

Inspecting Aerodrome Safety Areas

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Inspectors Workshop for the Caribbean Region**

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**Federal Aviation
Administration**



Runway Strip

Runway Strip is defined as the area surrounding the runway that is prepared or suitable for reducing damage to aircraft in the event of:

- Unintentional excursion from the runway surface



Runway End Safety Areas

Runway End Safety Area is defined as the area beyond the end of the runway that is prepared or suitable for reducing damage to aircraft in the event of:

- Undershoot
- Overshoot



Runway Strip/Runway End Safety Area— Code No. 3/4 Runway

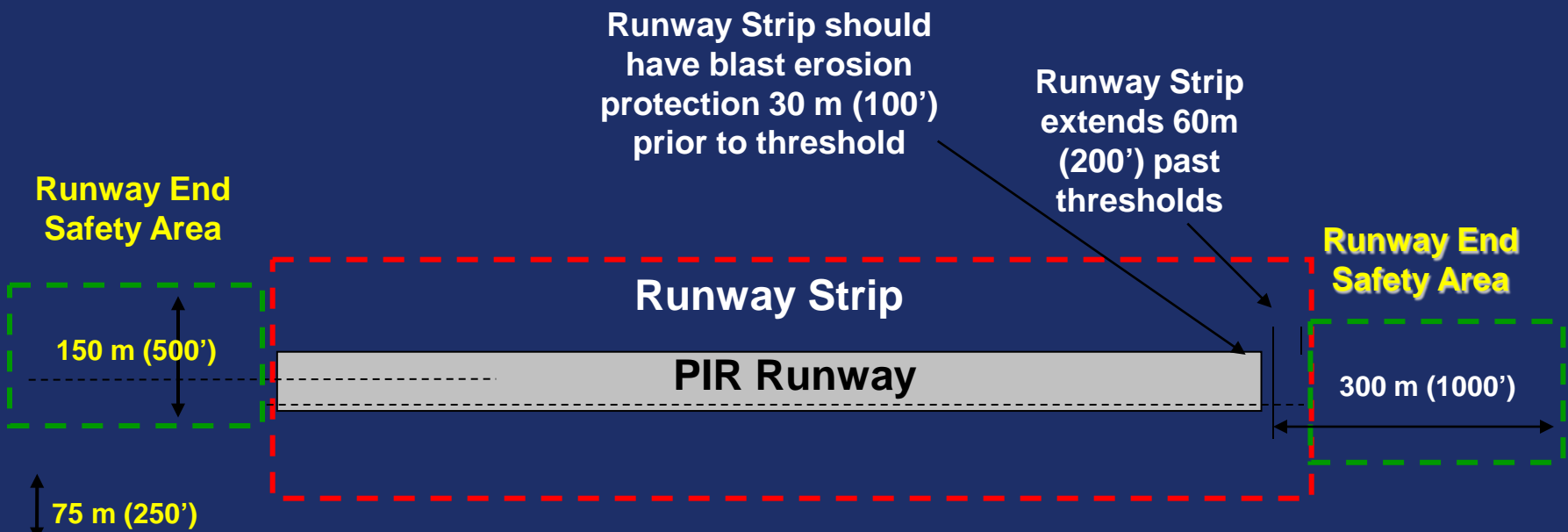


Runway End Safety Area



Runway End Safety Area





3.5.6 No objects should be situated in RESA that may endanger planes.

3.5.7 RESA should be graded and cleared to reduce risk of damage to planes undershooting or overrunning the runway.

3.4.8 Runway Strip should be graded 75 m (250') of CL.

3.4.7 No Fixed Objects other than frangible visual aids permitted in Runway Strip within 60 m (200') of CL or 77.5 m (250') of CL for Code 4F runway.

3.4.6 An object situated on a runway strip which may endanger aeroplanes should be regarded as an obstacle and should, as far as practical, be removed.

90 m Required
240 m Recommended
Width shall be at least twice runway width. Recommended width same as graded width of Runway Strip (75 m).

Dimensions of Runway Strips and Runway End Safety Areas-

- Dimensions of Runway Strips and RESA based on runway type
- Maximum 1.5 inch lip from pavement to unpaved surface (FAA Airport Design Standard)
- Transverse grade beyond pavement = minus 1.5% to minus 5%





Runway Strips and Runway End Safety Areas must be established by the airport operator and maintained.

Inspection Criteria



NO hazardous
ruts, humps,
swales or
depressions

Equipment located in the safety area

NO objects in the runway strips except navigational equipment fixed by function



VASI
PAPI
PLASI
Edge lights
Distance Markers
Approach lights

What is allowed in the safety area?



Questions??

