



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

July 28, 2021

Attn: North Carolina Airport Sponsors

Subject: Request for 5010 Post Inspection Written Response

Airport Sponsor,

As previously announced, we are now requiring a written response for any items not found to be in accordance with FAA criteria as noted in the attached FAA Airport Safety Records post inspection letter. The response should indicate what measures have been or will be taken to address the deficiencies outlined. If a deficiency is more than a basic maintenance repair and could potentially require a much greater level of effort, such as a project with assistance from the Division of Aviation, be sure to indicate such in your response. Safety is of the utmost importance and a written response will assist the Division of Aviation staff in ensuring that safety concerns have been or will be addressed, or that project funding assistance is required, prior to funding non-safety related projects. Your response should be provided within 90 days of receipt of this letter. The annual risk assessments will start tracking responses to inspection letters that are received during the assessment period, closing out on June 30th of each year.

Please direct your response and any questions to the Airport Project Manager.

Sincerely,

DocuSigned by:

91F18080534D428...

Rachel S. Bingham, PE
Deputy Director & Manager of Aviation Development

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION OF AVIATION
1560 MAIL SERVICE CENTER
RALEIGH, NC 27699-1560

Telephone: 919-814-0550
Fax: 919-840-9267

Website: www.ncdot.gov

Location:
1050 MERIDIAN DRIVE
MORRISVILLE, NC 27560



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DEPARTMENT OF TRANSPORTATION

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J. ERIC BOYETTE
SECRETARY

August 18, 2021

Michael J. Smith Field
Attn: Jesse Vinson, Airport Manager
180 Airport Road
Beaufort, NC 28516

RE: Michael J. Smith Field (MRH)
5010 Airport Data Collection Program

Dear Jesse:

The physical inspection of the airport was conducted for updating the Federal Aviation Administration's Airport Master Record for Michael J. Smith Field and enclosed is a marked-up version of the 5010 form, showing the changes submitted to the FAA. With regard to the FAA criteria for the airport, please note the following:

Runway 3/21

- Runway lighting for non-precision approaches usually have amber/clear runway globes on the remaining 2000 feet of runway. Runway 3 has all white runway globes (although Runway 21 does have the amber/clear globes on the remaining 2000 feet of runway).
- The third in-pavement (green) light on right side on Runway 21, was not operating at the time of inspection.
- At the displaced area for Runway 21, a runway light on each side has its globe turned wrong.
- There was no PK Nail located at the beginning of Runway 3. Measurement from the beginning of pavement to the displaced threshold equaled 859 instead of the 864 listed on the Airport Master Record.
- Runway 3/21 has pavement spalling, holes, and cracks with vegetation, and grass encroaching on the pavement ends and along the runway sides.
- The markings on Runway 3/21 are mildewed, faded, with cracking and vegetation.
- The number markings for Runway 21 are not positioned in accordance with AC 150/5340 (a portion of the AC is included).
- The approach to Runway 3 is 5:1 due to the 20' road located approximately 312' from the end of runway and both sides of the centerline (a road is presumed to be

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15' to allow for traffic on the road; however this road is higher than the runway). At the displaced threshold for Runway 3, the slope is 21:1 due to an 81'+/- boat mast located approximately 1938' from the runway displacement and offset 748'+/- left of the centerline (*pilot's approach view*).

- There is a close-in obstruction to Runway 3 due to a 9'+/- fence located approximately 191 feet from the end of the runway and both sides of the centerline (*pilot's approach view*).
- The approach to Runway 21 is 16:1 due to 55'+/- trees located approximately 1118' from the end of runway and offset 137'+/- left of the centerline (*pilot's approach view*). At the displaced threshold, the approach is 22:1 due to 76'+/- trees located approximately 1916' from the displaced threshold and offset 249'+/- right of the centerline (*pilot's approach view*).
- There are close-in obstructions to Runway 21 due to 8'+/- brush located approximately 48' from the end of runway and offset 170' right of the centerline (*pilot's approach view*).

