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John R. Cooper
TRANSPORTATION DIRECTOR

October 12, 2021

Mr. Scott Fuller, Airport Manager
Jack Edwards Airport
P.O. Box 919
Gulf Shores, Alabama 36547

Subject: Annual Inspection Report
Jack Edwards Airport
Gulf Shores, Alabama

Dear Mr. Fuller:

An inspection of the Jack Edwards Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 29, 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 the requirements for the issuance of an operating license. However, there are a few maintenance items that need to be addressed.

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

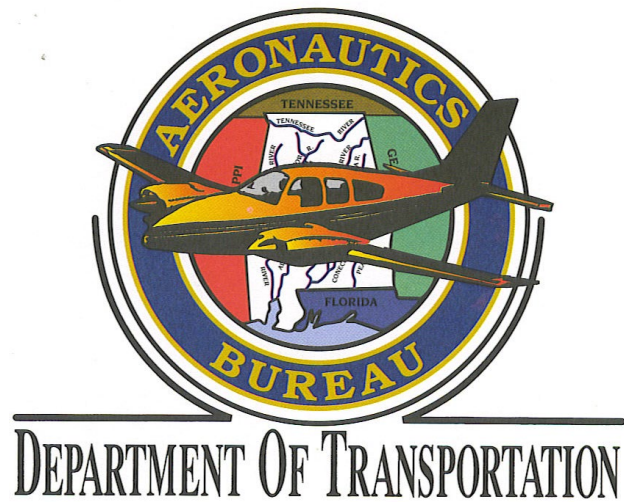
Copy: Mr. Graham Coffelt
FAA/ADO

Michael Cole
Barge Design Solutions

Mr. Vic Roberts
Chairman, Airport Authority

ANNUAL INSPECTION REPORT

September 29, 2021



JACK EDWARDS AIRPORT
GULF SHORES, ALABAMA

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 5 |
| AIRPORT MARKINGS..... | PAGE 6 |
| WIND DIRECTION INDICATOR..... | PAGE 9 |
| AIRPORT LIGHTING..... | PAGE 10 |
| RUNWAY, TAXIWAY, AND APRON CONDITIONS..... | PAGE 10 |
| FUELING AREA REQUIREMENTS..... | PAGE 13 |
| PROHIBITED ACTIVITIES..... | PAGE 14 |
| SUMMARY..... | PAGE 14 |
| APPENDIX 1..... | PAGE 15 |

Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 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 Jack Edwards National Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on September 29, 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 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 March 8, 2016.

Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

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 September 29, 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).
- 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 is centered along the extended runway centerline and extends 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:

- Runway 9 – No obstructions to the ALDOT 20:1 (See Photo # 1)
- Runway 27 – No obstructions to the ALDOT 20:1 (See Photo # 2)
- Runway 17 – No obstructions to the ALDOT 20:1 (See Photo # 3).
- Runway 35 – No obstructions to the ALDOT 20:1 (See Photo #4).

Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

Photo # 1 – Runway 9 Approach



Photo # 2 – Runway 27 Approach



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

Photo # 3 – Runway 17 Approach



Photo # 4 – Runway 35 Approach



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

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 for all runways **meets** state 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 area for all runways **meets** state licensing standards.

Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

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 on Runway 9/27 are in **GOOD** condition, however, some are becoming obscured due to contamination (a microbial, either fungal or algae, growth) and rubber deposits (See Photos #5 and #6).
- The runway markings on Runway 17/35 are in **GOOD** condition.
- Taxiway markings are in **GOOD** condition (See Photo #7).
- West taxi-lane markings are in **POOR** condition (See Photo #8).

Maintenance Required:

- Obscured runway markings should be cleaned.
- Taxi-lane markings on the west side of the airport should be replaced in accordance with FAA AC 150/5340-1M.

Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

Photo #5 – Runway 27 Markings



Photo #6— Runway 9 Threshold Markings



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

Photo #7 – Taxiway Markings



Photo #8 – West Taxi Lane Markings



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

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 indicators (wind cones) are operational and in **GOOD** condition (See Photo #9).

