

2/19/2026

FOR YOUR INFORMATION

2026-57/5-21

To: Airport Manager, Chicago O'Hare Int'l, (ORD), IL, FAA (ATM ORD Tower, AAS-1) 2317850, 2313412

Info: FAA (Director of Air Traffic Operations CSA, AAS-300, AGL-600, AJV-A, AVP-1, AVP-200, AFS-260, AFS-200), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ORD Runway 9L Obstacle Alert

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 2317850

DATE / TIME

Date of Occurrence 202512
Local Time Of Day 1801 to 2400

PLACE

Locale ORD.Airport
State IL
Altitude - MSL 1300

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower ORD
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

COMPONENT 1

Aircraft Component GPWS/EGPWS

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2317850

EVENTS

Anomaly Aircraft Equipment Problem - Less Severe
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Inflight Event / Encounter - CFTT / CFIT
Anomaly Inflight Event / Encounter - Unstabilized Approach
Detector - Automation Aircraft Terrain Warning
Detector - Person Flight Crew
Result - Flight Crew Executed Go Around / Missed Approach

NARRATIVE 1

We were on the visual for Runway 9L into Chicago, everything looked good we were stable and just past the final approach fix around 1300 feet MSL. We got a terrain warning and executed a go-around. We were in visual conditions so there was some confusion as to why we got the

Enhanced Ground Proximity Warning System (EGPWS) warning so we hesitated a bit with the go-around as we were established on the localizer and glideslope. We heard the "pull up" aural and executed the escape maneuver into a go-around.

Cause: Not exactly sure what caused the EGPWS as I have done this approach numerous times without issue. This was not a known threat prior to the flight so I think it could have to do with construction in the vicinity interfering with the ground proximity system. On the following approach we stayed high after the final approach fix and did not receive any annunciations.

Suggestions: I think publishing a notice would be helpful to make pilots aware of this situation. There were no NOTAMs or anything in the ATIS about this. Not sure why nothing has been published but if crews know about the possibility of this they would be better prepared to execute a go-around.

SYNOPSIS

Air carrier First Officer reported receiving an EGPWS warning while on the visual for Runway 9L at ORD and executed a go-around. The reporter stated there were no NOTAMs or anything in the ATIS regarding this issue.

ACN 2313412

DATE / TIME

Date of Occurrence 202512
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale ORD.Airport
State IL
Altitude - AGL 500

ENVIRONMENT

Flight Conditions VMC

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
Function - Flight Crew Pilot Flying
ASRS Report Number 2313412

PERSON 2

Function - Flight Crew Captain
ASRS Report Number 2312391

EVENTS

Anomaly Inflight Event / Encounter - Other / Unknown
Detector - Automation Aircraft Terrain Warning
Detector - Person Flight Crew
Result - Flight Crew Executed Go Around / Missed Approach
Result - Flight Crew FLC Complied w / Automation / Advisory
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

Inbound to Chicago, heard other aircraft in front of us go around for Enhanced Ground Proximity Warning System (EGPWS) to 9L. While visual on the ILS 9L, around 500agl we got an aural "obstacle". Executed a go around, approach gave us 9L a 2nd time. About the same point visually on the approach to 9L we got another aural "obstacle" and executed a 2nd go around. We then requested 9C, revectorred, and landed uneventfully.

NARRATIVE 2

We were on the ILS 09L at ORD. Tower informed us that 2 previous aircraft had gone missed approach due to an obstacle warning. They also stated that they could not determine an obstacle in the path. One or two aircraft in front of us landed uneventfully. At 500' we received the GPWS, "obstacle ahead, pull up". We complied per the Flight Manual and were vectored for landing on 09C.

During the missed approach, ORD Tower asked a few questions and restated that there was no apparent reason for the warning. We were fully configured and stable. It appears to have been a technology issue.

SYNOPSIS

Air carrier flight crew reported ground proximity warnings were received on two attempts to land while conducting visual approaches to Runway 9L ORD.