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John R. Cooper
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August 12, 2021

The Honorable Stanley B. Stallworth
Mayor, City of Evergreen
P.O. Box 229
Evergreen, Alabama 36401

Subject: Annual Inspection Report
Evergreen Municipal (Middleton Field) Airport

Dear Mayor Stallworth:

An inspection of the Evergreen Municipal (Middleton Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 5, 2021. 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 are some items noted that relate to the maintenance of the airport and should be addressed.

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,

Frank Farmer
Chief, Aeronautics Bureau

Copy: Mr. Graham Coffelt, FAA/ADO

Mr. Rans Black, FAA/ADO

Ms. Michelle Conway, Goodwyn, Mills and Cawood, Inc

Dr. Leann Bair, JPATS Coordinator; US Navy

Mr. Andrew Ashburn, Airport Manager; City of Evergreen

August 5, 2021



DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT



EVERGREEN MUNICIPAL (MIDDLETON FIELD) AIRPORT

EVERGREEN, ALABAMA

August 5, 2021

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**Annual Inspection Report
Evergreen Municipal (Middleton Field) Airport
Evergreen, Alabama**

August 5, 2021

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 Evergreen Municipal (Middleton Field) Airport was conducted by Mr. Jeb Baird and Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on August 5, 2021.

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 using approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived using 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 19, 2019.

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.

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Based upon the findings of the inspection conducted on August 5, 2021, 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 1 – No obstructions violate the ALDOT 20:1 Approach/Departure Path (See Photo #1).
- Runway 19 – No obstructions violate the ALDOT 20:1 Approach/Departure Path; however, obstruction identified as Tree #5 will be a future violation (See Photo #2 and Appendix 2).
- Runway 10 – No obstructions violate the ALDOT 20:1 Approach/Departure Path; however, obstructions identified as Tree #2, #7, and #8 will be future violations (See Photo #3 and Appendix 3).
- Runway 28 – No obstructions violate the ALDOT 20:1 Approach/Departure Path (See Photo #4 and Appendix 4).

Maintenance Required:

- Plan for removal of future violations of the ALDOT 20:1 Approach/Departure Path.
- Obstructions detailed in this report are representative and may not identify all obstructions.

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Photo #1 – Runway 1 Approach



Photo #2 – Runway 19 Approach



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Photo # 3 – Runway 10 Approach

