

1/19/2023

FOR YOUR INFORMATION

2023-8/5-2

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

1951947

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, 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 Taxiway Markings, Signage, and Charting

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.



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



ACN 1951947

DATE / TIME

Date of Occurrence 202211
Local Time Of Day 1201 to 1800

PLACE

Locale LAX.Airport
State CA
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower LAX
Make Model Name Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part 135

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1951947

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly Ground Event / Encounter - Other / Unknown
Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification

NARRATIVE 1

Landing 25L near dusk, parking at FBO. There were two planes behind us, so we wanted to minimize our time on the runway. Stable approach. Touchdown in the TDZ. We both saw what appeared to be a taxiway, left turn off between G and A7. The Controller told us to turn right on H4. We complied. As we slowed and taxied to FBO per ATC's instructions, we realized that what we had seen was not a taxiway, but rather a piece of concrete that does not connect the runway to Taxiway A. It is not marked on any charts, though can be seen on web-based satellite images. If it had not been dusk, we might have been able to see the markings better, or the fact that it didn't connect. As it was dusk, it was the ATC instruction that prevented the excursion and shutting down LAX's arrivals.

First, mark the pavement on taxi diagrams, so that we can brief the potential hazard. Second, mark the pavement better, maybe with something other than ground paint which is difficult to see at dusk.

SYNOPSIS

Pilot reported a concrete ramp area connected to Runway 25L at LAX appears to be a taxiway, but is not connected to any other airport surface area and could lead to a runway excursion.