

ANALYSIS OF REMAINING LIFE FOR RUNWAY 17R-35L AND TAXIWAY L AT DALLAS/FORT WORTH INTERNATIONAL AIRPORT

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and James Lee

FOR LOAN ONLY CTR

Research Report Number ARC-702

VOLUME III DATA APPENDICIES

Prepared in cooperation with the

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REFERENCE ROOM**

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PREFACE

This report is the third of three volumes of the report prepared by The University of Texas at Austin, Center for Transportation Research to document the research project to evaluate the remaining life of the primary runway and adjacent taxiway at Dallas Fort Worth International Airport. Volume I, Executive Summary is a stand alone document to describe the testing developed and results of the field and laboratory testing undertaken for this research project. The Executive Summary also provides the conclusions reached that there is a concrete fatigue problem evident in the keel section of both the runway and taxiway. Volume II, Final Report is the complete description of the findings of the research study. Volume III, Data Appendices is a complete listing of the data gathered during this study. In addition, to the printed reports, a MicroStation CAD file was delivered to the Airport with all nearly all the distress data and deflection profiles provided in a geographically correct format.

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APPENDIX A
PAVEMENT DISTRESS IN MICROSTATION

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MicroPAVER Portland Cement Concrete Distress Codes

| Code | Road Distress | Code | Airfield Distress | Mechanism |
|------|---------------------------------|------|---------------------------------|-----------|
| 21 | Blow-up/Buckling | 61 | Blow-up | Climate |
| 22 | Corner Break | 62 | Corner Break | Load |
| 23 | Divided Slab | 72 | Shattered Slab | Load |
| 24 | Durability (D) Cracking | 64 | Durability (D) Cracking | Climate |
| 25 | Faulting | 71 | Faulting | Other |
| 26 | Joint Seal Damage | 65 | Joint Seal Damage | Climate |
| 27 | Lane/Shoulder Drop Off | | | Other |
| 28 | Linear Cracking | 63 | Linear Cracking | Load |
| 29 | Patching, Large | 67 | Patching, Large | Other |
| 30 | Patching, Small | 66 | Patching, Small | Other |
| 31 | Polished Aggregate | | | Other |
| 32 | Popouts | 68 | Popouts | Other |
| 33 | Pumping | 69 | Pumping | Other |
| 34 | Punchout | | | Load |
| 35 | Railroad Crossing | | | Other |
| 36 | Scaling, Map Cracking, Cracking | 70 | Scaling, Map Cracking, Cracking | Other |
| 37 | Shrinkage Cracks | 73 | Shrinkage Cracks | Climate |
| 38 | Spalling, Corner | 75 | Spalling, Corner | Climate |
| 39 | Spalling, Joint | 74 | Spalling, Joint | Climate |

Further descriptors added to the end of the code numbers include:

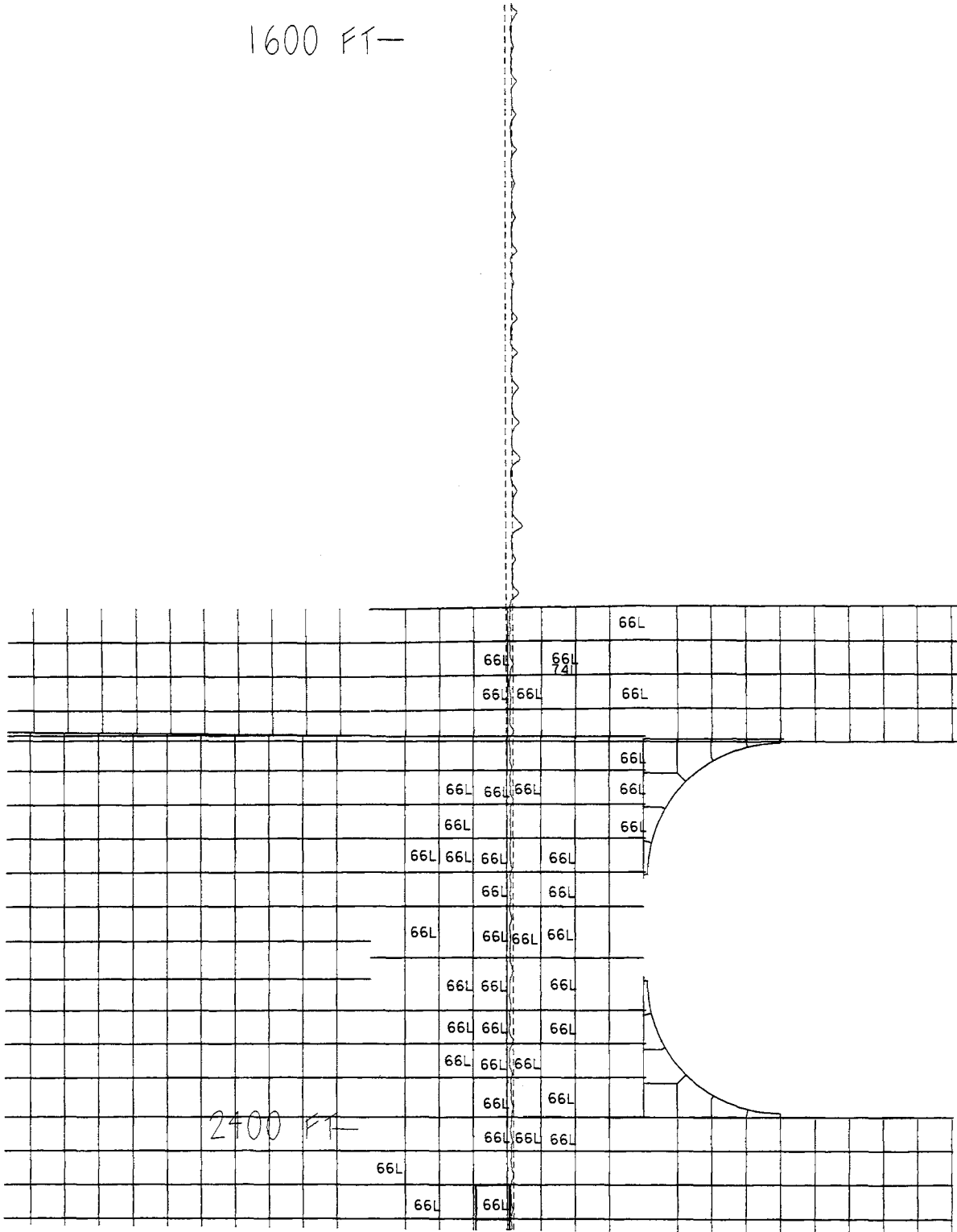
- H, for High
- M, for Medium
- L, for Low

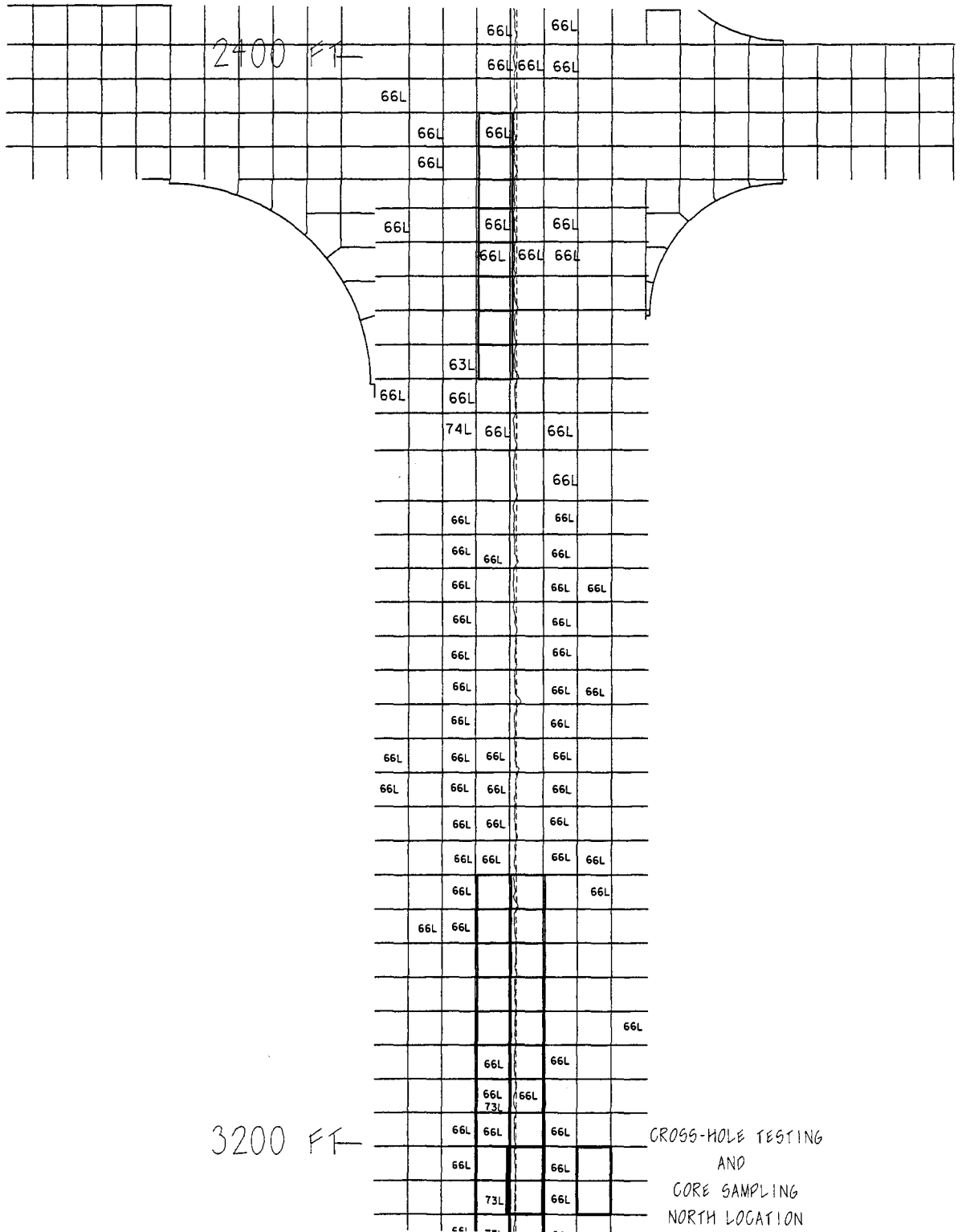
These describe the severity of the condition observed, e.g. 63H represents high severity linear cracking.

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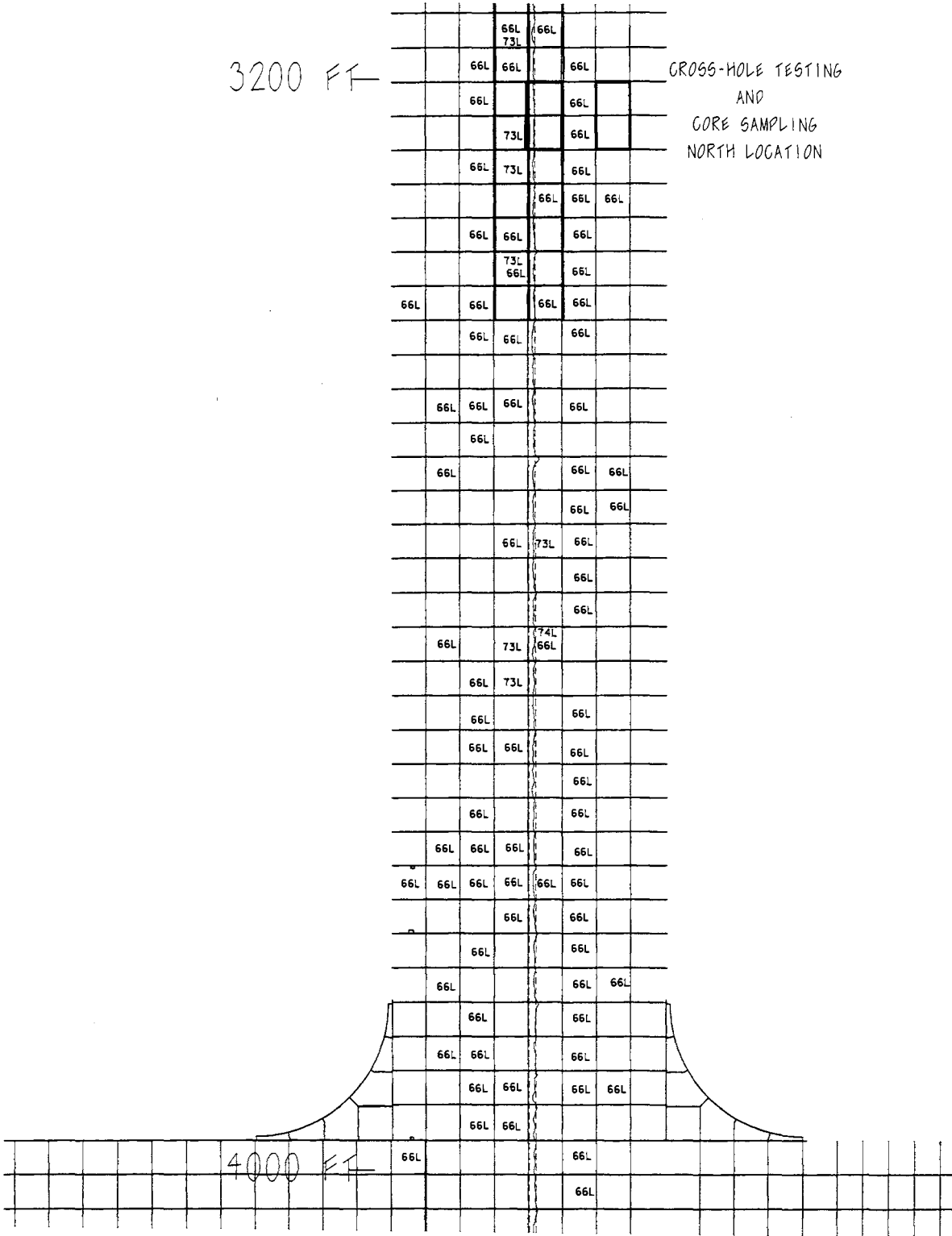
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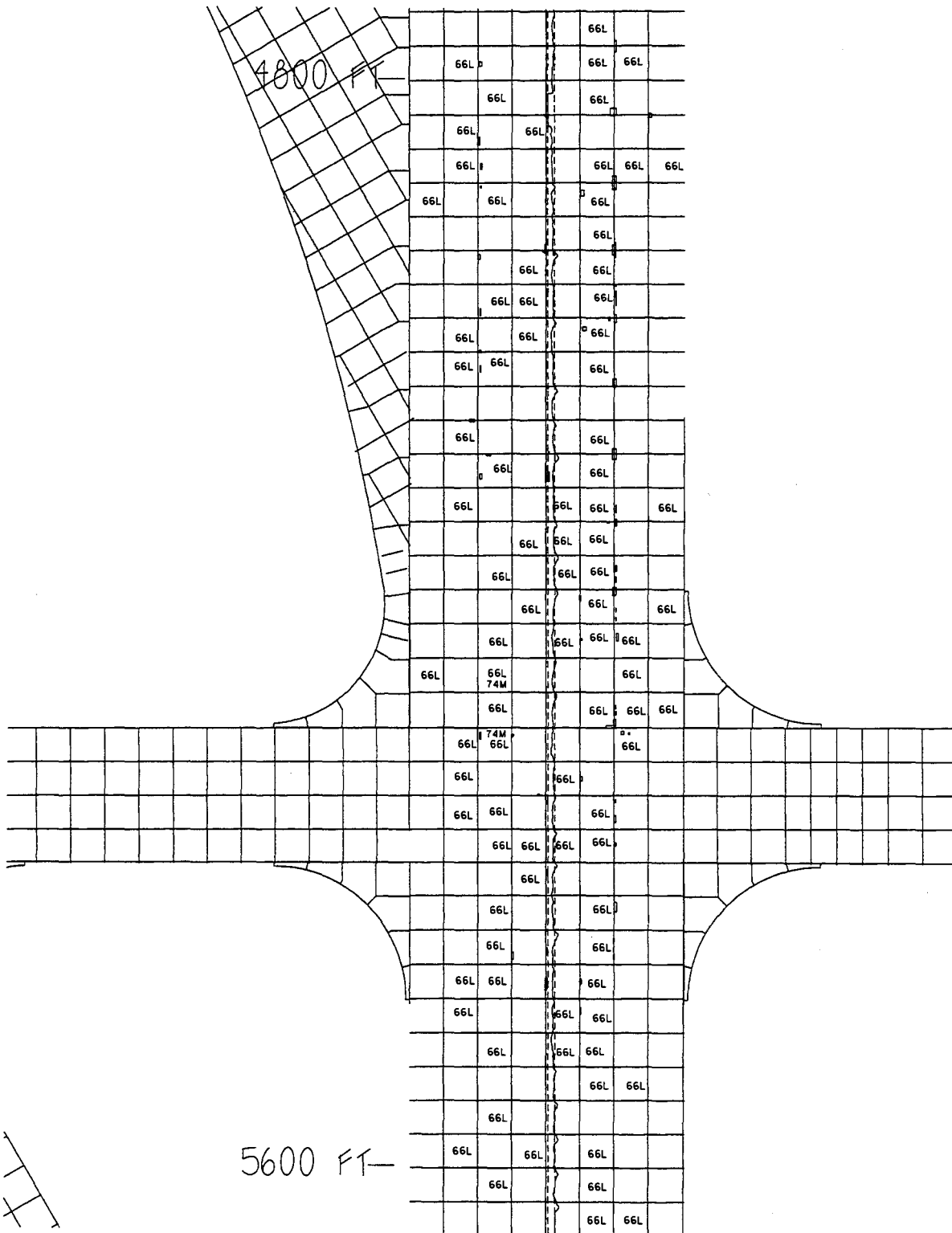


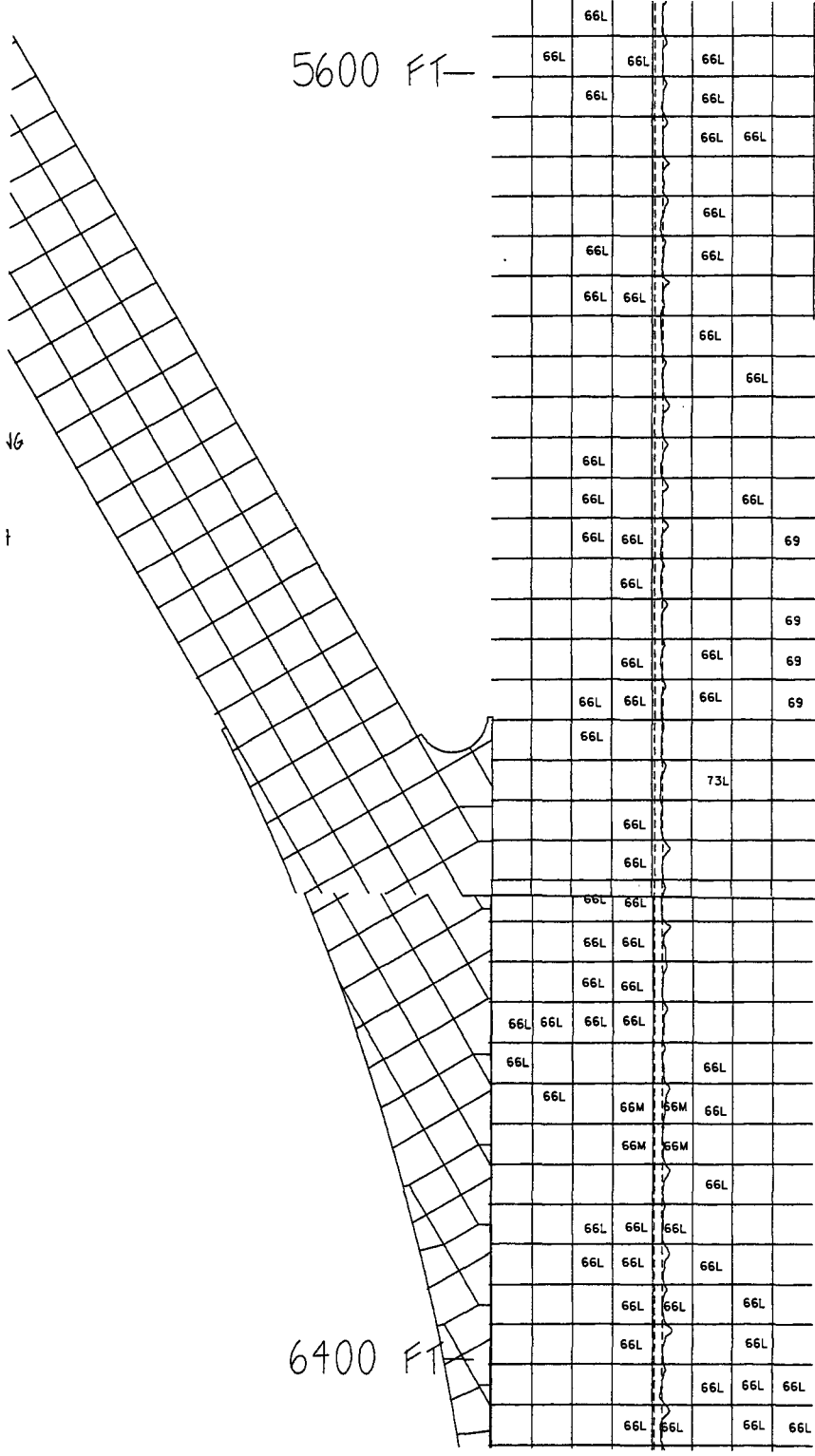


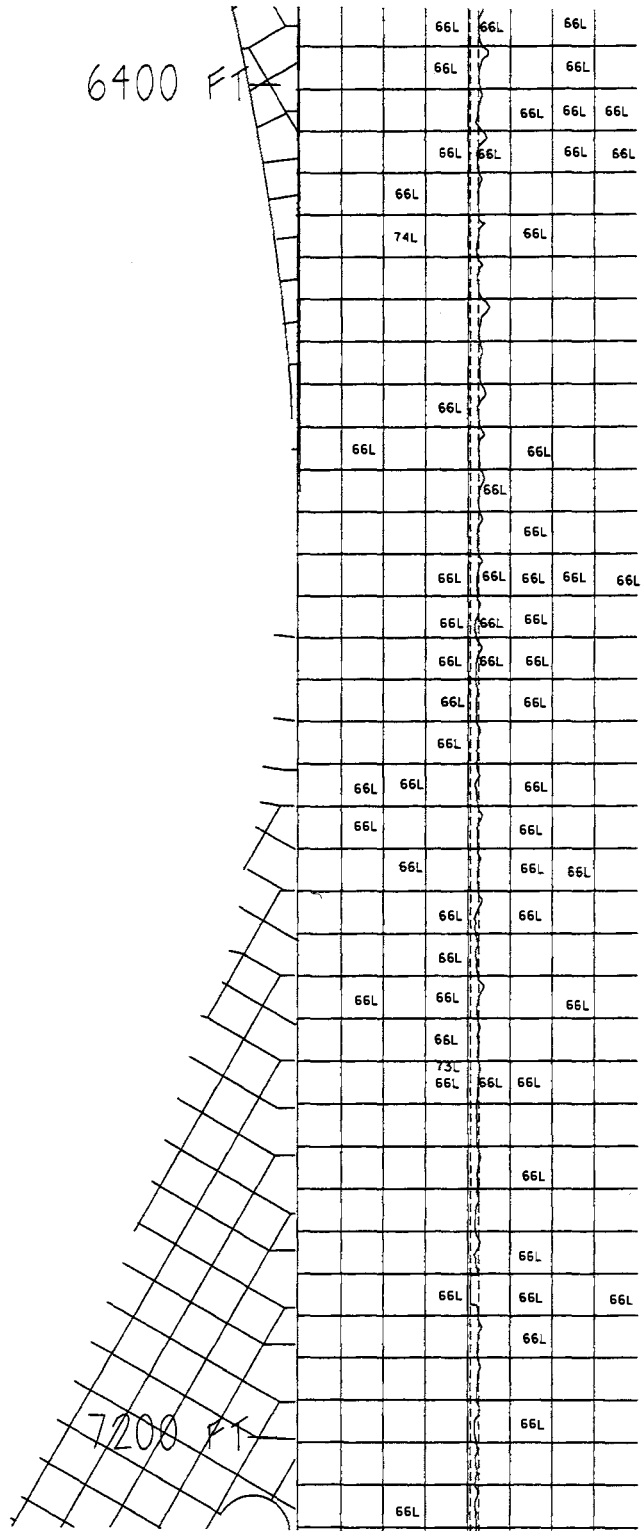
3200 FT

CROSS-HOLE TESTING
AND
CORE SAMPLING
NORTH LOCATION



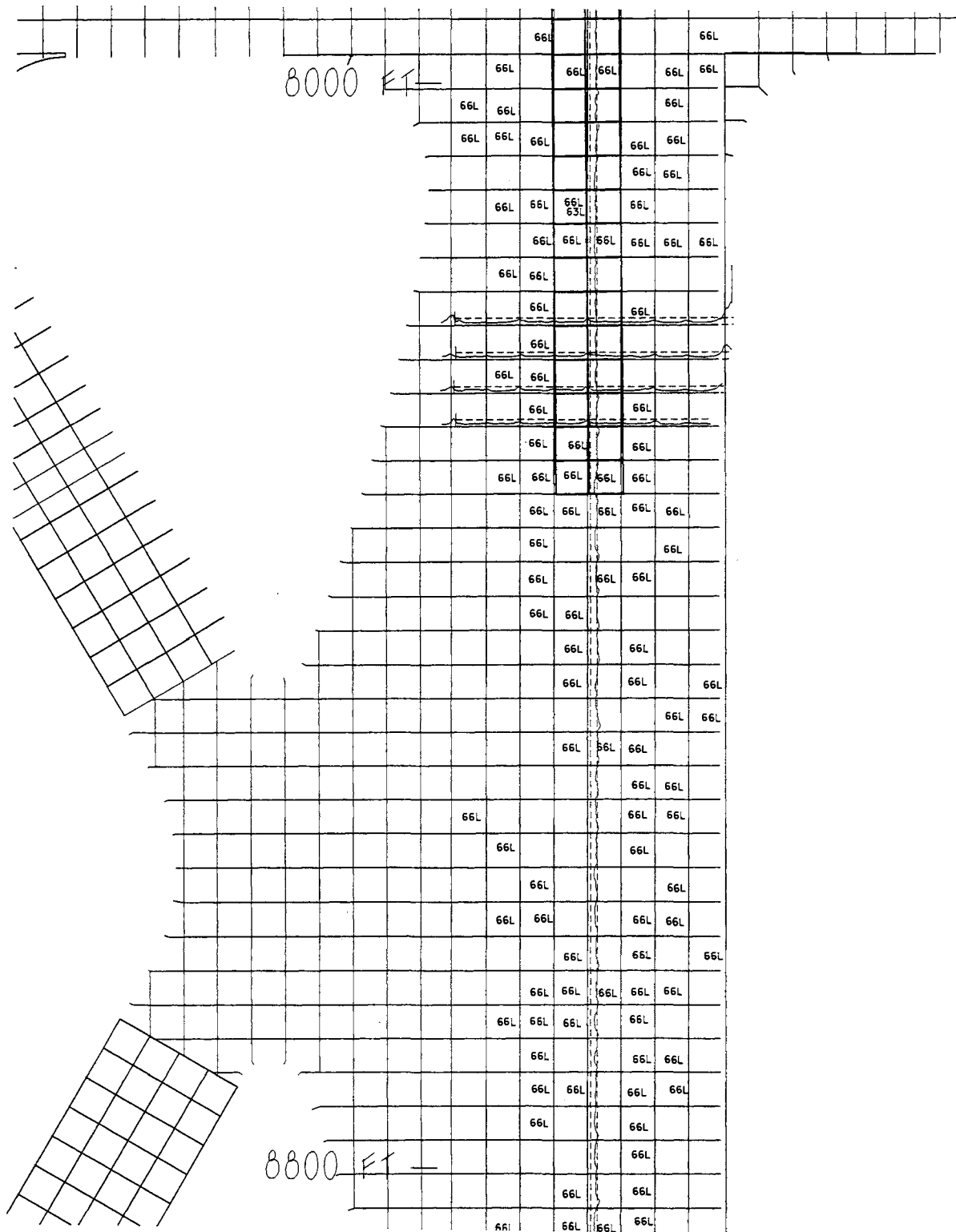


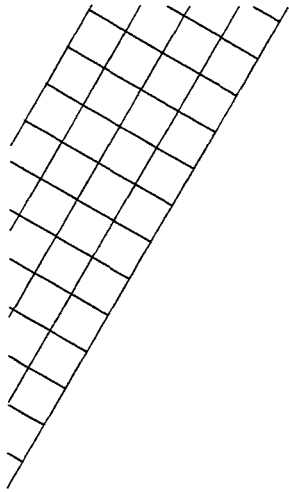




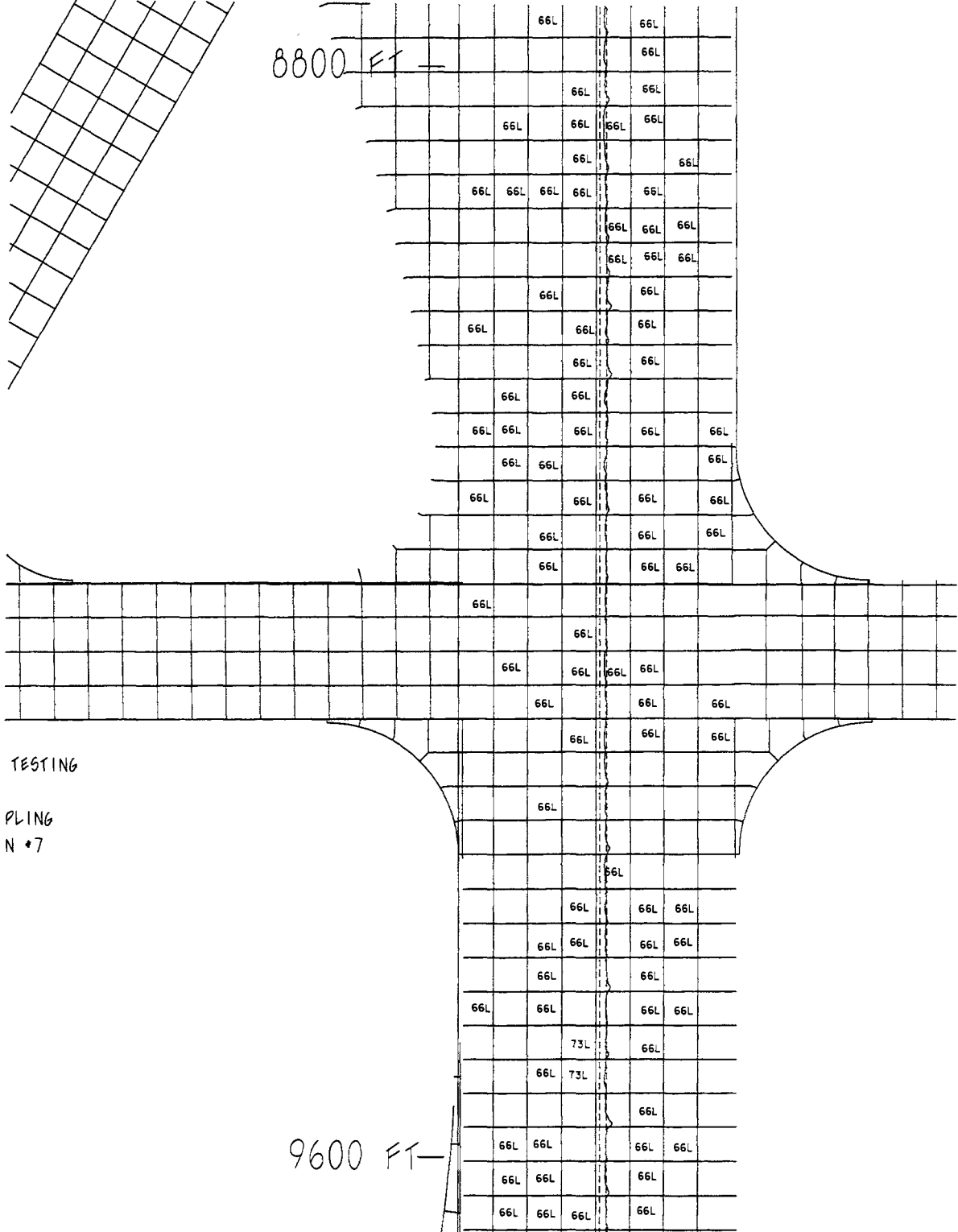
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8800 FT —



TESTING

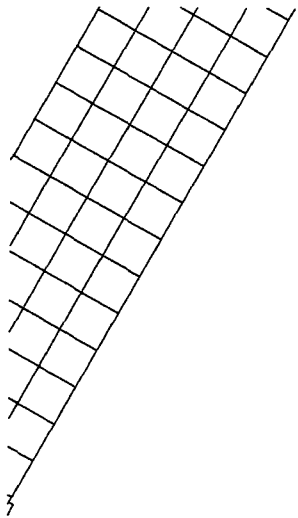
PLING
N *7

9600 FT —

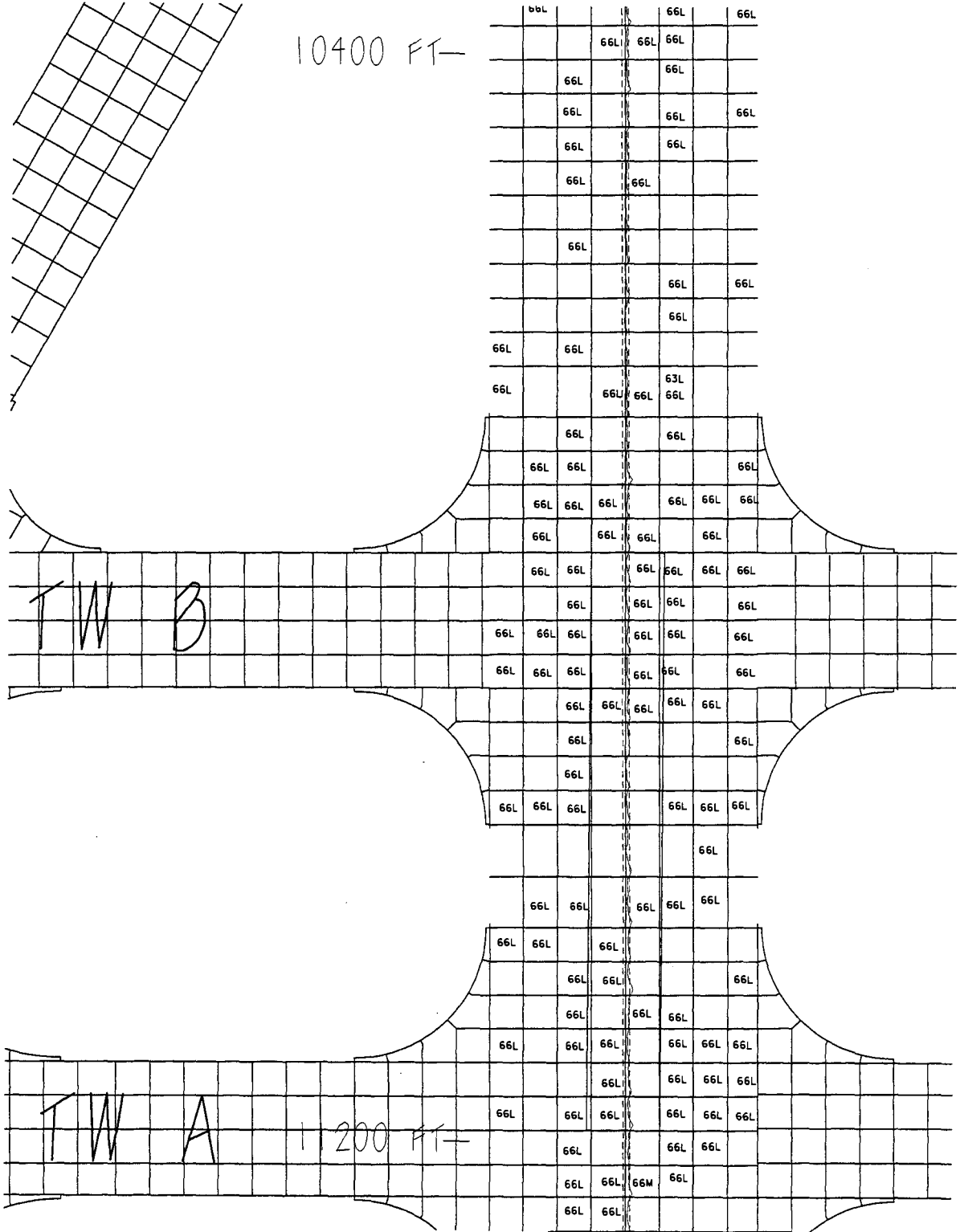
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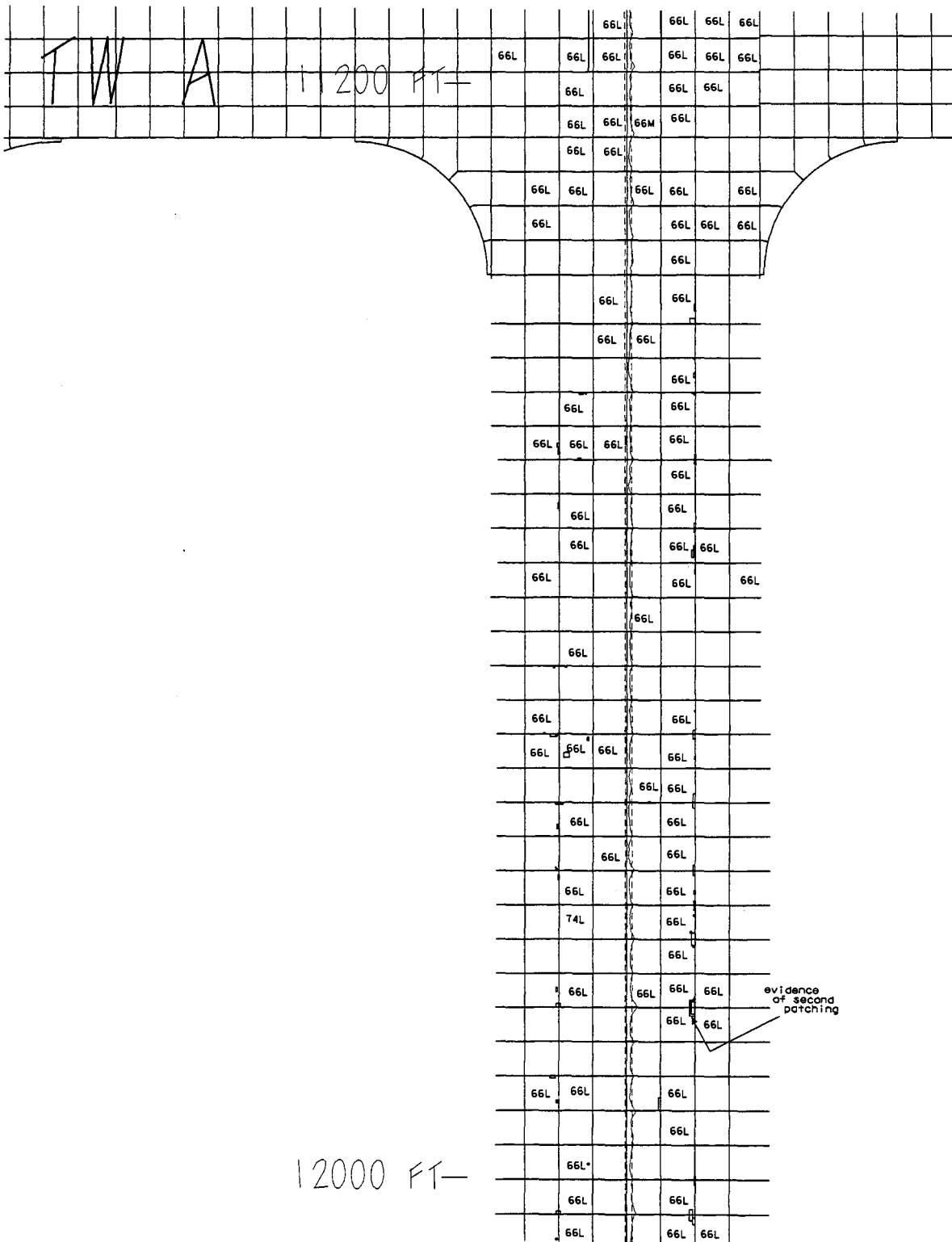
| | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| | | | | | 66L | |
| 66L | 66L | | | 66L | 66L | |
| 66L | 66L | | | 66L | | |
| 66L | 66L | 66L | | 66L | | |
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| 66L | 66L | | | 66L | | |
| 66L | | | | 66L | 66L | |
| 66L | 66L | | | 66L | | |
| 66L | 66L | | | 66L | | |
| | 66L | 66L | | 66L | | |
| 66L | 66L | 66L | | 66L | 66L | |
| 66L | 66L | 66L | 66L | 66L | 66L | |
| 66L | 66L | | | 66L | | |
| | | | | 66L | 66L | |
| | | | | 66L | 66L | |
| 66L | 66L | | | 66L | | |
| | 66L | | | | 66L | |
| | 66L | 66L | | 66L | | |
| 66L | | | | 66L | 66L | 66L |
| | 66L | | | 66L | | |
| | | 66L | 66L | 66L | 66L | 66L |
| | 66L | 66L | 66L | | | |
| | 66L | | | | | |
| | 66L | 73L | | 66L | | |
| | | | | | | 66L |
| 66L | 66L | | | 66L | 66L | |
| | | 66L | | | 66L | |
| | 66L | | | 66L | | |
| | | 73L | | 66L | | |
| | 66L | | | 66L | | |
| 66L | | | | 66L | 66L | 66L |
| | | 66L | 66L | 66L | | |
| | 66L | | | 66L | | |
| | 66L | | | 66L | | 66L |

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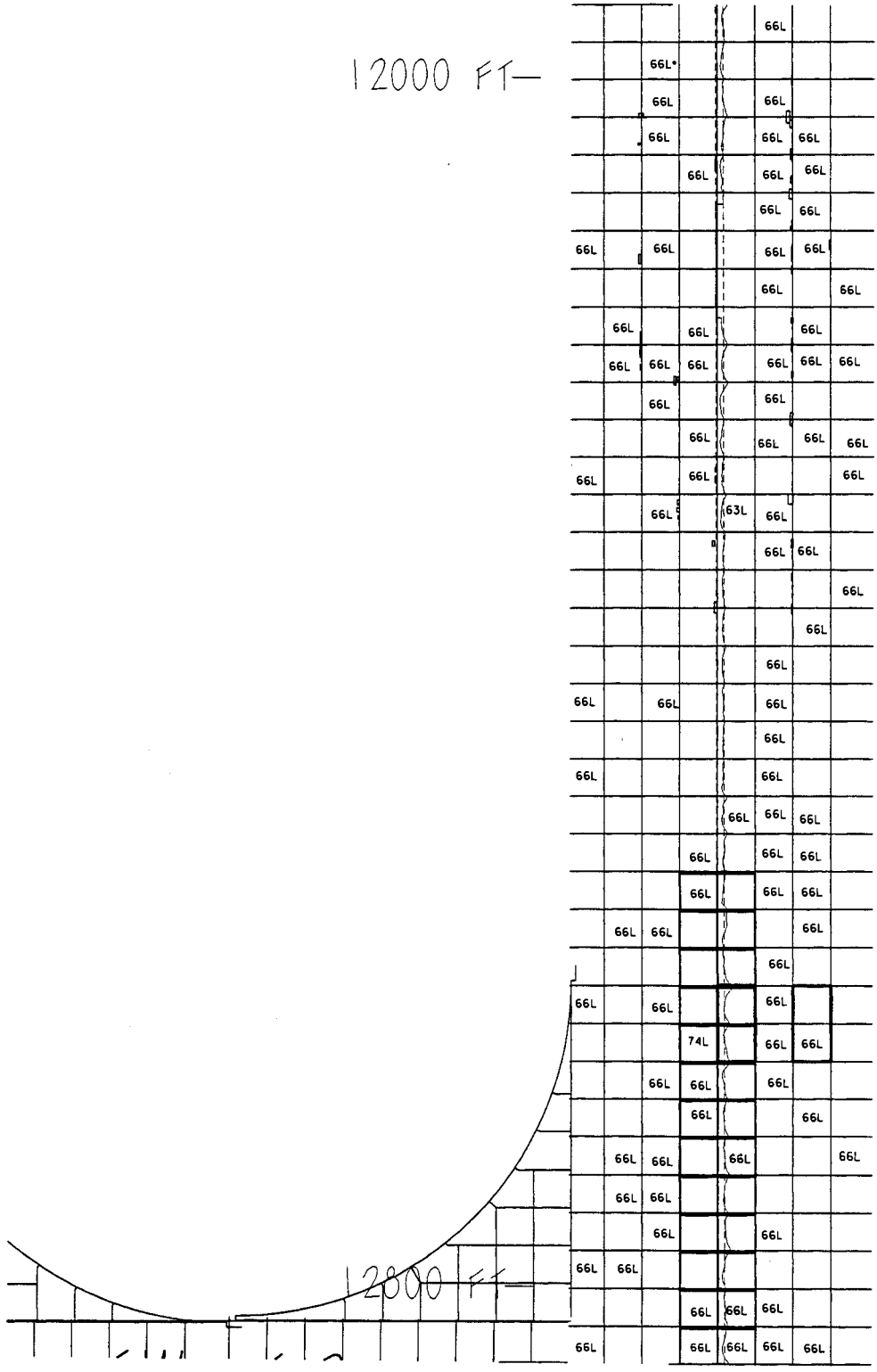


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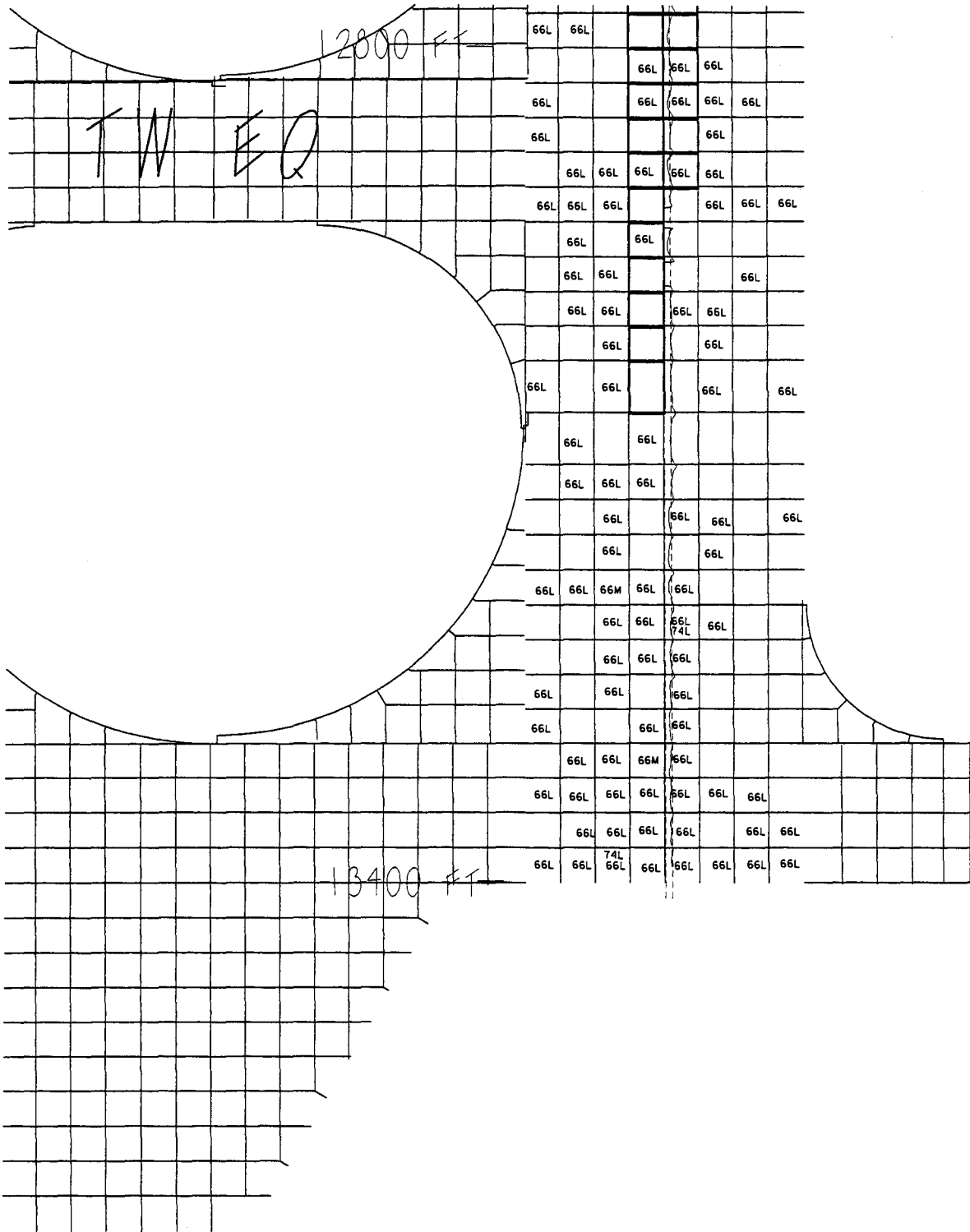




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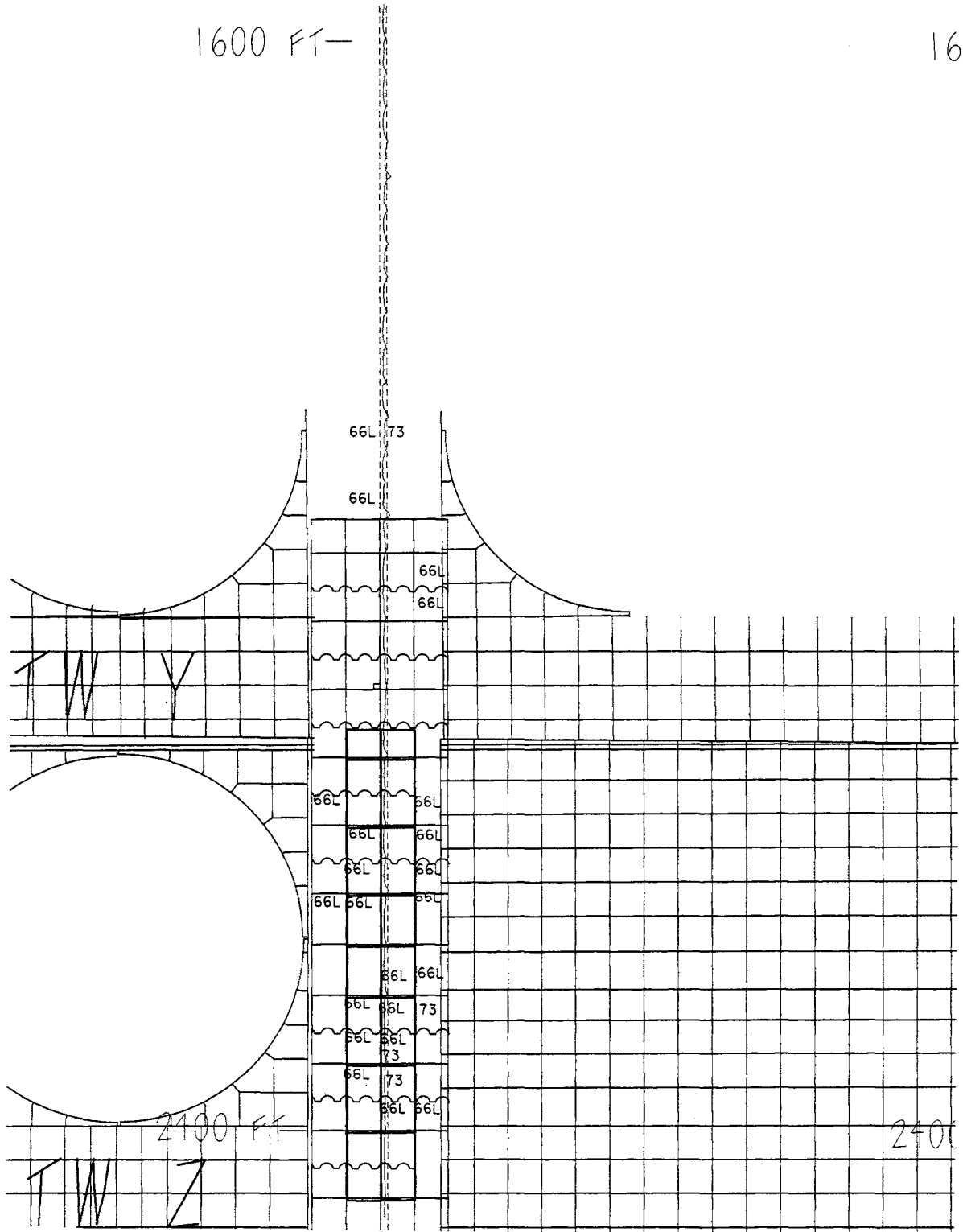


