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John R. Cooper
TRANSPORTATION DIRECTOR

December 29, 2022

The Honorable Kathy Thomas, Mayor
Town of Clayton
P.O. Box 385
Clayton, Alabama 36016

**Subject: Annual Inspection Report
Clayton Municipal Airport**

Dear Mayor Thomas:

An inspection of the Clayton Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on November 4, 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. As noted in the report, the airport ***does not meet*** the requirements for the issuance of an operating license. Once the trees have been removed and the violations have been addressed, please contact this office to schedule a re-inspection.

Additionally, excessively tall grass has completely obscured the airport lighting system. Because this restricts the ability of pilots to safely delineate the runway at night, the airport should be ***closed to all night operations*** until the grass is mowed. To close the airport to night operations, please contact the Leidos Flight Service Station at 1-877-487-6867 and issue a Notice To Airmen (NOTAM) notifying pilots of the nighttime closure.

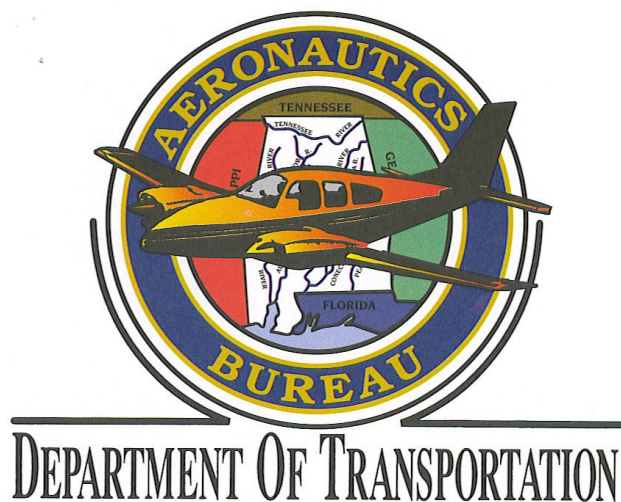
If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact Mr. Jason Hare with the Aeronautics Bureau at (334) 353-6223.

Sincerely,

Frank Farmer
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Luke Flowers, FAA/ADO
Mr. Keith Shippey, Barge Design Solutions
Ms. Darrell Byrd, Airport Manager

November 4, 2022



**Clayton Municipal Airport
Clayton, Alabama**

Alabama Department of Transportation Aeronautics Bureau—Annual Airport Inspection Report

In accordance with the provisions of the Code of Alabama 23-1-357, an inspection of the **Clayton Municipal Airport** was conducted by **Mr. Jason Hare** and **Mr. Bennett Head** with the Alabama Department of Transportation Aeronautics Bureau on **November 4, 2022**

The inspection was conducted on the airport under the provisions of the Administrative Code Chapter 450-9-1 for the following areas:

Aeronautics Administrative Code	Inspection Results	Corrective Action	Notes
Approach & Departure Paths Administrative Code 450-9-1-.12 (1)	<i>VIOLATION</i>	Trees in ALDOT 20:1 APP/DEP path must be removed.	In addition to the obstructions found in the ALDOT 20:1 approach surface, there are also trees that penetrate the Part 77 Approach surface.
Primary Surface Administrative Code 450-9-1-.12 (2)	<i>VIOLATION</i>	The brush needs to be cut back due to being in the primary surface.	Brush encroaches Primary Surface (116 feet from centerline; 125 feet from centerline required).
Runway Safety Area Administrative Code 450-9-1-.12 (3)	<i>In Compliance</i> <i>Maintenance</i>	FOD is in runway safety area from runway patch and grass needs to be cut.	Asphalt chunks that were found has potential to cause damage to aircraft.
Airport Markings Administrative Code 450-9-1-.12 (4)	<i>In Compliance</i> <i>Maintenance</i>	Re-apply taxiway and apron markings in accordance with FAA AC 150/5340-1M. Update incorrect sign to show RWY 28-10.	The apron and taxiway markings are in poor condition.
Wind Direction Indicator Administrative Code 450-9-1-.12 (5)	<i>In Compliance</i> <i>Maintenance</i>	Clear vegetation from segmented circle so that it is clearly visible.	Grass is overgrown around this area.
Airport Lighting Administrative Code 450-9-1-.12 (6)	<i>VIOLATION</i>	Replace lights and broken fixtures to ensure safe night time operation. Cut grass/natural growth.	Vegetation blocks the view of certain airport lighting. Cut grass so they are visible without obstruction. Close Airport to night operations.
Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12 (7)	<i>In Compliance</i> <i>Maintenance</i>	Airport should consult with engineer to plan a future pavement rehabilitation.	Apron is in fair condition, taxiway is in poor condition.
Fueling Area Requirements Administrative Code 450-9-1-.12 (8)	<i>In Compliance</i>	N/A	N/A
Prohibited Activities Administrative Code 450-9-1-.16	<i>In Compliance</i>	N/A	N/A

