



National Transportation Safety Board Aviation Incident Data Summary

Location:	LOS ANGELES, CA	Incident Number:	LAX88IA064
Date & Time:	12/01/1987, 1253 PST	Registration:	N4571M
Aircraft:	BOEING 737-300	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

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

Pilot Information

Certificate:	Airline Transport	Age:	46
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	2 Turbo Fan
Operator:	DELTA AIRLINES, INC.	Engine Manufacturer:	GE
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	CFM-56
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	ALBUQUERQUE, NM (ABQ)	Destination:	

Airport Information

Airport:	LOS ANGELES INTL (LAX)	Runway Surface Type:	Concrete
Runway Used:	25L	Runway Surface Condition:	
Runway Length/Width:	11096 ft / 200 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): A. D LLORENTE Adopted Date: 07/10/1989

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.