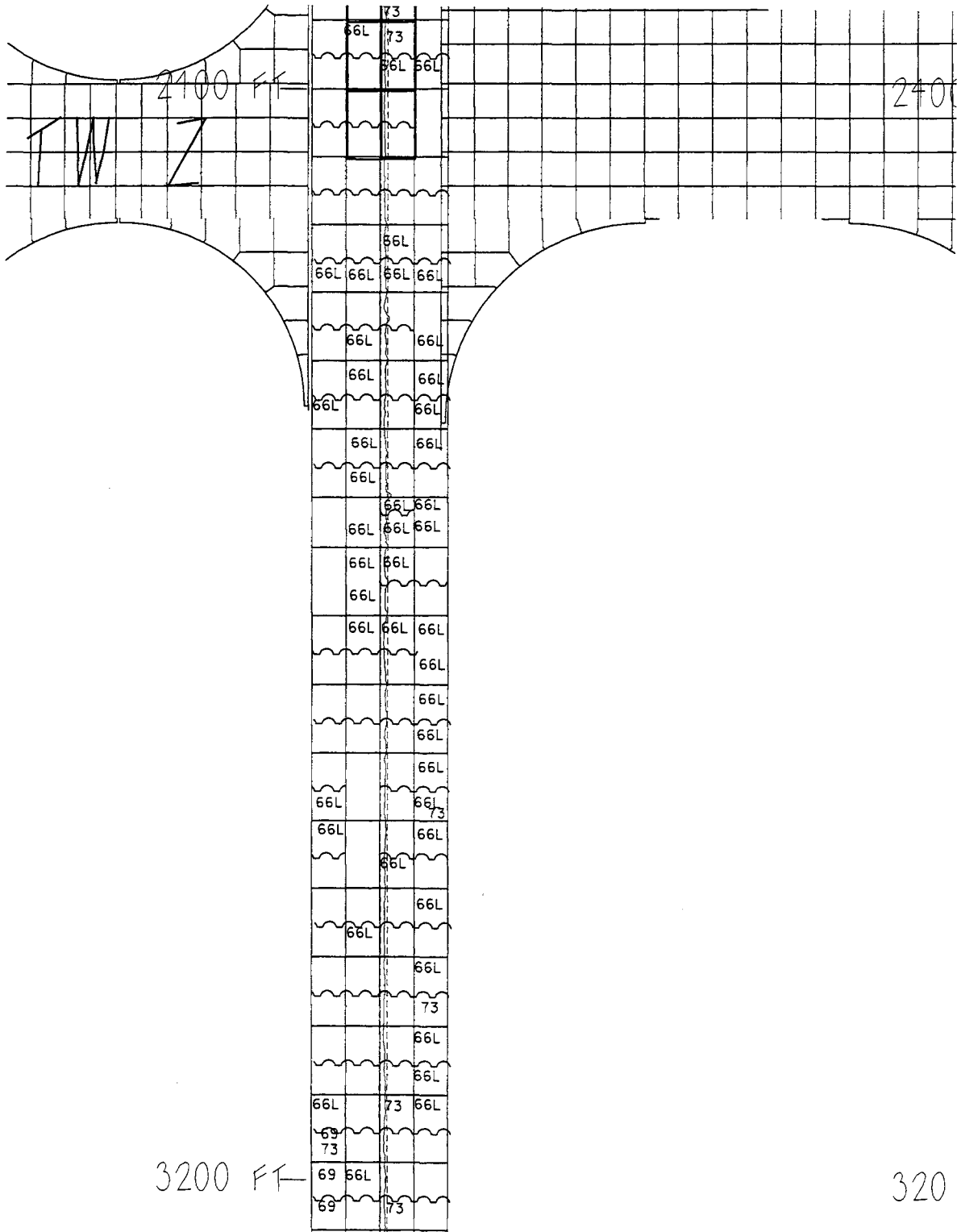
CROSS-HOLE TESTING
AND
CORE SAMPLING
SOUTH LOCATION



1600 FT—

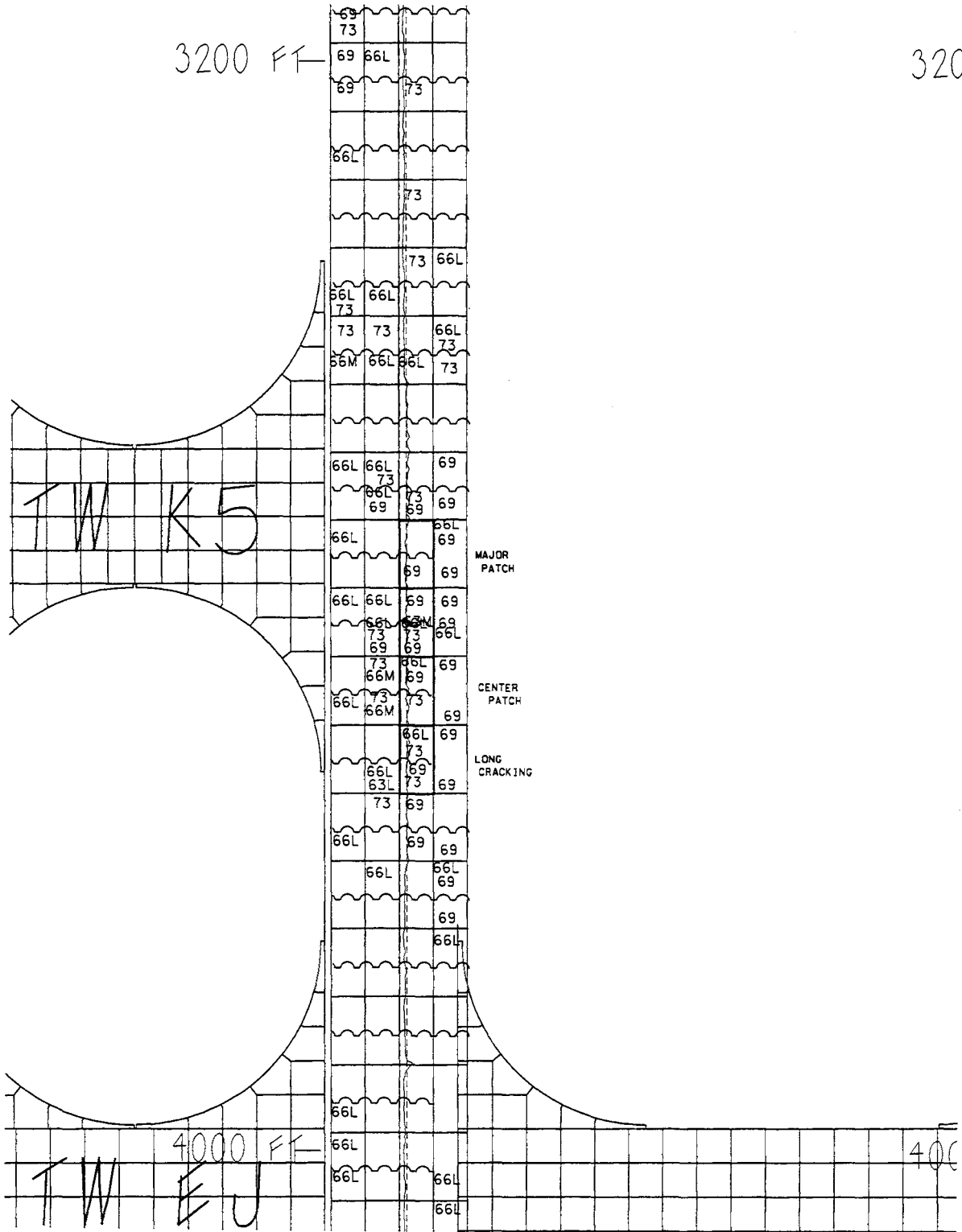
16

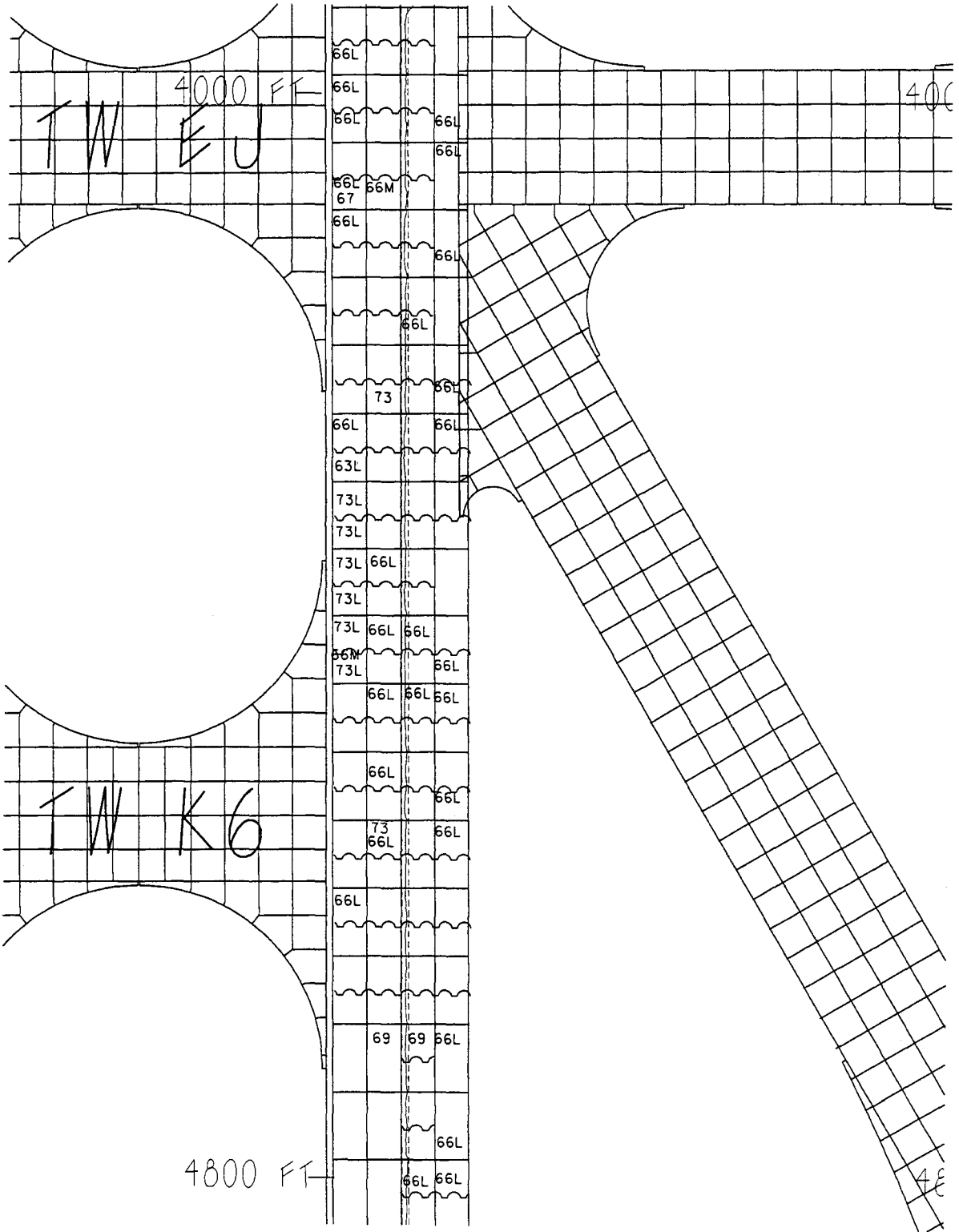


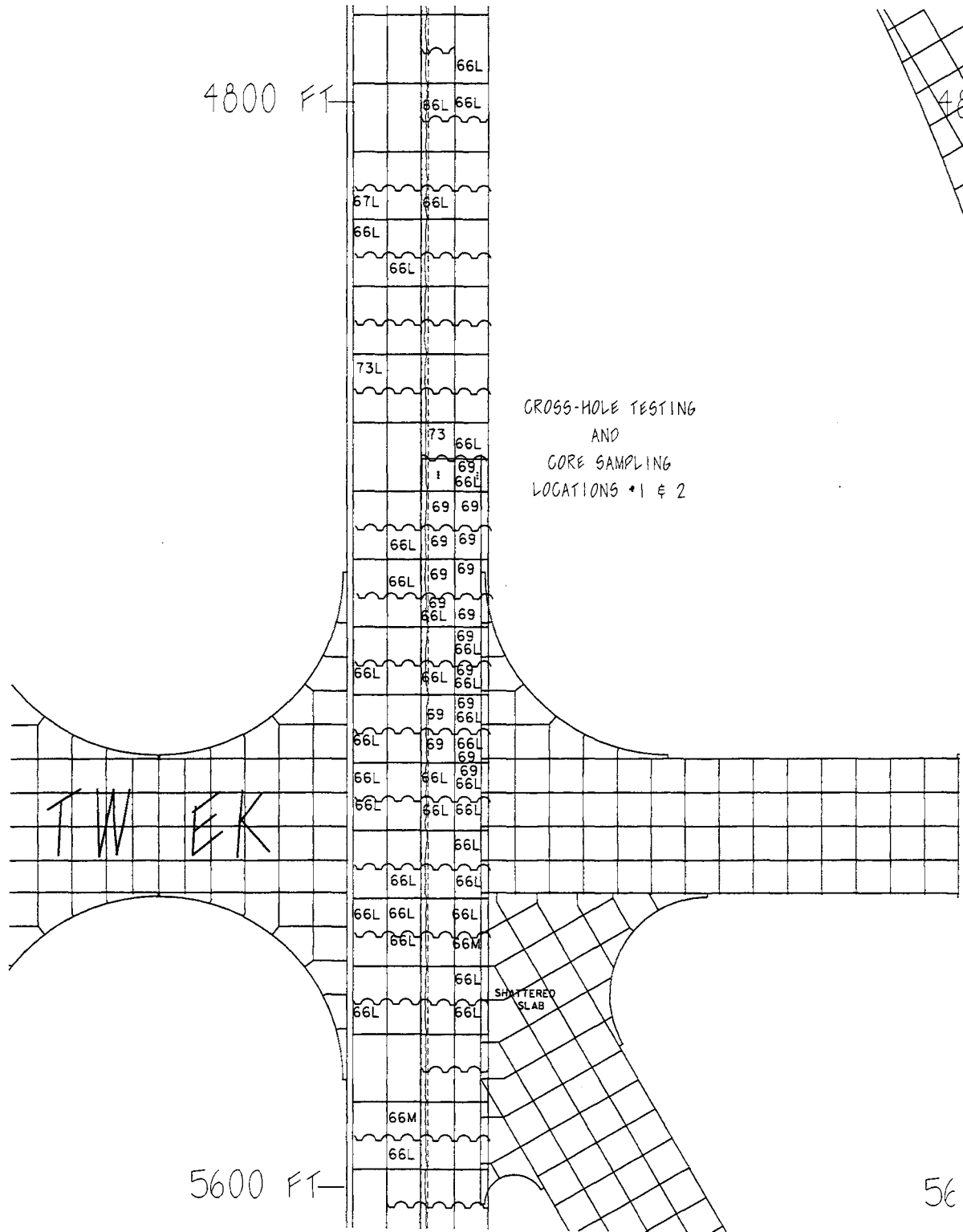


3200 FT

320







4800 FT

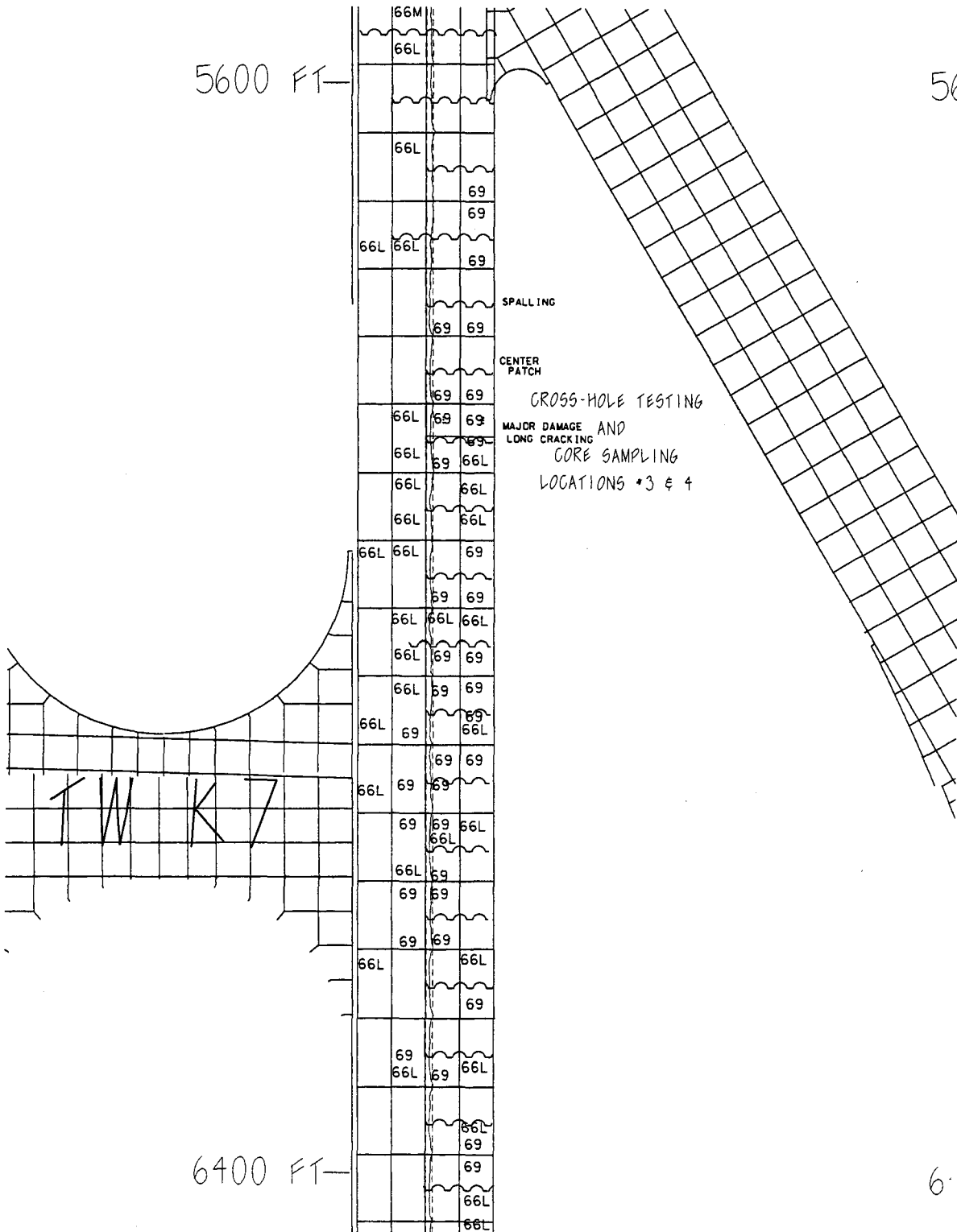
CROSS-HOLE TESTING
AND
CORE SAMPLING
LOCATIONS #1 & 2

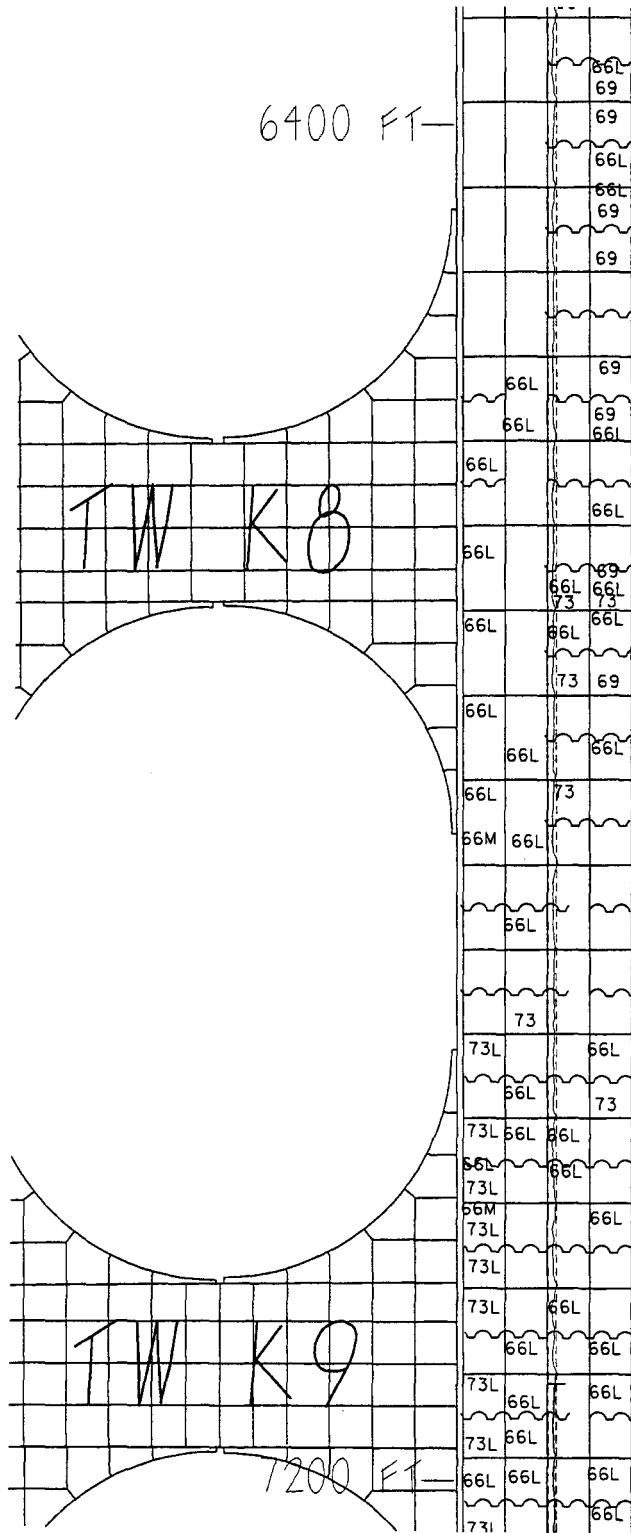
TOWER

SHATTERED
SLAB

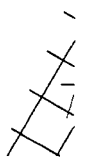
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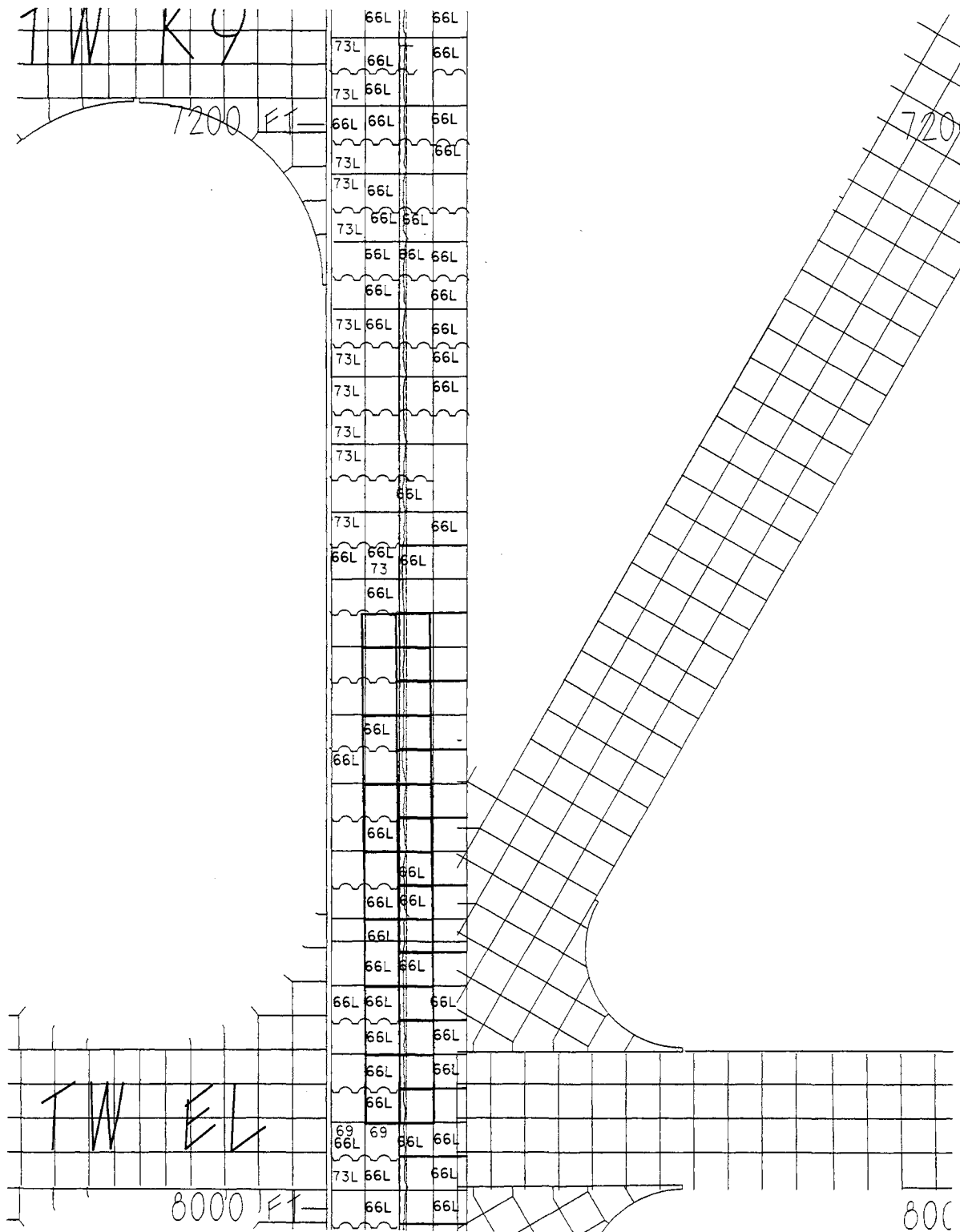
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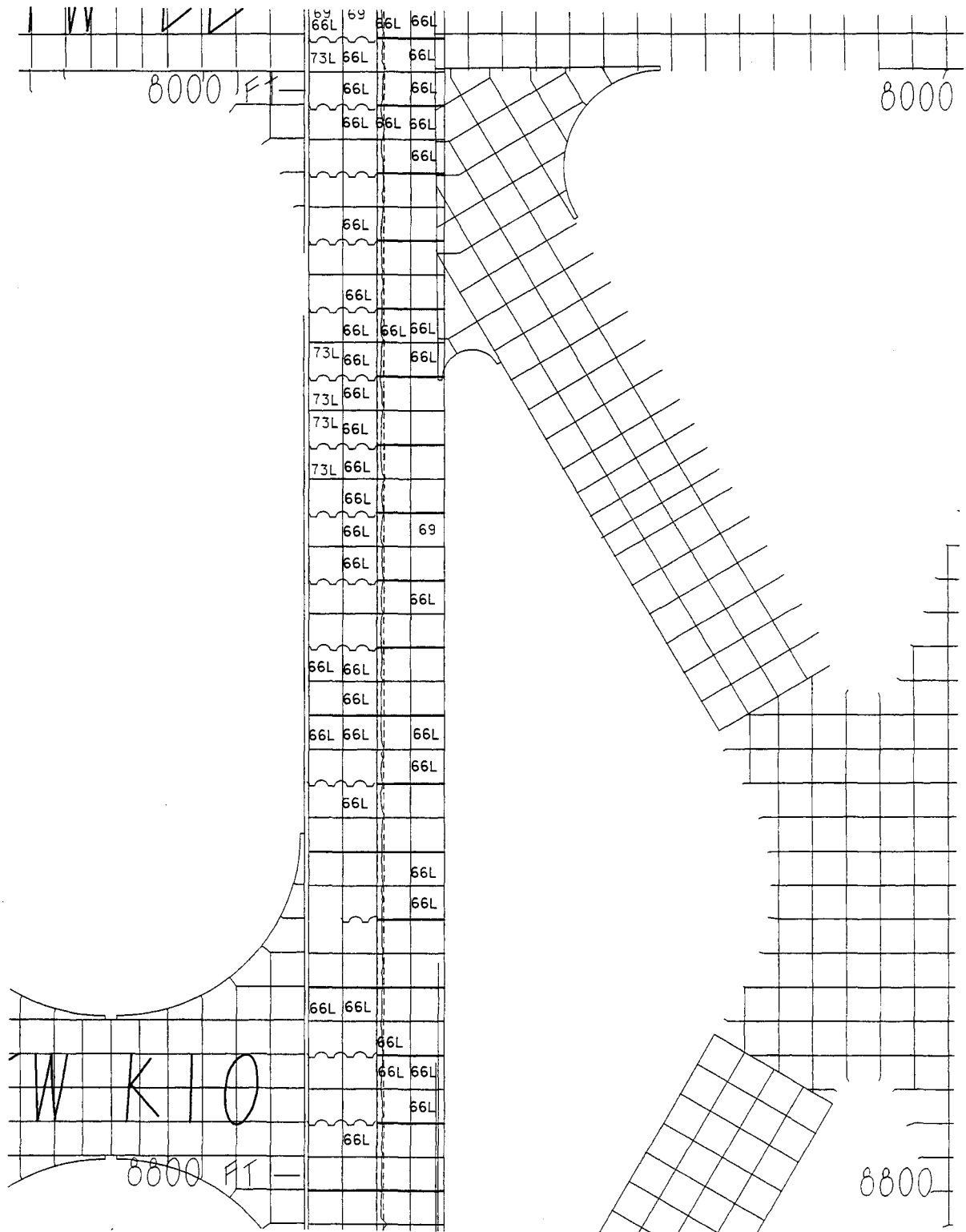


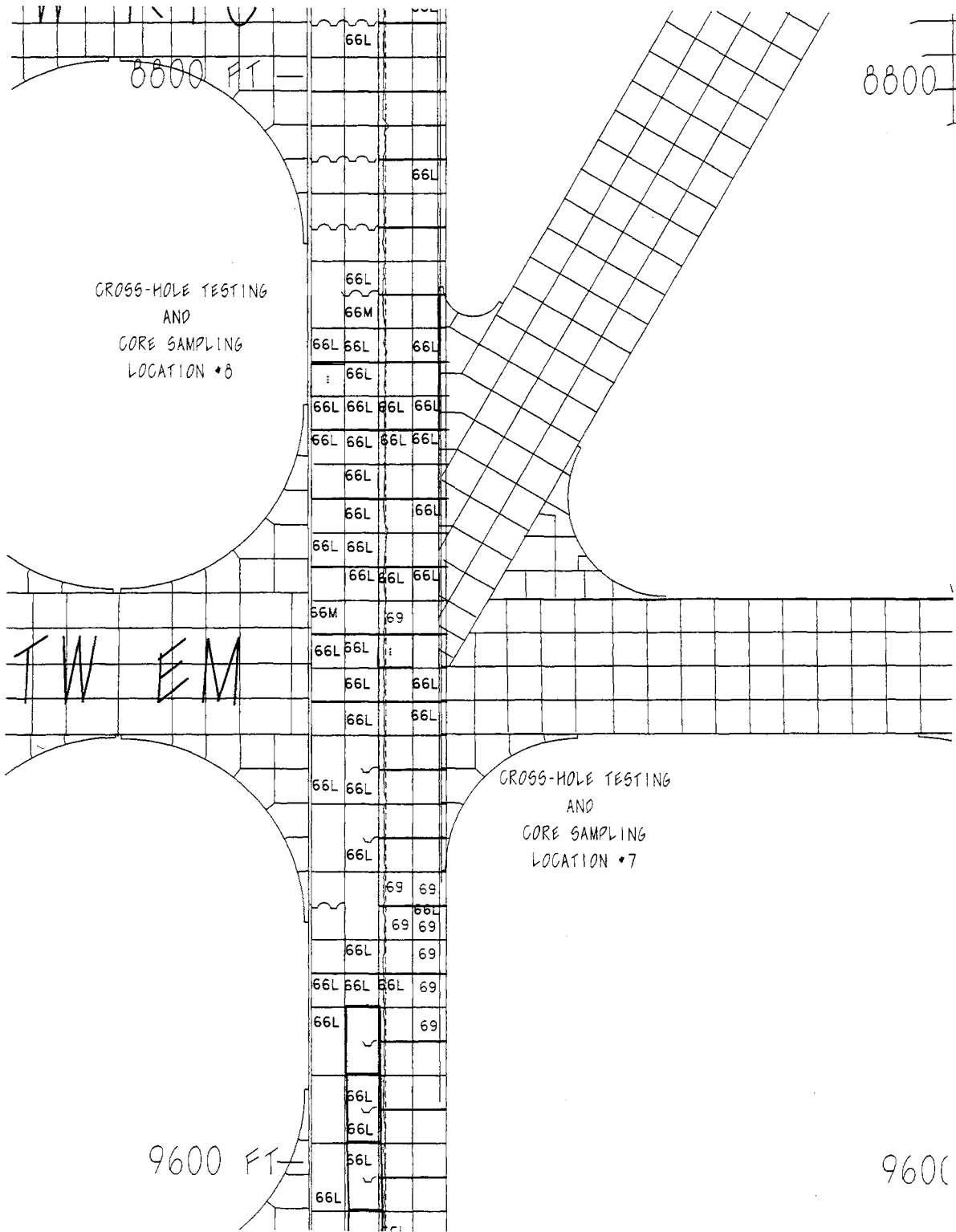


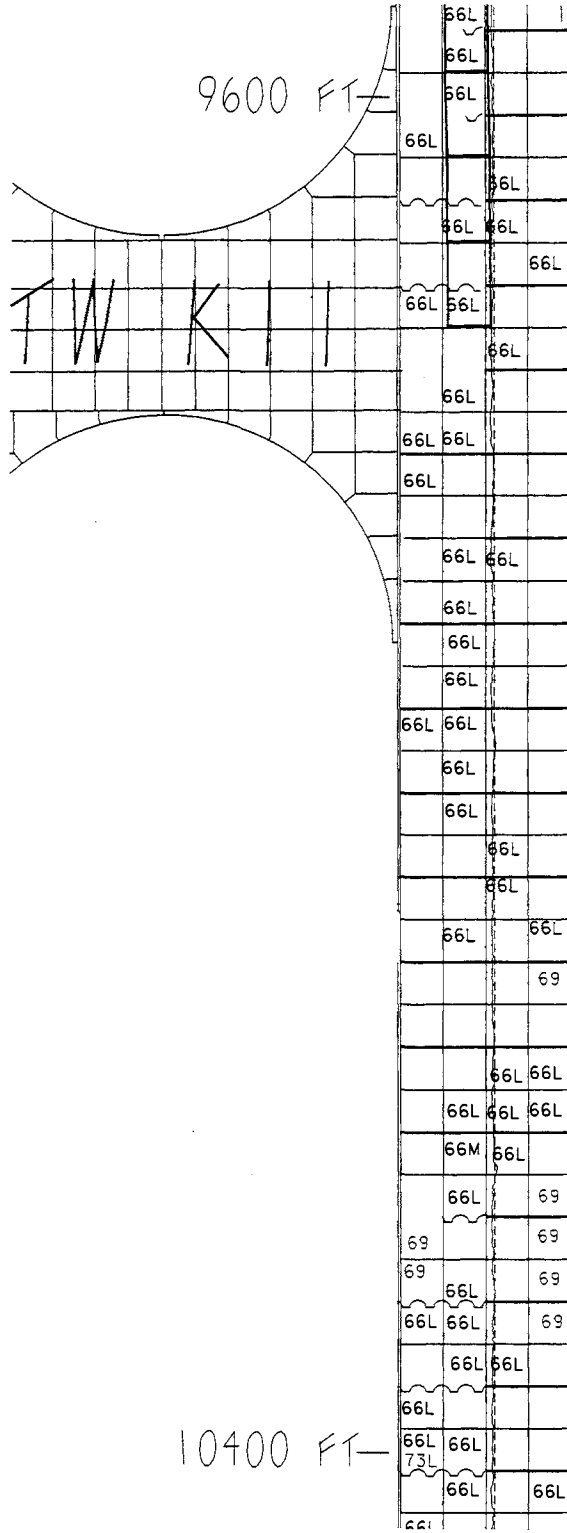
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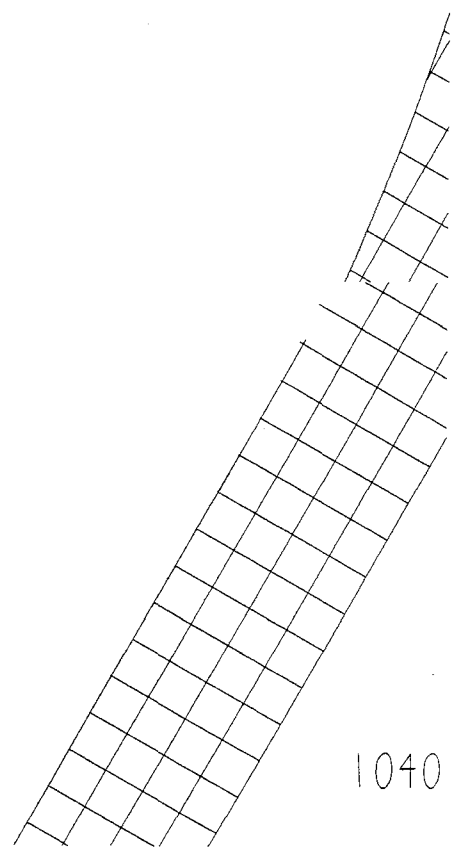


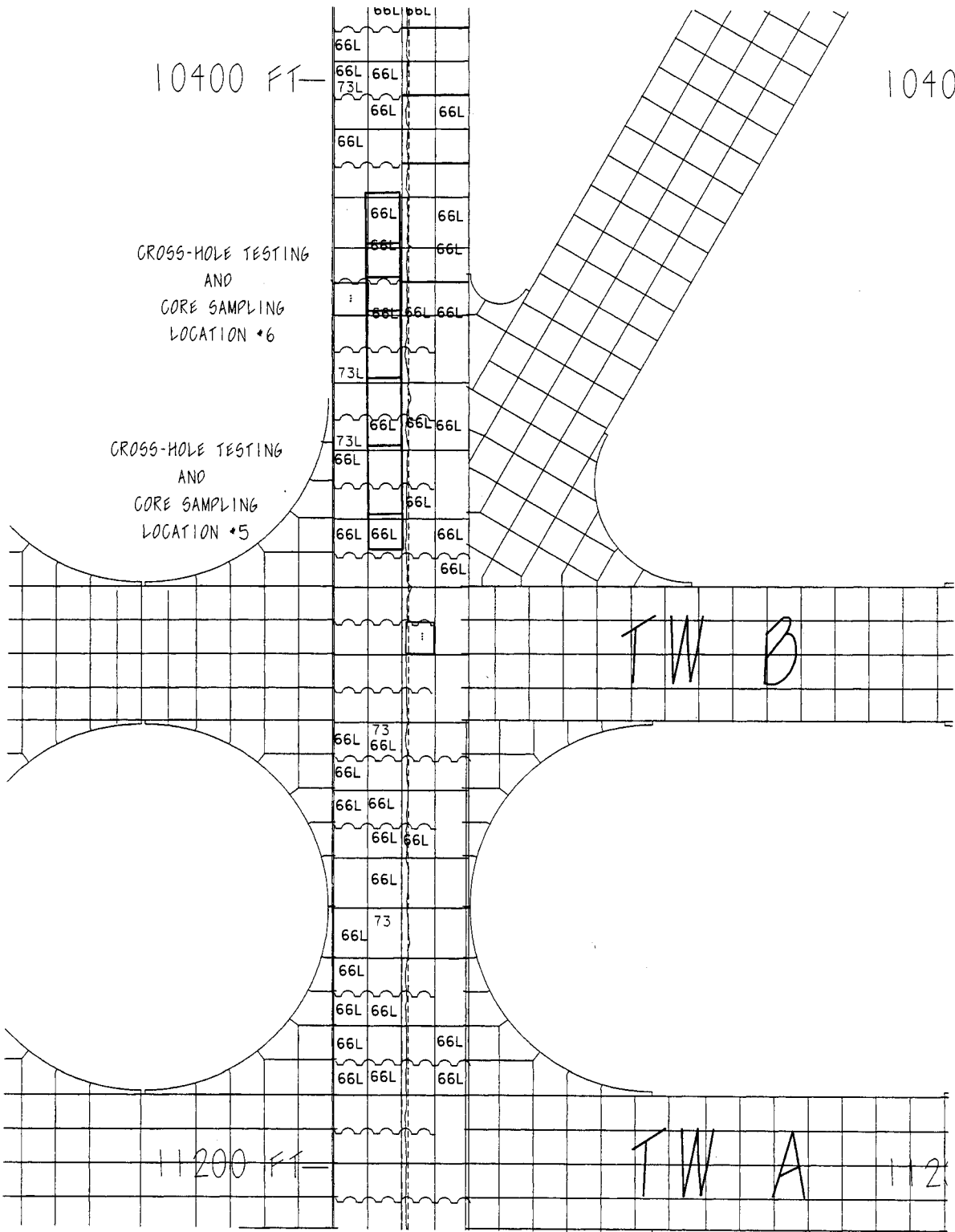


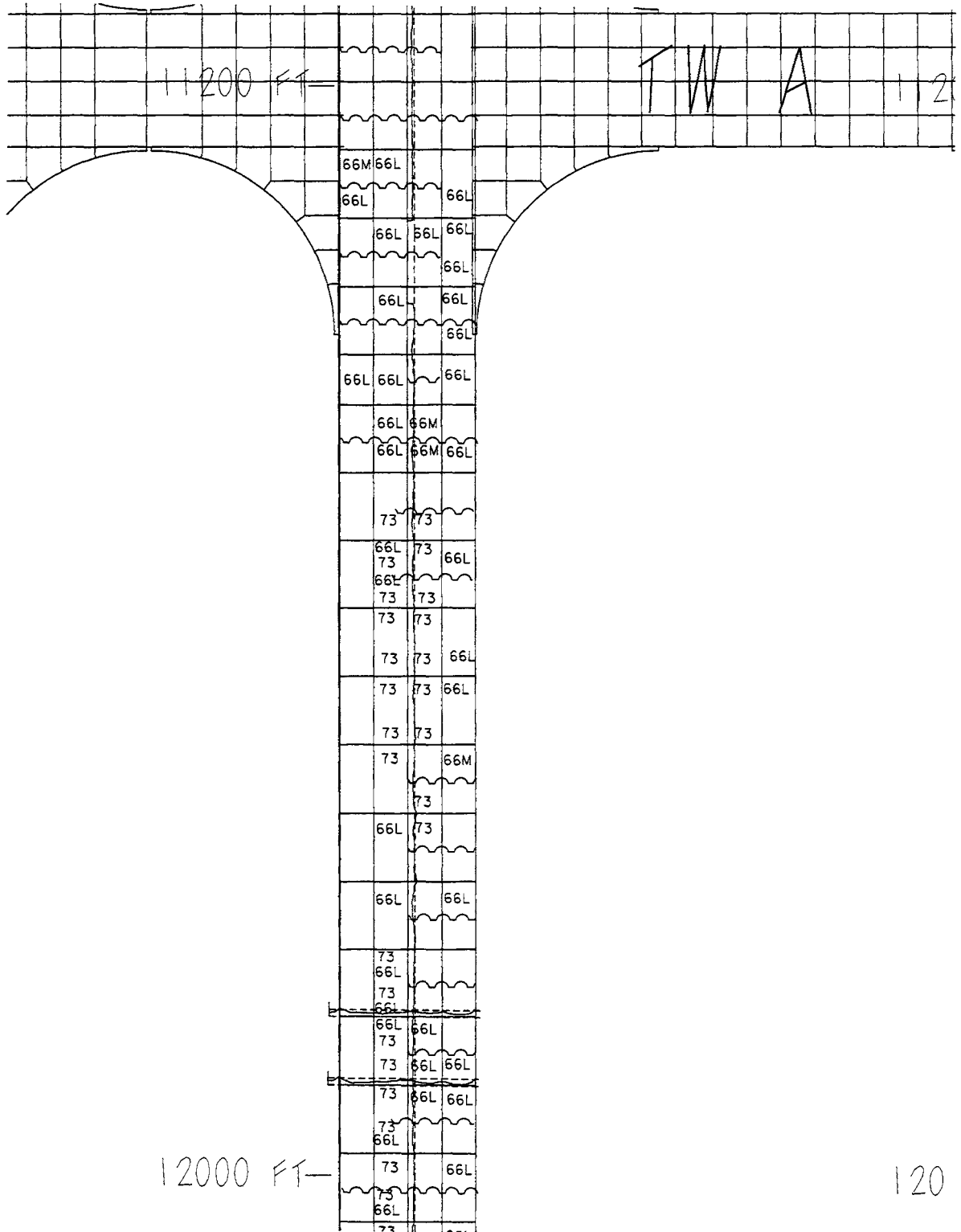


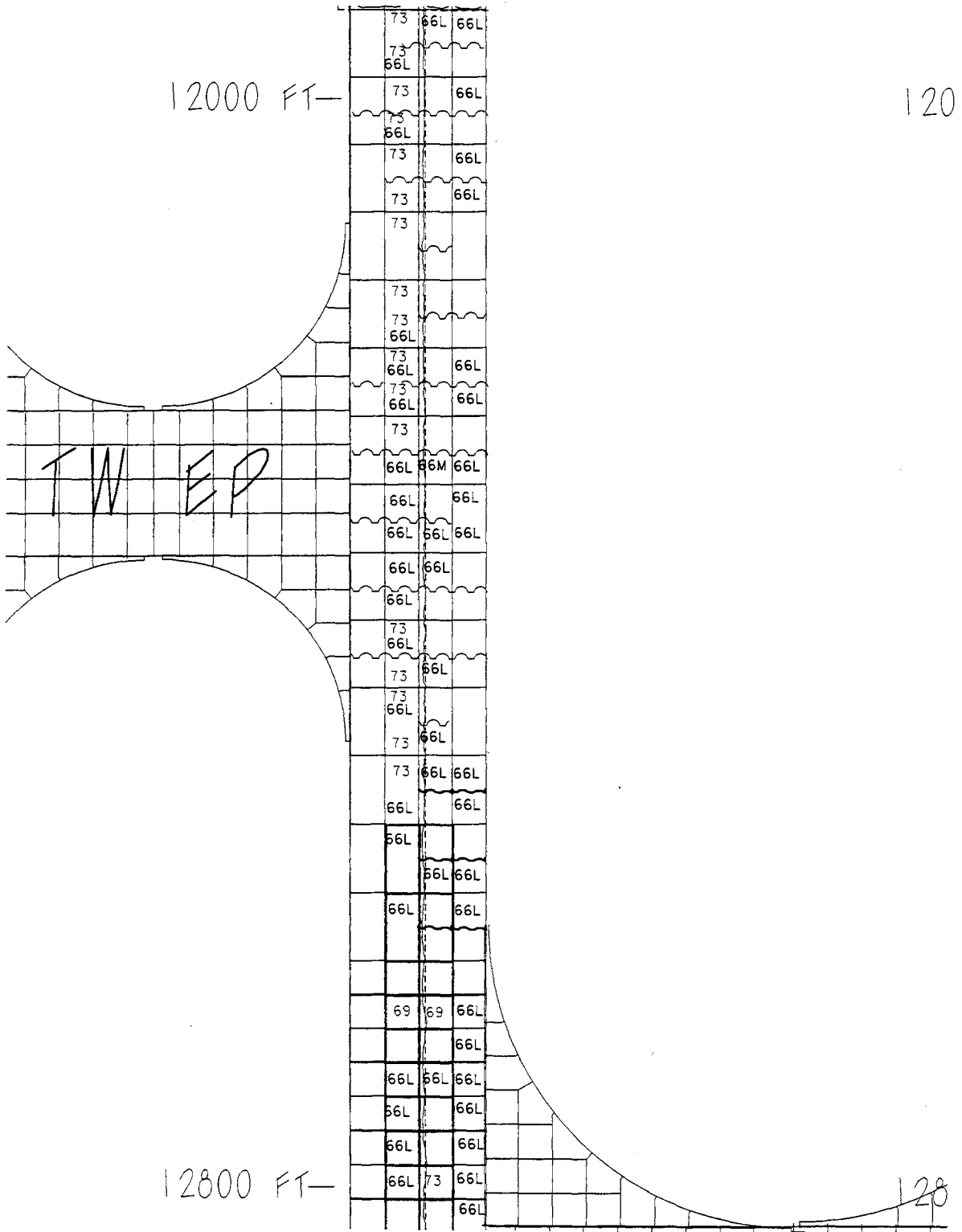


9600









12800 FT—

28

66L 73 66L

66L

66L

66L

TW EQ

66L

66L

66L

66L

66L 66L 66L

66L

66L 66L

66L 66L

66L

66L 66L 66L

66L

66L 66L

66L

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66L 66L

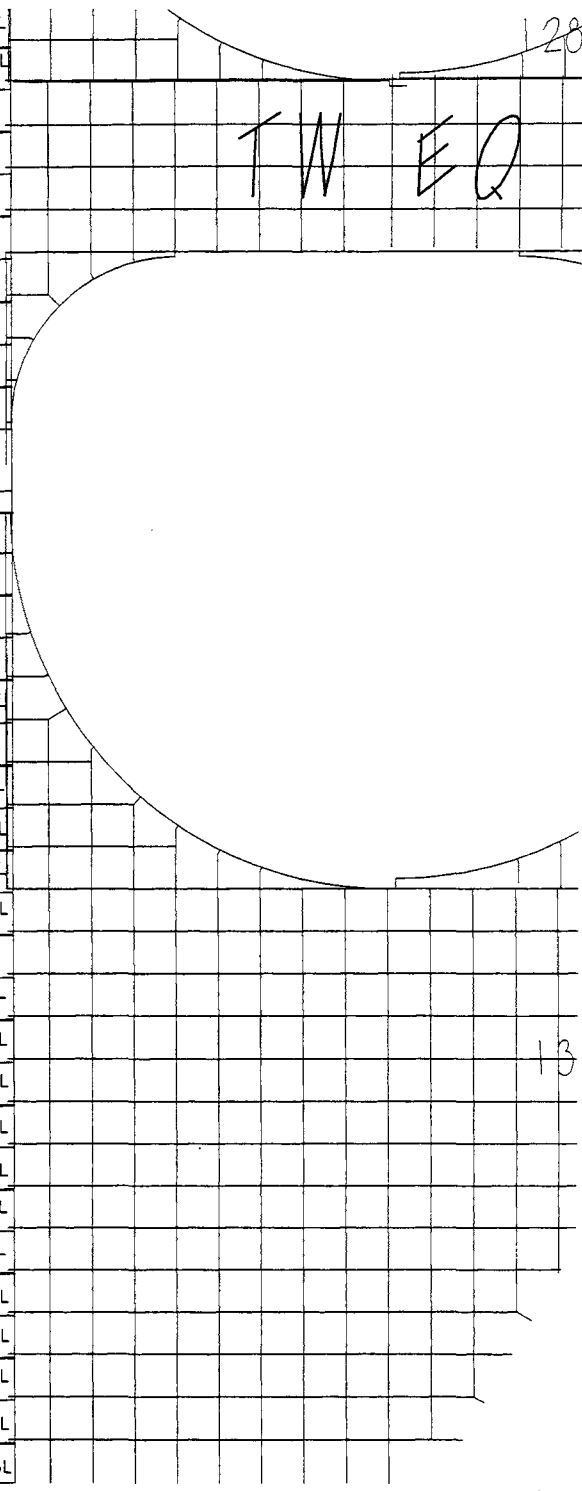
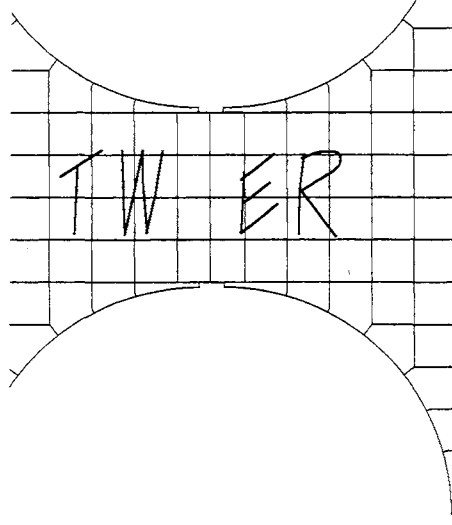
13600 FT—

66L

66L

13655 FT—

66L

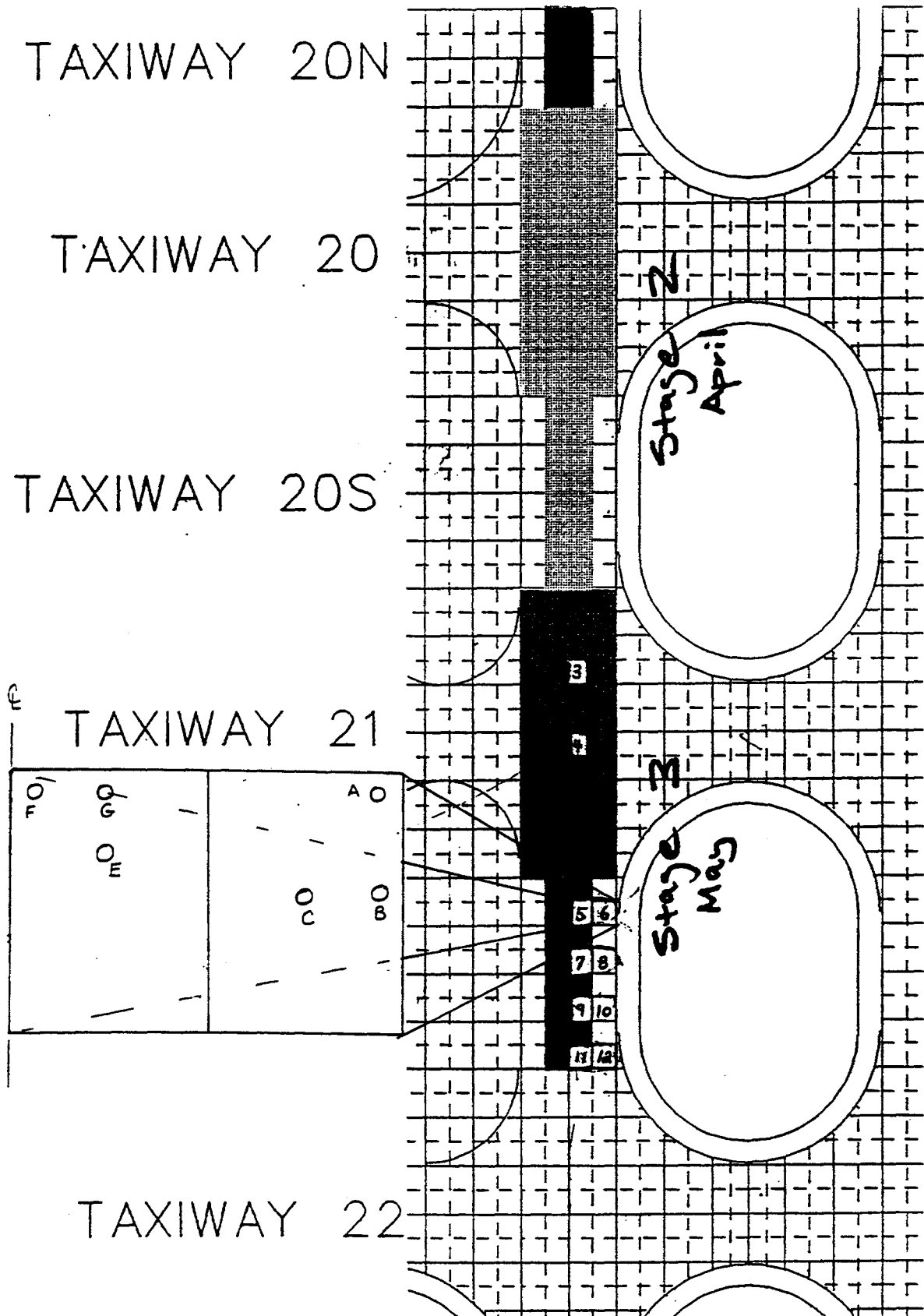


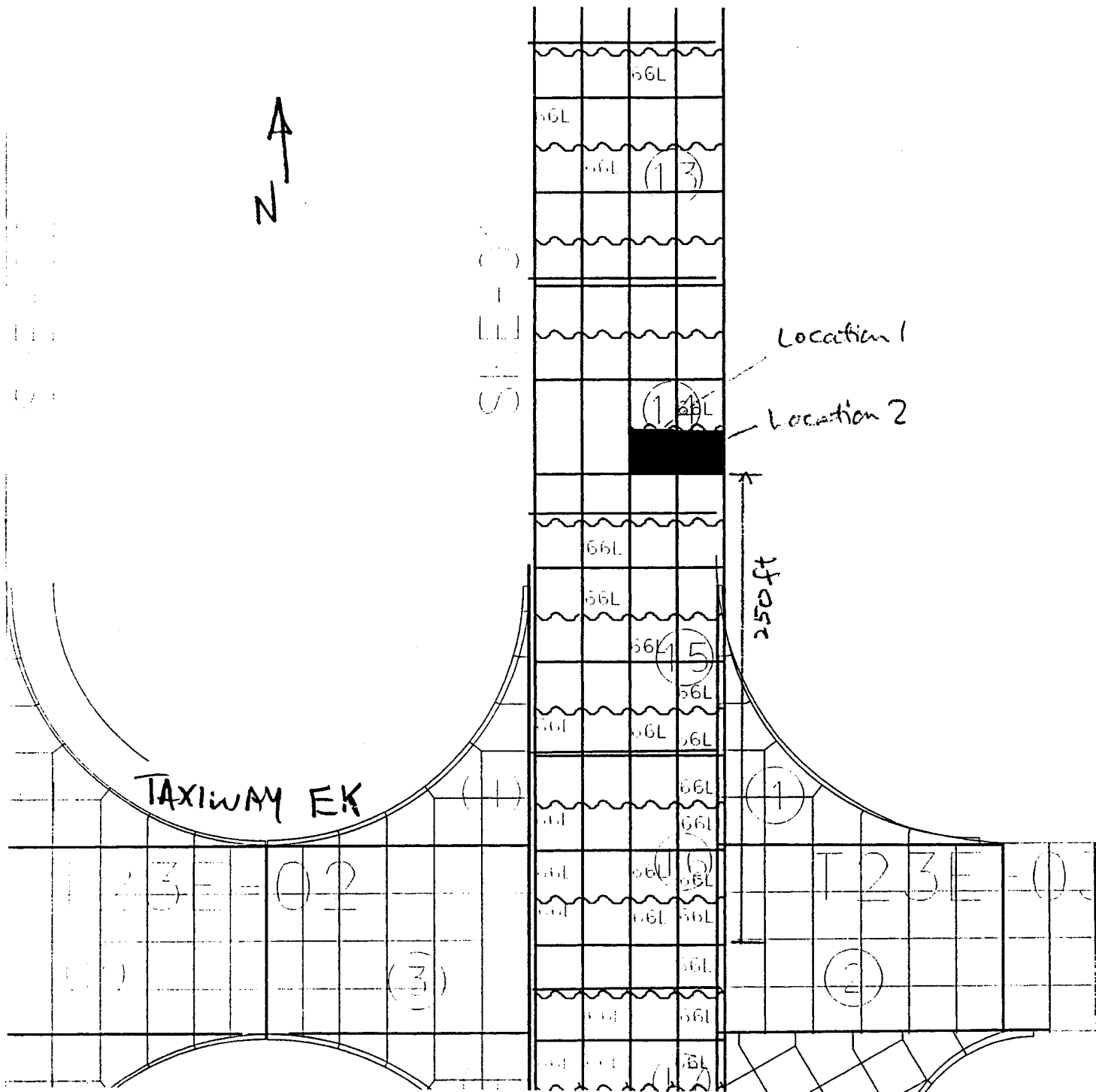
**APPENDIX B
CORE DATA**

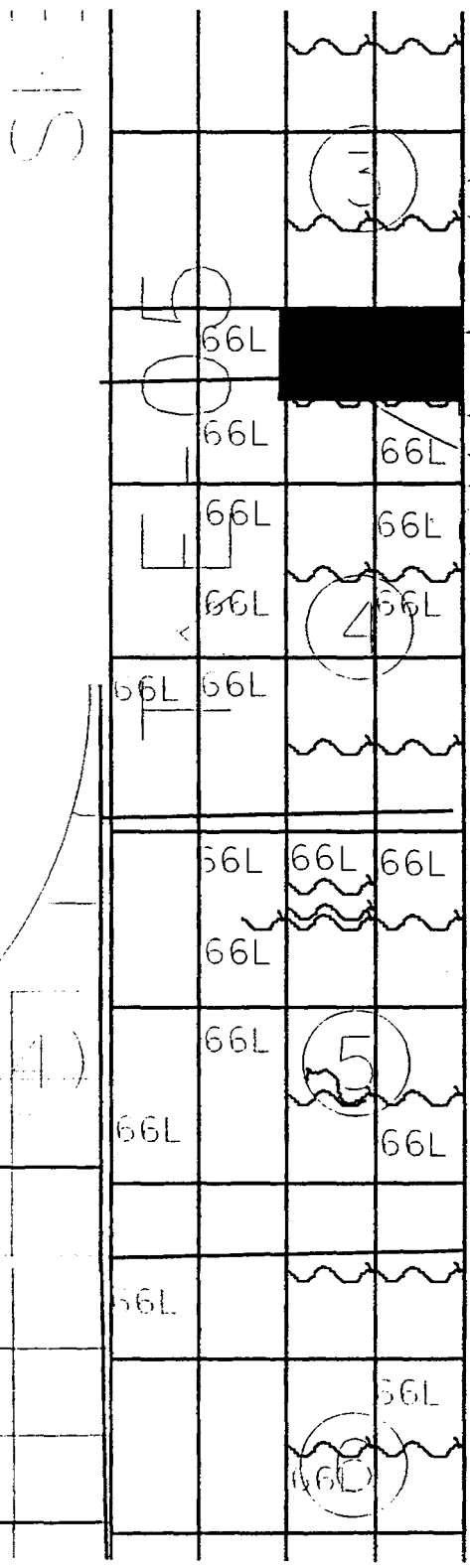
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Taxiway K Coring Plan







