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John R. Cooper
TRANSPORTATION DIRECTOR

October 30, 2020

The Honorable Mickey Murdock
Mayor, City of Elba
200 Buford Street
Elba, Alabama 36323

**Subject: Annual Inspection Report
Carl Folsom Airport**

Dear Mayor Murdock:

An inspection of the Carl Folsom Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 23, 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. The findings of this inspection concluded that Carl Folsom Airport did not meet State Licensing Standards due to trees that obstructed the Required 20:1 Approach and Departure Path on Runway 1 and holes in the Runway Safety Area.

On October 28, 2020, the airport sponsor provided photo evidence of the corrective actions taken. After a review of these photos, it has been determined that the trees obstructing the Required 20:1 Approach and Departure Path to Runway 1 have been removed. The holes in the Runway Safety Area have also been filled in, correcting the previously reported safety deficiencies. Carl Folsom Airport now meets the requirements for an Airport Operating License. The License is issued and is in full effect. A license will be mailed to you within a few weeks.

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

Sincerely,

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

Copy: Luke Flowers FAA/ADO
Jennifer Harp, P.E. Garver



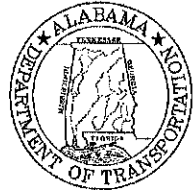
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John R. Cooper
TRANSPORTATION DIRECTOR

October 13, 2020

The Honorable Mickey Murdock
Mayor, City of Elba
200 Buford Street
Elba, Alabama 36323

**Subject: Annual Inspection Report
Carl Folsom Airport**

Dear Mayor Murdock:

An inspection of the Carl Folsom Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 23, 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 airport. As noted in the report, the airport does not meet the requirements for the issuance of an operating license. There are trees obstructing the Required 20:1 Approach and Departure Path on Runway 01 and there are holes violating the Runway Safety Area. Therefore, the Airport Operating License is being withheld until the safety deficiencies are corrected. There are also several maintenance items that should be addressed as soon as possible.

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,

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

Copy: Luke Flowers FAA/ADO
Jennifer Harp, P.E. Garver

ANNUAL INSPECTION REPORT

September 23, 2020



CARL FOLSOM AIRPORT

ELBA, ALABAMA

**Annual Inspection Results
Carl Folsom Airport
Elba, Alabama**

September 23, 2020

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Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

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 Carl Folsom Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on September 23, 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 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 Drawing (ALD) dated January 2011.

Annual Inspection Results

Carl Folsom Airport

Elba, Alabama

September 23, 2020

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 September 23, 2020, 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 19: No Obstructions (See Photo # 1).
- Runway 01: Trees identified as #2, #3, and #6 obstruct the required 20:1 approach and departure path (See Photo # 2). Tree identified as #5 is not currently an obstruction but will be soon if not removed.
- *Note: The obstructions detailed in this report are representative and may not include all obstructions in the Approach and Departure Path.*

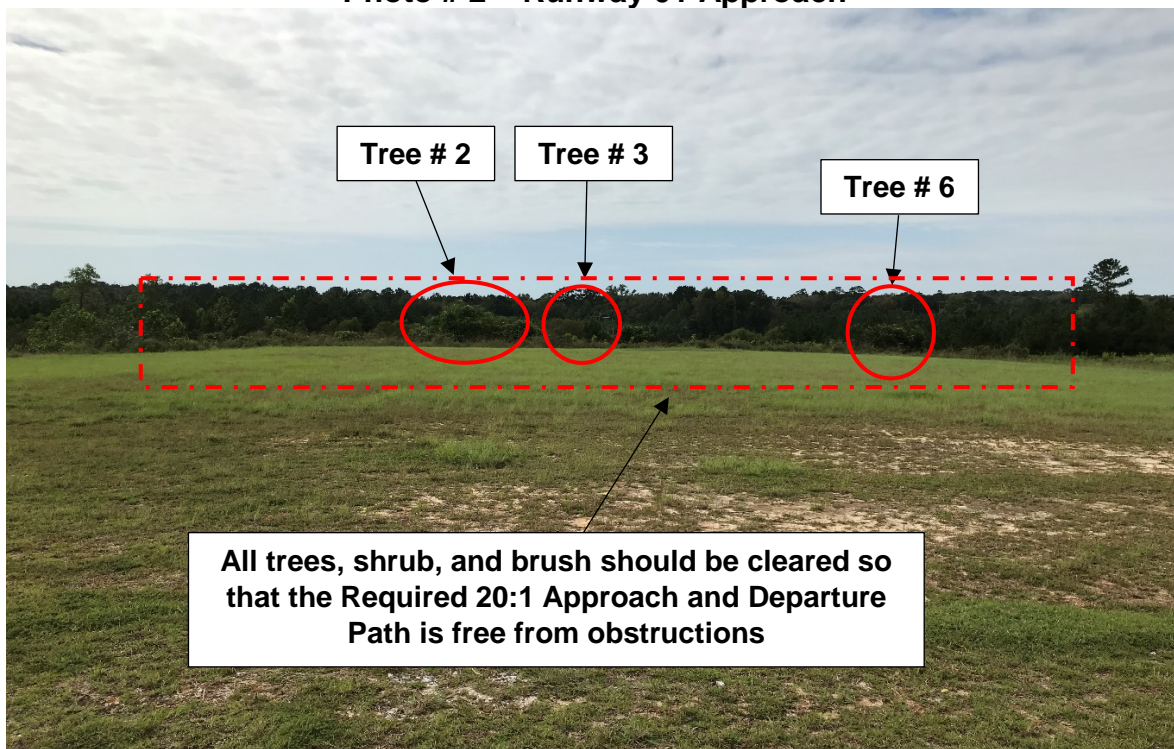
Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

