

The Port of Port Townsend scheduled a meeting with the FAA, WSDOT/Aviation, AOPA and JCPA on 10/5/2017.

The purpose of the meeting was to discuss plans for rehabilitating the Jefferson County Airport Runway. The meeting was held at Tailspin Tommy's and was attended by:

30 + JCPA MEMBERS

POPT: Sam Gibboney, Pete Hanke, Brad Clinefelter, Stephen Tucker, Eric Toews

Reid Middleton: Shannon Kinsella

WSDOT/Aviation: Eric Johnson

FAA (by phone): Mary Vargas, Kevin Latschlaw

AOPA: Warren Hendrickson

This was a productive and important meeting. The JCPA management team requested the Port put this meeting together to have all of the involved parties (POPT, FAA, WSDOT/Aviation) discuss their plans for rehabilitating the runway at OS9. The JCPA was concerned because the Port had let a contract for redesign and reconstruction of our runway with a crowned surface without discussing their plans with the local pilot community. Based on information the JCPA management team was able to assemble, the runway at OS9 was in good condition and did not seem to warrant complete reconstruction. In short, runway maintenance, repairs and reconstruction are dictated by an objective assessment of pavement conditions. That assessment is called a Pavement Condition Index, or PCI. WSDOT/Aviation contracts for PCI assessments of all state airports in the National Plan of Integrated Airport Systems, or NPIAS airports. OS9 is one of those airports. These assessments are conducted approximately every 5 years. The PCIs measured for OS9 in 2005 and in 2012 were better than WSDOT had predicted. In addition, refurbishment work (crack repair and slurry sealing) was done at OS9 in 2013. That suggested to the pilot community that a major repaving project was not warranted, and would have a serious negative impact on the availability of OS9 for emergency and recreational use as well as impacting businesses operating at the airport.

The meeting was opened by Eric Toews from the POPT who introduced the participants and welcomed everyone to the meeting. Rather than provide detailed notes on

each presentation, the presentations themselves are being uploaded to the JCPA website. The order of the presentations and their highlights follows:

1. **WSDOT/Aviation—Eric Johnson.** Eric gave a high level overview of WSDOT's pavement condition assessment program. He was knowledgeable and thorough. He presented information on the scope and schedule of the upcoming runway pavement inspections in Washington State. The contract for this work was just let and work on the ground is expected to begin later this year, or early next year. First, the contractor has to review all of the relevant background information and data. Eric's presentation centered around WSDOT's Airport Pavement Management System, APMS. This is the integrated monitoring, inspection and repair program the state maintains. Eric also emphasized that every effort is made to not do work on runway pavements until it is needed. He did say it is better to do the work a little early than to do it a little late. The costs for rehabilitation go up considerably as the wear and tear progresses over time.
2. The Port decided to shuffle the agenda a bit and had the JCPA and AOPA give their presentations before the FAA spoke. JCPA President Gary Lanthrum gave our presentation. He went into a little more detail on the PCI assessment program than WSDOT/Aviation did. Gary's presentation added information on WSDOT's and FAA's recommended rehabilitation actions as a function of actual runway PCI measurements. Gary also presented historical information on PCI measurements at OS9 being better than predicted. Based on that information, Gary explained how and why the predicted rate of wear and tear on our runway should be adjusted to align with actual data collected to date. Gary also commented on poor project management on the 2013 project to seal cracks slurry seal the OS9 runway. That project took more than 6 weeks to complete. The Bremerton airport did the same work on their runway this year. Despite the Bremerton runway

being twice as long and twice as wide as OS9 (6,000' X 150' vice 3,000' X 75') the Bremerton project was completed in 5 days! Gary did point out that our Port has a new management team since the 2013 project so they have an opportunity to develop contracts with better schedule incentives and to provide more effective project management for any work that is done at OS9 in the future. We also made the point that whatever work is done, every effort must be made to allow continued flight operations during the rehabilitation work. The FAA should allow the grass, or the taxiway to be used for take-offs and landings while runway work is being repaired. The full list of the JCPA expectations for conduct of any repair work are on the last page of our presentation.

3. Next up was Warren Hendrickson from AOPA's Western Mountain Region. Warren has considerable experience in airport management and maintenance work since he was directly involved in the repaving of the Tacoma Narrows airport runway in 2013. That was a major project that changed the width of the runway, changed the taxiways, replaced the MIRLS, replaced the runway 35 REIL, installed a new PAPI and made other significant changes. All of this work was done in less than 2 months, and flight operations were allowed during the work. During runway repairs, airplanes used the parallel taxiway as a runway with some restrictions on size of aircraft allowed. Warren also emphasized the importance of conducting runway rehabilitation as close to the need date established by the PCI, even if that means doing the repairs earlier than actually needed. Warren also congratulated all the involved parties for hosting this meeting on the process nearly 2 years before actual work is done. Our early involvement allows appropriate accommodations to be made in the planning process.
4. Shannon Kinsella from Reid Middleton gave the next presentation. She talked about the Phase 1 design process that Reid Middleton is currently engaged in. She also outlined the expected next steps in the planning process. Reid Middleton and the Port have agreed to a follow-on meeting with the pilots at the end of the Phase 1 design effort to review the data collected, the

contractor's conclusions and recommendations on the level of repair needed. This will be done before the Phase II design effort is started. At a minimum, our current midfield taxi connection to the runway will be changed to meet the FAA's runway incursion prevention criteria. How that will be done will be one of the topics at the next meeting with the JCPA. The rest of Reid Middleton's planning information is in their slides.

