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John R. Cooper
TRANSPORTATION DIRECTOR

January 27, 2023

Dr. William T. Hutto Jr., A.A.E.
Airport Director
2150 Bent Creek Road
Auburn, Alabama 36830

Subject: Airport Re-Inspection Report
Auburn University Regional Airport

Dear Dr. Hutto:

On January 11, 2023, personnel of the Alabama Department of Transportation, Aeronautics Bureau re-inspected Auburn University Regional Airport. The purpose of the re-inspection was to ascertain actions taken to correct the safety deficiencies noted in the May 17, 2022 inspection report.

A review of the obstruction analysis has concluded that the noted obstructions to the Required ALDOT 20:1 Approach/Departure Paths to the approach ends of Runway 18 and Runway 11 have been removed. As a result, the airport now **meets** the requirements for an operating license. The operating license for the airport is **re-issued** and is in full effect. A signed license certificate will be mailed separately within a few weeks.

The Alabama Department of Transportation wishes to thank you for helping to provide a safe and efficient airport system. If you should have any questions concerning the re-inspection or corrective actions, please do not hesitate to contact Mr. Jason Hare with the Aeronautics Bureau at (334) 242-6820.

Sincerely,

Frank Farmer
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Luke Flowers, FAA/ADO
Mr. Keith Shippey, Barge Design Solutions, Inc.



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John R. Cooper
TRANSPORTATION DIRECTOR

May 26, 2022

Dr. William T. Hutto, Jr., A.A.E.
Airport Director
2150 Bent Creek Road
Auburn, Alabama 36830

Subject: Annual Inspection Report
Auburn University Regional Airport (AUO)

Dear Dr. Hutto:

An inspection of the Auburn University Regional Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on May 17, 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 Auburn University Regional Airport. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. Multiple trees violate the ALDOT 20:1 Approach/Departure Path for Runways 11 and 18. Additional trees have been identified in this report that will become obstructions in the future if not removed. The Airport Sponsor has **360 days** from receipt of this report to correct the deficiencies noted.

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

Sincerely,

Frank Farmer
Chief, Aeronautics Bureau

CC: Mr. Rans Black, FAA/ADO
Mr. Luke Flowers, FAA/ADO
Mr. Adam Foutz, Assistant Airport Director
Ms. Courtney Tomberlin, Garver

May 17, 2022



DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT



Auburn University Regional Airport (AUO)

Auburn, Alabama

**Annual Inspection Report
Auburn University Regional Airport
Auburn, Alabama**

May 17, 2022

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Annual Inspection Report Auburn University Regional Airport Auburn, Alabama

May 17, 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 Auburn University Regional Airport was conducted by Mr. Jeb Baird of the Alabama Department of Transportation Aeronautics Bureau on May 17, 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 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 2011.

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 May 17, 2022, it was determined that the airport **does not meet** the requirements for the issuance of an operating license.

Annual Inspection Report Auburn University Regional Airport Auburn, Alabama

May 17, 2022

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).
- 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: VIOLATION

- Runway 11 – Obstructions identified as Tree #2, #4, #5, #7, and #8 violate the ALDOT 20:1 Approach/Departure Path. Obstructions identified as Tree #3 and #6 will soon violate the ALDOT Surface (See Photo #1 and Appendix 2).
- Runway 18 – Obstructions identified as Tree #5, #6, and #8 violate the ALDOT 20:1 Approach/Departure Path. Obstructions identified as Tree #7, #9, and #10 will soon violate the ALDOT Surface (See Photo #2 and Appendix 3).
- Runway 29 – No obstructions violate the ALDOT 20:1 Approach/Departure Path; however, obstruction identified as Tree #3 violates the FAA Part 77 34:1 Approach Surface (See Photo #3).
- Runway 36 – No obstructions violate the ALDOT 20:1 Approach/Departure Path; however, obstructions identified as Tree #1, #2, #3, #4, and #5 violate the FAA Part 77 50:1 Precision Instrument Approach Surface (See Photo #4).

Required Action:

- Remove all obstructions within the ALDOT 20:1 Approach/Departure Path.
- Proceed with Runway 18 Runway Safety Area Project listed on the Airport's Capital Improvement Plan (CIP).
- Obstructions detailed in this report are representative and may not identify all obstructions.

