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AIC

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PHYSICAL CHARACTERISTICS OF A RUNWAY END SAFETY AREA

1. Background

The Civil Aviation (Aerodromes) Regulations, 2012 have not stipulated the requirements for RESA as part of **Aerodrome physical characteristics requirements** in Botswana as required in Annex 14 Standards and Recommended Practices on aerodromes designs.

Standards and technical specifications for aerodromes are as prescribed by the Authority in accordance with safety and regulatory requirements as may be published by CAAB from time to time.

It has been found necessary to establish requirements for RESA at aerodromes as prescribed in this AIC to bridge the gap between existing regulations and Annex 14 standards, whilst awaiting the amendment of the Civil Aviation (Aerodromes) Regulations.

2. Purpose

The purpose of this circular is to notify Aerodrome Operators that Civil Aviation Authority of Botswana has promulgated these requirements for compliance with ICAO Standards and Recommended Practices on RESA, as contained in Annex 14. The requirements are applicable to the development of all aerodrome runways as detailed below and shall take effect upon publication of this AIC.

The circular is issued under Regulation 43. (1) “An operator shall not operate an aerodrome unless the physical characteristics of the aerodrome comply with the standards specified by the Authority and any publications as may be published or approved by the Authority”

3. Physical characteristics for RESA

- a) A RESA must extend —
 - 1) to a distance of at least 90 metres from the end of the runway strip, and
 - 2) if practicable—
 - (i) to a distance of at least 240 metres from the end of the runway strip; or
 - (ii) to the greatest distance that is practicable between the 90 metres required in paragraph (a) 1) and the 240 metres required in paragraph (a) 2) (i).
- b) The width of a RESA must—
 - 1) be at least twice the width of the associated runway and be positioned symmetrically on either side of the extended centre line of the runway; and
 - 2) where practicable, be equal to the width of the graded portion of the associated runway strip.
- c) A RESA must be constructed to—
 - (1) provide a cleared and graded area to reduce the risk of damage to an aeroplane that undershoots or overruns the runway; and
 - (2) where practicable, be clear of any object which might endanger an aeroplane that undershoots or overruns the runway.
- d) A RESA must not penetrate the approach or take-off climb surface for the runway.
- e) If a RESA has a longitudinal slope—
 - (1) any downward slope must not exceed 5%; and
 - (2) slope changes must be as gradual as practicable; and
 - (3) abrupt changes or sudden reversals of slopes must be avoided.

f) If a RESA has a transverse slope—

(1) any upward or downward slope must not exceed 5%; and

(2) slope changes must be as gradual as practicable.