

Michael J Smith Field Airport Update – March 2021

ALP Update and Narrative Report

- TBI is awaiting acceptance from the FAA on the ALP Update and Narrative Report sent to them on 1/28. TBI will provide the Airport with a revised report and drawings once final approval is given by the FAA.

Fuel Farm Construction

- *Site Work*
 - A Final Walkthrough was completed on 3/2 to verify completion of punch list items. There were additional punch list items found during this walkthrough which have been coordinated with Sunland.
 - Construction closeout documents will be compiled once all construction activities are completed.
- *Fuel Systems*
 - Project was substantially completed on 2/26.
 - Tanks passed all testing requirements.
 - A Pre-Final Walkthrough was completed on 3/2. During this walkthrough only one punch list item was found which was immediately resolved.
 - All training with FBO staff has been completed by Contractor.
 - Fuel farm is fully operational and in use by Airport.
 - Construction closeout documents will be compiled once all construction activities are completed.

T-Hangars and Taxilanes

- *General*
 - The Site Certificate Form submitted to the EDA for approval on 1/15 is still under review.
 - Design and Construction of this project is divided into 3 projects: Airfield Electrical Vault Procurement, Airfield Vault Electrical Utilities, and T-Hangars & Taxilanes.
- *Airfield Electrical Vault Procurement*
 - TBI is still awaiting shop drawings for review from Smith-Carolina. Per the supplier, it is anticipated that shop drawings will start coming in this week. Delivery is still on track for Mid-May.
- *Airfield Vault Electrical Utilities*
 - Bid Documents were finalized and submitted to the EDA on 3/9.
 - Project was advertised in the Carteret County Times on 3/14.
 - A pre-bid meeting is being held on 3/25 via a teleconference meeting. Minutes for this pre-bid meeting will be compiled and distributed to bidders and Airport.
 - Bids are scheduled to be opened at 11am on 4/9 in the Airport Admin Building.

- T-Hangars & Taxilanes
 - 60% Design Plans were submitted to the Airport for review on 3/11. A preliminary cost opinion developed in coordination with the pre-fabricated building supplier has also been provided to the Airport for review. TBI is awaiting review comments from Airport.
 - Stormwater Permit Modification was submitted to NCDEQ on 3/18.

Runway 21 Pavement Issues

- TBI made an initial site visit on 3/2 to observe pavement issues at the Runway 21/ Taxiway B intersection. During this site visit, three types of pavement issues were observed in this location: Delamination of the original Grip-Flex material applied in the early 2000's, delamination of marking with partial Grip-Flex surface, and delamination of Grip-Flex and partial original runway surface. Delamination of the original Grip-Flex material is the most common damage observed.
- After the initial site visit, TBI reached out to the NCDOA to make them aware of the situation and request assistance with repair of the area. Additionally, TBI reached out to Ameriseal, manufacturer and installer of Grip-Flex material, to determine if these issues have been observed before and, if so, how they were repaired. Ameriseal indicated that they are not aware of this issue occurring previously at other Airports and requested to meet onsite to observe issues and discuss potential solutions.
- TBI met with Grip-Flex manufacturer/installer, Ameriseal, and NCDOA on 3/17 onsite to discuss pavement issues. It was agreed by all parties that the Grip-Flex material is compromised in the Runway 21/Taxiway B intersection due to poor bond between Grip-Flex material and original runway surface. Though it is possible that the Grip-Flex material may be compromised at other locations along Runway 3-21, no delamination issues were observed elsewhere. Therefore, repair efforts will initially be focused on the intersection.
- At this time, Ameriseal is proposing to remove all loose material in the intersection to eliminate FOD safety issues in the immediate future. Once loose material is removed, a determination can be made regarding potential repair options. The current hope is to re-apply Grip-Flex in the affected locations however this is subject to change based on findings after removal efforts. All repair work by Ameriseal would be at no cost to the Airport.
- After repair work is completed, the NCDOA Maintenance Department committed to re-marking Runway 3-21 in its entirety.