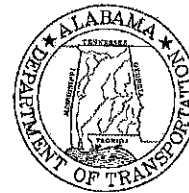




Kay Ivey
GOVERNOR

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

July 30, 2019

Mr. William Cunningham
Chairman, Gadsden Airport Authority
185 Ira Gray Drive
Gadsden, Alabama 35901

Subject: Annual Inspection Report
Northeast Alabama Regional Airport (GAD)

Dear Mr. Cunningham:

An inspection of the Northeast Alabama Regional Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 30, 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 Northeast Alabama Regional Airport. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. The license is being withheld pending issues addressed in the attached report. There are several items of maintenance that should be addressed as soon as possible.

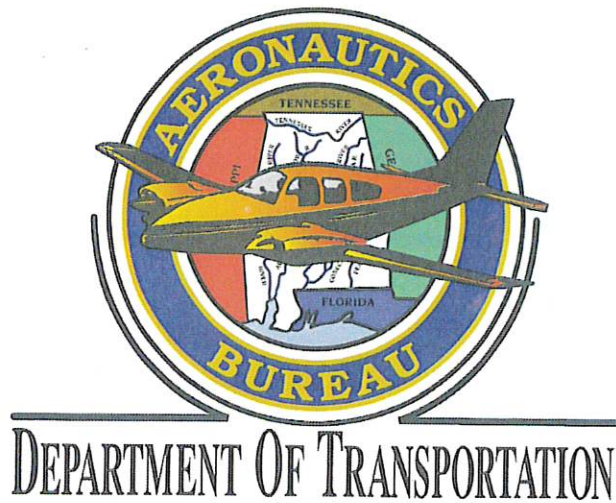
If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

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

cc: Mr. Randall Gober, Airport Manager
Mr. Rans Black, FAA/ADO
Mr. Wes Mittlesteadt, FAA/ADO
Mr. Ken Gilbert, Neel-Schaffer, Inc.

July 30, 2019



ANNUAL INSPECTION REPORT



***Northeast Alabama Regional Airport (GAD)
Gadsden, Alabama***

**Annual Inspection Report
Northeast Alabama Regional Airport (GAD)
Gadsden, Alabama**

July 30, 2019

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Annual Inspection Report Northeast Alabama Regional Airport (GAD) Gadsden, Alabama

July 30, 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 Northeast Alabama Regional Airport was conducted by Mr. Ethan Tharpe of the Alabama Department of Transportation Aeronautics Bureau on July 30, 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 July 2006.

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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 July 30, 2019 the airport ***DOES NOT MEET*** the requirements for the issuance of an operating license. The license is being withheld pending completion of the required actions detailed in this report. The code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

Annual Inspection Report Northeast Alabama Regional Airport (GAD) Gadsden, Alabama

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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 06- No Obstructions (See Photo #1).
- Runway 24- No Obstructions (See Photo #2).
- Runway 18- Obstructions (See Photo #3 and Appendix 2).
- Runway 36- No Obstructions (See Photo #4).

Required Action:

- Remove all obstructions within the 20:1 approach and departure path.
- The obstructions detailed in the report are representative and may not include all obstructions in the approach and departure path.

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Northeast Alabama Regional Airport (GAD)
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Photo #1- Runway 6 Approach Path



Photo #2- Runway 24 Approach Path



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Photo #3- Runway 18 Approach Path

