

6/3/2025

FOR YOUR INFORMATION

2025-128/11-20

To: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AJV-A, AWP-600, 2233310 ATM LAX Tower), Jeppesen Sanderson Inc.

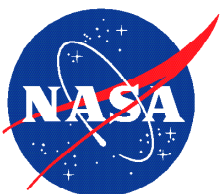
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-1, AAS-300, AJV-A, AFS-260, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

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

Re: LAX Hot Spot 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 2233310**DATE / TIME**

Date of Occurrence	202504
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	Pilot Not Flying
ASRS Report Number	2233310

PERSON 2

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2232889

EVENTS

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

NARRATIVE 1

After a successful approach and landing, at rollout taking the high speed Taxiway V we stopped the aircraft before the hold-short line of 24L. With such a quick turn off, and with concern that the tail of the aircraft being clear of the landing runway, the nose of the aircraft was potentially over the hold-short line.

Cause: Only the Y taxiway shows a hot spot on the chart warning about this issue. I think that such warning should apply to all the taxiways exiting Runway 24R.

NARRATIVE 2

Runway assigned to 24R during approach. Uneventful FO landing into LAX. After landing, taxi off Runway 24R onto V intersection. ATC instructions were very clear, hold short Runway 24L at V. To ensure entire aircraft was clear of runway per similar hotspot note on chart, I hurried off runway and stopped next to hold-short line. I believe part of my aircraft nose was over the line since it was diagonal. ATC did not mention anything and I was unsure, but wanted to share this report for lessons learned.

Recommend to plan for this on all turnoffs, not just the one referenced on chart. It happens quick.

SYNOPSIS

Air carrier flight crew reported the aircraft's nose may have potentially crossed over the hold-short line after taking the high speed Taxiway V at LAX Airport. The reporter noted only Taxiway Y has a warning on the chart, and suggested there should be a warning applied to all taxiways exiting Runway 24R.