



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

InFO

Information for Operators

InFO 17009
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Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Committed-to-Stop Point on Landings

Purpose: This InFO replaces cancelled InFO 15003 and serves to inform operators of turbine-powered aircraft about the importance of establishing a point during landing where a go-around or rejected landing procedure will not be initiated and the only option will be bringing the aircraft to a stop.

Background: On July 31, 2008, the pilots of a Hawker Beechcraft airplane crashed while attempting a go-around more than 17 seconds after touchdown on a 5,500-foot runway. Two pilots and six passengers were fatally injured and the airplane was destroyed by impact forces¹. The National Transportation Safety Board (NTSB) investigated the accident and concluded that “if the captain had continued the landing and accepted the possibility of overrunning the runway instead of attempting to execute a go-around late in the landing roll, the accident most likely would have been prevented or the severity reduced because the airplane would have come to rest within the runway safety area.” As a result of this accident, the NTSB issued 14 Safety Recommendations² to the Federal Aviation Administration (FAA). NTSB Safety Recommendations A-11-18 and A-11-19 recommend that the FAA require industry to incorporate committed-to-stop points in various manuals, training, and standard operating procedures (SOP).

Discussion: The FAA has investigated the potential benefits and risks associated with incorporating a committed-to-stop point in the Aircraft Flight Manual. However, operational factors are too numerous and varied to establish a single committed-to-stop point. The FAA believes operators are in the best position to make this determination for their operation and type aircraft. Operators who establish committed-to-stop points would eliminate ambiguity for pilots making decisions during time-critical events.

Operators of turbine-powered aircraft should establish SOPs for flightcrews to determine a point after touchdown where a go-around will not be initiated and the only option would be to bring an aircraft to a stop. This could be accomplished by any single procedure or combination of procedures, such as committing to stop following deployment of reversers or lift-dump, spoilers, or speedbrakes (if equipped); committing to stop below a certain airspeed (e.g., less than 80 knots), and/or runway distance remaining. Committed-to-stop points should be included in the approach briefing and incorporated into the operator’s SOP, the flight operations manual, initial and recurrent training, and the crew resource management training program.

¹ NTSB Accident Number: DCA08MA085

² <https://www.nts.gov/safety/safety-recs/recletters/A-11-018-031.pdf>

Recommended Action: Program managers (Title 14 of the Code of Federal Regulations (14 CFR) Part 91, subpart K); directors of safety and directors of operations (14 CFR part 121); directors of operations (14 CFR part 135); training managers; and pilots should familiarize themselves with the information contained in this InFO. Operators choosing to adopt the procedures discussed in this InFO should notify their principal operations inspector of the procedures and method adopted via the Safety Assurance System External Portal when it becomes operational and available to them.

Contact: Questions or comments regarding this InFO should be directed to the Air Carrier Training Systems and Voluntary Safety Programs Branch, AFS-280, at (202) 267-8166.