



Ryan Enders
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Eastern Region

Date: February 18, 2025

Subject: ERA25LA118 CFI Email Follow-up Questions

Contact: Gregory Woodward

Mr. Woodward was contacted via email after receiving the completed NTSB 6120 form for follow-up questions. The following is a summary from the email conversation.

The IIC asked Mr. Woodward:

"In your statement, you stated that it was "again noted that the medium intensity approach lighting system was not on, and the middle landing threshold approach end edge lights were out". You said again, but that was the first I saw it in your statement. Did you notice the inop lights on the first 3 completed landings? If so, was there discussion about the lights being inop?"

Mr. Woodward replied on the same day with:

"Yes, we did notice the lights were out on the previous three approaches, but we had landed further past the approach edge end of the runway with no issues. Was trying to point out in my statement; on the fourth approach, that the approach end of the runway was darker and it had an effect on our visual cues. The last approach was a "simulated engine out" and the task was to land on the runway and we landed on the edge of the runway. As it looked like we made the runway based on our approach angle, the darker area did make it harder to judge the rate of descent, and the transition to a softer landing profile without power."