



Kay Ivey
GOVERNOR

ALABAMA
DEPARTMENT OF TRANSPORTATION

AERONAUTICS BUREAU
1409 COLISEUM BOULEVARD
MONTGOMERY, ALABAMA 36130
PHONE (334) 242-6820
FAX (334) 353-6540



John R. Cooper
TRANSPORTATION DIRECTOR

November 13, 2020

Mr. Tom Sharp, Jr., Chairman
Madison County Executive Airport Authority
Post Office Box 110
Meridianville, Alabama 35759

Subject: Annual Inspection Report
Huntsville Executive Airport—Tom Sharp Jr. Field

Dear Mr. Sharp:

An inspection of the Huntsville Executive Airport—Tom Sharp, Jr. Field was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on October 26, 2020. 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. Therefore, the license is **issued** with no restrictions. The report also details maintenance related items that should be addressed.

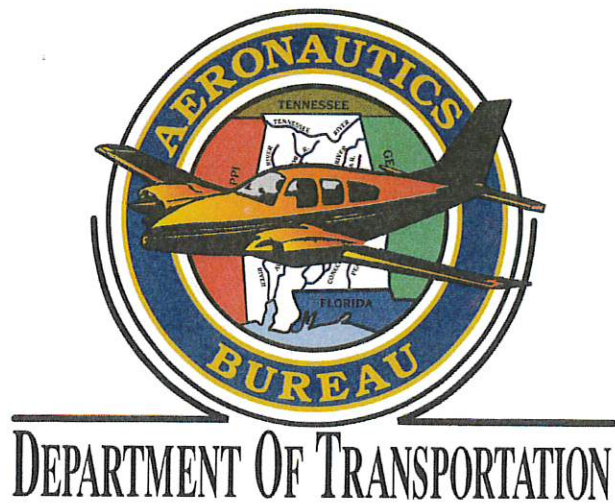
If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact Mr. Gus Slaten with the Aeronautics Bureau at (334) 242-6820.

Sincerely,

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

Copy: Mr. Rans Black, FAA/ADO
Mr. Wes Mittlesteadt, FAA/ADO
Mr. Harry Wilson, S&ME, Inc.
Mr. Ray Meyer, Executive Flight Center

ANNUAL INSPECTION REPORT
OCTOBER 26, 2020



**HUNTSVILLE EXECUTIVE AIRPORT—TOM
SHARP, JR. FIELD**

MERIDIANVILLE, ALABAMA

**Annual Inspection Report
Huntsville Executive Airport—Tom Sharp, Jr. Field
Meridianville, Alabama**

October 26, 2020

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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 Huntsville Executive Airport—Tom Sharp, Jr. Field was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on October 26, 2020.

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 10, 2005.

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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 October 26, 2020, 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 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 36 – No obstructions (See Photo # 1)
- Runway 18 – No obstructions (See Photo # 2)

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Photo # 1 – Runway 36 Approach



Photo # 2 – Runway 18 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 licensing requirements (See Photo # 3).

Photo # 3 – Primary Surface



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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 grade of the runway safety area **meets** state licensing requirements. However, erosion should be monitored as the pavement lip on portions of the runway approaches the 3-inch limit (See Photo #4).

Photo #4 – Runway Pavement Lip



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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:

- The runway markings are in mostly **GOOD** condition; however, the edge markings are becoming obscured from possible water collection (See Photo #5).
- Taxiway markings are in mostly **GOOD** condition with a few areas in **FAIR** condition (See Photo #6).

Photo # 5 – PIR Markings Runway 36 (Edge Obscuration)



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Photo #6—Taxiway Markings



Maintenance Required:

- Clean/pressure-wash all obscured markings on the runway.

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:

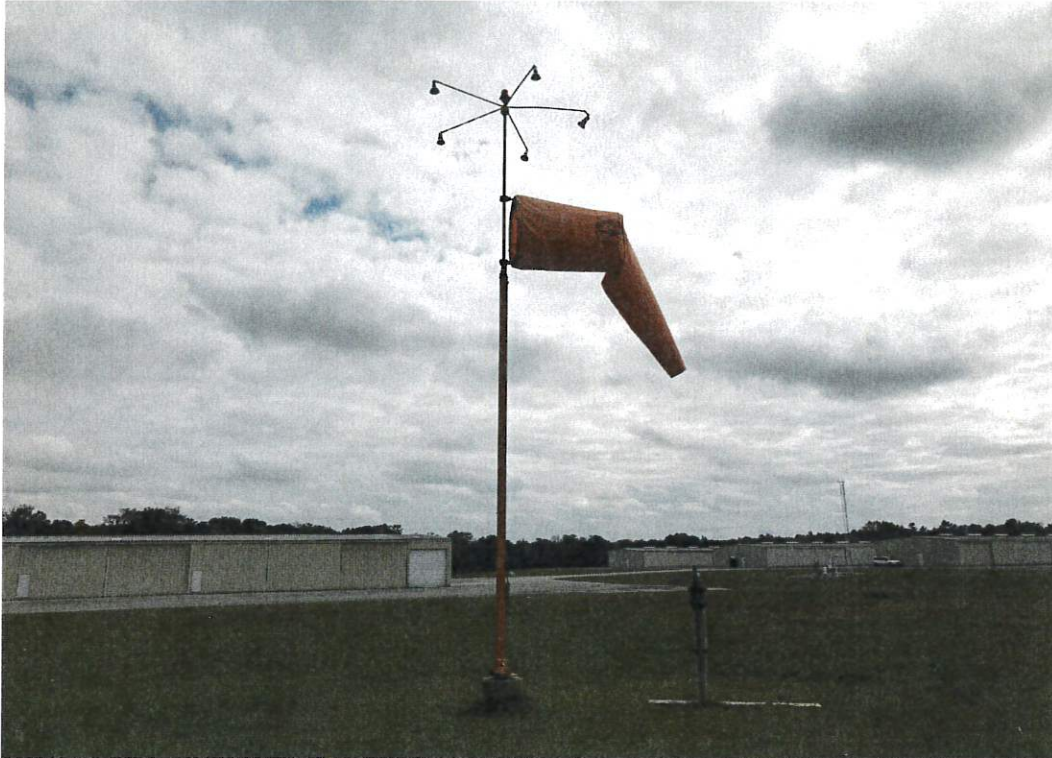
- The wind direction indicator (wind cone) is operational and in **GOOD** condition (See Photo #7).

