



Agenda Item 6

AGA Developments and Follow-up

6.3 Follow-up to activities on the analysis of runway end safety areas (RESAs) and runway strips

ANALYSIS OF RUNWAY END SAFETY AREAS (RESAS) AND RUNWAY STRIPS

(Presented by the Secretariat)

SUMMARY

The purpose of this working paper is to inform the Meeting on the result of the surveys sent to States/Territories on the analysis of the deficiencies in runway end safety areas (RESA) and runway strips; inform the Meeting of the importance that replies be analyzed by the task forces of the AGA/AOP/SG; and the lack of information received from States/Territories hinder knowing the achievement fulfilled in those issues up to this date.

**Strategic
Objectives**

This working paper relates to Strategic Objective A.

1. Introduction

1.1 In accordance with Conclusion 14/61 of the GREPECAS Meeting held in San Jose, Costa Rica, April 2007, the ICAO NACC Regional Office sent States of the Region the surveys referred to in the Conclusion text below on 9 November 2007:

CONCLUSION 14/61 ANALYSIS OF RUNWAY END SAFETY AREA (RESA) AND RUNWAY STRIP DEFICIENCIES

- a) *That States and Territories of the CAR/SAM Regions, as applicable, submit updated information to the ICAO Regional Offices, not later than January 2008, for further analysis by the GREPECAS AGA/AOP/SG on:*
- i) *specific runway ends and/or full runways that are in non-compliance with RESA and/or runway strip SARPs, in order to define possible mitigation alternatives;*

- ii) *alternatives that provide resolution of deficiencies with RESA and/or runway strip SARPs; and that*
- b) *the ICAO Regional Offices send the information referred to in i) and ii) to the AGA/AOP/SG Subgroup so the RESA/Runway Strip Task Force may analyze alternative means to achieve compliance with the respective ICAO standards.*

1.2 The GREPECAS AGA/AOP Subgroup has 5 task forces, among them the Runway End Safety Areas and Runway Strips Task Force. This task force analyzes study cases developed by States for airports with ground restrictions to provide runway strips and RESAs and give appropriate guidance. Likewise, it makes an annual deficiency analysis and informs the results to the AGA/AOP/SG Meetings.

2. Discussion

2.1 In order to assist the Runway End Safety Areas and Runway Strips Task Force of the GREPECAS AGA/AOP Subgroup to achieve the expected results, the States/Territories were requested to respond not later than 30 January 2008. The replies received from the CAR Region States represent a 20% of all aerodromes. For this reason, States are requested to complete and submit the RESA and runway strip information using the format included in the **Appendix** to this paper.

3. Suggested Action

3.1 The Meeting is invited to:

- a) take note of the information presented in this working paper; and
- b) urge States/Territories that have not replied to the survey to send their information to the ICAO NACC Regional Office, so the information can be forwarded to the GREPECAS AGA/AOP Subgroup for the corresponding analysis by the Task Force.

SURVEY ON THE ANALYSIS OF RUNWAY END SAFETY AREA (RESA) AND RUNWAY STRIP DEFICIENCIES

STATE NAME

Table 01 – Analysis of Runway End Safety Area (RESA) and Runway Strip Deficiencies

Aerodrome	RESA	Runway Strip
<i>Please add the international Airports from your State listed in Doc 8733</i>		
Remarks:		