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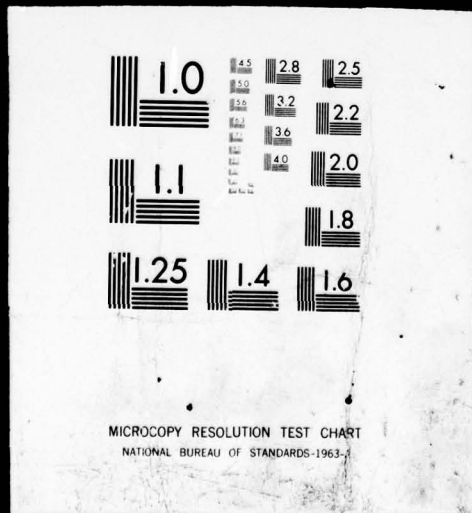


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LEVEL II

NONDESTRUCTIVE EVALUATION OF AIRPORT PAVEMENTS

VOLUME II

A078835

OPERATION MANUAL FOR PAVBEN PROGRAM AT TCC

BY

DAVID YANG

NAI C. YANG & ASSOCIATES, ENGINEERS

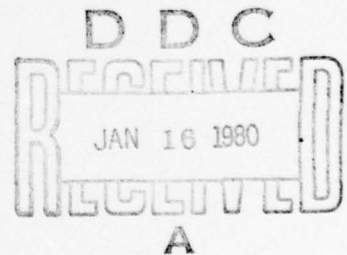
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<p>14. Sponsoring Agency Code ARD-430</p>			
<p>15. Supplementary Notes</p>			
<p>16. Abstract Cost/benefit analysis of alternative pavement design is the primary goal of the PAVBEN program at the Transportation Computer Center (TCC) in Washington, D.C. The integrated system is data independent based on defined mathematical models and operation logic. The program is written in a high level language FORTRAN IV.</p> <p>The job inputs consist of: (1) NDT field data; (2) types of existing pavements; (3) facility classifications; (4) demand forecast and (5) local cost values.</p> <p>The default system contains all design data for: (1) 15 air transports; (2) 9 FAA regional cost values; (3) 8 types of pavement design; (4) 22 layer components; (5) 20 types of existing pavement and 6) universal mechanistic design model.</p> <p>The major outputs will be: (1) NDT inventory file; (2) present functional life; (3) computed engineering data; (4) pavement thickness and cost data and 5) cost/benefit analysis for four new pavements, three overlays and three keel constructions.</p> <p>The operation of PAVBEN program involves extensive use of data storage, filing technique and computed data inputs. The current operation program and this manual are prepared for the execution on computer hardware system at TCC. Modification of these documents will be required if other computer system is to be used.</p>			
<p>17. Key Words Computer Design Airport Pavements Nondestructive Test Cost Benefit</p>		<p>18. Distribution Statement Document is available to the U.S. public through the National Technical Information Service, Springfield, Virginia 22161.</p>	
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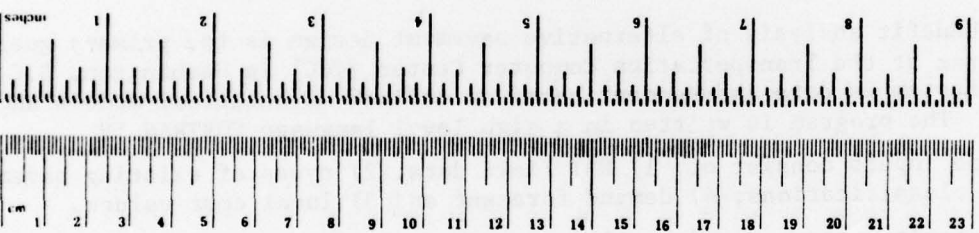
JOB

METRIC CONVERSION FACTORS

Approximate Conversions to Metric Measures

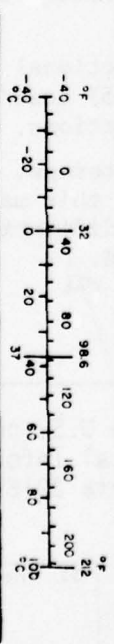
Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	m
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
AREA				
in ²	square inches	6.5	square centimeters	cm ²
ft ²	square feet	0.09	square meters	m ²
yd ²	square yards	0.8	square meters	m ²
mi ²	square miles	2.6	square kilometers	km ²
	acres	0.4	hectares	ha
MASS (weight)				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
VOLUME				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft ³	cubic feet	0.03	cubic meters	m ³
yd ³	cubic yards	0.76	cubic meters	m ³
TEMPERATURE (exact)				
°F	Fahrenheit temperature	5/9 (then subtracting 32)	Celsius temperature	°C

1. In 1 2.54 centimeters. For other exact conversions, see metric conversion tables, page 195. 1 kg = 2.20462 lb. Units of Weights and Measures, 2d ed., 12-25, 50, Gaithersburg, MD, NIST, 1993.



Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
LENGTH				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
AREA				
cm ²	square centimeters	0.16	square inches	in ²
m ²	square meters	1.2	square yards	yd ²
km ²	square kilometers	0.4	square miles	mi ²
ha	hectares (10,000 m ²)	2.5	acres	acres
MASS (weight)				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	short tons
VOLUME				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m ³	cubic meters	35	cubic feet	ft ³
m ³	cubic meters	1.3	cubic yards	yd ³
TEMPERATURE (exact)				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



OPERATION MANUAL FOR PAVBEN PROGRAM AT TCC

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FORMAT OF USER'S INPUT

The program accepts input in the form of 80 character cards. The input cards are divided into two types: program control cards and cards in data groups. The control cards specify the program sections to be executed. The data groups provide the actual data values for program processing. Unless otherwise specified, each card is logically divided into eight fields of ten characters each. Each control card has a single keyword in field on which identifies itself both to the program and the user as a control card. Additional fields on a control card are used to provide related information.

Logically related input cards are placed together in data groups. The first card or cards are descriptive heading cards. The number of heading cards is fixed and the user should not add or delete any heading card. One of the heading cards is usually a field identifier card. On this card, each field has an acronym which identifies the data values on subsequent cards in that field. For more detail description, the particular field identifier can be found in the dictionary. Following the heading cards are the cards containing the actual data values corresponding to the field identifier. The order of cards in the group is important. The last card of data group is a delimiter card containing, * * in columns 1 and 2.

Values in a field have three definitions: integer, floating point or alphanumeric. They are expressed respectively by blanks and numbers, 0 to 9; blanks, the minus or plus sign, decimal point and the numbers 0 to 9; and all characters. Certain fields have only specific values allowable. Unless otherwise specified all values should be left justified in a field. This is especially important for alphanumeric fields. Blanks in floating point fields are interpreted as zeros. If a decimal point is omitted in a floating point field, the decimal is assumed to be after the rightmost column in that field. Certain field has subfields. The subfields are separated by slashes, /. The slash must appear in the exact column, as specified. To ensure proper recognition of the control cards and the data groups, the spelling and the spacing of the control keywords and heading descriptions must be correct.

PROGRAM CONTROL CARDS

The user controls the data processing by means of card inputs. All PAVBEN control cards have two portions (1) control keyword field in columns 1 to 10 and (2) specification field or fields in columns 11 to 80 containing values or additional keywords required by the particular control card being used.

There are 7 control keywords:

1. USER Starting from column 11 is a 12-character user name.
2. JOBCODE Starting from column 11 are 7 characters to be printed in block letters on title page. Usually 3-letter airport code, dash, and 3-letter FAA regional code.
3. JOB Starting from column 11 is a 70-character space for job name. Usually airport, dash, FAA region.
4. RUN Field 2 identifies the program to be executed. There are 5 allowable keywords: NDT1, NDT2, NDT3, PFL, and PAVDES. There is an additional field associated with NDT1. Field 3 may contain blanks or PLOT. If PLOT is specified, the printer will plot NDT machine data.
5. PRINT There are 2 allowable keywords in field 2:
DICTIONARY - prints all dictionary items in sorted groups.
INPUT - prints control cards and job inputs.
6. SITE Starting from column 11 is 4-character site code. For TCC operation, this card is in the default system of inputs and is in the form of SITE ----- TCC.
7. LINE In column 11 is a single digit number indicates the lines skipped by the operating system on a printed page. For TCC operation, this card is in the default system of inputs and is LINE ----- 1.

JOB INPUTS - NDT DATA PROCESSING

NDT GRID IDENTIFICATIONS

FIELD	IDENTIFIER	DESCRIPTIONS
1	GRID	defines 1 char. GRID identifier, A to Z
2	CODE	defines 9 char. GRID code

NDT CALIBRATIONS

FIELD	IDENTIFIER	DESCRIPTIONS
1	DATE	has 3 subfields, month, day and year
2	TIME/CAL.	has 3 subfields, day, time, and calibration index
3	RESPONSE	response calibration, if blank, computes from RES@ZERO and RES@CALIB
4	AMPLITUDE	amplitude calibration, if blank, computes from AMP@ZERO and AMP@CALIB
5	RES@ZERO	machine test data
6	AMP@ZERO	machine test data
7	RES@CALIB	machine test data
8	AMP@CALIB	machine test data

NDT TEST IDENTIFICATIONS

FIELD	IDENTIFIER	DESCRIPTIONS
1	TEST	defines test number, such as 8. Any repeated tests must have unique number, but can be identified by a sequence number. 8-1 for example. Test number can range from 1 to 999 with each number having a sequence number from 0 to 9. If test does not have sequence number then it is interpreted as 0. Sequence number, if any, must appear in Column 5. The test number must appear in the first three columns.
2	LOCATION	9 char. location code having 5 subfields; 1st char. grid identifier 5 char. station code 1 char. offset identifier 2 char. offset code
3	TIME/CAL.	3 subfields, day, time, calibration index
4	TEMP.	temperature readings
5	DSM(W)	DSM test data, kips per inch
6	LOAD/RAD.	2 subfields, peak to peak forcing function, lbs. radius of load plate, inches
7	PFLPAV	2 subfields, PFLPAV index PFLPAV Code
8	DRAINAGE	drainage code, NORM or WET

NDT MACHINE DATA

FIELD	IDENTIFIER	COLUMNS	DESCRIPTION
1	NO	1-5	test number
2	RESPNS	7-12	response at test frequency
3	AMPL	14-19	amplitude at test frequency
4	FREQ	21-26	test frequency
5	RESPNS	28-33	
6	AMPL	35-40	
7	FREQ	42-47	
8	RESPNS	49-54	
9	AMPL	56-61	
10	FREQ	63-68	

FREQ should not be repeated. Freq. in decreasing order. Do not leave any fields blank between frequency.

NDT2 STATISTICAL PROCESS OF NDT DATA

FIELD	IDENTIFIER	COLUMNS	DESCRIPTION
1	PLOT	1-10	defines NDT2 plot
2		11-70	defines title of plot
1		1-5	GRID
2		6-12	AVERAGE defines the statistical processing of group NDT data and NDT2 plotting. Blank defines just NDT2 plotting.
1		1-3	GRID identifier
2		5	Number of 5 char. station code
3		7	Number of 2 char. offset code
4		11-20	5 char. station code, starting from low station.
5		21-30	
6		31-40	
7		41-50	
8		51-60	10 column field. Continuation cards if necessary.
9		61-70	

CONTINUATION CARD

Continue 5 char. station code in 10 column field.
 Following last station code, defines 2 char. offset code at low starting number, then, the last offset code in the next 10-column field.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
NDT DATE		CALIBRATION TIME		CALIBRATION CAL.		RESPONSE		AMPLITUDE		RESIZER		AMPERE		RESOLUBLE		AMP@CALIB																																																															
9	12	77	12	09	30	1	000010	000423	010012	000010	000423	010012	109899																																																																		
9	12	77	12	13	30	2	000004	000331	010011	000004	000331	010011	109999																																																																		
9	12	77	12	18	25	3	000019	000173	009976	000019	000173	009976	110015																																																																		
9	13	77	13	09	00	1	000019	000550	009999	000019	000550	009999	110060																																																																		
9	13	77	13	14	35	2	000005	000236	010040	000005	000236	010040	109896																																																																		
9	13	77	13	18	55	3	000005	000158	010070	000005	000158	010070	110016																																																																		
9	14	77	14	09	04	1	000004	000345	010025	000004	000345	010025	109916																																																																		
9	14	77	14	11	30	2	000020	000449	009957	000020	000449	009957	110120																																																																		
9	14	77	14	22	38	3	000008	000299	010017	000008	000299	010017	109788																																																																		
9	14	77	15	22	38	1	000008	000299	010017	000008	000299	010017	109788																																																																		
9	15	77	15	03	25	2	000032	000247	009950	000032	000247	009950	109940																																																																		
9	15	77	15	06	57	3	000001	000344	010000	000001	000344	010000	109990																																																																		
9	15	77	15	22	39	4	000000	000220	010099	000000	000220	010099	109787																																																																		
9	15	77	16	22	39	1	000000	000220	010099	000000	000220	010099	109787																																																																		
9	16	77	16	03	00	2	000004	000339	010030	000004	000339	010030	110160																																																																		
9	16	77	16	14	10	3	000010	000483	010029	000010	000483	010029	109799																																																																		
9	16	77	16	17	34	4	000005	000250	010020	000005	000250	010020	109819																																																																		

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NDT NO.	RESPNS	MACH	INE	AMPL	DATA	FREQ	RESPNS	AMPL	FREQ	RESPNS	AMPL	FREQ	RESPNS	AMPL	FREQ
1	000178	030890	060053	000234	030530	055033	000279	031219	050020	000279	031219	050020	000279	031219	050020
1	000310	030073	045019	000354	030269	040012	000339	030324	035020	000339	030324	035020	000339	030324	035020
1	000299	029520	030028	000332	029954	028009	000378	035154	026000	000378	035154	026000	000378	035154	026000
1	000353	030076	024026	000380	029989	021999	000374	030139	020000	000374	030139	020000	000374	030139	020000
1	000393	030959	017997	000417	030563	016006	000482	030369	015000	000482	030369	015000	000482	030369	015000
1	000484	029239	014013	000510	029460	013009	000526	030359	011993	000526	030359	011993	000526	030359	011993
1	000683	030003	011000	001070	030129	010012	000884	029390	009009	000884	029390	009009	000884	029390	009009
1	000800	029709	007979	000815	032359	006986	000810	031666	005875	000810	031666	005875	000810	031666	005875
1	000859	030850	005010												
2	000139	030024	060059	000206	029825	055040	000265	030377	050060	000265	030377	050060	000265	030377	050060
2	000317	030269	045032	000319	030244	040070	000389	030199	035024	000389	030199	035024	000389	030199	035024
2	000353	029943	030010	000311	029860	028034	000349	029797	026004	000349	029797	026004	000349	029797	026004
2	000360	029677	023999	000399	030474	022004	000380	030136	019999	000380	030136	019999	000380	030136	019999
2	000382	029917	018019	000415	030404	016000	000460	029994	015022	000460	029994	015022	000460	029994	015022
2	000480	029614	014016	000512	029845	012997	000509	029919	012000	000509	029919	012000	000509	029919	012000
2	000750	031430	011014	001109	031130	010004	000757	030024	009009	000757	030024	009009	000757	030024	009009
2	000714	030895	007993	000724	029910	007004	000829	030280	006000	000829	030280	006000	000829	030280	006000
2	000832	029339	004985												

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
PLOT AVERAGE																															RUNWAY 15-33 / PROFILE																																																
GRID A																															CROSS SECTIONS / RW 15-33																																																
S 2																															069.0																																																
000.0																															076.5																																																
003.0																															080.0																																																
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JOB INPUTS - THICKNESS DESIGN AND COST-BENEFIT ANALYSIS

FACILITY AND STATION IDENTIFICATIONS

FIELD	IDENTIFIERS	DESCRIPTIONS
1	FACILITY	defines FACILITY index, 1 to 50
2	CODE	defines 9 char. FACILITY code, first 2 char. identify facility type code
3	STA-FROM	min. 5 char. station code in hundreds of feet
4	STA-TO	max. 5 char. station code in hundreds of feet

STATISTICALLY PROCESSED NDT GROUP DATA

FIELD	IDENTIFIERS	DESCRIPTION
1	FACILITY	FACILITY index
2	STA-FROM	min. 5 char. station code
3	STA-TO	max. 5 char. station code
4	SUMZ	blank
5	EVALUE	NDT E-value from NDT2 AREA-E, psi
6	DRAINAGE	DRAINAGE code, NORM or WET
7	TEMP.	temperature
8	PFLPAV	2 subfields, PFLPAV index, PFLPAV code

Max. number of STA-FROM and STA-TO is 7.

OPERATIONAL AIRCRAFT WEIGHTS

FIELD	IDENTIFIER	DESCRIPTION
1	AIRCRAFT	AIRCRAFT index
2	CODE	9 char. AIRCRAFT code
3	RANGE	range of aircraft; XLONG, LONG, MEDIUM, SHORT
4	LOAD FACTOR	load factor of aircraft; HIGH, MEDIUM

AVERAGE DAILY MOVEMENTS

Heading Card 1, Columns 11 to 20 contain the 6 char. ADM code.
 Heading Card 2, Defines aircraft movements

FIELD	IDENTIFIER	DESCRIPTION
1	AIRCRAFT	AIRCRAFT index
2	year	previous year's traffic
3	year + 1	current year's traffic
4	year + 6	5 year ADM
5	year + 11	10 year ADM
6	year + 16	15 year ADM
7	year + 21	20 year ADM

All aircraft indexes must appear. If aircraft does not have any traffic than leave columns under the years blank.

AIRPORT TRAFFIC DISTRIBUTION

Heading card 1, columns 11 to 20 contain the 6 char. ATD code

FIELD	IDENTIFIER	DESCRIPTION
1	FACILITY	FACILITY index
2	STA-FROM	min. 5 char. station code
3	STA-TO	max. 5 char. station code
4	YEAR	year + 1 as defined in ADM
5	TOW%	percentage of take-off
6	LRW%	percentage of landing roll
7	TDW%	percentage of touchdown

YEAR should match the one defined in ADM. A given traffic distribution may change from year to year. Each sta-from and sta-to for a facility must have the same number of years. For example, FACILITY 1 defines a changed traffic distribution from 1978 to 1983 to 1998, and FACILITY 13 defines a new facility with no traffic from 1978 to 1983 but with traffic from 1983 to 1998.

REGIONAL COST VALUES

FIELD	IDENTIFIER	DESCRIPTION
1	COST	defines COST index 1 to 25
2	CODE	defines 6 char. cost code
3	DATE	date of cost values, month/date/year
4		3 char. airport code and then cost value for each index.

If regional default cost values are used, defines 3 char. FAA regional code in field 4.

PFL PRESENT FUNCTIONAL LIFE

FIELD	IDENTIFIER	DESCRIPTION
1	FACILITY	FACILITY index
2	SERVYR	service year must be greater than 1 year
3	BANDWIDTH	BANDWIDTH index
4	FORECAST	FORECAST code

Controls the number of facilities that will be printed when the PFL program is run.

PAVDES PAVEMENT DESIGN

FIELD	IDENTIFIER	DESCRIPTION
1	FACILITY	FACILITY index
2	SERVYR	service year in 5, 10, 15 or 20 years
3	BANDWIDTH	BANDWIDTH index
4	FORECAST	FORECAST code

Controls the number of facilities which will be printed when the PAVDES program is run. Facility number may be repeated to get several different designs for the same facility.

OPERATIONAL AIRCRAFT CODE	AIRCRAFT RANGE	WEIGHTS	LOAD FACTOR
1 B747			
2 DC10/30			
3 DC10/10			
4 L1011			
5 DC8(B707)	LONG		MEDIUM
6 B720			
7 B727-200	MEDIUM		MEDIUM
8 B727-100	MEDIUM		MEDIUM
9 DC9(B737)	SHORT		MEDIUM
10 F27	SHORT		MEDIUM
11 DCX-200			
12 B757			
13 B767-200			
14 A300B4			
15 CØNCØRDE			
**			

FAA Form 1370-4 (3-71) SUPERSEDES FAA FORM 3047 U. S. GOVERNMENT PRINTING OFFICE: 1974 - 773-536/2077

REGISTRATION NO.	REGISTRATION CLASS	REGISTRATION VALUE	DATE	BTV
1	PCBT	46.00	10/01/77	46.00
2	FIAGT	5.50	10/01/77	5.50
3	CØAGT	5.75	10/01/77	5.75
4	ASCLT	78.00	10/01/77	78.00
5	HLBT	70.00	10/01/77	70.00
6	PØZBT	4.00	10/01/77	4.00
7	SFST	2.85	10/01/77	2.85
8	IWFAT	1.20	10/01/77	1.20
9	RSWLB	.36	10/01/77	.36
10	LBBM	.31	10/01/77	.31
11	CLHR	10.95	10/01/77	10.95
12	SLEHR	13.91	10/01/77	13.91

LISTING OF DEFAULT INPUTS

DICTIONARY OF COMPUTER PROGRAM CODES

FIELD	COLUMNS	DESCRIPTION
1	1-6	defines 6 character identifier
2	7-78	defines 72 character identifier description

Dictionary has several subgroups. The first card of subgroup has a blank identifier with the subgroup heading in field two. The last card of a subgroup is a blank card.

REGIONAL COST VALUES

FIELD	IDENTIFIER	DESCRIPTION
1	COST	defines cost index 1 to 25
2	CODE	defines 6 character cost code
3	DATE	date of cost values, month/date/year
4	REGION CODE	cost value for the region coded
5	REGION CODE	
6	REGION CODE	
7	REGION CODE	
8	REGION CODE	

There may be more than one data group. Each data group may have one or more regions. The region code is 4 characters long. The cost values of the last region on the last data group will be used in the computations. To use earlier defined regional cost values, the region to be the last region must be defined. See input for example, that the region ANE is defined to be the last region.

FACILITY TYPES

FIELD	IDENTIFIER	DESCRIPTION
1	TYPE	defines index 1 to 5
2	FACILITY	defines 2 character code
3	FACILITY	defines additional 2 character code
4	FACILITY	for example, the first two characters
5	FACILITY	of RUNWAY is the facility type code.
6	FACILITY	

BANDWIDTH FOR TRAFFIC DISTRIBUTION

FIELD	IDENTIFIER	DESCRIPTION
1	BANDWIDTH	defines bandwidth index 1 to 5
2+3	CODE	defines 12 character BANDWIDTH code
4	RW	bandwidth in feet
5	TW	bandwidth in feet
6	HP	bandwidth in feet

DYNAMIC INCREMENT OF AIRCRAFT VIBRATION

FIELD	IDENTIFIER	DESCRIPTION
1	DI	facility type location, keel or side
2	RW	dynamic increment, in g
3	TW	dynamic increment, in g
4	HP	dynamic increment, in g

VELOCITY OF AIRCRAFT

FIELD	IDENTIFIER	DESCRIPTION
1	VEL	facility type location, keel or side
2	RW	aircraft velocity in knots
3	TW	aircraft velocity in knots
4	HP	aircraft velocity in knots

AIRCRAFT DATA GROUP

FIELD	IDENTIFIER	DESCRIPTION
1	AIRCRAFT	defines index, 1 to 20
2	CODE	defines 9 char. AIRCRAFT code
3	MTOW	max. take-off weight, lbs.
4	MLRW	max. landing roll weight, lbs.
5	OEW	operational empty weight, lbs.
6	RANGE	range of aircraft, XLONG, LONG, MEDIUM, or SHORT

1	BLANK	
2	BLANK	
3	MLG	main landing gear weight as fraction of MTOW
4	WGT	single wheel weight as fraction of MTOW
5	PSI	tire pressure, psi
6	FREQ	natural frequency of rubber tire, Hz
7	NWHEEL	number of wheels of MLGS
8	XMAX	distance between outer wheels, inches.

1	BLANK	
2	BLANK	
3	WHEEL	NWHEEL transverse coordinates
4	X-COORD	number of cards is the integer of $(NWHEEL-1)/6$ plus 1.
5		
6		
7		
8		

1	BLANK	
2	BLANK	
3	WHEEL	NWHEEL longitudinal coordinates
4	Y-COORD	number of cards is the integer of $(NWHEEL-1)/6$ plus 1.
5		
6		
7		
8		

TOW AIRCRAFT TAKE-OFF WEIGHT

Columns 1-10 of 2nd heading card identifies the aircraft load factor;
Third heading card shows title of input listing RANGE OF AIRCRAFT.

FIELD	IDENTIFIER	DESCRIPTION
1	AIRCRAFT	define AIRCRAFT index
2	XLONG	aircraft weight in lbs. for load factor and range
3	LONG	aircraft weight in lbs. for load factor and range
4	MEDIUM	aircraft weight in lbs. for load factor and range
5	SHORT	aircraft weight in lbs. for load factor and range

FINANCIAL COST DATA

FIELD	IDENTIFIER	DESCRIPTION
1	FINANCE	blank
2	AIRB	annual interest rate of bond
3	ARCD	annual rate of cash discount
4	ASCC	annual escalation rate of construction cost
5	ASCMC	annual escalation rate of maintenance need
6	NBL	maturity of revenue bond in years
7	NSLP	mortgage payments of bond, in years

DEMAND FORECAST

FIELD	IDENTIFIER	DESCRIPTION
1	FORECAST	defines 6 char. FORECAST code
2	ADM	defines 6 char. ADM code
3	ATD	defines 6 char. ATD code

PFLDI, smoothness of pavement surface

FIELD	IDENTIFIER	DESCRIPTION
1	Col. 1-10	defines DI for deflection analysis
2	Col. 11-50	defines 40 char. smoothness description

DESIGN AIRCRAFT

FIELD	IDENTIFIER	DESCRIPTION
1	DESIGN	blank
2	AIRCRAFT	aircraft index to be used as design standard
3	WEIGHT	aircraft weight in lbs. to be used

CLASS, identification for design coefficients

FIELD	IDENTIFIER	DESCRIPTION
1	CLASS	defines CLASS index 1 to 20
2	CODE	defines 6 char. CLASS code
3	OVSFKL	overstress factor for keel
4	OVSFSD	overstress factor for side
5	STRESS	conversion factor from E-value to tensile stress
6	FATIST	coef. of fatigue stress
7	COVAR	coef. of variance
8	A1	coef. of transfer function (trans. to long def.)

1	BLANK	
2	BLANK	
3	A2	coef. of transfer function (trans. to long def.)
4	D1	coef. of transfer function (elastic to cumulative)
5	D2	coef. of transfer function (elastic to cumulative)
6	DC	coef. of contact rigidity

LAYER, identification for default E-value and Poisson's ratio

FIELD	IDENTIFIER	DESCRIPTION
1	LAYER	defines LAYER index 1 to 25
2	CODE	defines 6 char. LAYER code
3	EVALUE	default E-value of layer
4	POISSON	default Poisson ratio of layer; if blank default Poisson ratio will be computed from E-value
5	MOD(S)	mobilization and demobilization cost for small job
6	MOD(N)	mobilization and demobilization cost for normal size of work.

LAYER COST DATA GROUP

FIELD	IDENTIFIER	DESCRIPTION
1	LAYER	defines LAYER index
2	PCBT	coef. for computing unit price of the layer
3	FIAGT	
4	COACT	
5	ASCLT	
6	HLBT	
7	POZBT	
8	SFST	

Continuation Card

1	BLANK	
2	IWFAT	coef. for computing unit price of the layer
3	RSWLB	
4	LBBR	
5	CLHR	
6	SLEHR	

PAVEMENT DATE GROUP

FIELD	IDENTIFIER	DESCRIPTION
1	PAVEMENT	defines PAVEMENT index 1 to 20
2	CODE	defines 6 char. PAVEMENT code
3	LAYER	defines code of layer composition
4	THICKNESS	default thickness of layer, inches
5	EVALUE	if blank, use default E-value
6	POISSON	if blank, use default poisson

Last card in each defined pavement must have a layer code of SUB, PAV or PFLPAV. SUB defines new pavement on subgrade; PAV defines overlay pavement on existing pavement which is treated as one layer; PFLPAV defines overlay pavement on actual existing pavement.

DESIGN CHARTS - LAYER THICKNESSES

FIELD	IDENTIFIER	DESCRIPTION
1	ITERATE	blank
2	PAVEMENT	PAVEMENT index
3	LAYER	LAYER code
4	HMIN	min. thickness of design chart, inches
5	HMAX	max. thickness of design chart, inches
6	HSTEP	thickness increment of design chart, inches

NEW PAVEMENT ESUB GRID VALUES

FIELD	DESCRIPTION
1 to 8	subgrade E-values of design charts for new pavement and overlay pavements on actual existing pavement.

Continuation card also has same format.

number of cards = the integer of (number of E-values -1)/8 plus 1.

max. number of E-values = 20.

OVERLAY PAVEMENT EPAV GRID VALUES

FIELD	DESCRIPTION
1 to 8	E-values for overlay pavements on existing pavement which is treated as a single layer support.

Continuation card also has same format.

number of cards = the integer of (number of E-values -1)/8 plus 1.

max. number of E-values = 20.

Care should be taken in having E-values different from that of bottom layer of new pavements, i.e., the E-value of bottom layer of new pavement to be designed shall be different from the E-value of existing pavement.

CODES OF KEEL AND SIDE

FIELD	IDENTIFIER	DESCRIPTION
1	PAVEMENT	blank
2	NUMBER	blank
3	KEEL	defines pavement index for keel
4	SIDE	defines pavement index for side

EXISTING PAVEMENT DATA GROUP

FIELD	IDENTIFIER	DESCRIPTION
1	PFLPAV	defines PFLPAV index, 1 to 20
2	CODE	defines 6 char. PFLPAV code
3	LAYER	LAYER code
4	THICKNESS	thickness of layer, inches
5	EVALUE	if blank, default value is used
6	POISSON	if blank, default value is used

Each PFLPAV must end with a LAYER code SUB.

PFLPAV ESUB GRID VALUES

FIELD	DESCRIPTION
1 to 8	subgrade E-value for PFLPAV deflection and stress chart

Continuation card also has same format.

number of cards = the integer of (number of E-values -1)/8 plus 1.

max. number of E-values = 20.

PFLPAV DESIGN CHARTS CONTROL GROUP DATA

FIELD	IDENTIFIER	DESCRIPTION
1	PFLPAV	PFLPAV index
2	CLASS	CLASS code for design coefficients
3	LAYER FOR STR/MT	LAYER code for governing stress condition

PFLPAV IN AIRCRAFT EQUIVALENCY FOR PFL

FIELD	IDENTIFIER	DESCRIPTION
1	CLASS	CLASS index
2	PFLPAV FOR AND/ANS	PFLPAV index

PAVEMENT IN AIRCRAFT EQUIVALENCY FOR THICKNESS DESIGN

FIELD	IDENTIFIER	DESCRIPTION
1	CLASS	CLASS index
2	PAVEMENT	PAVEMENT index
3	PFLPAV FOR AND/ANS	PFLPAV index, (0 indicates subgrade)

Both PAVEMENT and PFLPAV indexes are used to define the representative pavement to be used in aircraft equivalency for thickness design.

DESIGN CHARTS FOR LIMITING DEFLECTION AND STRESS

FIELD	IDENTIFIER	DESCRIPTION
1	PAVEMENT	PAVEMENT index
2	PFLPAV	PFLPAV index
3	CLASS	CLASS code
4	LAYER FOR STR/MT	LAYER code for governing stress condition.

SITE ICC
LINE 1
DICTIONARY

A. TYPE OF PAVEMENT

AC ASPHALT PAVEMENT
ACC ASPHALT PAVEMENT WITH CTB
AC/AC ASPHALT OVERLAY ON EXISTING ASPHALT PAVEMENT
AC/CC ASPHALT OVERLAY ON EXISTING CONCRETE PAVEMENT
AC/CCA ASPHALT OVERLAY ON CONCRETE PAVEMENT
AC/PAV ASPHALT OVERLAY
CC CONCRETE PAVEMENT
CCA CONCRETE PAVEMENT WITH AGBS
CC/AC CONCRETE OVERLAY ON EXISTING ASPHALT PAVEMENT
CC/CC CONCRETE OVERLAY ON EXISTING CONCRETE PAVEMENT
CC/PAV CONCRETE OVERLAY
CCL ROLLED LEAN CONCRETE BASE PAVEMENT
LCF LIME-CEMENT-FLYASH PAVEMENT
LCFS LCF WITH INDUSTRY WASTE AS PAVEMENT AGGREGATE
LCF/ACLCF OVERLAY ON EXISTING ASPHALT PAVEMENT
LCF/CCLCF OVERLAY ON EXISTING CONCRETE PAVEMENT
LC/PAVLCF OVERLAY

B. PAVEMENT COMPONENTS

AGBS AGGREGATE BASE COURSE, P-206 TO P-214, P-217
ASBS ASPHALT BASE COURSE, P-201
ASIB ASPHALT TREATED BASE, P-215, P-216
ASTCP ASPHALT TCP COURSE, P-401, P-408
CTB CEMENT TREATED BASE, P-301, P-304
EXAC EXISTING ASPHALT LAYER
EXALL EXISTING ASPHALT OVERLAY
EXBSA EXISTING BASE OF ASPHALT PAVEMENT
EXBSC EXISTING BASE OF CONCRETE PAVEMENT
EXPC EXISTING PORTLAND CEMENT CONCRETE LAYER
EXPCO EXISTING PORTLAND CEMENT CONCRETE OVERLAY
LCFA LCF-A MIX WITH NATURAL AGGREGATE
LCFB LCF-B MIX WITH NATURAL AGGREGATE
LCFC LCF-C MIX WITH NATURAL AGGREGATE
LCFSA LCF-S-A MIX WITH INDUSTRY WASTE AGGREGATE
LCFSB LCF-S-B MIX WITH INDUSTRY WASTE AGGREGATE
LCFSC LCF-S-C MIX WITH INDUSTRY WASTE AGGREGATE
LTSUB LIME TREATED SUBGRADE, P-155
PAV EXISTING PAVEMENT
PCC PORTLAND CEMENT CONCRETE, P-501
PCCR REINFORCED PORTLAND CEMENT CONCRETE, P-501, P-610
PFLPAV EXISTING PAVEMENT
RLC ROLLED LEAN CONCRETE
SSBS SELECTED SUB-BASE, P-154
SUB SUBGRADE SUPPORT

C. PAVEMENT AREA

END END PORTION OF RUNWAY AT LANDING ROLL
HP HOLDING PAD
KEEL CENTER STRIP OF RUNWAY OR TAXIWAY
LCC LOCATION
MID MID PORTION OF RUNWAY OR TAXIWAY
RW RUNWAY
SCFC SIDE FACTOR FOR UNIFORM PAVEMENT CROSS-SECTION
SIDE SIDE STRIPS OF RUNWAY OR TAXIWAY
TC TOUCH DOWN AREA
TP TERMINAL
TW TAXIWAY
XTW CROSS TAXIWAY

D. FUNCTIONAL CONDITION FOR AIRCRAFT MOVEMENT

A1, A2 COEFFICIENTS OF TRANSFER FUNCTION (TRANSVERSE TO LONG. DEFLECTION)
AAND EQUIVALENT LOAD REPETITIONS OF ALL AIRCRAFT - DEFLECTION CRITERIA
AANS EQUIVALENT LOAD REPETITIONS OF ALL AIRCRAFT - STRESS CRITERIA
ANC EQUIVALENT LOAD REPETITIONS OF ONE TYPE OF AIRCRAFT - DEFLECTION
ANLA ANTICIPATED SERVICE LIFE IN LOAD REPETITIONS - DEFLECTION CRITERIA
ANS EQUIVALENT LOAD REPETITIONS OF ONE TYPE OF AIRCRAFT - STRESS CRITERIA
APX TRANSVERSE DIRECTION PROBABILITY DISTRIBUTION OF WHEEL LOAD
APY LONGITUDINAL DIRECTION PROBABILITY DISTRIBUTION OF LANDING IMPACT
CC COEFF. OF CONTACT RIGIDITY

DEF/DIPAVEMENT FUNCTION GOVERNED BY SURFACE DEFLECTION AND AIRCRAFT VIBRATION
 DEF/WZPAVEMENT FUNCTION GOVERNED BY SURFACE DEFLECTION
 U1,U2 COEFFICIENTS OF TRANSFER FUNCTION (ELASTIC TO CUMULATIVE DEFORMATION)
 U3 COEFFICIENT U2 AT INITIAL STAGE OF TRANSVERSE DEFORMATION FOR PFL STUDY
 ILS INSTRUMENT LANDING SYSTEM
 LIGHTSIN PAVEMENT LIGHTING SYSTEM
 NLRM NORMAL AIRPORT NAVIGATION SIGNS
 NSLP EFFECTIVE FUNCTIONAL(SERVICE) LIFE OF PAVEMENT, NUMBER OF YEARS
 PFL PRESENT FUNCTIONAL LIFE IN YEARS OF AIRCRAFT MOVEMENT(ANDA/AAND)
 PFLPAEXISTING PAVEMENT FOR PFL ANALYSIS
 STR/MIPAVEMENT FUNCTION GOVERNED BY WORKING STRESS AND MAINTENANCE NEEDS
 SERVYRDESIGN FUNCTIONAL(SERVICE) LIFE IN YEARS
 VISUALVISUAL LANDING SYSTEM
 >5.00 ANCA/AAND>5.

E. AIRCRAFT FILE

ALF AIRCRAFT LOAD FACTOR
 DJ DYNAMIC INCREMENT OF AIRCRAFT VIBRATION AT PAVEMENT-WHEEL INTERFACE
 EFW OPERATING EMPTY WEIGHT OF AIRCRAFT
 ESW EQUIVALENT SINGLE WHEEL LOAD
 ESWL EQUIVALENT SINGLE WHEEL LOAD
 FACTORINFLUENCE FACTOR OF ALL AIRCRAFT WHEELS
 FREQ NATURAL FREQUENCY OF AIRCRAFT GEAR SUPPORT ON PAVEMENT
 LRW LANDING ROLL WEIGHT
 MLG MAIN LANDING GEAR LOAD OF AIRCRAFT
 MLRW MAX. LANDING WEIGHT OF AIRCRAFT
 MTOW MAX. TAKE-OFF WEIGHT OF AIRCRAFT
 NWHEELNUMBER OF MLG WHEELS PER AIRCRAFT
 OEW OPERATIONAL EMPTY WEIGHT OF AIRCRAFT
 PLF BOARDING FACTOR
 PSI TIRE PRESSURE
 RADICSRADIUS OF CONTACT AREA OF AIRCRAFT MLG WHEEL
 RANGE DISTANCE RANGE OF AIRCRAFT(SHORT, MEDIUM, LONG)
 RGF RANGE FACTOR
 RPWT RAMP WEIGHT OF AIRCRAFT
 TOW TOUCH-DOWN WEIGHT
 TOW TAKE-OFF WEIGHT
 VEL VELOCITY OF AIRCRAFT EQUIVALENT TO FULL STATIC LOAD WITHOUT WING LIFT
 WGT WEIGHT OF MLG PER TIRE
 XMAX DISTANCE BETWEEN OUTERMOST WHEELS
 XNZ TRANSVERSE WHEEL SPACING OF THE LANDING GEAR

F. MATERIAL FILE

ACSTR ACTUAL WORKING TENSILE STRESS
 CVVAR COEFFICIENT OF VARIANCE - MATERIAL STRENGTH
 DRY DRY BASE
 EPAV E-VALUE OF EXISTING PAVEMENT
 ESUB E-VALUE OF SUBGRADE
 E-SUB E-VALUE OF PAVEMENT SUPPORT (SUBGRADE OR EXISTING PAVEMENT)
 FATISICEFFICIENT OF FATIGUE STRESS (LOG CYCLE)
 HSTRS STRESS AT DESIGN LAYER OF PAVEMENT MODEL FROM GELS
 INFI SEMI-INFINITE THICKNESS OF SUPPORT LAYER OF PAVEMENT MODEL
 NORM NORMAL DRY OPERATION
 QVSFKLCOVERSTRESS FACTOR FOR WHEEL OR OTHER UNDEFINED AREA
 QVSFSCOVERSTRESS FACTOR FOR SIDES
 SIGMA HORIZONTAL STRESS IN PAVEMENT COMPONENT
 SIGMAHORIZONTAL TENSILE STRESS IN PAVEMENT COMPONENT
 STRESSCONVERSION FACTOR E-VALUE TO TENSILE STRESS
 ULSTR ULTIMATE SAFE TENSILE STRESS
 WET WET BASE, OCCASIONALLY PAVED
 WCSTR SAFE WORKING TENSILE STRESS
 WZ SURFACE DEFLECTION OF PAVEMENT
 WZERU WZ AT X = 0, Y = 0
 ZDEF SURFACE DEFLECTION OF PAVEMENT MODEL FROM GELS

G. COST FILE

AIRB ANNUAL INTEREST RATE OF BOND
 AMC ANNUAL MAINTENANCE COST, \$/S.Y.
 ARCD ANNUAL RATE OF CASH DISCOUNT
 ASCCC RATE OF ANNUAL ESCALATION OF CONSTRUCTION COST
 ASCLT COST OF ASPHALT CIL, CAR LOAD PER TON

ASCMC RATE OF ANNUAL ESCALATION OF MAINTENANCE NEED
 CLHR RATE OF COMMON LABOR PER HOUR
 CCAGT COST OF COARSE AGGREGATE PER TON
 FIAGT COST OF FINE AGGREGATE PER TON
 HLBT COST OF HYDRATED LIME, BULK PER TON
 ICC INITIAL CONSTRUCTION COST OF TOTAL PAVEMENT, \$/S-Y.
 IWFAT COST OF INDUSTRY WASTE FINE AGGREGATE PER TON
 LEBM COST OF CONSTRUCTION LUMBER PER BOARD MEASURE
 MCC MOBILIZATION AND DEMOBILIZATION COST OF MATERIAL PROCESSING FACILITIES
 MD(N)MED FOR NORMAL SIZE OF RUNWAY AND TAXIWAY CONSTRUCTION
 MD(S)MED FOR SMALL SIZE OF CONSTRUCTION PROGRAM
 NBL MATURITY OF REVENUE BOND, NUMBER OF YEARS
 PCBT COST OF PORTLAND CEMENT, BULK PER TON
 PCV PRESENT CASH VALUE OF TOTAL PAVEMENT DURING SERVICE LIFE, \$/S-Y.
 PLZBT COST OF POZZOLAN OR FLYASH, BULK PER TON
 RSWLB COST OF REINFORCING STEEL (WIRE MESH) PER POUND
 SFST COST OF SELECTED FILL SAND PER TON
 SLEHR RATE OF SKILLED EQUIPMENT OPERATOR PER HOUR
 WAPCV WEIGHTED AVERAGE OF PRESENT CASH VALUE

H. NDT DATA FILE

AREA-EMEAN VALUE MINUS ONE STANDARD DEVIATION OF A GROUP OF E-VALUE
 C CENTER LINE
 CALIB THE CALIBRATION IDENTIFICATION NUMBER
 DSP(W)DYNAMIC STIFFNESS MODULUS DEFINED BY WES
 DSM(I)F(I)/Z(I) AT FIRST RESONANCE
 EVAL MODULUS OF ELASTICITY OF RESPONSE SYSTEM IN NDT PROGRAM
 EVALUEMODULUS OF ELASTICITY OF RESPONSE SYSTEM IN NDT PROGRAM
 F(I) FORCING FUNCTION, DOUBLE AMPLITUDE IN POUNDS
 HSTEP FREQUENCY SCALE OF FREQUENCY RESPONSE PLOT, Z(I)/F(I) VS H(I)
 H(I) FREQUENCY OF FORCING FUNCTION IN HZ AT ITH TEST
 H(I) H(I) AT FIRST RESONANCE, FZ
 L LEFT OF CENTER LINE
 NDT NONDESTRUCTIVE TEST
 R RIGHT OF CENTER LINE
 SLMZ STATIC SURFACE DEFLECTION AS COMPUTED BY NDT PROGRAM
 Z(I) DYNAMIC RESPONSE OF SUB OR PAV IN INCH AT ITH TEST
 Z(N) DYNAMIC RESPONSE AT CUT-OFF HIGH FREQUENCY TEST

I. FORECAST FILE

ADM AVERAGE DAILY MOVEMENT
 ADMAPCAVERAGE DAILY MOVEMENT PREPARED BY AIRPORT OPERATOR
 ADMATAAVERAGE DAILY MOVEMENT PREPARED BY ATA
 ADMFAAAVERAGE DAILY MOVEMENT PREPARED BY FAA
 ADMUGAVERAGE DAILY MOVEMENT SUGGESTED FOR PAVEMENT DESIGN
 AIC AIRPORT TRAFFIC DISTRIBUTION
 AIDAPCAIRPRT TRAFFIC DISTRIBUTION PREPARED BY AIRPORT OPERATOR
 AIDUGAIRPRT TRAFFIC DISTRIBUTION SUGGESTED FOR PAVEMENT DESIGN
 ATM AIRCRAFT TRAFFIC MOVEMENTS
 FAM FORECAST OF AIRCRAFT MOVEMENT
 FAMAPCFRECAST OF AIRCRAFT MOVEMENT PREPARED BY AIRPORT OPERATOR
 FAMATAFRECAST OF AIRCRAFT MOVEMENT PREPARED BY AIR TRANSPORT ASSOCIATION
 FAMUGFRECAST OF AIRCRAFT MOVEMENT SUGGESTED FOR PAVEMENT DESIGN
 FAM/2 ONE HALF VOLUME OF FAM FOR PAVEMENT DESIGN
 FAM*2 DOUBLE VOLUME OF FAM FOR PAVEMENT DESIGN

J. COMPUTER PROGRAMS

CED COMPUTED ENGINEERING DATA
 CCBEN COST BENEFIT PROGRAM
 INPLT SUMMARY OF ALL INPUT PARAMETERS
 GELS GENERAL EQUILIBRIUM LAYER SYSTEM PROGRAM
 MWPRTSUMMARY OF FAM STRESSES AND DEFLECTIONS FROM GELS
 MWPRTSUMMARY OF FFL STRESSES AND DEFLECTIONS FROM GELS
 MWPRT SUMMARY OF PAVEMENT DESIGN THICKNESSES FROM GELS
 NDT NONDESTRUCTIVE TEST PROGRAM
 PAVGESPAVEMENT DESIGN PROGRAM
 PRDICTSUMMARY OF ALL DICTICARIES

K. FAA REGIONS

ACE FAA CENTRAL REGION
 AEA FAA EASTERN REGION

AEL FAA EUROPEAN REGION
 AGL FAA GREAT LAKES REGION
 ANE FAA NEW ENGLAND REGION
 ANW FAA NORTHWEST REGION
 ARM FAA ROCKY MOUNTAIN REGION
 ASC FAA SOUTHERN REGION
 ASW FAA SOUTHWEST REGION
 AWE FAA WESTERN REGION

L. PFLPAV, EXISTING PAVEMENTS

AC1 3 IN. EXAC
 AC2 6 IN. EXAC
 AC3 9 IN. EXAC
 AC4 12 IN. EXAC
 AC5 16 IN. EXAC
 AC6 20 IN. EXAC
 CC1 8 IN. EXPC
 CC2 10 IN. EXPC
 CC3 12 IN. EXPC
 CC4 14 IN. EXPC
 CC5 15 IN. EXPC
 CC6 16 IN. EXPC
 CC7 17 IN. EXPC
 CC1 4 IN. EXACOV GN 8 IN. EXPC
 CC2 4 IN. EXACOV GN 10 IN. EXPC
 CC3 4 IN. EXACOV GN 12 IN. EXPC
 CC4 6 IN. EXACOV GN 10 IN. EXPC
 CC5 6 IN. EXACOV GN 12 IN. EXPC
 CC6 6 IN. EXPCOV GN 10 IN. EXPC
 CC7 6 IN. EXPCOV GN 12 IN. EXPC

**
REGIONAL COST VALUES

CCST	CGDE	DATE	ASU	ANE	AGL	ASW
1	PCBT	11/09/78	43.50	43.00	50.00	52.60
2	FIAGT	11/09/78	4.51	4.75	2.50	4.50
3	CCAGT	11/09/78	5.35	4.00	3.50	7.21
4	ASCLT	11/09/78	80.00	85.00	82.00	83.00
5	HLBT	11/10/78	82.50	82.50	77.00	82.50
6	PCZBT	11/10/78	3.85	4.55	3.30	19.80
7	SFST	11/10/78	3.30	3.30	2.75	3.30
8	INFAT	11/10/78	2.20	2.20	2.20	2.20
9	RSWLB	11/10/78	.396	.418	.396	.396
10	LBM	11/05/78	.368	.390	.415	.398
11	CLHR	11/02/78	7.03	9.28	10.88	7.02
12	SLEHR	11/02/78	10.07	13.76	13.80	11.05

**
REGIONAL COST VALUES

CCST	CGDE	DATE	ARM	ACE	ANE	AEA	ANW
1	PCBT	11/09/78	51.30	46.55	58.00	40.29	58.20
2	FIAGT	11/09/78	7.00	3.25	5.55	5.25	6.55
3	CCAGT	11/09/78	5.00	3.50	5.55	6.20	8.15
4	ASCLT	11/09/78	72.50	75.00	71.00	81.00	75.00
5	HLBT	11/10/78	88.00	82.50	88.00	82.50	88.00
6	PCZBT	11/10/78	5.50	3.85	27.50	4.40	30.80
7	SFST	11/10/78	3.30	2.75	3.85	3.85	4.40
8	INFAT	11/10/78	2.20	2.20	2.75	2.75	3.30
9	RSWLB	11/10/78	.418	.407	.418	.407	.418
10	LBM	11/05/78	.340	.420	.362	.344	.315
11	CLHR	11/02/78	8.84	11.20	12.86	12.83	12.07
12	SLEHR	11/02/78	11.05	14.15	16.19	15.25	14.71

**

TYPE	FACILITY	FACILITY	FACILITY	FACILITY	FACILITY
1	Rn	HLNWAY			
2	Tn	TAXIWAY	Xtn		
3	HP	APRON	GATE	TM	

**

BANDWIDTH	CGDE1	CGDE2	Rn	Tn	HP
1	NCRN/VISUAL		40.	16.	16.
2	LIGHTS/ILS		20.	10.	16.

**

CI	Rn	Th	HP				
KEEL	.12	.12	.15				
SIDE	.18	.18	.18				
**							
VEL	Rn	Th	HP				
KEEL	145.	50.	50.				
SIDE	145.	50.	50.				
**							
AIRCRAFT	COCE	MTGW	MLRW	OEW	RANGE	NWHEEL	XMAX
		MLG	WGT	PSI	FREQ		
		WHEEL	X-CCGRD				
		WHEEL	Y-CCGRD				
1	B747	710000.	564000.	353000.	LONG		
		.2336	.0584	185.	1.2	16	478.
		.0	-44.	.0	-44.	106.	150.
		106.	150.	-142.	-186.	-142.	-186.
		248.	292.	248.	292.		
		.0	.0	-58.	-58.	.0	.0
		-58.	-58.	53.	63.	121.	121.
		63.	63.	121.	121.		
2	DC10/30	555000.	403000.	264000.	LCNG		
		.3772	.0943	170.	1.1	10	474.
		.0	-54.	.0	-54.	366.	420.
		366.	420.	164.	202.		
		.0	.0	64.	64.	0.	0.
		64.	64.	2.	2.		
3	DC10/10	430000.	364000.	235000.	LCNG		
		.4700	.1175	170.	1.1	8	474.
		0.	-54.	0.	-54.	366.	420.
		366.	420.				
		0.	0.	64.	64.	0.	0.
		64.	64.				
4	L1011	426000.	358000.	234000.	LCNG		
		.4743	.1186	180.	1.1	8	484.
		0.	-52.	0.	-52.	380.	432.
		380.	432.				
		0.	0.	70.	70.	0.	0.
		70.	70.				
5	DC8(B707)	355000.	298000.	159000.	LCNG		
		.4808	.1202	185.	1.4	8	282.
		0.	-32.	0.	-32.	218.	250.
		218.	250.				
		0.	0.	55.	55.	0.	0.
		55.	55.				
6	B720	210000.	168000.	128000.	MEDIUM		
		.4800	.1200	145.	1.4	8	295.
		0.	-32.	0.	-32.	231.	263.
		231.	263.				
		0.	0.	49.	49.	0.	0.
		49.	49.				
7	B727-200	172000.	150000.	97000.	MEDIUM		
		.4618	.2309	170.	1.6	4	259.
		0.	-34.	191.	225.		
		0.	0.	0.	0.		
8	B727-100	150000.	132000.	95000.	MEDIUM		
		.4618	.2309	170.	1.6	4	259.
		0.	-34.	191.	225.		
		0.	0.	0.	0.		
9	DC9(B737)	100000.	86000.	65000.	SHORT		
		.4400	.2200	150.	1.4	4	223.
		0.	-26.	171.	197.		
		0.	0.	0.	0.		
10	F27	40000.	36000.	29000.	SHORT		
		.4200	.2100	110.	1.5	4	300.5
		0.	-17.5	265.5	283.		
		0.	0.	0.	0.		

11	CCX-200	382000. .4700 0. 366. 0. 64.	310000. .1175 -54. 420. 0. 64.	200000. 170. 0. 64.	LCNG 1.1 -54. 64.	8 366. 0.	474. 420. 0.
12	B757	220000. .4700 0. 251. 0. 45.	193000. .1175 -34. 285. 0. 45.	145000. 158. 0. 45.	MEDIUM 1.5 -34. 45.	8 251. 0.	319. 265. 0.
13	B767-200	280000. .4800 0. 292. 0. 56.	255000. .1200 -48. 340. 0. 56.	173000. 185. 0. 56.	MEDIUM 1.2 -48. 56.	8 292. 0.	388. 340. 0.
14	A300B4	347000. .4680 0. 340. 0. 60.	295000. .1155 -38. 378. 0. 60.	199000. 171. 0. 60.	MEDIUM 1.1 -38. 60.	8 340. 0.	416. 378. 0.
15	CCNCRDE	376000. .4760 0. 277.75 0. 65.5	240000. .1150 -26.25 304. 0. 65.5	166000. 184. 0. 65.5	XLONG 1.2 -26.25 65.5	8 277.75 0.	330.25 304. 0.

**

TC_H AIRCRAFT TAKE-OFF WEIGHTS
HIGH AIRCRAFT LOAD FACTOR
RANGE OF AIRCRAFT

AIRCRAFT	XLCAG	LCNG	MEDIUM	SHORT
1	710000.	615000.	530000.	530000.
2	555000.	515000.	420000.	420000.
3	430000.	390000.	360000.	360000.
4	426000.	350000.	340000.	340000.
5	355000.	325000.	280000.	280000.
6	220000.	220000.	220000.	200000.
7	170000.	170000.	170000.	157000.
8	150000.	150000.	150000.	135000.
9	100000.	100000.	100000.	100000.
10	50000.	50000.	50000.	50000.
11	350000.	350000.	300000.	300000.
12	218000.	218000.	218000.	198000.
13	270000.	270000.	270000.	248000.
14	333000.	333000.	333000.	303000.
15	355000.	355000.	313000.	313000.

**

TC_M AIRCRAFT TAKE-OFF WEIGHTS
MEDIUM AIRCRAFT LOAD FACTOR
RANGE OF AIRCRAFT

AIRCRAFT	XLCAG	LCNG	MEDIUM	SHORT
1	615000.	530000.	530000.	530000.
2	515000.	420000.	420000.	420000.
3	390000.	360000.	360000.	360000.
4	350000.	340000.	340000.	340000.
5	325000.	280000.	280000.	280000.
6	220000.	220000.	220000.	200000.
7	170000.	170000.	170000.	157000.
8	150000.	150000.	135000.	135000.
9	100000.	100000.	100000.	85000.
10	50000.	50000.	50000.	40000.
11	350000.	300000.	300000.	300000.
12	218000.	218000.	198000.	198000.
13	270000.	270000.	248000.	248000.
14	333000.	333000.	303000.	303000.
15	313000.	313000.	313000.	313000.

**

FINANCE AIRR ARCD ASCCC ASCMC NBL NSLP
 .08 .10 .09 .02 30. 20.

**
 FCRECAST ADM ATD
 FAMSUG ACMSUG ATDSUG
 FAMAPC ACMAPC ATCAPC
 FAMATA ADMATA ATGATA
 **

PFLDI
 .12 SMOOTH PAVEMENT SURFACE
 .1E CPLEKATIONAL SURFACE
 .25 UPPER LIMIT OF ROUGHNESS TOLERANCE
 .3C MAJOR REHABILITATION REQUIRED
 **

DESIGN AIRCRAFT WEIGHT
 7 170000.

CLASS	CODE	OVSEKL	OVSFSD	STRESS	FATIST	CCVAR	A1
		A2	C1	C2	DC		
1	LCF	1.0	1.3333	.38	.092	.15	2.80
		.C125	.54	2.00	.90		
2	AC	0.9	1.2	.65	.086	.12	2.30
		.C170	.46	2.00	1.00		
3	CC	1.0	1.3333	.40	.082	.10	2.95
		.C104	.61	2.00	.62		
4	LC/PAV	1.0	1.3333	.38	.092	.15	2.80
		.C125	.54	2.00	.90		
5	AC/PAV	0.9	1.2	.65	.086	.12	2.30
		.C170	.46	2.00	.90		
6	CC/PAV	1.0	1.3333	.40	.082	.10	2.95
		.C104	.61	2.00	.62		
7	LCL	1.0	1.3333	.40	.084	.12	2.80
		.C125	.58	2.00	.90		
8	AC/AC	0.9	1.2	.65	.086	.12	2.30
		.C170	.46	2.00	1.00		
9	AC/CC	1.0	1.3333	.40	.082	.10	2.65
		.C130	.58	2.00	.90		
10	CC/AC	1.0	1.3333	.40	.082	.10	2.95
		.C104	.61	2.00	.62		
11	CC/CC	1.0	1.3333	.40	.082	.10	2.95
		.C104	.61	2.00	.62		

LAYER	CODE	EVALUE	PCISSON	MCD(S)	MCD(N)
1	ASTLP	200000.		.0029	.0016
2	LCFA	1100000.		.0004	.0019
3	LCFB	600000.		.0051	.0015
4	LCFC	400000.		.0051	.0015
5	SUB	8000.		.0009	.0005
6	PAV	600000.		.0009	.0005
7	PCCR	5000000.		.0065	.0032
8	PCC	4000000.		.0054	.0027
9	KLC	1500000.		.0043	.0022
10	CTB	2000000.		.0038	.0019
11	ASJS	150000.		.0026	.0014
12	ASTB	60000.		.0020	.0011
13	AGBS	40000.		.0017	.0010
14	SSBS	20000.		.0015	.0008
15	LTSLB	15000.		.0028	.0015
16	EXPCCV	4500000.		.0	.0
17	EXALCV	180000.		.0	.0
18	EXPC	3000000.		.0	.0
19	EXAC	140000.		.0	.0
20	EXBSC	30000.		.0	.0
21	EXBSA	50000.		.0	.0
22	PFLPAV	60000.		.0009	.0005

LAYER	PCBT	FIAGT	CCAGT	ASCLT	HLBT	PCZBT	SFST
1	INFAT	RSwLB	LBBM	CLHR	SLEPR		
1	.C	.0235	.0500	.0051	.0	.0	.0
2	.0	.C	.0	.0112	.0217		
2	.0007	.C	.0200	.0	.0020	.CC67	.0374
3	.C	.C	.0	.0027	.0102		
3	.0006	.C	.0064	.C	.0016	.CC74	.0460
4	.0	.C	.C	.0027	.0088		
4	.0005	.C	.C	.0	.0013	.CC73	.0516
5	.0	.C	.0	.0027	.0088		
5	.0	.C	.C	.0	.0	.0	.0
6	.0	.C	.0	.0048	.0222		
6	.0	.C	.C	.0	.0	.C	.0
7	.0	.C	.0	.0024	.0111		
7	.0102	.C181	.C433	.0	.0	.0	.C
8	.0	.E440	.1430	.C321	.0127		
8	.0102	.C181	.C433	.C	.0	.C	.0
9	.0	.C	.1430	.C321	.0127		
9	.0051	.0181	.C433	.C	.0	.C	.0
10	.C	.C	.0	.0139	.0171		
10	.0051	.C	.0	.0	.0	.C	.0596
11	.C	.C	.C	.0036	.0110		
11	.0	.C235	.C500	.0037	.0	.0	.0
12	.0	.C	.C	.0112	.0217		
12	.0	.C	.0	.0025	.0	.0	.0593
13	.0	.C	.C	.0042	.0110		
13	.0	.0	.0704	.0	.0	.0	.0
14	.0	.C	.0	.0016	.0074		
14	.0	.C	.0	.0	.0	.0	.0651
15	.C	.C	.C	.0016	.0074		
15	.0	.C	.C	.0	.0024	.0	.0
16	.0	.C	.C	.0036	.0095		
16	.0	.C	.C	.0	.0	.0	.0
17	.0	.C	.C	.0032	.0127		
17	.0	.C	.C	.C	.0	.0	.0
18	.0	.C	.0	.0032	.0100		
18	.C	.C	.C	.0	.0	.0	.C
19	.0	.C	.0	.0032	.0127		
19	.J	.C	.C	.0	.0	.C	.C
20	.0	.C	.C	.0032	.0100		
20	.0	.C	.C	.C	.0	.0	.C
21	.0	.C	.0	.0016	.0074		
21	.C	.C	.C	.0	.0	.0	.0
22	.0	.C	.0	.0016	.0074		
22	.0	.C	.C	.0	.0	.0	.C
22	.0	.C	.0	.0024	.0111		

PAVEMENT	CODE	LAYER	THICKNESS	EVALUE	PCISSGN
1	LCF	ASTLP	3.		
		LCFA	6.		
		LCFB	6.		
		LCFC	9.		
		SUB			
2	AL	ASTCP	2.		
		ASBS	16.		
		AGBS	6.		
		SUB			
3	CC	PCC	12.		
		CTB	6.		
		SSBS	8.		
		SUB			
4	LC/PAV	ASTCP	3.		
		LCFA	12.		
		PAV			
5	AC/PAV	ASTCP	1.		
		ASBS	8.		
		PAV			
6	CC/PAV	PCCR	9.		
		ASTCP	1.		
		PAV			
7	CCL	PCC	8.		
		RLC	6.		
		SSBS	6.		
		SUB			
8	AC/PAV	ASTCP	1.		
		ASBS	8.		
		PFLPAV			

**

ITERATE	PAVEMENT	LAYER	HMIN	HMAX	HSTEP
	1	LCFC	1.	25.	2.
	2	ASBS	1.	31.	2.5
	3	PCC	4.	18.	1.
	4	LCFA	1.	19.	1.5
	5	ASBS	1.	29.	2.
	6	PCCR	4.	18.	1.
	7	RLC	4.	12.	1.
	8	ASBS	1.	29.	2.

**

NEW PAVEMENT ESUB GRID EVALUES

1000.	1500.	2000.	3000.	4000.	6000.	8000.	12000.
16000.	25000.	35000.	50000.	70000.	100000.		

**

OVERLAY PAVEMENT EPAV GRID EVALUES

10000.	15000.	20000.	30000.	40000.	60000.	80000.	120000.
160000.	250000.	350000.	500000.	700000.	1000000.		

**

PAVEMENT NUMBER	KEEL	SIDE
	1	1
	2	2
	3	3
	7	7
	4	4
	8	8
	6	6
	1	8
	3	8
	7	

**

PFLPAV	CODE	LAYER	THICKNESS	EVALUE
1	AC1	EXAC	3.	
		EXBSA	6.	
		SUB		
2	AC2	EXAC	6.	
		EXBSA	6.	
		SUB		
3	AC3	EXAC	9.	
		EXBSA	6.	
		SUB		
4	AC4	EXAC	12.	
		EXBSA	6.	
		SUB		
5	AC5	EXAC	16.	
		EXBSA	6.	
		SUB		
6	AC6	EXAC	20.	
		EXBSA	6.	
		SUB		
7	CC1	EXPC	8.	
		EXBSC	8.	
		SUB		
8	CC2	EXPC	10.	
		EXBSC	8.	
		SUB		
9	CC3	EXPC	12.	
		EXBSC	8.	
		SUB		
10	CC4	EXPC	14.	
		EXBSC	8.	
		SUB		
11	CC5	EXPC	15.	
		EXBSC	8.	
		SUB		
12	CC6	EXPC	16.	
		EXBSC	8.	
		SUB		
13	CC7	EXPC	17.	
		EXBSC	8.	
		SUB		
14	CC1	EXACGV	4.	
		EXPC	8.	
		EXBSC	8.	
		SUB		
15	CC2	EXACGV	4.	
		EXPC	10.	
		EXBSC	8.	
		SUB		
16	CC3	EXACGV	4.	
		EXPC	12.	
		EXBSC	8.	
		SUB		
17	CC4	EXALGV	6.	
		EXPC	10.	
		EXBSC	8.	
		SUB		
18	CC5	EXACGV	6.	
		EXPC	12.	
		EXBSC	8.	
		SUB		
19	CC6	EXPCGV	6.	
		EXACGV	1.	
		EXPC	10.	
		EXBSL	8.	
		SUB		
20	CC7	EXPCGV	6.	
		EXACGV	1.	
		EXPC	12.	
		EXBSC	8.	
		SUB		

••

PFLPAV ESUB GRID VALUES

2000. 3000. 4000. 6000. 8000. 12000. 16000. 25000.
 35000. 45000. 70000. 100000.

**

PFLPAV	CLASS	LAYER FLR	STR/MT
1	AC	EXBSA	
2	AC	EXAC	
3	AC	EXAC	
4	AC	EXAC	
5	AC	EXAC	
6	AC	EXAC	
7	CC	EXPC	
8	CC	EXPC	
9	CC	EXPC	
10	CC	EXPC	
11	CC	EXPC	
12	CC	EXPC	
13	CC	EXPC	
14	AC/CC	EXPC	
15	AC/CC	EXPC	
16	AC/CC	EXPC	
17	AC/CC	EXPC	
18	AC/CC	EXPC	
19	CC/CC	EXPC	
20	CC/CC	EXPC	

**

CLASS	PFLPAV FOR AND/ANS
2	3
3	9
5	16
11	19

**

CLASS	PAVEMENT	PFLPAV FOR AND/ANS
1	1	0
2	2	0
3	3	0
4	4	0
5	5	0
6	6	0
7	7	0
8	8	3
9	8	9

**

PAVEMENT	PFLPAV	CLASS	LAYER FOR STR/MT
1	0	LCF	LCFC
2	0	AC	ASBS
3	0	CC	PCC
4	0	LC/PAV	LCFA
5	0	AC/PAV	ASBS
6	0	CC/PAV	PCCR
7	0	CCL	RLC
8	1	AC/AC	EXAC
8	2	AC/AC	EXAC
8	12	AC/CC	EXPC
8	14	AC/CC	EXPC
8	9	AC/CC	EXPC
8	11	AC/CC	EXPC
8	13	AC/CC	EXPC
8	17	AC/CC	EXPC
8	3	AC/AC	EXAC
8	4	AC/AC	EXAC
8	5	AC/AC	EXAC
8	10	AC/CC	EXPC
8	6	AC/AC	EXAC
8	7	AC/CC	EXPC
8	8	AC/CC	EXPC
8	15	AC/CC	EXPC
8	16	AC/CC	EXPC
8	18	AC/CC	EXPC
8	19	AC/CC	EXPC
8	20	AC/CC	EXPC

**

COMPUTED DATA INPUTS

GELS/NDT3 for each PFLPAV in design charts control group data.

FIELD	DESCRIPTION
1	number of thickness
2	number of PFLPAV E-values

Continuation card or cards

1 to 8 surface deflection of PFLPAV under a single wheel having tire pressure = 200 psi and radius 9 inches
number of cards = the integer of (number of E-values -1)/8 plus 1.

Continuation card or cards

1 to 8 tensile stress in the governing layer under the same single wheel for deflection.
number of cards = the integer of (number of E-values -1)/8 plus 1.

GELS/PFLN for each PFLPAV in design charts control group data.

FIELD	DESCRIPTION
1	number of layer thickness
2	number of PFLPAV E-values

Continuation card or cards

1 to 8 surface deflection of PFLPAV under all wheels of design aircraft.
number of cards = the integer of (number of E-values -1)/8 plus 1.

Continuation card or cards

1 to 8 tensile stress in governing layer under all wheels of design aircraft.
number of cards = the integer of (number of E-values -1)/8 plus 1.

GELS/PFLD for each CLASS under Design Aircraft.

FIELD	DESCRIPTION
1	surface deflection of PFLPAV under all wheels of design aircraft
2	tensile stress in governing layer of PFLPAV under all wheels of design aircraft.

Continuation Card

1 surface deflection of PFLPAV under one wheel of design aircraft
2 tensile stress in governing layer of PFLPAV under one wheel of design aircraft.

Continuation of 2-card sets for classes defined in the default file.

GELS/PFL for each PFLPAV under operational aircraft.

FIELD	DESCRIPTION
1	number of AIRCRAFT

for each AIRCRAFT, RANGE, and LOAD FACTOR

1	surface deflection of PFLPAV under all wheels of TOW
2	surface deflection of PFLPAV under all wheels of LRW
3	surface deflection of PFLPAV under all wheels of TDW
4	layer stress of PFLPAV under all wheels of TOW
5	layer stress of PFLPAV under all wheels of LRW
6	layer stress of PFLPAV under all wheels of TDW

Continuation card in same format shows surface deflection and stress under one wheel of AIRCRAFT.

The data set for each aircraft consists of eight subsets of data for four ranges of operation and two classifications of load factor, in the following orders:

RANGE	LOAD FACTOR
XLONG	HIGH
LONG	HIGH
MEDIUM	HIGH
SHORT	HIGH
XLONG	MEDIUM
LONG	MEDIUM
MEDIUM	MEDIUM
SHORT	MEDIUM

For each PFLPAV, the total number of data sets is equal to the number of aircraft defined.

GELS/FAMD for each PAVEMENT under design aircraft.

FIELD	DESCRIPTION
1	surface deflection of PAVEMENT under all wheels of design aircraft weight.
2	layer stress of PAVEMENT or PFLPAV under all wheels of design aircraft.

Continuation card, same as above, except surface deflection or layer stress under one wheel of design aircraft.

GELS/FAM for each PAVEMENT under operational aircraft.

FIELD	DESCRIPTION
1	number of AIRCRAFT

for each AIRCRAFT, RANGE, and LOAD FACTOR

1	surface deflection under wheel (0,0) due to all wheels of TOW
2	surface deflection under wheel (0,0) due to all wheels of LRW
3	surface deflection under wheel (0,0) due to all wheels of TDW
4	layer stress under wheel (0,0) due to all wheels of TDW
5	layer stress under wheel (0,0) due to all wheels of LRW
6	layer stress under wheel (0,0) due to all wheels of TDW

Continuation card is exactly the same except surface deflection or layer stress under one wheel of operational aircraft. There are sets of data for each class of pavements. Subset data for each aircraft are similar to GELS/PFL.

GELS/HDES for each PAVEMENT/PFLPAV in design charts

FIELD	DESCRIPTION
1	number of layer thicknesses to be iterated
2	number of E-values

for each thickness

1 to 8 surface deflection under wheel (0,0) due to all wheels of design aircraft
number of cards = the integer of (number of E-values -1)/8 plus 1.
Number of sets = number of layer thickness to be iterated.

for each thickness

1 to 8 tensile stress in governing layer under wheel (0,0) due to all wheels of design aircraft.
number of cards = the integer of (number of E-values -1)/8 plus 1.
There are sets of data for each PAVEMENT/PFLPAV combination defined in the default input file for design charts.

GELS	NOT3								
1	12								
C.484288	J.367159	C.301377	C.228033	C.187158	0.142052	C.117210	0.087903		
C.071678	0.062120	0.045477	0.042216						
329.908	279.014	243.886	154.054	159.736	113.800	83.746	42.653		
16.847	0.648	-21.661	-34.545						
1	12								
C.368822	C.281887	C.232806	0.177917	0.147254	0.113310	C.094562	0.072338		
C.055939	J.052633	C.042873	C.037216						
170.014	153.589	141.874	125.489	114.138	98.910	88.925	75.287		
66.781	61.503	54.405	50.456						
1	12								
C.294674	C.227017	C.188631	C.145447	0.121211	0.094291	0.079383	0.061663		
C.051741	0.045852	C.037593	C.033438						
175.001	159.770	148.417	132.552	121.569	106.780	96.992	83.400		
74.704	69.171	61.453	56.954						
1	12								
C.245421	C.190063	0.158862	0.123725	0.103913	0.081717	0.065420	0.054751		
C.046514	0.041509	C.035006	0.031248						
149.226	130.047	127.380	114.182	104.935	92.381	84.006	72.243		
64.600	59.070	52.666	48.483						
1	12								
C.203225	C.157270	C.131935	0.103767	0.087956	0.070267	0.060381	0.048526		
C.041956	C.037966	C.032608	C.029364						
112.770	104.081	97.458	87.802	80.759	71.076	64.475	55.082		
48.884	44.835	38.996	35.439						
1	12								
C.177095	C.136452	C.114454	C.090450	0.077176	0.062432	0.054204	0.044221		
C.038612	0.035162	C.030736	0.028093						
85.163	78.919	74.216	67.173	61.952	54.500	49.322	41.803		
36.762	33.437	28.587	25.554						
1	12								
C.159651	C.119252	C.097571	C.074122	0.061255	0.047058	0.039176	0.029737		
C.024414	0.021240	C.016982	0.014456						
874.386	831.555	800.047	753.566	719.454	671.159	638.018	590.419		
558.837	538.014	507.315	487.760						
1	12								
0.136819	C.100917	0.081700	0.061259	0.050279	0.038428	0.031955	0.024257		
C.015912	J.017308	C.013750	C.011718						
625.499	595.435	574.988	546.097	525.038	454.565	472.812	440.188		
417.550	402.300	379.236	364.249						
1	12								
C.120844	0.088982	C.071668	0.053136	0.043252	0.032720	0.027073	0.020476		
C.016751	0.014590	C.011606	C.009845						
473.064	447.821	431.885	410.922	396.456	375.952	361.334	338.753		
322.584	311.287	293.715	281.942						
1	12								
C.107609	C.079978	C.064484	C.047614	0.038529	0.028869	0.023730	0.017809		
C.014553	C.012627	0.010033	0.008507						
373.866	351.047	337.079	319.658	308.421	293.267	282.735	266.622		
254.862	246.459	233.136	223.902						
1	12								
C.101460	C.076013	C.061462	C.045408	0.036691	0.027390	0.022446	0.016766		
C.013665	0.011840	C.009398	0.007964						
336.721	314.906	301.564	285.208	274.852	261.307	252.105	238.198		
228.072	220.840	209.173	201.007						
1	12								
C.095835	0.072248	C.058649	0.043424	0.035077	0.026117	0.021344	0.015866		
C.012893	C.011157	C.008838	0.007482						
305.510	284.601	271.793	256.205	246.516	234.143	225.932	213.737		
204.927	198.630	188.414	181.194						
1	12								
C.089927	C.068652	C.055999	0.041619	0.033637	0.025006	0.020388	0.015052		
C.012226	0.010958	C.008345	C.007056						
278.824	258.937	246.613	231.648	222.451	210.939	203.470	192.557		
184.839	179.313	170.327	163.932						
1	12								
C.155010	0.115945	C.095108	0.072723	0.060522	0.047142	0.039747	0.030909		
C.026004	0.022947	C.018950	C.016616						
746.595	709.339	682.465	643.016	613.978	572.531	543.713	501.941		
473.981	455.470	428.103	410.637						

GELS	PFLN								
1	12								
C.555589	C.435952	0.347836	0.253454	C.202959	0.149208	0.120586	0.087811		
C.070041	C.059786	C.046422	C.038879						
238.138	235.531	206.531	162.243	132.600	93.809	68.794	34.874		
13.668	C.400	-17.907	-28.456						
1	12								
0.458424	0.364550	C.291804	C.213447	0.171356	0.126506	0.102631	0.075324		
C.060584	C.052053	C.040917	0.024616						
150.673	133.067	121.115	105.222	94.743	81.307	72.858	61.758		
55.106	51.104	45.937	43.264						
1	12								
C.426572	C.314005	C.252549	C.185902	C.145853	0.111211	C.090568	0.066875		
C.054111	0.046734	C.037060	0.031547						
163.882	145.270	132.465	115.398	104.112	89.614	80.454	68.254		
60.860	56.281	50.128	46.711						
1	12								
0.374568	0.276627	C.223386	C.165583	0.134180	C.100251	0.082066	0.061095		
C.049722	C.043075	C.034450	C.029595						
145.454	129.577	118.421	103.203	92.985	79.706	71.233	59.867		
52.627	48.438	42.438	39.017						
1	12								
C.327133	0.241420	C.195402	0.145826	0.118964	C.089959	0.074326	0.056144		
C.046221	C.040445	C.032851	C.028535						
116.147	104.070	95.472	83.455	75.167	64.127	56.936	47.120		
40.934	37.027	31.600	28.440						
1	12								
C.294868	C.216854	C.175411	0.131163	0.107392	0.081815	0.067881	0.051820		
C.043017	C.037865	C.031083	C.027211						
92.591	83.104	76.433	67.064	60.456	51.552	45.591	37.279		
31.536	28.519	23.706	20.859						
1	12								
C.281023	C.203125	C.161857	C.118136	0.094735	0.069662	0.056175	C.040528		
C.031969	0.026976	C.020405	C.016653						
556.948	484.534	434.833	366.353	318.849	264.539	211.755	151.937		
513.231	468.143	451.762	429.071						
1	12								
C.250859	C.180265	C.142850	C.103473	0.082634	0.060557	C.048755	0.035215		
C.027787	C.023435	C.017681	C.014373						
717.437	662.281	626.239	578.037	545.166	500.604	470.336	426.877		
397.684	378.278	349.440	331.076						
1	12								
C.228151	C.164132	C.125834	C.093507	0.074328	0.054138	0.043478	0.031282		
C.024656	C.020778	C.015660	0.012710						
564.803	518.405	488.954	451.167	426.335	393.194	370.978	338.700		
316.529	301.513	278.687	263.650						
1	12								
C.208782	C.151230	C.115843	0.086214	0.068336	0.049505	C.039554	0.028326		
C.022253	C.018727	C.014081	C.011412						
461.006	421.064	395.503	363.411	342.975	316.445	299.050	274.043		
256.903	245.080	226.945	214.784						
1	12								
C.195813	0.145414	C.115480	0.083161	0.065887	0.047640	0.038033	0.027123		
C.021266	0.017869	C.013416	C.010859						
421.844	383.659	359.710	329.637	310.627	286.410	270.649	248.176		
232.883	222.357	206.112	195.078						
1	12								
C.191227	C.135909	0.111388	C.080376	0.063685	0.045994	0.036663	0.026071		
C.020356	0.017113	C.012818	C.010360						
387.810	352.004	329.264	300.978	283.134	260.564	246.168	225.769		
211.893	202.466	187.813	177.876						
1	12								
0.182950	0.134623	C.107508	0.077787	0.061681	0.044520	C.035447	0.025145		
C.015629	C.016444	C.012282	C.009909						
397.944	324.673	303.164	276.300	259.494	228.263	224.903	206.248		
193.636	185.049	171.721	162.743						
1	12								
0.274037	0.198258	C.158257	0.115984	0.093435	0.069371	C.056466	0.041555		
C.033382	C.028601	C.022264	C.018668						
835.510	770.432	726.433	666.231	624.513	567.858	529.959	476.646		
441.751	419.027	385.985	365.344						

GELS	PFLD	
C.145853		104.112
C.C94815		58.798
C.074328		426.335
C.C33669		310.956
C.C75619		382.239
C.C35608		271.648
C.C60567		267.528
C.026211		181.862

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GELS	PFL	DEFAULT			
15					
C.27740	C.22291	C.32762	54.4	85.2	101.0
C.100558	C.082477	C.116538	106.005	54.392	114.903
C.242127	C.201646	C.296502	88.730	80.556	57.120
C.088951	C.075189	C.106807	58.738	89.178	105.579
C.210056	C.182630	C.268666	82.693	76.674	53.100
C.078084	C.068679	C.097742	51.293	84.072	104.252
C.210056	C.182630	C.268666	82.693	76.674	53.100
C.078084	C.068679	C.097742	51.293	84.072	104.252
C.242127	C.201646	C.296502	88.730	80.556	57.120
C.088951	C.075189	C.106807	58.738	89.178	105.579
C.210056	C.182630	C.268666	82.693	76.674	53.100
C.078084	C.068679	C.097742	51.293	84.072	104.252
C.210056	C.182630	C.268666	82.693	76.674	53.100
C.078084	C.068679	C.097742	51.293	84.072	104.252
C.24836	C.18417	C.26895	101.8	89.8	104.3
C.121702	C.092233	C.130971	112.196	57.288	116.140
C.231505	C.176113	C.257061	59.094	87.867	103.133
C.113986	C.088535	C.125635	108.724	55.026	113.901
C.191372	C.156671	C.228438	51.377	82.886	98.573
C.095551	C.079451	C.112570	59.215	89.191	108.066
C.191372	C.156671	C.228438	51.377	82.886	98.573
C.095551	C.079451	C.112570	59.215	89.191	108.066
C.231505	C.176113	C.257061	59.094	87.867	103.133
C.113986	C.088535	C.125635	108.724	55.026	113.901
C.191372	C.156671	C.228438	51.377	82.886	98.573
C.095551	C.079451	C.112570	59.215	89.191	108.066
C.191372	C.156671	C.228438	51.377	82.886	98.573
C.095551	C.079451	C.112570	59.215	89.191	108.066
C.22104	C.18915	C.27570	101.6	55.2	110.1
C.118031	C.102021	C.144827	110.563	102.802	121.544
C.201736	C.176453	C.257164	57.855	52.221	107.498
C.108324	C.095665	C.135825	106.020	59.280	118.100
C.187268	C.166922	C.243185	54.755	89.812	105.341
C.101054	C.090853	C.128598	102.287	56.454	115.316
C.187268	C.166922	C.243185	54.755	89.812	105.341
C.101054	C.090853	C.128598	102.287	56.454	115.316
C.201736	C.176453	C.257164	57.855	52.221	107.498
C.108324	C.095665	C.135825	106.020	59.280	118.100
C.187268	C.166922	C.243185	54.755	89.812	105.341
C.101054	C.090853	C.128598	102.287	56.454	115.316
C.187268	C.166922	C.243185	54.755	89.812	105.341
C.101054	C.090853	C.128598	102.287	56.454	115.316
C.21898	C.18634	C.27145	107.0	59.6	116.4
C.118834	C.102203	C.145152	114.252	105.664	125.581
C.201687	C.175229	C.255163	103.268	56.661	113.752
C.110019	C.096565	C.137060	109.895	102.348	122.317
C.177734	C.159621	C.232270	57.340	52.220	109.635
C.097838	C.088560	C.125600	103.117	57.353	117.350
C.177734	C.159621	C.232270	57.340	52.220	109.635
C.097838	C.088560	C.125600	103.117	57.353	117.350
C.201687	C.175229	C.255163	103.268	56.661	113.752
C.110019	C.096565	C.137060	109.895	102.348	122.317

GELS	FAMD	
C.075922		57.048
C.036138		67.516
C.11C490		77.386
C.062246		63.645
C.067407		387.126
C.024582		275.873
C.021224		154.748
C.013756		137.406
C.037566		45.802
C.029455		47.463
C.017020		418.075
C.009718		356.498
C.071512		245.629
C.031938		173.477
C.11C568		66.536
C.062426		54.492
C.077025		316.663
C.038262		216.218

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GELS	FAM	DEFAULT					
15							
C.206893	C.165458	C.245164	100.269	80.281	118.757		
C.038377	O.031616	O.044391	71.424	57.332	84.301		
C.175956	C.149604	C.221511	67.283	72.591	107.335		
C.033976	O.029044	C.040713	62.278	51.870	76.361		
C.155855	C.135452	C.200172	75.631	65.581	97.035		
C.030040	O.026811	O.037249	54.026	46.978	69.164		
C.155855	C.135452	C.200172	75.631	65.581	97.035		
C.030040	O.026811	O.037249	54.026	46.978	69.164		
C.175956	C.149604	C.221511	67.283	72.591	107.335		
C.033976	O.029044	C.040713	62.278	51.870	76.361		
C.155855	C.135452	C.200172	75.631	65.581	97.035		
C.030040	O.026811	O.037249	54.026	46.978	69.164		
C.155855	C.135452	C.200172	75.631	65.581	97.035		
C.030040	O.026811	O.037249	54.026	46.978	69.164		
C.164635	O.121438	C.178687	108.165	79.810	117.219		
C.045882	O.035189	C.045350	88.446	65.471	95.672		
C.153310	O.115910	C.170510	100.770	76.204	112.001		
C.043111	O.033747	O.047301	82.509	62.511	91.505		
C.126289	O.102771	C.151325	83.077	67.437	99.430		
C.036405	C.030313	O.042671	68.092	55.434	81.428		
C.126289	O.102771	C.151325	83.077	67.437	99.430		
C.036405	C.030313	O.042671	68.092	55.434	81.428		
C.153310	O.115910	O.170510	100.770	76.204	112.001		
C.043111	O.033747	O.047301	82.509	62.511	91.505		
C.126289	O.102771	C.151325	83.077	67.437	99.430		
C.036405	C.030313	O.042671	68.092	55.434	81.428		
C.126289	O.102771	O.151325	83.077	67.437	99.430		
C.036405	C.030313	O.042671	68.092	55.434	81.428		
C.136775	C.118581	O.174366	102.730	87.791	128.424		
C.044555	C.038848	C.054801	65.605	73.232	106.483		
C.126538	O.110386	C.162084	93.753	81.727	119.821		
C.041113	O.036445	O.051204	78.146	68.182	99.468		
C.117351	C.104159	C.152951	86.869	77.091	113.184		
C.038493	O.034602	C.048586	72.472	64.365	94.119		
C.117351	C.104159	C.152951	86.869	77.091	113.184		
C.038493	O.034602	C.048586	72.472	64.365	94.119		
C.126538	O.110386	C.162084	93.753	81.727	119.821		
C.041113	O.036445	O.051204	78.146	68.182	99.468		
C.117351	C.104159	O.152951	86.869	77.091	113.184		
C.038493	O.034602	C.048586	72.472	64.365	94.119		
C.117351	C.104159	C.152951	86.869	77.091	113.184		
C.038493	O.034602	C.048586	72.472	64.365	94.119		
C.117351	C.104159	C.152951	86.869	77.091	113.184		
C.038493	O.034602	C.048586	72.472	64.365	94.119		

GCLS		HDES					
13	14						
C.488257	C.252268	C.279715	C.202967	0.162103	0.118769	0.C95545	0.070528
C.056548	0.048968	C.032062	C.024857	C.019701	0.015577		
C.460462	0.332726	C.263991	C.190932	0.152178	0.111150	0.C89258	0.C65917
C.052258	0.C38455	C.030246	0.C23562	C.018769	0.014927		
0.433486	C.314531	0.249815	C.180511	0.143645	0.104633	0.C83938	0.061926
C.050118	0.C36532	0.026668	0.C22453	0.C17588	0.C14400		
C.407715	0.297763	C.237210	0.171696	0.136664	0.C99398	0.C79685	0.058757
C.047654	C.034712	0.027544	C.021737	0.C17560	0.C14197		
C.382628	0.281772	C.225341	C.163644	C.130309	0.094779	0.075922	0.055976
C.045378	C.033129	0.026376	C.020915	0.016589	0.013824		
C.359126	0.266428	C.214044	0.156147	0.124534	0.C90616	0.C72544	0.053418
0.043276	C.031600	0.C25192	C.020024	C.016314	0.013321		
C.350902	C.251871	C.203377	C.149181	C.115279	0.086939	0.C69608	0.051220
0.041473	C.030280	C.024162	0.019246	C.015721	0.C12880		
C.316525	0.238354	C.193471	C.142831	0.114611	0.C83818	0.C67201	0.049502
C.040107	0.C29332	C.023461	C.018757	C.015392	0.C12683		
C.297888	C.225753	C.184157	0.136356	C.110261	0.C80982	0.065062	0.048021
C.038950	0.C26546	0.022888	C.018367	0.015212	0.C12619		
C.281069	0.214222	C.175562	0.131580	0.106335	0.078533	0.063254	0.046888
C.038121	0.028055	C.022586	0.C18225	0.C15121	0.C12629		
C.265685	C.203357	C.167331	C.125997	0.102411	0.C76031	0.C61459	C.045671
C.037156	0.C27441	0.022142	C.017923	0.014926	0.012525		
C.251670	C.193275	C.159564	C.120514	C.098599	0.073579	C.C59653	C.044468
C.036275	0.020818	0.C21665	0.C17573	C.014672	0.012352		
C.238930	0.183912	0.152251	0.115819	0.C94866	0.C71133	0.C57833	0.043237
C.035318	0.026143	0.C21144	C.017166	0.C14351	0.C12103		
263.074	241.633	227.360	207.973	194.596	175.634	161.955	142.414
123.446	107.C39	91.322	75.275	60.850	46.450		
238.013	216.969	203.440	185.876	173.780	157.147	145.133	128.010
115.650	96.544	82.336	67.733	54.596	41.540		
210.756	191.135	178.611	162.455	151.803	137.199	126.944	112.289
101.681	85.107	72.658	59.779	48.133	36.567		
186.799	168.610	156.957	142.085	132.474	119.599	110.709	98.147
89.096	74.824	64.027	52.752	42.501	32.279		
160.433	149.703	139.045	125.286	116.439	104.905	97.048	86.140
78.314	66.010	56.635	46.765	37.728	28.670		
149.253	134.058	124.110	111.461	103.278	92.748	85.728	76.070
69.262	58.545	50.354	41.683	33.689	25.637		
134.740	120.911	111.816	100.151	92.516	82.766	76.378	67.655
61.662	52.227	45.025	37.364	30.261	23.066		
122.176	109.801	101.483	90.598	83.576	74.498	68.555	60.725
55.285	46.882	40.491	33.678	27.331	20.873		
111.274	100.285	92.639	82.658	76.122	67.634	62.116	54.865
49.916	42.347	36.613	30.510	24.810	18.984		
101.737	91.963	85.075	75.845	69.726	61.823	56.652	49.919
45.304	38.468	33.284	27.777	22.627	17.346		
93.349	84.655	78.471	69.971	64.280	56.869	52.026	45.656
41.476	35.131	30.408	25.403	20.724	15.915		
85.944	78.150	72.610	64.806	59.550	52.016	48.037	42.082
38.132	32.255	27.514	23.335	19.057	14.657		
79.368	72.431	67.400	60.284	55.355	48.870	44.577	38.952
35.237	29.754	25.732	21.517	17.588	13.544		
13	14						
1.036755	C.750605	C.604156	C.439666	0.351083	0.256292	C.205626	C.151750
C.123124	C.090343	C.072663	0.C58779	C.049136	0.C41617		
0.873196	C.640684	C.513327	0.374871	C.299817	0.219164	C.175941	0.129956
C.105542	C.077667	0.062036	C.050501	C.042676	0.036285		
0.753848	C.554708	C.445934	C.327380	C.262740	0.192834	C.155150	0.114889
C.093449	0.C68910	0.055657	0.C45317	0.C38093	0.C32464		
0.668159	C.450969	0.395180	C.291309	C.234765	0.173272	C.139577	0.104212
C.065074	C.063064	0.C51185	C.041838	0.C35325	0.C30241		
C.606155	0.443537	C.356524	C.263033	C.212406	0.157555	C.127774	0.095659
C.078391	0.C58465	C.047688	C.C39158	C.033169	0.C28511		
C.560519	0.408517	0.327684	C.241520	C.195245	0.145387	C.118381	C.C89225
C.073502	0.C55287	C.045403	C.C37550	C.C32011	0.C27763		
C.524580	0.381368	C.305201	0.224512	C.181440	0.135341	C.110456	0.083726
C.C69281	C.052427	C.043260	C.C35477	C.C30864	0.C26850		
C.494525	0.359307	C.287188	C.210739	C.170122	0.126854	0.103731	0.078867
C.065474	C.049909	0.041323	C.C34533	C.C25816	0.026058		

DESCRIPTION OF SYSTEM OUTPUTS

TITLE PAGE Print the name of user, job code, job name, TCC site and line information. The top and bottom margin of title page is 2 and 1 inch respectively.

PRINT/Dictionary Under PRDICT page counter, upper right corner of the page, entire dictionary to be printed in alphabetical order, and in groups.

PRINT/INPUTS Lists the input cards

1. Program control cards;
2. Job inputs - NDT data processing;
3. Job inputs - thickness design and cost-benefit analysis.

RUN/NDT1/PLOT Under NDT1 page counter, data processing in sequence starts from the first set of each NDT data group and then the first card of each test number in NDT machine data;

1. Summary of NDT data on SUB for statistical correlation of E and DSM, if there are NDT and DSM data on subgrade;
2. Summary of NDT data on PAV for statistical correlation of E and DSM if there are NDT and DSM data on existing pavements;
3. Sorted by test number;
4. Sorted by location of test;
5. Sorted by date/calibration;
6. Calibration factor - input listings and computed factors;
7. Grid identification - input listing;
8. Test identification - only valid test numbers are printed.

Under DFPLLOT page counters, if PLOT is specified on RUN card, the machine data of each test in sequence of input order will be plotted on a sheet containing not more than five test sets.

RUN/NDT2 Under NDT2 page counter,

1. For each PLOT card, the E-value data group will be plotted on one or more pages with the heading specified.
2. If AVERAGE is specified on GRID card, the mean value minus one standard deviation of that group, coded as AREA-E, will also be plotted. At the completion of NDT2 plotting, the computer operation will be temporarily interrupted. The AREA-E values shall be compiled for subsequent NDT3, PFL and PAVDES operations.

RUN/NDT3 Under NDT/3 page counter,

1. Listing of existing pavements in simplified group of PFLPAV for PFL analysis,
2. NDT inventory file showing four E-values for each facility segment.

RUN/PFL

1. Under ATM page counter, listing aircraft movements which is equal to the product of first year average daily movement and airport traffic distribution for each facility segment.
2. Under OPWGT page counter, the operational weights of all aircraft will be listed for the specified RANGE and LOAD FACTOR on the input cards. If the input range and load factor are blocks, default values will be used to analyze the aircraft movement defined in the ADM data group.
3. Under AND/ANS page counter, equivalent single type aircraft operation will be listed for each class and facility to be designed. For each class of pavement, only the first two facilities are printed.
4. Under PFL page counter, summary of present functional life is listed. The service life reflecting aircraft riding quality is shown under "Governed by DEF/DI" while that reflecting maintenance needs is given under "Governed by STR/MT". For any anticipated service life longer than five years, the listing shows only ≥ 5.00 .

RUN/PAVDES

1. Under ATM page counter, listing aircraft movements which is equal to the product of average daily movement and airport distribution for each facility segment during the design service life in intervals of 5, 10, 15 and/or 20 years.
2. Under OPWGT page, the operational weights of all aircraft will be listed. It is similar to, but not necessary the same, that shown under "RUN PFL".
3. Under AND/ANS page counter, equivalent single type aircraft operation will be listed. The format is similar to that shown under "RUN PFL".
4. Under CED page counter, the computed engineering data relating to aircraft load repetitions, NDT E-value of subgrade deflection, stress limits, and thickness analysis to two drainage and three traffic conditions are tabulated. There are four new pavements, LCF, AC, CC and CCL, and three overlays, LC/PAV, CC/PAV and AC/PAV. The composition of existing pavement coded as PFLPAV, have been used in the design of asphalt overlay AC/PAV.
5. Under PAV page counter, the pavement data relating to functional requirements, governing condition of design and cost elements are tabulated. Similar to CED listing, seven types of pavement are compiled.
6. Under COBEN page counter, the results of cost-benefit analysis are listed. This is the summary of summaries of the PAVBEN computer operation.

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8888888888      TTTTTTTTTT      VV      AA'AAAAA      NN      EEEEEEEEEEE
E8E8E8E8E8E8E  YTTTTTTTTTTT      VV      AAAAAAAAAA  NN      EEEEEEEEEEE
88      88      TT      AA      NN      EEEEEEEEEEE
F5      88      TT      AA      NN      EEEEEEEEEEE
88      88      TT      AA      NN      EEEEEEEEEEE
E8E8E8E8E8E8E  TT      AA      NN      EEEEEEEEEEE
E8E8E8E8E8E8E  TT      AA      NN      EEEEEEEEEEE
88      88      TT      AA      NN      EEEEEEEEEEE
88      88      TT      AA      NN      EEEEEEEEEEE
E8E8E8E8E8E8E  TT      AA      NN      EEEEEEEEEEE
E8E8E8E8E8E8E  TT      AA      NN      EEEEEEEEEEE

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BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

NONDESTRUCTIVE PAVEMENT EVALUATION

A PARTIAL FULFILLMENT OF THE FAA VALIDATION PROGRAM BY NAI C. YANG AND ASSOCIATES, ENGINEERS, P. C.

THIS IS A PROPRIETARY PROGRAM DEVELOPED BY NAI C. YANG AND ASSOCIATES, ENGINEERS, PC PRIOR TO FAA VALIDATION. THE USE OF THIS COMPUTER PROGRAM SHALL BE CONFINED TO THOSE APPROVED BY NAI C. YANG, AND ALSO, THE FAA UNTIL THE PROGRAM OF NONDESTRUCTIVE EVALUATION OF CIVIL AIR-PORT PAVEMENTS IS OFFICIALLY ADOPTED AND IMPLEMENTED.

USER: H. TOMITA SITE: TCC CREATED AT: 20:06:09 JAN 23, 1979

THE FAA UNDER THE PRESENT CONDITION ASSUMES NO RESPONSIBILITIES NOR OBLIGATIONS FROM THE USE OF THE PROGRAM AND THE INTERPRETATION OF ITS OUTPUTS

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF NDT DATA ON SUB (30. IN. PLATE)
FOR STATISTICAL CORRELATION OF E AND DSM

TEST NO.	LOCATION STA	DATE/ CALIB	TEMP DEGF	H(1) HZ	SUMZ E-6 IN/LB	DSM(1) KIP/IN	DSM(1) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE	
113-0	NJ01.0	R80	15/1	52.0	9.00	2.5499	478.	36.59	720.	55.08	13072.
114-0	RC25.0	R80	14/3		7.98	3.1564	355.	33.62	660.	62.50	10561.
115-0	RC25.0	L80	15/1		7.99	3.2469	354.	34.47	600.	58.44	10266.
116-0	NO35.5	R80	14/3		6.00	2.9130	470.	41.06	680.	59.43	11443.
117-0	PO61.0	R80	14/5	53.5	5.97	3.2110	457.	44.03	620.	59.73	10381.
118-0	MC15.9	COO	14/1		6.99	2.8486	454.	38.00	580.	49.57	11702.
119-0	NC20.0	R42	14/1		7.00	3.2743	351.	38.41	590.	57.95	10180.
120-0	NJ22.0	L42	14/1		7.00	3.0105	453.	40.87	580.	52.38	11073.
121-0	PO12.5	L42	14/1		7.00	2.7615	508.	42.08	630.	52.19	12071.
122-0	RC29.0	L42	14/1		7.99	2.4253	498.	36.21	770.	56.02	13744.
123-0	RC29.0	R42	14/1		7.99	2.6891	506.	40.81	630.	50.82	12396.
124-0	MO37.0	L42	14/1		4.00	2.4778	488.	36.24	710.	52.78	13453.
125-0	MO28.0	R42	14/1		7.00	3.1771	360.	34.34	610.	58.14	10492.
MINIMUM VALUE:						354.	33.62	580.	49.57	10180.	
MAXIMUM VALUE:						508.	44.03	770.	62.50	13744.	
MEAN VALUE:						444.	38.27	645.	55.77	11602.	
COEF. OF VARIANCE:						0.131	0.087	0.093	0.071	0.108	
SUMMATION:						0.577E 04		0.838E 04		0.151E 06	
SUM OF SQUARE:						0.260E 07		0.544E 07		0.177E 10	
SUM OF (E-VALUE X):						0.076E 08		0.979E 08			
NUMBER OF TESTS:						13					
LINEAR CORRELATION: E-VALUE = 16.76 X DSM(1) + 4162.											
CORRELATION COEFFICIENT: 0.78											
LINEAR CORRELATION: E-VALUE = 16.24 X DSM(W) + 1134.											
CORRELATION COEFFICIENT: 0.77											

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF NDT DATA ON PAV (18. IN. PLATE)
FOR STATISTICAL CORRELATION OF E AND DSM

TEST NC.	LOCATION STA	DATE	TEMP	H(1)	SUMZ E-6	DSM(1) KIP/IN	DSM(2) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE
1-0	A000.5 R12	15/1	50.7	10.01	0.3094	2817.	15.69	6080.	33.86	179537.
2-0	A002.5 L12	15/1		10.00	0.3094	2806.	15.63	6080.	33.86	179554.
3-0	A004.5 R12	15/1		8.98	1.3634	695.	17.05	1630.	39.27	40747.
4-0	A006.5 L12	15/1		8.98	1.2325	687.	15.25	1760.	39.04	45077.
5-0	A008.5 R12	15/1		7.99	1.5585	610.	17.11	1360.	38.15	35647.
6-0	A010.5 L12	15/1		7.98	1.5198	608.	16.65	1280.	35.32	36555.
7-0	A012.5 R12	15/1		8.01	1.5004	633.	17.09	1230.	34.57	37028.
8-0	A015.0 L12	15/2		7.99	1.5270	624.	17.15	1320.	36.28	36383.
9-0	A017.5 R12	15/2		8.00	1.6016	599.	17.25	1200.	34.59	34688.
10-0	A020.0 L12	15/2		9.02	1.3643	607.	14.90	1440.	35.36	40722.
11-0	A023.0 R12	15/2	44.4	9.00	1.3628	606.	14.87	1670.	39.25	43766.
12-0	A026.0 L12	15/2		9.00	1.5333	568.	15.68	1400.	38.64	36232.
13-0	A029.0 R12	15/2		9.00	1.4591	587.	15.43	1520.	39.92	38075.
14-0	A032.0 L12	15/2		9.01	1.2864	659.	15.25	1760.	40.75	43188.
15-0	A035.0 R12	15/2		9.00	1.4227	624.	15.98	1200.	30.73	39049.
16-0	A037.5 L12	15/2		8.99	1.3999	618.	15.56	1270.	30.24	39686.
17-0	A040.0 R12	15/2		8.99	1.3760	635.	15.73	1560.	38.64	40375.
18-0	A042.5 L12	15/2		9.02	1.3814	645.	16.05	1440.	35.81	40217.
19-0	A045.5 R12	15/2	46.4	9.00	1.3675	632.	15.56	1440.	35.45	40625.
20-0	A048.5 L12	16/1		8.00	1.7100	512.	15.75	1360.	41.86	32489.
21-0	A051.5 R12	16/1		7.98	1.5080	619.	16.81	1480.	40.17	36839.
22-0	A054.5 L12	16/1		8.01	1.3523	691.	16.82	1440.	35.05	41083.
23-0	A057.5 R12	16/1		7.98	1.9025	456.	15.62	1200.	41.09	29202.
24-0	A060.5 L12	16/1		8.00	1.2791	754.	17.36	1520.	35.00	43432.
25-0	A063.5 R12	16/1		8.00	1.4394	645.	16.71	1440.	37.31	38597.
26-0	A065.5 L12	16/1		8.00	1.4627	616.	16.21	1520.	40.02	37982.
27-0	A067.5 R12	16/1		8.00	1.6085	547.	15.84	1360.	39.38	34538.
28-0	A069.5 L12	16/1		7.99	1.7093	515.	15.85	1280.	39.38	32501.
29-0	A071.5 R12	16/1		7.98	1.9295	456.	15.84	1200.	41.68	28792.
30-0	A073.5 L12	16/1		8.00	1.8785	464.	15.69	1160.	39.22	29575.
31-0	A075.5 R12	16/1		8.00	2.0217	465.	16.92	1000.	36.39	27480.
32-0	A077.5 L12	16/1	54.6	10.01	0.3239	2702.	15.75	5440.	31.71	171542.
33-0	A079.5 R12	15/4		10.00	0.3355	2608.	15.75	5840.	35.27	165589.
34-0	B016.5 L12	13/2		7.98	1.7142	565.	17.43	960.	29.62	32409.
35-0	B022.5 R12	13/2		7.99	1.5245	730.	20.05	1200.	32.93	36442.
36-0	B025.5 L12	13/2		7.99	1.7184	644.	19.93	1040.	32.17	32331.
37-0	B028.5 R12	13/2		7.98	1.4890	769.	20.61	1200.	32.16	37310.
38-0	B031.5 L12	13/2		7.98	1.6361	671.	19.78	1120.	32.98	33955.
39-0	B034.5 R12	13/2		8.01	1.7193	660.	20.44	1040.	32.18	32313.
40-0	B037.5 L12	13/2		7.98	1.6466	686.	20.32	1080.	32.01	33740.
41-0	B040.5 R12	13/2	59.7	7.99	1.7678	623.	19.84	1040.	33.09	31427.
42-0	B044.5 L12	13/2		7.98	1.6156	674.	19.59	1120.	32.57	34387.
43-0	B047.5 R12	13/2		9.01	1.4847	730.	19.51	1160.	31.00	37420.

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF NDT DATA ON PAV (18. IN. PLATE)
FOR STATISTICAL CORRELATION OF E AND DSM

TEST NO.	LOCATION STA	DATE/ CALIB	TEMP DEGF	H(1) HZ	SUMZ E-6 IN/LB	DSM(1) KIP/IN	DSM(1) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE	
44-C	B051.0	L12	13/2		8.98	1.4750	720.	19.12	1200.	31.86	37665.
45-C	CC17.0	R10	15/2		8.00	2.2169	405.	16.18	840.	33.52	25060.
46-C	CC20.0	L10	12/1		7.98	1.3197	718.	17.05	1600.	38.01	42098.
47-C	CC23.0	R10	12/2	51.0	7.98	1.9281	488.	16.04	1360.	44.75	30390.
48-C	CC26.0	L10	12/2		7.99	1.5816	576.	16.39	1520.	43.27	35126.
49-C	CC29.0	R10	12/2		9.00	1.0440	943.	17.71	1600.	30.07	53213.
50-C	CC32.0	L10	12/2		8.99	1.0940	870.	16.98	1640.	32.00	51248.
51-C	CC35.0	R10	12/2		7.99	1.2321	868.	19.25	1360.	30.16	45091.
52-C	CC38.0	L10	12/2		9.00	1.1398	901.	16.43	1640.	33.65	48739.
53-C	CC41.0	R10	12/2		9.00	1.2584	793.	17.96	1400.	31.71	44149.
54-C	CC44.0	L10	12/2		7.98	1.8345	572.	18.89	1020.	33.68	30284.
55-C	CC47.0	R10	12/2	47.5	8.00	1.5758	671.	19.04	1160.	32.90	35256.
56-C	CC50.0	L10	12/2		8.00	2.2606	467.	18.99	880.	35.81	24576.
57-C	DC27.5	S50	12/1		6.90	2.9279	392.	20.64	540.	28.46	18975.
58-C	DC30.5	S50	13/2	60.3	8.00	1.6146	690.	20.06	1120.	32.55	34409.
59-C	DC33.5	S50	12/2		8.00	1.7206	598.	18.54	1120.	34.69	32289.
60-C	E032.5	N00	12/2		7.99	2.1595	449.	17.44	960.	37.32	25727.
61-C	E044.0	N00	12/2		8.01	1.3622	780.	19.13	1440.	35.31	40782.
62-C	E050.0	N00	12/2		6.99	2.3792	478.	20.48	780.	33.40	23350.
63-C	F001.0	L10	16/2	52.5	8.00	1.7454	644.	20.24	1020.	32.04	31830.
64-C	F004.5	R10	13/2		7.98	1.6261	659.	19.30	1120.	32.78	34164.
65-C	F008.0	L10	13/2		7.98	1.5983	720.	20.71	1120.	32.22	34759.
66-C	G003.0	R12	12/2		8.00	1.6741	587.	17.70	1160.	34.96	33185.
67-C	G006.0	L12	12/2		7.99	1.4899	720.	19.30	1280.	34.33	37288.
68-C	G009.0	R12	12/2		7.99	1.4809	724.	19.30	1220.	32.52	37514.
69-C	G012.0	L12	12/2	65.4	7.99	1.3870	793.	19.81	1260.	31.46	40055.
70-C	G015.0	R12	12/2		9.01	1.3470	760.	18.43	1380.	33.46	41245.
71-C	G018.0	L12	12/2		8.00	1.5323	693.	19.12	1200.	33.10	36255.
72-C	G021.0	R12	15/4	55.9	7.99	1.6352	703.	20.70	1040.	30.61	33974.
73-C	H007.5	U50	12/2		9.00	0.8288	1208.	18.02	1920.	28.64	67034.
74-C	H010.5	U50	12/2		8.99	0.8242	1188.	17.62	1920.	28.49	67402.
75-C	H013.5	U50	12/2		8.98	1.1213	857.	17.29	1700.	34.31	49545.
76-C	I000.5	R10	13/1		8.99	1.1145	868.	17.42	1680.	33.70	49847.
77-C	I003.5	L10	13/1	57.0	8.99	1.1204	851.	17.17	1560.	31.46	49584.
78-C	I006.5	R10	13/1		9.00	1.1398	842.	17.28	1600.	32.83	48742.
79-C	I009.5	L10	13/1		9.00	1.0551	913.	17.34	1670.	30.39	52652.
80-C	I012.5	R10	13/1		8.99	1.3092	729.	17.18	1400.	32.99	42434.
81-C	I015.5	L10	13/1		9.00	1.1990	781.	16.86	1520.	32.80	46335.
82-C	I018.5	R10	13/1		8.99	1.3497	743.	18.04	1360.	33.04	41160.
83-C	I021.5	L10	13/1	59.7	8.98	1.4077	689.	17.47	1200.	30.41	39465.
84-C	I024.5	R10	15/4		10.00	0.4770	1919.	16.48	3440.	29.54	116463.
85-C	I024.5	T00	15/4		9.00	1.0402	1019.	19.07	1920.	35.95	53406.
86-C	J002.0	L10	16/3	58.8	8.01	2.1063	518.	19.65	880.	33.36	26376.

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF NOT DATA ON PAV (18. IN. PLATE)
FOR STATISTICAL CORRELATION OF E AND DSM

TEST NO.	LOCATION STA	OFFSET	DATE/ CALIB	TEMP DEGF	H(1) HZ	SUMZ E-6 IN/LB	CSM(1) KIP/IN	DSM(1) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE
87-0	J005.0	R10	16/3		8.00	1.7926	642.	20.71	960.	30.98	30992.
88-0	K002.0	L10	15/1		4.99	1.4050	946.	23.93	1560.	39.45	39542.
89-0	K004.0	R10	16/3	62.2	9.00	1.4882	715.	19.16	1160.	31.07	37330.
90-0	K006.5	L10	16/3		8.97	1.1043	969.	19.26	1600.	31.80	50309.
91-0	K009.0	R10	16/3		9.99	0.8430	1216.	18.45	1960.	29.74	65899.
92-0	K012.0	L10	16/3		8.99	0.9458	1107.	18.84	1800.	30.64	58742.
93-0	K015.0	R10	16/3		9.00	1.1856	848.	18.10	1520.	32.44	46858.
94-0	K018.0	L10	16/3		8.99	1.4124	698.	17.74	1320.	33.56	39335.
95-0	K021.0	R10	16/3		9.00	1.1283	921.	18.70	1520.	30.87	49237.
96-0	K024.0	L10	16/3		9.96	0.8559	1166.	18.00	2000.	30.81	64911.
97-0	K027.0	R10	16/3		9.00	1.1328	970.	19.78	1520.	30.99	49045.
98-0	K030.0	L10	16/3		9.98	1.0433	1028.	19.31	1720.	32.30	53248.
99-0	K033.0	R10	16/3	59.8	8.98	1.4498	682.	17.80	1200.	31.32	38319.
100-0	K036.0	L10	16/3		8.99	1.4414	709.	18.40	1160.	30.10	38543.
101-0	K039.0	R10	16/3		8.99	1.5968	689.	19.82	1120.	32.19	34792.
102-0	K042.0	L10	16/3		7.99	1.5202	743.	20.33	1080.	29.55	36544.
103-0	K045.0	R10	16/3		8.00	1.5557	721.	20.18	1080.	30.24	35710.
104-0	K048.0	L10	16/3		9.00	1.2651	713.	17.52	1280.	31.45	42698.
105-0	L051.0	C00	13/2		7.99	1.6638	667.	19.97	1160.	34.74	33391.
106-0	L053.5	C00	13/2		8.00	1.6900	662.	20.13	1120.	34.07	32874.
107-0	L056.0	C00	13/1		7.99	2.0024	519.	18.72	960.	34.50	27745.
108-0	L049.0	N00	13/2		7.99	2.2665	444.	18.89	770.	32.80	23476.
109-0	L051.0	N00	13/2		7.99	2.3443	457.	19.29	780.	32.91	23698.
110-0	L053.5	N00	13/2		8.00	2.2244	476.	19.06	810.	32.43	24975.
111-0	L060.0	N00	13/1		8.00	1.8388	575.	19.02	1020.	33.76	30213.
112-0	L062.0	N00	13/1		8.01	1.7654	610.	19.37	1020.	32.41	31469.

MINIMUM VALUE:	392.	14.87	540.	28.46	18975.
MAXIMUM VALUE:	2817.	23.93	6080.	44.75	179554.
MEAN VALUE:	780.	18.01	1488.	34.01	44130.
COEF. OF VARIANCE:	0.551	0.097	0.615	0.101	0.629
SUMMATION:	0.874E 05		0.167E 06		0.494E 07
SUM OF SQUARE:	0.886E 08		0.341E 09		0.304E 12
SUM OF (E-VALUE X):	0.516E 10		0.101E 11		
NUMBER OF TESTS:	112				

LINEAR CORRELATION: E-VALUE = 63.84 X DSM(1) - 5667.
CORRELATION COEFFICIENT: 0.99

LINEAR CORRELATION: E-VALUE = 29.93 X DSM(W) - 393.
CORRELATION COEFFICIENT: 0.99

BURLINGTON INTERNATIONAL AIRPCKT - FAA NEW ENGLAND REGION

SUMMARY OF NOT DATA, SORTED BY TEST NUMBER

TEST NO.	LOCATION STA	DATE/ OFFSET	TEMP CALIB	H(1) DEGF	SUMZ E-6 IN/LB	DSM(1) KIP/IN	DSM(1) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE
1-0	AC00.5	R12	15/1	50.7	10.01	0.3094	2817.	15.69	6080.	33.86 179537.
2-0	AC02.5	L12	15/1		10.00	0.3094	2806.	15.63	6080.	33.86 179554.
3-0	AC04.5	R12	15/1		8.98	1.3634	695.	17.05	1600.	39.27 40747.
4-0	AC06.5	L12	15/1		8.98	1.2325	687.	15.25	1760.	39.04 45077.
5-0	AC08.5	R12	15/1		7.99	1.5585	610.	17.11	1360.	38.15 35647.
6-0	AC10.5	L12	15/1		7.98	1.5198	608.	16.65	1280.	35.02 36555.
7-0	AC12.5	R12	15/1		8.01	1.5004	633.	17.09	1280.	34.57 37028.
8-0	AC15.0	L12	15/2		7.99	1.5270	624.	17.15	1320.	36.28 36383.
8-1	AC15.0	L06	15/2		8.00	1.6250	570.	16.67	1240.	36.27 34187.
8-2	AC15.0	L18	15/2		8.00	1.5860	583.	16.64	1280.	36.54 35028.
9-3	AC15.0	L30	15/1		8.00	1.7794	506.	16.21	1200.	38.44 31221.
8-4	AC15.0	L50	15/1		7.98	1.5648	602.	16.96	1320.	37.18 35503.
8-5	AC15.0	L70	15/1	47.8	8.01	2.2744	385.	15.77	1040.	42.58 24427.
8-6	AC15.0	L80	15/1		7.98	3.2565	363.	35.48	580.	56.66 10236.
9-0	AC17.5	R12	15/2		8.00	1.6016	599.	17.25	1200.	34.59 34688.
10-0	AC20.0	L12	15/2		9.02	1.3643	607.	14.90	1440.	35.36 40722.
11-0	AC23.0	R12	15/2	44.4	9.00	1.3628	606.	14.87	1600.	39.25 40766.
12-0	AC26.0	L12	15/2		9.00	1.5333	568.	15.68	1400.	38.64 36232.
13-0	AC29.0	R12	15/2		9.00	1.4591	597.	15.43	1520.	39.92 38075.
14-0	AC32.0	L12	15/2		9.01	1.2864	659.	15.25	1760.	40.75 43188.
15-0	AC35.0	R12	15/2		9.00	1.4227	624.	15.98	1200.	30.73 39049.
16-0	AC37.5	L12	15/2		8.99	1.3999	618.	15.56	1200.	30.24 39686.
17-0	AC40.0	R12	15/2		8.99	1.3760	635.	15.73	1560.	38.64 40375.
18-0	AC42.5	L12	15/2		9.02	1.3814	645.	16.05	1440.	35.81 40217.
19-0	AC45.5	R12	15/2	46.4	9.00	1.3675	632.	15.56	1440.	35.45 40625.
20-0	AC48.5	L12	16/1		8.00	1.7100	512.	15.75	1360.	41.86 32489.
21-0	AC51.5	R12	16/1		7.98	1.5080	619.	16.81	1480.	40.17 36839.
22-0	AC54.5	L12	16/1		8.01	1.3523	691.	16.82	1440.	35.05 41083.
23-0	AC57.5	R12	16/1		7.98	1.9025	456.	15.62	1200.	41.09 29202.
24-0	AC60.5	L12	16/1		8.00	1.2791	754.	17.36	1520.	35.00 43432.
25-0	AC63.5	R12	16/1		8.00	1.4394	645.	16.71	1440.	37.31 38597.
25-1	AC63.5	R06	16/1	53.4	7.98	1.7189	509.	15.76	1280.	39.60 32321.
25-2	AC63.5	R18	16/1		7.98	1.5480	593.	16.51	1360.	37.89 35889.
25-3	AC63.5	R30	16/1		8.01	1.4247	665.	17.05	1520.	38.98 38996.
25-4	AC63.5	R50	16/1		8.00	1.4323	649.	16.74	1440.	37.13 38787.
25-5	AC63.5	R70	16/1		7.99	1.6460	545.	16.15	1440.	42.68 33740.
25-6	AC63.5	R80	14/3		7.97	2.8683	411.	35.40	640.	55.07 11621.
26-0	AC65.5	L12	16/1		8.00	1.4627	616.	16.21	1520.	40.02 37982.
27-0	AC67.5	R12	16/1		8.00	1.6085	547.	15.84	1360.	39.38 34538.
28-0	AC69.5	L12	16/1		7.99	1.7092	515.	15.85	1280.	39.38 32501.
29-0	AC71.5	R12	16/1		7.98	1.9295	456.	15.84	1200.	41.68 28792.
30-0	AC73.5	L12	15/1		8.00	1.8785	464.	15.69	1160.	39.22 29575.
31-0	AC75.5	R12	16/1		8.00	2.0217	465.	16.92	1070.	36.39 27480.
32-0	AC77.5	L12	16/1	54.6	10.01	0.3239	2702.	15.75	5440.	31.71 171542.

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF NOT DATA, SORTED BY LOCATION

TEST NO.	LOCATION STA	DATE/ OFFSET	TEMP CALIB	TEMP DEGF	H(1) HZ	SUMZ E-6 IN/LB	DSM(1) KIP/IN	DSM(1) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE
1-C	A000.5	R12	15/1	50.7	10.01	0.3094	2817.	15.69	6080.	33.86	179537.
2-C	A002.5	L12	15/1		10.00	0.3094	2806.	15.63	6030.	33.86	179554.
3-C	A004.5	R12	15/1		8.98	1.3634	695.	17.05	1600.	39.27	40747.
4-C	A006.5	L12	15/1		8.98	1.2325	687.	15.25	1760.	39.04	45077.
5-C	A008.5	R12	15/1		7.99	1.5585	610.	17.11	1360.	38.15	35647.
6-C	A010.5	L12	15/1		7.98	1.5198	608.	16.65	1280.	35.02	36555.
7-C	A012.5	R12	15/1		8.01	1.5004	633.	17.09	1280.	34.57	37028.
8-1	A015.0	L06	15/2		9.00	1.6250	570.	16.67	1240.	36.27	34187.
8-0	A015.0	L12	15/2		7.99	1.5270	624.	17.15	1320.	36.28	36383.
8-2	A015.0	L18	15/2		8.00	1.5860	583.	16.64	1280.	36.54	35028.
8-3	A015.0	L30	15/1		8.00	1.7794	506.	16.21	1200.	38.44	31221.
8-4	A015.0	L50	15/1		7.98	1.5648	692.	16.96	1520.	37.18	35503.
8-5	A015.0	L70	15/1	47.8	8.01	2.2744	385.	15.77	1040.	42.58	24427.
8-6	A015.0	L80	15/1		7.98	3.2565	363.	25.48	580.	56.66	10236.
9-C	A017.5	R12	15/2		8.00	1.6016	599.	17.25	1200.	34.59	34688.
10-C	A020.0	L12	15/2		9.02	1.3643	607.	14.90	1440.	35.36	40722.
11-C	A023.0	R12	15/2	44.4	9.00	1.3628	606.	14.87	1670.	39.25	40766.
12-C	A026.0	L12	15/2		9.00	1.5333	568.	15.68	1470.	38.64	36232.
13-C	A029.0	R12	15/2		9.00	1.4591	587.	15.43	1520.	39.92	38075.
14-C	A032.0	L12	15/2		9.01	1.2864	659.	15.25	1760.	40.75	43188.
15-C	A035.0	R12	15/2		9.00	1.4227	624.	15.98	1200.	30.73	39049.
16-C	A037.5	L12	15/2		8.99	1.3999	618.	15.56	1200.	30.24	39686.
17-C	A040.0	R12	15/2		8.99	1.2760	635.	15.73	1560.	38.64	40375.
18-C	A042.5	L12	15/2		9.02	1.3814	645.	16.05	1440.	35.81	40217.
19-C	A045.5	R12	15/2	46.4	9.00	1.3675	632.	15.56	1440.	35.45	40625.
20-C	A048.5	L12	16/1		8.00	1.7100	512.	15.75	1360.	41.86	32489.
21-C	A051.5	R12	16/1		7.98	1.5080	619.	16.81	1490.	40.17	36839.
22-C	A054.5	L12	16/1		8.01	1.3523	691.	16.82	1440.	35.05	41083.
23-C	A057.5	R12	16/1		7.98	1.9025	456.	15.62	1200.	41.09	29202.
24-C	A060.5	L12	16/1		8.00	1.2791	754.	17.36	1520.	35.00	43432.
25-1	A063.5	R06	16/1	53.4	7.98	1.7189	509.	15.76	1280.	39.60	32321.
25-0	A063.5	R12	16/1		8.00	1.4394	645.	16.71	1440.	37.31	38597.
25-2	A063.5	R18	16/1		7.98	1.5480	593.	16.51	1360.	37.89	35889.
25-3	A063.5	R30	16/1		8.01	1.4247	665.	17.05	1520.	38.98	38996.
25-4	A063.5	R50	16/1		8.00	1.4323	649.	16.74	1440.	37.13	38787.
25-5	A063.5	R70	16/1		7.99	1.6466	545.	16.15	1440.	42.68	33740.
25-6	A063.5	R80	14/3		7.97	2.8683	411.	35.40	640.	55.07	11621.
26-C	A065.5	L12	16/1		8.00	1.4627	616.	16.21	1520.	40.02	37982.
27-C	A067.5	R12	16/1		8.00	1.6085	547.	15.84	1360.	39.38	34538.
28-C	A069.5	L12	16/1		7.99	1.7093	515.	15.85	1280.	39.38	32501.
29-C	A071.5	R12	16/1		7.98	1.9295	456.	15.84	1200.	41.68	28792.
30-C	A073.5	L12	16/1		8.00	1.6785	464.	15.69	1160.	39.22	29575.
31-C	A075.5	R12	16/1		8.00	2.0217	465.	16.92	1000.	36.39	27480.
32-C	A077.5	L12	16/1	54.6	10.01	0.3239	2702.	15.75	5440.	31.71	171542.

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF NDT DATA, SORTED BY DATE/CALIB

TEST NO.	LOCATION STA	DATE/ OFFSET CALIB	TEMP DEGF	H(1) HZ	SUMZ E-6 IN/LB	DSM(1) KIP/IN	DSM(1) /E IN	DSM(W) KIP/IN	DSM(W) /E IN	E-VALUE	
46-0	CC20.0	L10	12/1		7.98	1.2197	718.	17.05	1600.	38.01	42098.
46-1	CC20.0	L10	12/1		8.99	1.2227	687.	15.12	1600.	35.21	45438.
46-2	CC20.0	L10	12/1		8.00	1.3001	702.	16.42	1600.	37.44	42733.
46-3	CC20.0	L10	12/1		7.98	1.3197	718.	17.05	1600.	38.01	42098.
46-4	CC20.0	L10	12/1		7.98	1.3080	774.	18.25	1600.	37.67	42475.
57-0	DC27.5	S50	12/1		6.90	2.9279	392.	20.64	540.	28.46	18975.
57-1	DC27.5	S50	12/1		6.90	2.9279	392.	20.64	540.	28.46	18975.
57-2	DC27.5	S50	12/1		6.90	3.4002	294.	18.02	540.	33.05	16339.
57-3	DC27.5	S50	12/1	57.4	6.90	3.5272	292.	18.60	540.	34.28	15751.
57-4	DC27.5	S50	12/1		9.90	2.2624	539.	21.93	540.	21.99	24556.
47-0	CC23.0	R10	12/2	61.0	7.98	1.8281	488.	16.04	1360.	44.75	30390.
48-0	CC26.0	L10	12/2		7.99	1.5816	576.	16.39	1520.	43.27	35126.
49-0	CC29.0	R10	12/2		9.00	1.0440	943.	17.71	1600.	30.07	53213.
50-0	CC32.0	L10	12/2		8.99	1.0940	870.	16.98	1640.	32.00	51248.
51-0	CC35.0	R10	12/2		7.99	1.2021	868.	19.25	1360.	30.16	45091.
52-0	CC38.0	L10	12/2		9.00	1.1398	801.	16.43	1640.	33.65	48739.
53-0	CC41.0	R10	12/2		9.00	1.2584	793.	17.96	1400.	31.71	44149.
54-0	CC44.0	L10	12/2		7.98	1.8345	572.	18.89	1020.	33.68	30284.
55-0	CC47.0	R10	12/2	67.5	8.00	1.5756	671.	19.04	1160.	32.90	35256.
56-0	CC50.0	L10	12/2		8.00	2.2606	467.	18.99	880.	35.81	24576.
59-0	DC33.5	S50	12/2		8.00	1.7206	598.	18.54	1120.	24.69	32289.
60-0	EC32.5	N00	12/2		7.99	2.1595	449.	17.44	960.	37.32	25727.
61-0	EC44.0	N00	12/2		8.01	1.3622	780.	19.13	1440.	35.31	40782.
62-0	EC50.0	N00	12/2		6.99	2.3792	478.	20.48	780.	33.40	23350.
66-0	GC03.0	R12	12/2		8.00	1.6741	587.	17.70	1160.	34.96	33185.
67-0	GC06.0	L12	12/2		7.99	1.4899	720.	19.30	1280.	34.33	37288.
68-0	GC09.0	R12	12/2		7.99	1.4809	724.	19.30	1220.	32.52	37514.
69-0	GC12.0	L12	12/2	65.4	7.99	1.3870	793.	19.81	1260.	31.46	40955.
70-0	GC15.0	R12	12/2		9.01	1.3470	760.	18.43	1380.	33.46	41245.
71-0	GC18.0	L12	12/2		8.00	1.5323	693.	19.12	1200.	33.10	36255.
72-0	HC07.5	U50	12/2		9.00	0.8288	1208.	18.02	1920.	28.64	67034.
74-0	HC10.5	U50	12/2		8.99	0.8242	1188.	17.62	1920.	28.49	67402.
75-0	HC13.5	U50	12/2		8.98	1.1213	857.	17.29	1700.	24.31	49545.
76-0	IC00.5	R10	13/1		8.99	1.1145	868.	17.42	1630.	33.70	49847.
77-0	IC03.5	L10	13/1	57.6	8.99	1.1204	851.	17.17	1560.	31.46	49584.
78-0	IC06.5	R10	13/1		9.00	1.1358	842.	17.28	1600.	32.83	48742.
79-0	IC09.5	L10	13/1		9.00	1.0951	913.	17.34	1600.	30.39	52652.
80-0	IC12.5	R10	13/1		8.99	1.3392	729.	17.18	1400.	32.99	42434.
81-0	IC15.5	L10	13/1		9.00	1.1990	781.	16.86	1520.	32.80	46335.
82-0	IC18.5	R10	13/1		8.99	1.3497	743.	18.04	1360.	33.04	41160.
83-0	IC21.5	L10	13/1	58.7	8.98	1.4077	689.	17.47	1200.	30.41	39465.
107-0	LC56.0	C00	13/1		7.99	2.0024	519.	18.72	960.	34.60	27745.
111-0	LC60.0	N00	13/1		8.00	1.8588	575.	19.02	1020.	33.76	30213.
112-0	LC62.0	N00	13/1		8.01	1.7654	610.	19.37	1020.	32.41	31469.

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

CALIBRATION FACTORS

DATE	TIME CODE	RESPONSE E-6	AMPLITUDE E-1	FREQUENCY E-3
9/12/77	12/0930/1	0.99900	0.99620	1.00000
9/12/77	12/1330/2	0.99960	0.99700	1.00000
9/12/77	12/1825/3	0.99810	0.99840	1.00000
9/13/77	13/0900/1	0.99810	0.99500	1.00000
9/13/77	13/1435/2	0.99950	0.99790	1.00000
9/13/77	13/1855/3	0.99950	0.99860	1.00000
9/14/77	14/0904/1	0.99960	0.99690	1.00000
9/14/77	14/1130/2	0.99800	0.99590	1.00000
9/14/77	14/2238/3	0.99920	0.99730	1.00000
9/15/77	15/2238/1	0.99920	0.99730	1.00000
9/15/77	15/0325/2	0.99680	0.99780	1.00000
9/15/77	15/0657/3	0.99990	0.99690	1.00000
9/15/77	15/2239/4	1.00000	0.99800	1.00000
9/16/77	16/2239/1	1.00000	0.99800	1.00000
9/16/77	16/0300/2	0.99960	0.99690	1.00000
9/16/77	16/1410/3	0.99900	0.99560	1.00000
9/16/77	16/1734/4	0.99950	0.99770	1.00000

GRID IDENTIFICATIONS

A	RW 15-33
B	RW 1-19
C	TW A
D	GATE/APRN
E	XTWS TO A
F	TW B
G	TW C
H	APRON GA
I	TW D
J	TW E
K	TW F
L	APRN VANG
M	RW1-19 EXT
N	TW NEW
P	XTW-GA NJ
R	TW - RW19

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

TEST IDENTIFICATIONS

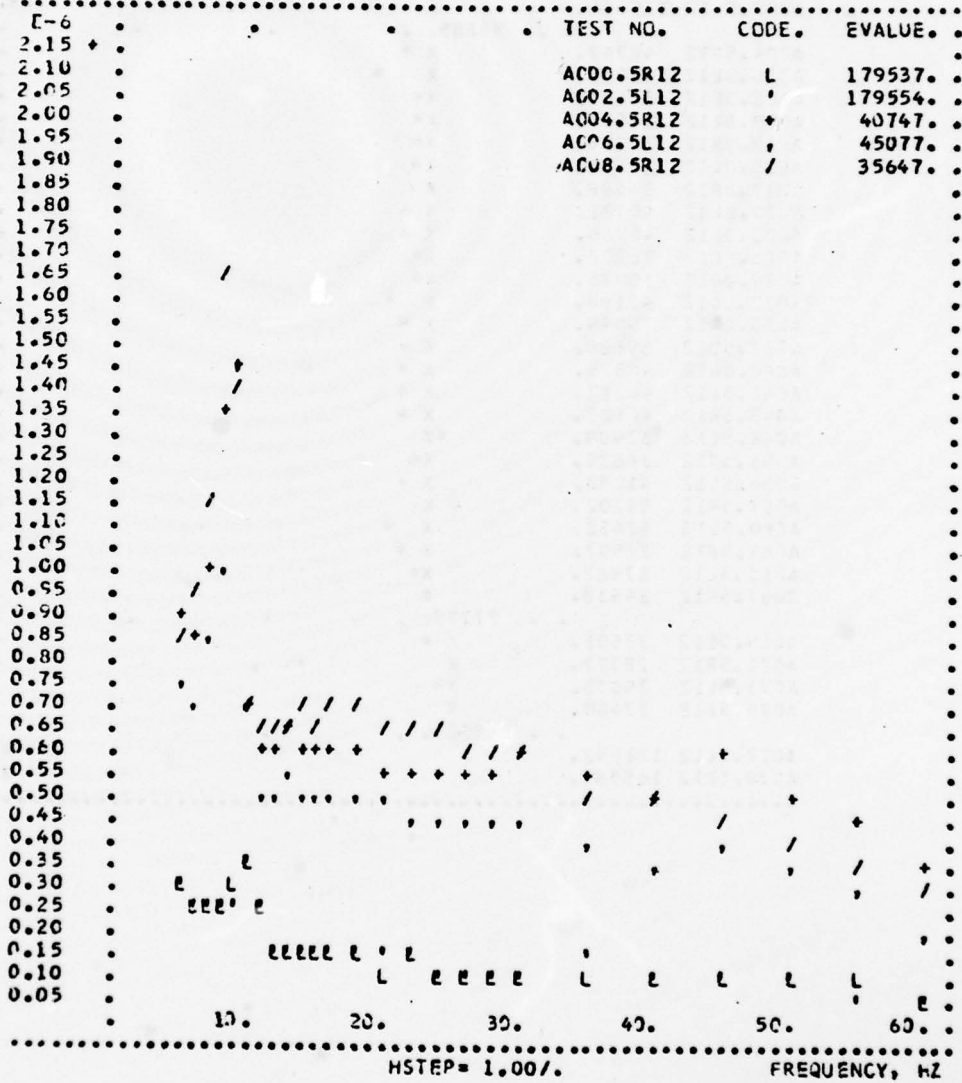
TEST NO.	LOCATION STA	OFFSET	TIME CODE	TEMP DEGF	DSM(W) E+3	LOAD/RAD.	PFLPAV	DRAINAGE
1-C	A000.5	R12	15/0057/1	50.7	6080.	3.0/ 9.0	13/CC7	NJRM
2-0	A002.5	L12	15/0129/1		6080.	3.0/ 9.0	13/CC7	NJRM
3-0	A004.5	R12	15/0142/1		1600.	3.0/ 9.0	2/AC2	NORM
4-0	A006.5	L12	15/0154/1		1760.	3.0/ 9.0	2/AC2	NORM
5-0	A008.5	R12	15/0212/1		1360.	3.0/ 9.0	2/AC2	NJRM
6-C	A010.5	L12	15/0233/1		1280.	3.0/ 9.0	2/AC2	NORM
7-0	A012.5	R12	15/0245/1		1280.	3.0/ 9.0	2/AC2	NORM
8-0	A015.0	L12	15/0350/2		1320.	3.0/ 9.0	2/AC2	NORM
8-1	AC15.0	L06	15/0400/2		1240.	3.0/ 9.0	2/AC2	NORM
8-2	AC15.0	L18	15/0340/2		1280.	3.0/ 9.0	2/AC2	NJRM
8-3	AC15.0	L30	15/0317/1		1200.	3.0/ 9.0	2/AC2	NORM
8-4	AC15.0	L50	15/0306/1		1320.	3.0/ 9.0	2/AC2	NJRM
8-5	AC15.0	L70	15/0257/1	47.8	1040.	3.0/ 9.0	2/AC2	NJRM
8-6	AC15.0	L90	15/0019/1		580.	1.5/15.0	0/SUB	NJRM
9-0	AC17.5	R12	15/0434/2		1200.	3.0/ 9.0	2/AC2	NORM
10-0	A020.0	L12	15/0444/2		1440.	3.0/ 9.0	2/AC2	NJRM
11-C	A023.0	R12	15/0422/2	44.4	1600.	3.0/ 9.0	2/AC2	NJRM
12-0	AC26.0	L12	15/0507/2		1400.	3.0/ 9.0	2/AC2	NJRM
13-0	AC29.0	R12	15/0520/2		1520.	3.0/ 9.0	2/AC2	NJRM
14-C	AC32.0	L12	15/0535/2		1760.	3.0/ 9.0	2/AC2	NJRM
15-0	AC35.0	R12	15/0606/2		1200.	3.0/ 9.0	2/AC2	NORM
16-0	AC37.5	L12	15/0620/2		1200.	3.0/ 9.0	2/AC2	NORM
17-C	AC40.0	R12	15/0634/2		1560.	3.0/ 9.0	2/AC2	NORM
18-0	AC42.5	L12	15/0644/2		1440.	3.0/ 9.0	2/AC2	NORM
19-0	AC45.5	R12	15/0655/2	46.4	1440.	3.0/ 9.0	2/AC2	NJRM
20-0	AC48.5	L12	16/0252/1		1360.	3.0/ 9.0	2/AC2	NORM
21-C	AG51.5	R12	16/0242/1		1480.	3.0/ 9.0	2/AC2	NJRM
22-C	AC54.5	L12	16/0213/1		1440.	3.0/ 9.0	2/AC2	NORM
23-0	A057.5	R12	16/0220/1		1200.	3.0/ 9.0	2/AC2	NJRM
24-0	AC60.5	L12	16/0211/1		1520.	3.0/ 9.0	2/AC2	NJRM
25-0	AC63.5	R12	16/0153/1		1440.	3.0/ 9.0	2/AC2	NJRM
25-1	AC63.5	R06	16/0201/1	53.4	1280.	3.0/ 9.0	2/AC2	NJRM
25-2	AC63.5	R18	16/0144/1		1360.	3.0/ 9.0	2/AC2	NJRM
25-3	AC63.5	R30	16/0136/1		1520.	3.0/ 9.0	2/AC2	NORM
25-4	AC63.5	R50	16/0127/1		1440.	3.0/ 9.0	2/AC2	NORM
25-5	AC63.5	R70	16/0119/1		1440.	3.0/ 9.0	2/AC2	NORM
25-6	AC63.5	R90	16/0231/2		640.	1.5/15.0	0/SUB	NJRM
26-0	AC65.5	L12	16/0108/1		1520.	3.0/ 9.0	2/AC2	NORM
27-0	AC67.5	R12	16/0059/1		1360.	3.0/ 9.0	2/AC2	NJRM
28-C	AC69.5	L12	16/0050/1		1280.	3.0/ 9.0	1/AC1	NORM
29-0	AC71.5	R12	16/0042/1		1200.	3.0/ 9.0	1/AC1	NORM
30-C	AC73.5	L12	16/0032/1		1160.	3.0/ 9.0	1/AC1	NJRM
31-C	AC75.5	R12	16/0024/1		1000.	3.0/ 9.0	1/AC1	NORM
32-0	AC77.5	L12	16/0015/1	54.6	5440.	3.0/ 9.0	13/CC7	NJRM
33-0	AC79.5	R12	15/2355/4		5840.	3.0/ 9.0	13/CC7	NORM

NAI C. YANG, ENGINEERING CONSULTANT

DFPLOT 1

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

Z/F, IN/LB



BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

RUNWAY 15-33/PROFILE

LOCATION	E-VAL	AREA-E	EMIN= 4000.	ESTEP= 3000./.
.....				
		. . 179545. .		
AC00.5R12	179537.			✖
AC02.5L12	179554.			✖
.....				
		. . 34885. .		
AC04.5R12	40747.	X *		
AC06.5L12	45077.	X *		
AC08.5R12	35647.	X*		
AC10.5L12	36555.	X*		
AC12.5R12	37028.	X*		
AC15.0L12	36383.	X*		
AC17.5R12	34688.	✖		
AC20.0L12	40722.	X *		
AC23.0R12	40766.	X *		
AC26.0L12	36232.	X*		
AC29.0R12	38975.	X*		
AC32.0L12	43188.	X *		
AC35.0R12	35049.	X *		
AC37.5L12	39686.	X *		
AC40.0R12	40375.	X *		
AC42.5L12	40217.	X *		
AC45.5R12	40625.	X *		
AC48.5L12	32489.	*X		
AC51.5R12	36839.	X*		
AC54.5L12	41083.	X *		
AC57.5R12	29202.	* X		
AC60.5L12	42432.	X *		
AC63.5R12	38597.	X *		
AC65.5L12	37982.	X*		
AC67.5R12	34538.	✖		
.....				
		. . 27745. .		
AC69.5L12	32501.	X *		
AC71.5R12	28792.	✖		
AC73.5L12	29575.	X*		
AC75.5R12	27480.	✖		
.....				
		. . 165589. .		
AC77.5L12	171542.			✖
AC79.5R12	165589.			✖
.....				

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

DICTIONARIES

AAND	EQUIVALENT LOAD REPETITIONS OF ALL AIRCRAFT - DEFLECTION CRITERIA
AANS	EQUIVALENT LOAD REPETITIONS OF ALL AIRCRAFT - STRESS CRITERIA
AC	ASPHALT PAVEMENT
AC/AC	ASPHALT OVERLAY ON EXISTING ASPHALT PAVEMENT
AC/CC	ASPHALT OVERLAY ON EXISTING CONCRETE PAVEMENT
AC/CCA	ASPHALT OVERLAY ON CONCRETE PAVLMENT
AC/PAV	ASPHALT OVERLAY
ACC	ASPHALT PAVEMENT WITH CTB
ACE	FAA CENTRAL REGION
ACSTR	ACTUAL WORKING TENSILE STRESS
AC1	3 IN. EXAC
AC2	6 IN. EXAC
AC3	9 IN. EXAC
AC4	12 IN. EXAC
AC5	16 IN. EXAC
AC6	20 IN. EXAC
ACM	AVERAGE DAILY MOVEMENT
ADMPO	AVERAGE DAILY MOVEMENT PREPARED BY AIRPORT OPERATOR
ADMATA	AVERAGE DAILY MOVEMENT PREPARED BY ATA
ADMFAA	AVERAGE DAILY MOVEMENT PREPARED BY FAA
ADMUG	AVERAGE DAILY MOVEMENT SUGGESTED FOR PAVEMENT DESIGN
AEA	FAA EASTERN REGION
AEU	FAA EUROPEAN REGION
AGBS	AGGREGATE BASE COURSE, P-206 TO P-214, P-217
AGL	FAA GREAT LAKES REGION
AIRB	ANNUAL INTEREST RATE OF BOND
ALF	AIRCRAFT LOAD FACTOR
AMC	ANNUAL MAINTENANCE COST, \$/S.Y.
AND	EQUIVALENT LOAD REPETITIONS OF ONE TYPE OF AIRCRAFT - DEFLECTION
ANDA	ANTICIPATED SERVICE LIFE IN LOAD REPETITIONS - DEFLECTION CRITERIA
ANE	FAA NEW ENGLAND REGION
ANS	EQUIVALENT LOAD REPETITIONS OF ONE TYPE OF AIRCRAFT - STRESS CRITERIA
ANW	FAA NORTHWEST REGION
APX	TRANSVERSE DIRECTION PROBABILITY DISTRIBUTION OF WHEEL LOAD
APY	LONGITUDINAL DIRECTION PROBABILITY DISTRIBUTION OF LANDING IMPACT
ARCD	ANNUAL RATE OF CASH DISCOUNT
AREA-E	MEAN VALUE MINUS ONE STANDARD DEVIATION OF A GROUP OF E-VALUE
ARM	FAA ROCKY MOUNTAIN REGION
ASRS	ASPHALT BASE COURSE, P-201
ASCCC	RATE OF ANNUAL ESCALATION OF CONSTRUCTION COST
ASCLT	COST OF ASPHALT OIL, CAR LOAD PER TON
ASCMC	RATE OF ANNUAL ESCALATION OF MAINTENANCE NEED
ASC	FAA SOUTHERN REGION
ASTB	ASPHALT TREATED BASE, P-215, P-216

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

DICTIONARIES

ASTOP	ASPHALT TOP COURSE, P-401, P-408
ASW	FAA SOUTHWEST REGION
ATD	AIRPORT TRAFFIC DISTRIBUTION
ATDAPD	AIRPORT TRAFFIC DISTRIBUTION PREPARED BY AIRPORT OPERATOR
ATDSUG	AIRPORT TRAFFIC DISTRIBUTION SUGGESTED FOR PAVEMENT DESIGN
ATM	AIRCRAFT TRAFFIC MOVEMENTS
AWE	FAA WESTERN REGION
A1,A2	COEFFICIENTS OF TRANSFER FUNCTION (TRANSVERSE TO LONG. DEFLECTION)
C	CENTER LINE
CALIB	THE CALIBRATION IDENTIFICATION NUMBER
CC	CONCRETE PAVEMENT
CC/AC	CONCRETE OVERLAY ON EXISTING ASPHALT PAVEMENT
CC/CC	CONCRETE OVERLAY ON EXISTING CONCRETE PAVEMENT
CC/PAV	CONCRETE OVERLAY
CCA	CONCRETE PAVEMENT WITH AGBS
CCL	ROLLED LEAN CONCRETE BASE PAVEMENT
CC1	8 IN. EXPC
CC2	10 IN. EXPC
CC3	12 IN. EXPC
CC4	14 IN. EXPC
CC5	15 IN. EXPC
CC6	16 IN. EXPC
CC7	17 IN. EXPC
CEC	COMPUTED ENGINEERING DATA
CLHR	RATE OF COMMON LABOR PER HOUR
CCAGT	COST OF COARSE AGGREGATE PER TON
CCBEN	COST BENEFIT PROGRAM
CCVAR	COEFFICIENT OF VARIANCE - MATERIAL STRENGTH
CTB	CEMENT TREATED BASE, P-301, P-304
DC	COEFF. OF CONTACT RIGIDITY
DEF/DI	PAVEMENT FUNCTION GOVERNED BY SURFACE DEFLECTION AND AIRCRAFT VIBRATION
DEF/WZ	PAVEMENT FUNCTION GOVERNED BY SURFACE DEFLECTION
DI	DYNAMIC INCREMENT OF AIRCRAFT VIBRATION AT PAVEMENT-WHEEL INTERFACE
DRY	DRY BASE
DSM(W)	DYNAMIC STIFFNESS MODULUS DEFINED BY WZS
DSM(1)	F(1)/Z(1) AT FIRST RESONANCE
D1,D2	COEFFICIENTS OF TRANSFER FUNCTION (ELASTIC TO CUMULATIVE DEFORMATION)
D3	COEFFICIENT D2 AT INITIAL STAGE OF TRANSVERSE DEFORMATION FOR PFL STUDY
E-SUP	E-VALUE OF PAVEMENT SUPPORT (SUBGRADE OR EXISTING PAVEMENT)
END	END PORTION OF RUNWAY AT LANDING ROLL
EPAV	E-VALUE OF EXISTING PAVEMENT
EPW	OPERATING EMPTY WEIGHT OF AIRCRAFT
ESUB	E-VALUE OF SUBGRADE
ESW	EQUIVALENT SINGLE WHEEL LOAD

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

DICTIONARIES

ESWL	EQUIVALENT SINGLE WHEEL LOAD
EVALUE	MODULUS OF ELASTICITY OF RESPONSE SYSTEM IN NDT PROGRAM
EVAL	MODULUS OF ELASTICITY OF RESPONSE SYSTEM IN NDT PROGRAM
EXACCV	EXISTING ASPHALT OVERLAY
EXAC	EXISTING ASPHALT LAYER
EXBSA	EXISTING BASE OF ASPHALT PAVEMENT
EXBSC	EXISTING BASE OF CONCRETE PAVEMENT
EXPCOV	EXISTING PORTLAND CEMENT CONCRETE OVERLAY
EXPC	EXISTING PORTLAND CEMENT CONCRETE LAYER
F(I)	FORCING FUNCTION, DOUBLE AMPLITUDE IN POUNDS
FACTOR	INFLUENCE FACTOR OF ALL AIRCRAFT WHEELS
FAM	FORECAST OF AIRCRAFT MOVEMENT
FAM*2	DOUBLE VOLUME OF FAM FOR PAVEMENT DESIGN
FAM/2	ONE HALF VOLUME OF FAM FOR PAVEMENT DESIGN
FAMAPC	FORECAST OF AIRCRAFT MOVEMENT PREPARED BY AIRPORT OPERATOR
FAMATA	FORECAST OF AIRCRAFT MOVEMENT PREPARED BY AIR TRANSPORT ASSOCIATION
FAMSTG	FORECAST OF AIRCRAFT MOVEMENT SUGGESTED FOR PAVEMENT DESIGN
FATIST	COEFFICIENT OF FATIGUE STRESS (LOG CYCLE)
FIAGT	COST OF FINE AGGREGATE PER TON
FREQ	NATURAL FREQUENCY OF AIRCRAFT GEAR SUPPORT ON PAVEMENT
GELS	GENERAL EQUILIBRIUM LAYER SYSTEM PROGRAM
H(I)	FREQUENCY OF FORCING FUNCTION IN HZ AT ITH TEST
H(1)	H(I) AT FIRST RESONANCE, HZ
HLBT	COST OF HYDRATED LIME, BULK PFR TON
HP	HOLDING PAD
HSTEP	FREQUENCY SCALE OF FREQUENCY RESPONSE PLOT, Z(I)/F(I) VS H(I)
HSTRS	STRESS AT DESIGN LAYER OF PAVEMENT MODEL FROM GELS
ICC	INITIAL CONSTRUCTION COST OF TOTAL PAVEMENT, \$/S.Y.
ILS	INSTRUMENT LANDING SYSTEM
INFI	SEMI-INFINITE THICKNESS OF SUPPORT LAYER OF PAVEMENT MODEL
INPUT	SUMMARY OF ALL INPUT PARAMETERS
IWFAT	COST OF INDUSTRY WASTE FINE AGGREGATE PER TON
KEEL	CENTER STRIP OF RUNWAY OR TAXIWAY
L	LEFT OF CENTER LINE
LBBM	COST OF CONSTRUCTION LUMBER PER BOARD MEASURE
LC/PAV	LCF OVERLAY
LCF	LIME-CEMENT-FLYASH PAVEMENT
LCF/AC	LCF OVERLAY ON EXISTING ASPHALT PAVEMENT
LCF/CC	LCF OVERLAY ON EXISTING CONCRETE PAVEMENT
LCFA	LCF-A MIX WITH NATURAL AGGREGATE
LCFB	LCF-B MIX WITH NATURAL AGGREGATE
LCFC	LCF-C MIX WITH NATURAL AGGREGATE
LCFSA	LCFS-A MIX WITH INDUSTRY WASTE AGGREGATE
LCFSB	LCFS-B MIX WITH INDUSTRY WASTE AGGREGATE

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DICTIONARIES

LCFSC	LCFS-C MIX WITH INDUSTRY WASTE AGGREGATE
LCFS	LCF WITH INDUSTRY WASTE AS PAVEMENT AGGREGATE
LIGHTS	IN PAVEMENT LIGHTING SYSTEM
LCC	LOCATION
LRW	LANDING ROLL WEIGHT
LTSUB	LIME TREATED SUBGRADE, P-155
MID	MID PORTION OF RUNWAY OR TAXIWAY
MLG	MAIN LANDING GEAR LOAD OF AIRCRAFT
MLRW	MAX. LANDING WEIGHT OF AIRCRAFT
MCD	MOBILIZATION AND DEMOBILIZATION COST OF MATERIAL PROCESSING FACILITIES
MCD(N)	MCD FOR NORMAL SIZE OF RUNWAY AND TAXIWAY CONSTRUCTION
MCD(S)	MCD FOR SMALL SIZE OF CONSTRUCTION PROGRAM
MTOW	MAX. TAKE-OFF WEIGHT OF AIRCRAFT
MWPRT	SUMMARY OF FEM STRESSES AND DEFLECTIONS FROM GELS
MWPRT	SUMMARY OF PFL STRESSES AND DEFLECTIONS FROM GELS
MWPRT	SUMMARY OF PAVEMENT DESIGN THICKNESSES FROM GELS
NBL	MATURITY OF REVENUE BOND, NUMBER OF YEARS
NDT	NONDESTRUCTIVE TEST PROGRAM
NDT	NONDESTRUCTIVE TEST
NCRM	NORMAL AIRPORT NAVIGATION SIGNS
NCRM	NORMAL DRY OPERATION
NSLP	EFFECTIVE FUNCTIONAL(SERVICE) LIFE OF PAVEMENT, NUMBER OF YEARS
NWHEEL	NUMBER OF MLG WHEELS PER AIRCRAFT
CC1	4 IN. EXACOV ON 8 IN. EXPC
CC2	4 IN. EXACOV ON 10 IN. EXPC
CC3	4 IN. EXACOV ON 12 IN. EXPC
CC4	6 IN. EXACOV ON 10 IN. EXPC
CC5	6 IN. EXACOV ON 12 IN. EXPC
CC6	6 IN. EXPCOV ON 10 IN. EXPC
CC7	6 IN. EXPCOV ON 12 IN. EXPC
OEW	OPERATIONAL EMPTY WEIGHT OF AIRCRAFT
OVSFKL	OVERSTRESS FACTOR FOR KEEL OR OTHER UNDEFINED AREA
OVSFSD	OVERSTRESS FACTOR FOR SIDES
PAV	EXISTING PAVEMENT
PAVDES	PAVEMENT DESIGN PROGRAM
PCBT	COST OF PORTLAND CEMENT, BULK PER TON
PCC	PORTLAND CEMENT CONCRETE, P-501
PCCR	REINFORCED PORTLAND CEMENT CONCRETE, P-501, P-610
PCV	PRESENT CASH VALUE OF TOTAL PAVEMENT DURING SERVICE LIFE, \$/S.Y.
PFL	PRESENT FUNCTIONAL LIFE IN YEARS OF AIRCRAFT MOVEMENT (ANDA/AAND)
PFLPAV	EXISTING PAVEMENT FOR PFL ANALYSIS
PFLPAV	EXISTING PAVEMENT
PLF	BOARDING FACTOR
PCZBT	COST OF POZZOLAN OR FLYASH, BULK PER TON

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

DICTIONARIES

PRDICT SUMMARY OF ALL DICTIONARIES
 PSI TIRE PRESSURE
 R RIGHT OF CENTER LINE
 RADIUS RADIUS OF CONTACT AREA OF AIRCRAFT MLG WHEEL
 RANGE DISTANCE RANGE OF AIRCRAFT (SHORT, MEDIUM, LONG)
 RGF RANGE FACTOR
 RLC ROLLED LEAN CONCRETE
 RPWT RAMP WEIGHT OF AIRCRAFT
 RSWLB COST OF REINFORCING STEEL (WIRE MESH) PER POUND
 R_w RUNWAY
 SDFC SIDE FACTOR FOR UNIFORM PAVEMENT CROSS-SECTION
 SERVYR DESIGN FUNCTIONAL (SERVICE) LIFE IN YEARS
 SFST COST OF SELECTED FILL SAND PER TON
 SIFC SIDE STRIPS OF RUNWAY OR TAXIWAY
 SIGMA HORIZONTAL STRESS IN PAVEMENT COMPONENT
 SIGMAT HORIZONTAL TENSILE STRESS IN PAVEMENT COMPONENT
 SLEHR RATE OF SKILLED EQUIPMENT OPERATOR PER HOUR
 SSBS SELECTED SUB-BASE, P-154
 STR/MT PAVEMENT FUNCTION GOVERNED BY WORKING STRESS AND MAINTENANCE NEEDS
 STRESS CONVERSION FACTOR E-VALUE TO TENSILE STRESS
 SUB SUBGRADE SUPPORT
 SUMZ STATIC SURFACE DEFLECTION AS COMPUTED BY NDT PROGRAM
 TC TOUCH DOWN AREA
 TEW TOUCH-DOWN WEIGHT
 TM TERMINAL
 TCW TAKE-OFF WEIGHT
 TW TAXIWAY
 ULSTR ULTIMATE SAFE TENSILE STRESS
 VEL VELOCITY OF AIRCRAFT EQUIVALENT TO FULL STATIC LOAD WITHOUT WING LIFT
 VISUAL VISUAL LANDING SYSTEM
 WAPCV WEIGHTED AVERAGE OF PRESENT CASH VALUE
 WET WET BASE, OCCASIONALLY PONDED
 WGT WEIGHT OF MLG PER TIRE
 WCSTR SAFE WORKING TENSILE STRESS
 WZ SURFACE DEFLECTION OF PAVEMENT
 WZERO WZ AT X = 0, Y = 0
 XMAX DISTANCE BETWEEN OUTERMOST WHEELS
 XNZ TRANSVERSE WHEEL SPACING OF THE LANDING GEAR
 XTW CROSS TAXIWAY
 Z(I) DYNAMIC RESPONSE OF SUB OR PAV IN INCH AT ITH TEST
 Z(N) DYNAMIC RESPONSE AT CUT-OFF HIGH FREQUENCY TEST
 ZDEF SURFACE DEFLECTION OF PAVEMENT MODEL FROM GELS
 >5.00 ANDA/AAND>5.

REGIONAL COST VALUES
 REGIONAL COST VALUES

TYPE	FACILITY	FACILITY	FACILITY	FACILITY	FACILITY		
BANDWIDTH	CCDE1	CCDE2	RW	Th	HP		
DI	Rh	Th	HP				
VFL	Rh	Th	HP				
AIRCRAFT	CCCF	MTOW	MLRW	CEW	RANGE		
TCW	AIRCRAFT TAKE-OFF WEIGHTS						
TCW	AIRCRAFT TAKE-OFF WEIGHTS						
FINANCE	AIFD	AFCO	ASCC	ASCMC	NBL	NSLP	
FORECAST	ACM	ATD					
PFLCI							
DESIGN	AIRCRAFT	WEIGHT					
CLASS	CCDE	DVSFAL	DVSFSD	STRESS	FATIST	COVAR	A1
LAYER	CCDE	EVALUE	POISSON	MCD(S)	MCD(N)		
LAYER	PCDT	FIAGT	COAGT	ASCLT	HLBT	POZBT	SFST
PAVEMENT	CCDE	LAYER	THICKNESS	EVALUE	POISSON		
ITERATE	PAVEMENT	LAYER	HMIN	HMAX	HSTEP		
NEW PAVEMENT SUB GRID EVALUES							
OVERLAY PAVEMENT EPAY GRID EVALUES							
PAVEMENT	NUMBER	KEEL	SIDE				
PFLPAV	CCDE	LAYER	THICKNESS	EVALUE			
PFLPAV SUB GRID EVALUES							
PFLPAV	CLASS	LAYER FOR	STR/MT				
CLASS	PFLPAV FOR AND/ANS						
CLASS	PAVEMENT	PFLPAV FOR AND/ANS					
PAVEMENT	PFLPAV	CLASS	LAYER FOR STR/MT				
FACILITY AND STATION IDENTIFICATIONS							
STATISTICALLY PROCESSED NOT GROUP DATA							
OPERATIONAL AIRCRAFT WEIGHTS							
ACM	ACDSUG	AVERAGE DAILY MOVEMENTS, SUGGESTED					
ATD	ATDSUG	AIRPORT TRAFFIC DISTRIBUTION, SUGGESTED					
REGIONAL COST VALUES							

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FACILITY AND STATION IDENTIFICATIONS

FACILITY	CCDE	STA-FROM	STA-TO
1	RW 15-33	003.0	080.0
2	RW 1-19	016.0	052.0
3	TW A	016.0	051.0
4	GATE/APRN	026.0	035.0
5	XTWS TO A	000.0	000.0
6	TW B	000.0	009.0
7	TW C	000.0	022.0
8	APRON GA	006.0	015.0
9	TW D	000.0	025.0
10	TW F	001.0	006.0
11	TW F	001.0	049.0
12	APRN VANG	048.0	063.0
13	RW1-19EXT	000.0	016.0
14	TW NEW	000.0	037.0
15	XTW-GA NU	000.0	010.0
16	TW - RW19	000.0	018.0

**

STATISTICALLY PROCESSED NOT GROUP DATA

FACILITY	STA-FROM	STA-TO	SUMZ	EVALUE	DRAINAGE	TEMP.	PFLPAV
1	000.0	003.0		179545.	NCRM		13/CC7
	003.0	069.0		34885.	NCRM		2 /AC2
	069.0	076.5		27745.	NCRM		1 /AC1
	076.5	080.0		165589.	NCRM		13/CC7
2	016.0	052.0		32267.	NCRM		1 /AC1
3	016.0	051.0		26191.	NCRM		1 /AC1
4	026.0	035.0		21726.	NCRM		1 /AC1
5	000.0	000.0		22234.	NCRM		1 /AC1
6	000.0	009.0		32320.	NCRM		1 /AC1
7	000.0	022.0		34350.	NCRM		1 /AC1
8	006.0	015.0		52594.	NCRM		14/CC1
9	000.0	025.0		31625.	NCRM		1 /AC1
10	001.0	006.0		26376.	NCRM		1 /AC1
11	001.0	049.0		36029.	NCRM		1 /AC1
12	048.0	063.0		24670.	NCRM		1 /AC1
13	000.0	016.0		10667.	NCRM		0 /SUB
14	000.0	037.0		10395.	NCRM		0 /SUB
15	000.0	010.0		10381.	NCRM		0 /SUB
16	000.0	018.0		10327.	NCRM		0 /SUB

**

OPERATIONAL AIRCRAFT WEIGHTS

AIRCRAFT	CCDE	RANGE	LOAD FACTOR
1	B747		
2	DC10/30		
3	DC10/10		
4	L1011		
5	DC8(B707)		MEDIUM
6	B720		

7	B727-200	MEDIUM
8	B727-100	MEDIUM
9	LC91B737)	MEDIUM
10	F27	MEDIUM
11	DCX-200	
12	B757	
13	B767-200	
14	A300B4	
15	CCNCORDE	

AIRCRAFT	ACMSUG AVERAGE DAILY MOVEMENTS, SUGGESTED NUMBER OF AIRCRAFT MOVEMENTS - PEAK MONTH					
	1977	1976	1983	1988	1993	1998
1						
2						
3						
4						
5	.1	.1	.2	.3	.4	.5
6						
7	9.	0.	6.	7.	9.	12.
8	0.	0.	0.	14.	16.	17.
9	18.	19.	20.	10.	6.	4.
10	11.	10.	9.	11.	20.	22.
11						
12						
13						
14						
15						

ATD FACILITY	ATDSUG STA-FROM	AIRPRT STA-TO	YEAR	TRAFFIC DISTRIBUTION, SUGGESTED		
				TCW%	LRW%	TOW%
1	000.0	030.0	1976	120.	100.	70.
			1983	80.	100.	80.
	030.0	053.0	1978	140.	100.	0.
			1983	100.	100.	0.
	053.0	078.0	1978	40.	100.	30.
			1983	20.	100.	20.
2	016.0	052.0	1978	20.	20.	0.
3	016.0	051.0	1978	80.	80.	0.
4	026.0	035.0	1978	60.	60.	0.
5	000.0	000.0	1978	20.	20.	0.
6	000.0	009.0	1978	20.	20.	0.
7	000.0	022.0	1978	30.	30.	0.
8	006.0	015.0	1978	10.	10.	0.
9	000.0	025.0	1978	20.	20.	0.
10	001.0	006.0	1978	10.	10.	0.
11	001.0	049.0	1978	40.	40.	0.
12	048.0	063.0	1978	20.	20.	0.
13	000.0	016.0	1978	0.	0.	0.
			1983	20.	20.	10.
14	000.0	037.0	1978	0.	0.	0.
			1983	80.	80.	0.
15	000.0	010.0	1978	0.	0.	0.
			1983	20.	20.	0.
16	000.0	018.0	1978	0.	0.	0.
			1983	10.	10.	0.

**
 REGIONAL COST VALUES
 CLST CCDE DATE ANF
 **

PRESENT FUNCTIONAL LIFE			
PFL FACILITY	SERVYR	BANDWIDTH	FORECAST
1	1	2	FAMSUG
2	1	2	FAMSUG
3	1	1	FAMSUG
4	1	1	FAMSUG
5	1	1	FAMSUG
6	1	1	FAMSUG
7	1	1	FAMSUG
8	1	1	FAMSUG
9	1	1	FAMSUG
10	1	1	FAMSUG
11	1	1	FAMSUG
12	1	1	FAMSUG

PAVDES PAVEMENT DESIGN			
PFL FACILITY	SERVYR	BANDWIDTH	FORECAST
1	5	2	FAMSUG
1	20	2	FAMSUG
2	5	2	FAMSUG
2	20	2	FAMSUG
3	5	1	FAMSUG
3	20	1	FAMSUG
4	5	1	FAMSUG
4	20	1	FAMSUG
5	5	1	FAMSUG
5	20	1	FAMSUG
6	5	1	FAMSUG
6	20	1	FAMSUG
7	5	1	FAMSUG
7	20	1	FAMSUG
8	5	1	FAMSUG
8	20	1	FAMSUG
9	5	1	FAMSUG
9	20	1	FAMSUG
10	5	1	FAMSUG
10	20	1	FAMSUG
11	5	1	FAMSUG
11	20	1	FAMSUG
12	5	1	FAMSUG
12	20	1	FAMSUG
13	20	2	FAMSUG
14	20	1	FAMSUG
15	20	1	FAMSUG
16	20	1	FAMSUG

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

DEFAULT SYSTEM FOR PFL

PFLPAV	CODE	LAYER	THICKNESS	EVALUE	POISSON
1	AC1	EXAC	3.0	140000.	0.24
		EXBSA	6.0	50000.	0.27
		SUB	INFI	++++	
2	AC2	EXAC	6.0	140000.	0.24
		EXBSA	6.0	50000.	0.27
		SUB	INFI	++++	
3	AC3	EXAC	9.0	140000.	0.24
		EXBSA	6.0	50000.	0.27
		SUB	INFI	++++	
4	AC4	EXAC	12.0	140000.	0.24
		EXBSA	6.0	50000.	0.27
		SUB	INFI	++++	
5	AC5	EXAC	16.0	140000.	0.24
		EXBSA	6.0	50000.	0.27
		SUB	INFI	++++	
6	AC6	EXAC	20.0	140000.	0.24
		EXBSA	6.0	50000.	0.27
		SUB	INFI	++++	
7	CC1	EXPC	8.0	300000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
8	CC2	EXPC	10.0	300000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
9	CC3	EXPC	12.0	300000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
10	CC4	EXPC	14.0	300000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
11	CC5	EXPC	15.0	300000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

DEFAULT SYSTEM FOR PFL

PFLPAV	CODE	LAYER	THICKNESS	EVALUE	POISSON
12	CC6	EXPC	16.0	3000000.	0.13
		EXBSC	6.0	30000.	0.29
		SUB	INFI	++++	
13	CC7	EXPC	17.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
14	CC1	EXACCV	4.0	180000.	0.23
		EXPC	8.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
15	CC2	EXACCV	4.0	180000.	0.23
		EXPC	10.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
16	CC3	EXACCV	4.0	180000.	0.23
		EXPC	12.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
17	CC4	EXACCV	6.0	180000.	0.23
		EXPC	10.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
18	CC5	EXACCV	6.0	180000.	0.23
		EXPC	12.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
19	CC6	EXPCCV	6.0	4500000.	0.12
		EXACCV	1.0	180000.	0.23
		EXPC	10.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	
20	CC7	EXPCCV	6.0	4500000.	0.12
		EXACCV	1.0	180000.	0.23
		EXPC	12.0	3000000.	0.13
		EXBSC	8.0	30000.	0.29
		SUB	INFI	++++	

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NDT/3 4

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

NDT INVENTORY FILE

FACILITY	CODE	STA-FROM	STA-TO	DRAINAGE AT TEST	SPAV NORM	SPAV WET	ESUB NORM	ESUB WET	PFLPAV
1	RW 15-32	0.0	3.00	NCRM	179545.	126110.	34283.	23570.	13 CC7
		3.00	69.00	NCRM	34885.	25165.	14158.	8495.	2 AC2
		69.00	76.50	NCRM	27745.	19696.	13980.	8388.	1 AC1
		76.50	80.00	NCRM	165589.	117538.	30628.	18376.	13 CC7
2	RW 1-14	16.00	52.00	NCRM	32267.	22872.	17732.	10639.	1 AC1
3	TW A	16.00	51.00	NCRM	29191.	27480.	15015.	9009.	1 AC1
4	GATE/APRN	26.00	35.00	NCRM	21726.	15641.	9903.	5942.	1 AC1
5	XTWS TC A	0.0	0.0	NCRM	22234.	15992.	10239.	6143.	1 AC1
6	TW B	0.0	9.00	NCRM	32320.	22928.	17788.	10673.	1 AC1
7	TW C	0.0	22.00	NCRM	34250.	25115.	19810.	11886.	1 AC1
8	APRN GA	6.00	15.00	NCRM	52594.	37313.	7899.	4739.	14 OC1
9	TW D	0.0	25.00	NCRM	31625.	22208.	17037.	10222.	1 AC1
10	TW E	1.00	6.00	NCRM	26376.	18699.	12896.	7738.	1 AC1
11	TW F	1.00	49.00	NCRM	36029.	26245.	21310.	12786.	1 AC1
12	APRN VANG	48.00	63.00	NCRM	24670.	17331.	11656.	6994.	1 AC1
13	RW1-19LXT	0.0	16.00	NCRM	10667.	6400.	10667.	6400.	0 SUB
14	TW NEW	0.0	37.00	NCRM	10395.	6237.	10395.	6237.	0 SUB
15	XTW-GA NU	0.0	10.00	NCRM	10381.	6229.	10381.	6229.	0 SUB
16	TW - RW19	0.0	18.00	NCRM	10327.	6196.	10327.	6196.	0 SUB

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

OPERATIONAL AIRCRAFT WEIGHTS

AIRCRAFT	CODE	RANGE	LOAD FACTOR	TOW	LRW	TOW
1	B747	LONG	HIGH	615000.	507852.	761777.
2	DC10/30	LONG	HIGH	515000.	383853.	575340.
3	DC10/10	LONG	HIGH	390000.	337538.	506508.
4	L1011	LONG	HIGH	390000.	334750.	502125.
5	DC8(R707)	LONG	MEDIUM	280000.	220117.	330176.
6	B720	MEDIUM	HIGH	220000.	172878.	259317.
7	B727-200	MEDIUM	MEDIUM	157000.	135400.	209100.
8	B727-100	MEDIUM	MEDIUM	135000.	121909.	182864.
9	DC9(R737)	SHORT	MEDIUM	85000.	77000.	115500.
10	F27	SHORT	MEDIUM	40000.	36000.	54000.
11	CCX-200	LONG	HIGH	250000.	290659.	435989.
12	B757	MEDIUM	HIGH	218000.	191720.	287580.
13	B767-200	MEDIUM	HIGH	270000.	247336.	371005.
14	A300B4	MEDIUM	HIGH	333000.	285919.	428878.
15	CONCORDE	XLONG	HIGH	355000.	232600.	348900.

DURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

EQUIVALENT SINGLE TYPE AIRCRAFT OPERATION

EG. AIRCRAFT: B727-200 WEIGHT: 170000. LBS CLASS: 2/AC FACILITY: RW 15-33
 BANDWIDTH: LIGHTS/ILS FORECAST: FAMSUG YEAR: 1

STATIONS C. TC 30. LOCATION: KEEL

STATIONS	REFLECTION CRITERIA			AAND			STRESS CRITERIA			ANS			
	TOW	LRW	TOW	TOW	LRW	TOW	TOW	LRW	TOW	LRW	TOW	LRW	TOW
B747	2.2E 00	1.4E 00	3.2E 00	0.0	0.0	0.0	5.1E-02	2.7E-02	3.4E-01	0.0	0.0	0.0	0.0
DC10/30	2.5E 00	1.3E 00	3.5E 00	0.0	0.0	0.0	4.6E-01	8.0E-02	8.6E-01	0.0	0.0	0.0	0.0
DC10/10	2.6E 00	1.4E 00	3.2E 00	0.0	0.0	0.0	3.8E-01	1.6E-01	1.7E 00	0.0	0.0	0.0	0.0
L1011	1.9E 00	1.4E 00	3.1E 00	0.0	0.0	0.0	8.8E-01	3.1E-01	4.5E 00	0.0	0.0	0.0	0.0
CCR(B707)	1.3E 00	6.0E-01	1.9E 00	2.3E 01	7.1E 00	7.9E-03	1.4E-01	2.5E-02	4.5E-01	2.3E 00	3.1F-01	1.0E-02	0.0
B720	7.8E-01	3.0E-01	1.3E 00	0.0	0.0	0.0	5.2E-03	1.4E-03	1.3E-02	0.0	0.0	0.0	0.0
B727-200	7.9E-01	5.2E-01	1.7E 00	0.0	0.0	0.0	5.3E-01	2.1E-01	5.4E 00	0.0	0.0	0.0	0.0
B727-100	4.6E-01	3.6E-01	1.2E 00	0.0	0.0	0.0	1.6E-01	7.2E-02	1.8E 00	0.0	0.0	0.0	0.0
CCR(B737)	4.7E-02	2.4E-02	2.7E-01	1.4E-01	1.4E-02	9.4E-01	3.7E-03	1.9E-03	3.4E-02	4.9E 00	2.0E 00	2.9E-02	0.0
F27	2.2E-05	3.5E-06	1.4E-03	6.6E-11	1.1E-12	8.8E 00	4.1E-05	2.5E-05	1.9E-04	2.5E-02	1.2E-02	5.7E-05	0.0
CCX-200	1.6E 00	9.5E-01	2.5E 00	0.0	0.0	0.0	2.0E-01	6.2E-02	7.3E-01	0.0	0.0	0.0	0.0
B757	6.5E-01	3.9E-01	1.5E 00	0.0	0.0	0.0	5.7E-03	2.7E-03	2.7E-02	0.0	0.0	0.0	0.0
B767-200	8.9E-01	6.0E-01	2.0E 00	0.0	0.0	0.0	6.3E-02	3.6E-02	5.1E-01	0.0	0.0	0.0	0.0
A300B4	1.7E 00	1.2E 00	2.8E 00	0.0	0.0	0.0	2.1E-01	8.0E-02	1.1E 00	0.0	0.0	0.0	0.0
CCNCORCE	2.1E 00	6.7E-01	2.0E 00	0.0	0.0	0.0	2.6E 00	8.1E-02	2.2E 00	0.0	0.0	0.0	0.0

2.2E 01 7.1E 00 5.8E 00 4.0E 01

7.2E 00 2.3E 00 3.9E-02 9.6E 00

STATIONS 30. TC 53. LOCATION: KEEL

STATIONS	REFLECTION CRITERIA			AAND			STRESS CRITERIA			ANS			
	TOW	LRW	TOW	TOW	LRW	TOW	TOW	LRW	TOW	LRW	TOW	LRW	TOW
B747	2.2E 00	1.4E 00	3.2E 00	0.0	0.0	0.0	9.1E-02	2.7E-02	3.4E-01	0.0	0.0	0.0	0.0
DC10/30	2.5E 00	1.3E 00	3.0E 00	0.0	0.0	0.0	4.6E-01	8.0E-02	8.6E-01	0.0	0.0	0.0	0.0
DC10/10	2.6E 00	1.4E 00	3.2E 00	0.0	0.0	0.0	3.8E-01	1.6E-01	1.7E 00	0.0	0.0	0.0	0.0
L1011	1.9E 00	1.4E 00	3.1E 00	0.0	0.0	0.0	8.8E-01	3.1E-01	4.5E 00	0.0	0.0	0.0	0.0
CCR(B707)	1.3E 00	6.0E-01	1.9E 00	2.7E 01	7.1E 00	0.0	1.4E-01	2.5E-02	4.5E-01	2.7E 00	3.1F-01	0.0	0.0
B720	7.8E-01	3.0E-01	1.3E 00	0.0	0.0	0.0	5.2E-03	1.4E-03	1.3E-02	0.0	0.0	0.0	0.0
B727-200	7.9E-01	5.2E-01	1.7E 00	0.0	0.0	0.0	5.3E-01	2.1E-01	5.4E 00	0.0	0.0	0.0	0.0
B727-100	4.6E-01	3.6E-01	1.2E 00	0.0	0.0	0.0	1.6E-01	7.2E-02	1.8E 00	0.0	0.0	0.0	0.0
CCR(B737)	4.7E-02	2.4E-02	2.7E-01	1.4E-01	1.4E-02	9.4E-01	3.7E-03	1.9E-03	3.4E-02	5.7E 00	2.0E 00	2.9E-02	0.0
F27	2.2E-05	3.5E-06	1.4E-03	6.6E-11	1.1E-12	0.0	4.1E-05	2.5E-05	1.9E-04	2.9E-02	1.2E-02	0.0	0.0
CCX-200	1.6E 00	9.5E-01	2.5E 00	0.0	0.0	0.0	2.0E-01	6.2E-02	7.3E-01	0.0	0.0	0.0	0.0
B757	6.5E-01	3.9E-01	1.5E 00	0.0	0.0	0.0	5.7E-03	2.7E-03	2.7E-02	0.0	0.0	0.0	0.0
B767-200	8.9E-01	6.0E-01	2.0E 00	0.0	0.0	0.0	6.3E-02	3.6E-02	5.1E-01	0.0	0.0	0.0	0.0
A300B4	1.7E 00	1.2E 00	2.8E 00	0.0	0.0	0.0	2.1E-01	8.0E-02	1.1E 00	0.0	0.0	0.0	0.0
CCNCORCE	2.1E 00	6.7E-01	2.0E 00	0.0	0.0	0.0	2.6E 00	8.1E-02	2.2E 00	0.0	0.0	0.0	0.0

2.7E 01 7.1E 00 0.0 3.4E 01

8.4E 00 2.3E 00 0.0 1.1E 01

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF PRESENT FUNCTIONAL LIFE

AS MEASURED BY PROGRESSIVE DETERIORATION OF EXISTING PAVEMENT SURFACE DUE TO ANTICIPATED AIRCRAFT MOVEMENTS

DI = 0.12G SMOOTH PAVEMENT SURFACE
 DI = 0.18G OPERATIONAL SURFACE
 DI = 0.25G UPPER LIMIT OF ROUGHNESS TOLERANCE

PFL IN YEARS (1977 TRAFFIC)

FACILITY	STATION FRCY-TC	VEL	NDT/3 ESUB NCRM	PFLPAV	DI	GOVERNED BY DEF/DI			GOVERNED BY STR/MT						
						.12G NCRM	.25G NCRM	.18G WET	.18G NCRM	.30G NORM	.30G WET				
Rw 15-33	0.-	3.	145.	34283.	20570.	13	CC7	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00
Rw 15-33	3.-	30.	145.	14158.	8495.	2	AC2	2.16	>5.00	>5.00	1.19	>5.00	>5.00	>5.00	>5.00
Rw 15-33	30.-	53.	145.	14158.	8495.	2	AC2	2.50	>5.00	>5.00	1.39	>5.00	>5.00	>5.00	>5.00
Rw 15-33	52.-	69.	145.	14158.	8495.	2	AC2	1.51	>5.00	>5.00	0.84	>5.00	>5.00	>5.00	>5.00
Rw 15-33	69.-	77.	145.	13580.	8388.	1	AC1	0.31	>5.00	>5.00	0.19	3.78	>5.00	>5.00	0.00
Rw 15-33	77.-	78.	145.	30628.	18376.	13	CC7	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00
Pw 1-19	16.-	52.	145.	17732.	10639.	1	AC1	3.92	>5.00	>5.00	2.39	>5.00	>5.00	>5.00	0.00
Tw A	16.-	51.	50.	15015.	9009.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.00
GFTE/AFAN	26.-	35.	50.	9903.	5942.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.00	0.00
XTMS TC A	0.-	0.	50.	10239.	6142.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.02	0.00
Tw B	0.-	9.	50.	17780.	17673.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.00
Tw C	0.-	22.	50.	15810.	11886.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.10
AFRPN CA	6.-	15.	50.	7899.	4739.	14	OC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.04	0.00
Tw D	0.-	25.	50.	17037.	10222.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.02
Tw E	1.-	6.	50.	12896.	7738.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	2.33
Tw F	1.-	49.	50.	21310.	12786.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	3.47
AFRN VANG	48.-	63.	50.	11656.	6994.	1	AC1	>5.00	>5.00	>5.00	>5.00	>5.00	>5.00	0.72	0.00

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

ATM, AIRCRAFT TRAFFIC MOVEMENTS

STATION
FACILITY SERVVR FORECAST FROM-TQ

RM	15-33	5	FAMSUG	0.-	30.	TOM:0.0	0.0	DC13/30	DC10/10	L1011	DC818707	B720	B727-200	8727-100	DC918737				
				F27	DCX-200	8757	8767-200	A300B4	CNCONCORDE										
				2.080E	04	0.0	0.0	0.0	0.0	0.0	3.285E	02	0.0	6.570E	03	0.0	4.270E	0	
				LRM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.475E	03	0.0	3.559E	0	
				1.734E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.832E	03	0.0	2.491E	0	
				TDM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.916E	02	0.0	7.665E	03	0.0	4.982E	0	
				1.214E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.475E	03	0.0	3.559E	0	
				2.427E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				LRM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.190E	03	0.0	1.423E	0	
				TDM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.475E	03	0.0	3.559E	0	
				6.935E	03	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.642E	03	0.0	1.068E	0	
				1.734E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.307E	04	5.621E	04	8.358E	0
				5.201E	03	0.0	0.0	0.0	0.0	0.0	1.861E	03	0.0	5.110E	04	7.026E	04	8.669E	0
				TDM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.033E	04	5.621E	04	6.579E	0
				8.003E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.329E	04	7.026E	04	1.009E	0
				1.091E	05	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.110E	04	7.026E	04	8.669E	0
				LRM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				TDM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.131E	04	1.405E	04	2.445E	0
				1.022E	05	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.110E	04	7.026E	04	8.669E	0
				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.077E	04	1.405E	04	2.090E	0
				2.391E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				LRM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				1.022E	05	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				TDM:0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
				2.217E	04	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

NAI C. YANG, ENGINEERING CONSULTANT
 BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

OPNGT 1

OPERATIONAL AIRCRAFT WEIGHTS

AIRCRAFT	CGCE	RANGE	LOAD FACTOR	TCW	LRW	TOW
1	B747	LONG	HIGH	615000.	507852.	761777.
2	DC10/30	LONG	HIGH	515000.	383893.	575340.
3	DC10/10	LONG	HIGH	390000.	337538.	506308.
4	L1011	LONG	HIGH	390000.	334750.	502125.
5	DCR15707)	LONG	MEDIUM	260000.	220117.	331176.
6	B720	MEDIUM	HIGH	220000.	172878.	259317.
7	B727-200	MEDIUM	MEDIUM	157000.	139400.	209100.
8	B727-100	MEDIUM	MEDIUM	135000.	121909.	182864.
9	DC9(8737)	SHORT	MEDIUM	85000.	77000.	115500.
10	F27	SHORT	MEDIUM	40000.	36000.	54000.
11	DLX-200	LONG	HIGH	350000.	290659.	435989.
12	B757	MEDIUM	HIGH	218000.	191720.	287580.
13	B767-200	MEDIUM	HIGH	270000.	247336.	371005.
14	A300B4	MEDIUM	HIGH	330000.	285919.	428878.
15	CONCORDE	XLONG	HIGH	355000.	232600.	348900.

NAI C. YANG, ENGINEERING CONSULTANT

AND/ANS 1

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

EQUIVALENT SINGLE TYPE AIRCRAFT OPERATION

CO. AIRCRAFT: B727-200 WEIGHT: 170300. LBS CLASS: 1/LCF FACILITY: RW 15-33
BANDWIDTH: LIGHTS/ILS FORECAST: FAMSUG YEAR: 5

STATIONS C. TO 30. LOCATION: KEFL

STATIONS	DEFLECTION CRITERIA			AND			AAND			STRESS CRITERIA			ANS			AANS		
	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW
B747	3.6E 00	2.7E 00	4.6E 00	0.0	0.0	0.0	0.0	0.0	0.0	2.6E-01	3.5E-02	4.1E 00	0.0	0.0	0.0	0.0	0.0	0.0
DC10/30	3.5E 00	2.1E 00	4.0E 00	0.0	0.0	0.0	0.0	0.0	0.0	1.7E 00	5.7E-02	7.8E 00	0.0	0.0	0.0	0.0	0.0	0.0
DC10/10	2.7E 00	2.1E 00	3.9E 00	0.0	0.0	0.0	0.0	0.0	0.0	6.4E-01	1.2E-01	2.3E 01	0.0	0.0	0.0	0.0	0.0	0.0
L1011	2.6E 00	2.0E 00	3.8E 00	0.0	0.0	0.0	0.0	0.0	0.0	6.2E-01	1.1E-01	1.9E 01	0.0	0.0	0.0	0.0	0.0	0.0
DC8(B707)	1.0E 00	1.0E 00	2.5E 00	4.4E 02	9.5E 01	8.4E-02	0.0	0.0	0.0	1.9E-01	1.7E-02	1.4E 00	2.4E 01	1.6E 00	2.4E-01	0.0	0.0	0.0
B720	1.2E 00	5.5E-01	1.7E 00	0.0	0.0	0.0	0.0	0.0	0.0	2.2E-02	3.1E-03	1.1E-01	0.0	0.0	0.0	0.0	0.0	0.0
B727-200	7.8E-01	5.1E-01	1.7E 00	6.4E 02	1.4E 02	1.2E 00	0.0	0.0	0.0	3.7E-01	9.8E-02	1.8E 01	5.0E 02	1.0E 02	2.1E 01	0.0	0.0	0.0
B727-100	4.0E-01	3.0E-01	1.2E 00	0.0	0.0	0.0	0.0	0.0	0.0	7.0E-02	2.6E-02	2.6E 00	0.0	0.0	0.0	0.0	0.0	0.0
DC9(B737)	5.5E-02	3.0E-02	2.5E-01	1.2E 00	1.8E-01	1.8E 00	0.0	0.0	0.0	1.9E-03	1.0E-03	2.2E-02	1.3E 01	5.6E 00	9.9E-02	0.0	0.0	0.0
F27	1.7E-05	2.6E-06	1.0E-03	1.4E-11	3.7E-14	5.2E-01	0.0	0.0	0.0	6.1E-05	4.3E-05	1.9E-04	1.7E-01	9.4E-02	2.7E-04	0.0	0.0	0.0
LCX-200	2.2E 00	1.5E 00	3.2E 00	0.0	0.0	0.0	0.0	0.0	0.0	1.8E-01	2.7E-02	2.6E 00	0.0	0.0	0.0	0.0	0.0	0.0
B757	9.9E-01	6.7E-01	2.0E 00	0.0	0.0	0.0	0.0	0.0	0.0	1.9E-02	6.5E-03	3.4E-01	0.0	0.0	0.0	0.0	0.0	0.0
B767-200	1.4E 00	1.1E 00	2.7E 00	0.0	0.0	0.0	0.0	0.0	0.0	3.4E-02	1.5E-02	1.2E 00	0.0	0.0	0.0	0.0	0.0	0.0
A300/34	2.3E 00	1.7E 00	3.4E 00	0.0	0.0	0.0	0.0	0.0	0.0	5.0E-01	8.8E-02	1.5E 01	0.0	0.0	0.0	0.0	0.0	0.0
CCNCORCE	2.6E 00	1.0E 00	2.5E 00	0.0	0.0	0.0	0.0	0.0	0.0	3.5E 00	2.6E-02	2.7E 00	0.0	0.0	0.0	0.0	0.0	0.0

1.1E 03 2.4E 02 3.6E 00 1.3E 03

5.4E 02 1.1E 02 2.1E 01 6.7E 02

STATIONS 30. TO 53. LOCATION: KEFL

STATIONS	DEFLECTION CRITERIA			AND			AAND			STRESS CRITERIA			ANS			AANS		
	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW	TOW	LRW	TDW
B747	3.6E 00	2.7E 00	4.6E 00	0.0	0.0	0.0	0.0	0.0	0.0	2.6E-01	3.5E-02	4.1E 00	0.0	0.0	0.0	0.0	0.0	0.0
DC10/30	3.5E 00	2.1E 00	4.0E 00	0.0	0.0	0.0	0.0	0.0	0.0	1.7E 00	5.7E-02	7.8E 00	0.0	0.0	0.0	0.0	0.0	0.0
DC10/10	2.7E 00	2.1E 00	3.9E 00	0.0	0.0	0.0	0.0	0.0	0.0	6.4E-01	1.2E-01	2.3E 01	0.0	0.0	0.0	0.0	0.0	0.0
L1011	2.6E 00	2.0E 00	3.8E 00	0.0	0.0	0.0	0.0	0.0	0.0	6.2E-01	1.1E-01	1.9E 01	0.0	0.0	0.0	0.0	0.0	0.0
DC8(B707)	1.0E 00	1.0E 00	2.5E 00	5.3E 02	9.5E 01	8.4E-02	0.0	0.0	0.0	1.9E-01	1.7E-02	1.4E 00	2.8E 01	1.6E 00	2.4E-01	0.0	0.0	0.0
B720	1.2E 00	5.5E-01	1.7E 00	0.0	0.0	0.0	0.0	0.0	0.0	2.2E-02	3.1E-03	1.1E-01	0.0	0.0	0.0	0.0	0.0	0.0
B727-200	7.8E-01	5.1E-01	1.7E 00	7.5E 02	1.4E 02	1.2E 00	0.0	0.0	0.0	3.7E-01	9.8E-02	1.8E 01	5.8E 02	1.0E 02	2.1E 01	0.0	0.0	0.0
B727-100	4.0E-01	3.0E-01	1.2E 00	0.0	0.0	0.0	0.0	0.0	0.0	7.0E-02	2.6E-02	2.6E 00	0.0	0.0	0.0	0.0	0.0	0.0
DC9(B737)	5.5E-02	3.0E-02	2.5E-01	1.4E 00	1.8E-01	1.8E 00	0.0	0.0	0.0	1.9E-03	1.0E-03	2.2E-02	1.6E 01	5.6E 00	9.9E-02	0.0	0.0	0.0
F27	1.7E-05	2.6E-06	1.0E-03	1.6E-11	3.7E-14	5.2E-01	0.0	0.0	0.0	6.1E-05	4.3E-05	1.9E-04	1.9E-01	9.4E-02	2.7E-04	0.0	0.0	0.0
DCX-200	2.2E 00	1.5E 00	3.2E 00	0.0	0.0	0.0	0.0	0.0	0.0	1.8E-01	2.7E-02	2.6E 00	0.0	0.0	0.0	0.0	0.0	0.0
B757	9.9E-01	6.7E-01	2.0E 00	0.0	0.0	0.0	0.0	0.0	0.0	1.9E-02	6.5E-03	3.4E-01	0.0	0.0	0.0	0.0	0.0	0.0
B767-200	1.4E 00	1.1E 00	2.7E 00	0.0	0.0	0.0	0.0	0.0	0.0	3.4E-02	1.5E-02	1.2E 00	0.0	0.0	0.0	0.0	0.0	0.0
A300B4	2.3E 00	1.7E 00	3.4E 00	0.0	0.0	0.0	0.0	0.0	0.0	5.0E-01	8.8E-02	1.5E 01	0.0	0.0	0.0	0.0	0.0	0.0
CCNCORCE	2.6E 00	1.0E 00	2.5E 00	0.0	0.0	0.0	0.0	0.0	0.0	3.5E 00	2.6E-02	2.7E 00	0.0	0.0	0.0	0.0	0.0	0.0

1.3E 03 2.4E 02 0.0

6.3E 02 1.1E 02 0.0

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION
 SUMMARY OF AIRCRAFT FORECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUATION POISSON UNIT-PRICE

LCF	ASTOP	3.0	200000.	0.23	1.15
	LCFA	6.0	1100000.	0.17	0.63
	LCFB	6.0	600000.	0.19	0.52
	LCFC	***	400000.	0.20	0.48
	SUB	INF1	+++	0.34	0.35

FOR ESUB NORM AND FAM DEFINED

FACILITY	STATION FROM-TO	LDC	ESUB NORM	AANS	AAND	LIMIT DEF/WZ	LIMIT STRESS LCFC	DESIGN SERVICE YEARS	FAM NORM	THICKNESS OF LCFC LAYER			FAM#2 WET
										FAM NORM	FAM#2 NORM	FAM#2 WET	
RW 15-33	0.- 3.	KEEL	34283.	669.	1323.	0.0661	135.0	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	3.- 30.	KEEL	14158.	669.	1323.	0.1340	135.0	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	30.- 53.	KEEL	14158.	738.	1521.	0.1327	134.3	5	1.1	1.0	1.0	1.0	1.0
RW 15-33	53.- 69.	KEEL	14158.	299.	586.	0.1423	140.9	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	69.- 77.	KEEL	13980.	299.	586.	0.1432	140.9	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	77.- 78.	KEEL	30628.	299.	586.	0.0968	140.9	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	0.- 2.	SIDE	34283.	9.	13.	0.2247	210.5	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	3.- 30.	SIDE	14158.	9.	13.	0.3652	210.5	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	30.- 52.	SIDE	14158.	10.	15.	0.3558	209.5	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	53.- 69.	SIDE	14158.	4.	5.	0.3868	217.3	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	69.- 77.	SIDE	13980.	4.	6.	0.3893	217.3	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	77.- 78.	SIDE	30628.	4.	6.	0.2630	217.3	5	1.0	1.0	1.0	1.0	1.0
RW 15-33	0.- 2.	KEEL	34283.	5762.	11625.	0.0755	119.3	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	3.- 30.	KEEL	14158.	5762.	11625.	0.1174	119.3	20	3.3	2.6	4.0	5.7	6.4
RW 15-33	30.- 52.	KEEL	14158.	6505.	14225.	0.1163	118.4	20	3.4	2.7	4.1	5.8	6.5
RW 15-33	53.- 69.	KEEL	14158.	2477.	4555.	0.1238	125.4	20	2.4	1.6	3.1	5.0	4.4
RW 15-33	69.- 77.	KEEL	13980.	2477.	4555.	0.1246	125.4	20	2.5	1.7	3.2	5.0	4.4
RW 15-33	77.- 78.	KEEL	30628.	2477.	4555.	0.0842	125.4	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	0.- 2.	SIDE	34283.	81.	116.	0.1730	190.2	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	3.- 30.	SIDE	14158.	81.	116.	0.2692	190.2	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	30.- 52.	SIDE	14158.	93.	140.	0.2640	189.0	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	53.- 69.	SIDE	14158.	39.	46.	0.3004	197.1	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	69.- 77.	SIDE	13980.	39.	46.	0.3023	197.1	20	1.0	1.0	1.0	1.0	1.0
RW 15-33	77.- 78.	SIDE	30628.	39.	46.	0.2042	197.1	20	1.0	1.0	1.0	1.0	1.0

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION
 SUMMARY OF AIRCRAFT FORECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUE PCISSON UNIT-PRICE

AC	ACIOP	2.0	200000.	0.23	1.15
	ASBS	***	150000.	0.24	1.03
	AGBS	6.0	40000.	0.28	0.40
	SUB	INFI	++++	0.34	0.35

FOR ESUB NORM AND FAM DEFINED

FACILITY	STATION FROM-TO	LOC	ESUB NORM	AANS	AAND	LIMIT DEF/WZ	LIMIT STRESS ASBS	DESIGN SERVICE YEARS	FAM NORM	THICKNESS OF ASBS LAYER		FAM#2 WET	FAM#2 WET		
										FAM NORM	FAM#2 NORM				
RW 15-33	0.-	2.	KEEL	34283.	867.	1126.	0.0733	133.0	5	1.2	1.0	2.0	3.0	2.1	3.8
RW 15-33	3.-	30.	KEEL	14158.	867.	1126.	0.1140	133.0	5	4.0	3.1	5.0	6.7	6.0	7.7
RW 15-33	30.-	52.	KEEL	14158.	969.	1287.	0.1129	132.3	5	4.2	3.3	5.2	6.8	6.1	7.9
RW 15-33	52.-	69.	KEEL	14158.	414.	510.	0.1210	139.0	5	3.1	2.3	3.9	6.0	5.4	6.7
RW 15-33	69.-	77.	KEEL	13930.	414.	510.	0.1218	138.0	5	3.2	2.4	3.9	6.1	5.4	6.8
RW 15-33	77.-	78.	KEEL	30628.	414.	510.	0.0823	138.0	5	1.0	1.0	1.5	2.3	1.3	3.1
RW 15-33	0.-	3.	SIDE	34283.	12.	11.	0.1868	204.5	5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	3.-	30.	SIDE	14158.	12.	11.	0.2907	204.5	5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	30.-	53.	SIDE	14158.	13.	13.	0.2830	203.6	5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	53.-	65.	SIDE	14158.	6.	5.	0.2981	210.2	5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	65.-	77.	SIDE	13980.	6.	5.	0.3000	210.2	5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	77.-	78.	SIDE	30628.	6.	5.	0.2027	210.2	5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	0.-	3.	KEEL	34283.	7917.	9423.	0.0642	118.3	20	3.4	2.8	4.2	5.5	4.7	6.4
RW 15-33	3.-	30.	KEEL	14158.	7917.	9423.	0.0999	118.3	20	6.9	5.9	7.9	9.9	8.8	10.9
RW 15-33	30.-	52.	KEEL	14158.	6097.	11255.	0.0990	117.4	20	7.2	6.1	8.1	10.2	9.1	11.2
RW 15-33	52.-	69.	KEEL	14158.	3748.	3791.	0.1053	123.3	20	5.6	4.8	6.6	8.4	7.5	9.6
RW 15-33	69.-	77.	KEEL	12680.	3748.	3791.	0.1060	123.3	20	5.7	4.8	6.7	8.5	7.6	9.6
RW 15-33	77.-	78.	KEEL	30628.	3748.	3791.	0.0716	123.3	20	3.0	2.3	3.7	4.8	3.9	5.6
RW 15-33	0.-	3.	SIDE	34283.	109.	94.	0.1363	185.8	20	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	3.-	30.	SIDE	14158.	109.	94.	0.2122	185.8	20	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	30.-	53.	SIDE	14158.	125.	113.	0.2081	184.6	20	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	53.-	69.	SIDE	14158.	56.	38.	0.2373	191.4	20	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	69.-	77.	SIDE	13980.	56.	38.	0.2388	191.4	20	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	77.-	78.	SIDE	30628.	56.	38.	0.1613	191.4	20	1.0	1.0	1.0	1.0	1.0	1.0
RW 1-19	16.-	52.	KEEL	17722.	149.	217.	0.1164	144.7	5	1.1	1.0	2.1	3.9	3.2	4.5
RW 1-19	16.-	52.	SIDE	17732.	2.	2.	0.2664	219.2	5	1.0	1.0	1.0	1.0	1.0	1.0

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION
 SUMMARY OF AIRCRAFT FORECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 3727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUATE PCISSON UNIT-PRICE

CC	PCC	****	400000.	0.12	1.23
	CTB	6.0	200000.	0.23	0.60
	SSBS	8.0	20000.	0.31	0.33
	SUB	INF1	++++	0.34	0.55

FOR ESUB NORM AND FAM DEFINED

FACILITY	STATION FROM-TC	LJC	ESUB NORM	AANS	AAND	LIMIT DEF/WZ	LIMIT STRESS PCC	DESIGN SERVICE YEARS	FAM NORM	THICKNESS CF PCC			THICKNESS OF PCC			LAYER FAM/2		
										FAM NORM	FAM/2	NORM	FAM/2	NORM	FAM/2	NORM	FAM/2	NORM
RW 15-33	0.-	3.	34283.	561.	1328.	0.0996	497.9	5	7.4	7.1	7.6	8.2	7.9	8.5	8.2	7.9	8.5	
RW 15-33	3.-	30.	14158.	561.	1528.	0.1550	497.9	5	8.7	8.5	9.0	9.6	9.3	9.9	9.6	9.3	9.9	
RW 15-33	30.-	53.	14158.	606.	1531.	0.1535	486.2	5	8.8	8.5	9.0	9.6	9.3	9.9	9.6	9.3	9.9	
RW 15-33	53.-	69.	14158.	239.	577.	0.1649	517.5	5	8.4	8.1	8.7	9.2	8.9	9.5	9.2	8.9	9.5	
RW 15-33	69.-	77.	13980.	239.	577.	0.1659	517.5	5	8.4	8.1	8.7	9.2	9.0	9.5	9.2	9.0	9.5	
RW 15-33	77.-	78.	30628.	239.	577.	0.1121	517.5	5	7.2	6.9	7.5	8.0	7.7	8.3	8.0	7.7	8.3	
RW 15-33	0.-	3.	34283.	7.	13.	0.2781	755.3	5	4.0	4.0	4.0	4.1	4.0	4.4	4.1	4.0	4.4	
RW 15-33	3.-	30.	14158.	7.	13.	0.4327	755.3	5	4.8	4.5	5.1	5.8	5.6	6.1	5.8	5.6	6.1	
RW 15-33	30.-	53.	14158.	8.	15.	0.4213	752.2	5	4.9	4.5	5.2	5.9	5.6	6.1	5.9	5.6	6.1	
RW 15-33	53.-	69.	14158.	3.	6.	0.4585	778.0	5	4.5	4.1	4.8	5.5	5.3	5.8	5.5	5.3	5.8	
RW 15-33	69.-	77.	13980.	3.	6.	0.4615	778.0	5	4.5	4.1	4.8	5.6	5.3	5.8	5.6	5.3	5.8	
RW 15-33	77.-	78.	30628.	3.	6.	0.3118	778.0	5	4.0	4.0	4.0	4.0	4.0	4.3	4.0	4.0	4.3	
RW 15-33	0.-	3.	34283.	4670.	11669.	0.0873	449.4	20	8.3	7.9	8.6	9.1	8.8	9.4	9.1	8.8	9.4	
RW 15-33	3.-	30.	14158.	4670.	11669.	0.1259	449.4	20	9.7	9.3	10.0	10.5	10.2	10.8	10.5	10.2	10.8	
RW 15-33	30.-	53.	14158.	5119.	14164.	0.1345	447.3	20	9.7	9.4	10.0	10.5	10.2	10.9	10.5	10.2	10.9	
RW 15-33	53.-	69.	14158.	1851.	4354.	0.1436	470.6	20	9.2	8.9	9.5	10.1	9.8	10.4	10.1	9.8	10.4	
RW 15-33	69.-	77.	13980.	1851.	4354.	0.1445	470.6	20	9.3	9.0	9.6	10.1	9.8	10.4	10.1	9.8	10.4	
RW 15-33	77.-	78.	30628.	1851.	4394.	0.0976	470.6	20	8.0	7.7	8.3	8.9	8.5	9.1	8.9	8.5	9.1	
RW 15-33	0.-	3.	34283.	66.	117.	0.2050	692.3	20	4.2	4.0	4.6	5.1	4.8	5.4	5.1	4.8	5.4	
RW 15-33	3.-	30.	14158.	66.	117.	0.3190	692.3	20	5.7	5.5	6.0	6.7	6.4	6.9	6.7	6.4	6.9	
RW 15-33	30.-	53.	14158.	75.	142.	0.3127	688.4	20	5.8	5.5	6.1	6.7	6.4	7.0	6.7	6.4	7.0	
RW 15-33	53.-	69.	14158.	29.	44.	0.3578	715.7	20	5.4	5.1	5.7	6.3	6.1	6.6	6.3	6.1	6.6	
RW 15-33	69.-	77.	13980.	29.	44.	0.3600	715.7	20	5.4	5.2	5.7	6.4	6.1	6.6	6.4	6.1	6.6	
RW 15-33	77.-	78.	30628.	29.	44.	0.2432	715.7	20	4.0	4.0	4.4	5.0	4.6	5.3	5.0	4.6	5.3	
RW 1-19	16.-	52.	17732.	91.	232.	0.1592	539.6	5	7.7	7.4	7.9	8.5	8.2	8.8	8.5	8.2	8.8	
RW 1-19	16.-	52.	17732.	1.	2.	0.4098	806.8	5	4.0	4.0	4.0	4.7	4.3	5.0	4.7	4.3	5.0	

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION
 SUMMARY OF AIRCRAFT FJRECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 8727-200 WEIGHT: 170000. LBS

PAVEMENT MCODE: CCDE LAYER THICKNESS EVALUE PCISSON UNIT-PRICE

CCL PCC 8.0 4000000. 0.12 1.23
 RLC **** 150000. 0.16 0.84
 SSBS 6.0 20000. 0.31 0.33
 SUB INFI +++++ 0.34 0.35

FOR FSUB NCFM AND FAM DEFINED

FACILITY	STATION/ FROM-TC	LOC	ESUB NORM	AANS	AAND	DEF/WZ	LIMIT STRESS RLC	DESIGN SERVICE YEARS	THICKNESS OF RLC		THICKNESS OF RLC		FAM#2 NET	FAM#2 WET
									FAM NORM	FAM#2 NORM	FAM NORM	FAM#2 NORM		
RW 15-33	6.-	3.	KEEL	34283.	511.	1309.	0.0969	297.3	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	3.-	30.	KEEL	14158.	511.	1309.	0.1507	297.3	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	20.-	53.	KEEL	14158.	537.	1509.	0.1493	296.6	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	53.-	60.	KEEL	14158.	213.	569.	0.1603	309.6	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	69.-	77.	KEEL	13980.	213.	569.	0.1613	309.6	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	77.-	78.	KEEL	30628.	213.	569.	0.1090	309.6	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	0.-	3.	SIDE	24283.	7.	13.	0.2643	493.2	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	3.-	30.	SIDE	14158.	7.	13.	0.4112	493.2	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	30.-	53.	SIDE	14158.	7.	13.	0.4003	491.4	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	53.-	69.	SIDE	14158.	3.	6.	0.4346	467.5	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	69.-	77.	SIDE	13980.	3.	6.	0.4374	467.5	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	77.-	78.	SIDE	30628.	3.	6.	0.2955	467.5	5	4.0	4.0	4.0	4.0	4.0
RW 15-33	0.-	2.	KEEL	34283.	4202.	11445.	0.0849	267.8	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	3.-	30.	KEEL	14158.	4202.	11445.	0.1321	267.8	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	30.-	53.	KEEL	14158.	4439.	13881.	0.1307	267.0	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	53.-	69.	KEEL	14153.	1592.	4321.	0.1396	281.4	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	69.-	77.	KEEL	13980.	1592.	4321.	0.1404	281.4	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	77.-	78.	KEEL	30628.	1592.	4321.	0.0949	281.4	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	0.-	3.	SIDE	24283.	56.	114.	0.1947	414.8	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	3.-	30.	SIDE	14158.	58.	114.	0.3029	414.8	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	30.-	53.	SIDE	14158.	66.	129.	0.2969	412.6	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	53.-	69.	SIDE	14158.	25.	43.	0.3398	429.8	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	69.-	77.	SIDE	13980.	25.	43.	0.3420	429.8	20	4.0	4.0	4.0	4.0	4.0
RW 15-33	77.-	78.	SIDE	30628.	25.	43.	0.2311	429.8	20	4.0	4.0	4.0	4.0	4.0
RW 1-19	16.-	52.	KEEL	17732.	80.	230.	0.1547	323.4	5	4.0	4.0	4.0	4.0	4.0
RW 1-19	16.-	52.	SIDE	17732.	1.	2.	0.3884	484.9	5	4.0	4.0	4.0	4.0	4.0

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

SUMMARY OF AIRCRAFT FORECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 8727-200 WEIGHT: 170000 LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUATE POISSON UNIT-PRICE

LC/PAV ASTOP 3.0 200000 0.23 1.15
 LCFA *** 1100700 0.17 0.60
 PAV INFI **** 0.27 0.18

FOR EPAV NORM AND FAM DEFINED

FACILITY	STATION FRM-TC	LOC	CPAV NCRM	AANS	AAND	LIMIT DEF/WZ STRESS LCFA	DESIGN SERVICE YEARS	FAM NORM	THICKNESS OF			FAM#2 WET	
									FAM/2 NORM	FAM#2 NORM	LCFA WET		
RW 15-33	0--	2.	KEEL 179545.	887.	1351.	0.0232	220.4	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	3--	30.	KEEL 34885.	887.	1351.	0.0686	220.4	10.9	10.5	12.3	12.3	11.9	12.7
RW 15-33	20--	52.	KEEL 34885.	922.	1529.	0.3680	219.1	11.0	10.6	12.4	12.4	12.0	12.8
RW 15-33	53--	69.	KEEL 34885.	425.	654.	0.0724	229.3	10.5	10.1	11.9	11.9	11.5	12.3
RW 15-33	69--	77.	KEEL 27745.	425.	654.	0.0811	229.3	11.4	11.1	11.8	12.7	12.4	13.1
RW 15-33	77--	78.	KEEL 165589.	425.	654.	0.0332	229.3	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	0--	3.	SIDE 179545.	12.	14.	0.0823	344.9	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	3--	31.	SIDE 34885.	12.	14.	0.1867	344.9	6.6	6.4	6.9	8.0	7.7	8.2
RW 15-33	20--	53.	SIDE 34885.	13.	15.	0.1824	343.2	6.7	6.4	6.9	8.0	7.7	8.3
RW 15-33	53--	69.	SIDE 34885.	6.	7.	0.1985	355.2	6.4	6.1	6.6	7.7	7.4	8.0
RW 15-33	69--	77.	SIDE 27745.	6.	7.	0.2226	355.2	7.3	7.0	7.6	8.4	8.2	8.7
RW 15-33	77--	78.	SIDE 165589.	6.	7.	0.0911	355.2	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	0--	2.	KEEL 179545.	8209.	12282.	0.0265	193.5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	3--	30.	KEEL 34885.	8209.	12282.	0.0600	193.5	12.3	11.8	12.8	13.7	13.2	14.2
RW 15-33	30--	53.	KEEL 34885.	9449.	14452.	0.0595	191.8	12.4	11.9	12.9	13.8	13.3	14.3
RW 15-33	53--	69.	KEEL 34885.	3912.	5565.	0.2627	202.5	11.8	11.4	12.3	13.2	12.8	13.7
RW 15-33	69--	77.	KEEL 27745.	3912.	5565.	0.0703	202.5	12.8	12.4	13.3	14.1	13.6	14.5
RW 15-33	77--	78.	KEEL 165585.	2912.	5565.	0.0289	202.5	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	0--	2.	SIDE 179545.	112.	123.	0.3605	310.6	1.0	1.0	1.0	1.0	1.0	1.0
RW 15-33	3--	30.	SIDE 34885.	112.	123.	0.1373	310.6	7.6	7.3	7.9	8.9	8.6	9.2
RW 15-33	30--	53.	SIDE 34885.	129.	145.	0.1351	308.4	7.6	7.3	8.0	9.0	8.6	9.3
RW 15-33	52--	69.	SIDE 34885.	58.	56.	0.1502	320.7	7.3	7.0	7.6	8.6	8.3	8.9
RW 15-33	69--	77.	SIDE 27745.	58.	56.	0.1635	320.7	8.2	7.9	8.5	9.4	9.1	9.7
RW 15-33	77--	78.	SIDE 165589.	58.	56.	0.0690	320.7	1.0	1.0	1.0	1.0	1.0	1.0
RW 1-19	16--	52.	KEEL 32267.	153.	261.	0.0812	241.7	10.3	9.9	10.6	11.7	11.3	12.1
RW 1-19	16--	52.	SIDE 32267.	2.	3.	0.2064	371.6	6.3	6.1	6.5	7.6	7.4	7.9

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION
 SUMMARY OF AIRCRAFT FORECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS

PAVEMENT MCODEL: CCOF LAYER THICKNESS EVALUE PCISSON UNIT-PRICE

CC/PAV PCCR ***** 5000000. 0.11 1.58
 ASTCP 1.0 200000. 0.23 1.15
 PAV INFI +*** 0.27 0.18

FOR EPAV NORM AND FAM DEFINED

FACILITY	STATION FRONT-TL	LOC	EPAV NORM	AANS	AAND	LIMIT DEF/WZ	LIMIT STRESS PCCR	DESIGN SERVICE YEARS	FAM NORM	THICKNESS OF PCCR LAYER			FAM#2 WET	
										FAM NORM	FAM#2 NORM	FAM#2 WET		
RW 15-33	0-	KEEL	179545.	765.	966.	0.0370	551.0	5	4.0	4.0	4.0	4.6	4.3	4.8
RW 15-33	3-	KEEL	34885.	703.	966.	0.0838	551.0	5	8.3	8.1	8.6	9.0	8.8	9.3
RW 15-33	3-	KEEL	34885.	782.	1105.	0.0830	548.2	5	8.3	8.1	8.6	9.1	8.8	9.3
RW 15-33	53-	KEEL	34885.	319.	430.	0.0893	571.2	5	8.0	7.8	8.3	8.8	8.6	9.0
RW 15-33	69-	KEEL	27745.	319.	430.	0.1001	571.2	5	8.6	8.3	8.8	9.2	9.0	9.5
RW 15-33	77-	KEEL	165589.	319.	430.	0.0410	571.2	5	4.0	4.0	4.0	4.6	4.3	4.8
RW 15-33	0-	SIDE	179545.	9.	19.	0.1069	837.3	5	4.0	4.0	4.0	4.0	4.0	4.0
RW 15-33	1-	SIDE	34885.	9.	19.	0.2426	837.3	5	5.6	5.4	5.7	6.3	6.1	6.4
RW 15-33	30-	SIDE	34885.	10.	11.	0.2375	833.7	5	5.6	5.4	5.7	6.3	6.1	6.4
RW 15-33	53-	SIDE	24885.	5.	4.	0.2426	860.8	5	5.4	5.3	5.6	6.1	5.9	6.3
RW 15-33	69-	SIDE	27745.	5.	4.	0.2720	860.8	5	5.9	5.7	6.0	6.5	6.4	6.7
RW 15-33	77-	SIDE	165589.	5.	4.	0.1113	860.8	5	4.0	4.0	4.0	4.0	4.0	4.0
RW 15-33	0-	KEEL	179545.	6229.	7637.	0.0324	495.1	20	4.0	4.0	4.2	5.4	5.1	5.7
RW 15-33	3-	KEEL	34885.	6229.	7637.	0.0735	495.1	20	9.1	8.8	9.4	9.8	9.6	10.1
RW 15-33	30-	KEEL	34885.	7150.	9123.	0.0728	491.7	20	9.2	8.9	9.5	9.9	9.6	10.2
RW 15-33	53-	KEEL	34885.	2752.	2937.	0.0778	516.0	20	8.8	8.5	9.0	9.5	9.3	9.8
RW 15-33	69-	KEEL	27745.	2752.	2937.	0.0872	516.0	20	9.3	9.0	9.6	10.0	9.7	10.3
RW 15-33	77-	KEEL	165589.	2752.	2937.	0.0357	516.0	20	4.0	4.0	4.2	5.3	5.1	5.6
RW 15-33	0-	SIDE	179545.	87.	76.	0.0779	764.9	20	4.0	4.0	4.0	4.0	4.0	4.0
RW 15-33	3-	SIDE	34885.	87.	76.	0.1768	764.9	20	6.1	5.9	6.3	6.8	6.6	7.0
RW 15-33	30-	SIDE	34885.	100.	91.	0.1732	760.3	20	6.1	5.9	6.3	6.8	6.7	7.0
RW 15-33	53-	SIDE	24885.	42.	29.	0.2002	788.4	20	5.9	5.8	6.1	6.6	6.5	6.8
RW 15-33	69-	SIDE	27745.	42.	29.	0.2245	788.4	20	6.4	6.2	6.6	7.0	6.9	7.2
RW 15-33	77-	SIDE	165589.	42.	29.	0.0919	788.4	20	4.0	4.0	4.0	4.0	4.0	4.0
RW 1-19	16-	KEEL	32267.	119.	194.	0.0996	596.4	5	7.9	7.7	8.1	8.7	8.5	8.9
RW 1-19	16-	SIDE	32267.	2.	2.	0.2522	894.2	5	5.3	5.2	5.5	6.0	5.9	6.2

BURLINGTON INTERNATIONAL AIRPORT -- FAA NEW ENGLAND REGION
 SUMMARY OF AIRCRAFT FORECAST, FUNCTIONAL LIMITS AND THICKNESS ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS
 PAVEMENT MODEL: CODE LAYER THICKNESS EVALUE POISSON UNIT-PRICE
 AC/PAV ASTCP 1.0 200000. 0.23 1.15
 ABS ***** 150000. 0.24 1.03
 PFLPAV 0.18

FOR ESUB NORM AND FAM DEFINED

FACILITY	STATION FROM-TC	LOC	ESUB NORM	AANS	AAND	LIMIT DEF/WZ	STRESS	DESIGN SERVICE YEARS	FAM NORM	THICKNESS OF ASDS LAYER		FAM/2 WET	FAM*2 WET	PFLPAV
										FAM NORM	FAM WET			
RW 15-33	0.- 3.	KEEL	34283.	543.	1647.	0.0949	431.9	5	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	3.- 30.	KEEL	14158.	1003.	1133.	0.1138	127.6	5	1.0	1.0	1.0	1.0	2.5	AC2
RW 15-33	30.- 53.	KEEL	14158.	1120.	1254.	0.1127	126.9	5	1.0	1.0	1.0	1.0	2.7	AC2
PW 15-33	53.- 69.	KEEL	14158.	494.	514.	0.1208	132.1	5	1.0	1.0	1.0	1.0	1.2	AC2
RW 15-33	69.- 77.	KEEL	13980.	494.	514.	0.1215	132.1	5	1.0	1.0	1.6	2.9	4.2	AC1
RW 15-33	77.- 78.	KEEL	30628.	231.	768.	0.1061	448.9	5	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	0.- 3.	SIDE	34283.	7.	16.	0.2455	654.8	5	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	3.- 30.	SIDE	14158.	14.	11.	0.2899	196.3	5	1.0	1.0	1.0	1.0	1.0	CC2
RW 15-33	30.- 52.	SIDE	14158.	15.	13.	0.2823	195.4	5	1.0	1.0	1.0	1.0	1.0	AC2
RW 15-33	53.- 69.	SIDE	14158.	7.	5.	0.2976	201.6	5	1.0	1.0	1.0	1.0	1.0	AC1
RW 15-33	69.- 77.	SIDE	13980.	7.	5.	0.2995	201.6	5	1.0	1.0	1.0	1.0	1.0	AC1
RW 15-33	77.- 78.	SIDE	30628.	3.	8.	0.2865	674.6	5	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	0.- 3.	KEEL	34283.	4515.	16052.	0.0820	389.9	20	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	3.- 30.	KEEL	14158.	9266.	9458.	0.0997	112.3	20	1.7	1.0	2.7	4.8	5.8	AC2
RW 15-33	30.- 52.	KEEL	14158.	10630.	11342.	0.0988	112.4	20	2.0	1.0	2.9	5.0	6.1	AC2
RW 15-33	53.- 69.	KEEL	14158.	4563.	5825.	0.1050	117.9	20	1.0	1.0	1.4	3.3	4.4	AC2
RW 15-33	69.- 77.	KEEL	13980.	4563.	3835.	0.1057	117.9	20	3.4	2.5	4.4	6.3	7.4	AC1
RW 15-33	77.- 78.	KEEL	30628.	1772.	6996.	0.0919	408.4	20	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	0.- 3.	SIDE	34283.	63.	161.	0.1823	600.4	20	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	3.- 30.	SIDE	14158.	126.	95.	0.2117	178.3	20	1.0	1.0	1.0	1.0	1.0	AC2
RW 15-33	30.- 53.	SIDE	14158.	145.	113.	0.2076	177.2	20	1.0	1.0	1.0	1.0	1.0	AC2
RW 15-33	53.- 69.	SIDE	14158.	67.	38.	0.2365	183.5	20	1.0	1.0	1.0	1.0	1.0	AC2
RW 15-33	69.- 77.	SIDE	13980.	67.	28.	0.2380	183.5	20	1.0	1.0	1.0	1.0	1.0	AC1
RW 15-33	77.- 78.	SIDE	30628.	28.	70.	0.2109	620.9	20	1.0	1.0	1.0	1.0	1.0	CC7
RW 15-33	16.- 52.	KEEL	17732.	174.	218.	0.1162	138.9	5	1.0	1.0	1.0	1.0	1.8	AC1
RW 15-33	16.- 52.	SIDE	17732.	2.	2.	0.2660	210.5	5	1.0	1.0	1.0	1.0	1.0	AC1

D-A079 495

YANG (NAI C) AND ASSOCIATES NEW YORK

F/G 1/5

NONDESTRUCTIVE EVALUATION OF AIRPORT PAVEMENTS. VOLUME II. OPER--ETC(U)

SEP 79 D YANG

DOT-FA77-WA-3964

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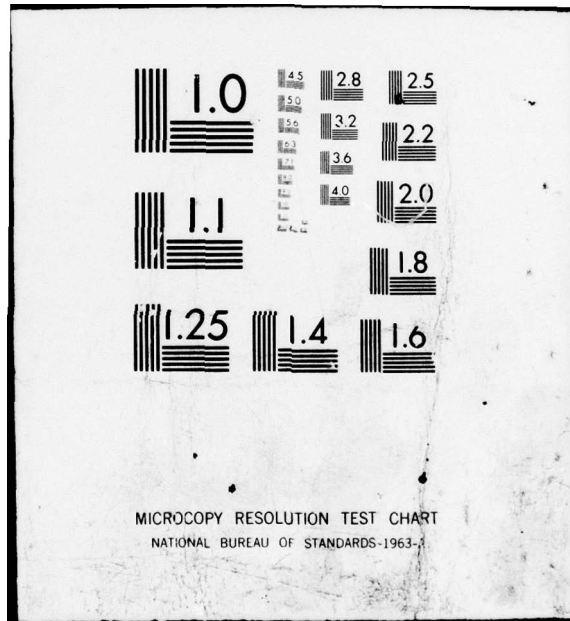
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BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS CVALUE POISSON UNIT-PRICE

LCF ASTOP 3.0 200000. 0.23 1.15
 LCFA 6.0 1100000. 0.17 0.63
 LCFF 6.0 600000. 0.19 0.52
 LCFC ***** 400000. 0.20 0.48
 SUB INFI +++++ 0.34 0.35

FACILITY	STATION	LJC	DI	VEL	ESJR NCRM ++++	AIRCRAFT MOVEMENT	DESIGN SERVICE YEARS	FUNCTION GOVERNED	AMC	ICC	PCV	THICKNESS ****
RW 15-33	0.- 3.	KEEL	0.12	145.	34283.	LIGHTS/ILS	5	STR/MT	0.06	10.96	11.61	1.0
RW 15-33	3.- 30.	KEEL	0.12	145.	14158.	LIGHTS/ILS	5	STR/MT	0.06	10.96	11.61	1.0
RW 15-33	30.- 53.	KEEL	0.12	145.	14158.	LIGHTS/ILS	5	STR/MT	0.06	11.01	11.65	1.1
RW 15-33	53.- 69.	KEEL	0.12	145.	14158.	LIGHTS/ILS	5	STR/MT	0.05	10.96	11.56	1.0
RW 15-33	69.- 77.	KEEL	0.12	145.	13580.	LIGHTS/ILS	5	STR/MT	0.05	10.96	11.56	1.0
RW 15-33	77.- 78.	KEEL	0.12	145.	30628.	LIGHTS/ILS	5	STR/MT	0.05	10.96	11.56	1.0
RW 15-33	6.- 3.	SIDE	0.18	145.	34232.	LIGHTS/ILS	5	STR/MT	0.04	10.96	11.27	1.0
RW 15-33	3.- 30.	SIDE	0.18	145.	14158.	LIGHTS/ILS	5	STR/MT	0.04	10.96	11.27	1.0
RW 15-33	30.- 53.	SIDE	0.18	145.	14158.	LIGHTS/ILS	5	STR/MT	0.04	10.96	11.29	1.0
RW 15-33	53.- 69.	SIDE	0.18	145.	14158.	LIGHTS/ILS	5	STR/MT	0.03	10.96	11.09	1.0
RW 15-33	69.- 77.	SIDE	0.18	145.	13580.	LIGHTS/ILS	5	STR/MT	0.03	10.96	11.09	1.0
RW 15-33	77.- 78.	SIDE	0.18	145.	30628.	LIGHTS/ILS	5	STR/MT	0.03	10.96	11.09	1.0
RW 15-33	0.- 3.	KEEL	0.12	145.	34283.	LIGHTS/ILS	20	STR/MT	0.06	10.96	11.70	1.0
RW 15-33	3.- 30.	KEEL	0.12	145.	14158.	LIGHTS/ILS	20	STR/MT	0.06	12.06	12.75	3.3
RW 15-33	30.- 53.	KEEL	0.12	145.	14158.	LIGHTS/ILS	20	STR/MT	0.06	12.12	12.81	3.4
RW 15-33	53.- 69.	KEEL	0.12	145.	14158.	LIGHTS/ILS	20	STR/MT	0.06	11.64	12.31	2.4
RW 15-33	69.- 77.	KEEL	0.12	145.	13580.	LIGHTS/ILS	20	STR/MT	0.06	11.68	12.35	2.5
RW 15-33	77.- 78.	KEEL	0.12	145.	30628.	LIGHTS/ILS	20	STR/MT	0.06	10.96	11.67	1.0
RW 15-33	0.- 3.	SIDE	0.18	145.	34283.	LIGHTS/ILS	20	STR/MT	0.06	10.96	11.62	1.0
RW 15-33	3.- 30.	SIDE	0.18	145.	14158.	LIGHTS/ILS	20	STR/MT	0.06	10.96	11.62	1.0
RW 15-33	30.- 53.	SIDE	0.18	145.	14158.	LIGHTS/ILS	20	STR/MT	0.06	10.96	11.64	1.0
RW 15-33	53.- 69.	SIDE	0.18	145.	14158.	LIGHTS/ILS	20	STR/MT	0.05	10.96	11.52	1.0
RW 15-33	69.- 77.	SIDE	0.18	145.	13580.	LIGHTS/ILS	20	STR/MT	0.05	10.96	11.52	1.0
RW 15-33	77.- 78.	SIDE	0.18	145.	30628.	LIGHTS/ILS	20	STR/MT	0.05	10.96	11.52	1.0

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 8727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUE POISSON UNIT-PRICE

AC AS/STOP 2.0 200000. 0.23 1.15
 ASBS *** 150000. 0.24 1.03
 ACBS 6.0 40000. 0.28 0.40
 SUB INFI +++ 0.34 0.35

FACILITY	STATION FROM-TO	LOC	DI	VEL	ESUB NCRM +++	AIRCRAFT NAVIGATION SYSTEM	FORECAST AIRCRAFT MOVEMENT	DESIGN SERVICE YEARS	FUNCTION GOVERNED	AMC	ICC	PCV	THICKNESS ****
RW 15-33	0.- 3.	KEEL	0.12	145.	34283.	LIGHTS/ILS	FAMSUG	5	DEF/DI	0.08	6.23	7.59	1.2
RW 15-33	3.- 53.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	DEF/DI	0.08	9.16	10.42	4.0
RW 15-33	30.- 53.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	DCF/DI	0.08	9.37	10.63	4.2
RW 15-33	53.- 69.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	8.20	9.43	3.1
RW 15-33	69.- 77.	KEEL	0.12	145.	13580.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	8.30	9.53	3.2
RW 15-33	77.- 78.	KEEL	0.12	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	6.06	7.37	1.0
RW 15-33	0.- 3.	SIDE	0.18	145.	34283.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	6.06	6.96	1.0
RW 15-33	3.- 30.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	6.06	6.96	1.0
RW 15-33	30.- 53.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	6.06	6.99	1.0
RW 15-33	53.- 69.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	6.06	6.74	1.0
RW 15-33	69.- 77.	SIDE	0.18	145.	13580.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	6.06	6.74	1.0
RW 15-33	77.- 78.	SIDE	0.18	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	6.06	6.74	1.0
RW 15-33	0.- 3.	KEEL	0.12	145.	34283.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	8.52	9.94	3.4
RW 15-33	3.- 30.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	12.14	13.42	6.9
RW 15-33	30.- 53.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	12.40	13.68	7.2
RW 15-33	53.- 69.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	10.83	12.12	5.6
RW 15-33	69.- 77.	KEEL	0.12	145.	13580.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	10.89	12.18	5.7
RW 15-33	77.- 78.	KEEL	0.12	145.	30628.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	8.09	9.49	3.0
RW 15-33	0.- 3.	SIDE	0.18	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	6.06	7.47	1.0
RW 15-33	3.- 30.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	6.06	7.47	1.0
RW 15-33	30.- 53.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	6.06	7.49	1.0
RW 15-33	53.- 69.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	6.06	7.34	1.0
RW 15-33	69.- 77.	SIDE	0.18	145.	13580.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	6.06	7.34	1.0
RW 15-33	77.- 78.	SIDE	0.18	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	6.06	7.34	1.0
RW 1-19	16.- 52.	KEEL	0.12	145.	17732.	LIGHTS/ILS	FAMSUG	5	DEF/DI	0.08	6.12	7.32	1.1
RW 1-19	16.- 52.	SIDE	0.18	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.02	6.06	6.27	1.0

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 8727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUATE POISSON UNIT-PRICE

CC ***** 400000. 0.12 1.23
 CTB 6.0 20000. 0.23 0.60
 SSBS 8.0 20000. 0.31 0.33
 SUB INFI ***** 0.34 0.35

FACILITY	STATION FROM-TO	LOC	DI	VEL	ESUB NCR#	AIRPORT NAVIGATION SYSTEM	FORECAST AIRCRAFT MOVEMENT	DESIGN SERVICE YEARS	FUNCTION GOVERNED	AMC	ICC	PCV	THICKNESS *****
RW 15-33	0-- 3.	KEEL 0.12	145.	34283.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	15.62	16.74	7.4	
RW 15-33	3-- 30.	KEEL 0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	17.31	18.37	8.7	
RW 15-33	20-- 53.	KEEL 0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	17.35	18.41	8.8	
RW 15-33	53-- 69.	KEEL 0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	16.89	17.88	8.4	
RW 15-33	69-- 77.	KEEL 0.12	145.	13580.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	16.92	17.91	8.4	
RW 15-33	77-- 78.	KEEL 0.12	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	15.42	16.46	7.2	
RW 15-33	0-- 3.	SIDE 0.18	145.	34282.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	11.51	12.13	4.0	
RW 15-33	3-- 30.	SIDE 0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	12.54	13.12	4.8	
RW 15-33	30-- 53.	SIDE 0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	12.60	13.22	4.9	
RW 15-33	53-- 69.	SIDE 0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.04	12.07	12.34	4.5	
RW 15-33	69-- 77.	SIDE 0.18	145.	13580.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.04	12.10	12.37	4.5	
RW 15-33	77-- 78.	SIDE 0.18	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.04	11.51	11.80	4.0	
RW 15-33	0-- 3.	KEEL 0.12	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.10	16.74	17.98	8.3	
RW 15-33	3-- 30.	KEEL 0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.10	18.45	19.62	9.7	
RW 15-33	30-- 53.	KEEL 0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.10	18.50	19.68	9.7	
RW 15-33	53-- 69.	KEEL 0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	17.93	19.07	9.2	
RW 15-33	69-- 77.	KEEL 0.12	145.	13580.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	17.96	19.09	9.3	
RW 15-33	77-- 78.	KEEL 0.12	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	16.44	17.63	8.0	
RW 15-33	0-- 3.	SIDE 0.18	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	11.80	13.02	4.2	
RW 15-33	3-- 30.	SIDE 0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	13.65	14.80	5.7	
RW 15-33	30-- 53.	SIDE 0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	13.72	14.90	5.8	
RW 15-33	53-- 69.	SIDE 0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	13.25	14.23	5.4	
RW 15-33	69-- 77.	SIDE 0.18	145.	13580.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	13.28	14.25	5.4	
RW 15-33	77-- 78.	SIDE 0.18	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	11.56	12.59	4.0	
RW 1-19	16-- 52.	KEEL 0.12	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	16.00	16.90	7.7	
RW 1-19	16-- 52.	SIDE 0.18	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.01	11.51	11.25	4.0	

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LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUATION POISSON UNIT-PRICE

CCL PCC 8.0 4000000. 0.12 1.23
 RLC *** 1500000. 0.16 0.84
 SSBS 6.0 20000. 0.31 0.33
 SLB INFI +++ 0.34 0.35

FACILITY	STATION FROM-TC	LDC	DI	VEL	F SUB NCR-M	AIRCRAFT NAVIGATION SYSTEM	FORECAST AIRCRAFT MOVEMENT	DESIGN SERVICE YEARS	FUNCTION GOVERNED	AMC	ICC	PCV	THICKNESS
RW 15-32	0.- 3.	KEEL	0.12	145.	34283.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	15.52	16.35	4.0
RW 15-32	3.- 30.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	15.52	16.35	4.0
RW 15-32	20.- 52.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	15.52	16.36	4.0
RW 15-32	53.- 69.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	15.52	16.28	4.0
RW 15-32	69.- 77.	KEEL	0.12	145.	15800.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	15.52	16.28	4.0
RW 15-32	77.- 78.	KEEL	0.12	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	15.52	16.28	4.0
RW 15-32	0.- 3.	SIDE	0.18	145.	34283.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.04	15.52	15.79	4.0
RW 15-32	2.- 30.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.04	15.52	15.79	4.0
RW 15-32	20.- 52.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	15.52	15.82	4.0
RW 15-32	53.- 69.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.03	15.52	15.50	4.0
RW 15-32	69.- 77.	SIDE	0.18	145.	13800.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.03	15.52	15.50	4.0
RW 15-32	77.- 78.	SIDE	0.18	145.	20628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.03	15.52	15.50	4.0
RW 15-33	0.- 3.	KEEL	0.12	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	15.52	16.49	4.0
RW 15-33	3.- 30.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	15.52	16.49	4.0
RW 15-33	20.- 52.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	15.52	16.49	4.0
RW 15-33	53.- 69.	KEEL	0.12	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	15.52	16.43	4.0
RW 15-33	69.- 77.	KEEL	0.12	145.	13800.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	15.52	16.43	4.0
RW 15-33	77.- 78.	KEEL	0.12	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	15.52	16.43	4.0
RW 15-33	0.- 3.	SIDE	0.18	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.07	15.52	16.31	4.0
RW 15-33	2.- 30.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.07	15.52	16.31	4.0
RW 15-33	30.- 52.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.07	15.52	16.33	4.0
RW 15-33	53.- 69.	SIDE	0.18	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.06	15.52	16.14	4.0
RW 15-33	69.- 77.	SIDE	0.18	145.	13800.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.06	15.52	16.14	4.0
RW 15-33	77.- 78.	SIDE	0.18	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.06	15.52	16.14	4.0
RW 1-19	16.- 52.	KEEL	0.12	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	15.52	16.17	4.0
RW 1-19	16.- 52.	SIDE	0.18	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.00	15.52	15.03	4.0

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LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 8727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUATION PCISSON UNIT-PRICE

LC/PAV ASTOP 3.0 200000. 0.23 1.15
 LCFA ***** 1100000. 0.17 0.60
 PAV INFI ++++ 0.27 0.18

FACILITY	STATION	LCC	DI	VEL	EPAV	AIRCRAFT	DESIGN	FUNCTION	AMC	ICC	PCV	THICKNESS
	FRCN-TL				NCRM	MOVEMENT	YEARS	GOVERNED				****
Rw 15-33	0.- 5.	KEEL 0.12	145.	179545.	+	FAMSUG	5	STR/MT	0.07	4.22	5.37	1.0
Rw 15-33	5.- 30.	KEEL 0.12	145.	34885.		FAMSUG	5	STR/MT	0.07	10.13	11.07	10.9
Rw 15-33	30.- 53.	KEEL 0.12	145.	34885.		FAMSUG	5	STR/MT	0.07	10.17	11.12	11.0
Rw 15-33	53.- 69.	KEEL 0.12	145.	34885.		FAMSUG	5	STR/MT	0.07	9.88	10.79	10.5
Rw 15-33	69.- 77.	KEEL 0.12	145.	27745.		FAMSUG	5	STR/MT	0.07	10.45	11.33	11.4
Rw 15-33	77.- 78.	KEEL 0.12	145.	165589.		FAMSUG	5	STR/MT	0.07	4.22	5.32	1.0
Rw 15-33	0.- 5.	SIDE 0.18	145.	179545.		FAMSUG	5	STR/MT	0.05	4.22	5.00	1.0
Rw 15-33	5.- 30.	SIDE 0.18	145.	34885.		FAMSUG	5	STR/MT	0.05	7.58	8.24	6.6
Rw 15-33	30.- 53.	SIDE 0.18	145.	34885.		FAMSUG	5	STR/MT	0.05	7.60	8.29	6.7
Rw 15-33	53.- 69.	SIDE 0.18	145.	34885.		FAMSUG	5	STR/MT	0.04	7.43	7.91	6.4
Rw 15-33	69.- 77.	SIDE 0.18	145.	27745.		FAMSUG	5	STR/MT	0.04	7.97	8.44	7.3
Rw 15-33	77.- 78.	SIDE 0.18	145.	165589.		FAMSUG	5	STR/MT	0.04	4.22	4.82	1.0
Rw 15-33	0.- 5.	KEEL 0.12	145.	179545.		FAMSUG	20	STR/MT	0.08	4.22	5.48	1.0
Rw 15-33	5.- 30.	KEEL 0.12	145.	34885.		FAMSUG	20	STR/MT	0.08	10.96	11.98	12.3
Rw 15-33	30.- 53.	KEEL 0.12	145.	34885.		FAMSUG	20	STR/MT	0.08	11.02	12.04	12.4
Rw 15-33	53.- 69.	KEEL 0.12	145.	34885.		FAMSUG	20	STR/MT	0.07	10.66	11.66	11.8
Rw 15-33	69.- 77.	KEEL 0.12	145.	27745.		FAMSUG	20	STR/MT	0.07	11.25	12.23	12.8
Rw 15-33	77.- 78.	KEEL 0.12	145.	165589.		FAMSUG	20	STR/MT	0.07	4.22	5.45	1.0
Rw 15-33	0.- 5.	SIDE 0.18	145.	179545.		FAMSUG	20	STR/MT	0.07	4.22	5.42	1.0
Rw 15-33	5.- 30.	SIDE 0.18	145.	34885.		FAMSUG	20	STR/MT	0.07	8.14	9.20	7.6
Rw 15-33	30.- 53.	SIDE 0.18	145.	34885.		FAMSUG	20	STR/MT	0.07	8.18	9.26	7.6
Rw 15-33	53.- 69.	SIDE 0.18	145.	34885.		FAMSUG	20	STR/MT	0.07	7.96	8.93	7.3
Rw 15-33	69.- 77.	SIDE 0.18	145.	27745.		FAMSUG	20	STR/MT	0.07	8.51	9.46	8.2
Rw 15-33	77.- 78.	SIDE 0.18	145.	165589.		FAMSUG	20	STR/MT	0.07	4.22	5.32	1.0
Rw 1-19	16.- 52.	KEEL 0.12	145.	32267.		FAMSUG	5	STR/MT	0.06	9.75	10.58	10.3
Rw 1-19	16.- 52.	SIDE 0.18	145.	32267.		FAMSUG	5	STR/MT	0.02	7.38	7.48	6.3

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LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: B727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUE PCISSON UNIT-PRICE

CC/PAV PCCR ***** 5000000. 0.11 1.58
 ASTCP 1.0 200000. 0.23 1.15
 PAV INFI +++++ 0.27 0.18

FACILITY	STATION FROM-TO	LOC	DI	VEL	SPAV NCKM +++++	AIRCRAFT NAVIGATION SYSTEM	FORECAST AIRCRAFT MOVEMENT	DESIGN SERVICE YEARS	FUNCTION GOVERNED	AMC	ICC	PCV THICKNESS *****
RW 15-33	0-- 3-	KEEL	0.12	145.	179545.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.12	7.64	9.56
RW 15-33	30-- 30.	KEEL	0.12	145.	34885.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.12	14.44	16.11
RW 15-33	30-- 53.	KEEL	0.12	145.	34885.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.12	14.50	16.18
RW 15-33	53-- 69.	KEEL	0.12	145.	34885.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.11	13.99	15.59
RW 15-33	69-- 77.	KEEL	0.12	145.	27745.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.11	14.85	16.41
RW 15-33	77-- 78.	KEEL	0.12	145.	165589.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.11	7.64	9.46
RW 15-33	0-- 3.	SIDE	0.18	145.	179545.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	7.64	8.79
RW 15-33	30-- 30.	SIDE	0.18	145.	34885.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	10.12	11.18
RW 15-33	30-- 53.	SIDE	0.18	145.	34885.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	10.16	11.27
RW 15-33	53-- 69.	SIDE	0.18	145.	34885.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	9.86	10.58
RW 15-33	69-- 77.	SIDE	0.18	145.	27745.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	10.60	11.29
RW 15-33	77-- 78.	SIDE	0.18	145.	165589.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	7.64	8.43
RW 15-33	0-- 3.	KEEL	0.12	145.	179545.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.13	7.64	9.76
RW 15-33	30-- 30.	KEEL	0.12	145.	34885.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.13	15.69	17.52
RW 15-33	30-- 53.	KEEL	0.12	145.	34885.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.13	15.78	17.62
RW 15-33	53-- 69.	KEEL	0.12	145.	34885.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.12	15.20	16.99
RW 15-33	69-- 77.	KEEL	0.12	145.	27745.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.12	16.03	17.79
RW 15-33	77-- 78.	KEEL	0.12	145.	165589.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.12	7.64	9.70
RW 15-33	0-- 3.	SIDE	0.18	145.	179545.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.12	7.64	9.56
RW 15-33	30-- 30.	SIDE	0.18	145.	34885.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.12	10.93	12.73
RW 15-33	30-- 53.	SIDE	0.18	145.	34885.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.12	10.99	12.82
RW 15-33	53-- 69.	SIDE	0.18	145.	34885.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.11	10.64	12.25
RW 15-33	69-- 77.	SIDE	0.18	145.	27745.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.11	11.45	13.03
RW 15-33	77-- 78.	SIDE	0.18	145.	165589.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.11	7.64	9.35
RW 1-15	16-- 52.	KEEL	0.12	145.	32267.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.10	13.79	15.24
RW 1-19	16-- 52.	SIDE	0.18	145.	32267.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.02	9.77	9.82

BURLINGTON INTERNATIONAL AIRPORT - FAA NEW ENGLAND REGION

LISTING OF PAVEMENT DESIGN AND COST ANALYSIS

EQUIVALENT AIRCRAFT OPERATION: 8727-200 WEIGHT: 170000. LBS

PAVEMENT MODEL: CODE LAYER THICKNESS EVALUE POISSON UNIT-PRICE

AC/PAV ASSTP 1.0 200000. 0.23 1.15
 ASBS **** 150000. 0.24 1.03
 PFLPAV 0.18

FACILITY	STATION FROM-TO	LOC	DI	VEL	ESUB NUM	AIRCRAFT NAVIGATION SYSTEM	FORCAST AIRCRAFT MOVEMENT	DESIGN SERVICE YEARS	FUNCTION GOVERNED	AMC	ICC	PCV THICKNESS	PFLPA
RW 15-33	0.- 2.	KEEL 0.12	145.	145.	34283.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	2.35	3.68	CC7
RW 15-33	3.- 30.	KEEL 0.12	145.	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	2.35	3.87	AC2
RW 15-33	30.- 53.	KEEL 0.12	145.	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.09	2.35	3.87	AC2
RW 15-33	53.- 69.	KEEL 0.12	145.	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	2.35	3.81	AC2
RW 15-33	69.- 77.	KEEL 0.12	145.	145.	13980.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	2.35	3.81	AC1
RW 15-33	77.- 78.	KEEL 0.12	145.	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.07	2.35	3.61	CC7
RW 15-33	0.- 3.	SIDE 0.18	145.	145.	34283.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	2.35	3.12	CC7
RW 15-33	3.- 30.	SIDE 0.18	145.	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	2.35	3.43	AC2
RW 15-33	30.- 53.	SIDE 0.18	145.	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.06	2.35	3.46	AC2
RW 15-33	53.- 69.	SIDE 0.18	145.	145.	14158.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	2.35	3.22	AC2
RW 15-33	69.- 77.	SIDE 0.18	145.	145.	13980.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.05	2.35	3.22	AC1
RW 15-33	77.- 78.	SIDE 0.18	145.	145.	30628.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.03	2.35	2.85	CC7
RW 15-33	0.- 3.	KEEL 0.12	145.	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	2.35	3.92	CC7
RW 15-33	3.- 30.	KEEL 0.12	145.	145.	14158.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	3.10	4.72	AC2
RW 15-33	30.- 53.	KEEL 0.12	145.	145.	14158.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	3.36	4.98	AC2
RW 15-33	53.- 69.	KEEL 0.12	145.	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	2.35	3.96	AC2
RW 15-33	69.- 77.	KEEL 0.12	145.	145.	12580.	LIGHTS/ILS	FAMSUG	20	DEF/DI	0.09	4.86	6.37	AC1
RW 15-33	77.- 78.	KEEL 0.12	145.	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	2.35	3.76	CC7
RW 15-33	0.- 3.	SIDE 0.18	145.	145.	34283.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.07	2.35	3.64	CC7
RW 15-33	3.- 30.	SIDE 0.18	145.	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	2.35	3.91	AC2
RW 15-33	30.- 53.	SIDE 0.18	145.	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.09	2.35	3.94	AC2
RW 15-33	53.- 69.	SIDE 0.18	145.	145.	14158.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	2.35	3.80	AC2
RW 15-33	69.- 77.	SIDE 0.18	145.	145.	13980.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.08	2.35	3.80	AC1
RW 15-33	77.- 78.	SIDE 0.18	145.	145.	30628.	LIGHTS/ILS	FAMSUG	20	STR/MT	0.06	2.35	3.48	CC7
RW 1-15	16.- 52.	KEEL 0.12	145.	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.08	2.35	3.71	AC1
RW 1-19	16.- 52.	SIDE 0.18	145.	145.	17732.	LIGHTS/ILS	FAMSUG	5	STR/MT	0.03	2.35	2.78	AC1

ERROR MESSAGES AND DIAGNOSTICS

The input goes through two stages:

1. Identification stage in which the input data group or control card must be recognized. If it is not then an error message is printed. All cards are printed and the error is temporarily ignored until the next delimiter ** is encountered. If a control card is misspelled, the next data group will be flagged in error yet the program will assume as if the 1st card of a data group is in error.
2. Data verification in which the program prints a limited number of self-explanatory error messages. FORTRAN will print messages if the characters do not match the field, such as type of integer or floating point. FORTRAN will also print execution error messages, such as mispunched, incorrect or missing data.

Error messages printed in the system log at the beginning of each job listing can be referenced to the OS 360 Manual. These messages help identify whether the program, JCL or hardware caused the error.

REFERENCES

1. Yang, Nai C., DESIGN OF FUNCTIONAL PAVEMENTS, McGraw Hill Book Company, New York, 1972.
2. Yang, Nai C., "Nondestructive Evaluation of Civil Airport Pavements", FAA-RD-76-83, September, 1976.
3. Yang, Nai C., "Nondestructive Evaluation of Airport Pavements, Vol. I, Program References", FAA-RD-78-154 I, September 1979.

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APPENDIX 1. OS 360 JOB CONTROL CARDS FOR OPERATION AT TCC
TCC OPERATION ON IBM 360/65

The program set-ups consist of two primary procedures: PAVDES, PRINT and one auxiliary procedure DELETE. These procedures may be stored on a permanent data set and referenced through use of the PROCLIB DD card, or instream procedures on cards. The following deck set-up describes the use of instream procedures:

```
//JOBNAME JOB
Instream procedure or //PROCLIB DD
//EXEC PAVDES,JOBCODE='jobcode',TIME.PAVDES=15
//PAVDES.INPUT DD *
Program control cards & data groups
/*
//EXEC PRINT,JOBCODE='jobcode'
    Jobcode is normally 7 characters, 3 letter airport, dash, and 3 letter
    FAA regional code. To have the output going directly to the printer
    instead of a print file, deck should be:
//EXEC PAVDES,JOBCODE='BTV-ANE',TIME.PAVDES=15
//PAVDES.FTO6FO01 DD SYSOUT=A,DCB=(RECFM=FA,LRECL=133,BLKSIZE=133)
//PAVDES.INPUT DD*
Program control cards & data groups
/*
//
```

The procedures assume the load module data set, DYLM, the default input data set DYDS and the job print file (jobcode.PRINT) which are on a single removable pack D00012. Several temporary data sets, as required, are allocated on any 2 available scratch packs. The temporary data sets may be placed on the single pack D00012, but the execution wall clock time will increase due to arm contention.

There is another procedure to delete existing print files from D00012 if they are no longer needed. The format for using it is as:

```
//EXEC DELETE
//DD1 DD DSNAME=jobcode.PRINT
```

Procedure consists of a utility program to be used to delete the file. It can be used as a separate run or with the PAVDES procedure.

Job Control Cards for Operation at TCC

```

//DELETE PROC
//X EXEC PGM=TEFRR14,REGION=10K
//DD1 DD DUMMY,DISP=(OLD,DELETE),UNIT=3330,
// VOL=(PRIVATE,RETAIN,,,SER=D00012)
//DD2 DD DUMMY,DISP=(OLD,DELETE),UNIT=3330,VOL=SER=D00012
// PEND
//UPS PROC PRINT=YES
//UP EXEC PGM=UPSEQ,REGION=86K
//STEPLIB DD DSN=SYSNAME=DYLM,DISP=SHR,UNIT=3330,
// VOL=(PRIVATE,RETAIN,,,SER=D00012)
//FT01F001 DD DSN=SI
//FT02F001 DD DSN=SO
//FT04F001 DD UNIT=SYSDA,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT05F001 DD DSN=TCF
//FT06F001 DD DSN=APRINT
//YES DD SYSOUT=A
//NO DD DUMMY
//SI DD DUMMY,DISP=SHR,UNIT=3330,VOL=SER=D00012
//SO DD DUMMY,DISP=(,KEEP),UNIT=3330,VOL=SER=D00012,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
// PEND
//PAVDES PROC
// EXEC PGM=IFFRR14,REGION=10K
//DD1 DD DSN=AJORCODE,PRINT,DISP=(OLD,DELETE),UNIT=3330,
// VOL=(PRIVATE,RETAIN,,,SER=D00012)
//PAVDES EXEC PGM=GOC,REGION=290K
//STEPLIB DD DSN=DYLM,DISP=SHR,UNIT=3330,
// VOL=(PRIVATE,RETAIN,,,SER=D00012)
//FT03F001 DD DSN=DYDS,DISP=SHR,UNIT=3330,VOL=SER=D00012
//FT04F001 DD DSN=INPUT
//FT05F001 DD UNIT=(SYSDA,SEP=STEPLIB),VOL=(PRIVATE,RETAIN),
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT06F001 DD DSN=AJORCODE,PRINT,DISP=(,KEEP),UNIT=3330,
// VOL=SER=D00012,
// SPACE=(CYL,(4,4)),DCR=(RECFM=FB,LRECL=133,BLKSIZE=1330)
//FT07F001 DD UNIT=SYSDA,VOL=REF=*.FT05F001,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT08F001 DD UNIT=SYSDA,VOL=REF=*.FT05F001,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT09F001 DD UNIT=(SYSDA,SEP=(STEPLIB,FT05F001)),VOL=(PRIVATE,RETAIN),
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT10F001 DD UNIT=SYSDA,VOL=REF=*.FT05F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT11F001 DD UNIT=3330,VOL=SER=D00012,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT12F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT13F001 DD UNIT=3330,VOL=SER=D00012,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)

```

Job Control Cards (cont'd)

```

//FT14F001 DD UNIT=SYSDA,VOL=REF=*.FT05F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT15F001 DD DUMMY
//FT16F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT17F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT18F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT19F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(2,2)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT20F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(2,2)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
//FT21F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT22F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT23F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT24F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT25F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT26F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(2,2)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT27F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT28F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT29F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT30F001 DD UNIT=SYSDA,VOL=REF=*.FT09F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT31F001 DD UNIT=SYSDA,VOL=REF=*.FT05F001,
// SPACE=(CYL,(1,1)),DCR=(RECFM=FB,LRECL=80,BLKSIZE=800)
//FT32F001 DD UNIT=SYSDA,VOL=REF=*.FT05F001,
// SPACE=(CYL,(4,4)),DCR=(RECFM=VSB,LRECL=1284,BLKSIZE=2572)
// PEND
//PRINT PROC
//PRINT EXEC PGM=IERGENER,REGION=R6K
//SYSIN DD DUMMY
//SYSPRINT DD DUMMY
//SYSUT1 DD DSNNAME=&JOBCODE,PRINT,DISP=OLD,UNIT=3330,
// VOL=(PRIVATE,RETAIN,.,SER=D00012)
//SYSUT2 DD SYSOUT=A,DCR=(RECFM=FA,LRECL=133,BLKSIZE=133)
// PEND

```

APPENDIX 2 BASIC FORTRAN LISTING

- A2.01 SUBROUTINE NDTIN
 Compute NDT calibration factors
- A2.02 SUBROUTINE NDTE
 Compute E-value from NDT machine data
- A2.03 SUBROUTINE LINER
 Linear regression for NDT2
- A2.04 SUBROUTINE STAT
 Mean and standard deviation for NDT2
- A2.05 SUBROUTINE NDT3
 Compute NDT inventory file
- A2.06 SUBROUTINE CALC(1)
 Compute Poisson's ratio, and aircraft operational weights
- A2.07 SUBROUTINE CALC(2)
 Longitudinal and transverse wheel probability distribution
- A2.08 SUBROUTINE PAVDES
 Equivalent single type aircraft operation and unit price
 of pavement components
- A2.09 SUBROUTINE FAM
 Forecast of aircraft movement for equivalency computation
- A2.10 SUBROUTINE HDES
 Limiting stress and deflection in pavement thickness design
- A2.11 SUBROUTINE PCVCAL
 Compute present cash value
- A2.12 SUBROUTINE COBEN
 Weighted average of present cash value

A2.01 Subroutine NDTIN

```

51      C      CALIBRATION FACTORS
52      225  WRITE(6,125)
53          IPTCAL(1)=1
54          K=0
55      230  K=K+1
56          READ(5,20,END=235) I,J,CDATE(1,1),CDATE(1,2),
57          +CTIME(1,J),ZCAL(1,J),FCAL(1,J),ZATZ,FATZ,ZATC,FATC
58          IF(J.NE.1)GO TO 231
59          IPTCAL(1)=IPTCAL(1)+1
60          I=IPTCAL(1)
61          IPTCAL(I)=1
62      231  HCAL(I,J)=1.0000
63          IF(ZATC.GT..01)GO TO 232
64          ZATZ=0.
65          FATZ=0.
66          ZATC=1.
67          FATC=1.
68      232  IF(ZCAL(1,J).LE..01)ZCAL(1,J)=(ZATC-ZATZ)/ZATC
69          IF(FCAL(1,J).LE..01)FCAL(1,J)=(FATC-FATZ)/FATC
70          IF(K.EQ.1) WRITE(6,130) CDATE(1,1),CDATE(1,2),
71          +I,CTIME(1,J),J,ZCAL(1,J),FCAL(1,J),HCAL(1,J)
72          GO TO 230
73      235  HCAL=K-1
74          GO TO 200
75      C      GRID DICTIONARY
76      237  WRITE(6,135)
77          I=0
78      240  I=I+1
79          READ(5,15,END=245) (DICTG(I,J),J=1,9)
80          IF(I.EQ.1) WRITE(6,120) (DICTG(I,J),J=1,9)
81          GO TO 240
82      245  NDICTG=I-1
83          GO TO 200
84      C      TEST IDENTIFICATIONS
85      247  WRITE(6,140)
86          I=0
87      250  I=I+1
88          READ(5,25,END=260) INUM(1,1),INUM(1,2),(LOC(1,J),J=1,5),
89          +IDATE(1,1),TIME(1),IDATE(1,2),TEMP(1),DSMW(1),LOAD(1),
90          +RAD(1),MSPORT(1,1),MSPORT(1,2),MOPUT(1,1),MOPUT(1,2)
91          IF(I.EQ.1)WRITE(6,145) INUM(1,1),INUM(1,2),(LOC(1,J),J=1,5),
92          +IDATE(1,1),TIME(1),IDATE(1,2),TEMP(1),DSMW(1),LOAD(1),
93          +RAD(1),MSPORT(1,1),MSPORT(1,2),MOPUT(1,1),MOPUT(1,2)
94          GO TO 250
95      260  NLOC=I-1
96          GO TO 200
97      900  RETURN
98          END

```

A2.02 Subroutine NDTE

```
1      SUBROUTINE NDTE(ZVAL,FVAL,HVAL,NVAL,ZNSUMZ,DSME,EVAL,DSM,RAD)
2      DIMENSION ZVAL(NVAL),FVAL(NVAL),HVAL(NVAL)
3      DIMENSION Z(50),F(50),H(50)
4      DO 100 I=1,NVAL
5          J=NVAL-I+1
6          Z(J)=ZVAL(I)
7          F(J)=FVAL(I)
8          H(J)=HVAL(I)
9      100 CONTINUE
10     N=NVAL
11     N1=N-1
12     SUMZ=(Z(1)/(2.*F(1)))*(H(1)+H(2))/(2.*H(1))
13     DO 210 I=2,N1
14     SUMZ=SUMZ+(Z(I)/(2.*F(I)))*(H(I+1)-H(I-1))/(2.*H(I))
15     210 CONTINUE
16     SUMZ=SUMZ+Z(N)/(4.*F(N))
17     ZNSUMZ=SUMZ
18     DSM=F(1)/1000./Z(1)
19     DSME=(F(1)/Z(1))*(2.*RAD*SUMZ)
20     EVAL=1./(2.*RAD*SUMZ)
21     RETURN
22     END
```

A2.03 Subroutine LINER

```

1      SUBROUTINE LINER(IPT, N, X, Y, NLOC, BZERC, BCNE, ROE,
2      +SPX, SPX2, SPY, SPY2, SPXY)
3      DIMENSION IPT(N), X(NLOC), Y(NLOC)
4      DOUBLE PRECISION SUMX, SUMX2, SUMY, SUMY2, SUMXY, XD, YD, AN, SXX, SYY, SXY
5      SUMX=0.
6      SUMX2=0.
7      SUMY=0.
8      SUMY2=0.
9      SUMXY=0.
10     DO 100 IA=1, N
11     I=IPT(IA)
12     XD=X(I)
13     YD=Y(I)
14     SUMX=SUMX+XD
15     SUMX2=SUMX2+XD*XD
16     SUMY=SUMY+YD
17     SUMY2=SUMY2+YD*YD
18     SUMXY=SUMXY+XD*YD
19 100 CONTINUE
20     AN=N
21     SPX=SUMX
22     SPX2=SUMX2
23     SPY=SUMY
24     SPY2=SUMY2
25     SPXY=SUMXY
26     SXX=SUMX2-SUMX*SUMX/AN
27     SYY=SUMY2-SUMY*SUMY/AN
28     SXY=SUMXY-SUMX*SUMY/AN
29     ROE=SXY/DSQRT(SXX*SYY)
30     XD=SXY/SXX
31     BCNE=XD
32
33     BZERC=SUMY/AN-XD*SUMX/AN
34     C      WRITE(6,5)
35     5  FORMAT(///5X, '      N      SUMX      SUMX2      SUMY
36     +, 'SUMY2      SUMXY'//)
37     C      WRITE(6, 10)N, SUMX, SUMX2, SUMY, SUMY2, SUMXY
38     10  FORMAT(5X, 15, 5D14.7)
39     RETURN
40     END

```

A2.04 Subroutine STAT

```
1      SUBROUTINE STAT(IPT,N,X,NLGC,AMEAN,CV,XMIN,XMAX)
2      DIMENSION IPT(N),X(NLGC)
3      DOUBLE PRECISION SUM,SUM2,XD,AN,AN1,SDEV
4      SUM=0.
5      SUM2=0.
6      I=IPT(1)
7      XMIN=X(I)
8      XMAX=X(I)
9      DO 100 IA=1,N
10     I=IPT(IA)
11     IF(X(I).LT.XMIN)XMIN=X(I)
12     IF(X(I).GT.XMAX)XMAX=X(I)
13     XD=X(I)
14     SUM=SUM+XD
15     SUM2=SUM2+XD*XD
16 100 CONTINUE
17     AN=N
18     AN1=N-1
19     XD=SUM/AN
20     SDEV=DSQRT((SUM2-AN*XD*XD)/AN1)
21     AMEAN=XD
22     CV=SDEV/XD
23     RETURN
24     END
```

A2.05 Subroutine NDT3

```

101      DO 600 J=1,ISEPAV
102      IF(K.NE.IPFL(J))GO TO 600

104      WZ=2.*ZOO.*9.*VALC(KP,10)/SEVAL(J)
105      IF(WZ.LT.WZH(1,1))GO TO 520
106      EV=PFLESG(1)*.75
107      GO TO 540

108  520  DO 530 I=2,NFLESG
109      IF(WZ.LT.WZH(1,I))GO TO 530
110      EV=(PFLESG(I)-PFLESG(I-1))*(WZ-WZH(1,I-1))
111      +/(WZH(1,I)-WZH(1,I-1))+PFLESG(I-1)
112      GO TO 540
113  530  CONTINUE
114      EV=PFLESG(NFLESG)*1.25
115  540  IF(MORAIN(J).EQ.MNORM)GO TO 550
116      IS=J
117      I1=ISEPAV+J
118      EPAV(I1)=SEVAL(J)
119      ESUB(I1)=EV
120      ESUB(J)=EV/.6
121      GO TO 560
122  550  IS=ISEPAV+J
123      EPAV(J)=SEVAL(J)
124      ESUB(J)=EV
125      I1=ISEPAV+J
126      ESUB(I1)=.6*EV
127  560  IF(ESUB(IS).GT.PFLESG(1))GO TO 570
128      WZA=WZH(1,1)+.25*(WZH(1,1)-WZH(1,2))
129      GO TO 590
130  570  DO 580 I=2,NFLESG
131      IF(ESUB(IS).GT.PFLESG(I))GO TO 580
132      WZA=(WZH(1,I)-WZH(1,I-1))*(ESUB(IS)-PFLESG(I-1))
133      +/(PFLESG(I)-PFLESG(I-1))+WZH(1,I-1)
134      GO TO 590
135  580  CONTINUE
136      WZA=WZH(1,NFLESG)-.25*(WZH(1,NFLESG-1)-WZH(1,NFLESG))
137  590  EPAV(IS)=SEVAL(J)*WZ/WZA
138  600  CONTINUE

```

A2.06 Subroutine CALC(1)

```

123 C *** APY
124     APY(I)=0.
125     N=NWHEEL(I)
126     DO 420 J=1,N
127     IF(WHEELX(I,J).NE.0.)GO TO 420
128     APY(I)=APY(I)+EXP(-(WHEELY(I,J)/(12.*450.))**2/2.)
129
130 420 CONTINUE
131     DO 450 J=1,3
132 C *** RADIUS FACTOR
133     RADIUS(I,J)=SQRT(.31830987E0*DPWGT(L,J)*AIRC(I,5)/AIRC(I,6))
134     FACTOR(I,J)=0.
135     T1=(3./R.)**2
136     T2=(15./48.)**2
137     DO 440 K=1,N
138     WX=SQRT(ABS(WHEELX(I,K)**2)+ABS(WHEELY(I,K)**2))
139     IF(WX.NE.0.)GO TO 430
140     FACTOR(I,J)=FACTOR(I,J)+1.
141     GO TO 440
142 430 YK=(RADIUS(I,J)/WX)**2
143     WK=1.5708*(1.+0.25*YK+T1*YK**2+T2*YK**3)
144     WE=1.5708*(1.-0.25*YK-T1*YK**2/3.-T2*YK**3/5.)
145     FIRM=2./3.14159*WX/RADIUS(I,J)*(WE-(1-YK)*WK)
146     FACTOR(I,J)=FACTOR(I,J)+FIRM
147
148 440 CONTINUE
149 450 CONTINUE
150     APY(I)=APY(I)*.00157*RADIUS(I,3)/12.
151 460 CONTINUE
152     ID=IDESI(1)
153     RADIUS(20,1)=SQRT(.31830987E0*DPWGT(1)*AIRC(ID,5)/AIRC(ID,6))
154 C *** APX
155     DO 560 K=1,NBAND
156     IAPX=NTYPE*(K-1)
157     DO 550 LA=1,NTYPE
158     L=IAPX+LA
159     DO 540 M=1,NDPWGT
160     I=IAIRC(M)
161     IF(I.LE.0)GO TO 540
162     NW=NWHEEL(I)
163     DO 530 J=1,3
164     APX(I,J,L)=0.
165     DO 520 N=1,NW
166     APX(I,J,L)=APX(I,J,L)+EXP(-10.8167*
167     +(WHEELX(I,N)/(12.*BAND(K,LA)))**2)
168 520 CONTINUE
169     APX(I,J,L)=APX(I,J,L)*3.2885*RADIUS(I,J)/(12.*BAND(K,LA))
170 530 CONTINUE
171 540 CONTINUE
172 550 CONTINUE
173 560 CONTINUE

```

A2.07 Subroutine CALC(2)

```

56 C *** PAVL CODE LAYF
57 DO 257 I=1,NPAVL
58 257 N=N-LAYER(I)
59 DO 258 J=1,N
60 DO 259 K=1,NLAY
61 IF(LAYER(I,J,1).NE.MLAY(K,1))GO TO 240
62 IF(LAYER(I,J,2).NE.MLAY(K,2))GO TO 240
63 I-LAYER(I,J)=K
64 IF(EVAL(I,J).LT.1.)EVAL(I,J)=VALAY(K,1)
65 IF(PCIS(I,J).LT.0.001)PCIS(I,J)=.65-.08*ALOG10(EVAL(I,J))
66 GO TO 250
67 240 CONTINUE
68 C *** ERROR
69 250 CONTINUE
70 260 CONTINUE
71 C *** AIRC CODE TOW
72 DO 255 I=1,NAIRC
73 IALF(I)=0
74 IRANGE(I)=0
75 255 CONTINUE
76 DO 270 K=1,NOPWGT
77 I=IAIRC(K)
78 IF(I.LE.0)GO TO 270
79 IRANGE(I)=1
80 IF(IRANGE(K,1).NE.IBLANK)GO TO 261
81 LRANGE(K,1)=MRANG(I,1)
82 LRANGE(K,2)=MPANG(I,2)
83 261 DO 262 J=1,4
84 IF(LRANGE(K,1).NE.MRANGE(J))GO TO 262
85 IRANGE(I)=J
86 GO TO 262
87 262 CONTINUE
88 263 IALF(I)=1
89 IF(LALF(K,1).EQ.MALF(2))IALF(I)=2
90 L=IALF(I)
91 J=IRANGE(I)
92 IF(LALF(K,1).EQ.IBLANK.AND.TOW(J,I,L).GT.1.
93 +.AND.OPWGT(K,1).LT.1.)LALF(K,1)=MALF(1)
94 IF(TOW(J,I,L).LT.1..AND.OPWGT(K,1).LT.1.)OPWGT(K,1)=AIRC(I,1)
95 IF(OPWGT(K,1).LT.1.)OPWGT(K,1)=TOW(J,I,L)
96 IF(OPWGT(K,2).LT.1.)OPWGT(K,2)=(AIRC(I,2)-AIRC(I,3))
97 +*(OPWGT(K,1)-AIRC(I,3))/(AIRC(I,1)-AIRC(I,3))+AIRC(I,3)
98 IF(OPWGT(K,3).LT.1.)OPWGT(K,3)=1.5*OPWGT(K,2)
99 270 CONTINUE

```

A2.08 Subroutine PAVDES

```

350     1317 ELAY=EVAL(KM,IHSA)
351         EBOT=EVAL(KM,NL)
352     1318 CONSTA=VALC(KB,2)*SQRT(ELAY)*VALC(KB,3)*(1.-VALC(KB,4))
353         DO 1330 IA=1,NOPWGT
354         I=IAIRC(IA)
355         IF(1.LE.0)GO TO 1330
356         DO 1320 J=1,3
357         ANS(I,J)=- (ABS(STRFD(KAA))-ABS(STRFAM(I,J)))/CONSTA
358     1320 CONTINUE
359     1330 CONTINUE
360         ANS(20,1)=0.
361         DO 1350 IA=1,NOPWGT
362         I=IAIRC(IA)
363         IF(1.LE.0)GO TO 1350
364         DO 1340 J=1,3
365         FACTOR(I,J)=WZFM(I,J)/WZW(I,J)
366         PRESS=AIRC(I,6)*FACTOR(I,J)
367         WO=2.*PRESS*RADIUS(I,J)*VALC(KB,10)/EBOT
368         D4=1./VALC(KB,8)
369         DODEF=WO**(1.-D4)*WZFM(I,J)**D4*VALC(KB,7)**(-D4)
370         AND(I,J)=DODEF
371     1340 CONTINUE
372     1350 CONTINUE
373         FACTOR(20,1)=WZFD(KAA)/WZWF(KAA)
374         PRESS=AIRC(ID,6)*FACTOR(20,1)
375         WO=2.*PRESS*RADIUS(20,1)*VALC(KB,10)/EBOT
376         AND(20,1)=WO**(1.-D4)*WZFD(KAA)**D4*VALC(KB,7)**(-D4)
377         DO 1376 I=1,NPAVHD
378         IF(IPAVL(I).EQ.ICL)GO TO 1374
379         IF(IPAVL(I).GT.ICL)GO TO 1372
380         REWIND 9
381         ICL=0
382     1372 ICL=ICL+1
383         IF(IFAMDS(ICL,1).LE.0)GO TO 1372
384         READ(9)((ANS(IA,J),AND(IA,J),FACTOR(IA,J),IA=1,20),J=1,3)
385         IF(IPAVL(I).NE.ICL)GO TO 1372
386     1374 WRITE(12)((ANS(IA,J),AND(IA,J),FACTOR(IA,J),IA=1,20),J=1,3)
387     1376 CONTINUE
388         ENDFILE 12
389         REWIND 12
390         REWIND 9
391         REWIND L18
392     398 NSLP=FINA(6)
393         ASCM=(FINA(4)+FINA(3)-FINA(2))-FINA(2)*(FINA(3)+FINA(4))
394         PCVAMC=FLOAT(NSLP-1)*(1.+FLOAT(NSLP-2)*ASCM/2.*
395         +(1.+FLOAT(NSLP-3)*ASCM/3.))
396         AIRBV=1.-1./(1.+FINA(1))
397         PCVICC=1.- (FINA(5)-2.)*(FINA(2)-AIRBV)/2.*
398         +(1.- (FINA(5)-3.)*FINA(2)/3.)

```

A2.09 Subroutine FAM

```

90      DO 415 J=1,3
91      ANSA(I,J)=10.**((ANS(I,J)/(O/RSF/(1.+DI(LDC,ITYP))))
92 415 CONTINUE
93      DO 420 J=1,3
94      C      CONST=2.28
95      C      C1=.01
96      C      DD=SQRT(DI(LDC,ITYP)/(1.+DI(LDC,ITYP)))
97      C      VV=DD*VEL(LDC,ITYP)+60.*(1.-DD)
98      C      XX=8.5*FACTOR(I,J)+XNZ(I)/RADIUS(I,J)
99      C      AK=CONST/VV*DI(LDC,ITYP)/SQRT(AIRC(I,7))
100     C      AAK=10.**((VALC(KP,5)*ALOG10(AK/VALC(KP,6)))
101     C      DN=12.*AAK*SQRT(XX*RADIUS(I,J)/12.)
102     C      ANDB(I,J)=(DN-C1)/AND(I,J)
103     C      ANDA(I,J)=10.**(((AND(I,J)-AND(20,1))/AND(I,J))
104 420 CONTINUE
105     C      IF(KPAV(KP).LE.1)WRITE(6,40)DI(LDC,ITYP),VEL(LDC,ITYP),
106     C      +(FACTOR(I,J),J=1,3),XNZ(I),(RADIUS(I,J),J=1,3),AIRC(I,7),
107     C      +VALC(KP,5),VALC(KP,6)
108     C      40  FORMAT(1X,12F11.5)
109 425 CONTINUE
110     C      XX=8.5*FACTOR(20,1)+XNZ(ID)/RADIUS(20,1)
111     C      AK=CONST/VV*DI(LDC,ITYP)/SQRT(AIRC(ID,7))
112     C      AAK=10.**((VALC(KP,5)*ALOG10(AK/VALC(KP,6)))
113     C      DN=12.*AAK*SQRT(XX*RADIUS(20,1)/12.)
114     C      ANDB(20,1)=(DN-C1)/AND(20,1)
115     C      ANDA(20,1)=1.
116     C      IF(KPAV(KP).LE.1)
117     C      +WRITE(6,30)((AND(I,J),J=1,3),I=1,12)
118     C      IF(KPAV(KP).LE.1)
119     C      +WRITE(6,20)AND(20,1)
120     C      20  FORMAT(1X,1P0E13.5)
121     DO 600 K=1,NST1
122     C      DO 440 IA=1,NCPWGT
123     C      I=IAIRC(IA)
124     C      IF(I.LE.0)GO TO 440
125     C      DO 430 J=1,3
126     C      ANDA(I,J)=0.
127     C      IF(ATM(K,IA,J).LE.0.0001)GO TO 430
128     C      ANDA(I,J)=10.**(((ANDB(20,1)-ANDB(I,J))
129     C      +)
130     C      +*ALOG10(ATM(K,IA,J)*APX(I,J,IAPX))/ANDB(20,1))
131 430 CONTINUE
132 440 CONTINUE
133     C      *** 4ANS
134     DO 450 J=1,3
135 450 SEQMOV(J)=0.
136     DO 470 IA=1,NCPWGT
137     C      I=IAIRC(IA)
138     C      IF(I.LE.0)GO TO 470
139     DO 460 J=1,2
140     C      QJS(I,J)=ATM(K,IA,J)*ANSA(I,J)*APX(I,J,IAPX)

```

A2.09 Subroutine FAM (cont'd)

```

141      SEQMOV(J)=SEQMOV(J)+ATM(K,IA,J)*ANSA(I,J)*APX(I,J,IAPX)
142 460 CONTINUE
143      J=3
144      EQS(I,J)=0.
145      IF(NW.GT.2)EQS(I,J)=ATM(K,IA,J)*ANSA(I,J)*APX(I,J,IAPX)
146      +*APY(I)
147      IF(NW.GT.2)SEQMOV(J)=SEQMOV(J)+ATM(K,IA,J)*ANSA(I,J)*
148      +APX(I,J,IAPX)*APY(I)
149 470 CONTINUE
150      AANS(K,LCC)=0.
151      DO 480 J=1,NW
152      AANS(K,LCC)=AANS(K,LCC)+SEQMOV(J)
153 480 CONTINUE
154      AANS(K,LCC)=AANS(K,LCC)*SPERC(LCC)
155 C *** AAND
156      DO 490 J=1,3
157 490 DEQMOV(J)=0.
158      DO 510 IA=1,NCPWT
159      I=I+IKC(IA)
160      IF(I.LL."")GO TO 510
161      DO 500 J=1,2
162      EQD(I,J)=0.
163      ALND=0.
164      IF(ATM(K,IA,J).GT.0.1)
165      +ALND=ALOG10(ATM(K,IA,J)*APX(I,J,IAPX))
166      IF(ALND.GT.3.)ALND=3.
167      IF(ATM(K,IA,J).GT.0.1)
168      +EQD(I,J)=(ANDA(I,J)**ALND)
169      +*ATM(K,IA,J)*APX(I,J,IAPX)
170      DEQMOV(J)=DEQMOV(J)+EQD(I,J)
171 500 CONTINUE
172      J=3
173      EQD(I,J)=0.
174      ALND=0.
175      IF(NW.GT.2.AND.ATM(K,IA,J).GT.0.1)
176      +ALND=ALOG10(ATM(K,IA,J)*APX(I,J,IAPX)*APY(I))
177      IF(ALND.GT.3.)ALND=3.
178      IF(NW.GT.2.AND.ATM(K,IA,J).GT.0.1)
179      +EQD(I,J)=(ANDA(I,J)**ALND)
180      +*ATM(K,IA,J)*APX(I,J,IAPX)*APY(I)
181      IF(NW.GT.2)DEQMOV(J)=DEQMOV(J)+EQD(I,J)
182 510 CONTINUE
183      AAND(K,LCC)=0.
184      DO 520 J=1,NW
185      AAND(K,LCC)=AAND(K,LCC)+DEQMOV(J)
186 520 CONTINUE
187      AAND(K,LCC)=AAND(K,LCC)*SPERC(LCC)

```

A2.10 Subroutine HDES

```

51 C *** STRESS LIMIT
52 NL=N_LAYER(KM)
53 NL1=NL-1
54 DO 190 J=1,NL1
55 STRL(K,LOC,J)=SQRT(EVAL(KM,J))*(1.-VALC(KP,3)*
56 +ALOG10(AANS(K,LOC)))/(1.+DI(LOC,ITYP))
57 STRL(K,LOC,J)=STRL(K,LOC,J)*VALC(KP,2)
58 OVERSF=VALC(KP,1)
59 IF(LOC.GT.1)OVERSF=VALC(KP,9)
60 STRL(K,LOC,J)=STRL(K,LOC,J)*OVERSF*(1.-VALC(KP,4))
61 190 CONTINUE
62 IF(KN.LE.0)GO TO 197
63 NLA=NPSLAY(KN)
64 NLA1=NLA-1
65 DO 195 J1=1,NLA1
66 J=J1+NL1
67 STRL(K,LOC,J)=SQRT(PSLE(KN,J1))*(1.-VALC(KP,3)*
68 +ALOG10(AANS(K,LOC)))/(1.+DI(LOC,ITYP))
69 STRL(K,LOC,J)=STRL(K,LOC,J)*VALC(KP,2)
70 OVERSF=VALC(KP,1)
71 IF(LOC.GT.1)OVERSF=VALC(KP,9)
72 STRL(K,LOC,J)=STRL(K,LOC,J)*OVERSF*(1.-VALC(KP,4))
73 195 CONTINUE
74 C *** WZL
75 197 CONST=2.28
76 C1=.01
77 XX=8.6*FACTOR(20,1)+XNZ(ID)/RADIUS(20,1)
78 PRESS=AIRC(ID,6)*FACTOR(20,1)
79 DD=SQRT(DI(LOC,ITYP)/(1.+DI(LOC,ITYP)))
80 VV=DD*VEL(LOC,ITYP)+60.*(1.-DD)
81 AK=CONST/VV*DI(LOC,ITYP)/SQRT(AIRC(ID,7))
82 C WRITE(6,20)KP,AK,VALC(KP,6)
83 C 20 FORMAT(1X,I5,2F10.4)
84 AAK=10.**(VALC(KP,5)*ALOG10(AK/VALC(KP,6)))
85 DN=12.*AAK*SQRT(XX*RADIUS(20,1)/12.)
86 EBOT=EVAL(KM,NL)
87 IF(KN.GT.0)EBOT=PSLE(KN,NLA)
88 W0=2.*PRESS*RADIUS(20,1)*VALC(KP,10)/EBOT
89 D3=VALC(KP,7)*W0**(1.-VALC(KP,8))
90 IF(AAND(K,LOC).LE.10.)WZL(K,LOC)=(DN-C1)**VALC(KP,8)
91 IF(AAND(K,LOC).GT.10.)
92 +WZL(K,LOC)=((DN-C1)/ALOG10(AAND(K,LOC)))**VALC(KP,8)
93 D4=1./VALC(KP,8)
94 D0DEF=VALC(KP,7)**(-D4)
95 IF(NXSL.LE.1)WZL(K,LOC)=(DN-C1)
96 C *** W0 AND D3 TO BE CALCULATED LATER
97 C *** SHOULD USE ESUP

```

```

169      360 IST=IST-1
170      370 I1= IEST+IES
171          ESUP(K)=ESUB(I1)
172          NL=N_LAYER(KM)
173          NL1=NL-1
174          PRESS=AIRC(ID,6)*FACTOR(20,1)
175          W0=2.*PRESS*RADIUS(20,1)*VALC(KP,10)/ESUP(K)
176          D3=VALC(KP,7)*W0**(1.-VALC(KP,8))
177          U4=1./VALC(KP,8)
178          LOC2=2
179          IF(NXSL.LE.1)GO TO 501
180          DO 373 LOC=1,LOC2
181              WZLIM(K,LOC)=D3*WZL(IST,LOC)
182              TAND(K,LOC)=AAND(IST,LOC)
183              TANS(K,LOC)=AANS(IST,LOC)
184              DO 371 J=1,NL1
185                  STRLIM(K,LOC,J)=STRL(IST,LOC,J)
186      371 CONTINUE
187          IF(KN.LE.0)GO TO 373
188          DO 372 J1=1,NLA1
189              J=J1+NL1
190              STRLIM(K,LOC,J)=STRL(IST,LOC,J)
191      372 CONTINUE
192      373 CONTINUE
193      C *** INTERPOLATE EVALUE
194          IF(ESUB(I1).GT.ESUBG(1))GO TO 375
195      C *** ERROR
196      375 DO 380 I=2,NE
197          IF(ESUB(I1).EQ.ESUBG(I))GO TO 390
198          IF(ESUB(I1).LT.ESUBG(I))GO TO 410
199      380 CONTINUE
200      C *** ERROR
201          I=NE
202          GO TO 410
203      390 DO 400 N=1,NHG
204          WZ(N)=WZH(N,I)
205          STR(N)=STRH(N,I)
206      400 CONTINUE
207          GO TO 422
208      410 DO 420 N=1,NHG
209          WZ(N)=(WZH(N,I)-WZH(N,I-1))*(ESUB(I1)-ESUBG(I-1))
210          +/(ESUBG(I)-ESUBG(I-1))+WZH(N,I-1)
211          STR(N)=(STRH(N,I)-STRH(N,I-1))*(ESUB(I1)-ESUBG(I-1))
212          +/(ESUBG(I)-ESUBG(I-1))+STRH(N,I-1)
213      420 CONTINUE
214      422 DO 500 J=1,2
215          IF(WZLIM(K,J).LT.WZ(1))GO TO 425
216          HDES(K,J)=HVAL(KM,1)
217          GO TO 460

218      425 DO 430 N=2,NHG
219          IF(WZLIM(K,J).GE.WZ(N))GO TO 450
220      430 CONTINUE

```

```

221      HDES(K,J)=HVAL(KM,2)+HVAL(KM,3)/2.
222      ICRIT(K,J)=-1
223      GO TO 500
224 450 HDES(K,J)=(HGRID(KM,N)-HGRID(KM,N-1))*(WZLIM(K,J)-WZ(N-1))
225      +/(WZ(N)-WZ(N-1))+HGRID(KM,N-1)
226 460 IH=IPAVHS(KI)
227      IF(KN.GT.0)IH=IH+NL1
228      IF(STRLIM(K,J,IH).LT.STR(1))GO TO 465
229      H=HVAL(KM,1)
230      GO TO 480
231 465 DO 470 N=2,NHG
232      IF(STRLIM(K,J,IH).GE.STR(N))GO TO 475
233 470 CONTINUE
234      HDES(K,J)=HVAL(KM,2)+HVAL(KM,3)/2.
235      ICRIT(K,J)=1
236      GO TO 500
237 475 H=(HGRID(KM,N)-HGRID(KM,N-1))*(STRLIM(K,J,IH)-STR(N-1))
238      +/(STR(N)-STR(N-1))+HGRID(KM,N-1)
239 480 ICRIT(K,J)=-1
240      IF(HDES(K,J).GT.H)GO TO 500
241      HDES(K,J)=H
242      ICRIT(K,J)=1
243 500 CONTINUE
244      GO TO 510
245 501 IP=IPFL(I1)
246      IF(ESUP(K).GT.PFLESG(1))GO TO 502
247      WZ(IP)=WZH(IP,1)+.25*(WZH(IP,1)-WZH(IP,2))
248      STR(IP)=STRH(IP,1)+.25*(STRH(IP,1)-STRH(IP,2))
249      GO TO 504
250 502 DO 503 I=2,NFLESG
251      IF(ESUP(K).GT.PFLESG(I))GO TO 503
252      WZ(IP)=(WZH(IP,I)-WZH(IP,I-1))*(ESUP(K)-PFLESG(I-1))
253      +/(PFLESG(I)-PFLESG(I-1))+WZH(IP,I-1)
254      STR(IP)=(STRH(IP,I)-STRH(IP,I-1))*(ESUP(K)-PFLESG(I-1))
255      +/(PFLESG(I)-PFLESG(I-1))+STRH(IP,I-1)
256      GO TO 504
257 503 CONTINUE
258      WZ(IP)=WZH(IP,NFLESG)-.25*(WZH(IP,NFLESG-1)-WZH(IP,NFLESG))
259      STR(IP)=STRH(IP,NFLESG)-.25*(STRH(IP,NFLESG-1)-STRH(IP,NFLESG))
260 C 504 DCDEF=W0**(.1-D4)*WZ(IP)**D4*VALC(KP,7)**(-D4)
261 504 DODEF=ESUB(I1)/(VALC(KP,7)*EPAV(I1))
262      DCDEF=W0*10.**(D4*ALOG10(DODEF))
263      TAND(K,1)=AAND(IST,1)
264 C      TAND(K,2)=10.**(WZL(IST,1)/DODEF)
265      TAND(K,2)=(WZL(IST,1)/DCDEF)
266      IF(TAND(K,2).GT.30.)TAND(K,2)=30.
267      TAND(K,2)=10.**TAND(K,2)
268      TANS(K,1)=AANS(IST,1)
269      IH=IHS(IP)
270      SIGY=VALC(KP,1)*(1.-VALC(KP,4))*VALC(KP,2)*SQRT(EVAL(IP,IH))
271      SIGY=SIGY/(1.+DI(1,ITYP))
272 C      TANS(K,2)=10.**((SIGY-STR(IP))/(VALC(KP,3)*SIGY))
273      TANS(K,2)=((SIGY-STR(IP))/(VALC(KP,3)*SIGY))
274      TANS(K,2)=10.**TANS(K,2)
275 510 CONTINUE

```

A2.11 Subroutine PCVCAL

```

52       DO 300 LDC=1,2
53       DO 200 K=1,NAST1
54       IISA=IPAVIS(K+1)
55       IF (K1.LE.0) ELAY=ELVAL(K+1,IISA)
56       IF (K1.GT.0) ELAY=PELE(K+1,IISA)
57       IF (K1.GI.0) IISA=IISA+NLAYEP(K+1)-1
58       IEL=IDIS(K+1)
59       IL=ILAYER(K+1,I)
60       ALOC(K,LDC)=COSI(K+1)+HDES(K,LDC)*UL(IL)
61       ULSTR=VALC(KP,2)*SORT(ELAY)*(1.-VALC(KP,4))
62       ULSTR=ULSTR*(1.-VALC(KP,3)*ALOG10(TANG(K,LDC)))
63       OVERSF=VALC(KP,1)
64       IF (LDC.EQ.1) OVERSF=VALC(KP,9)
65       ZNOC=VALC(KP,4)*OVERSF*(ULSTR-ACSTR)/(ULSTR-STRLIN(K,LDC,IISA)
66       +OVERSF)
67       APC(K,LDC)=ZNOC*UL(IL)
68       PCV(K,LDC)=ALOC(K,LDC)*PCVAAC+ALOC(K,LDC)*PCVICC
69       200 CONTINUE
70       300 CONTINUE
71       IF (FSTAR(KFAC,2).GT.0.00) GO TO 320
72       APCV(1)=PCV(1,1)
73       APCV(2)=PCV(1,2)
74       DO 400 LDC=1,2
75       APCV(LDC)=0.
76       DO 350 K=1,NAST1
77       APCV(LDC)=APCV(LDC)+PCV(K,LDC)*(ASTA(K+1)-ASTA(K))
78       350 CONTINUE
79       APCV(LDC)=APCV(LDC)/(ASTA(NAST)-ASTA(1))
80       400 CONTINUE

```

A2.12 Subroutine COBEL

```

387 C 148 TYP=JSL-DE-WHEELY
388 DO 244 K=1,NAST1
389 WHEELY(K,IK)=PCV(K,1)
390 244 CONTINUE
391 C 149 CONTINUE
392 IF (LA.M.LZ) GO TO 270
393 INCR1=INCR4+1
394 IF (INCR.LZ) GO TO 270
395 INCR=0
396 ITYP=ITPL(IXFAC)
397 WHEEL=DEBL(IXBAND,ITYP)+XMAX/12.
398 WK=K*TL/WIDTH(ITYP)
399 I=NPAVK+1
400 IF (IPAVS(IXFAC).GT.0) GO TO 2452
401 DO 2450 I=1,NPAVK
402 IK=IPAVK(I,1)
403 IS=IPAVK(I,2)
404 IF (ITYPE(IK).NE.ISUB) GO TO 2452
405 IF (IS.LE.0) GO TO 2452
406 IF (IETYPE(IS).NE.ISUB) GO TO 2452
407 2450 CONTINUE
408 I=NPAVK+1
409 2452 INCR=I-1
410 DO 260 I=1,NPK
411 IK=IPAVK(I,1)
412 IS=IPAVK(I,2)
413 WAPCV(I)=0.
414 IF (APCVA(IK,1).LE.0.0) GO TO 260
415 IF (ESTA(IXFAC,2).GT.0.0) GO TO 246
416 WAPCV(I)=APCVA(IK,1)
417 GO TO 260
418 246 APCVT=APCVA(IK,1)
419 IF (IS.LE.0) GO TO 2460
420 IF (IETYPE(IK).NE.ISUB.OR.IETYPE(IS).EQ.ISUB) GO TO 249
421 2460 APCVT=0.
422 DO 2452 J=1,NAST1
423 KC=IPAVK(J)
424 KN=IPAVK(K,2)
425 APCVT=APCVT+(WHEELY(J,IK)+COSTP(KN)*PCVICC)*(ASTA(J+1)-ASTA(J))
426 2462 CONTINUE
427 APCVT=APCVT/(ASTA(NAST1)-ASTA(1))
428 IF (IS.GT.0) GO TO 249
429 DO 247 J=1,NLAY
430 IF (MLAY(J,1).EQ.IPAV) GO TO 248
431 247 CONTINUE
432 GO TO 260
433 C 143 WAPCV(I)=APCVA(IK,1)*50./WIDTH(ITYP)+PCVICC*UL(J)
434 248 WAPCV(I)=APCVT*WK+PCVICC*UL(J)
435 GO TO 260
436 249 IF (APCVA(IS,2).LE.0.0) GO TO 260
437 250 WAPCV(I)=(SEFC(I)+(1.-SEFC(I))*WK)*APCVT
438 WAPCV(I)=WAPCV(I)+(1.-SEFC(I))*(1.-WK)*APCVA(IS,2)

```