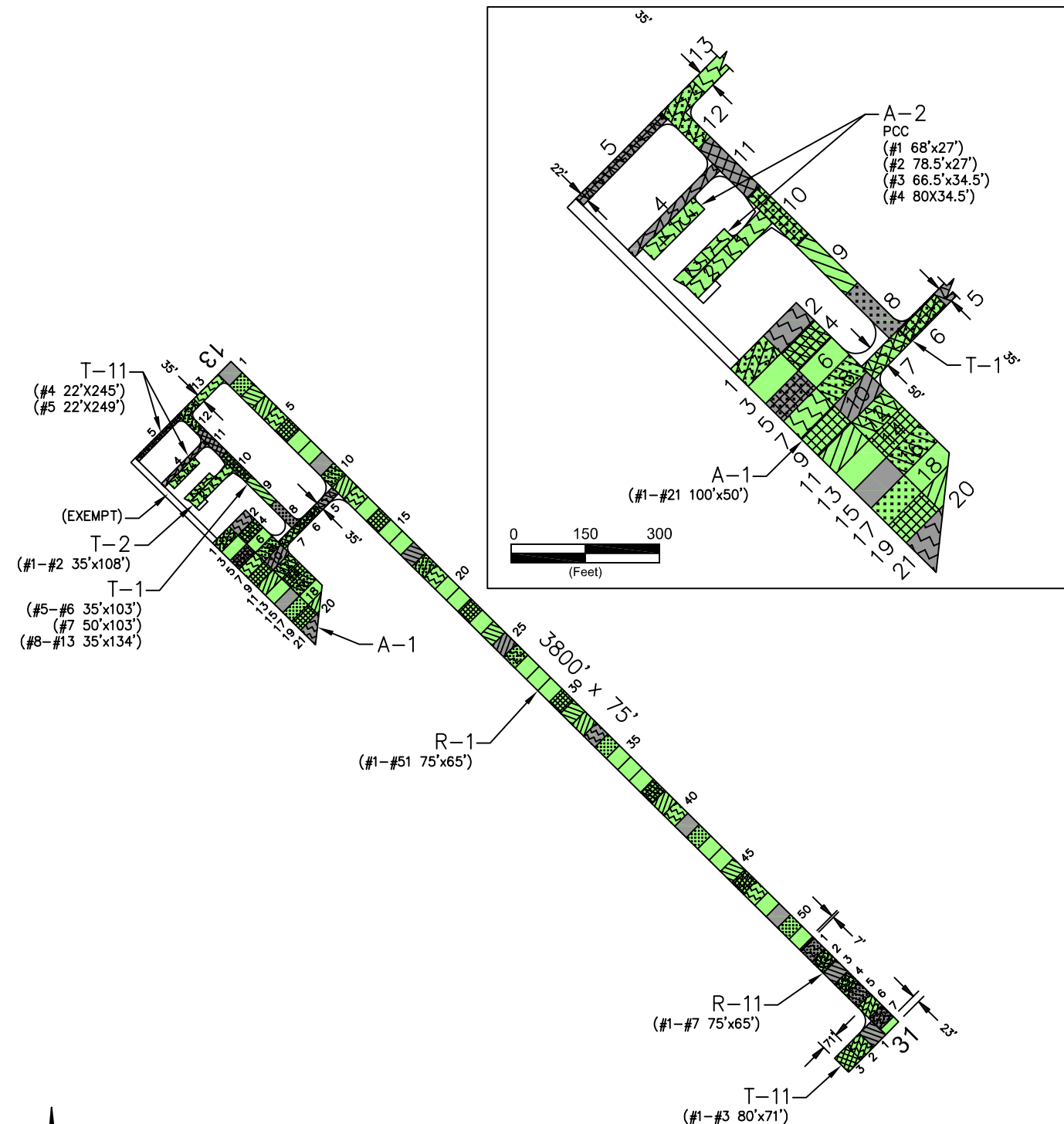


EKALAKA

PAVEMENT STRENGTH SURVEY/PAVEMENT CONDITION SURVEY

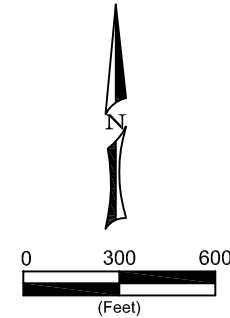
EKALAKA



PAVE. IDENT.	SOIL CLASS	SUB GRADE CLASS	SUBBASE COURSE	BASE COURSE	SURFACE COURSE	OVERLAY	PAVEMENT STRENGTH			REMARKS
							MAX. GROSS LOAD (LBS)			
							SINGLE	DUAL	DUAL TAN.	
RUNWAYS										
R-1			11.5" P-154		1.5"BIT,P-609	3.5"P-401,P-609	12,500			1,2,3,5
R-11	CBR=4.5		GEOGRID, FABRIC	12" P-207	4" P-401	P-609	12,500			2,3,5
TAXIWAYS										
T-1			11.5" P-154		1.5"BIT,P-609	3.5"P-401,P-609	12,500			1,2,3,5
T-2			GEOGRID, FABRIC	10" P-208	4" PLANT MIX		12,500			4,5
T-11	CBR=4.5		GEOGRID, FABRIC	10" P-207	4" P-401	P-609	12,500			2,3,5
APRONS										
A-1			11.5" P-154		1.5"BIT,P-609	3.5"P-401,P-609	12,500			1,2,3,5
A-2			GEOGRID, FABRIC	8" P-208	6" P-610		12,500			1,2,3,5

REMARKS:

- AIP-002-1992, ALL NEW PAVEMENT.
- AIP-003, 2004, RECONSTRUCT RUNWAY (R-11) AND TAXIWAY (T-11); 3.5" OVERLAY ALL REMAINING PAVEMENTS.
- AIP-008-2011, CRACK SEAL, FOG SEAL, AND REMARK ALL PAVEMENTS.
- AIP-009-2013, CONSTRUCT HANGAR TAXILANE (T-2).
- AIP-011-2017, CONSTRUCT APRON (A-2); CRACK SEAL, SURFACE SEAL AND REMARK ALL PAVEMENTS.



LEGEND 2006 SURVEY AREA 2009 SURVEY AREA 2012 SURVEY AREA 2015 SURVEY AREA 2018 SURVEY AREA MAINTAIN: PCI > 60 TRANSITION: PCI 45 TO 60 RECONSTRUCT: PCI < 45	DATE OF PAVEMENT STRENGTH SURVEY:		MONTANA AVIATION SYSTEM PLAN 2018 UPDATE - PAVEMENT CONDITION INDEXES		
	EVALUATED BY:				EKALAKA AIRPORT (97M)
	DATE OF MOST RECENT PAVEMENT CONDITION SURVEY:	AUG. 14, 2018	Date:	Prepared For:	Prepared By:
