



FAA REVISED "P" SPECIFICATIONS



ARE YOU USING THE BEST PRODUCT TO SUSTAIN YOUR RUNWAYS?

P-608 Emulsified Asphalt Seal Coat

Recommended Use:
For ALL airfield pavements; including runways, taxiways, aprons, shoulders, overruns, roads, parking areas. For maximum benefit, apply to new asphalt pavement and pavements in fair or better condition.

P-609 Bituminous Surface Treatments

Recommended Use:
For airports serving small airplanes 12,500 lbs (5670 kg) or less. Not recommended for routine turbo-prop and jet engine aircraft.
Warning: May leave excessive amounts of loose aggregate on pavement surface. Only recommended for pavement other than airfield pavements.
* Use on overruns, roads, and other general applications.

P-626 Emulsified Asphalt Slurry Seal Surface Treatment

Recommended Use:
For airports serving small airplanes 12,500 lbs (5670 kg) or less, some 60,000 lbs (27216 kg) or less exceptions.

We had an absolutely perfect runway, so 1 month after it was finished, we completed a 20-year maintenance plan to make sure it stayed in that same condition.

- Brian Condie, Director, Rifle Airport

RIFLE AIRPORT RUNWAY MAINTENANCE STRATEGY INCORPORATES EXPERT-PROVEN GSB-88® TREATMENTS.

By performing prompt preventative maintenance every few years, the airport expects to spend \$1.5 mil. over 25 years vs. an estimated \$6 mil. to resurface the runway twice.

- William VanHercke, Manager, Aviation Services, CH2M HILL's Northwest Mountain Region

P-629 Thermoplastic Coal Tar Emulsion Surface Treatments & P-630 Refined Coal Tar Emulsion w/out Additives, Slurry Seal Surface Treatment & P-631 Refined Coal Tar Emulsion With Additives, Slurry Seal Surface Treatment

Recommended Use:
For airports serving small airplanes 12,500 lbs (5670 kg) or less, some 60,000 lbs (27216 kg) or less exceptions.

Warning: Many states and local authorities prohibit the use of coal tar products with environmental / safety regulations.

P-632 Bituminous Pavement Rejuvenation (Reclamite)

Recommended Use:
For airports serving small airplanes 12,500 lbs (5670 kg) or less.
*Use on pavement other than airfield pavements.
Note: the term "rejuvenation product" carries the same connotation as the term "rejuvenator" or "rejuvenator/sealer."



Call Us! (800) 747-8567

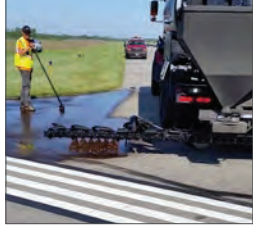
www.geeasphalt.com

Making Good Pavement Last!

- PROVEN BENEFITS OF GSB-88® -

GSB-88® (Gilsonite Sealer Binder) Resin

GSB-88® penetrates into the pavement matrix and becomes part of the surface of asphalt, sealing and binding aggregates tightly together.



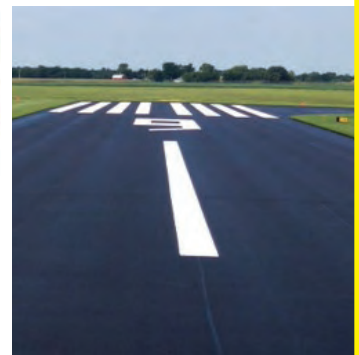
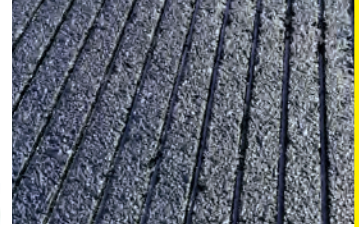
GSB-88® is easy to use; requires simple preparations with minimal down time. Frequently GSB-88® treated pavement are opened just a few hours after closure!

Awarded the Nation's First Environmental Product Declaration (EPD)

The rigorous internationally, accepted Life Cycle Assessment (LCA); GSB-88® received high scores in every category. If utilized globally, GSB-88® could save 1.2 million metric tons of CO2 emissions per year and billions of dollars in savings.



- ASI (Asphalt Systems Inc.)