Photo #9 – Wind Direction Indicators



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

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:
 - Taxiway Lights – 6 inoperative
 - Runway Lights – 4 inoperative
 - Threshold Lights – 1 inoperative
 - RWY 36 PAPI – u/s (new PAPIs to be installed in future project)
 - RWY 18 PAPI – u/s (new PAPIs to be installed in future project)

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 Runways, Main Aprons, and Taxiways are in **GOOD** condition (See Photos #5, #7, #10, and #11).

Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

- The small concrete apron west of Runway 17/35 is in **FAIR** condition, exhibiting moderate cracking and extensive vegetation growth (See Photo #12).
- The taxi-lanes on the west side of the airfield are in **FAIR** condition. However, there is a small hangar apron on the west side that is approaching **POOR** condition, with extensive cracking and raveling (See Photo #13).

Maintenance Required:

- The airport should consult with the airport engineer to plan a pavement maintenance project for the west-side taxi-lanes and hangar aprons to be implemented in the next few years (this would include the hangar aprons just east of Runway 35 also).

Photo #10 – New Concrete Apron



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

Photo #11 – Main Parking Apron



Photo# 12 – Maintenance Hangar Apron



Annual Inspection Report Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

Photo #13 – Hangar Apron (West Side)



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 fuel farm ***meets*** state licensing requirements.
- 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 Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

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.

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

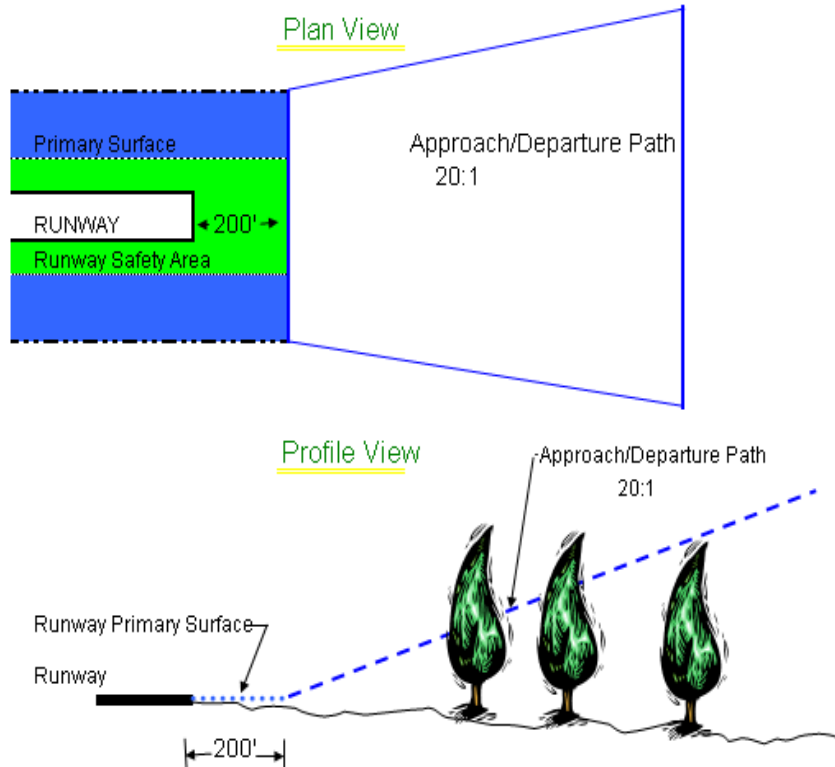
| Inspection Area | Violation/Maintenance | Corrective Action |
|------------------|-----------------------|---|
| Airport Markings | Maintenance | Clean RWY 09/27 markings that are obscured. Remark taxi-lanes in accordance with FAA AC 150/5340-1M |
| Airport Lighting | Maintenance | Repair/replace inoperative lights |
| Airport Surfaces | Maintenance | Plan pavement maintenance projects for west-side taxi-lanes and specified aprons. |

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 Jack Edwards National Airport Gulf Shores, Alabama

September 29, 2021

| 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