	EVALUATED BY:	S. BROWN	DECEMBER 2018		
	LOCATION:	EKALAKA MONTANA			



A-1, Overview



A-1, Crack and Depression



A-2, Overview



A-2, Joint Spall and Crack



R-1, Overview



R-1, Crack



R-11, Overview



R-11, Depression



T-1, Overview



T-1, Cracks



T-11, Overview



T-2, Depression

EKALAKA AIRPORT

Branch: 57A **APRON**

A-1

Length: 500 LF **Width:** 200 LF **Area:** 100,000 SF **Last Const:** 2004 **Family:** ACAM
From: ENTIRE APRON **To:** **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 21 **Last Inspection Date:** 8/14/2018 **PCI:** **82**

Sample # 1	Distress Description LONGITUDINAL/TRANSVERSE CRACKING RAVELING	Severity L H	Quantity 102 LF 19 SF	Area: 5,000 SF
Sample # 2	Distress Description RAVELING LONGITUDINAL/TRANSVERSE CRACKING	Severity H L	Quantity 19 SF 68 LF	Area: 5,000 SF
Sample # 7	Distress Description LONGITUDINAL/TRANSVERSE CRACKING PATCHING	Severity L H	Quantity 326 LF 1 SF	Area: 5,000 SF
Sample # 12	Distress Description DEPRESSION PATCHING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L L	Quantity 2 SF 0.09 SF 128 LF	Area: 5,000 SF
Sample # 21	Distress Description PATCHING DEPRESSION RAVELING LONGITUDINAL/TRANSVERSE CRACKING	Severity H L H L	Quantity 14.9 SF 7 SF 1 SF 115 LF	Area: 5,000 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	36 SF	0.04%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	2,956 LF	2.96%	9.93
PATCHING	HIGH	64 SF	0.06%	15.50
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	156 SF	0.16%	7.49

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 99.0 % Climate/Durability 1.0 % Other