License Status—**SUSPENDED**

The corrective actions that may be prescribed in this inspection report do not relieve the airport sponsor from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport sponsor 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.

Code of Alabama 23-1-357(a)... a person or municipality may not operate an airport, restricted landing area, or other navigation facility without a license issued by this

Clayton Municipal Airport

Approach and Departure Paths—RUNWAY 10

Administrative Code 450-9-1-.12(1)



Inspection Results: VIOLATION

Tree #5 violates ALDOT 20:1 APP/DEP Path. See Runway 10 obstruction evaluation diagram for more information.

Clayton Municipal Airport

Approach and Departure Paths—RUNWAY 28

Administrative Code 450-9-1-.12(1)



Inspection Results: VIOLATION

Trees, labeled as #1, #3, and #7, violate ALDOT 20:1 APP/DEP Path. See Runway 28 Obstruction evaluation diagram for more information.

Clayton Municipal Airport

Primary Surface

Administrative Code 450-9-1-.12(2)



VIOLATION: *Does Not Meet* State Licensing Standards.

Brush in the Primary Surface does not allow the airport to meet state licensing standards. Brush and trees on the south side of the runway only provide a primary surface of 116 feet from centerline instead of the required 125 feet from centerline.

Clayton Municipal Airport

Runway Safety Area

Administrative Code 450-9-1-.12(3)



Meets State Licensing Standards. However, FOD in the runway safety area resulting from the runway patch should be removed and the grass needs to be cut.

Clayton Municipal Airport

Airport Markings

Administrative Code 450-9-1-.12(4)



Runway markings are in **GOOD** condition.

Clayton Municipal Airport

Airport Markings

Administrative Code 450-9-1-.12(4)



The apron and taxiway markings are in **POOR** condition and are almost completely obliterated.

Required Maintenance: Re-apply taxiway and apron markings in accordance with FAA AC 150/5340-1M.

Clayton Municipal Airport

Airport Markings

Administrative Code 450-9-1-.12(4)



Required Maintenance: Holding Position Sign is incorrect and needs to be updated to 28-10.

Clayton Municipal Airport

Wind Direction Indicator

Administrative Code 450-9-1-.12(5)



Wind direction indicator is in **FAIR** condition due to fading and the segmented circle not being maintained.

Required Maintenance: Keep segmented circle clear of vegetation so that it is clearly visible from the air.

Clayton Municipal Airport

Airport Lighting

Administrative Code 450-9-1-.12(6)

An inspection of the lighting system had the following results:

Runway Lights	4 inoperable, 1 broken
Taxiway Lights	2 inoperable
Threshold Lights	4 inoperable, 1 broken
PAPI	3 inoperable
REIL	1 inoperable

DOES NOT Meet state licensing standards. Airport should close for night operations due to inoperable lights and grass/natural growth obscuring the lighting system.

Required Maintenance: Repair/replace inoperable and broken lights. Remove natural growth that is obscuring airport lighting system in accordance with AC 450-9-1-.12(6).

Clayton Municipal Airport

Runway, Taxiway and Apron Conditions—RUNWAY

Administrative Code 450-9-1-.12(7)



Runway surface is in **GOOD** condition.

Clayton Municipal Airport

Runway, Taxiway and Apron Conditions—TAXIWAY

Administrative Code 450-9-1-.12(7)



Taxiway surface is in **POOR** condition.

Maintenance Required: Airport should consult with an engineering firm to plan a future pavement rehabilitation project for the apron and taxiway.

Clayton Municipal Airport

Runway, Taxiway and Apron Conditions—APRON

Administrative Code 450-9-1-.12(7)



Apron surface is in **FAIR** condition.

Clayton Municipal Airport

Fueling Area Requirements

Administrative Code 450-9-1-.12(8)



There are no public fuel facilities located at the airport.

