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John R. Cooper
TRANSPORTATION DIRECTOR

September 14, 2021

The Honorable Clay King
Mayor, City of Samson
104 East Main Street
Samson, Alabama 36477

Subject: Annual Inspection Report
Samson (Logan Field) Municipal Airport

Dear Mayor King:

An inspection of the Samson (Logan Field) Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on August 27, 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 ***does not meet*** the requirements for the issuance of an operating license. Trees are obstructing the Required ALDOT 20:1 Approach and Departure Paths to both runway ends. Therefore, the airport operating license is being ***withheld*** until all violations are corrected. There are also several maintenance items noted in the report 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,

Frank Farmer,
Chief, Aeronautics Bureau

Copy: Mr. Sandy Hammer, Management
Mr. Mike Pascoe, Management
Mr. Luke Flowers, FAA/ADO

ANNUAL INSPECTION REPORT

August 27, 2021



DEPARTMENT OF TRANSPORTATION



SAMSON (LOGAN FIELD) MUNICIPAL AIRPORT

SAMSON, ALABAMA

**Annual Inspection Report
Samson (Logan Field) Municipal Airport
Samson, Alabama**

August 27, 2021

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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 Logan Field Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on August 27, 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.

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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 27, 2021, 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:

- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement.
- 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 05: Trees labeled #7 and #9 obstruct the Required ALDOT 20:1 Approach/Departure Path. Tree identified as #12 will soon become an obstruction violation if not removed (See Photos #1, #2, and Appendix 2).
- Runway 23: Tree labeled #1 obstructs the Required ALDOT 20:1 Approach/Departure Path (See Photo #3 and Appendix 3).

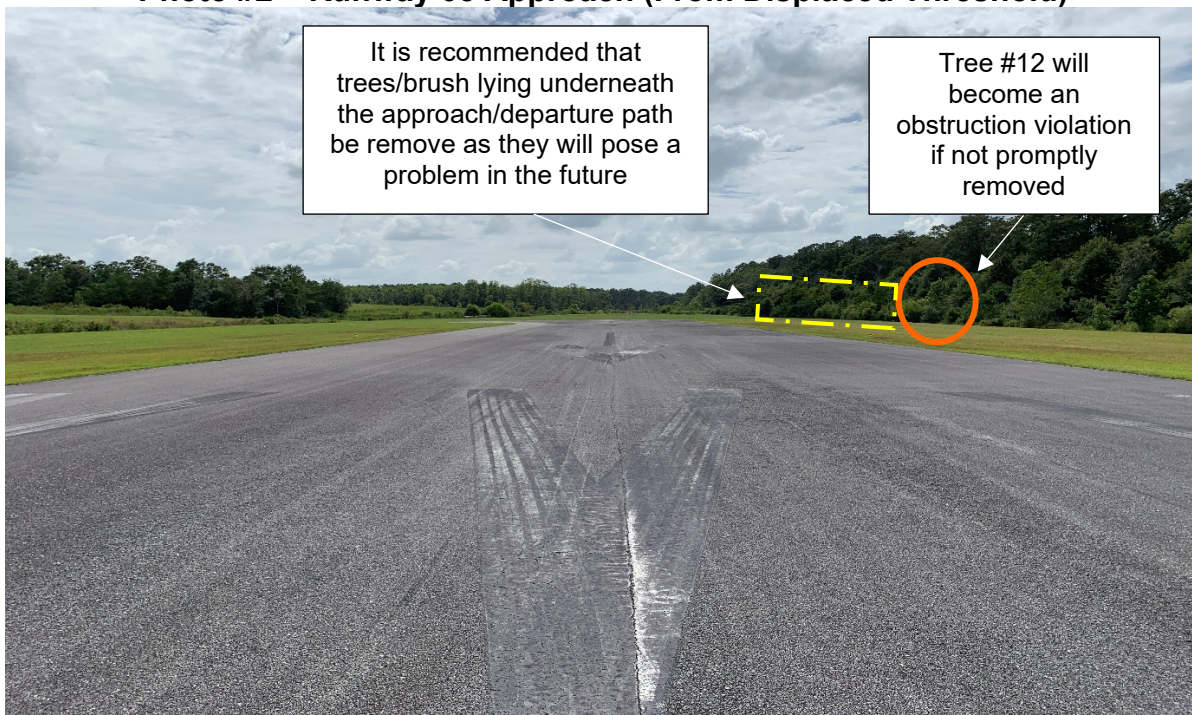
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Photo #1 – Runway 05 Approach (From Runway End)



