

a transition from instrument guidance to ground visual guidance as early as possible. However, in circumstances of low visibility, particularly as related to Category II minima, the approach lights may often be in sight before the decision height is reached, but they will not provide a visual guidance segment sufficient to furnish adequate vertical information to the pilot. The result can be a touchdown far short of the threshold, as in this instance.

Accordingly, the Safety Board recommends that:

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The Federal Aviation Administration require that air carriers establish procedures in their operations manual that would require the pilot who flies an aircraft during approaches in low visibility conditions to monitor the instruments continuously until the runway threshold, or runway lights are called in sight.

BY THE NATIONAL TRANSPORTATION SAFETY BOARD:

/s/ JOHN H. REED

Chairman

/s/ FRANCIS H. McADAMS

Member

/s/ LOUIS M. THAYER

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Member

/s/ WILLIAM R. HALEY

Member

July 26, 1972.