Photo # 1 – Runway 19 Approach



Photo # 2 – Runway 01 Approach



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September 23, 2020

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:

- There was a non-frangible stick 112 feet from the end of Runway 01, in the Primary Surface that was being used to mark a depression. (See Photo #3).

Maintenance Required:

- The stick should be replaced with a marker that is frangible.

Photo # 3 – Stick in Primary Surface



Annual Inspection Results

Carl Folsom Airport

Elba, Alabama

September 23, 2020

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: *VIOLATION*

- There were two holes exceeding 3 inches found in the Runway Safety Area (RSA) during the inspection. The holes have formed at the base of runway lights, where the pavement is failing (See Photos #4, #5, #6 #7 and Appendix 3).

Required Action:

- Repair failing pavement and fill in holes immediately so that no hazardous surface variations exist.

Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

Photo # 4 – Hole in Runway Safety Area

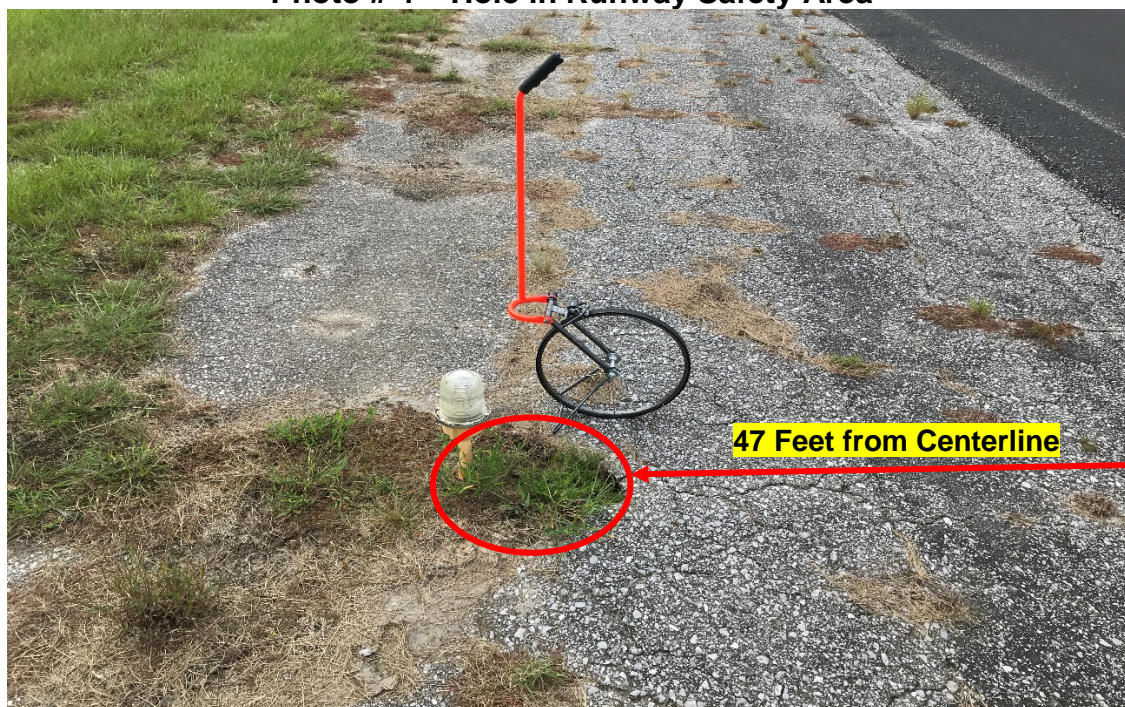


Photo # 5 – Depth of Hole in RSA



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September 23, 2020

Photo # 6 – Hole in Runway Safety Area

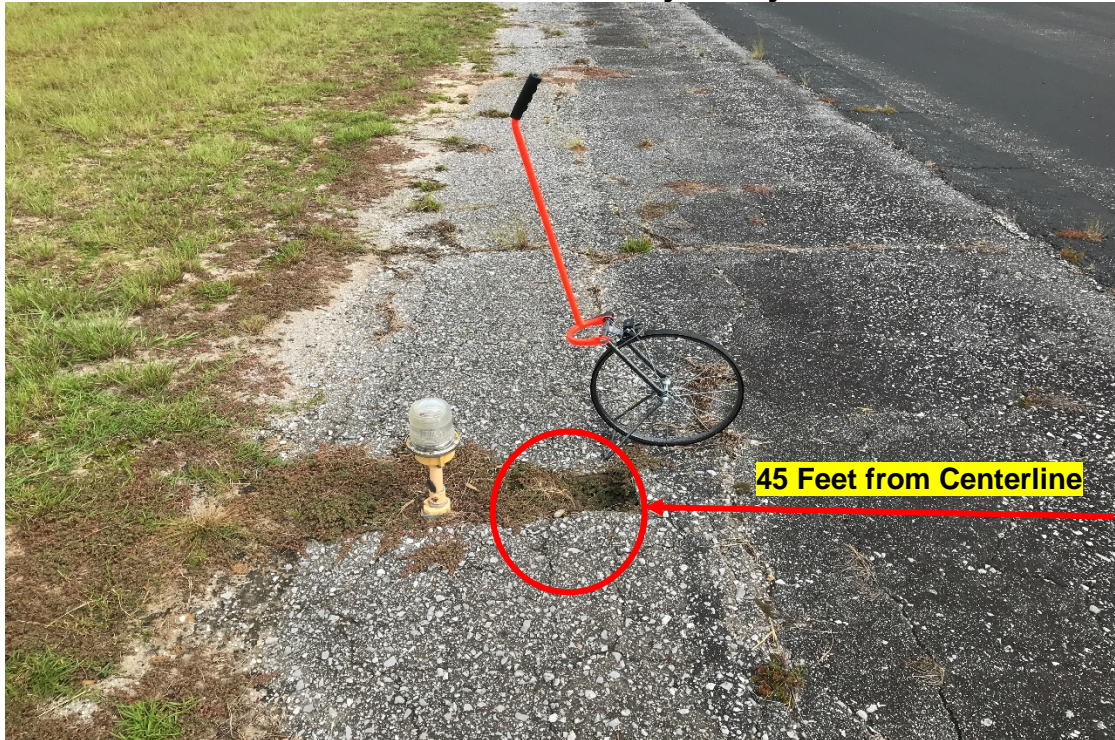


Photo # 7 – Depth of Hole in RSA



Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

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

- Runway 19 markings are in **POOR** condition (See Photo #8).
- Runway 01 markings are in **FAIR** condition (See Photo #9).
- Taxiway and Apron markings are in **FAIR** to **POOR** condition (See Photos #10 and #11).

Maintenance Required:

- Replace airport markings in accordance with FAA AC 150/5340-1M.

Photo # 8 – Runway 19 BSC Markings



Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

Photo # 9 – Runway 01 BSC Markings



