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John R. Cooper  
TRANSPORTATION DIRECTOR

September 15, 2020

The Honorable Roger Hayes  
Chairman, Winston County Commission  
P.O. Box 147  
Double Springs, Alabama 35553

**Subject: Annual Inspection Report  
Double Springs-Winston County Airport**

Dear Mr. Hayes:

An inspection of the Double Springs-Winston County Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 16, 2020. 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 Double Springs-Winston County Airport. As noted in the report, the airport **does not meet** all the requirements for the issuance of an operating license. The operating license for the airport is being **withheld** pending the necessary corrective actions of the violations listed in the report. The Code of Alabama 23-1-375 **prohibits** the operation of an airport for which a license has not been issued.

Our records indicate that the Double Springs-Winston County Airport has only met State Licensing Standards upon first inspection only once in the last fifteen (15) years. The violations mentioned in this report have been reoccurring intermittently for well over ten (10) years. Over this period of more than a decade, the airport sponsor has failed to implement effective, long term solutions to correct these violations. In addition, the airport sponsor has done nothing to address the prohibited activities occurring on the airport after being notified by this office for many years.

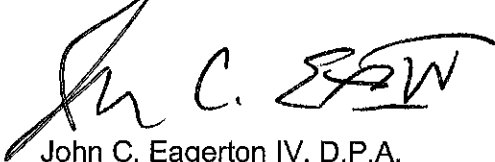
The County should submit a written plan of action to the Aeronautics Bureau within **sixty (60) days** of the receipt of this report, to discuss their plans to correct the deficiencies, close the airport or execute some other viable solution. If the airport plans to remain open, then the sponsor should detail how it plans to correct the pavement safety deficiencies and how it will safely accommodate aircraft until the ramp is repaired. The plan of action should also address how the sponsor will address the prohibited activities listed in this report.

The Honorable Roger Hayes  
September 15, 2020  
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It should be noted, that once pavement failure beings to occur on the runway, the Aeronautics Bureau will have no other recourse than to issue a Mandatory Closure Notice, and the airport will be closed indefinitely.

You may contact Mr. Gus Slaten with the Aeronautics Bureau at (334) 242-6831 if you have any questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read "John C. Eagerton IV". The signature is stylized with a large, sweeping initial "J" and "C", followed by "Eagerton IV".

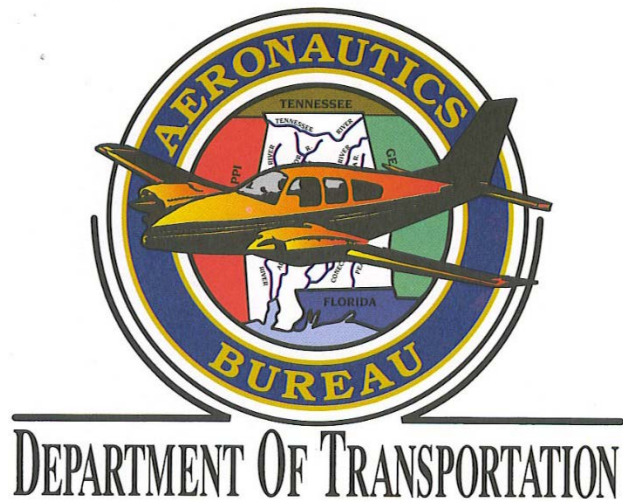
John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO

The Honorable Elmo Robinson  
Mayor, City of Double Springs

# Annual Inspection Report

July 16, 2020



***Double Springs – Winston County Airport (3M2)***  
***Double Springs, Alabama***

**Annual Inspection Report**  
**Double Springs – Winston County Airport (3M2)**  
**Double Springs, Alabama**

July 16, 2020

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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 Double Springs – Winston County Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on July 16, 2020.

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 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 July 16, 2020, it was determined that the airport **does not meet** the requirements for the issuance of an operating license. The operating license is being **withheld** pending corrections of the licensing requirements as outlined in this report. The Code of Alabama 23-1-375 **prohibits** the operation of an airport for which a license has not been issued.

