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John R. Cooper
TRANSPORTATION DIRECTOR

January 23, 2020

The Honorable Ray Marler
Mayor of Headland
9 Park Street
Headland, Alabama 36345

**Subject: Annual Inspection Report
Headland Municipal Airport**

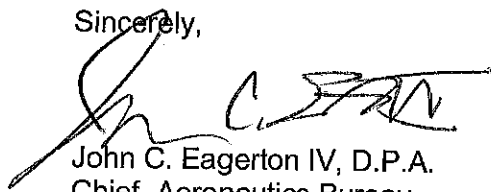
Dear Mayor Marler:

An inspection of the Headland Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on January 7, 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 meets the requirements for the issuance of an operating license. The operating license will be mailed to you within a couple of weeks. There are a few maintenance items listed in the report that should be corrected/repared 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. Luke Flowers, FAA/ADO
Mr. Pete Crews, Airport Manager
Mr. D. Keith Shippey, Barge Waggoner Sumner & Cannon, Inc.

January 7, 2020



DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT



HEADLAND MUNICIPAL AIRPORT

HEADLAND, ALABAMA

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January 7, 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 Headland Municipal Airport was conducted by the Alabama Department of Transportation Aeronautics Bureau on January 7, 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 18, 2013.

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 7, 2020 it was determined that the airport **meets** 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:

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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 begin 200 feet from the runway end (runway threshold).
- For turf runways the approach and departure path begin at 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 09 – No obstructions (See Photo # 1).
- Runway 27 – No obstructions. However, 3 trees were identified and have the possibility of becoming obstruction in the near future. (See Photo # 2).
- Runway 17 – No obstructions (See Photo # 3).
- Runway 35 – No obstructions (See Photo # 4).

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Photo #1 – Runway 9 Approach



Photo #2 – Runway 27 Approach



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Photo #3 – Runway 17 Approach



Photo #4 – Runway 35 Approach



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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:

- The Primary Surface for Runway 09/27 **meets** state licensing standards (See Photo #5).
- Primary Surface for Runway 17/35 **meets** state licensing standards (See Photo #6).

Photo #5 – Primary Surface RWY 09/27



Photo #6 – Primary Surface RWY 17/35



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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:

- The runway safety area meets 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 non-precision runway markings for runway 9/27 are in POOR condition; beginning to fade due to algae growth and weathering (See Photo #7).
- The turf markings for runway 17/35 are in GOOD condition. The runway threshold markers on Runway 17/35 are faded (See Photo #8).

Maintenance Required:

- Clean Runway 9/27 markings or replace markings in accordance with FAA AC 150/5340-1M if they cannot be cleaned.
- Repaint Runway 17/35 threshold markers.

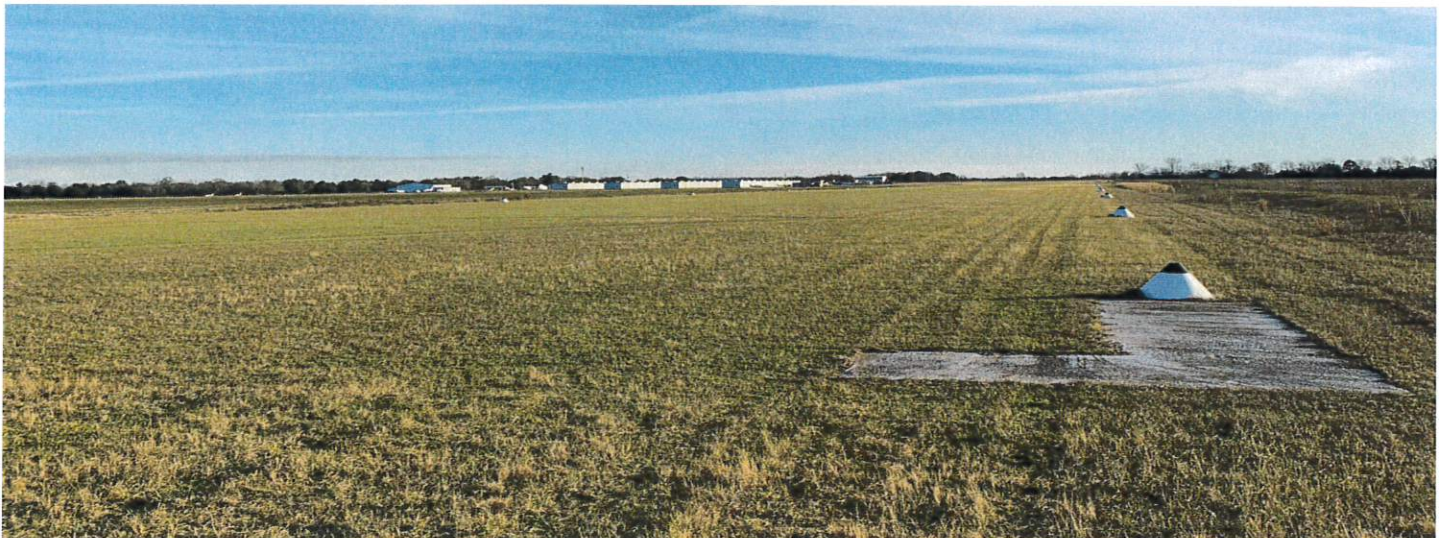
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Photo #7 – NPI Markings Rwy 27



