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John R. Cooper  
TRANSPORTATION DIRECTOR

December 12, 2022

The Honorable Lawrence F. Haygood  
Mayor, City of Tuskegee  
101 Fonville Street  
Tuskegee, Alabama 36083

**Subject: Airport Re-Inspection Report**  
**Moton Field Municipal Airport (Tuskegee)**

Dear Mayor Haygood:

On November 4, 2022, personnel of the Alabama Department of Transportation, Aeronautics Bureau re-inspected Moton Field Municipal Airport. The purpose of the re-inspection was to ascertain actions taken to correct the safety deficiencies noted in the May 4, 2022 inspection report.

A review of the obstruction analysis has concluded that the noted obstructions to the Required ALDOT 20:1 Approach/Departure Paths to the approach end of Runway 31 have been removed. As a result, the airport now **meets** the requirements for an operating license. The operating license for the airport is **re-issued** and is in full effect. A signed license certificate will be mailed separately within a few weeks.

The Alabama Department of Transportation wishes to thank you for helping to provide a safe and efficient airport system. If you should have any questions concerning the re-inspection or corrective actions, please do not hesitate to contact Mr. Jason Hare with the Aeronautics Bureau at (334) 242-6820.

Sincerely,

Frank Farmer  
Chief, Aeronautics Bureau

Copy: Mrs. Nikki Jordan, Airport Manager  
Mr. Rans Black, FAA/ADO  
Mr. Luke Flowers, FAA/ADO  
Mr. Keith Shippey, Barge Design Solutions, Inc.



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John R. Cooper  
TRANSPORTATION DIRECTOR

May 5, 2022

The Honorable Lawrence F. Haygood, Mayor  
City of Tuskegee  
101 Fonville Street  
Tuskegee, Alabama 36083

**Subject: Annual Inspection Report**  
**Tuskegee (Moton Field) Municipal Airport**

Dear Mayor Haygood:

An inspection of the Tuskegee (Moton Field) Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on May 4, 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 still trees obstructing the Required ALDOT 20:1 Approach/Departure Path to Runway 31. The airport sponsor should see that the tree removal project, that is currently underway, is completed as soon as practicable. There was also evidence of prohibited activity discovered. The operating license for the airport is ***suspended*** until all safety violations have been corrected. Once all deficiencies have been corrected, please contact this office so that a re-inspection can be scheduled.

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.

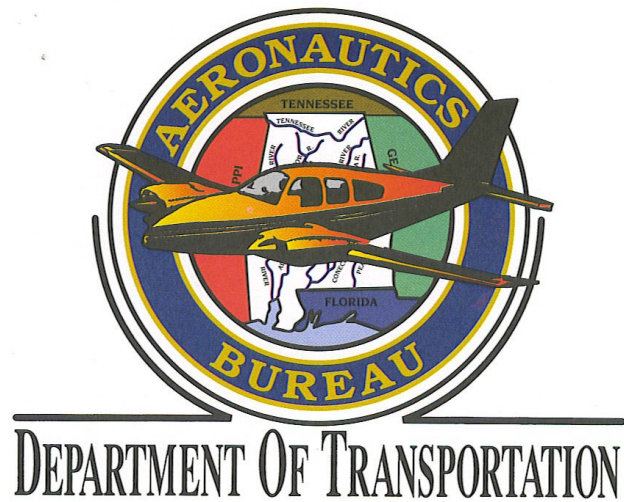
Sincerely,

Frank Farmer  
Chief, Aeronautics Bureau

Copy: Ms. Nikki Jordan; Airport Manager  
Mr. Rans Black, FAA/ADO  
Mr. Luke Flowers; FAA/ADO  
Mr. Keith Shippey; Barge Design Solutions, Inc.

# ANNUAL INSPECTION REPORT

May 4, 2022



TUSKEGEE (MOTON FIELD) MUNICIPAL AIRPORT

TUSKEGEE, ALABAMA

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# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 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, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Tuskegee (Moton Field) Municipal Airport was conducted by Mr. Gus Slaten of the Alabama Department of Transportation Aeronautics Bureau on May 4, 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 Drawing (ALD) dated December 8, 2009.

