

6/11/2026

FOR YOUR INFORMATION

2026-208/5-57

To: Airport Manager, Chicago O'Hare Int'l, (ORD), IL., FAA (AGL-600, ATM ORD Tower) 2359178

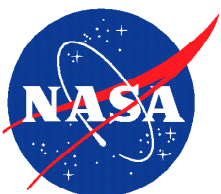
Info: FAA (Director of Air Traffic Operations CSA, AAS-1, AAS-300, AJV-A, AVP-1, AVP-200, AFS-260, AFS-200, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: ORD Taxiway Signage

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 2359178**DATE / TIME**

Date of Occurrence	202605
Local Time Of Day	1201 to 1800

PLACE

Locale	ORD.Airport
State	IL
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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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	2359178

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2359180

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Air Traffic Control	Issued Advisory / Alert

NARRATIVE 1

Leaving our Gate XX in ORD, we were told by Ramp to taxi on E, left on SP, hold short of A, and contact Metering. While taxiing east on SP, my right-side view of A was blocked due to active construction. I continued taxiing on the solid yellow line marked SP until I saw a sign ahead that said A, where I stopped abeam A6. There was no indication of where SP ended and where A began. It appears that SP merges into A.

The cause was complicated and inefficient taxi instructions, the sign markings not showing where SP ends and where A begins, and active construction obstructing views of taxiways.

Suggestions: Better taxi instruction from Ramp would be to say taxi on SP and hold short of A6. Another suggestion would be to paint a line showing where SP ends and where A begins. Additionally, put a clear upright sign that says when you are on A leaving SP.

NARRATIVE 2

After pushing back off the gate (XX) at ORD, we contacted Ramp for our taxi clearance and were told to taxi SP line hold short A, contact Metering. We taxied SP line and held short where we could see that Taxiway A was and stopped abeam A6 with active construction going on and then contacted Metering as directed. Upon contacting Metering the controller sounded confused as to where we were and then seemed to take a second to affirm our position. He then told us to monitor Ground. We believe we may have inadvertently taxied slightly onto A without the proper clearance from Ground. We were instructed to taxi to 22L via A A13 V. The rest of the flight continued on with no issues.

The cause of this event is due to poor signage, markings, and construction at the ORD airport. The instructions were clear, however it is very difficult to see where the SP line turns into the A taxiway as the construction to the southwest blocks the signage and the taxi marker lines are not painted very well. Before we even started taxiing we could hear another airplane on the wrong taxi lane (SE) when they were supposed to be on the SP line. I believe that the poor signage and construction with little indication of where Taxiway A begins is the main contributing factor.

I think the best course of action would be to include more signage or markings to denote where Taxiway A begins and SP ends. Another way to fix this may be for Ramp to give a clearance to hold short of A6 rather than A, as that is much more clearly visible and denoted on the taxiway. As I continue to gain more experience at ORD and in my position in general, I will keep these things in mind moving forward.

SYNOPSIS

Air carrier flight crew reported inadvertently taxiing onto a taxiway without the proper clearance from ATC due to poor signage and markings.