



NTSB MEMORANDUM FOR RECORD

Adam Gerhardt
Air Safety Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: November 6, 2019
Person Contacted: (P. Dudley, Linden Airport Manager)
NTSB Accident Number: ERA20FA020

Narrative:

Mr. Dudley was requested by the National Transportation Safety Board investigator-in-charge to answer several questions pertaining to the airport lighting. Below are excerpts from Mr. Dudley's email response:

1. All runway lights and REIL are and have been operational as is the PCL control system. We have not had a confirmed failure in years. The system was tested and observed working properly subsequent to the accident.
2. VASI lights and their PCL control system are owned and maintained by the FAA. Irrespective, we also tested them and found them to be operational.
3. The beacon is controlled by a photocell and would not have been on in broad daylight.
5. The airport pilot control system activates the runway, taxiway, and REIL lights on three, five, and seven clicks.

The FAA's Pilot control system activates their VASI system on seven clicks. All PCL systems are on the same radio frequency as the airport's unicom. When a pilot clicks their transmitter to activate the PCL systems the clicks are clearly heard on the airport's unicom radio system. This is routine and operations is very accustomed to hearing these unmistakable click patterns on the radio. In the time period preceding the accident, operations did not receive any radio calls nor did they hear any clicks that would be indicative of a pilot endeavoring to activate the PCL controlled lights.

Operations also tried to call the subject aircraft at the request of the Newark Tower personnel. No response was received.