EKALAKA AIRPORT

Branch: 57A APRON

A-2

Length: 290 LF **Width:** 30 LF **Area:** 8,700 SF **Last Const:** 2016 **Family:** PCAA
From: T-2/T-11 **To:** HANGAR **Surface:** PCC

Inspections

Samples Surveyed: 4 **Total Samples:** 4 **Last Inspection Date:** 8/14/2018 **PCI:** **81**

Sample # 1	<p>Distress Description L&T CRACKS PATCH, SMALL JOINT SPALLING JOINT SPALLING CORNER SPALLING</p>	<p>Severity LOW LOW LOW MEDIUM LOW</p>	<p>Quantity 2 SLABS 1 SLABS 5 SLABS 1 SLABS 1 SLABS</p>	Area: 18 SLABS
Sample # 2	<p>Distress Description L&T CRACKS PATCH, SMALL JOINT SPALLING CORNER SPALLING</p>	<p>Severity LOW LOW LOW LOW</p>	<p>Quantity 2 SLABS 1 SLABS 8 SLABS 2 SLABS</p>	Area: 21 SLABS
Sample # 3	<p>Distress Description PATCH, SMALL JOINT SPALLING JOINT SPALLING CORNER SPALLING</p>	<p>Severity LOW LOW MEDIUM LOW</p>	<p>Quantity 1 SLABS 5 SLABS 2 SLABS 4 SLABS</p>	Area: 18 SLABS
Sample # 4	<p>Distress Description SHRINKAGE JOINT SPALLING CORNER SPALLING</p>	<p>Severity N/A LOW LOW</p>	<p>Quantity 4 SLABS 7 SLABS 2 SLABS</p>	Area: 21 SLABS

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
L&T CRACKS	LOW	4 SLABS	5.13%	4.92
PATCH, SMALL	LOW	3 SLABS	3.85%	0.82
SHRINKAGE	N/A	4 SLABS	5.13%	1.15
JOINT SPALLING	LOW	25 SLABS	32.05%	8.38
JOINT SPALLING	MEDIUM	3 SLABS	3.85%	3.00
CORNER SPALLING	LOW	9 SLABS	11.54%	4.57

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

22.0 % Load 0.0 % Climate/Durability 78.0 % Other

EKALAKA AIRPORT				Branch: 57R	RUNWAY	R-1
Length: 3,322 LF	Width: 75 LF	Area: 249,150 SF	Last Const: 2004	Family: ACRML		
From: 0+00 RWY 13-31		To: 38+00 RWY 13-31		Surface: AC		

Inspections

Samples Surveyed: 7	Total Samples: 51	Last Inspection Date: 8/14/2018	PCI: 92	
Sample # 5	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 120 LF	Area: 4,875 SF
Sample # 12	Distress Description DEPRESSION LONGITUDINAL/TRANSVERSE CRACKING LONGITUDINAL/TRANSVERSE CRACKING	Severity L M L	Quantity 30 SF 2 LF 95 LF	Area: 4,875 SF
Sample # 19	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 160 LF	Area: 4,875 SF
Sample # 26	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 65 LF	Area: 4,875 SF
Sample # 33	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 65 LF	Area: 4,875 SF
Sample # 40	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 60 LF	Area: 4,875 SF
Sample # 47	Distress Description RAVELING LONGITUDINAL/TRANSVERSE CRACKING	Severity L L	Quantity 4.8 SF 65 LF	Area: 4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	219 SF	0.09%	0.30
LONGITUDINAL/TRANSVERSE CRACKING	LOW	4,600 LF	1.85%	7.00
LONGITUDINAL/TRANSVERSE CRACKING	MEDIUM	15 LF	0.01%	4.00
RAVELING	LOW	35 SF	0.01%	1.00

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load	98.0 % Climate/Durability	2.0 % Other
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EKALAKA AIRPORT

Branch: 57R RUNWAY

R-11

Length: 478 LF **Width:** 75 LF **Area:** 35,850 SF **Last Const:** 2004 **Family:** ACRML
From: R-1 **To:** T-11 **Surface:** AC

Inspections

Samples Surveyed: 5 **Total Samples:** 7 **Last Inspection Date:** 8/14/2018 **PCI:** 91

Sample #	Distress Description	Severity	Quantity	Area:
1	LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF	4,875 SF
	DEPRESSION	L	120 SF	
2	LONGITUDINAL/TRANSVERSE CRACKING	L	65 LF	4,875 SF
4	LONGITUDINAL/TRANSVERSE CRACKING	L	83 LF	4,875 SF
6	LONGITUDINAL/TRANSVERSE CRACKING	L	98 LF	4,875 SF
7	LONGITUDINAL/TRANSVERSE CRACKING	L	75 LF	4,875 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	176 SF	0.49%	3.23
LONGITUDINAL/TRANSVERSE CRACKING	LOW	568 LF	1.58%	6.32

