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**Owen Roberts International Airport (ORIA)**  
**Guidance on operations at Taxiway Alpha and Bravo Holding Bay Area**  
**AD 2-42**

**1. Introduction**

- 1.1 The purpose of this supplement is to provide aircraft operators and pilots operating ICAO Wake Turbulence Category Light (WTC) aircraft types of 7 000 kg (15 500 lb) or less and Medium aircraft types less than 136 000 kg (300 000 lb) and more than 7 000 kg (15 500 lb) with a wingspan of less than 36 metres/118 feet with guidance on how to use taxiway Alpha and Bravo runway holding position markings when issued a taxiing manoeuvre clearance limit by Owen Roberts Tower to hold short of a runway in the holding bay area between taxiway Alpha and Bravo.
- 1.2 The holding bay area in between taxiway Alpha and Bravo is a designated Hot Spot area with a history of runway incursions, and where heightened attention by aircraft pilots and vehicle drivers is necessary.
- 1.3 Holding position markings in the holding bay area are designed to protect the runway, runway strip, and obstacle limitation surface at which taxiing aircraft and vehicles must stop and hold, unless otherwise authorized by Owen Roberts Tower to enter the runway.
- 1.4 A list of Light and Medium aircraft with less than 36 metre/118 feet wingspan operating at Owen Roberts International Airport is shown in Table 1.

*Table 1.*

<b>WTC</b>	<b>Typical Aircraft Type</b>
Light	BE20/ BE30/C172/DHC6/ E50P/ HDJT/ PC12/ PA31/PA34/ SF50/SR22
Medium	ATR43/A319/A320/A321/B737/B738/B739/B38M/B39M/B752*/C130/CRJ2/C650 E170/F900/GLF5/SF34

\*Note, a B752 wingspan is 38 metres/125 feet. For this reason, will not be instructed by Owen Roberts Tower to hold in the turning bay area between taxiway Alpha and Bravo.

- 1.5 A list of Heavy aircraft with a wingspan of more than 36 metres/118 feet operating at Owen Roberts International Airport is shown in Table 2. Because these aircraft types infringe the protected runway strip

safety area if held in the holding bay area between taxiway Alpha and Bravo, they will not be instructed to hold short of the runway at taxiway Alpha or Bravo holding position markings when taxiing for a runway 08 departure or vacating the runway after landing runway 26.

Table 2.

WTC	Typical Aircraft Type
Heavy	A310/A330/B752/B762/B763/B772/B782/C17

## 2. Taxiway Alpha and Bravo Runway Holding Position Markings

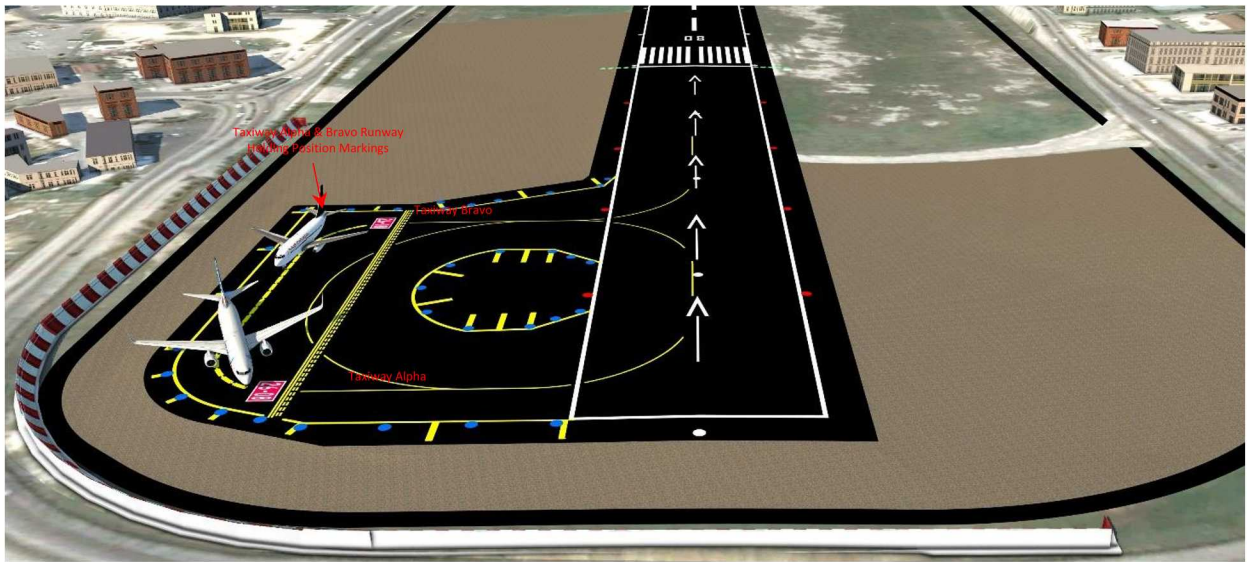
- 2.1 Runway holding position markings indicate where ICAO Light and Medium aircraft MUST STOP and hold short when approaching a runway. They consist of four yellow lines, two solid and two dashed, spaced six or twelve inches apart, and extending across the width of taxiway Alpha and Bravo and aircraft holding bay area. The solid lines are always on the side where aircraft must hold as a taxi clearance limit prior to receiving an air traffic control clearance to enter the runway.
- 2.2 The holding position markings depicted in Figure 1 below identify the locations on taxiway Alpha and Bravo where aircraft MUST STOP and hold short of the runway when a taxi clearance has not been issued by Owen Roberts Tower to proceed onto the runway. Generally, runway holding position markings also identify the boundary of the runway strip safety area for aircraft entering or exiting the runway.

