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John R. Cooper
TRANSPORTATION DIRECTOR

October 13, 2021

The Honorable Rod Northam
Mayor of Fayette
203 Temple Ave. N
Fayette, Alabama 35555

Subject: Annual Inspection Report
Fayette Municipal Airport - Richard Arthur Field (M95)

Dear Mayor Northam:

An inspection of the Fayette Municipal Airport - Richard Arthur Field was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on October 4, 2021. 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 **meets** the requirements for the issuance of an operating license. The license is being issued with no limitations. 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. Ryan Constans, FAA/ADO
Ms. Natalie Hobbs, P.E.; Goodwyn, Mills and Cawood
Mr. Kip Madison, Airport Manager; City of Fayette

**Annual Inspection Report
Fayette Municipal Airport - Richard Arthur Field (M95)
Fayette, Alabama**

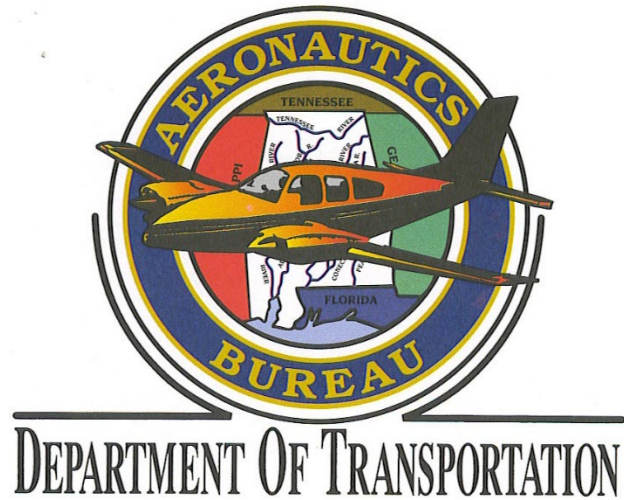
October 4, 2021

TABLE OF CONTENTS

INTRODUCTION	PAGE 1
INSPECTION METHODOLOGY	PAGE 1
LICENSE STATUS	PAGE 2
APPROACH / DEPARTURE PATHS	PAGE 2
PRIMARY SURFACE	PAGE 4
RUNWAY SAFETY AREA	PAGE 5
AIRPORT MARKINGS	PAGE 5
WIND DIRECTION INDICATOR	PAGE 7
AIRPORT LIGHTING	PAGE 8
RUNWAY, TAXIWAY AND APRON CONDITIONS	PAGE 8
FUELING AREA REQUIREMENTS	PAGE 10
PROHIBITED ACTIVITIES	PAGE 11
SUMMARY	PAGE 12
APPENDIX 1	PAGE 13

Annual Inspection Report

October 4, 2021



***Fayette Municipal Airport - Richard Arthur
Field (M95)
Fayette, Alabama***

Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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 Fayette Municipal Airport - Richard Arthur Field was conducted by Mr. Jeb Baird of the Alabama Department of Transportation Aeronautics Bureau on October 4, 2021.

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 September 2012.

Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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 October 4, 2021, it was determined that the airport **meets** the requirements for the issuance of an operating license.

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 begin 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begin 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 01 – No obstructions (See Photo #1).
- Runway 19 – No obstructions (See Photo #2)

Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

Photo #1 – Runway 01 Approach



Photo #2 – Runway 19 Approach



Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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 (See Photo #3).

Photo #3 – Primary Surface



Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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 Runway markings are in **GOOD** condition. (See Photo #4)
- Taxiway markings are in **FAIR** condition due to fading (See Photo #5).

Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

Photo #4 – Runway 18 Markings



Photo #5 – Taxiway Markings



Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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 and segmented circle are in **GOOD** condition (See Photo #6).

Photo #6 – Wind Direction Indicator



Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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 airport lighting components are operable.

