



Bob Riley
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36110

PHONE (334) 242-6820
FAX (334) 353-6540



Joe McInnes
TRANSPORTATION DIRECTOR

May 24, 2007

The Honorable James R. Steele, Sr.
Mayor, City of Stevenson
104 Kentucky Avenue
Stevenson, Alabama 35772

Subject: Annual Inspection Report
Stevenson/Bridgeport Municipal Airport

Dear Mayor Steele:

An inspection of the Stevenson/Bridgeport Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on May 22, 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 Stevenson/Bridgeport Municipal Airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the required actions necessary to correct the safety deficiencies. The airport must have the safety items listed in the attached report corrected prior to the next annual inspection to be conducted in approximately 11 months.

The airport has failed to meet licensing requirements for several years. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued. The City of Stevenson should contact the Anniston Flight Service Station and NOTAM the airport closed to operations until the licensing requirements are met.

The airport can meet licensing requirements by remarking the runway to provide the required 20:1 approach slopes to each runway end. The displacement or the relocation of the thresholds is mandatory until the obstructions are removed. The required displacement lengths for each runway end is included in the Annual Report under Section 1 and shown on Appendices 2 and 3.

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The City of Stevenson is required to remit a timetable for the correction of the noted violations within 30 days to the Aeronautics Bureau. This timetable should include the remarking of the runway and obstruction removal. The Bureau will schedule a meeting once the required information has been received in this office.

The inspection also noticed that dirt was being removed behind the existing FBO building. However, the Aeronautics Bureau does not have documentation such as an airport layout plan on file that depicts or describes the ongoing work. We must remind you that any planned construction near or on the airport must be coordinated with this office and the FAA to ensure compliance with all licensing and airport design requirements.

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

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May 22, 2007

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 Stevenson/Bridgeport Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on May 22, 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.

The federal airport design standards referred to in this report were taken from the Scottsboro Municipal Airport Layout Plan (ALP) prepared by David Volkert and Associates in August of 2000. The airport owner should refer to the ALP for the dimensions of the FAA airport design standards used to identify violations to these standards.

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.

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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 May 22, 2007 it was determined that the Stevenson/Bridgeport Municipal 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. 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).
- 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:

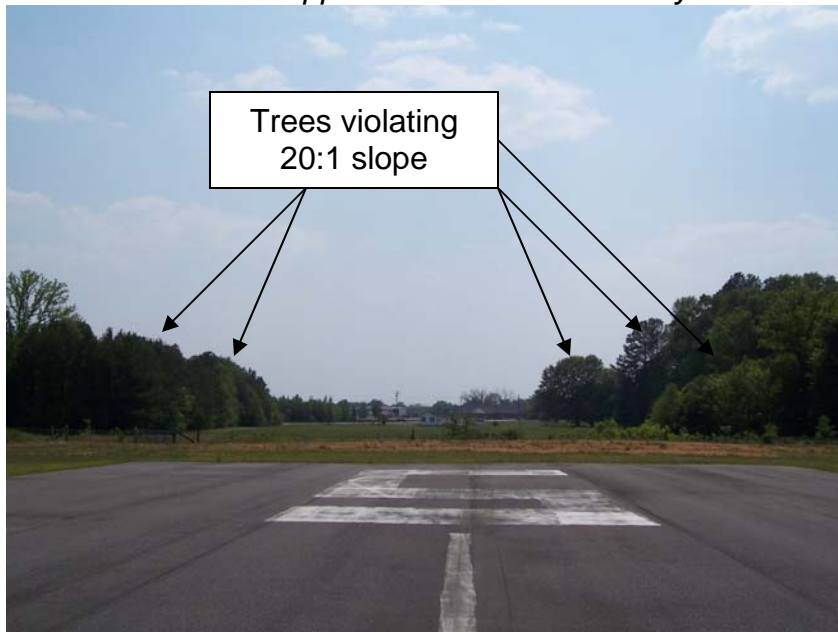
- Runway 05 – The required 20:1 approach slope is violated by trees along the South side of the approach. These trees were cleared along the line of the Approach/Departure Path, but the trees have grown and now violate the required clear area.