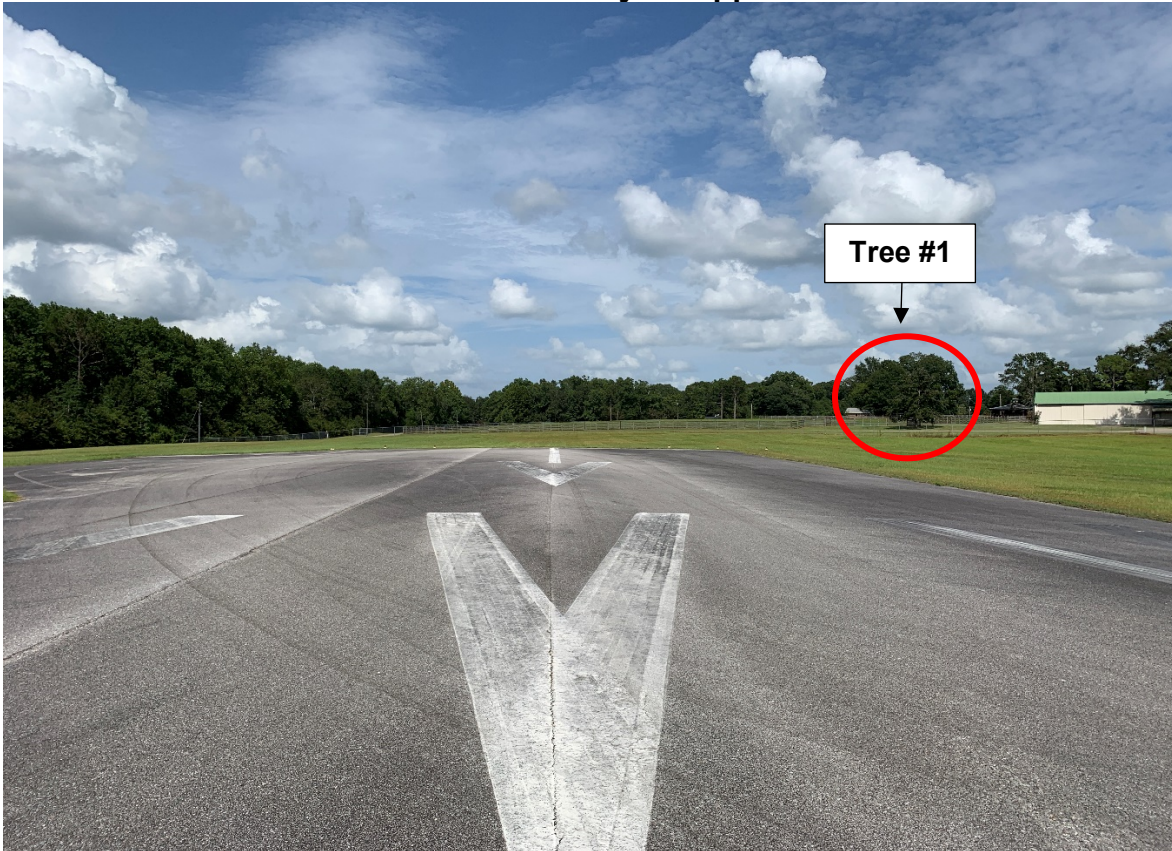
Photo #2 – Runway 05 Approach (From Displaced Threshold)



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Photo #3 – Runway 23 Approach



Required Action:

- Remove all obstructions to the Required ALDOT 20:1 Approach/Departure Path.
- *Note: The obstructions identified in this report are representative and may not include all existing obstruction violations. It is the responsibility of the airport sponsor to identify and remove all obstruction violations.*

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.

