



Robert Bentley  
GOVERNOR

**ALABAMA**  
**DEPARTMENT OF TRANSPORTATION**

**AERONAUTICS BUREAU**  
**1409 COLISEUM BOULEVARD**  
**MONTGOMERY, ALABAMA 36110**  
PHONE (334) 242-6820  
FAX (334) 353-6540



John R. Cooper  
TRANSPORTATION DIRECTOR

February 27, 2017

The Honorable Roger Hayes  
Chairman, Winston County Commission  
P.O. Box 147  
Double Springs, Alabama 35553

**Subject: Annual Inspection Report**  
**Double Springs-Winston County Airport (3M2)**

Dear Mr. Hayes:

An inspection of the Winston County-Double Springs Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 23, 2017. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. The license is being withheld pending corrections of the licensing requirements outlined in this report. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

The last two inspections have determined that existing tree growth must be removed from the primary surface in order to receive an operating license. The airport tenant is additionally parking vehicles and trailers in the primary surface. At the time of inspection, several vehicles were observed crossing the runway to access a property located to the east of the airport. Unauthorized access presents a safety hazard to aircraft, and is prohibited.

The Winston County Commission was notified of the primary surface violation in 2006. The airport has not only remained open to public use, but the safety violations noted on inspections have not been corrected. The Aeronautics Bureau has received no information concerning the efforts of the Winston County Commission to meet the licensing standards required by State law. The operating licensing can only be issued when all license requirements have been met.

The Winston County Commission must contact this office with a written plan of correction for correcting the license deficiencies noted in the attached Annual Inspection Report no later than April 7, 2017. The written plan must include a timetable for

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accomplishing the corrective actions. If the commission does not contact this office with a timetable for correction within the time required, a Mandatory Closure Notice will be issued for the airport.

After receiving the Closure Notice, the Winston County Commission will be required to issue a Notice to Airman (NOTAM) to notify pilots of the closure. Additionally, the runway must be marked with a yellow X on each runway end to visually identify the runway as closed. It is the responsibility of the Winston County Commission to notify all tenants of the eminent closure to allow any aircraft currently based at the airport the time needed to relocate to another facility. The authority to issue a Mandatory Closure is given under Section 450-9-1.15 "Airport Closure Procedures" in the Aeronautics Bureau Administrative Code.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

A handwritten signature in blue ink, appearing to read "John C. Eagerton IV". The signature is stylized and cursive.

John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO  
The Honorable Elmo Robinson, Mayor of Double Springs  
Mr. John R. Cooper, Transportation Director

# Annual Inspection Report

February 23, 2017



***Double Springs – Winston County Airport (3M2)  
Double Springs, Alabama***

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Double Springs – Winston County Airport (3M2)  
Double Springs, Alabama**

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# Annual Inspection Report Double Springs – Winston County Airport (3M2) Double Springs, Alabama

February 23, 2017

## **Introduction:**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Double Springs – Winston County Airport was conducted by Mr. Adam Foutz of the Alabama Department of Transportation Aeronautics Bureau on February 23, 2017.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology:**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Drawing (ALD) prepared by Neel-Schaffer dated February 2007.



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## License Status:

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on February 23, 2017, it was determined that the airport **does not meet** the requirements for the issuance of an operating license. The operating license is being withheld pending corrections of the licensing requirements as outlined in this report. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

*The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:*

### **1. Approach and Departure Paths** **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

#### State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 1).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### Inspection Results:

- Runway 03 – No obstructions (See Photo #1).
- Runway 21 – No obstructions (See Photo #2).
- Both runway ends are displaced. The displaced threshold distances were not properly submitted to the FAA via form 7480-1 at the time of displacement.

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**Required Action:**

- Submit 7480-1 alteration to the FAA.

