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John R. Cooper
TRANSPORTATION DIRECTOR

January 23, 2020

The Honorable Rodney Stabler
Chairman, Bibb County Commission
157 S.W. Davidson Drive
Centreville, Alabama 35042

Subject: Re-Inspection Report
Bibb County Airport (0A8)

Dear Mr. Stabler:

On January 22, 2020, personnel of the Alabama Department of Transportation Aeronautics Bureau re-inspected Bibb County Airport. The purpose of the re-inspection was to ascertain actions taken to correct safety deficiencies noted in the July 19, 2019 inspection report.

The obstructions to the runway's Approach and Departure Path have been removed. The foreign object debris (FOD) has been removed from the taxiway and potholes in the taxiway have been filled. The lip of the pavement on the shoulder of the runway now meets state licensing standards. The wind direction indicator has also been replaced. As a result of these actions, the airport now meets the requirements for an operating license. The operating license for the airport is reissued in full effect and will be mailed to you within a few 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,

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

Copy: Mr. Ryan Constance, FAA/ADO
Mr. Matt Thomason, Goodwyn, Mills, and Cawood
Mr. Bryan Miller, Airport Board Chairman



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John R. Cooper
TRANSPORTATION DIRECTOR

July 29, 2019

The Honorable Rodney Stabler
Chairman, Bibb County Commission
157 S.W. Davidson Drive
Centreville, Alabama 35042

**Subject: Annual Inspection Report
Bibb County Airport (0A8)**


Dear Mr. Stabler:

An inspection of the Bibb County Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 19, 2019. 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 the completion of the corrective actions detailed in the inspection report. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

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

Sincerely,



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

Copy: Mr. Rans Black, FAA/ADO
Mr. Ryan Constans, FAA/ADO
Mr. Matt Thomason, Goodwyn, Mills, and Cawood
Mr. Bryan Miller, Airport Board Chairman

Annual Inspection Report

July 19, 2019



DEPARTMENT OF TRANSPORTATION



Bibb County Airport (0A8)
Centreville, Alabama

**Annual Inspection Report
Bibb County Airport (08A)
Centreville, Alabama**

July 19, 2019

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**Annual Inspection Report
Bibb County Airport (0A8)
Centreville, Alabama**

July 19, 2019

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 protecting and insuring the 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 Bibb County Airport was conducted by Mr. Gus Slaten, Ms. Jordan Garner, and Mr. Ethan Tharpe of the Alabama Department of Transportation Aeronautics Bureau on July 19, 2019.

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 using approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived using 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 March 2012.

Annual Inspection Report
Bibb County Airport (0A8)
Centreville, Alabama

July 19, 2019

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 July 19, 2019, it was determined that the airport **does not meet** the requirements for the issuance of an operating license. The license is being withheld pending the completion of the corrective actions detailed in this report.

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: Violation

- Runway 10 – No obstructions, however, there is a tree that will soon become an obstruction to the ALDOT 20:1 App/Dep. Path. (See Photo #1).
- Runway 28 – **VIOLATION**. The trees identified as #3, #4, and #6, along with their associated tree groups are obstructing the 20:1 Approach and Departure Path (See Photo #2 and Appendix #2). The tree line behind the fence should be removed to prevent further obstructions.

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Bibb County Airport (0A8)
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July 19, 2019

