

8/18/2026

FOR YOUR INFORMATION

2026-294/5-88

2382307

To: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AWP-600)

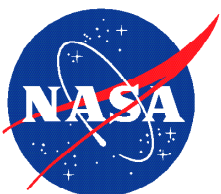
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-1, AAS-300, AJV-A, AFS-260, Director of Air Traffic Operations WSA, Runway Safety Team), ATSG, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, NTSB, RAA, SWAPA

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

Re: LAX Gate Marking Confusion

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 2382307**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	1801 to 2400

PLACE

Locale	LAX.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	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	2382307

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

When we were ready for pushback from the gate the airplane was parked, I instructed the first officer to call for pushback clearance. He called ATC ground control and requested to push and start from west remote Gate 14. On the wall of the building in front of the airplane it says "GATE 14," that's the information we gave ground control. We were cleared to push and start and I instructed the pushback crew the same. After we pushed back and started the engines, I instructed the first officer to get taxi clearance. We were told to taxi and hold short of Taxiway Y. When we looked at the taxi chart we were already pushed on to Taxiway Y. Tower called us and told us that we pushed off of Gate 15 and that Gate 14 is on the other side to Taxiway E15. We apologized and checked the taxi chart and realized that our gate was actually Gate 15. After clearing another aircraft that was being towed to our Taxiway Y, to go onto Taxiway E15, where ground control thought we were initially, we were cleared to taxi to Runway 24L via Y and E. We taxied out and departed to our destination.

We were aware when ATC told us that we told him the wrong gate number.

This confusion was caused by the misinformation provided to us from the markings on the building in front of us stating this was Gate 14 when we were actually at Gate 15. Most airports in the world have the gate information on the building or a sign in front of where the aircraft is parked to identify the location.

We immediately checked our location on our chart and apologized to ATC for giving him the wrong gate number.

This event would have been prevented if there was no gate marking, we would have checked our location on the gate information chart, or the correct gate marking should be placed at the spot where the aircraft was parked.

SYNOPSIS

Air carrier Captain reported confusing gate signage at LAX led to a taxiway incursion during pushback.