

8/12/2026

FOR YOUR INFORMATION

2026-286/5-84

To: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AWP-600) 2383025

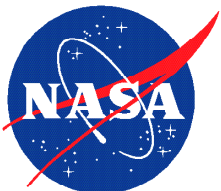
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-1, AAS-300, AJV-A, AFS-260, Director of Air Traffic Operations WSA, Runway Safety Team), ATSG, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: LAX Gate Wingtip Clearance Issues

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 2383025**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	0001 to 0600

PLACE

Locale	LAX.Airport
State	CA
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	LAX
ATC / Advisory - Ground	LAX
Make Model Name	Widebody, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

AIRCRAFT / EQUIPMENT Y

Make Model Name	Commercial Fixed Wing
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2383025

EVENTS

Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Event / Encounter - Jet Blast
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Issue 1: When landing 25R and taxiing clear of the runway at Taxiway J, our taxi instructions were to turn right on "B," take "C10" to "C," and "C" to the gate. As we were making the right turn from "C10" to "C," the gates were occupied, and as we taxied past them, the illusion was that there wasn't enough left wingtip clearance which was very uncomfortable. There were construction vehicles and construction on our right side for Taxiway B, so I couldn't taxi too far right of centerline, and it felt like we were threading the needle through that area. Recommendation: Verify there is enough wingtip clearance for a widebody to taxi past those gates when they are occupied. Communicate (alert or bulletin) to the widebody fleets that there is in fact (or isn't) adequate wingtip clearance.

Issue 2: When taxiing east on "C," and the gate assignment is 68B, there doesn't seem to be sufficient room to safely make a 135-degree left turn to pull into the gate without causing jet blast damage if needing extra thrust, let alone getting the jet lined up properly on the lead-in line. In our case, Ground Control graciously offered us the ability to continue taxi to "C6" to loop right "C6," to "B," to "C7" to be lined up better to enter Gate 68B. And that worked great. Recommendation: While the taxiway "B" is under construction, it should be standard practice for Ground to issue that taxi instruction (C, C6, B, C7, to Gate 68B). Issue an alert or bulletin

addressing this issue by instructing pilots to expect the above "loop" taxi instruction to line up with [Gate] 68B, and not attempt a 135-degree turn from taxiing north on C to Gate 68B.

SYNOPSIS

Air carrier Captain reported wingtip clearance issues at LAX while taxiing in to Gate 68B.