Runway 8/26

- The taxiway between Runway 14/32 leading to Runway 8 has longitudinal and transverse pavement cracking to the extent of block cracking.
- On the displaced areas for Runway 26, as well as at the end of Runway 26, grass is encroaching onto the pavement, which over time will affect the pavement integrity.
- As noted in the general comments below, all concrete bases should be at grade.
- Between Runway 26 and Taxiway B there are concrete dams which are a potential safety hazard.
- There was no PK Nail located at the displaced threshold for Runway 26.
- On Runway 26, the displaced lights are located 60 feet before the threshold bar and per A/C 150/5340-30J Appendix A, threshold lights are aligned with the approach side edge of the runway threshold markings.
- One red/amber globe was turned incorrectly on Runway 26.
- One light was not operating on Taxiway B at the hold line for Runway 8.
- The approach to Runway 8 is 10:1 due to 12'+/- brush located approximately 321' from the end of runway and offset 142'+/- right of the centerline (*pilot's approach view*).
- There are close-in obstructions to Runway 8 due to 7'+/- brush located approximately 100-200' from the end of runway and offset 113'+/- right of the centerline (*pilot's approach view*).
- The approach to Runway 26 is 6:1 due to the 20' road located approximately 325' from the end of runway and both sides of the centerline (a road is presumed to be 15' to allow for traffic on the road; however this road is higher than the runway). At the displaced threshold for Runway 26, the slope is 20:1 due to this same road which is 21'+/- at displaced (to allow for traffic on road) and located approximately 627' from the runway displacement and both sides of the centerline.

Runway 14/32

- Currently this runway is marked with Runway 32 as visual with only runway numbers and while Runway 14 has threshold markings, it does not have touchdown markings. However, this runway has published non-precision terminal procedures, which would require the runway to have threshold markings as well as touchdown markings.
- Runway 14/32 has block cracking, pavement cracks and holes with vegetation and grass encroaching on the pavement ends.
- The aggregate is beginning to become loose and there is some F.O.D.
- The markings are faded.
- The number markings for Runway 14 are not positioned in accordance with AC 150/5340 (a portion of the AC is included).
- No PK Nail was located at the beginning of Runway 32.
- The approach to Runway 14 is 11:1 due to 6' +/- brush located approximately 268' from the end of runway and offset 46' +/- left of the centerline (*pilot's approach view*).
- There are close-in obstructions to Runway 14 due to:
 - 10' +/- brush located approximately 0-200 feet from the end of the runway and offset 171' +/- right of the centerline; and
 - 11' +/- trees located approximately 43 feet from the end of the runway and offset 206' +/- right of the centerline (*pilot's approach view*).
- The approach to Runway 32 is 5:1 due to 55' +/- trees located approximately 505' from the end of runway and offset 79' +/- right of the centerline (*pilot's approach view*). At the displaced threshold, the slope is 13:1 due to these same trees, which at the displaced threshold are 61' +/- in height, and located approximately 995' from the displaced threshold and offset 85' +/- right of the centerline (*pilot's approach view*).
- There are close-in obstructions to Runway 32 due to 7' +/- fence located approximately 121 feet from the end of the runway and both sides of the centerline (*pilot's approach view*).

Fuel Trucks/Fuel Farm

- The fuel lines should be color coded with fuel flow directional arrows and be labeled with type of fuel.

General

- All concrete bases, whether for signs, ducts, NAVAIDS, or lighting should be at grade.
- The taxiway from Runway 14 to Runway 8/26 has failing pavement and vegetation in cracks.
- Only Taxiway B is identified with signs. The other taxiways are not labeled.
- There are many non-standard signs in taxiway and runway safety areas. There are some non-standard signs on metal (non-frangible) posts in the vicinity of the hangars.
- The supplemental windsock was faded.
- The beacon could not be checked at the time of inspection.

