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John R. Cooper  
TRANSPORTATION DIRECTOR

December 15, 2020

Honorable Jim McCamy  
Mayor, City of Scottsboro  
316 Broad Street  
Scottsboro, Alabama 35768

**Subject: Annual Inspection Report**  
**Scottsboro Municipal Airport—Word Field**

Dear Mayor McCamy:

An inspection of the Scottsboro Municipal Airport—Word Field was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on November 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 Word Field Municipal Airport. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license in the Public Use category. There are trees obstructing the required ALDOT 20:1 Approach and Departure Path to Runway 04. Several stake-mounted lights in the Runway Safety Area have angle iron that is projecting more than three (3) inches above grade. There is also rutting and a taxiway lip that exceeds three (3) inches within the Runway Safety Area.

The Airport Operating License is being **withheld** until all safety violations are corrected.

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,

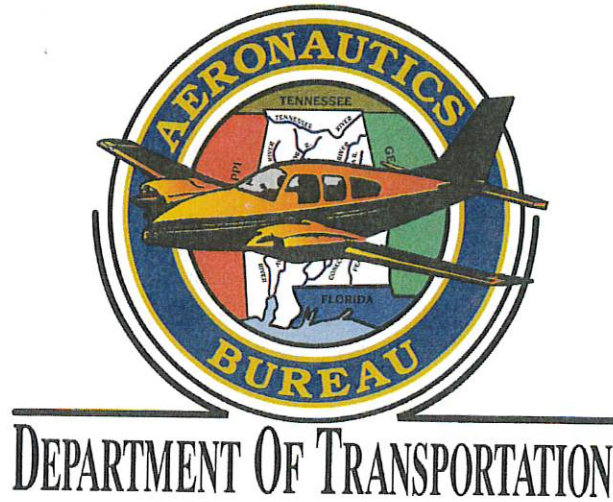


John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Ty Towery, Airport Manager  
Mr. Wes Middlesteadt, FAA/ADO  
Mr. Rans Black, FAA/ADO  
Mr. Jeff Redmill, Barge Design Solutions

# ANNUAL INSPECTION REPORT

November 20, 2020



SCOTTSBORO MUNICIPAL AIRPORT—WORD FIELD  
SCOTTSBORO, ALABAMA

**Annual Inspection Report  
Scottsboro Municipal Airport—Word Field  
Scottsboro, Alabama**

November 20, 2020

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# **Annual Inspection Report Scottsboro Municipal Airport—Word Field Scottsboro, Alabama**

November 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 Scottsboro Municipal Airport—Word Field was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on November 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 April 26, 2013.



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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 20, 2020, 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 04 – Trees identified as #3 obstruct the ALDOT 20:1 Approach and Departure Path (See Photo #1 and Appendix 2).
- Runway 22 – There are no obstructions to the ALDOT 20:1 Approach and Departure Path (See Photo #2).

#### **Required Action:**

- Remove all obstructions to the ALDOT 20:1 Approach and Departure Path.

