Lessons Learned from 100% Airport Network Condition Survey

Jose A. Villarreal  
Department of Civil Engineering  
Kansas State University  
2151 Fiedler Hall  
Manhattan, KS 66506  
josev@ksu.edu

Mustaque Hossain  
Department of Civil Engineering  
Kansas State University  
2124 Fiedler Hall  
Manhattan, KS 66506  
mustak@ksu.edu

George Laliberte  
Kansas Department of Transportation  
Dwight D. Eisenhower State Office Building  
700 SW Harrison  
Topeka, KS 66603  
georgel@ksdot.org

ABSTRACT

Network-level pavement condition surveys were performed to assess the condition of all paved general aviation airports runways in Kansas in 2008. The pavement condition, in terms of PCI, for each of the 137 paved runways surveyed was calculated following the methodology outlined by ASTM D 5340-04 and adopted by the Federal Aviation Administration. Approximately 68% of the runway pavement sections surveyed were in “good” to “satisfactory” condition. Almost one-third of the network can be rated as “good.” About 21% of the sections surveyed were in “fair” condition. Overall, the condition of the entire network can be rated as “satisfactory.” This 100% network survey study, the first of its kind in Kansas, demonstrates that a MicroPAVER-based pavement management system (PMS) can be developed for general aviation airport pavements in Kansas. The approach and system used to conduct the surveys are applicable to any future network-level condition survey. Through colorful anecdotes, the authors share lessons learned from their experience and give insight about crew responsibilities, training, scheduling, logistics, selection of sample units, handling of data, safety, and supplies needed on the road. Also, advice on unconventional situations like handling encounters with wildlife, dealing with broken equipment, surviving the unpredictable Midwest weather, and other adversities encountered on the road is presented.

Key words: airport pavement—condition survey—lessons—network PMS—PCI