



Robert Bentley
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION
AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36110
PHONE (334) 242-6820
FAX (334) 353-6540



John R. Cooper
TRANSPORTATION DIRECTOR

August 27, 2012

The Honorable Raymond Steele
Mayor of Eutaw
Post Office Box 431
Eutaw, Alabama 35462

**Subject: Annual Inspection Report
Eutaw Municipal Airport**

Dear Mayor Steele:

An inspection of the Eutaw Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 20, 2012.

The airport is currently closed to operations and this closure is noted in the Airport Facility Directory and Master Record Form.

The inspection noted the removal of obstructions from both runway ends. The approaches to the runway now meet licensing requirements. This Annual Report shows the license deficiencies as well as maintenance items that need correction.

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

cc: Mr. Rans Black, FAA
Mr. Bobby Odom, Volkert and Assoc.

ANNUAL INSPECTION REPORT

AUGUST 20, 2012



EUTAW MUNICIPAL
EUTAW, ALABAMA

**ANNUAL INSPECTION REPORT
EUTAW MUNICIPAL AIRPORT
EUTAW, ALABAMA**

August 20, 2012

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August 20, 2012

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 Eutaw Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on August 20, 2012.

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 airport design standards referred to in this report were taken from the Alabama Department of Transportation Aeronautics Bureau Administrative Code and the Airport Layout Drawing prepared by Volkert & Associates in August of 2005.

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.

The airport is currently closed to operations pending the completion of a runway project to correct the runway condition. Based upon the findings of the inspection conducted on August 20, 2012 it was determined that the Eutaw 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. Approach and Departure Paths (See Appendix 1) Administrative Code 450-9-1-.12(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

- ➔ The Approach/Departure Path Runway 16 is unobstructed.
- ➔ The Approach/Departure Path to Runway 34 is unobstructed.

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Eutaw, Alabama**

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Photo 1



Approach to Runway 16

Photo 2



Approach to Runway 34

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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 was inspected on Runway 16/34 and was found to meet licensing requirements except for the drop in terrain adjacent to Runway 34 which is described in Section 3.

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

- ➔ Runway 34 – The ground drops at a point 104 feet past the threshold in excess of the 3% allowable grade.

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Required Action

- ➔ Fill, compact, and grade an area 200 feet in length and 120 feet in width with no more than a 3% slope along the length.

Or if Safety Area is not constructed:

- ➔ Displace threshold 100 feet and remark runway as displaced in accordance with FAA AC150/5340-1K "Standards for Airport Markings" and relocate the threshold lights to the displacement point.

Note: Preliminary plans have been suggested to lengthen the runway to the Northwest and relocate Runway 34 to provide the required Safety Area.

Photo 3



View from bottom of drop adjacent to Runway 34 threshold

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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

Maintenance

- The markings of Runway 16/34 are in *Poor* condition.

Photo 4



Runway Identifier markings of Runway 16

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Photo 5



Runway Identifier markings of Runway 34

Required Actions

- Remark runway in accordance with the provisions of FAA AC150/5340-1K "Standards for Airport 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.

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Inspection Results

Violation

- The wind direction indicator was found to be missing.

Required Action

- Place a wind direction indicator as required.

Photo 6



Windsock mounting location

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. Airport beacons are suggested. All runway, threshold, and taxiway lighting shall be maintained in operational

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condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

Maintenance

- ➔ The airport lighting system was inspected and found to have three runway light fixtures missing, five fixtures with missing globes and three broken mounting fixtures.
- ➔ Runway 16 has two threshold fixtures missing and one globe missing.
- ➔ Runway 34 has one threshold fixture missing and one broken.
- ➔ The runway lighting system is noted on the Airport Master Record as "Out of Service Indefinitely".
- ➔ The airport beacon is shielded from view by trees on the East side.

Photo 7



Threshold fixtures of Runway 34

Photo 8



Airport beacon shielded by trees

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Required Actions

- Close airport to night operations until lighting system is repaired.
- Replace all missing and out of service light fixtures.
- Relocate beacon to an unobstructed location.

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

Maintenance

- The runway, taxiway and apron pavement conditions are in *Poor* condition.
- The runway has transverse cracking and longitudinal cracks with vegetation.
- The ramp and taxiways have block and alligator cracking.

Required Action

- The paved surfaces of the airport must be overlaid.
- The overlay should be in conjunction with a runway lengthening project to correct the Safety Area violation of Runway 34.

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Photo 9



Block cracking on the ramp

Photo 10



Block, transverse and longitudinal cracking with vegetation on the runway

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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 fueling area.

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

- ➔ 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

- ➔ There were no prohibited activities noted during this inspection.

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INSPECTION SUMMARY

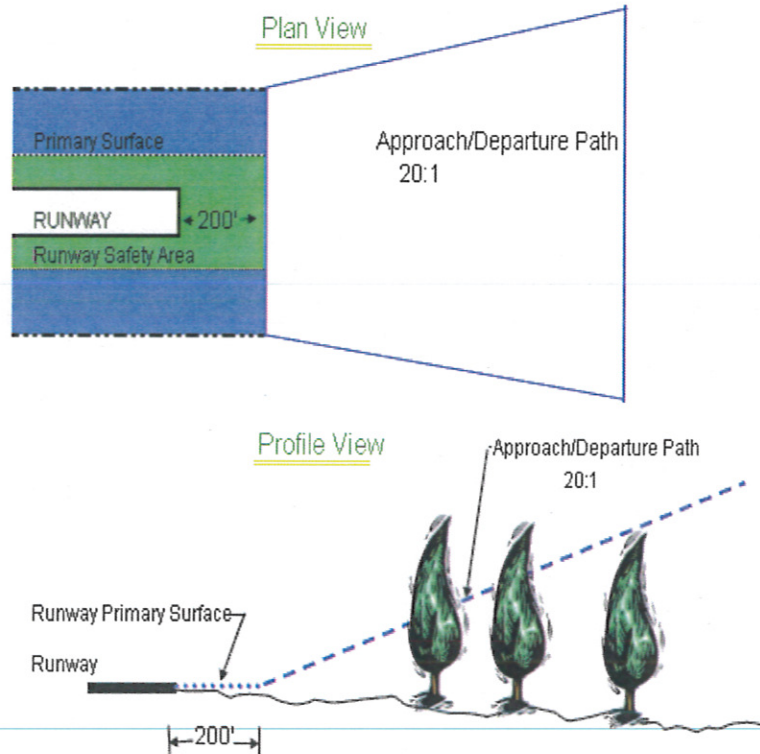
Violation/Maintenance	Corrective Action
Violation – Runway 34 Safety Area slope does not meet requirements	Construct 200 x 120 foot Safety Area adjacent to runway end Or Displace threshold 100 feet and remark as required and move threshold lights
Maintenance – Paved surfaces cracked with vegetation	Remove vegetation from cracks in pavement and seal cracks
Maintenance – Markings in Poor condition	Remark runway in accordance with FAA AC150/5340-1K
Violation – No Wind Direction Indicator	Place Wind Direction Indicator
Maintenance- Runway fixtures missing	Replace missing or out of service light fixtures.
Beacon obstructed	Move beacon to unobstructed location

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