

LAX Runway Incursion - A Known Trap That Just Caught Another Crew

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22 April, 2026



The FAA is investigating a serious runway incursion at KLAX/Los Angeles on April 8.

A Boeing 777 rejected its take-off roll on Runway 24L at low speed when a Gulfstream G650 crossed the runway after being instructed to hold short following landing on the parallel Runway 24R.

This was a **high-risk event**, with very little margin. Runway warning lights reportedly alerted the 777 crew to the incursion. The key point is this **wasn't just a one-off**. It was a known LAX trap that had **already been flagged**.

Buried in a long list of nearly 100 airport Notams is LTA-LAX-21 – a Letter to Airmen titled **'Runway Incursions on LAX's North Complex.'** It describes exactly this scenario, almost step by step.

If you operate in the US and don't routinely check LTAs, this is a timely example of why they matter.

The Actual Trap at LAX

If you land on Runway 24R and exit via one of the common high-speed turnoffs like V, W or Y, you're typically only 1,000 to 2,000 ft from the hold short for Runway 24L.

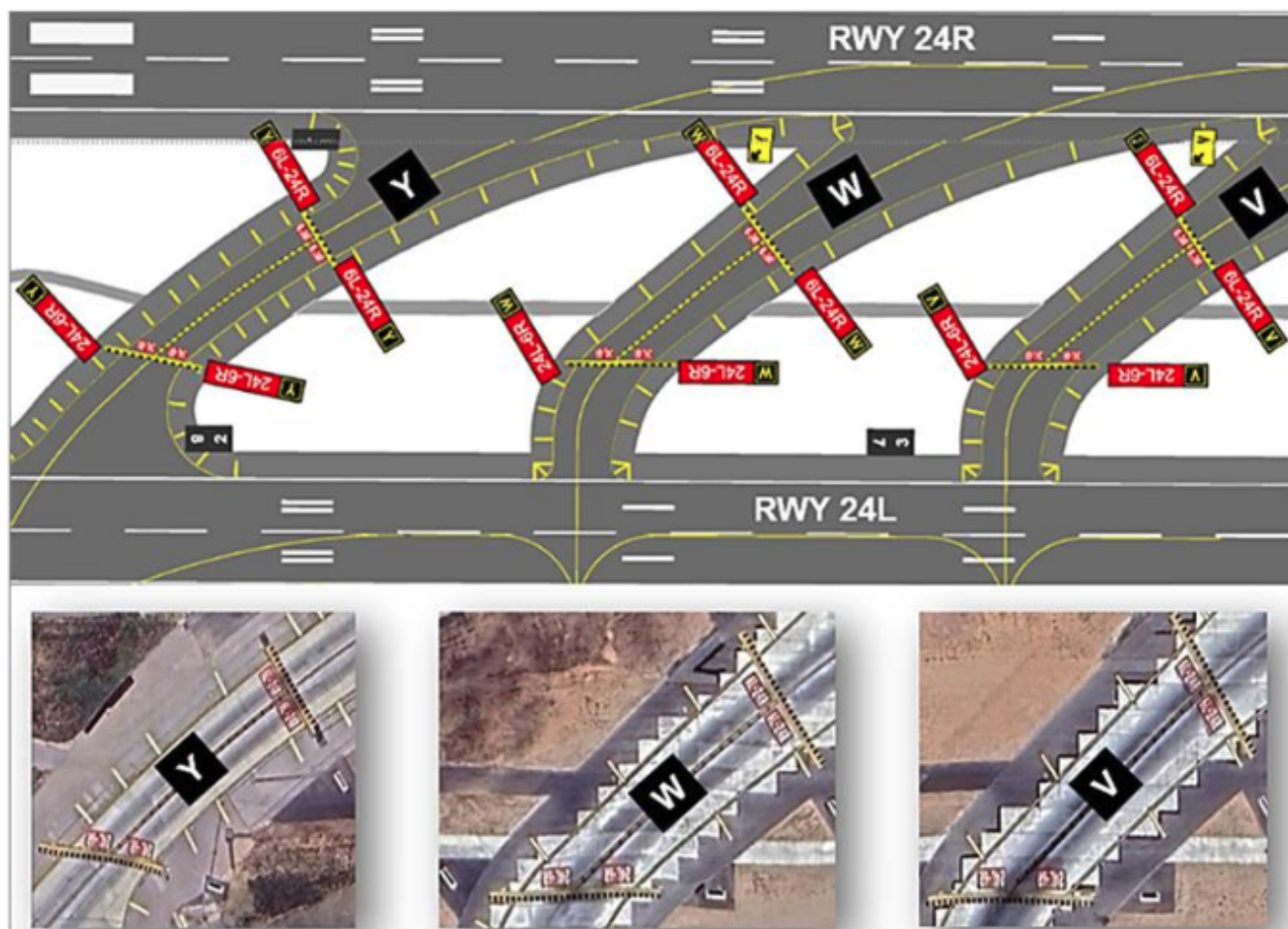
That distance disappears fast. You're still decelerating and just getting into the post-landing flow when the hold short line is already there. You're effectively still in the landing phase when you're already at the next runway. And it's easy to assume you're clear once off the landing runway.

That's where crews are getting caught out – by rolling past the stop bars and onto the parallel active runway.

