

8/27/2024

FOR YOUR INFORMATION

2024-164/8-12

2140916

To: Airport Manager, Joe Foss Field Airport (FSD), SD, FAA (AAS-1)

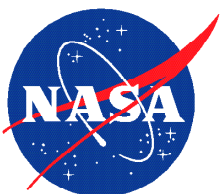
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AGL-600, AFS-260, AFS-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: FSD Runway Closure Procedures

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 2140916**DATE / TIME**

Date of Occurrence	202407
Local Time Of Day	0001 to 0600

PLACE

Locale	FSD.Airport
State	SD
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - UNICOM	FSD
Make Model Name	Small Transport
Operating Under FAR Part	135

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2140916

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew

NARRATIVE 1

I witnessed an occurrence the other night at FSD [airport] which negatively affected another pilot and should be of concern to us. I also feel the FAA should be aware.

At about XA:57 as my First Officer and I (Captain) were inbound to FSD about ten miles out and planning Rwy 3, we heard another aircraft -- having just taken off -- report turning to the south. Moments later airport maintenance radioed to tell the other aircraft he had just taken off on a closed runway, as Rwy 3 was closed.

My flight had been paged out at XA:00, and I told my copilot that I hadn't seen any NOTAM for runway closure, so I quickly pulled up online ADS-B data and saw a NOTAM effective at XA:49 until XB:30 for Rwy 3 closed.

At no time did I hear airport maintenance announce on the radio that Rwy 3 was closed, and I did not hear airport maintenance advise the other aircraft of the closure after any of his radio calls. We had just canceled IFR with MSP Center 25 miles out and the controller hadn't mentioned any runway closures, so this NOTAM was very recently filed.

This is concerning. A last minute NOTAM and no monitoring on the radio and no communication to an airplane taxiing to and departing from a very recently closed runway puts us all at risk of a violation, and filming a perceived infraction in lieu of a radio communication shows a deliberate attempt at entrapment.

There needs to be a change in communication procedures. Airport maintenance needs to give more notice when filing NOTAMs and needs to be cognizant of aircraft that may not have had an opportunity to be informed. Education on how a flight's preflight planning and a "Go decision" is conducted might be helpful.

For now, I will alert my fellow pilots that if we operate at FSD while the tower is closed and maintenance is out and about, to query them about runway closures and airport maintenance personnel's location.

SYNOPSIS

Captain reported they learned the runway at FSD was closed only after they overheard airport maintenance advise a departing aircraft they had departed a closed runway.