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John R. Cooper
TRANSPORTATION DIRECTOR

June 2, 2011

The Honorable William R. McKinzey, Jr.
Mayor of Aliceville
419 Memorial Parkway East
Aliceville, Alabama 35442

Subject: Annual Inspection Report
Aliceville Municipal (George Downer Field) Airport

Dear Mayor McKinzey:

An inspection of the Aliceville Municipal (George Downer Field) Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on May 17, 2011. 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 all the requirements for the issuance of an operating license. The operating license for the airport is being withheld until compliance with the required items noted in the report has been accomplished. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

The inspection determined that the license deficiencies have occurred due to a lack of proper maintenance of the airport property. The growth of tall grass, small trees and brush has been due to mowing not being accomplished except in an area around the runway. Some areas around the runway have been mowed to the minimum licensing requirements while other areas have not been maintained. Presently, the growth within the airport property consists of small trees and brush that can easily be removed and the airport property in general can still be cleared with a mower or a tractor with a mower. Allowing the vegetation around the airport to continue to grow unchecked will result in major expenditures by the City, ALDOT and the FAA in the future.

Bureau records show that more than 4 million dollars have been expended at the airport in the last eight years to bring the facility into compliance with State and Federal requirements. The inspection of May 17, 2011 was the first inspection since the runway project has been completed and determined that the airport cannot be licensed for operation. For the amount of money spent to improve the airport, it is disappointing that it cannot be licensed as a result of inadequate maintenance.

The City of Aliceville will be contacted by this bureau within the next week to set a meeting between the City and the Aeronautics Bureau sometime within the next 30 days. The meeting will be for the purpose of discussing the current condition at the airport and the City's plan for the correction of the existing license deficiencies and a plan to maintain the airport in licensable condition.

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,

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

Copy: Mr. Rans Black, FAA/ADO
Mr. Ryan Reed, P.E., Garver Engineers, LLC

ANNUAL INSPECTION REPORT

May 17, 2011

DEPARTMENT OF TRANSPORTATION

ALICEVILLE MUNICIPAL
(GEORGE DOWNER FIELD) AIRPORT

ALICEVILLE, ALABAMA

Annual Inspection Report
Aliceville Municipal (George Downer Field) Airport
Aliceville, Alabama

May 17, 2011

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Annual Inspection Report
Aliceville Municipal (George Downer Field) Airport
Aliceville, Alabama

May 17, 2011

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 Aliceville Municipal (George Downer Field) Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on May 17, 2011.

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 2004.

Annual Inspection Report
Aliceville Municipal (George Downer Field) Airport
Aliceville, Alabama

May 17, 2011

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 17, 2011 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 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.
- 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 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.

Annual Inspection Report
Aliceville Municipal (George Downer Field) Airport
Aliceville, Alabama

May 17, 2011

Inspection Results

- The Approach/Departure Paths to each runway end are unobstructed and meet licensing requirements.

Maintenance Required

- There are small trees and brush growing near the Approach/Departure Path of Runway 24 that is beginning to encroach on the required 20:1 slope along the north side.

