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Joe McInnes  
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March 14, 2007

Mr. Charles R. Zunk, Chairman  
H.L. "Sonny" Callahan Airport Board  
59 White Avenue  
Fairhope, Alabama 36532

**Subject: Annual Inspection Report**  
**H.L. "Sonny" Callahan Airport**  
**Fairhope, Alabama**

Dear Mr. Zunk:

An inspection of the H.L. "Sonny" Callahan Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on March 8, 2007. 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 H.L. "Sonny" Callahan Airport. As noted in the report, the airport meets the requirements for the issuance of an operating license. However, there are maintenance issues 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,

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

Copy: Mr. Rans Black  
FAA/ADO

Mr. Michael Helmsing, P.E.  
Volkert & Associates, Inc.

# Annual Inspection Report H.L. "Sonny" Callahan Airport Fairhope, Alabama

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## **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 H.L. "Sonny" Callahan Airport was conducted by Mr. Jason Hare and Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on March 8, 2007.

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.

## **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 March 8, 2007, it was determined that the airport **meets** the requirements for the issuance of an operating license.

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The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

## **Administrative Code 450-9-1-.12(1) Approach and Departure Paths (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 turf runway it begins at the marked 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:**

- The approach and departure paths for runway 1 and 19 were inspected and found to meet state licensing standards.

## **2. Administrative Code 450-9-1-.12(2) Primary Surface**

### **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 the minimum safety requirements.

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## 3. Administrative Code 450-9-1-.12(3) Runway Safety Area

### 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 grade of the runway safety area was found to be in compliance with the State's licensing standards, however there is an area on the east side of first 100 feet of runway 1 that has a considerable drop-off (See Photo # 1).

**Photo # 1 – Runway Lip**



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## **Maintenance Required:**

- While the drop-off does not exceed 3 inches, it will become a safety issue if the grade is not brought up to the pavement edge.

## **4. Administrative Code 450-9-1-.12(4) Airport Markings**

### **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 were found to be in good condition. While the markings are in good conditions there are areas on the taxiway where old markings have been painted over. This is contrary to AC 150/5340-1J, Section 1, Para 3. d., dated 4/29/05 (See Photo # 2).

**Photo # 2 – Painted Over Markings**



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## **Maintenance Required:**

- Old markings that are no longer needed should be physically removed by sand blasting, chemical removal or other means. Painting over the old markings merely preserves the old markings.

## **5. Administrative Code 450-9-1-.12(5) Wind Direction Indicator**

### **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 (windsock) was inspected and found to be operational.

## **6. Administrative Code 450-9-1-.12(6) Airport Lighting**

### **State Licensing Standards:**

- Airport Lighting: Runway lights and airport rotating beacons and a lighted wind direction indicator are required for night operations. 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 airport lighting system was inspected and found to be operating properly. The following outages were noted:

Threshold Lights Runway 19 – 3 lights out of service

Threshold Lights Runway 01 – 1 light out of service

Taxiway – 3 fixtures were missing

- Obscuration by vegetation was also noted around numerous taxiway and runway lights (Photo # 3).

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## Photo # 3 – Vegetation Obscuration



### **Maintenance Required:**

- Replace or repair lights as necessary.
- Remove vegetation from around all runway and taxiway lights.

## **7. Administrative Code 450-9-1-.12(7) Runway, Taxiway and Apron Conditions**

### **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, taxiway and apron pavements were inspected and found to barely meet minimum standards. As mentioned in Section 3 above, the runway lip is approach 3 inches in elevation from the top of the pavement to the shoulder.

## **Maintenance Required:**

- The grade should be built up to runway lip.

## **8. Administrative Code 450-9-1-.12(8) Fueling Area Requirements**

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

## **9. Administrative Code 450-9-1-.16 Prohibited Activities**

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of

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a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

## **Inspection Results:**

- There was no indication of any prohibited activities on airport property.

## **Summary:**

The table below summarizes items noted in this report.

### ***INSPECTION SUMMARY***

<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Runway Safety Area	Maintenance	Build up grade of effected area to pavement level
Airport Markings	Maintenance	Physically remove old taxiway markings
Airport Lighting	Maintenance	Repair or replace inoperative lights and remove vegetation from around runway and taxiway lights
Runway, Taxiway, Apron Conditions	Maintenance	Build up grade of effected area to pavement level

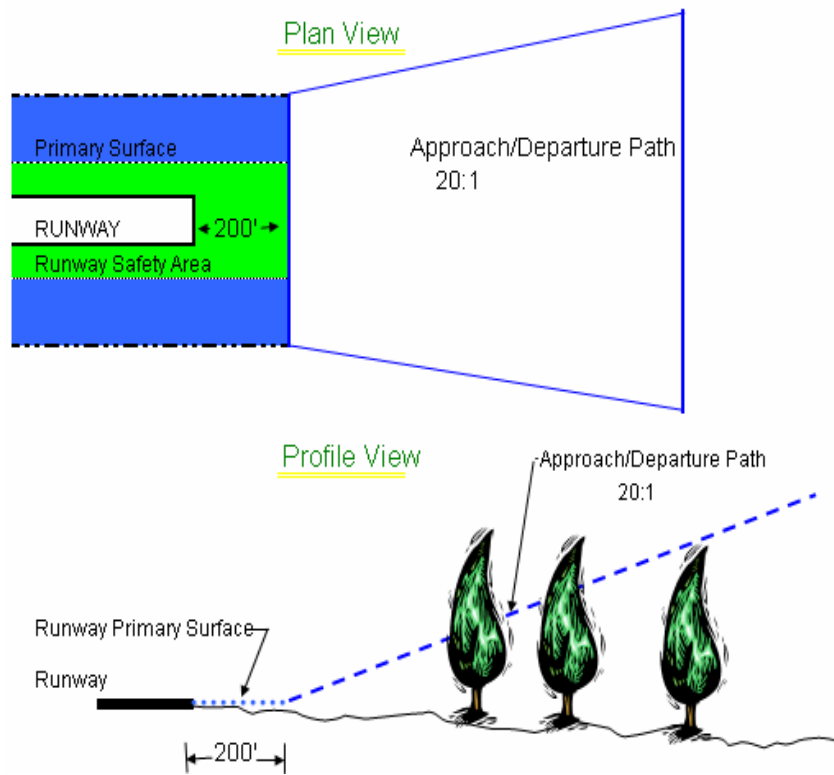
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact 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