Photo #8—Runway 17/35 Markers



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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 cone is operational and in **GOOD** condition. The segmented circle is in **GOOD** condition but needs to be repainted. (See Photo #9 and #10).

Photo #9 – Wind Cone



Photo #10 – Segmented Circle



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6. Airport Lighting
Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and airport rotating beacons and a lighted wind direction indicator are required for night operations. 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:

Threshold Lights	– 1 inoperative
Taxiway Lights	– 0 inoperative
Runway Lights	– 4 inoperative
REIL	– 2 inoperative
PAPI Rwy 27	– 0 inoperative
PAPI Rwy 9	– 0 inoperative

Maintenance Required:

- Replace/repair inoperative lights.

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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:

- The runway surfaces are in **FAIR** condition. Runway paving joints are beginning to open and ravel. Foreign object debris (FOD) from raveling is collecting near the edges of pavement. (See Photo #11)
- Taxiway and Apron surfaces are in **GOOD** condition. (See Photo #12)
- The turf surfaces are in **GOOD** condition. (See Photo #13)

Maintenance Required:

- Contact airport consultant to plan a runway rehabilitation project.

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Photo #11 -- Runway Edge Raveling



Photo #12 – Apron Surface



Photo #13 – Turf Surfaces



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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. However, the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection (See Photo #14).

Maintenance Required:

- Have fuel truck fire extinguishers inspected or replaced.

Photo #14 – Fueling Area



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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:

- There were no prohibited activities noticed during the inspection.

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

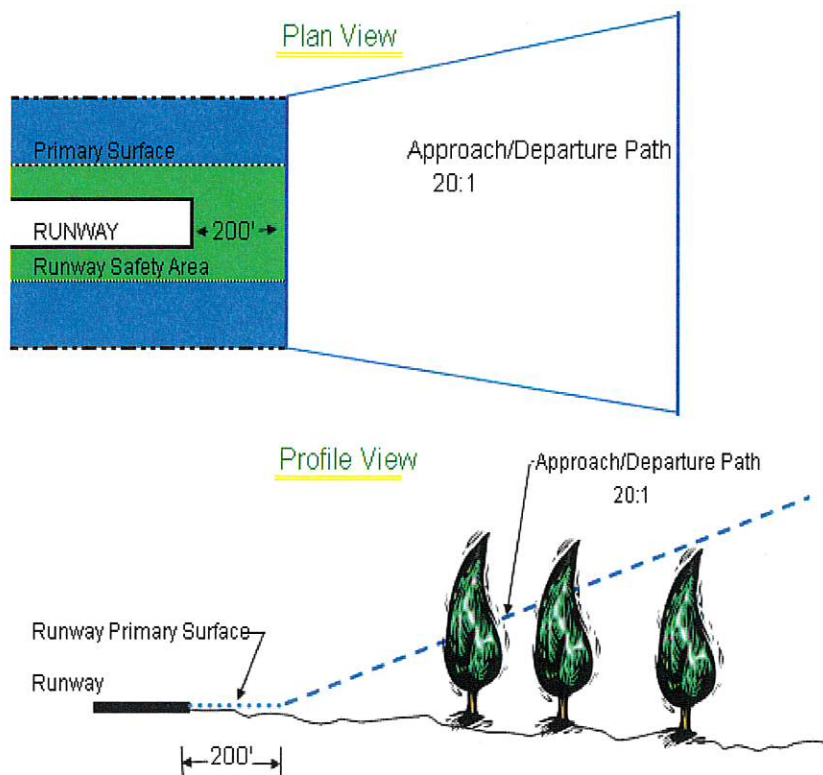
Inspection Area	Violation/Maintenance	Corrective Action
Airport Markings	Maintenance	Clean Runway 9/27 markings or replace in accordance with FAA AC 150/5340-1M. Repaint threshold markings of Runway 17/35
Airport Lighting	Maintenance	Repair/replace inoperative lights.
Airport Pavement	Maintenance	Contact consultant for runway rehabilitation.
Fueling Area	Maintenance	Replace or inspect fire extinguishers.

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