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John R. Cooper  
TRANSPORTATION DIRECTOR

January 19, 2022

Mr. Steven D. Folks  
City Manager  
City of Anniston  
4309 McClellan Boulevard  
Anniston, Alabama 36206

**Subject: Annual Inspection Report**  
**Anniston Regional Airport (ANB)**

Dear Mr. Folks:

An inspection of the Anniston Regional Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on January 13, 2022. 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 for Anniston Regional Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there are some maintenance items that should be addressed as soon as possible. The license is being issued with no restrictions. A signed license document will be mailed separately within several weeks.

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,

Frank Farmer  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO  
Mr. Jeff Orr, FAA/ADO  
Mr. David Arnett, Airport Manager; City of Anniston  
Mr. Scott Wallace, FBO Manager; Anniston Aviation  
Ms. Jennifer Harp, Project Manager; Garver

**January 13, 2022**



**DEPARTMENT OF TRANSPORTATION**

**ANNUAL INSPECTION REPORT**



***Anniston Regional Airport (ANB)  
Anniston, Alabama***

**Annual Inspection Report  
Anniston Regional Airport  
Anniston, Alabama**

January 13, 2022

**TABLE OF CONTENTS**

<b>INTRODUCTION</b>	<b>PAGE 1</b>
<b>INSPECTION METHODOLOGY</b>	<b>PAGE 1</b>
<b>LICENSE STATUS</b>	<b>PAGE 2</b>
<b>APPROACH &amp; DEPARTURE PATHS</b>	<b>PAGE 2</b>
<b>PRIMARY SURFACE</b>	<b>PAGE 4</b>
<b>RUNWAY SAFETY AREA</b>	<b>PAGE 4</b>
<b>AIRPORT MARKINGS</b>	<b>PAGE 5</b>
<b>WIND DIRECTION INDICATOR</b>	<b>PAGE 7</b>
<b>AIRPORT LIGHTING</b>	<b>PAGE 8</b>
<b>RUNWAY, TAXIWAY, AND APRON CONDITIONS</b>	<b>PAGE 9</b>
<b>FUELING AREA REQUIREMENTS</b>	<b>PAGE 12</b>
<b>PROHIBITED ACTIVITIES</b>	<b>PAGE 13</b>
<b>SUMMARY</b>	<b>PAGE 14</b>
<b>APPENDIX 1</b>	<b>PAGE 15</b>

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## **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 Anniston Regional Airport was conducted by Mr. Jeb Baird of the Alabama Department of Transportation Aeronautics Bureau on January 13, 2022.

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 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 Plan (ALP) dated June 26, 2012.

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## **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 January 13, 2022, it was determined that the airport **meets** the requirements for the issuance of an operating license. The license is being issued with no restrictions.

*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 2).
- 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 05 – No obstructions (See Photo #1).
- Runway 23 – No obstructions (See Photo #2).

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

**Photo #1 – Runway 05 Approach**



**Photo #2 – Runway 23 Approach**



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## 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:

- The Primary Surface **meets** state licensing requirements.

## 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; however, the runway edge drop exceeds 3 inches in several areas due to a recent overlay project (See Photo #3).

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## **Required Action:**

- Proceed with corrections to runway edge drop as listed in the runway overlay project's final punch list.

**Photo #3 – Runway Edge Drop**



## **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 overall **GOOD** condition with apron and taxiway markings **FAIR** due to fading (See Photos #4 and #5).



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

**Photo #4 – Runway 23 NPI Markings**



**Photo #5 – Taxiway Markings**



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## 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 primary wind direction indicator (windsock) is in **FAIR** condition due to fading (See Photo #6).
- The secondary windsocks are in **POOR** condition due to fading and one is torn and separated from the frame (See Photos #7 and #8).
- The segmented circle is faded and some paint is chipping.

**Photo #6 – Primary Wind Direction Indicator**



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## Photos #7 and #8 – Secondary Windsocks



### **Maintenance Required:**

- Replace torn and faded secondary windsocks.

## **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:**

- All lighting inspected was operational and therefore **meets** state licensing requirements.

