

11/25/2025

FOR YOUR INFORMATION

2025-289/5-97

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

2287070

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. Hooley, Director
NASA Aviation Safety Reporting System

Re: ORD Undocumented Taxiway Closure

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2287070**DATE / TIME**

Date of Occurrence	202509
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	ORD.Airport
State	IL
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2287070

EVENTS

Anomaly	Ground Excursion - Taxiway
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

The crew departed the ramp for the purpose of taxiing for takeoff. The Captain had provided a very detailed visual briefing of the closed taxiways and a couple of possible taxi routes to Runway 22L. The initial taxi instructions from Ground were to taxi via Sierra Whiskey Yankee, hold short of Runway 28R. The before takeoff brief and checklist were completed well before holding short of Runway 28R. Ground issued an additional clearance to cross 28R/10L and taxi Yankee November to 22L (exact phraseology may have be different). The crew cleared both ends of 10L/28R for traffic and hazards.

The crew noticed the construction barricade on the other side of the runway. However, at that point, it appeared taxiing straight ahead onto Yankee and turning right onto November would be possible. Yankee was NOTAM'd closed between November and Victor meaning the crew could expect to continue taxiing on Yankee until intercepting November for the right-hand turn. In addition, the ATC clearance was for Yankee November. The barricades were offset back from the runway and very difficult at night to judge the distance. While crossing over the runway, the First Officer (FO) noticed an amber runway edge light fast approaching and called out to the Captain to stop.

The aircraft was brought to a stop and a discussion ensued as to where the aircraft was and the current taxi environment. It was determined by the crew that the aircraft had continued onto Yankee which was under construction and no longer a usable taxiway. This was not evident by anything other than the runway edge light and blue taxi lights denoting the new taxiway to the right of the aircraft. No damage to aircraft or the airport occurred as the aircraft was still on Taxiway Y. However, it was not open and no lights were struck.

The crew queried ATC and developed a plan with company to have the aircraft pushed back approximately 50 – 100 feet to resume taxi. This was the safest course of action in the crew's opinion. The Captain contacted Dispatch to inform them of the issue. The aircraft was then pushed back by company and continued taxi for departure.

Both the NOTAMs and the taxi instructions did not clearly indicate to the crew that Yankee was not a usable taxiway to intercept November. In my experience, when a taxiway is closed from a runway, a NOTAM will display the runway and taxiway closure as the starting and end points. For example, Taxiway Yankee is closed between Runway 28R and Victor. Instead, the NOTAM read ORD TWY Y BTN TWY N AND TWY V CLSD. The taxi clearance also was for the aircraft to taxi Yankee November 22L. This would indicate to the crew that Yankee was used up until the point the aircraft intercepts the lead-in or taxiway centerline for November.

SYNOPSIS

Air carrier pilot reported the flight crew entered a closed taxiway at ORD and stated there were no NOTAMs regarding the closed taxiway.