SPALLING

CENTER PATCH

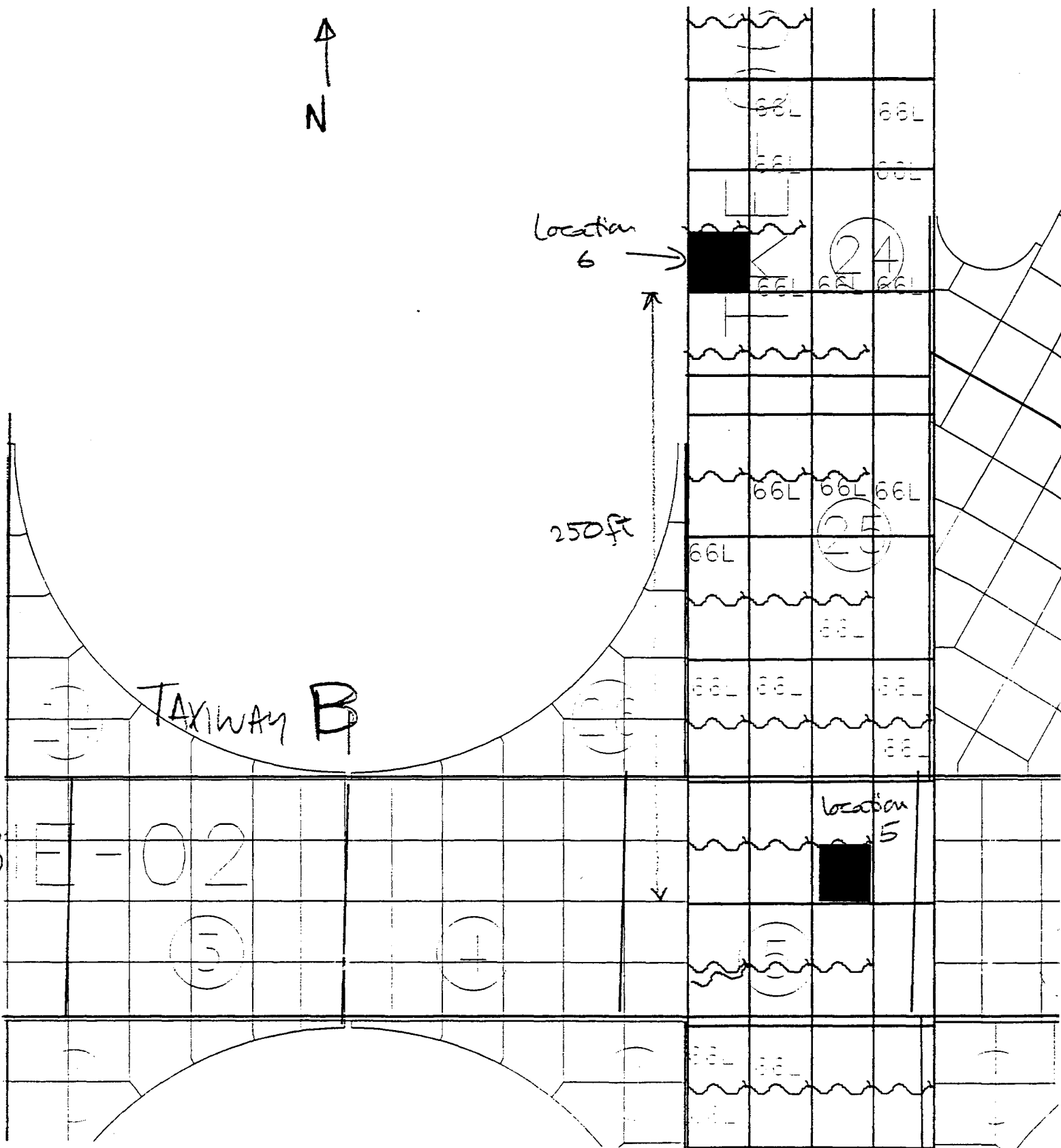
Location 3

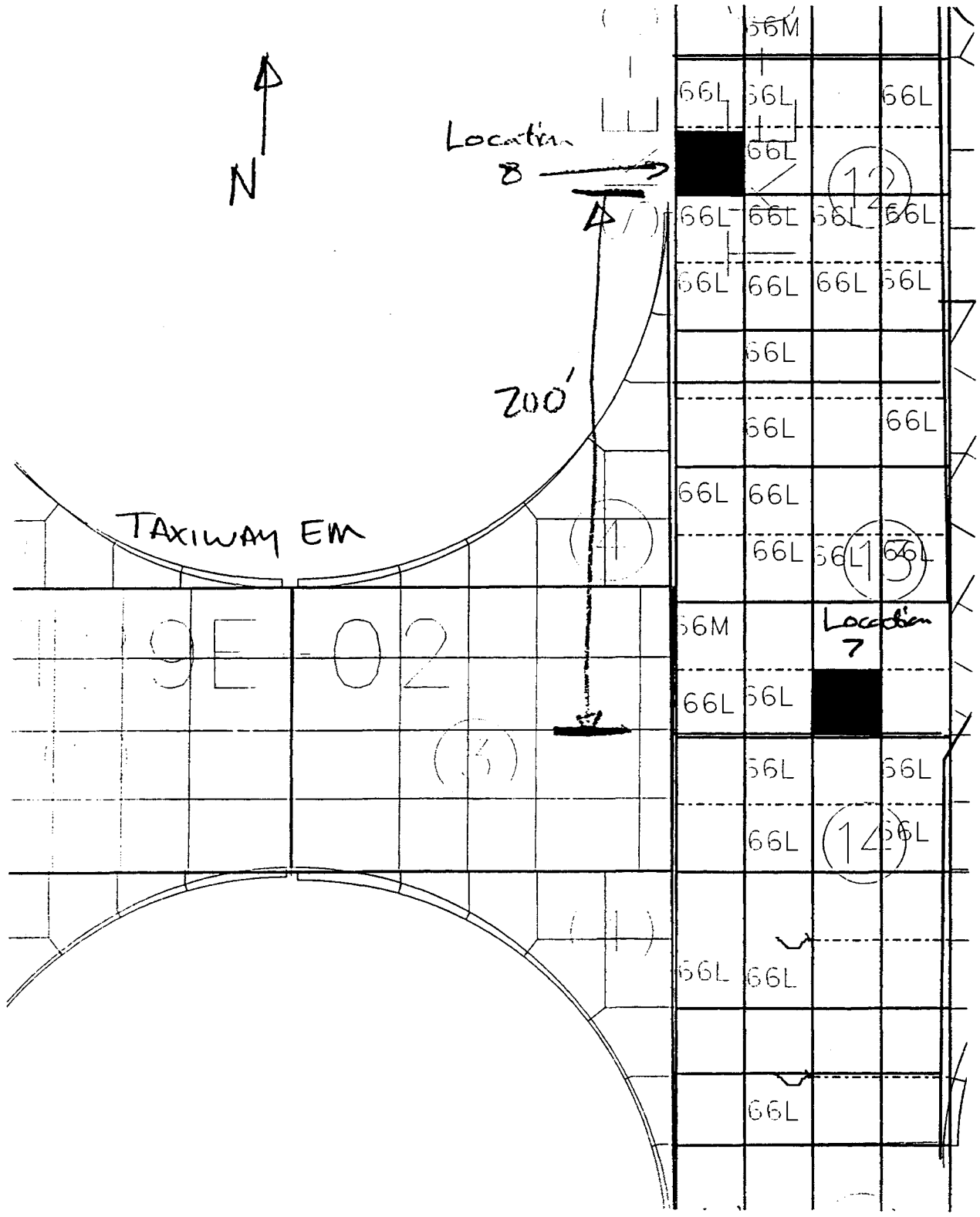
MAJOR DAMAGE - LONG CRACKING

Location 4

275 ft

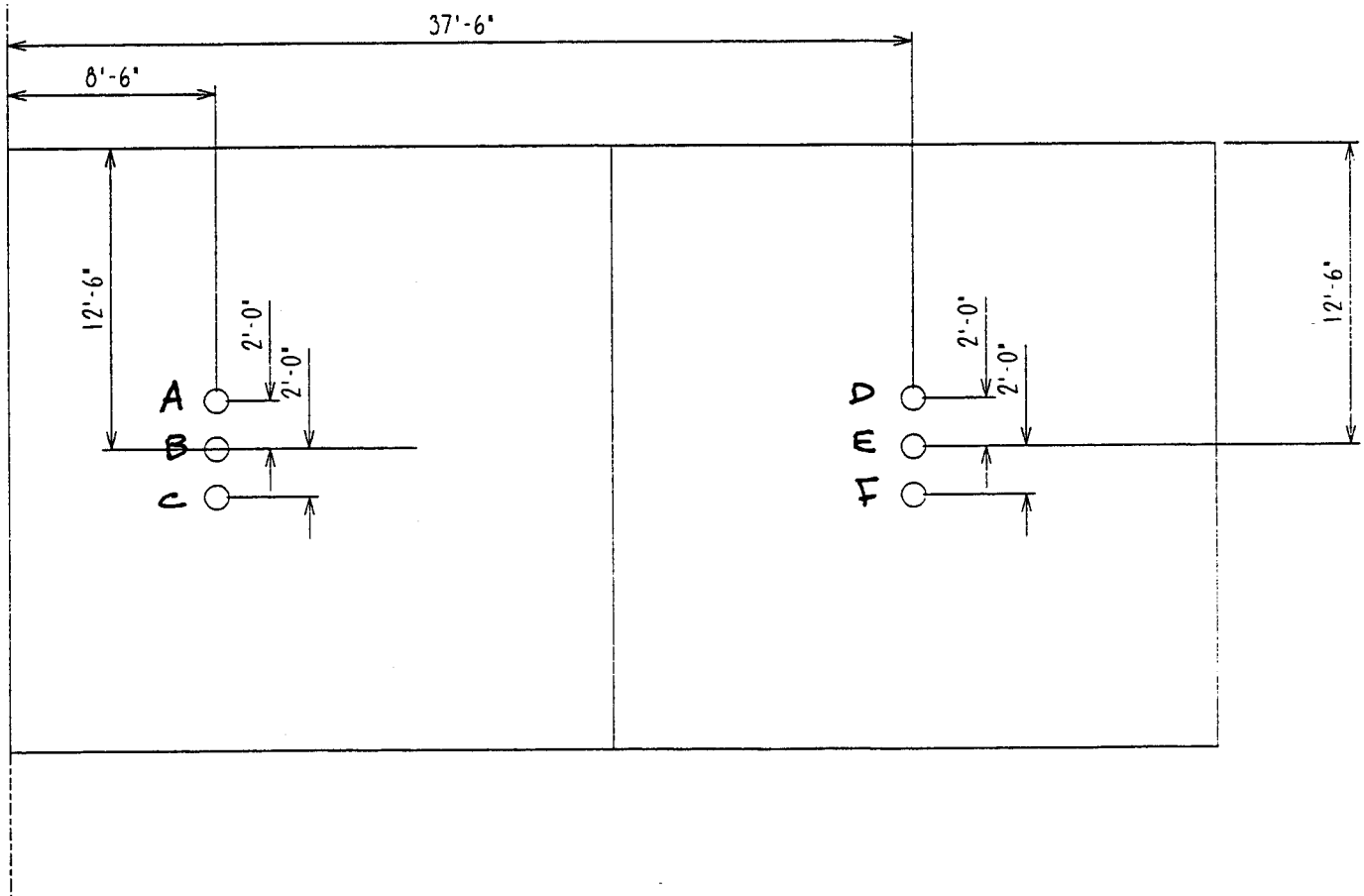
TAXIWAY K7





CENTER
LINE

LOCATIONS 1, 2, 3 & 4

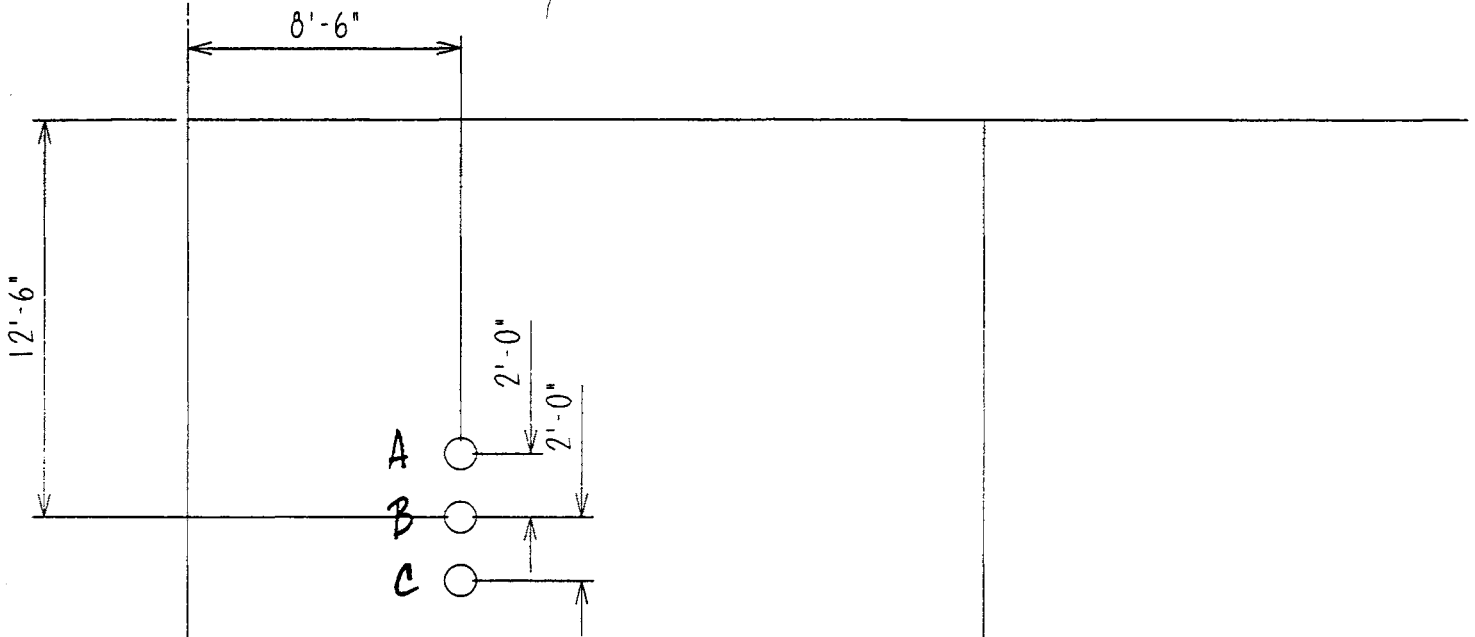


TAXIWAY LAYOUT



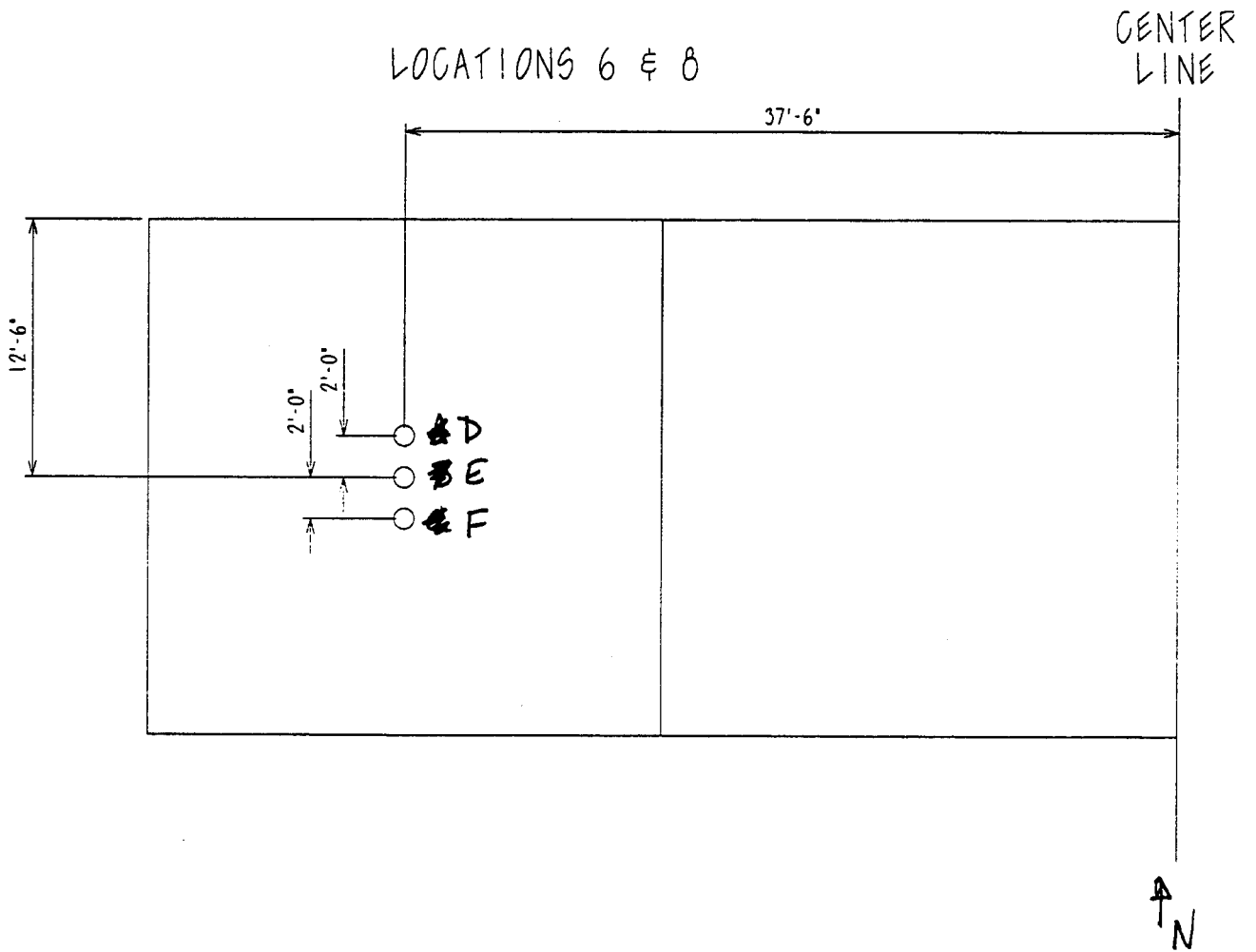
CENTER
LINE

LOCATIONS 5&7



↑
N

TAXIWAY LAYOUT



Codes for Concrete Cores

| | |
|------------|---|
| CODE RA1 | R=RUNWAY 17R A=NORTH END 1=LOCATION 1 |
| CODE RB1 | R=RUNWAY 17R B=SOUTH END 1=LOCATION 1 |
| CODE TL1A | TL=TAXIWAY L 1=LOCATION 1 A,B,C=KEEL SLAB D,E,F=OUT OF KEEL SLAB |
| CODE TK29F | TK=TAXIWAY K 29=LOCATION 1 |

Core Test Database

| Core Number | Branch | In / out of traffic lane | Original Thickness, in. | Diameter, in. | Indirect Tensile Strength | Fatigue Test | Elastic modulus, ksi |
|-------------|--------|--------------------------|-------------------------|---------------|---------------------------|--------------|----------------------|
| RA1 | R17R | in | 17.0 | 3.9 | 775 | X | 5411 |
| RA2 | R17R | in | 17.0 | 3.9 | 712 | X | 5879 |
| RA3 | R17R | in | 16.8 | 3.9 | 456 | X | |
| RA4 | R17R | out | 17.5 | 3.9 | 601 | | 5715 |
| RA5 | R17R | out | 17.4 | 3.9 | 579 | | 5396 |
| RA6 | R17R | out | 17.3 | 3.9 | 438 | X | |
| RA7 | R17R | out | 17.5 | 3.9 | | | 5214 |
| RA8 | R17R | out | 17.5 | 3.9 | 548 | | 5051 |
| RA9 | R17R | in | 17.0 | 3.9 | 510 | X | 5301 |
| RA10 | R17R | out | 17.3 | 3.9 | 526 | X | 5349 |
| RA11 | R17R | in | 17.0 | 3.9 | | | 4984 |
| RA12 | R17R | in | 17.0 | 3.9 | | | 6072 |
| RB1 | R17R | in | 16.5 | 3.9 | 583 | X | 6271 |
| RB2 | R17R | in | 16.5 | 3.9 | 586 | X | 5860 |
| RB3 | R17R | in | 16.8 | 3.9 | 574 | X | 5756 |
| RB4 | R17R | out | 16.8 | 3.9 | | X | 6194 |
| RB5 | R17R | out | 16.8 | 3.9 | 564 | | 6223 |
| RB6 | R17R | out | 16.8 | 3.9 | 539 | | 6004 |
| RB7 | R17R | out | 16.9 | 3.9 | 538 | | 6121 |
| RB8 | R17R | out | 16.8 | 3.9 | 520 | X | 6367 |
| RB9 | R17R | in | 16.4 | 3.9 | 382 | | 5967 |
| RB10 | R17R | out | 16.3 | 3.9 | | X | 5437 |

Core Test Database

| Core Number | Branch | In / out of traffic lane | Original Thickness, in. | Diameter, in. | Indirect Tensile Strength | Fatigue Test | Elastic modulus, ksi |
|-------------|--------|--------------------------|-------------------------|---------------|---------------------------|--------------|----------------------|
| TL1A | TWL | in | | 3.75 | 695 | | |
| TL1B | TWL | in | | 3.75 | 617 | | |
| TL1C | TWL | in | | 3.75 | 691 | X | |
| TL2D | TWL | out | | 3.75 | 570 | | |
| TL2E | TWL | out | | 3.75 | | X | |
| TL2F | TWL | out | | 3.75 | 583 | | |
| TL3D | TWL | out | | 3.75 | 734 | | |
| TL3E | TWL | out | | 3.75 | | | |
| TL3F | TWL | out | | 3.75 | 380 | | |
| TL4A | TWL | in | | 3.75 | 466 | | |
| TL4B | TWL | in | | 3.75 | 491 | | |
| TL4C | TWL | in | | 3.75 | 602 | X | |
| TL5A | TWL | in | | 3.75 | 689 | X | |
| TL5B | TWL | in | | 3.75 | 611 | | |
| TL5C | TWL | in | | 3.75 | 401 | | |
| TL6D | TWL | out | | 3.75 | | | |
| TL6E | TWL | out | | 3.75 | | | |
| TL6F | TWL | out | | 3.75 | | | |
| TL7A | TWL | in | | 3.75 | 775 | | |
| TL7B | TWL | in | | 3.75 | 518 | | |
| TL7C | TWL | in | | 3.75 | 659 | X | |
| TL7E | TWL | out | | 3.75 | | | |
| TL8D | TWL | out | | 3.75 | 530 | | |
| TL8F | TWL | out | | 3.75 | | | |

Core Test Database

| Core Number | Branch | In / out of traffic lane | Original Thickness, in. | Diameter, in. | Indirect Tensile Strength | Elastic modulus, ksi |
|-------------|--------|--------------------------|-------------------------|---------------|---------------------------|----------------------|
| TK29F | TWK | | 17.0 | 6.0 | 505 | |
| TKP59A | TWK | | 17.5 | 6.0 | 517 | |
| TKP55B | TWK | | 17.3 | 6.0 | 481 | |
| TK67A | TWK | | 17.5 | 6.0 | 531 | |
| TKP55E | TWK | | 17.5 | 6.0 | 531 | |
| TK63F | TWK | | 17.0 | 6.0 | 527 | |
| TK63G | TWK | | 14.8 | 6.0 | 328 | |
| TKP55G | TWK | | 17.8 | 6.0 | 465 | |
| TKP59E | TWK | | 18.0 | 6.0 | 462 | |
| TKP55A | TWK | | 17.5 | 6.0 | 572 | |
| TKP59G | TWK | | 17.0 | 6.0 | 514 | |
| TKP60-6 | TWK | | 18.5 | 6.0 | 515 | |
| TKP63C | TWK | | 17.9 | 6.0 | 481 | |
| TK67F | TWK | | 17.3 | 6.0 | 605 | |
| TK67E | TWK | | 17.4 | 6.0 | 390 | |
| TK56B | TWK | | | | 406 | |
| TK63A | TWK | | 14.8 | 6.0 | 589 | |
| TK56-3 | TWK | | | | 406 | |
| TK29E | TWK | | 17.3 | 6.0 | 586 | |

| Runway | | | | | | | | |
|----------------------------|----------|-----------|-------------|-----------|--------------|-------------|-------------|--------------|
| | | Shear | Free-Free | Rod | Free-Free | Free-Free | Free-Free | |
| | | Wave | Test | Wave | Test | Test | Test | Longitudinal |
| | Specimen | Resonant | S_wave | Resonant | Rod_wave | Shear | Young's | Poisson's |
| Sample | Length | Frequency | Velocity | Frequency | Velocity | Modulus | Modulus | Ratio |
| No. | (in.) | kHz | ft/sec | kHz | ft/sec | ksi | ksi | (G,E) |
| A1 | 14.19 | 3.59 | 8483 | 5.47 | 12943 | 2324 | 5411 | 0.16 |
| A2 | 14.00 | 3.71 | 8664 | 5.78 | 13491 | 2424 | 5879 | 0.21 |
| A3 | 13.94 | 3.77 | 8752 | 5.85 | 13595 | 2474 | 5969 | 0.21 |
| A4 | 14.31 | 3.61 | 8617 | 5.58 | 13302 | 2398 | 5715 | 0.19 |
| A5 | 15.06 | 3.32 | 8338 | 5.15 | 12925 | 2245 | 5396 | 0.20 |
| A7 | 14.31 | 3.53 | 8426 | 5.33 | 12705 | 2293 | 5214 | 0.14 |
| A8 | 14.13 | 3.64 | 8560 | 5.31 | 12505 | 2367 | 5051 | 0.07 |
| A9 | 13.94 | 3.70 | 8595 | 5.52 | 12811 | 2386 | 5301 | 0.11 |
| A10 | 14.50 | 3.45 | 8325 | 5.33 | 12869 | 2239 | 5349 | 0.19 |
| A11 | 14.00 | 3.26 | 7595 | 5.32 | 12422 | 1863 | 4984 | 0.34 |
| A12 | 14.69 | 3.59 | 8791 | 5.60 | 13711 | 2496 | 6072 | 0.22 |
| B1 | 14.06 | 3.82 | 8962 | 5.95 | 13934 | 2594 | 6271 | 0.21 |
| B2 | 14.06 | 3.72 | 8707 | 5.75 | 13470 | 2449 | 5860 | 0.20 |
| B3 | 14.00 | 3.72 | 8668 | 5.72 | 13349 | 2427 | 5756 | 0.19 |
| B4 | 14.00 | 3.76 | 8782 | 5.94 | 13848 | 2491 | 6194 | 0.24 |
| B5 | 14.13 | 3.78 | 8896 | 5.90 | 13881 | 2556 | 6223 | 0.22 |
| B6 | 14.19 | 3.71 | 8761 | 5.77 | 13635 | 2479 | 6004 | 0.21 |
| B7 | 14.25 | 3.69 | 8767 | 5.80 | 13766 | 2482 | 6121 | 0.23 |
| B8 | 13.56 | 3.86 | 8725 | 6.21 | 14040 | 2459 | 6367 | 0.29 |
| B9 | 14.00 | 3.79 | 8834 | 5.83 | 13592 | 2521 | 5967 | 0.18 |
| B10 | 11.81 | 4.27 | 8404 | 6.59 | 12974 | 2281 | 5437 | 0.19 |
| Average | | | 8602 | | 13322 | 2393 | 5740 | 0.20 |
| St.Dev | | | 291 | | 493 | 156 | 422 | 0.06 |
| Max | | | 8962 | | 14040 | 2594 | 6367 | 0.34 |
| Min | | | 7595 | | 12422 | 1863 | 4984 | 0.07 |
| Site A_North Runway | | | | | | | | |
| Average | | | 8162 | | 12689 | 2269 | 5484 | 0.19 |
| St.Dev | | | 327 | | 437 | 173 | 370 | 0.07 |
| Max | | | 8791 | | 13711 | 2496 | 6072 | 0.34 |
| Min | | | 7595 | | 12422 | 1863 | 4984 | 0.07 |
| Site B_South Runway | | | | | | | | |
| Average | | | 8751 | | 13649 | 2474 | 6020 | 0.22 |
| St.Dev | | | 150 | | 320 | 84 | 280 | 0.03 |
| Max | | | 8962 | | 14040 | 2594 | 6367 | 0.29 |
| Min | | | 8404 | | 12974 | 2281 | 5437 | 0.18 |

| Taxiway L | | | | | | | | | | | | | | | | |
|----------------|--------------|---------------|-------------|---------------|---------------|---------------------|---------------------|-------------|--------------|--------------------------|--------------------------|------------------------|------------------------|------------------------|----------------------|----------------------|
| | | Shear | Free-Free | Rod | Free-Free | Horizontal | Longitudinal | Free-Free | Free-Free | Horizontal | Longitudinal | | | | | |
| | Specimen | Wave Resonant | Test S_wave | Wave Resonant | Test Rod_wave | V-meter test P_wave | V-meter test P_wave | Test Shear | Test Young's | V-meter test Constrained | V-meter test Constrained | Longitudinal Poisson's | Longitudinal Poisson's | Longitudinal Poisson's | Horizontal Poisson's | Horizontal Poisson's |
| Sample No. | Length (in.) | Frequency | Velocity | Frequency | Velocity | Velocity(H) | Velocity(H) | Modulus | Modulus | Modulus | Modulus | Ratio (G,M(long)) | Ratio (G,E) | Ratio (E, M(long)) | Ratio (G,M(horiz)) | Ratio (E, M(horiz)) |
| 29G | 14.69 | 3.33 | 8139 | 5.53 | 13541 | 16924 | 14,400 | 2140 | 5922 | 9251 | 6697 | 0.27 | 0.38 | 0.21 | 0.35 | 0.34 |
| P63-C | 15.19 | 3.34 | 8449 | 5.42 | 13710 | 16861 | 15,625 | 2306 | 6071 | 9182 | 7885 | 0.29 | 0.32 | 0.29 | 0.33 | 0.34 |
| P55E | 16.13 | 3.22 | 8644 | 5.37 | 14435 | 16815 | 15,809 | 2413 | 6730 | 9132 | 8072 | 0.29 | 0.39 | 0.25 | 0.32 | 0.30 |
| 56-3 | 14.75 | 3.58 | 8789 | 5.55 | 13641 | 16113 | 15,365 | 2495 | 6010 | 8386 | 7625 | 0.26 | 0.20 | 0.28 | 0.29 | 0.31 |
| 67-E | 14.25 | 3.71 | 8807 | 5.81 | 13804 | 16519 | 15,833 | 2505 | 6154 | 8813 | 8097 | 0.28 | 0.23 | 0.29 | 0.30 | 0.32 |
| P59-G | 14.63 | 3.62 | 8824 | 5.63 | 13720 | 16444 | 15,828 | 2515 | 6080 | 8734 | 8091 | 0.27 | 0.21 | 0.30 | 0.30 | 0.32 |
| P55F | 15.44 | 3.44 | 8838 | 5.38 | 13829 | 16777 | 15,689 | 2523 | 6177 | 9091 | 7950 | 0.27 | 0.22 | 0.28 | 0.31 | 0.33 |
| P60-5 | 13.75 | 3.86 | 8852 | 6.06 | 13892 | 16231 | 15,696 | 2531 | 6233 | 8509 | 7957 | 0.27 | 0.23 | 0.28 | 0.29 | 0.30 |
| P59-F | 16.00 | 3.32 | 8853 | 5.19 | 13640 | 16632 | 15,873 | 2532 | 6187 | 8934 | 8138 | 0.27 | 0.22 | 0.29 | 0.30 | 0.32 |
| P63A | 13.63 | 3.90 | 8859 | 6.08 | 13809 | 16460 | 15,554 | 2535 | 6159 | 8751 | 7813 | 0.26 | 0.21 | 0.28 | 0.30 | 0.32 |
| 60-6 | 15.19 | 3.50 | 8859 | 5.39 | 13650 | 17340 | 15,625 | 2535 | 6018 | 9711 | 7885 | 0.26 | 0.19 | 0.29 | 0.32 | 0.35 |
| P59-E | 15.07 | 3.53 | 8862 | 5.52 | 13858 | 16635 | 15,889 | 2536 | 6202 | 8938 | 8154 | 0.27 | 0.22 | 0.29 | 0.30 | 0.32 |
| 67F | 16.12 | 3.30 | 8862 | 5.19 | 13938 | 16644 | 15,809 | 2537 | 6274 | 8947 | 8072 | 0.27 | 0.24 | 0.28 | 0.30 | 0.32 |
| 56-2 | 15.25 | 3.48 | 8867 | 5.43 | 13804 | 16490 | 15,885 | 2539 | 6155 | 8783 | 8150 | 0.27 | 0.21 | 0.29 | 0.30 | 0.32 |
| 63G | 13.44 | 3.98 | 8919 | 6.24 | 13970 | 16516 | 15,772 | 2569 | 6303 | 8810 | 8034 | 0.26 | 0.23 | 0.28 | 0.29 | 0.31 |
| 29_F | 14.25 | 3.75 | 8921 | 5.87 | 13944 | 17320 | 16,267 | 2570 | 6280 | 9689 | 8547 | 0.28 | 0.22 | 0.30 | 0.32 | 0.34 |
| P55G | 16.63 | 3.23 | 8953 | 5.08 | 14086 | 16872 | 15,924 | 2589 | 6409 | 9194 | 8190 | 0.27 | 0.24 | 0.28 | 0.30 | 0.32 |
| P55C | 16.19 | 3.32 | 8960 | 5.25 | 14164 | 17089 | 15,870 | 2593 | 6480 | 9432 | 8135 | 0.27 | 0.25 | 0.27 | 0.31 | 0.33 |
| 17E | 13.75 | 3.89 | 8981 | 6.14 | 14141 | 16434 | 15,768 | 2593 | 6458 | 8723 | 8030 | 0.26 | 0.25 | 0.27 | 0.29 | 0.30 |
| P60-4 | 15.25 | 3.53 | 8962 | 5.50 | 13979 | 16752 | 15,889 | 2594 | 6312 | 9064 | 7950 | 0.26 | 0.22 | 0.27 | 0.30 | 0.32 |
| 17G | 15.38 | 3.50 | 8969 | 5.51 | 14110 | 16929 | 16,218 | 2598 | 6430 | 9256 | 8496 | 0.28 | 0.24 | 0.29 | 0.30 | 0.32 |
| P63E | 13.75 | 3.91 | 8969 | 6.19 | 14179 | 16771 | 15,914 | 2598 | 6493 | 9084 | 8180 | 0.27 | 0.25 | 0.27 | 0.30 | 0.31 |
| 17-F | 14.75 | 3.65 | 8973 | 5.72 | 14062 | 16449 | 16,173 | 2600 | 6386 | 8739 | 8448 | 0.28 | 0.23 | 0.29 | 0.29 | 0.31 |
| 67G | 15.07 | 3.60 | 9038 | 5.63 | 14121 | 16380 | 16,092 | 2638 | 6440 | 8666 | 8364 | 0.27 | 0.22 | 0.29 | 0.28 | 0.30 |
| 29E | 15.69 | 3.46 | 9058 | 5.45 | 14236 | 17152 | 15,751 | 2649 | 6546 | 9502 | 8012 | 0.25 | 0.24 | 0.26 | 0.31 | 0.32 |
| P55B | 14.81 | 3.67 | 9060 | 5.75 | 14205 | 16834 | 16,031 | 2651 | 6517 | 9153 | 8300 | 0.27 | 0.23 | 0.28 | 0.30 | 0.31 |
| 67C | 14.25 | 3.82 | 9087 | 5.96 | 14149 | 16909 | 16,267 | 2655 | 6466 | 9234 | 8547 | 0.27 | 0.22 | 0.29 | 0.30 | 0.32 |
| P59A | 14.88 | 3.68 | 9114 | 5.76 | 14292 | 16682 | 15,892 | 2683 | 6598 | 8988 | 8157 | 0.25 | 0.23 | 0.27 | 0.29 | 0.30 |
| P55A | 16.50 | 3.33 | 9161 | 5.23 | 14383 | 17259 | 15,988 | 2710 | 6681 | 9621 | 8256 | 0.26 | 0.23 | 0.26 | 0.30 | 0.32 |
| P63B | 15.50 | 3.55 | 9174 | 5.57 | 14388 | 17122 | 16,146 | 2718 | 6686 | 9469 | 8420 | 0.26 | 0.23 | 0.27 | 0.30 | 0.32 |
| 67A | 15.75 | 3.50 | 9188 | 5.48 | 14395 | 16793 | 16,204 | 2727 | 6692 | 9108 | 8480 | 0.26 | 0.23 | 0.28 | 0.29 | 0.30 |
| 63-F | 15.63 | 3.54 | 9212 | 5.54 | 14417 | 16300 | 16,693 | 2741 | 6713 | 8581 | 9000 | 0.28 | 0.22 | 0.30 | 0.27 | 0.28 |
| 67B | 12.81 | 4.33 | 9236 | 6.78 | 14467 | 17425 | 16,177 | 2755 | 6760 | 9807 | 8453 | 0.26 | 0.23 | 0.27 | 0.30 | 0.32 |
| P59-B | 11.75 | 4.73 | 9268 | 7.33 | 14360 | 16708 | 16,319 | 2774 | 6660 | 9016 | 8602 | 0.26 | 0.20 | 0.28 | 0.28 | 0.30 |
| Average | | | 8931 | | 14045 | 16752 | 15,883 | 2578 | 6373 | 9068 | 8153 | 0.27 | 0.24 | 0.28 | 0.30 | 0.32 |
| St.Dev | | | 220 | | 261 | 327 | 372 | 125 | 237 | 355 | 375 | 0.01 | 0.04 | 0.02 | 0.02 | 0.01 |

| Taxiway K | | | | | | | | |
|-----------------------|---------------|-----------------|---------|--------|--------|------|------|---------------|
| Cemented Treated Base | | | | | | | | |
| Sample No. | Rod Frequency | Shear Frequency | length | Vr | Vs | E | G | Poisson Ratio |
| | kHz | kHz | in. | ft/sec | ft/sec | ksi | ksi | |
| 5a | 4.7625 | 2.963 | 6.5 | 5159 | 3210 | 746 | 289 | 0.292 |
| 1c | 6.775 | 4.365 | 8 | 9033 | 5820 | 2288 | 950 | 0.205 |
| unknown | 7.687 | 4.87425 | 6.3125 | 8087 | 5128 | 1834 | 737 | 0.244 |
| 1a | 8.9 | 5.84425 | 5.9375 | 8807 | 5783 | 2175 | 938 | 0.160 |
| 7b | 6.85 | 4.77725 | 6.5 | 7421 | 5175 | 1544 | 751 | 0.028 |
| 4a | 7.525 | 4.49789 | 7.1875 | 9014 | 5388 | 2278 | 814 | 0.399 |
| 7c | 7.725 | 4.86164 | 6.5 | 8369 | 5267 | 1964 | 778 | 0.262 |
| 4c | 7.565 | 4.462 | 7.375 | 9299 | 5485 | 2424 | 843 | 0.437 |
| 1b | 7.262 | 4.68025 | 7.125 | 8624 | 5558 | 2085 | 866 | 0.204 |
| 7a | 6.65 | 4.19525 | 7.4375 | 8243 | 5200 | 1905 | 758 | 0.256 |
| 8d | 7.087 | 4.77725 | 7.625 | 9006 | 6071 | 2274 | 1033 | 0.100 |
| 2d | 7.2 | 4.559 | 7.25 | 8700 | 5509 | 2122 | 851 | 0.247 |
| 3e | 6.962 | 4.29225 | 6.25 | 7252 | 4471 | 1475 | 560 | 0.315 |
| 2f | 7.925 | 4.78889 | 6.75 | 8916 | 5388 | 2229 | 814 | 0.369 |
| 2e | 6.988 | 4.656 | 7.125 | 8298 | 5529 | 1931 | 857 | 0.126 |
| 3f | 7.363 | 4.83836 | 7.375 | 9050 | 5947 | 2296 | 992 | 0.158 |
| 6d | 7.025 | 4.937 | 6.3125 | 7391 | 5194 | 1532 | 756 | 0.012 |
| 3d | 7.025 | 4.074 | 7.5 | 8781 | 5093 | 2162 | 727 | 0.487 |
| | | | Average | 8303 | 5400 | 2002 | 824 | 0.227 |
| | | | Max | 9050 | 6071 | 2296 | 1033 | 0.487 |
| | | | Min | 7252 | 4471 | 1475 | 560 | 0.012 |
| | | | Sdev | 720 | 504 | 329 | 150 | 0.157 |
| Trafficking | | | | | | | | |
| Sample No. | Rod Frequency | Shear Frequency | length | Vr | Vs | E | G | Poisson Ratio |
| | kHz | kHz | in. | ft/sec | ft/sec | ksi | ksi | |
| 5a | 4.7625 | 2.963 | 6.5 | 5159 | 3210 | 746 | 289 | 0.292 |
| 1c | 6.775 | 4.365 | 8 | 9033 | 5820 | 2288 | 950 | 0.205 |
| unknown | 7.687 | 4.87425 | 6.3125 | 8087 | 5128 | 1834 | 737 | 0.244 |
| 1a | 8.9 | 5.84425 | 5.9375 | 8807 | 5783 | 2175 | 938 | 0.160 |
| 7b | 6.85 | 4.77725 | 6.5 | 7421 | 5175 | 1544 | 751 | 0.028 |
| 4a | 7.525 | 4.49789 | 7.1875 | 9014 | 5388 | 2278 | 814 | 0.399 |
| 7c | 7.725 | 4.86164 | 6.5 | 8369 | 5267 | 1964 | 778 | 0.262 |
| 4c | 7.565 | 4.462 | 7.375 | 9299 | 5485 | 2424 | 843 | 0.437 |
| 1b | 7.262 | 4.68025 | 7.125 | 8624 | 5558 | 2085 | 866 | 0.204 |
| 7a | 6.65 | 4.19525 | 7.4375 | 8243 | 5200 | 1905 | 758 | 0.256 |
| | | | Average | 8206 | 5201 | 1924 | 772 | 0.249 |
| | | | Max | 9299 | 5820 | 2424 | 950 | 0.437 |
| | | | Min | 5159 | 3210 | 746 | 289 | 0.028 |
| | | | Sdev | 1202 | 741 | 487 | 186 | 0.116 |
| Untrafficking | | | | | | | | |
| Sample No. | Rod Frequency | Shear Frequency | length | Vr | Vs | E | G | Poisson Ratio |
| | kHz | kHz | in. | ft/sec | ft/sec | ksi | ksi | |
| 8d | 7.087 | 4.77725 | 7.625 | 9006 | 6071 | 2274 | 1033 | 0.100 |
| 2d | 7.2 | 4.559 | 7.25 | 8700 | 5509 | 2122 | 851 | 0.247 |
| 3e | 6.962 | 4.29225 | 6.25 | 7252 | 4471 | 1475 | 560 | 0.315 |
| 2f | 7.925 | 4.78889 | 6.75 | 8916 | 5388 | 2229 | 814 | 0.369 |
| 2e | 6.988 | 4.656 | 7.125 | 8298 | 5529 | 1931 | 857 | 0.126 |
| 3f | 7.363 | 4.83836 | 7.375 | 9050 | 5947 | 2296 | 992 | 0.158 |
| 6d | 7.025 | 4.937 | 6.3125 | 7391 | 5194 | 1532 | 756 | 0.012 |
| 3d | 7.025 | 4.074 | 7.5 | 8781 | 5093 | 2162 | 727 | 0.487 |
| | | | Average | 8424 | 5400 | 2002 | 824 | 0.227 |
| | | | Max | 9050 | 6071 | 2296 | 1033 | 0.487 |
| | | | Min | 7252 | 4471 | 1475 | 560 | 0.012 |
| | | | Sdev | 720 | 504 | 329 | 150 | 0.157 |

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-- CTR Library Digitization Team

APPENDIX C
CORE DATA — VELOCITY DATA

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-- CTR Library Digitization Team

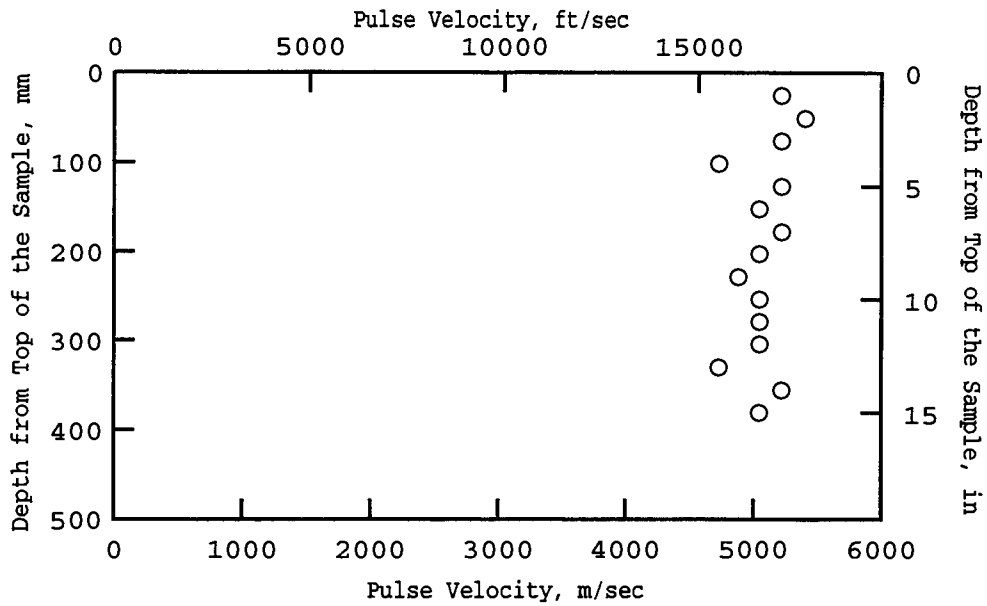


Fig. 1a Pulse Velocity with Depth for Sample 67F from Dallas-Fort Worth International Airport

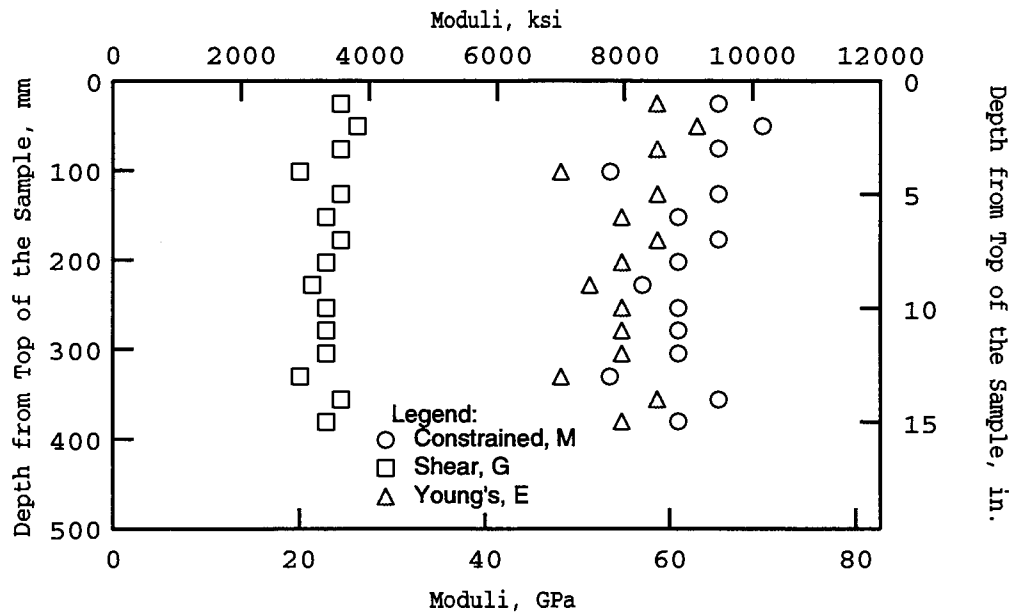


Fig. 1b Shear and Young's Moduli with Depth for Sample 67F from Dallas-Fort Worth International Airport

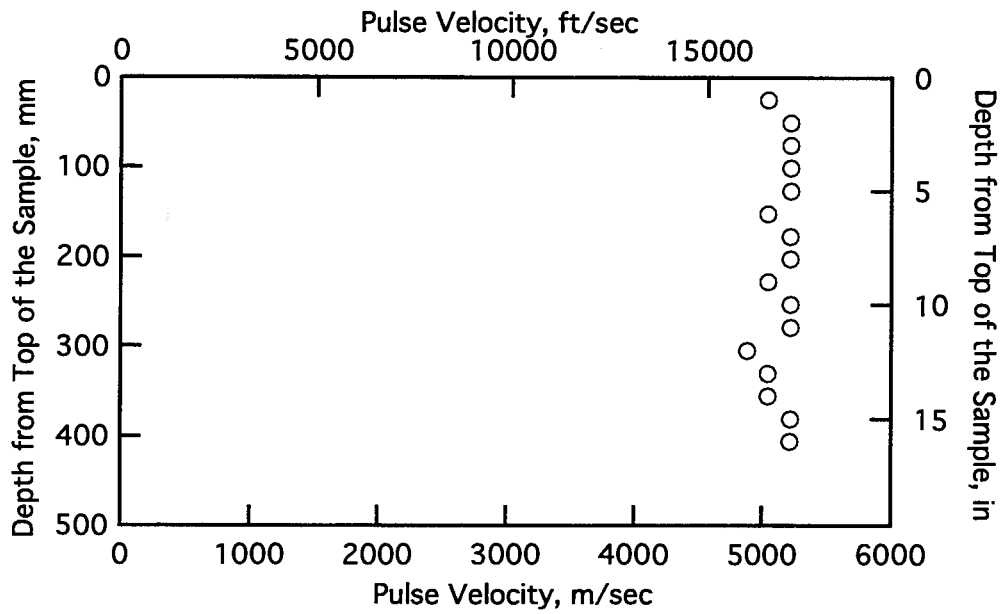


Fig. 2a Pulse Velocity with Depth for Sample P55G from Dallas-Fort Worth International Airport

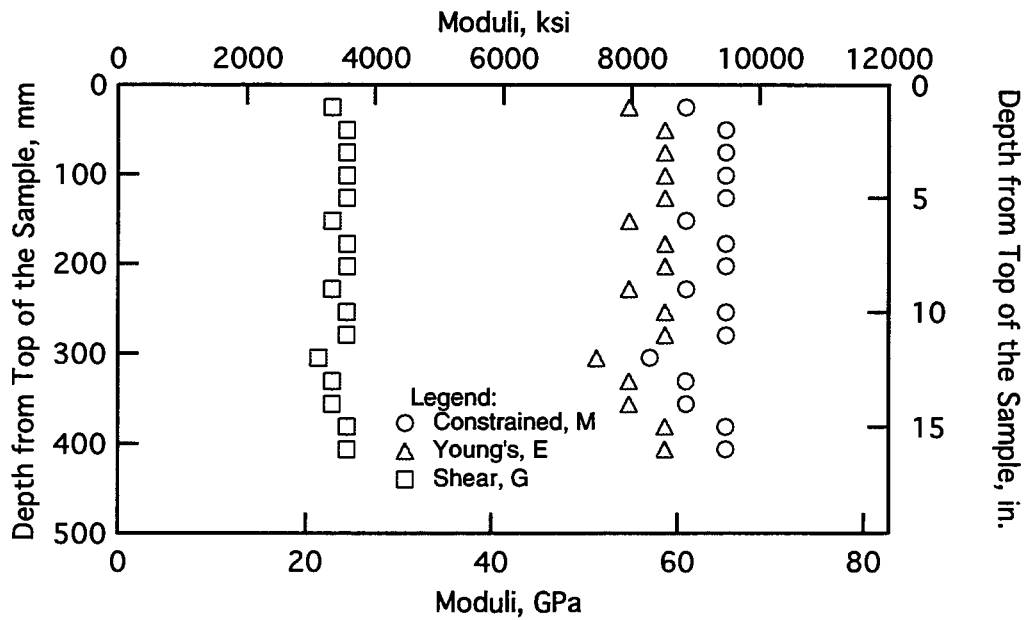


Fig. 2b Shear and Young's Moduli with Depth for Sample P55G from Dallas-Fort Worth International Airport

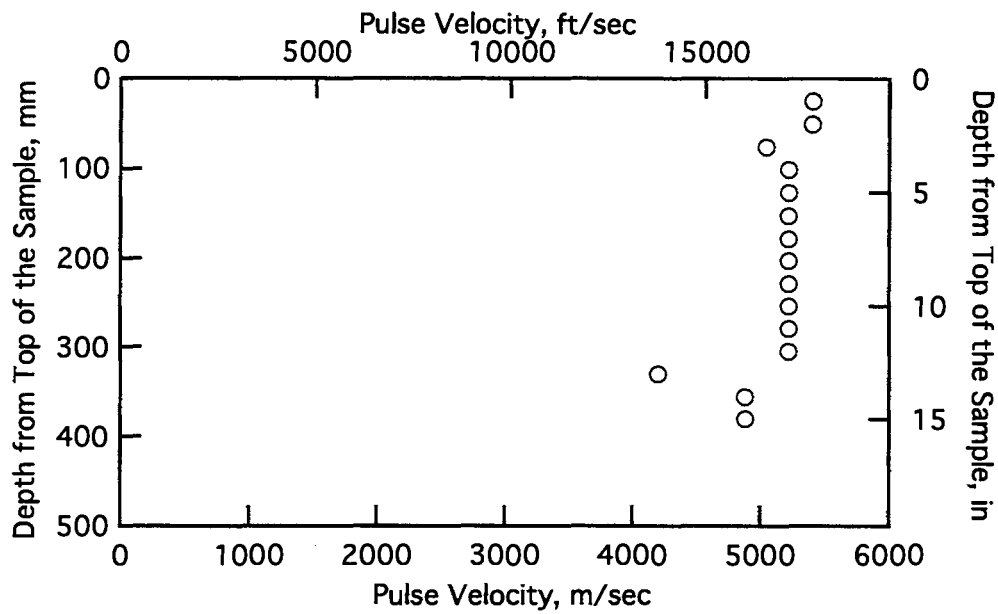


Fig. 3a Pulse Velocity with Depth for Sample 67A from Dallas-Fort Worth International Airport

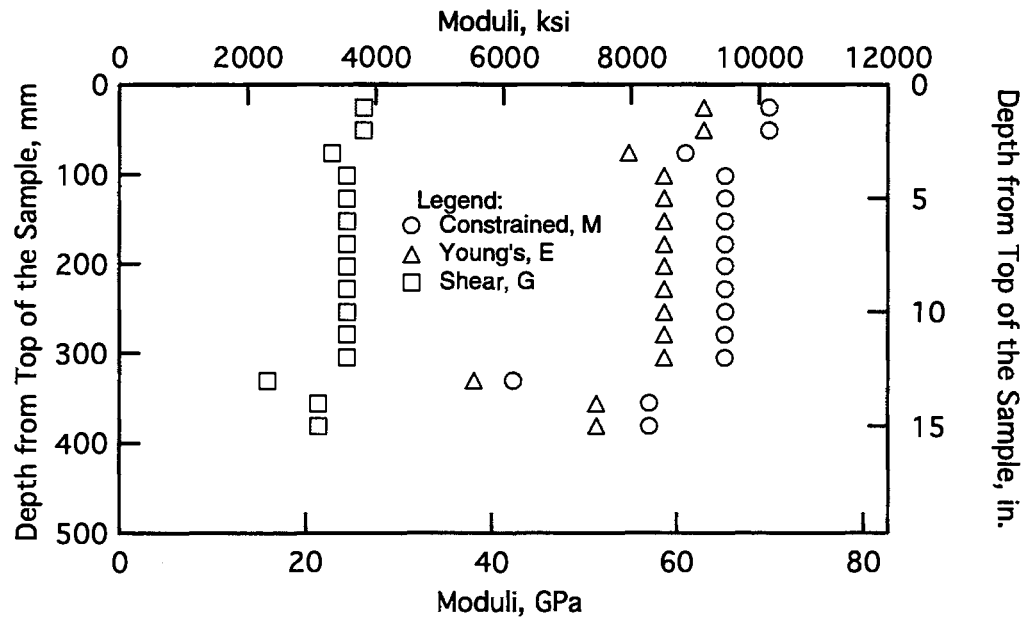


Fig. 3b Shear and Young's Moduli with Depth for Sample 67A from Dallas-Fort Worth International Airport