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Inspection Results:

- The primary surface **meets** 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 safety area **meets** state licensing requirements; however, there are areas of erosion around the approach end of Runway 23 (See Photo #4).

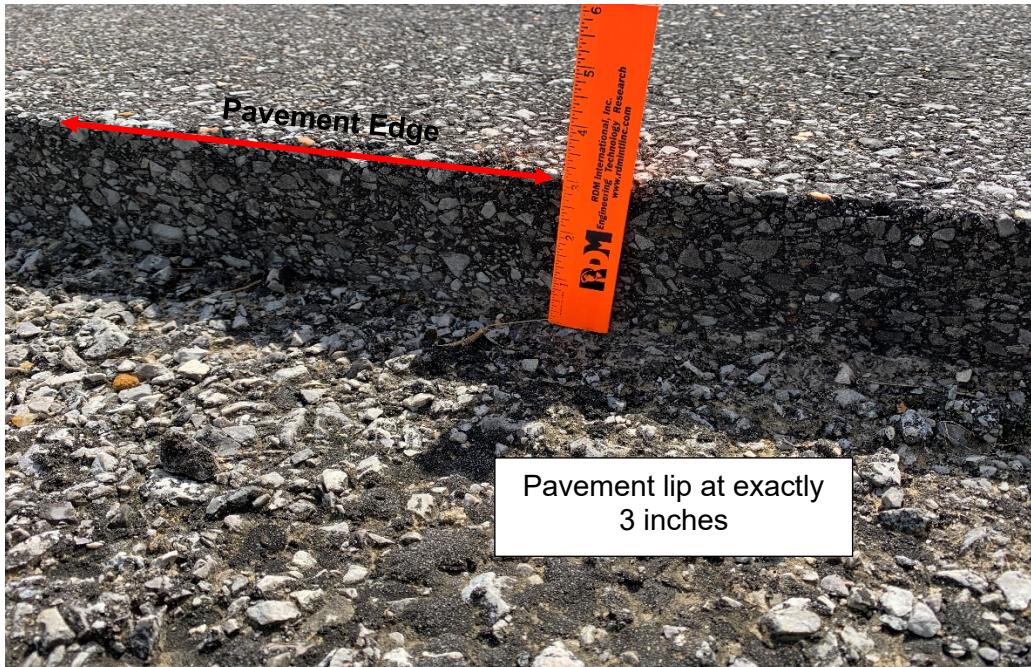
Maintenance Recommended:

- Arrest erosion in Runway Safety Area and closely monitor pavement lip so that no more than a 3-inch drop-off exists.

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Photo # 4 – Erosion



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 **POOR** condition (See Photo #5).

Required Maintenance:

- Markings should be cleaned or re-applied in accordance with FAA AC 150/5340-1M.

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Photo # 5 – Runway 05 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 is operational and in **GOOD** condition (See Photo # 6).

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Photo # 6 – 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 airport lighting system inspection is as follows:
 - Threshold Lights – 2 inoperative
 - Runway Lights – 1 inoperative

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 pavement is in overall **FAIR** condition; however, a severe paving joint crack on the approach end of Runway 23 has opened up down to the surface (See Photos #7 and #8).
- The pavement lip at the approach end of Runway 23 is at the 3-inch limit.

Maintenance Required:

- Airport should consult with engineer to plan a future maintenance project to repair runway cracking and extend the useful life of the pavement.
- Erosion should be monitored at the approach end of Runway 23 to ensure pavement lip does not exceed 3 inches in the future.