*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).
- For all hard surface runways with a displaced threshold, the approach and departure path begins 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 03 – No obstructions (See Photo #1).
- Runway 21 – No obstructions (See Photo #2).
- Both runway ends are displaced. The displaced threshold distance for Runway 21 was not properly submitted to the FAA via form 7480-1 at the time of displacement.

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**Required Maintenance:**

- Submit 7480-1 alteration to the FAA.
- It should be noted that the airport sponsor has failed to submit the displaced threshold distance to the FAA for several years.

**Photo #1 – Runway 03 Approach**



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**Photo #2 – Runway 21 Approach**



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

**State Licensing Standards: VIOLATION**

- 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:**

- Excessive vegetation growth violates the Primary Surface at 76 feet and 111 feet from the runway centerline (See Photos #3 and #4).



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**Required Action:**

- Vegetation growth within Primary Surface should be cleared and area should be kept in a mow-able condition.
- It should be noted that growth in the Primary Surface has been an intermittent issue for the last 13 years. The airport sponsor has failed to take long-term action as recommended in the past.
- The airport sponsor should submit a written plan of action to the Aeronautics Bureau within 60 days of receipt of this report, detailing how it plans to correct this issue.

**Photo #3 – Vegetation Growth in Primary Surface**





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**Photo #4 – Vegetation Growth in Primary Surface**



**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.



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**Inspection Results:**

- A tire rut was located 57 feet from the runway centerline (See Photo #5).

**Maintenance Required:**

- Fill in rut and grade smooth so that no surface variations exist.

**Photo #5 – Rut 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.



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**Inspection Results:**

- Runway Markings are in **FAIR** condition (See Photo #6).

**Photo # 6 – Runway 3 Markings**



**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

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from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

## **Inspection Results:**

- The wind direction indicator (wind sock) is in **FAIR** condition (See Photo #7).
- The windsock lighting is inoperative.

**Photo #7 – Wind Direction Indicator**



## **Maintenance Required:**

- Repair inoperative lighting system to be considered for an unrestricted operating license.



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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 airport lighting system is inoperative; therefore, the airport is **day VFR only**.
- The old REIL and PAPI lighting systems are no longer operational and are dilapidated. Pieces of the lighting systems are detaching from the base and could become a Foreign Object Debris (FOD) hazard (See Photo #8).

**Maintenance Required:**

- Repair inoperative lighting system to be considered for an unrestricted operating license.
- Remove inoperative lighting equipment.

**Photo #8 – Dilapidated Lighting Equipment**



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**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: VIOLATION**

- An inspection of the airport pavement surfaces yielded the following results:

<b>Ramp</b>	<b>FAILURE.</b> The ramp is experiencing complete pavement failure, with severe alligator cracking, slippage, loose aggregate, and vegetation growth (See Photos #9, #10, and #11). Additionally, a large metal cable and debris were found discarded on the ramp (See Photos #12 and #13). Along with the loose aggregate, this creates <span style="color: red;">a major Foreign Object Damage (FOD) risk to aircraft</span> . In the ramp's current state, there is almost no space for an aircraft to park.
<b>Taxiways</b>	<b>FAIR.</b> Cracking is visible on the taxiway surface.
<b>Runway</b>	<b>POOR.</b> Rutting is visible in several locations on the runway surface. The runway is also experiencing severe raveling, polishing and vegetation growth (See Photos #14, #15 and # 16). In addition, there was cut grass blown onto the runway (See Photo #17). These



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	conditions pose a high FOD risk to aircraft, along with threatening aircraft directional control.
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**Required Action:**

- Immediately mark hazardous areas of the ramp closed to aircraft movement in accordance with FAA AC 150/5340-1L and FAA AC 150/5370-2G.
- Remove FOD from runway.
- Eradicate vegetation on runway.
- Immediate action should be taken to ensure pavement safety standards meet the requirements of the Aeronautics Bureau. Pavement failure will result in the *immediate closure* of the airfield by personnel of the Alabama Department of Transportation Aeronautics Bureau. The County Engineer should plan a pavement rehabilitation project for the airport.
- The airport should submit a written plan of action within 60 days of receipt of this report, detailing how it plans to correct the pavement safety deficiencies and how it will safely accommodate aircraft until the ramp is repaired.

