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John R. Cooper
TRANSPORTATION DIRECTOR

February 21, 2020

The Honorable Larry Chesser
Mayor, City of Fort Payne
100 Alabama Avenue NW
Fort Payne, Alabama 35967

**Subject: Annual Inspection Report
Isbell Field Airport (4A9)**

Dear Mayor Chesser:

An inspection of the Isbell Field Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 3, 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 meets all requirements for the issuance of an operating license. However, there are several maintenance items that need to be addressed. The license is now in effect with no restrictions. A signed license certificate will be mailed separately within several weeks.

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: Mr. Wes Mittlesteadt, FAA/ADO
Mr. Jeff Redmill, P.E., BWSC
Mr. Barry Stone, Airport Manager
Mr. Robert A Parker, City Clerk

Annual Inspection Report

February 3, 2020



***Isbell Field Airport (4A9)
Fort Payne, Alabama***

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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 Fort Payne Municipal Airport (Isbell Field) was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on February 3, 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 Plan (ALP) dated July 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 February 3, 2020, and subsequent corrective action, it was determined that the airport **meets** the requirements for the issuance of an operating license. The license is **issued** without restriction.

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 2).
- 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 04 – No obstructions (See Photo #1).
- Runway 22 – No obstructions (See Photo #2).

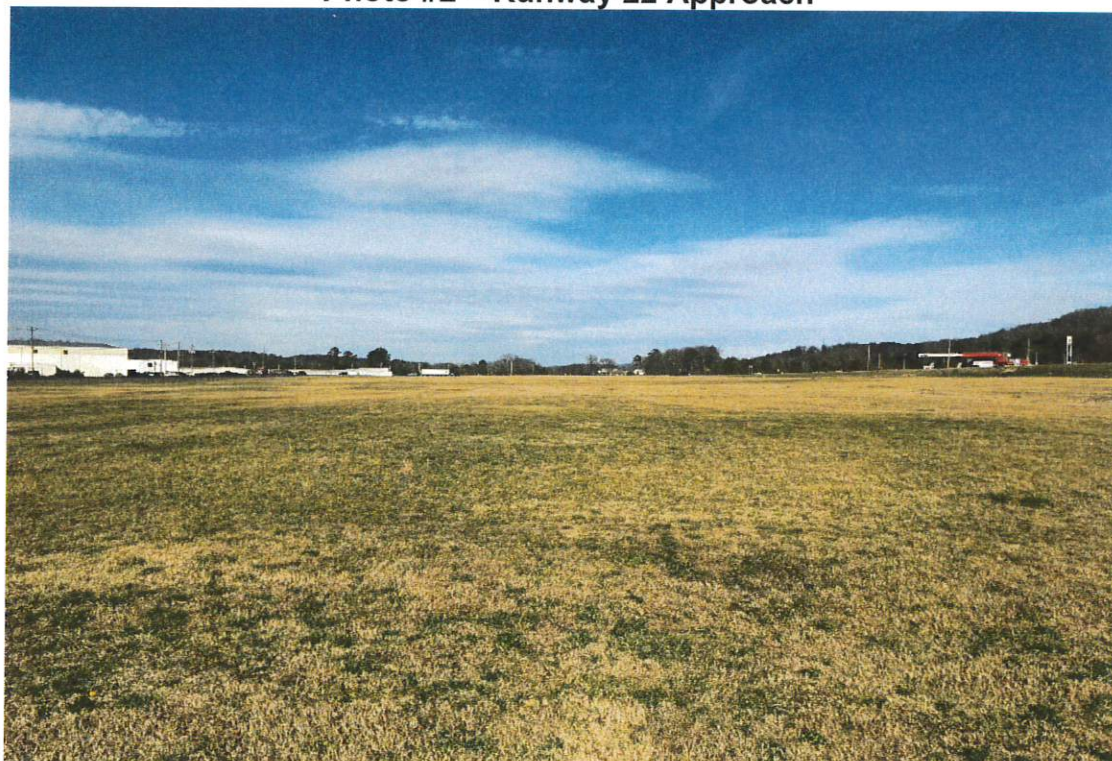
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Photo #1 – Runway 04 Approach



Photo #2 – Runway 22 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 (See Photo #3).

Photo #3 – Primary Surface and Runway Safety Area



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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:

- At the time of inspection, a light base in The Runway Safety Area exceeded the three-inch limitation. However, the airport has brought the grade up around the light base and the Runway Safety Area now meets state licensing requirements (See Photo #4).

