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John R. Cooper
TRANSPORTATION DIRECTOR

November 2, 2017

The Honorable Cynthia Jackson
Mayor, City of Grove Hill
P.O. Box 847
Grove Hill, Alabama 36451

Subject: Annual Inspection Report
Grove Hill Municipal Airport

Dear Mayor Jackson:

An inspection of the Grove Hill Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on October 18, 2017. 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 operating license for the airport is being withheld pending the required actions necessary to correct the safety deficiencies. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

It should be noted that the violations identified in the inspection report have been re-occurring for several years and are serious safety violations. There are multiple obstructions to the Runway 13 approach. Please note that the obstructions surveyed are representative of the obstructions and are not limited to those identified in the report. The numerous depressions and erosion in the runway safety area at the end of Runway 13 presents a serious safety hazard. These items must be corrected before a license can be issued for operation. Another issue that should be addressed is the runway pavement. Though not a violation to the licensing Code of Alabama, a pavement maintenance plan should be developed to extend the useful life of the pavement. There is excessive cracking throughout the runway surface and areas that are beginning to show signs of failure.

Because of the re-occurring serious safety violations, the Aeronautics Bureau recommends the airport be closed until all safety deficiencies have been corrected. To close the airport, please contact the Lockheed Martin Flight Service Station at 1-877-487-6867 and issue a Notice To Airmen (NOTAM) notifying pilots of the airport closure. Failure to correct the safety issues

The Honorable Cynthia Jackson
November 2, 2017
Page 2 of 2

noted in this report by December 15, 2017, will result in the Aeronautics Bureau issuing a Mandatory Closure of the Grove Hill Municipal Airport. The authority to issue a mandatory closure is given to the Aeronautics Bureau under section 450-9-1.15 "Airport Closure Procedures" in the Aeronautics Bureau's Administrative Code.

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.

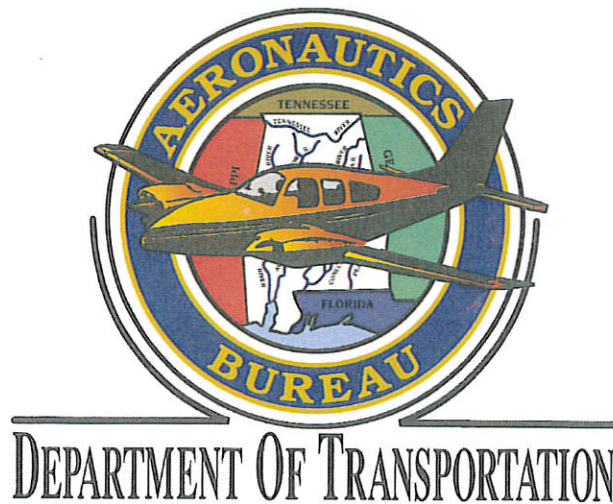
Sincerely,

A handwritten signature in blue ink, appearing to read "John C. Eagerton IV".

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

CC: Mr. William F. Patty, Esq.
ALDOT Chief Counsel

October 18, 2017



ANNUAL INSPECTION REPORT



GROVE HILL MUNICIPAL AIRPORT

GROVE HILL, ALABAMA

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 5
AIRPORT MARKINGS.....	PAGE 7
WIND DIRECTION INDICATOR.....	PAGE 8
AIRPORT LIGHTING.....	PAGE 8
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 9
FUELING AREA REQUIREMENTS.....	PAGE 12
PROHIBITED ACTIVITIES.....	PAGE 12
SUMMARY.....	PAGE 13
APPENDIX 1.....	PAGE 14
APPENDIX 2—RWY 13 DRAWING.....	PAGE 15
APPENDIX 3— RWY 31 DRAWING.....	PAGE 16

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

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 Grove Hill Municipal Airport was conducted by Mr. Frank Farmer and Ms. Jordan Garner of the Alabama Department of Transportation Aeronautics Bureau on October 18, 2017.

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 Grove Hill Airport Grove Hill, Alabama

October 18, 2017

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 October 18, 2017, 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: *Violation*

- Runway 13 –Trees identified as Tree # 3, # 5 and # 6 obstruct the ALDOT 20:1 approach/departure path (See Photo # 1, and Appendix 2).
- Runway 31 – clear of obstructions (See Photo # 2).