Photo #1 – Runway 10 Approach

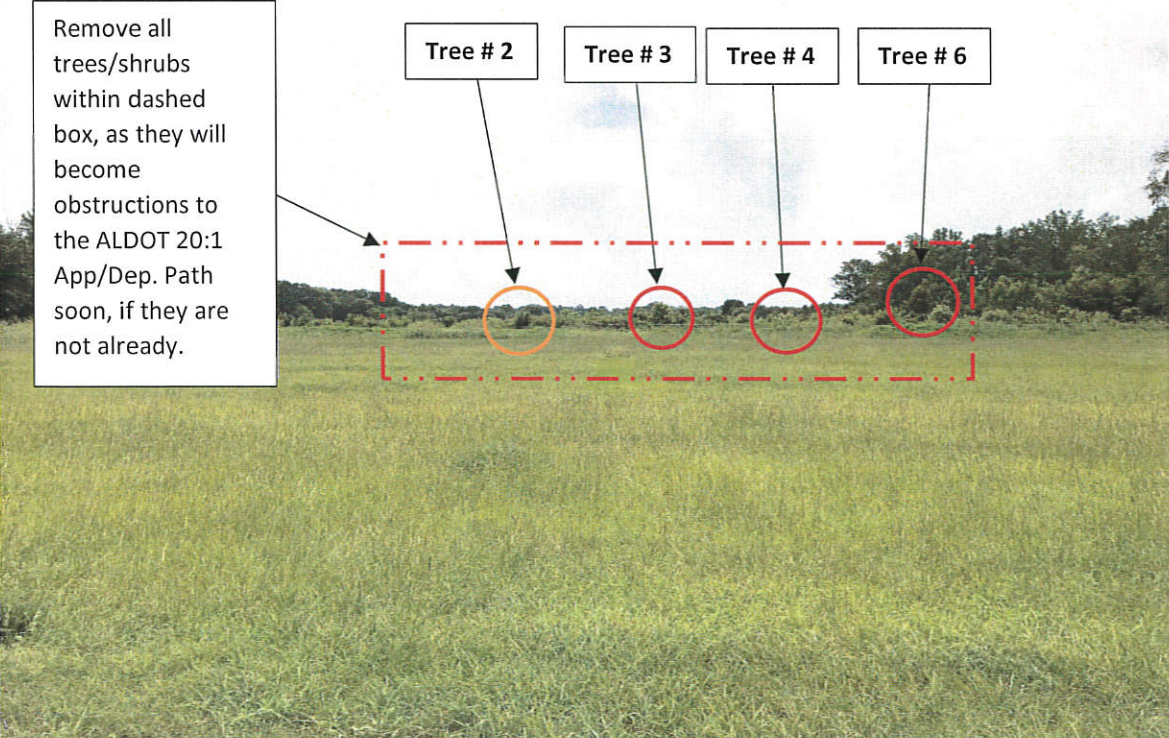
Tree on extended centerline
should be removed, or it will soon
become an obstruction to the 20:1
App/Dep. Path.



Photo #2 – Runway 28 Approach

Remove all
trees/shrubs
within dashed
box, as they will
become
obstructions to
the ALDOT 20:1
App/Dep. Path
soon, if they are
not already.

Tree # 2 Tree # 3 Tree # 4 Tree # 6



July 19, 2019

Required Action:

- Remove all obstructions to the Approach and Departure Path. The obstructions detailed in this report are representative and may not include all obstructions in the approach and departure path. The vegetation behind the fence line should be removed to prevent further obstructions.

**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.

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Inspection Results: Violation

- The runway safety area does not meet state licensing requirements, as there are areas where the lip of the pavement exceeds the 3-inch limit (See Photo #3).
- Harsh erosion was observed all throughout the Runway Safety Area (See Photo #4).
- Tall grass is obstructing runway lighting and is posing a hazard in the Safety Area (See Photo #5).

