Clarinda-Schenck Field Airport

Pavement Classification Number Report

TECHNICAL EVALUATION METHOD

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CLARINDA-SCHENCK FIELD AIRPORT
PAVEMENT CLASSIFICATION NUMBER REPORT
TECHNICAL EVALUATION METHOD

PREPARED FOR:

IOWA DEPARTMENT OF TRANSPORTATION
AVIATION BUREAU

PREPARED BY:

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INTRODUCTION

As part of the airport pavement management system (APMS) update for the Iowa Department of Transportation, Aviation Bureau (Iowa DOT), Applied Pavement Technology, Inc. (APTech) determined Pavement Classification Numbers (PCNs) for runway pavements at Clarinda-Schenck Field Airport and other airports included in the 2018 phase of the APMS update. The PCNs established as part of this project will help decision-makers from the Iowa DOT, the Federal Aviation Administration (FAA), and Clarinda-Schenck Field Airport determine what aircraft should (or should not) be able to safely use the airport without causing damage to the valuable runway infrastructure. Taxiway and apron pavements were not evaluated as part of this project and might have varying structural capacities.

Critical inputs for determining PCNs using a technical approach include pavement cross section, subgrade strength, and aircraft traffic. The Iowa DOT, through collaboration with the FAA, provided design records containing pavement cross section and subgrade data for Section 01 of Runway 2/20. However, this information was not available for Section 02, and pavement testing to obtain pavement or subgrade layer properties was not included as part of this project. As an alternative approach, the Using Aircraft Method was applied to determine the PCN of Section 02 where required inputs for a technical calculation were not available. Where recent design information was available, traffic data associated with the pavement design were also provided. In cases where this information was not directly available, APTech compiled a representative traffic mix for use in the PCN analysis through a review of publicly available data and input from Airport Managers.

APTech used the collected information to determine the PCNs for each included pavement section in accordance with FAA Advisory Circular 150/5335-5C, *Standardized Method of Reporting Airport Pavement Strength—PCN*, and supporting COMFAA 3.0 software. For runway sections where the Using Aircraft Method was applied, the largest Aircraft Classification Number (ACN) associated with an aircraft regularly using the facility is generally reported as the PCN, assuming there is not significant load-related damage, as outlined in the Advisory Circular. ACNs were determined using the FAA's COMFAA 3.0 software. Additional considerations are presented under the PCN Results heading in this report.

Note that PCNs are only intended as a method to report pavement strength for pavements designed for airplane loads of 12,500 pounds or greater. The pavement sectioning is consistent with the nomenclature identified as part of the APMS update and used for Pavement Condition Index (PCI) inspections, where sections are defined by attributes such as cross section, construction history, traffic use, and overall performance. The map included in Appendix A identifies the pavement that was analyzed at Clarinda-Schenck Field Airport.

This report includes a general overview of the Aircraft Classification Number–Pavement Classification Number (ACN–PCN) system; relevant information regarding the PCI results, especially regarding load-related distress; required inputs for determining PCNs; and the resulting PCNs.

PAVEMENT CONDITION SUMMARY

As part of the Iowa DOT's statewide APMS project, APTech visually assessed the pavement using the PCI procedure. This procedure is described in FAA Advisory Circular 150/5380-6C, *Guidelines and Procedures for Maintenance of Airport Pavements*, FAA Advisory Circular 150/5380-7B, *Airport Pavement Management Program (PMP)*, and ASTM D5340-12, *Standard Test Method for Airport Pavement Condition Index Surveys*, and is supported by the PAVER pavement management software. Detailed information regarding the PCI procedure and results can be found in the Pavement Management Report for this airport.

Pavement condition data are not directly used in the structural analysis; however, the results should be considered when determining the PCN to publish. For example, a pavement exhibiting a significant amount of load-related distress provides a strong indication that the past traffic has exceeded the limits the structure can support. The following distresses are considered load-related:

- Hot-mix asphalt (HMA)-surfaced pavement:
  - Alligator (fatigue) cracking.
  - Rutting.
- Portland cement concrete (PCC) pavement:
  - Corner break.
  - Longitudinal, transverse, and diagonal (LTD) cracking.
  - Shattered slab.

For reference, the percent of the PCI deduct caused by load-related distress and the specific load-related distress(es) recorded during the most recent pavement inspection at Clarinda-Schenck Field Airport are summarized in Table 1.

Table 1. PCI results.

Branch[1]	**Section**[1]	**Surface Type**[2]	**Last Construction Date**	**2018 PCI**	**Deduct due to Load-Related Distress, %**	**Load-Related Distress Observed**[3]
R02CD	01	PCC	6/1/1995	66	10	LTD Cracking
R02CD	02	PCC	6/1/1997	73	6	LTD Cracking

[1]See Figure A-1 located in Appendix A for the location of the branch and section.
[2]AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.
[3]Distress types are defined by ASTM D5340-12.