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 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 conducted on May 4, 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 begin 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: VIOLATION**

- Runway 31 – Trees identified as #4, #5, #12, and #13 obstruct the Required ADLOT 20:1 Approach/Departure Path (See Photo #1 and Appendix #2).
- Runway 13 – No obstructions to Required ALDOT 20:1 Approach/Departure Path (See Photo #2).

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

Photo #1 – Runway 31

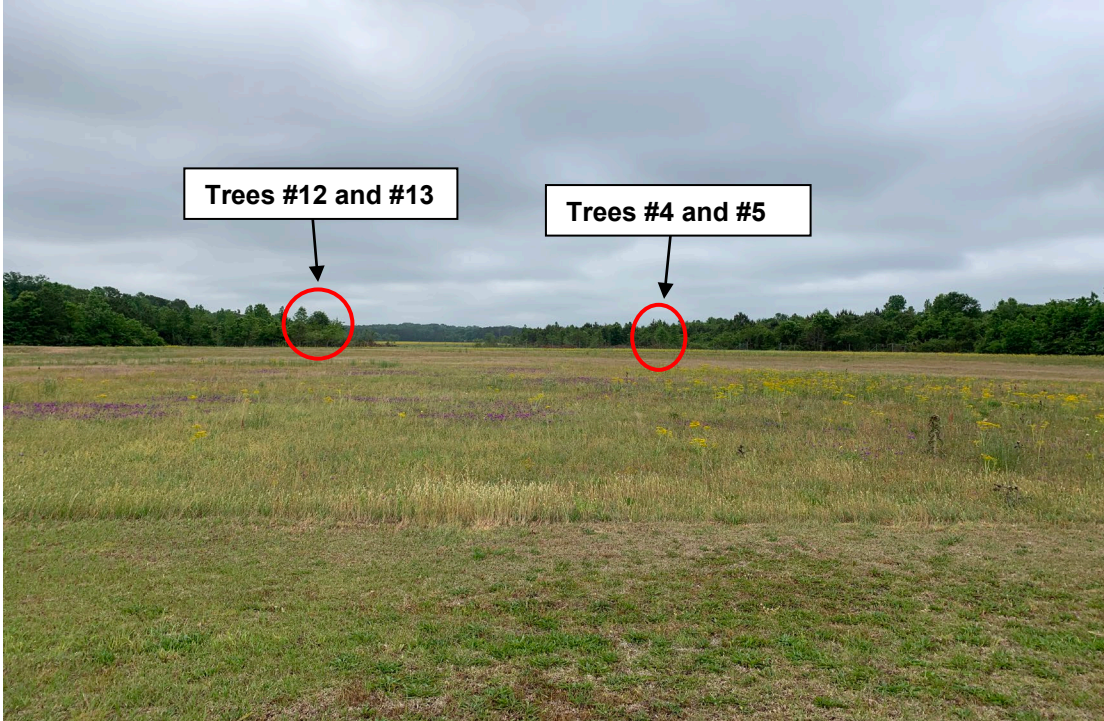
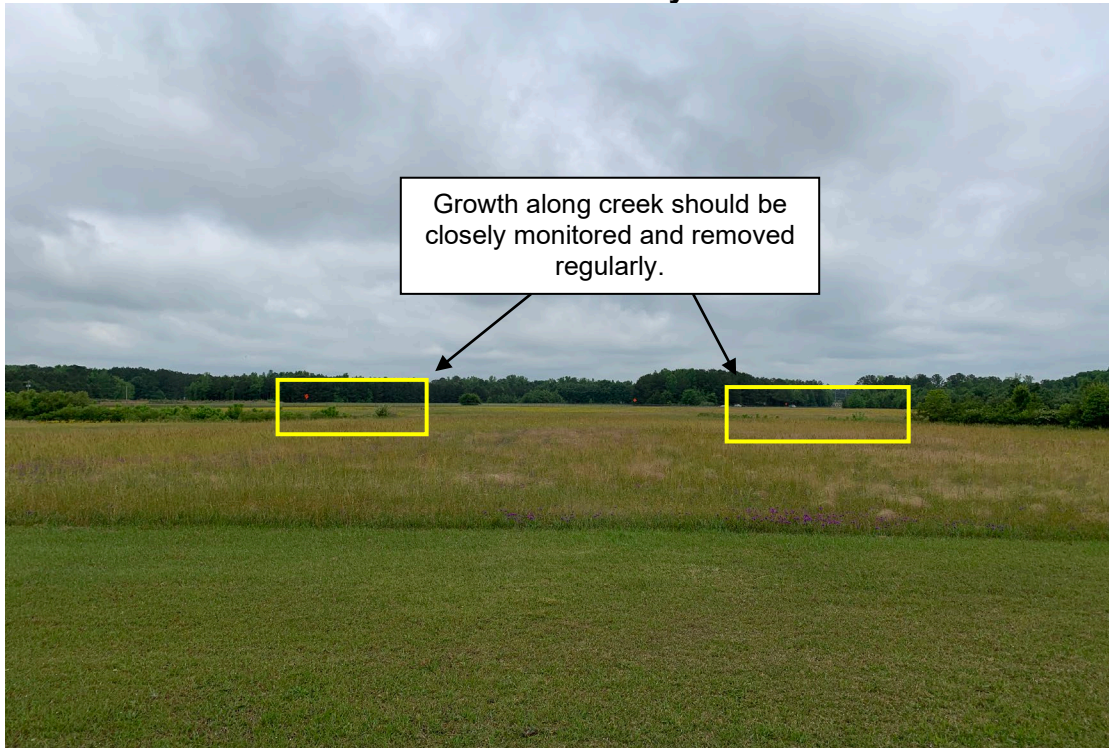


