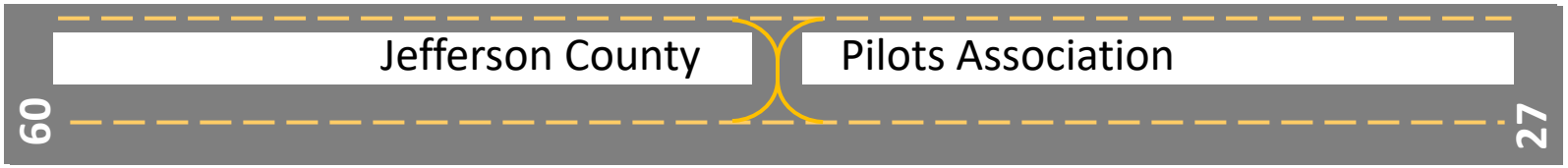
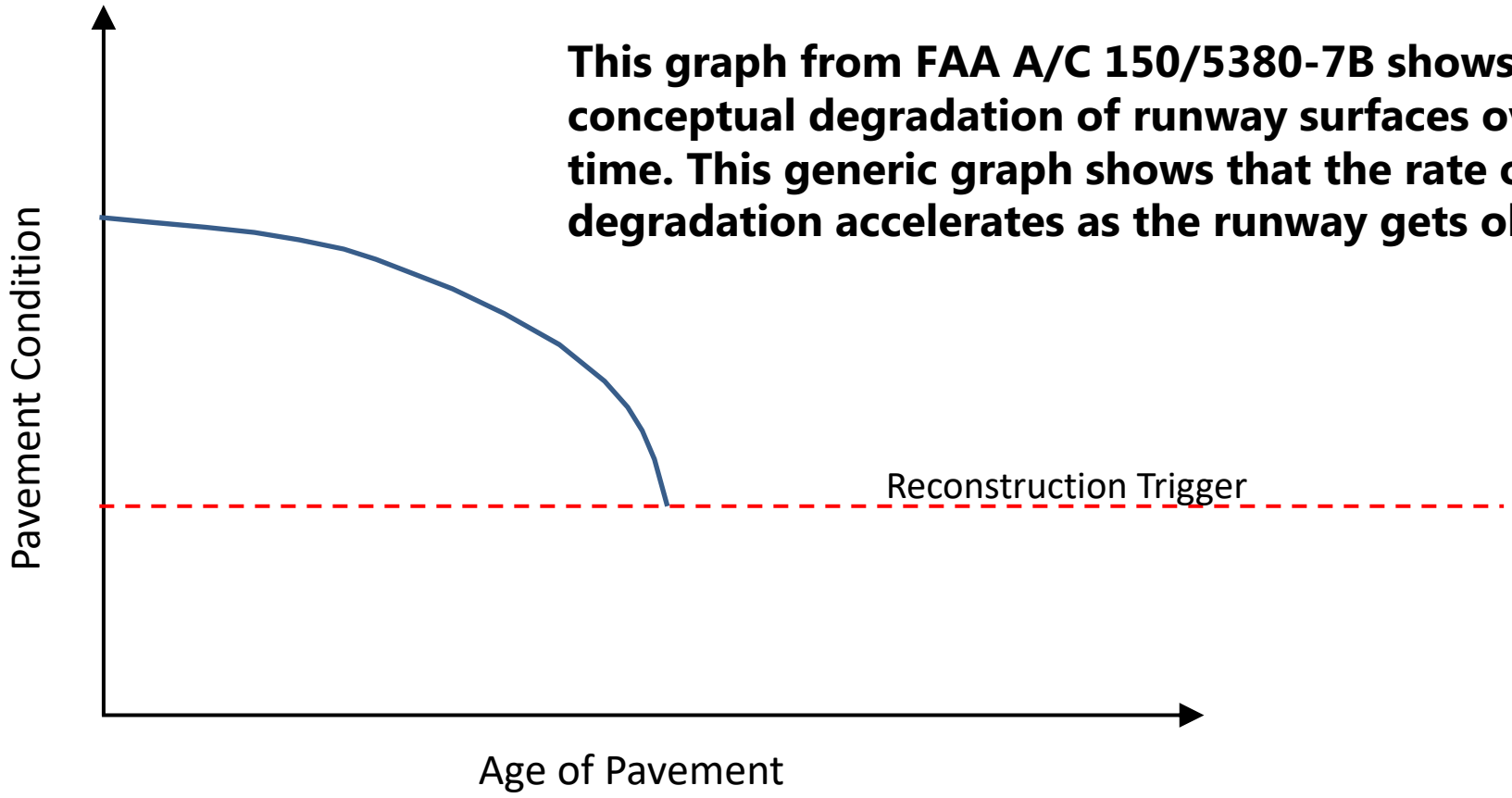
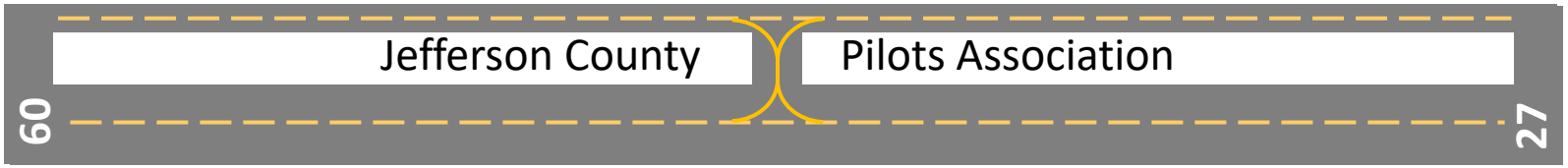