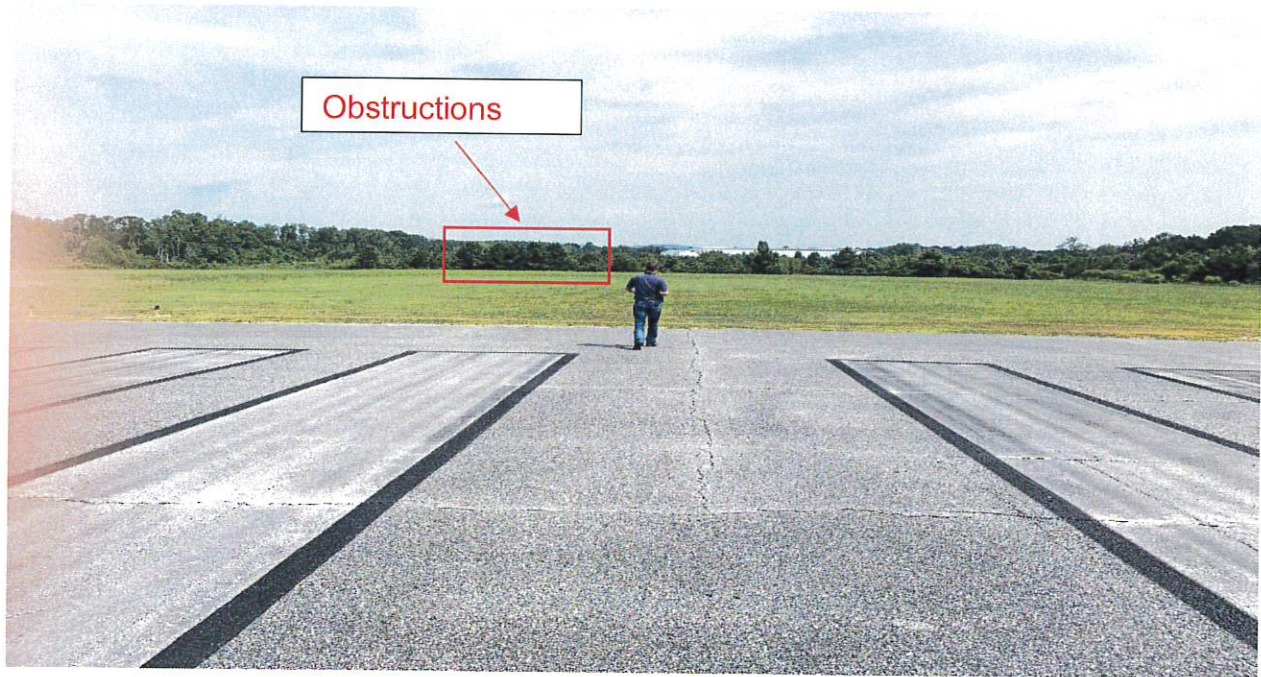


Photo #4- Runway 36 Approach Path



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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: **VIOLATION**

- Erosion occurring runway 18. (See Photo #5)
- Erosion occurring exposing electrical wiring. (See Photo #6)
- Obstructions in primary surface area (See Photo #7)

Required Action:

- Arrest erosion.
- Remove obstructions in primary surface.

Photo #5 - Primary Surface



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Photo #6 – Primary Surface



Photo #7 – Primary Surface



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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:

- Erosion occurring shoulder of runway 36. (See Photo #8)
- The shoulders of 18/36 are cracking and creating foreign object debris (FOD) to appear on the runway surface. (See Photo #9)

Action Required:

- Arrest erosion.
- Contact airport consultant to plan future shoulder repairs.

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Photo #8 – Runway Safety Area



Photo #9 – Buckling RWY 18/36 Shoulder



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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:

- Runway 6/24 markings are in **FAIR** condition. (See Photo #10 and #11)
- Runway 18/36 markings are in **POOR** condition. (See Photo #12 and #13)

Required Action:

- The current 18/36 markings could possibly be cleaned with a water and bleach mixture followed by power washing. If the markings are unable to be cleaned, new markings should be applied in accordance with FAA AC 150/5340-1M.
- The current 6/24 markings could possibly be cleaned with a water and bleach mixture followed by power washing. If the markings are unable to be cleaned, new markings should be applied in accordance with FAA AC 150/5340-1M.

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Photo #10 – Runway 6 NPI Markings



Photo #11 – Runway 24 NPI Markings



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Photo #12- Runway 36 NPI Markings



Photo #13 – Runway 18 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 faded. (See Photo #14)

Required Action:

- Replace wind sock.

Photo #14 - 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:

<i>Runway Lights</i>	RWY 6/24: 3 inoperable. RWY 18-36 System out of service.
<i>Taxiway Lights</i>	0 inoperable
<i>Threshold Lights</i>	0 inoperable
<i>REIL's</i>	REIL's were inoperable at the time of inspection.

- The lighting components of 18/36 were inoperable and has no active NOTAM at the time of inspection.
- Erosion around light bases occurring. (See Photo #'s 15 and 16)

Required Action

- Repair or replace all inoperable lighting components.
- Issue NOTAM runway 18/36 closed for night operations
- Arrest erosion around fixture bases.

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Photo #15 – Erosion Around Electrical Boxes



Photo #16 – Airport Lighting



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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:

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

Ramp	GOOD.
Taxiways	POOR: Taxiway A has pavement buckling higher than 3 inches ~30' from AWOS station. Proceed with planned maintenance project as soon as possible. (See Photo #18)
Runway	06/24: GOOD. 18/36: FAIR. Cracking and vegetation are visible at several locations on the runway surface (See Photo #17).

