

2/18/2026

**FOR YOUR INFORMATION**

2026-56/4-3

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

2318448

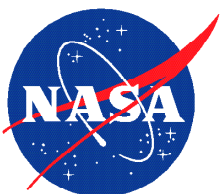
Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, AJV-A, ATM ORD Tower, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ORD Runway LED Center Line Lighting Concerns

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2318448

### DATE / TIME

Date of Occurrence	202512
Local Time Of Day	1801 to 2400

### PLACE

Locale	ORD.Airport
State	IL
Altitude - AGL	0

### ENVIRONMENT

Weather	Rain
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### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2318448

### EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

### NARRATIVE 1

Upon landing and rollout, runway exit path lighting as well as most other lighting was barely visible to impossible to see due to extreme intensity of LED runway centerline lighting combined with total darkness and wet runway conditions. I rolled past two high speed exits (one with exit path lighting NOTAMed (Out of Service (OTS) – doesn't count) visually searching for an exit. Yellow taxiway identification signs were barely visible due to the contrast between the centerline lighting and the much dimmer taxiway identification signs. Dark adaptation of my eyes was negated due to the intense brightness. Other aircraft that landed prior to us also commented to ATC about the extreme brightness of the runway lighting. This is a real safety concern that needs to be addressed.

Cause: Runway LED lighting far too bright for safety. Visual adaptation to darkness was ruined by intense LED lighting. Dimmable lighting would be the solution. ORD Tower told us dimming the lighting was not possible.

### SYNOPSIS

Air carrier pilot flying reported ORD's runway LED center line lighting is too bright for safe operations.