Clayton Municipal Airport

Prohibited Activities

Administrative Code 450-9-1-.16



No prohibited activities were observed during this inspection. The automatic gate was broken at the time of inspection but the airport manager was working on getting it repaired.

Clayton Municipal Airport
Clayton, AL
November 4, 2022
RWY 10 Obstruction Evaluation

3. Tree 48' Abv. RWY
1100' From RWY End
218' Left of CL
13:1 Obst. Clrnc (FAA)

5. Tree 48' Abv. RWY
931' From RWY End
23' Left of CL
19:1 Obst. Clrnc

6. Tree 98' Abv. RWY End
1203' From RWY End
347' Left of CL
7:1 Obst. Clrnc (FAA)

FAA 34:1 Part 77 Surface

ALDOT 20:1 APP/DEP PATH

- ALDOT 20:1 Violation
- Penetrates FAA Part 77 Surface but NOT an ALDOT Violation
- Controlling Obstruction



Clayton Municipal Airport
 Clayton, AL
 November 4, 2022
 RWY 28 Obstruction Evaluation

1. Tree 6' Abv. RWY
 180' From RWY End
 102' Left of CL
 Close-in Obstruction

3. Tree 6' Abv. RWY
 284' From RWY End
 97' Left of CL
 14:1 Obst. Cline

4. Tree 52' Abv. RWY
 606' From RWY End
 203' Left of CL
 12:1 Obst. Cline

5. Tree 85' Abv. RWY
 1203' From RWY End
 296' Right of CL
 11:1 Obst. Cline

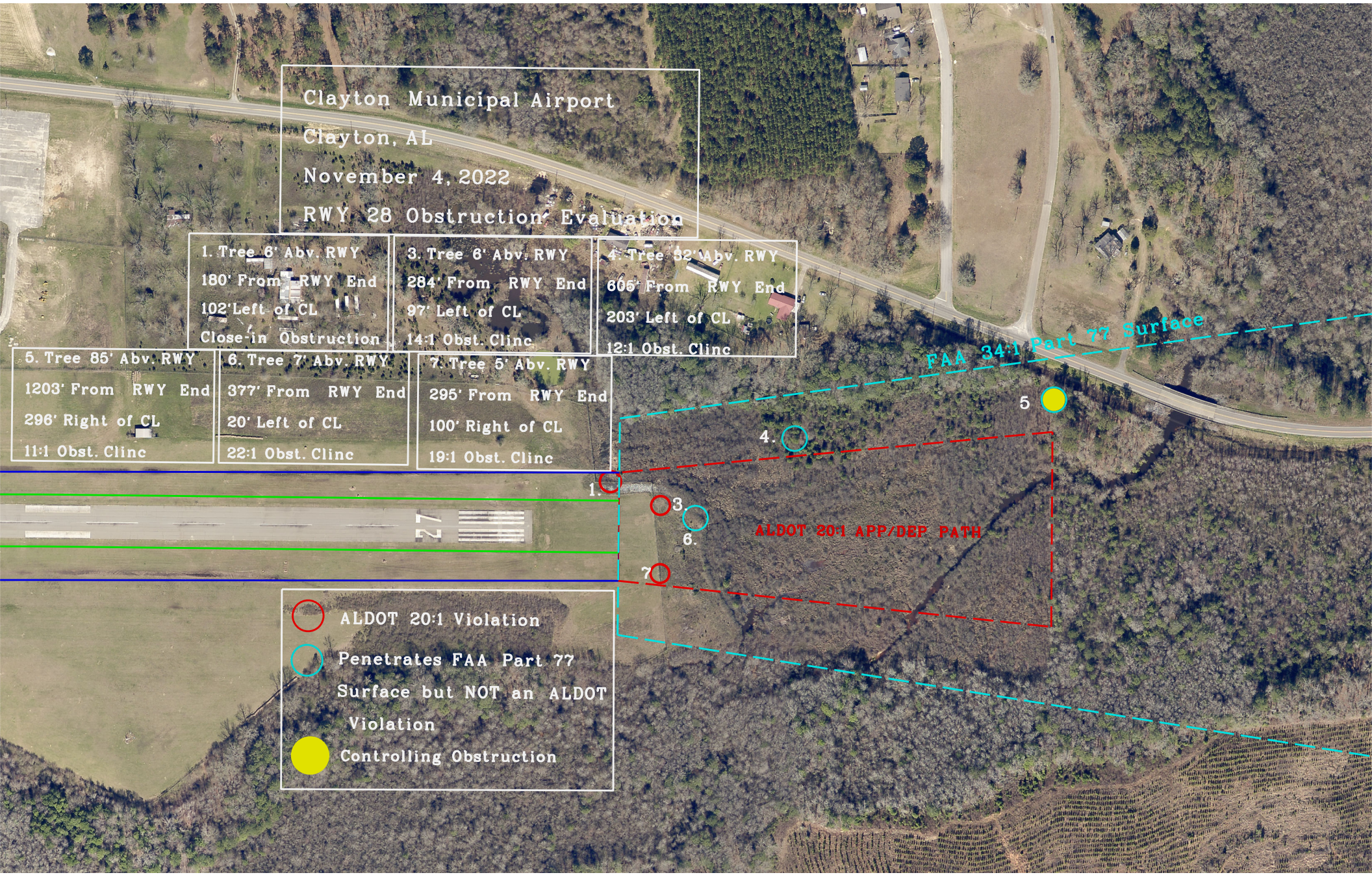
6. Tree 7' Abv. RWY
 377' From RWY End
 20' Left of CL
 22:1 Obst. Cline

