



NORTHEAST ALABAMA REGIONAL AIRPORT/  
GADSDEN AIRPORT AUTHORITY

GADSDEN, AL

December 6, 2023

Timothy Monville, NTSB

RE: NTSB Request for Clarification and Additional Questions,  
N4187Q, ERA24FA050

Dear Mr. Monville:

Please accept this letter as the cumulative response of Northeast Alabama Regional Airport/Gadsden Airport Authority to the NTSB information requests. We have added your supplementary questions as 7.a., 7.b., and 7.c.

1. What work was being performed and where it was being performed on/to KGAD on 11/27/2023 at 17:48 CST?

**RESPONSE:**

The work that was being performed at the Northeast Alabama Regional Airport was a runway sealcoat project for the Primary Runway 6/24. On November 27-28, 2023, from 7 a.m. to 6 p.m. local time (CST), Runways 6/24 and 18/36 were closed for the routing of the cracks in the intersection; this was why both runways had to be closed.

2. How many people and what type of equipment were working on KGAD on 11/27/2023 at 17:48 CST and where were they located exactly (provide airport diagram with annotations if possible)?

**RESPONSE:**

Persons:

Aaron Campbell, Vulcan, departed airfield approximately 4 p.m.

Everett Story, Grout Inc., departed airfield approximately 4 p.m.

Ben Reagan and crew, Wall Asphalt, departed airfield approximately 5 p.m.

Justin Copp, Supervisor, Hi-Lite Airfield Services, departed airfield approximately 5 p.m.

Ethan Campbell, BECC, departed at 5:15 p.m.

**Equipment:**

Construction broom and sweeper were located on Runway 6/24. All other equipment was located at the staging area on the closed portion of Taxiway A. The engineering firm overseeing the work has been directed to provide us a diagram showing the location of the construction broom and equipment, and we will forward the same as soon as we receive it.

3. Whether anyone from FAA air traffic control contacted anyone at KGAD on 11/27/2023 and advised about a possible emergency of N4187Q and whether the airport could be cleared for the airplane to land; and if so, by what method (phone, cell phone, text, etc.)?

**RESPONSE:**

No.

4. If yes to 4, have the individual who had the conversation describe in detail the content of the conversation.

**RESPONSE:**

N/A.

5. Was there any airport lighting on at 17:48 CST on 11/27/2023?

**RESPONSE:**

At Northeast Alabama Regional Airport, we have two runways: 6-24 and 18-36. Both have lights for nighttime landing and takeoff. Under FAA regulations, NEARA is not required to operate these lights 24/7 or even each night. FAA regulations allow for Class IV airports to utilize pilot-controlled lighting in three levels of brightness, depending on conditions and pilot judgment.

Although both runways were closed for repairs, the pilot-controlled lighting would still have been operational; it was not disabled.

6. Did any of the runway lights come on at KGAD and if so what runway and what brightness?

**RESPONSE:**

I am unable to provide that information, because I was not present at the time and had gone home at 4 p.m. I was told, however, after the fact, by an airport tenant (pilot), Allen Hawkins, that he was departing

the airport offices at about 5:50 p.m. and saw the lights come on. The brightness level is unknown.

7. Whether anyone at KGAD at 1748 CST on 11/27.2023 communicated with the accident pilot on the KGAD CTAF or heard any transmissions from him on the KGAD CTAF?

**RESPONSE:**

No airport personnel heard or communicated with the pilot of the aircraft, to my knowledge.

- 7.a. At KGAD on 11/27/2023 at about 17:48 CST what airport personnel were present at the airport by name and where were they exactly located?

**RESPONSE:**

No airport personnel were present at that time.

- 7.b. At KGAD on 11/27/2023 at about 17:48 CST whether any airport personnel saw any runway lights come on. If so what runway?

**RESPONSE:**

No airport personnel were present. See above response regarding a tenant observing the lights come on. As to which runway, it does not matter. If the pilot triggers the lights to come on, the lights on both runways will come on.

- 7.c. At KGAD on 11/27/2023 at about 17:48 CST, were the runway lights for 18/36 capable of operating by pilot-controlled action? If not, explain why they were not available.

**RESPONSE:**

Yes, pilot-controlled runway lights for 18/36 were operational, as were the pilot controlled-lights for 6/24.

8. If yes to 7, provide a detailed statement about the conversation and what communications the pilot made.

**RESPONSE:**

N/A.

9. If the KGAD CTAF was recorded. If yes, provide NTSB a copy.

**RESPONSE:**

This has been e-mailed to you.

10. Provide copy of the NOTAMS for KGAD that were in effect at 1748 CST on 11/27/2023.

**RESPONSE:**

This has been e-mailed to you.

11. What time was the work scheduled to stop at KGAD on 11/27/2023?

**RESPONSE:**

The work stopped at 5 p.m., but the NOTAM was in effect from 7 a.m. local time (CST) November 27, 2023 to 6 p.m. local time (CST), November 28, 2023.

