

9/4/2024

FOR YOUR INFORMATION

2024-175/10-22

To: Airport Manager, Los Angeles Int'l Airport (LAX), CA, FAA (AAS-1, ATM LAX Tower) 2146137

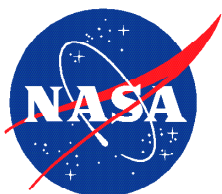
Info: FAA (AFS-200, AVP-1, AVP-200, AAS-300, AJV-A, AWP-600, AFS-260, AJI-144, Runway Safety Team), ATSG, AFA, ALPA, IFALPA, APA, APFA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NTSB, RAA, SWAPA

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

Re: LAX ILS Runway 25L Missed Approach Procedure Complexity

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 2146137**DATE / TIME**

Date of Occurrence 202407
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale LAX.Tower
State CA
Altitude - MSL 2000

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Tower LAX
Make Model Name Widebody, Low Wing, 2 Turbojet Eng

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2146137

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2144650

EVENTS

Anomaly ATC Issue - All Types
Anomaly Conflict - Ground Conflict, Less Severe
Anomaly Deviation - Speed - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Inflight Event / Encounter - Other / Unknown
Detector - Automation Aircraft Other Automation
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Flight Crew Executed Go Around / Missed Approach
Result - Air Traffic Control Issued Advisory / Alert

NARRATIVE 1

While operating a flight to LAX we were sent around due to insufficient separation with the previous aircraft. The go-around phase highlighted a number of issues that necessitate improved procedures at LAX. The late notice resulted in the need to perform the maneuver on the short final with no warning.

During the go-around phase a slow initial pitch setting resulted in a slight exceedance of +5 knots (185 IAS) of the flap 30 speed as the flaps were retracted from 30 degrees to 20 degrees. The low 2000 ft MAP altitude capture resulted in an altitude capture almost immediately after attaining the proper pitch requiring additional cockpit communication and FMA (Flight Mode Annunciator) management. Workload was dramatically increased due the speed and number of steps necessary to execute the maneuver resulting in continuous cockpit chatter between all three working pilots required to properly execute the go-around maneuver.

LAX Tower continued normal high volume radio transmissions for departing and arriving traffic. Supervisory ATC personnel began transmission asking us to visually acquire traffic taking off on parallel runways to the north. ATC began multiple transmissions to begin turns to the south of the airport. Recent media attention seems to highlight ATC's urgency in the issuance of instructions and highlights a perceived additional pressure on controllers to prevent a loss in aircraft separation. The turn to the south necessitated an immediate climb from 2000 ft through 4000 ft (to 5000 ft) to remain within Class B airspace. Confusion on aircraft pitch, roll and automation modes needed to comply with multiple ATC instructions resulting in a manual over banking of 5 degrees (35 degrees) and a "bank angle" audio warning.

Once the aircraft was established on downwind the flight was completed without further incident.

Recommendation: Initial climbout for any go around/MAP at LAX should include a climb to a minimum of 3000 ft while proceeding straight ahead. The current procedure requires a lower than desired altitude cleanup and an ATC requirement to immediately turn to the south. These factors executed simultaneously saturate the cockpit communications, make cockpit error management and ATC compliance nearly impossible. International crews also experience fatigue issues as many experience a 12+ duty day prior to any go-around at LAX.

I strongly urge an increase in the go-around/MAP altitude to a minimum of 3000 ft. As a minimum, simulator training should include training on a low climb-out with FMA altitude capture and a rapid turn to comply with ATC instructions. Current training does not train crews to deal with interruptions in go-around procedures that are created by ATC quick turns, low level offs, with multiple crew member communication.

NARRATIVE 2

On final to runway 25L around 200 ft we were instructed by Tower to go around. The pilot flying commenced the maneuver and began to hand fly the go around. Passing through 600-800 the autopilot was turned on and Tower instructed us to turn to a southerly heading. There was a ton of radio congestion and the PF and PM were busy cleaning up the aircraft ATC Issued a southerly heading again and an altitude clearance to climb to 5000 ft. The a/p (autopilot) was on and for some reason the aircraft was turning the opposite direction of the heading bug. Heading mode was active and displayed in the FMA (Flight Mode Annunciator). the pilot flying disengaged the auto pilot and turned the aircraft to the assigned heading at which point we received "bank angle" GPWS caution. The pilot flying immediately corrected. ATC cleared us to climb again to 5000 and advised us that we had left the class B airspace and we needed to expedite the climb. The PF and PM engaged FLCH and climbed to 5000 feet at which point ATC thanked us for the expedition. Then flight continued normally and successfully landed on 25L.

SYNOPSIS

Air carrier flight crew reported the missed approach procedure for LAX ILS 25L has too many steps to complete before capturing a low missed approach altitude. In addition, the Captain reported the Controllers were issuing instructions so quickly, it created confusion on the flight deck among the pilots.