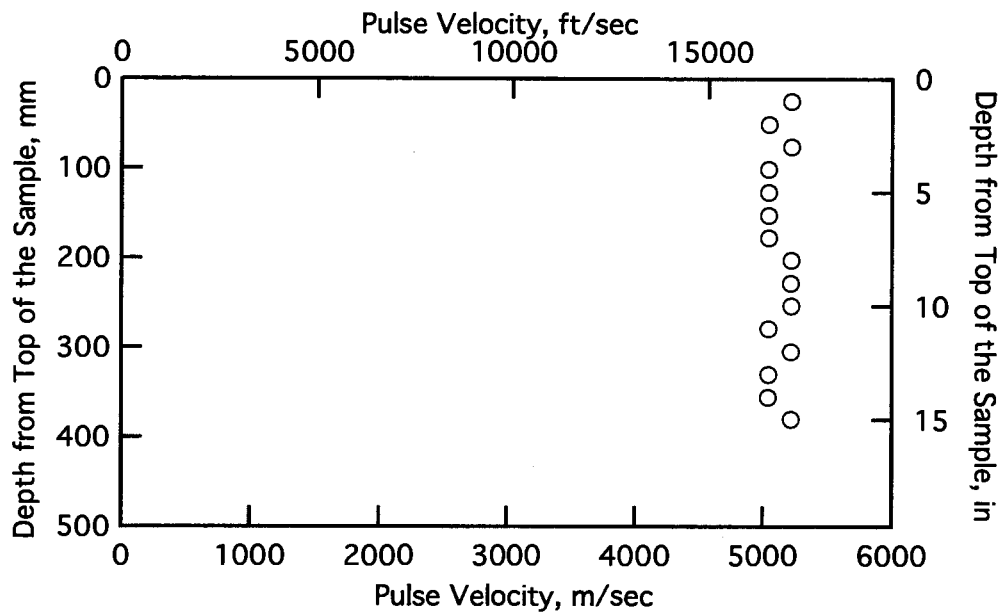


Fig. 4a Pulse Velocity with Depth for Sample P55E from Dallas-Fort Worth International Airport

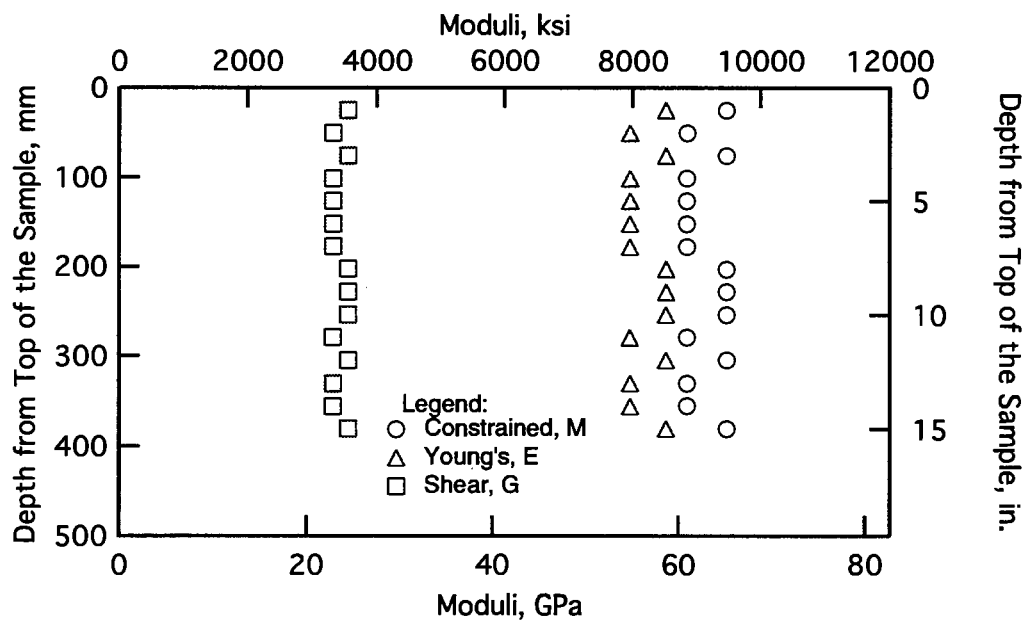


Fig. 4b Shear and Young's Moduli with Depth for Sample P55E from Dallas-Fort Worth International Airport

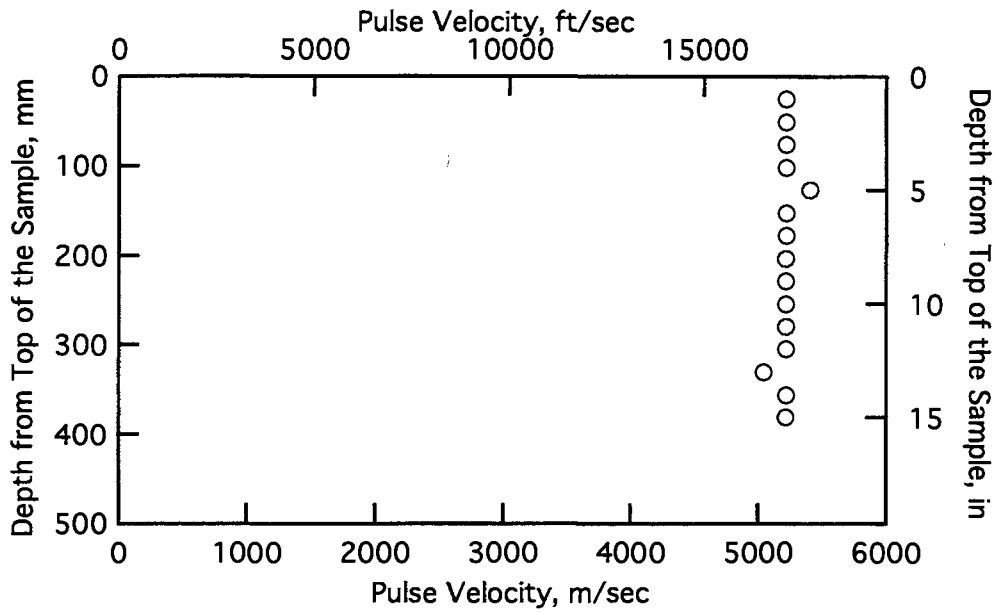


Fig. 5a Pulse Velocity with Depth for Sample P63B from Dallas-Fort Worth International Airport

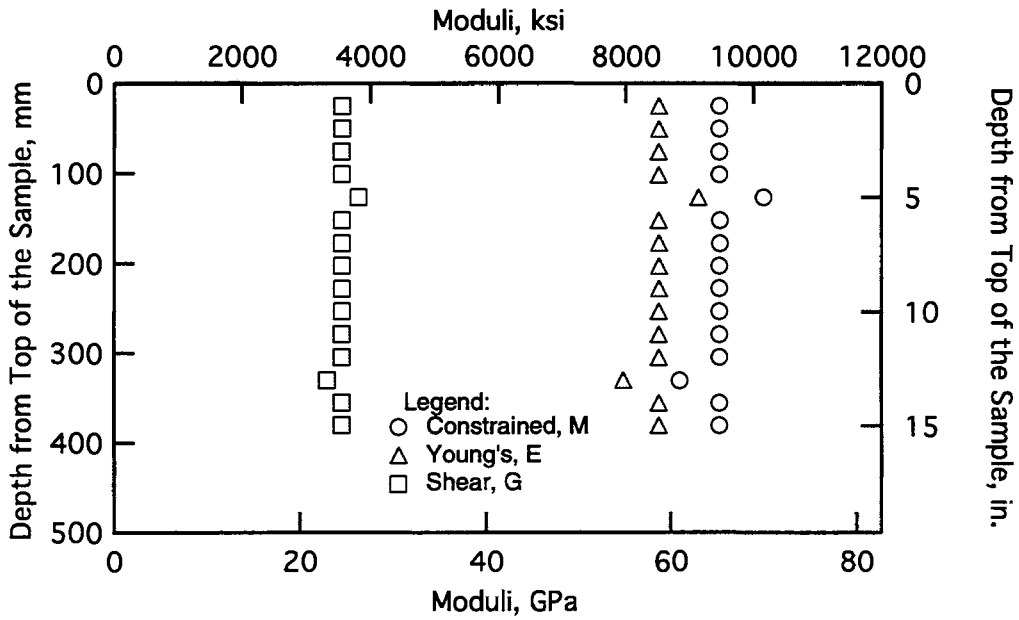


Fig. 5b Shear and Young's Moduli with Depth for Sample P63B from Dallas-Fort Worth International Airport

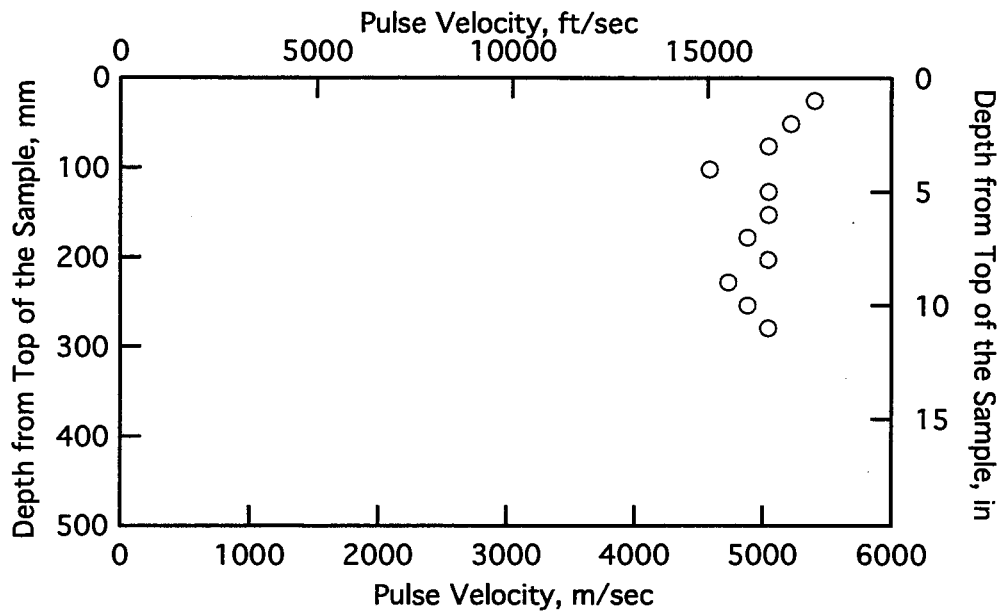


Fig. 6a Pulse Velocity with Depth for Sample 55E from Dallas-Fort Worth International Airport

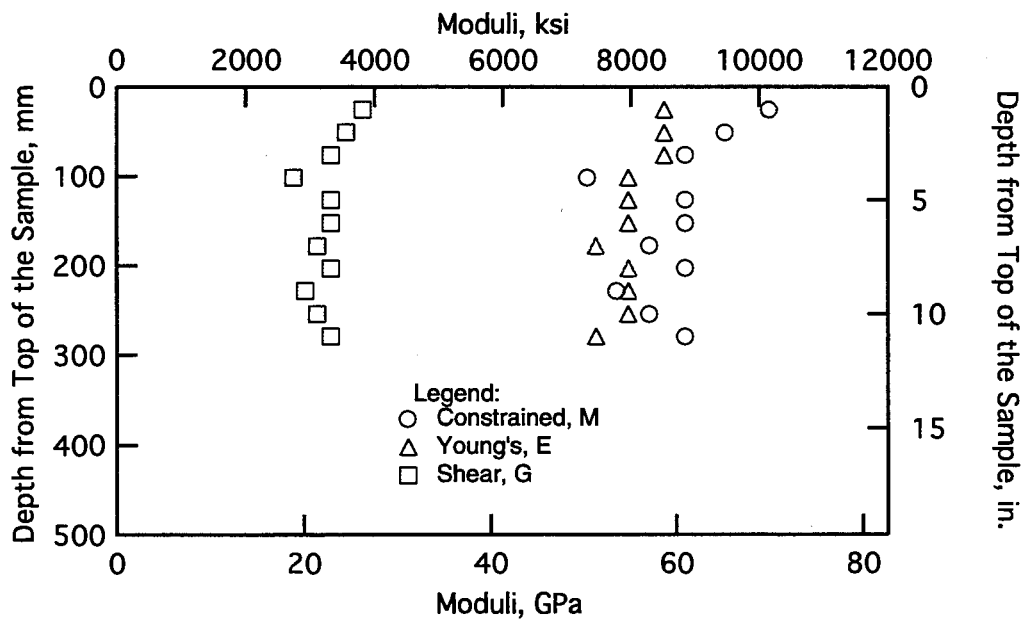


Fig. 6b Shear and Young's Moduli with Depth for Sample 55E from Dallas-Fort Worth International Airport

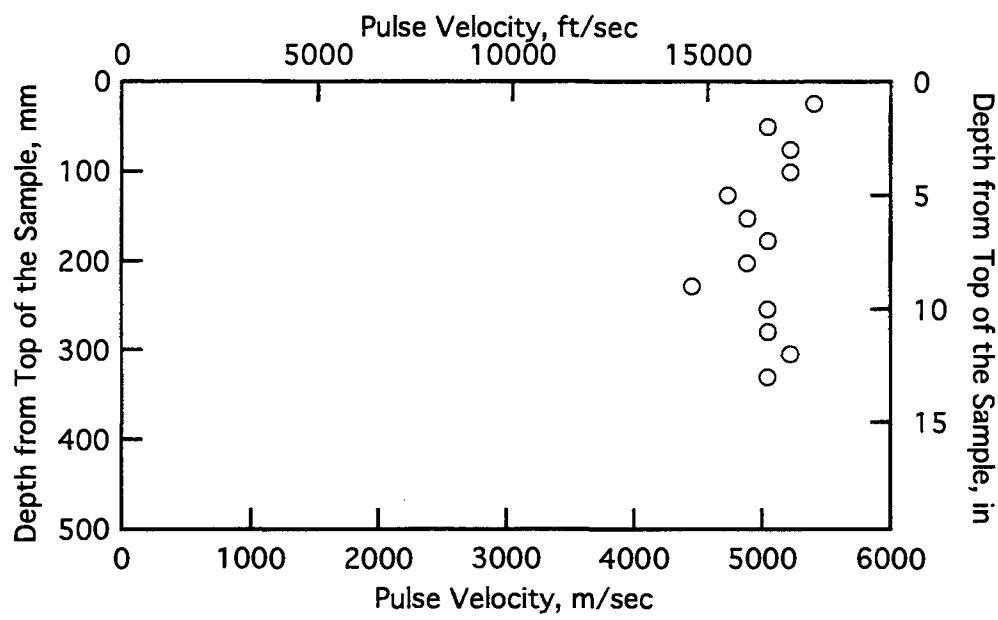


Fig. 7a Pulse Velocity with Depth for Sample P63A from Dallas-Fort Worth International Airport

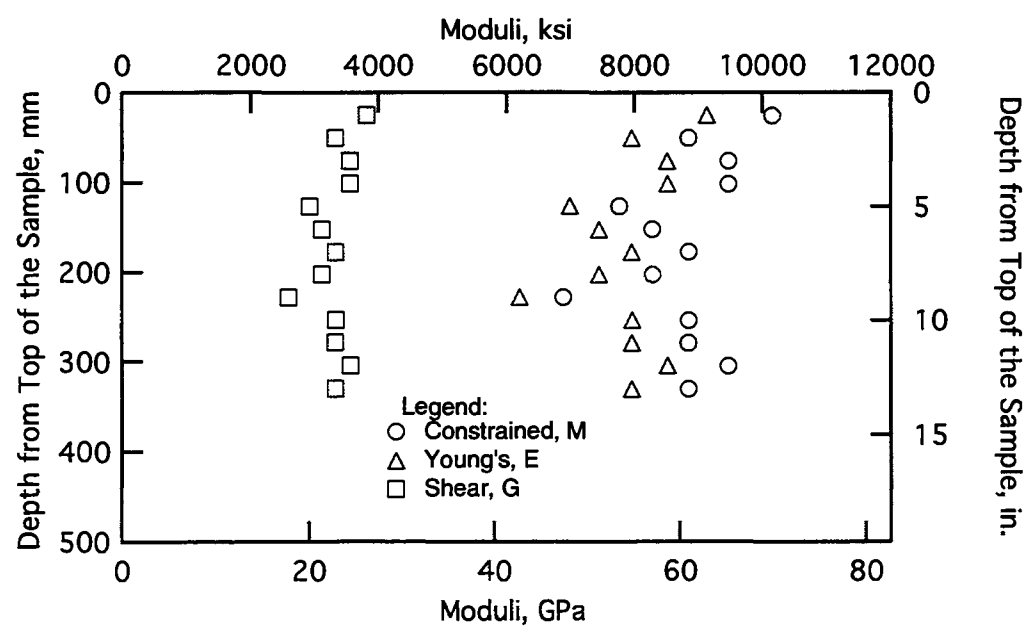


Fig. 7b Shear and Young's Moduli with Depth for Sample P63A from Dallas-Fort Worth International Airport

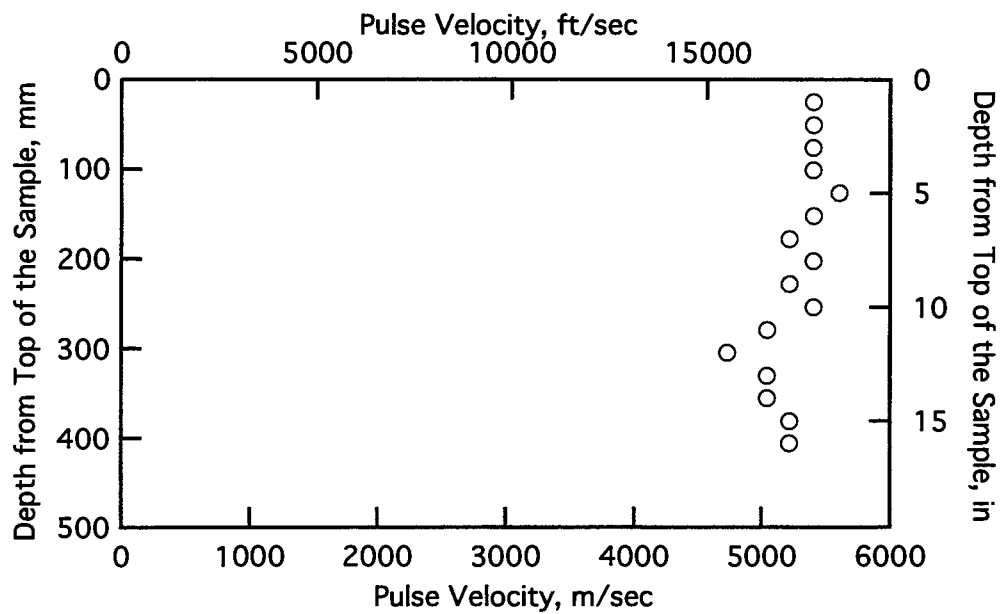


Fig. 8a Pulse Velocity with Depth for Sample P55A from Dallas-Fort Worth International Airport

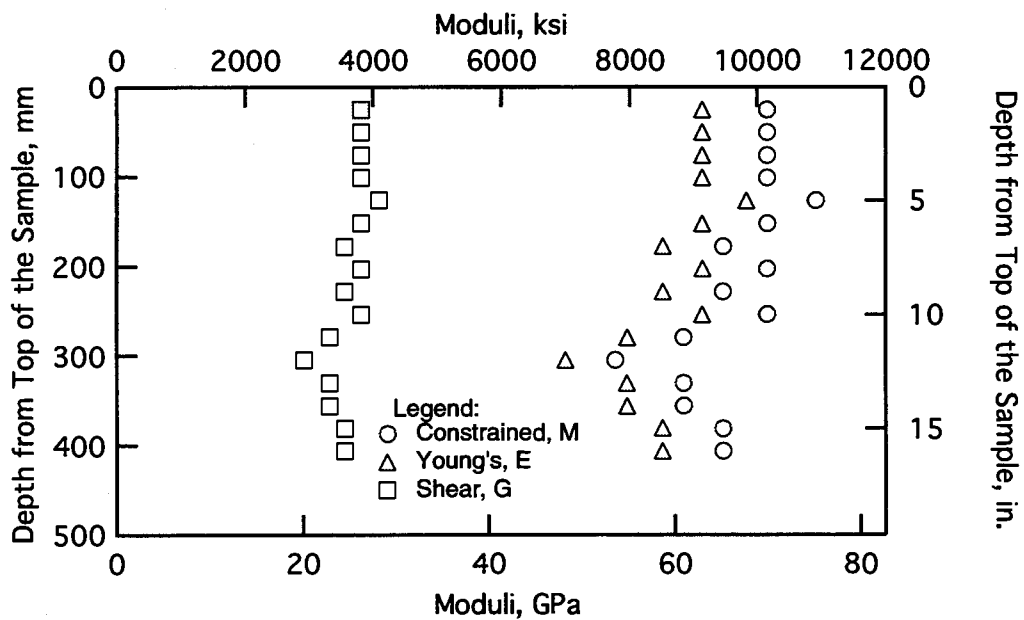


Fig. 8b Shear and Young's Moduli with Depth for Sample P55A from Dallas-Fort Worth International Airport

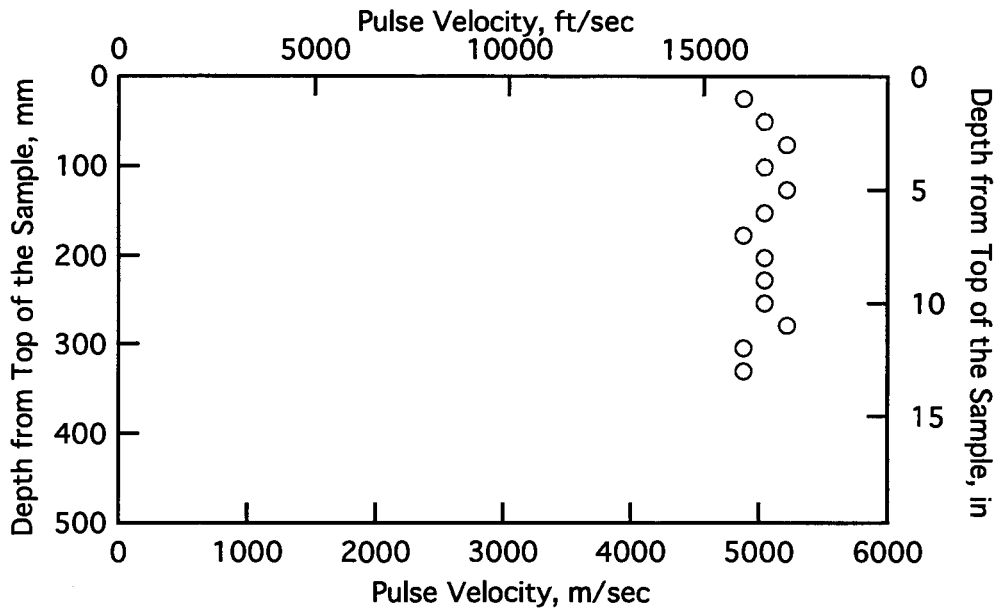


Fig. 9a Pulse Velocity with Depth for Sample P63G from Dallas-Fort Worth International Airport

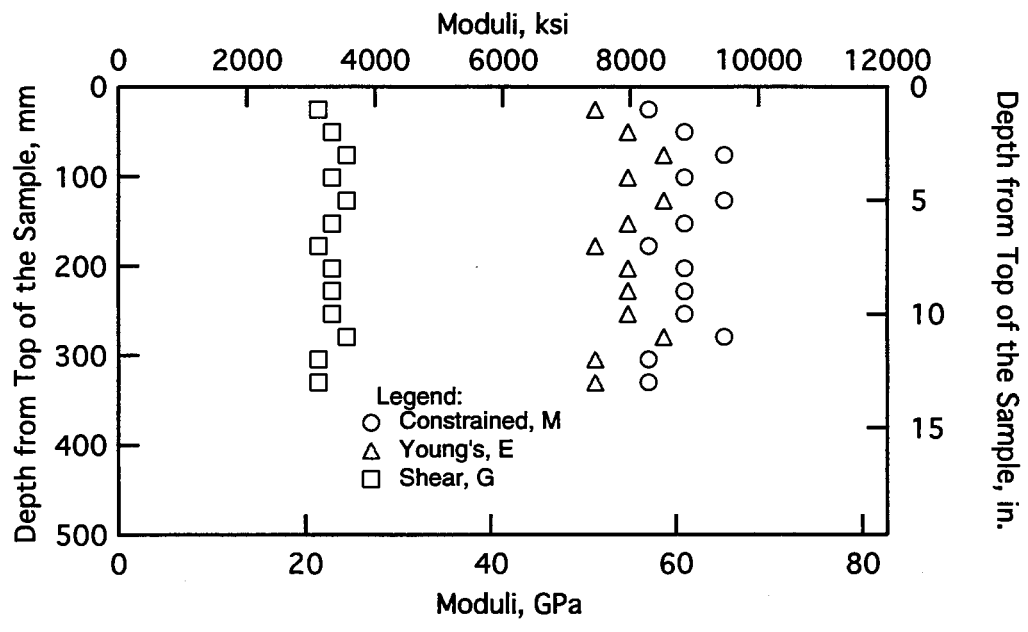


Fig. 9b Shear and Young's Moduli with Depth for Sample P63G from Dallas-Fort Worth International Airport

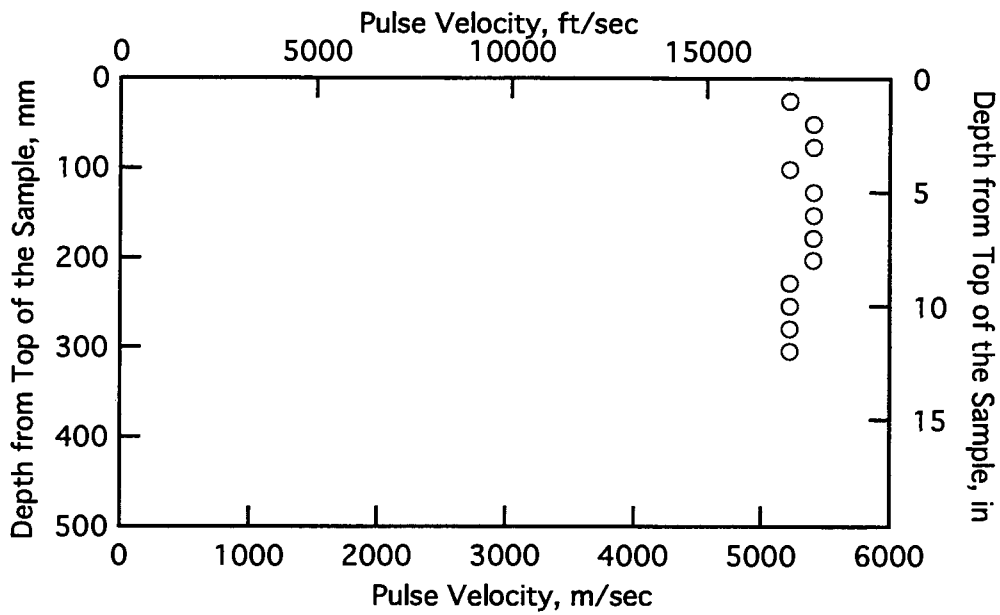


Fig. 10a Pulse Velocity with Depth for Sample 67B from Dallas-Fort Worth International Airport

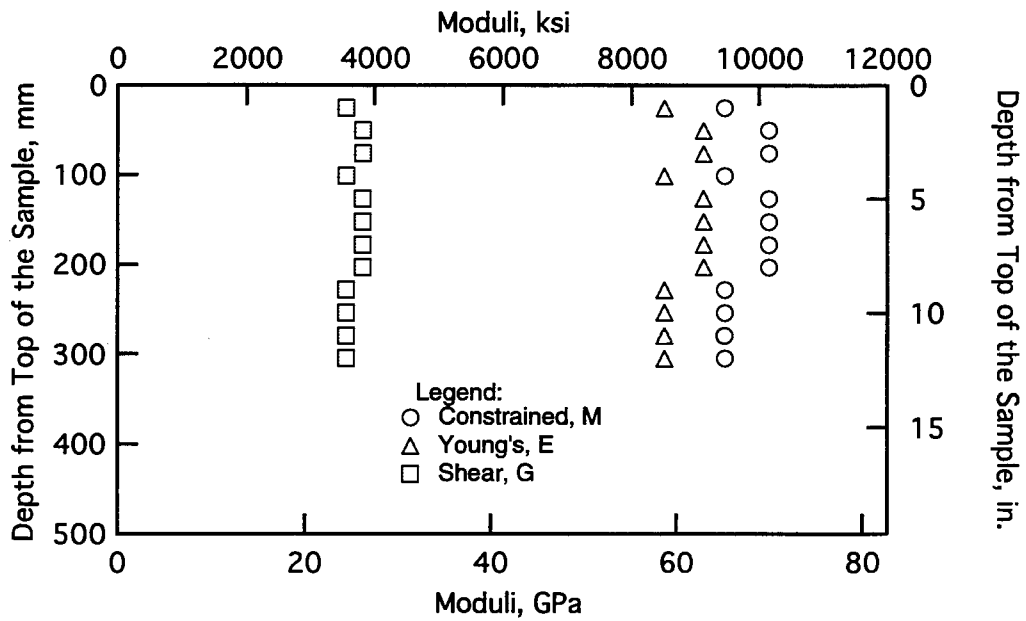


Fig. 10b Shear and Young's Moduli with Depth for Sample 67B from Dallas-Fort Worth International Airport

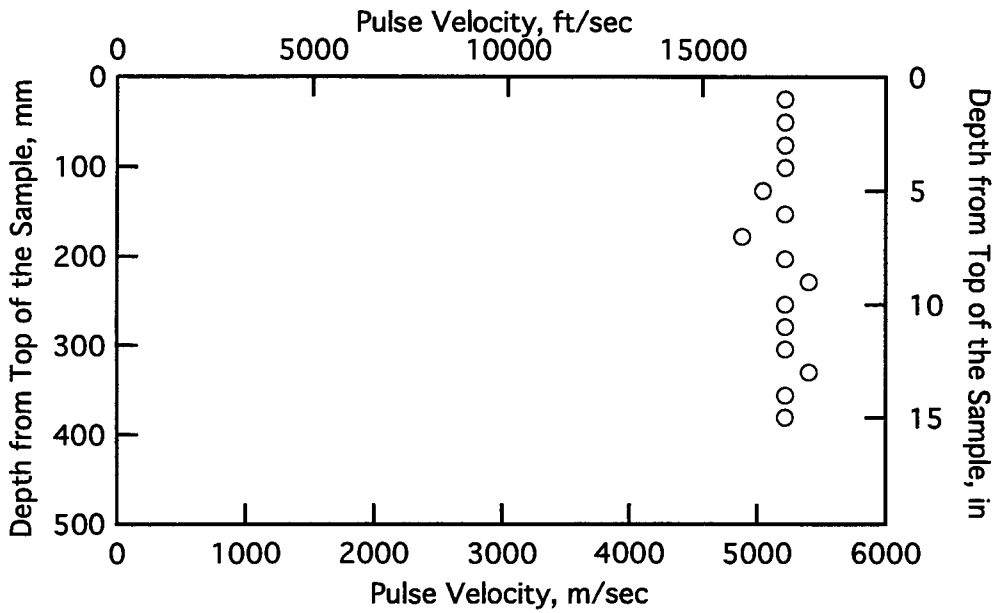


Fig. 11a Pulse Velocity with Depth for Sample P55C from Dallas-Fort Worth International Airport

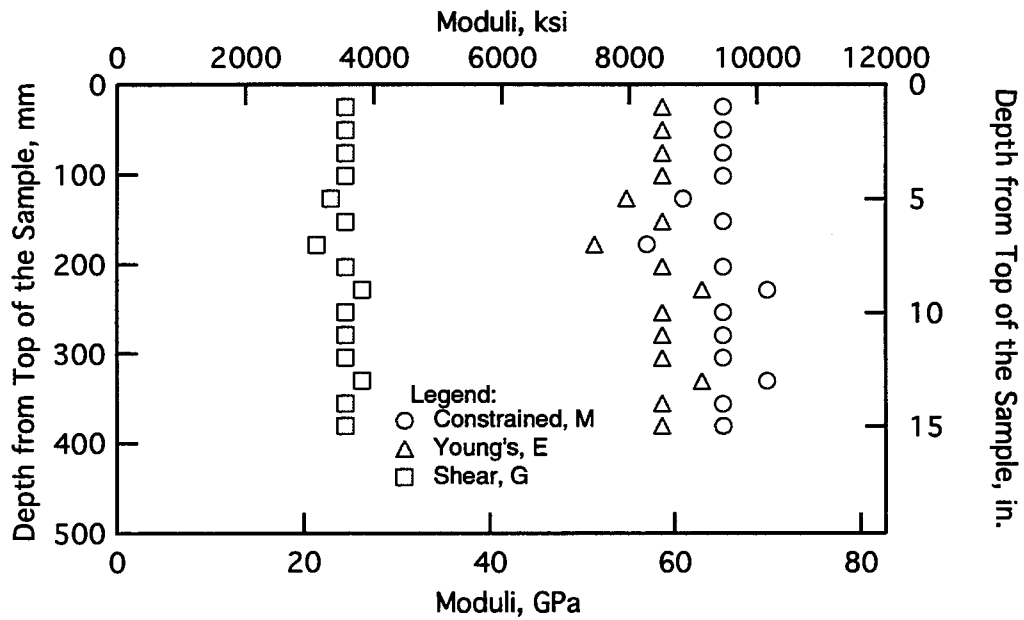


Fig. 11b Shear and Young's Moduli with Depth for Sample P55C from Dallas-Fort Worth International Airport

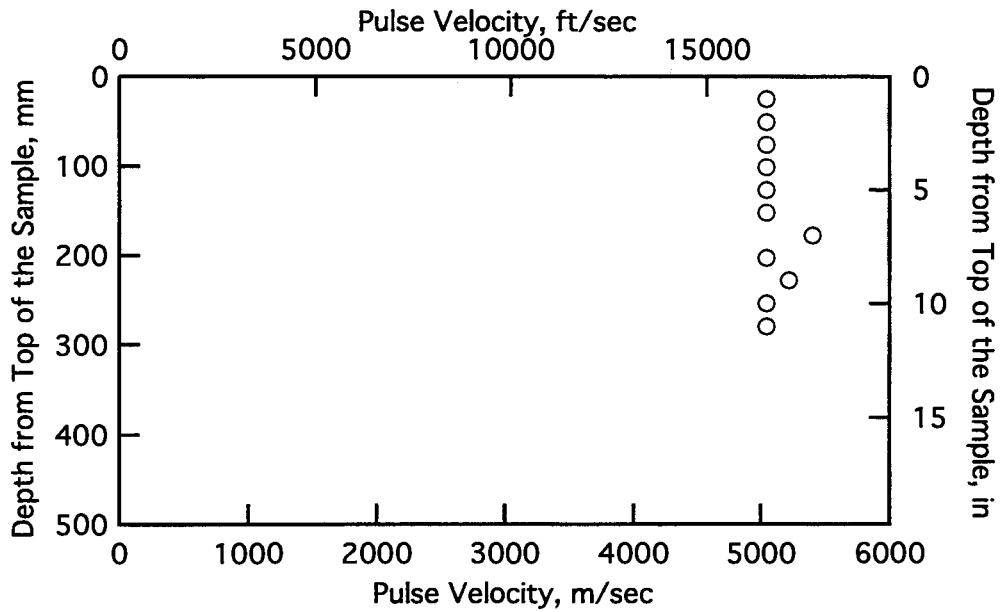


Fig. 12a Pulse Velocity with Depth for Sample P59B from Dallas-Fort Worth International Airport

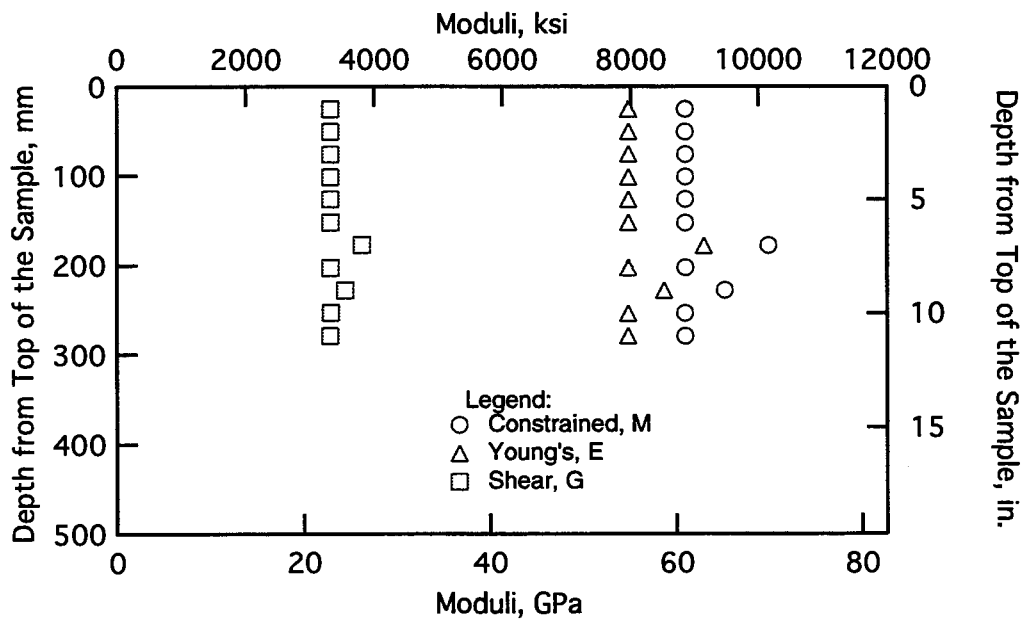


Fig. 12b Shear and Young's Moduli with Depth for Sample P59B from Dallas-Fort Worth International Airport

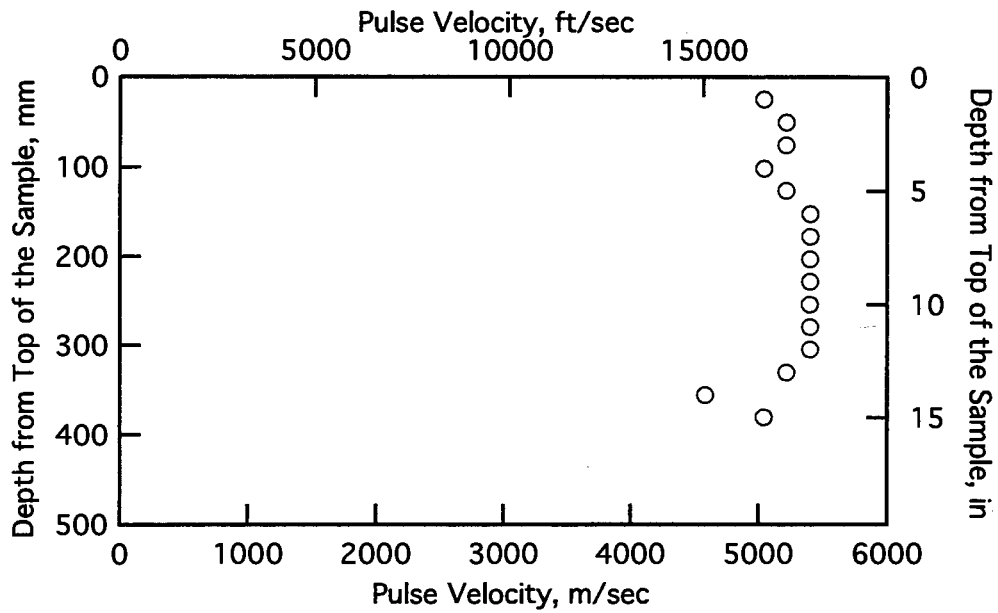


Fig. 13a Pulse Velocity with Depth for Sample 29E from Dallas-Fort Worth International Airport

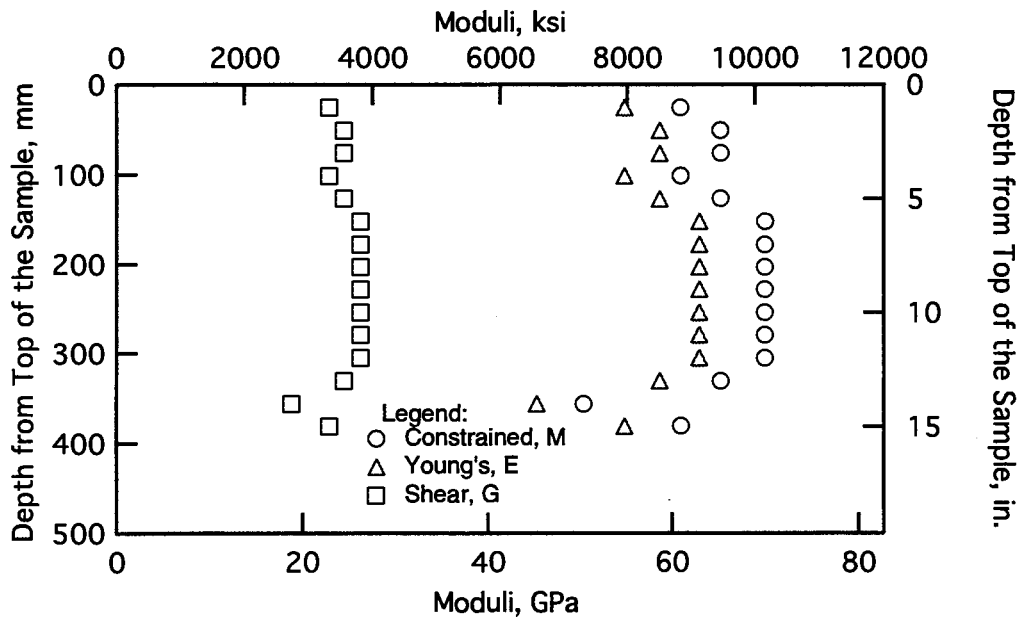


Fig. 13b Shear and Young's Moduli with Depth for Sample 29E from Dallas-Fort Worth International Airport

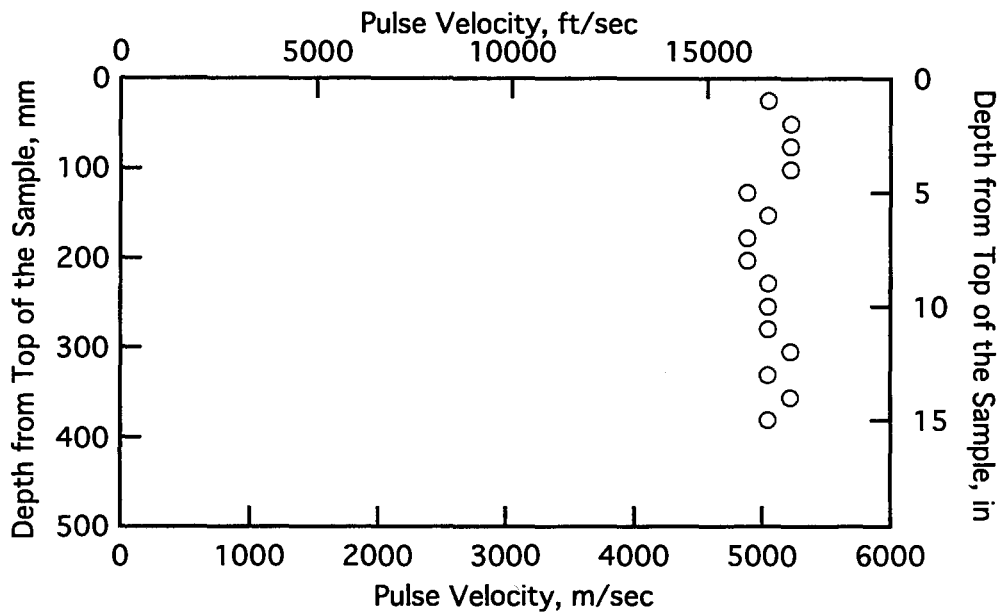


Fig. 14a Pulse Velocity with Depth for Sample P59F from Dallas-Fort Worth International Airport

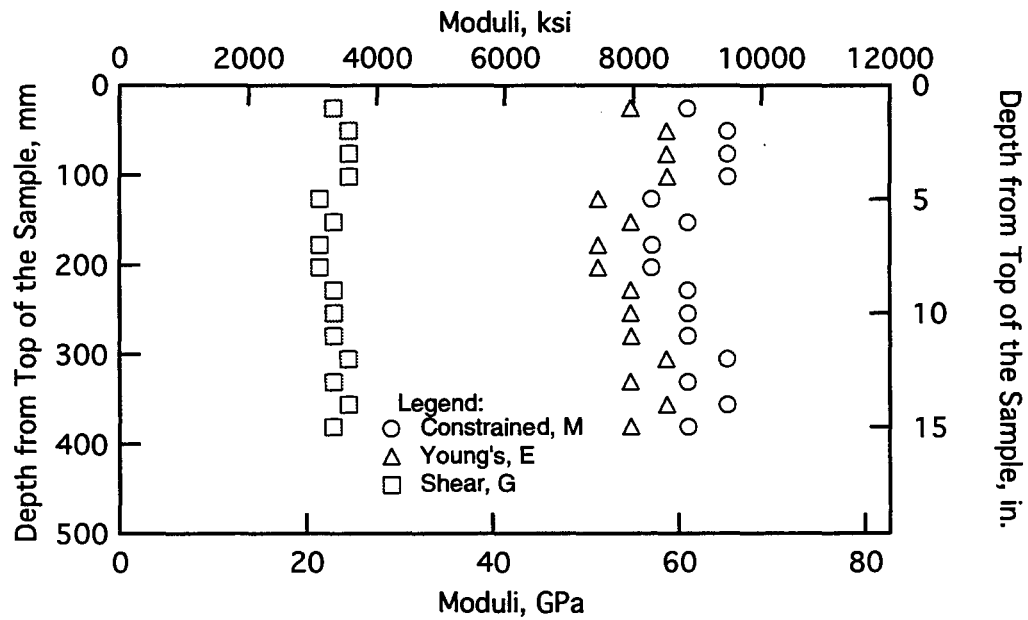


Fig. 14b Shear and Young's Moduli with Depth for Sample P59F from Dallas-Fort Worth International Airport

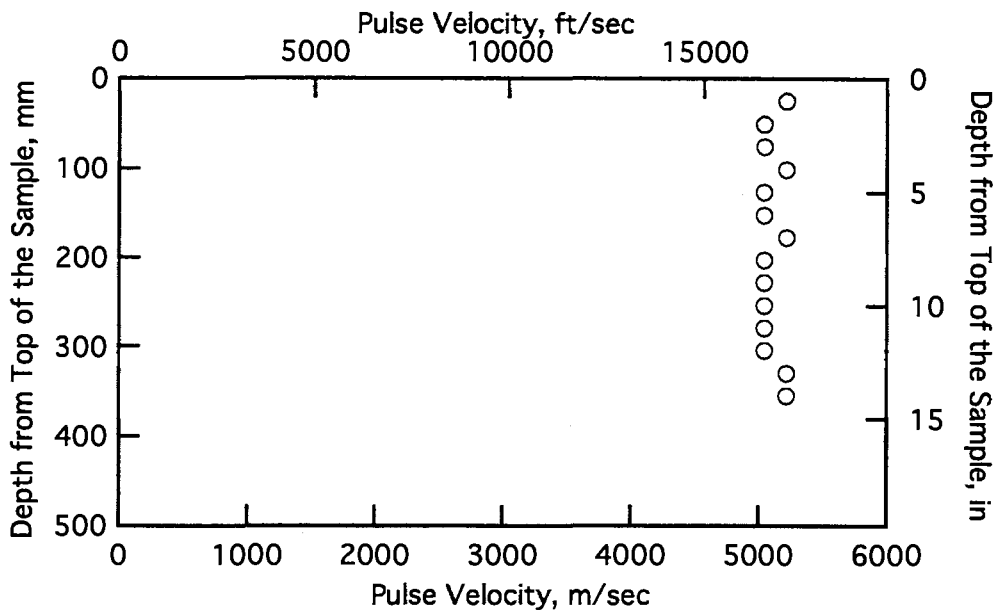


Fig. 15a Pulse Velocity with Depth for Sample P60_4 from Dallas-Fort Worth International Airport

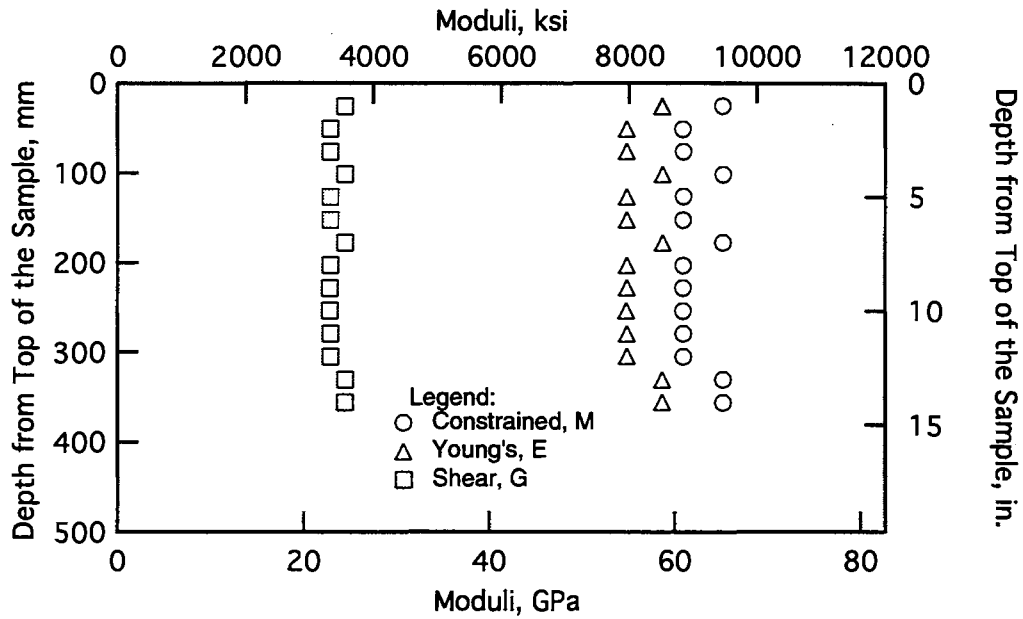


Fig. 15b Shear and Young's Moduli with Depth for Sample P60_4 from Dallas-Fort Worth International Airport

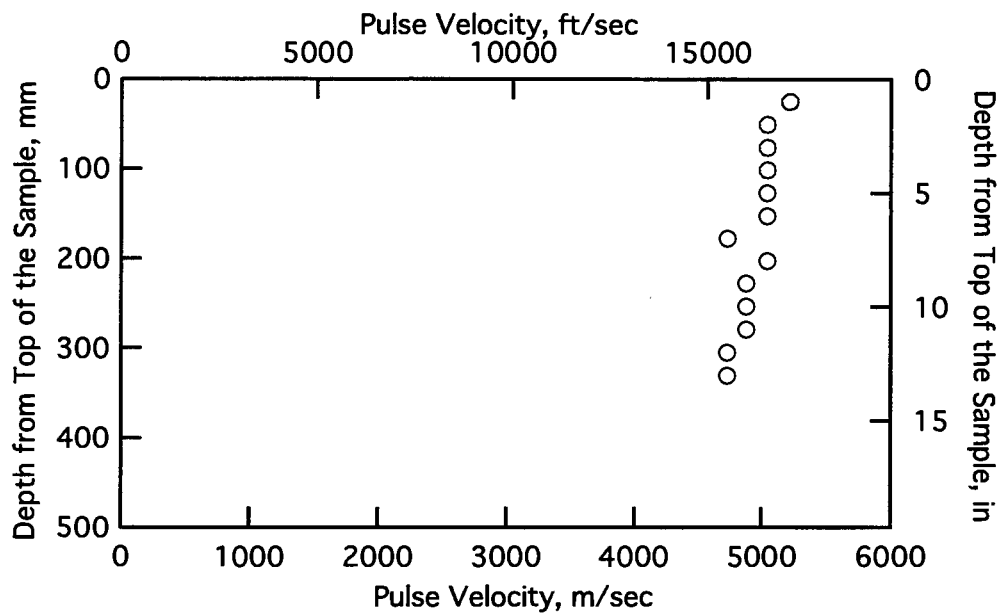


Fig. 16a Pulse Velocity with Depth for Sample P60_5 from Dallas-Fort Worth International Airport

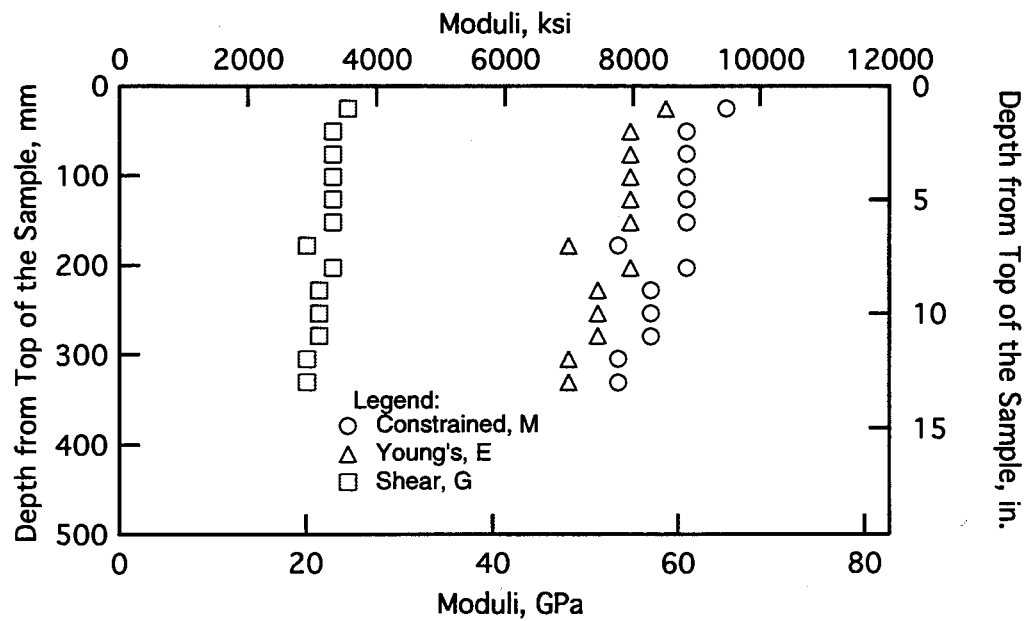


Fig. 16b Shear and Young's Moduli with Depth for Sample P60_5 from Dallas-Fort Worth International Airport

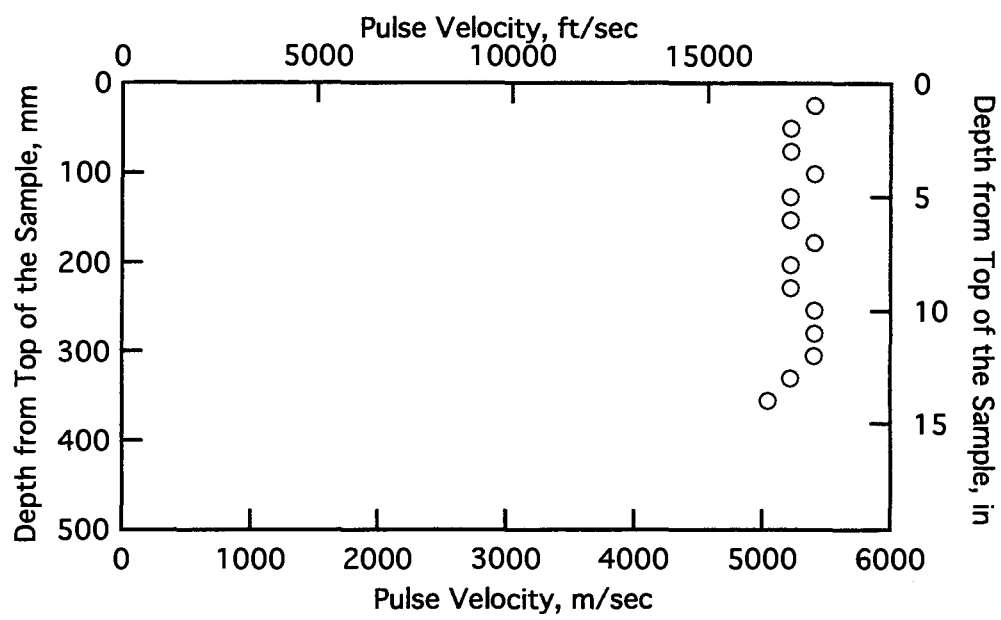


Fig. 17a Pulse Velocity with Depth for Sample 60_6 from Dallas-Fort Worth International Airport

