

5/4/2021

FOR YOUR INFORMATION

2021-52/5-15

1793087

To: Airport Manager, Monmouth Executive Airport (BLM), NJ, FAA (AAS-1)

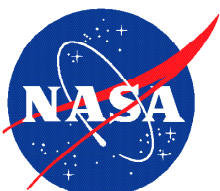
Info: FAA (AVP-1, AVP-200, AAS-300, AEA-600, AFS-280, AFS-200, AFS-400, Director of Air Traffic Operations ESA North, Runway Safety Team), AOPA, ASAP, ATSAP, ATSG, ICAO, ICASS, NATCA, NBAA, NTSB, RAA

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: BLM Runway 14 Surface Condition

We recently received an ASRS report describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 1793087

DATE / TIME

Date of Occurrence	202103
Local Time Of Day	1201 to 1800

PLACE

Locale	BLM.Airport
State	NJ

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - CTAF	BLM
Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer

PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	1793087

EVENTS

Anomaly	Ground Event / Encounter - Other / Unknown
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

The first 3,000 feet of Runway 14 has excessive dips and divots that are bottoming out our landing gear struts during landing rollout and during takeoff. On landing Runway 14, after touchdown with the thrust reversers deployed, we felt the main landing gear struts fully compress and the aircraft nearly bounce. The nose strut also bottomed out and we were pushed into our seats hard. This occurred around 80-100 knots and the dips continued down the runway fully compressing our struts each time. On departure from Runway 14, the same thing happened. We are concerned that without an immediate repair to the runway, that these dips and divots will grow and potentially cause harm to the aircraft landing gear and structure which would cause a landing or takeoff accident. It's that bad.

SYNOPSIS

Pilot reported runway condition at BLM airport could cause aircraft damage.