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John R. Cooper
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January 14, 2021

The Honorable Johnnie B. Washington
Mayor of Greensboro
P.O. Box 77
Greensboro, Alabama 36744

**Subject: Airport Re-Inspection
Greensboro Municipal Airport (7A0)**

Dear Mayor Washington:

On January 12, 2021, personnel of the Alabama Department of Transportation, Aeronautics Bureau re-inspected Greensboro Municipal Airport via photo review. The purpose of the re-inspection was to ascertain actions taken to correct the safety deficiencies noted in the December 20, 2020 inspection report.

A review of photos provided by the airport sponsor has concluded that all hay bales have been removed from the airport's Primary Surface. As a result, the airport now meets the requirements for an operating license. The operating license for the airport is re-issued and is in full effect. A signed license certificate will be mailed separately within a few 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,

Frank Farmer,
Chief, Aeronautics Bureau

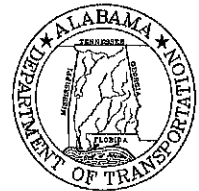
Copy: Mr. Rans Black - FAA/ADO
Mr. Graham Coffelt - FAA/ADO
Mr. Charles Seale - Airport Manager
Ms. Natalie Hobbs, P.E. - Goodwyn, Mills, and Cawood



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John R. Cooper
TRANSPORTATION DIRECTOR

January 8, 2021

The Honorable Johnnie B. Washington
Mayor of Greensboro
P.O. Box 77
Greensboro, Alabama 36744

**Subject: Annual Inspection Report
Greensboro Municipal Airport (7A0)**

Dear Mayor Washington:

An inspection of the Greensboro Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on December 30, 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 ***does not meet*** all requirements for the issuance of an operating license. There were hay bales discovered in the Primary Surface, as well as several maintenance items detailed in the report that should be addressed as soon as possible. Once the violation mentioned in the report has been addressed and corrected, a reinspection will be conducted, and a license will be reissued.

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,

Frank Farmer
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO
Mr. Graham Coffelt, FAA/ADO
Mr. Charles Seale, Airport Manager
Ms. Natalie Hobbs, P.E., Goodwyn, Mills, and Cawood

Annual Inspection Report

December 30, 2020



Greensboro Municipal Airport (7A0)
Greensboro, Alabama

**Annual Inspection Report
Greensboro Municipal Airport (7A0)
Greensboro, Alabama**

December 30, 2020

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Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

December 30, 2020

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 Greensboro Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on December 30, 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.

Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

December 30, 2020

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 30, 2020, it was determined that the 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 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 18 - No obstructions (See Photo #1).
- Runway 36 - No obstructions (See Photo #2).

**Annual Inspection Report
Greensboro Municipal Airport (7A0)
Greensboro, Alabama**

December 30, 2020

Photo #1 – Runway 18 Approach



Photo #2 – Runway 36 Approach



Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

December 30, 2020

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.