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May 17, 2022

Photo #1 – Runway 11 Approach

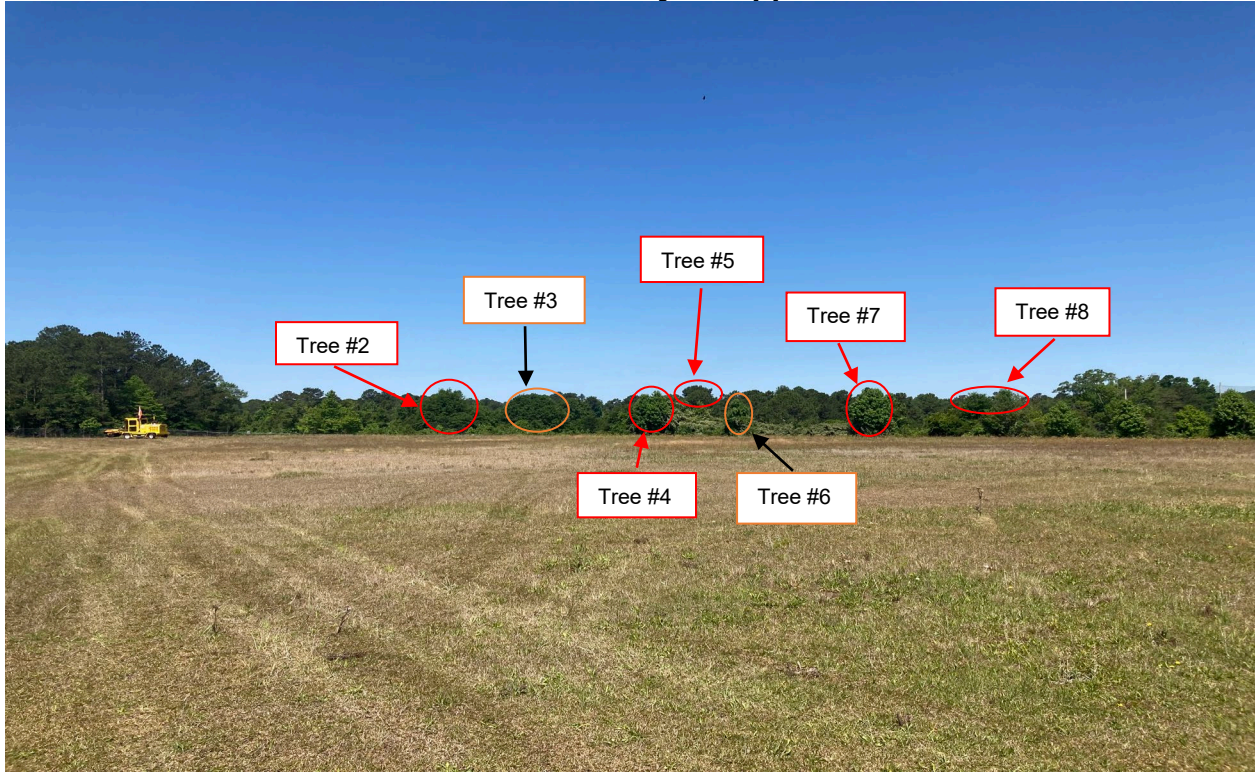
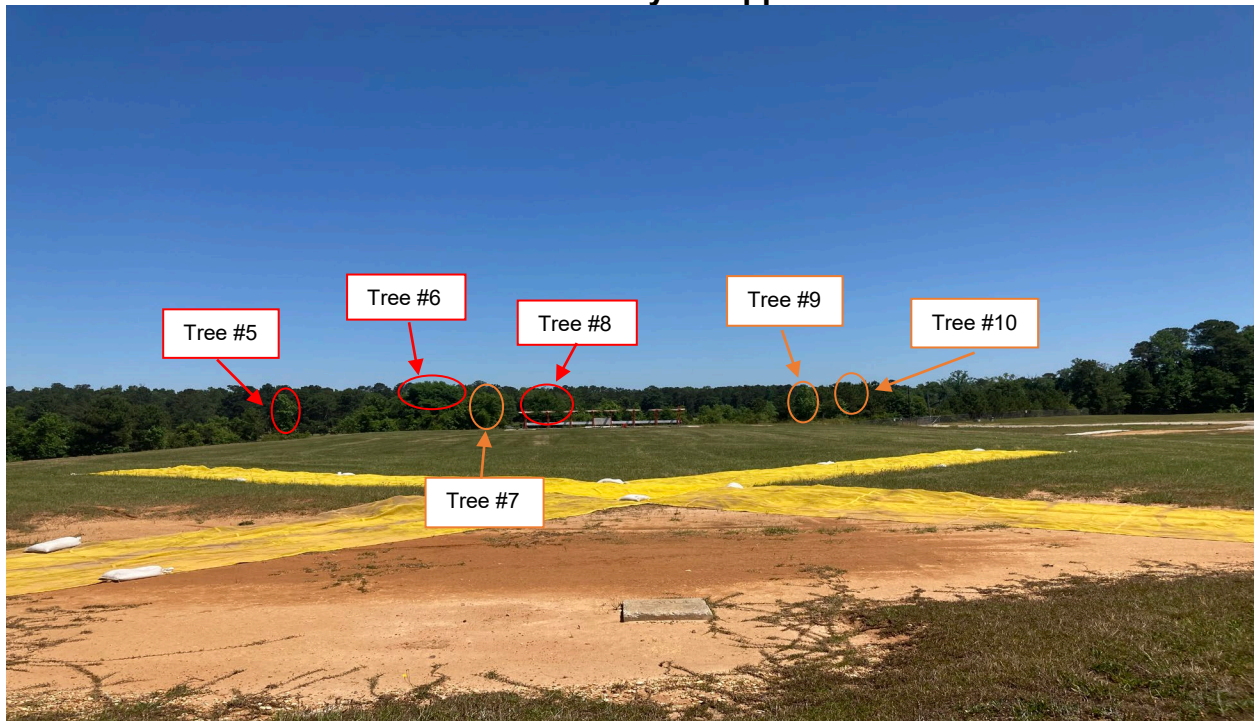


