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John R. Cooper
TRANSPORTATION DIRECTOR

December 9, 2020

Mr. Bill Hamburger, Chairman
Prattville Airport Authority
1450 Aviation Way
Prattville, Alabama 36067

Subject: Annual Inspection Report
Prattville Municipal (Grouby Field) Airport

Dear Mr. Hamburger:

An inspection of the Prattville Municipal (Grouby Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on November 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 airport. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. There are trees that obstruct both required 20:1 approach and departure paths. There are also violations to the Primary Surface and Runway Safety Area. Therefore, the operating license is being **withheld** until the safety discrepancies are corrected. In addition, there are items noted in the report that relate to the maintenance of the airport and should be addressed as soon as possible.

If you should have any questions concerning the inspection findings or corrective actions prescribed, please do not hesitate to contact Mr. Gus Slaten with the Aeronautics Bureau at (334) 242-6820.

Sincerely,

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

Copy: Mr. Paul Gardner; Airport Manager
Mr. Luke Flowers; FAA/ADO
Mr. Rans Black; FAA/ADO
Mr. Jordan Russell; Goodwyn, Mills and Cawood, Inc.
Mr. Matt Thomason; Goodwyn, Mills and Cawood, Inc.

ANNUAL INSPECTION REPORT

November 16, 2020



DEPARTMENT OF TRANSPORTATION



PRATTVILLE (GROUBY FIELD) MUNICIPAL AIRPORT

PRATTVILLE, ALABAMA

**Annual Inspection Report
Prattville (Grouby Field) Municipal Airport
Prattville, Alabama**

November 16, 2020

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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 Prattville (Grouby Field) Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on November 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 October 2017.

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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 November 16, 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 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 09 – Tree identified as Tree #1 obstructs the required 20:1 approach and departure path (Photo # 1).
- Runway 27 – Tree identified as Tree #1 obstructs the required 20:1 approach and departure path (Photo # 2).

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Photo # 1 – Rwy 09 Approach

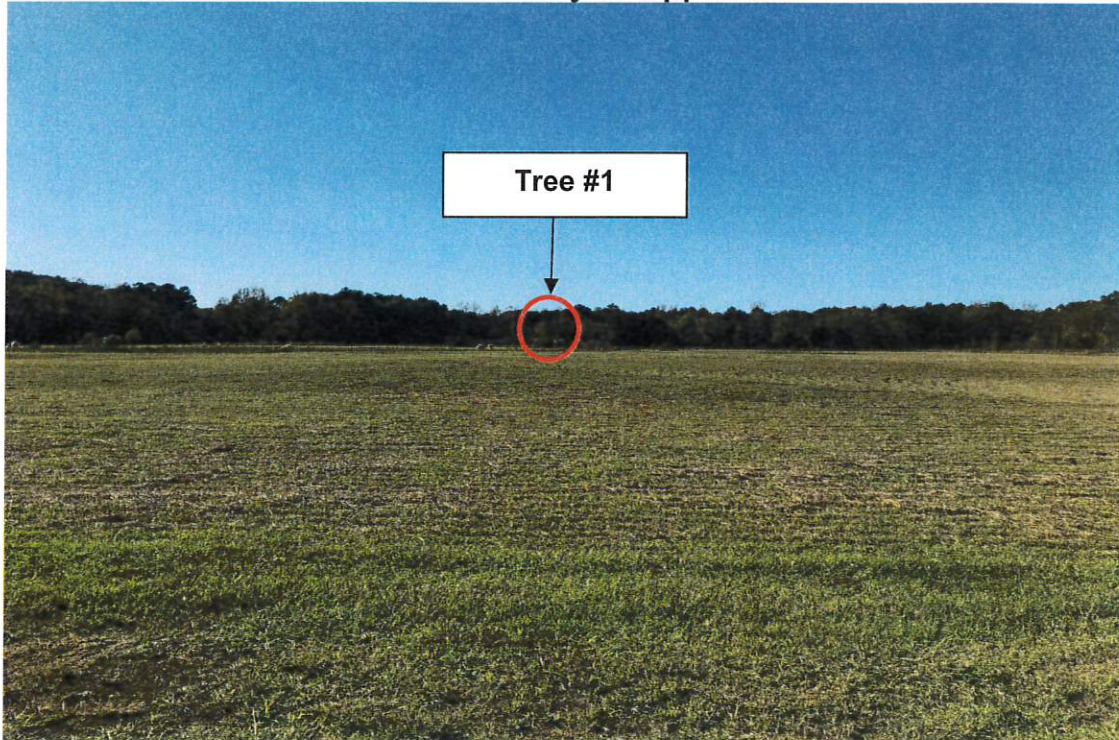


Photo # 2 – Rwy 27 Approach



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2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards: **VIOLATION**

- 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:

- Hay bales violate the Primary Surface at 77 feet and 102 feet from runway centerline (Photo # 3).

Required Action:

- Remove hay bales from all airport imaginary surfaces. Ensure that

Photo # 3 – Primary Surface



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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: **VIOLATION**

- There is an 8-inch (+/-) deep hole in the Runway Safety Area (RSA). It is located 58 feet left of the runway centerline, near the approach end of Runway 09 (See Photo #4).

Photo 4—Hole in RSA



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Required Action:

- Fill in hole and compact smooth so that there are no hazardous depressions, humps, bumps, or surface variations.

