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John R. Cooper
TRANSPORTATION DIRECTOR

February 16, 2022

Mr. Ricky Suggs
Floralia Airport Authority
P. O. Box 76
Floralia, Alabama 36442

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

Dear Mr. Suggs:

An inspection of the Floralia Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 10, 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 the airport. As noted in the report, the airport ***does not meet*** the requirements for the issuance of an operating license. Trees violate the Required ALDOT 20:1 Approach/Departure Path to Runway 22. Therefore, the airport operating license is ***not in full effect*** and the airport sponsor has ***360 days*** to correct this safety deficiency. There are also several maintenance items noted that should be addressed as soon as practicable.

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

Sincerely,

Frank Farmer
Chief, Aeronautics Bureau

Copy: The Honorable Terry Holley; Mayor, City of Floralia

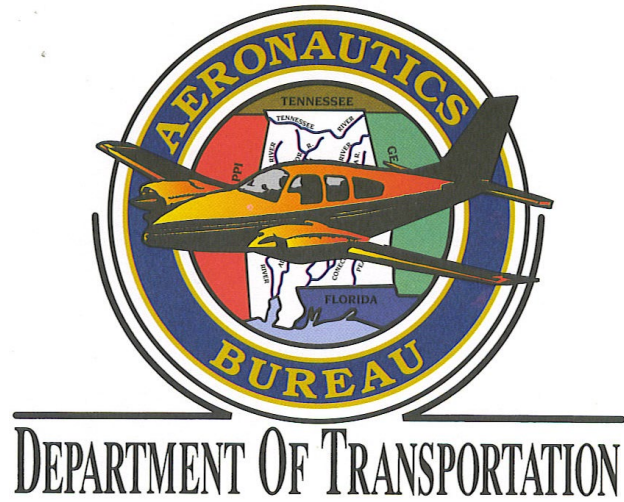
Ms. Michelle Conway; Goodwyn, Mills and Cawood, Inc.

Mr. Luke Flowers; FAA/ADO

Mr. Rans Black; FAA/ADO

ANNUAL INSPECTION REPORT

February 10, 2022



**FLORALA MUNICIPAL AIRPORT (0J4)
FLORALA, ALABAMA**

**Annual Inspection Report
Floralá Municipal Airport
Floralá, Alabama**

February 10, 2022

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Annual Inspection Report Floralia Municipal Airport Floralia, Alabama

February 10, 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 Floralia Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on February 10, 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 the 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 April 29, 2020.

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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 February 10, 2022, it was determined that the airport **does not meet** 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 begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- 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 4: No obstructions (See Photo #1)
- Runway 22: Tree identified as Tree #2 violates the Required ALDOT 20:1 Approach/Departure Path (See Photo #2 and Appendix 2)

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Photo # 1 – Runway 4



Photo # 2 – Runway 22



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Action Required:

- Remove all obstructions to the Required ALDOT 20:1 Approach/Departure Path.
- *Note: obstructions identified in this report are representative and may not include all existing obstruction violations.*

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 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

- Apron and taxiway markings are in **GOOD** to **FAIR** condition, with some markings in **POOR** condition (See Photos #3 and #4).
- Runway markings are in **GOOD** condition; however they are beginning to become slightly obscured (See Photo #5)

Maintenance Required:

- Clean taxiway and ramp markings that are in poor condition. If unable to clean, re-mark in accordance of FAA AC 150/5340-1M.

Photo # 3 – Apron Markings



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Photo # 4 – Hold Short Markings



Photo # 5 – NPI Markings RWY 22



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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 is torn.
- The segmented circle is faded and not being maintained (See Photo # 6).

Photo # 6 – Wind Cone



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Maintenance Required:

- Replace wind direction indicator.
- Remove vegetation and paint segmented circle white. The segmented circle should be maintained to be clearly visible from the air.

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:

- Runway 4/22 lights: 0 inoperative.
- Runway 4 threshold lights: 0 inoperative
- Taxiway lights: 0 inoperative

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.

