

2/25/2025

**FOR YOUR INFORMATION**

2025-34/5-10

To: Airport Manager, Chicago O'Hare Int'l, (ORD), FAA (AAS-1, AJV-A, ATM ORD ATCT) 2199388

Info: FAA (Director of Air Traffic Operations CSA, AAS-300, AVP-1, AVP-200, AGL-600, AFS-260, 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 Taxiway Signage Issue

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](mailto:becky.l.hooey@nasa.gov).



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



**ACN 2199388****DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	No Local Time Of Day Stated

**PLACE**

Locale	ORD.Airport
State	IL
Altitude - AGL	0

**ENVIRONMENT**

Weather	Rain
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**AIRCRAFT / EQUIPMENT X**

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

**PERSON 1**

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2199388

**EVENTS**

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew

**NARRATIVE 1**

Flight pushed from Gate XX planning to taxi to 27L/TT. Ground asked us if we could depart 22L, we responded no. They cleared us to 28R/N5 via U, A, A10 (I think), N, N5. We inadvertently turned 90 left on CS instead of taking the 90 left on U which was approximately 100 feet ahead. The rest of the taxi was uneventful. Contributing factors were: night operations; distraction getting the new takeoff data; distraction running the runway change checklist; possibly poor signage identifying CS – I don't think there was a taxi sign for it and we misidentified it as the continuation of U; [and] frequency congestion.

**SYNOPSIS**

Air carrier First Officer reported turning onto the wrong taxiway at ORD and noted that there was poor signage identifying the CS taxiway.