Runway 2/20 Section 01 was rehabilitated 2 years prior to the construction of the runway extension, Section 02. Both sections are similar in age, are over 20 years old, and contain minor amounts of load-related distresses. Section 01, however, has a slightly lower PCI.

ACN–PCN OVERVIEW

The ACN–PCN system of reporting pavement strength was developed by the International Civil Aviation Organization (ICAO). Because the United States is a member of this organization, the FAA is obligated to adhere to this system and provides guidance to comply with the ICAO standards.

The ACN–PCN procedure is structured so that a pavement with a given PCN can support an aircraft that has an ACN equal to or less than the PCN. Likewise, the pavement cannot, according to the procedure, handle frequent loadings from an aircraft with an ACN exceeding the PCN. Some infrequent overloads are allowed in accordance with the general overload guidance, which is presented within this report. Aircraft operators are required to obtain permission to use a facility when their aircraft's ACN exceeds the published PCN.

ACNs

According to FAA Advisory Circular 150/5335-5C, the ACN is defined as a number that expresses the relative effect of an aircraft at a given weight on a pavement structure for a specified standard subgrade strength. The ACN can be calculated for any operating weight. Higher ACNs indicate an aircraft has a more severe effect on the pavement, while lower values indicate a less severe effect.

ACNs are reported by pavement type (i.e., rigid or flexible) and subgrade strength category (i.e., A, B, C, or D, as defined later). Pavements with a PCC layer are generally considered rigid, including those with an HMA overlay; HMA pavements (without underlying PCC layers) are considered flexible. Stronger subgrade support conditions (e.g., granular subgrade soils with higher k-values or California Bearing Ratios [CBRs]) correspond to lower ACNs as compared to weaker subgrade support conditions. The ACN has a minimum value of 0 and no upper limit.

A list of ACNs for common aircraft is shown in Table 2 to assist decision-makers with determining whether the analyzed pavements can realistically support aircraft that might not be in the traffic mix. The listed ACNs were determined using the FAA's COMFAA software and are presented for each subgrade strength category for both flexible and rigid pavement types; the presented ACNs are for the specified aircraft weight and tire pressure. For a given aircraft, the ACNs will decrease as aircraft weight decreases. It is also worth noting that tire pressure influences the ACNs determined for specific aircraft. For example, given two aircraft with similar weights and gear configurations (for a specific pavement type and subgrade strength category), the aircraft with the lower tire pressure will have a lower ACN, indicating that its demand on a pavement is less than a similar aircraft with a higher tire pressure.

Table 2. ACNs for common aircraft by pavement type and subgrade category (not specific to this airport).

Aircraft	Weight, lbs	Tire Pressure, psi	Gear Type[1]	ACN: Flexible Pavement, Subgrade Category A	ACN: Flexible Pavement, Subgrade Category B	ACN: Flexible Pavement, Subgrade Category C	ACN: Flexible Pavement, Subgrade Category D	ACN: Rigid Pavement, Subgrade Category A	ACN: Rigid Pavement, Subgrade Category B	ACN: Rigid Pavement, Subgrade Category C	ACN: Rigid Pavement, Subgrade Category D
Chk.Six-PA-32	3,400	50	S	1	1	1	1	1	1	1	1
Seneca-II	4,570	55	S	1	1	2	2	1	1	1	1
Aztec-D	5,200	46	S	1	1	2	2	1	2	2	1
Baron-E-55	5,424	56	S	1	1	2	2	2	2	2	2
Navajo-C	6,536	66	S	2	2	2	3	2	2	2	2
GrnCaravanCE208B	8,750	75	S	2	3	3	3	3	3	3	3
Air Tractor 502	9,000	98	S	3	3	4	4	3	3	3	3
Citation 525	10,500	98	S	4	4	4	4	4	4	4	4
Air Tractor 802	14,200	130	S	5	6	6	6	6	6	6	6
Citation-550B	15,000	130	S	6	6	6	6	6	6	6	6
Citation-V	16,500	130	S	6	7	7	7	6	7	7	7
Sabreliner-40	19,035	185	S	8	8	8	8	8	8	8	8
Sabreliner-60	20,372	214	S	9	9	9	9	9	9	9	9
Shorts 360	27,200	78	S	7	9	10	11	9	9	9	9
King Air B-100	11,500	52	D	1	2	2	3	2	2	2	3
Super King Air-B200	12,590	98	D	2	3	3	4	3	3	3	4
Super King Air-300	14,100	92	D	3	3	4	4	3	4	4	4
Super King Air-350	15,100	92	D	3	3	4	5	4	4	4	4
Learjet-55	21,500	201	D	6	6	7	7	7	7	8	8
Hawker-800	27,520	135	D	7	7	8	9	8	8	9	9
Falcon-2000	35,000	197	D	9	10	11	11	11	11	12	12
Falcon-50	38,800	208	D	10	11	12	13	13	13	13	14
Falcon-900	45,500	145	D	12	13	14	15	14	15	15	16
Challenger-CL-604	48,200	145	D	12	12	14	16	14	14	15	15
Gulfstream-G-II	66,000	160	D	18	20	21	22	21	22	23	23
Gulfstream-G-IV	75,000	185	D	22	24	25	25	26	26	27	28

[1]Configuration of the main gear: S = single wheel and D = dual wheel (as defined in FAA Order 5300.7, *Standard Naming Convention for Aircraft Landing Gear Configurations*).