**Photo #9 – Pavement Failure on Ramp**





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**Photo #10 – Pavement Slippage on Ramp**



**Photo #11 – Pavement Failure and Vegetation Growth on Ramp**



**Alligator Cracking and Pavement  
Failure Pose a High FOD Risk to  
Aircraft!**



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**Photo #12 – Metal Cable on Ramp**



**Photo #13 – Debris on Ramp**





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**Photo #14 – Cracking, Polishing, and Rutting on RWY**



**Photo #15 – Cracking, Raveling, and Rutting on RWY**





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**Photo #16 – Cracking with Vegetation Growth on RWY**



**Photo #17 – Cut Grass on RWY**





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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:**

- There is no fuel service at this location.

**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: **VIOLATION****

- The ramp and hangar areas are being used for storage and trash disposal for the adjacent business. Workers from the adjacent business were observed accessing the hangar. Several trailers were parked on the ramp, along with large piles of rubbish. The use of this area for non-aeronautical purposes is not permitted (See Photo #18, #19, #20, #21 and #22).
- There is evidence of unauthorized access to from the adjoining property (See Photo #23). This is trespassing and is strictly prohibited by law.

**Required Action:**

- The airport must take action immediately to cease non-aeronautical activities and prohibit vehicle access to the aircraft movement area.

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- The Winston County Commission must take immediate steps to prevent any runway incursion.
- It should be noted that these prohibited activities have been issues for several years and no long-term action has been taken by the airport sponsor to stop them.

**Photo #18 – Trailers Stored on Airport**



**Photo #19 – Trailers Stored on Airport**





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**Photo #20 – Rubbish Piled on Ramp**



**Using Airport as Trash Dump is Prohibited**

**Photo #21 – Non-Aeronautical Items Stored on Ramp**





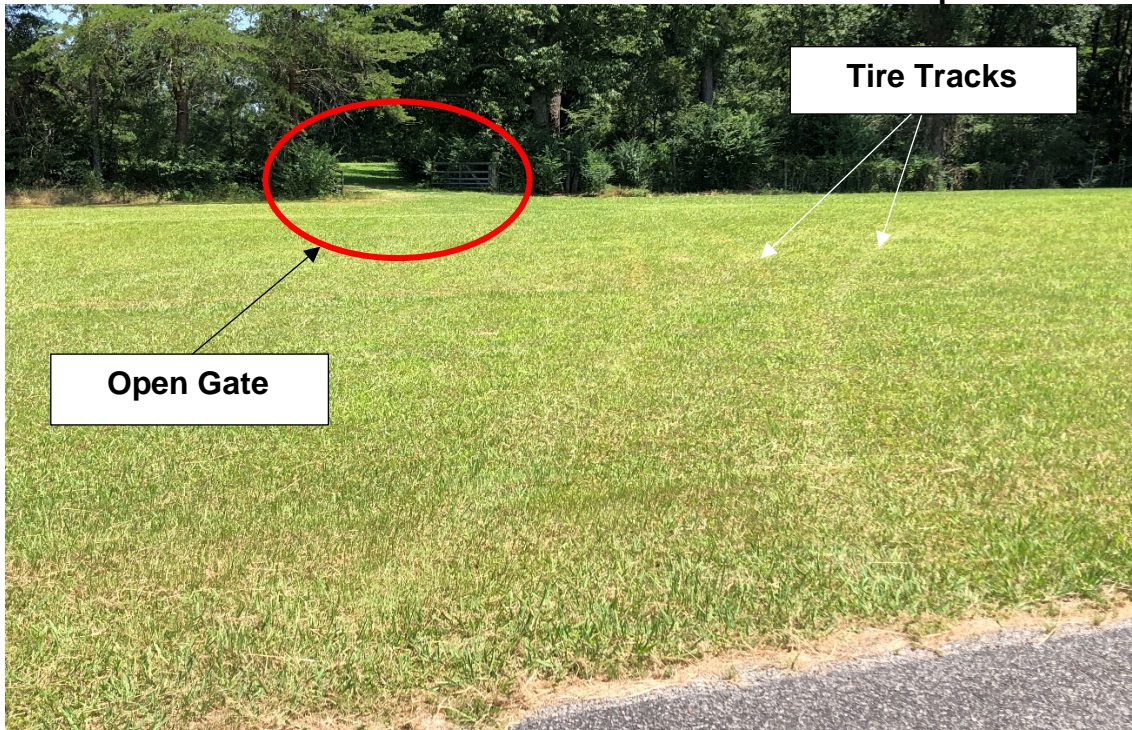
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**Photo #22 – Workers from Adjacent Business Accessing Hangar**