Jefferson County Pilots Association (JCPA) Concerns over the Need and Timing for Runway Rehabilitation @ 0S9, Jefferson County International Airport

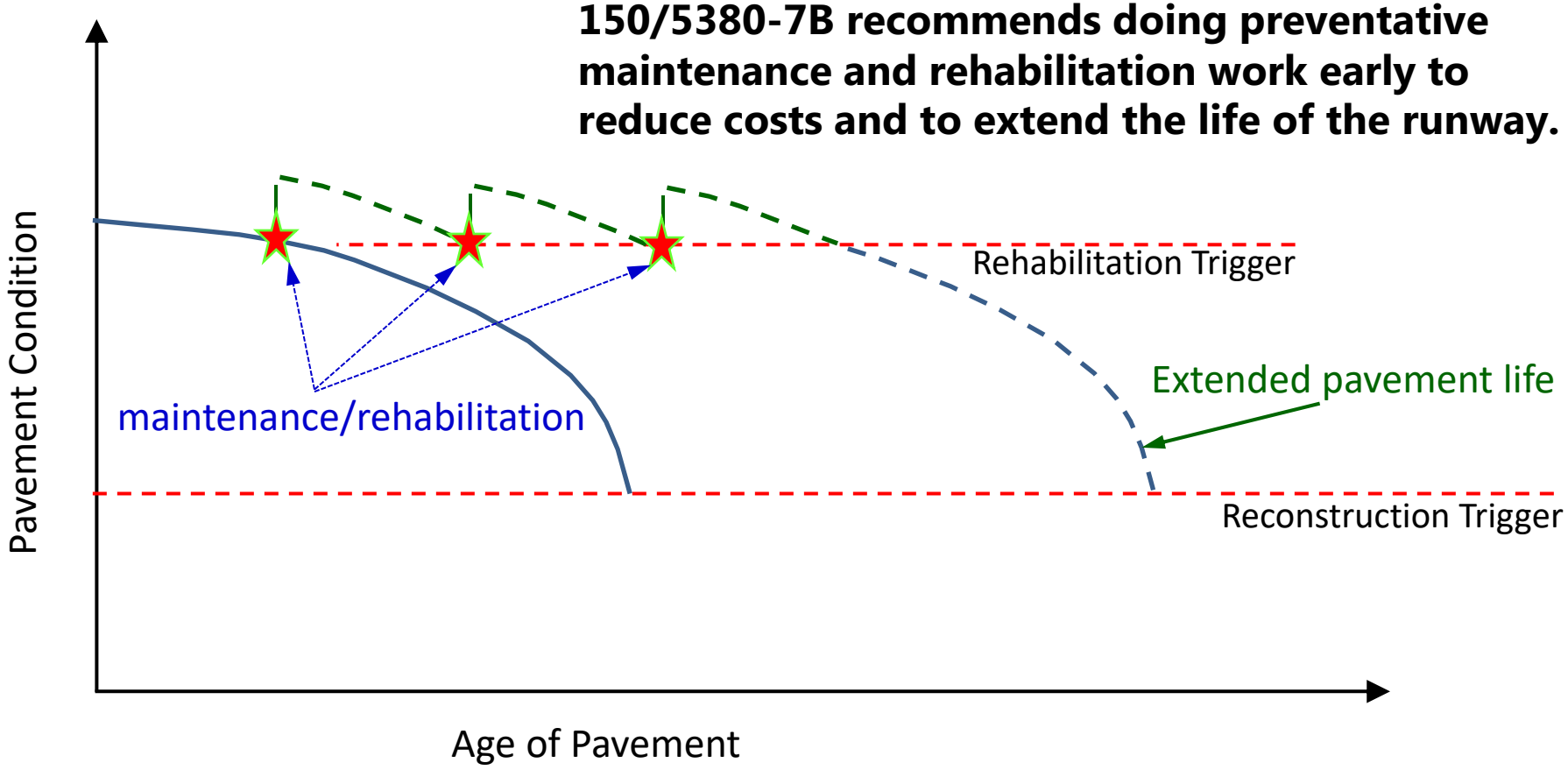


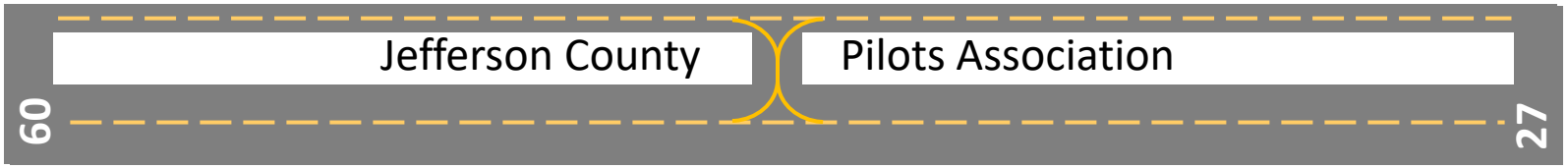
This graph from FAA A/C 150/5380-7B shows the conceptual degradation of runway surfaces over time. This generic graph shows that the rate of degradation accelerates as the runway gets older.



