6/2/2025 **FOR YOUR INFORMATION** 2025-123/5-42

2229114

To: Airport Manager, Chicago O'Hare Int'l, (ORD), FAA (AGL-600)

Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AJV-A, AAS-300, ATM ORD Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ORD Airport Taxiway Markings

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.

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

ACN 2229114

DATE / TIME	
Date of Occurrence	202504
Local Time Of Day	0601 to 1200
PLACE	
Locale	ORD.Airport
State	IL
Altitude - AGL	0
ENVIRONMENT	
Flight Conditions	IMC
AIRCRAFT / EQUIPMENT X	
ATC / Advisory - Ramp	ORD
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2229114
EVENTS	
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

We were taxiing into the gate at ORD. As we approached Taxiway CS, we were cleared into the Ramp. Our instructions were to enter the Ramp via CS and then transition to the B taxi lane to the gate. While we were on CS, I saw on my Airport Moving Map (AMM) taxi chart that the B taxi lane diverts early to the right. As we were abeam the turn, I stopped the aircraft for clarification. We asked if we could take the C taxi lane and then transition to B to the gate due to the position of where our gate was located. The Ramp Controller approved our request. We arrived at the gate as scheduled. The reason why I am writing this report is mainly due to the new transition taxi lanes on the Ramp when you enter from the south port. These taxi lane lines can be confusing when having to transition from one taxi lane to the other. There are several transition taxi lines on the ground and they are not clearly marked in how they exactly transition from the entry point to the intended taxi lane. These transition lines are only available on the AMM and not depicted on the 20-9. I have had several occasions where you have to check the AMM multiple times to make sure you are transitioning from the Ramp entry point to the correct taxi lane due to multiple taxi lines going in multiple directions.

SYNOPSIS

Air carrier Captain reported the new transition taxi lanes at ORD airport are not clearly marked and cause confusion as to how to properly transition from the entry point to the intended taxi lane. Additionally, the transition lines are only available on the AMM and are not depicted on the airport pages.