**Photo #23 – Evidence of Unauthorized Access to Airport**



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**Summary:**

The table below summarizes items noted in this report:

**Inspection Summary**

<b>Inspection Area</b>	<b>Violation/Maintenance</b>	<b>Corrective Action</b>
Approach Surfaces	Maintenance	Submit amended FAA Form 7480-1.
Primary Surface	<b>VIOLATION</b>	Clear vegetation growth and keep in mow-able condition.
Wind Direction Indicator	Maintenance	Repair lighting system to be considered for non-restricted license.
Airport Lighting	Maintenance	Repair lighting system to be considered for non-restricted license.
Airport Surfaces	<b>VIOLATION</b>	Immediately mark hazardous areas of the ramp closed to aircraft movement in accordance with FAA AC 150/5340-1L and FAA AC 150/5370-2G. Remove FOD from runway. Plan airport pavement rehab plan immediately. Submit plan of action.
Prohibited Activities	<b>VIOLATION</b>	Cease unauthorized activity on airport property. Remove rubbish from ramp. Do not allow unauthorized access to airport. Submit plan of action.

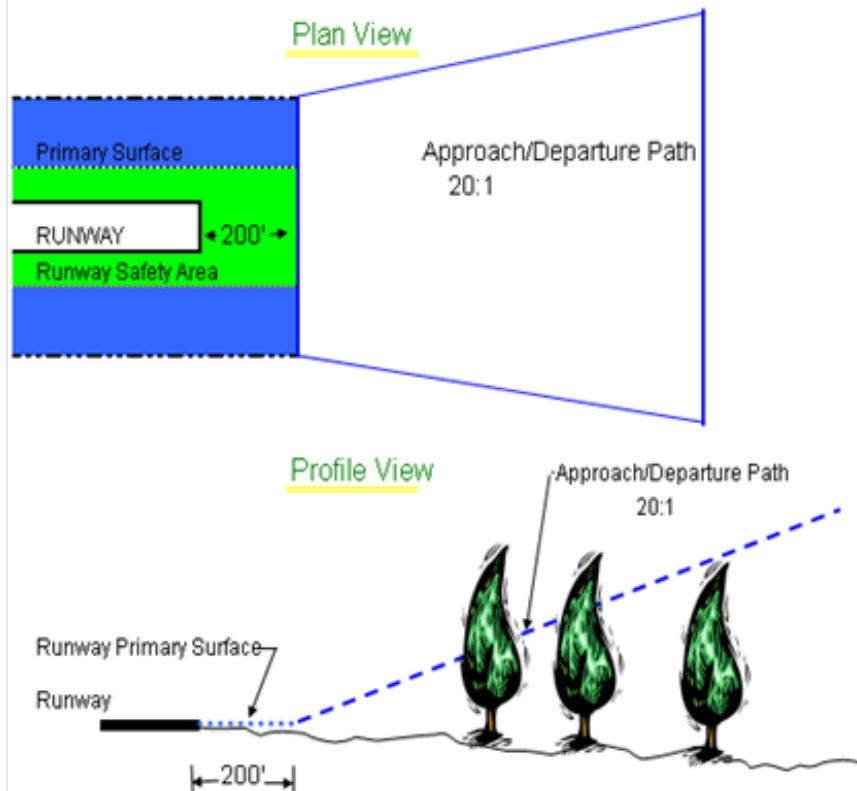
Please contact Mr. Gus Slaten with the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6831 with questions concerning the Annual Inspection Report.



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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