Michael J. Smith Field (MRH)

Page 4

- A few signs are faded and/or delaminating including the ramp sign at Runway 14/32 and the Taxiway B sign going to Runway 26.
- The existing 110 cautionary remarks listed in the Airport Master Record were still applicable at the time of this inspection.
- Due to weather conditions at the time of the inspection, there could be no observation made concerning possible runway ponding issues.
- The aiming angle of the PAPIs should be periodically checked and a log maintained verifying those inspections.
- Effective January 1, 2009, airport managers are to annually update the airport's based aircraft under the National Based Aircraft Inventory Program (done online at www.basedaircraft.com) and the last update was on August 12, 2019 by Renee Rogers.

Please remember that the obstructions identified during this inspection are based on CFR 14 Part 77 which defines that the beginning of the approach slope starts at a point 200 feet beyond the pavement end. Any clearing to maintain these slopes should be in accordance with approach information obtained from a registered land surveyor and/or professional engineer.

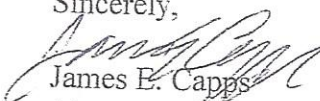
In accordance with recommended FAA 5010 airport safety data inspection procedures, the above measurements are based on dimensions taken from visual observations using non-precision instrumentation in the field for obstructions in the approach. These services are not to be considered or relied on as professional engineering and/or surveying services.

The FAA uses the standards contained in the most recent addition of the National Fire Protection Association (NFPA) 407, Standards for Aircraft Fuel Servicing. NFPA 407 provides a standard for the storage and delivery of aviation fuel in an airport environment. The remarks contained in this letter concerning fueling services and operations are safety suggestions only. The 5010 Airport Master Record update is not to be considered or relied on as a NFPA 407 safety inspection.

These observations of possible safety items or non-FAA standards are not all-inclusive and it is the responsibility of the airport owner and/or manager to review and follow all FAA requirements.

If you have any questions, or further updates, please give me a call at (919) 201-3008 (mobile) or e-mail me at jecapps@ncdot.gov or you may call NC Department of Transportation, Aviation Division at (919) 814-0550.

