

9/26/2024

FOR YOUR INFORMATION

2024-180/5-61

To: Airport Manager, Quad Cities Int'l Airport (MLI), IL, FAA (AAS-1)

2157855

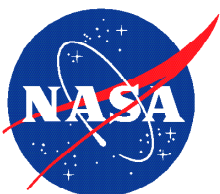
Info: FAA (AAS-300, AWP-600, AFS-260, AJV-A, AFS-200, AJI-144, AVP-1, AVP-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: MLI Runway Closure NOTAM

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 2157855**DATE / TIME**

Date of Occurrence	202408
Local Time Of Day	0601 to 1200

PLACE

Locale	MLI.Airport
State	IL

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

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

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	2157855

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

We were operating the flight to MLI under day VFR conditions. The ATIS indicated that runway 9 was in use, but since the winds were light I asked the FO/ PM to request 27 since that would make for a shorter flight, which is consistent with our policy to request the such when available. Quad Cities approach informed us that runway 9/27 was closed for painting and would not reopen for 30 minutes, and asked if we could accept runway 13. I will note that our flight was on-time and arrived very close to our scheduled arrival.

Knowing that I had reviewed the NOTAMs on the dispatch release but fearing that I had missed a big one, I had the FO query them about the NOTAM status. Approach control informed us that no NOTAM had been issued for this closure, even though it was a preplanned closure, and that it is the policy of the airport is not to issue NOTAMS for this kind of thing.

We got performance numbers for 13, determined that we could use it, set up for, briefed and flew the visual approach to 13 and landed without further incident. At the gate I phoned dispatch to advise them of the closure, and they confirmed that they had no knowledge of it.

Suggestions: 9/27 is the main runway at MLI. If a preplanned closure of that runway at the scheduled arrival time of a 121 operator isn't worthy of a NOTAM, then I'm not sure what is. Clearly this should have been a NOTAM.

SYNOPSIS

Air carrier Captain reported no NOTAM was issued for runway painting and closing at MLI airport. ATC stated to the pilot that MLI does not issue NOTAMs for runway painting and closing.