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John R. Cooper
TRANSPORTATION DIRECTOR

June 26, 2017

The Honorable John Hammock
Mayor, City of Tallassee
3 Freeman Avenue
Tallassee, Alabama 36078

Subject: Annual Inspection Report
Reeves Airport (41A)

Dear Mayor Hammock:

An inspection of the Reeves Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on June 23, 2017. 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 Reeves Airport. As noted in the report, the airport **does not meet** the requirements for the issuance of an operating license. Several safety deficiencies must be corrected before a license can be issued for the airport. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

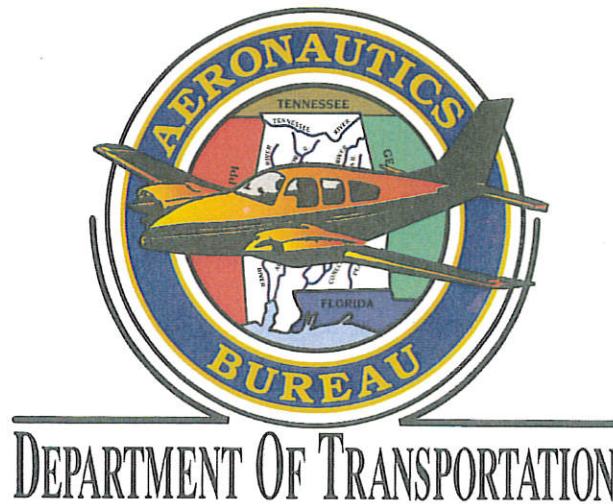
When corrective actions have been taken, you may contact the Aeronautics Bureau to schedule a re-inspection.

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

June 23, 2017



ANNUAL INSPECTION REPORT



***Reeves Airport (41A)
Tallahassee, Alabama***

**Annual Inspection Report
Reeves Airport (41A)
Tallassee, Alabama**

June 23, 2017

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Annual Inspection Report Reeves Airport (41A) Tallassee, Alabama

June 23, 2017

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 Reeves Airport was conducted by Mr. Adam Foutz of the Alabama Department of Transportation Aeronautics Bureau on June 23, 2017

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 devices.

All other areas of the inspection were conducted visually and photographed for reference purposes.

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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 June 23, 2017, it was determined that the airport **does not meet** the requirements for the issuance of an operating license. The license is being withheld pending the completion of the required actions detailed in this inspection report.

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 13 – **VIOLATION**. Several trees in the tree line are obstructions to the ALDOT 20:1 Approach and Departure Path (See Photo #1 and Appendix #3).
- Runway 31 – No obstructions (See Photo #2).

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Photo #1 – Runway 13 Approach & Departure Path

