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John R. Cooper
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March 7, 2022

The Honorable Yank Lovelace
Mayor, City of Brewton
1010A Douglas Avenue
Brewton, Alabama 36427

**Subject: Annual Inspection Report
Brewton Municipal Airport**

Dear Mayor Lovelace:

An inspection of the Brewton Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on February 28, 2022. 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 obstructing the Required ALDOT 20:1 Approach/Departure Path of Runway 24. In addition, the grounding cable clip at the self-serve fueling area was missing. Therefore, the airport operating license ***remains suspended*** until all safety deficiencies have been corrected. The report also details several maintenance related items that should be addressed as soon as practicable.

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.

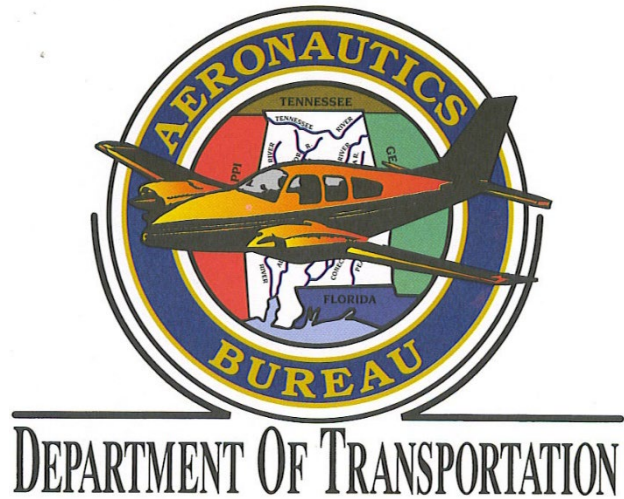
Sincerely,

Frank Farmer
Chief, Aeronautics Bureau

Copy: Mr. Earl Lambert, Chairman, Brewton Airport Commission
Mr. Luke Flowers, FAA/ADO
Mr. Rans Black, FAA/ADO
Mr. Michael Cole, Barge Waggoner Sumner & Cannon, Inc.
Dr. Leann Bair, Aviation/Community Planner, JPATS Coordinator, US Navy

ANNUAL INSPECTION REPORT

February 28, 2022



BREWTON MUNICIPAL AIRPORT

BREWTON, ALABAMA

**Annual Inspection Report
Brewton Municipal Airport
Brewton, Alabama**

February 28, 2022

TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 5
RUNWAY SAFETY AREA.....	PAGE 7
AIRPORT MARKINGS.....	PAGE 8
WIND DIRECTION INDICATOR.....	PAGE 10
AIRPORT LIGHTING.....	PAGE 11
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 11
FUELING AREA REQUIREMENTS.....	PAGE 13
PROHIBITED ACTIVITIES.....	PAGE 15
SUMMARY.....	PAGE 16
APPENDIX 1.....	PAGE 17
APPENDIX 2.....	PAGE 18

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

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, P. 328 § 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Brewton Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on February 28, 2022.

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 February 8, 2000.

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

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 on February 28, 2022, 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 will be centered along the extended runway centerline and extend 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 06 – No obstructions (See Photo #1).
- Runway 24 – Trees identified as #5, #12, and #14 violate the Required ALDOT 20:1 Approach/Departure Path (See Photo #2 and Appendix 2).
- Runway 12 – No obstructions (See Photo #3)
- Runway 30 – No obstructions (See Photo #4).

