

10/15/2025

FOR YOUR INFORMATION

2025-253/5-84

To: Airport Manager, San Francisco International Airport (SFO), CA, FAA (ATM 2279978
SFO Tower, AWP-600)

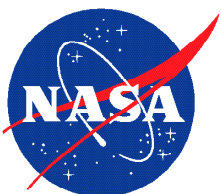
Info: FAA (AAS-1, AAS-300, AFS-260, AJV-A, AFS-200, AVP-1, AVP-200, Director of Air
Traffic Operations WSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP,
ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA,
SWAPA, Jeppesen Sanderson Inc.

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: SFO Static Run-Up Procedures

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2279978**DATE / TIME**

| | |
|--------------------|--------------|
| Date of Occurrence | 202508 |
| Local Time Of Day | 1201 to 1800 |

PLACE

| | |
|----------------|-------------|
| Locale | SFO.Airport |
| State | CA |
| Altitude - AGL | 0 |

AIRCRAFT / EQUIPMENT X

| | |
|--------------------------|---|
| ATC / Advisory - Tower | SFO |
| Make Model Name | Large Transport, Low Wing, 2 Turbojet Eng |
| Operating Under FAR Part | 121 |

AIRCRAFT / EQUIPMENT Y

| | |
|--------------------------|--------------------|
| Make Model Name | Widebody Transport |
| Operating Under FAR Part | 121 |

PERSON 1

| | |
|------------------------|--------------|
| Function - Flight Crew | Pilot Flying |
| ASRS Report Number | 2279978 |

PERSON 2

| | |
|------------------------|------------------|
| Function - Flight Crew | Pilot Not Flying |
| ASRS Report Number | 2279980 |

EVENTS

| | |
|-------------------|--|
| Anomaly | ATC Issue - All Types |
| Anomaly | Conflict - Ground Conflict, Less Severe |
| Anomaly | Deviation / Discrepancy - Procedural - Published |
| | Material / Policy |
| Anomaly | Ground Event / Encounter - Jet Blast |
| Detector - Person | Flight Crew |
| Result - General | None Reported / Taken |

NARRATIVE 1

While lining up to wait on 01R for takeoff, we noticed a widebody jet doing a static run-up in the run-up pad at V or E (at L). We were aware that it was a run-up due to the large spray of water that was observed behind the aircraft. As we were cleared for take off, my mind was thinking about a "what if" scenario where human error or mechanical failure caused the aircraft to move forward from the run-up pad and collide with our aircraft as we accelerated down the runway. I may not be the first person to submit a report regarding this matter, but I feel compelled to do so as I feel that engine run-ups could be conducted elsewhere where an error would not cause the engine run-up aircraft to collide with a departing aircraft.

Find a different location to do run-ups.

NARRATIVE 2

All phases of flight were operated safely on our part, this is intended to express concerns about a practice observed at SFO that could cause a catastrophic event if things go a certain way. We were taking off 1R and there was a widebody jet doing a maintenance engine run up on taxiway E, facing west, engine blast pointed over the water. I get why they want the engine blast over the water, what I don't understand is why the jet has to face the active take-off runway. When we passed the jet, it became obvious it as at take-off power setting, brakes set. If the maintenance personnel made a mistake, releasing the brake, or if a mechanical failure occurred, the empty jet at take-off power would suddenly roll onto the runway being used for take off. It would happen so quickly the mechanics would not be able to stop it and perhaps cause a catastrophe with the plane taking off of runway 1R (our flight in this case.). Perhaps this is not the best place for a run up. The consequences of something going wrong are not worth the convenience of this current practice.

Do the run ups somewhere else so that if (or when) something goes wrong it doesn't have the risk of causing a serious plane crash.

SYNOPSIS

Air carrier flight crew reported an aircraft was performing a high power run-up near the takeoff runway at SFO. The flight crew was concerned that if control of the aircraft was lost, it could collide with departing traffic.