

OCALA INTERNATIONAL AIRPORT

Holding Bay/ATC Support

From: OCF ATCT <ocf@rvainc.com>
Sent: Tuesday, September 30, 2025 12:34 PM
To: Matt Grow <mgrow@ocalafl.gov>
Subject: OCF Runway 36 Holding Bay

Dear Matt,

I am writing to provide a formal statement of support regarding the proposed construction of a holding bay at the approach end of Runway 36 at Ocala International Airport.

As noted in the 2025 Runway Safety Action Team (RSAT) meeting minutes, no surface safety incidents were formally reported; however, recurring operational challenges were discussed in relation to ground movement efficiency. Chief among these challenges is the lack of a designated staging area for flight training aircraft at the Runway 36 threshold. During peak hours, the airport regularly experiences more than 50 operations per hour for a three-to-four-hour window each morning. Aircraft queue directly on Taxiway Alpha, and when a single aircraft is required to hold for one reason or another, significant delays can be incurred by aircraft in the queue. This creates congestion at the threshold, prevents other aircraft from being able to bypass and depart, and results in recurring bottlenecks that require increased controller intervention while impacting both IFR and transient traffic.

From an air traffic management perspective, the construction of a holding bay sized to accommodate at least four AI/BI type aircraft would directly mitigate this constraint. By allowing multiple aircraft to stage clear of the taxiway centerline, the holding bay would preserve continuous traffic flow to and from Runway 36, thereby reducing bottlenecks, enhancing safety margins, and aligning with best practices at comparable airports.

It is also worth emphasizing the importance of advancing Taxiway C development, which was discussed as part of the airport's long-term construction program. The addition of Taxiway C will provide a parallel routing option on the west side of the runway that addresses many of the same capacity and efficiency concerns identified at the RSAT. Taken together, the holding bay and Taxiway C represent complementary solutions that will improve safety, reduce controller workload, and support the airport's growing role within the regional aviation system.

In summary, I strongly recommend prioritizing construction of a holding bay with four (4) bays at the Runway 36 threshold, alongside continued development of Taxiway C. Both projects will substantially improve operational safety and efficiency for all airport users and directly respond to observations made during the RSAT process.

Sincerely,
Erik Magnuson
Air Traffic Manager
Ocala Air Traffic Control Tower