

3/29/2024

FOR YOUR INFORMATION

2024-57/5-28

To: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AAS-1)

2082209

Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AJI -144, 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 B Lighting

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 2082209

DATE / TIME

Date of Occurrence	202402
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

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2082209

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2085378

EVENTS

Anomaly	Ground Excursion - Taxiway
Anomaly	Ground Event / Encounter - Weather / Turbulence
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented

NARRATIVE 1

We began taxiing from lane X of the ramp to Runway 25R with a clearance of [lane] X with a left turn on Taxiway B. The route had our cross over a parallel taxiway and a service vehicle road before turning left on Taxiway B. This is the route we expected to be issued in our departure briefing. I was the First Officer and was clearing the right of the aircraft of any other aircraft and service vehicles from the very busy service road between the parallel taxiways. Additionally, it was dark and moderately raining. The Captain turned left onto Taxiway B and stated that he believed that he thought he hit a taxiway edge light with the left main landing gear. The rate of turn was equal or less than 5 knots and we did not go off the surface from my perspective. I immediately asked the Captain if he wanted me to contact Ground Control to verify the condition of the light and return to the gate to have the aircraft inspected by Maintenance. We returned to our original gate and contacted Maintenance, Dispatch, and company. We received information the LAX Airport Operations did not report any damage to the taxiway lighting system and that maintenance did not find any damage to the aircraft. Operations cleared us to take another aircraft to our destination and we continued to our destination without any issues.

I believe that the lack of green taxi centerline lights and poor centerline reflectivity while at night in the rain contributed to the event. We had briefed the taxi and the threat of the weather in our departure briefing. I remained heads-up with my taxi diagram and AMM (Airport Moving Map) visible while clearing the right side of the aircraft. LAX Operations need to improve centerline reflectivity and install green centerline lights on the

east side of B Taxiway. On the west side of B Taxiway green taxiway centerline lights are installed and it is apparent where the centerline is. Additionally, the vehicle traffic that runs between the two parallel taxiways is a threat since they do not respect the right away of aircraft.

NARRATIVE 2

While taxiing from the ramp taxilane making a left turn to Taxiway B. It was at night and was raining after passing the service vehicle road. I started my left turn, but I made it to sharp as not the cross over the wigwag lights at the high speed Taxiway B7. I believed I had taxied over a taxiway light of the left hand side of the aircraft. I stated what I thought I had done and informed my First Officer, and she reported it to ATC. We informed the company and returned to the gate to have the aircraft inspected for damage. Upon arrival at gate and with Maintenance Personnel we inspected the nose wheel area, the left engine, and the left main gear. No damage or indication taxiway light debris was present. LAX Ground Operations inspected the taxiway area of the taxilane and Taxiway B and found no damage of any taxiway lights. Maintenance needed to do more inspections of the wheels on left main gear, and found no damage to aircraft, or tires. I was given a new airplane and continued the mission and flew to ZZZ.

Cause: Night time operations with rain covered pavement. Poor lighting on taxiway (no green centerline taxi lights) as Taxiway B has later on the way to Runway 25R. Glare from service vehicles stopped waiting to proceed on service road. We were delayed on the last leg of a 4 day trip, so fatigue was also a factor.

Suggestions: Taxiway centerline lighting on all of Taxiway B, being that it is very close to Runway 25R.

SYNOPSIS

Air carrier flight crew reported a taxiway excursion from Taxiway B at LAX at night in the rain. Reportedly, a lack of green taxi centerline lights and poor centerline reflectivity contributed to the event.