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John R. Cooper  
TRANSPORTATION DIRECTOR

April 14, 2020

The Honorable Paul R. South  
Mayor, City of Jackson  
Post Office Box 1096  
Jackson, Alabama 36545

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

Dear Mayor South:

An inspection of the Jackson Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on March 20, 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. During the inspection, there were several safety deficiencies found in the Runway Safety Area. It was also discovered that the airport had been reopened at the conclusion of runway construction without notifying ALDOT personnel for a proper safety inspection. Those deficiencies have since been corrected and now meet state licensing standards. However, the airport still does not meet state licensing standards due to trees, identified in the report, obstructing the required 20:1 Approach/Departure Path. The operating license for the airport is being withheld pending the removal of those trees. This report also details maintenance issues which 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. Graham Coffelt  
FAA/ADO

Mr. Harold Eubanks, P.E.  
Volkert and Associates, Inc.

Mr. Kevin Woodson  
Airport Manager, City of Jackson

MARCH 20, 2020



DEPARTMENT OF TRANSPORTATION

## ANNUAL INSPECTION REPORT



JACKSON MUNICIPAL AIRPORT

JACKSON, ALABAMA

**Annual Inspection Report  
Jackson Municipal Airport  
Jackson, Alabama**

March 20, 2020

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# Annual Inspection Report Jackson Municipal Airport Jackson, Alabama

March 20, 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 Jackson Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on March 20, 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 August 25, 2008.



# Annual Inspection Report Jackson Municipal Airport Jackson, Alabama

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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 March 20, 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).
- 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 01 – No Obstructions (See Photo #1).
- Runway 19 – Trees identified as #1 and #2 obstruct the required 20:1 approach/departure path (See Photo # 2).

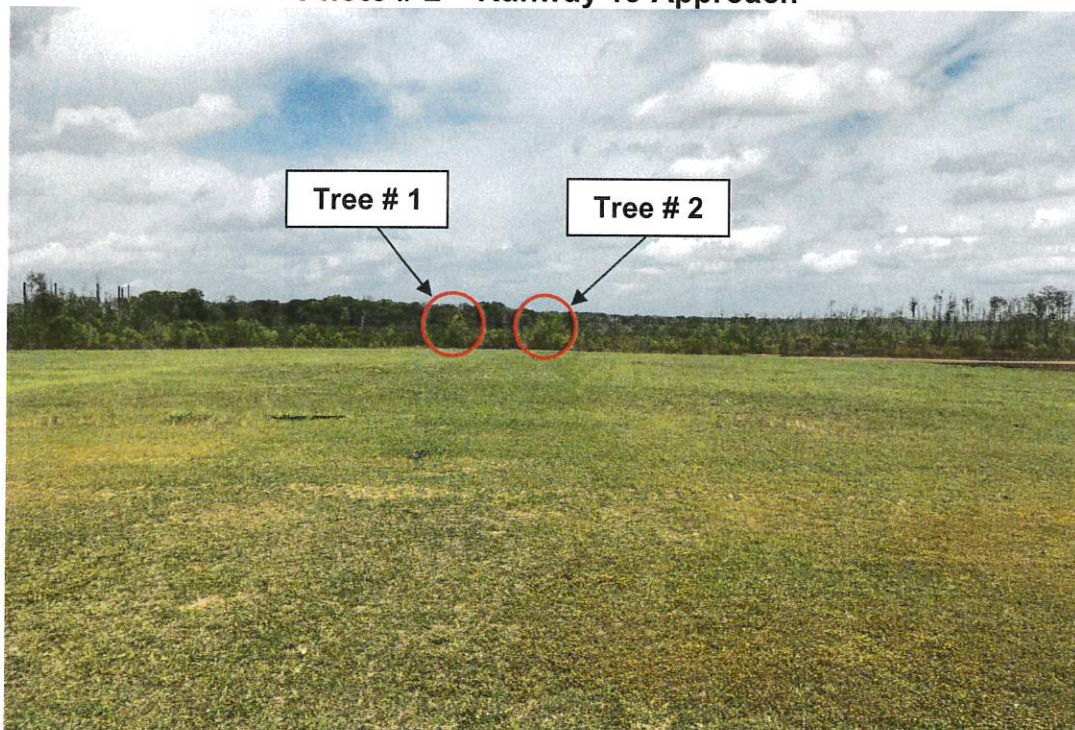
# Annual Inspection Report Jackson Municipal Airport Jackson, Alabama

