



Kay Ivey
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36110

PHONE (334) 242-6820
FAX (334) 353-6540



John R. Cooper
TRANSPORTATION DIRECTOR

September 13, 2019

The Honorable Jason A. Reeves
Mayor, City of Troy
Post Office Box 549
Troy, Alabama 36081

Subject: Annual Inspection Report
Troy Municipal Airport at N. Kenneth Campbell Field

Dear Mayor Reeves:

An inspection of the Troy Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 21, 2019. 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 meets all requirements for the issuance of an operating license and the operating license is issued with no restrictions. There were some items noted that relate to the maintenance of the airport that should be addressed. Specifically, Runway 14/32 and its corresponding taxiway are in extremely poor condition and pavement failure will be imminent if not addressed.

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

Sincerely,



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

Copy: Mr. Rans Black
FAA/ADO

Michelle Conway
Goodwyn, Mills and Cawood, Inc.

AUGUST 21, 2019



ANNUAL INSPECTION REPORT



TROY MUNICIPAL AIRPORT AT N. KENNETH CAMPBELL FIELD

TROY, ALABAMA

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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 Troy Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on August 21, 2019.

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 August 3, 2012.

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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 August 21, 2019, it was determined that the airport meets 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 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 07 – No obstructions to ALDOT 20:1 surface (See Photo # 1).
- Runway 25 – No obstructions to ALDOT 20:1 surface, however, a tree should be removed before it becomes an obstruction (See Photo # 2).
- Runway 14 – No obstructions to ALDOT 20:1 surface (See Photo # 3).
- Runway 32 – No obstructions to ALDOT 20:1 surface, however, trees labeled #2, #3, and #4 fall within an FAA surface and should be removed (See Photo # 4).

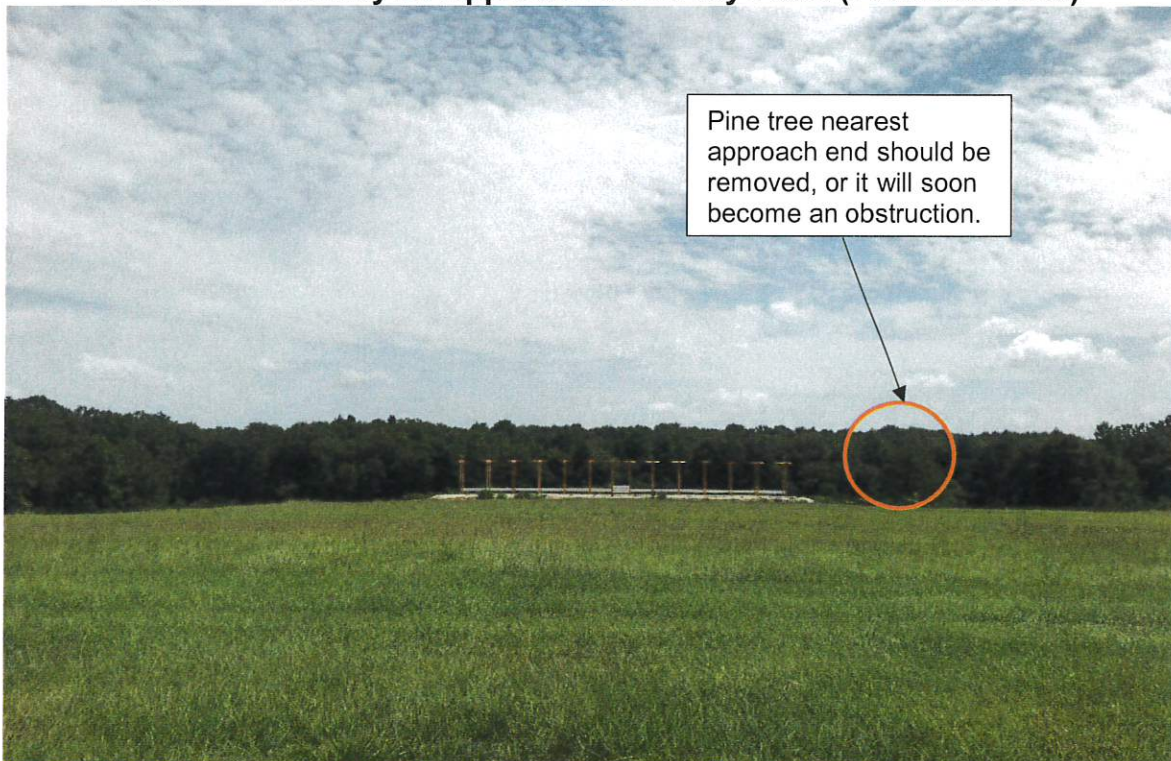
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Photo #1 – Runway 7 Approach