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Photo #7 – Runway Paving Joint Crack



Photo #8 – Runway Paving Joint Crack



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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 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 airport has no commercial fuel service.

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 this inspection.

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Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

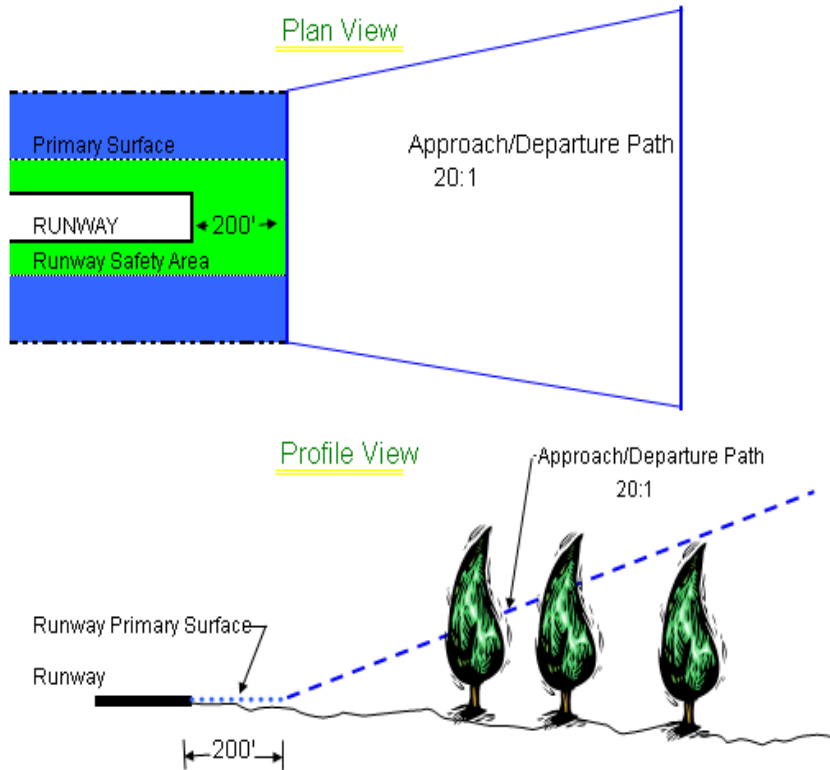
Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Paths	VIOLATION	Remove all obstructions to the ALDOT Required 20:1 App/Dep Paths to RWYs 05 and 23.
Runway Safety Area	Maintenance	Build up grade of surface adjacent to runway in order to arrest erosion.
Airport Markings	Maintenance	Runway markings should be cleaned or re-applied in accordance with FAA AC 150/5340-1M.
Airport Lighting	Maintenance	Repair/replace inoperative light fixtures.
Runway, Taxiway, and Apron Conditions	Maintenance	Airport should consult with engineer to plan maintenance project for runway cracking. Pavement lip should be monitored.

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

APPENDIX 2

Logan Field Airport Samson, AL August 27, 2021 Runway 5 Obstruction Evaluation

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 may not include all obstructions.