Required Action:

- The airport should contact their airport consultant to plan future pavement maintenance on the runway.
- The airport should proceed with pavement maintenance on the taxiways.
- The airport should periodically sweep 18/36 to eliminate FOD from the runway.
- The **Aeronautics Bureau** strongly recommends the closure of affected portion of taxiway A due to high risk to safe aircraft operations.

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Photo #17 – Runway Cracking and Vegetation



Photo #18 – Pavement Buckling Taxiway A



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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 Aeronautics Bureau. (See Photo #19).
- Fire Extinguisher is expired.
(See Photo # 20)

*The State of Alabama Department of Agriculture and Industries may
have additional requirements for fueling systems that were not
considered during this inspection*

Action Required:

- Inspect fire extinguisher and properly note on tag.

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Photo #19 - AVGAS Self-Serve Fueling Area



Photo #20 – Expired Fire Extinguisher



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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.

Annual Inspection Report Northeast Alabama Regional Airport (GAD) Gadsden, Alabama

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Summary:

The table below summarizes items noted in this report:

INSPECTION SUMMARY

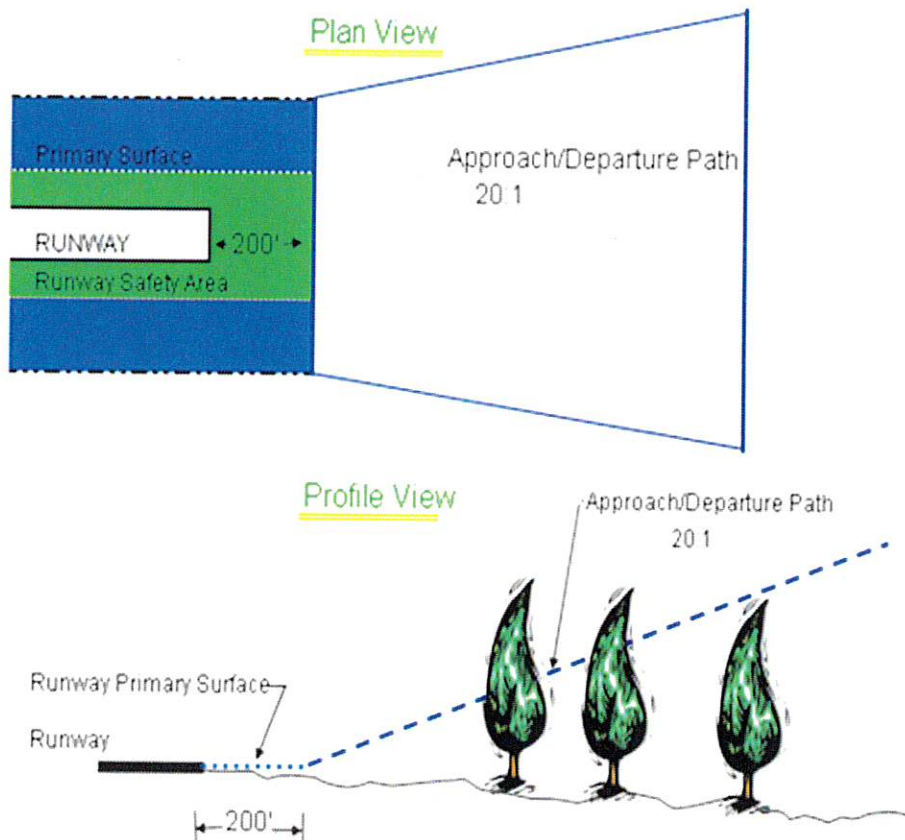
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Paths	VIOLATION	Remove trees on RWY 18 Approach shown in Appendix 2.
Primary Surface	VIOLATION	Correct erosion and remove obstacles.
Runway Safety Area	Maintenance	Arrest Erosion Consult airport consultant to fix buckling shoulders.
Airport Markings	Maintenance	Clean or replace markings in accordance with FAA AC 150/5340-1L.
Wind Direction Indicator	Maintenance	Replace wind sock.
Airport Lighting	Maintenance	Repair/Replace inoperable lighting components. NOTAM 18/36 closed for night ops.
Airport Surface Conditions	Maintenance	Contact airport consultant. Sweep runway 18/36 to eliminate foreign object debris (FOD). Advise closure of taxiway A.

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			



NORTHEAST, ALABAMA RCNL
0973052019

Rwy 18 Obstructions: Tree(s)

Location:

650' FROM Rwy END

109' RIGHT OF CENTERLINE

26' ABOVE Rwy END

17:1 SLOPE