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- Runway 05 – Trees violate the required 20:1 approach slope along the North side of the approach. The required 20:1 approach slope is reduced to 1:1.
- See Appendix 2 for locations of the violations.

Photo 1 – Approach Violations Runway 5



Required Action:

- The violating trees must be removed throughout the Approach/Departure Path. The tree line along the South side now violates the required approach. There are fewer trees in the Approach/Departure Path than within the Displaced Approach. The clearing of the Approach/Departure Path will enable the airport to remove the present displaced threshold and meet licensing requirements on this runway end. The required displacement to provide a clear 20:1 slope is 855 feet.

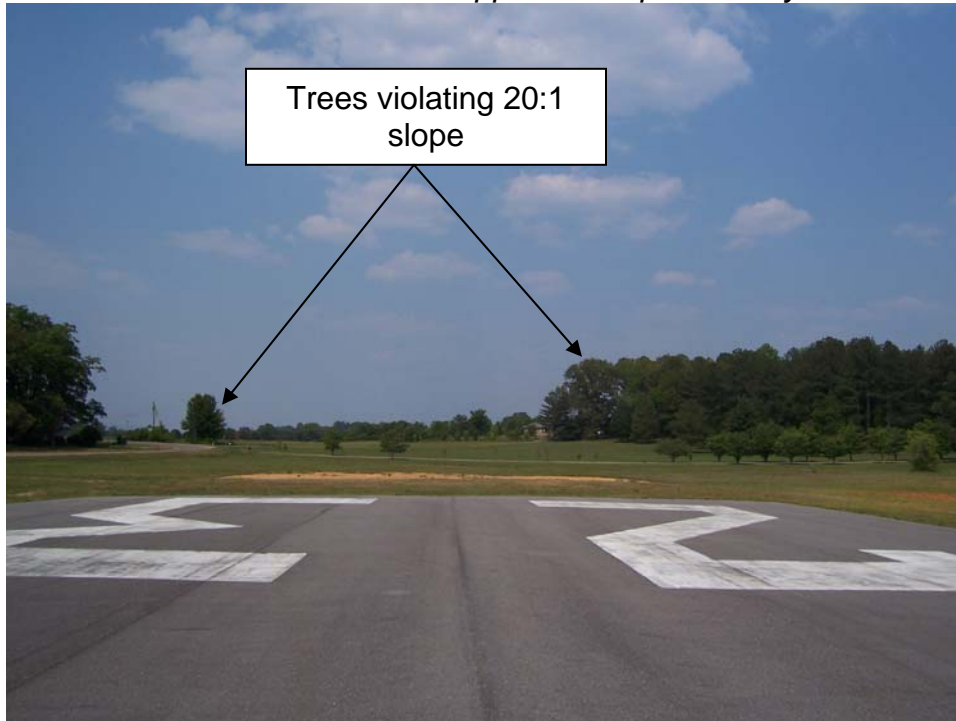
Violation:

- Runway 23 – Trees violate the required 20:1 approach slope and reduce the slope to 6:1.
- See Appendix 3 for locations of the violations.

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Photo 2 – Violations of approach slope Runway 23



Required Action:

- The trees that violate the required 20:1 approach slope must be removed from within the Approach/Departure Path.
- The present 1048 foot displacement of the runway can be reduced to a displacement of 873 feet and increase the available runway for landing from the East. The 873 foot displacement will place the end of the 1000 foot approach on the airport property line. This displacement is intended to be a temporary solution until the City can clear the trees on adjoining property that violate the licensing requirements.

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

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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 had no noted violations and meets all requirements.

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 Safety Areas of both runway ends were found to meet licensing requirements.

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.

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Inspection Results

- The markings of Runway 04/22 are in *Good* condition with the exception of the displaced markings, which are not legible.

Photo 3 – Displacement Markings in Poor condition



Runway 23



Runway 5

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Required Action:

- The displaced thresholds must be marked in accordance with FAA AC150/5340-1J "Standards for Airport Markings". A copy of the pertinent portions of this AC is included with this report.

