

7/8/2025

**FOR YOUR INFORMATION**

2025-163/5-53

To: Airport Manager, George Bush Intercontinental/Houston, (IAH), TX, FAA  
(ASW-600, AJV-A), Jeppesen Sanderson Inc.

2243544

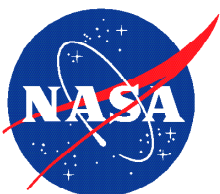
Info: FAA (Director of Air Traffic Operations CSA, ATM IAH Tower, AAS-1, AAS-300, AVP-1  
AVP-200, AFS-260, AFS-200), ATSG, ALPA, ICASS, IFALPA, AOPA, APA, ASAP,  
A4A, ATSAP, CAPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: IAH Taxiway RA Wingtip Clearance Concerns

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 2243544****DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	No Local Time Of Day Stated

**PLACE**

Locale	IAH.Airport
State	TX
Altitude - AGL	0

**ENVIRONMENT**

Flight Conditions	VMC
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**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Tower	IAH
Make Model Name	Widebody Transport
Operating Under FAR Part	121

**PERSON 1**

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2243544

**EVENTS**

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew

**NARRATIVE 1**

We were given taxi instructions to use [Taxiway] RA to Spot 1. While complying, I noticed the yellow taxi lane along RA appears very close to the southern fence line. Although I'm not aware of any formal restrictions, I believe it would be beneficial to include an awareness note on the 10-7 page for widebody aircraft.

Out of caution, we opted to use [Taxiway] RB instead, as I wasn't confident there was sufficient wingtip clearance via RA. I have considerable time on Aircraft X, and I'd be surprised if I'm the only one who has hesitated in that area.

It may be worth evaluating whether RA is suitable for widebody aircraft as currently configured, or if the RA centerline needs to be adjusted to provide adequate clearance.

**SYNOPSIS**

Air carrier Captain reported using Taxiway RB instead of the cleared Taxiway RA due to the concern that the wingtip clearance via Taxiway RA for widebody aircraft may be insufficient.