Photo#2 – Runway 25 Approach at Survey Point (Pavement End)



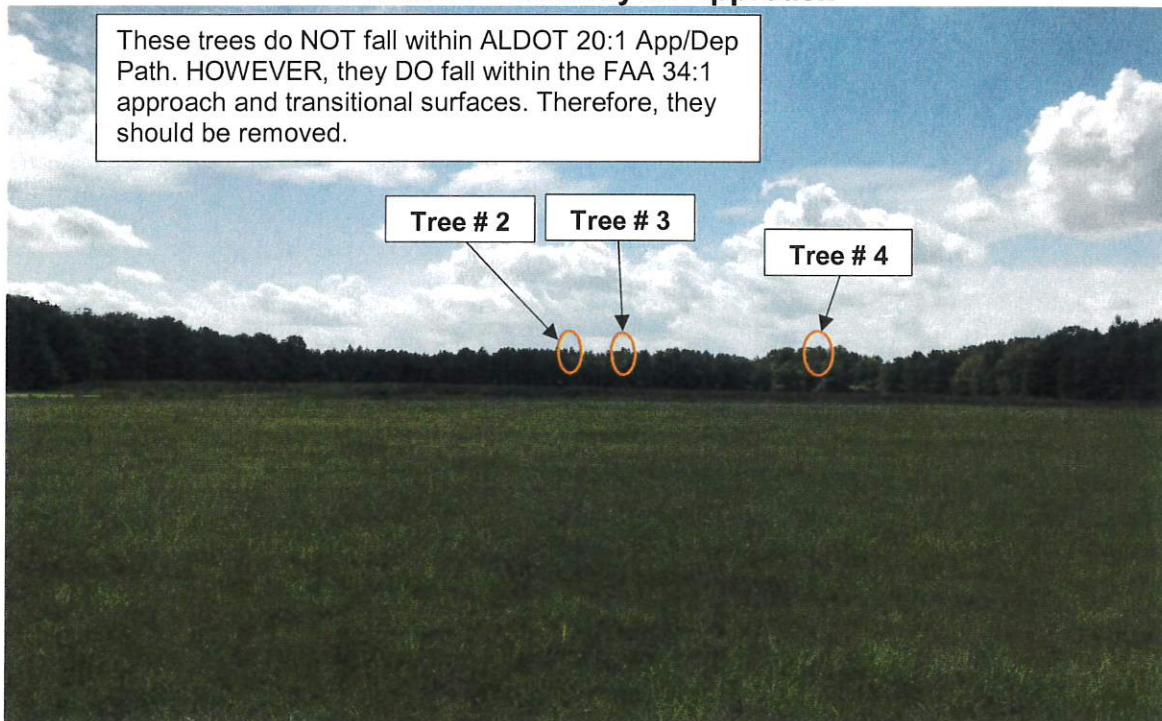
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Photo #3 – Runway 14 Approach



Photo #4 – Runway 32 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 requirements. The runway shoulder markings are not required; however, they are recommended to better delineate the unusable portion of pavement. These markings extend into the primary surface and are severely faded. (See Photo # 5)

Recommended Action:

- The runway shoulder markings should be replaced in accordance with AC 150/5340-1M

