



**Agenda Item 4                      Review of Task Forces Activities, CARSAMPAF and ALACPA**

4.1      Report of the Runway Strips and Runway End Safety Areas (RESA)  
 Task Force

**AERONAUTICAL STUDIES ON RUNWAY STRIPS/RESA**

(Presented by Brazil)

<b>SUMMARY</b>	
<p>Taking into account the restructuring of the ICAO Montreal (PANS-AGA study group), whose objective is, among other things, the definition of a methodology for the carrying out of aeronautical studies. This paper suggests the Aeronautical Studies Task Force to consider restricting the analysis to only the areas of responsibility of the airport administration, that is to say, up to the external limit of the runway strip/RESA.</p>	
<b>References:</b>	
<ul style="list-style-type: none"> <li>•      Annex 14- Vol. I</li> </ul>	
<b>Strategic objectives:</b>	<i>This paper relates with strategic objectives A and D.</i>

**1.                      Background**

1.1                      The International Civil Aviation Organization (ICAO), according to Annex 14, defines the situations in which aeronautical studies should be carried out. It also recognizes that there are currently no guidelines for signatory States establishing the methodology for the elaboration of such a study.

1.2                      In this sense, the task force was established with representatives from the air navigation procedures panel (IFPP) and the aerodromes panel (AGA) with the aim of developing, within the PANS-AGA, a document to define the methodology for the elaboration of aeronautical studies and other provisions, to become applicable on 2012.

1.3                      Currently, States are facing difficulties to fix inconsistencies related with lack of attention to aeronautical regulations as regards obstacle limiting surfaces and the aerodrome's physical characteristics. The inconsistencies relative to obstacle limiting surfaces are the most complex, since they include the area outside the airport and, consequently, involve other organizations. The inconsistencies related to the aerodrome's physical characteristics are contained within the airport area and only require actions of responsibility to the airport administration.

## 2. **Discussion**

2.1 Initially consider the need to orient States to carry out analysis risks on inconsistencies related with discrepancies in the aeronautical regulations as regards the airport physical characteristics, especially, in the following situations:

- a) Runway strips and runway end safety areas (RESA) with insufficient dimensions and/or quality;
- b) Insufficient separation between landing areas and parallel taxiways;
- c) Nonexistence or inappropriate location of visual approach and air navigation aid equipment.

## 3. **Action required**

3.1 The Meeting is invited to:

Take this paper under consideration for discussion by the Aeronautical Studies Task Force and include it in the Manual, in the event of its publication.

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