March 20, 2020

**Photo # 1 – Runway 01 Approach**



**Photo # 2 – Runway 19 Approach**





# Annual Inspection Report Jackson Municipal Airport Jackson, Alabama

March 20, 2020

## **Required Action:**

- Remove all obstructions. The obstructions are not limited to those identified in this report.

## **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, however, some driftwood has been deposited into the boundaries of the Primary Surface by floodwaters (See Photo #3).

### **Required Action:**

- Remove driftwood.

# Annual Inspection Report Jackson Municipal Airport Jackson, Alabama

March 20, 2020

Photo # 3 – 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.



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## Inspection Results: **VIOLATION**>**CORRECTED**

- Lip of runway pavement in many areas along runway shoulder exceed the maximum allowable drop of (3) inches (See Photo # 4).
- There are ruts along both sides of the runway that exceed the maximum allowable depth of (3) inches (See Photo #5).
- Sections of the grade next to runway pavement edge exceed a rise of (3) inches. (See Photo #6).
- Slope of grade adjacent to runway exceeds (3) percent.

## Required Action:

- The grade adjacent to the runway has been brought up and compacted smooth, **correcting safety deficiencies**. However, based upon our Runway Safety Area (RSA) inspection, it is recommended that an RSA grading project be planned for the near future, to meet current FAA design standards found in FAA AC150/5300-13A.

**Photo # 4 — Pavement Lip Drop-off**

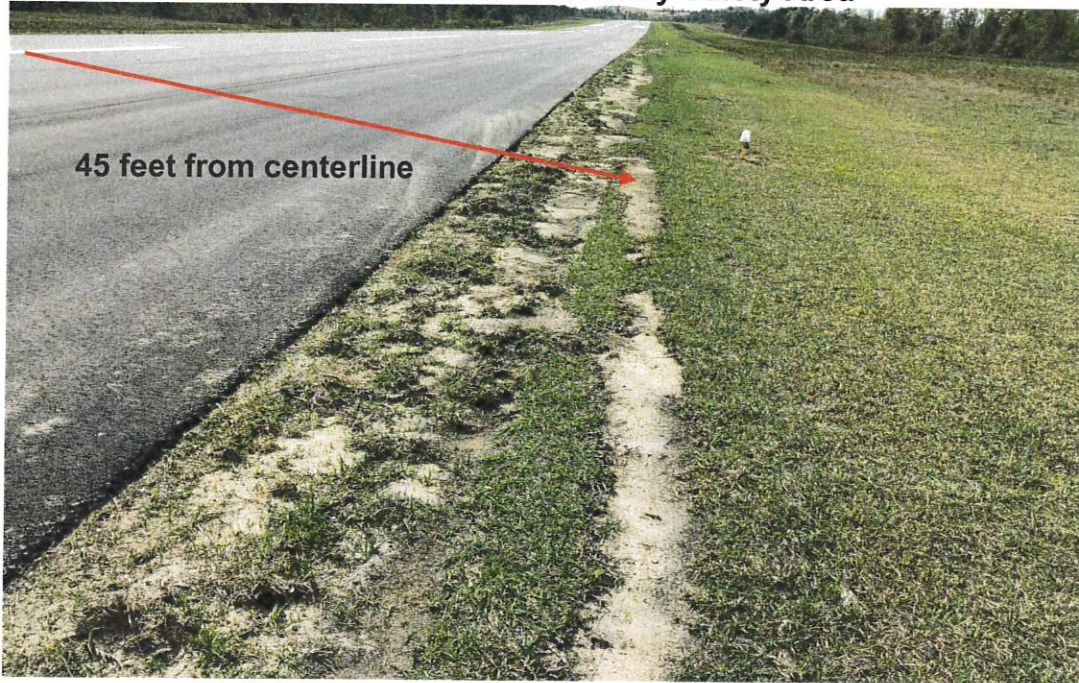




# Annual Inspection Report Jackson Municipal Airport Jackson, Alabama

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**Photo # 5 — Ruts in Runway Safety Area**



**Photo#6 – Mounded Grade**



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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 GOOD condition (See Photo #7).

