EASA
European Aviation Safety Agency

RESA

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Your safety is our mission.

RESA

CS ADR-DSN.C.210 Runway End Safety Areas

(a) The safety objective of the runway end safety area (RESA) is to minimise risks to aircraft and their occupants when an aeroplane overruns or undershoots a runway.

(b) A runway end safety area should be provided at each end of a runway strip where:

(1) the code number is 3 or 4; and

(2) the code number is 1 or 2 and the runway is an instrument one.

RESA

GM ADR-DSN.C.210 Runway End Safety Areas

This GM contains detailed guidance material for RESAs and arresting systems.

RESA

CS ADR-DSN.C.215 Dimensions of runway end safety areas

(a) Length of RESA

A runway end safety area should extend from the end of a runway strip to a distance of at least 90 m and, as far as practicable, extend to a distance of:

(1) 240m where the code number is 3 or 4 and

(2) 120m where the code number is 1 or 2 and the runway is an instrument one

RESA

CS ADR-DSN.C.215 Dimensions of runway end safety areas

(b) Notwithstanding the provisions in (a) above, the length of the runway end safety area may be reduced where an arresting system is installed, based on the design specifications of the system.

(c) Width of RESA

The width of a runway end safety area should be at least twice that of the associated runway and, wherever practicable, be equal to that of the graded portion of the associated runway strip.

RESA

GM ADR-DSN.C.215 Dimensions of runway end safety areas

It is accepted that many aerodromes were constructed before requirements for RESAs were introduced. For applicable runways where the RESA does not extend to the recommended distance, as part of their Safety Management System, aerodromes should assess the risk and implement appropriate and suitable mitigation measures as necessary.