Photo #2 – Runway 13



# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

## **Required Action:**

- Remove all obstructions identified within the Required ALDOT 20:1 Approach/Departure Path as soon as possible.
- *Note: the obstructions detailed 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 obstructions to the ALDOT Approach/Departure Path.*

## **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 (Photo #3).

**Photo #3 – Primary Surface/Runway Safety Area**





# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

## 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 standards, however, there is a slight depression on the runway shoulder on the north side near mid-field due to a vehicle exiting the runway (See Photo #4).

### **Maintenance Required:**

- Fill in depression with sand and grade smooth.

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

Photo #4 – Depression on Runway Shoulder



## 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:

- Airport markings are in **GOOD** condition (See Photo #5).

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

Photo #5 – Runway Markings RWY 13



## 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 (windsock) is operational and is in **GOOD** condition (See Photo #6).

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

Photo #6 – Wind Direction Indicator



## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards:

- Airport Lighting: Runway lights and airport rotating beacons and a lighted wind direction indicator are required for night operations. 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	– 0 inoperative
Taxiway Lights	– 2 inoperative
Runway Lights	– 0 inoperative
PAPI RWY 13	– Currently u/s
PAPI RWY 31	– Currently u/s

### Maintenance Required:

- Repair/replace inoperative lights.

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

## 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 and taxiway pavements are in **FAIR** condition (See Photos #5 and #7). The pavement surfaces are experiencing moderate weathering, as well as some raveling in areas (See Photo #7). The main apron is in **GOOD** condition.

**Photo #7— Crack Seals**



# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

## **Maintenance Required:**

- Proceed with pavement maintenance projects on airport's Capital Improvement Plan (CIP).

## **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 cable 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 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: *VIOLATION***

- There was evidence that a motorcycle performed a burnout near the threshold of Runway 31.

# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

## **Action Required:**

- Prohibit all unauthorized access to aircraft movement areas and ALDOT imaginary surfaces.

**Photo #8 – Tire Marks on Runway**



# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 2022

## Summary:

The table below summarizes items noted in this report.

## INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach and Departure Paths	<b>VIOLATION</b>	Remove all obstructions to the Required 20:1 ALDOT Approach/Departure Path.
Runway Safety Area	Maintenance	Fill in depression on runway shoulder and grade smooth.
Airport Lighting	Maintenance	Replace/repair inoperative fixtures.
Prohibited Activity	<b>VIOLATION</b>	Restrict unauthorized access to airport movement areas and surfaces.

