

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 Office of Flight Operations. Runway use programs are administered by the Air Traffic Service as “Formal” or “Informal” programs.

a. Formal Runway Use Program– An approved noise abatement program which is defined and acknowledged in a Letter of Understanding between Flight Operations, Air Traffic Service, the airport proprietor, and the users. Once established, participation in the program is mandatory for aircraft operators and pilots as provided for in 14 CFR Section 91.129.

b. Informal Runway Use Program– An approved noise abatement program which does not require a Letter of Understanding, and participation in the program is voluntary for aircraft operators/pilots.

RUNWAY VISUAL RANGE (RVR)–

(See VISIBILITY.)

RwyCC–

(See RUNWAY CONDITION CODES.)

RwyCR–

(See RUNWAY CONDITION REPORT.)