

Joshua Young
Air Safety Investigator
AS-ERA

Date: 3/31/2026

Subject: ERA26LA102, Airport Operations Questions

Contact: [REDACTED], Airport Operations Manager, ILG

The NTSB IIC sent [REDACTED] the following questions via electronic mail on February 17, 2026:

1. Can you confirm whether there were or were not lighted X markers, or other visual indicators that the runways were closed, deployed on the closed runways?
 - a. If not, what was the reason for not deploying these?
2. The Air Traffic Control Manager reported that the runway lights on the closed runways were left on at the request of Airport Operations to assist with melting the snow and ice around the lights including the lights on the closed runways. Is this accurate?

She responded via electronic mail on February 19, 2026, with the following:

1. There were no lighted X markers present or other visual indicators indicating that the runway was closed.
 - a. There were no lighted X markers present or other visual indicators because our procedure during snow/ice conditions is to publish a closed Runway NOTAM, which was published at the time of the event. The only time we deploy lighted X markers is during active construction on closed Runways.

2. Airport Operations did request Runway 1/19 lights and Taxiway lights to remain on to help aid with melting the snow and ice around the lights. We did not request for closed Runways to remain on, especially Runway 14/32 as that is not a primary runway during these conditions.

On February 19, 2026, the IIC responded with another question which is below:

Do you have a record of the request that was made to the ATCT with regards to the airport lighting mentioned in question 2? If so, could you provide that please?

██████████ responded the same day stating "We do not have a record of this request."