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John R. Cooper  
TRANSPORTATION DIRECTOR

January 6, 2020

The Honorable John E. Koniar  
Mayor, City of Foley  
P.O. Drawer 1750  
Foley, Alabama 36536

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

Dear Mayor Koniar:

An inspection of the Foley Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on December 19, 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. Graham Coffelt, P.E.  
FAA/ADO  
Mr. Hank Eubanks, P.E.  
Volkert & Associates, Inc.  
Ms. Rachel Keith  
City of Foley

DECEMBER 19, 2019



DEPARTMENT OF TRANSPORTATION

## ANNUAL INSPECTION REPORT



FOLEY MUNICIPAL AIRPORT

FOLEY, ALABAMA

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# **Annual Inspection Report Foley Municipal Airport Foley, Alabama**

December 19, 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 Foley Municipal Airport was conducted by Ms. Jordan Garner of the Alabama Department of Transportation Aeronautics Bureau on December 19, 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 January 14, 2013.

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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 December 19, 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 36 – No obstructions (See Photo # 1). However, there are several trees that are beginning to encroach on the FAA 20:1 non-precision approach clearance standards for the airport. Both trees have a slope clearance of 20:1.
- Runway 18 – No obstructions (See Photo # 2)



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**Photo # 1 – Runway 36 Approach**



**Photo # 2 – Runway 18 Approach**



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Foley Municipal Airport  
Foley, Alabama**

December 19, 2019

**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:**

- The runway safety area meets state licensing requirements.



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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:

- Most of the runway markings are in fair condition due because of fading due to algae growth/ (See Photo #3 and #4). Runway aiming points for the non-precision approach are in poor condition.

### Maintenance Required:

- Clean markings. If unable to cleaned, markings should eventually be replaced in accordance with FAA AC 150/5340-1M.

**Photo #3—NPI Markings Runway 18**





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Photo #4—NPI Markings Runway 36



## 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 #5).
- Segmented circle is faded and should be repainted.

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Photo #5 – Wind Cone



## 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	– 3 inoperative
Runway Lights	– 1 inoperative
Threshold Lights	– 0 inoperative
RWY 36 PAPI	– 0 inoperative
RWY 18 PAPI	– 0 inoperative

### Maintenance Required:

- Repair/replace inoperative lights.

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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:**

- The airport pavement surfaces are in fair condition. Crack sealant is failing in a majority of the sealed cracks, allowing vegetation to grow through in some places and creating foreign object debris (FOD). Discoloration due to water around the edge of some sections of the runway is evident (See Photos #6, #7, and #8).
- Taxiway is in good condition.
- Apron is in fair condition; however, it is experiencing some raveling at the edges.

### **Maintenance Required:**

- Clean and seal cracks.
- Keep all surfaces clear of Foreign Object Debris (FOD).
- It is recommended that the airport contact the airport consultant to discuss a pavement maintenance plan for the airport surfaces.



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**Photo #6—Failing Crack Sealant RWY 18**



**Photo #7—Water Marks Rwy 18/36**





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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.
- Hoses are not being stowed properly and could present dangers to aircraft (See Photo #8).

### **Maintenance Required:**

- Ensure that fuel hoses are stored away properly.

# Annual Inspection Report Foley Municipal Airport Foley, Alabama

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Photo #8—Fuel Hoses



## 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. However, tie-down ropes on the ramp were coiled. Though not prohibited, consideration should be taken for aircraft with lower propeller clearances.

# Annual Inspection Report Foley Municipal Airport Foley, Alabama

December 19, 2019

## Summary:

The table below summarizes items noted in this report.

### INSPECTION SUMMARY

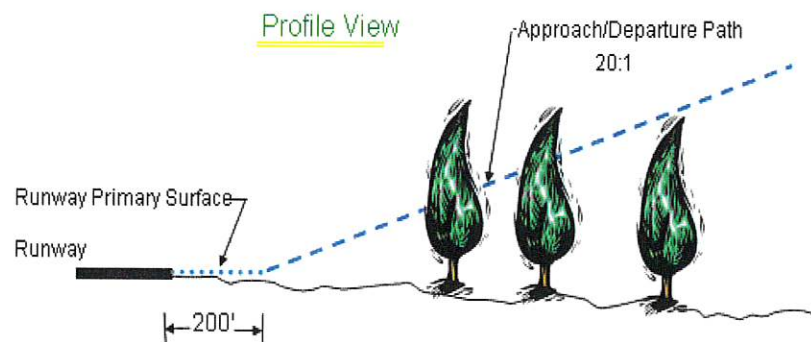
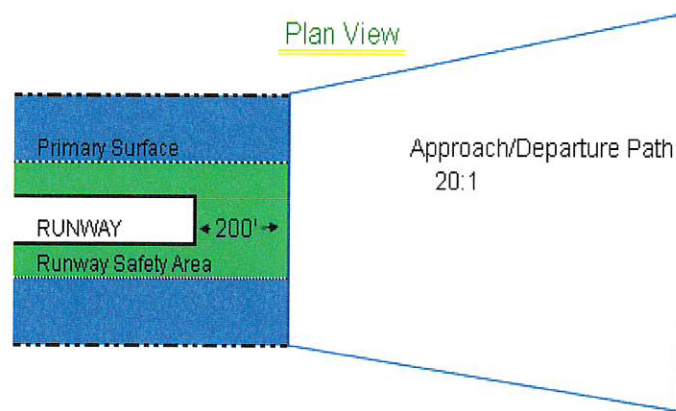
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Path	Maintenance	Maintain a clear 20:1 approach slope.
Airport Markings	Maintenance	Clean markings. If unable to cleaned, markings should eventually be replaced in accordance with FAA AC 150/5340-1M.
Airport Lighting	Maintenance	Repair/replace inoperative lights.
Surfaces	Maintenance	Clean and seal cracks. Keep all surfaces clear of Foreign Object Debris (FOD). It is recommended that the airport contact the airport consultant to discuss a pavement maintenance plan for the airport surfaces.
Fuel Area Requirements	Maintenance	Ensure that fuel hoses are stored away properly.

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