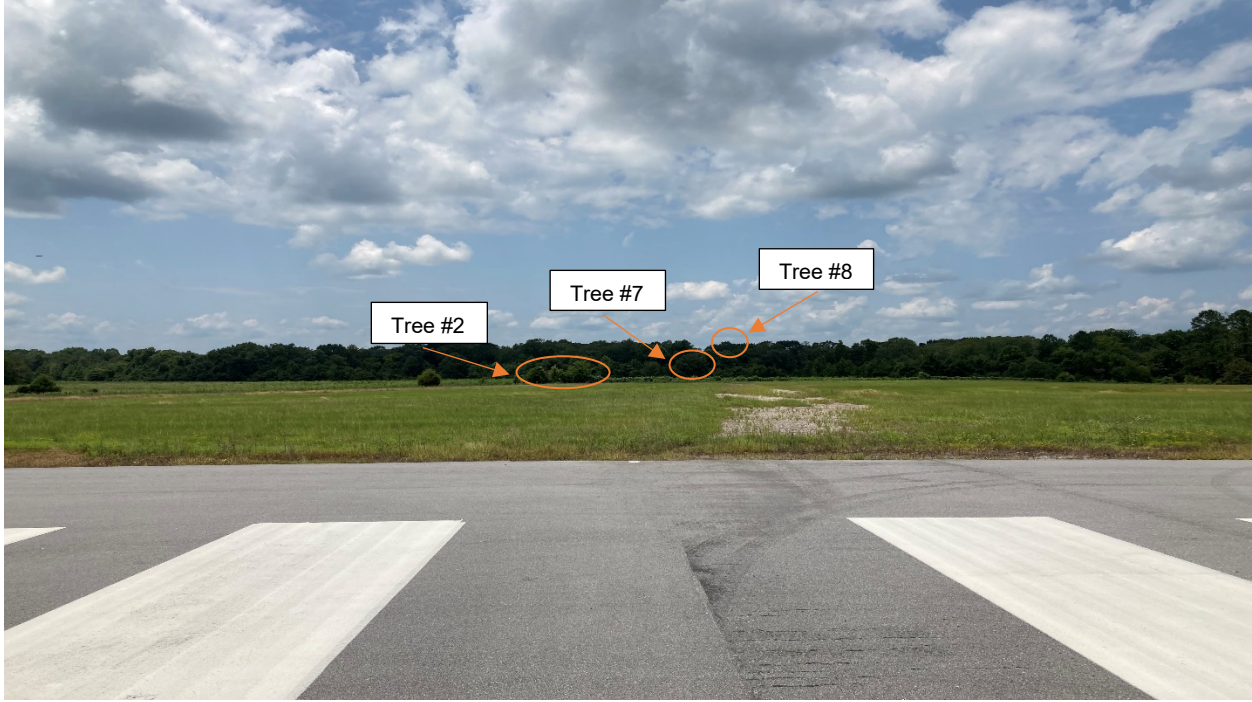


Photo # 4 – Runway 28 Approach



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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 surfaces for all runways meet 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:

- The runway safety areas meet state licensing requirements.

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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 markings are in overall **FAIR** condition, with some areas experiencing obscuration from rubber buildup (See Photo #5).
- Taxiway markings are in **POOR** condition due to fading (See Photo #6).

Maintenance Required:

- Clean runway markings and plan a rubber removal project.
- Plan a taxiway remarking project in accordance with FAA AC 150/5340-1M.

Photo #5 – Runway 10 Centerline Markings Obscured by Rubber



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Photo #6—Taxiway 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 wind direction indicator (wind cone) is operational and in **FAIR** condition (See Photo #7).

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Photo #7 – 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:

Threshold Lights – 1 broken (RWY 28)
Taxiway Lights – 1 inoperative
Runway Lights – 1 broken (RWY 28)

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:

- The runway surfaces are in **GOOD** condition.
- The taxiway parallel to Runway 01/19 is in **POOR** condition due to widespread cracking and vegetation growth.
- The taxiway parallel to Runway 10/28 is in **POOR** condition due to cracking and vegetation (See Photo #8).
- The apron pavement is in **FAIR** condition due to cracking and vegetation growth (See Photo #9).

Maintenance Required:

- Continue with pavement maintenance project for Runway 01/19 parallel taxiway as detailed in the airport's Capital Improvement Plan (CIP).
- Plan a pavement maintenance project for Runway 10/28 parallel taxiway.
- Remove vegetation from apron surface.

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Photo #8 — RWY 10/28 Parallel Taxiway Cracking and Vegetation



Photo #9 – Apron Vegetation and Cracking



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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:

- The fueling area **meets** the requirements established by the Alabama Department of Transportation. (See Photo #9)

The State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo #10 – Fueling Area



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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
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August 5, 2021

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

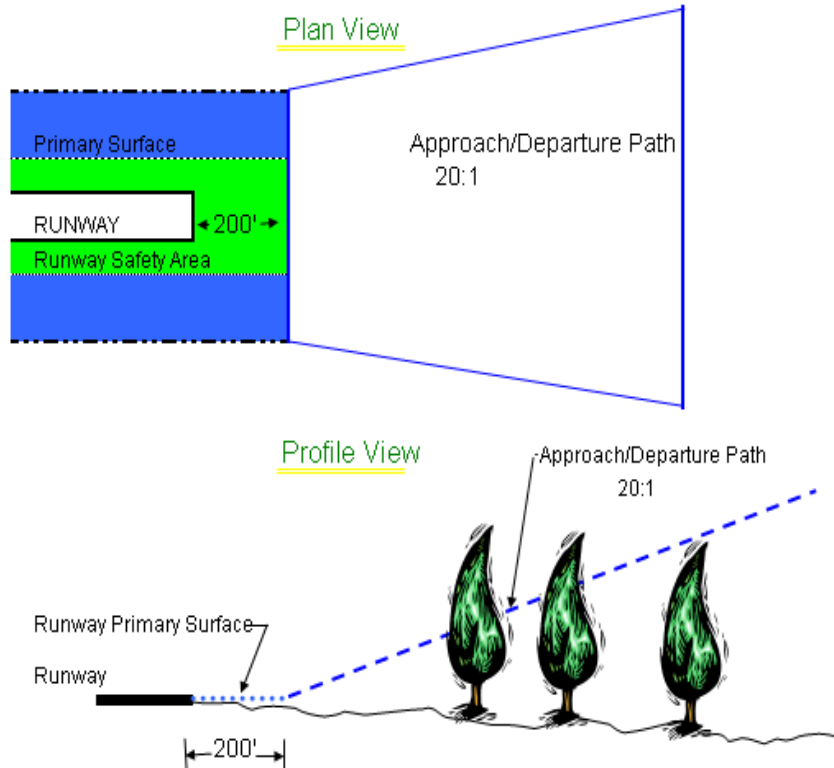
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Paths	Maintenance	Plan for removal of future violations of the ALDOT 20:1 Approach/Departure Path
Airport Markings	Maintenance	Clean runway markings and plan a rubber removal project. Plan a taxiway remarking project in accordance with FAA AC 150/5340-1M.
Airport Lighting	Maintenance	Repair/replace inoperative lights.
Runway, Taxiway, and Apron Conditions	Maintenance	Continue with pavement maintenance project for Runway 01/19 parallel taxiway as detailed in the airport's Capital Improvement Plan (CIP). Plan a pavement maintenance project for Runway 10/28 parallel taxiway.