Photo #4 – Light Base in Runway Safety Area (With Correction)



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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 airport markings are in **GOOD** condition (See Photo #5).

Photo #5 – Runway 22 NPI Markings



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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 sock) is in **GOOD** condition (See Photo #6).

Photo #6 – Wind Direction Indicator



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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:

- An inspection of the lighting system had the following results:

Runway Lights	0 inoperable
Taxiway Lights	3 inoperable
Threshold Lights	0 inoperable
REIL	RWY 22 inoperable

Required Action:

- Repair/replace all inoperable lighting components.

**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:

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

Ramp	<u>FAIR.</u> Cracks on ramp are opening up and are of medium severity (See Photo #7).
Old FBO/Ramp	<u>POOR.</u> Area adjacent to runway where old FBO was located is experiencing severe cracking with large chunks of Foreign Object Debris (FOD) present (See Photo #8).
Taxiways	<u>GOOD.</u>
Runway	<u>GOOD.</u>

Maintenance Required:

- The cracking on the ramp should be addressed with pavement maintenance project. It should be noted that a ramp rehabilitation project included in the airport's capital improvement plan (CIP) for next year (2021), which will resolve cracking issue.
- Old ramp/FBO area west of runway should be closed to ALL aircraft movement, due to the poor quality of pavement and large amount of FOD. This area is deemed unsafe to aircraft operations and should be properly marked off in accordance with FAA AC150/5340-1M.

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Photo #7 – Ramp Cracking



Photo #8—Old Ramp/FBO Area



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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 fuel system 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

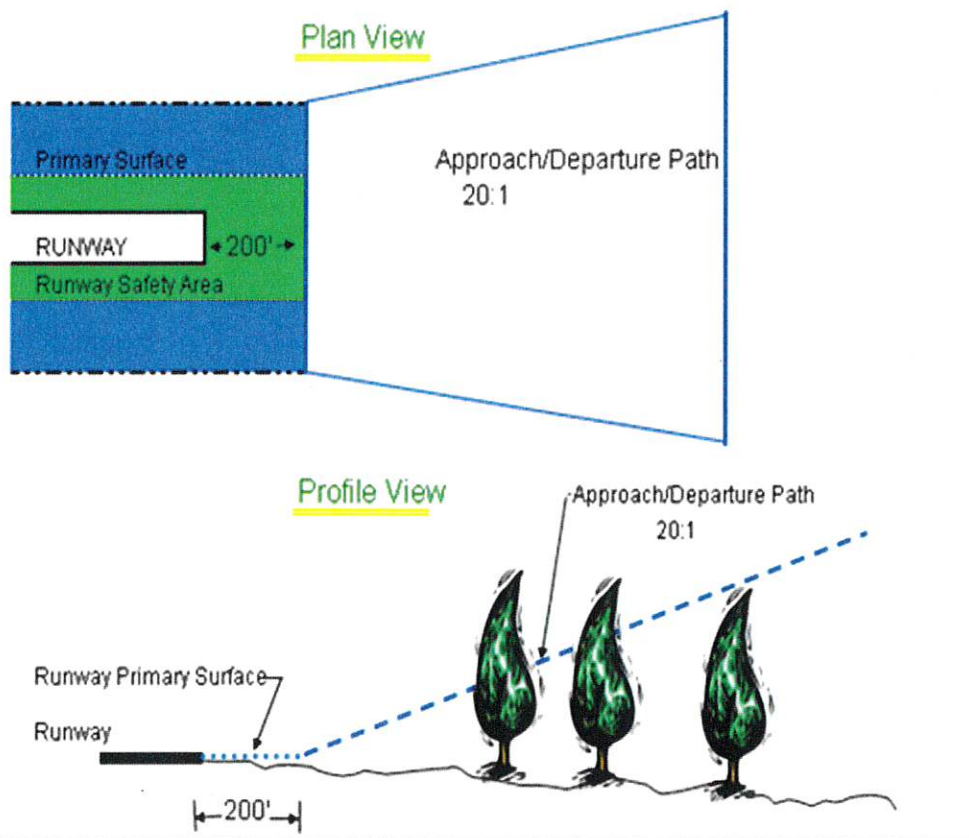
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	Maintenance	Light base exceeded 3-inch limitation. Corrective action was taken , and hazard was mitigated.
Airport Lighting	Maintenance	Replace/repair inoperable lighting components.
Airport Pavement	Maintenance	Ramp pavement rehabilitation project to take place next year. Mark old ramp as a non-movement/restricted area in accordance with FAA AC150/5340-1M.

Please contact Mr. Gus Slaten with 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