

8/26/2025

**FOR YOUR INFORMATION**

2025-212/5-69

To: Airport Manager, Chicago O'Hare Int'l, (ORD), IL., Jeppesen Sanderson Inc., 2265037  
FAA (AGL-600, AJV-A)

Info: FAA (Director of Air Traffic Operations CSA, AAS-1, 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

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

Re: ORD Airport Taxiway Markings and Charting

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 2265037

### DATE / TIME

Date of Occurrence	202507
Local Time Of Day	1801 to 2400

### PLACE

Locale	ORD.Airport
State	IL
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	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	2265037

### EVENTS

Anomaly	Ground Incursion - Runway
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance

### NARRATIVE 1

Prior to departure we set up for Runway 28 right. However, approaching spot Alpha, Ground gave us a runway change to taxi to 22 Left. The taxi instructions were complicated and we were doing a continuous loop taxi while trying to accomplish the runway change procedure. I did taxi very slow so that we could get caught up, but we were very busy with ATC and I felt some pressure to complete the tasks. When we were eastbound on Papa, we were given clearance: turn left on Yankee, cross Runway 28R, right on November, hold short of Runway 22L. As we were crossing 28R, I could see that the apparent taxiway was blocked all the way across with barricades that were flashing. I did not see a sign for November or a taxi line to follow and it was quite confusing. Thankfully my FO said we needed to stop and I was thinking the same thing and I stopped the aircraft with the nose just past the runway on Yankee. My FO immediately told the controller that we were still on the runway and were having problems finding November. The control controller admitted that it was quite confusing and to go right on the runway then left onto November. Only then did I realize that the two taxiways are divided by taxi edge lights that are raised. Fortunately, I had just enough clearance from the taxi edge lights to turn the aircraft back onto the runway and proceed east on the runway, and then left on the uncharted November taxiway.

Note: Both the Airport Moving Map (AMM) and chart ORD pages do not depict a division of taxiways, but only one single piece of concrete. It does not show taxi edge lights dividing the two taxiways and is not designated a hot spot. The plate shows two taxi lines, one which is to Yankee and one that is actually the turn-on line for 28R. The only NOTAM is that Taxiway Yankee is closed between November and Victor. There is no construction taxi charts and no other notes to clarify. Honestly, I've never seen anything as confusing and misrepresented on the taxi charts.

The main reason I am writing this report is for the interest of safety and to make other crews aware of the problem. We did nothing wrong; in fact if we did not stop at the time we did it would've created a bigger problem. The controller admitted that it was an issue and this needs to be addressed both in the charts and with ATC. Also, maybe we can include this in airport company pages. Fortunately, I had a very good FO who was able to speak up and make sure we were on the same page. The only thing I could say that could've done better was just completely stop trying to get our runway change procedure done until we were holding short of the runway. Nonetheless, it still would've been confusing. It needs to be addressed.

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## **SYNOPSIS**

Air carrier Captain reported the AMM and airport charts for ORD are confusing and do not depict a division of taxiways, but only one single piece of concrete. There are also no NOTAMs or construction taxi diagrams to clarify the taxiways.