JCPA Concerns over the Need and Timing for Runway Rehabilitation @ JCIA

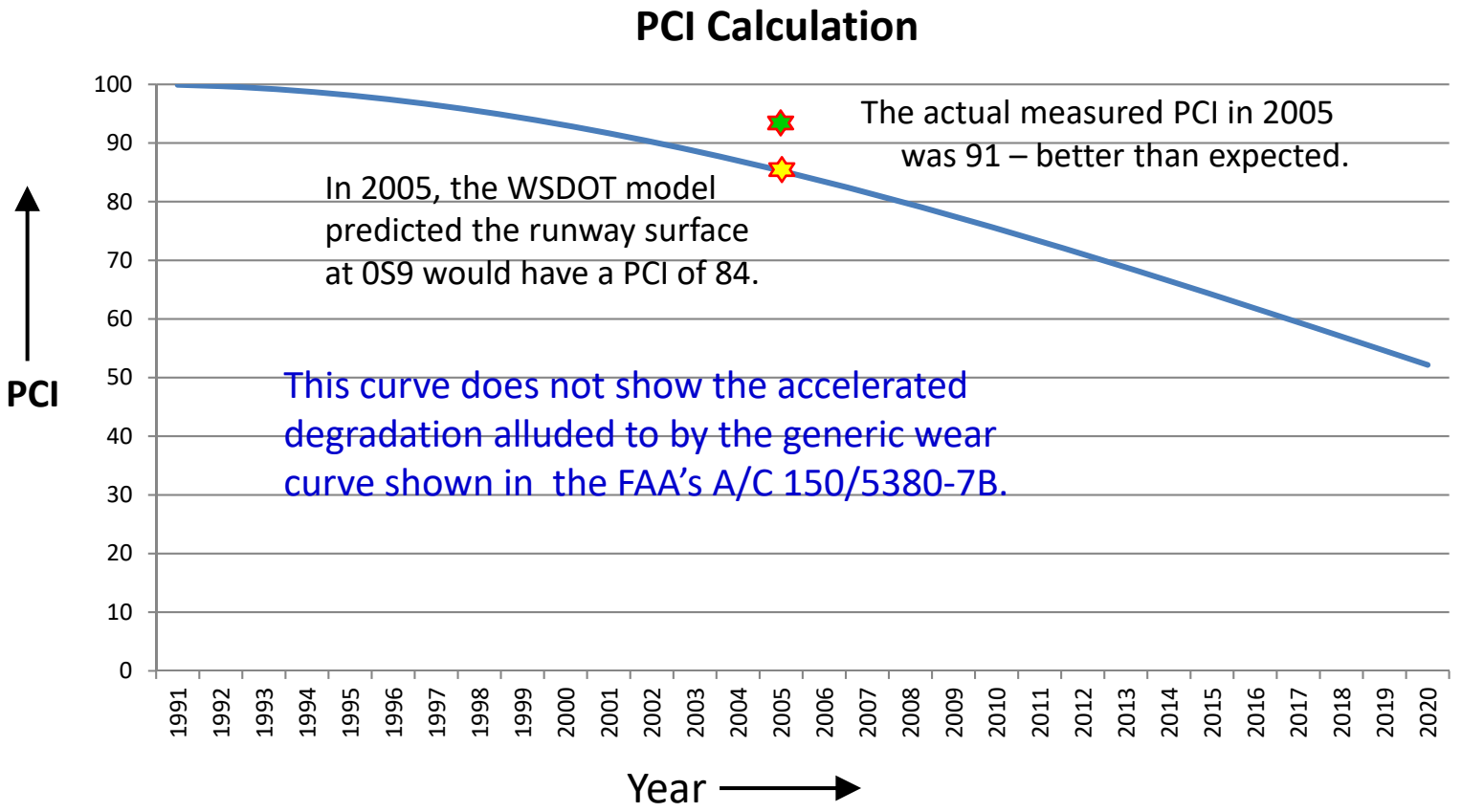
Since the degradation of runway surfaces nominally accelerates over time, FAA A/C 150/5380-7B recommends doing preventative maintenance and rehabilitation work early to reduce costs and to extend the life of the runway.

