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John R. Cooper
TRANSPORTATION DIRECTOR

June 19, 2020

Mr. Ray Miller
Chairman, Talladega Airport Board
P.O. Box 777
Talladega, Alabama 35160

**Subject: Annual Inspection Report
Talladega Municipal Airport (ASN)**

Dear Mr. Miller:

An inspection of the Talladega Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on May 14, 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. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. The operating license is being **withheld** until corrective actions are taken.

The Runway Safety Area does not meet state licensing specifications and non-aeronautical storage was observed during the inspection. There are also several maintenance items detailed in the report that should be addressed as soon as possible. One such item is a portion of taxiway between the fuel farm and the main ramp that is experiencing pavement failure. Closure of that section of taxiway to aircraft movement is highly recommended.

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) 242-6820.

Sincerely,

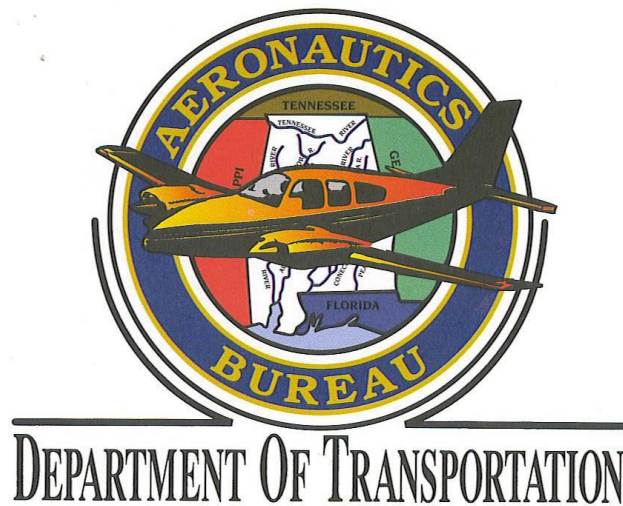
John C. Eagerton IV

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

Copy: Mr. Jeff Orr, FAA/ADO
Mr. Ken Gilbert, Neel-Schaffer, Inc.

Annual Inspection Report

May 14, 2020



***Talladega Municipal Airport (ASN)
Talladega, Alabama***

**Annual Inspection Report
Talladega Municipal Airport (ASN)
Talladega, Alabama**

May 14, 2020

TABLE OF CONTENTS

| | |
|--|----------------|
| INTRODUCTION..... | PAGE 1 |
| INSPECTION METHODOLOGY..... | PAGE 1 |
| LICENSE STATUS..... | PAGE 2 |
| APPROACH / DEPARTURE PATHS..... | PAGE 2 |
| PRIMARY SURFACE..... | PAGE 4 |
| RUNWAY SAFETY AREA..... | PAGE 4 |
| AIRPORT MARKINGS..... | PAGE 5 |
| WIND DIRECTION INDICATOR..... | PAGE 7 |
| AIRPORT LIGHTING..... | PAGE 8 |
| RUNWAY, TAXIWAY AND APRON CONDITIONS..... | PAGE 8 |
| FUELING AREA REQUIREMENTS..... | PAGE 11 |
| PROHIBITED ACTIVITIES..... | PAGE 12 |
| SUMMARY..... | PAGE 14 |
| APPENDIX 1..... | PAGE 15 |

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 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 Talladega Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on May 14, 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 2012.

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

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 May 14, 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).
- 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:

- Runway 04 – No obstructions (See Photo #1).
- Runway 22 – No obstructions (See Photo #2).

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Photo #1 – Runway 04 Approach



Photo #2 – Runway 22 Approach



**Annual Inspection Report
Talladega Municipal Airport (ASN)
Talladega, Alabama**

May 14, 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: VIOLATION

- The runway safety area does not meet state licensing requirements.
- Lip of runway pavement exceeds three (3) inches in several areas (See Photo #3).

Required Action:

- Bring up grade on runway shoulder so that there is a drop of three (3) inches or less.