7. Tree 5' Abv. RWY
 295' From RWY End
 100' Right of CL
 19:1 Obst. Cline

- ALDOT 20:1 Violation
- Penetrates FAA Part 77 Surface but NOT an ALDOT Violation
- Controlling Obstruction

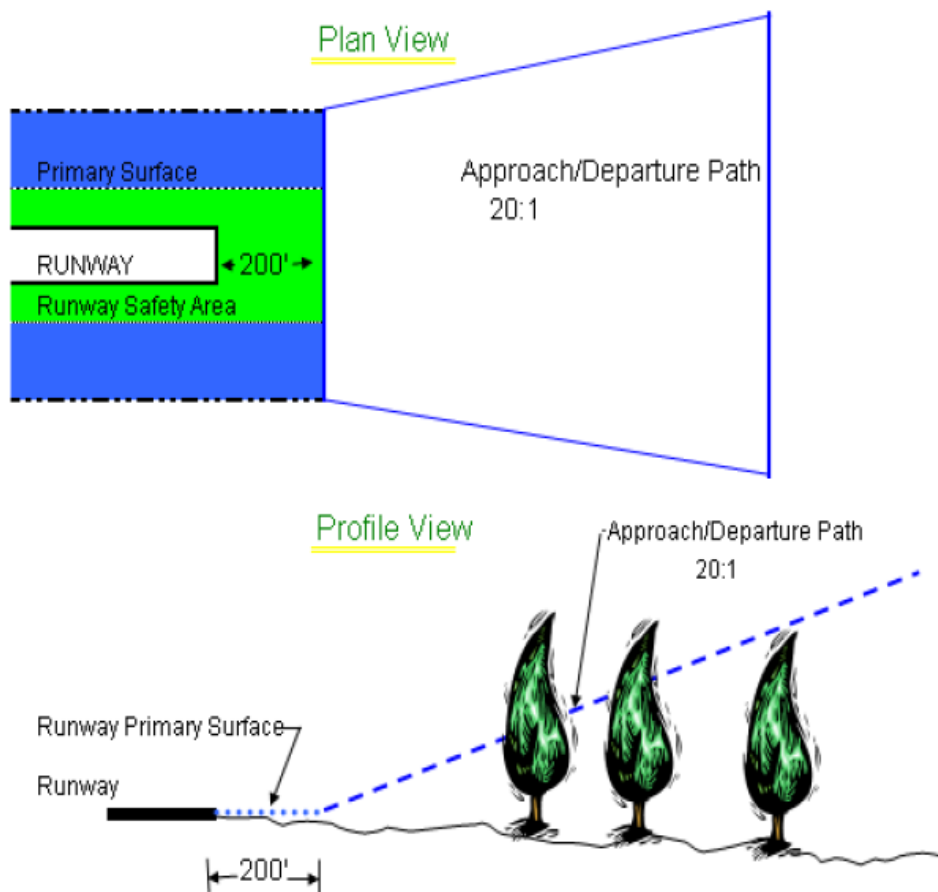
FAA 34:1 Part 77 Surface

ALDOT 20:1 APP/DEP PATH



Appendix 1

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			



END OF REPORT