

4/7/2026

FOR YOUR INFORMATION

2026-122/5-34

To: Airport Manager, Alpena Co. Regional, (APN), MI, FAA (ATM APN 2336301
ATCT, AAS-1)

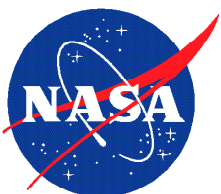
Info: FAA (AVP-1, AVP-200, AAS-300, AGL-600, AFS-260, AFS-200, Runway Safety
Team, Director of Air Traffic Operations CSA), A4A, AAAE, ALPA, AOPA, APA,
ASAP, ATSAP, ATSG, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB,
RAA

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

Re: APN Airport Runway Condition Reporting

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 2336301

DATE / TIME

Date of Occurrence 202602
Local Time Of Day 1201 to 1800

PLACE

Locale APN.Airport
State MI

ENVIRONMENT

Flight Conditions IMC

AIRCRAFT / EQUIPMENT X

Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2336301

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly Ground Event / Encounter - Loss Of Aircraft Control
Anomaly Ground Event / Encounter - Weather / Turbulence
Detector - Person Flight Crew

NARRATIVE 1

We were in constant contact with Dispatch throughout the flight to APN about the weather and runway conditions. While in route the first report was 2/2/2 with 3 inches of wet snow on the runway of intended use. We were informed that they were currently working on the runway to improve conditions. We continued the flight to the IAF and held over JEGOB while we awaited the newest update. 5 minutes before bingo fuel the report came in as 3/3/3 with 1/4-inch dry compacted snow. So with the weather still being about minimums we began the approach and made a landing. In was night so it was impossible for us to tell the actual runway conditions until after touchdown and on roll out when we discovered the braking action was NIL and there was at least 1 inch of visible snow on the surface. With full thrust reverse almost any application of the brakes cause the airplane to slide on the runway. We managed to eventually slow the aircraft and had to come to a complete stop before attempting to turn off at the very end of the runway but still slid a great deal while attempting the turn. Taxiing very slowing back to the gate the taxiways were no better causing us to slide with any attempt to slow the aircraft. Out of safety concerns we did not operate the flight back to ZZZ that night.

The next day we returned to the airport to attempt to return to ZZZ. The trucks worked on the runway conditions for several hours and the reported to us 3/3/3 with 1/8-inch dry compacted snow. After the events of the previous evening we asked if they would take us out to see the runway conditions for ourselves. It was at the time we discovered that it was 1/8-inch or more of 100% ice with 1/8-inch or more snow on top over the entire runway surface. The truck taking us to the runway slide every time doing a brake check going only 20 mph. He allowed us to get out the truck and confirm it was ice which was difficult to even walk on. The ice was obvious yet the station did not want to report it.

Cause: The airport not accurately reporting the runway conditions.

Suggestions: Audit the airport and their runway condition reporting procedures.

SYNOPSIS

Air carrier First Officer reported APN airport was not accurately reporting the runway conditions as evidenced by the discovery of ice over the entire runway surface that was not reported.