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 66.0 % Climate/Durability 34.0 % Other

EKALAKA AIRPORT

Branch: 57T TAXIWAY

T-1

Length: 2,100 LF **Width:** 35 LF **Area:** 73,500 SF **Last Const:** 2004 **Family:** ACRML
From: APRON AND HANGARS **To:** R/W 13-31 **Surface:** AC

Inspections

Samples Surveyed: 4 **Total Samples:** 9 **Last Inspection Date:** 8/14/2018 **PCI:** 93

Sample # 5	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 38 LF	Area: 3,605 SF
Sample # 7	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 125 LF	Area: 3,605 SF
Sample # 12	Distress Description LONGITUDINAL/TRANSVERSE CRACKING	Severity L	Quantity 70 LF	Area: 4,630 SF
Sample # 13	Distress Description DEPRESSION	Severity L	Quantity 49 SF	Area: 4,690 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
DEPRESSION	LOW	217 SF	0.30%	1.59
LONGITUDINAL/TRANSVERSE CRACKING	LOW	1,032 LF	1.40%	5.87

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 79.0 % Climate/Durability 21.0 % Other

EKALAKA AIRPORT

Branch: 57T TAXIWAY

T-2

Length: 216 LF **Width:** 35 LF **Area:** 7,560 SF **Last Const:** 2013 **Family:** ACRML
From: T-1 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 2 **Total Samples:** 2 **Last Inspection Date:** 8/14/2018 **PCI:** 92

Sample # 1 **Distress Description** **Severity** **Quantity** **Area:** 3,780 SF
 NO DISTRESSES

Sample # 2 **Distress Description** **Severity** **Quantity** **Area:** 3,780 SF
 PATCHING M 141.8 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
PATCHING	MEDIUM	142 SF	1.88%	12.06

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

0.0 % Load 100.0 % Climate/Durability 0.0 % Other

EKALAKA AIRPORT

Branch: 57T TAXIWAY

T-11

Length: 214 LF **Width:** 80 LF **Area:** 29,556 SF **Last Const:** 2004 **Family:** ACRML
From: T-1 **To:** HANGARS **Surface:** AC

Inspections

Samples Surveyed: 3 **Total Samples:** 5 **Last Inspection Date:** 8/14/2018 **PCI:** **88**

Sample # 2 **Area:** 5,680 SF

Distress Description	Severity	Quantity
RAVELING	H	12.5 SF
LONGITUDINAL/TRANSVERSE CRACKING	L	38 LF
PATCHING	L	0.09 SF

Sample # 4 **Area:** 5,390 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	26 LF
ALLIGATOR	L	4 SF
DEPRESSION	L	5 SF

Sample # 5 **Area:** 5,478 SF

Distress Description	Severity	Quantity
LONGITUDINAL/TRANSVERSE CRACKING	L	99 LF
PATCHING	L	0.09 SF
DEPRESSION	L	13 SF

Extrapolated Distress Quantities*

Distress Description	Severity	Quantity	Density	Deduct
ALLIGATOR	LOW	7 SF	0.02%	7.00
DEPRESSION	LOW	32 SF	0.11%	0.29
LONGITUDINAL/TRANSVERSE CRACKING	LOW	291 LF	0.99%	4.91
PATCHING	LOW	0 SF	0.00%	2.00
RAVELING	HIGH	22 SF	0.08%	6.00

* Multiple deduct values are scaled down from their algebraic sum to keep the model consistent with experimental data.

Percent of Deduct Values Based on Distress Mechanism

35.0 % Load 64.0 % Climate/Durability 1.0 % Other

EKALAKA AIRPORT (57)