PCNs

The PCN is assigned to a pavement and expresses the relative load-carrying capacity of that pavement in terms of allowable load for unrestricted operations based on aircraft departures (frequency and weight) and pavement layer properties. The determined PCN is specific for the given conditions and should be recalculated if the aircraft types or volumes change significantly.

FAA Advisory Circular 150/5335-5C states the following regarding the Using Aircraft Method of reporting PCNs, and therefore APTech recommends a technical evaluation be completed to determine the PCN if pavement and subgrade layer properties data become available where this method was used for reporting.

> *The accuracy of this method is greatly improved when aircraft traffic information is available. Significant over-estimation of the pavement capacity can result if an excessively damaging aircraft, which uses the pavement on a very infrequent basis, is used to determine the PCN. Likewise, significant under-estimation of the pavement capacity can lead to uneconomic use of the pavement by preventing acceptable traffic from operating. Use of the Using Aircraft Method is discouraged on a long-term basis due to the concerns listed above.*

As with the ACN, the PCN has a minimum value of 0 and has no upper limit. In addition to the numerical value, the PCN is reported with four codes, which represent the following categories:

- Pavement Type
  - R = Rigid
  - F = Flexible
- Subgrade Strength Category
  - A = High (k-value ≥ 442 psi/in or CBR ≥ 13)
  - B = Medium (221 psi/in < k-value < 442 psi/in or 8 < CBR < 13)
  - C = Low (92 psi/in < k-value ≤ 221 psi/in or 4 < CBR ≤ 8)
  - D = Ultra Low (k-value ≤ 92 psi/in or CBR ≤ 4)
- Maximum Allowable Tire Pressure
  - W = Unlimited (no pressure limit)
  - X = High (pressure limited to 254 psi)
  - Y = Medium (pressure limited to 181 psi)
  - Z = Low (pressure limited to 73 psi)
- Pavement Evaluation Method
  - T = Technical Evaluation
  - U = Using Aircraft Evaluation

General Overload Guidance

For aircraft with an ACN that exceeds the PCN, ICAO overload guidance can be referenced. Alternatively, aircraft with ACNs greater than the PCNs for analyzed facilities may be able to safely use these pavements (following the ACN–PCN procedure) by operating at a reduced weight. If these aircraft do not operate at their analyzed weight (as shown in Table 5), then the PCN should be recalculated using the operating weights. That said, aircraft would need to be restricted to these analyzed weights to avoid the potential for damaging the pavement.

In general, for flexible pavements, aircraft with ACNs in excess of 10 percent of the reported PCN should be restricted from operating on the given facility to avoid potential damage to the pavement. For rigid pavements, aircraft with ACNs in excess of 5 percent of the reported PCN should be restricted. Exceeding this recommendation may result in a reduced pavement life. Appendix D of FAA Advisory Circular 150/5335-5C presents the following guidance for pavement overloads (ICAO 1983):

- For flexible pavements, occasional traffic cycles by aircraft with an ACN not exceeding 10 percent above the reported PCN should not adversely affect the pavement.
- For rigid or composite pavements, occasional traffic cycles by aircraft with an ACN not exceeding 5 percent above the reported PCN should not adversely affect the pavement.
- The annual number of overload traffic cycles should not exceed approximately 5 percent of the total annual aircraft traffic cycles. [As additional guidance, the FAA recommends limiting the overload cycles to 500 coverages; the corresponding number of annual departures depends on the aircraft and its typical pass-to-coverage ratio.]
- Overloads should not normally be permitted on pavements exhibiting signs of load-related distress, during periods of thaw following frost penetration, or when the strength of the pavement or its subgrade could be weakened by water.
- When overload operations are conducted, the airport owner should regularly inspect the pavement condition. The airport owner should periodically review the criteria for overload operations. Excessive repetition of overloads can cause a significant reduction in pavement life or accelerate when a pavement will require a major rehabilitation.

In general, pavement overloads are expected to decrease pavement life but do not often cause immediate or catastrophic failures unless they are excessive.

PCN ANALYSIS INPUTS

The analysis approach using the FAA's COMFAA software uses the same methodology as the FAA's conventional design procedure outlined in the FAA Advisory Circular 150/5320-6D, *Airport Pavement Design and Evaluation*. It incorporates the CBR design procedure for flexible pavements, which determines the required thickness of pavement layers to protect the underlying layers from rutting. For rigid pavements, the design procedure is based on the Westergaard solution for a loaded elastic plate on a Winkler foundation to limit cracking in the PCC pavement.

