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John R. Cooper
TRANSPORTATION DIRECTOR

September 16, 2020

Mr. Jerry Bishop, Chairman
Walker County Commission
P.O. Box 1447
Jasper, Alabama 35502-1447

**Subject: Annual Inspection Report
Walker County – Bevill Field Airport (JFX)**

Dear Mr. Bishop:

An inspection of the Walker County - Bevill Field Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on July 16, 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 Walker County - Bevill Field Airport. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. Trees are obstructing the required 20:1 approach and departure path for Runway 09. There are also maintenance items that should be addressed as soon as possible. The license is being **withheld** until the safety deficiency is corrected.

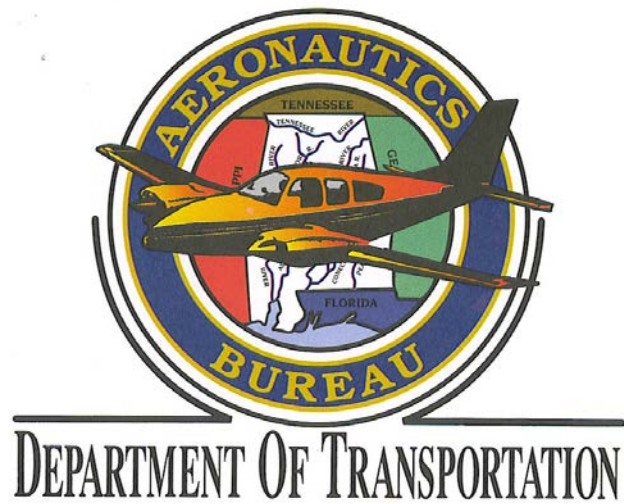
If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact Mr. Gus Slaten with the Aeronautics Bureau at (334) 242-6831.

Sincerely,


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

Copy: Mr. Rans Black, FAA/ADO
Mr. Ryan Constans, FAA/ADO
Ms. Courtney Tomberlin, Garver
Mr. Mike Short, Walker County Engineer

July 16, 2020



ANNUAL INSPECTION REPORT



***Walker County – Bevill Field Airport (JFX)
Jasper, Alabama***

**Annual Inspection Report
Walker County – Bevill Field Airport (JFX)
Jasper, Alabama**

July 16, 2020

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Annual Inspection Report Walker County – Bevill Field Airport (JFX) Jasper, Alabama

July 16, 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 Walker County – Bevill Field Airport was conducted by Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau on July 16, 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 2008.

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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 July 16, 2020, it was determined that the airport **does not meet** the requirements for the issuance of an operating license. The license is being **withheld** until the safety deficiencies noted are corrected.

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 09 – Trees Labeled #3 obstruct the required 20:1 approach/departure path (Photo #1 and Appendix 2).
- Runway 27 – No obstructions.

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July 16, 2020

Action Required:

- Remove all obstructions to the required 20:1 approach/departure Path immediately.

