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.

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.”

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

ARE YOU USING THE BEST PRODUCT TO SUSTAIN YOUR RUNWAYS?

Call Us! (800) 747-8567 www.geeasphalt.com Making Good Pavement Last!
GSB-88® penetrates into the pavement matrix and becomes part of the surface of asphalt, sealing and binding aggregates tightly together.

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

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.)

- PROVEN BENEFITS OF GSB-88® -

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

- PROVEN, GSB-88® WORKS! -

Cost-Benefit Analysis (Dollarization)

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<thead>
<tr>
<th>Surface Treatment</th>
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