The aircraft data, subgrade support values (CBR for flexible pavement or effective top-of-base k-value for rigid pavement), and pavement evaluation thicknesses are used directly in COMFAA. For rigid pavements, the PCC flexural strength is also a direct input. Using these inputs, COMFAA iteratively adjusts the critical aircraft weight until the required pavement thickness determined using the software matches the existing pavement cross section. This process is repeated within COMFAA such that each aircraft in the mix is analyzed as the critical aircraft. This calculation produces a PCN associated with each analyzed aircraft; in general, the highest PCN associated with the "regularly using" aircraft is selected to represent the section.

Pavement and Subgrade Layer Properties

Section 01 of Runway 2/20 was initially constructed with HMA pavement in 1949, overlaid with HMA pavement in 1970, and then overlaid with a PCC pavement in 1995. Pavement cross section information (material types and thicknesses) for Runway 2/20 Section 01 was obtained from 1968 FAA pavement strength survey documents and 1995 pavement design documentation. However, due to the discrepancy of the base and subbase layers thicknesses shown in these records (where the 1968 document showed a thicker aggregate base layer and an 8-inch shale subbase layer), the cross section listed in the most recent 1995 design documentation was used in this analysis to be more conservative. The subgrade k-value of 75 psi/in and a flexural strength of 650 psi were also obtained from the 1995 pavement design documentation. Table 4 indicates a different k-value for rigid pavement because it presents the effective top-of-base k-value (accounting for different base layers and thicknesses), which is used directly in the analysis.

The runway extension, Section 02, was constructed with PCC pavement in 1997. Pavement construction details are not available for Section 02, such that the cross section is unknown and a technical evaluation of the PCN cannot be calculated for this portion of the runway. The Using Aircraft Method was used to determine the PCN for this section with the PCN reported based on the pavement type (rigid or flexible) corresponding to a given subgrade category. For the Using Aircraft Method, the specific strength is not required, but a subgrade category is specified so the corresponding ACN can be referenced. The subgrade support conditions are unknown for this runway, and a subgrade strength category D was assumed based on 1995 FAA Form 5100 runway pavement design documentation at this airport (corresponding with a subgrade k-value of 75 psi/in), which is consistent with the subgrade analyzed for Section 01 and was assumed to be similar for Section 02.

Detailed work history information for each pavement section is entered in the APMS PAVER database. A summary of the relevant layer thickness information for the PCN analysis is presented in Table 3.

Table 3. Pavement cross section information.

Branch[1]	Section[1]	Construction Date	Layer Thickness, in	Material Type
R02CD	01	6/1/1995	5	PCC (P-501)
R02CD	01	6/1/1970	5	HMA (P-401)
R02CD	01	6/3/1949	1	HMA (P-405)
R02CD	01	6/2/1949	5	Aggregate (P-209)
R02CD	02	6/1/1997	Unknown	PCC[2]

[1]See Figure A-1 located in Appendix A for the location of the branch and section.
[2]In addition to the PCC layer, information regarding any underlying base layers is unknown.

The pavement evaluation thickness used for calculating PCNs is determined differently for flexible and rigid pavements. Furthermore, the subgrade strength used for rigid pavement PCN analysis is also determined differently than for flexible pavement. These inputs are listed in Table 4 for each analyzed pavement section; a brief explanation on how these inputs are determined is described in the following paragraphs.

Table 4. Pavement evaluation thickness and subgrade strength for COMFAA analysis.

Branch[1]	Section[1]	Evaluation Thickness, in	Pavement Type	Top-of-Base k-value, psi/in	Subgrade Category
R02CD	01	5	R	234	B
R02CD	02	Unknown[2]	R	-	D[3]

[1]See Figure A-1 located in Appendix A for the location of the branch and section.
[2]Evaluation thickness could not be calculated due to missing cross section information.
[3]Subgrade properties for Section 02 are assumed to be similar to Section 01.

For flexible pavements (which were not analyzed at this airport but were presented for completeness), the evaluation thickness used for the PCN calculation is based on converting the existing pavement layers to a reference FAA cross section using FAA-recommended layer equivalency factors, as defined in the FAA Advisory Circular 150/5335-5C. Because there are no aircraft in the traffic mix with four or more wheels on a main gear (i.e., analyzed aircraft are limited to S or D gear types), the following standard FAA cross section is used: 3-inch HMA layer (P-401) on a 6-inch high-quality granular base layer (P-209 or similar). The FAA's COMFAA Support Spreadsheet was used to compute the evaluation thickness, which is a direct input in the PCN analysis. The subgrade strength in terms of a CBR is also a direct input into the PCN calculation for flexible pavements.

For rigid pavements, the thickness of the PCC layer is used as the evaluation thickness. In addition to the PCC layer thickness, the PCC flexural strength is also a direct input for PCN analysis of rigid pavement. Base layers are accounted for by converting to a top-of-base k-value (i.e., adjusting the support conditions) rather than contributing to the overall evaluation thickness. The FAA's COMFAA Support Spreadsheet is used to determine the top-of-base k-value used in the PCN analysis.