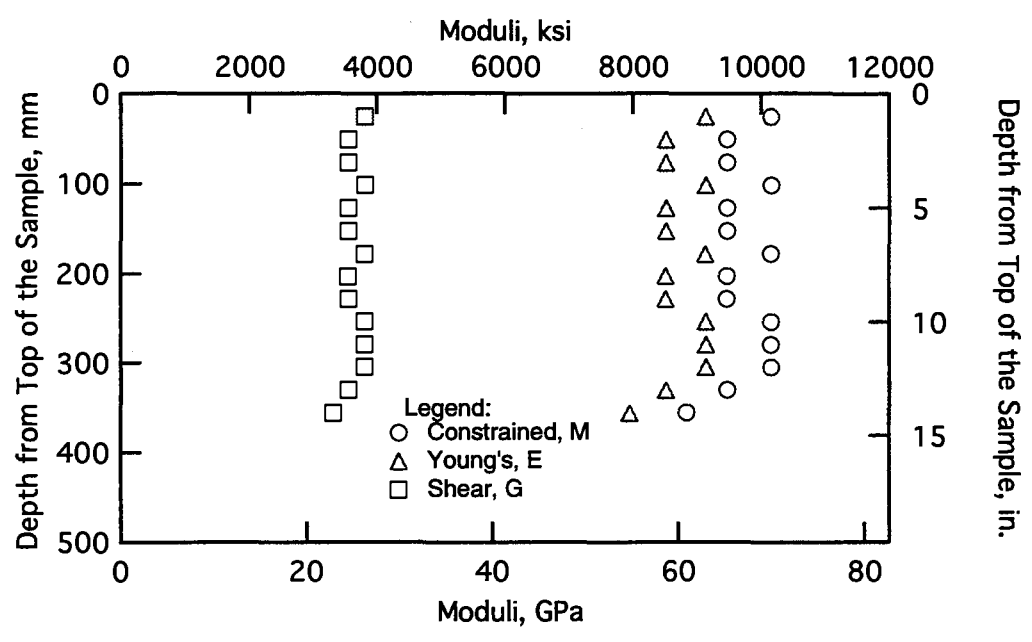


Fig. 17b Shear and Young's Moduli with Depth for Sample 60_6 from Dallas-Fort Worth International Airport

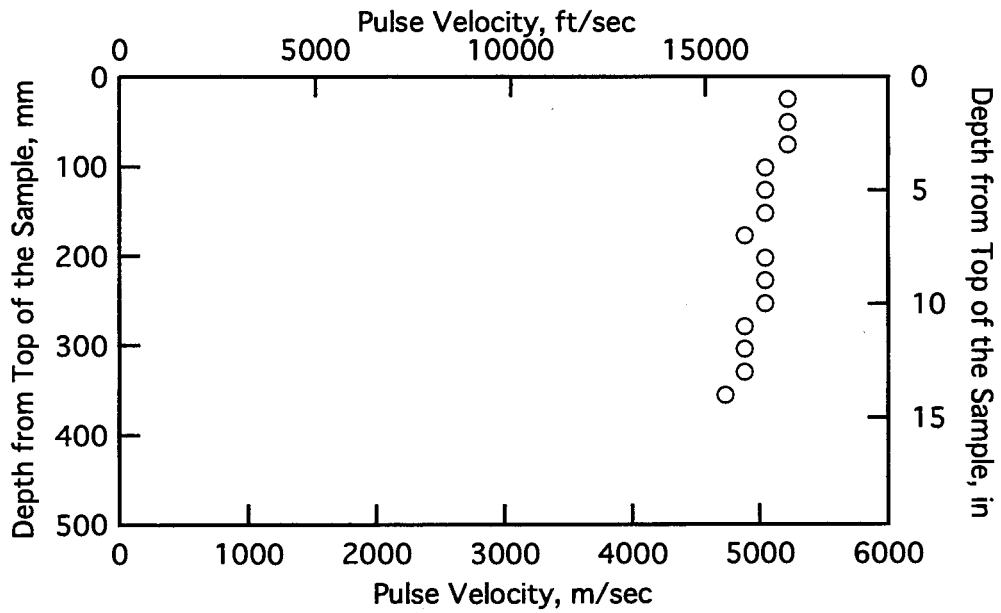


Fig. 18a Pulse Velocity with Depth for Sample P59G from Dallas-Fort Worth International Airport

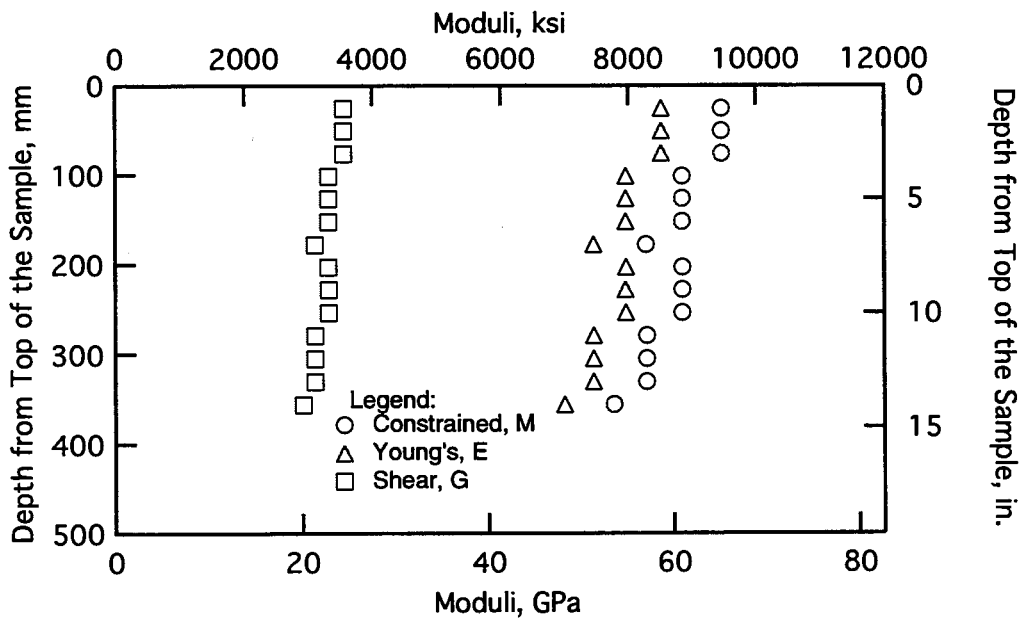


Fig. 18b Shear and Young's Moduli with Depth for Sample P59G from Dallas-Fort Worth International Airport

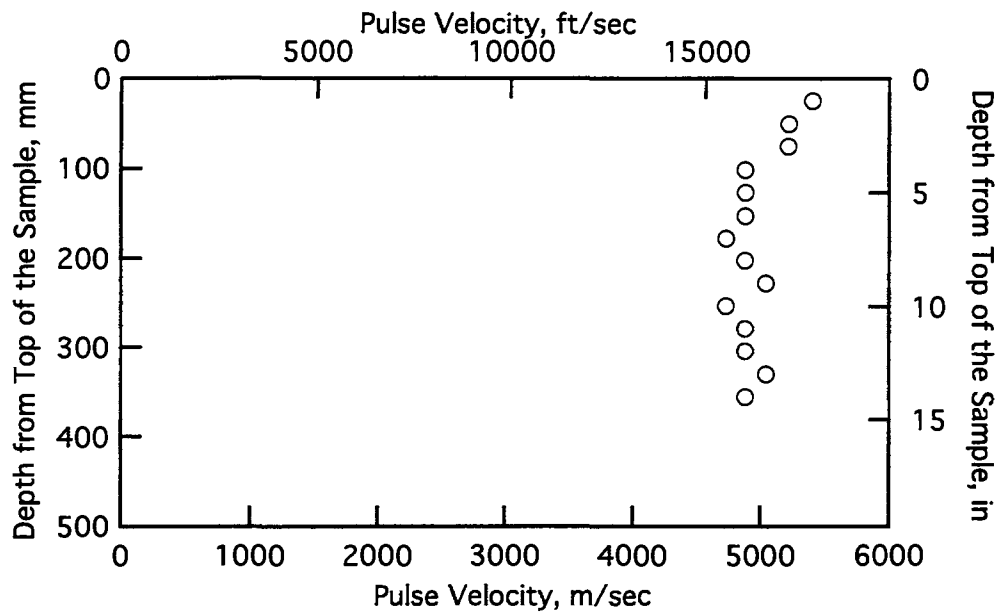


Fig. 19a Pulse Velocity with Depth for Sample 63F from Dallas-Fort Worth International Airport

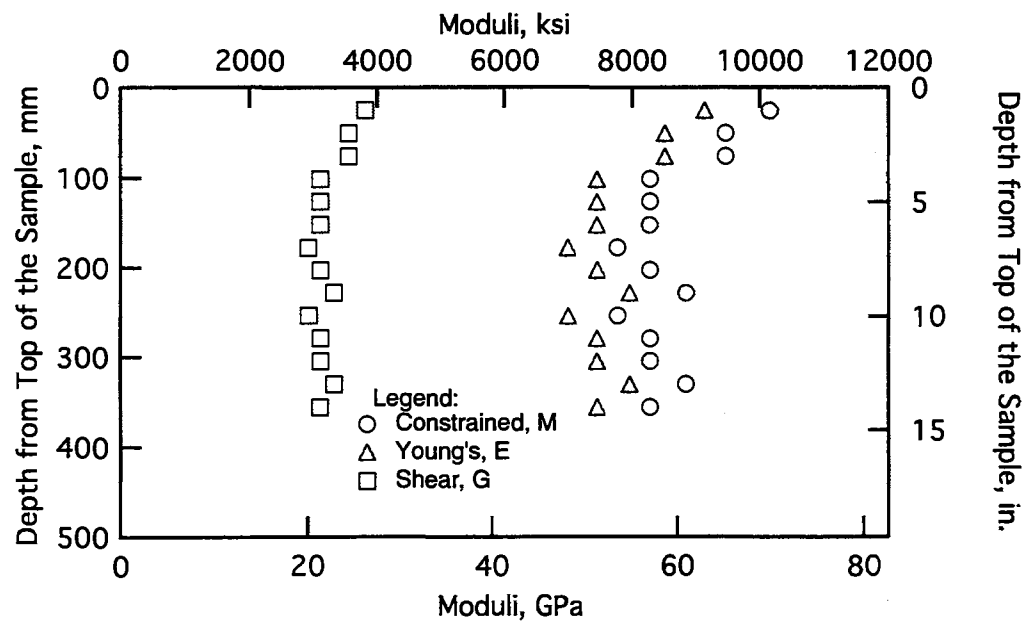


Fig. 19b Shear and Young's Moduli with Depth for Sample 63F from Dallas-Fort Worth International Airport

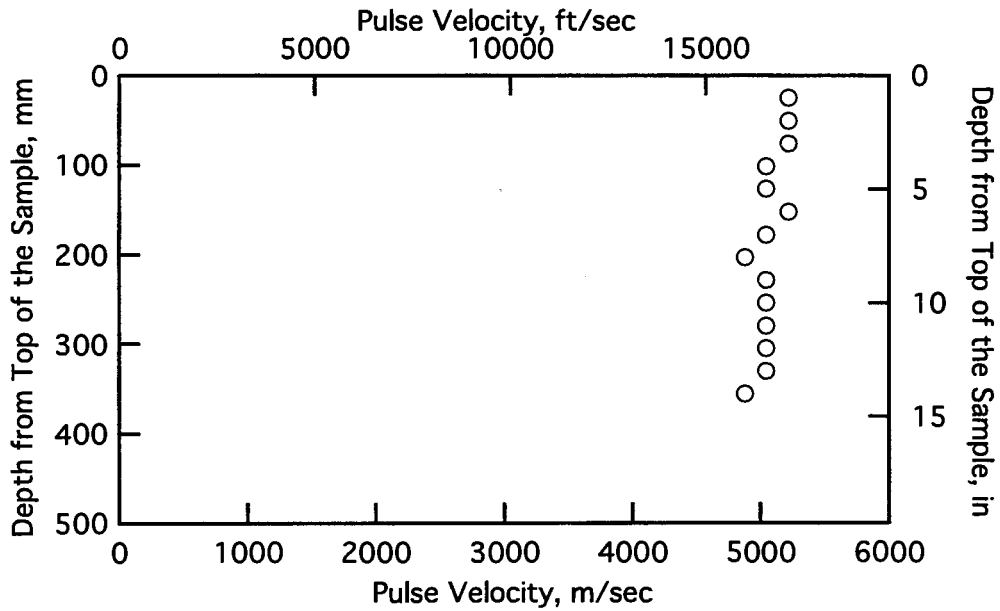


Fig. 20a Pulse Velocity with Depth for Sample P59E from Dallas-Fort Worth International Airport

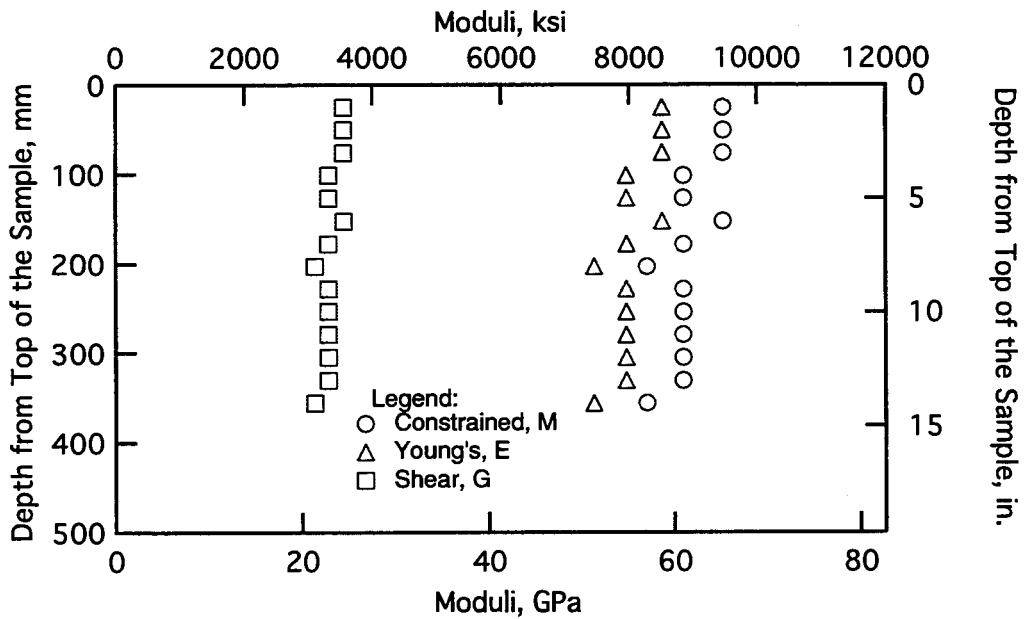


Fig. 20b Shear and Young's Moduli with Depth for Sample P59E from Dallas-Fort Worth International Airport

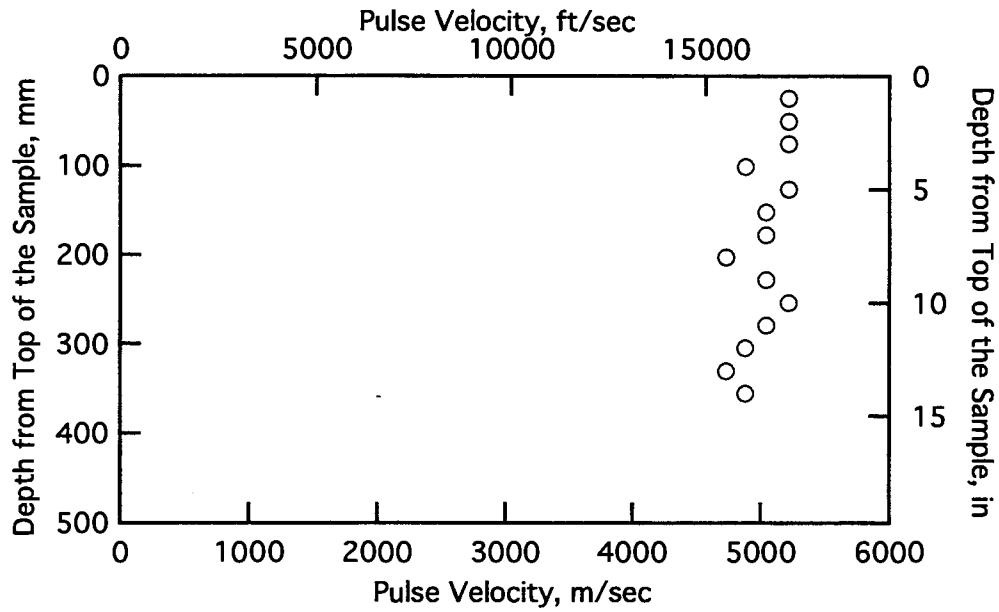


Fig. 21a Pulse Velocity with Depth for Sample 56_2 from Dallas-Fort Worth International Airport

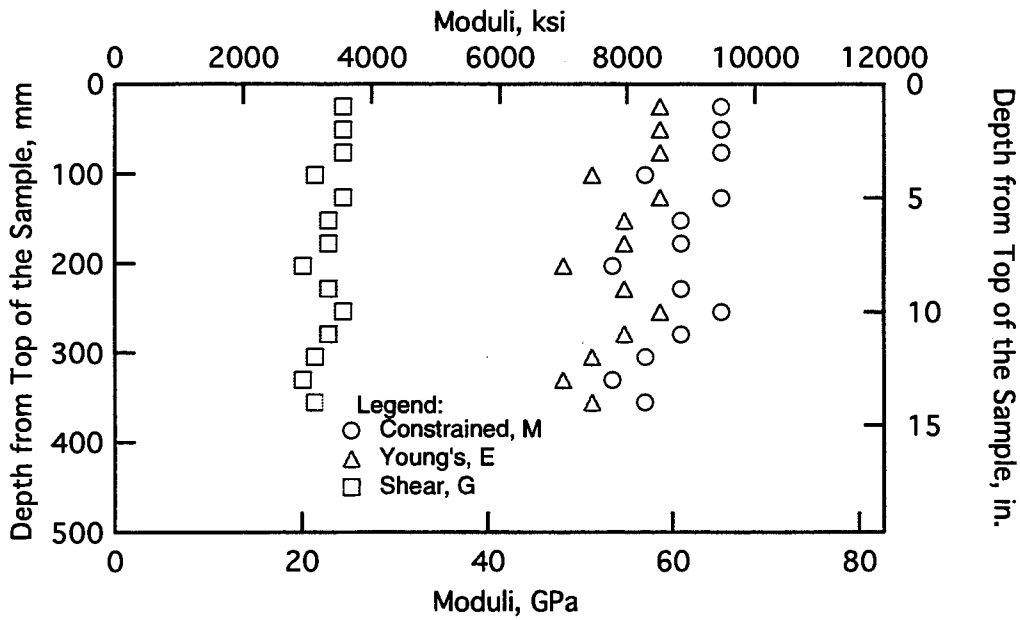


Fig. 21b Shear and Young's Moduli with Depth for Sample 56_2 from Dallas-Fort Worth International Airport

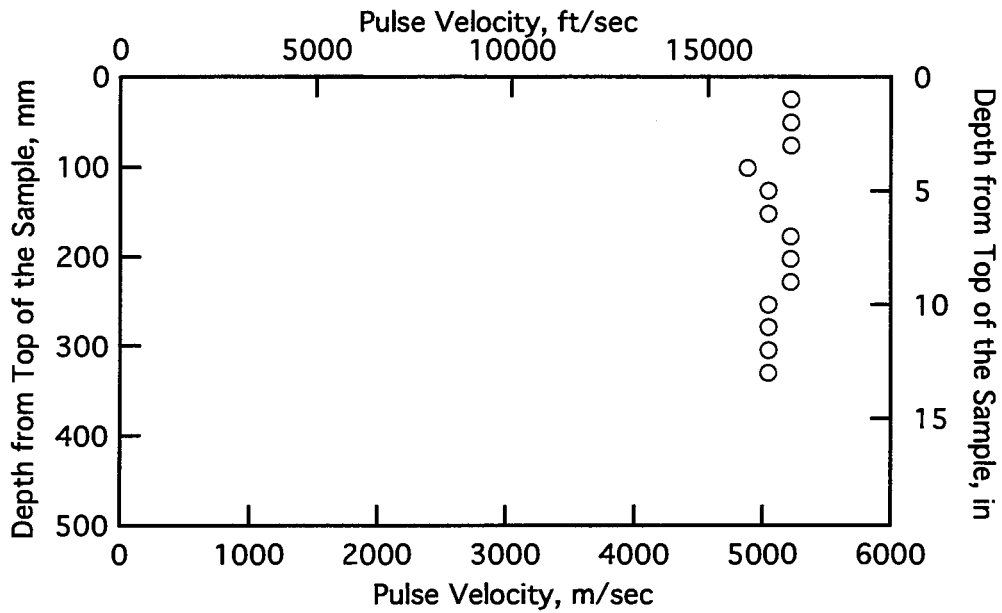


Fig. 22a Pulse Velocity with Depth for Sample P63E from Dallas-Fort Worth International Airport

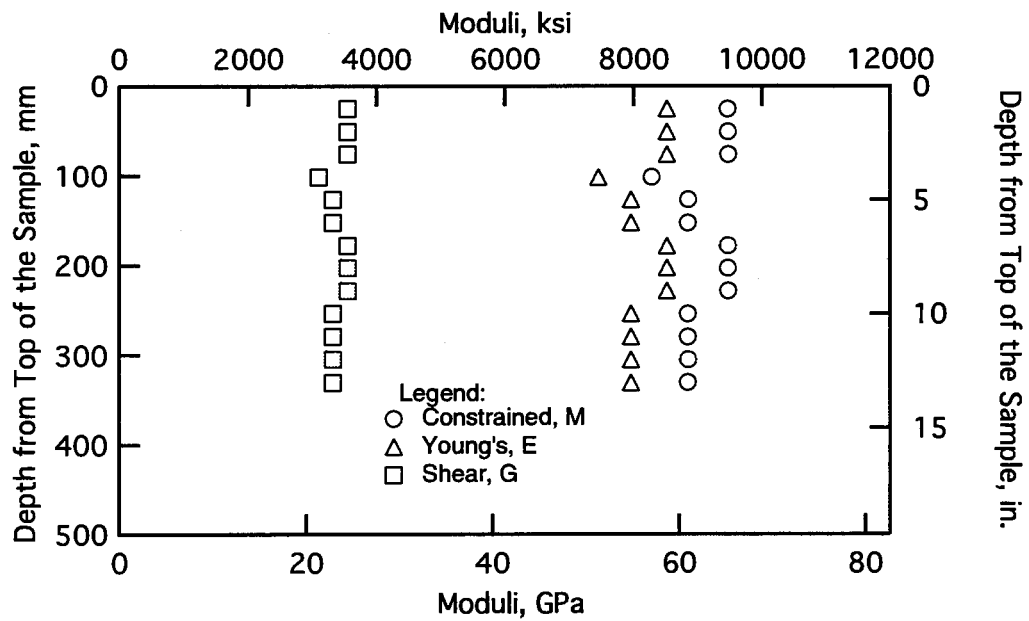


Fig. 22b Shear and Young's Moduli with Depth for Sample P63E from Dallas-Fort Worth International Airport

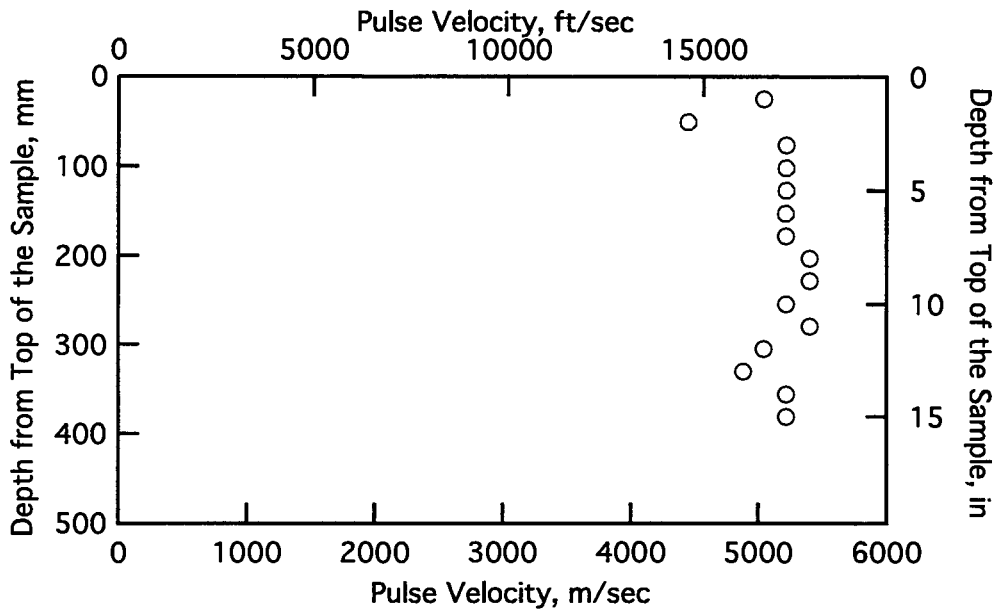


Fig. 23a Pulse Velocity with Depth for Sample 29G from Dallas-Fort Worth International Airport

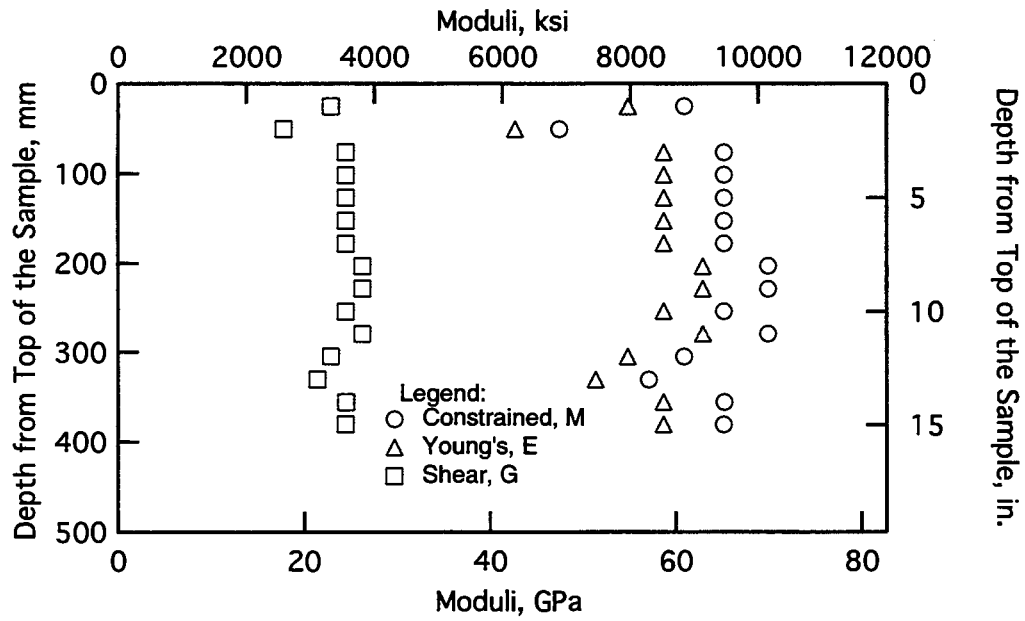


Fig. 23a Shear and Young's Moduli with Depth for Sample 29G from Dallas-Fort Worth International Airport

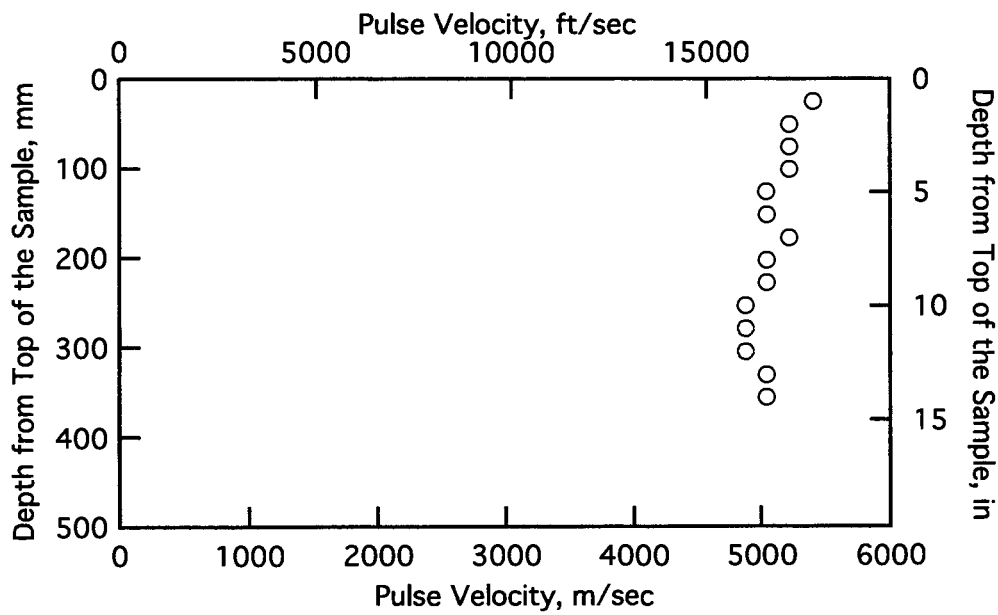


Fig. 24a Pulse Velocity with Depth for Sample P59A from Dallas-Fort Worth International Airport

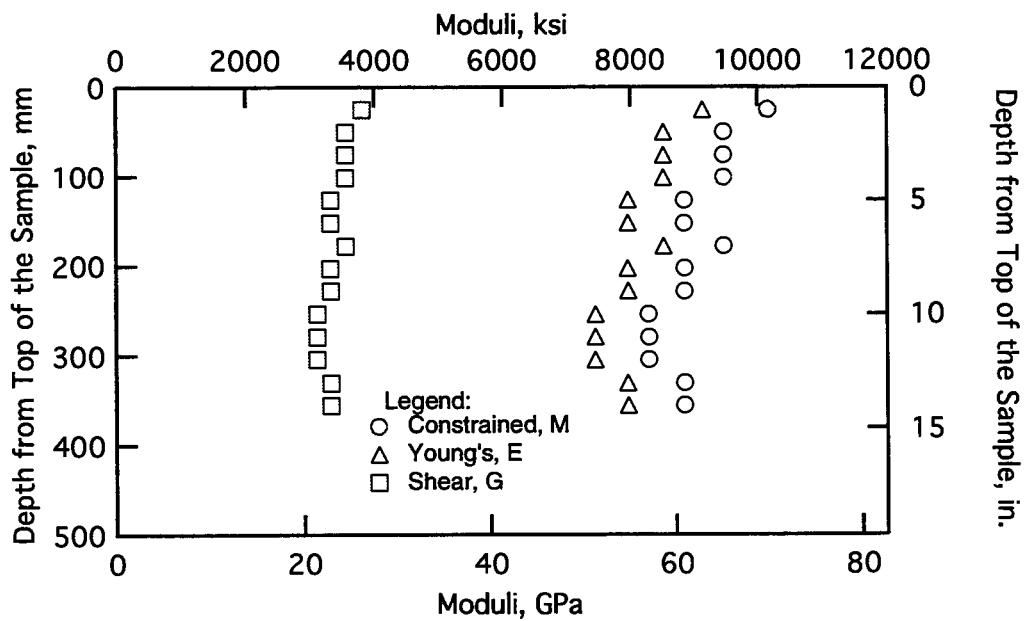


Fig. 24b Shear and Young's Moduli with Depth for Sample P59A from Dallas-Fort Worth International Airport

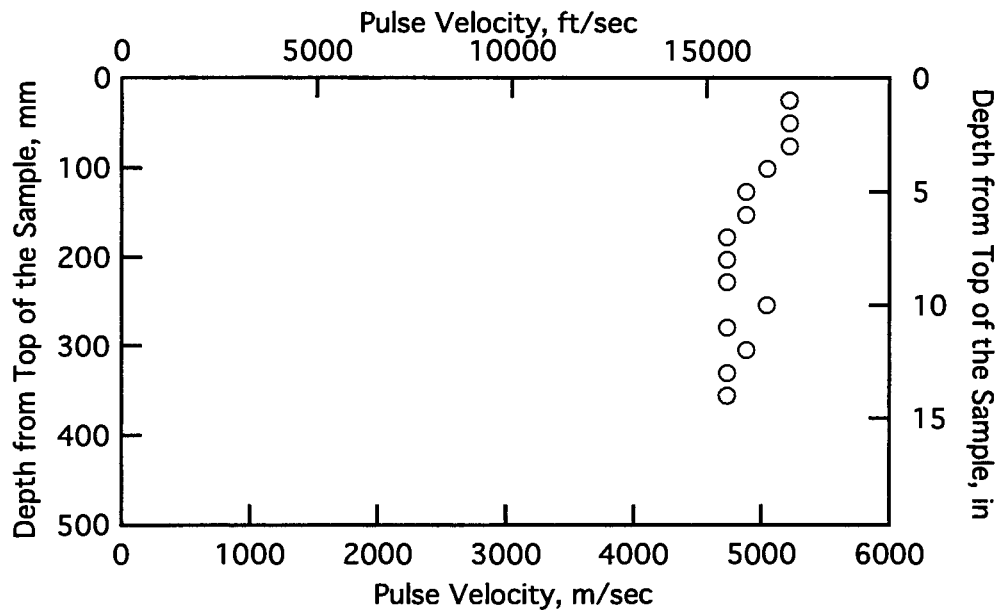


Fig. 25a Pulse Velocity with Depth for Sample 56_3 from Dallas-Fort Worth International Airport

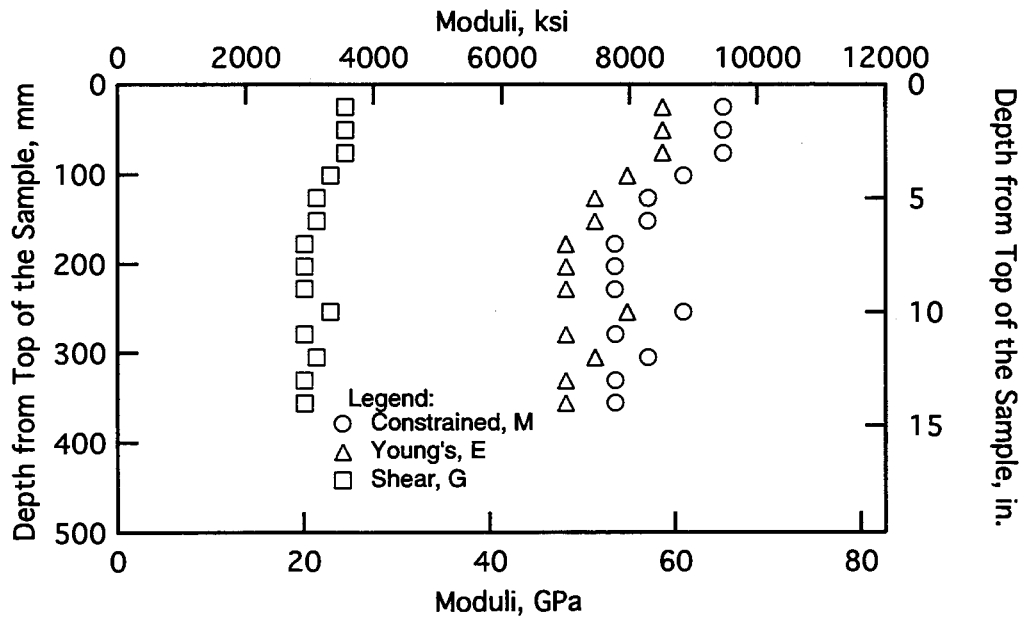


Fig. 25b Shear and Young's Moduli with Depth for Sample 56_3 from Dallas-Fort Worth International Airport

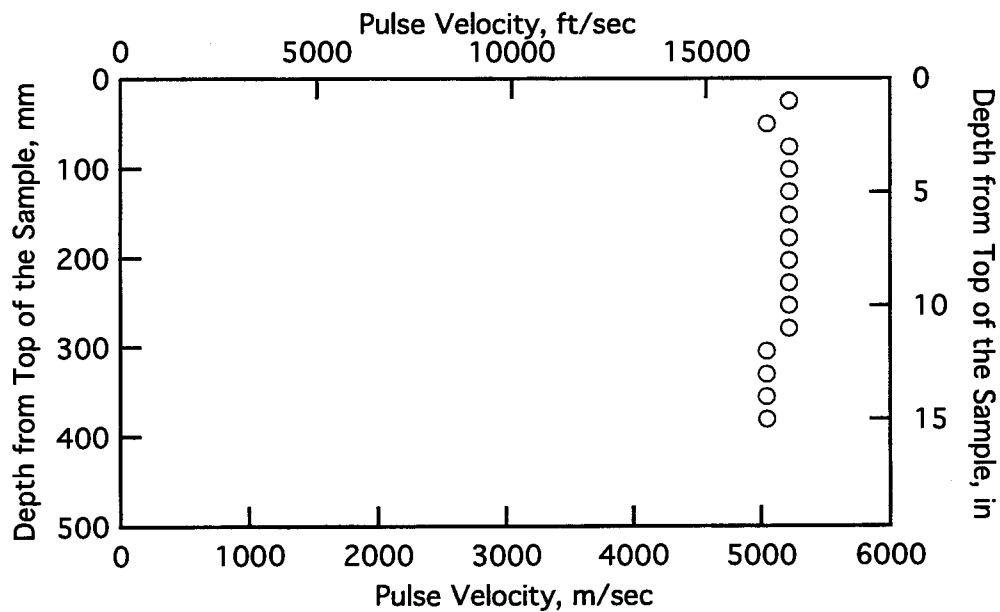


Fig. 26a Pulse Velocity with Depth for Sample 17G from Dallas-Fort Worth International Airport

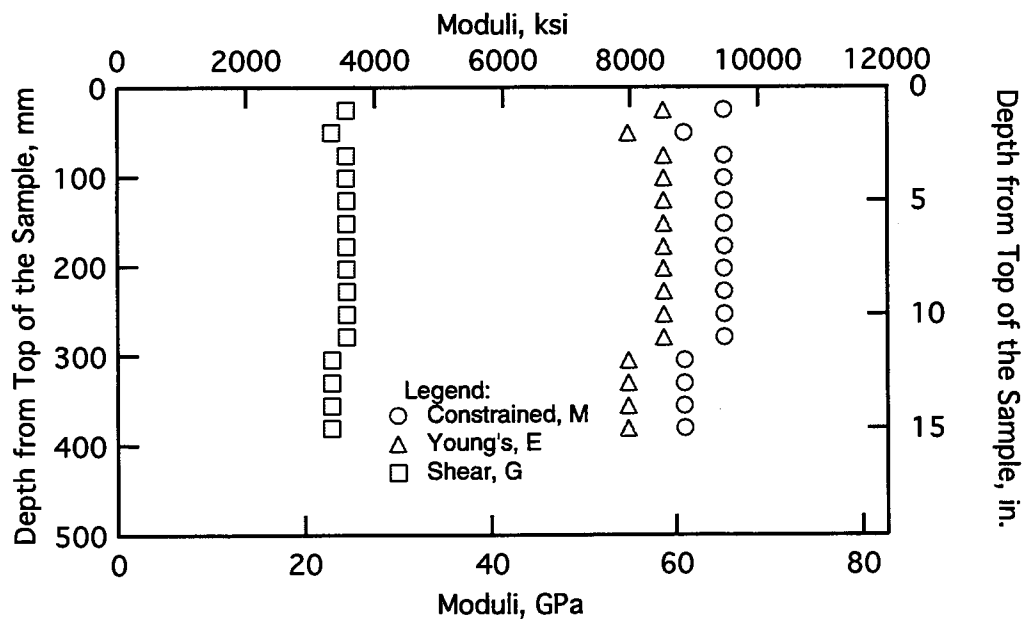


Fig. 26b Shear and Young's Moduli with Depth for Sample 17G from Dallas-Fort Worth International Airport

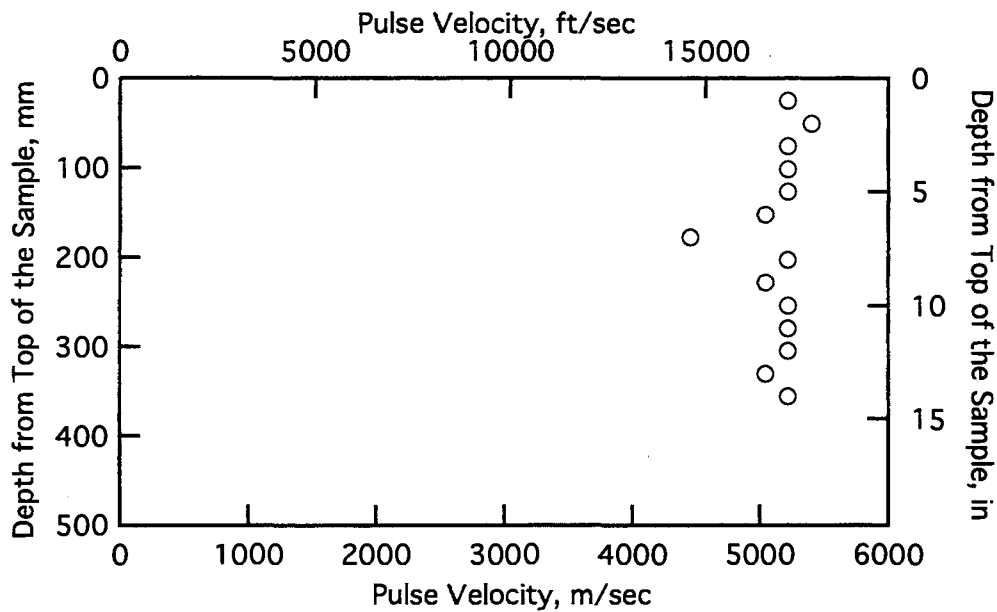


Fig. 27a Pulse Velocity with Depth for Sample P63C from Dallas-Fort Worth International Airport

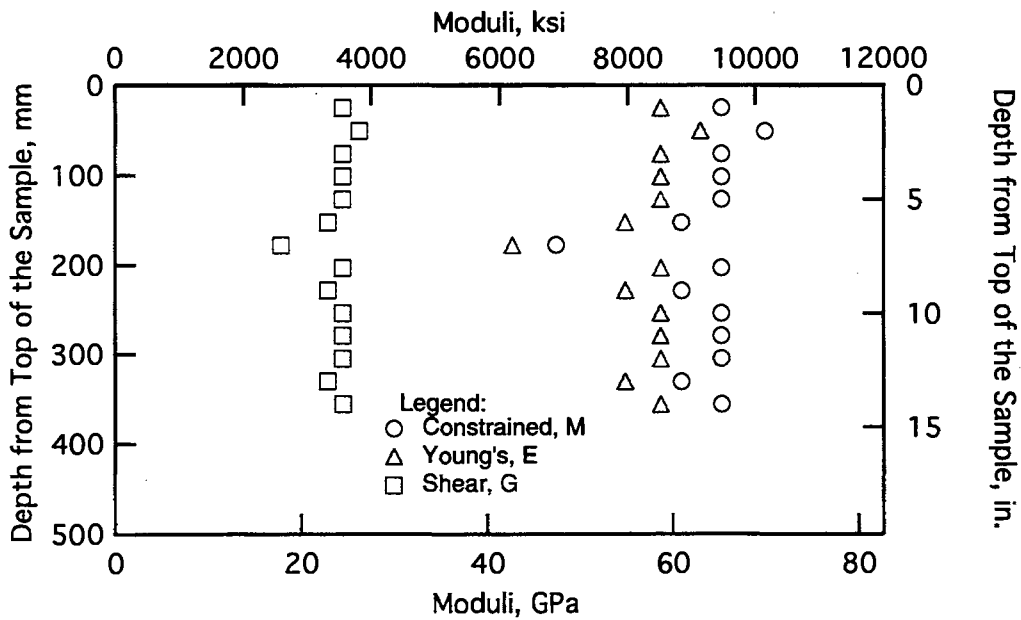


Fig. 27b Shear and Young's Moduli with Depth for Sample P63C from Dallas-Fort Worth International Airport

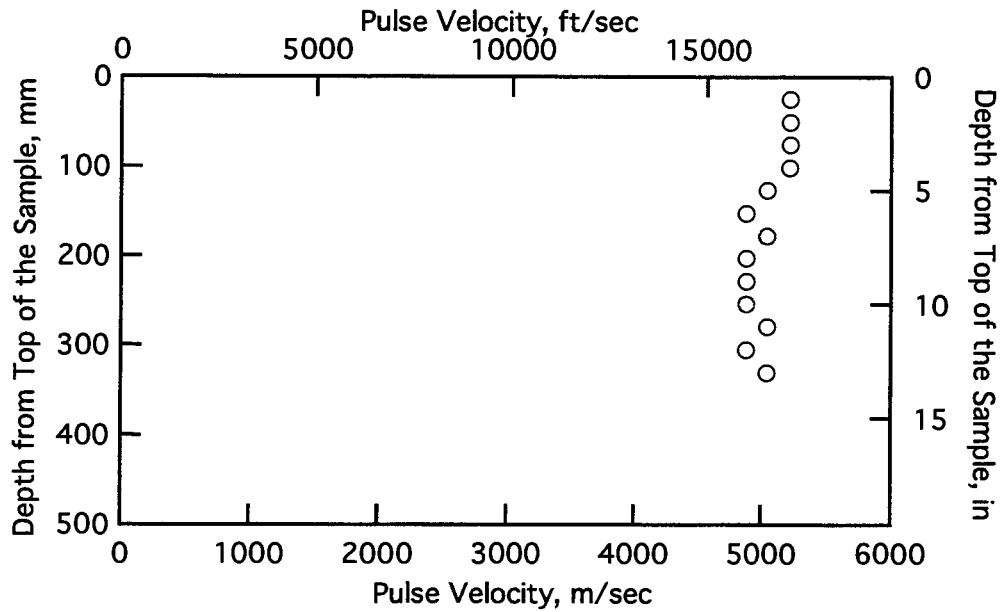


Fig. 28a Pulse Velocity with Depth for Sample 67E from Dallas-Fort Worth International Airport

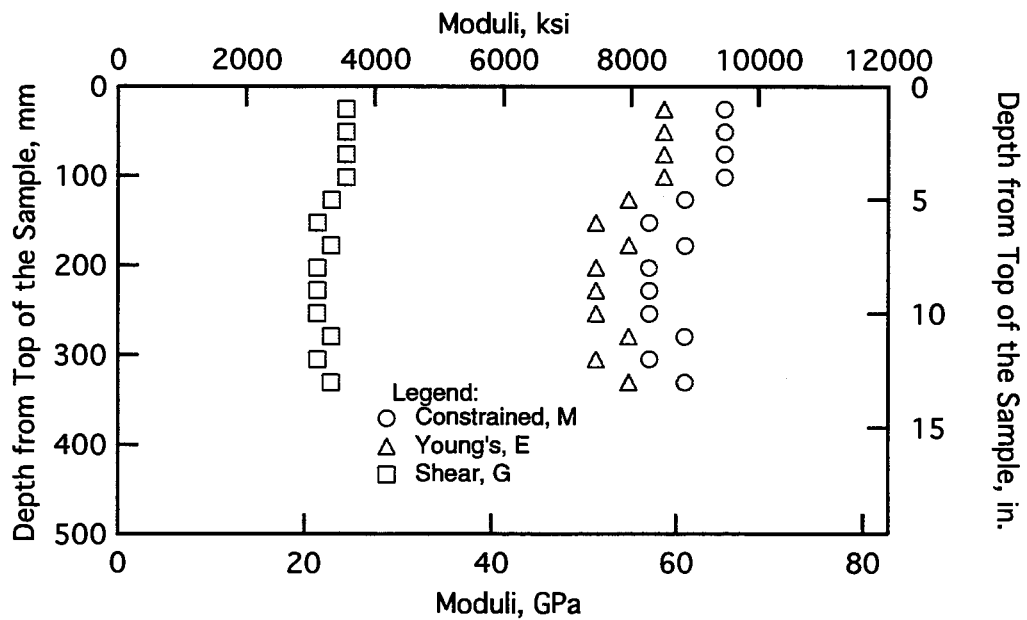


Fig. 28b Shear and Young's Moduli with Depth for Sample 67E from Dallas-Fort Worth International Airport

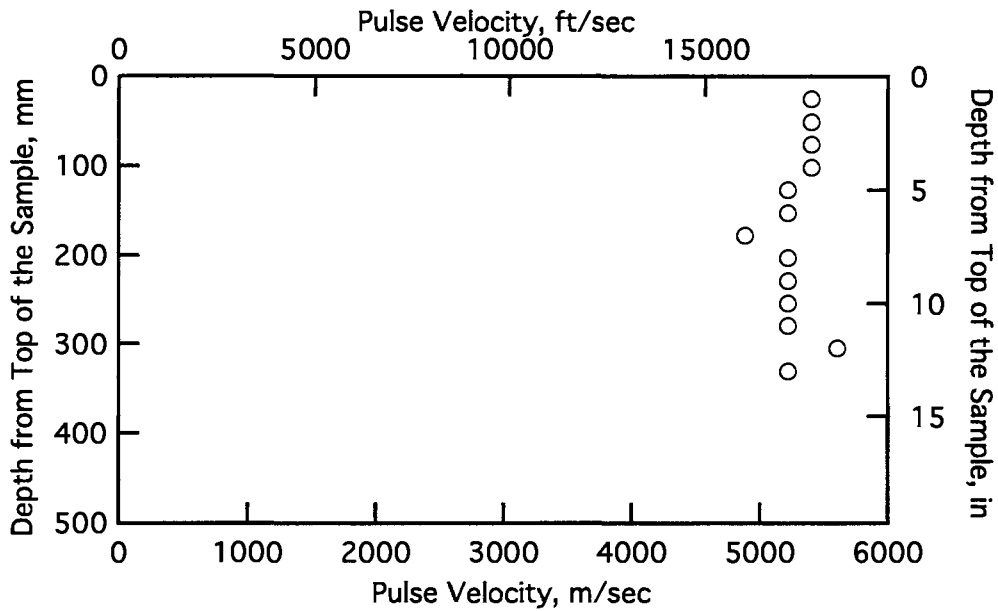


Fig. 29a Pulse Velocity with Depth for Sample 29F from Dallas-Fort Worth International Airport

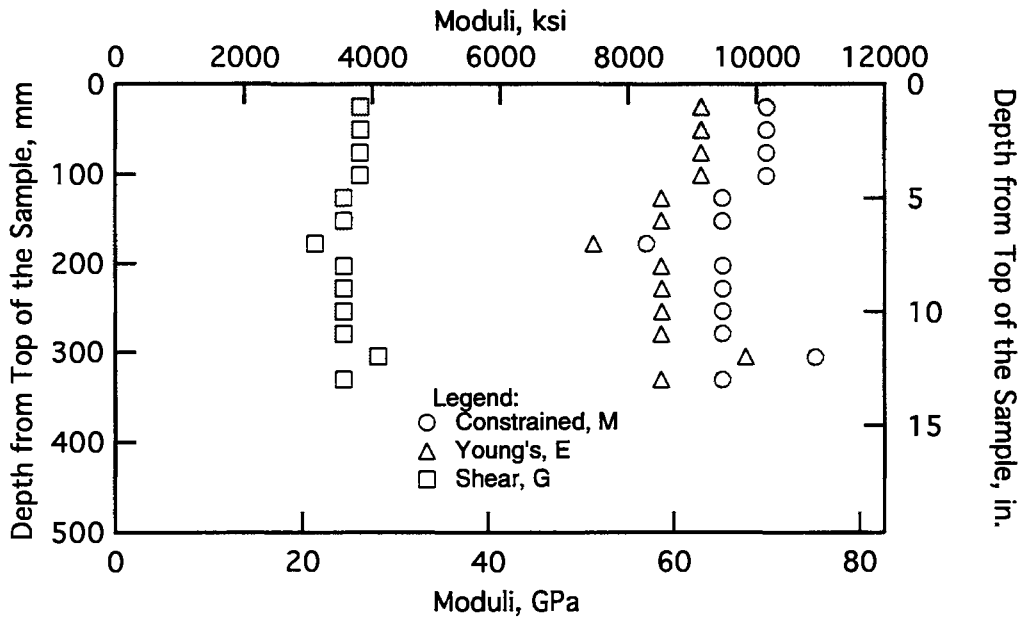


Fig. 29b Shear and Young's Moduli with Depth for Sample 29F from Dallas-Fort Worth International Airport

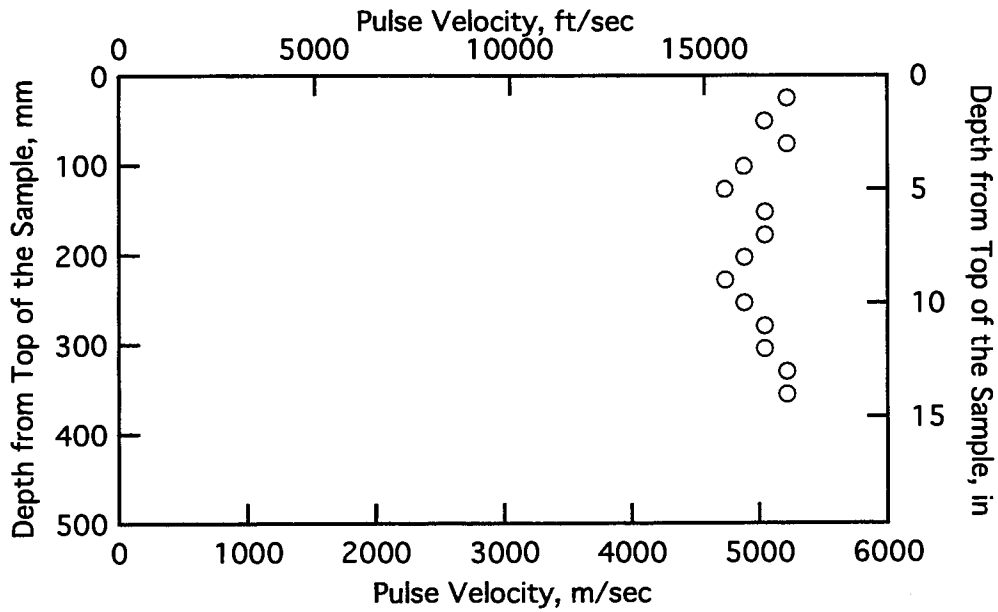


Fig. 30a Pulse Velocity with Depth for Sample 17F from Dallas-Fort Worth International Airport

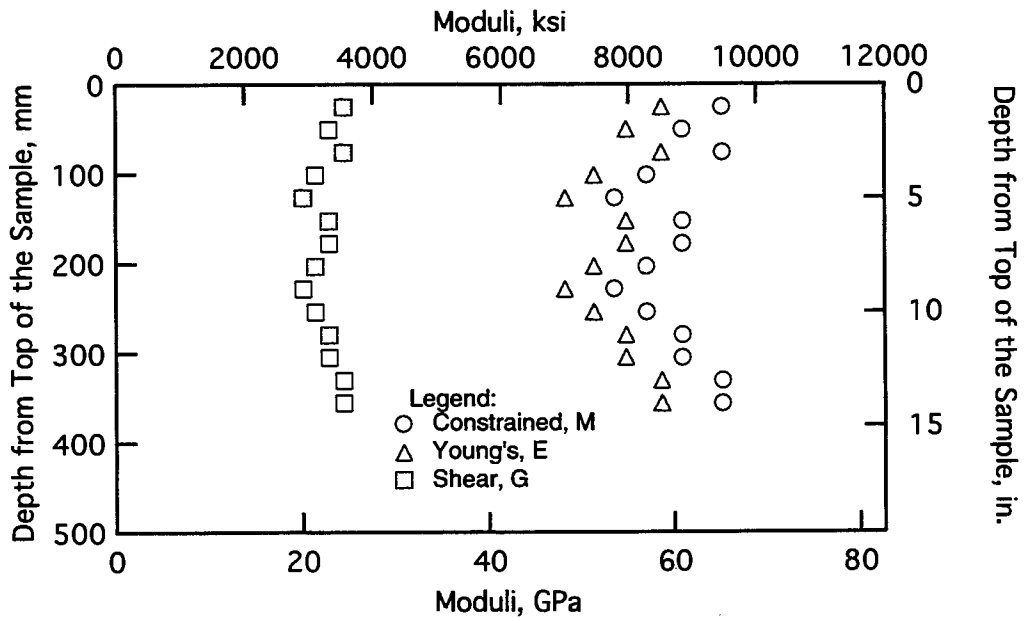


Fig. 30b Shear and Young's Moduli with Depth for Sample 17F from Dallas-Fort Worth International Airport

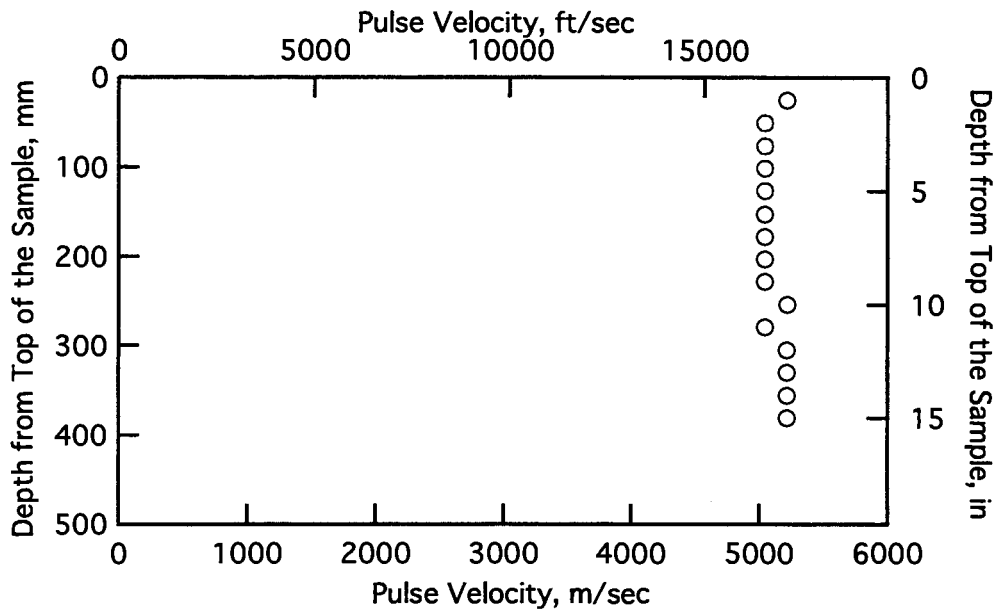


Fig. 31a Pulse Velocity with Depth for Sample P55F from Dallas-Fort Worth International Airport

