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John R. Cooper
TRANSPORTATION DIRECTOR

March 29, 2019

Mr. Joe McEnerney, Chairman
Fairhope Airport Authority
161 North Section Street
Fairhope, Alabama 36532

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

Dear Mr. McEnerney:

An inspection of the H.L. "Sonny" Callahan Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 25, 2019. 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 meets the requirements for the issuance of an operating license. The report also details maintenance related items that should be addressed as soon as possible.

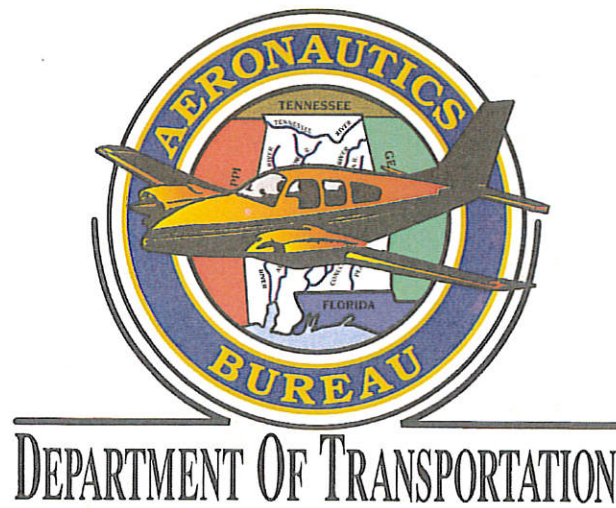
If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

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

Copy: Mr. Rans Black
FAA/ADO
Mr. Hank Eubanks, P.E.
Volkert & Associates, Inc.

February 25, 2019



ANNUAL INSPECTION REPORT



H. L. "SONNY" CALLAHAN AIRPORT

FAIRHOPE, ALABAMA

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

February 25, 2019

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 Ms. Jordan Garner of the Alabama Department of Transportation Aeronautics Bureau on February 25, 2019.

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 Plan (ALP) dated August 30, 2012.

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February 25, 2019

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 February 25, 2019, the airport **meets** 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:

- Runway 01 – No obstructions (See Photo # 1)
- Runway 19 – No obstructions (See Photo # 2)

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Fairhope, Alabama**

February 25, 2019

Photo # 1 – Runway 01 Approach



Photo # 2 – Runway 19 Approach



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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 meets state licensing requirements.

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:

- Settling has occurred around new electrical components (See Photo #3).
- Large equipment has rutted a section of the safety area at the approach end of Runway 1 (Photo #4).

Maintenance Required:

- Correct erosion/settling and rutting in the safety area.

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Photo #3—Electrical Trench Settling



Photo #4—Rutting from large equipment



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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:

- The runway markings are poor condition due to fading caused by dirt and algae growth (See Photo #5).
- Taxiway markings are in poor condition due to fading

Maintenance Required:

- Clean markings. If markings are unable to be cleaned, remark runways in accordance with FAA AC 150/5340-1L.

Photo #5 – PIR Markings Runway 01



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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 (wind cone) is operational and in good condition (See Photo #6).

Photo #6 – Wind Cone



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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 results of the lighting system inspection are as follows:

Taxiway Lights	– 12 inoperative
Runway Lights	– 0 inoperative
Threshold Lights	– 0 inoperative
RWY 1 REIL	– 0 inoperative; REILS out of sync
RWY 19 REIL	– 0 inoperative
RWY 1 PAPI	– 100% operational
RWY 19 PAPI	– 100% operational

Maintenance Required:

- Repair/replace inoperative lights.
- Correct Runway 01 REILs.

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.

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Inspection Results:

- The airport pavement surfaces are in overall fair condition
 - Rwy 01/19: good/fair condition due to joint/longitudinal cracking with vegetation and raveling. New sod from construction is overlapping onto runway surfaces (Photo #7).
 - Primary taxiway is in good condition but is experiencing joint/longitudinal cracking and raveling.
 - The secondary taxiway is in fair/poor with moderate raveling, frequent thermal cracks, wide cracks with vegetation in cracks (See Photo #8 and #9).

Maintenance Required:

- Remove sod from runway surface and grade area to allow proper drainage from runway.
- Secondary taxiway: Clean and seal open cracks and joints. Apply new surface treatment or thin overlay. It is recommended that the secondary taxiway system be closed and the direct access to the runway be removed.

Photo #7 – Sod Overlapping Runway Surface



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Photo #8—Secondary Taxiway



Photo #9—Secondary Taxiway connector



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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:

- 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. 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.

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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

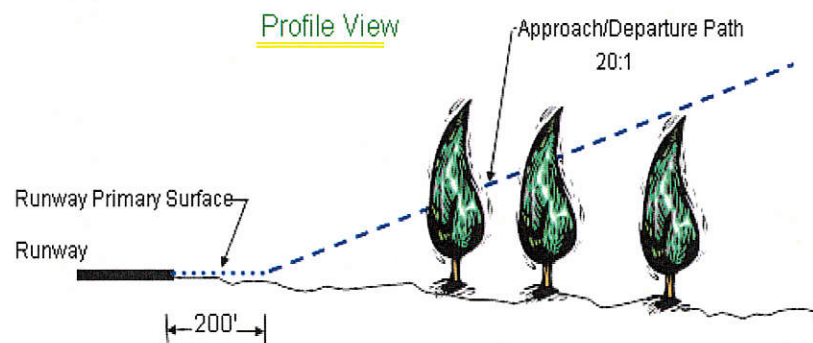
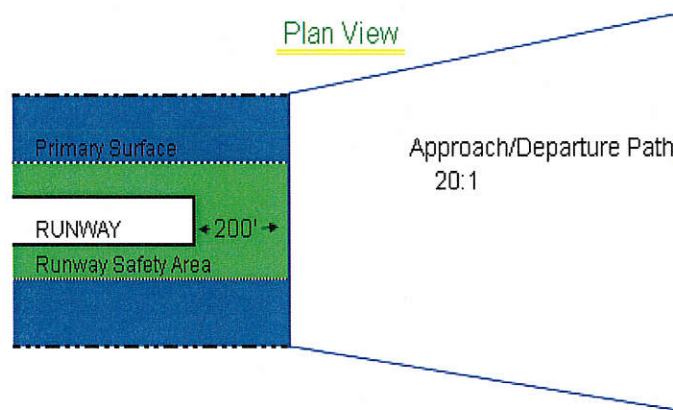
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	Maintenance	Correct erosion/settling and rutting in the safety area.
Airport Markings	Maintenance	Clean markings. If markings are unable to be cleaned, remark runways in accordance with FAA AC 150/5340-1L.
Airport Lighting	Maintenance	Repair/replace inoperative lights. Correct Runway 01 REILs.
Airport Surfaces	Maintenance	Remove sod from runway surface and grade for drainage. Address secondary taxiway condition.

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