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John R. Cooper
TRANSPORTATION DIRECTOR

February 7, 2022

Mr. Chris Curry, President
Mobile Airport Authority
1891 Ninth Street
Mobile, Alabama 36615

Subject: Annual Inspection Report
St. Elmo Airport

Dear Mr. Curry:

An inspection of the St. Elmo Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on January 31, 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 meets the requirements for the issuance of an operating license. There were some maintenance items noted that should be addressed.

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.

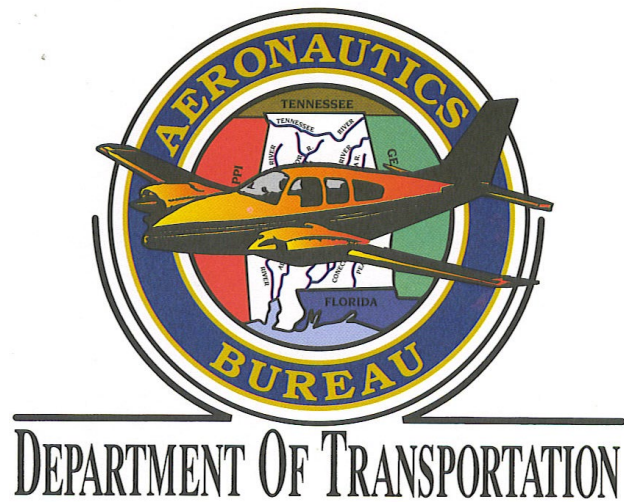
Sincerely,

Frank Farmer
Chief, Aeronautics Bureau

Copy: Mr. Ismael Bonilla, Mobile Airport Authority
Mr. Michael Gunn, Mobile Airport Authority
Mr. Graham Coffelt, FAA/ADO
Mr. Rans Black, FAA/ADO

ANNUAL INSPECTION REPORT

January 31, 2022



ST. ELMO MUNICIPAL AIRPORT

ST. ELMO, ALABAMA

**Annual Inspection Report
St. Elmo Municipal Airport
St Elmo, Alabama**

January 31, 2022

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Annual Inspection Report St. Elmo Municipal Airport St. Elmo, Alabama

January 31, 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 St. Elmo Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on January 31, 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 December 18, 2012.

Annual Inspection Report St. Elmo Municipal Airport St. Elmo, Alabama

January 31, 2022

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 January 31, 2022, 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 begins 200 feet from the runway end (runway threshold) and continues for a distance of 1,000 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:

- Runway 06 – No obstructions (See Photo # 1).
- Runway 24 – No obstructions (See Photo # 2).

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Photo # 1 – Runway 6 Approach



Photo # 2 – Runway 24 Approach



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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/Runway Safety Area



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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 standards. However, erosion is beginning to occur around the end of Runway 06, which is causing the pavement lip to become exposed (See Photo # 4).

Corrective Action:

- Monitor erosion around pavement to ensure no more than a 3-inch lip exists.

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Photo # 4 – Erosion in Runway Safety Area



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 **POOR** condition (See Photos # 5 and # 6).
- The taxiway markings are in **GOOD** condition.
- The taxilane/apron markings are in **POOR** condition.

Corrective Action:

- Markings in poor condition should be cleaned or replaced in accordance with FAA AC 150/5340-1M.

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Photo # 5 – NPI Markings Runway 24



Photo # 6 – Centerline Stripes



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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 operational and in **GOOD** condition (See Photo # 7).

Photo # 7 – Wind Cone



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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:

- The results of the lighting system inspection are as follows:

Threshold Lights – 0 inoperative
Taxiway Lights – 0 inoperative
Runway 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.

Inspection Results:

- The runway surface is in **GOOD** condition (See Photos # 5 and #6).
- Taxiway is in **GOOD** condition.
- The apron areas and taxi-lanes are in **FAIR** condition but are developing numerous depressions and water spots (See Photos # 8 and #9).

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Maintenance Required:

- Consult with airport engineer to discuss apron/taxi-lane maintenance.

Photo # 8 – Taxilanes



Photo # 9 – Apron



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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 (See Photo # 10). However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo #10 – Refueling Area



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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:

- A tenant was observed flying a remote-control helicopter on the airport premises (See Photo # 11). Airport management was immediately notified, and the prohibited activity **was promptly addressed**.

Photo # 11 – Tenant Flying RC Helicopter



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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

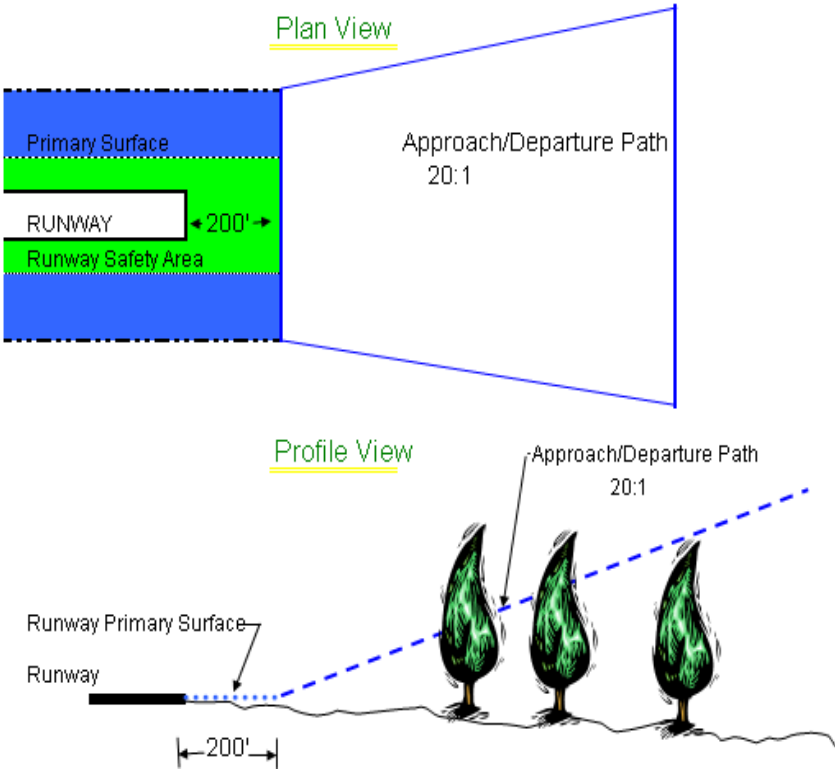
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	Maintenance	Monitor erosion.
Airport Markings	Maintenance	Clean or re-apply runway and taxilane markings in accordance with FAA AC 150/5340-1M.
Runway, Taxiway and Apron Conditions	Maintenance	Consult with airport engineer about apron/taxilane maintenance.

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