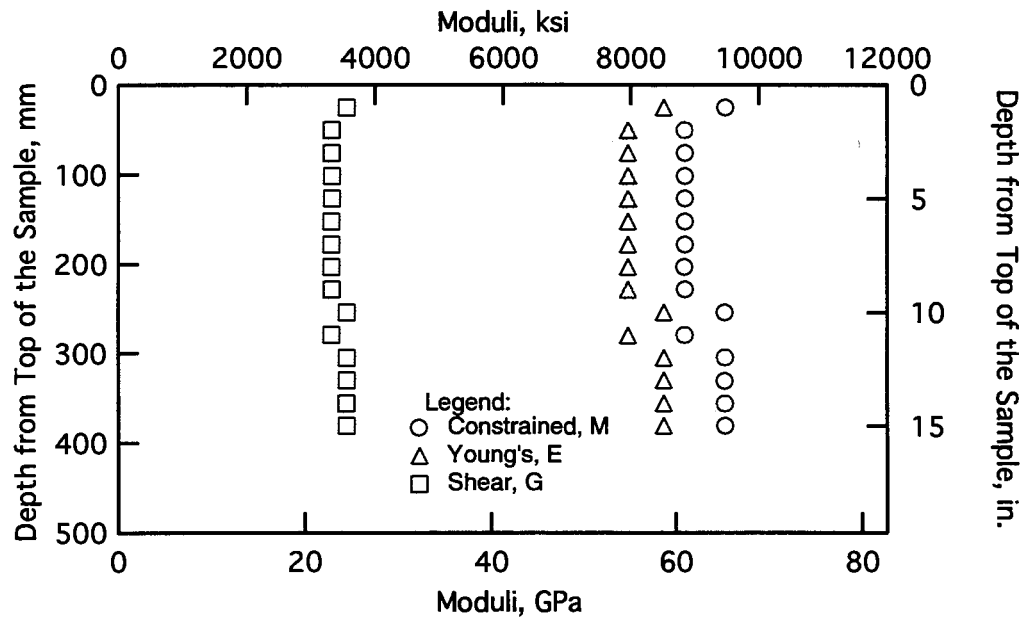


Fig. 31b Shear and Young's Moduli with Depth for Sample P55F from Dallas-Fort Worth International Airport

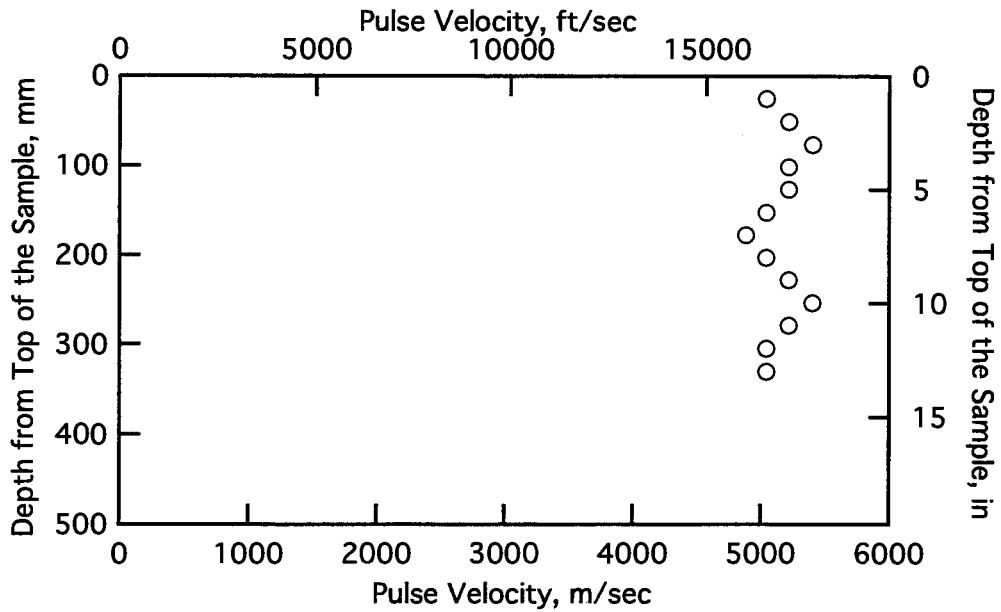


Fig. 32a Pulse Velocity with Depth for Sample 67C from Dallas-Fort Worth International Airport

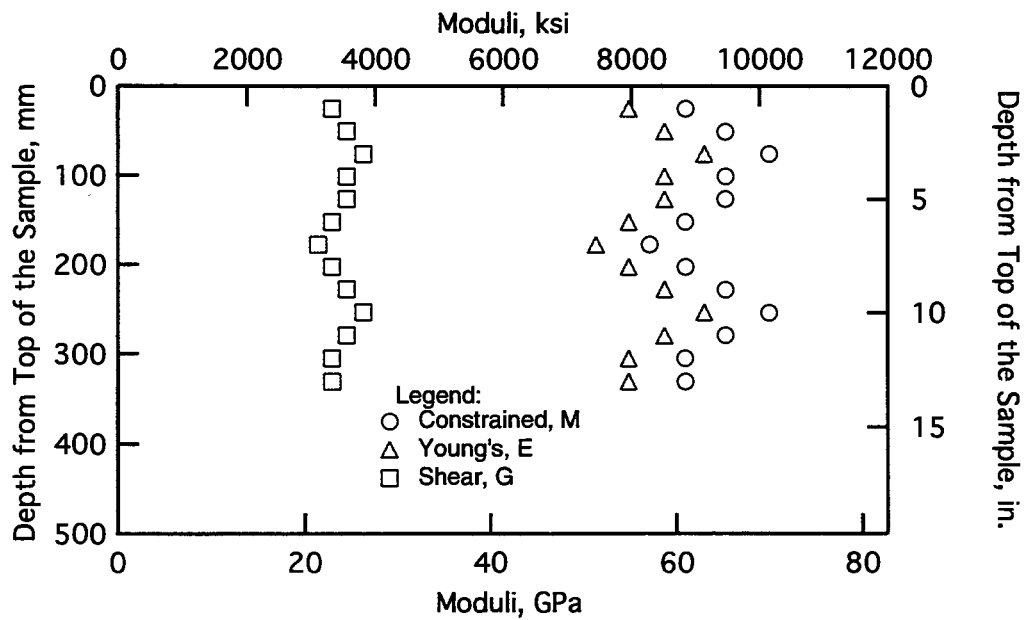


Fig. 32b Shear and Young's Moduli with Depth for Sample 67C from Dallas-Fort Worth International Airport

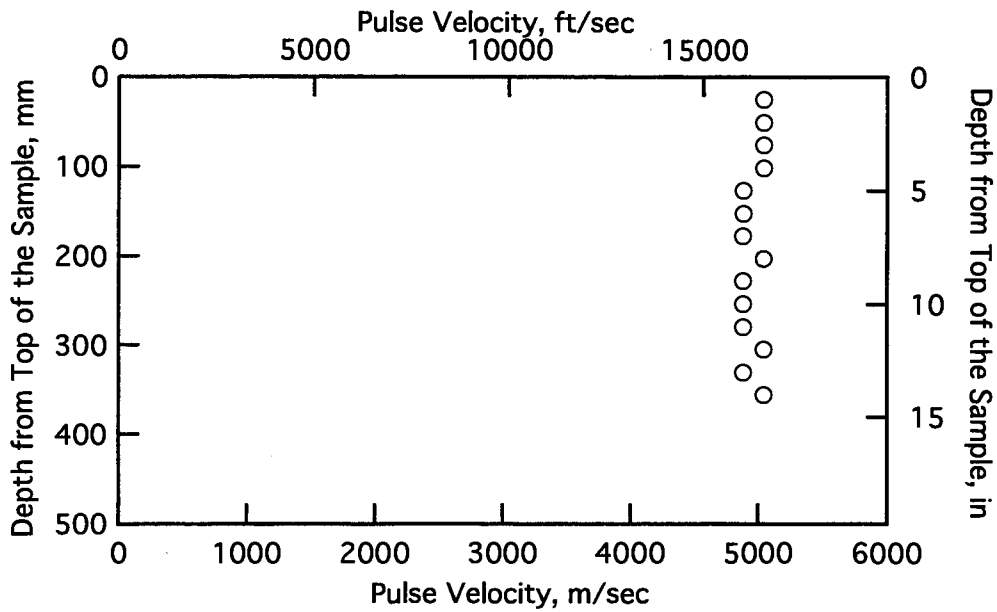


Fig. 33a Pulse Velocity with Depth for Sample 67G from Dallas-Fort Worth International Airport

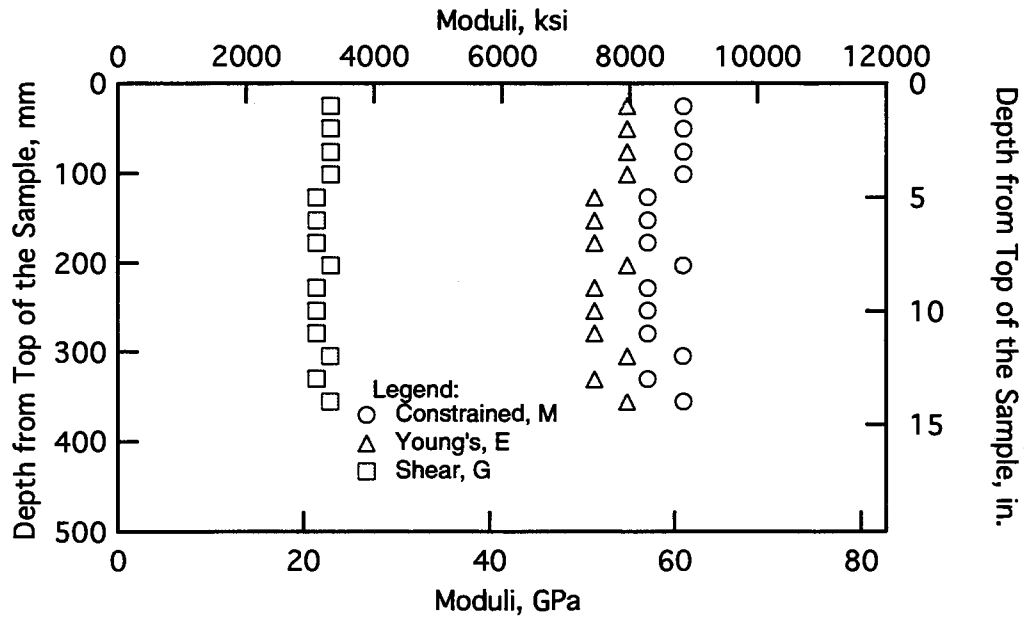


Fig. 33b Shear and Young's Moduli with Depth for Sample 67G from Dallas-Fort Worth International Airport

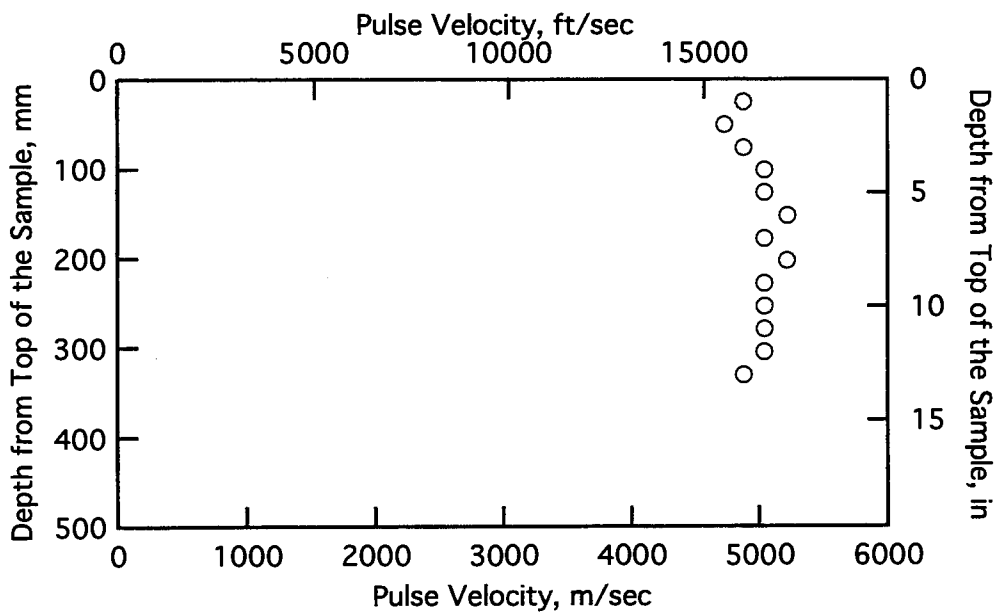


Fig. 34a Pulse Velocity with Depth for Sample 17E from Dallas-Fort Worth International Airport

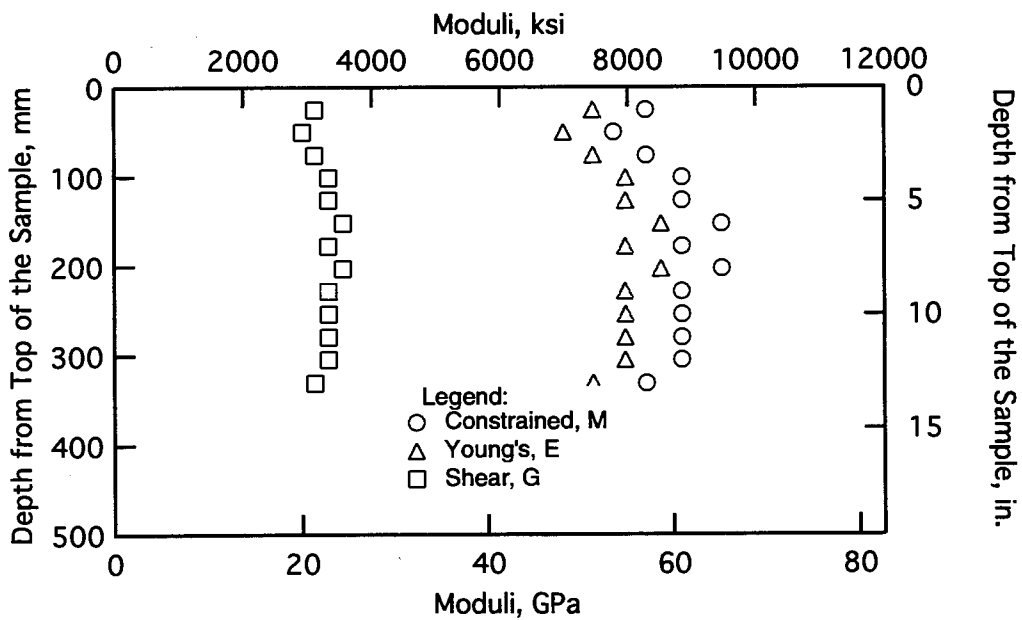


Fig. 34b Shear and Young's Moduli with Depth for Sample 17E from Dallas-Fort Worth International Airport

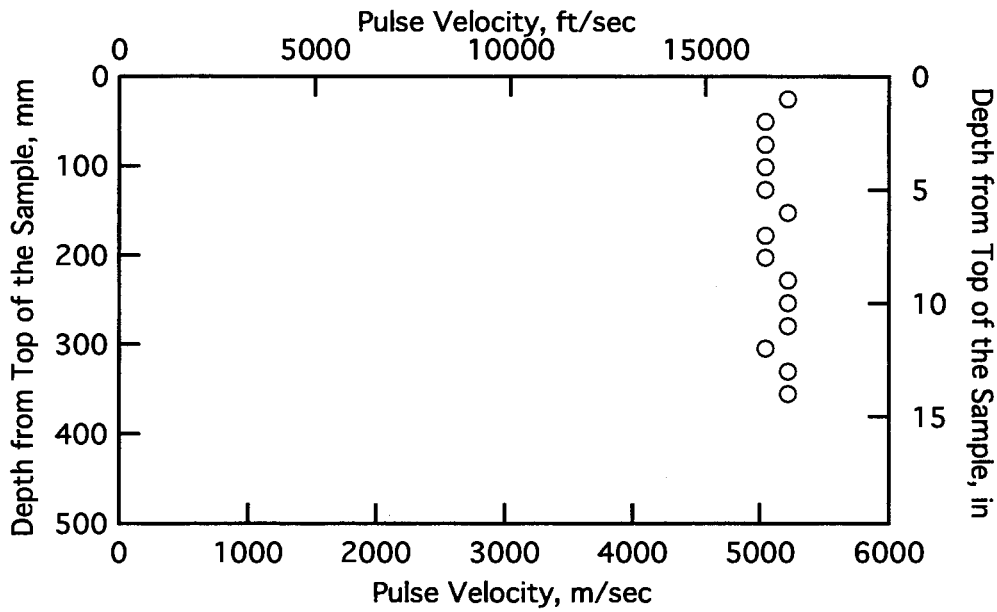


Fig. 35a Pulse Velocity with Depth for Sample P59B from Dallas-Fort Worth International Airport

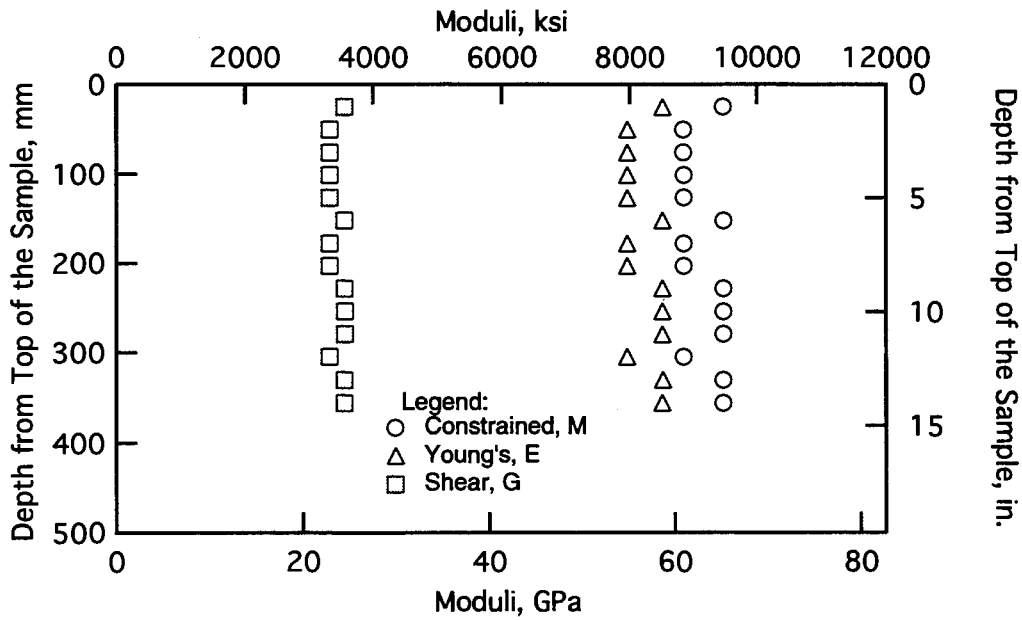


Fig. 35b Shear and Young's Moduli with Depth for Sample P59B from Dallas-Fort Worth International Airport

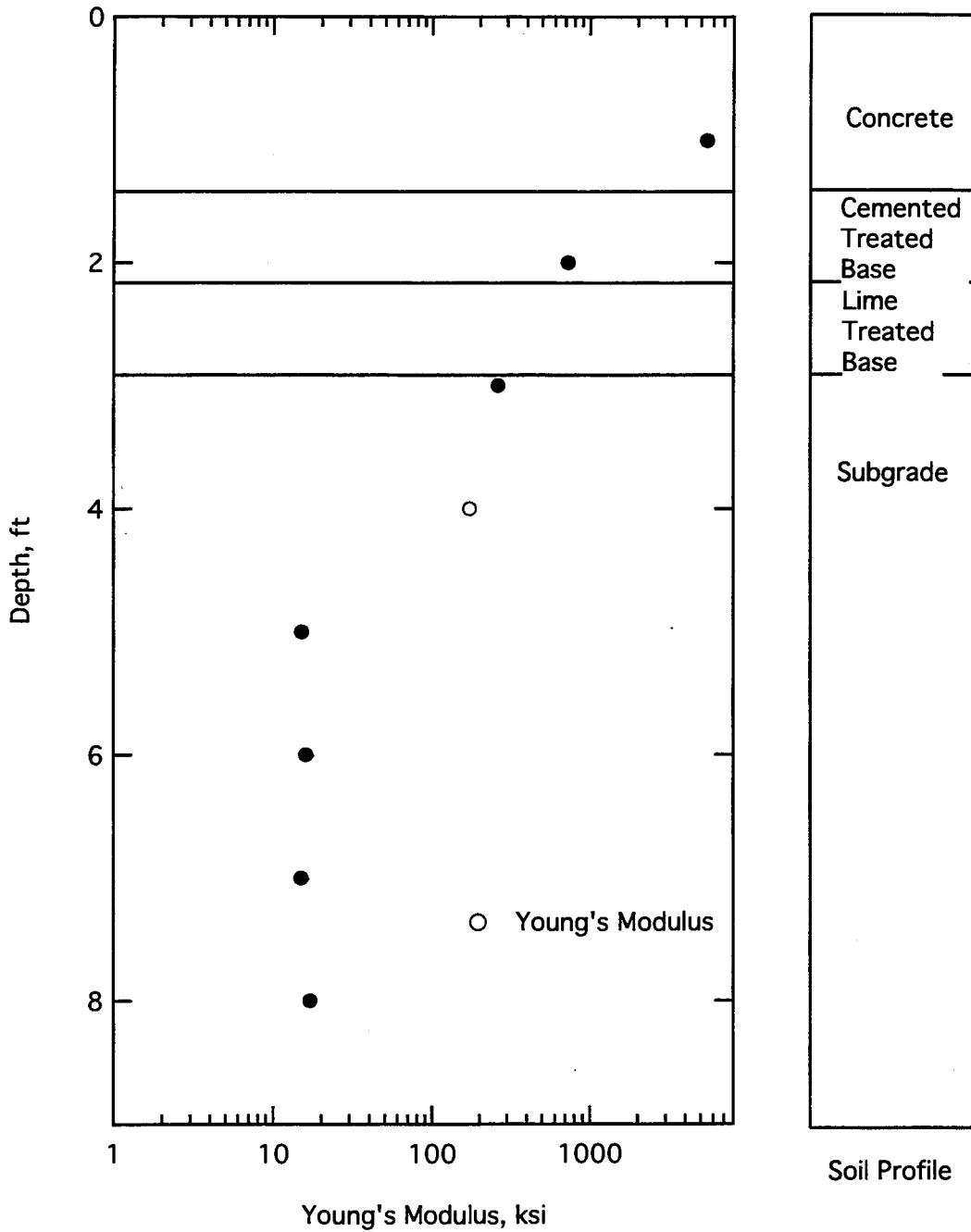
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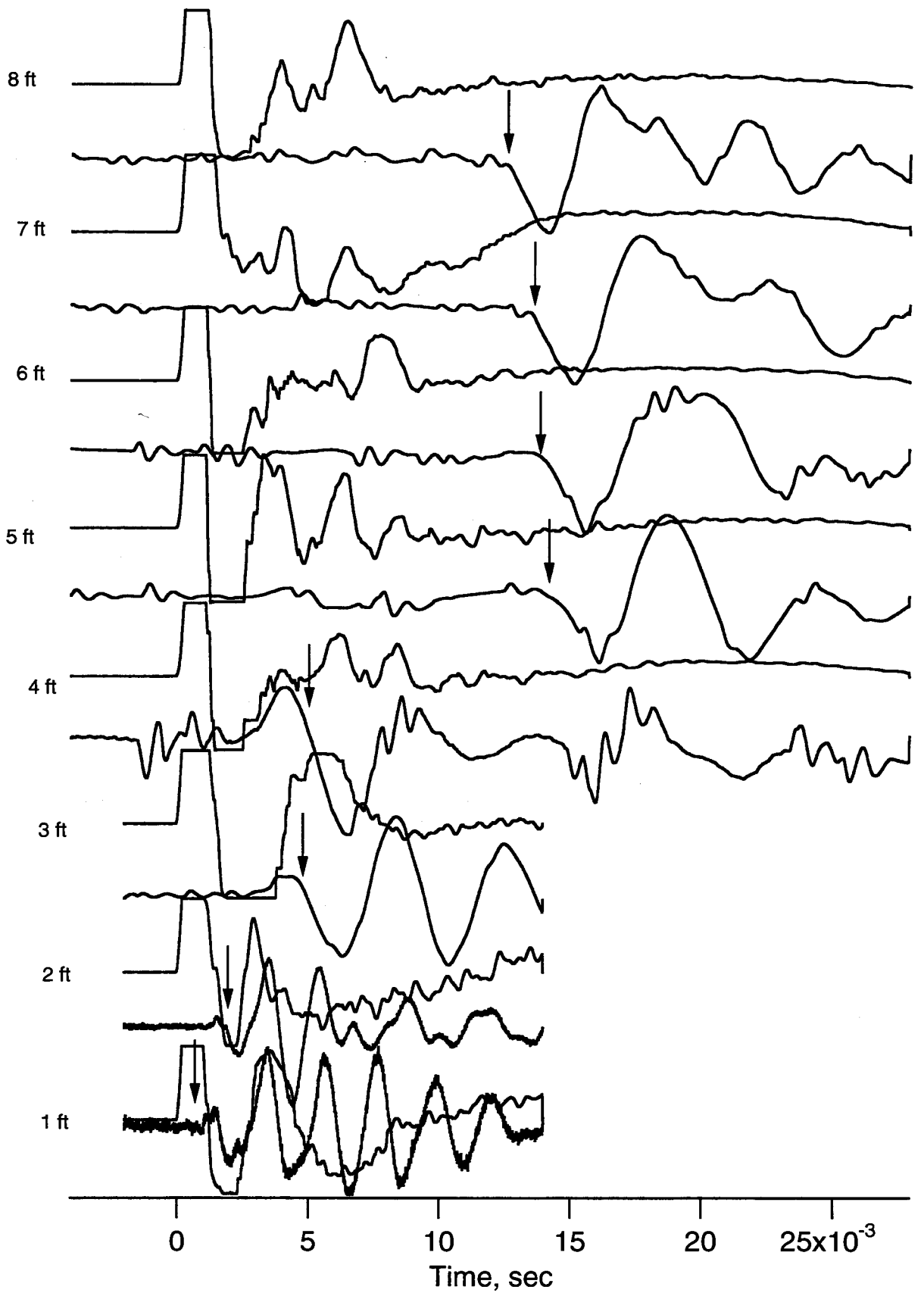
APPENDIX D
CROSS-HOLE SEISMIC DATA

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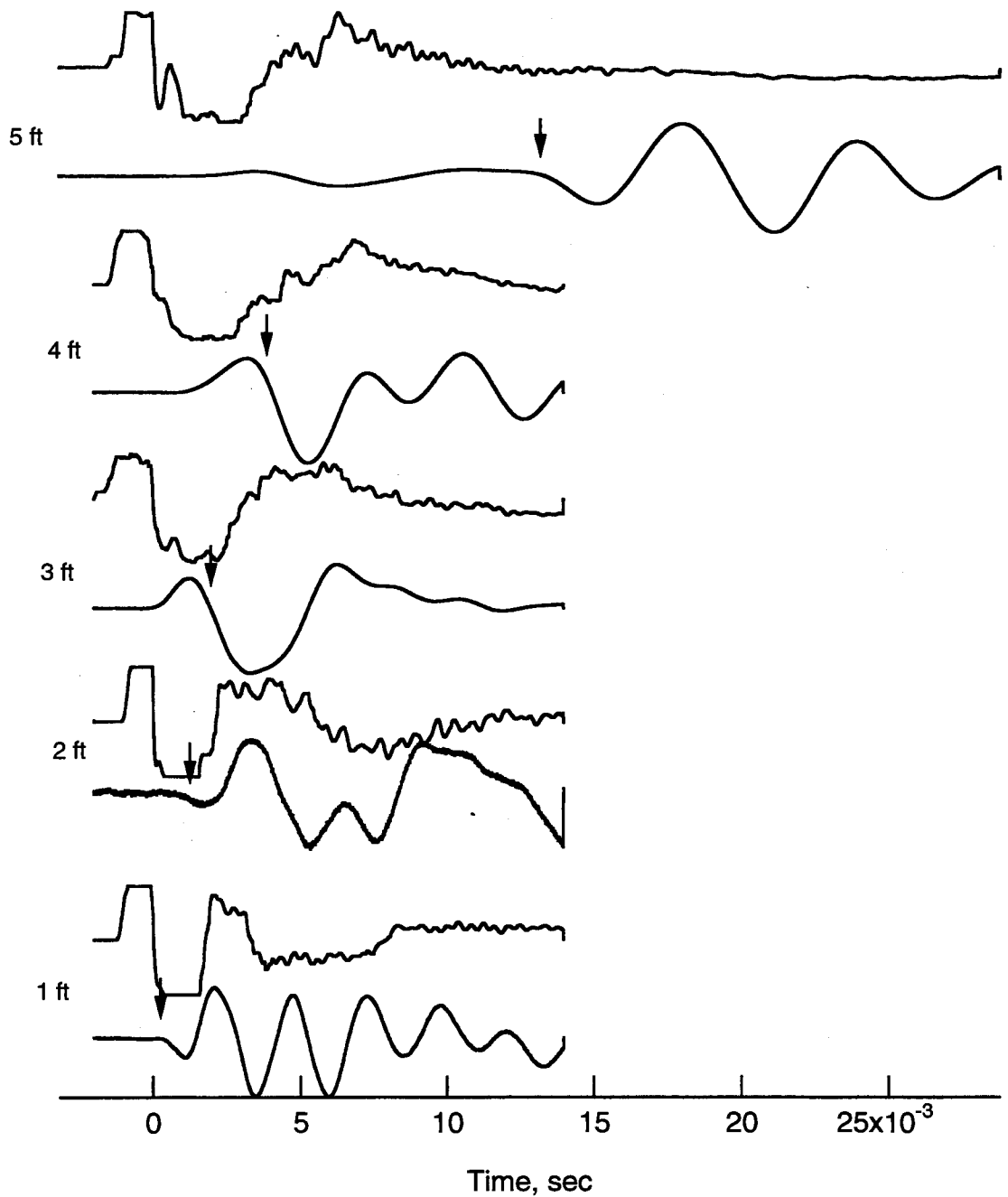
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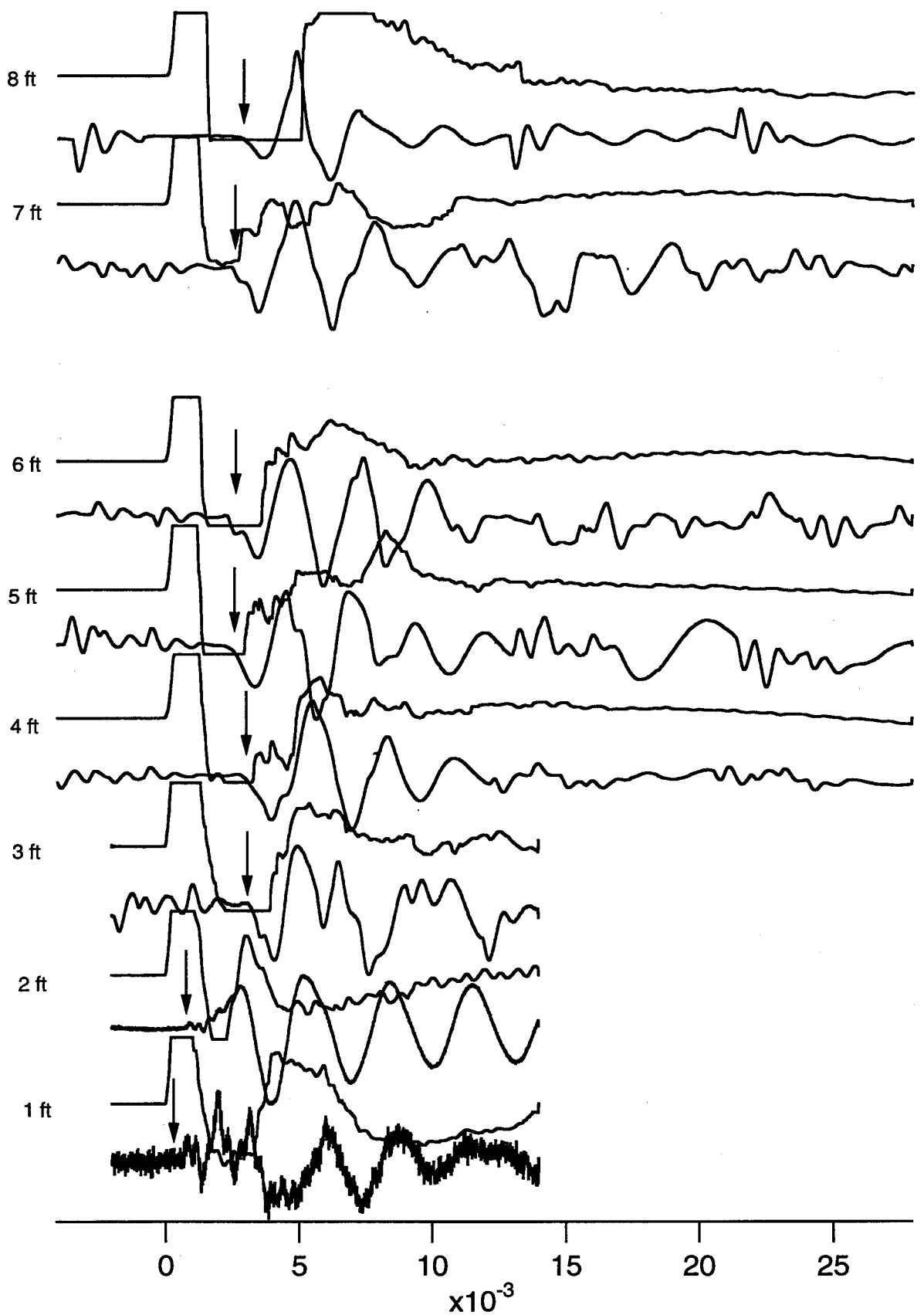
Young's Modulus with Depth at North Runway 17R in Untrafficked Area at DFW International Airport



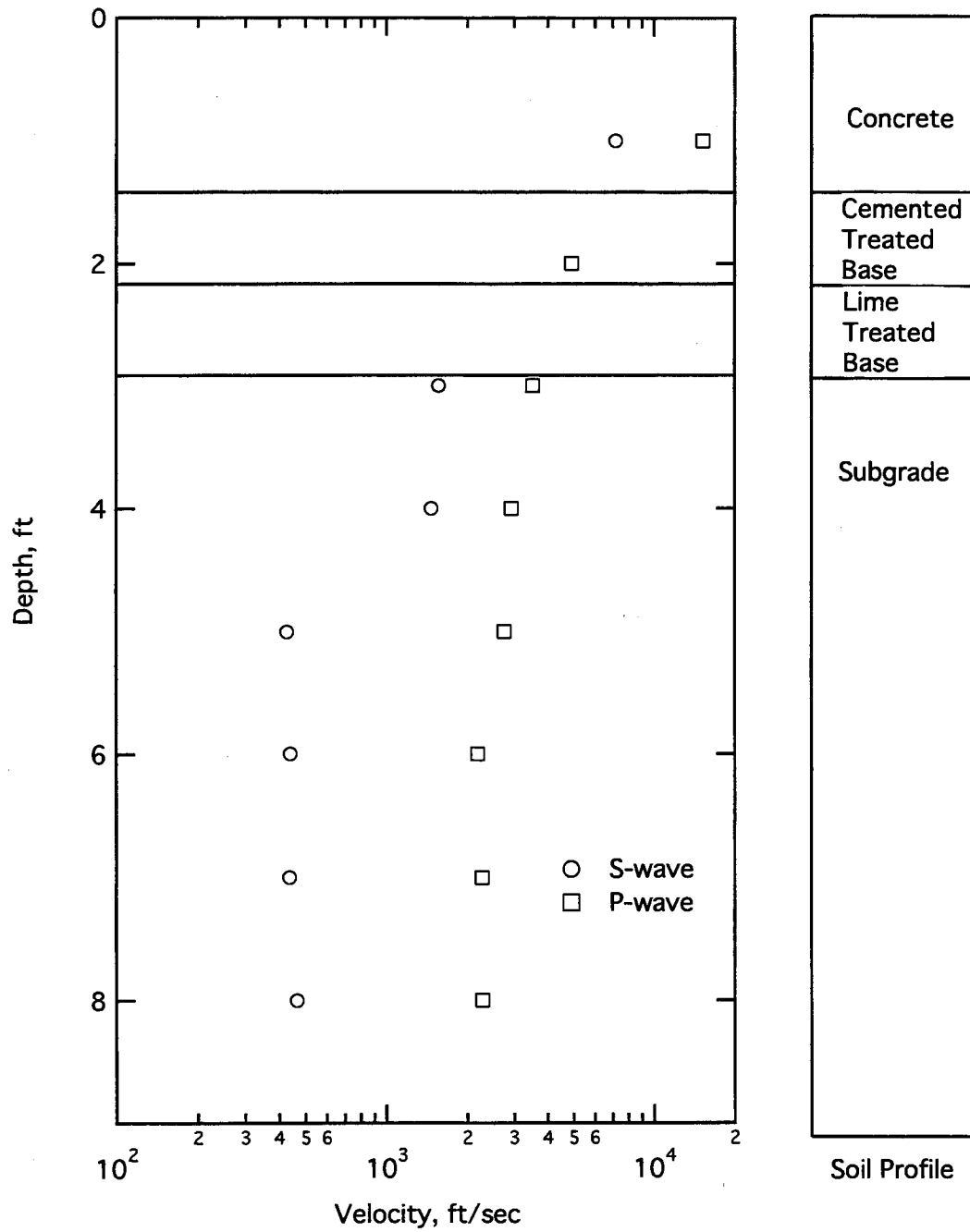
S-Wave Time Record in Untrafficked Area, North Runway at DFW International Airport



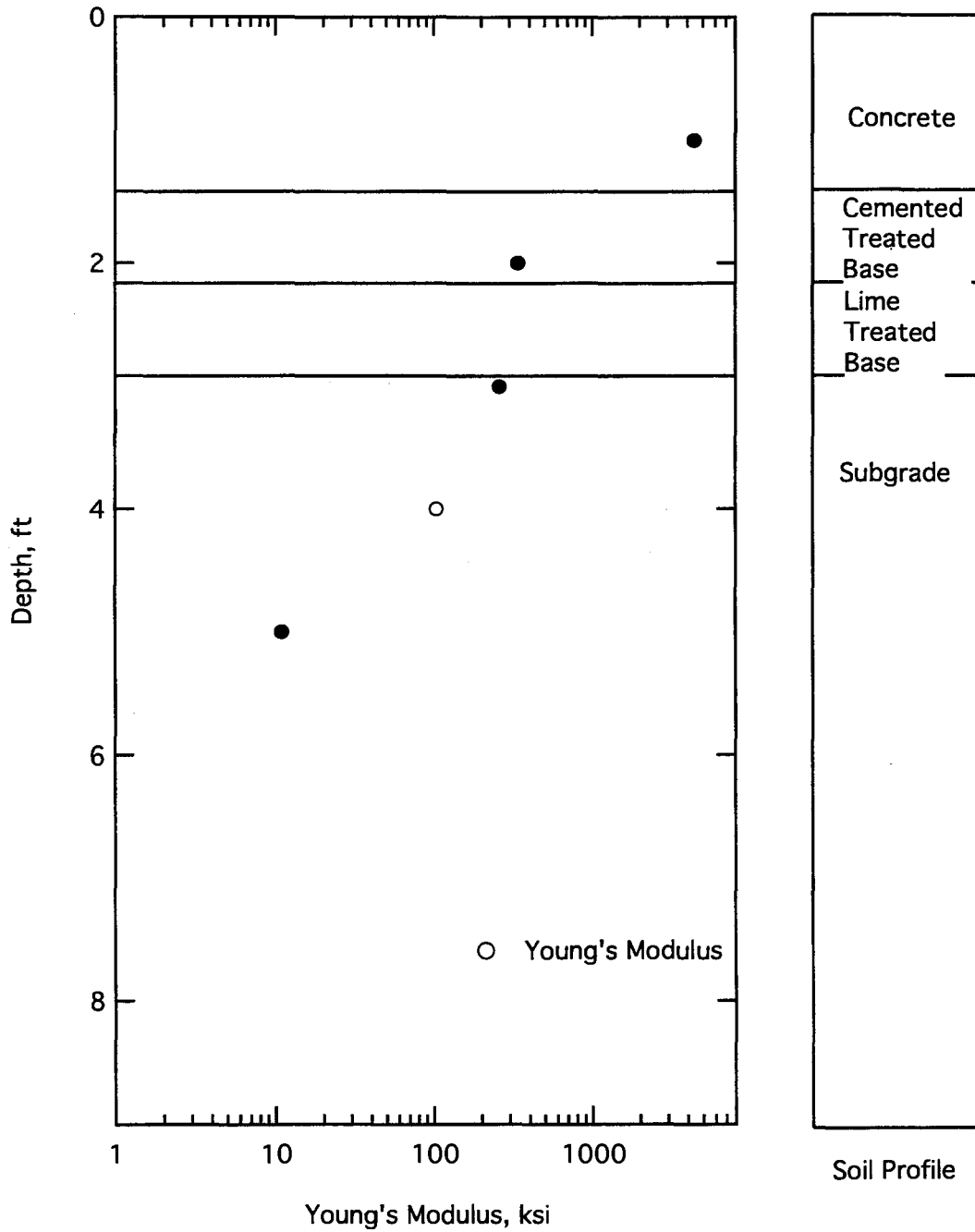
S-Wave Time Record for Array 1-3, North Runway at DFW International Airport



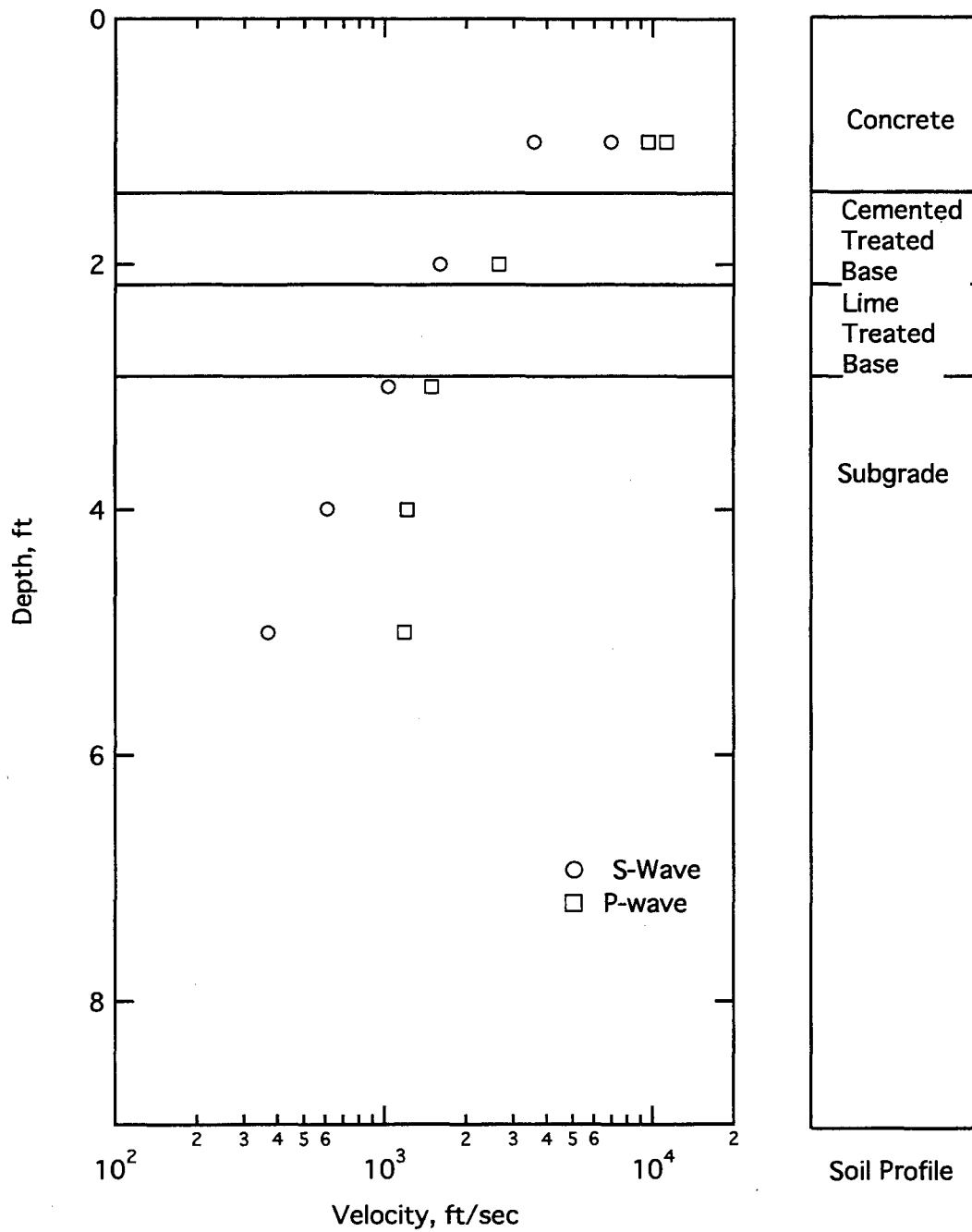
P-Wave Time Record for Untrafficked Area, North Runway at DFW International Airport



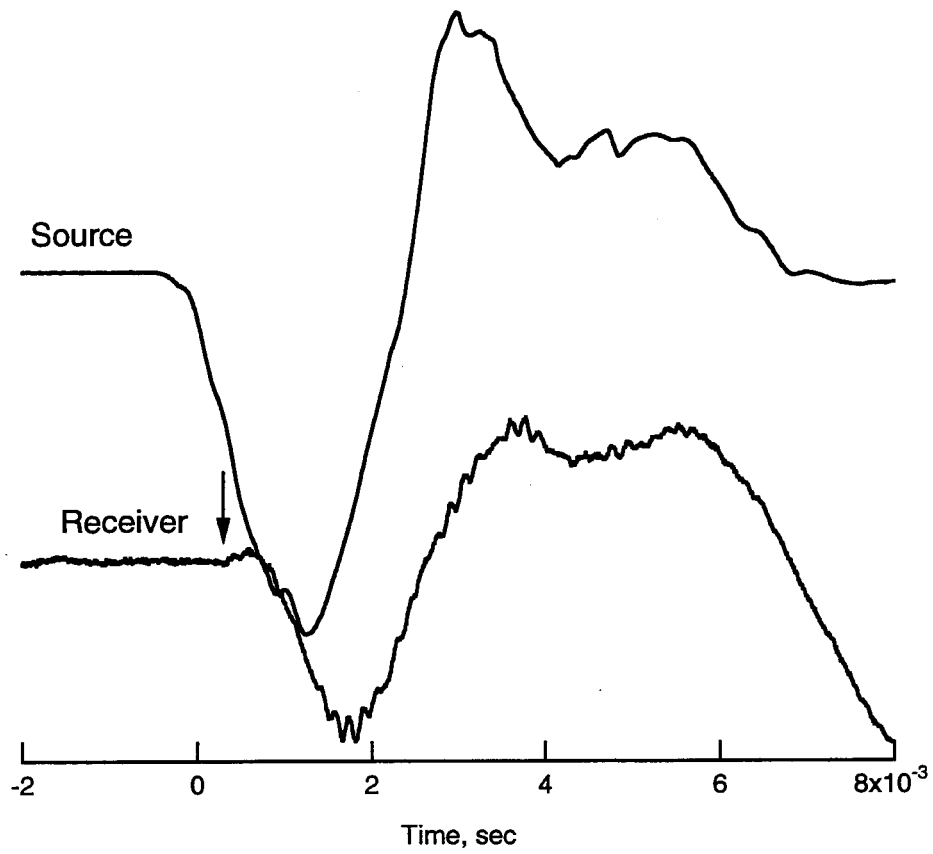
P- and S-wave Velocities at North Runway 17R in Untrafficked Area at DFW International Airport



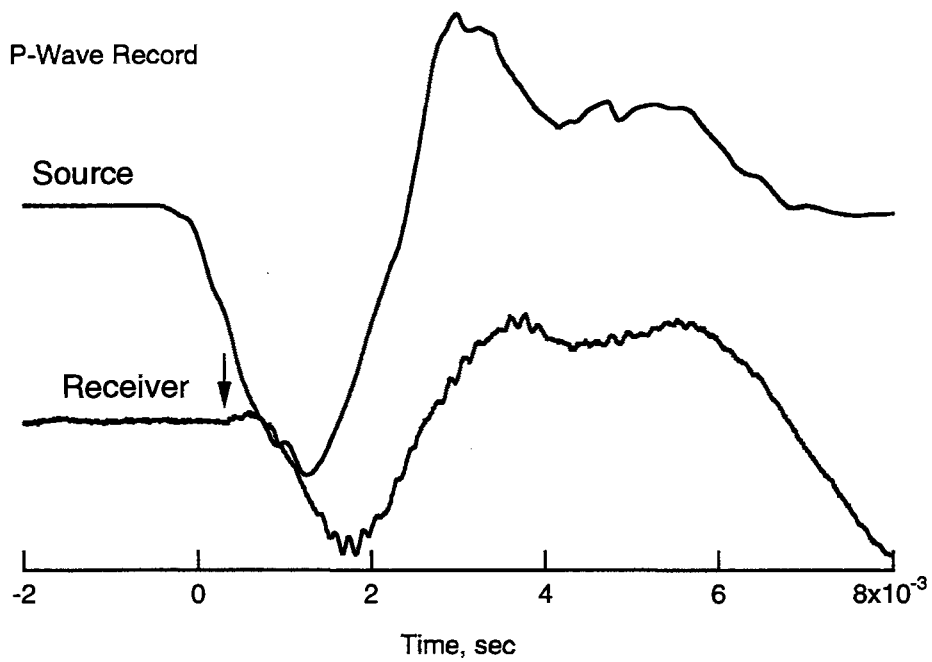
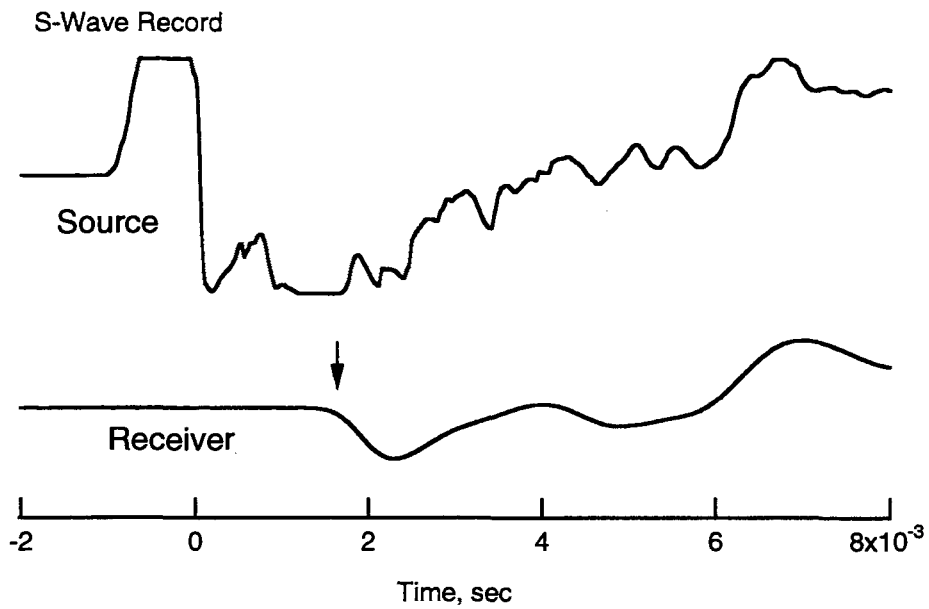
Young's Modulus with Depth at North Runway 17R in Trafficked Area at DFW International Airport



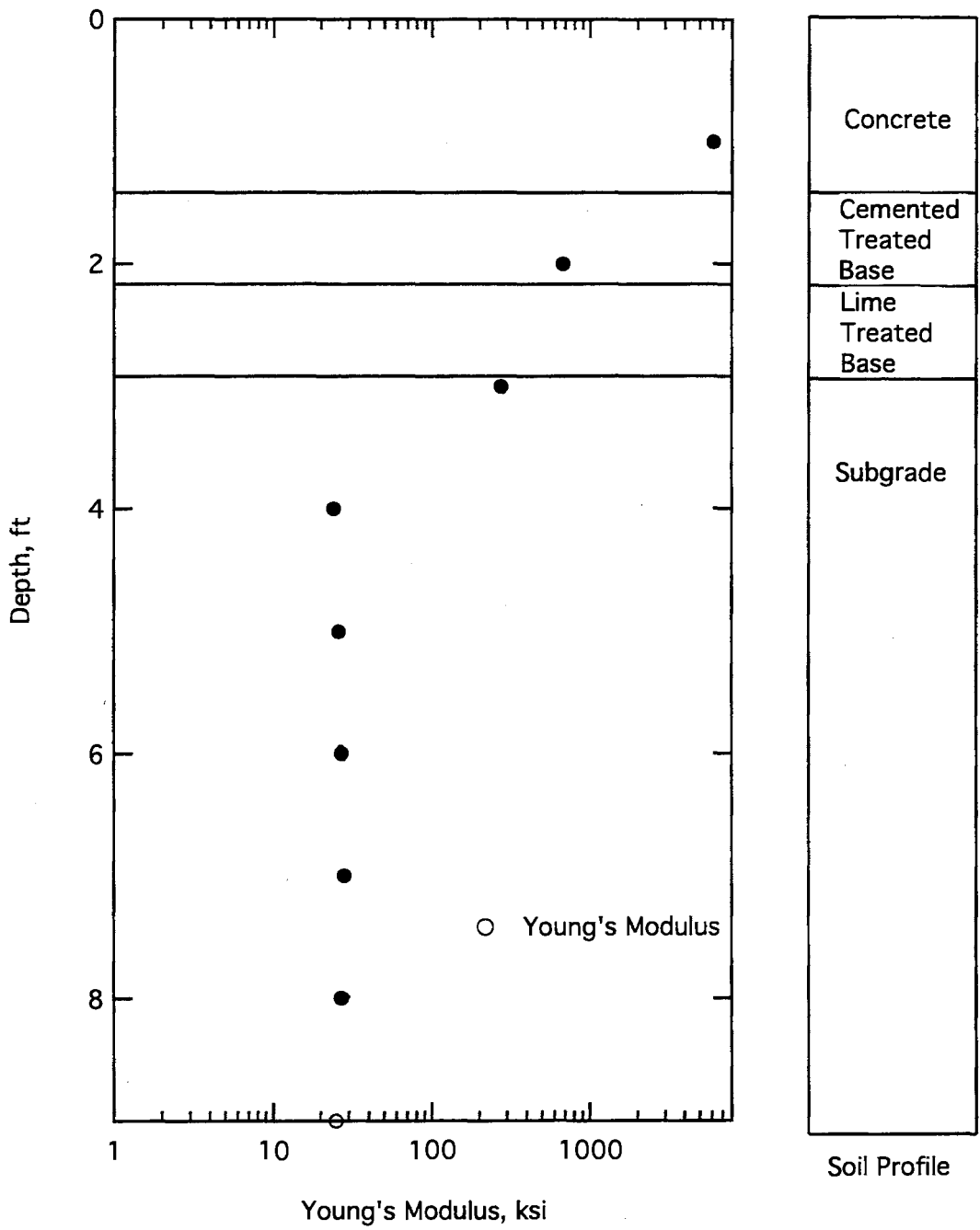
P- and S-wave Velocities at North Runway 17R in Trafficked Area at DFW International Airport