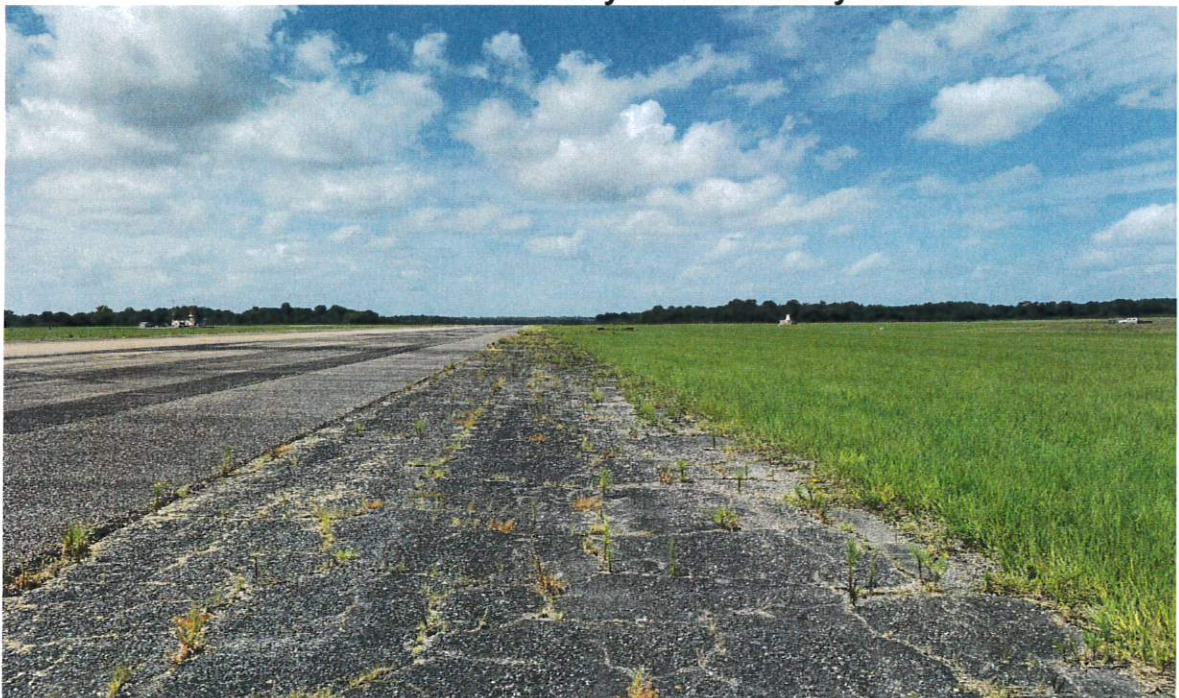
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Photo #5 – 32/14 Primary Surface/Safety Area



Photo # 6 – 7/25 Primary Surface/Safety Area



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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:

- The runway safety area meets state requirements. However, there is a large amount of block cracking and vegetation growing through the cracks. Again, it was noted that the runway shoulder markings are severely faded (See Photos # 5 & 6).

Recommended Action:

- Remove vegetation and seal cracks.
- Replace runway shoulder markings in accordance with AC 150/5340-1M.

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.

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Inspection Results:

- The markings for runway 7/25 are in FAIR condition but are fading (See Photo # 7).
- Runway 14/32 markings are in POOR condition (See Photo # 8).
- Parallel Taxiway markings for Runway 7/25 are in POOR condition and faded due to algae growth. Taxiway markings joining Runway 25 and yellow arrowheads are in POOR condition (See Photo # 9).
- Parallel Taxiway markings for Runway 14/32 are in FAIR condition.

Maintenance Required:

- Clean markings with use of pressure washer. If unable to clean, remark all runways/taxiways in accordance with FAA AC 150/5340-1M.

