



National Transportation Safety Board Aviation Incident Final Report

Location:	LOS ANGELES, CA	Incident Number:	LAX88IA064
Date & Time:	12/01/1987, 1253 PST	Registration:	N4571M
Aircraft:	BOEING 737-300	Aircraft Damage:	None
Defining Event:		Injuries:	87 None

Flight Conducted Under: Part 121: Air Carrier - Scheduled

Analysis

DELTA FLT 1605 LANDED ON RWY 25L. AFTER CROSSING RWY 25R, THE LOCAL CONTROLLER INSTRUCTED THE FLT TO CONTACT THE GND CONTROLLER. THE GROUND CONTROLLER INSTRUCTED THE FLT TO TURN WEST ON THE OUTER TAXIWAY. THE CAPT BECAME DISORIENTATED AND INADVERTENTLY REENTERED RWY 25R. HE IMMEDIATELY REALIZED HIS MISTAKE AND EXECUTED A 180 DEG TURN AND EXITED THE RWY. WHEN THE FLT ENTERED RWY 25R, UNITED AIRLINES FLT 14, A DC-10 HAD ALREADY BEGUN ITS TAKEOFF ROLL. THE CAPT ABOARD UAL FLT 14 ELECTED TO CONTINUE ITS TAKEOFF ROLL, ROTATED AND BEGAN ITS CLIMB. UAL FLT 14 CROSSED OVER DELTA FLT 1605 ABOUT 200 FT A.G.L. DELTA'S CAPT REPTD THAT DUE TO HEAVY CONSTRUCTION AT THE TERMINAL AREA HE BECAME DISORIENTATED EVEN THOUGH HE HAD FLOWN AT LAX FOR MANY YEARS. HE ALSO STATED THAT THE RWY 25R SIGN WAS NOT VISIBLE. INVESTIGATORS FOUND THAT THE SIGN HAD BEEN BLOWN OVER. THE FIRST OFFICER REPTD THAT WHILE THE CAPT WAS TAXIING THE ACFT HE WAS BUSY COMPLETING THE AFTER LNDG CHECKLIST.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) AIRPORT FACILITIES,RAMP FACILITIES - CONGESTED
2. (F) AIRPORT FACILITIES,RUNWAY MARKING - INADEQUATE
3. (F) AIRPORT FACILITIES,TAXIWAY MARKING - INACCURATE
4. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/07/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12581 hours (Total, all aircraft), 570 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N4571M
Model/Series:	737-300 737-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	
Landing Gear Type:	Retractable - Tricycle	Seats:	146
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	110000 lbs
Time Since Last Inspection:		Engines:	2 Turbo Fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Installed	Engine Model/Series:	CFM-56
Registered Owner:	DELTA AIRLINES, INC	Rated Power:	20560 lbs
Operator:	DELTA AIRLINES, INC.	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	DL

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ALBUQUERQUE, NM (ABQ)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	1123 PST	Type of Airspace:	Class D

Airport Information

Airport:	LOS ANGELES INTL (LAX)	Runway Surface Type:	Concrete
Airport Elevation:	126 ft	Runway Surface Condition:	
Runway Used:	25L	IFR Approach:	
Runway Length/Width:	11096 ft / 200 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	5 None	Aircraft Damage:	None
Passenger Injuries:	82 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	87 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	A. D LLORENTE	Report Date:	07/10/1989
Additional Participating Persons:	M HUMPHREYS; LOS ANGELES, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).