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 was inspected and found to 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 one threshold light is out of service on Runway 05 and one threshold light on Runway 23.
- Six runway lights are out of service.
- The airport is currently closed to night operations.

Required Action:

- The runway lighting should be repaired to serviceable condition.

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- To be licensed for night operations the runway must be marked in accordance with AC 150/5340-1J and the threshold lights moved to the point of displacement on both runway ends.

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.

Inspection Results

- The runway, taxiway and apron pavement conditions are in compliance with State licensing requirements.

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.

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Inspection Results

- There is no fueling area.

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 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 this inspection.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

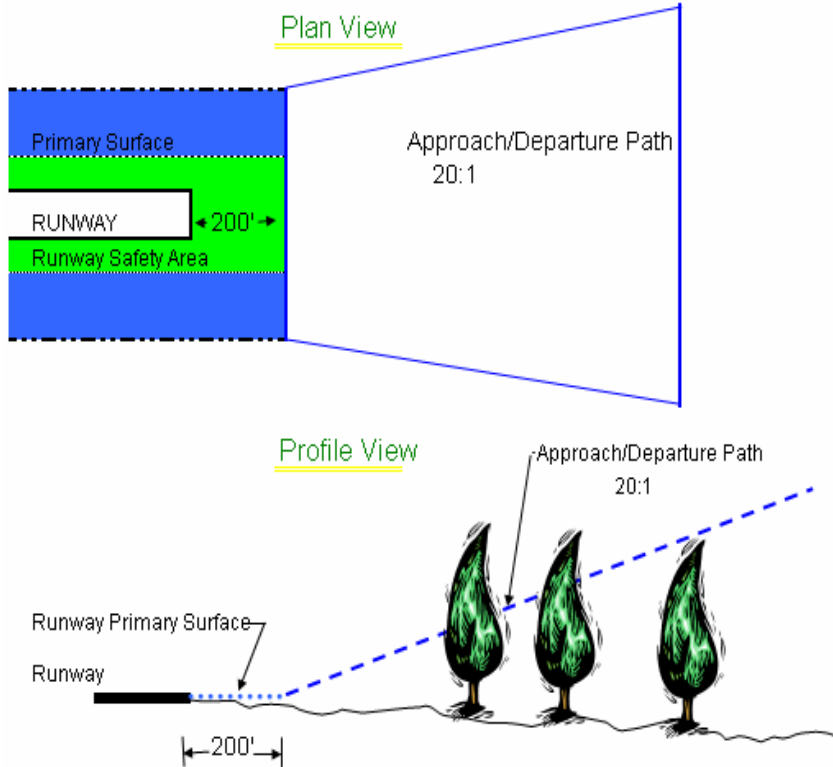
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Approach violation to Runway 5	Remove trees
Approach/Departure Path	Approach violation to Runway 23	Remove trees or relocate threshold
Runway Marking	Violation Runway 23	Remark according to the requirements of FAA AC150/5340-1J
Runway Lighting	Maintenance	Repair inoperable lighting and place threshold lights in correct positions at runway thresholds