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Inspection Results:

- The runway surface is in **GOOD** condition (See Photo #5).
- The apron surfaces are in mostly **FAIR** condition, with some areas in **POOR** condition and sections of the cold refueling area even experiencing total pavement **FAILURE** due to helicopter skid damage (See Photos #7, #8, and #9).
- Concrete hot-refueling apron is in **POOR** condition with area of **FAILURE**. Surface contains multiple slab cracks, spalling, and shattered slabs (See Photos #10, #11, and #12).

Required Maintenance:

- Airport should plan a pavement rehabilitation project for the aprons and maintain airport pavement surfaces.
- It should be noted that the sections of failure on the cold refueling area present a high Foreign Object Debris/Damage (FOD) risk due to large, loose pieces of pavement and subgrade.
- The hot-refueling apron is being kept clean and there is very little FOD present there.

Photo # 7 — Extensive Micro-Surface Cracking on Apron



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Photo # 8 – Severe Skid Damage (Failure) on Apron



Photo # 9 – Severe Skid Damage (Failure) on Apron



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Photo # 10 – Hot Refueling Apron



Photo # 11 – Severe Concrete Spalling and D-Cracking at Joint



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Photo # 12 – Concrete Spalling



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.

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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 (Government contract refueling of military aircraft only).

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.

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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

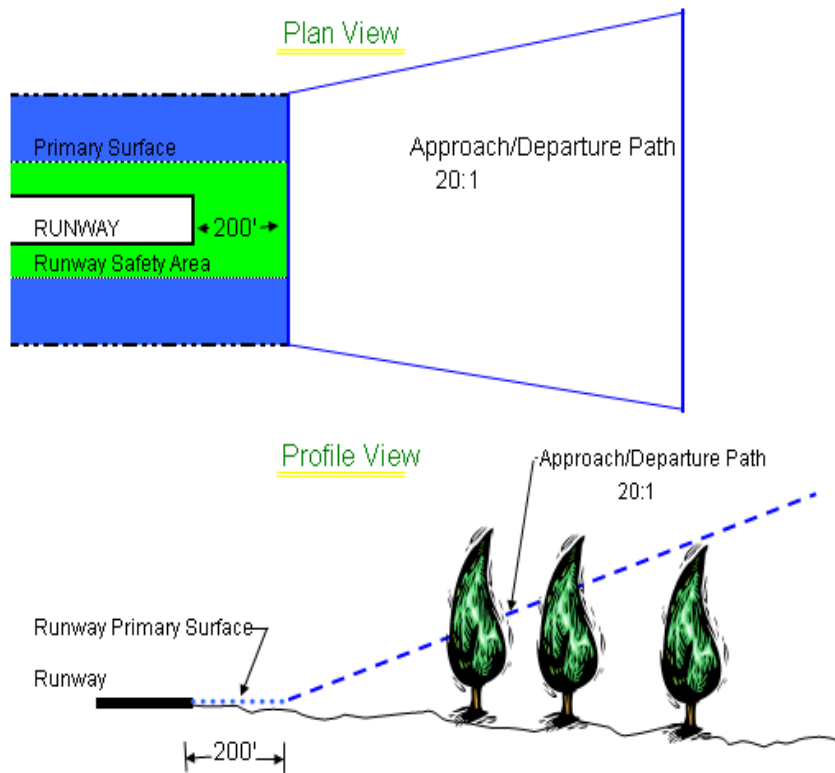
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	VIOLATION	Remove all obstructions to the Required ALDOT 20:1 Approach/Departure Path to Runway 22.
Airport Markings	Maintenance	Clean apron / taxiway markings. If unable to clean, remark in accordance of FAA AC 150/5340-1M.
Wind Direction Indicator	Maintenance	Replace wind direction indicator. Remove vegetation from segmented circle and paint white.
Airport Surfaces	Maintenance	Consult with airport engineer to plan a pavement rehabilitation project for the apron and hot-refueling ramp.

Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau 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

APPENDIX 2

*Floralia Municipal Airport
Floralia, AL
February 10, 2022
Runway 22
Obstruction Evaluation*

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 identified are representative and may not include all existing obstructions.

- ALDOT Violation
- Penetrates FAA Part 77 Surface
- FAA Controlling Obstruction

1. Tree 53' Abv RWY
1054' From RWY End
207' Left of CL
16:1 Obst Clnc

4. Tree 66' Abv RWY
1340' From RWY End
344' Right of CL
17:1 Obst Clnc

