

5/6/2026

**FOR YOUR INFORMATION**

2026-160/11-30

To: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AWP-600, ATM LAX Tower), Jeppesen Sanderson Inc. 2346712

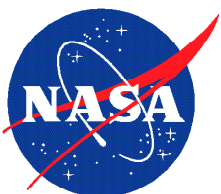
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-1, AAS-300, AJV-A, AFS-260, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA,

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

Re: LAX Taxiway Hotspot Request

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 2346712

### DATE / TIME

Date of Occurrence 202603  
Local Time Of Day 0601 to 1200

### PLACE

Locale LAX.Airport  
State CA  
Altitude - AGL 0

### AIRCRAFT / EQUIPMENT X

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

### AIRCRAFT / EQUIPMENT Y

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

### PERSON 1

Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2346712

### PERSON 2

Function - Flight Crew Pilot Flying  
ASRS Report Number 2346541

### PERSON 3

Function - Flight Crew Pilot Not Flying  
Function - Flight Crew Relief Pilot  
ASRS Report Number 2346556

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Conflict - Ground Conflict, Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Published Material / Policy  
Detector - Person Flight Crew  
Result - Flight Crew Requested ATC Assistance / Clarification

### NARRATIVE 1

We briefed Runway 25R for takeoff. Clearance from LAX Ground after pushback from Gate XX was to Runway 24L, C, N, North Route; hold short J, give way to Aircraft Y. We stopped short of J as instructed and saw Aircraft Y taxiing north on J after crossing Runway 25R. It was clear that where we held short of J on C that there would be inadequate Aircraft Y wing-tip clearance from our nose, and so they stopped also. We were then cleared to proceed on C via North Route.

A hold short line with illuminated signage and light bars for where to hold short of J would be less unambiguous. I was heads down with changing the runway in the FMS. I could have assisted in locating Aircraft Y crossing the runway and advised the Captain that this was a big wing aircraft.

Recommend Jeppesen put on its Airport Moving Map (AMM) curved yellow taxi lines at the intersection of J and C similar to that of J and B (and nearly every other taxiway intersection at LAX).

## **NARRATIVE 2**

Pushed onto spot one C10. Then cleared to taxi to 24L via Charlie to hold short of Juliet (first intersection) for Aircraft Y (type not specified). We stopped short of Juliet; however, not with sufficient room for Aircraft Y to pass. Although technically clear of intersection, we were too close to Juliet for Aircraft Y to have adequate wing clearance. I apologized to Aircraft Y for not providing sufficient room, and Ground Control ultimately had us continue on Charlie North Route to 24L and Aircraft Y followed.

Due to closeness of Juliet with C10, I feel it would have been better to hold our position until Aircraft Y turned onto Charlie and then follow. Also, there were many ground vehicles around C10 which required my vigilance and attention until clear of area. The First Officer was heads down with close out data analysis, and the Relief Pilot was verifying North Route taxi instructions. Had we held our position and then followed Aircraft Y, the situation could have been avoided.

## **NARRATIVE 3**

We were cleared to taxi onto Taxiway Charlie from Gate XX and Charlie 10 intersection. We were given clearance to taxi to Runway 24 left via Charlie, November, North Route. We were advised to give way to Aircraft Y on Taxiway Juliet. At this point, the first officer went heads down looking for 24 left takeoff data. I was heads down looking up standard taxi instructions North Route 24 Left. The captain taxied the aircraft and proceeded safely, avoiding ground vehicles. The captain stopped the aircraft prior to Intersection Juliet. At this point, we realized there wasn't enough room for Aircraft Y to taxi across Juliet onto Charlie. We remained stopped, apologized and waited for taxi instructions to continue onto Taxiway Charlie, then November proceeding towards Runway 24 Left.

The FAA could designate Taxiway J at Runway 25 Right a hotspot.

## **SYNOPSIS**

Air carrier flight crew reported there was insufficient wingtip clearance for another air carrier to pass through due to being too close to Taxiway Juliet at LAX.