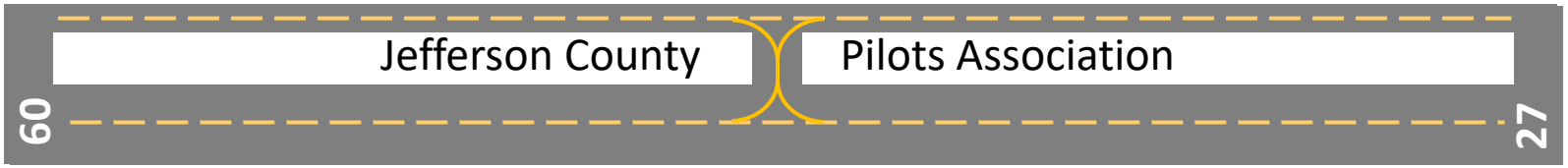




What is the Predicted Rate of Pavement Wear @ JCIA?

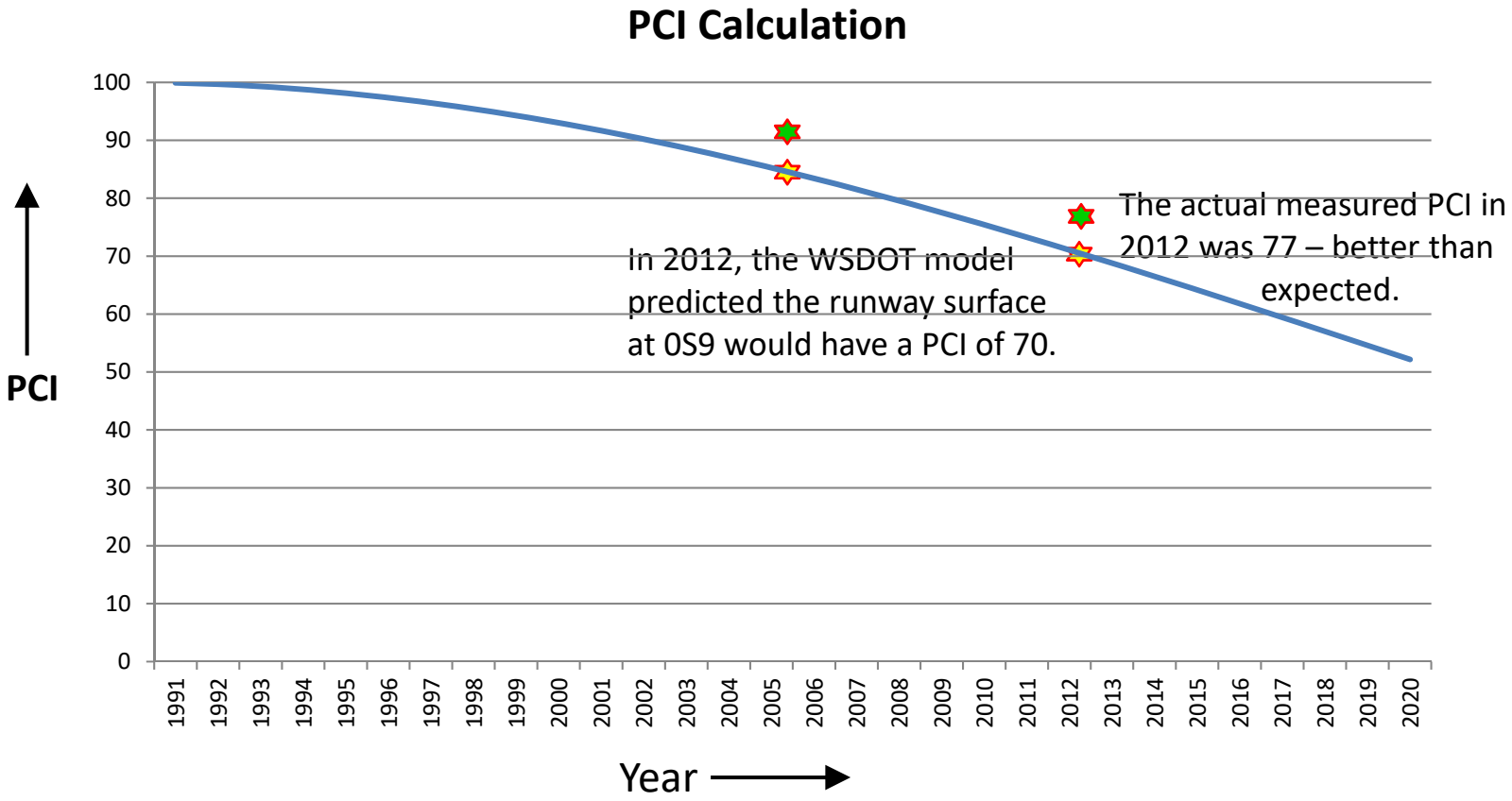
WSDOT/Aviation has established a formula for the degradation of runway pavements in Western Washington State. That formula is $100-(0.07805*X^2)+(0.00083*X^3)$ where "X" is years since the runway was built. Applying this formula to JCIA produces this curve.