➤ Photo #1 – Runway 09 Approach Path

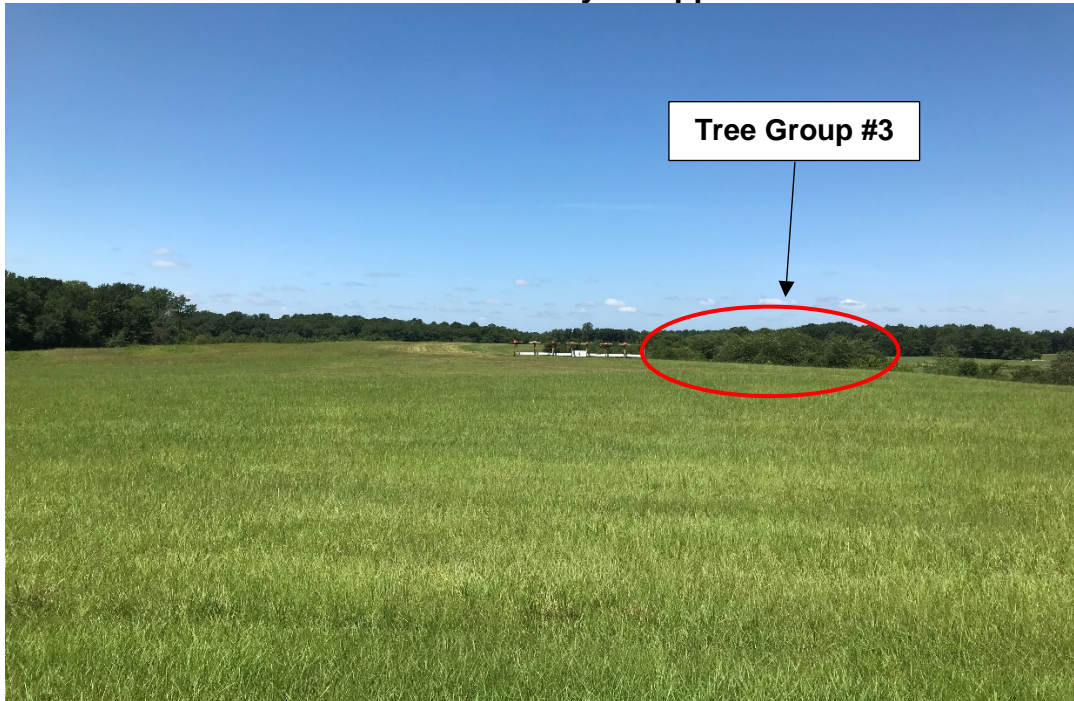


Photo #2 – Runway 27 Approach Path



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Jasper, Alabama**

July 16, 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:

- Work on the airfield lighting system was taking place during the inspection. The grade was not compacted smooth in the work zones, resulting in grade exceeding three (3) inches in some areas (See Photos #3 and #4).

Required Maintenance:

- Grade must be compacted smooth in Runway Safety Area. It should be noted that this was brought to the attention of the consultant and contractor, who took steps to correct the issue.

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Photo #3 – Runway Safety Area Lighting Trench



Photo #4 – Grade Exceeding 3 Inches Safety Area



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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 **FAIR** condition (See Photo #5).

Photo #5 – Runway 27 PIR Markings



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.

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Inspection Results:

- The wind direction indicator (wind sock) is faded and needs to be replaced (See Photo #6).
- The segmented circle needs repainted (See Photo #6).

Photo #6 – Wind Direction Indicator & Segmented Circle



Required Maintenance:

- Replace wind sock.
- Paint segmented circle.

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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:

- An inspection of the lighting system had the following results:
 - The airport's lighting system was undergoing maintenance and could not be tested.

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:

- An inspection of the airport pavement surfaces had the following results:

Ramp	<u>GOOD/FAIR.</u> The ramp area surrounding the refueling station is experiencing moderate cracking (See Photo #7). The main asphalt ramp is in mostly good condition, with some minor hairline cracks visible.
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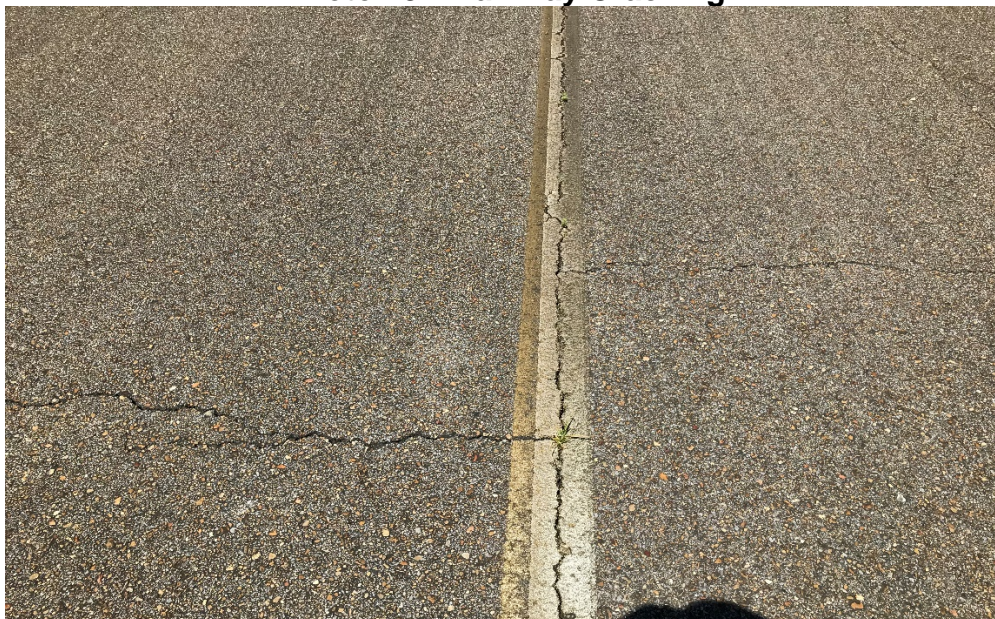
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<i>Taxiways</i>	<u>FAIR.</u> Taxiways are experiencing weathering and moderate cracking (Photo #8).
<i>Runway</i>	<u>FAIR.</u> Moderate levels of cracking are visible on the runway along with surface polishing (See Photo #9).