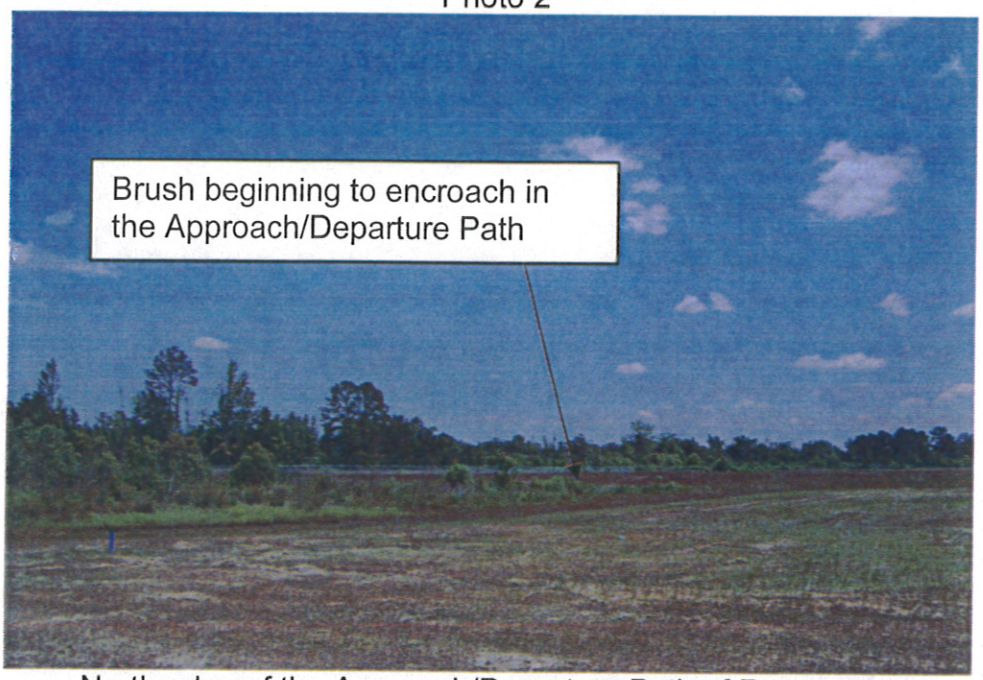
Required Action

- Remove all growth within the required Approach/Departure Path.
- To prevent future obstructions the area within the airport fence should be kept mowed.

Photo 1

Approach to Runway 24

Photo 2



North edge of the Approach/Departure Path of Runway 24

Photo 3

Approach to Runway 6

2. Primary Surface
Administrative Code 450-9-1-.12(2)

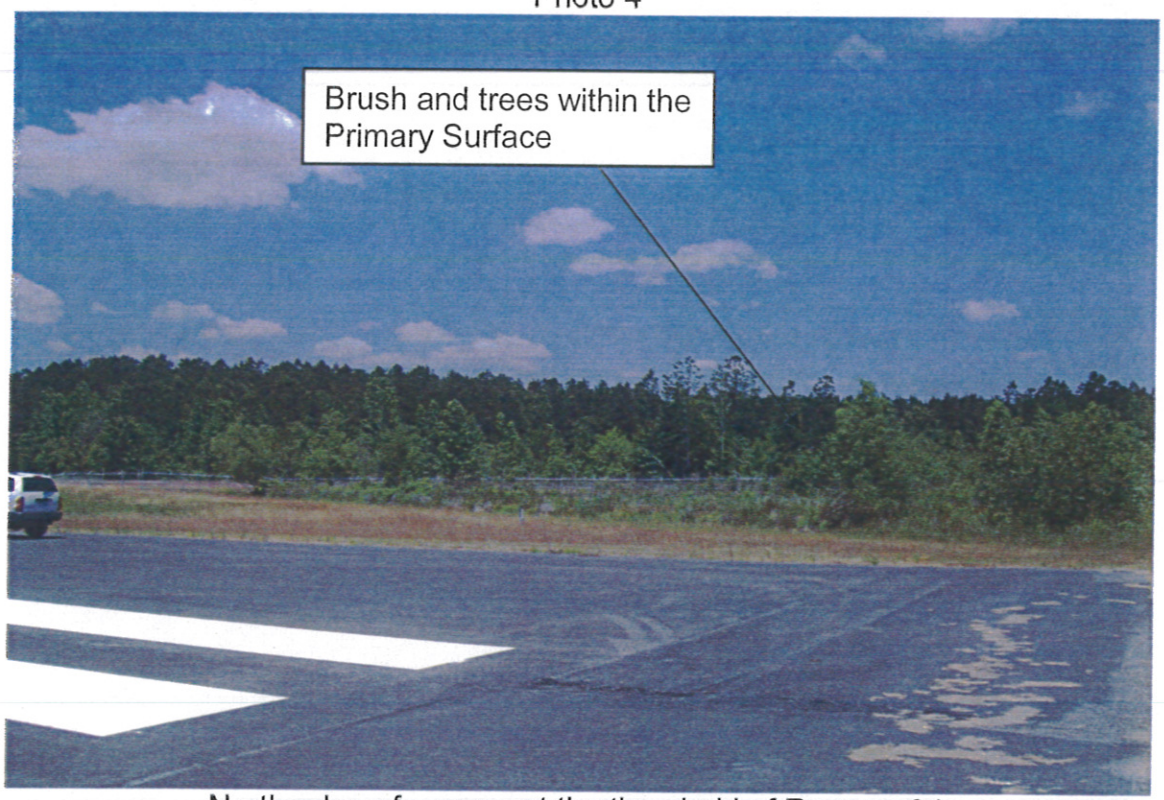
State Licensing Standards

- 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 – Violation

- The Primary Surface was inspected and found to be violated by brush and small trees near the threshold of Runway 24