Photo #3 – Lip of Runway Pavement Exceeds 3 Inches

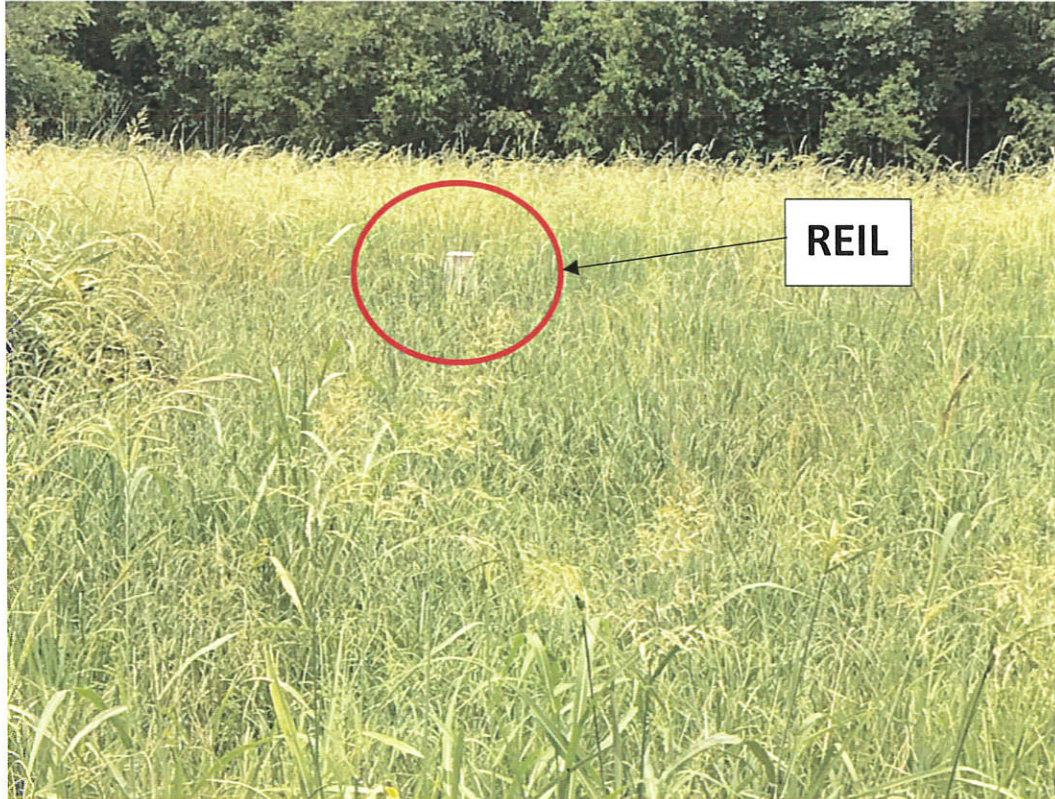


Photo #4 – Erosion in Runway Safety Area



July 19, 2019

Photo #5 – Grass Obscuring Runway 10 REIL



Required Action:

- Bring grade up in Runway Safety Area so that lip of pavement does not exceed 3-inch limitation.
- Arrest erosion.
- Mow grass.

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.

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Inspection Results:

- The airport markings are in **FAIR** condition (See Photo #6).

Photo #6 – Runway 28 NPI 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: *Violation*

- The wind direction indicator (wind cone) is in **POOR** condition, being torn and faded (See Photo #7). Lights were operational.

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Photo #7 – 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:

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Bibb County Airport (0A8)
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Runway Lights	26 inoperable
Taxiway Lights	5 inoperable
Threshold Lights	6 inoperable
REIL	RWY 10 both inoperable, RWY 28 1 inoperable
VGSI	RWY 28: 1 inoperable

Required Action:

- Repair/replace all 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: Violation

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

Ramp	FAIR. Cracking is visible, with vegetation appearing through the cracks. Examples of raveling and flushing can also be seen at various locations on the ramp.
Taxiways	POOR. Pavement failure is visible at various locations on the taxiway. Foreign object debris (FOD) is visible at most locations. (See Photos #8 & #9). Water retention areas are also visible.
Runway	FAIR. Minor cracking visible.

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Required Action:

- It is highly recommended that the taxiway be closed to all aircraft operations until safety violations have been corrected. The airport should proceed with planned pavement maintenance but should contact airport engineer promptly to plan pavement rehabilitation on the taxiway.

Photo #8– Pavement Failure on Taxiway



Photo #9– Pavement Failure on Taxiway



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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 currently available 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**

- An open, unsecured gate was observed on airport perimeter fence near the approach end of Runway 28 with tire tracks in the grass (See Photo #10).

Required Action:

- Keep gates closed and secured when not actively being used.
- Ensure that no unauthorized access is being allowed.