Figure 1.



- 2.3 When instructed by Owen Roberts Tower, e.g. “(aircraft callsign) OWEN ROBERTS TOWER, TAXI TO HOLDING POINT, TAXIWAY ALPHA, via TAXIWAY BRAVO, HOLD SHORT OF RUNWAY 08,” the pilot MUST STOP so that no part of the aircraft extends beyond the runway holding position markings in the holding bay area. Pilots must not cross the runway holding position markings depicted in Figures 1 and Figure 2 without a clearance from Owen Roberts Tower.

Figure 2.



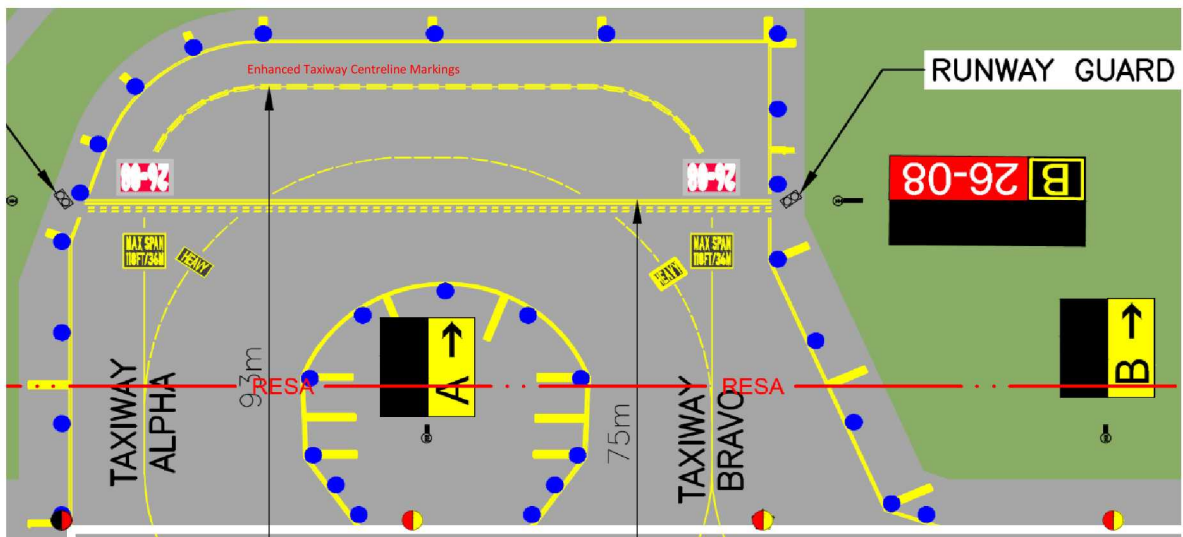
2.4 Aircraft exiting the runway via taxiway Alpha or Bravo, or any other taxiway is not clear of the runway until all parts of the aircraft have crossed the solid taxiway holding position markings.

### 3. Taxiway Alpha and Bravo Taxiway Centreline Manoeuvre

3.1 When there is landing or departing aircraft restricting the movement of aircraft to hold short of a runway at the holding bay area and holding position markings between taxiway Alpha and Bravo, Owen Roberts Tower will instruct all WTC Light and Medium (except B752) aircraft types with less than 36 metre/118 ft wingspan to hold short of the runway at taxiway Alpha or Bravo runway holding position markings.

3.2 When instructed to hold short of the runway, Light and Medium type aircraft should be centred over the enhanced taxiway centreline depicted in Figure 3 during taxi.

Figure 3.



3.3 The above Figure 3 enhanced taxiway centreline markings consist of a MAX SPAN 118FT/36M marking located across the surface of taxiway Alpha and Bravo centreline and is surrounded by a yellow borderline. It includes a parallel line of yellow dashes on either side of the normal taxiway centreline in the holding bay area where

aircraft will be instructed to hold short of the runway so that no part of the aircraft extends beyond the runway holding position markings. The purpose of this enhancement is to warn pilots that they are approaching a runway holding position marking and should prepare to stop and remain clear of a runway holding position marking unless cleared onto the runway by Owen Roberts Tower.

*This replaces AIP Supplement 01/2025 dated 10<sup>th</sup> March 2025*