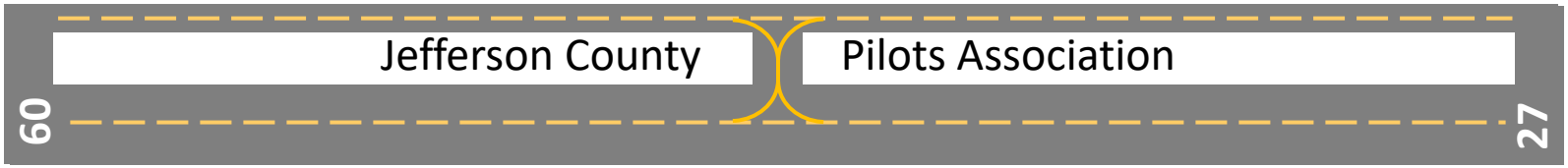




A Comparison of Pavement Wear Predictions & Actual Inspection Results

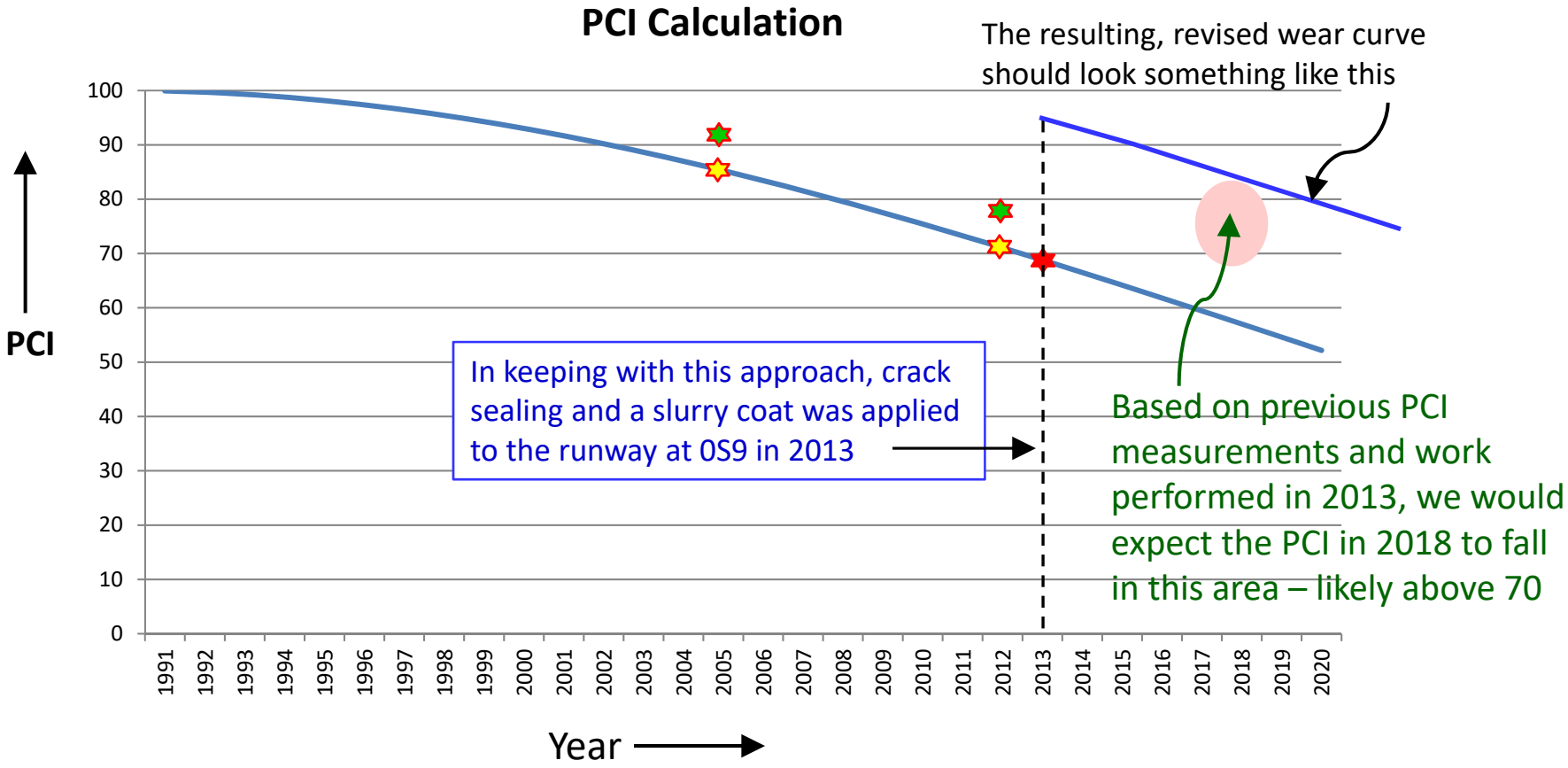
The disconnect between the predicted and actual PCI at 0S9 continued into the 2012 round of Inspections and Assessments done by WSDOT. The predicted PCI for our runway in 2012 was 70, and the actual PCI was 77.

