



Kay Ivey
GOVERNOR

**ALABAMA
DEPARTMENT OF TRANSPORTATION**

**AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36130**

PHONE (334) 242-6820
FAX (334) 353-6540



John R. Cooper
TRANSPORTATION DIRECTOR

August 10, 2020

The Honorable Dexter McClendon
Mayor of Greenville
P.O. Box 158
Greenville, Alabama 36037

**Subject: Re-Inspection
Mac Crenshaw Memorial Airport
Greenville, Alabama**

Dear Mayor McClendon:

On August 10, 2020, personnel of the Alabama Department of Transportation, Aeronautics Bureau re-inspected Mac Crenshaw Memorial Airport. The purpose of the re-inspection was to ascertain actions taken to correct the safety deficiencies noted in the May 19, 2020 inspection report.

The runway lip drop-off at the old apron site was filled with asphalt and tapered, bringing the runway shoulder flush with the main pavement. The trench in the Runway Safety Area was also filled in and compacted. As a result of these corrective actions, the airport now meets the requirements for an operating license. The operating license for the airport is reissued in full effect and will be mailed to you 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 of the Aeronautics Bureau at (334) 242-6831.

Sincerely,

John C. Eagerton IV

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

Copy: Mr. Rans Black, FAA/ADO
Mr. Bruce Edwards, Airport Manager
Michelle Conway, GMC



Kay Ivey
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36130

PHONE (334) 242-6820
FAX (334) 353-6540



John R. Cooper
TRANSPORTATION DIRECTOR

June 16, 2020

The Honorable Dexter McClendon
Mayor of Greenville
P.O. Box 158
Greenville, Alabama 36037

Subject: Annual Inspection Report
Mac Crenshaw Memorial Airport
Greenville, Alabama

Dear Mayor McClendon:

An inspection of the Mac Crenshaw Memorial Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on May 19, 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** the requirements for the issuance of an operating license. The Runway Safety Area does not meet required licensing specifications; therefore, the operating license is being **withheld**. The report also details maintenance related items that should be addressed.

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. Bruce Edwards
Airport Manager

Michelle Conway
GMC

MAY 19, 2020



DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT



MAC CRENSHAW MEMORIAL AIRPORT
(KPRN)
GREENVILLE, ALABAMA

**Annual Inspection Report
Mac Crenshaw Memorial Airport
Greenville, Alabama**

May 19, 2020

TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 4
RUNWAY SAFETY AREA.....	PAGE 4
AIRPORT MARKINGS.....	PAGE 6
WIND DIRECTION INDICATOR.....	PAGE 8
AIRPORT LIGHTING.....	PAGE 9
RUNWAY, TAXIWAY, AND APRON CONDITIONS.....	PAGE 11
FUELING AREA REQUIREMENTS.....	PAGE 13
PROHIBITED ACTIVITIES.....	PAGE 14
SUMMARY.....	PAGE 15
APPENDIX 1.....	PAGE 16

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 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 Mac Crenshaw Memorial Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on May 19, 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 March 12, 2014.

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 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 May 14, 2020, 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).
- 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 14 – No obstructions (See Photo # 1)
- Runway 32 – No obstructions (See Photo # 2)

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Photo # 1 – Runway 14 Approach



Photo # 2 – Runway 32 Approach



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 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:

- 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: **VIOLATION**

- The grade of the runway safety area **does not meet** state licensing standards.
- The lip of the runway pavement exceeds 3 inches (See Photo # 3) and there is a large rut off the approach end of Runway 14 (See Photo #4).

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Photo # 3 – Lip of Runway Pavement



Photo # 4 – Rut Off Runway 14 Approach End



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Required Action:

- The shoulder of the runway should be brought up and graded smooth so that there is a 3 inch or less drop from the lip of the pavement.
- The rut should be filled in and graded smooth.

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 in **GOOD** condition (See Photo #5).
- The taxiway markings are in **POOR** condition (See Photos #6 & #7)

Photo # 5 – NPI Markings Runway 14



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Photo # 6 – Runway 32 Hold Short Markings



Photo # 7 – Taxiway Centerline Striping



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

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 torn and in **POOR** condition (See Photo #8).
- The lights on the Wind Direction Indicator assembly were unable to be tested. Wind indicator lights must be operational to be licensed for night operations.
- Segmented circle was faded and discolored.

Maintenance Required:

- Replace wind cone.
- Clean and repaint segmented circle

Photo # 8 – Wind Cone



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 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:

- The results of the lighting system inspection are as follows:

Taxiway Lights	– 1 inoperative
Runway Lights	– 1 inoperative
Threshold Lights	– 1 inoperative; 1 broken
RWY 14 REIL	– 100% operational
RWY 32 REIL	– 100% operational
RWY 14 PAPI	– 100% operational
RWY 32 PAPI	– 100% operational

- Runway Edge Identifier Lights and Runway Threshold Lights obscured by tall grass (See Photos #10 & #11)

Maintenance Required:

- Repair/replace inoperative lights.
- Cut grass obscuring lights (See Photos #9 & #10).