Photo #2–Runway 18 Approach



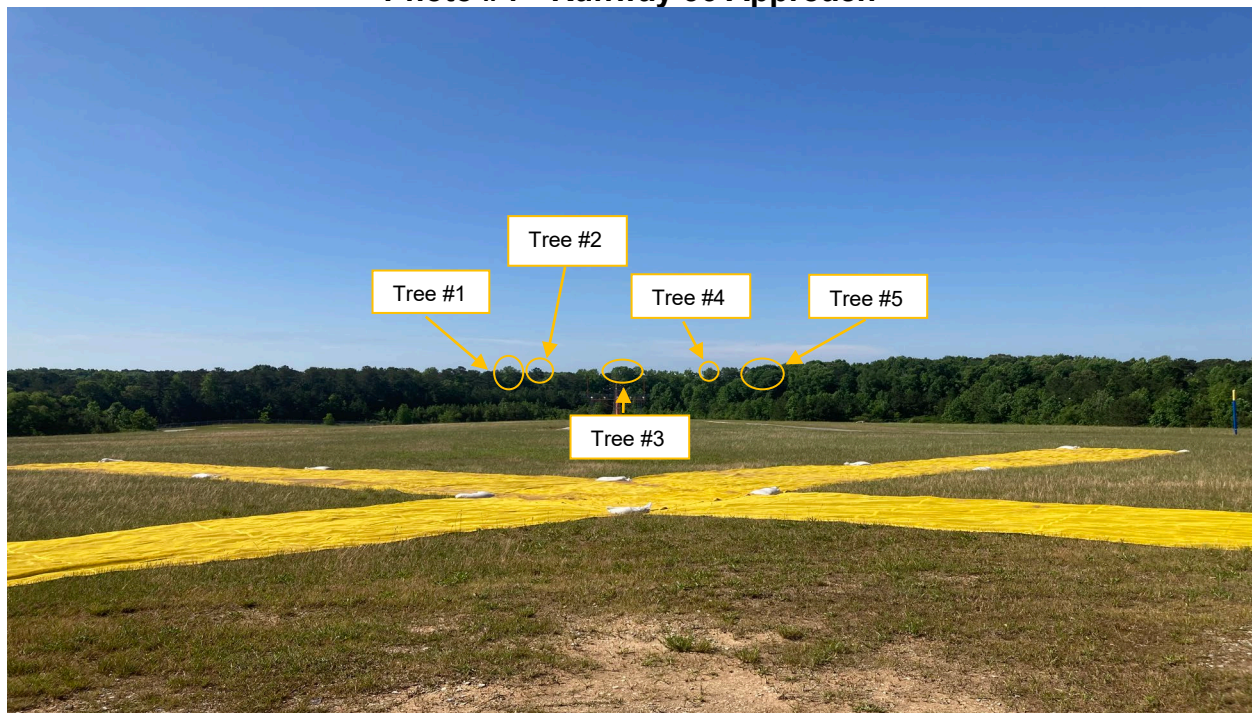
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Photo #3—Runway 29 Approach



