

12/31/2025

FOR YOUR INFORMATION

2025-339/8-33

To: Airport Manager, Chicago O'Hare Int'l, (ORD), IL., FAA (AAS-1)

2306055

Info: FAA (Director of Air Traffic Operations CSA, AGL-600, 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 Ground Control Procedures

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 2306055

DATE / TIME

Date of Occurrence	202511
Local Time Of Day	1201 to 1800

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	First Officer
ASRS Report Number	2306055

EVENTS

Anomaly	ATC Issue - All Types
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

While in Chicago we exited Runway 28C at P2 after landing and they instructed us to turn onto P and hold short of SS. We did that and while holding short there was Aircraft Y in front of us and then they got told that they could cross the runway and the controller just went on to the next aircraft without giving Aircraft Y a chance to read it back. They weren't expected to read it back which both the Captain and I found to be unsafe because you are crossing a runway. We both agreed that we should have an opportunity to read it back not only because it is a taxi clearance but also we were given a runway crossing. So when we got a taxi clearance to continue on SS to cross Runway 28R right turn N and short of B1. The Air Traffic Controller again didn't give us an opportunity to read it back. We did not cross the runway until we were able to actually read it back. We read it back and crossed and the controller was surprised that we read it back. It seems as if Chicago has adopted the procedure where they don't have you read back frequencies, which is fine until somebody switches to the wrong frequency which could have been avoided with a readback. I have seen that personally happen in Chicago. Also now they are giving such long taxi clearances and then at times aircraft are cutting you off and ATC just says thanks for giving way. Especially at night it is imperative that we are not only given taxi instructions without a readback but now they have become so long that it doesn't seem that ATC can account for traffic that will be crossing in front of us. I have heard plenty of times recently "thanks for giving way" or "are we supposed to give way." But the main issue that caused me to really make this report is ATC somehow being ok with clearing us to taxi and cross a runway without a readback.

SYNOPSIS

Air carrier First Officer reported ORD ATC does not give flight crews an opportunity to provide a readback after a clearance and miscommunication tends to occur.