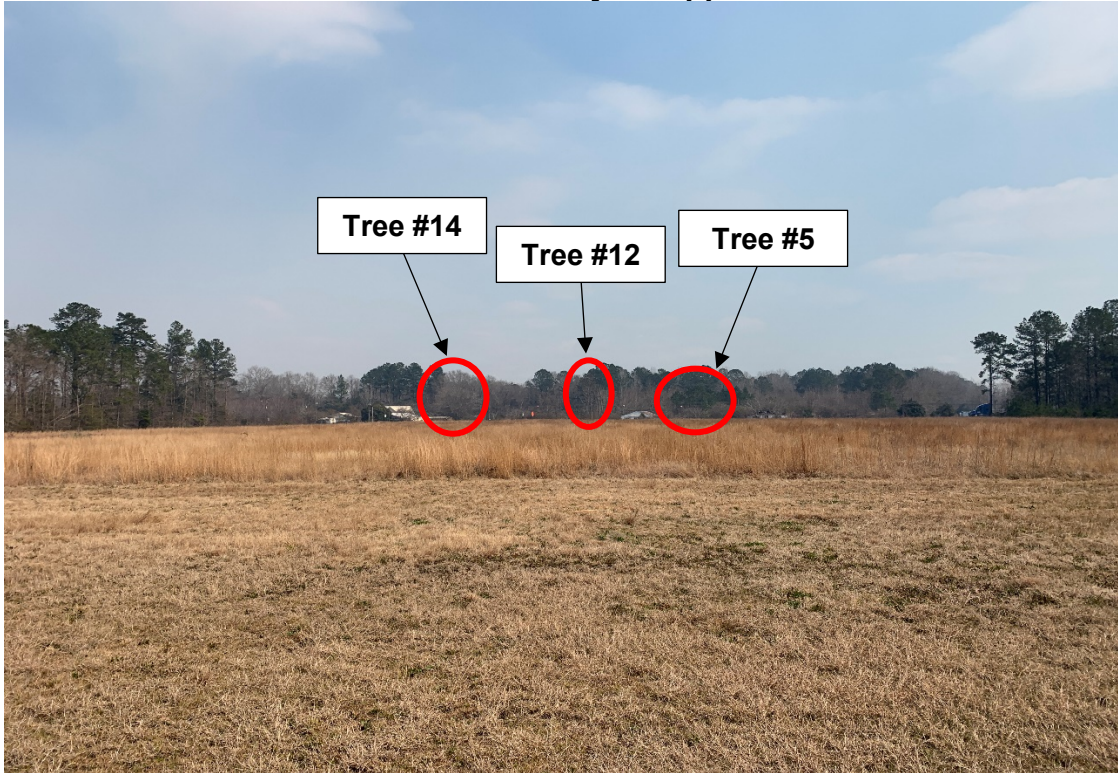
Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Photo # 1 - Runway 6 Approach



Photo # 2 - Runway 24 Approach



**Annual Inspection Report
Brewton Municipal Airport
Brewton, Alabama**

February 28, 2022

Photo # 3 - Runway 12 Approach



Photo # 4 - Runway 30 Approach



Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Required Action:

- Remove all obstructions to the Required ALDOT 20:1 Approach/Departure Path on Runway 24.
- *Note: The obstructions identified during this inspection are representative and may not include all existing obstructions. It is the responsibility of the airport sponsor to identify and remove ALL obstructions to the Required 20:1 Approach/Departure Path.*
- It should be noted that ALDOT obstructions identified in previous reports to Runways 6 and 30 have been removed.

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:

- A runway distance remaining sign was discovered knocked off its frangible mounts, on its side within the Primary Surface (See Photo #5).
- There is vegetation encroaching upon the Primary Surface of Runway 06 at 125 feet left of centerline (near approach end RWY 06) (See Photo #6)
- A large rut was discovered near the intersection of Runways 12/30 and 6/24, 77 feet from the centerline of Runway 12/30 near the concrete pull-off (See Photo #7). While the trench does not constitute a Primary Surface violation, by definition of the ALDOT Administrative Code for Airports, it does pose a hazard to any aircraft that might depart the runway surface.

Required Maintenance:

- Remove runway distance remaining sign and replace on mounts.
- Fill in rut and compact smooth.
- Remove all trees/shrubs/excessive vegetation growth within the Primary Surface.

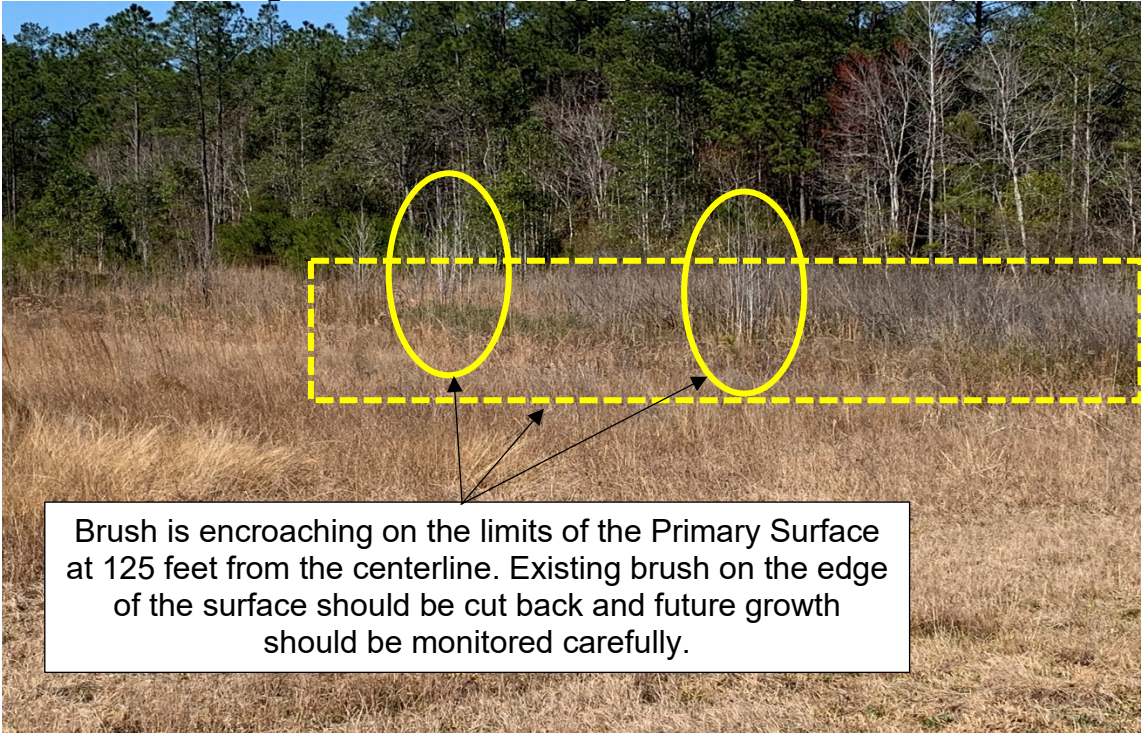
Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Photo #5 - Primary Surface Runway 12/30



