

**Minutes of the Airport R. Kelsea Advisory Board Meeting Held 17 October 2023**

Board Members in attendance: R. Kloeppel (Chair / Airport Co-Manager)  
J. North (BoS representative)  
R. Kelsea  
S. Mc Coy  
J. Merriman  
T. Renner  
H. Yanofsky

Board Members absent: H. Marsden (Airport Co-Manager)  
J. Cote

Also in attendance: T. Callum (Associate)  
L. Schissell (Associate))  
C. Whalen (Associate)

Airport Co-Manager R. Kloeppel called the meeting to order at 1830 local.

The board members reviewed the minutes for the meeting held 19 September 2023. R. Kelsea moved to accept the minutes as submitted, seconded by J. Merriman. ***The motion passed unanimously.***

**Old Business**

1. Airport FICONS:

a. Flooding and wildlife

There is still flooding but not on the runway.

b. Crack sealing: purchase of materials

No information. The materials should have been purchased. A demo is scheduled for 27 October at 1100 with a lunch.

2. Newport Town Times Liaison Report - Jackie Cote

No report, Jackie is still in recovery.

3. Security at Parlin

a. Purchase of Cameras

Cameras are backordered.

b. Selection of Electrician

Given the above, no sense to do. Will do a temporary installation when cameras arrive, permanent installation by an electrician later.

WiFi link is working, needs to be verified. Backup in place.

4. Fuel System Dispenser Sump

Lakes Regional was on site last Tuesday, 10 October. They tore the back of the sump area up and upon opening found a boot crack problem. The applied sealant on the boot was not the correct application. Over tightening caused leaking. Boot is now correct tightness and the leak test passed. DES is now off our back.

**Minutes of the Airport R. Kelsea Advisory Board Meeting Held 17 October 2023**

There was discussion on CDS at the BoS meeting last night

**New Business**

1. Parlin Field
  - a. Airport Operations - Anderson and Kelsea  
R. Kelsea compresses the ADS-B FlightAware data which J. Anderson merges with sign-in data. GARD is not being used. Gives a better count.
  - b. 2023 Runway Paser analysis – R. Kelsea  
Covered last time. R. Kelsea provided a report, attached as Appendix A. There is raveling. Reflective cracks have collapsed. The Craftco product is designed to fix this. If those major cracks are repaired it will elevate quality and extend runway life.
2. Manager's Notes
  - a. Fuel Pricing and Recent Purchase  
5000 gallons received. Price is the same.
3. Events
  - a. Skid School continued use of the field  
Event cancelled for the 15<sup>th</sup>. One scheduled (when?).
  - b. Event Schedule: 22-24-25 Oct.  
Primex 25<sup>th</sup> possibly 26<sup>th</sup> also. Crack sealing demo 27<sup>th</sup>.  
NOTAMs will be needed for the events.
4. Open Forum  
David Rowe offers CFI support, wants to ge more involved.  
Master Plan layout plans are offered.

With no further business to conduct, Chairman Kloeppel called for a motion to adjourn. So moved by J. Merriman, seconded by R. Kelsea. ***The motion passed unanimously.***

Meeting adjourned at 1915 local.

Minutes respectfully submitted by S. Mc Coy.

## Minutes of the Airport R. Kelsea Advisory Board Meeting Held 17 October 2023

## Appendix A

Runway Section:		Date:	
Thermal & Reflective Cracks spacing in feet	none > 50 < 50 (Transverse) (Longitudinal)	Block & Joint Cracks spacing in feet	none >10 6-10 < 6
Thermal & Reflective Cracks width in inches	< 1/8 1/8 to 1 1-4 > 4	Block & Joint Cracks width in inches	< 1/8 1/8 to 1 1-4 > 4
Alligator Cracking percent of area	____ %	Edge Cracking percent of edge	< 10 10-25 > 25
Distortion (Rutting, Heaving) depth in inches	<1 1-2 > 2	Crack Settling, Edge Collapse depth in inches	<1 1-2 > 2
Raveling (fines and aggregate) relative degree	nil very slight slight moderate severe	Potholes percent of area depth in inches	____ % <1 1-2 > 2
Patches relative condition	none good fair poor	Sealant on percent of cracks leaking, needs resal?	____ % Y / N
Polishing or Flushing?	Y / N	Rippling or Shoving?	Y / N

## Minutes of the Airport R. Kelsea Advisory Board Meeting Held 17 October 2023

## Runway Evaluation Summary

Table 2-1. Pavement Surface Evaluation Rating Values.