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- Segmented circle is faded.

Photo # 7 – Wind Cone



Maintenance Required:

- Repaint segmented circle white.

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.

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Inspection Results:

- The inspection results of the airport lighting system were as follows:
 - Runway Lights: 3 inoperative; 1 broken globe
 - Taxiway Lights: Unable to check (on photocell)
 - Threshold: 0 inoperative
 - PAPI: 0 inoperative
 - REIL: 0 inoperative

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 is in **FAIR** condition, experiencing longitudinal and transverse cracking of low severity (Photo #8). Existing crack seals are beginning to open up.
- The taxiways are in overall **FAIR** condition with widespread joint and thermal cracking and raveling in some areas (Photo #9). There is one, isolated section of taxiway on the south side of the airfield near the ARFFF station that is experiencing *severe* cracking (Photo #10). Slippage is occurring at a patched area. Taxi-lanes are in **FAIR** condition with moderate cracking and raveling, along with crack seals that are opening up.
- Apron is in **FAIR** condition, experiencing some paving joint and thermal cracking with light raveling. Concrete ramp is in **GOOD** condition.

Maintenance Required:

- Consult with airport engineer to plan pavement rehabilitation project.

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Photo # 8 – Runway Cracking



Photo # 9 – Taxiway Cracking



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Photo # 10 – Severe Cracking with Vegetation Growth on Taxiway



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:

- No prohibited activities were observed during the inspection.

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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

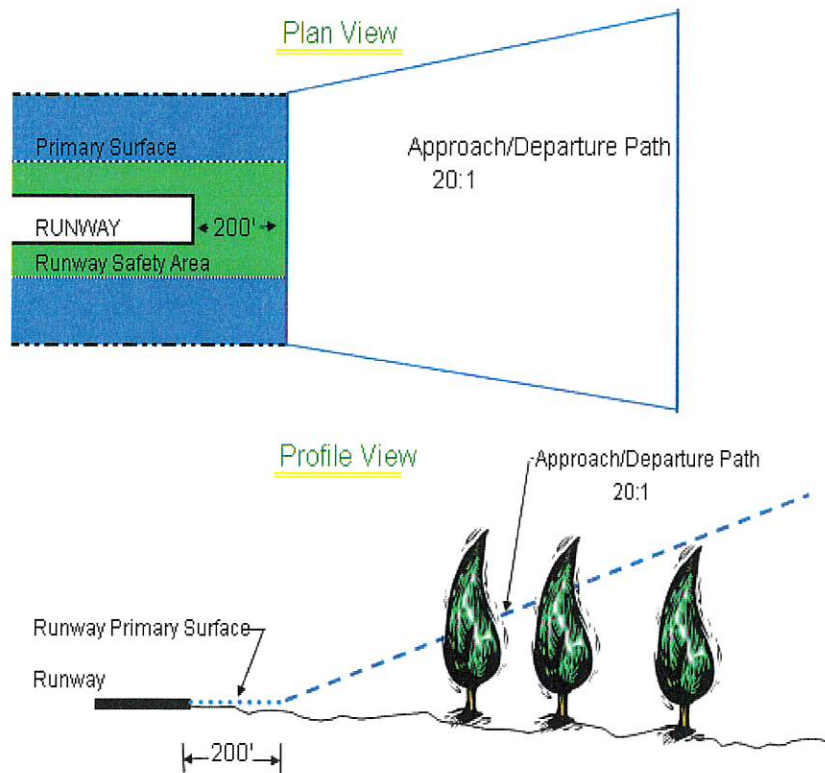
Inspection Area	Violation/Maintenance	Corrective Action
Runway Safety Area	Maintenance	Monitor erosion around pavement edge so that no more than a 3-inch drop exists.
Markings	Maintenance	Clean runway edge markings that have become obscured.
Wind Direction Indicator	Maintenance	Repaint segmented circle white.
Surfaces	Maintenance	Consult with airport engineer about pavement rehabilitation project.

Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau 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