Photo 4



North edge of runway at the threshold of Runway 24

- The cleared and grassed areas of the airport are not being maintained to the limits cleared during the recent project. There are areas that have been mowed less than the required 125 feet each side of centerline. This lack of proper maintenance will eventually require these areas to be cleared of major growth instead of the tall grass and small brush that currently exist.

Required Action

- Remove all brush and trees from within a distance of 125 feet of centerline along the entire runway length and for a distance of 200 feet from each runway end to meet minimum licensing requirements.
- To prevent future obstructions maintain all areas cleared during the recent construction to the fenced boundary of the airport.

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.

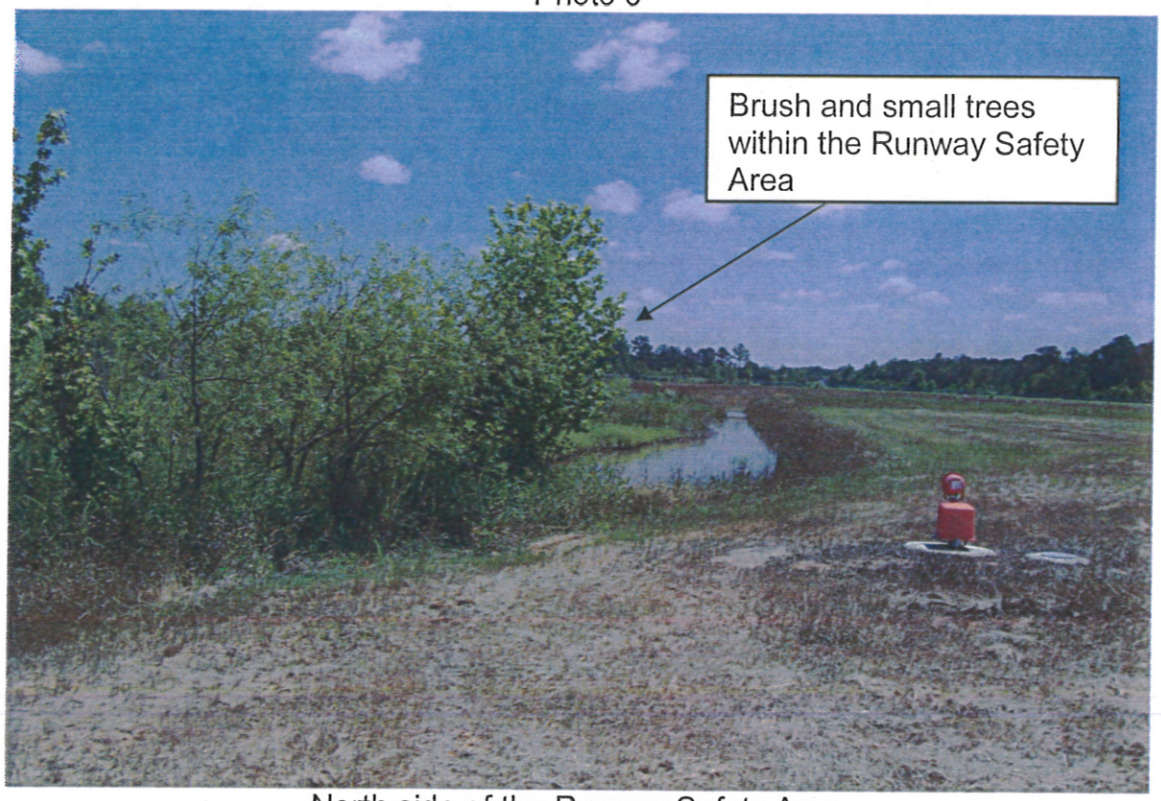
Inspection Results – Violation

- The Runway Safety Area is violated by trees and brush on the north side of the Runway 24 threshold. Due to poor drainage the area is holding water and allowing dense growth within the area between the runway and the recently relocated road.