Section Number	Section Description	PASER Rating									
		Aug 2010	July 2011	May 2015	Sept 2017	July 2019	May 2021	Oct 2022	Sept 2023		
1	north end & turnaround	3.0	5.0	4.0	4.0	3.5	3.0	4.0	3.0		
2	at north end taxiway	3.0	5.0	3.5	3.5	3.5	3.0	3.5	3.0		
3	south of threshold lights	3.0	5.0	3.5	3.5	3.5	3.0	3.5	2.5		
4	north of mid-field taxiway	3.0	5.0	4.0	3.5	3.5	3.0	3.0	2.5		
5	at mid-field taxiway	2.0	5.0	4.0	4.0	3.5	3.0	3.5	2.5		
6		2.0	5.0	4.0	4.0	3.5	3.0	3.0	3.0		
7	opposite police range	4.0	5.0	4.0	4.0	3.5	3.0	3.0	3.0		
8		2.0	5.0	4.0	3.5	3.5	3.0	3.5	3.0		
9		3.0	5.0	4.0	3.5	3.5	3.5	3.5	3.5		
10		2.0	5.0	4.0	4.0	3.5	3.5	3.5	2.5		
11	ski jump	2.0	5.0	3.5	3.5	3.0	3.0	3.0	2.5		
12		2.0	5.0	4.0	3.5	3.5	3.0	3.5	3.0		
13		3.0	5.0	4.0	3.5	3.0	3.0	3.0	3.5		
14	southern-most overlaid section plus turnaround and numbers 36	3.0	5.0	4.0	3.5	3.0	3.0	3.0	3.0		
15	200 north of runway 36 threshold			3.0	2.5	2.0	1.5	2.0	1.0		
16	south 300 plus south turnaround			2.0	1.5	1.5	1.5	1.5	1.0		

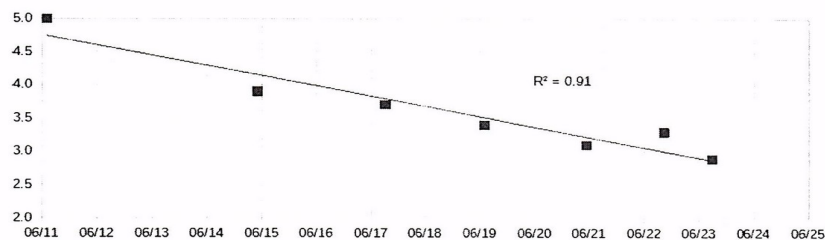
## Minutes of the Airport R. Kelsea Advisory Board Meeting Held 17 October 2023

Parlin Field

Newport, New Hampshire

Report on Pavement Condition Evaluation  
September 2023

Pavement condition was evaluated on the late afternoon of Wednesday, September 6, 2023 using the evaluation method described in FAA Advisory Circular 150/5320-17A, Appendix A, *Pavement Surface Evaluation and Rating Asphalt Airfield Pavements*. The Advisory Circular (AC) provides guidelines for assigning rating values (5-excellent through 1-failed). Although examples of objective criteria are identified in the AC, as a practical matter, the act of evaluating each runway segment and assigning a rating value requires some judgement, thus the rating values are semi-quantitative. Nevertheless, by applying the same evaluation methods and techniques, conducted by the same people, over the entire evaluation period (2010 to present) we achieve reasonably consistent results as reflected in the statistical coefficient of variation ( $R^2 = 0.91$ ) and the accompanying graph.



The current results show a continuing deterioration of the runway. This deterioration is a normal and expected condition in the pavement lifecycle. All pavements wear out and fail, eventually becoming hazardous, unsafe, and unsuitable for use by aircraft whether taxiing, taking off, or landing. As a baseline for comparison, the PASER index was 2.6 in 2010 before the runway was repaved in 2011.

This year's inventory shows that several sections (3, 4, 5, 10, 11) have wide cracks in which collapsed edges and vertical displacement is greater than 1 inch and as much as 2 inches. This degree of displacement in transverse cracks may cause damage to aircraft equipped with smaller tailwheels making the runway hazardous for those aircraft. Repairs are needed on those cracks.

Nearly all cracks have received crack sealing treatment, but nearly all sealed cracks are leaking and need resealing.

Most sections have very slight or slight surface raveling as evidenced by aggregate debris on the surface and voids in the pavement from which the aggregate raveled. Periodic FOD checks remove most of the debris, but small loose aggregate can cause damage to propellers and is hazardous to turboprop aircraft. Raveling from cracks is mostly contained by crack sealant.

The pavement on the southern 500 feet at the approach end of runway 36 has failed and is hazardous due to extensive cracking, rutting displacement of as much as 3 inches, and flooding sediments on the surface.