Photo # 7 – NPI Markings RWY 19





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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 (See Photo #8).

**Photo #8 – 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.

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## **Inspection Results:**

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

Threshold Lights – 0 inoperative (2 oriented wrong direction)  
Taxiway Lights – 2 inoperative  
Runway Lights – 3 inoperative  
PAPI – 0 inoperative

## **Required Maintenance:**

- Replace/repair inoperative lights.
- Ensure globes oriented in the proper direction in accordance with FAA AC150/5340-30J.

## **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 following the recent overlay. The taxiway is in **FAIR** condition, with low severity cracks spreading out from existing crack seals. The ramp is in **GOOD** condition.

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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 # 9).

**Photo # 9 – Fuel Service 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

- **No prohibited activities** were observed during this inspection.

### Summary:

The table below summarizes items noted in this report.

## INSPECTION SUMMARY

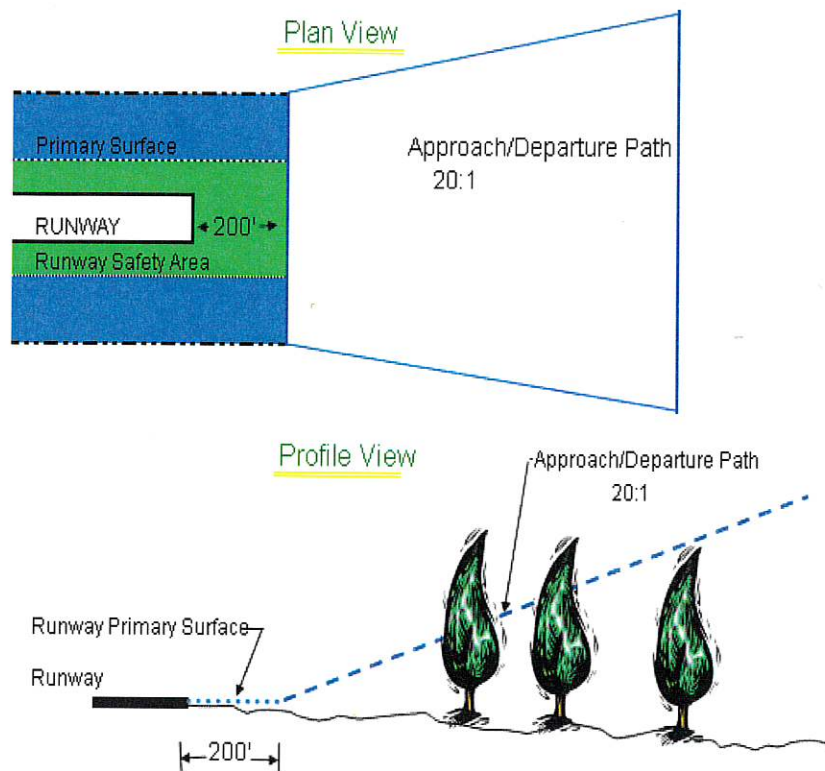
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	VIOLATION	Remove all obstructions.
Primary Surface	Maintenance	Remove driftwood.
Runway Safety Area	CORRECTED	Grade has been brought up and smoothed out to meet slope and height requirements in RSA.

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.

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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



*Jackson Municipal Airport (4R3)  
RWY 19 20:1 App/Dep Path  
March 20, 2020*

Notes:

1. Drawing not to scale.
2. For information purposes only and not to be used for any other purpose.
3. Satellite image may not be current.

- |                          |                          |
|--------------------------|--------------------------|
| 1. Tree 18' Abv. RWY End | 2. Tree 19' Abv. RWY End |
| 505' From RWY End        | 510' From RWY End        |
| 37' Right of Cntln.      | 14' Left of Cntln.       |
| 16:1 Obst. Cline.        | 16:1 Obst. Cline.        |

19

01  
02

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