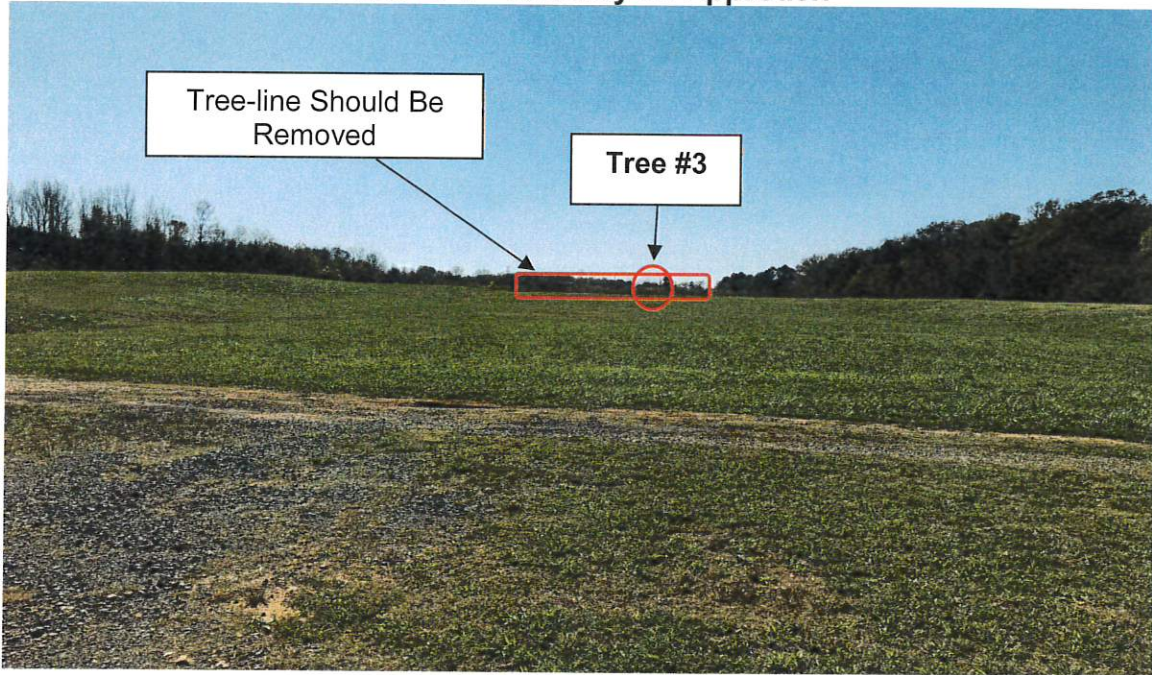


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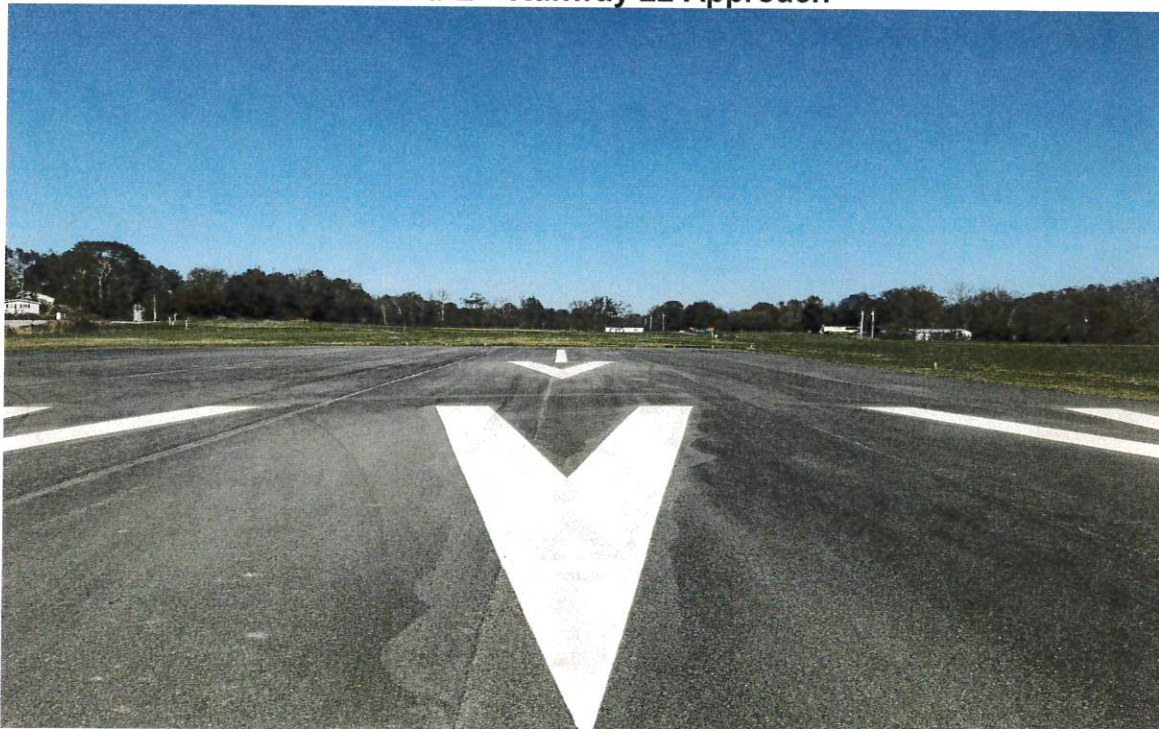
November 20, 2020

- *Note: Obstructions identified are representative and may not account for all existing obstructions.*

**Photo # 1 – Runway 04 Approach**



**Photo # 2 – Runway 22 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 meets State Licensing Requirements (See Photo #3)

**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**

- Twelve (12) lights with angle iron projecting more than 3 inches above grade were discovered during the inspection at a distance of 50 feet from the runway centerline (See Photos #5, #6, and #7).
- There were several areas of rutting, mostly on the northwest side of the runway, causing hazardous surface variations at 42 feet to 50 feet from the runway centerline (See Photo #8).
- The lip of the taxiway at 56 feet from the runway centerline exceeds 4.5 inches (See Photo #9).

### Required Action:

- Bring grade up around light angle iron so that non-frangible portion of light projects no more than 3 inches above the surface. This must be done in a manner that does not cause humps or hazardous surface variations.
- Ruts must be filled in, compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations.
- Grade must be brought up around taxiway portion in the RSA so that a lip of no more than 3 inches exists.