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Photo #3 – Lip of Runway Pavement



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 runway markings are in **FAIR** condition but are continuing to fade and will be **POOR** soon (See Photo #4).
- The taxiway markings are **FAIR** to **POOR** in some areas (See Photo #5)

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Photo #4 – Runway 04 PIR Markings



Photo #5 – Taxiway Markings at Main Ramp Entrance



Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Maintenance Required:

- Clean markings. If unable to clean, replace markings in accordance with FAA AC 150/5340-1M.

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 (windsock) is operational and in **FAIR** condition (See Photo #6).

Photo #6 – Wind Direction Indicator



**Annual Inspection Report
Talladega Municipal Airport (ASN)
Talladega, Alabama**

May 14, 2020

**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:

| | |
|------------------|--|
| Runway Lights | 0 inoperable |
| Taxiway Lights | 4 inoperable Several lights are obscured by dirty globes. |
| Threshold Lights | 0 inoperable |
| PAPI | 0 inoperable |
| REIL | 1 inoperable- Right REIL RWY 4 |

Required Action:

- Repair/Replace inoperable lighting components.
- Clean obscured globes.

**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.

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Inspection Results:

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

| | |
|-----------------|---------------------------------|
| Ramp | GOOD and FAIR. |
| Taxiways | FAIR, POOR, and FAILURE. |
| Runway | FAIR. |

- The runway is in fair condition with paving lane cracking, thermal cracking, and aging crack seal (See Photo #7). Lip of runway pavement exceeds 3 inches (See Photo #3).
- The taxiway system is in overall fair condition, with a few areas rating poor and one area that is failing. The taxi lanes around the southwest hangars are in poor condition with block cracking and vegetation growth (See Photo #8). An area of taxiway between the fuel farm and main ramp is beginning to **fail** with raveling causing large amounts of foreign object debris (FOD) (See Photo #9). This area of taxiway should be **closed** to aircraft movement until this issue can be addressed.
- The main ramp is in fair condition and the northeast concrete ramp is in good condition.

Maintenance required:

- Recommended that taxiway between fuel farm and main ramp be closed to aircraft movement until pavement can be addressed.
- Correct runway surface drop-off.
- Keep taxiways clear of FOD.
- Contact airport engineer to plan a pavement maintenance project to correct taxiway safety hazards.

**Annual Inspection Report
Talladega Municipal Airport (ASN)
Talladega, Alabama**

May 14, 2020

Photo #7 – Runway Cracking



Photo #8 – Taxi Lane Cracking and Vegetation Growth



Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Photo #9 – Taxiway Failure Near Fuel Farm



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 available fire extinguishers were out of inspection date.

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Required Maintenance

- Have fire extinguishers re-inspected and tagged.

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards: VIOLATION

- 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:

- A boat and multiple boat trailers were observed near the midfield hangars (See Photo #10). This constitutes storage that is non-aeronautical in nature.
- Construction vehicles and equipment were staged by the midfield hangars, without proper markings or barricades (See Photo #11).

Photo #10 – Boat



Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Photo #11 – Construction Vehicles



Required Action:

- Remove boat from airport premises.
- Move construction vehicles from aircraft movement area or mark them in accordance with FAA AC150/5210-5D. All Construction areas should be marked or barricaded in accordance with FAA AC150/5370-2G.

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020

Summary:

The table below summarizes items noted in this report:

