



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# SAFO

Safety Alert for Operators

SAFO 11011  
DATE: 10/7/11

Flight Standards Service  
Washington, DC

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

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*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:** Runway Excursions at Jackson Hole Airport (JAC)

**Purpose:** This SAFO advises operators and pilots of the potential hazard for runway excursions at JAC. It also emphasizes the importance of implementing and following standard operating procedures (SOP) and training for flightcrews.

**Background:** From 2007 – 2010, twenty runway excursions at JAC were reported. The runway excursions were split evenly between Title 14 of the Code of Federal Regulations (14 CFR) part 121 air carrier and general aviation aircraft, with 10 each. In the past, the Federal Aviation Administration (FAA) has recommended various procedures in an attempt to prevent such runway excursions. Previously issued Advisory Circular (AC) 91-79 covers Runway Overrun Prevention and SAFO 06012 covers Landing Performance Assessments-98 at Time of Arrival (Turbojets).

**Discussion:** At challenging airports like JAC an inadequately planned or executed approach and touchdown can generate a runway excursion. This SAFO contains Best Practices and Mitigation Strategies (see [SAFO 11011 SUP](#)) that were identified during an independent review of JAC operations. The Best Practices and Mitigation Strategies works to ensure that flightcrews conduct stabilized approaches and touchdown with accuracy - on speed, on path, configured and landing at a point on the runway, within the touchdown zone to ensure the aircraft to be stopped on the runway, thereby avoiding a runway excursion. While some operators currently incorporate many of these items in their programs, others do not and excursions continue to occur. These best practices and mitigation strategies are widely applicable and should be considered for any challenging special airport.

**Recommended Action:** Directors of operations, directors of safety, fractional ownership program managers, trainers, and pilots should be familiar with the content of this SAFO. They should work together to ensure that the content of this SAFO is provided to pilots during ground training and is reinforced through continual flight training that includes initial operating experience, line checks, proficiency checks, and daily flight planning and briefing. Every pilot conducting operations into JAC and other similar airports should review this SAFO. Operators, air carriers, flight departments, training centers, and industry should use these best practices and mitigation strategies to establish and implement aircraft-specific SOPs. These actions should be supported by pilot training that exploits all available resources (including the most advanced), in an effort to further mitigate the possibility of a runway excursion.

**Contact:** Questions or comments regarding this SAFO or general questions on runway incursions/excursions should be directed to the Air Carrier Operations Branch, AFS-220, at 202-267-8166. Questions or comments specifically regarding JAC should be directed to John Lusk, Technical Standards Branch, ANM-240 at 303-342-1211 or [john.lusk@faa.gov](mailto:john.lusk@faa.gov).