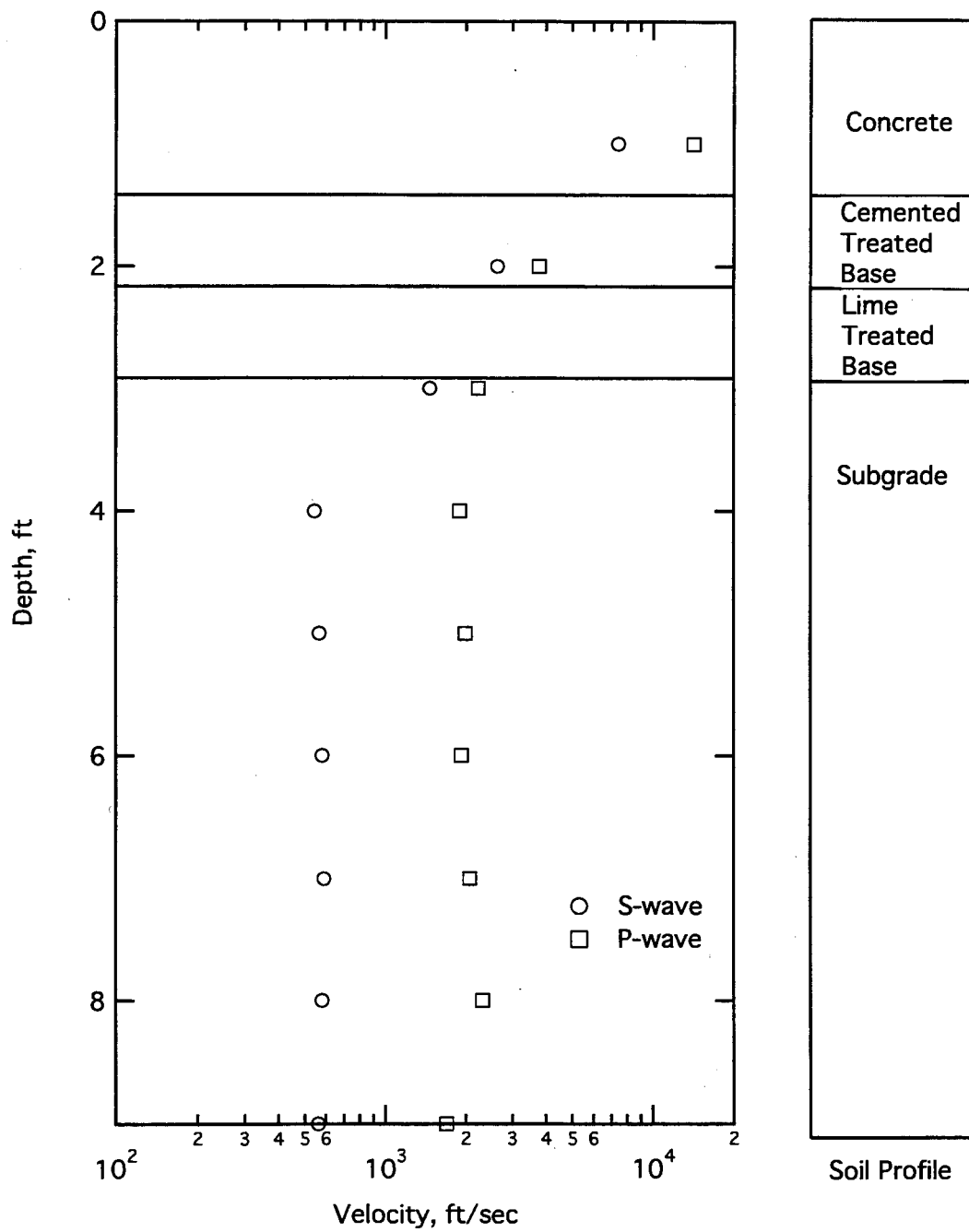
P-Wave Time Record for Array 2-3, North Runway at DFW International Airport



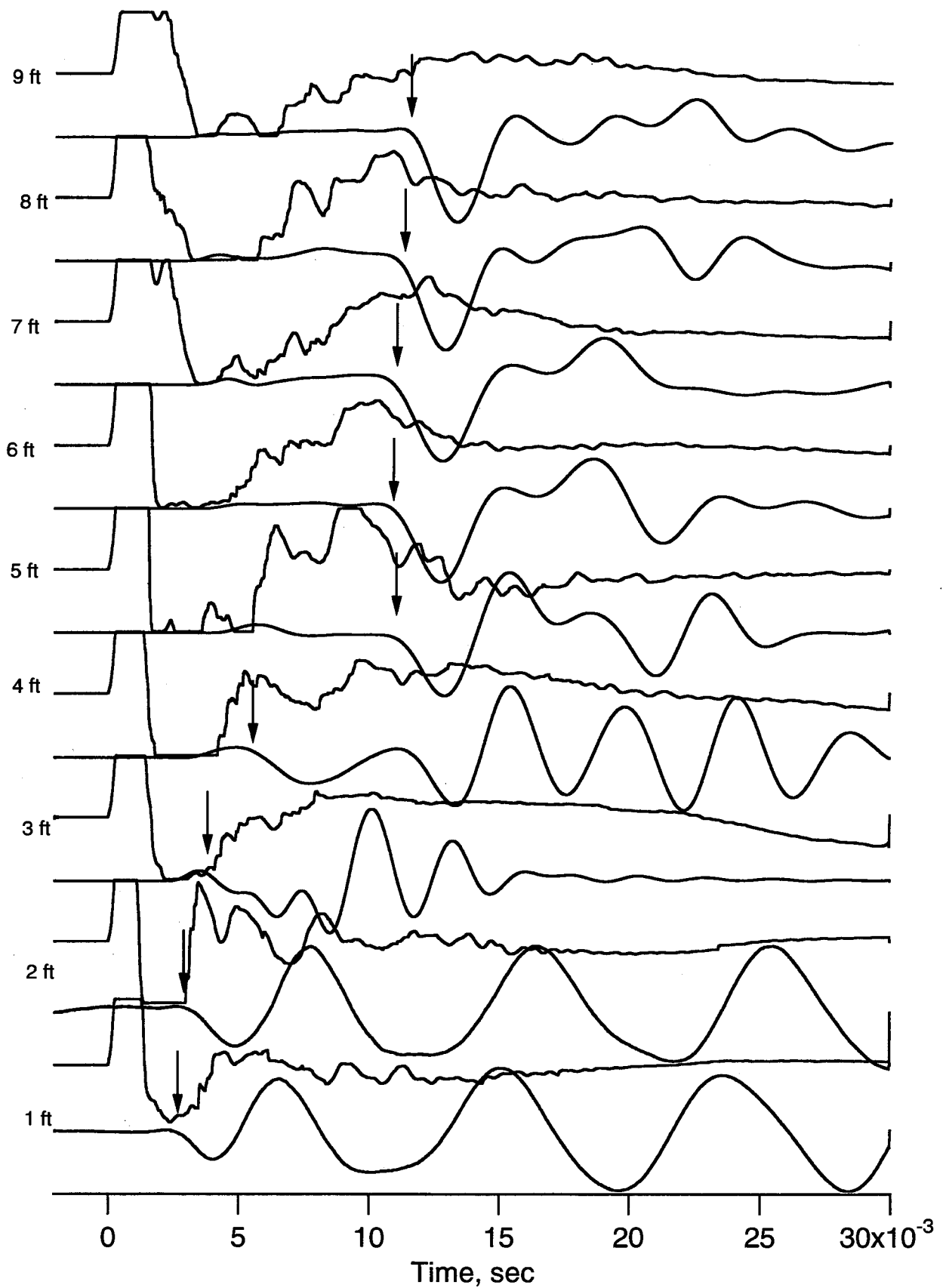
S- and P- Wave Time Records for Array 2-3, North Runway at DFW International Airport



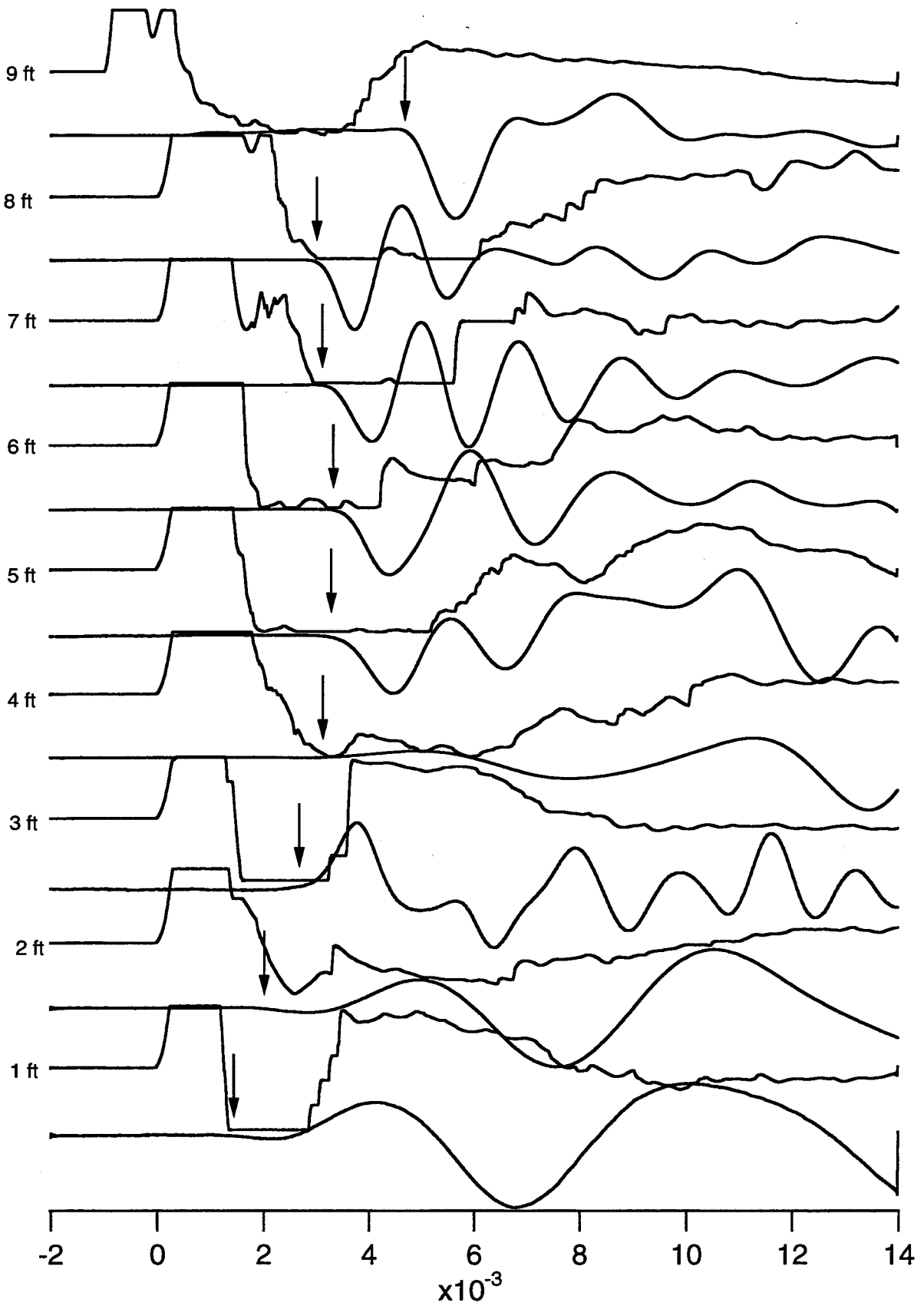
Young's Moduli at South Runway 17R in Untrafficked Area at DFW International Airport



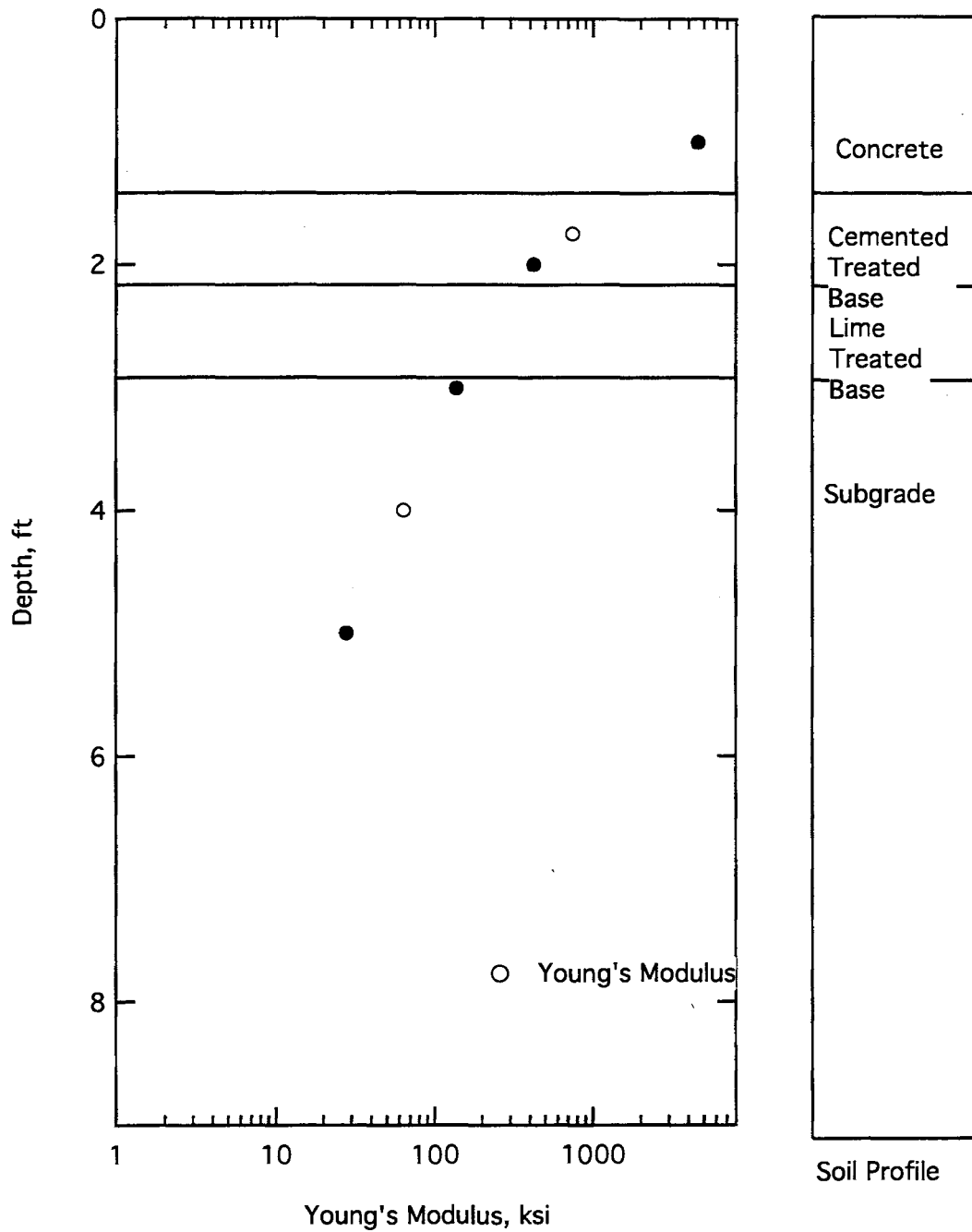
P- and S-wave Velocities at South Runway 17R in Untrafficked Area at DFW International Airport



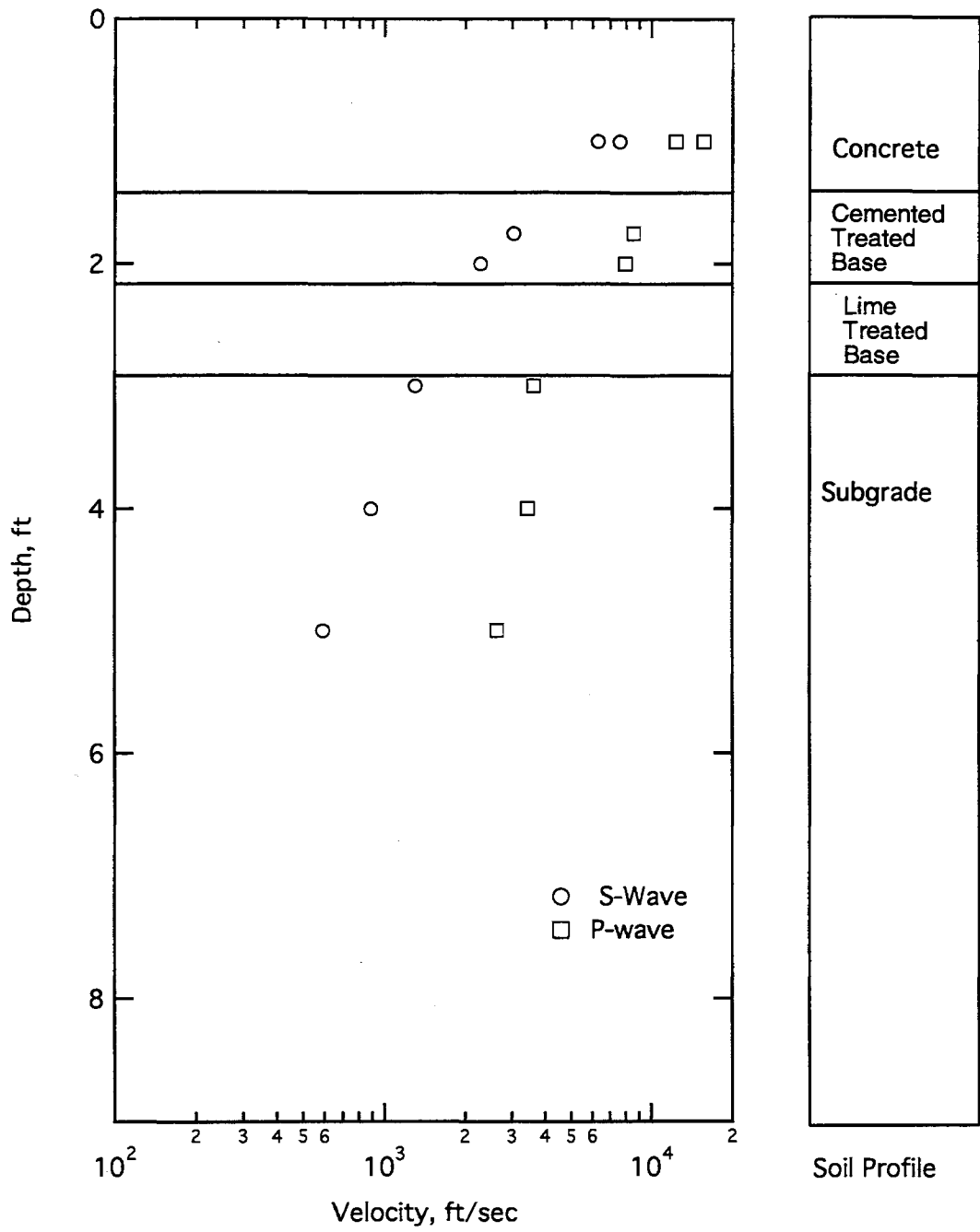
S-Wave Time Records for Untrafficked Area, South Runway at DFW International Airport



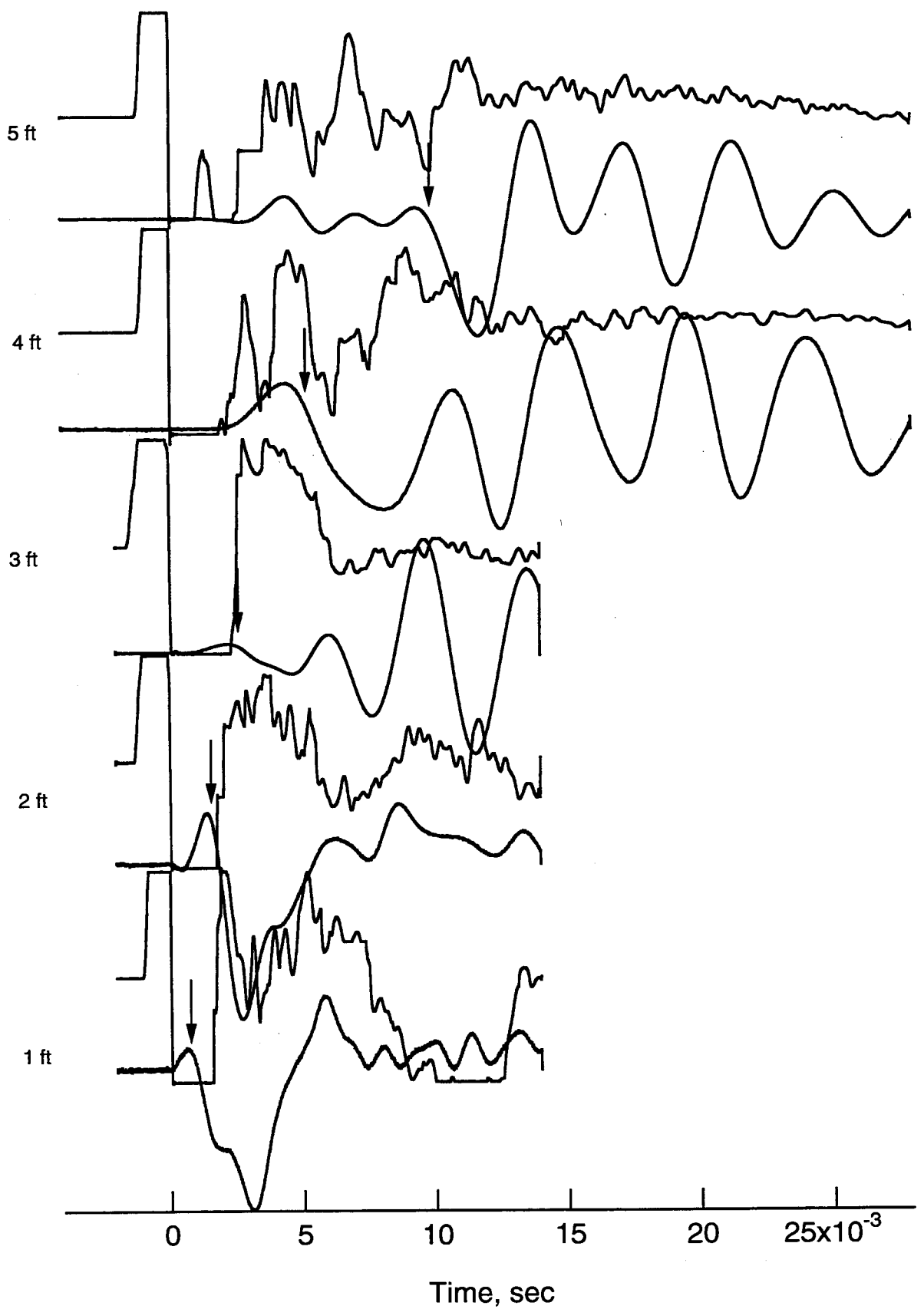
P-Wave Time Records for Untrafficked Area, South Runway at DFW International Airport



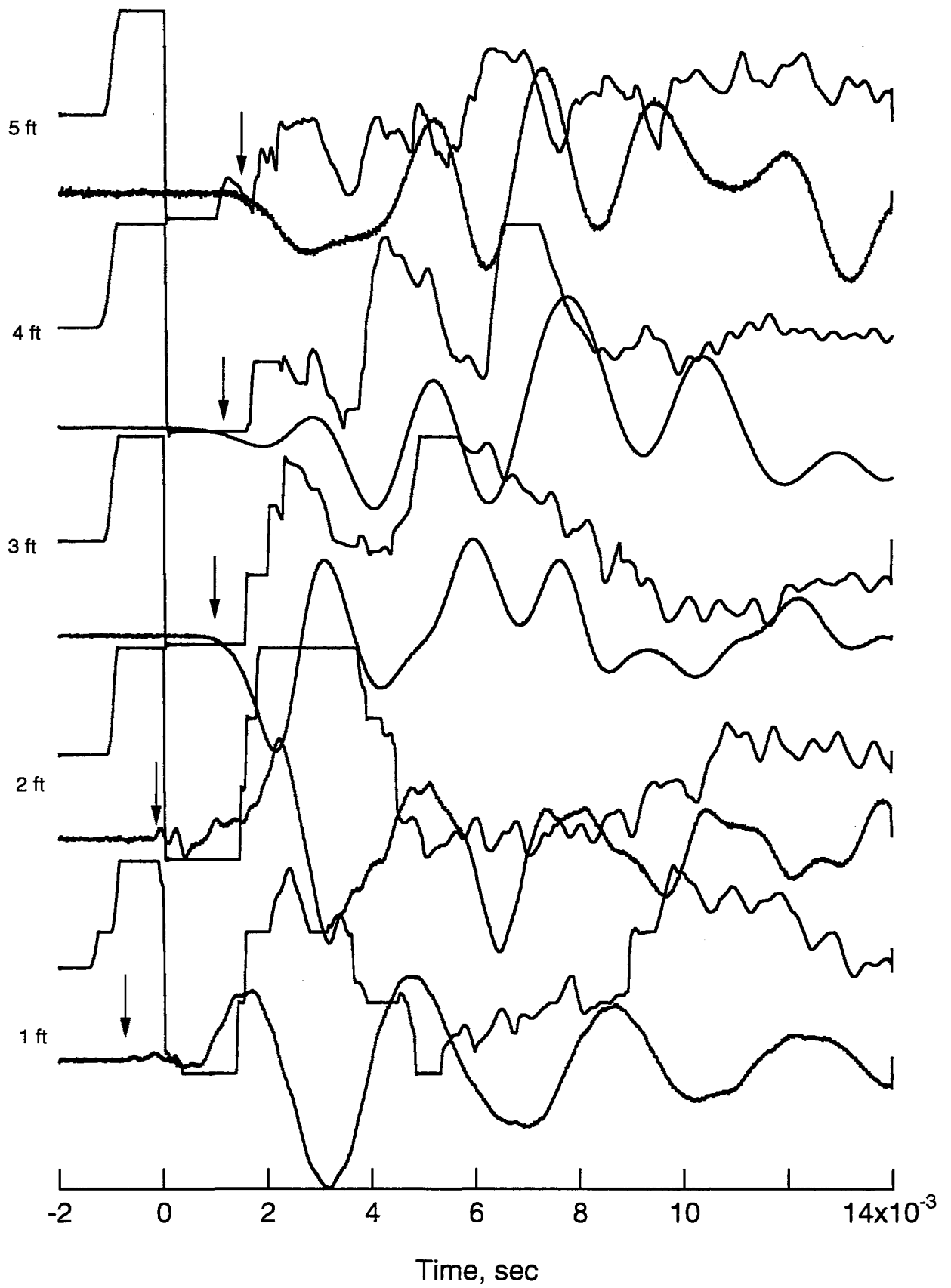
Young's Moduli at South Runway 17R in Trafficked Area at DFW International Airport



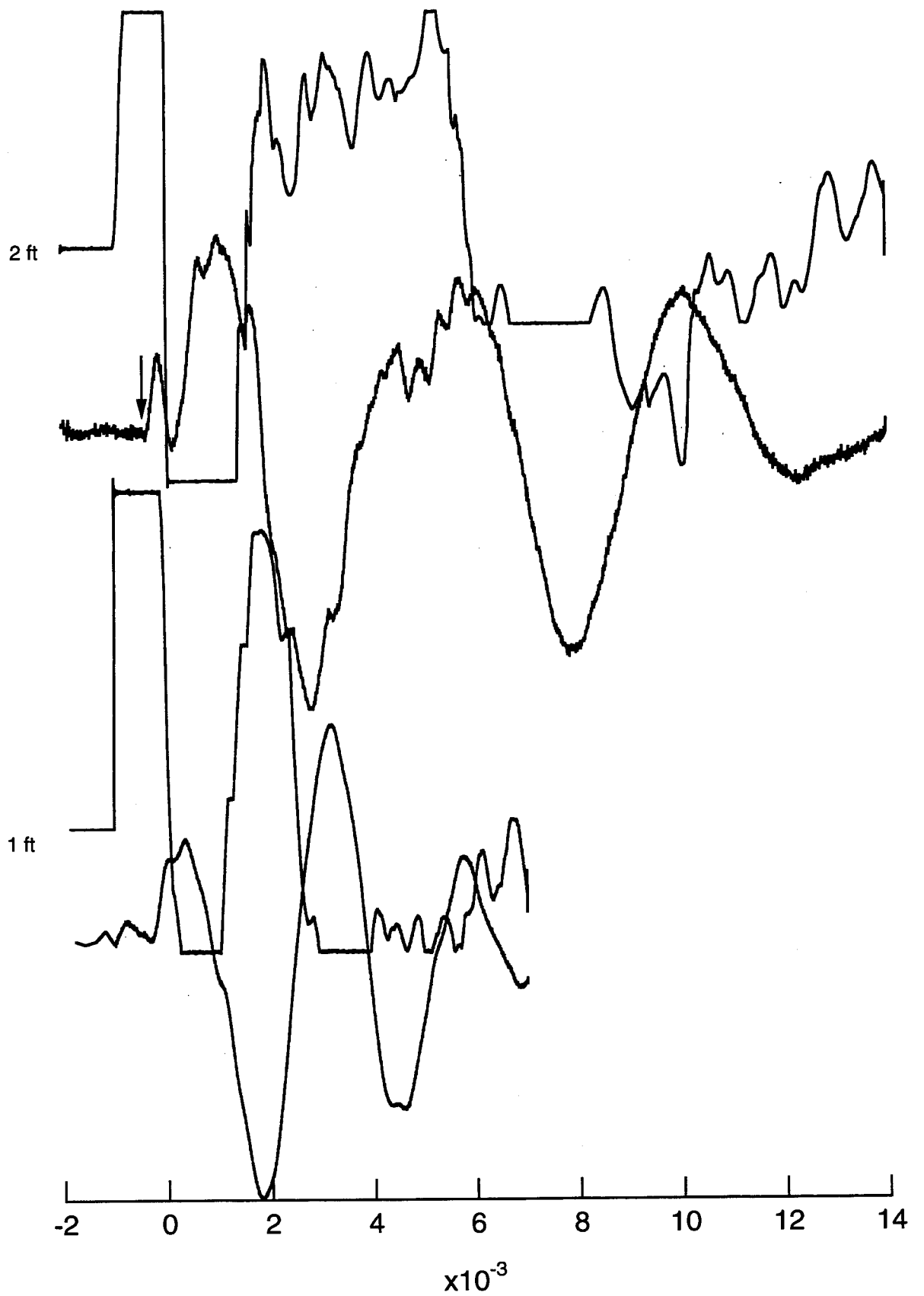
P- and S-wave Velocities at South Runway 17R in Trafficked Area at DFW International Airport



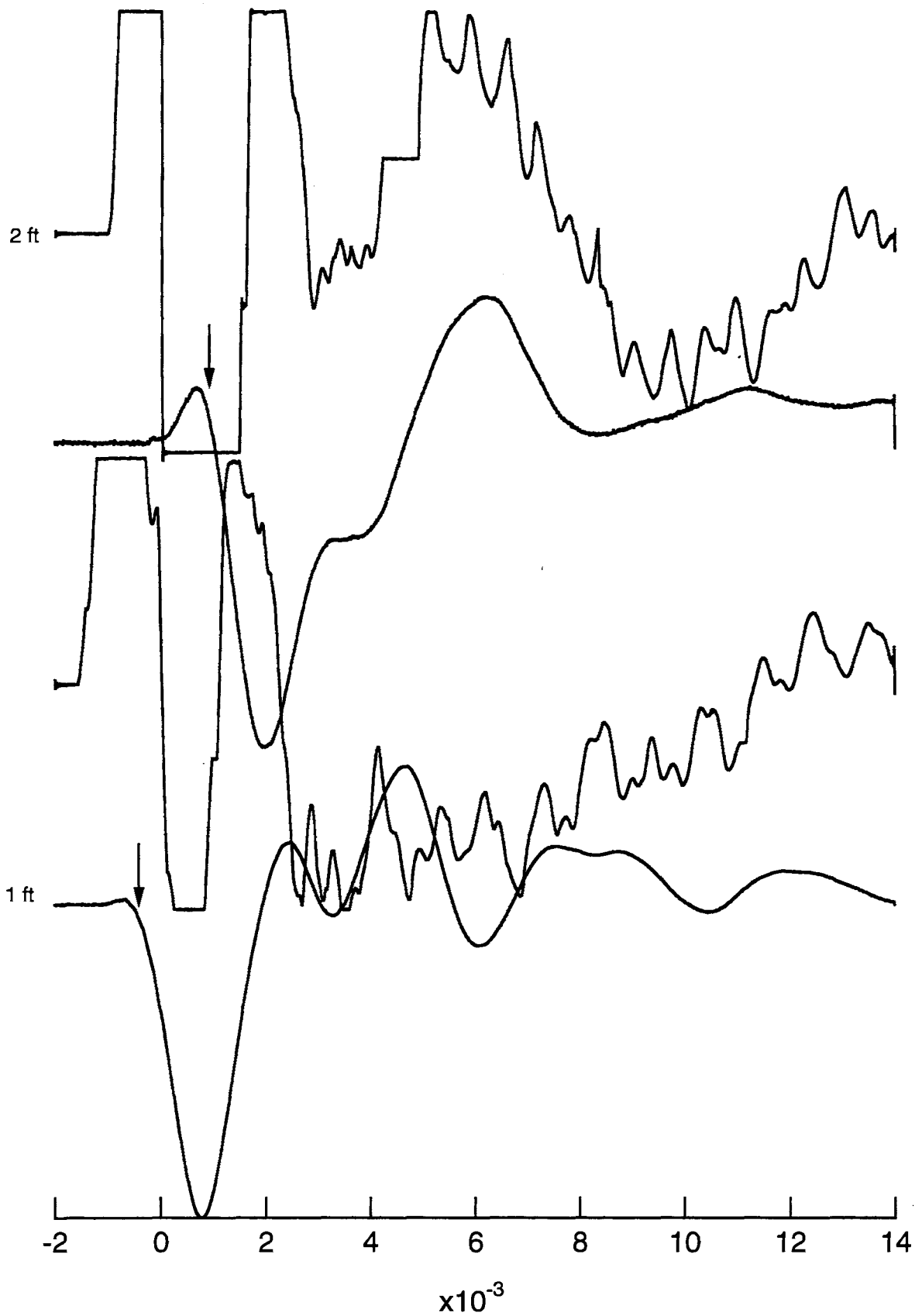
S-Wave Time Records for Trafficked, South Runway at DFW International Airport



P-Wave Time Records for Trafficked Area, South Runway at DFW International Airport



P-Wave Time Records for Trafficked Area, South Runway at DFW International Airport



S-Wave Time Records for Trafficked Area, South Runway at DFW International Airport

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APPENDIX E
PROFILE ROUGHNESS DATA

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DFW Runway 35L

The centerline of runway 35L was surveyed from the leading edge of the threshold mark to the trailing edge of the threshold mark on the 17R end. The total length measured was 13,334 feet. The survey data sheet is at the end of this appendix.

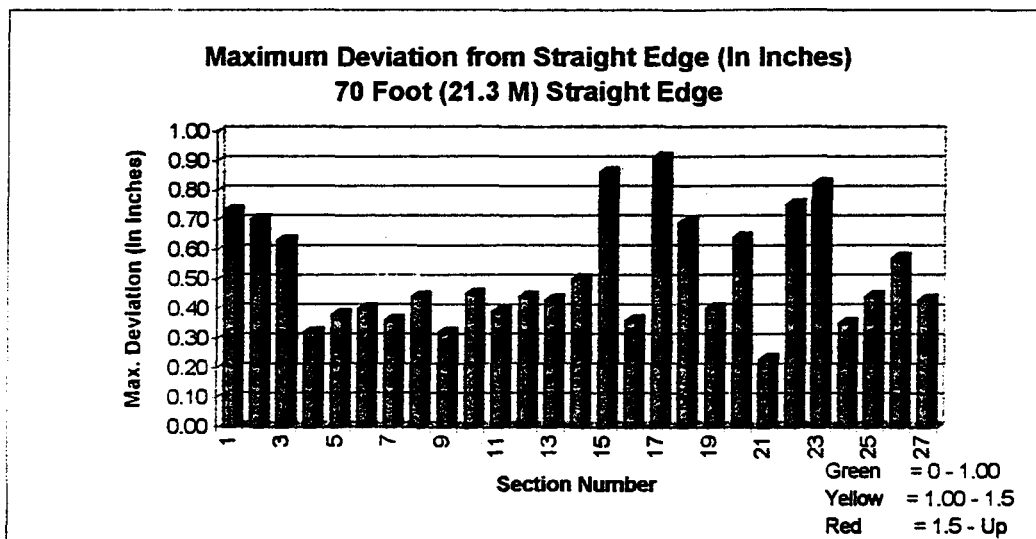
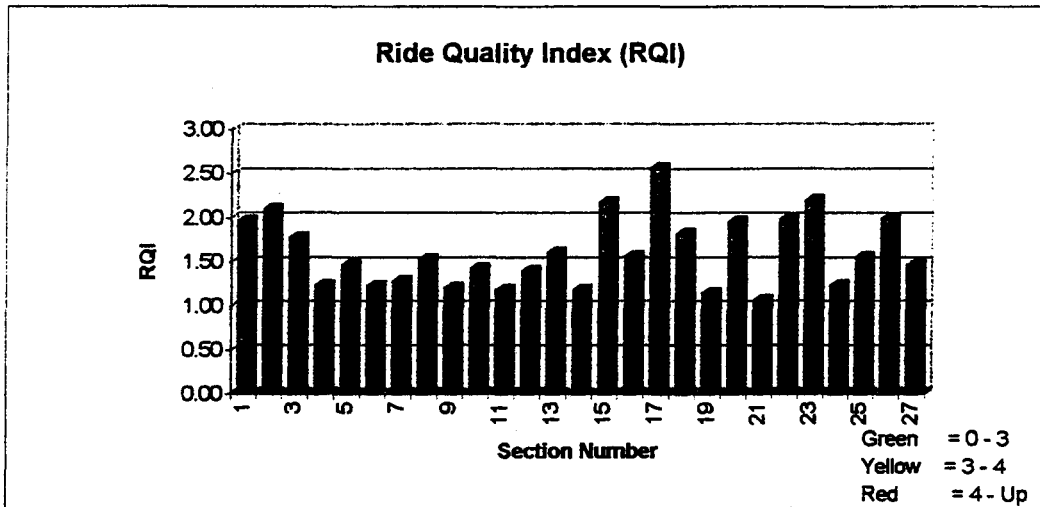
Figure A-1 shows the results of the VSWEET analysis. All sections of this profile show a good Ride Quality, indicating a smooth pavement.

Figure A-2 is a plot of the centerline of runway 35L. It is plotted on a scale of 500 feet per inch which is consistent with the 500" sections used in the VSWEET analysis.

Figure A-3 is a plot showing the crown of the runway. This measurement was taken on the threshold mark at the 17R end.

| Section No. | RCI | Deviation from Straight Edge | |
|-------------|------|------------------------------|---------|
| | | Averages | Maximum |
| 1 | 1.96 | 0.22 | 0.73 |
| 2 | 2.09 | 0.33 | 0.70 |
| 3 | 1.77 | 0.20 | 0.63 |
| 4 | 1.23 | 0.16 | 0.32 |
| 5 | 1.46 | 0.21 | 0.38 |
| 6 | 1.22 | 0.20 | 0.40 |
| 7 | 1.28 | 0.19 | 0.36 |
| 8 | 1.53 | 0.19 | 0.44 |
| 9 | 1.20 | 0.18 | 0.32 |
| 10 | 1.42 | 0.23 | 0.45 |
| 11 | 1.18 | 0.18 | 0.39 |
| 12 | 1.39 | 0.21 | 0.41 |
| 13 | 1.60 | 0.20 | 0.43 |
| 14 | 1.18 | 0.23 | 0.50 |
| 15 | 2.17 | 0.34 | 0.86 |
| 16 | 1.56 | 0.20 | 0.36 |
| 17 | 2.56 | 0.38 | 0.91 |
| 18 | 1.81 | 0.27 | 0.69 |
| 19 | 1.14 | 0.15 | 0.40 |
| 20 | 1.85 | 0.30 | 0.64 |
| 21 | 1.06 | 0.13 | 0.23 |
| 22 | 1.98 | 0.27 | 0.75 |
| 23 | 2.19 | 0.29 | 0.82 |
| 24 | 1.23 | 0.17 | 0.35 |
| 25 | 1.55 | 0.22 | 0.44 |
| 26 | 1.98 | 0.28 | 0.57 |
| 27 | 1.46 | 0.20 | 0.43 |

Averages 1.60 0.23 0.52



All sections are 500 feet long.

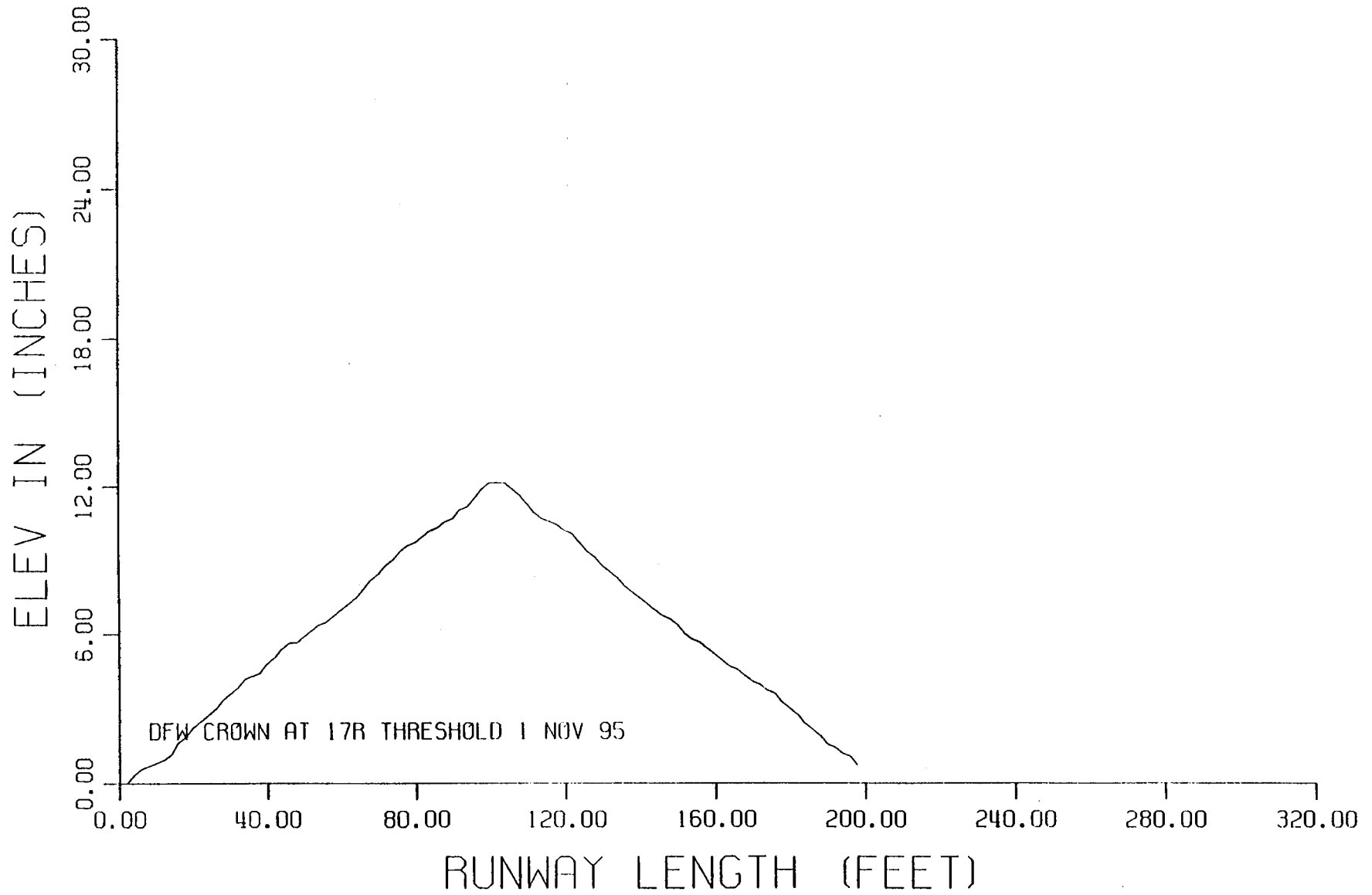


Figure A-3. Plot of DFW Runway 35L Crown (at the 17R End)

Taxiway "Lima"

The centerline of taxiway Lima was measured in the 35 direction starting at the centerline of the "ER" intersection and ending 100 feet short of the "Y" intersection. The total distance measured was 11181 feet.

The VSWEEP analysis is different for a taxiway than it is for a runway. For a runway, all aircraft velocities are simulated from 35 feet/sec (21 knots) to rotation speed in 10 fps intervals. For taxiways, the velocity starts at 15 feet/sec (9 knots) and goes to 65 feet/sec (39 knots) in 10 fps intervals.

The VSWEEP analysis (figure C-1) for taxiway Lima indicates that the ride quality is smooth for most of the profile. Section 7 (3000-3500 ft) does indicate some decrease in ride quality. The profile plot (figure C-2) scale is 500 feet per inch, which is consistent with the VSWEEP sections.

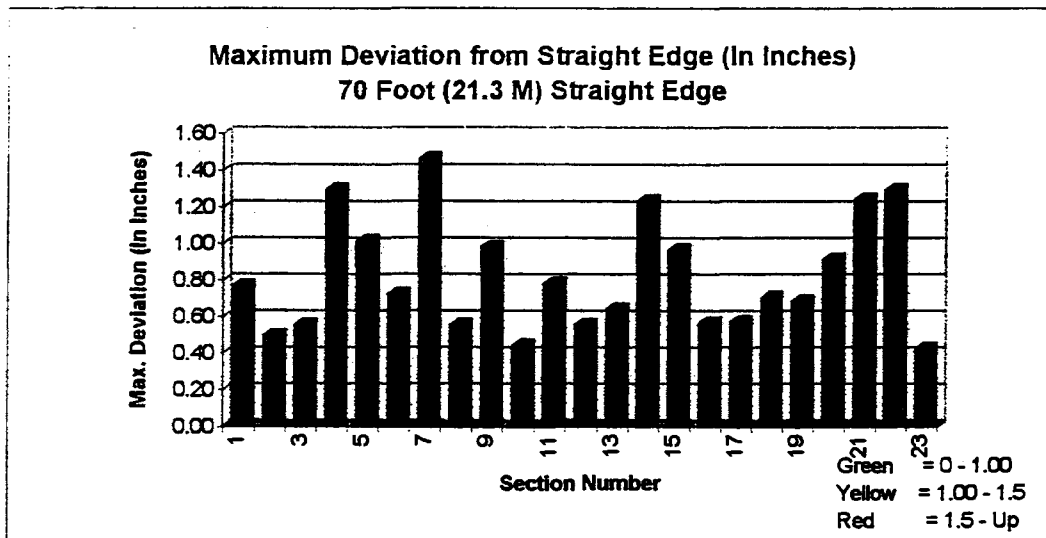
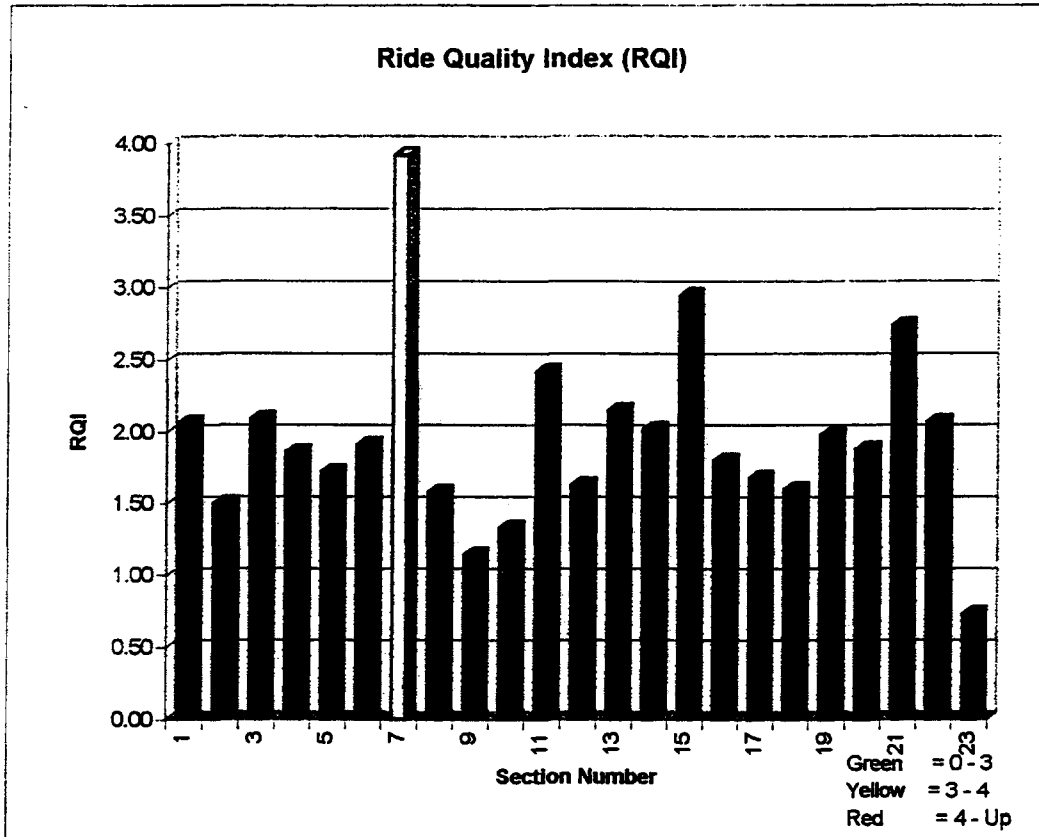
In an effort to evaluate section 7 in more detail, several constant speed taxi simulations were performed; one at 45 fps (27 knots) and one at 50 fps (30 knots). The 2 simulations (figures C-3 and C-4) confirm that accelerations are approaching the ".4g" ride quality criteria used by APR Consultants, Inc. Since these are relatively high taxi speeds and are not exceeding the criteria, there is no reason for concern. It is recommended however, that this area be reassessed in 1 or 2 years to determine if the pavement condition is deteriorating.

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| Section No. | RQI | Deviation from Straight Edge | |
|-------------|------|------------------------------|---------|
| | | Average | Maximum |
| 1 | 2.06 | 0.36 | 0.76 |
| 2 | 1.50 | 0.25 | 0.49 |
| 3 | 2.09 | 0.29 | 0.55 |
| 4 | 1.86 | 0.48 | 1.29 |
| 5 | 1.72 | 0.34 | 1.01 |
| 6 | 1.91 | 0.26 | 0.72 |
| 7 | 3.92 | 0.56 | 1.46 |
| 8 | 1.58 | 0.32 | 0.55 |
| 9 | 1.14 | 0.28 | 0.98 |
| 10 | 1.33 | 0.25 | 0.44 |
| 11 | 2.42 | 0.33 | 0.78 |
| 12 | 1.63 | 0.29 | 0.55 |
| 13 | 2.15 | 0.30 | 0.64 |
| 14 | 2.02 | 0.38 | 1.23 |
| 15 | 2.95 | 0.33 | 0.96 |
| 16 | 1.80 | 0.26 | 0.56 |
| 17 | 1.68 | 0.28 | 0.57 |
| 18 | 1.60 | 0.27 | 0.70 |
| 19 | 1.98 | 0.29 | 0.68 |
| 20 | 1.88 | 0.36 | 0.91 |
| 21 | 2.74 | 0.51 | 1.24 |
| 22 | 2.07 | 0.43 | 1.29 |
| 23 | 0.73 | 0.22 | 0.42 |

| | | | |
|-----------------|-------------|-------------|-------------|
| Averages | 1.95 | 0.33 | 0.82 |
|-----------------|-------------|-------------|-------------|



All sections are 500 feet long.

CLASS "B" AIRCRAFT 169000 POUNDS GW

DFW T/W "L" 31 OCT 95

TEMPERATURE=60 (F) FIELD ELEVATION=560 (FT) HEADWIND= 0 (KTS)

RIDE QUALITY INDEX= 1.844

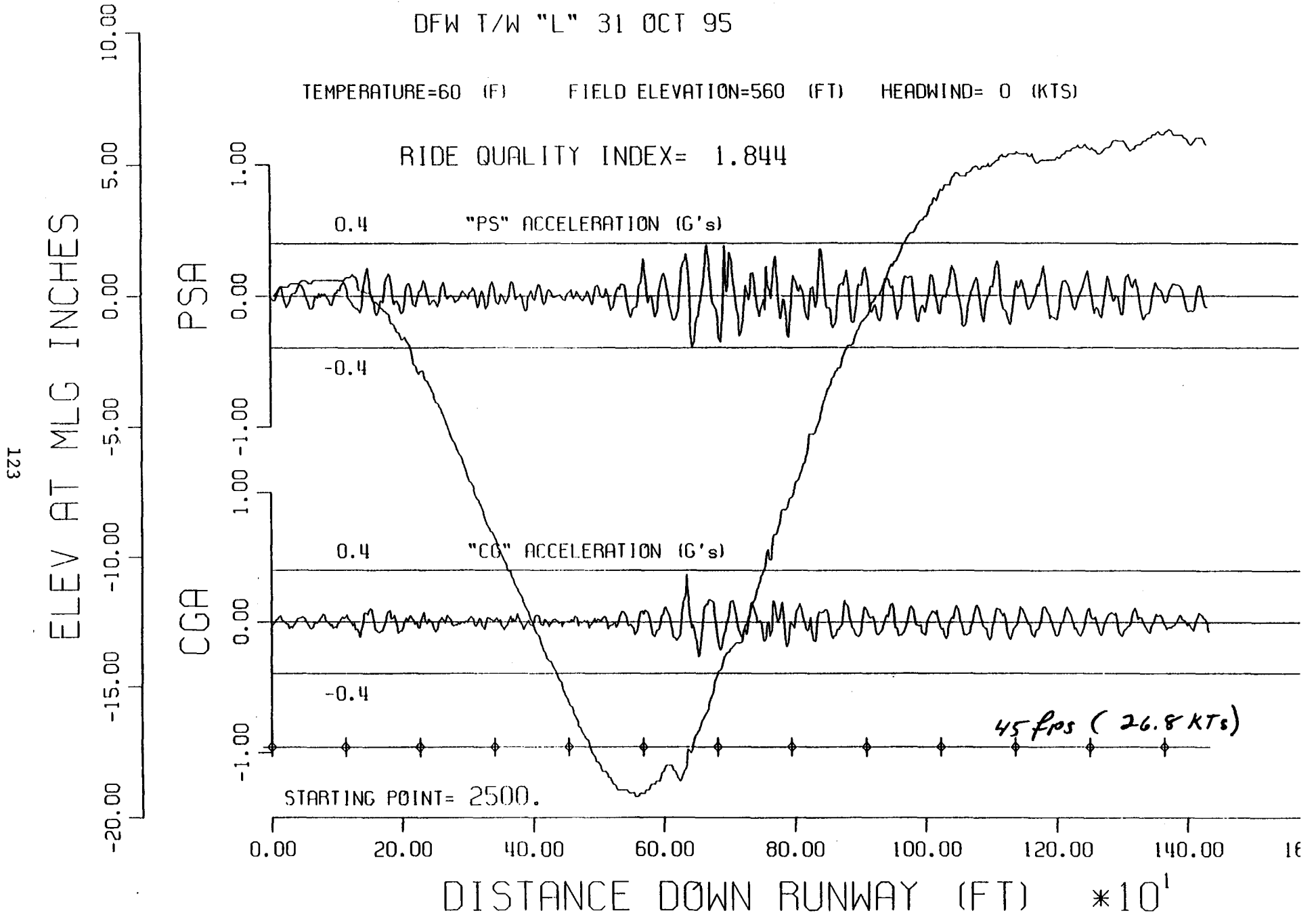


Figure C-3 Constant Speed Taxi (27kts) on section 7 (3000-3500ft.) of Taxiway Lima

CLASS "B" AIRCRAFT 169000 POUNDS GW

DFW T/W "L" 31 OCT 95

TEMPERATURE=60 (F) FIELD ELEVATION=560 (FT) HEADWIND= 0 (KTS)

RIDE QUALITY INDEX= 1.502

ELEV AT MLG INCHES

10.00
5.00
0.00
-5.00
-10.00
-15.00
-20.00

PSA

1.00
0.4
0.00
-0.4
-1.00
-1.00
1.00
0.00
-0.4
-1.00
-1.00

"PS" ACCELERATION (G's)

0.4

"CG" ACCELERATION (G's)

0.4

50 fps (30 kts)

STARTING POINT= 2500.