For composite pavements analyzed as rigid structures (which were not analyzed at this airport but were presented for completeness), the thickness of the HMA surface is converted to an equivalent PCC thickness and combined with the PCC thickness to compute the evaluation thickness (where 2.5 inches of HMA is considered to be equivalent to 1 inch of PCC, following FAA guidance).

Traffic

The traffic data provide a representation of the aircraft using each facility and are an estimate of the 20-year average annual departures. Only departures are used for the analysis following the FAA's procedure because they generally have heavier loads due to fuel weight. In cases where actual operating weights of aircraft are not specified, maximum takeoff weights (MTOW) are used, and this process incorporates some conservatism into the analysis. The entire aircraft traffic mix associated with each facility is entered directly into COMFAA. Because PCN calculations are dependent on the aircraft using a facility, PCNs should be recalculated if the aircraft mix or volume changes significantly.

As previously stated, APTech compiled traffic data to provide a representative traffic mix for use in the PCN analysis. The traffic data for Runway 2/20 was determined through a review of publicly available data and input from the Airport Manager. It should be noted that aircraft traffic is the primary consideration when reporting a PCN following the Using Aircraft Method. This information is presented in Table 5 along with the corresponding ACNs (as determined using COMFAA) for the pavement types and subgrade strength categories associated with Clarinda-Schenck Field Airport.

Table 5. Traffic data.

Aircraft	Weight, lbs	Gear Type[1]	Tire Pressure, psi	Annual Departures for Runway 2/20	ACN: Rigid Pavement, Subgrade Category B	ACN: Rigid Pavement, Subgrade Category D
Skyhawk-172	2,558	S	50	902	1	1
Navajo-C	6,536	S	66	564	2	2
Air Tractor 502	9,000	S	98	395	3	3
Citation CJ2+	12,500	S	130	56	5	5
Air Tractor 802	14,200	S	130	395	6	6
Sabreliner-60	20,372	S	214	56[2]	9	9

[1]Defined by the configuration of the main gear: S = single wheel and D = dual wheel (as defined in FAA Order 5300.7, *Standard Naming Convention for Aircraft Landing Gear Configurations*).
[2]Departure volumes were increased to correspond to at least 1,000 coverages in order to report a PCN that accounts for regular use of this aircraft.

To account for back-taxiing needs, the FAA's PCN analysis allows the number of aircraft passes per traffic cycle to be increased. A pass-to-traffic cycle (P/TC) ratio of one is used in most cases with a standard runway and parallel taxiway configuration. A P/TC ratio of two is used for runways with a mid-field taxiway configuration, which would require aircraft to back-taxi prior to takeoff. A P/TC ratio of two was used for Runway 2/20 based on a central taxiway that requires aircraft to back-taxi before takeoff.

When the pavement capacity greatly exceeds the load applied by the aircraft in the analyzed traffic mix, analysis inputs are adjusted to attain a cumulative damage factor (CDF) of 0.15, per guidance in FAA Advisory Circular 150/5335-5C. Additionally, PCNs are based on aircraft that regularly use a facility, where FAA Advisory Circular 150/5335-5C defines aircraft that regularly use the pavement as those with more than 1,000 coverages over the 20-year analysis period. As such, the reported PCNs are based on at least 1,000 coverages of the determining aircraft.

A coverage represents a full-load application on a point in the pavement to account for aircraft/pilot wander. The number of passes required to statistically "cover" the intended wheel path on the pavement is expressed by a pass-to-coverage (P/C) ratio (where a pass is a one-time movement of the aircraft over the pavement). The P/C ratio varies by aircraft, where smaller aircraft generally have more wander. Coverages were determined using COMFAA. Appendix A of FAA Advisory Circular 150/5335-5C provides detailed definitions regarding traffic terminology.

PCN RESULTS

The PCNs associated with each included pavement section of Runway 2/20 are presented in Table 6 along with the corresponding allowable aircraft weight (as determined using the FAA's COMFAA support spreadsheet, which are approximations and are not specific for any particular aircraft model). A PCN could not be calculated using the FAA's Technical Evaluation Method for Section 02; because the results for Section 01 limit the capacity of this runway and many aircraft using this runway are infrequent, it is not applicable to report a PCN based on the Using Aircraft Method for Section 02. PCNs can be reported to the FAA's regional office using the results from this report and/or the information in the standard FAA form provided in Appendix B (where a technical evaluation was completed), which contains the applicable 5010 data elements.

Table 6. PCN results and corresponding allowable aircraft weights.