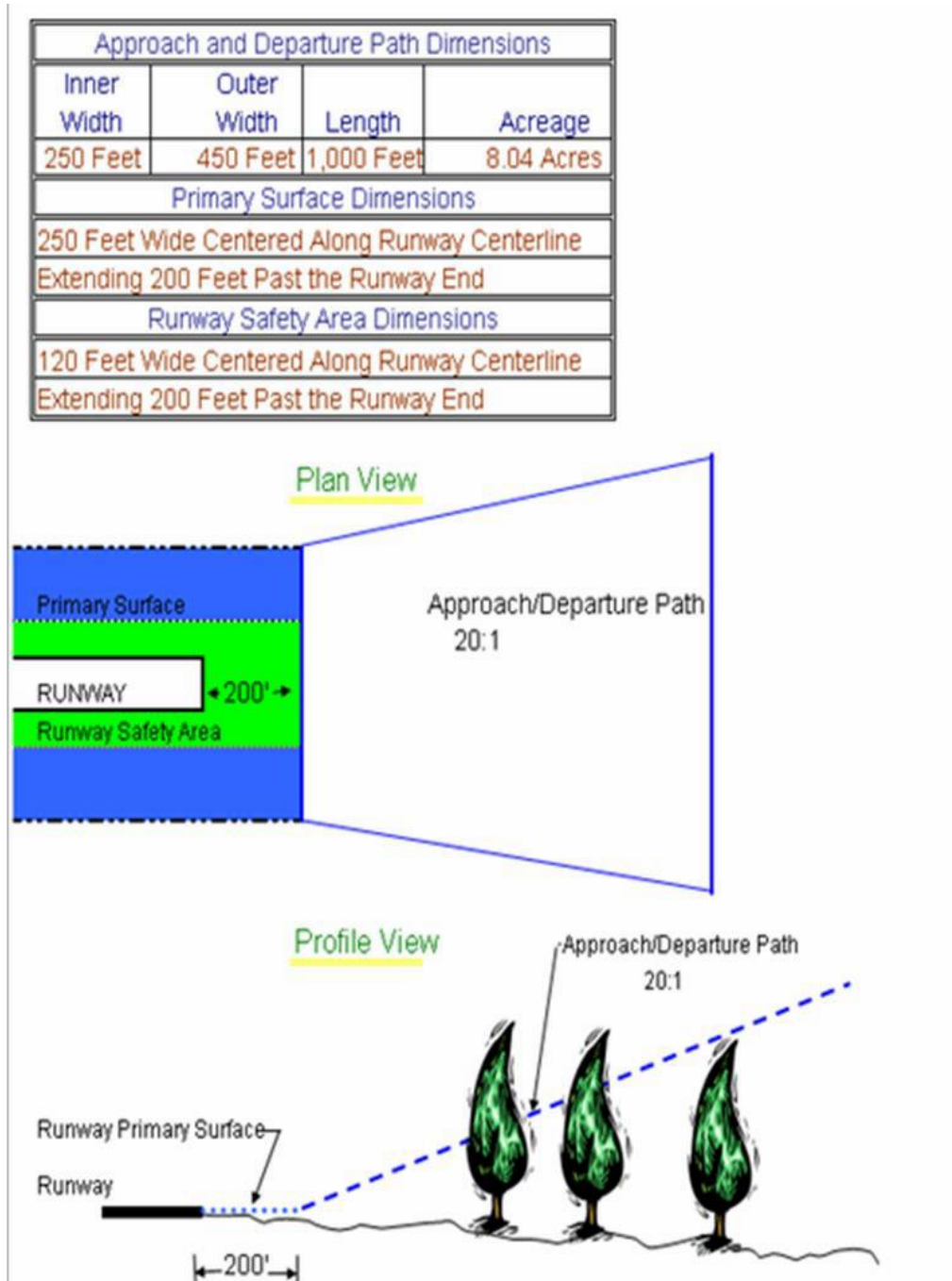
INSPECTION SUMMARY

| Inspection Area | Violation/Maintenance | Corrective Action |
|---------------------------------------|-----------------------|--|
| Runway Safety Area | VIOLATION | Bring up grade of RWY shoulder so that drop-off is 3 inches or less. |
| Airport Markings | Maintenance | Clean markings. If unable to clean, replace markings in accordance with FAA AC 150/5340-1M. |
| Airport Lighting | Maintenance | Repair/Replace inoperable lighting components. Clean globes. |
| Runway, Taxiway, and Apron Conditions | Maintenance | Keep taxiways clear of FOD. Recommend closing TWY between fuel farm and main ramp. Correct RWY drop-off. Contact airport engineer to plan a pavement maintenance project to correct taxiway safety hazards. |
| Fueling Area Requirements | Maintenance | Have fire extinguishers re-inspected and tagged. |
| Prohibited Activity | VIOLATION | Remove boat. Move construction vehicles or mark them in accordance with FAA AC150/5210-5D. Mark construction area in accordance with FAA AC150/5370-2G. |

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.

Annual Inspection Report Talladega Municipal Airport (ASN) Talladega, Alabama

May 14, 2020



APPENDIX 1