

1/14/2026

FOR YOUR INFORMATION

2026-10/5-5

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

2307724

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 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 2307724

DATE / TIME

Date of Occurrence	202511
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	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2307724

PERSON 2

Function - Flight Crew	First Officer
ASRS Report Number	2307729

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Ramp
Anomaly	Ground Incursion - Taxiway
Detector - Person	Air Traffic Control
Result - Flight Crew	Returned To Clearance
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

After landing on Runway 27C at ORD, I taxied the airplane clear of the runway onto Taxiway E2. ATC instructed us to taxi via E to R and hold short Runway 27L. After being given clearance to cross Runway 27L on R we were instructed to contact Ground Control. After crossing the runway and contacting Ground we were instructed to taxi R and hold short K. I acknowledged the taxi instructions with the FO. Approaching Taxiway K, before the aircraft had come to a stop, we were instructed by Ground to continue taxi via K, T, hold short A. I again acknowledged the taxi instructions with the FO as we crossed onto Taxiway K. I glanced at the taxi chart to get an idea of the taxi route, and continued ahead. We were then instructed by ATC to hold our position.

I brought the aircraft to a stop, and ATC informed us that we had entered the midfield ramp non-movement area. I looked at the taxi chart and realized that we had taxied straight ahead on Taxiway R into the ramp instead of taking the slight right turn onto Taxiway T. Both taxiways are closely parallel to each other, and there is pavement connecting the two surfaces which caused confusion at night. After assessing the area, the FO and I determined that we had enough space to make a 180-degree turn on the ramp to rejoin Taxiway R. We coordinated with ATC, and were approved to make the turn to hold short Taxiway K. After making the turn, we were then instructed to continue taxi to the gate. The remainder of the taxi was uneventful.

NARRATIVE 2

We were instructed to taxi to Romeo hold short of Kilo after landing 27C in ORD. Once on Romeo we accidentally passed Kilo briefly and stopped. ATC asked us to do a 180 as we said we were able to. We did the 180. ATC said this is a very common mistake made.

SYNOPSIS

Air carrier flight crew reported entering the ramp instead of the taxiway after missing a turn due to confusion from Taxiway R and T being closely parallel to each other, with pavement connecting the two surfaces.