**Photo #1 - Runway 03 Approach**



**Photo #2 – Runway 21 Approach**





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## 2. Primary Surface Administrative Code 450-9-1-.12(2)

### State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

### Inspection Results: **VIOLATION**

- Excessive tree growth violates the boundaries of the primary surface by 20 feet (See Photo #3 and Appendix #2).
- Vehicles and several trailers were observed being within the limits of the primary surface. No objects are permitted within the primary surface (See Photo #4 and Appendix #2).

**Photo #3 – Primary Surface Growth**





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**Photo #4 – Trailers and Parking in Primary Surface**



**Required Action:**

- Remove all vegetation within the boundaries of the primary surface.
- Remove objects within the boundaries of the primary surface.

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**3. Runway Safety Area  
Administrative Code 450-9-1-.12(3)**

**State Licensing Standards:**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

**Inspection Results:**

- The runway safety area meets state licensing requirements.

**4. Airport Markings  
Administrative Code 450-9-1-.12(4)**

**State Licensing Standards:**

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

**Inspection Results:**

- The airport markings are in **POOR** condition (See Photo #5).
- Runway hold short markings are absent from the taxiway.

**Required Action:**

- The current markings may be able to be cleaned by a water and bleach mixture followed by power washing. If the markings are unable to be cleaned, new markings should be applied in accordance with FAA AC 150/5340-1L.

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Photo #5 – Runway 21 BSC Markings



## 5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

### State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

### Inspection Results:

- The wind direction indicator (wind sock) is in **GOOD** condition (See Photo #6).



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Photo #6 – Wind Direction Indicator



## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### Inspection Results:

- An inspection of the lighting system had the following results:

Runway Lights	5 inoperable
Taxiway Lights	2 inoperable
Threshold Lights	2 inoperable
PAPI	N/A
REIL	Out of Service

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## Required Action:

- Repair/replace inoperable lighting components.

## 7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

### State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

### Inspection Results:

- An inspection of the airport pavement surfaces had the following results:

<b>Ramp</b>	<b>FAIR.</b> Cracking is visible on the ramp surface. A large pot hole is also visible near the taxiway connector (See Photo #7).
<b>Taxiways</b>	<b>FAIR.</b> Minor cracking is visible on the taxiway surface.
<b>Runway</b>	<b>FAIR.</b> Rutting is visible in several locations on the runway surface. The runway is also experiencing cracking with vegetation at several locations on the runway (See Photo #8)

### Required Action:

- An overlay or crack seal should be planned for the ramp in the immediate future. This will help prevent further subgrade weakening.
- Remove and reapply asphalt in the areas of the pavement where rutting is occurring on the runway.



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**Photo #7 – Ramp Pot Hole**



**Photo #8 – Runway Rutting**





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**8. Fueling Area Requirements**  
**Administrative Code 450-9-1-.12(8)**

**State Licensing Standards:**

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

**Inspection Results:**

- There is no fuel service at this location.

**9. Prohibited Activities**  
**Administrative Code 450-9-1-.16**

**State Licensing Standards:**

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

**Inspection Results: VIOLATION**

- Several vehicles were observed crossing the runway to access a property located to the east of the airport (See Photo #9).
- Unauthorized access to the airport is additionally evident by the presence of tire tracks and a gravel road used to access the property. Any operations of vehicles in this area is a non-aeronautical and is **not permitted** at any time on airport property (See Photo #10)

**Required Action:**

- The airport must take action immediately to cease non-aeronautical activities, and prohibit vehicle access to the aircraft movement area.

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**Photo #9 – Unauthorized Vehicle Access**



**Photo #10 – Property Access Road**





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**Summary:**

The table below summarizes items noted in this report:

## Inspection Summary

Inspection Area	Violation/Maintenance	Corrective Action
Approach Surfaces	Maintenance	Submit FAA Form 7480-1.
Primary Surface	<b>VIOLATION</b>	Remove all vegetation and non-aeronautical obstructions within the Primary Surface.
Airport Markings	Maintenance	Clean or replace markings in accordance with FAA AC 150/5340-1L.
Airport Lighting	Maintenance	Replace/Repair inoperable lighting components.
Airport Surfaces	Maintenance	Overlay or crack seal apron. Remove and reapply asphalt in the areas of the pavement where rutting is occurring.
Prohibited Activities	<b>VIOLATION</b>	Cease unauthorized access to airport property.

