

9/30/2024

FOR YOUR INFORMATION

2024-184/5-62

To: Airport Manager, Chicago O'Hare Int'l, (ORD), FAA (AAS-1, AJV-A), 2155696
Jeppesen Sanderson Inc.

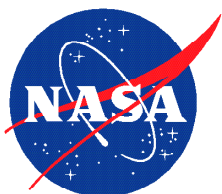
Info: FAA (Director of Air Traffic Operations CSA, ATM ORD ATCT, AAS-300, AVP-1, AVP -200, AGL-600, AFS-260, AFS-200, AJI-144, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: ORD Taxiway Charting and 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 2155696**DATE / TIME**

Date of Occurrence 202408
Local Time Of Day 1801 to 2400

PLACE

Locale ORD.Airport
State IL
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground ORD
Make Model Name Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2155696

PERSON 2

Function - Flight Crew First Officer
ASRS Report Number 2155695

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - FAR
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Taxiway
Detector - Automation Air Traffic Control
Detector - Person Air Traffic Control
Result - Flight Crew Became Reoriented
Result - Air Traffic Control Issued New Clearance

NARRATIVE 1

During taxi out from the Y, ORD Ground Control instructed us to turn left on U. Seeing the U taxi sign ahead and to my right, I turned right initially to then head left on U, which was not what the Ground Controller requested. We were pointed in the wrong direction on the taxiway and the Ground Controller gave us instructions to maneuver out of the way of aircraft taxiing inbound to their gates with Ramp Control.

Cause: We were rushed due to previous plane arriving late and having maintenance issues which compressed our preflight times.

Suggestions: Increase scrutiny of the parking gates chart vs just the normal Jepp airport charts would have cleared up the confusion.

NARRATIVE 2

We were positioned on the “Y” when we got our taxi instructions on ground for “Runway 22L via U, A, A18, and V” and read the instructions back as such. We realized we made a wrong turn when ATC advised us and gave us a reroute to join the C taxi line and contact ramp. From there, Ramp directed and sequenced us for taxi with no further issue.

Cause: Per the Jeppesen chart, it looked as if taxiway U was a right turn to then join for taxiway A, so we made a right turn to join rather than left. It is only displayed in another Jepp chart that U was the taxiway in front of the “Y.” There was lots of construction that made some of the taxiway signs hard to see. This is my second time flying into ORD.

Suggestions: Review the charts to ensure proper taxiway direction. Verify with ATC on direction of turn from the ramp to join the proper direction of what the Controller intended.

SYNOPSIS

Flight crew reported a taxiway incursion at ORD after turning in the wrong direction for the departure runway. Crew expressed confusion with charting and signage.