Photo #4—Runway 36 Approach



Annual Inspection Report Auburn University Regional Airport Auburn, Alabama

May 17, 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.

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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:

- Runway 18/36 markings are in **EXCELLENT** condition. Re-marking was underway at time of inspection (See Photo #5).
- Runway 11/29 markings are in **FAIR** condition (See Photo #6).
- North portion of Taxiway A markings are in **GOOD** condition.
- South portion of Taxiway A and Taxiway B markings are in **FAIR** condition due to fading (See Photo #7).
- Taxiway C and Taxiway T markings are in **POOR** condition. Taxiway C markings south of the main apron are almost non-existent (See Photo #8).

Photo #5 – Runway 18 Markings



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Photo #6 – Runway 29 Markings



Photo #7 – Taxiway B Enhanced Centerline Markings



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Photo #8 – Taxiway C Markings



Maintenance Required:

- Clean runway identifier and taxiway markings. If the markings cannot be cleaned, the markings should be re-applied in accordance with FAA AC 150/5340-1M.
- Proceed with pavement maintenance project to rehabilitate Taxiway T.
- Plan a re-marking project for Taxiway C.

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.

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May 17, 2022

Inspection Results:

- The wind direction indicator (wind cone) is operational and in **FAIR** condition due to fading (See Photo #9).

Photo #9 – 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:

- Airport lighting was disabled due to grooving and marking taking place on Runway 18/36.

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Maintenance Required:

- Please conduct a self-inspection to ensure that all lights are working properly.

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:

<i>Main Apron</i>	<u>FAIR.</u> Joint and longitudinal cracking throughout apron surface.
<i>West Apron</i>	Mostly <u>FAIR</u> ; however, the northwest portion near the T hangars is in <u>POOR</u> condition due to alligator cracking and raveling producing Foreign Object Debris (FOD), vegetation growth, and pavement <u>FAILURE</u> in some areas (See Photo #10 and #11).
<i>Runway 18/36</i>	<u>EXCELLENT</u>
<i>Runway 11/29</i>	<u>GOOD</u>
<i>Taxiway A North</i>	<u>GOOD</u>
<i>Taxiway A South</i>	Overall <u>FAIR</u> , with one area experiencing longitudinal cracking approximately one inch wide and a surface variation of approximately ½", and vegetation growth (See Photo #12).
<i>Taxiway B</i>	<u>GOOD</u>
<i>Taxiway C</i>	<u>FAIR.</u> Longitudinal cracking is starting to appear on Taxiway C south of the main apron.

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Maintenance Required:

- Proceed with pavement maintenance project planned for a portion of the West Apron and Taxiway T.
- Proceed with Apron and Taxiway rehabilitation projects as listed on the airport's Capital Improvement Plan (CIP).
- Plan a pavement rehabilitation project for Taxiway C and northwest portion of the West Apron near T hangars.

Photo #10 – West Apron Alligator Cracking



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Photo #11 – West Apron Vegetation Growth



Photo #12 – Taxiway A Pavement Surface Variation



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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:

- 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.
- The sign identifying the emergency fuel shutoff switch has been broken off (See Photo #13).

Photo #13 – Broken Emergency Shutoff Sign



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Maintenance Required:

- Replace signage for emergency fuel shutoff switch.