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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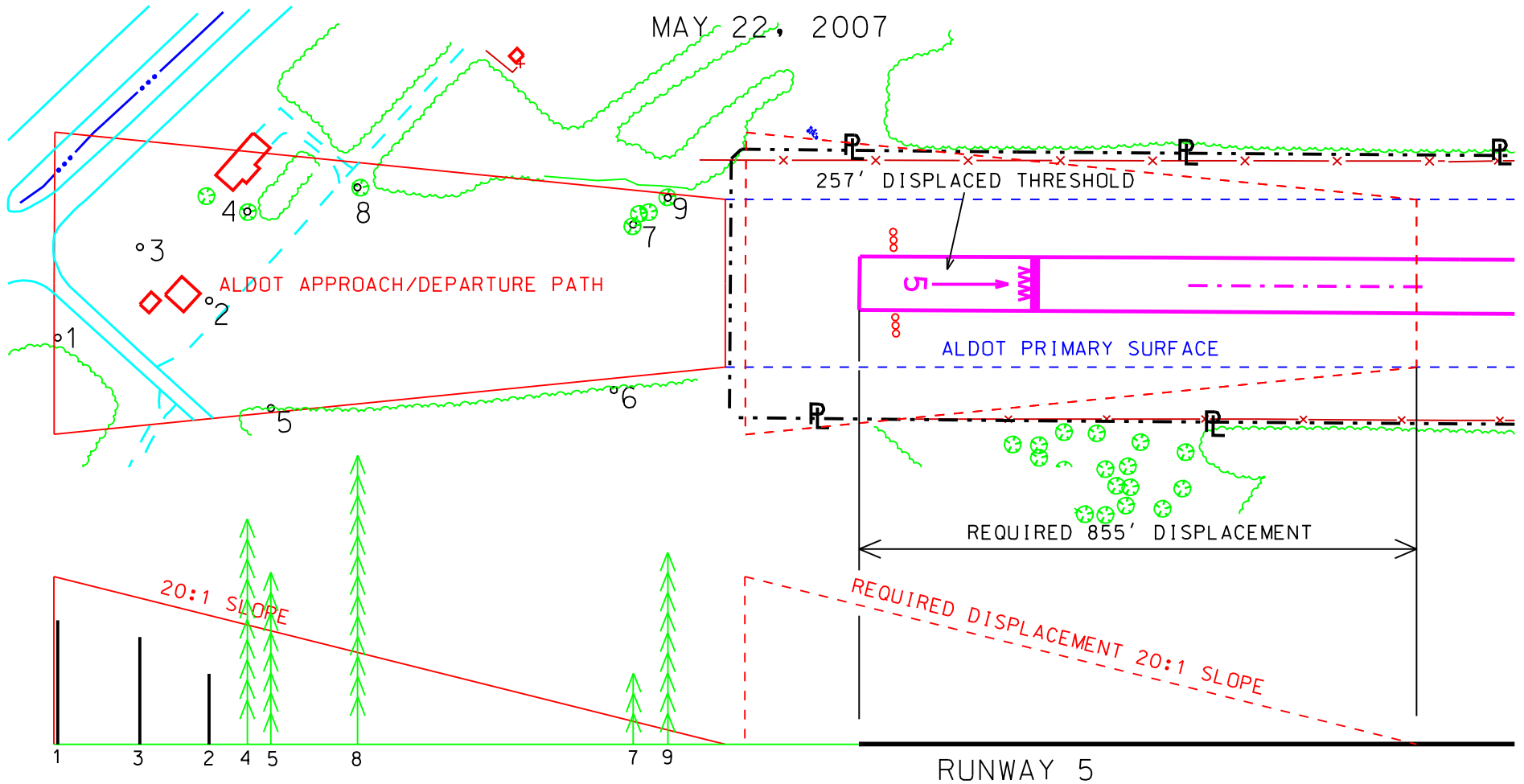
Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline Extending 200 Feet Past the Runway End			



