

For our meeting on 9/29/2017:

21 MEMBERS WERE PRESENT, INCLUDING
GARY LANTHRUM, PRESIDENT
ERIC TAYLOR, TREASURER
SHERI SURYAN, SECRETARY

OLD BUSINESS:

ADOPT THE AUGUST MINUTES AS PRESENTED—
Motion made, seconded and the membership voted
yes to adopt THE published minutes as written.

TREASURER REPORT: \$3,566.69 BALANCE TO DATE

NEW BUSINESS:

D.A.R.T. Gary gave a brief pitch on using the JCPA as the non-profit umbrella for the Jefferson County Disaster Airlift Response Team, DART. Gary mentioned that the DART organizers need a corporate umbrella to operate within, and have requested JCPA to provide that coverage. The rationale is that all of the DART members are also JCPA members and GA pilots providing aviation services during a disaster response in Jefferson County are also likely to be JCPA members, so there is good overlap. Some of the LCPA members present argued that the focus of the JCPA and that of DART are different even if the JCPA mission statement would provide coverage. In case you've forgotten, the JCPA mission statement is: "to foster and promote the development of general aviation in Jefferson County, Washington; to foster and promote the successful and perpetual operation of Jefferson County International Airport; to provide flying and aviation related education and promotional activities for the general public; to promulgate aviation safety through aviation programs and activities; to perpetuate the spirit of fraternity among airmen".

That is a pretty broad mission statement and most any aviation related activity could fit in there. One of the things I'm concerned about is the creation of a TFR over a disaster area here would block our ability to fly unless we were part of the approved and trained DART membership. Despite the mission alignment, some still felt that the DART organization could

interfere with the current direction of the JCPA and our efforts to create a pilot community. Rather than spend any more time on discussing an abstract idea, Gary Lanthrum offered to bring a specific proposal from the DART group that would define the relationship between the DART and a parent JCPA to a subsequent meeting so there would be details to address. Once the JCPA membership has discussed the details and any necessary changes are made to the proposal, the JCPA membership would vote on it. Based on that vote, the DART organization would either become part of the JCPA or would have to create its own, separate non-profit corporation. Then local pilots would have to choose whether or not to join that separate organization.

B.J. Hallinan's daughter explained to Sheri Suryan that her father had been involved in a "Disaster Reporting Exercise" and had numerous binders of information in case of a natural disaster in the future. Those documents will be handed over to the DART organizers until a determination is made on how they will be incorporated.

A Port Ludlow group wants to join our D.A.R.T. group because they see some benefits to being involved. Being connected would assure that everyone is on the same page, with the EOC, and the FAA in any disaster response.

PORT MEETING: Gary Lanthrum & Eric Taylor met with Eric Toews, Port of PT and Brad Clinefelter (Port Commissioner) to discuss runway project. It was stated earlier that the runway inspections were to be done prior to any meeting with the pilot community, but that is not happening. **The Port, the FAA, WSDOT/Aviation and AOPA have set up a meeting on 10/5/17 from 3:00—5:00 to discuss the project.** The FAA representatives will be available via skype (Mary, FAA rep) per Kimberly, Port of PT Communications Director. A Contractor has been selected for Phase 1. Gary Lanthrum, JCPA President, provided a thorough presentation of information regarding wear and tear on our airport OS9. FAA guidelines state

that there must be a "Pavement Management Program" (A/C 150-5380-7B) PMP for regular inspection and maintenance and OS9 does not have one.

PMP wear predictions: There are 2 causes of wear and tear for runway pavement, Weather and Landing Loads. A Pavement Condition Index (PCI) is used to indicate the condition of the pavement. The scale is 0 – 100. Zero being the worse case scenario and 100 perfect condition. The Critical PCI for our runway is <65. Any rating above 65 only calls for maintenance. A rating between 65 and 40 calls for rehabilitation in the form of an overlay of new pavement. If the PCI falls below 40, complete repaving is recommended. Our runway was 77 in 2012. It is now predicted to be at 65, but that prediction does not take into account the crack sealing and slurry coat that was applied in 2013, and does not recognize that our runway has outperformed predicted wear and tear in 2005 and 2012. The Port has used old predictions without looking at real PCI data on actual versus predicted wear & tear. In 2005 it was rated 91, and in 2012 it rated a 77 (versus a prediction of 71).

No "re-assessment" has been done since the slurry coat was applied in 2013. WSDOT/Aviation has concluded that 70% of wear at OS9 is caused by weather, and 30% is caused by lack of maintenance. Our airport is rated for <60K pounds of landing loads.

JCPA EXPECTATIONS for Runway Maintenance :

The FAA & WSDOT Should use their specifications: 5
for maintenance: PCI ≥ 65 = Maintenance Only
PCI < 65, > 40 = Pavement Overlay
PCI < 40 = tear Up & Repave

The POPT Should Develop and Manage a PMP
(Pavement Management Program) FAA required

Operations to Continue During Operations

Taxiway for landing (25ft wide at narrowest point)

Eric Taylor Meeting Notes:

Spoke with AOPA representative, Warren Frederickson, Gig Harbor, (NW Region) based at Tacoma Nar-

rows Airport. Warren stated to Eric that it should only be approximately 3-4 weeks of down time to place a pavement overlay on the runway. Phase 1 design work must be in place prior to the work date of 2019.

Other Announcements:

Port Commissioner Candidate Forum: October 7, 2017 @ Aero Museum, 10:00 am. Including incumbents and new candidates

Motion to adjourn, seconded, all in favor. Meeting adjourned.