# Annual Inspection Report Scottsboro Municipal Airport—Word Field Scottsboro, Alabama

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Photo #4—Light Angle Iron in RSA



Photo #5 – Light Angle Iron in RSA





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**Photo #6 – Light Angle Iron in RSA**



**Photo #7 – Rutting in RSA**





# Annual Inspection Report Scottsboro Municipal Airport—Word Field Scottsboro, Alabama

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Photo #8 – Taxiway Lip in RSA



## 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 #9).

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Photo #9 – NPR Markings Runway 22



## 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 is in **GOOD** condition and is operational (See Photo #10).



# Annual Inspection Report Scottsboro Municipal Airport—Word Field Scottsboro, Alabama

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**Photo #10 – 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 results of the lighting system inspection are as follows:

Taxiway Lights	–	0 inoperable
Runway Lights	–	1 broken fixture
Threshold Lights	–	0 inoperable
RWY 4 REIL	–	0 inoperable
RWY 22 REIL	–	0 inoperable
RWY 04 PAPI	–	NOTAMed u/s
RWY 22 PAPI	–	100% operational

### **Maintenance Required:**

- Repair/replace 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: **VIOLATION**

- Lip of taxiway near midfield exceeds 3 inches in height (See Photo #8).
- The airport pavement surfaces are in **GOOD** condition (See Photo #9).

### Required Action:

- Bring grade up on shoulder of taxiway so that the drop-off does not exceed 3 inches.

## 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:**

- 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.

# Annual Inspection Report Scottsboro Municipal Airport—Word Field Scottsboro, Alabama

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## Summary:

The table below summarizes items noted in this report.

### INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	VIOLATION	Remove obstructions to ALDOT 20:1 Approach and Departure Path.
Runway Safety Area	VIOLATION	Bring grade up around RWY light stake mounts. Fill in ruts and grade smooth. Bring grade up to correct taxiway lip violation in RSA.
Airport Lighting	Maintenance	Repair/replace inoperative lights.
Runway, Taxiway, and Pavement Conditions	VIOLATION	Bring grade up to correct taxiway lip violation.

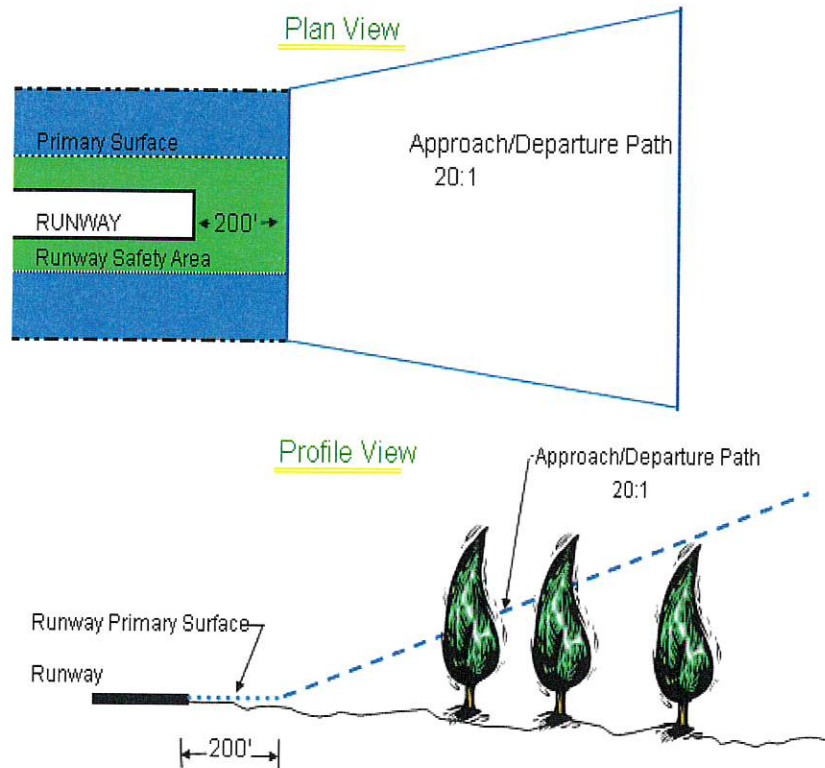
Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau at (334) 242-6820 with questions concerning the Annual Inspection Report.



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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



**SCOTTSBORO -WORD FIELD**

Scottsboro, AL  
November 20, 2020  
RWY 04 Obstruction Evaluation



**Notes:**

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

3. Tree 28' Abv. RWY End  
753' From RWY End  
13' Left of Cntrh.  
19:1 Obst. Clnc.

AUDOT 29:1 APP/DEP PATH

3.