



PCR Results

All runway pavement sections were analyzed to determine their load-carrying capacity as described in 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	#36	#37	#38	#39
		S GW	D GW	2D GW	2D/2D2 GW	PCR
HND	RW 17L-35R	54	88	157	-	164/F/A/X/T
HND	RW 17R-35L	60	97	175	-	188/F/A/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.