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John R. Cooper  
TRANSPORTATION DIRECTOR

January 12, 2018

Mr. Scott Fuller, Airport Manager  
Jack Edwards Airport  
P.O. Box 919  
Gulf Shores, Alabama 36547

**Subject: Annual Inspection Report**  
**Jack Edwards Airport**  
**Gulf Shores, Alabama**

Dear Mr. Fuller:

An inspection of the Jack Edwards Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on January 3, 2018. 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* the requirements for the issuance of an operating license. However, there are several maintenance items that need 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,

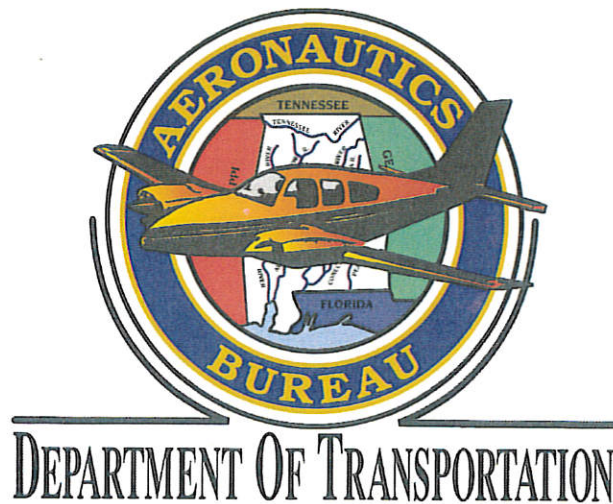
John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black  
FAA/ADO

Barge Waggoner Sumner & Cannon, Inc.

Mr. Vic Roberts  
Chairman, Airport Authority

January 3, 2018



## ANNUAL INSPECTION REPORT



JACK EDWARDS AIRPORT  
GULF SHORES, ALABAMA

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# Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

January 3, 2018

## **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 Jack Edwards National Airport was conducted by Ms. Jordan Garner of the Alabama Department of Transportation Aeronautics Bureau on January 3, 2018.

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 20, 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 January 3, 2018, 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 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 9 – No obstructions (See Photo # 1)
- Runway 27 – No obstructions (See Photo # 2)
- Runway 17 – No obstructions (See Photo # 3)
- Runway 35 – The ALDOT 20:1 Approach/Departure Path is violated by obstructions labeled in Boat #3 (See Appendix 2).

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## **Maintenance Required**

- Remove all 20:1 obstructions to the FAA Part 77 Approach Surface and ALDOT 20:1 Approach/Departure Path. Runway 35 threshold is being displaced by 320'. Once the runway has been displaced, obstruction will no longer be a violation to the approach/departure path.

**Photo # 1 – Runway 9 Approach**





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**Photo # 2 – Runway 27 Approach**



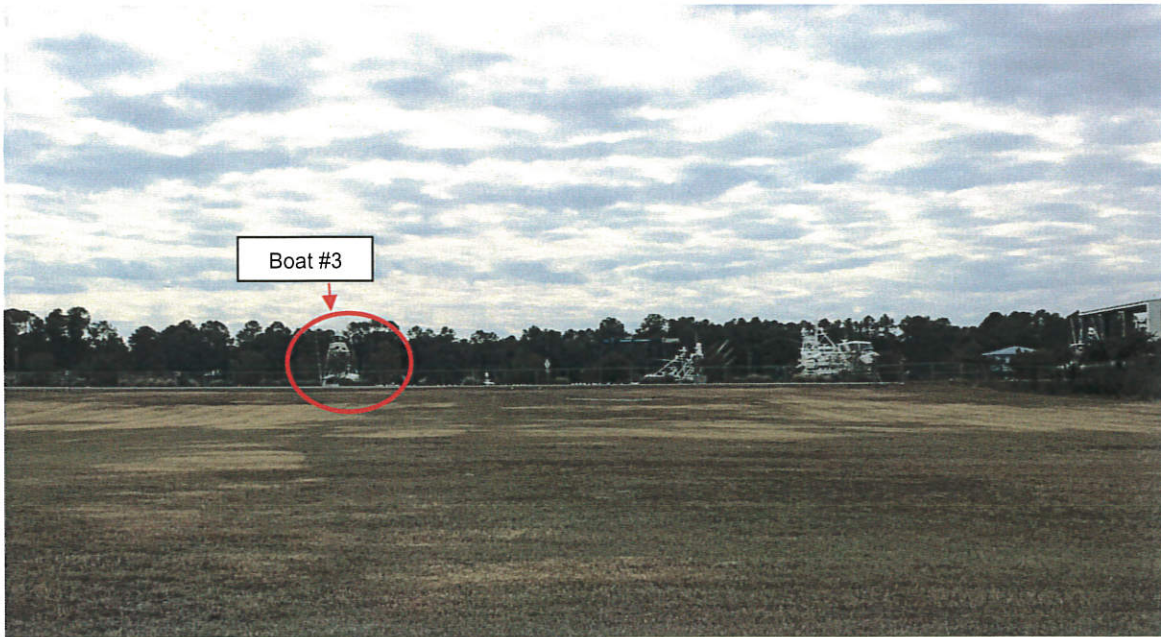
**Photo # 3 – Runway 17 Approach**



# Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

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Photo # 4 – Runway 35 Approach



## 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 for all runways meet state requirements. However, there is erosion around drainage pipes, specifically around the pipes going beneath Runway 35 (See Photo #5). One area is encroaching the limits of the Runway Safety Area.