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

Appendix 2

Evergreen Middleton Field Evergreen, AL. Runway 10 Obstruction Evaluation August 5, 2021

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 detailed in this report are representative and may not identify all obstructions

- Obstruction is a future violation of ALDOT 20:1 APP/DEP
- Obstruction penetrates FAA 34:1 APP surface
- 5010 Controlling Obstruction

2. Tree 16' Abv. RWY
 546' From RWY
 14' Right of CL
 21:1 Obst Clnc

5. Tree 64' Abv. RWY
 1233' From RWY
 29' Left of CL
 16:1 Obst Clnc

8. Tree 43' Abv. RWY
 1198' From RWY
 150' Left of CL
 23:1 Obst Clnc

10. Tree 63' Abv. RWY
 1195' From RWY
 362' Left of CL
 15:1 Obst Clnc

3. Tree 69' Abv. RWY
 1340' From RWY
 97' Right of CL
 16:1 Obst Clnc

6. Tree 61' Abv. RWY
 1213' From RWY
 101' Left of CL
 16:1 Obst Clnc

9. Tree 57' Abv. RWY
 1139' From RWY
 308' Left of CL
 16:1 Obst Clnc

4. Tree 66' Abv. RWY
 1338' From RWY
 7' Right of CL
 17:1 Obst Clnc

7. Tree 35' Abv. RWY
 1102' From RWY
 99' Left of CL
 25:1 Obst Clnc



Appendix 3

Evergreen Middleton Field
 Evergreen, AL.
 Runway 19
 Obstruction Evaluation
 August 5, 2021

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 detailed in this report are representative and may not identify all obstructions

- Obstruction is a future violation of ALDOT 20:1 APP/DEP
- Obstruction penetrates FAA 34:1 APP surface
- 5010 Controlling Obstruction