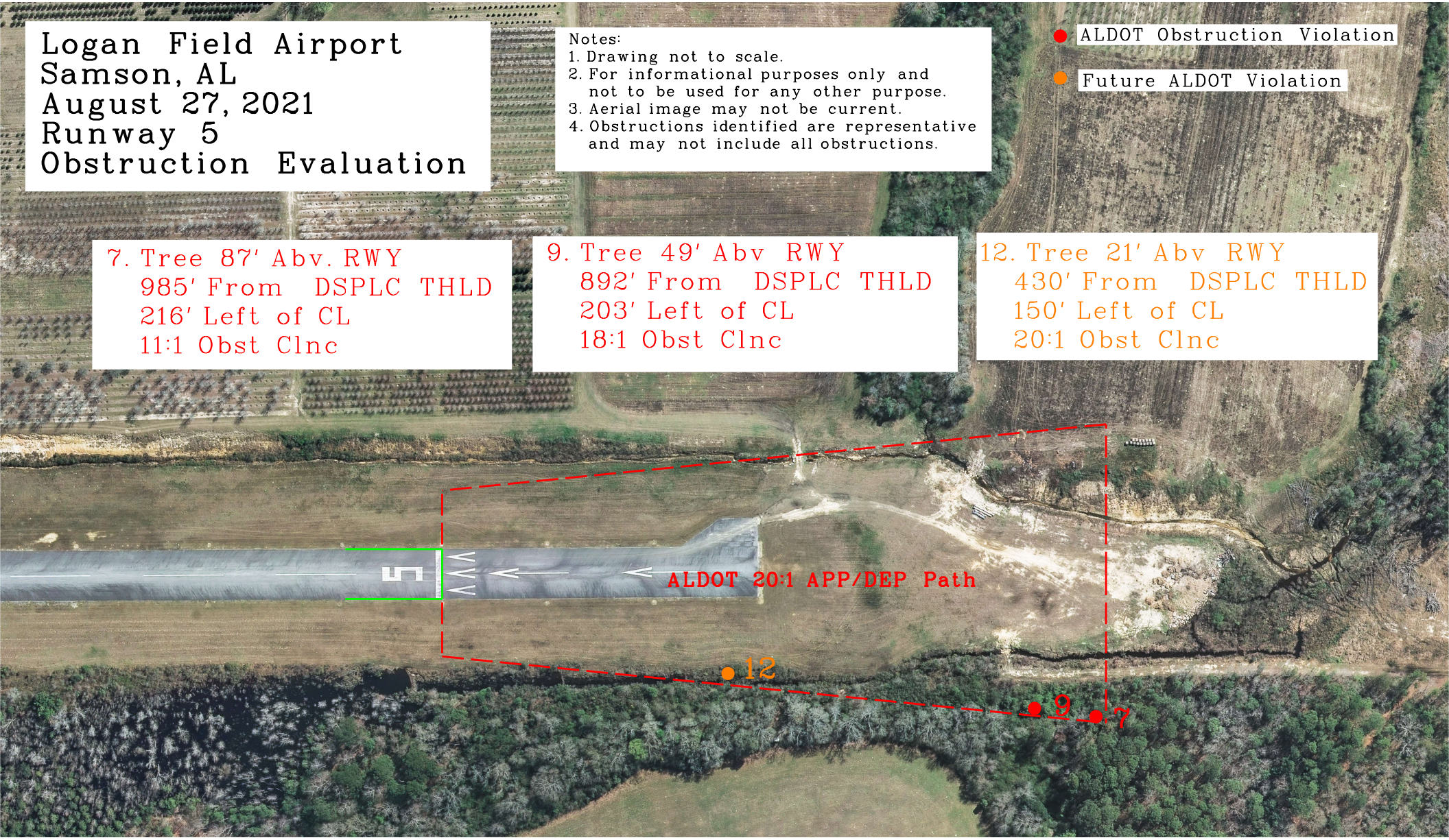
● ALDOT Obstruction Violation

● Future ALDOT Violation

7. Tree 87' Abv. RWY
985' From DSPLC THLD
216' Left of CL
11:1 Obst Clnc

9. Tree 49' Abv RWY
892' From DSPLC THLD
203' Left of CL
18:1 Obst Clnc

12. Tree 21' Abv RWY
430' From DSPLC THLD
150' Left of CL
20:1 Obst Clnc



APPENDIX 3

Logan Field Airport
Samson, AL
August 27, 2021
Runway 23
Obstruction Evaluation

Notes:
1. Drawing not to scale.
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3. Aerial image may not be current.
4. Obstructions identified are representative and may not include all obstructions.

● ALDOT Obstruction Violation

1. Tree 35' Abv. RWY
230' From RWY End
168' Left of CL
11:1 Obst Clnc