5. Last, but not least, Mary Vargas and Kevin Latschlaw from the FAA's Airport District Office (ADO) gave their presentation. Kevin did most of the talking, but Mary chimed in as appropriate. Since they gave their presentation over the phone they did not have slides to accompany their talk. Kevin mostly discussed the lengthy planning process to obtain federal funds for airport improvement projects. He also pointed out that these funds have to be used in the year they were appropriated for. In other words, the Port can't take FAA funding in 2019 and put it into the bank for use in 2021. Kevin and Mary also focused on the overall cost savings over the life of a runway if repair work is done a little bit early rather than a little bit late. The FAA also mentioned that the normal planned life for an asphalt runway is 20 years and ours is 27 years old, so we really have gotten excellent value out of the pavement funds provided in 1990.

Following the presentations there was an active question and answer session. Points were made on both sides on the need for rehabilitation and how any repair project should be managed. Since a group of individuals can come out of the same meeting with different understandings of what was agreed to, Gary Lanthrum followed up with the Port to identify what the JCPA came away with. We wanted to ensure a common understanding of what would happen from this point forward. It's a good thing that list of take-aways was shared because there were some differences that had to be smoothed out. In the end, the list of joint conclusions that the Port and JCPA came away with should ensure all of the affected parties understand and agree with what will happen next. Here is the joint list of

agreed outcomes from the meeting:

- A. The JCPA now understands that some remediation work will be done even if the PCI has not dropped to the critical level of < 65 for the runway at OS9. That is driven by funding availability and the desire to do remediation early to keep the costs low.
 - B. The JCPA understands that data collected by Reid Middleton in their Phase 1 Design work and WSDOT's PCI assessments (if available) will be used to guide the level of rehabilitation in the Phase II design effort scheduled to begin in April of 2018. In any event, the objective is to undertake only the level of rehabilitation necessary, consistent with available data.
 - C. There will be a follow-on meeting with the JCPA to discuss data collected by Reid Middleton during Phase I design. That meeting will include a discussion of plans & expectations for phase 2 design before it begins. This meeting is likely to be in late 2017 or early 2018.
 - D. All parties will diligently apply themselves to provide an alternative means of flight operations while any rehabilitation work is being done. Any alternative means of operations will still be performed within an approved safety envelop and there may be days when no flight operations are allowed, but those days will be minimized to the extent practicable.
 - E. There was general agreement that work done to seal cracks and apply a slurry coat at OS9 in 2013 was significantly less efficient than identical work performed at the Bremerton airport (KPWT) this summer. Despite the Bremerton runway being twice as long as the OS9 runway and twice as wide (6,000' X 150' vice 3,000' x 75'), the Bremerton work was completed in 5 days while the work at OS9 took more than 6 weeks. As a result, there was an agreement to consider contract language that would incentivize early completion, penalize late completion and more emphasis would be placed on the Port's project management of the contractor doing the physical work. Benchmarking with the Bremerton airport manager and others would be done to identify best practices before a contract for remediation is put out for bid.
 - F. Environmental impacts in Reid Middleton's Phase I design will include a review of existing environmental information, site visits, and preparation of a memorandum documenting preliminary findings and recommending next steps, based upon the level of impacts anticipated. The FAA, as NEPA lead agency, will review the memorandum and determine the appropriate level of environmental review (including socio-economic impacts) required.
 - G. All of this work is subject to continued FAA funding reauthorization at the Federal level. Congress has not provided funding through "normal order" with actual appropriations for many years. Annual funding to federal agencies has been provided through "Continuing Resolutions" or "Omnibus Funding Bills". These can impact the FAA's ability to fund any recommended rehabilitation work.
 - H. The JCPA requested to see the Ports Pavement Management Program Plan (we understand that may be a work in progress) and we requested the Port perform the maintenance the FAA mandates for all AIP recipients. The JCPA offered to provide volunteer labor for manual tasks associated with weed removal and crack sealing under the watchful eye of the Port's maintenance manager or its contractor.
- All-in-all this was a productive and useful meeting. It appears that even if the PCI for our runway comes out above the critical level of 65, some repairs will be conducted. The level of those repairs will be adjusted to best align with the runway's needs as determined by objective analysis. Better contracting and better project management for any rehabilitation work is expected and a sincere effort will be made to allow continued flight operations during any funded repair work.
- Thanks to all of the JCPA membership for being engaged on this subject. Together we have established a working relationship with the Port that ensures our interests are considered for any repair work planned.