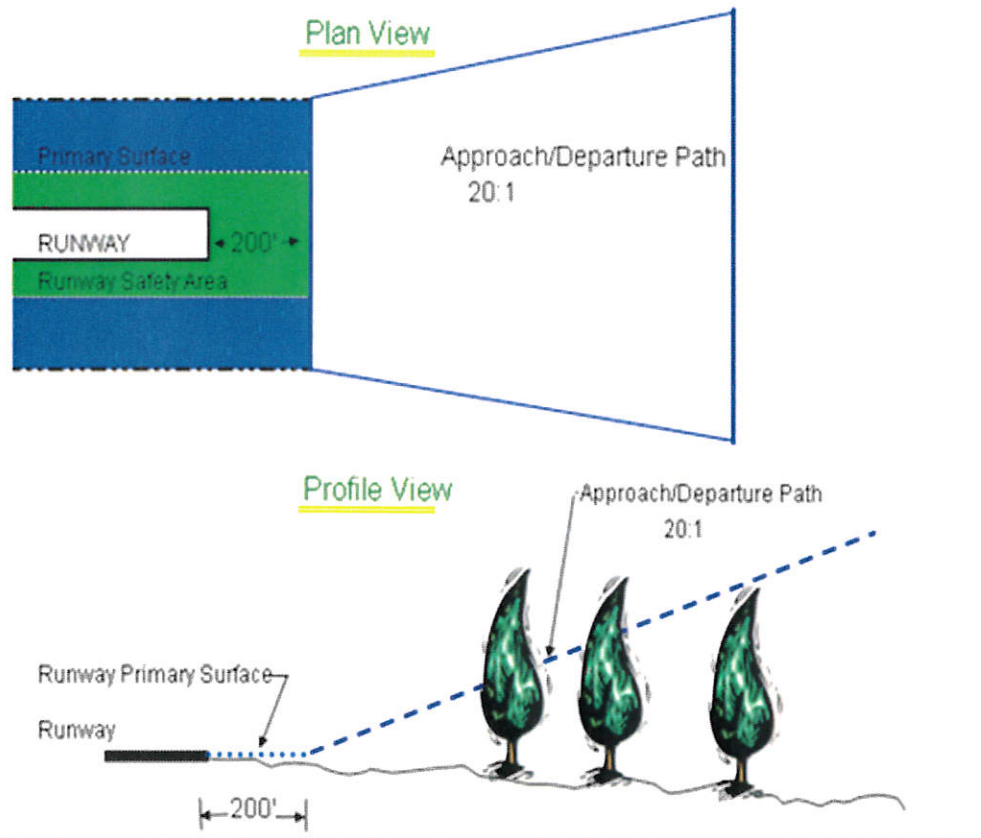
Please contact Mr. Adam Foutz of the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.



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Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			



## APPENDIX 1



DOUBLE SPRINGS - WINSTON COUNTY AIRPORT  
PRIMARY SURFACE VIOLATION  
FEBRUARY 23, 2017

33  
Double Springs Airport-3M2

OBSERVED VEHICLE PATH

3,403 X 79

VEHICLE ACCESS ROAD

PRIMARY SURFACE  
ADMINISTRATIVE CODE 450-9-1-.12(2)

THE PRIMARY SURFACE IS 250 FEET WIDE, CENTERED ON THE RUNWAY CENTERLINE.  
A 100 FOOT BUFFER ZONE IS REQUIRED TO BE MAINTAINED FROM THE PRIMARY SURFACE.  
THIS BUFFER ZONE IS REQUIRED TO BE FREE OF ALL OBSTRUCTIONS, MANMADE OR NATURAL.

APPENDIX 2