

**RUNWAY HEADING**– The magnetic direction that corresponds with the runway centerline extended, not the painted runway number. When cleared to “fly or maintain runway heading,” pilots are expected to fly or maintain the heading that corresponds with the extended centerline of the departure runway. Drift correction shall not be applied; e.g., Runway 4, actual magnetic heading of the runway centerline 044, fly 044.

**RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY**– Any runway or runways currently being used for takeoff or landing. When multiple runways are used, they are all considered active runways. In the metering sense, a selectable adapted item which specifies the landing runway configuration or direction of traffic flow. The adapted optimum flight plan from each transition fix to the vertex is determined by the runway configuration for arrival metering processing purposes.

**RUNWAY LIGHTS**–

(See AIRPORT LIGHTING.)

**RUNWAY MARKINGS**–

(See AIRPORT MARKING AIDS.)

**RUNWAY OVERRUN**– In military aviation exclusively, a stabilized or paved area beyond the end of a runway, of the same width as the runway plus shoulders, centered on the extended runway centerline.

**RUNWAY PROFILE DESCENT**– An instrument flight rules (IFR) air traffic control arrival procedure to a runway published for pilot use in graphic and/or textual form and may be associated with a STAR. Runway Profile Descents provide routing and may depict crossing altitudes, speed restrictions, and headings to be flown from the en route structure to the point where the pilot will receive clearance for and execute an instrument approach procedure. A Runway Profile Descent may apply to more than one runway if so stated on the chart.

(Refer to AIM.)

**RUNWAY SAFETY AREA**– A defined surface surrounding the runway prepared, or suitable, for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. The dimensions of the RSA vary and can be determined by using the criteria contained within AC 150/5300-13, Airport Design, Chapter 3. Figure 3–1 in AC 150/5300-13 depicts the RSA. The design standards dictate that the RSA shall be:

- a. Cleared, graded, and have no potentially hazardous ruts, humps, depressions, or other surface variations;
- b. Drained by grading or storm sewers to prevent water accumulation;
- c. Capable, under dry conditions, of supporting snow removal equipment, aircraft rescue and firefighting equipment, and the occasional passage of aircraft without causing structural damage to the aircraft; and,
- d. Free of objects, except for objects that need to be located in the runway safety area because of their function. These objects shall be constructed on low impact resistant supports (frangible mounted structures) to the lowest practical height with the frangible point no higher than 3 inches above grade.

(Refer to AC 150/5300-13, Airport Design, Chapter 3.)

**RUNWAY STATUS LIGHTS (RWSL) SYSTEM**– The RWSL is a system of runway and taxiway lighting to provide pilots increased situational awareness by illuminating runway entry lights (REL) when the runway is unsafe for entry or crossing, and take-off hold lights (THL) when the runway is unsafe for departure.

**RUNWAY TRANSITION**–

(See SEGMENTS OF A SID/STAR)

**RUNWAY TRANSITION WAYPOINT**–

(See SEGMENTS OF A SID/STAR.)

**RUNWAY USE PROGRAM**– A noise abatement runway selection plan designed to enhance noise abatement efforts with regard to airport communities for arriving and departing aircraft. These plans are developed into runway use programs and apply to all turbojet aircraft 12,500 pounds or heavier; turbojet aircraft less than 12,500 pounds are included only if the airport proprietor determines that the aircraft creates a noise problem. Runway use programs are coordinated with FAA offices, and safety criteria used in these programs are developed by the