

News Release

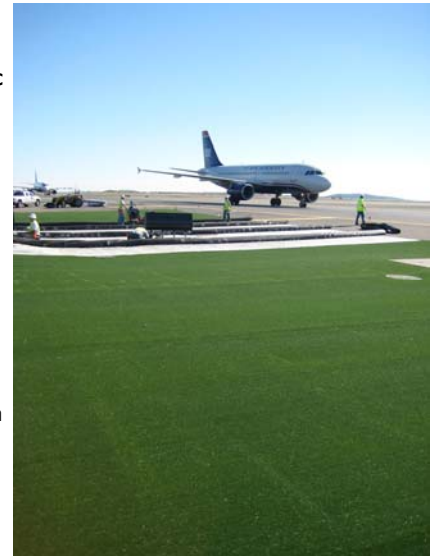


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World's First Artificial Turf Glue Down at an Airport

As a consequence of both new construction and existing conditions, Massport has installed AvTurf artificial turf in five different airfield areas at Boston Logan International Airport (BOS). Completed in October 2007, more than 175,000 square feet of AvTurf's synthetic turf material now serve to reinforce color contrast between movement and non-movement pavement areas and positively enhance the safety of the airport's multifaceted taxiway operations.



Two of the BOS installation areas replaced existing Southwest Taxiway pavement that had previously been abandoned due to airfield complexities. High-volume aircraft traffic around the relatively small islands in this region made upkeep difficult, so Massport sought a solution that would require minimal maintenance.

AvTurf's standard installation method proved to be the perfect solution for this particular scenario. Yellow striping paint and non-movement pavement markings were replaced with two islands of AvTurf's dense lush-green artificial fibers constructed over an aggregate base in this project.

"Zero or minimal maintenance is a big plus from where we sit," said Massport Capital Programs

Project Manager Peter Austin. "It makes it safer all the way around for the grounds people, the facilities people, and the aircraft, because there aren't vehicles trying to get out there as often as they would otherwise."

In addition to the Southwest Taxiway project, Massport opted to use AvTurf's expertise to complete the first-ever glue-down of synthetic turf as part of the BOS Northwest Taxiway project. Boston Logan's October 2007 installation is the first demonstrative glue-down on an airfield after extensive testing.

"Glue has been applied to artificial turf and asphalt for the last 20-30 years, but it had never been done at an airport until the Boston project," said AvTurf CEO Joe Dobson.

Dobson said standard AvTurf installations entail turf fibers attached to durable 4X4 recycled composite. The composite is laid along the softened edges of the asphalt, where the asphalt terminates and the artificial turf header sits. The turf is then glued and stapled to the header. The BOS glue-down locations differ as the glue material is laid atop the asphalt followed by the backside of the carpet. The turf is then flattened with a three-ton roller in order to get a good adhesion rate.



Boston Logan's three independent glue-down locations were dictated by existing conditions where adequate pavement was already present. Operationally, the glue-down method allowed a more transparent and faster installation on the existing material than a demolition of the existing material followed by a standard install on an aggregate base.

Austin said the time factor was a major advantage with the glue-down method in these three airfield areas.

"We installed the AvTurf relatively quickly, because we essentially glued it down on top of the existing pavement," he said. "You can get in and out quicker than if you had traditionally tried to remove the existing pavement and restored an infield area. So that was a plus. But equally important or even more so is the fact that it is a reinforcement of not having to do any more pavement."