

CASE :

**Problems at Hato International Airport on the
RWY (Rubber Build Up)
and Apron (Oil and Fuel Spills).**

Santa Cruz de la Sierra

Bolivia , from 22 t/m 27 July 2002.

There are three major problems at our airport that we want to discuss during the Seminar.

1) The Rubber Build-Up Problem.

Rubber build-up on our airport runway is recognized as a major safety hazard.

The build-up of the rubber, jet exhaust, hydraulic oil and dirt reduces the frictional qualities of the landing surface, particularly when wet.

Lack of surface friction is the major factor affecting the braking of aircraft on a wet runway and is within the control of the Airport Operator.

The Federal Aviation Administration (FAA) and National Transportation Safety Board (NTSB) have recognized the potential danger associated with poor runway surface conditions.

FAA Advisory Circular 150/5320-12A requires runway cleaning at certain measurable rubber build up levels.

FAA Inspectors are mandated to close runways and deny certification of airports when runway friction measurements are below recognized safe minimums.

2) Oil and fuel spill removal and penetration Problem.

Spills of fuel, oil and solvents attack the pavement and seep in deep beneath the surface, softening the asphalt and reducing adhesion.

Sun and rain causes oxidationcreating raveling, cracks and even potholes .

On our ramp we have a problem when removing oil and fuel spills.

Presently we are using High Pressure Water Blasting for cleaning up the spills and for removing rubber build-up off the runway.

We are looking for a solution to spare us costly repaving.

- A non-destructive, economical and effective method of cleaning rubber from the runway which uses the basic building block of life, to safely remove rubber build-up off both concrete and asphalt runway.
- A product that can be used to clean ramp and tie down areas of grease ,oil and fuel.

One that will not remove line markings, affect compressions seals, harm lighting fixtures or electrical wiring. It must be biodegradable and environmentally safe.

3) Left **unsealed**, our pavement will decompose due to rain, sun gasoline and oil torture.....and, where cracks, breaks and potholes get a foothold, costly repaving is just around the corner.

Which asphalt sealer is recommended for filling cracks and repairing potholes .

From : Hato International Airport.

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