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

Photo # 1 – Runway 13 Obstructions

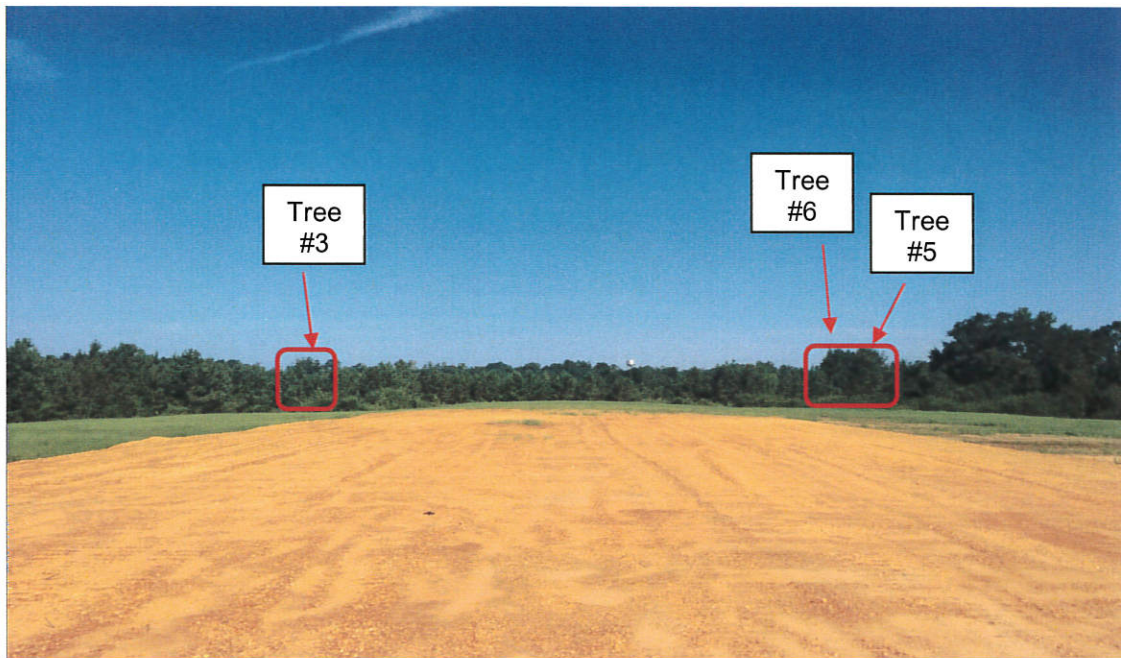


Photo # 2 – Runway 31 Obstructions



Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

Required Action:

- Remove all obstructions. ***It should be noted that the trees identified in this report have been cited as obstructions in past inspections.*** The obstructions are not limited to those identified in this report. We recommend that the town of Grove Hill contact a Licensed Surveyor to perform a more in-depth study to determine all obstructions.

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 is violated by hay bales to the north and south of Runway 13/31 (See Photo # 3).

Maintenance Required:

- Remove hay bales. Ensure that mowers know the limits of the Primary Surface and do not leave hay bales within those limits.

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

Photo # 3—Hay Bales in the 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: *Violation*

- Runway 13's safety area has numerous hazardous humps and depressions as a result of erosion (See Photo # 4).

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

- The safety area is violated by hay bales to the north and south of Runway 13/31 (See Photo #3).
- The required safety area for a public use airport extends 200' beyond the pavement end and is 120' in width, centered on the centerline of the runway. The current runway safety area at the end of runway 13 does not meet the requirements for state licensing.

Photo # 4 – Runway 13 Safety Area



Required Action:

- The Runway Safety 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.
- Remove hay bales. Ensure that mowers know the limits of the Runway Safety Area and do not leave hay bales within those limits.

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

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 fair condition (See Photo # 5).

Photo # 5 – Basic Markings & Center Line Rwy 31



**Annual Inspection Report
Grove Hill Airport
Grove Hill, Alabama**

October 18, 2017

**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 operable and is in good condition.

**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 airport is limited to day VFR operations only.

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

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 poor condition.** All surfaces are experiencing moderate raveling with polishing and flushing. There are also areas of excessive cracking with vegetation (See Photo # 6 and Photo # 7).
- Vegetation is beginning to grow around runway edges, decreasing the width of the runway by several feet (See Photo # 8).
- Pavement is beginning to show signs of failure on the approach end of Runway 31 (See Photo #9).