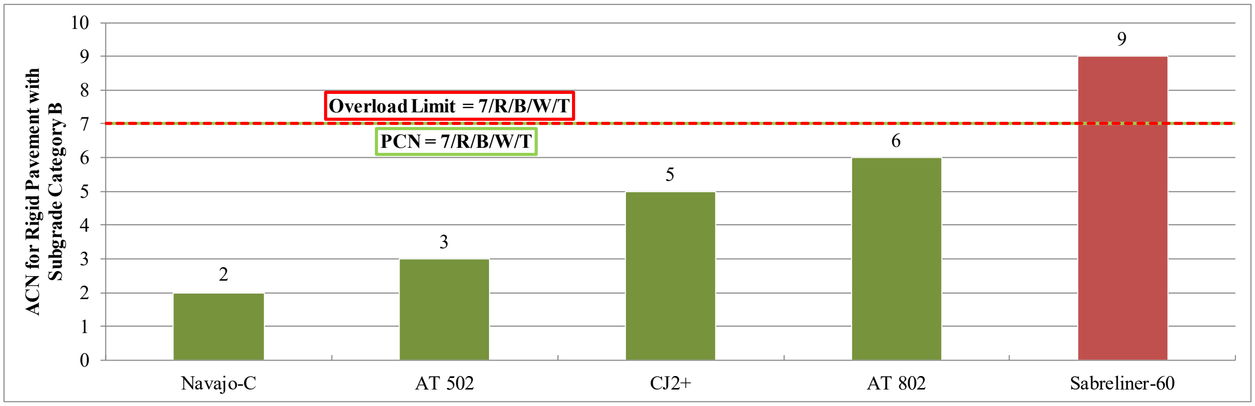
Branch[1]	Section[1]	PCN	Single Wheel[2] Allowable Aircraft Weight, lbs
R02CD	01	7/R/B/W/T	23,000
R02CD	02	Not controlling	N/A

[1]See Figure A-1 located in Appendix A for the location of the branch and section.
[2]Refers to the aircraft's main gear type.

The PCN for Section 01 of Runway 2/20 is 7/R/B/W/T, indicating that this portion of the runway is not structurally adequate for some of the traffic listed in Table 5. Figure 1 illustrates the extent to which the ACNs of some of the analyzed aircraft (namely Sabreliner-60) exceeds the calculated PCN. Furthermore, if the weight of the Sabreliner-60 is limited to 16,500 pounds, the ACN for this aircraft would be equal to the runway's PCN and would not overload this runway. Because load-related distress was observed and this analysis indicates overloading, the condition of this pavement and the progression of distress should be monitored.

The PCN for Runway 2/20 Section 02 could not be determined using the Technical Evaluation Method. Because there is load-related distress in this section and some aircraft use the runway infrequently, it is not recommended to reference the ACN of the most demanding aircraft as the corresponding PCN of this section. Additionally, because the FAA Advisory Circular states concerns regarding the Using Aircraft Method and Section 01 of Runway 2/20 is not structurally adequate to handle some of the analyzed aircraft, it is recommended that the PCN reported for this runway not exceed what was determined for Section 01. Additional investigation is recommended to determine a more accurate assessment of the capacity of this portion of the runway; the overall condition and progression of distress should continue to be monitored. In lieu of information for Runway 2/20 Section 02, the PCN determined for Section 01 can be used for reporting the capacity of this runway.

Figure 1. ACN–PCN comparison for Runway 2/20.



As previously indicated, in order to avoid over-reporting the pavement's load-bearing capacity, the PCN calculation procedure outlined in FAA Advisory Circular 150/5335-5C limits the PCN based on the ACNs associated with the analyzed aircraft. Therefore, if the traffic mix changes, the PCN should be recalculated. Furthermore, if the cross-section information for Runway 2/20 Section 02 becomes available, APTech recommends reassessing the PCN for the runway.

The discussion presented herein is based on a straightforward comparison between ACNs (for the aircraft at their analyzed weights) and PCNs for each pavement section. The ICAO overload guidance, included in the ACN–PCN Overview chapter of this report, can be referenced for aircraft with an ACN that exceeds the PCN for a specified pavement. Alternatively, aircraft with ACNs greater than the PCNs for analyzed facilities may be able to safely use these pavements, following the ACN–PCN procedure, by operating at a reduced weight.

In general, pavement overloads are expected to decrease pavement life but do not often cause immediate or catastrophic failures unless they are excessive. While the FAA's pavement structural capacity approach is conservative, where overload operations are conducted, Clarinda-Schenck Field Airport should be aware of the effect and risks of operating these aircraft based on the PCN analysis results determined using the Technical Evaluation Method.

SUMMARY

This report presents an overview of the ACN–PCN procedure, summarizes the inputs used for the calculation (including the subgrade strength, PCC flexural strength where applicable, pavement evaluation thickness, and traffic), and documents the results of the PCN analysis. Additionally, ACNs of common aircraft are provided, and overload guidance is presented. In general, pavement overloads are expected to decrease pavement life but do not often cause immediate or catastrophic failures unless they are excessive.

The PCNs presented within this document are calculated as described in FAA Advisory Circular 150/5335-5C. Where the required inputs are available, a Technical Evaluation Method is completed, while the FAA's Using Aircraft Method is considered where data for a technical evaluation are not available. The PCN recommended for publication for Runway 2/20 is 7/R/B/W/T, which is based on a technical evaluation and indicates this runway is not structurally adequate to handle regular operations of the analyzed traffic (specifically Sabreliner-60).

