



# SAFO

Safety Alert for Operators

U.S. Department  
of Transportation

**Federal Aviation  
Administration**

SAFO 11010  
DATE: 11/7/11

Flight Standards Service  
Washington, DC

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info)

*A SAFO contains important safety information and may include recommended action. SAFO content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest possible degree of safety in the public interest. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO.*

**Subject:** TCAS II Guidance and Training for Title 14 of the Code of Federal Regulations (14 CFR) Part 135 & Part 125 Certificate Holders, Part 125 Letter of Deviation Authority (LODA) holders (125M), Part 91 Subpart K, (91K) Program Managers, Part 91 Operators and Part 142 Training Centers.

**Purpose:** This SAFO strongly recommends that all operators with TCAS II installed equipment review and or revise their training programs/goals (as required) as discussed in AC-120-55. Various aircraft operators have different means of accomplishing this review which may include a review of current formal training programs and or reviewing/revising applicable Operations Manuals (POH, etc).

**Background:** TCAS II equipage is now common in many aircraft operating under parts 91, 91K, 125 and 135. Federal Aviation Administration (FAA) resolution advisory (RA) monitoring indicates that these aircraft are involved in a high percentage of RAs (41%) in the National Airspace (NAS). Many of these RAs occur at low altitudes where conflicts with visual flight rules (VFR) aircraft may be more common. This may also be attributable to the nature of the airspace and airports from which many of these aircraft operate.

The RA data which has been collected also indicates that pilots and flightcrews of these aircraft have a lower RA compliance rate than those operated by flightcrews under part 121. While FAA guidance permits non-compliance with an RA under certain circumstances, the data warrants the need to ensure that pilots and flightcrews are aware of proper TCAS procedures by appropriate guidance and training as required by the Operating Rules under which the aircraft operates.

**Recommended Action:** Certificate Holders, Fractional Ownership Program Managers, part 91 operators, LODA holders and Training Center Managers are strongly recommended to:

- Ensure that all formal training/testing programs and any applicable operating manual and/or flight manuals contain the appropriate procedures for the use of TCAS II and the proper flightcrew action in the event of an RA.
- Ensure that all applicable training curriculum includes applicable portions of the TCAS II training requirements referred to in AC 120-55 Appendix 6.

**References:** TCAS II can be found by clicking on the following links:

- [AC 120-55C, Air Carrier Operational Approval and Use of TCAS II](#)
- [Introduction to TCAS II Version 7.1 Booklet](#)

**Contact:** Questions or comments regarding this SAFO should be directed to Roger Sultan, Flight Technologies and Procedures Division, Future Flight Technologies Branch, AFS-430 at (202)-385-4586.