Maintenance Required:

- Clean and seal the cracks.
- Remove vegetation from around runway edges and runway cracks.
- **It is recommended that action be taken to ensure pavement safety standards meet the requirements of the Aeronautics Bureau.** Pavement failure will result in the immediate closure of the airfield by personnel of the Alabama Department of Transportation Aeronautics Bureau.

**Annual Inspection Report
Grove Hill Airport
Grove Hill, Alabama**

October 18, 2017

Photo # 6—Runway Conditions



Photo # 7—Runway Cracking



**Annual Inspection Report
Grove Hill Airport
Grove Hill, Alabama**

October 18, 2017

Photo # 8—Vegetation around runway edges



Photo # 9—Runway Conditions



**Annual Inspection Report
Grove Hill Airport
Grove Hill, Alabama**

October 18, 2017

**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:

- There is no fuel service at this location.

**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 Grove Hill Airport Grove Hill, Alabama

October 18, 2017

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

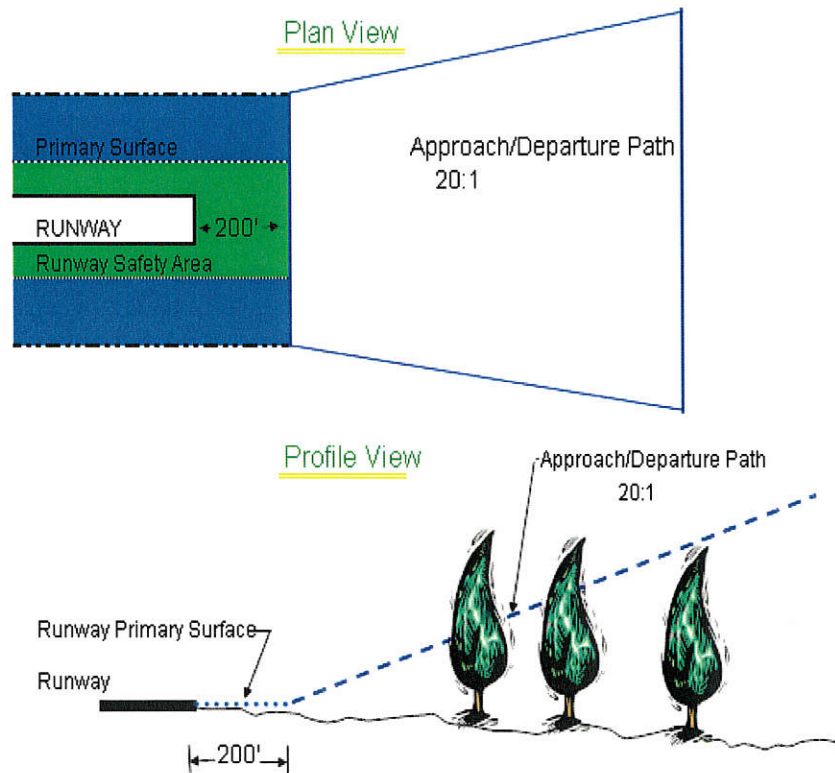
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path – Rwy 13	Violation	Remove obstructions
Primary Surface	Maintenance	Remove hay bales
Runway Safety Area	Violation	The Runway Safety Area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end must be compacted and graded smooth
Runway Surfaces	Maintenance	Clean and seal cracks Remove vegetation from runway edges. Repair areas of pavement failure.

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

Annual Inspection Report Grove Hill Airport Grove Hill, Alabama

October 18, 2017

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

GROVE HILL MUNICIPAL AIRPORT
GROVE HILL, ALABAMA
OCTOBER 18, 2017

20:1 OBSTRUCTIONS

- 3. TREE: 23' ABOVE RWY END
571' FROM RWY END
110' RIGHT OF CENTERLINE
16:1 OBSTRUCTION CLEARANCE
- 5. TREE: 36' ABOVE RWY END
888' FROM RWY END
145' LEFT OF CENTERLINE
19:1 OBSTRUCTION CLEARANCE
- 6. TREE: 25' ABOVE RWY END
684' FROM RWY END
107' LEFT OF CENTERLINE
19:1 OBSTRUCTION CLEARANCE

50

60

30

ALDOT 20:1 APPROACH/DEPARTURE PATH

NOTES:

1. THIS DRAWING IS NOT TO SCALE.
2. THIS DRAWING IS FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.