



Carteret County-Beaufort Airport Authority

180 Airport Road
Beaufort, North Carolina 28516

October 19, 2021

NC Department of Transportation
Division of Aviation
1560 Mail Service Center
Raleigh, NC 27699-1560

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

Dear Aviation Development Team:

Please find our responses to the recent 5010 Inspection Report listed below in red.

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

All bulleted items related to Runway 3/21 will be addressed during the Runway 3/21 Rehabilitation. Award for the Project Design was approved at the September 2, 2021 Board of Transportation Meeting. The airport will continue daily FOD checks and mitigate any vegetation as necessary.

- 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.
This issue has been addressed.
- 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 15' to allow for



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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.
The airport will continue daily FOD checks and mitigate any vegetation as necessary.
- 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.
The airport will continue daily FOD checks and mitigate any vegetation as necessary.
- As noted in the general comments below, all concrete bases should be at grade.
All grading will be completed by December 31, 2021.
- 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.
Based off recent surveys, we believe all PK nails are existing. If not installed, we will have these nails installed during the 3/21 rehabilitation project.
- 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.
This issue will be corrected under the future Runway 8-26 extension project. If issue requires correction before this project is completed, the Airport will require financial assistance from the State.
- One red/amber globe was turned incorrectly on Runway 26.
This issue has been addressed.
- One light was not operating on Taxiway B at the hold line for Runway 8.
This issue has been addressed.
- 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*).



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- 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).

The Airport will require assistance in correcting these runway markings. The NCDOT Maintenance Department has previously expressed their willingness to help the Airport out with remarking of airfield pavements; however, if their assistance is not available, it may be possible to include remarking of the Runway 14-32 with the forthcoming Runway 3-21 Rehabilitation project. The airport will continue daily FOD checks and mitigate any vegetation as necessary.

- No PK Nail was located at the beginning of Runway 32.
Based off recent surveys, we believe all PK nails are existing. If not installed, we will have these nails installed during the 3/21 rehabilitation project.
- 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



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- The fuel lines should be color coded with fuel flow directional arrows and be labeled with type of fuel.
The airport's engineering consultant has reviewed the tanks and fuel lines and has found everything to be labeled properly per regulations.

General

- All concrete bases, whether for signs, ducts, NAVAIDS, or lighting should be at grade.
All grading will be completed by December 31, 2021.
- The taxiway from Runway 14 to Runway 8/26 has failing pavement and vegetation in cracks.
The airport will continue daily FOD checks and mitigate any vegetation as necessary.
- Only Taxiway B is identified with signs. The other taxiways are not labeled.
Runway 3-21 signage, including a Taxiway A sign at the end of Runway 3, will be redone as part of the Runway 3-21 Rehabilitation project. Any additional signage will require financial assistance from the State to install.
- 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.
Runway 3-21 signage will be redone as part of the Runway 3-21 Rehabilitation project. Any additional signage will require financial assistance from the State to install. The signs referred to on non-frangible posts are located outside the Taxiway A Object Free Area.
- The supplemental windsock was faded.
The supplemental windsock will be replaced by December 31, 2021.
- The beacon could not be checked at the time of inspection.
- 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 airport is currently investigating replacements.
- 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.
An inspector will check the angle of the PAPIs by December 31, 2021.
- 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.
The Based Aircraft list will be updated before December 1, 2021.

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.



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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.

Please let us know if you should need anything further.

Best Regards,

Jesse Vinson
Airport Manager