



# Nantucket Memorial Airport Master Plan Update

## Appendix 4– FAA RSA Determination



2015

Prepared for:  
**Nantucket Memorial Airport Commission**

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**Appendix 4 – FAA RSA Determination**



Runway Safety Area Determination  
Nantucket Memorial Airport  
Nantucket, Massachusetts

Based upon a physical inventory of objects in the runway safety areas, the results of which are attached, as well as review of other documents available, the following determinations are made:

Runway 6-24 - The existing RSA in the approach end of Runway 6 is 950' on centerline tapering to 920' and 790' left and right of centerline, respectively. In the area beyond these limits lies a fence and environmentally sensitive sand dunes which ultimately connect to the ocean. Extending the RSA in this direction appears impracticable as does shifting and shortening the runway given that the centerline dimension is only 50 feet short of standard. Shifting or shortening the runway would require relocation of approach lighting systems, numerous other NAVAIDS and centerline/touchdown zone lights. EMAS might provide limited benefit but given the small deficiency and given the installation and maintenance cost, is not justified. In addition, grading of terrain is required of various areas within the safety area of the runway and some objects need to be made frangible.

It is practicable to meet standards in the approach end of Runway 24. Two approach light stations need to be frangibly mounted.

Runway 12-30 - Runway 12-30 is not under Part 139. The Runway 12 safety area end is within the RSA for Runway 6-24 creating an operational concern. To eliminate this concern, the Runway should be shortened such that the safety areas do not overlap. Also, to meet standard it appears that filling to grade would be required on both sides of the runway for a distance of 1400'.

Runway 15-33 – The safety areas for Runway 15-33 currently meet standard.

These determinations are made based upon the information currently available and are subject to planning and environmental review and change if additional information is received.



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Date: 9/13/00