APPENDIX 1

STEVENSON/BRIDGEPORT MUNICIPAL AIRPORT REQUIREMENTS FOR STATE AIRPORT LICENSE

MAY 22, 2007



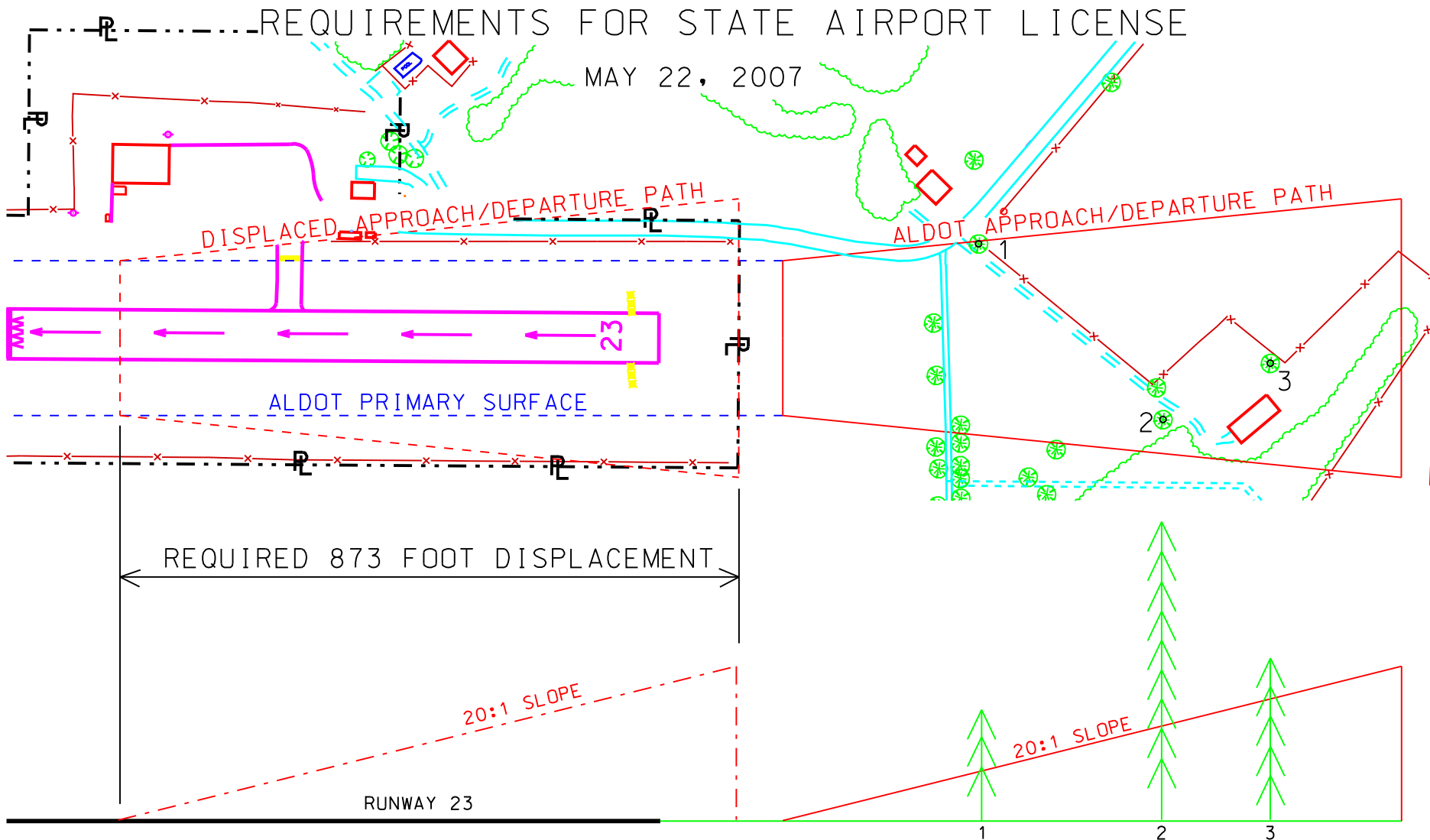
VIOLATIONS:

- | | |
|---|---|
| 4. +67' TREE
912' FROM RUNWAY END
107' FROM CENTERLINE
10:1 SLOPE | 8. +86' TREE
748 FEET FROM RUNWAY END
143' FROM CENTERLINE
6:1 SLOPE |
| 5. +51' TREE LINE
757' TO 877' FROM RUNWAY END
143' FROM CENTERLINE
12:1 SLOPE | 9. +57' TREE
285' FROM RUNWAY END
128 FEET FROM CENTERLINE
1:1 SLOPE |
| 7. +21' TREE
337' FROM RUNWAY END
88' FROM CENTERLINE
6:1 SLOPE | NOTE: #8 AND #9 DELINEATE A TREE LINE |

STEVENSON/BRIDGEPORT MUNICIPAL AIRPORT

REQUIREMENTS FOR STATE AIRPORT LICENSE

MAY 22, 2007



VIOLATIONS:

1. +36' TREE
510' FROM RUNWAY END
156' FROM CENTERLINE
8:1 SLOPE
2. +96' TREES
807' FROM RUNWAY END
137' FROM CENTERLINE
6:1 SLOPE
3. +52' TREES
989' FROM RUNWAY END
38' FROM CENTERLINE
15:1 SLOPE