

5/17/2021

FOR YOUR INFORMATION

2021-59/5-19

1795883

To: Airport Manager, Los Angeles Int'l (LAX), CA, FAA (AAS-1)

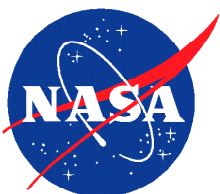
Info: FAA (AFS-200, AVP-1, AVP-200, AJV-A, AWP-600, AFS-280, AFS-400, AJI-144, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

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

Re: LAX Airport Ramp Vehicle Operations

We recently received an ASRS report 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.



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



ACN 1795883

DATE / TIME

Date of Occurrence	202103
Local Time Of Day	0601 to 1200

PLACE

Locale	LAX.Airport
State	CA
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	LAX
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1795883

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

After pushback, while centered on Taxiway D8 in the alley between terminals [1 and 2], I noticed multitudes of vehicle traffic (Passenger buses, tugs, fuel trucks, etc.) moving along the edge of the alley. Unfortunately, those Ground vehicles have no defined lane to stay within that guarantees wingtip clearance from taxiing aircraft. As a result, the Ground traffic did not move in a standardized flow/distance from our aircraft in the alley. In fact, depending on size/type of aircraft parked at their gates; the ground traffic was not able to move in a straight line and would move out toward the center of the alley. In my assessment, the risk for misjudging vehicle/aircraft wing tip clearance, by either Aircrew or Ground Personnel, will increase during low ambient light and/or low visibility conditions.

Airport Operations should paint a Ground vehicle taxi lane that guarantees clearance from aircraft pushing and entering/exiting the length of the alley between Terminal 1 and 2. Operations should emphasize the higher risk/potential for collision in this area during annual Ground Operator refresher training and initial qualification. At a minimum, update Company bulletin to warn Crews about uncontrolled vehicle movement in close proximity to taxiing/pushing aircraft and the need for increased vigilance.

SYNOPSIS

Air carrier Captain reported that ground vehicles at LAX Airport have no defined travel lane to remain clear of taxiing aircraft in areas between Terminal 1 and 2.