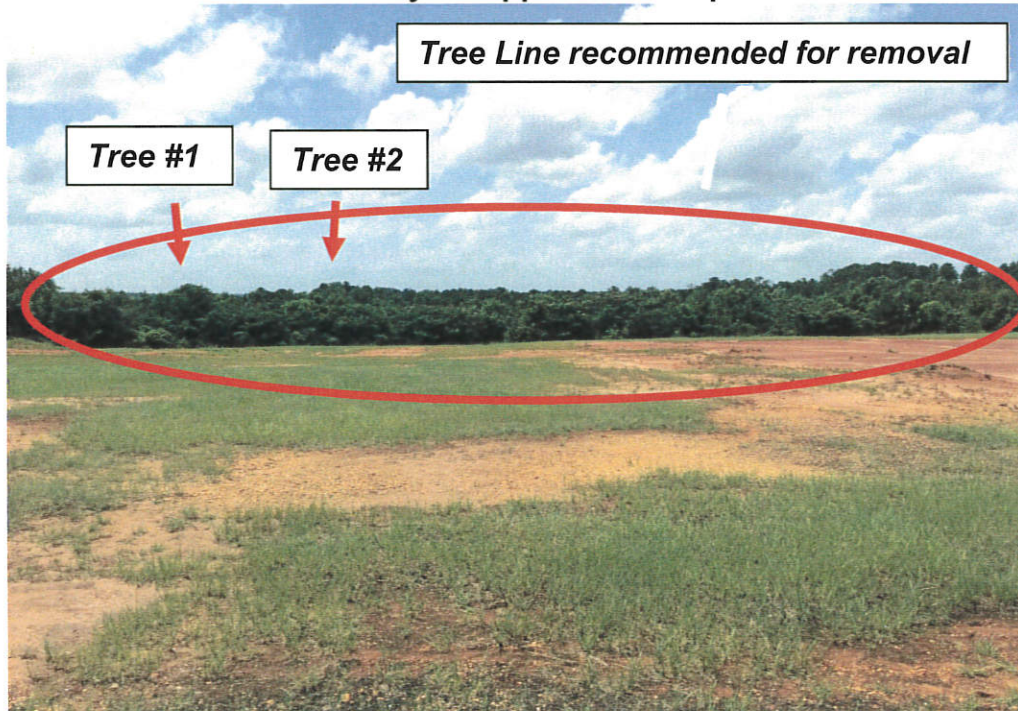


Photo #2 – Runway 31 Approach & Departure Path



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Required Action:

- Remove all obstructions to the ALDOT 20:1 Approach and Departure Path.
- The obstructions detailed in this report are representative, and may not include all obstructions. It is highly recommended all vegetation in the Approach and Departure Path be removed to prevent other trees from becoming obstructions in the future.

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).

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:

- The runway safety area meets state requirements (See Photo #3).

Photo #3 – Primary Surface and Runway Safety Area



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 **POOR** condition (See Photo #4).
- The taxiway markings are in **POOR** condition (See Photo #5).

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Photo #4 – Runway 31 NSTD Markings



Photo #5 – Taxiway Markings



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Required Action:

- The runway markings could possibly be cleaned with a water and bleach mixture followed by power washing. If the markings are unable to be cleaned, new markings should be applied in accordance with FAA AC 150/5340-1L.
- The taxiway markings should be re-applied in accordance with FAA AC 150/5340-1L.

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 in **GOOD** condition. However, airport lighting could not be verified operable (See Photo #6).

Photo #6 – Wind Direction Indicator



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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:

- The airport lighting system could not be verified operational at the time of inspection. However, it was noted that several fixtures were broken and/or missing on the taxiway and runways. The airport can only be licensed for night operations once lighting is confirmed operable.

Required Action:

- Repair/Replace inoperable lighting components.
- Verify lighting operable with ALDOT Aeronautics Bureau.

**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.

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Inspection Results: **VIOLATION**

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

Ramp	FAIR. The ramp is experience cracking with vegetation appearing at various locations on the ramp.
Taxiway - VIOLATION	POOR. The taxiway is experiencing severe cracking with extensive raveling and flushing. Vegetation is growing through current cracks and creating moderate levels of foreign object debris (FOD). Pot holes are also visible at several locations on the taxiway. Pot holes are a hazard to aircraft due to the possibility of loss of control, and should be filled immediately (See Photo #7).
Runway - VIOLATION	POOR. Cracking and raveling visible on the surface. A 13 x 10 piece of asphalt is absent at the approach end of runway 13. Due to the missing section, the runway distance is not accurate to pilots in the airport facility directory (AFD). The runway should be repaired, or the runway be displaced (See Photo #8).

Photo #7 – Taxiway Deterioration



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Photo #8 – Missing Asphalt Runway 13



Required Action:

- All foreign object debris must be cleared from the taxiway. The localized areas of damage may be able to be patched. If the areas are too extensive, reconstruction may be required. Some cracks may be able to be cleaned and sealed, this will reduce moisture penetration and prevent further subgrade weakening. All potholes must be filled immediately.
- The missing asphalt from the approach end of 13 must be repaired. If the asphalt is unable to be repaired, the runway length must be reduced, as the current published length is not usable to aircraft. Please contact the Aeronautics Bureau for more information.

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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 extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results:

- There is no fuel service currently at this airport.

**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: VIOLATION

- A vehicle was observed parked near the unused AVGAS pump. The vehicle is non-aeronautical and is prohibited (See Photo #9).

Required Action:

- Remove vehicle. Ensure all non-aeronautical related vehicles remain off airport property.