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:

- Airport markings are in **GOOD** condition (Photo # 5).

Photo # 5 – NPI Markings Runway 09



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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: **VIOLATION**

- The wind direction indicator (windsock) is missing due to the effects of Hurricane Zeta (Photo # 6).

Photo # 6 – Wind Direction Indicator



Maintenance Required:

- Replace torn wind direction indicator (wind cone). **It should be noted that airport had a new windsock on order at time of inspection.*

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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:

- Ant beds and/or dirt build up are noticeable in several light globes.
- The results of the lighting system inspection is as follows:

Threshold Lights –	2 inoperative; 1 broken fixture
Taxiway Lights –	20 inoperative; 1 broken globe
Runway Lights –	8 inoperative; 1 broken globe
PAPI's –	Rwy 9 u/s
REIL's –	Operative

Maintenance Required:

- Replace/repair inoperative lights.
- Ensure that light globes are clean and easily visible.

Photo # 7 – Broken Taxiway Light Globe



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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 and taxiway surfaces are in **EXCELLENT** condition, along with the west half of the aircraft parking apron (See Photos # 5 and # 8). The east half of the aircraft parking apron is in **FAIR** condition, with thermal cracking. The taxi-lanes are in **POOR** condition with moderate to severe cracking and raveling (See Photo # 9).

Maintenance Required:

- Plan pavement rehabilitation plan for taxi-lanes.
- Proceed with second half of apron rehabilitation project listed on the airport's Capital Improvement Plan (CIP).

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Photo #8—Revitalized Aircraft Parking Apron



Photo #9—T-Hangar Taxi-lanes



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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.

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, however, there did appear to be a portion of wildlife fencing that was damaged on the southwest side of the airport (See Photo # 10).

Required Maintenance:

- Repair damaged wildlife fence.

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Photo # 10 – Damaged Wildlife Fencing



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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

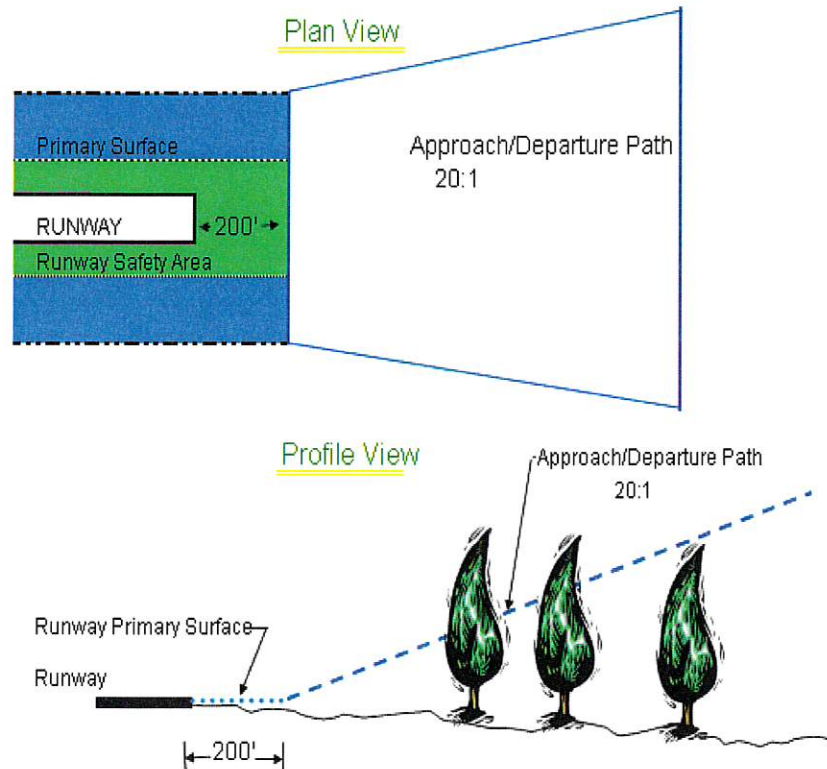
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Paths	VIOLATION	Remove all obstructions to the Required 20:1 App./Dep. Paths.
Primary Surface	VIOLATION	Remove all hay bales from Primary Surface.
Runway Safety Area	VIOLATION	Fill in hole near approach end of RWY 09 and compact smooth.
Wind Direction Indicator	VIOLATION	Install new wind cone. Airport has one ordered.
Airport Lighting	Maintenance	Replace/repair inoperative lights.
Runway, Taxiway, and Apron Conditions	Maintenance	Plan pavement rehab. for t-hangar taxi-lanes. Proceed with remainder of apron rehab. on PIC.
Prohibited Activity	Maintenance	Repair damaged wildlife fencing.

Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau 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

Prattville-Grouby Field

Prattville, AL

Nov. 16, 2020

RWY 27 Obstruction Evaluation

1. Tree 9' Abv. RWY End
328' From RWY End
134' Right of Cnth.
14:1 Obst. Clnc.

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

01.

ALDOT 20:1 APP./DEP. PATH

Prattville-Grouby Field

Prattville, AL

Nov. 16, 2020

RWY 09 Obstruction Evaluation

Notes:

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

1. Tree 49' Abv. RWY End
1129' From RWY End
73' Left of Cntln.
18:1 Obst. Clnc.

ALDOT 2011 APPROPRIATE PATH