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## 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>Main Apron</b>	The main apron is in overall <b><u>FAIR</u></b> condition due to minor cracking that has been sealed (See Photo #9).
<b>Terminal Apron</b>	The terminal apron is in <b><u>FAIR</u></b> to <b><u>POOR</u></b> condition due to widespread cracking that is sealed but opening (See Photo #10).
<b>Taxiways</b>	Taxiways are in <b><u>FAIR</u></b> condition with a recent crack seal completed (See Photo #11).
<b>Runway</b>	Runway is in <b><u>EXCELLENT</u></b> condition due to recently completed overlay project (See Photo #12).
<b>Taxilanes</b>	Taxilanes are in <b><u>FAIR</u></b> condition

**Annual Inspection Report  
Anniston Regional Airport  
Anniston, Alabama**

January 13, 2022

**Photo #9 – Main Apron**



**Photo #10 – Terminal Apron**



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

**Photo #11 – Taxiway A**



**Photo #12 – Runway 5/23**



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

## **Maintenance Required:**

- Proceed with Pavement Maintenance Plans as listed on the airport's Capital Improvement Plan (CIP).

## **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:**

- The fueling area **meets** the requirements established by the Alabama Department of Transportation. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.
- Open buckets of jet fuel were found behind the Jet-A refueling locker and under an out of service refueling truck (See Photo #13).

### **Required Action:**

- Remove open containers of fuel and keep fueling area clear of future spill hazards.

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

Photo #13 – Open Bucket Containing Fuel



## 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:

- No prohibited activities were observed during inspection.



# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

**Summary:**

The table below summarizes items noted in this report:

## Inspection Summary

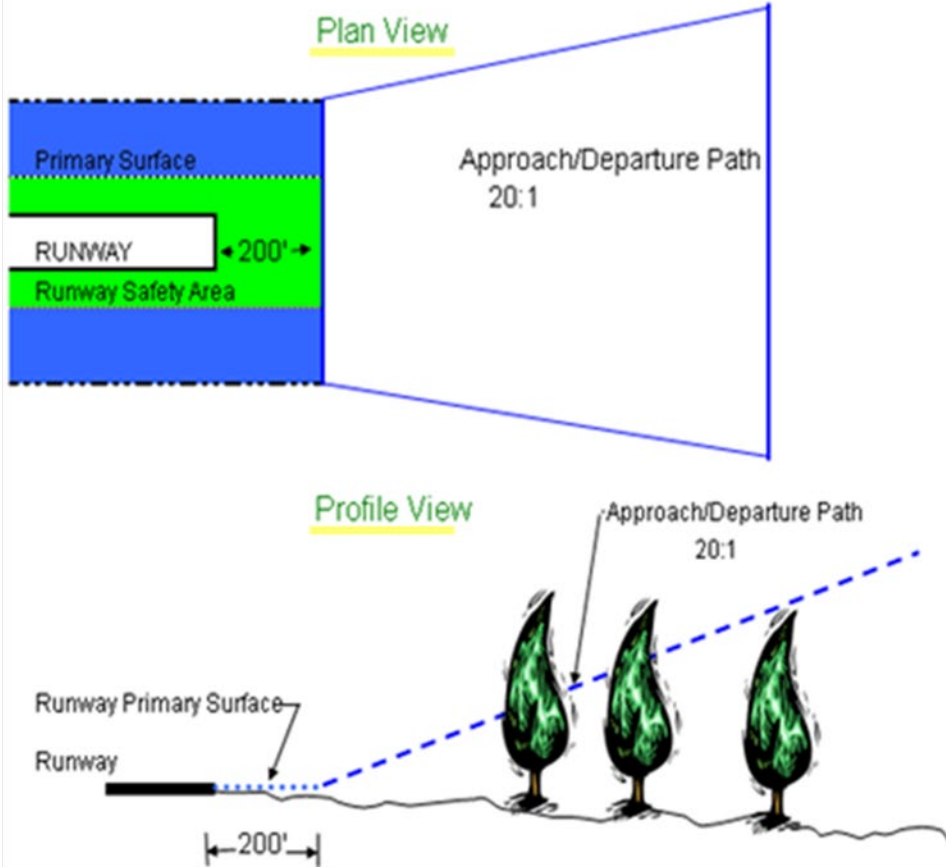
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	Maintenance	Proceed with corrections to runway edge drop as listed in the runway overlay project's final punch list.
Wind Direction Indicator	Maintenance	Replace torn and faded secondary windsocks.
Runway, Taxiway, and Apron Conditions	Maintenance	Contact consultant to plan for future pavement maintenance projects. Proceed with Taxiway Rehabilitation plan as listed on the airport's Capital Improvement Plan (CIP).
Fueling Area Requirements	Maintenance	Remove open containers of fuel and keep fueling area clear of future spill hazards.

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

# Annual Inspection Report Anniston Regional Airport Anniston, Alabama

January 13, 2022

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