Photo #7 – Runway 7/25 NPI Markings



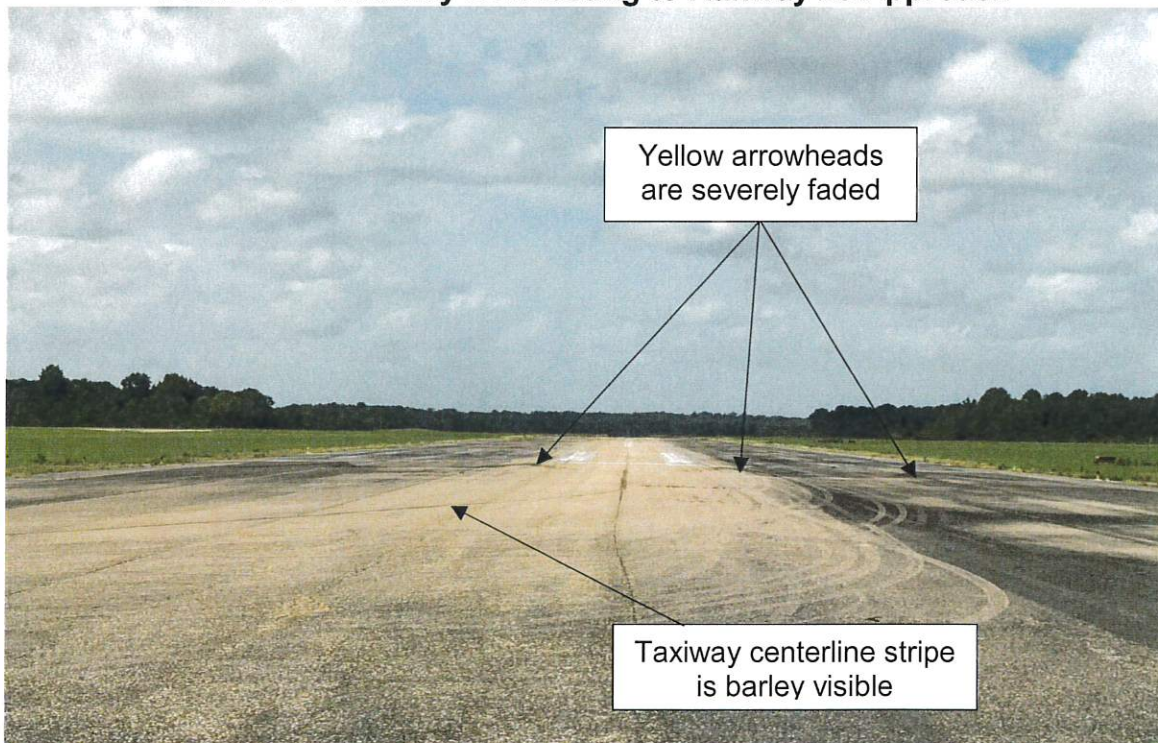
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Photo #8 – Runway 14/32 NPI Markings



Photo #9 – Taxiway Connecting to Runway 25 Approach



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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:

- The wind direction indicator (wind cone) is operational and the fabric is in good condition but is becoming faded (See Photo # 10).

Photo #10 – Wind Cone



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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 results of the lighting system inspection is as follows:

Runway 7/25	Runway 14/32
Threshold Lights – 3 inoperative	Threshold Lights – 0 inoperative
Taxiway Lights – 2 inoperative	Taxiway Lights – N/A
Runway Lights – 0 inoperative	Runway Lights – 0 inoperative
PAPI Rwy 7 – Inoperative	
REIL – Inoperative	

Maintenance Required:

- Repair/replace inoperative lights.

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:

- Runway 7/25 and the parallel taxiway are in FAIR condition with slight joint cracking.
- Runway 14/32 is in extremely POOR condition due to widespread block and joint cracking, raveling, and vegetation. The parallel taxiway is in POOR condition with widespread, severe block cracking with vegetation growing from the cracks (See Photos # 11 & # 12).

Maintenance Required:

- Airport should contact their consultant promptly to plan a pavement rehabilitation project for Runway 14/32 and the corresponding taxiway before pavement becomes irreparable or poses major safety issues.
- All vegetation on runway and taxiways should be eradicated.

Photo #11 – Runway 14/32



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Photo #12 – Parallel Taxiway to Runway 14/32



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:

- Two people were spotted walking for recreational/exercise purposes on the parallel taxiway to Runway 14/32 (See Photo # 13).

Required Action

- Prohibit non-aeronautical activity in aircraft operations area and within the boundaries of imaginary surfaces.