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 the inspection.

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	VIOLATION	Remove all obstructions within the ALDOT 20:1 Approach/Departure Path. Proceed with Runway 18 Runway Safety Area Project listed on the Airport's Capital Improvement Plan (CIP).

Annual Inspection Report Auburn University Regional Airport Auburn, Alabama

May 17, 2022

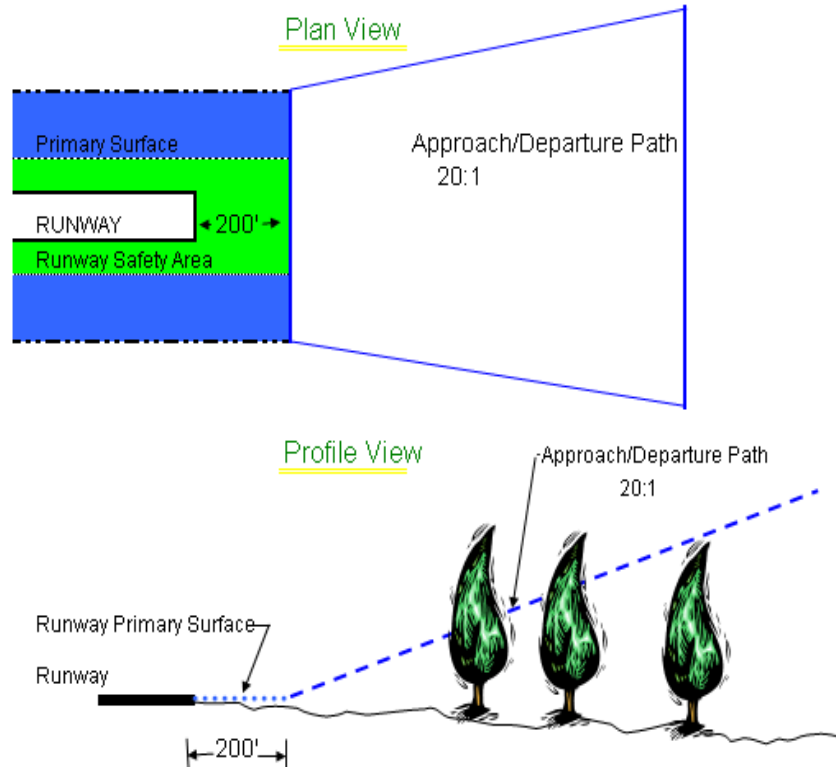
Airport Markings	Maintenance	Clean runway identifier and taxiway markings. If the markings cannot be cleaned, the markings should be re-applied in accordance with FAA AC 150/5340-1M. Proceed with pavement maintenance project to rehabilitate Taxiway T. Plan a re-marking project for south portion of Taxiway C.
Airport Lighting	Maintenance	Please conduct a self-inspection to ensure that all lights are working properly.
Runway, Taxiway, Apron Conditions	Maintenance	Proceed with pavement maintenance project planned for a portion of the West Apron and Taxiway T. Proceed with Apron and Taxiway rehabilitation projects as listed on the airport's Capital Improvement Plan (CIP). Plan a pavement rehabilitation project for Taxiway C and northwest portion of the West Apron near T hangars.
Fueling Area Requirements	Maintenance	Replace signage for emergency fuel shutoff switch.

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

Annual Inspection Report Auburn University Regional Airport Auburn, Alabama

May 17, 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

Appendix 2

Auburn University Regional Airport
Auburn, AL.
Runway 11
Obstruction Evaluation
May 17, 2022

Notes:

1. Drawing not to scale
2. For informational purposes only and not to be used for any other purpose
3. Aerial image may not be current
4. Obstructions detailed in this report are representative and may not identify all obstructions