Photo #6—Vegetation Encroaching Upon Primary Surface (RWY 06)



Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Photo #7 – Large Rut in Primary Surface



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 licensing requirements.

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

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:

- Runway 6/24 and 12/30 markings are in **FAIR** condition but are becoming obscured by algae growth/rubber deposits/fading (See Photo #8). Centerline markings on both runways are becoming **POOR** due to rubber deposits. (See Photo #9).
- Taxiway markings are in **GOOD** condition following the recent project (See Photo #10).
- An aircraft was observed using the old, closed runway (18/36) as a taxiway. The old runway is becoming littered with foreign object debris (FOD) as the pavement continues to degrade. Aircraft should be discouraged from using this pavement.

Maintenance Required:

- Old Runway 18/36 should be marked closed to aircraft movement in accordance with FAA AC 150/5340-1M and the closed taxiway should be barricaded to prevent unintentional use.
- Plan a rubber removal project or pressure wash runway markings, PARTICULARLY the centerline stripes.

**Annual Inspection Report
Brewton Municipal Airport
Brewton, Alabama**

February 28, 2022

Photo #8 – Runway 12 Markings



Photo #9—Runway 12/30 Centerline Stripes



Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Photo #10 – Taxiway and Hold Short Markings



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 lighted wind direction indicator (wind cone) is in **GOOD** condition.

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

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:

- Only the primary runway 12/30 has lights and the results of that lighting system inspection is as follows:

Threshold Lights	0 Inoperative
Taxiway Lights	1 Inoperative
Runway Lights	0 Inoperative

Maintenance Required

- Replace/repair 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.

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Inspection Results:

- Airport Surfaces were inspected with the following results:
 - Runway 12/30 is in **POOR** condition with extensive longitudinal and transverse cracking and block cracking (See Photo #11).
 - Runway 06/24 is in **FAIR** condition, experiencing moderate longitudinal and transverse cracking.
 - Taxiway, apron, and taxilanes are in **EXCELLENT** condition (Photo #12).

Required Maintenance:

- Pavement maintenance projects should be planned for Runways 12/30 and 06/24.

Photo #11—Cracking on Runway 12/30



Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Photo #12—Taxilanes Around T-Hangars



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.
- Ground 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: **VIOLATION**

- The fueling area **does not meet** the requirements established by the Alabama Department of Transportation. The State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

- The grounding cable clip was missing (See Photo #13)

Maintenance Items:

- Some fire extinguishers at self-serve area did not have proper inspection tags, while others did.
- Tank content labels were severely faded (See Photo #14).

Required Action:

- Replace bonding cable clip immediately.

Required Maintenance:

- Install current inspection tags on ALL fire extinguishers.

Photo #13—Missing Grounding Cable Clip



Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Photo #14 – Fuel Tank Contents Label Faded



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:

- There were no prohibited activities observed during the inspection.