Photo # 10 – Taxiway Markings



Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

Photo # 11 – Apron 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 from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator is operational but in **FAIR** condition (See Photo #12).

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September 23, 2020

Photo # 12 – Wind Direction Indicator



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 functionality of the airport lighting was not inspected due to the inaccessibility of the system's photo cell; however, all fixtures appeared in *good* condition with no broken globes or fixtures.

Annual Inspection Results

Carl Folsom Airport

Elba, Alabama

September 23, 2020

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 is in **FAIR** condition, experiencing thermal cracking of the micro surface. This is causing pieces of the micro surface to separate, which is producing foreign object debris (FOD) (See Photo #13). The runway surface also contains numerous water spots.
- Taxiway is in **FAIR** condition. Taxi-lanes are in **FAIR** to **POOR** condition in some areas, with polishing and cracks of medium severity that have opened up and are producing FOD (See Photos #14 and #15). There is one area surrounding a hangar that is approaching **pavement failure** and a safe movement area is becoming hard to delineate (See Photo #16).
- Apron is in **FAIR** condition and experiencing traverse cracking and crack sealant failure. (See Photo #17). Slippage is also occurring on the apron (See Photo #18).

Maintenance Required:

- Plan and execute a pavement rehabilitation project with the airport's consultant.
- It should be noted that the airport has a taxi-lane rehabilitation project listed on its Capital Improvement Plan (CIP). The airport should proceed with this pavement rehabilitation project.