Required Action

- Remove all brush and trees from the Safety Area.
- Clear all brush and mow the area within the airport fencing.

Photo 5



North side of the Runway Safety Area

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.

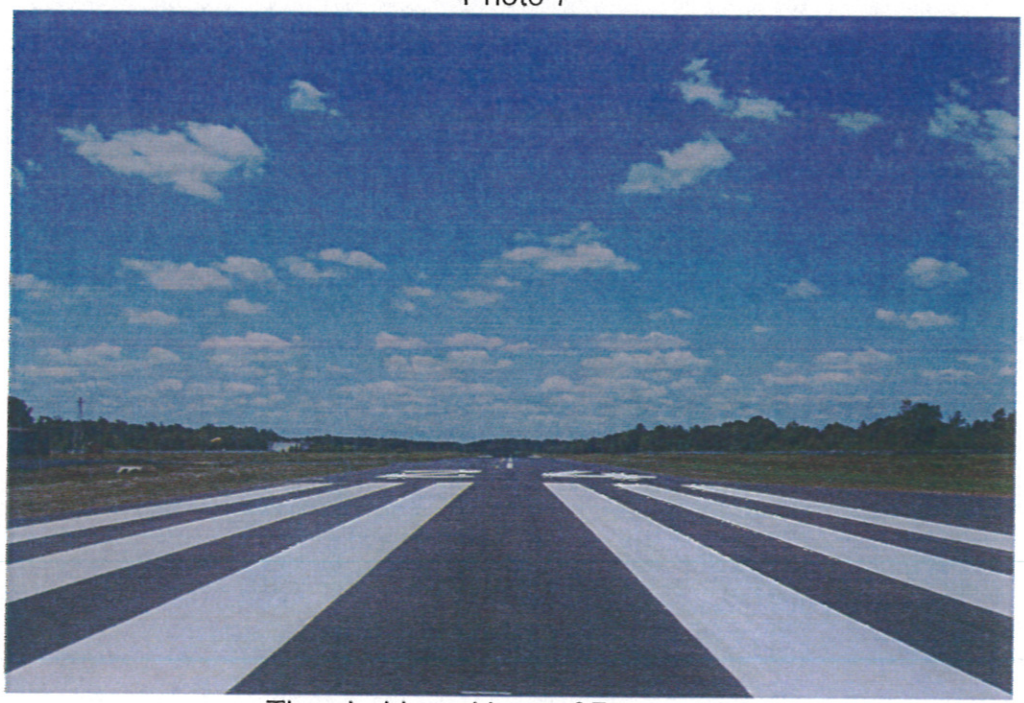
Inspection Results

- The runway markings are in GOOD condition.
- The runway is marked with Non Precision markings. The airport has no published instrument approach.

Photo 6

Threshold markings of Runway 6

Photo 7



Threshold markings of Runway 24

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) was inspected and found to be lit and operational.

Photo 8

Windsock assembly

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 has had a new MIRL lighting system installed.
- The runway lights are activated on CTAF (122.8).
- There are no visual approach aids.

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 airport pavement surfaces were found to be in excellent condition.
- The runway has recently been extended 30 feet to the east and overlayed. The runway is now 5000 feet in length and 80 feet in width.

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

- There is no fuel available at this airport.

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
Aliceville Municipal (George Downer Field) Airport
Aliceville, Alabama

May 17, 2011

Summary

The table below summarizes items noted in this report.