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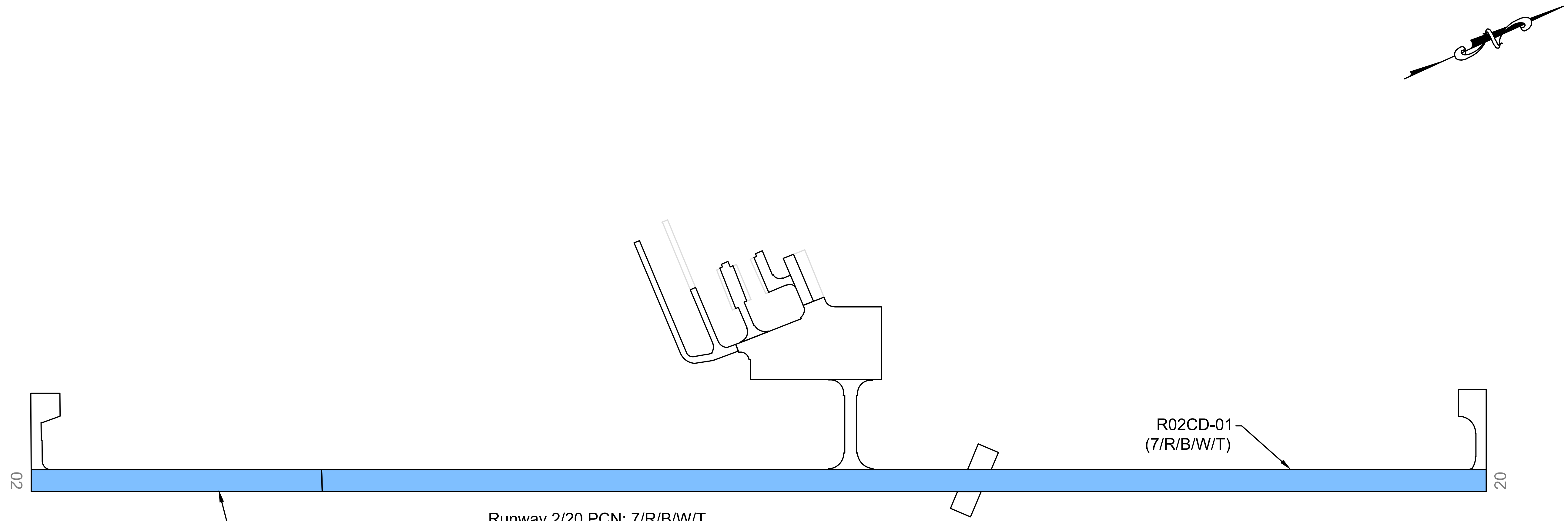
APPENDIX A

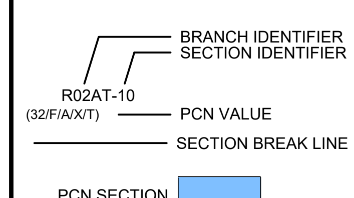
PCN SECTION IDENTIFICATION MAP

FIGURE A-1. PCN Section Identification Map.



Runway 2/20 PCN: 7/R/B/W/T
Corresponding Single Wheel Aircraft Weight: 23,000 pounds

LEGEND



applied pavement TECHNOLOGY
115 W. Main Street, Suite 400
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Tel: (217) 398-3977
Fax: (217) 398-4027