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Photo #9 – Prohibited Activity



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Summary:

The table below summarizes items noted in this report:

Inspection Summary

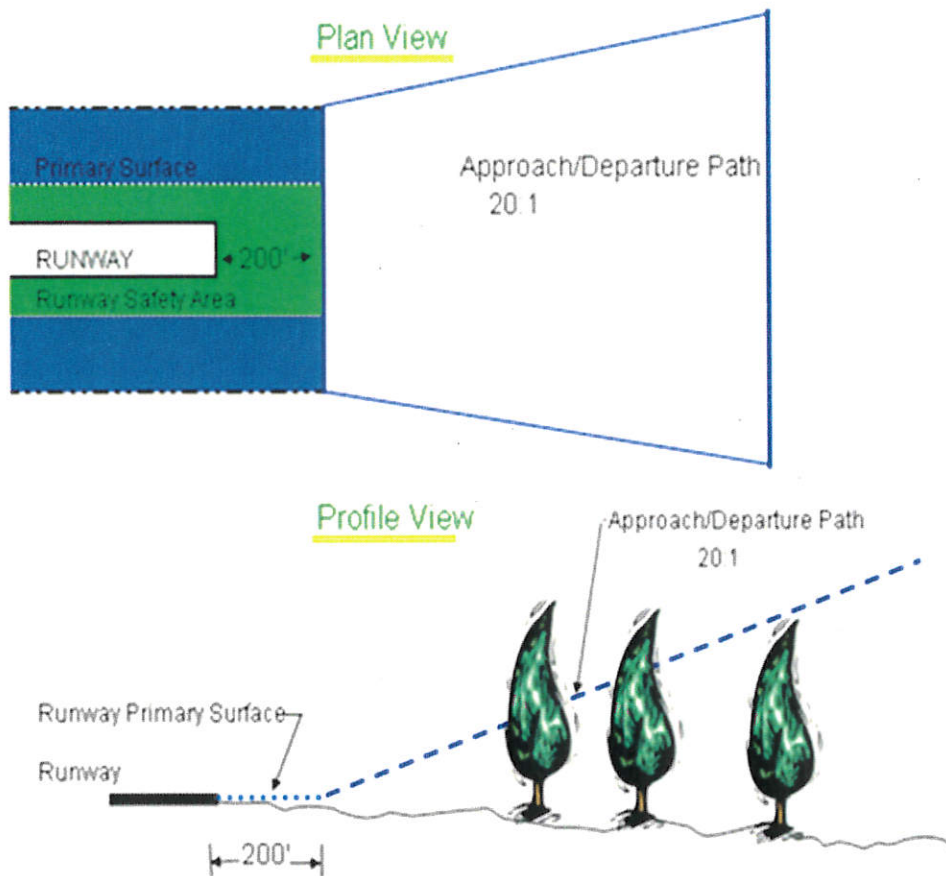
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	VIOLATION	Remove all obstructions within the ALDOT 20:1 Approach & Departure Path
Airport Markings	Maintenance	Clean or replace markings in accordance with FAA AC 5340-1L.
Airport Lighting	Maintenance	Repair/Replace inoperable lighting components. Verify lighting system operable.
Airport Surfaces	VIOLATION	Clear foreign object debris (FOD) from taxiway. Patch or repair damaged pavement. Fill potholes. Clean and seal cracks. Repair missing asphalt from runway, or displace threshold.
Prohibited Activities	VIOLATION	Prevent unauthorized access to airport property.

Please contact Mr. Adam Foutz of the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report, and to schedule a re-inspection when all violations have been corrected.

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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

REEVES AIRPORT (41A) TALLASSEE, ALABAMA RUNWAY 13



NOTES:

1. THIS DRAWING IS PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE.
2. DRAWING NOT TO SCALE.

REEVES AIRPORT RUNWAY 13

OBSTRUCTIONS:

1. 16' TREE
387' FROM RUNWAY END
142' RIGHT OF CENTERLINE
11:1
2. 17' TREE
531' FROM RUNWAY END
96' RIGHT OF CENTERLINE
19:1