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Photo #9 – Obscured RWY Edge Lights



Photo#10 – Obscured THRESHLD Lights



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

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 runway surface is in **EXCELLENT** condition. All other airport pavement surfaces are in **FAIR** condition.
- Cracks of medium severity have formed throughout apron and taxiway surface and are beginning to open up. Raveling is causing foreign object debris (FOD) in areas on apron and taxiway. Vegetation can also be seen on some areas of the taxiway. (See Photo #11, #12, & #13).
- Lip of runway pavement surface exceeds three (3) inches in some areas.

Maintenance Required:

- Consult with airport engineer to discuss and plan a taxiway/apron crack seal or rehabilitation project.
- Correct three (3) inch drop-off.

**Annual Inspection Report
Mac Crenshaw Memorial Airport
Greenville, Alabama**

May 19, 2020

Photo # 11 – Taxiway Cracking and Raveling



Photo # 12 – Scaling of Apron Surface at Aircraft Tiedown



Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Photo # 13 – Depressions/Water Spots on Taxiway



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.

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Inspection Results:

- The fueling area **meets** the requirements established by the Alabama Department of Transportation (See Photo #14). However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo # 14 – Fuel Service Area



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.

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 2020

Inspection Results:

- No prohibited activities were observed during the inspection.

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

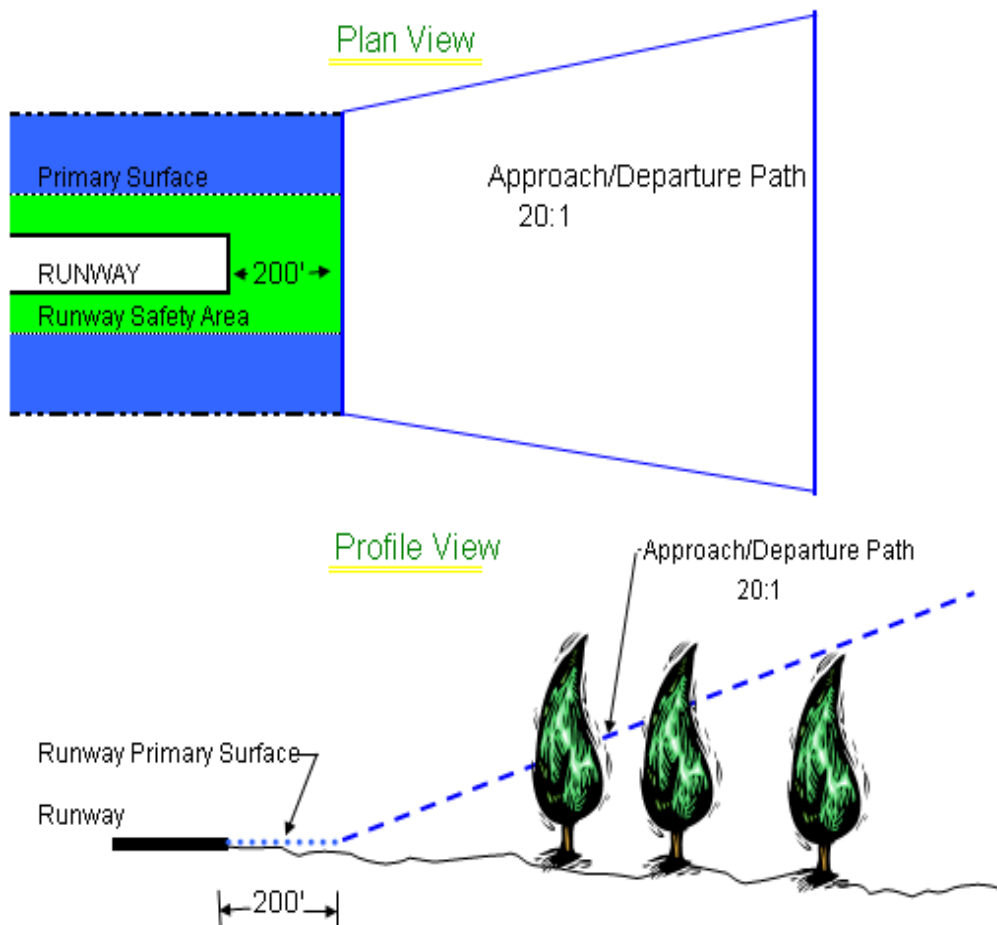
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	VIOLATION	Raise shoulder Grade in RWY safety area Fill in rut off RWY 14 app. end
Airport Markings	Maintenance	Repaint Taxiway/Apron Markings
Wind Direction Indicator	Maintenance	Replace wind cone Repair lights Clean Segmented Circle
Airport Lighting	Maintenance	Repair/replace inoperative lights Cut grass obscuring lights
Runway/Taxiway/Apron Surfaces	Maintenance	Consult with airport engineer

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.

Annual Inspection Report Mac Crenshaw Memorial Airport Greenville, Alabama

May 19, 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