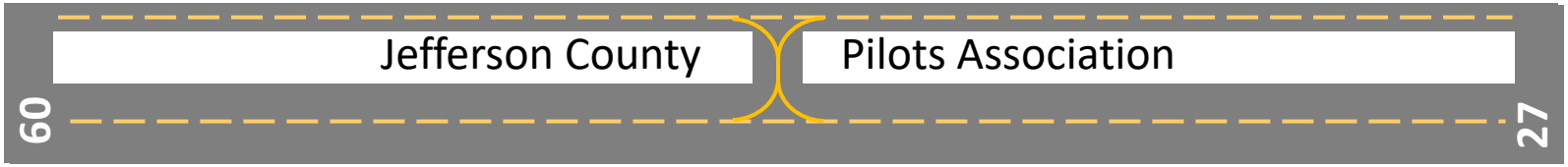




FAA Recommendation to Extend Runway Life

In A/C 150/5380 – 7B, The FAA also recommends extending the runway life by conducting remediation activities well before the runway condition requires repaving. This is the most cost effective way of maintaining safe runway conditions.





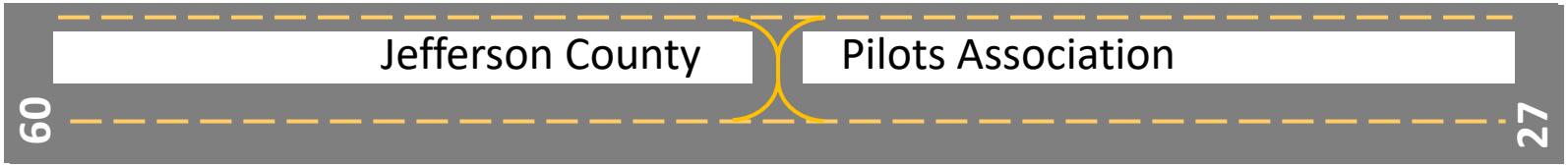
An overview of Runway Requirements for 0S9, JCIA

WSDOT/Aviation & FAA established the critical PCIs shown below

Surface Type	Load Classification	Runway PCI	Taxiway PCI	Apron/ T-Hangar PCI
AC	< 60,000 lbs	65	60	60
	>= 60,000 lbs	70	65	60
PCC	< 60,000 lbs	55	50	50
	>= 60,000 lbs	60	55	50

0S9, JCIA has a load classification of < 60,000 lbs

- Based on this load classification, The critical PCI for the runway at 0S9, JCIA is 65. In 2012, the survey of pavements at airports in Washington State determined the PCI at 0S9 was 77, well above the critical level.

