

RRIA–

(See REROUTE IMPACT ASSESSMENT.)

RSA–

(See RUNWAY SAFETY AREA.)

RTR–

(See REMOTE TRANSMITTER/RECEIVER.)

RUNWAY– A defined rectangular area on a land airport prepared for the landing and takeoff run of aircraft along its length. Runways are normally numbered in relation to their magnetic direction rounded off to the nearest 10 degrees; e.g., Runway 1, Runway 25.

(See PARALLEL RUNWAYS.)

(See ICAO term RUNWAY.)

RUNWAY [ICAO]– A defined rectangular area on a land aerodrome prepared for the landing and takeoff of aircraft.

RUNWAY CENTERLINE LIGHTING–

(See AIRPORT LIGHTING.)

RUNWAY CONDITION CODES (RwyCC)– Numerical readings, provided by airport operators, that indicate runway surface contamination (for example, slush, ice, rain, etc.). These values range from “1” (poor) to “6” (dry) and must be included on the ATIS when the reportable condition is less than 6 in any one or more of the three runway zones (touchdown, midpoint, rollout).

RUNWAY CONDITION READING– Numerical decelerometer readings relayed by air traffic controllers at USAF and certain civil bases for use by the pilot in determining runway braking action. These readings are routinely relayed only to USAF and Air National Guard Aircraft.

(See BRAKING ACTION.)

RUNWAY CONDITION REPORT (RwyCR)– A data collection worksheet used by airport operators that correlates the runway percentage of coverage along with the depth and type of contaminant for the purpose of creating a FICON NOTAM.

(See RUNWAY CONDITION CODES.)

RUNWAY END IDENTIFIER LIGHTS (REIL)–

(See AIRPORT LIGHTING.)

RUNWAY ENTRANCE LIGHTS (REL)–An array of red lights which include the first light at the hold line followed by a series of evenly spaced lights to the runway edge aligned with the taxiway centerline, and

one additional light at the runway centerline in line with the last two lights before the runway edge.

RUNWAY GRADIENT– The average slope, measured in percent, between two ends or points on a runway. Runway gradient is depicted on Government aerodrome sketches when total runway gradient exceeds 0.3%.

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