

Grinnell Regional Airport

Pavement Classification Number Report

USING AIRCRAFT METHOD



PREPARED BY

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**GRINNELL REGIONAL AIRPORT
PAVEMENT CLASSIFICATION NUMBER REPORT
USING AIRCRAFT METHOD**

PREPARED FOR:

**IOWA DEPARTMENT OF TRANSPORTATION
AVIATION BUREAU**

PREPARED BY:

APPLIED PAVEMENT TECHNOLOGY, INC.

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TABLE OF CONTENTS

Introduction	1
Pavement Condition and Construction Summary	2
ACN–PCN Overview	3
ACNs	3
PCNs	5
General Overload Guidance	5
PCN Analysis inputs	7
Pavement and Subgrade Layer Properties	7
Traffic	9
PCN Results	11
Summary	13
References	14

LIST OF FIGURES

Figure 1. ACN–PCN comparison for Runway 13/31.	12
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LIST OF TABLES

Table 1. PCI results	2
Table 2. ACNs for common aircraft by pavement type and subgrade category (not specific to this airport).	4
Table 3. Pavement cross section information	8
Table 4. Pavement evaluation thickness and subgrade strength for COMFAA analysis	8
Table 5. Traffic data.	9
Table 6. PCN results and corresponding allowable aircraft weights	11

APPENDIXES

Appendix A PCN Section Identification Map	A-1
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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 Grinnell Regional Airport and the 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 Grinnell Regional 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 for Section 01 of Runway 13/31. However, this information was not available for Sections 02 and 03 of Runway 13/31, 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 PCNs for Runway 13/31 Sections 02 and 03 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 the 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 Grinnell Regional 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; inputs for determining PCNs; and the resulting PCNs.

PAVEMENT CONDITION AND CONSTRUCTION SUMMARY

As part of the Iowa DOT 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 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 Grinnell Regional 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
R13GL	01	PCC	8/3/2019	100	0	None
R13GL	02	PCC	6/1/2000	87	0	None
R13GL	03	PCC	6/1/2000	87	29	LTD Cracking

¹See Figure A-1 located in Appendix A for the location of the branch and section.

²AC = asphalt cement concrete; AAC = asphalt overlay on AC; PCC = portland cement concrete; APC = asphalt overlay on PCC.

³Distress types are defined by ASTM D5340-12.

Runway 13/31 Section 01 was reconstructed in 2019, 19 years after Sections 02 and 03 were constructed. No distress is documented for Section 01. Sections 02 and 03 each have a 2018 PCI of 87 with Section 03 containing load-related distress that accounts for 29 percent of the PCI deducts. Two other small sections (Sections 04 and 05) are included in the APMS and are located at either end of the Runway 13/31; these areas are for aircraft to turn around and are not part of the actual runway. These areas were not included in the PCN analysis because the overall capacity of the runway is generally not restricted by such areas.

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 for each subgrade strength category. 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.

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

¹Configuration 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. Ideally, the PCN will be determined 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, then the PCN should be determined using the operating weights.

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 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

As previously mentioned, Runway 13/31 Section 01 was reconstructed with PCC pavement in 2019. Pavement cross section information (material types and thicknesses) for Section 01 were obtained from the 2018 Runway 13/31 construction records. The subgrade k-value of 100 psi/in was obtained from the 2003 FAA Form 5100 pavement design documentation for taxiway construction and was assumed to be similar for Runway 13/31 Section 01; both designs include a 12-inch P-152 select fill layer contributing to the design k-value. Table 4 indicates 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. A flexural strength of 650 psi was also noted in the taxiway design document and used in the analysis.

Runway 13/31 Sections 02 and 03 were reconstructed with PCC pavement in 2000. Pavement construction details are not available for Sections 02 and 03, such that the cross sections are unknown and a technical evaluation of the PCN cannot be calculated for these sections. The Using Aircraft Method was used to determine the PCNs for these sections 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 strength category C was chosen based on documentation from the 2003 taxiway construction project at this airport (corresponding with a subgrade k-value of 100 psi/in); specifically, it was obtained from 2003 FAA Form 5100 taxiway pavement design documentation and was assumed to be similar for Sections 02 and 03.

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
R13GL	01	8/3/2019	6	PCC (P-501)
R13GL	01	8/2/2019	6	Aggregate (P-208)
R13GL	02	6/1/2000	Unknown	PCC ²
R13GL	03	6/1/2000	Unknown	PCC ²

¹See Figure A-1 located in Appendix A for the location of the branch and section.

²In 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
R13GL	01	6	R	145	C
R13GL	02	Unknown ²	R	-	C ³
R13GL	03	Unknown ²	R	-	C ³

¹See Figure A-1 located in Appendix A for the location of the branch and section.

²Evaluation thickness could not be calculated due to missing cross section information.

³Subgrade properties for Sections 02 and 03 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 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 13/31 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 Grinnell Regional Airport.

Table 5. Traffic data.

Aircraft	Weight, lbs	Gear Type ¹	Tire Pressure, psi	Annual Departures for Runway 13/31	ACN: Rigid Pavement, Subgrade Category C
Skyhawk-172	2,558	S	50	1,281	1
Navajo-C	6,536	S	66	638	2
Air Tractor 502	9,000	S	98	555	3
Citation CJ2+	12,500	S	130	230	5
Super King Air-350	15,100	D	92	170	4
Learjet-55	21,500	D	201	102 ²	7

¹Defined 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*).

²Departure 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 13/31 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 13/31 are presented in Table 6 along with the corresponding allowable aircraft weight. While a PCN could not be calculated using the FAA's Technical Evaluation Method for Runway 13/31 Sections 02 and 03, the values based on the Using Aircraft Method are presented for consideration. PCNs can be reported to the FAA's regional office using the results from this report.

Table 6. PCN results and corresponding allowable aircraft weights.

Branch ¹	Section ¹	PCN	Single Wheel ² Allowable Aircraft Weight, lbs	Dual Wheel ² Allowable Aircraft Weight, lbs
R13GL	01	9/R/C/W/T	28,500 ³	39,000
R13GL	02	7/R/C/W/U	12,500 ⁴	N/A ⁵
R13GL	03	7/R/C/W/U	12,500 ⁴	N/A ⁵

¹See Figure A-1 located in Appendix A for the location of the branch and section.

²Refers to the aircraft's main gear type.

³Based on the allowable aircraft weight as determined using the FAA's COMFAA support spreadsheet, which are approximations and not specific for any particular aircraft model.

⁴Based on the weight of the determining aircraft.

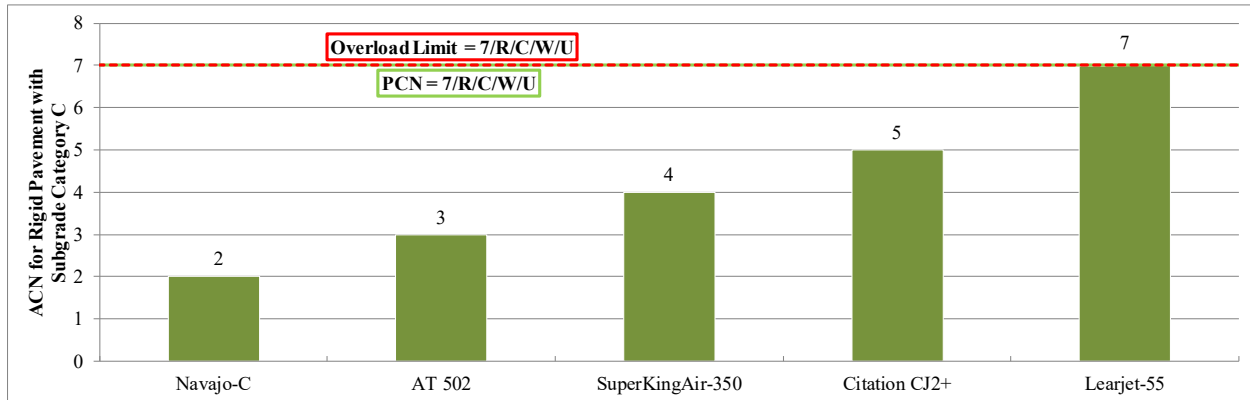
⁵Corresponding allowable weight for dual wheel aircraft is not provided by the FAA if it is less than 37,500 lbs.

The PCN for Runway 13/31 is 7/R/C/W/U, which is recommended based on the ACN of the most demanding aircraft in the traffic mix, restricted by Sections 03 and 04 that have unknown cross sections. The PCN for Section 01 of Runway 13/31 is 9/R/C/W/T, with a value that was ultimately limited by the traffic using this facility (as previously presented precautions were needed to avoid over-reporting the strength). The PCN determined for Section 01 indicates that this portion of the runway is structurally adequate for the traffic listed in Table 5.

The PCN for Sections 02 and 03 could not be determined using the Technical Evaluation Method. Following the Using Aircraft Method, the PCN for Sections 02 and 03 is 7/R/C/W/U. While FAA Advisory Circular states a concern regarding the Using Aircraft Method, a PCN of 7/R/C/W/U is determined for these sections based on the ACN of the most demanding aircraft in the traffic mix. The load-related distress observed in Section 03 could indicate that some aircraft may be overloading the pavement. Therefore, additional investigation is recommended to determine a more accurate assessment of the capacity of Sections 02 and 03; the overall condition and progression of distress should continue to be monitored.

The Airport may choose to report the PCN associated with Section 01 because this section makes up the majority of the runway and has a PCN that is based on a technical evaluation. If decision-makers for the Grinnell Regional Airport desire to be more conservative, a PCN of 7/R/C/W/U can be published based on the Using Aircraft Method for Sections 02 and 03 that have an unknown cross section. Regardless of which PCN is published, the current traffic would continue to be permitted to use this runway, as illustrated in Figure 1. For reporting, PCNs are presented as whole numbers; the overload limit shown in Figure 1 is based on the rounded value (which is why the displayed PCN and overload limit values are equal in this case).

Figure 1. ACN–PCN comparison for Runway 13/31.



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 13/31 Sections 02 and 03 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, Grinnell Regional 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 Evaluation Method is considered where data for a technical evaluation are not available. The PCN associated with Runway 13/31 Section 01 is 9/R/C/W/T, which is based on a technical evaluation and indicates this section is structurally adequate for the analyzed aircraft. The PCN associated with Runway 13/31 Sections 02 and 03 is 7/R/C/W/U, based on the ACN of the most demanding aircraft in the traffic mix. The PCN recommended for publication for Runway 13/31 is the lower of these values (7/R/C/W/U) to be conservative. Note that load-related distresses were observed during the 2018 PCI inspection, which indicates that some aircraft may be overloading the pavement; the progression of distress should continue to be monitored.

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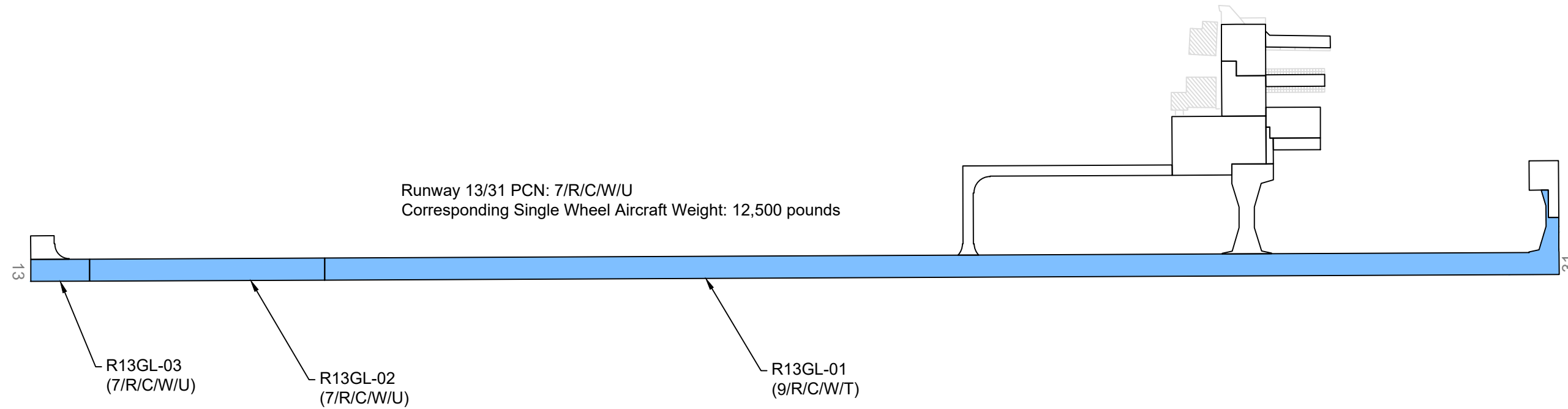
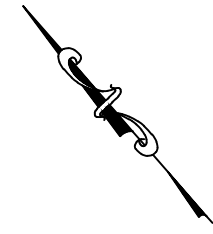
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APPENDIX A

PCN SECTION IDENTIFICATION MAP

FIGURE A-1. PCN Section Identification Map.





LEGEND

BRANCH IDENTIFIER
SECTION IDENTIFIER

R02AT-10 (32/F/A/X/T) — PCN VALUE

SECTION BREAK LINE

PCN SECTION

		115 W. Main Street, Suite 400 Urbana, IL 61801 Tel: (217) 396-3977 Fax: (217) 396-4027	
		322 1st Street East Independence, IA 50644 Tel: (319) 334-7211	
AGENCY: Iowa Department of Transportation Office of Aviation			
LOCATION: Grinnell Regional Airport Grinnell, Iowa			
PAGE TITLE: PCN Section Identification Map			
PROJECT DATE: OCT. 2018	CREATION DATE: JUL. 2019	PROJECT MANAGER: LJR	JOB NUMBER: 17-020-AM02
DRAWING SCALE: 1" = 400'	LAST MODIFIED DATE: NOV. 2019	REVISED BY: DSP	DRAWN BY: DSP
FILENAME: Grinnell.dwg		LAYOUT NAME/NUMBER: PCN	PAGE NUMBER: A-1



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