1.Tree 85' Abv. RWY
 1461' From RWY
 227' Right of CL
 14:1 Obst Clnc

3.Tree 79' Abv. RWY
 1553' From RWY
 140' Left of CL
 17:1 Obst Clnc

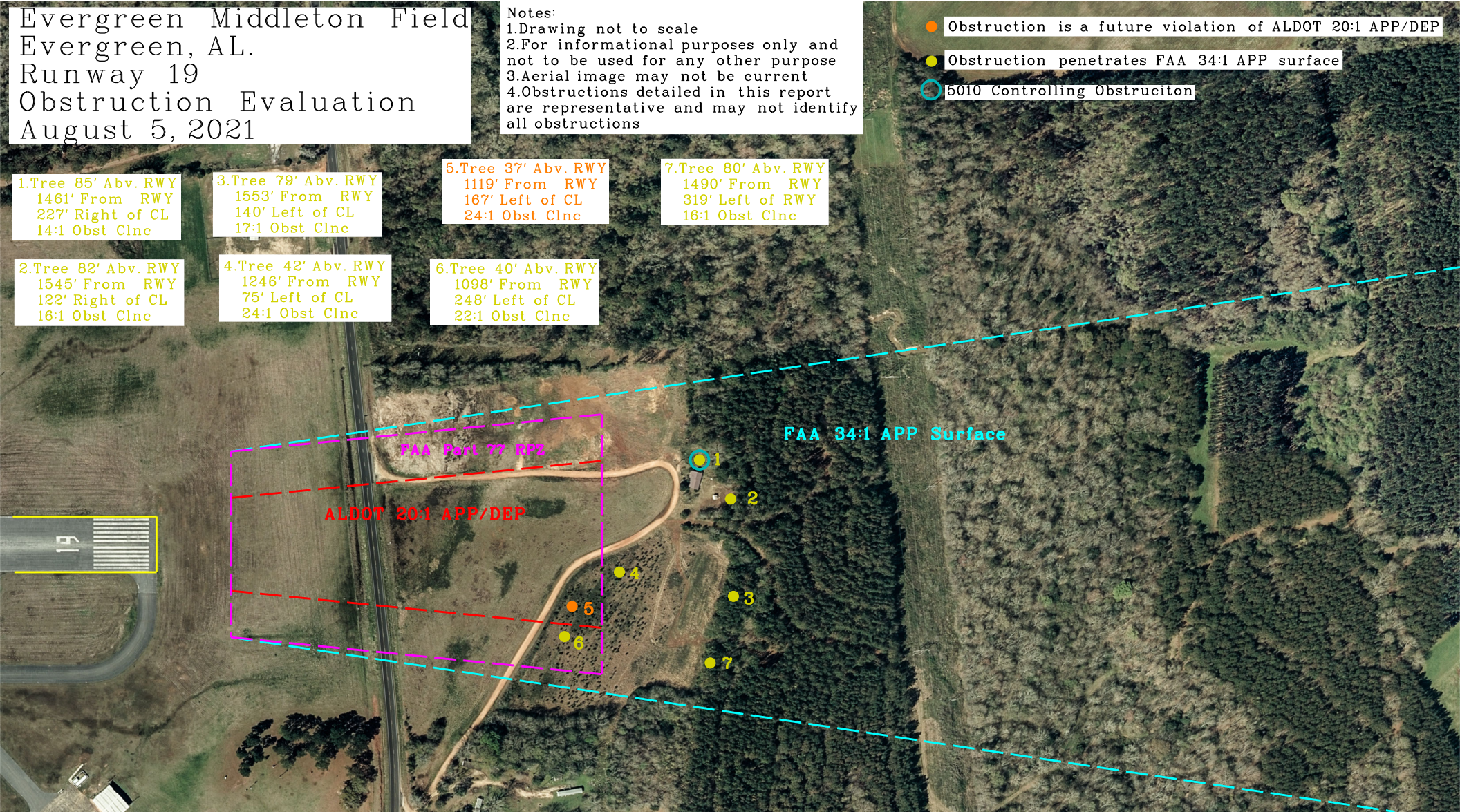
5.Tree 37' Abv. RWY
 1119' From RWY
 167' Left of CL
 24:1 Obst Clnc

7.Tree 80' Abv. RWY
 1490' From RWY
 319' Left of RWY
 16:1 Obst Clnc

2.Tree 82' Abv. RWY
 1545' From RWY
 122' Right of CL
 16:1 Obst Clnc

4.Tree 42' Abv. RWY
 1246' From RWY
 75' Left of CL
 24:1 Obst Clnc

6.Tree 40' Abv. RWY
 1098' From RWY
 248' Left of CL
 22:1 Obst Clnc



Appendix 4

Evergreen Middleton Field
Evergreen, AL.
Runway 28
Obstruction Evaluation
August 5, 2021

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 detailed in this report are representative and may not identify all obstructions

- Obstruction penetrates FAA 34:1 APP surface
- 5010 Controlling Obstruction

1.Tree 61' Abv. RWY
1426' From RWY
173' Left of CL
20:1 Obst Clnc

3.Tree 53' Abv. RWY
1493' From RWY
39' Left of CL
24:1 Obst Clnc

2.Tree 55' Abv. RWY
1497' From RWY
72' Left of CL
23:1 Obst Clnc

4.Tree 80' Abv. RWY
2548' From RWY
6' Right of CL
29:1 Obst Clnc