Sincerely,


James E. Capps
Airport Inspector

Enclosure

cc: Ashley Clowes Lowery, P.E., Airport Project Manager, Division of Aviation



Concrete Base Lip



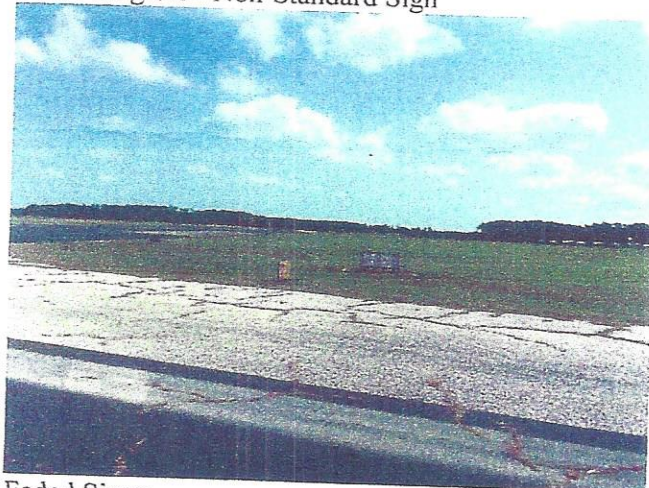
Discolored markings Grass Encroachment



Non-Frangible - Non-Standard Sign



Non-Standard Sign



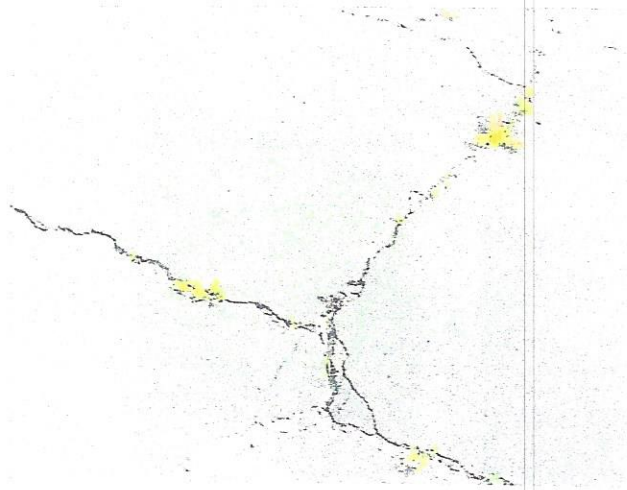
Faded Signs



Pavement Breaking up



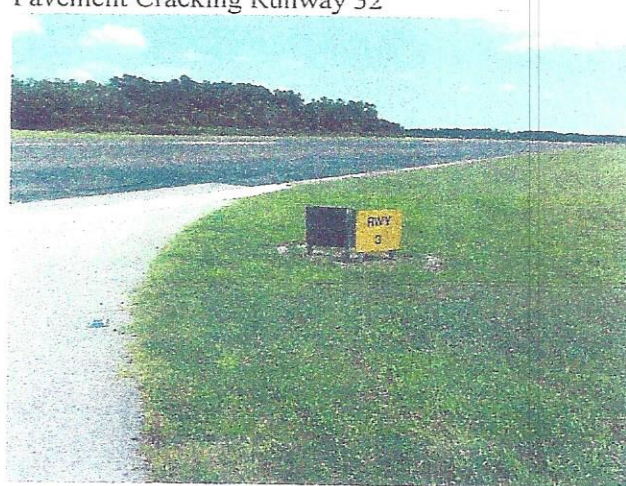
Taxiway at Runway 14



Pavement Cracking Runway 32



Runway 32 Threshold Bar



Non-Standard Signs



Concrete dam

ASSOC CITY: BEAUFORT 4 STATE: NC LOC ID: MRH
AIRPORT NAME: MICHAEL J SMITH FLD 5 COUNTY: CARTERET NC
CBD TO AIRPORT (NM): 01 N 6 REGION/ADO: ASO/MEM 7 SECT AERO CHT: CHARLOTTE

FAA SITE NR: 16533.*A

GENERAL
OWNERSHIP: PUBLIC
OWNER: BEAUFORT-MOREHEAD ARPT AUTH
ADDRESS: 180 AIRPORT ROAD
BEAUFORT, NC 28516
PHONE NR: 252-728-1928
MANAGER: RENEE A ROGERS
ADDRESS: 180 AIRPORT ROAD
BEAUFORT, NC 28516
PHONE NR: 252-728-1928
ATTENDANCE SCHEDULE:
LL ALL 0800-DUSK

SERVICES
> 70 FUEL: 100LL A1+
> 71 AIRFRAME RPRS: MAJOR
> 72 PWR PLANT RPRS: MAJOR
> 73 BOTTLE OXYGEN: HIGH/LOW
> 74 BULK OXYGEN: NONE
> 75 TSNT STORAGE: HGR, TIE
> 76 OTHER SERVICES: CHTR, INSTR, RNTL, SURV

BASED AIRCRAFT
90 SINGLE ENG: 53-52
91 MULTI ENG: 5
92 JET: 2
93 HELICOPTERS: 1
TOTAL: 64
94 GLIDERS: 0
95 MILITARY: 0
96 ULTRA-LIGHT: 0

FACILITIES
> 80 ARPT BCN: CG
> 81 ARPT LGT SKED: SEE RMK
BCN LGT SKED: SS-SR
> 82 UNICOM: 122.800
> 83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NO
86 FSS: RALEIGH
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

OPERATIONS
100 AIR CARRIER: 0
102 AIR TAXI: 3,728
103 G A LOCAL: 33,549
104 G A ITNRNT: 3,728
105 MILITARY: 2,795
TOTAL: 43,800
OPERATIONS FOR
12 MONTHS
ENDING: 08/20/2018