2. Tree 33' Abv. RWY
782' From RWY
183' Right of CL
17:1 Obst Clnc

4. Tree 20' Abv. RWY
529' From RWY
14' Right of CL
16:1 Obst Clnc

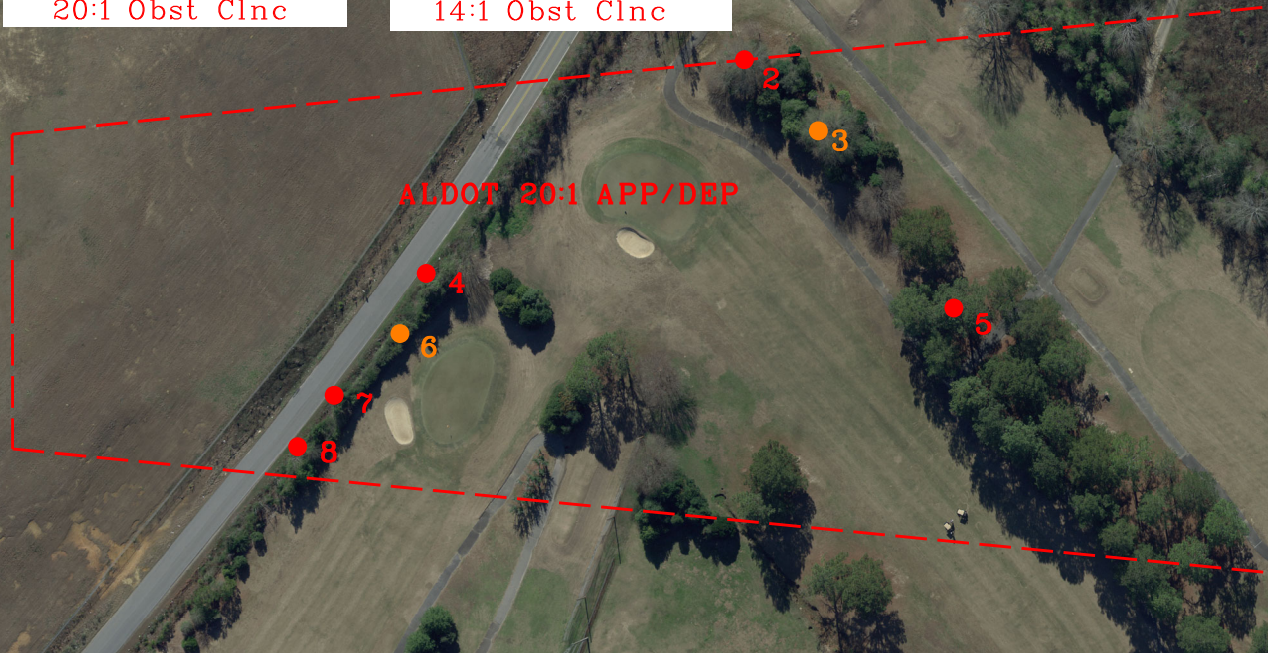
6. Tree 14' Abv. RWY
508' From RWY
26' Left of CL
22:1 Obst Clnc

8. Tree 17' Abv. RWY
426' From RWY
124' Left of CL
13:1 Obst Clnc

3. Tree 28' Abv. RWY
840' From RWY
127' Right of CL
23:1 Obst Clnc

5. Tree 37' Abv. RWY
948' From RWY
14' Left of CL
20:1 Obst Clnc

7. Tree 18' Abv. RWY
456' From RWY
83' Left of CL
14:1 Obst Clnc



Appendix 3

Auburn University Regional Airport
Auburn, AL.
Runway 18
Obstruction Evaluation
May 17, 2022

Notes:
1.Drawing not to scale
2.For informational purposes only and not to be used for any other purpose
3.Aerial image may not be current
4.Obstructions detailed in this report are representative and may not identify all obstructions

5.Tree 14' Abv. RWY
449' From RWY
138' Right of CL
17:1 Obst Clnc

7.Tree 14' Abv. RWY
502' From RWY
58' Right of CL
22:1 Obst Clnc

9.Tree 17' Abv. RWY
626' From RWY
126' Left of CL
25:1 Obst Clnc

6.Tree 31' Abv. RWY
805' From RWY
106' Right of CL
19:1 Obst Clnc

8.Tree 17' Abv. RWY
521' From RWY
31' Right of CL
19:1 Obst Clnc

10.Tree 19' Abv. RWY
655' From RWY
159' Left of CL
24:1 Obst Clnc

● Obstruction Violates ALDOT 20:1 APP/DEP

● Obstruction will soon violate ALDOT 20:1 APP/DEP

