



**NTSB** National Transportation Safety Board

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*Office of Aviation Safety*

# **Delta Connection Flight 6448 Operated by Shuttle America**

## **Airport Issues**

# Cleveland Hopkins International Airport

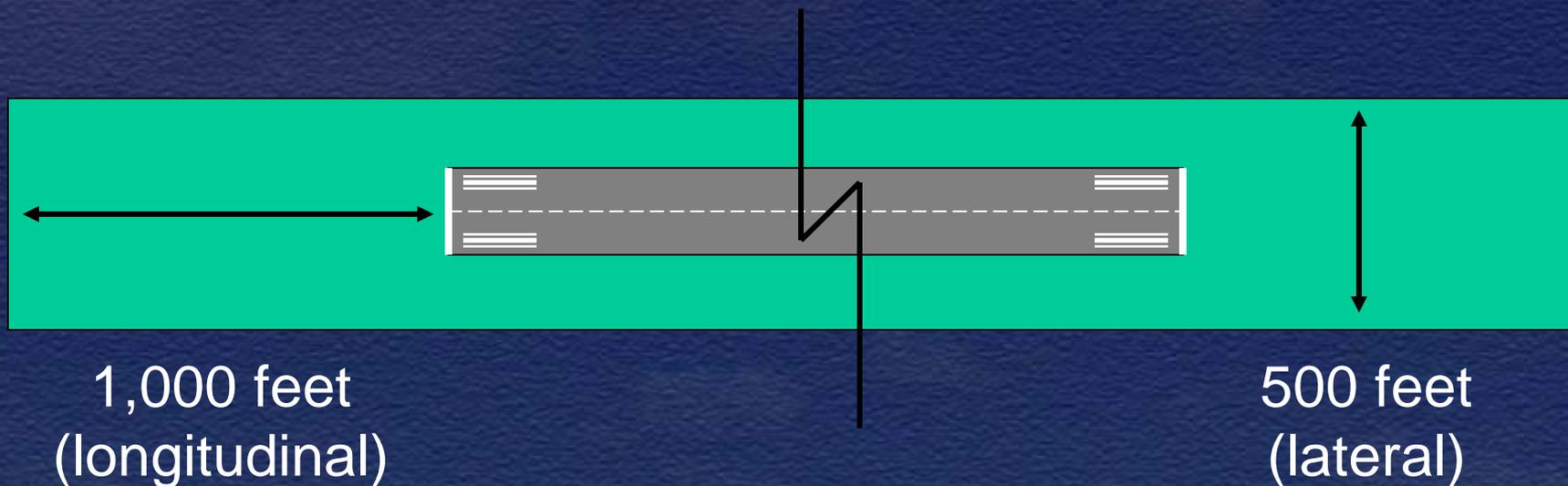


# CLE Snow Removal Priorities

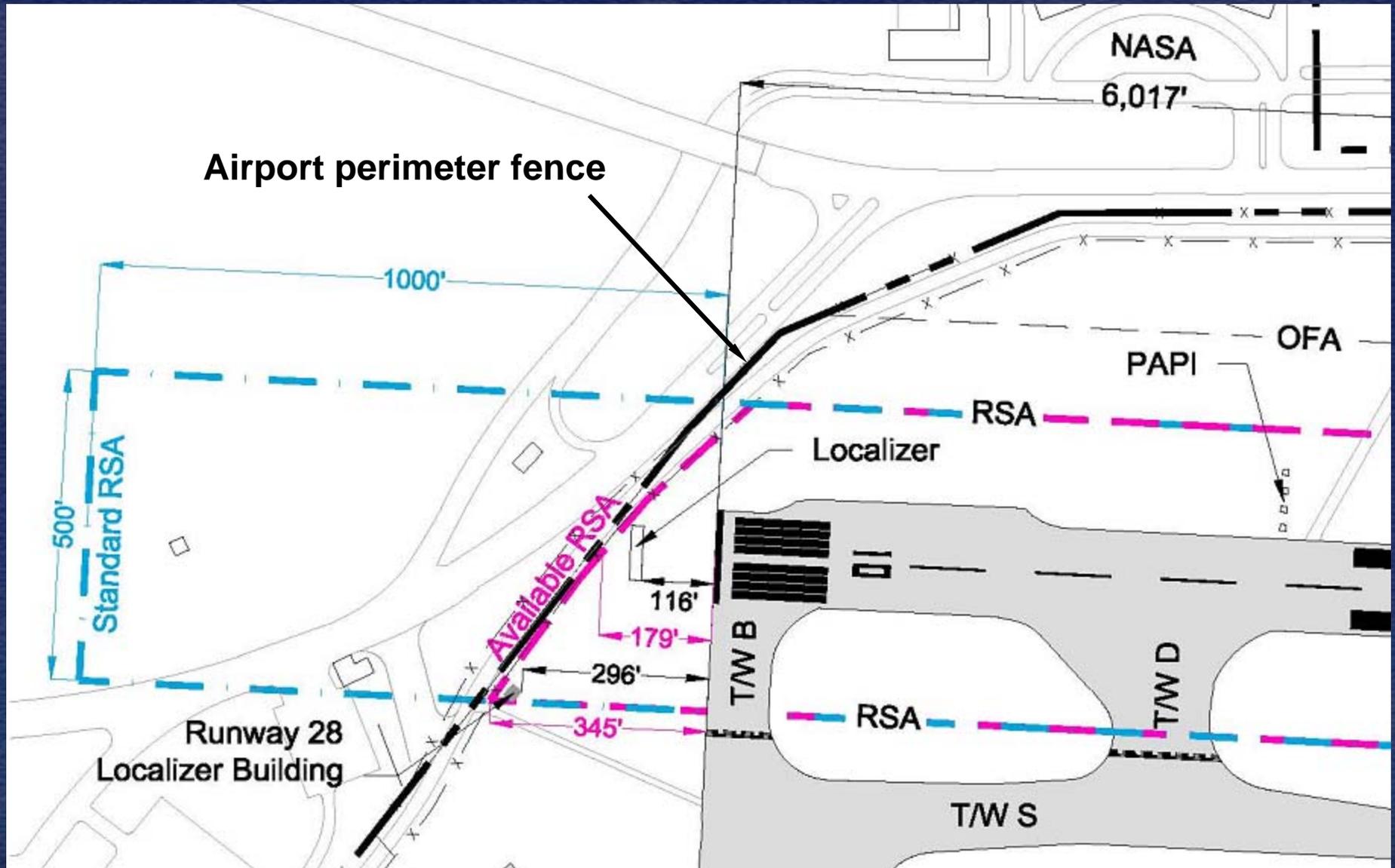
- Runways
- Taxiways
- Ramps
- Lowest priority
  - Airport access roads
  - Parking lots
  - Glideslope antennas

# Runway Safety Areas (RSAs)

- Buffer zone
  - 1,000 feet beyond runway ends
  - 250 feet on each side of runway centerline



# Runway 10 RSA



# RSAs – Chronology of Significant Events

1988	FAA regulatory change
1999	FAA order - runway safety area program
2000	FAA RSA determination for CLE
2002-2004	CLE contracted with engineering firms to produce studies of possible solutions to RSA problem
2004-2007	CLE and FAA negotiate results of studies and feasible improvements
2008	CLE to submit revised proposals to FAA
2010	Deadline for CLE RSA improvements

# Current Recommendation Status

- 2003 recommendations
  - A-03-11 – achieve dimensional standards
  - A-03-12 – if unable, install EMAS
- FAA response
  - 80 percent RSAs improved by 2010
  - Will continue promoting and funding EMAS
- Both remain classified “Open–Acceptable Response”



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