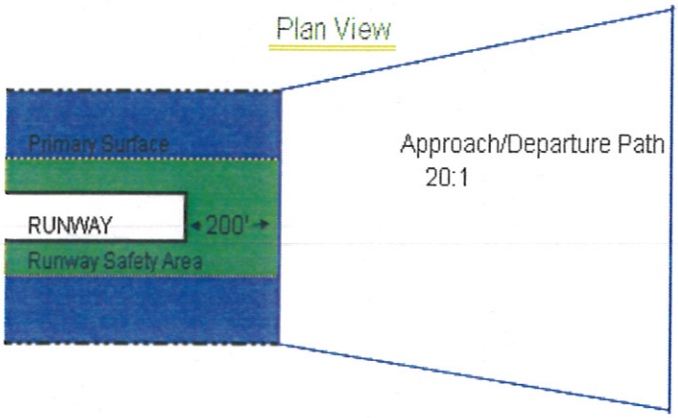
INSPECTION SUMMARY

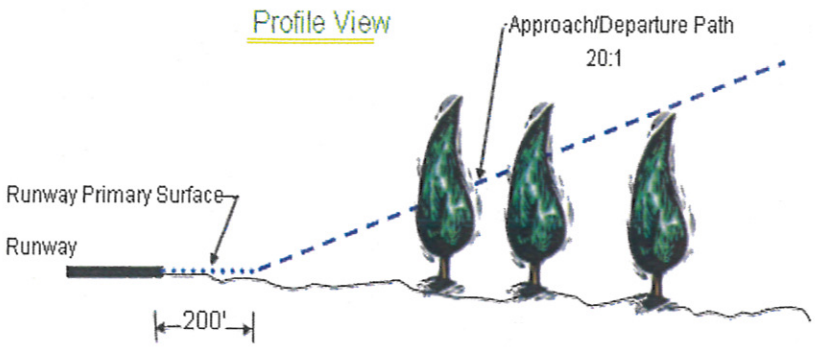
Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Maintenance	Remove all growth from within the required area
Primary Surface	Violation	Remove all growth from within 125 feet of centerline
Runway Safety Area	Violation	Remove all growth from within 125 feet of centerline and 200 feet from the runway end

Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

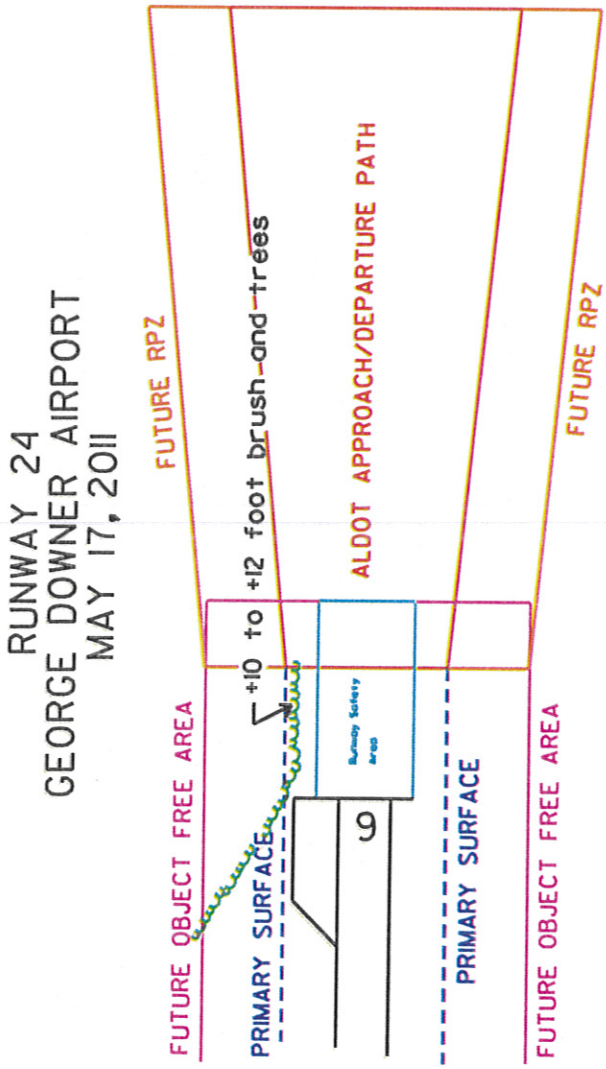
Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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



Brush and trees violating the required obstruction free Primary Surface

The FAA Object Free Area is currently at the same dimension as the ALDOT Primary Surface. The last approved Airport Layout Drawing shows the FAA Object Free Area to be increased from 125 feet each side of runway centerline to 250 feet each side of runway centerline.

The FAA Runway Protection Zone (RPZ) dimensions for each runway end is currently at the same dimensions as the ALDOT Approach/Departure Path. The last approved Airport Layout Drawing shows the FAA Runway Protection Zone is to be doubled in size.

The future expansion of these two areas will require that the clearing accomplished during the recent construction project be maintained in mowable condition.