Photo #13 – People Walking on Taxiway



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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

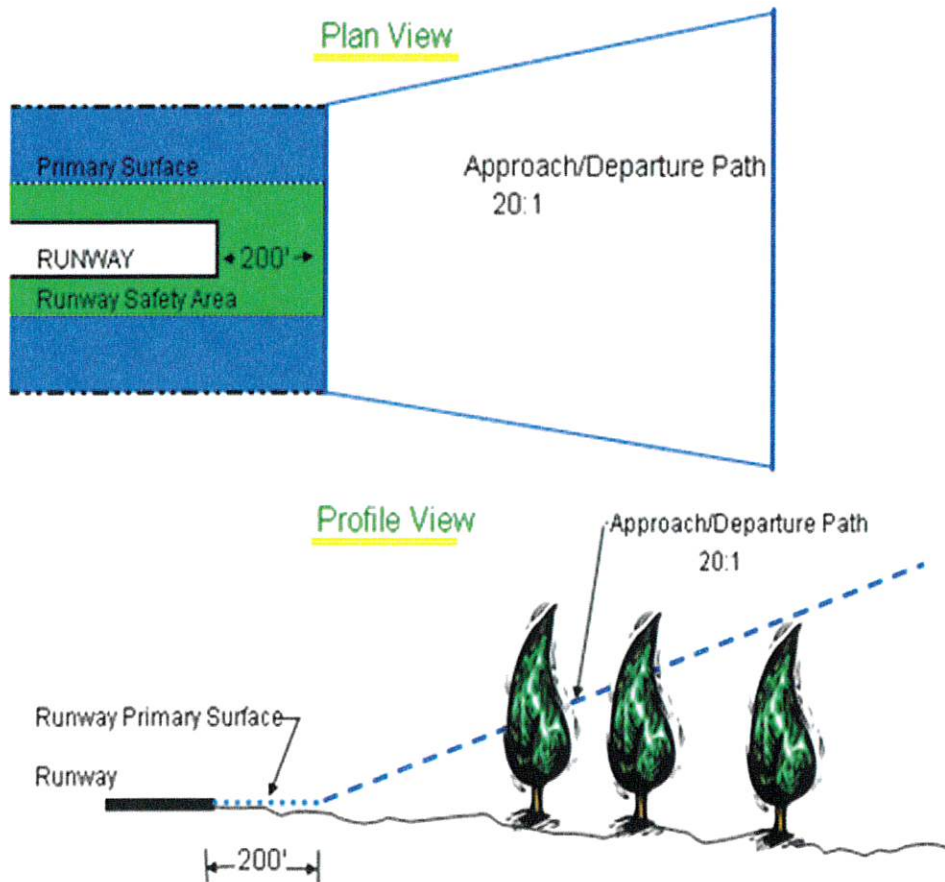
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Maintenance	Remove all potential obstructions as noted in photos #'s 2, 3, & 4.
Airport Markings	Maintenance	Clean markings or remark all runways in accordance with FAA AC 150/5340-1M.
Airport Lighting	Maintenance	Replace/repair inoperative lights.
Runway, Taxiway, Apron Conditions	Maintenance	Remove all vegetation. Plan for rehabilitation of Rwy 14/32. Plan for reconstruction of Rwy 14/32's parallel taxiway.
Prohibited Activity	Maintenance	Prohibit ALL non-aeronautical in aircraft operations area and imaginary surfaces.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation 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

Froy Municipal Airport (T01)

August 21, 2019

Approach/Departure Path Obstruction Survey

Runway 32

- 2. Tree 75 Feet Adv Rwy End
1316 Feet From Rwy End
43 Feet Right of Rwy Cntr.
141 Obstacle Clearance
• While object does NOT violate ALDOT
app/dep. path, object DOES violate FAA
surface and removals recommended.

- 3. Tree 69 Feet Adv Rwy End
1236 Feet From Rwy End
27 Feet Left of Rwy Cntr.
151 Obstacle Clearance
• While object does NOT violate ALDOT
app/dep. path, object DOES violate FAA
surface and removals recommended.

- 4. Tree 75 Feet Adv Rwy End
1205 Feet From Rwy End
27 Feet Left of Cntr.
131 Obstacle Clearance
• While object does NOT violate ALDOT
app/dep. path, object DOES violate FAA
surface and removals recommended.

- Notes:
1. Drawing is not to scale.
 2. This drawing is for planning purposes only and is not to be used for any other purposes.
 - Not on ALDOT Obstruction

ALDOT 204 App/Dep. Path