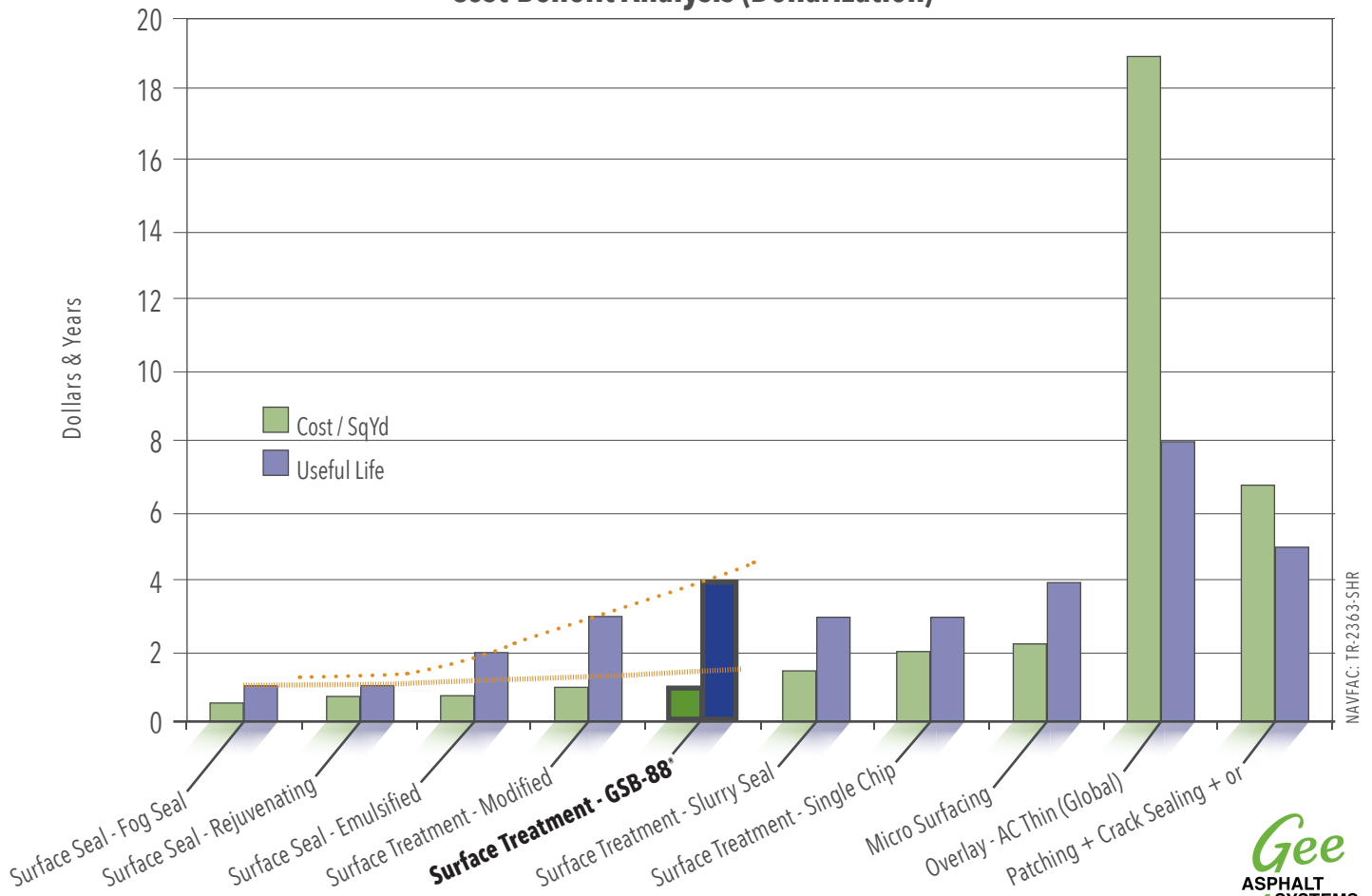
GSB-88®:

- Longer Life Cycle, Lower Cost
- Halts Surface Oxidation / Weathering
- Penetrates - Maintains Grooves & PFC
- Eliminates FOD
- Seals Checking Cracks
- Preserves Pavement Elasticity
- Minimizes Closure / Downtime

- PROVEN, GSB-88® WORKS!-

NAVFAC study compared 10 sealants, **GSB-88®** outperformed every sealant in wet track abrasion tests, increased permeability, reduced viscosity, and reduction of oxidation processes.

Cost-Benefit Analysis (Dollarization)



NAVFAC. TR-2363-SHR

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