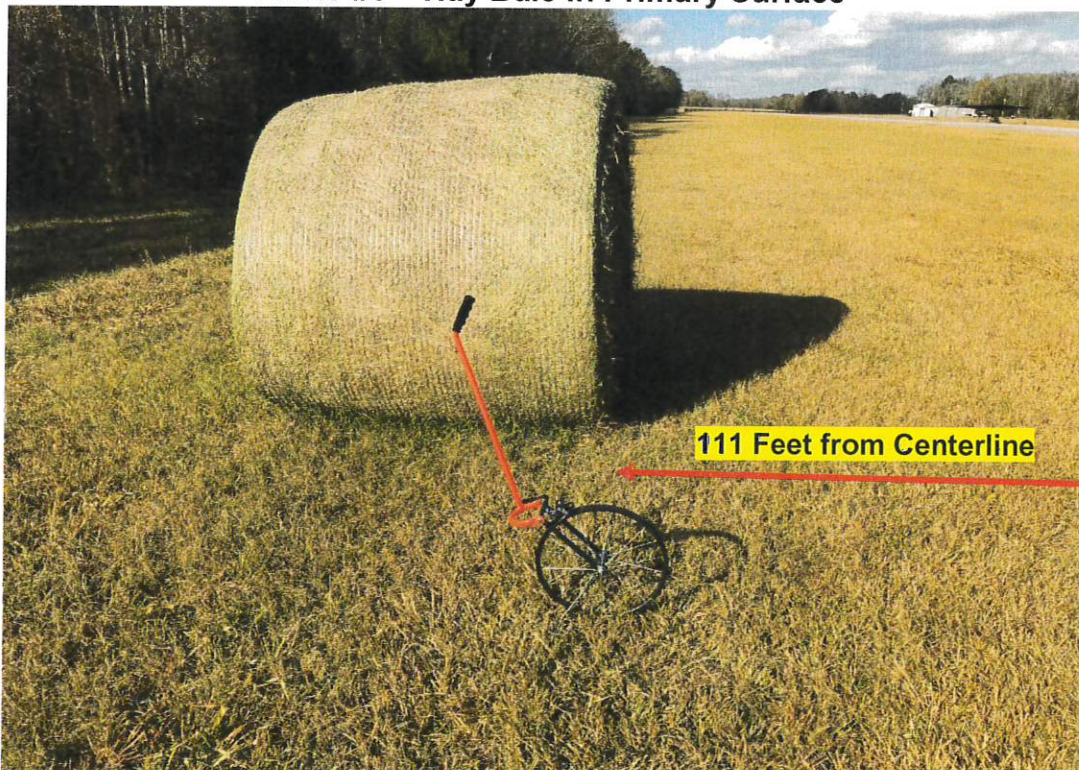
Inspection Results: **VIOLATION**

- The Primary Surface is violated by hay bales at 105 feet to 122 feet left and right of the runway centerline (See Photos #3 and #4).

Required Action:

- Remove hay bales from Primary Surface.

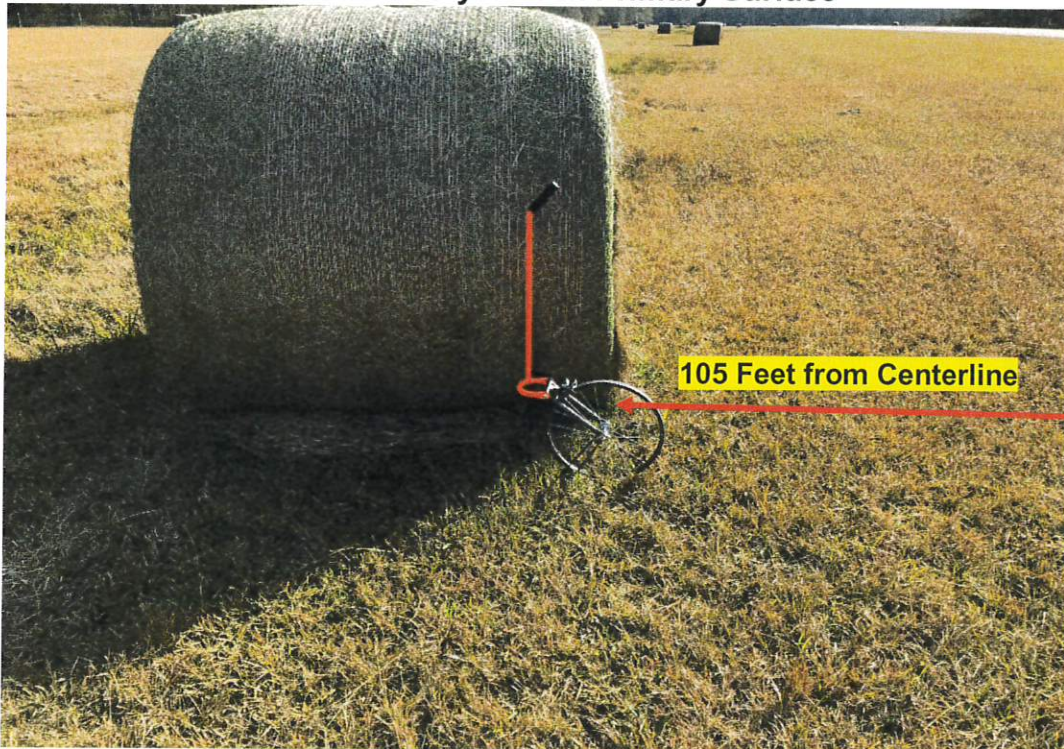
Photo #3 – Hay Bale in Primary Surface



Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

December 30, 2020

Photo #4 – Hay Bale in Primary Surface



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.

Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

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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 **POOR** condition (See Photo #5).

Photo #5 – Runway 18 BSC Markings



Maintenance Required:

- The current markings could possibly be cleaned 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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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 is in **GOOD** condition with all lights operable (See Photo #5).
- Segmented Circle needs to be repainted (See Photo #6).

