

12/9/2025

FOR YOUR INFORMATION

2025-310/11-39

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

2298060

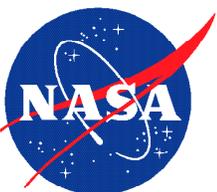
Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, AJV-A, ATM ORD Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ORD Taxiway 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 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 2298060

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 - Ground ORD
Make Model Name Widebody, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Pilot Not Flying
ASRS Report Number 2298060

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Event / Encounter - Other / Unknown
Anomaly No Specific Anomaly Occurred - Unwanted Situation
Detector - Person Flight Crew
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Flight Crew Returned To Clearance

NARRATIVE 1

Prior to secure for flight we set up for Runway 28 right. On initial contact 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 accomplishing the runway change procedure.

When we were eastbound on Papa, we were given clearance: left on Yankee, cross runway 28R, right on November, hold short of Runway 22L. While crossing Runway 28R, we realized the taxi line we were following was blocked all the way across with flashing barricades. We immediately stopped the aircraft on Runway 28R and informed tower that we were still on the runway.

Just after informing tower we had stopped, we realized that the usable portion of Taxiway Y was to the right. We then turned right and slightly down the runway to the usable portion of Taxiway Y and informed the tower controller that we were continuing taxi as previously cleared.

Once established on November, we held short of Runway 22 left completed the runway, change checklist and departed uneventfully.

Reason for the report is to highlight that a portion of Taxiway Yankee at the approach end of Runway 28 right is unusable and they need to use the eastern portion of Taxiway Yankee when crossing from south to north.

SYNOPSIS

Air carrier pilot reported the useable portion of Taxiway Y at ORD airport was difficult to distinguish from the unusable portion, which was blocked by flashing barricades.