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**Photo #5—Erosion around Drainage Pipes, RWY 35**



**Maintenance Required:**

- Arrest erosion.

### **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.

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## **Inspection Results:**

- The runway safety area for all runways meet state licensing standards.

## **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 on Runway 9/27 are in good condition, but are becoming faded due to some form of contamination. The contamination is either a microbial (fungal and algal) growth or dirt (See Photo #6). Parts of centerline are obscured by rubber deposits.
- The runway markings on Runway 17/35 are in fair condition to due fading because of contamination and use (See Photo #7)
- Taxiway markings are in fair/poor condition. Taxiway markings at the approach end of Runway 27 and Runway 35 are non-existent (See Photo #8).
- ALL Runway hold short markings are in fair/poor condition. Hold short bars on RWY 17/35 are not required, but should be maintained if the airport deems them necessary for safety reasons (See Photo #9).

### **Maintenance Required:**

- Clean markings by pressure washing the affected areas on a low setting. If unable to cleaned, markings should eventually be replaced in accordance with FAA AC 150/5340-1L.
- Plan taxiway marking project in the near future.



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**Photo #6 – Runway 27 PIR Markings**



**Photo #7—Runway 35 Basic Markings**





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**Photo #8 – Taxiway Markings**



**Photo #9—Hold Short markings: Runway 17**



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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 cone) is operational and in good condition. Inspector was unable to test the operation of lighting on wind direction indicator.

## **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 functionality of the airport lighting was not inspected due to the inaccessibility of the system's photo cell; however, all fixtures appeared in good shape with no broken globes or fixtures.

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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:**

- All airport pavement surfaces are in good condition, but beginning to show signs of age and wear. Raveling is showing on surfaces and paving joints are beginning to open.

### **Maintenance Required:**

- The airport should begin planning a pavement maintenance program for all runways, taxiways, and asphalt aprons to be implemented in the next few years.

## **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.



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## **Inspection Results:**

- Fire extinguishers inspection tags on fuel trucks have expired.
- The State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

## **Maintenance Required:**

- Conduct required inspections on all fire extinguishers and replace expired inspection tags.

## **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 Jack Edwards National Airport Gulf Shores, Alabama

January 3, 2018

## Summary:

The table below summarizes items noted in this report.

### INSPECTION SUMMARY

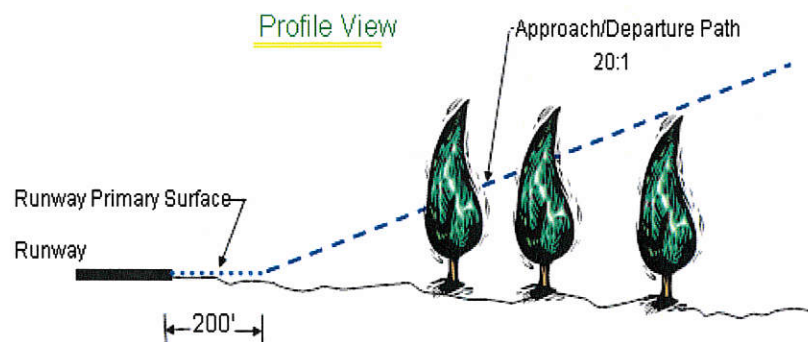
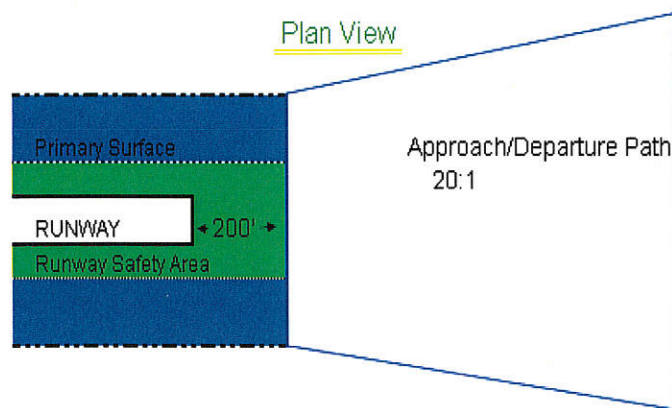
Inspection Area	Violation/Maintenance	Corrective Action
Approach Departure Path	Maintenance	Remove ALDOT Approach/Departure Path obstructions until displaced threshold is marked.
Primary Surface	Maintenance	Arrest erosion.
Airport Markings	Maintenance	Clean markings or remark in accordance with FAA AC 150/5340-1L Plan taxiway marking project with airport engineers.
Airport Surfaces	Maintenance	Plan pavement maintenance projects for all runways, taxiways, and apron.
Airport Lighting	Maintenance	Replace/replace inoperative lights

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			



## APPENDIX 1