**Annual Inspection Report
Bibb County Airport (0A8)
Centreville, Alabama**

July 19, 2019

Photo #10– Unsecured Airport Gate Allowing Unauthorized Access



Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

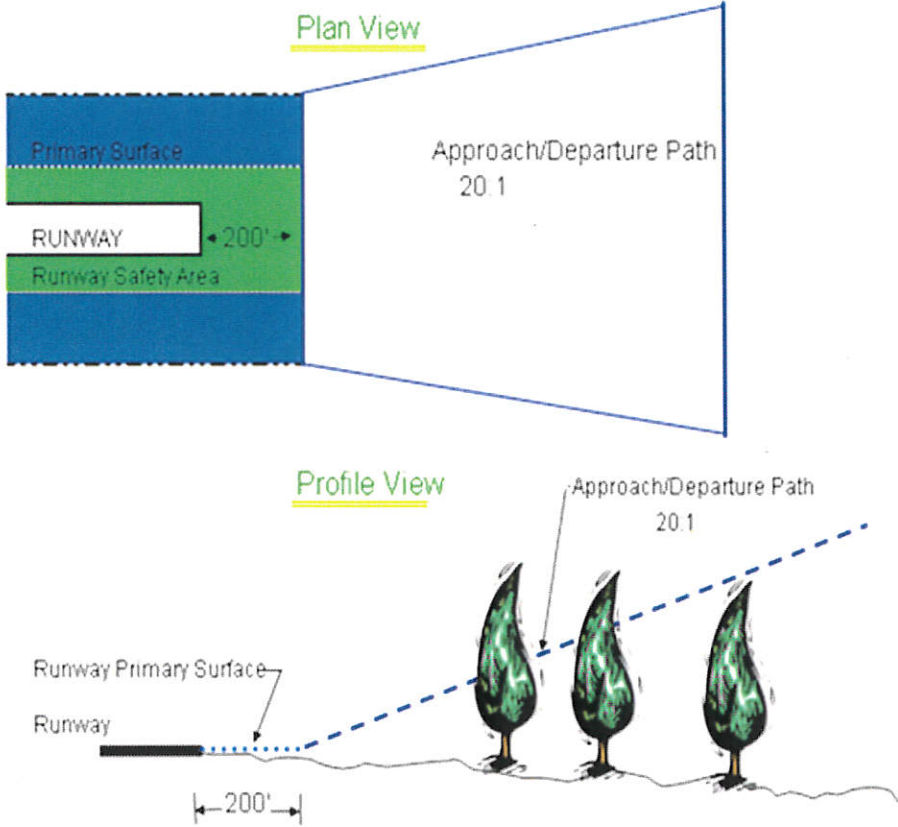
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Path	VIOLATION	Remove all obstructions.
Runway Safety Area	VIOLATION	Bring Grade up on runway edge. Arrest Erosion. Mow grass.
Wind Direction Indicator	VIOLATION	Replace wind cone.
Airport Lighting	Maintenance	Repair all inoperable lighting components.
Airport Surface Conditions	VIOLATION	Contact airport consultant.
Prohibited Activity	VIOLATION	Close and secure all airport gates. Restrict unauthorized access.

Please contact Mr. Gus Slaten 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

Bibb County Airport (0A8)
 Centreville, Alabama
 July 19, 2019
 Runway 28

20:1 App/Dep. Path Obstructions

- 1. Tree 11', Above Runway End 377', From Runway End 30' Right of Centerline 131' Obstruction Clearance
- 2. Tree 11', Above Runway End 432', From Runway End 68', Right of Centerline 211' Obstruction Clearance
- 3. Tree 13', Above Runway End 377', From Runway End 30' Right of Centerline 131' Obstruction Clearance
- 4. Tree 17', Above Runway End 395', From Runway End 25', Left of Centerline 111' Obstruction Clearance
- 5. Tree 90', Above Runway End 1072', From Runway End 284', Left of Centerline 9:1 Obstruction Clearance
- 6. Tree 27', Above Runway End 453', From Runway End 149', Left of Centerline 9:1 Obstruction Clearance

Notes:
 1. This Drawing is not to scale.
 2. This drawing is for informational purposes only and should not be used for any other purpose.
 3. Not of AFDOT Obstruction, but - also seen.