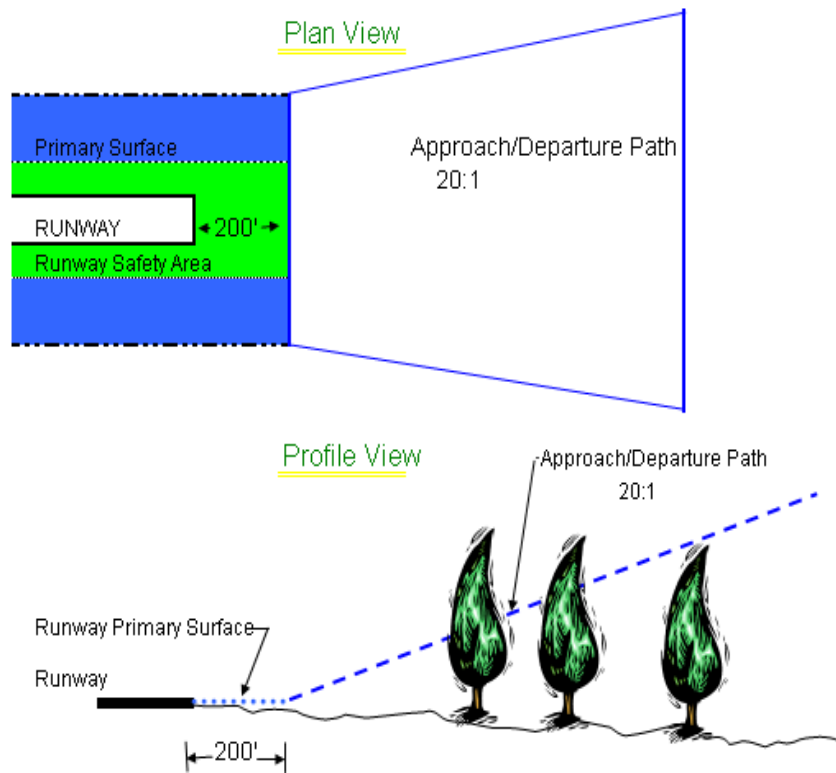
Please contact Mr. Gus Slaten with the Alabama Department of Transportation Aeronautics Bureau at (334) 242-6820 with questions concerning the Annual Inspection Report.



# Annual Inspection Report Tuskegee (Moton Field) Municipal Airport Tuskegee, Alabama

May 4, 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

**TUSKEGEE-MOTON FIELD**  
**Tuskegee, AL**  
**May 4, 2022**  
**RWY 31 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 do not include all existing obstruction violations.

2. Tree 44' Abv. RWY  
 717' From RWY End  
 246' Left of CL  
 11:1 Obst. Clnc

6. Tree 42' Abv. RWY  
 1190' From RWY End  
 156' Left of CL  
 23:1 Obst. Clnc

10. Tree 42' Abv. RWY  
 1419' From RWY End  
 34' Left of CL  
 29:1 Obst. Clnc

14. Tree 43' Abv. RWY  
 775' From RWY End  
 203' Right of CL  
 13:1 Obst. Clnc

3. Tree 44' Abv. RWY  
 805' From RWY End  
 246' Left of CL  
 13:1 Obst. Clnc

7. Tree 36' Abv. RWY  
 1136' From RWY End  
 117' Left of CL  
 26:1 Obst. Clnc

12. Tree 40' Abv. RWY  
 845' From RWY End  
 165' Right of CL  
 15:1 Obst. Clnc

15. Tree 40' Abv. RWY  
 575' From RWY End  
 256' Right of CL  
 9:1 Obst. Clnc

4. Tree 35' Abv. RWY  
 871' From RWY End  
 182' Left of CL  
 18:1 Obst. Clnc

8. Tree 23' Abv. RWY  
 929' From RWY End  
 103' Left of CL  
 31:1 Obst. Clnc

13. Tree 43' Abv. RWY  
 824' From RWY End  
 178' Right of CL  
 14:1 Obst. Clnc

16. Tree 41' Abv. RWY  
 547' From RWY End  
 273' Right of CL  
 8:1 Obst. Clnc

5. Tree 38' Abv. RWY  
 915' From RWY End  
 191' Left of CL  
 18:1 Obst. Clnc

9. Tree 46' Abv. RWY  
 1359' From RWY End  
 113' Left of CL  
 25:1 Obst. Clnc

- ALDOT 20:1 Violation
- Penetrates FAA Part 77 Surface But NOT an ALDOT Violation
- FAA Controlling Obstruction