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

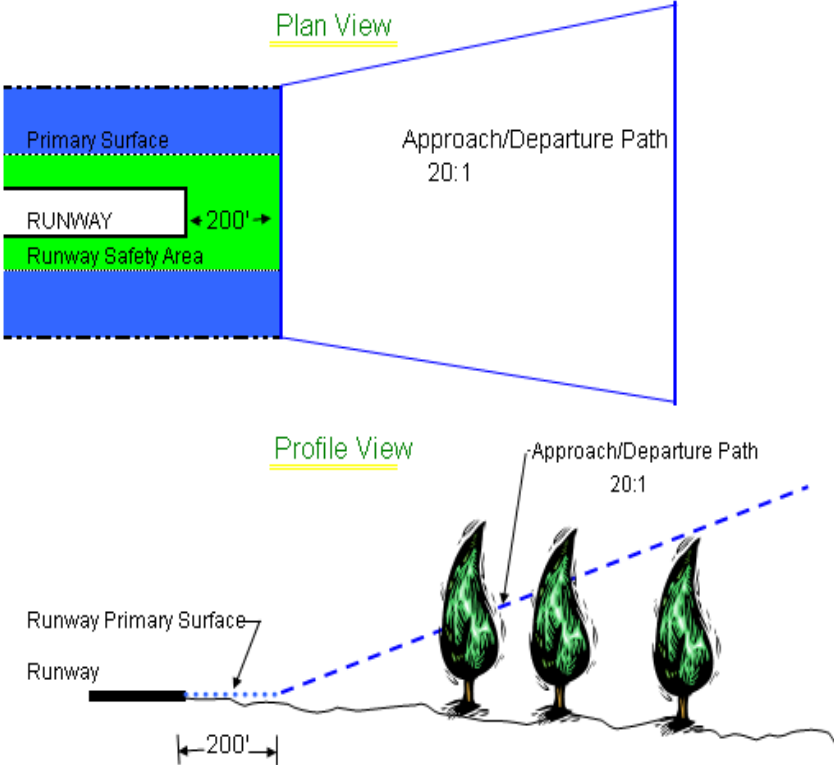
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	VIOLATION	Remove all obstructions within the Required ALDOT App./Dep. Path to RWY 24.
Primary Surface	Maintenance	Replace RWY DIST RMNG marker. Fill in rut and compact smooth. Remove all vegetation encroaching on PMY SFC.
Airport Markings	Maintenance	Complete rubber removal project and clean RWY markings. Adequately mark closed taxiway in accordance with FAA AC 150/5340-1M. Mark old RWY 18/36 closed to aircraft movement in accordance with FAA AC 150/5340-1M.
Airport Surfaces	Maintenance	Plan and execute pavement maintenance project on Runways.
Fueling Area Requirements	VIOLATION	Replace grounding cable clip immediately. Install current fire extinguisher inspection tags on ALL fire extinguishers.

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

Annual Inspection Report Brewton Municipal Airport Brewton, Alabama

February 28, 2022

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

APPENDIX 2

**Brewton Municipal Airport
Brewton, AL
February 28, 2022
Obstruction Evaluation
Runway 24**

Notes:

1. Drawing not to scale.
2. For informational purposes only and not to be used for any other purpose.
3. Aerial image may not be current.
4. Obstructions identified are representative and do not include all existing obstructions.

● ALDOT 20:1 Violation

● Penetrates FAA Part 77 Surface but not an ALDOT violation

○ Controlling Obstruction

1. Tree 69' Abv. RWY
621' From RWY End
287' Left of CL
6:1 Obst Clnc

6. Tree 87' Abv. RWY
1240' From RWY End
138' Left of CL
11:1 Obst Clnc

2. Tree 87' Abv. RWY
1346' From RWY End
294' Left of CL
13:1 Obst Clnc

8. Tree 93' Abv. RWY
1346' From RWY End
106' Left of CL
12:1 Obst Clnc

4. Tree 86' Abv. RWY
1222' From RWY End
171' Left of CL
11:1 Obst Clnc

9. Tree 88' Abv. RWY
1279' From RWY End
82' Left of CL
12:1 Obst Clnc

5. Tree 47' Abv. RWY
989' From RWY End
130' Left of CL
16:1 Obst Clnc

11. Tree 91' Abv. RWY
1218' From RWY End
26' Left of CL
11:1 Obst Clnc

12. Tree 59' Abv. RWY
906' From RWY End
1' Left of CL
12:1 Obst Clnc

15. Tree 94' Abv. RWY
1208' From RWY End
249' Right of CL
10:1 Obst Clnc

13. Tree 86' Abv. RWY
1278' From RWY End
67' Right of CL
12:1 Obst Clnc

16. Tree 81' Abv. RWY
707' From RWY End
315' Right of CL
6:1 Obst Clnc

14. Tree 83' Abv. RWY
1197' From RWY End
183' Right of CL
12:1 Obst Clnc

