

12/18/2023

**FOR YOUR INFORMATION**

2023-211/5-69

To: Airport Manager, Monroe Reg'l Airport (MLU), LA, FAA (AAS-1)

2048005

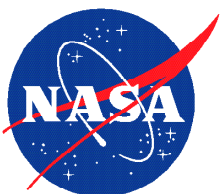
Info: FAA (AAS-300, AVP-1, AVP-200, AJI-144, AJV-A, AEA-600, AFS-260, AFS -200, Director of Air Traffic Operations ESA South, Runway Safety Team), A4A, AAAE, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: MLU Runway 14 Condition

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 2048005

### DATE / TIME

Date of Occurrence	202310
Local Time Of Day	1201 to 1800

### PLACE

Locale	MLU.Airport
State	LA
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### PERSON 1

Function - Flight Crew	Captain
ASRS Report Number	2048005

### PERSON 2

ASRS Report Number	2047029
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### EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	None Reported / Taken

### NARRATIVE 1

I was the pilot monitoring on Aircraft X from MLU to ZZZ. The Ground Controller assigned us to taxi to Runway 14 for takeoff. The winds were favoring this runway by 15 knots so we accepted this clearance even though the primary runway in MLU is 22/04. There was no mention of this runway not being available to us on company pages and we had takeoff numbers for it. During the takeoff roll at the intersection of the 2 runways we encountered a rather violent jolt as we crossed. It was very pronounced and felt like it was enough to bring the airplane airborne prematurely. We were at approximately 120 knots when this occurred. We continued the takeoff without any further problems.

Apparently the area where the 2 runways intersect is not smooth at all. This crossing was the most violent bump I have ever felt crossing an intersecting runway. The flight attendants and passengers were alarmed by it. We contacted the air traffic controller on departure to report this event. He told us there have been numerous reports about this runway and that its happened before and it will happen again if something is not done about it. We were not given any advisory from the Ground Control or any pertinent notam that we could find.

I suggest in the near term to block this runway for use by specific airlines. We should not at all be using this runway for any reason until they fix this problem. It felt like we took out the nose gear when we hit this intersection. In the long term I suggest that someone fix the runway intersection.

### NARRATIVE 2

MLU Airport Management closed Runway 4/22 to do painting. Runway 14 become the active. Aircraft X departed Runway 14, and after contacting me on departure, they advised "The hump at the intersection of the runway is unacceptable" and that "it shocked the airplane". They advised that Runway 14 should not be used for the airlines because the hump is too aggressive on the larger airliners.

The airport has neglected this issue since the runway re-opened more than a year ago. They continue to get complaints and do nothing about it. They continue to work on projects that have nothing to do with safety, such as painting. This issue has gotten out of hand. The point of extending Runway 14/32 was so that the airlines could continue to operate here at full capacity even when Runway 4/22 was closed. Today's situation is a prime example that Runway 14/32 does not meet the needs nor the expectations of the project. Until the hump at the intersection of the two runways is solved, this will continue to be a safety problem that could easily affect the integrity of an aircraft's landing gear, and ability to maintain directional control of aircraft on the ground. There is no way that this is safe. The airport should be held responsible for having an unsafe runway, and should do their maintenance scheduled well in advanced and overnight as to not affect the operations and safety at the airport.

### **SYNOPSIS**

Captain reported experiencing a "violent bump" on takeoff roll at the intersection of Runway 14 and Runway 4/22. Captain stated this part of the runway is not smooth with the impact possibly affecting the aircraft landing gear and recommended repair of the intersection.