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:

- Apron is in **POOR** condition due to widespread block cracking and raveling. Water is pooling in some areas and vegetation is growing through cracks (See Photo #7). Apron pavement near the fueling area has been damaged by helicopter skids. (See Photo #8)

**Annual Inspection Report
Fayette Municipal Airport - Richard Arthur Field (M95)
Fayette, Alabama**

October 4, 2021

Photo #7 – Apron Pavement



Photo #8 – Apron Skid Damage



Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

Maintenance Required:

- Proceed with the planned apron rehabilitation project 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:

- A hangar has been built adjacent to the main apron 26 feet from the fueling area. An FAA Form 7460-2 was not submitted for the construction.
- The fueling area falls within the 50 foot hangar clear area as defined in National Fire Protection Association (NFPA) 409.

Required Action:

- Submit an FAA Form 7460-2 for the hangar construction.
- Consider relocating the hangar to comply with NFPA 409.

Annual Inspection Report Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

Photo #9 – Hangar Built Near Fueling Area



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.

Annual Inspection Report
Fayette Municipal Airport - Richard Arthur Field (M95)
Fayette, Alabama

October 4, 2021

Summary:

The table below summarizes items noted in this report:

Inspection Summary

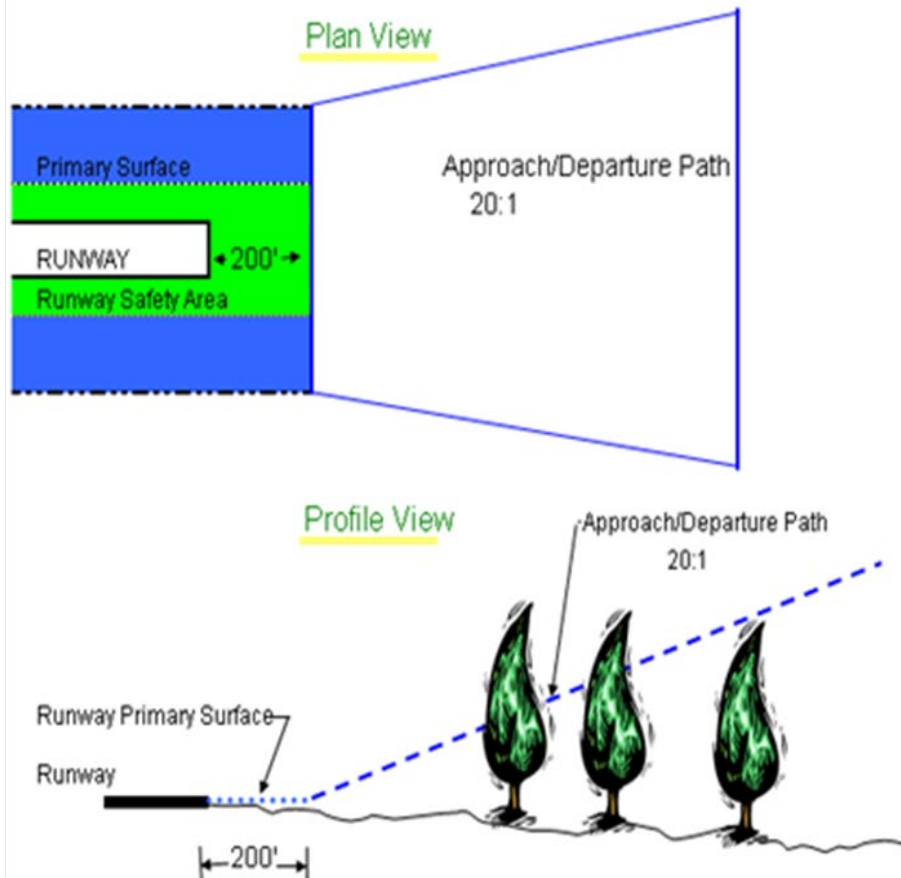
Inspection Area	Violation/Maintenance	Corrective Action
Airport Surface Conditions	Maintenance	Proceed with planned Apron rehabilitation project as listed on the airport's CIP.
Fueling Area	Maintenance	Submit an FAA Form 7460-2 for hangar. Consider relocating hangar.

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 Fayette Municipal Airport - Richard Arthur Field (M95) Fayette, Alabama

October 4, 2021

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