

5/7/2025

FOR YOUR INFORMATION

2025-105/10-12

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

2226594

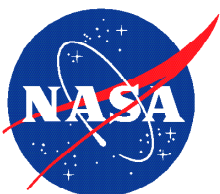
Info: FAA (AAS-300, AGL-600, AFS-260, AJV-A, AFS-200, AVP-1, AVP-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSA, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: MLI Runway 13/31 Final Approach Course Discrepancy

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 2226594**DATE / TIME**

Date of Occurrence	202503
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	MLI.Airport
State	IL

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	MLI
Make Model Name	Airbus Industrie Undifferentiated or Other Model
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	FMS/FMC
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COMPONENT 2

Aircraft Component	Navigation Database
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PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2226594

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Automation	Aircraft Other Automation
Detector - Person	Flight Crew

NARRATIVE 1

The charted final approach course for RNAV 31 MLI shows 306 degrees on the Jeppesen approach plate but 309 degrees in the FMS. That is a 3-degree discrepancy. For the RNAV 13 the charted final approach course is 126 degrees on the Jeppesen approach plate but 128 degrees in the FMS. That is a 2-degree difference. I operated the same trip a few days later on Aircraft Y with the exact same discrepancy. Either the approach plate is out of range or our database is incorrect. Our SOP allows a maximum difference of 1 degree to shoot the approach.

The weather was good enough for us to fly a visual approach that day, but in IMC I would not have been able to accept the RNAV. I recommend to investigate where the discrepancy comes from, reissue the Jeppesen chart or reprogram the FMGC and issue a bulletin to the pilots to not use said approaches into MLI.

SYNOPSIS

Air carrier Captain reported the Jeppesen approach plate and the FMS display different final approach course information for Runway 13/31 at MLI airport.