

9/22/2021

**FOR YOUR INFORMATION**

2021-122/8-8

1828418

To: Airport Manager, Chicago O'Hare Intl, (ORD), FAA (AAS-1)

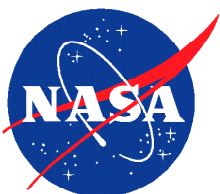
Info: FAA (Director of Air Traffic Operations CSA, ATM ORD ATCT, AAS-300, AVP-1, AVP-200, AGL-600, AFS-280, AFS-200, AJI-144, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ORD Airport Ground Operations

We recently received an ASRS report 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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 1828418****DATE / TIME**

Date of Occurrence 202104  
Local Time Of Day 1201 to 1800

**PLACE**

Locale ORD.Airport  
State IL  
Altitude - AGL 0

**ENVIRONMENT**

Weather Other: Clear

**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Tower ORD  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

**AIRCRAFT / EQUIPMENT Y**

ATC / Advisory - Tower ORD  
Make Model Name Commercial Fixed Wing  
Operating Under FAR Part 121

**AIRCRAFT / EQUIPMENT Z**

ATC / Advisory - Tower ORD  
Make Model Name Widebody Transport  
Operating Under FAR Part 121

**PERSON 1**

Function - Flight Crew Captain  
Function - Flight Crew Pilot Flying  
ASRS Report Number 1828418

**EVENTS**

Anomaly ATC Issue - All Types  
Anomaly Conflict - Ground Conflict, Critical  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Ground Incursion - Runway  
Detector - Automation Air Traffic Control  
Detector - Person Air Traffic Control  
Result - Flight Crew Became Reoriented  
Result - Air Traffic Control Issued Advisory / Alert

**NARRATIVE 1**

ATC direct failure to advise hold short of Runway 9C in the initial clearance. After the switch from Ground to another Tower frequency no instruction was given to hold short 9C. We were given clearance to taxi M1, M, right onto Runway 22R hold short of E. Aircraft Y was ahead of us given the same clearance hold short E monitor Tower 132.70. The Aircraft Y encroached Runway 9C as Aircraft Z was on its takeoff roll on 9C. ATC Controller yelled Aircraft Y stop! Immediately after Aircraft Z cancel takeoff clearance STOP! The Aircraft Z appeared from behind the hangars with the nose wheel off the ground in a slight right bank as the Controller said, "Do you see that plane"? Aircraft Y was given a number to contact the Tower. There are no "wig wags" installed at any intersections along this runway. There are no stop bars installed. There are multiple

obstructions to visibility. Taxiing into the sun is a factor. Runway markings and signage is unacceptable for the size and scope of the runway, and its intended use. New construction all around the airport with pilots returning to work from furlough, and layoffs or leave of absence. Trust bias that ATC is correct in the instructions given. Attempting to move aircraft with expedience rather than a structured taxi route. No designation of any "hot spots " on aeronautical charts. Cease and desist using Runway 22R as a taxiway! The use of this Runway as a taxiway is the inevitable set up for a mass casualty accident!

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## **SYNOPSIS**

Air Carrier Captain reported observing a critical ground conflict at ORD airport when Runway 22R was being used as a taxiway.