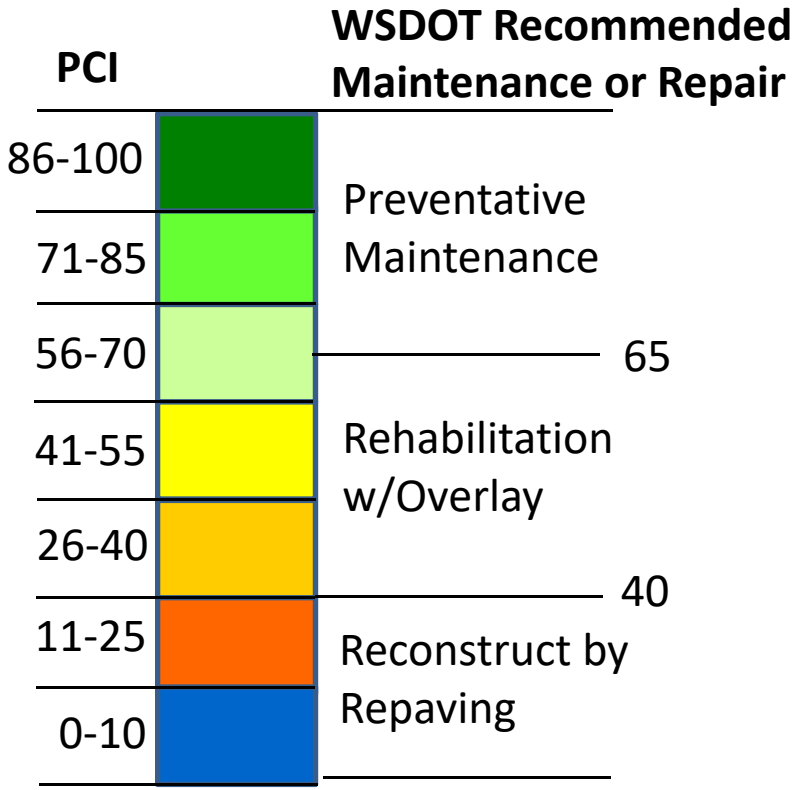


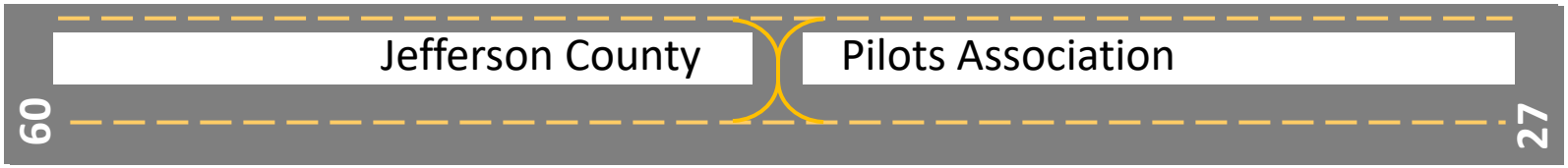
Inspections and Appropriate Maintenance/Repair

In its 2013 Report on the condition of runways in Washington State, WSDOT/Aviation outlined recommended maintenance and repairs based on the Pavement Condition Index, PCI.

The PCI is measured and reported in accordance with Advisory Circular 150/5320-6F, Airport Pavement Design and Evaluation and ASTM D 5340, Standard Test Method for Airport Pavement Condition Index Surveys. The PCI basic evaluation consists of visual inspections, with additional NDT when conditions warrant it.

The literature recommends distinct maintenance and repair actions based on PCI values. No explicit action is recommended for results from NDT or geotechnical tests.