The FAA's Letter to Airmen (LTA)

On May 22 last year, LTA-LAX-21 was issued to highlight this exact risk.

It's short, but the message is clear – **this is happening repeatedly and it's a safety issue**. It directs crew to review runway holding position markings in the AIM and includes a diagram showing the layout.



What to do

If you're heading into LAX, and landing on 24R, **expect a very quick hold short**. Brief it properly before you get there.

After landing, don't go heads-down too early. **Consider delaying non-essential tasks** like cleanup until you're clear of both runways. The priority is spotting the hold short markings, the stop bars, and confirming your clearance.

More on LTAs

The FAA regularly issues Letters to Airmen, but they're easy to miss.

They often contain important operational detail that doesn't fit in standard Notams – often explaining the why behind them, and sometimes **safety-critical information** like this.

You'll find them on the FAA Notam site for your airport or FIR – look under the Class column for 'LTA.'

	LAX	04/142	Aerodrome	04/21/2026 0700	04/22/2026 1100	APRON TXL C5 CLSD DLY 0700-1100 2604210700-2604221100
	LAX	04/169	Aerodrome	04/22/2026 0900	04/22/2026 0930	RWY 07L/25R CLSD 2604220900-2604220930
	LAX	LTA-LAX-19	LTA	09/20/2024 0000	09/20/2026 0000	Public use Standard Taxi Routes
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	LAX	LTA-SCT-82	LTA	02/22/2025 1200	02/22/2027 1200	Paragliding Activity Southern California TRACON
	LAX	LTA-LAX-21	LTA	05/22/2025 1200	05/21/2027 1200	Runway Incursions on LAX's North Complex
	LAX	LTA-SCT-84	LTA	08/28/2025 1200	08/28/2027 1200	IRNMN RYDRR HUULL STARs at LAX
	LAX	LTA-SCT-90	LTA	10/11/2025 1200	10/10/2027 1200	Beacon Codes for Helicopter Operations within the Los Angeles Region
	LAX	LTA-SCT-91	LTA	01/18/2026 1200	01/18/2028 1200	HHR IFR Departures and LAX IFR Arrivals
	LAX	LTA-SCT-93	LTA	01/24/2026 1200	01/23/2028 1200	Los Angeles Airport (LAX) GARDY (RNAV) SID Procedural Reminder

End of Report



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LTA-LAX-21 : Runway Incursions on LAX's North Complex

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DEPARTMENT OF TRANSPORTATION Federal Aviation Administration

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Issued: 05/21/2025 1620 (UTC)
Los Angeles Tower

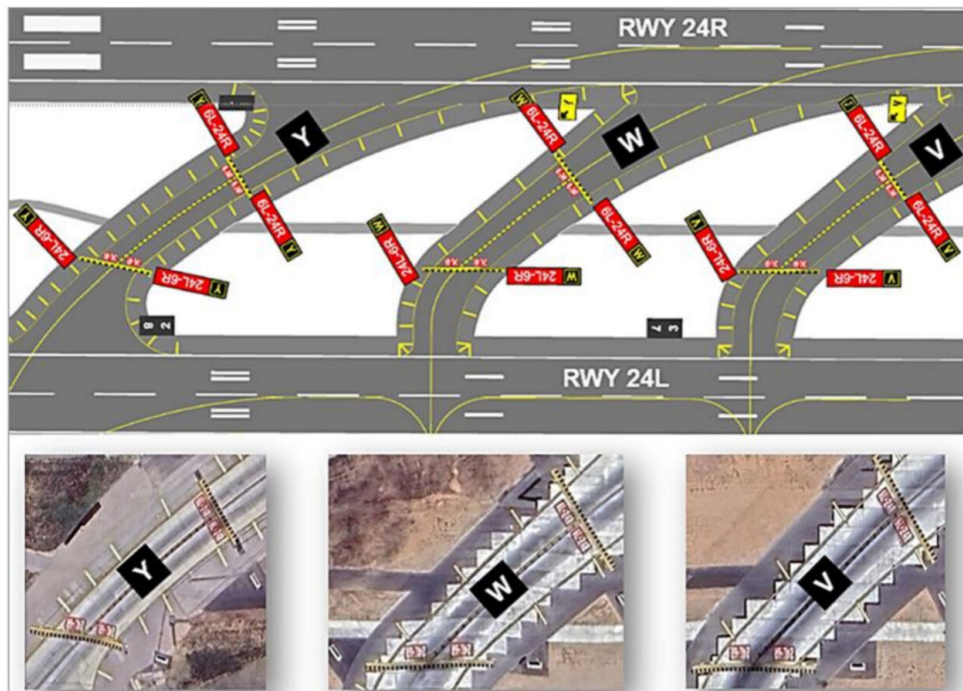
Effective: 05/22/2025 1200 (UTC)
Letter to Airmen: LTA-LAX-21

Subject: Runway Incursions on LAX's North Complex

Cancellation: 05/21/2027 1200 (UTC)

Runway incursions at Los Angeles International Airport (LAX) are frequently occurring when aircraft land on Runway 24R and fail to stop prior to the runway holding position markings short of Runway 24L. This increases risk and compromises safety in the system. The reference is AIM Section 3, Airport Marking Aids and Signs.

Sherry Avery
Air Traffic Manager, Los Angeles Tower



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