**Annual Inspection Results
Carl Folsom Airport
Elba, Alabama**

September 23, 2020

Photo # 13 – Runway Micro-Surface Cracking



Photo # 14 – Taxi-lane Polishing



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September 23, 2020

Photo # 15 – Taxi-lane Raveling with FOD



Photo # 16 – Pavement Approaching Failure



**Annual Inspection Results
Carl Folsom Airport
Elba, Alabama**

September 23, 2020

Photo # 17 – Failed Crack Seal on Apron



Photo # 18 – Pavement Slippage and Cracking on Apron



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September 23, 2020

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. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection (See Photo #19). The fueling system was out of service at the time of the inspection.

Photo # 19 – Fuel System



Annual Inspection Results Carl Folsom Airport Elba, Alabama

September 23, 2020

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.

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

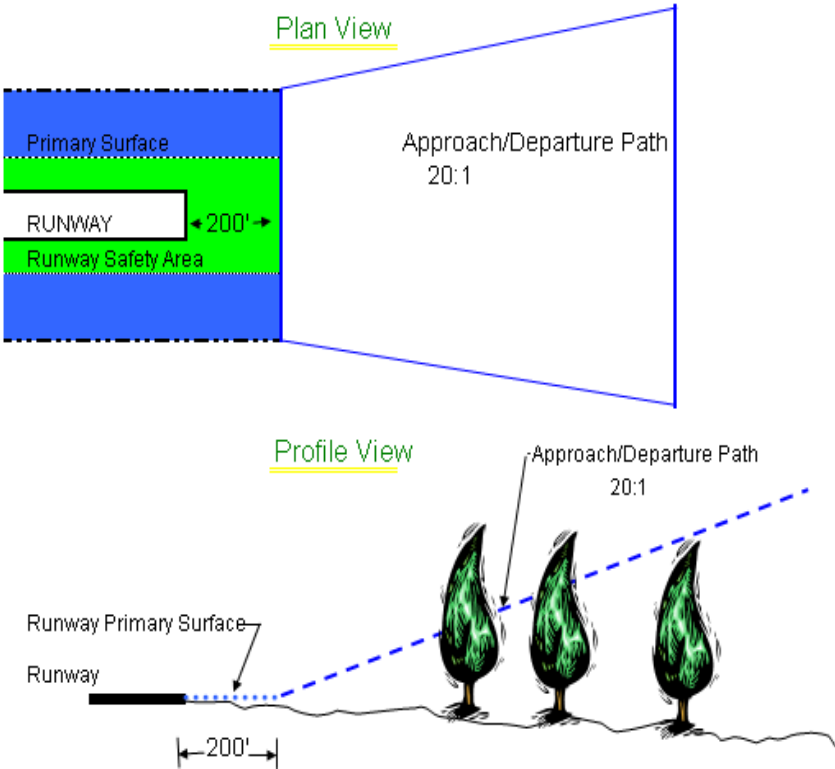
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Paths	VIOLATION	Remove all obstructions from the required 20:1 approach and departure path.
Primary Surface	Maintenance	Remove non-frangible stick and replace with frangible marker.
Runway Safety Area	VIOLATION	Repair failing pavement around light cans and fill in holes immediately.
Airport Markings	Maintenance	Remark airport markings in accordance with FAA AC 150/5340-1M.
Airport Surfaces	Maintenance	Proceed with project listed on the airport's CIP.

Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau at (334) 242-6820 with questions concerning the Annual Inspection Report.

Annual Inspection Results
Carl Folsom Airport
Elba, Alabama

September 23, 2020

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

ELBA-CARL FOLSOM AIRPORT
ELBA, AL
SEPTEMBER 23, 2020
RUNWAY 01 DIAGRAM

NOTES:
1. DRAWING NOT TO SCALE
2. TO BE USED FOR INFORMATIONAL PURPOSES ONLY
AND NOT TO BE USED FOR ANY OTHER PURPOSE
3. SATELLITE IMAGE MAY NOT BE CURRENT

2. TREE 7 FT. ADV. RWY END
277 FT. FROM RWY END
36 FT. RIGHT OF CNTLN.
11:1 OBST. CLNC.

3. TREE 9 FT. ADV. RWY END
351 FT. FROM RWY END
3 FT. LEFT OF CNTLN.
16:1 OBST. CLNC.

5. TREE 7 FT. ADV. RWY END
365 FT. FROM RWY END
108 FT. LEFT OF CNTLN.
23:1 OBST. CLNC.
*NOT CURRENTLY A VIOLATION

6. TREE 7 FT. ADV. RWY END
299 FT. FROM RWY END
110 FT. LEFT OF CNTLN.
14:1 OBST. CLNC.

ABOUT 8:1 APP. / DEP. PATH

