

*May 21, 2009: advice to National Transportation Safety Board from Lynne A. Osmus, Acting Administrator, FAA*

"Monitored approaches typically call for the aircraft to be flown by the autopilot in the auto-coupled mode.

The second-in-command (SIC) manages the autopilot and throttles and maintains instrument reference throughout the approach while the pilot-in-command (PIC) seeks visual references to land. If there are sufficient visual references to land, the PIC assumes control of the airplane and completes the landing.

If adequate visual references are not available, the PIC announces a go-around, and the SIC executes the missed approach.

The monitored approach was primarily used for Category II approaches. It was not typically used with Category I approaches as the pilot flying, PIC or SIC, usually retained control through to the completion of the landing. It was also rarely used with Category III approaches, as the PIC primarily retained control through to the completion of the landing. As a result, operators developed different procedures depending on the category of approach to be flown."

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