12. What date and time were runways 18/36 and 6/24 scheduled to open?

**RESPONSE:**

Runway 18/36 was scheduled to open on November 28, 2023 at 6 p.m. local time (CST). Runway 6/24 is scheduled to open on December 31, 2023. These are reflected by the NOTAM listing heretofore submitted.

13. What type of lighting was on runways 6/24 and 18/36 to show they were closed?

**RESPONSE:**

None, but vinyl X's were on the runways in accordance with regulations.

14. Take a picture at 17:48 CST of the lighted signs showing closure of runways 6/24 and 18/36 and provide to NTSB.

**RESPONSE:**

N/A. There are no such signs.

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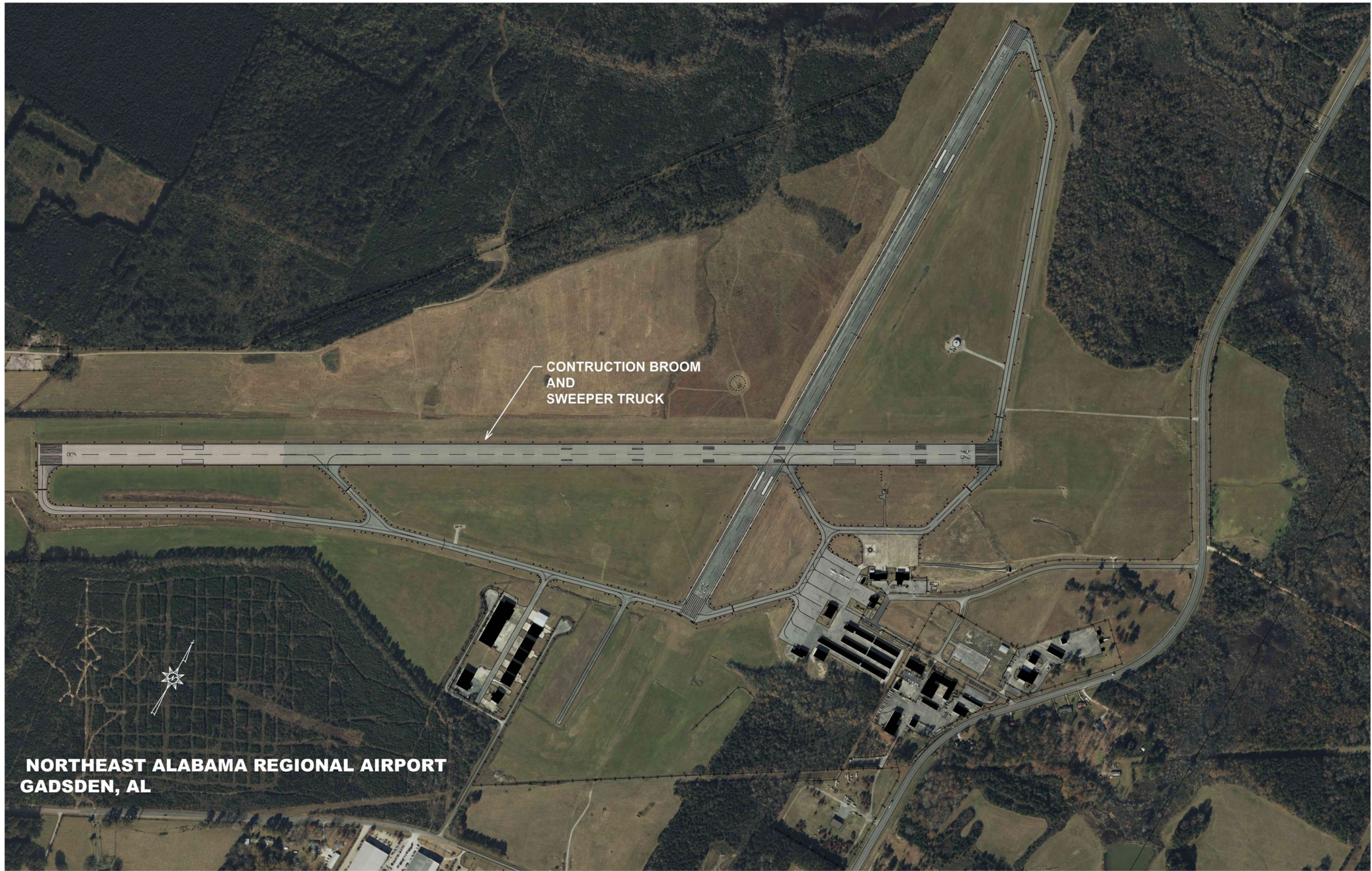
Please let me know if you need further information.

Sincerely,

Anthony Tarver  
Airport Director

A solid black rectangular box used to redact the signature of Anthony Tarver.

12/5/2023



**NORTHEAST ALABAMA REGIONAL AIRPORT  
GADSDEN, AL**