

12/9/2025

FOR YOUR INFORMATION

2025-311/5-106

To: Airport Manager, Monroe Reg'l Airport (MLU), LA, FAA (ASW-600)

2297812

Info: FAA (AAS-300, AVP-1, AVP-200, AJV-A, AAS-1, AFS-200, ATM MLU Tower, 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 Airport Runway 14/32 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.



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



ACN 2297812

DATE / TIME

Date of Occurrence 202510
Local Time Of Day 1801 to 2400

PLACE

Locale MLU.Airport
State LA
Altitude - AGL 0

ENVIRONMENT

Weather Rain

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower MLU
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2297812

PERSON 2

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2297814

EVENTS

Anomaly Ground Incursion - Runway
Anomaly Ground Event / Encounter - Ground Equipment Issue
Anomaly Ground Event / Encounter - Weather / Turbulence
Detector - Person Flight Crew
Result - Flight Crew Became Reoriented

NARRATIVE 1

Potential runway over run.

Upon landing and slowing down we hit the hump in the runway which caused us to bounce and the antiskid seemed to disengage and the aircraft accelerate. I had to keep the reversers out and reengage brakes to activate the antiskid. The runway was wet and rough and the lights were nonstandard. There were no lights to indicate the last 1000 feet of the runway only the end lights that was visible. I managed to get the aircraft stopped in enough time to do the 180 on the runway since the end taxiway was closed for repair. Runway landing numbers were sent using wet 5 because there was no other guidance that we should use anything other than wet 5 and airport operations was closed and there was no runway inspection performed for any other landing code.

If we are going to continue to use this runway I think we should restrict it use to Dry only or if it is wet then use reduced VRef. Also I think information should be added to the company pages or a memo to alert the

crews to the poor conditions of that runway and that it may cause the aircraft to act in an unexpected manner.

NARRATIVE 2

Potential runway overrun.

Once the aircraft landed, brakes and reversers were applied. We continued braking down the runway and hit the extremely uneven surface of the intersecting runway (04/22). This bump in the runway caused the aircraft to firmly bounce upwards. After the bounce, the aircraft felt like it was sent upwards and accelerated. As my feet were hovering the rudder pedals, I felt the Captain firmly on the brakes. The Captain maintained the reversers until we were at a safe stop. There was enough room at the end of the runway to do a 180 degree turn to back taxi on Runway 32. Taxiway A and G at the end of Runway 14 were closed, so a back taxi was necessary. Runway landing data was sent for RCC 5. The METAR was reporting light rain, and there were no other indications to send for less than 5. Post flight, after discussion with the captain, we believe the anti-skid system disengaged upon hitting the bump. This information has been discussed with FOQA.

I believe that this runway is extremely uneven, and that we should not land on this runway if it is wet. Information should be included in our company pages indicating the state of the bump in the runway and that it is ungrooved.

SYNOPSIS

Air carrier flight crew reported during landing in the rain on Runway 14/32 at MLU they hit a bump which caused the aircraft to bounce and accelerate resulting in difficulty stopping prior to the end of the runway. Reporters stated this runway should not be used when wet due to poor surface conditions.