

6/26/2024

FOR YOUR INFORMATION

2024-124/5-47

To: Airport Manager, Chicago O'Hare Int'l, (ORD), FAA (AAS-1)

2117233

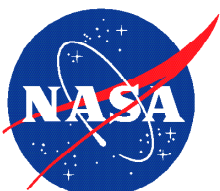
Info: FAA (Director of Air Traffic Operations CSA, ATM ORD ATCT, AAS-300, AVP-1, AVP-200, AGL-600, AFS-260, AFS-200, AJI-144, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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 2117233

DATE / TIME

Date of Occurrence 202405
Local Time Of Day 1801 to 2400

PLACE

Locale ORD.Airport
State IL
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC
Weather Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground 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 2117233

EVENTS

Anomaly Ground Event / Encounter - Other / Unknown
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented
Result - Air Traffic Control Issued Advisory / Alert

NARRATIVE 1

During a purposely slow taxi out at 3 to 5 kt. ground speed on a poorly lit, dark, and wet taxiway, the amount of turn required for the next taxiway became uncertain so the FO (First Officer), pilot monitoring, quickly applied the brakes and said, "Stop." That was an appropriate and timely intervention to avoid further deviation off centerline. After a few seconds of verification, we turned further right to keep on assigned centerline in a sharp turn and proceeded without further incident.

Contributing factors include: dark/low ambient illumination night, wet ramp and taxiways with pockets of standing water that obscured the taxiway centerline marked with rather dull paint, the required sharp turn was on the FO's side of the jet, Ground Control had just urged the crew to get moving while it was taking a momentary pause to verify unfamiliar taxi instructions and routing – BS, A, U, G, hold short of TT for Runway 27L – and, if memory serves correctly, only the left side of Taxiway A had dim blue taxiway side lights illuminated – which created confusion.

Much later during cruise, the Purser advised that the stop was felt as more sudden by the passengers and cause a several drinks to tumble forward off individual passenger drink trays and that a few passengers in First Class cried out.

SYNOPSIS

Air carrier Captain reported the dark lighting conditions, wet surface, and dull paint markings at ORD made following the taxiway centerline difficult.