

ALERT BULLETIN

AB 2025:15/5-1

7/17/2025

2238931

TO: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AJV-A, AWP-600, ATM LAX Tower)

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

FROM: Becky L. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: LAX Taxiway Design 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 following:

ASRS received a report from a LAX Tower Controller expressing concern about the design of Taxiway W and V. Reporter stated an air carrier aircraft had landed on 24R, exited on Taxiway W, and was instructed to hold short of 24L, but impinged enough on 24L that takeoff clearance was canceled for the air carrier aircraft that was about to roll on Runway 24L. Reporter stated they have seen multiple instances of these conflicts over the last year.

ASRS recently alerted on this issue. Alert message 2025-128/11-20 is also enclosed.

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2238931

DATE / TIME

Date of Occurrence	202504
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	Commercial Fixed Wing
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

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

PERSON 1

Function - Air Traffic Control	Local
ASRS Report Number	2238931

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Ground Incursion - Runway
Detector - Person	Air Traffic Control
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Separated Traffic

NARRATIVE 1

Aircraft X landed on Runway 24R, was instructed to exit and hold short of Runway 24L. This was at Taxiway W I believe. Aircraft Y was in position, ready for departure, just waiting for spacing behind upwind traffic. I then cleared Aircraft Y for takeoff, instructed the next departure to line up and wait, and during my scan I noticed Aircraft X was past the hold bars and close to the runway, possibly on it, according to the ASDE. I quickly cancelled the takeoff clearance to Aircraft Y, and then went back to Aircraft X. I confirmed they were instructed to hold short of Runway 24L, which they read back correctly. Rather than discussing it at this time, I instructed Aircraft X to cross the runway with traffic holding in position.

I just filed another report with the same issue. These 'new' taxiways W and V that act as high speed exits for Runway 24R are dangerously designed and constructed. There's no other way to put it. According to my Manager we have now had over 10, maybe 12 of these events in the last year since they were built. Some claimed it had to do with the sun being in pilots' eyes, but most pilots now are saying the way the turn was constructed is dangerous because it comes up very quickly.

I can imagine this being a critical phase of flight as well, pilots are distracted after landing trying to clean the airplane up. Something beyond a letter to airmen and hotspot labeling needs to be done. Management needs

to seriously evaluate the signage, markings, and lighting in that area and make some changes or enhancements to try to mitigate the potential collision that can happen here. I have not confirmed whether or not the RWSLs were operational there.

SYNOPSIS

LAX Tower Controller reported clearing an aircraft for takeoff but cancelled it after noticing there was another aircraft that was past the hold bars and close to the runway. The reporter states this has been a recurring issue as the new taxiways W and V act as high speed exits for Runway 24R and are dangerously designed and constructed.

Previous Alert

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.