RUNWAY DATA
RUNWAY INDENT: 03/21 08/26 14/32
LENGTH: 4,192 5,004 4,001
WIDTH: 150 100 100
SURF TYPE-COND: ASPH-GF ASPH-G ASPH-G
SURF TREATMENT:
GROSS WT: S 12.5 60.0 12.5
(IN THSDS) D
2D
2D/2D2

PCN:
LIGHTING/APCH AIDS
EDGE INTENSITY:
RWY MARK TYPE-COND:
VGS:
THR CROSSING HGT.:
VISUAL GLIDE ANGLE:
CNTRLN-TDZ:
RVR-RVV:
REIL:
APCH LIGHTS:

OBSTRUCTION DATA
FAR 77 CATEGORY
DISPLACED THR:
CTLG OBSTN:
OBSTN MARKED/LGTD:
HGT ABOVE RWY END:
DIST FROM RWY END:
CNTRLN OFFSET:
OBSTN CLNC SLOPE:
CLOSE-IN OBSTN:

DECLARED DISTANCES
TAKE OFF RUN AVBL (TORA):
TAKE OFF DIST AVBL (TODA):
ACLT STOP DIST AVBL (ASDA):
LNDG DIST AVBL (LDA):

PT MGR PLEASE ADVISE FSS IN ITEM 85 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

REMARKS
FOR SERVICE AFTER HOURS CALL 252-728-2323. 843-465-2846
RWY 08 FADED TO NONEXISTENT
RWY 26 FADED TO NONEXISTENT
RWY 08 45 FT MAST HGT
RWY 14 45 FT MAST HEIGHT
RWY 03 APCH RATIO 21:1 AT DSPLCD THLD DUE TO 81 FT MAST 1938 FT FM DSPLCD THLD OFFSET 748 FT L OF CNTRLN.
RWY 26 APCH RATIO 20:1 AT DSPLCD THLD DUE TO 21 FT ROAD 627 FT FM DSPLCD THLD BOTH SIDES OF CNTRLN.
RWY 21 APCH RATIO 23:1 AT DSPLCD THLD DUE TO 71 FT TREES 1652 FT FM DSPLCD THLD OFFSET 24 FT L OF CNTRLN.
RWY 32 APCH RATIO 13:1 AT DSPLCD THLD DUE TO 59 FT TREES 995 FT FM DSPLCD THLD OFFSET 113 FT R OF CNTRLN.
RWY 03 9 FT FENCE 191 FT FM THLD BOTH SIDES OF CNTRLN.
10 FT BRUSH 100-200 FT FM THLD OFFSET 108 FT R OF CNTRLN.
105 FT BRUSH 0-200 FT FM THLD OFFSET 200 FT R OF CNTRLN AND 36 FT TREES 140 FT FM THLD OFFSET 216 FT R OF CNTRLN.
RWY 21 8 FT BRUSH 48 FT FM THLD OFFSET 170 FT R OF CNTRLN.
RWY 32 7 FT TREES 162 FT FM THLD OFFSET 188 FT L OF CNTRLN.
CHECK IF HANGAR SPACE IS AVAIL W/ ARPT MAN.

INSPECTOR: (S) 112 LAST INSP: 08/20/2018 113 LAST INFO REQ:
FORM 5010-1 (3/96) SUPERSEDES PREVIOUS EDITION

ASSOC CITY: ***CONTINUED*** 4 STATE: NC LOC ID: MRH
AIRPORT NAME: 5 COUNTY: FAA SITE NR: 16533.*A
CBD TO AIRPORT (NM): 6 REGION/ADO: ASO/MEM 7 SECT AERO CHT:

GENERAL	SERVICES	BASED AIRCRAFT
OWNERSHIP:	> 70 FUEL:	90 SINGLE ENG:
OWNER:		91 MULTI ENG:
ADDRESS:	> 71 AIRFRAME RPRS:	92 JET:
	> 72 PWR PLANT RPRS:	93 HELICOPTERS:
PHONE NR:	> 73 BOTTLE OXYGEN:	TOTAL:
MANAGER:	> 74 BULK OXYGEN:	94 GLIDERS:
ADDRESS:	75 TSNT STORAGE:	95 MILITARY:
	76 OTHER SERVICES:	96 ULTRA-LIGHT:
PHONE NR:		
ATTENDANCE SCHEDULE:		

FACILITIES	OPERATIONS
> 80 ARPT BCN:	100 AIR CARRIER:
> 81 ARPT LGT SKED :	102 AIR TAXI:
BCN LGT SKED:	103 G A LOCAL:
> 82 UNICOM:	104 G A ITNRNT:
> 83 WIND INDICATOR:	105 MILITARY:
84 SEGMENTED CIRCLE:	TOTAL:
85 CONTROL TWR:	OPERATIONS FOR
86 FSS:	12 MONTHS
87 FSS ON ARPT:	ENDING:
88 FSS PHONE NR:	
89 TOLL FREE NR:	

RUNWAY DATA				
RUNWAY INDENT:				
LENGTH:				
WIDTH:				
SURF TYPE-COND:				
SURF TREATMENT:				
GROSS WT: S				
(IN THSDS) D				
2D				
2D/2D2				
PCN:				
LIGHTING/APCH AIDS				
EDGE INTENSITY:				
RWY MARK TYPE-COND:	- / -	- / -	- / -	- / -
VGSI:	/	/	/	/
THR CROSSING HGT.:	/	/	/	/
VISUAL GLIDE ANGLE:	/	/	/	/
CNTRLN-TDZ:	- / -	- / -	- / -	- / -
RVR-RVV:	- / -	- / -	- / -	- / -
REIL:	/	/	/	/
APCH LIGHTS:	/	/	/	/
OBSTRUCTION DATA				
FAR 77 CATEGORY	/	/	/	/
DISPLACED THR:	/	/	/	/
CTLG OBSTN:	/	/	/	/
OBSTN MARKED/LGTD:	/	/	/	/
HGT ABOVE RWY END:	/	/	/	/
DIST FROM RWY END:	/	/	/	/
CNTRLN OFFSET:	/	/	/	/
OBSTN CLNC SLOPE:	/	/	/	/
CLOSE-IN OBSTN:	/	/	/	/
DECLARED DISTANCES				
TAKE OFF RUN AVBL (TORA):	/	/	/	/
TAKE OFF DIST AVBL (TODA):	/	/	/	/
ACLT STOP DIST AVBL (ASDA):	/	/	/	/
LNDG DIST AVBL (LDA):	/	/	/	/

REMARKS

ACTVT REIL RWY 08 & 26; PAPI RWY 03 & 21; MIRL RWY 03/21 & RWY 08/26 - CTAF. PAPI RWY 08 & 26 OPER CONSLSY.

NO LINE OF SIGHT BTWN RY ENDS.

DEER AND BIRDS ON & INVOF ARPT AND BIRD-DROPPED SHELLS MAY CAUSE FOD.

NOISE ABATEMENT PROCEDURES IN EFFECT, CTC AMGR 252-728-1928.

AVOID OVERFLIGHTS OF BEAUFORT WATERFRONT AND BEAUFORT NATIONAL REGISTER HISTORIC DISTRICT.

FOR CD CTC CHERRY POINT APCH AT 252-466-5960.

MIL ACFT RWY 08/26 REQUIRED FOR NOISE ABATEMENT.

2008 SKY DIVING OPERATIONS - DO NOT OVERFLY AIRPORT

1-009 DUE TO VOL OF MILITARY TRAFFIC AND TRAINING RECOMMEND

ALL ACFT USING MRH CTL CHERRY POINT APP 132.57 AIRBORNE

AND 135.65 PRIOR TO MRH DEP

1 INSPECTOR: (S) 112 LAST INSP: 08/20/2018 113 LAST INFO REQ: