PCR Results

All runway pavement sections were analyzed to determine their load-carrying capacity as described within FAA AC 150/5335-5D. **Table 8** summarizes the resultant PCR value and associated max allowable gross weight data to be reported in the airport's FAA Form 5010.

Table 8 – PCR Results

Airport LOC-ID	Facility ID	#35 S GW	#36 D GW	#37 2D GW	#38 2D/2D2 GW	#39 PCR
VGT	RW 12L-30R	39	60	108	-	141/F/C/X/T
VGT	RW 12R-30L	111	170	251	698	456/F/C/X/T
VGT	RW 7-25-02	111	170	251	698	456/F/C/X/T

The PCR value also includes letter codes following the numerical value that present additional information from the following categories:
***Pavement Type**: R = Rigid, F = Flexible*
***Subgrade Strength Category**: A = High, B = Medium, C = Low, D = Ultra Low*
***Maximum Allowable Tire Pressure**: W = Unlimited, X = High, Y = Medium, Z = Low*
***Pavement Evaluation Method**: T = Technical Evaluation, U = Using Aircraft*

Again, it is important to note that the PCR value is for reporting relative pavement strength, so airport operators can evaluate acceptable operations of aircraft. The PCR should not be used for pavement design or to evaluate a given pavement structure. The analysis results presented are based on the data available at the time of analysis and the assumptions presented above, should there be any significant changes to these input parameters the analysis results presented in this report will be impacted and should be re-evaluated. This includes significant changes in the aircraft fleet mix, aircraft operating weights, subgrade support conditions, or changes in pavement layer composition.