Photo #7 – Concrete Ramp Cracking



Photo #8 – Taxiway Cracking



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Photo #9– Runway Cracking



Required Maintenance:

- The airport should proceed with pavement maintenance projects detailed in the Capital Improvement Plan.

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:

- No inspection tags were on fire extinguishers at the self-service fueling area and on the refueler (See Photo #10).

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- 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.

Required Maintenance:

- Inspect fire extinguishers/install inspection tags.

Photo #10 – Fire Extinguisher with No Inspection Tag



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.

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Inspection Results:

- No prohibited activities were observed at the time of inspection.

Summary:

The table below summarizes items noted in this report:

INSPECTION SUMMARY

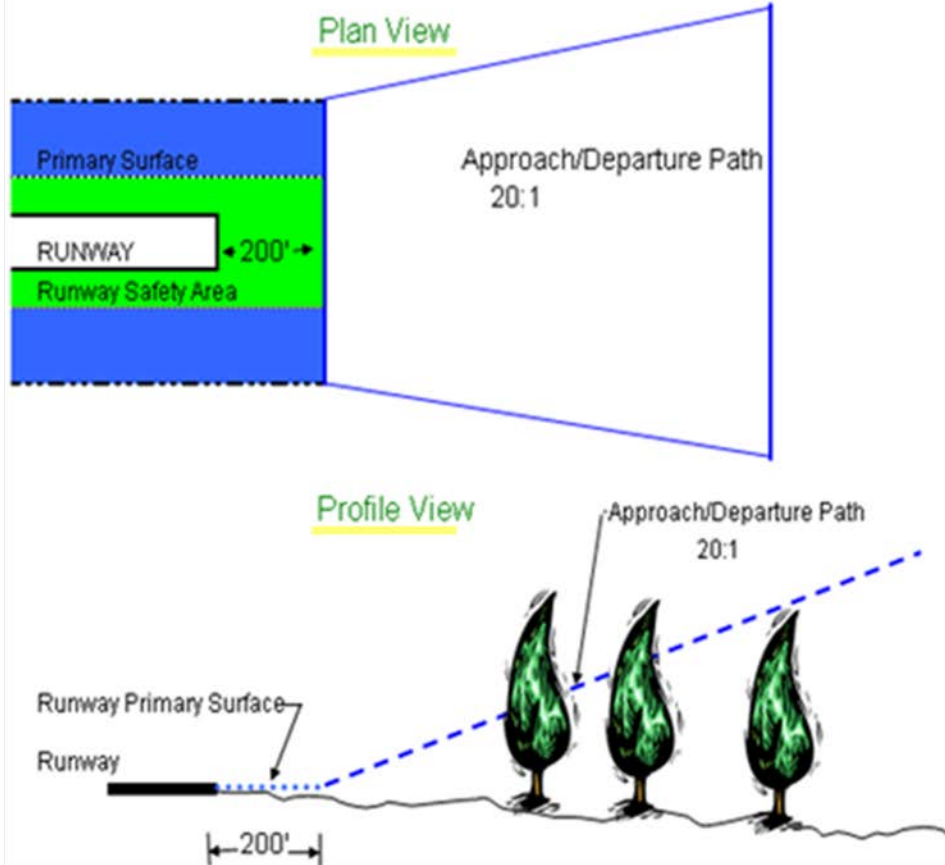
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Path	VIOLATION	Immediately remove obstructions to the required 20:1 App./Dep. Path.
Runway Safety Area	Maintenance	Compact grade smooth in the RSA after each evening.
Wind Direction Indicator	Maintenance	Replace wind sock. Paint segmented circle.
Airport Surfaces	Maintenance	Proceed with pavement rehab projects on CIP.
Fueling Area Requirements	Maintenance	Inspect extinguishers and/or install inspection tags.

Please contact Mr. Gus Slaten with the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6831 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

WALKER COUNTY BEVILL AIRPORT
JASPER, AL
JULY 16, 2020
RUNWAY 9 OBSTRUCTION DATA

3. TREE 21' ABV. RWY END
546' FROM RWY END
113' LEFT OF CNTLN.
16:1 OBSTRUCTION CLNC.

ALDOT 20:1 APP./DEP. PATH