

6/18/2026

**FOR YOUR INFORMATION**

2026-215/5-62

To: Airport Manager, Chicago O'Hare Int'l, (ORD), IL., FAA (AGL-600, ATM ORD Tower) 2361588

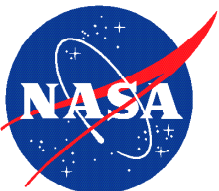
Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, AJV-A, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ORD Non-Movement Area Boundary Line Confusion

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 2361588****DATE / TIME**

|                    |              |
|--------------------|--------------|
| Date of Occurrence | 202605       |
| Local Time Of Day  | 0601 to 1200 |

**PLACE**

|                |             |
|----------------|-------------|
| Locale         | ORD.Airport |
| State          | IL          |
| Altitude - AGL | 0           |

**AIRCRAFT / EQUIPMENT X**

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

**PERSON 1**

|                        |              |
|------------------------|--------------|
| Function - Flight Crew | Captain      |
| Function - Flight Crew | Pilot Flying |
| ASRS Report Number     | 2361588      |

**EVENTS**

|                              |                                                  |
|------------------------------|--------------------------------------------------|
| Anomaly                      | Deviation / Discrepancy - Procedural - Clearance |
| Anomaly                      | Ground Incursion - Taxiway                       |
| Detector - Person            | Air Traffic Control                              |
| Result - Flight Crew         | Became Reoriented                                |
| Result - Flight Crew         | Requested ATC Assistance / Clarification         |
| Result - Air Traffic Control | Provided Assistance                              |

**NARRATIVE 1**

Taxing on SP, and we were told to hold short of the boundary line. Listening to traffic ahead, they are switching over near FW/A7. Got clearance to go onto SE and then told to continue SP and contact Ground. Contact ground and cleared to A13 with hold short V(this is the 3rd change to our clearance in about 3 minutes). At this point, Ground tells us to hold short A7 (we're turning onto Alpha). Talked to Tower and Tower advised that we had missed an instruction to hold short of the boundary line.

Advised tower that we thought the boundary line was the communication boundary line abeam FW/A7(Chart 20-9B). Tower advised me that no the Boundary line referenced is for the Non-Movement Area on SP with implied instructions to hold short of Alpha(Ground Markings Not on the Chart). Asked for clarification on where the boundary line was they advised SP and Alpha intersection.

Contributing factors was construction and taxiway lines barely visible at the intersection with construction on the north side of alpha taxiway. Unfamiliar with where the non-movement boundary line starts, and Taxiways begin, because we were on a taxiway (SP), we incorrectly assumed the communication boundary line on Chart 20-9B was the non-movement boundary line and not a taxiway marking.

Suggestions: In chart 20-B, reference the boundary of where the non-movement area starts; it is not clear on any of the taxiway charts where the non-movement area ends. Ramp control should also use standard phraseology. "Taxi SP hold short of Alpha" instead of telling us to hold short of a boundary line that is marked on the taxiway and is faded from construction and aircraft movement.

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## SYNOPSIS

Air carrier Captain reported a lack of designation of boundary line, and that taxiway lines were barely visible during taxi at ORD.