FIFTEEN YEAR PROJECTIONS ESTIMATED AVERAGE ANNUAL COST: **\$41,639**

Plan Year: 2019		Estimated Cost:					\$166,954	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2	Preventive	\$95	\$0	\$0	\$0	\$95	80	80	
A-1	Preventive + Global MR	\$852	\$34,000	\$0	\$0	\$34,852	81	85	
R-1	Global MR	\$0	\$84,710	\$0	\$0	\$84,710	92	93	
R-11	Global MR	\$0	\$12,189	\$0	\$0	\$12,189	91	93	
T-1	Global MR	\$0	\$24,990	\$0	\$0	\$24,990	93	94	
T-11	Preventive + Global MR	\$69	\$10,049	\$0	\$0	\$10,118	88	90	
T-2	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2020		Estimated Cost:					\$799	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$590	\$0	\$0	\$0	\$590	84	84	
A-2	Preventive	\$189	\$0	\$0	\$0	\$189	77	77	
R-1	None	\$0	\$0	\$0	\$0	\$0	93	93	
R-11	None	\$0	\$0	\$0	\$0	\$0	92	92	
T-11	Preventive	\$18	\$0	\$0	\$0	\$18	89	89	
T-2	Preventive	\$3	\$0	\$0	\$0	\$3	90	90	
T-1	None	\$0	\$0	\$0	\$0	\$0	94	94	

Plan Year: 2021		Estimated Cost:					\$1,053	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$713	\$0	\$0	\$0	\$713	83	83	
A-2	Preventive	\$283	\$0	\$0	\$0	\$283	74	75	
R-1	None	\$0	\$0	\$0	\$0	\$0	92	92	
R-11	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-11	Preventive	\$43	\$0	\$0	\$0	\$43	89	89	
T-2	Preventive	\$15	\$0	\$0	\$0	\$15	88	88	
T-1	None	\$0	\$0	\$0	\$0	\$0	93	93	

Plan Year: 2022		Estimated Cost:					\$1,307	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$836	\$0	\$0	\$0	\$836	82	82	
A-2	Preventive	\$377	\$0	\$0	\$0	\$377	72	72	
R-1	None	\$0	\$0	\$0	\$0	\$0	92	92	
R-11	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-11	Preventive	\$67	\$0	\$0	\$0	\$67	88	88	
T-2	Preventive	\$27	\$0	\$0	\$0	\$27	86	87	
T-1	None	\$0	\$0	\$0	\$0	\$0	93	93	

Plan Year: 2023		Estimated Cost:					\$17,823	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$959	\$0	\$0	\$0	\$959	80	80	
A-2	Preventive	\$480	\$0	\$0	\$0	\$480	69	69	
R-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-11	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-11	Preventive	\$92	\$0	\$0	\$0	\$92	87	87	
T-2	Preventive + Global MR	\$38	\$16,254	\$0	\$0	\$16,292	85	93	
T-1	None	\$0	\$0	\$0	\$0	\$0	92	92	

Plan Year: 2024		Estimated Cost:					\$167,998	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2	Preventive	\$598	\$0	\$0	\$0	\$598	66	67	
A-1	Preventive + Global MR	\$1,328	\$34,000	\$0	\$0	\$35,327	79	83	
R-1	Global MR	\$0	\$84,710	\$0	\$0	\$84,710	91	92	
R-11	Preventive + Global MR	\$19	\$12,189	\$0	\$0	\$12,208	89	91	
T-1	Global MR	\$0	\$24,990	\$0	\$0	\$24,990	92	93	
T-11	Preventive + Global MR	\$116	\$10,049	\$0	\$0	\$10,165	86	89	
T-2	None	\$0	\$0	\$0	\$0	\$0	92	92	

Plan Year: 2025		Estimated Cost:					\$1,601	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$820	\$0	\$0	\$0	\$820	82	82	
A-2	Preventive	\$716	\$0	\$0	\$0	\$716	64	64	
R-1	None	\$0	\$0	\$0	\$0	\$0	92	92	
R-11	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-11	Preventive	\$65	\$0	\$0	\$0	\$65	88	88	
T-1	None	\$0	\$0	\$0	\$0	\$0	93	93	
T-2	None	\$0	\$0	\$0	\$0	\$0	90	90	

EKALAKA AIRPORT (57)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$41,639**

Plan Year: 2026		Estimated Cost:					\$1,879	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$944	\$0	\$0	\$0	\$944	81	81	
A-2	Preventive	\$833	\$0	\$0	\$0	\$833	61	61	
R-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-11	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-11	Preventive	\$90	\$0	\$0	\$0	\$90	87	87	
T-2	Preventive	\$13	\$0	\$0	\$0	\$13	88	88	
T-1	None	\$0	\$0	\$0	\$0	\$0	92	92	