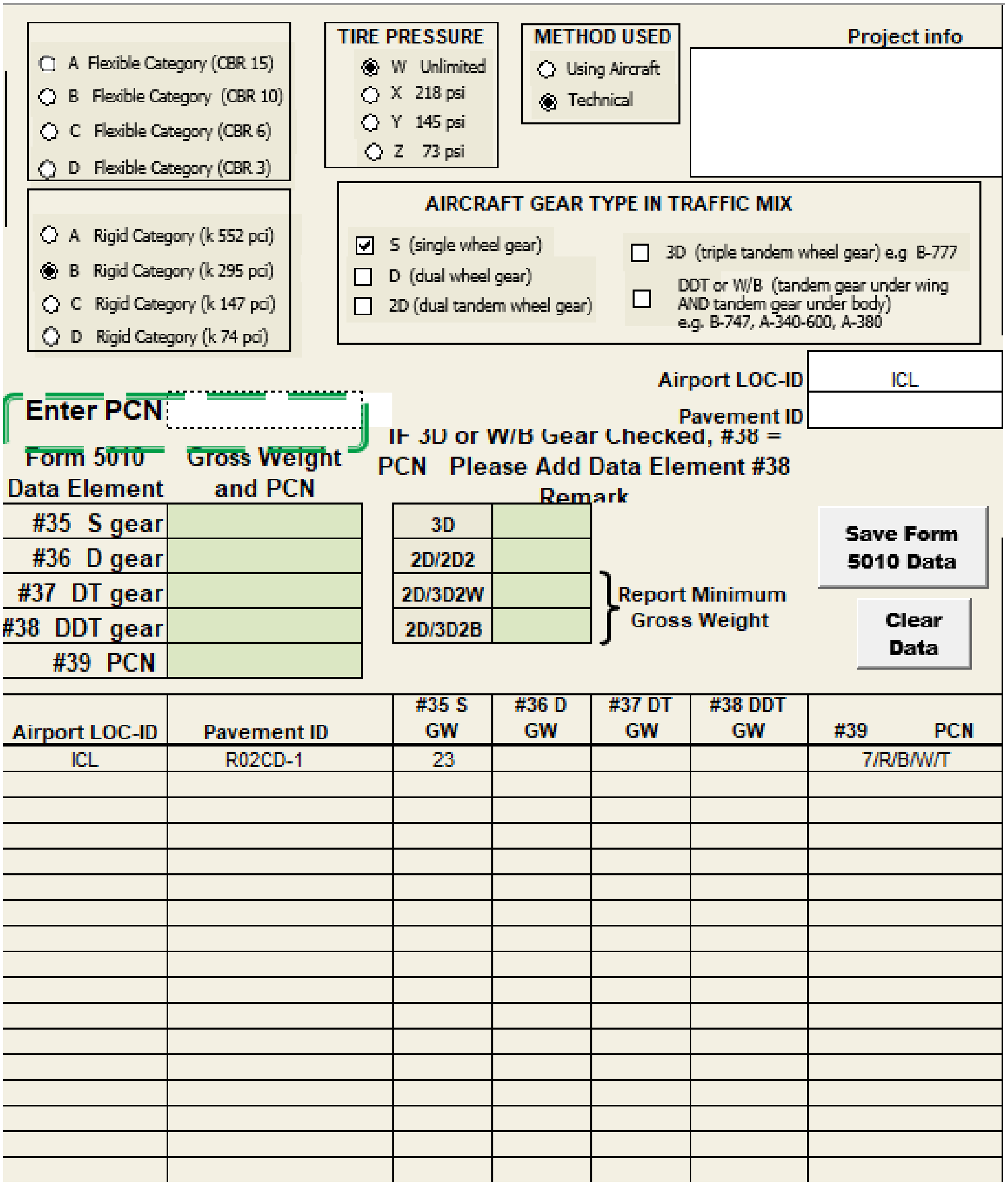
Robinson Engineering Company
Consulting Engineers
322 1st Street East
Independence, IA 50644
Tel: (319) 334-7211

AGENCY: Iowa Department of Transportation Office of Aviation			
LOCATION: Clarinda - Schenck Field Airport, Clarinda, Iowa			
PAGE TITLE: PCN Section Identification Map			
PROJECT DATE: OCT. 2018	CREATION DATE: OCT. 2018	PROJECT MANAGER: LJR	JOB NUMBER: 17-020-AM02
DRAWING SCALE: 1"=400'	LAST MODIFIED DATE: NOV. 2019	REVISED BY: DSP	DRAWN BY: DSP
FILENAME: Clarinda.dwg		LAYOUT NAME/NUMBER: PCN	PAGE NUMBER: A-1

APPENDIX B

FAA FORM 5010 DATA ELEMENTS

Figure B-1. Form 5010 Data Elements
(Standard Form from the FAA's Support Spreadsheet for COMFAA 3.0).



A Flexible Category (CBR 15)
B Flexible Category (CBR 10)
C Flexible Category (CBR 6)
D Flexible Category (CBR 3)

A Rigid Category (k 552 pci)
B Rigid Category (k 295 pci)
C Rigid Category (k 147 pci)
D Rigid Category (k 74 pci)

TIRE PRESSURE
W Unlimited
X 218 psi
Y 145 psi
Z 73 psi

METHOD USED
Using Aircraft
Technical

Project info

AIRCRAFT GEAR TYPE IN TRAFFIC MIX
S (single wheel gear)
D (dual wheel gear)
2D (dual tandem wheel gear)
3D (triple tandem wheel gear) e.g B-777
DDT or W/B (tandem gear under wing AND tandem gear under body) e.g. B-747, A-340-600, A-380

Airport LOC-ID: ICL
Pavement ID

Enter PCN

IF 3D or W/B Gear Checked, #38 = PCN Please Add Data Element #38 Remark

Form 5010 Data Element	Gross Weight and PCN
#35 S gear	
#36 D gear	
#37 DT gear	
#38 DDT gear	
#39 PCN	

3D	
2D/2D2	
2D/3D2W	
2D/3D2B	

Report Minimum Gross Weight

Save Form 5010 Data

Clear Data

Airport LOC-ID	Pavement ID	#35 S GW	#36 D GW	#37 DT GW	#38 DDT GW	#39 PCN
ICL	R02CD-1	23				7/R/B/W/T

PREPARED FOR

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NOVEMBER 2019