Maintenance Required:

- Segmented Circle needs to be repainted.

Photo #6 - Wind Direction Indicator



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Greensboro, Alabama**

December 30, 2020

**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	0 inoperable
Threshold Lights	0 inoperable
REIL's	0 inoperable

Maintenance Required:

- Repair 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.

Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

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Inspection Results:

- All airport pavement surfaces were inspected and found to be in **FAIR** condition.
- Runway is experiencing moderate reflective cracking (See Photo #7).
- Apron and taxiway are experiencing moderate weathering with thermal and joint cracking.

Photo #7 – Runway Reflective Cracking



Maintenance Required:

- Proceed with runway overlay listed on airport's Capital Improvement Plan (CIP).
- Consult with airport engineer to plan a pavement rehabilitation project for the apron and taxiway.

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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 Aeronautics Bureau. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.
- There was no inspection tag visible on the fire extinguisher (See Photo #8).

Photo #8 – Fire Extinguisher with No Inspection Tag



Maintenance Required:

- Have fire extinguisher properly inspected and tagged.

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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.

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

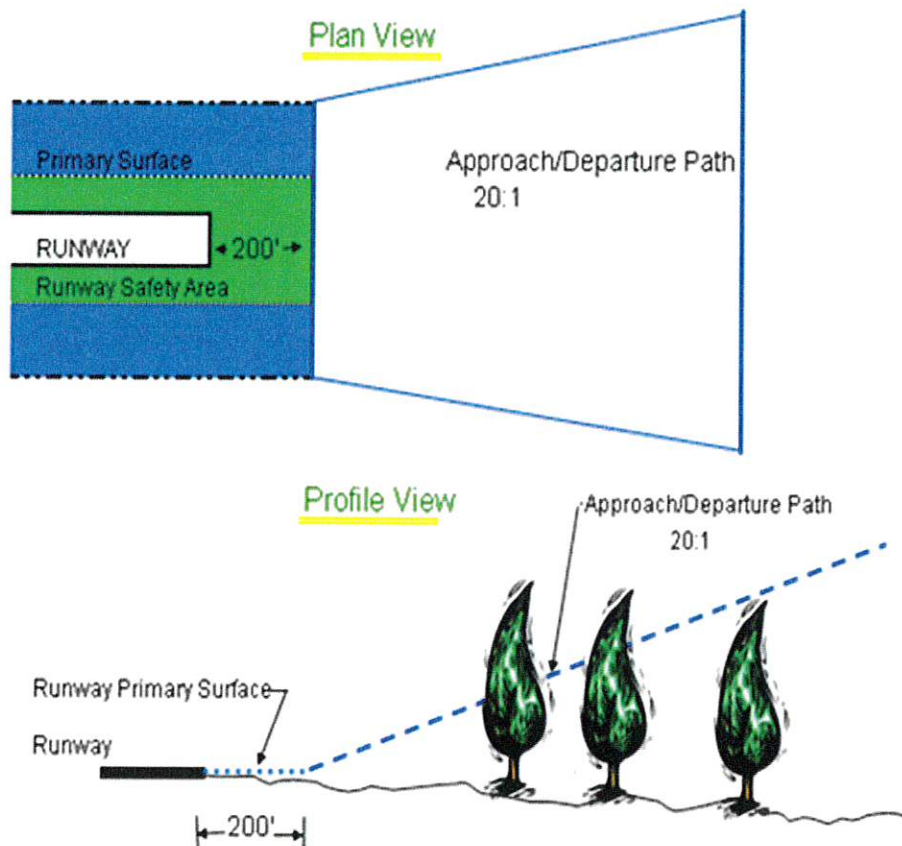
Inspection Area	Violation/Maintenance	Corrective Action
Primary Surface	VIOLATION	Remove hay bales from Primary Surface.
Airport Markings	Maintenance	Clean or replace markings in accordance with FAA AC 150/5340-1M.
Wind Direction Indicator	Maintenance	Repaint Segmented Circle.
Airport Surfaces	Maintenance	Contact Engineer for evaluation and corrective action.
Fueling Area Requirements	Maintenance	Have fire extinguisher properly inspected and tagged.

Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau at (334) 242-6820 with questions concerning the Annual Inspection Report.

Annual Inspection Report Greensboro Municipal Airport (7A0) Greensboro, Alabama

December 30, 2020

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