Plan Year: 2027		Estimated Cost:					\$29,935	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-2	Major Below Critical	\$0	\$0	\$28,514	\$0	\$28,514	58	100	
A-1	Preventive	\$1,263	\$0	\$0	\$0	\$1,263	79	79	
R-11	Preventive	\$19	\$0	\$0	\$0	\$19	89	89	
R-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-11	Preventive	\$114	\$0	\$0	\$0	\$114	86	86	
T-2	Preventive	\$24	\$0	\$0	\$0	\$24	87	87	
T-1	None	\$0	\$0	\$0	\$0	\$0	92	92	

Plan Year: 2028		Estimated Cost:					\$1,973	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,756	\$0	\$0	\$0	\$1,756	78	78	
A-2	None	\$0	\$0	\$0	\$0	\$0	97	97	
R-11	Preventive	\$42	\$0	\$0	\$0	\$42	89	89	
R-1	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-11	Preventive	\$139	\$0	\$0	\$0	\$139	85	85	
T-2	Preventive	\$36	\$0	\$0	\$0	\$36	85	85	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2029		Estimated Cost:					\$168,593	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive + Global MR	\$2,252	\$34,000	\$0	\$0	\$36,252	77	81	
A-2	None	\$0	\$0	\$0	\$0	\$0	94	94	
R-1	Preventive + Global MR	\$127	\$84,710	\$0	\$0	\$84,838	89	91	
R-11	Preventive + Global MR	\$64	\$12,189	\$0	\$0	\$12,253	88	90	
T-1	Global MR	\$0	\$24,990	\$0	\$0	\$24,990	91	92	
T-2	Preventive	\$48	\$0	\$0	\$0	\$48	84	84	
T-11	Preventive + Global MR	\$164	\$10,049	\$0	\$0	\$10,213	84	87	

Plan Year: 2030		Estimated Cost:					\$1,390	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,199	\$0	\$0	\$0	\$1,199	80	80	
A-2	None	\$0	\$0	\$0	\$0	\$0	91	91	
R-11	Preventive	\$18	\$0	\$0	\$0	\$18	90	90	
R-1	None	\$0	\$0	\$0	\$0	\$0	91	91	
T-11	Preventive	\$112	\$0	\$0	\$0	\$112	86	86	
T-2	Preventive	\$60	\$0	\$0	\$0	\$60	82	82	
T-1	None	\$0	\$0	\$0	\$0	\$0	92	92	

Plan Year: 2031		Estimated Cost:					\$1,959	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$1,692	\$0	\$0	\$0	\$1,692	78	78	
A-2	Preventive	\$17	\$0	\$0	\$0	\$17	88	88	
R-11	Preventive	\$41	\$0	\$0	\$0	\$41	89	89	
R-1	None	\$0	\$0	\$0	\$0	\$0	90	90	
T-11	Preventive	\$137	\$0	\$0	\$0	\$137	85	85	
T-2	Preventive	\$72	\$0	\$0	\$0	\$72	80	81	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	

Plan Year: 2032		Estimated Cost:					\$2,684	PCI	
Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Total	Before	After	
A-1	Preventive	\$2,184	\$0	\$0	\$0	\$2,184	77	77	
A-2	Preventive	\$41	\$0	\$0	\$0	\$41	85	86	
R-1	Preventive	\$125	\$0	\$0	\$0	\$125	90	90	
R-11	Preventive	\$63	\$0	\$0	\$0	\$63	88	88	
T-11	Preventive	\$161	\$0	\$0	\$0	\$161	85	85	
T-2	Preventive	\$110	\$0	\$0	\$0	\$110	79	79	
T-1	None	\$0	\$0	\$0	\$0	\$0	91	91	

EKALAKA AIRPORT (57)

FIFTEEN YEAR PROJECTIONS **ESTIMATED AVERAGE ANNUAL COST: \$41,639**

Plan Year: 2033

Section	Maintenance	Local	Global	Major<Crit	Major>Crit	Estimated Cost: Total	PCI	
							Before	After
A-1	Preventive	\$2,676	\$0	\$0	\$0	\$2,676	76	76
A-2	Preventive	\$64	\$0	\$0	\$0	\$64	83	83
R-1	Preventive	\$264	\$0	\$0	\$0	\$264	89	89
R-11	Preventive	\$85	\$0	\$0	\$0	\$85	88	88
T-11	Preventive	\$186	\$0	\$0	\$0	\$186	84	84
T-2	Preventive + Global MR	\$158	\$16,254	\$0	\$0	\$16,412	77	86
T-1	None	\$0	\$0	\$0	\$0	\$0	90	90