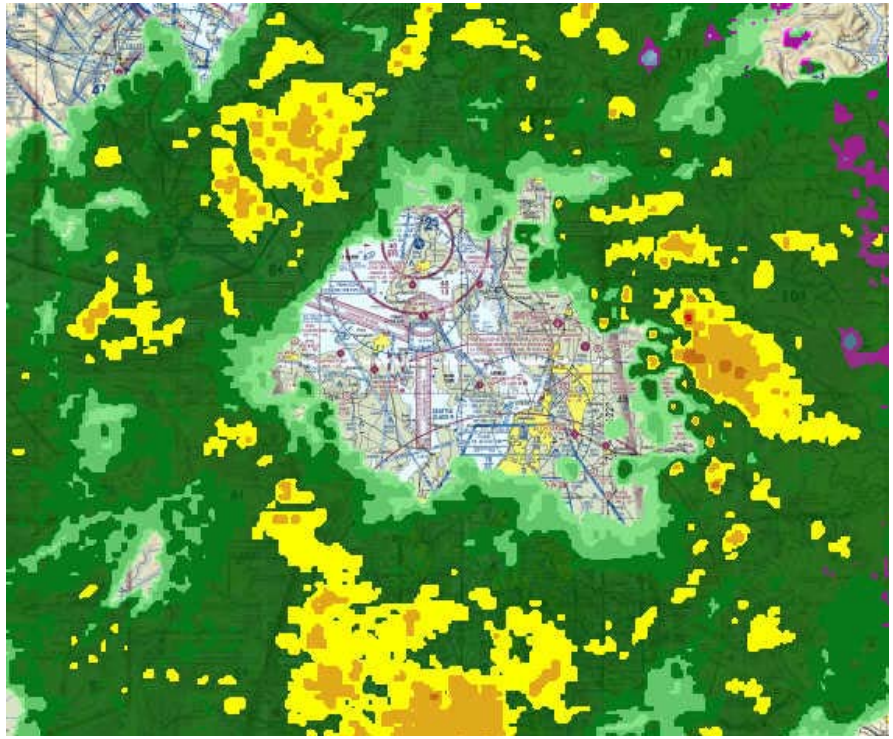


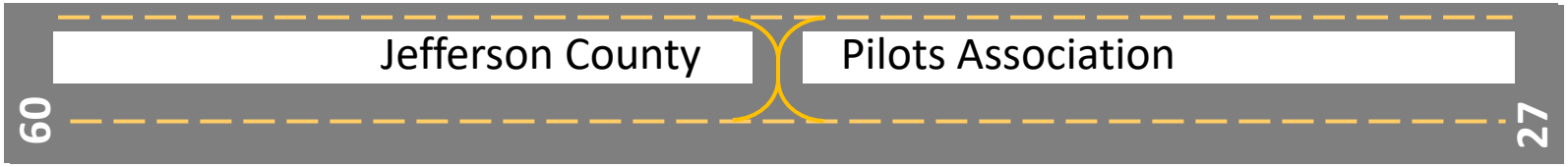


What Causes Wear and Tear of Airport Pavements?

In 2013, the WSDOT report on the 0S9 Runway indicated that 0% of the wear and tear was caused by landing loads, 70% of the wear and tear was caused by weather, and 30% was caused by other things, essentially lack of maintenance.

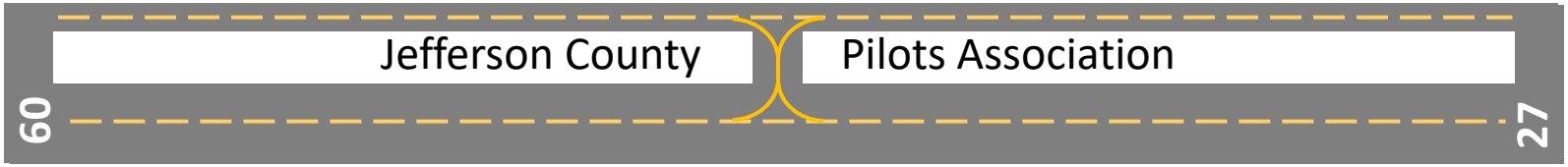
Port Townsend resides in a micro-climate. Bremerton receives 56” of rain/year, Seattle receives 37” of rain/year. Port Townsend only gets 19”. We also have fewer freeze/thaw cycles due to the moderating influences of the water surrounding our peninsula. As such, we would expect the wear and tear on our runway to be less than predicted for the rest of Western Washington.





Project Management and Runway Rehabilitation

- The runway at 0S9 is a key asset for incident recovery in the Jefferson County Comprehensive Emergency Management Plan and Emergency Operations Guide. As such, it is important to minimize downtime for this runway.
- The 2013 project to repair cracks in the runway at 0S9 and provide a slurry overlay took more than 6 weeks with multiple runway closures.
- In 2017, the runway at Bremerton (KPWT) was also rehabilitated with crack repair and slurry sealing. Although the KPWT runway is double the length of the runway at JCIA (6,000' vice 3,000') and is 75' wider the KPWT project was completed in less than 1 week.
- Attention to contract language and effective project oversight for any rehabilitation work at JCIA is important to minimize the duration of runway closures. The POPT has new management since 2013 and this provides them an opportunity to excel. One opportunity would be to work with the Port of Bremerton and identify lessons from their speedy project that could be applied to any rehabilitation projects here.



Other JCPA Concerns & Requests for Pavement Management & any Runway Rehabilitation @ JCIA

1. **The JCPA would like assurances that the FAA, WSDOT & the POPT will adhere to established protocols for runway maintenance and repair, i.e. only maintenance if the PCI is ≥ 65, a pavement overlay if the PCI is between 40 & 64, and repaving only if the PCI is less than 40 and associated test result conform.**

2. **The JCPA wants to see the POPT's Pavement Management Program Plan and would like to see actual maintenance done to enhance airport safety between rehabilitation projects, particularly before the winter rain/freeze cycle starts.**

3. **The JCPA is willing and able to support pavement maintenance with volunteer labor managed under a Port safety and liability controlled program. This would help mitigate impacts of funding limitations.**

4. **The JCPA is concerned about losing the benefits of this airport if/when significant rehabilitation work is done. As such, we request a serious effort to provide alternative means of continued operations by resident pilots and safety flights while any rehabilitation efforts are underway.**

    a. **Consideration of an Alternate Grass Landing Area (AGLA) adjacent to the runway or allowance for landings on a taxiway would be viable options**