0.00 20.00 40.00 60.00 80.00 100.00 120.00 140.00 160.00

DISTANCE DOWN RUNWAY (FT) *10¹

SURVEY DATA SHEET

Page 1 of 1

Airport: DFW Runway: TAXIWAY "LIMA" Date: 31 Oct 95

| Setup No. | Station | Odometer | Elevation | Comments | File Name |
|-----------|---------|----------|------------|-----------------------------|-------------|
| 1 | 0+00 | | 60.00(SET) | START @ CL of "ER" | DFWLIMA.DAT |
| 2 | 699 | | 60.66 | | |
| 3 | 1400 | | 61.33 | | |
| 4 | 1876 | | 63.19 | | |
| 5 | 3427 | | 64.71 | | |
| | 4123 | | | CL TW K10 | |
| 6 | 5103 | | 66.85 | " | |
| | 5424 | | | CL "EL" | |
| 7 | 6125 | | 66.99 | | |
| | 6230 | | | CL K9 | |
| | 6724 | | | CL K8 | |
| 8 | 7223 | | 67.32 | CL K7 | |
| | 8023 | | 67.50 | CL EK | |
| 9 | 8140 | | 67.62 | | |
| | 8823 | | 68.55 | CL K6 | |
| 10 | 9322 | | 69.09 | CL EJ | |
| | 9696 | | 69.50 | | |
| | 9822 | | 69.65 | CL K5 | |
| 11 | 10151 | | 70.06 | | |
| | 10910 | | 67.41 | | |
| 12 | 11181 | | 67.42 | 100 Feet short of TW "Y" CL | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

Weather Conditions: 65-70° F Calm, clear at 10:00 PM
Light rain interrupted survey for 45 minutes

Pavement Conditions: Concrete 50' slabs
Most in apparent good condition

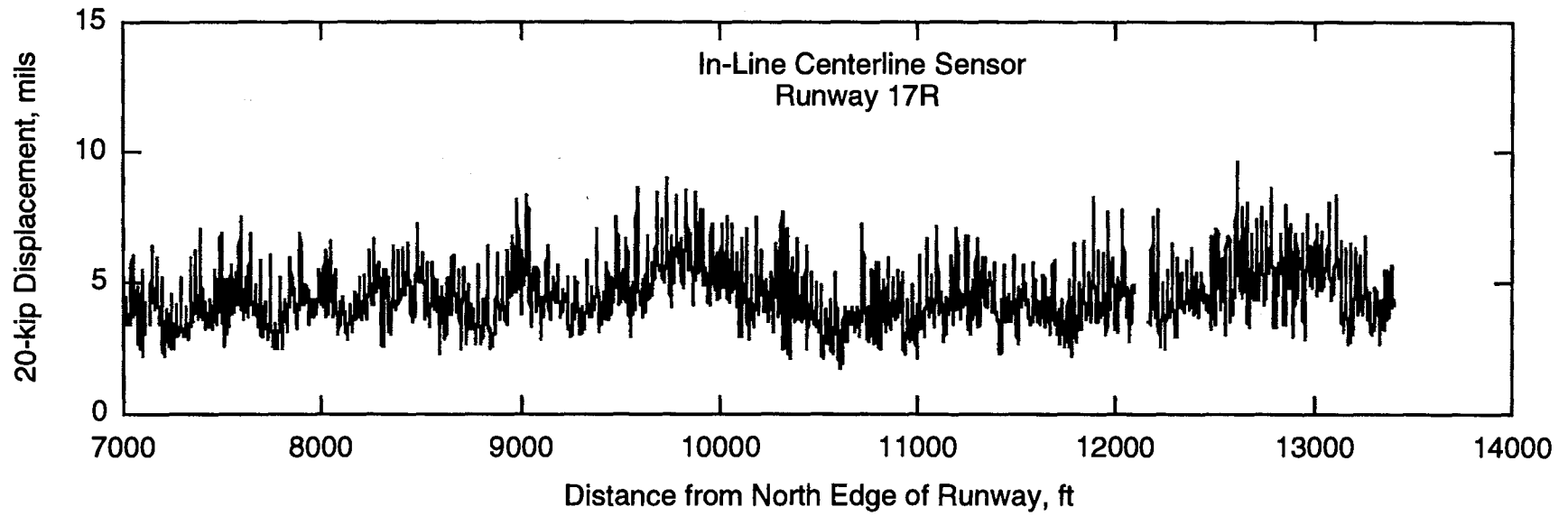
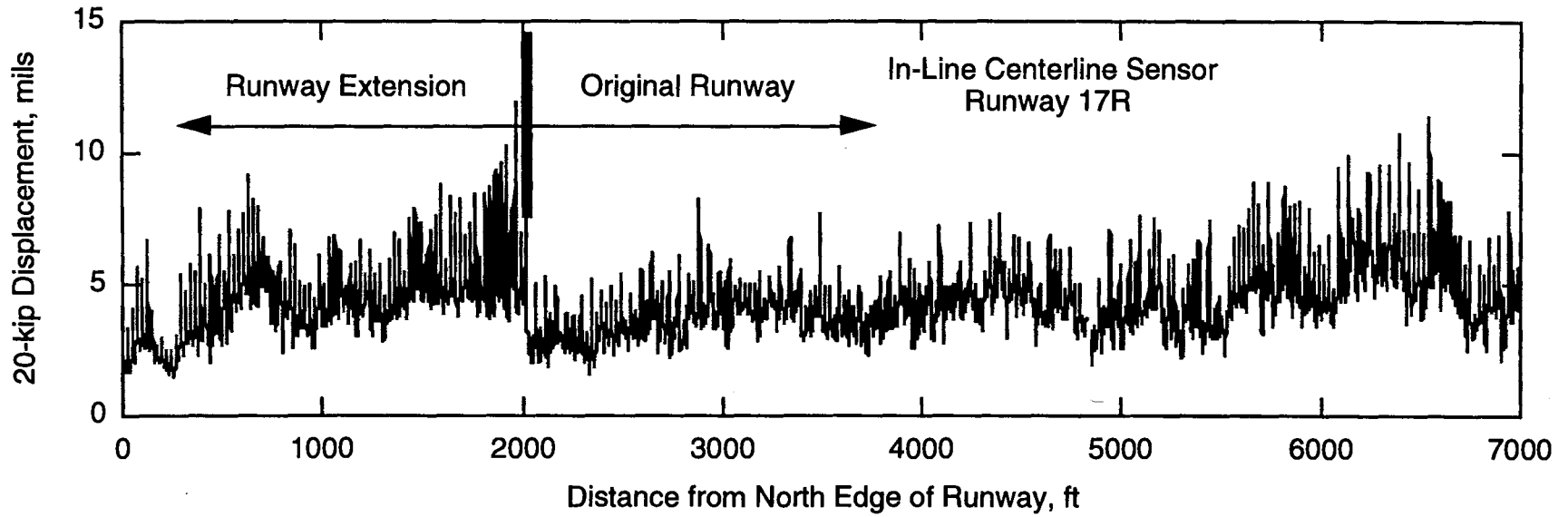
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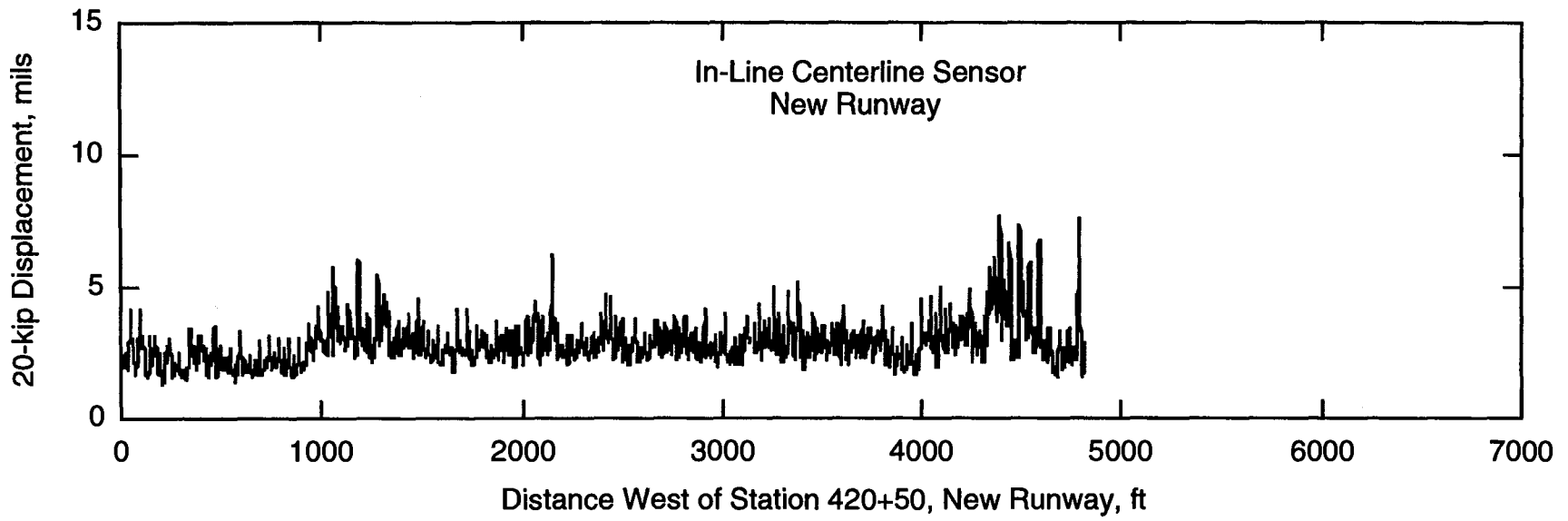
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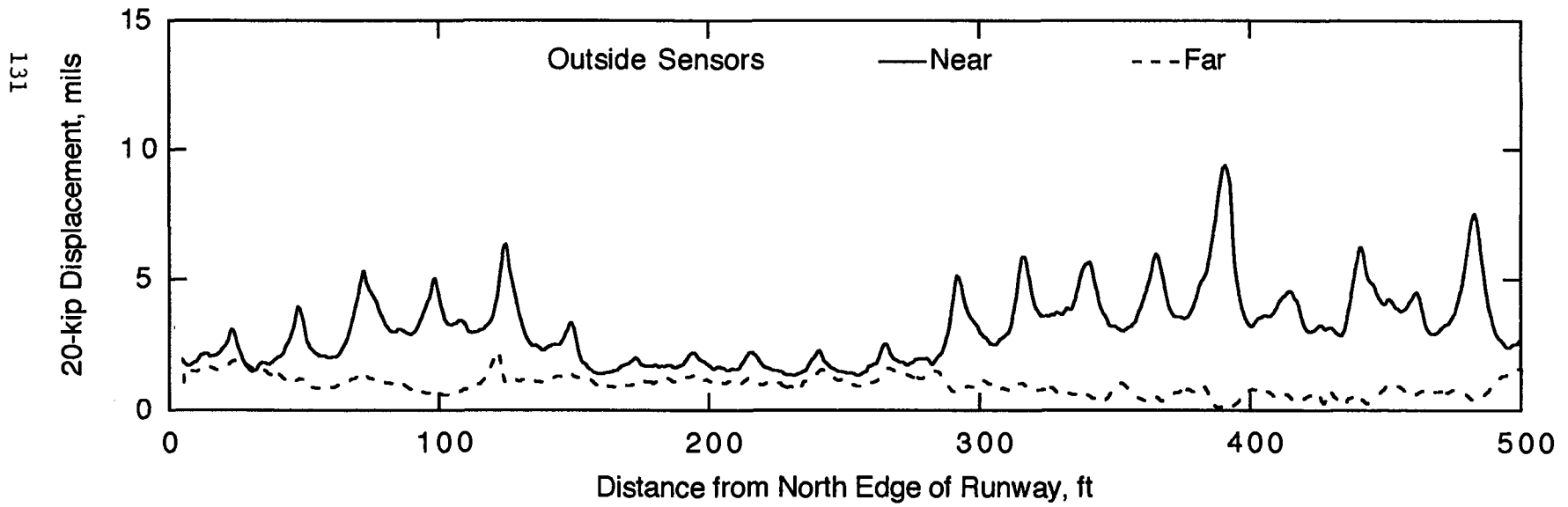
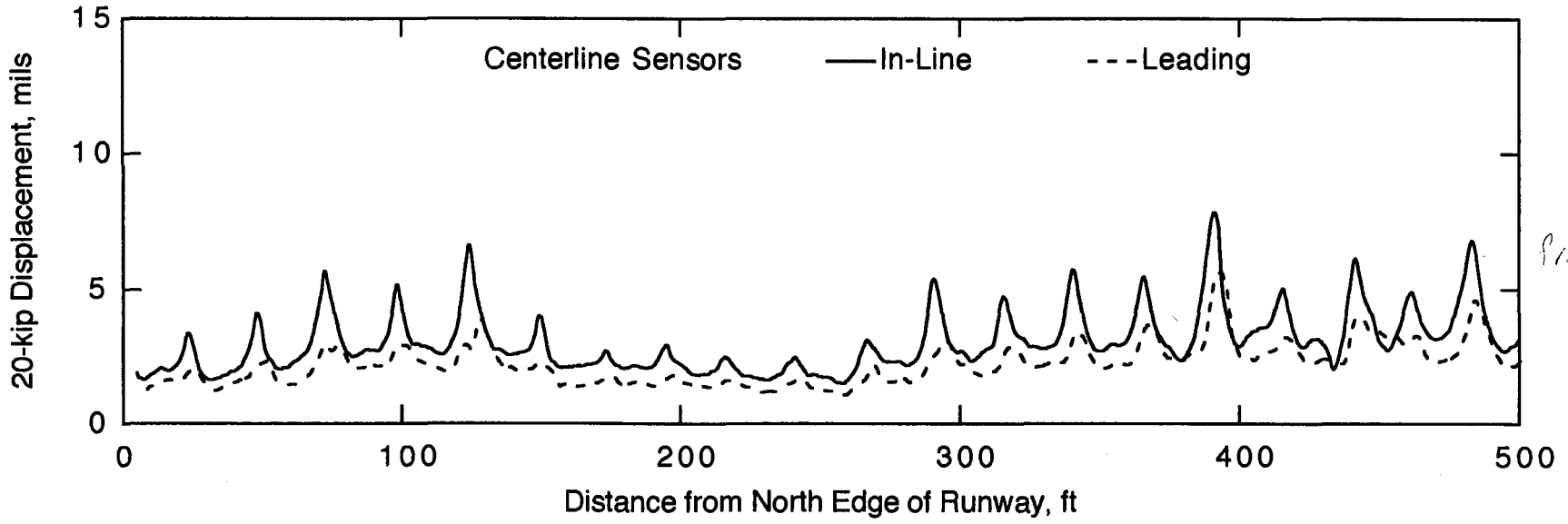
APPENDIX F
RDD DEFLECTION DATA

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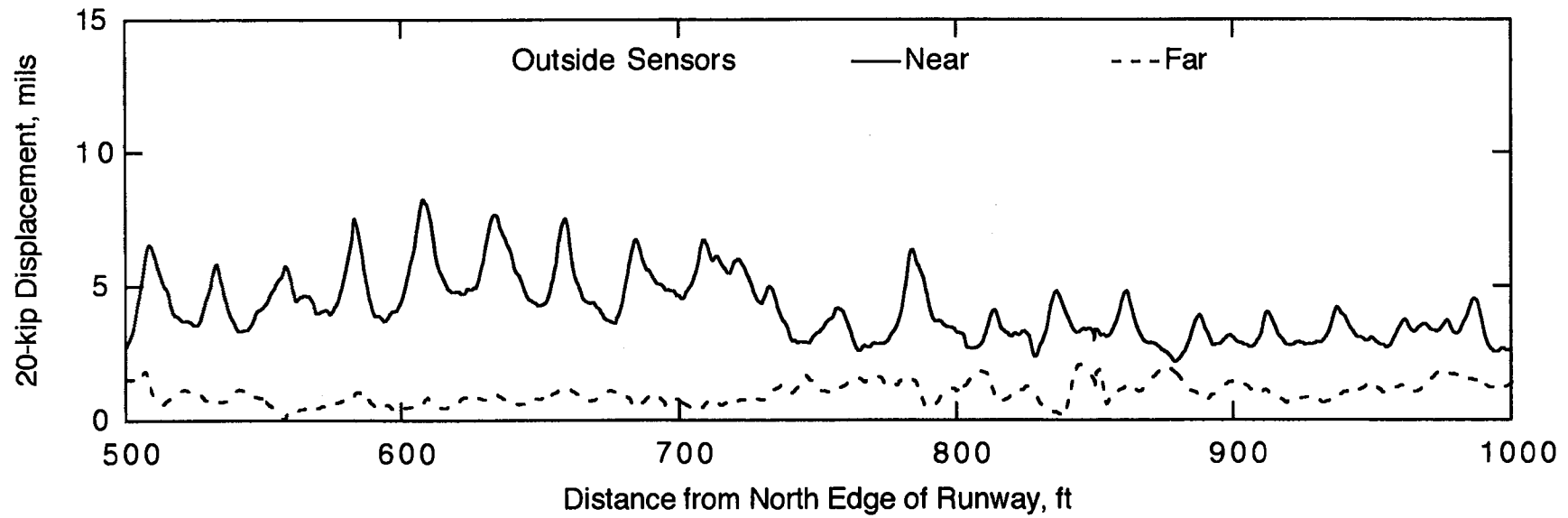
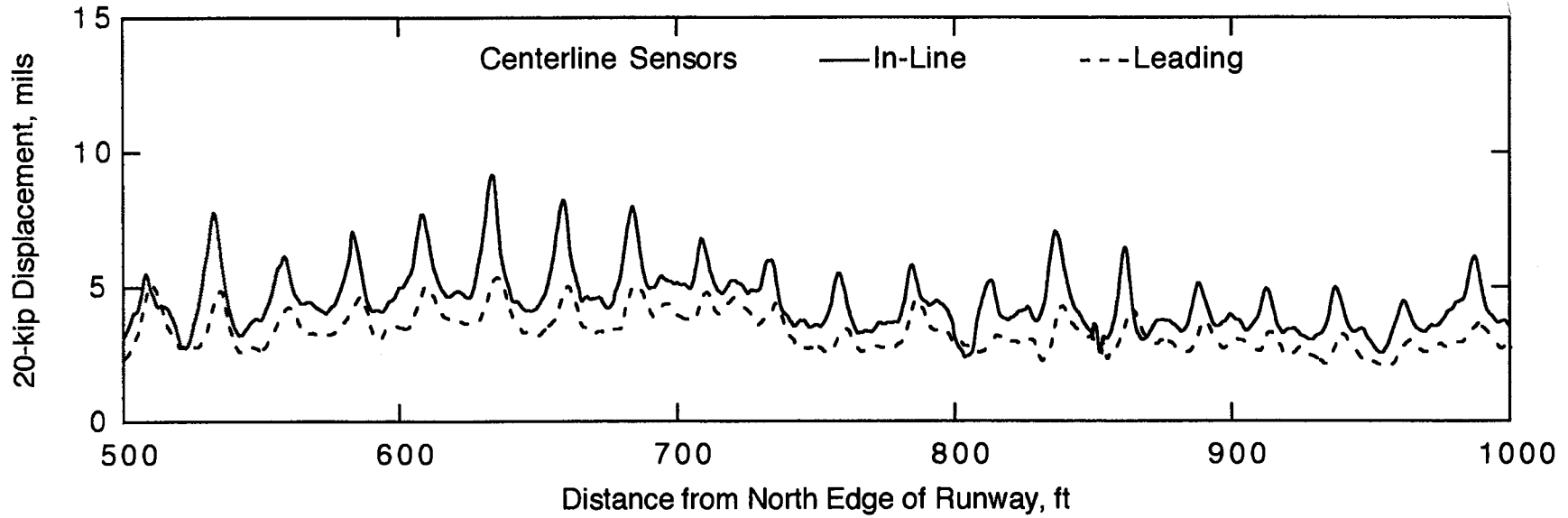
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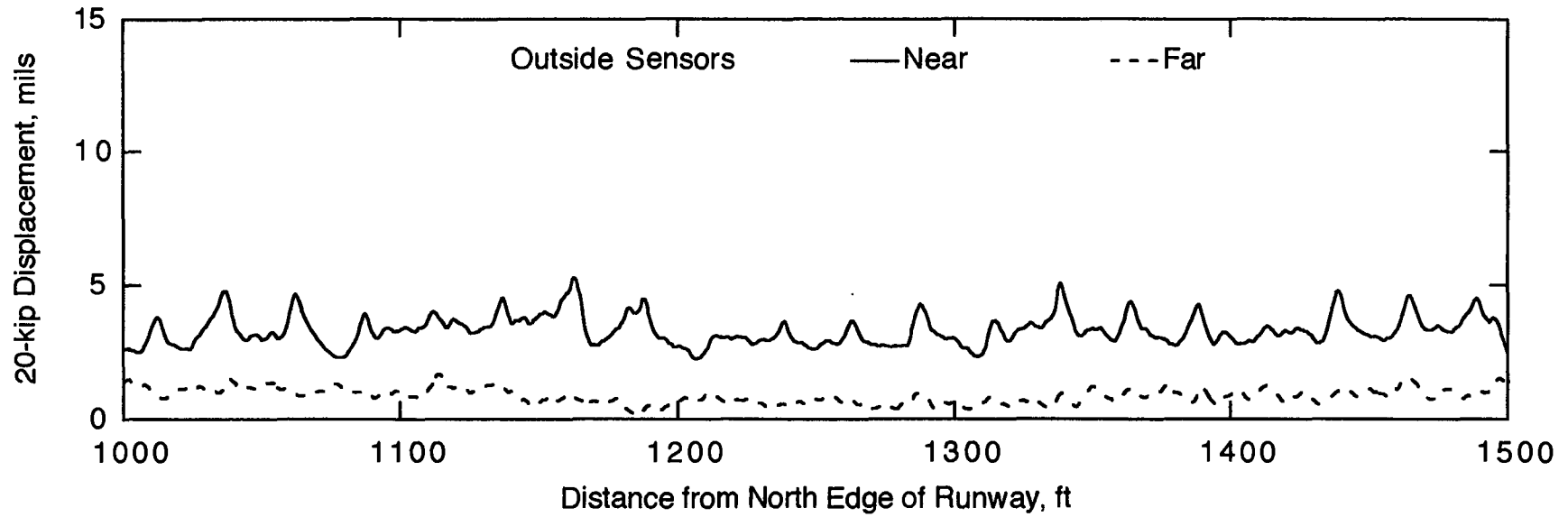
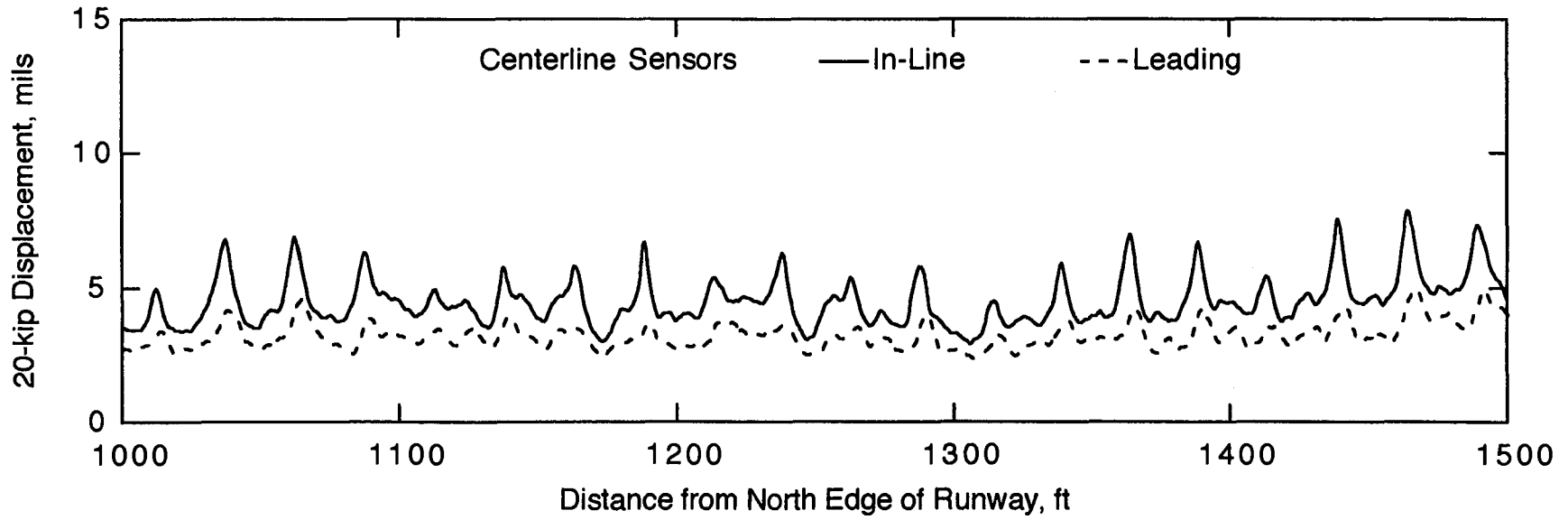


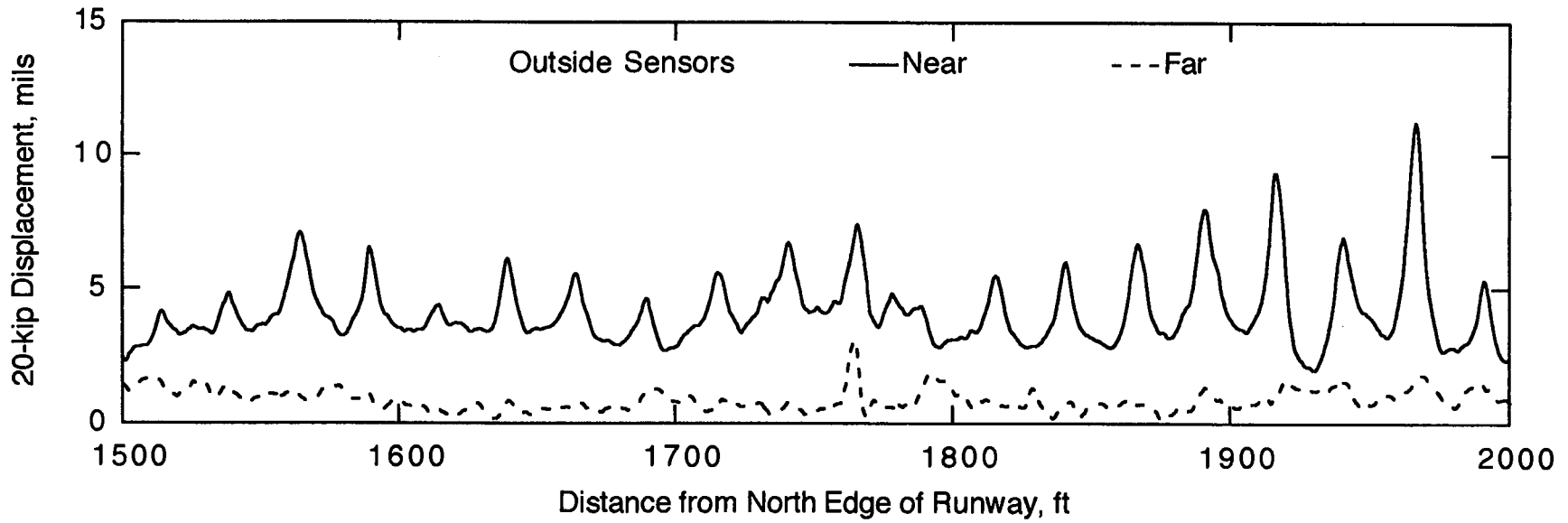
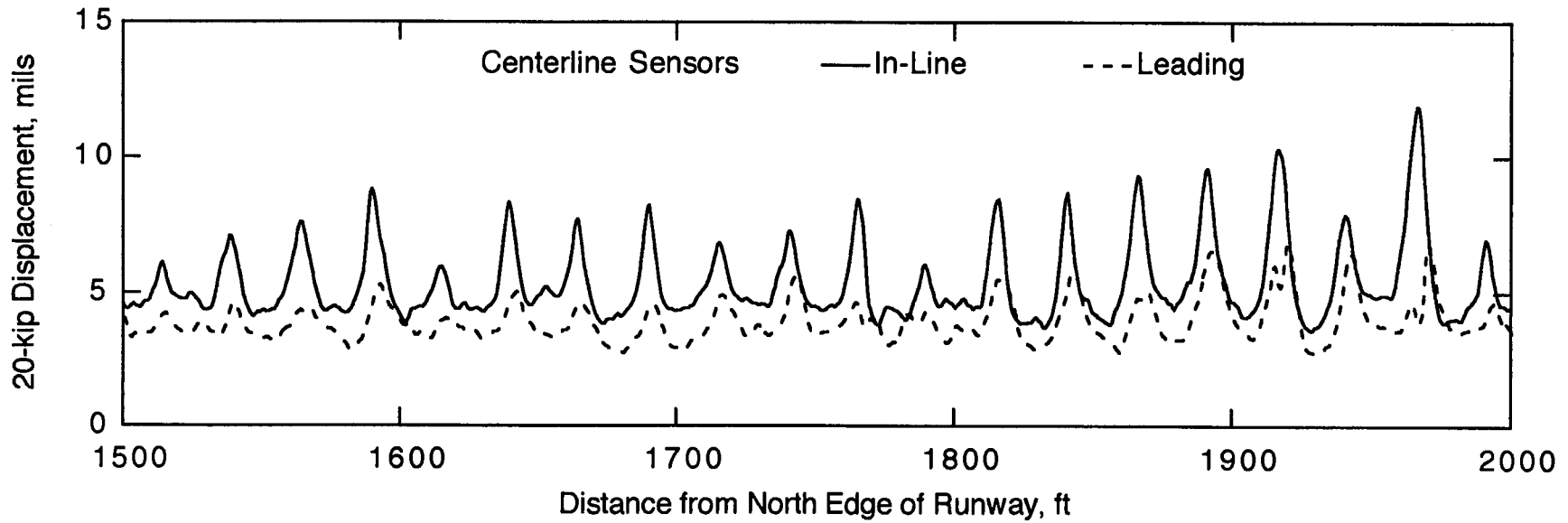


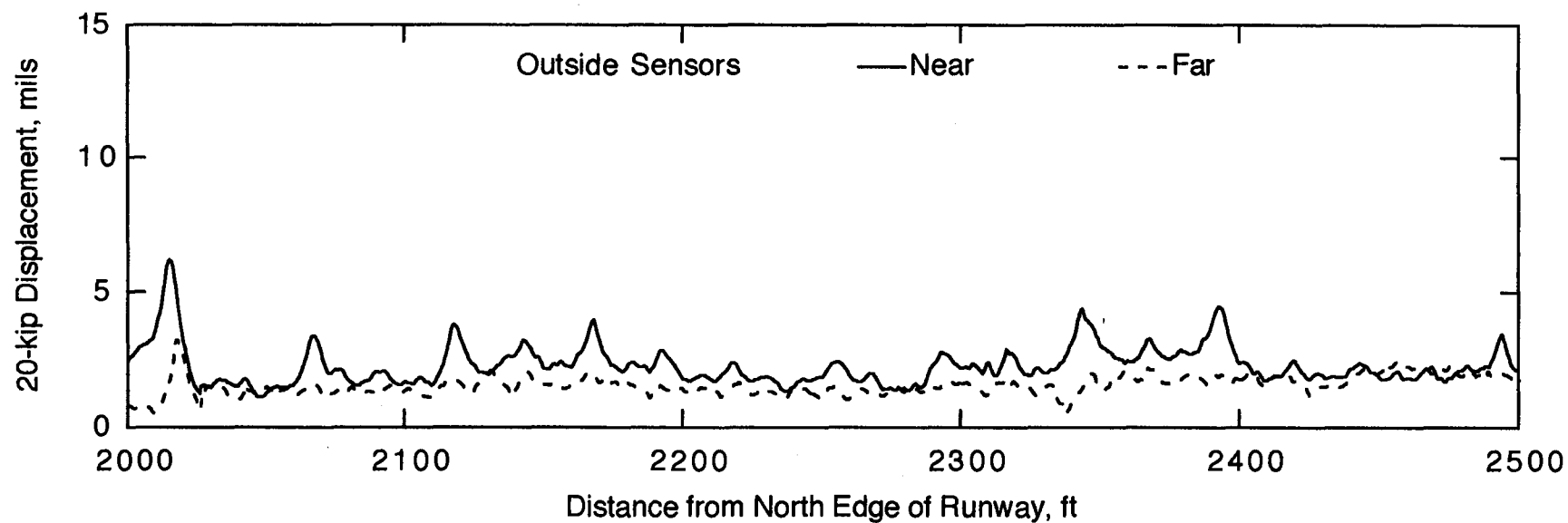
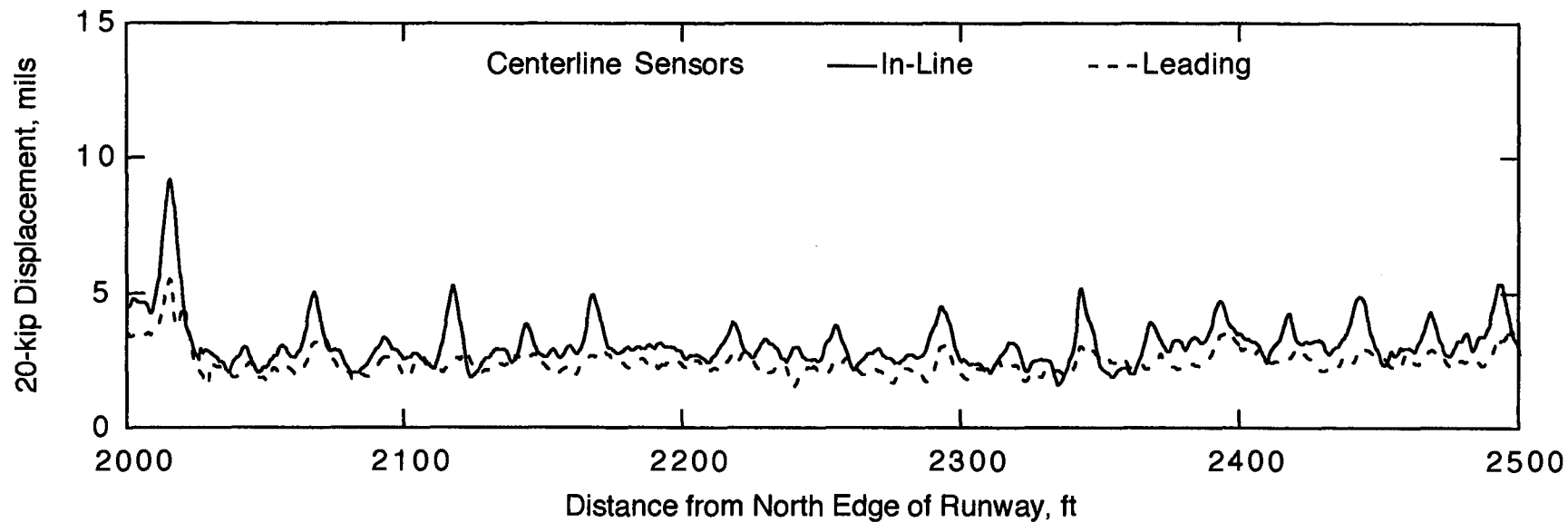


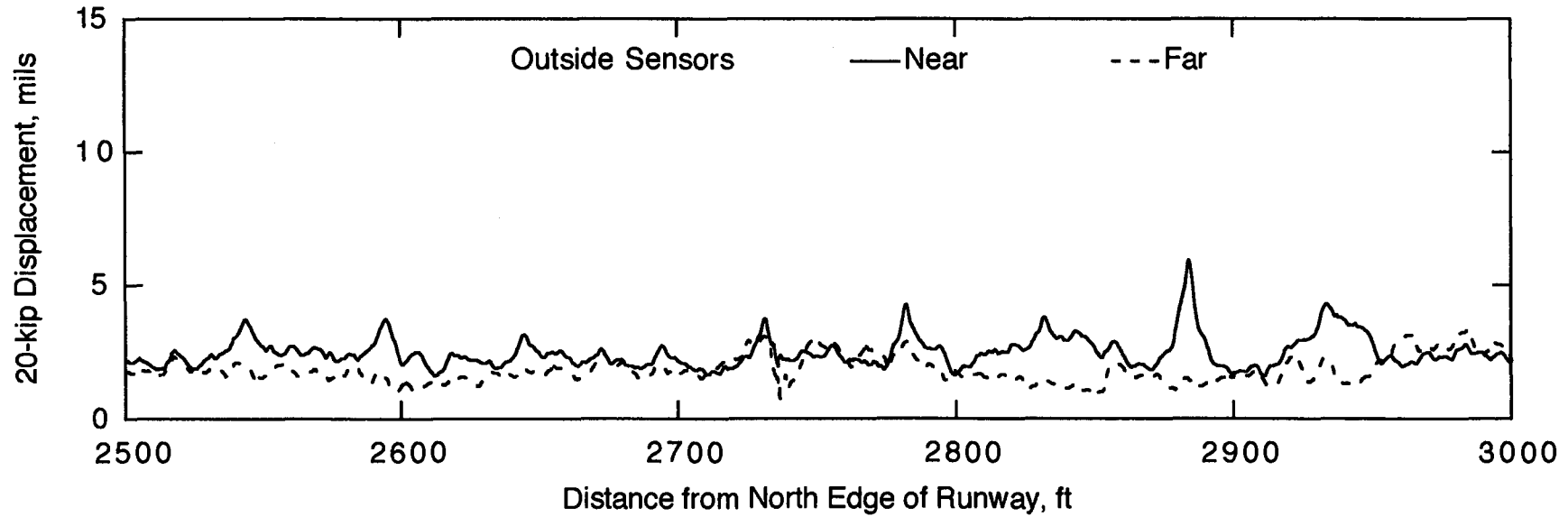
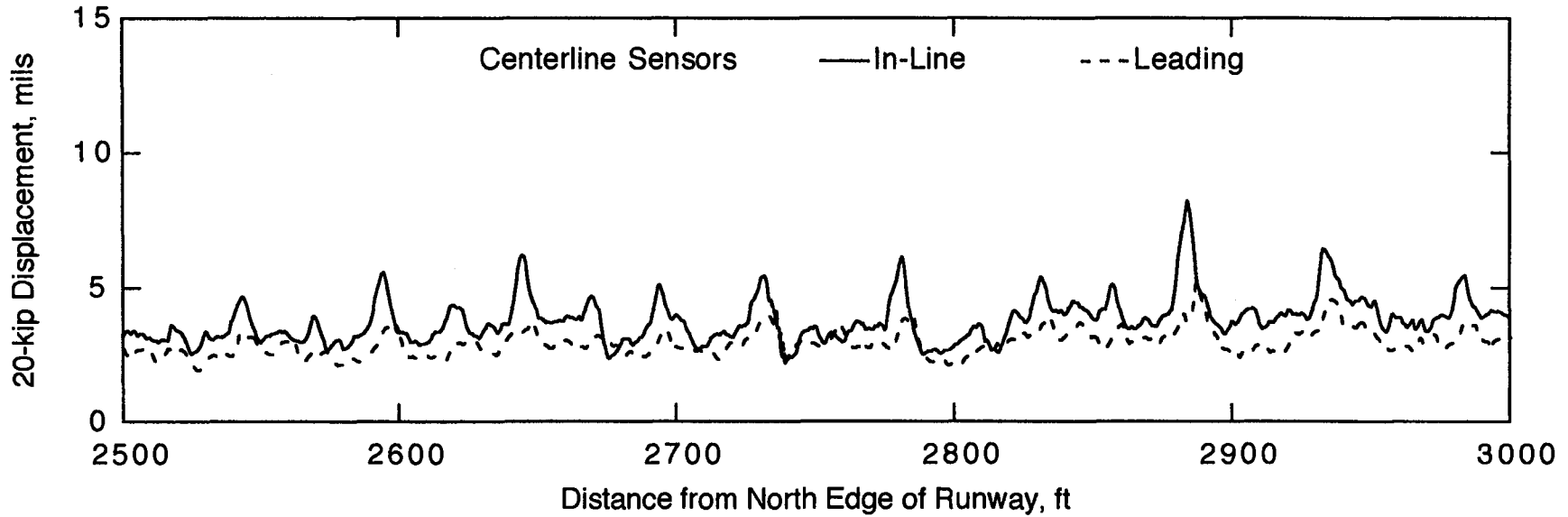
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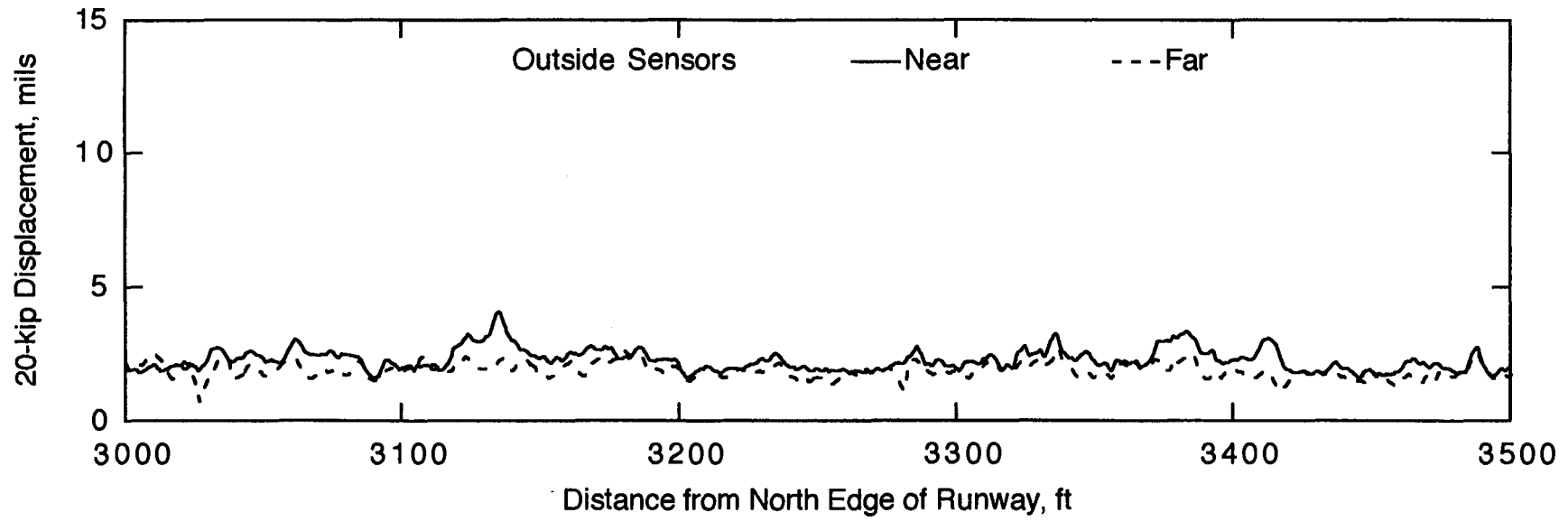
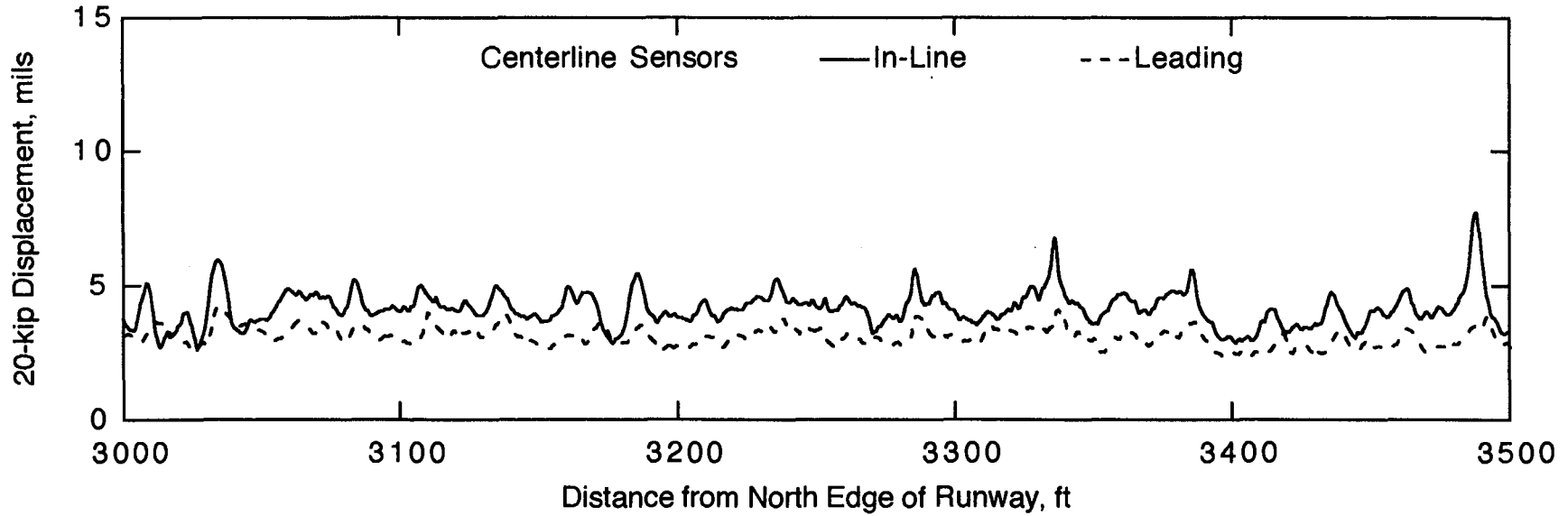


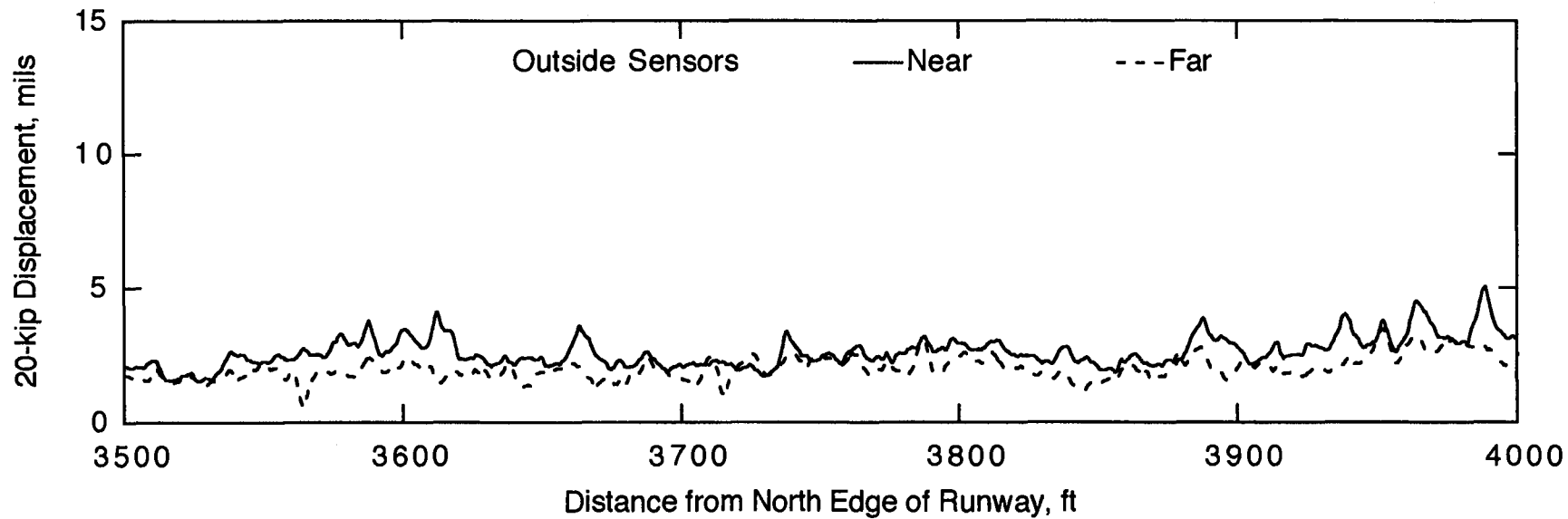
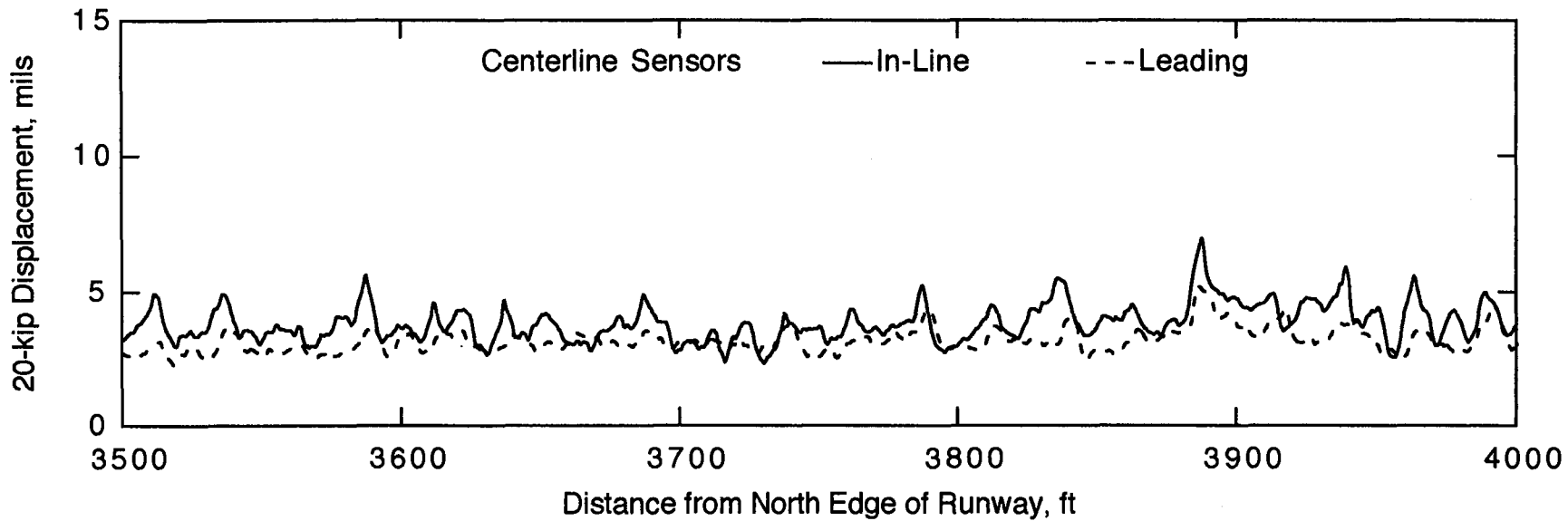


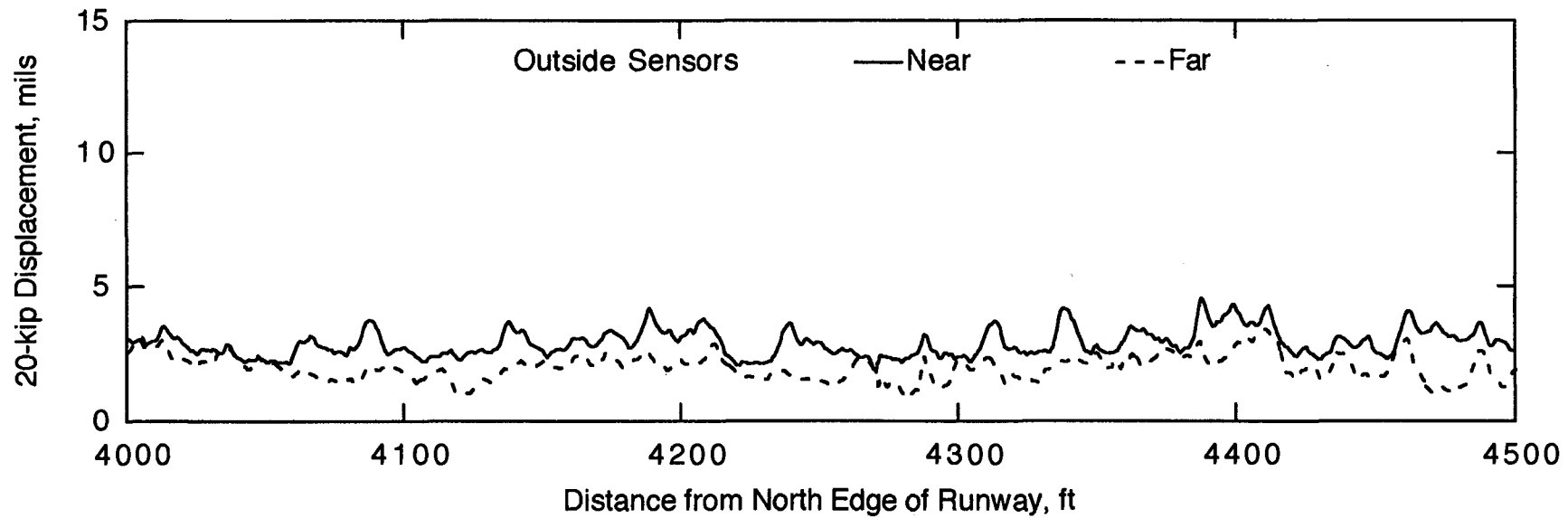
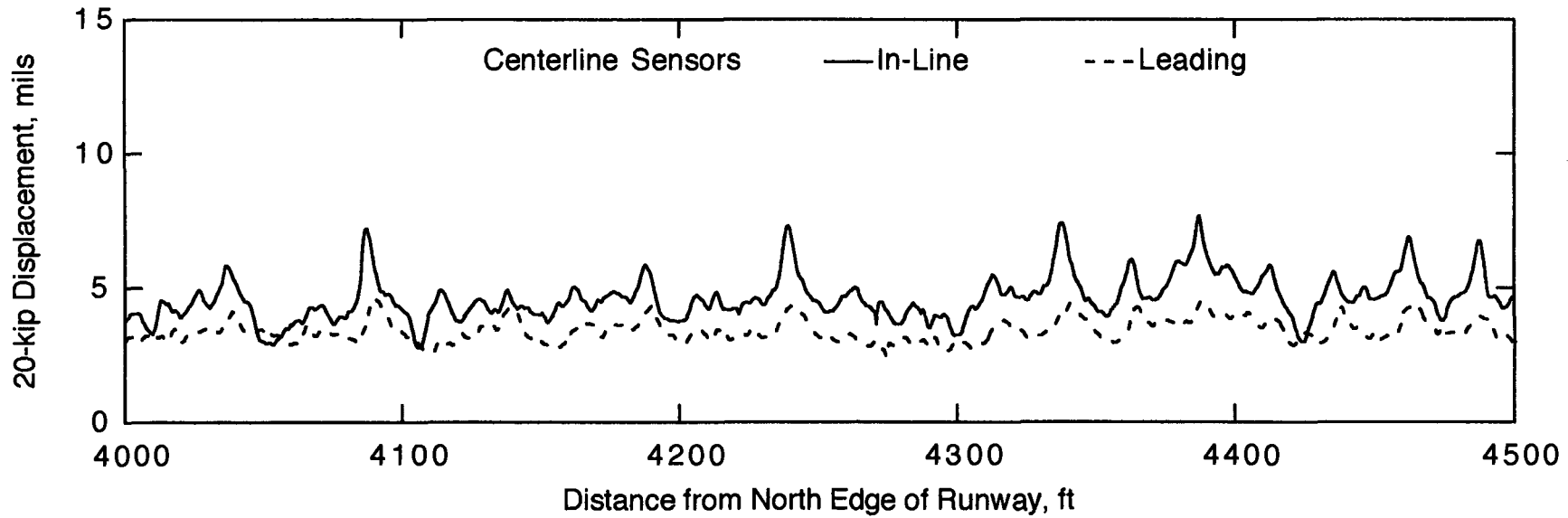


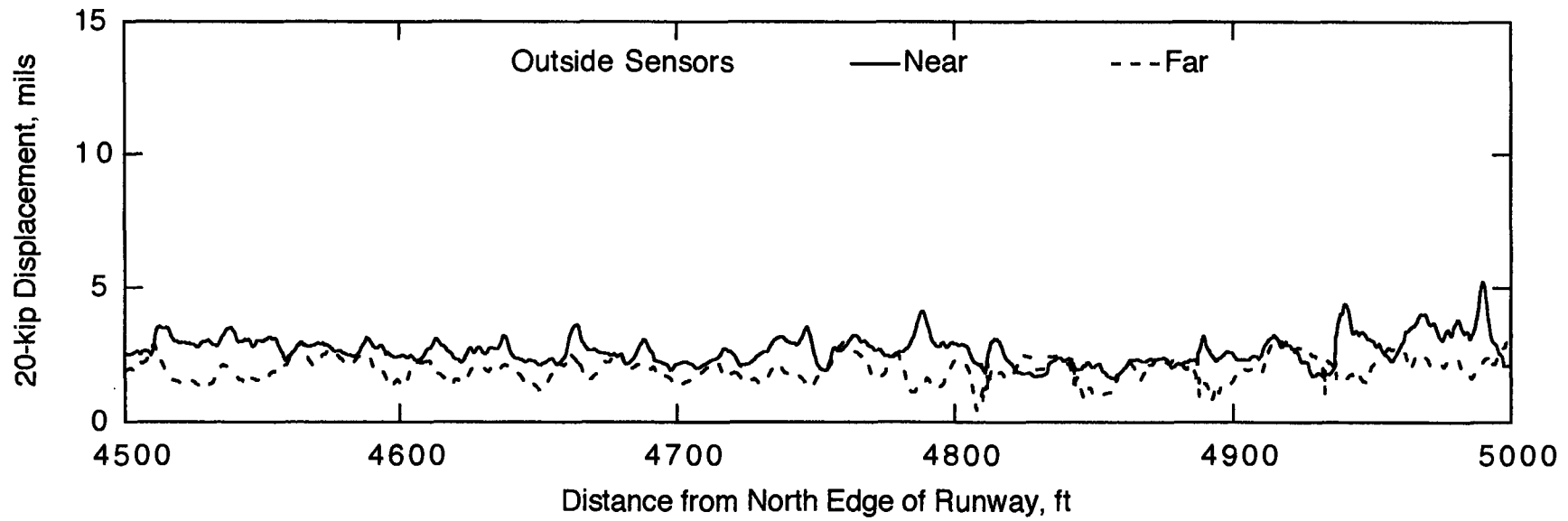
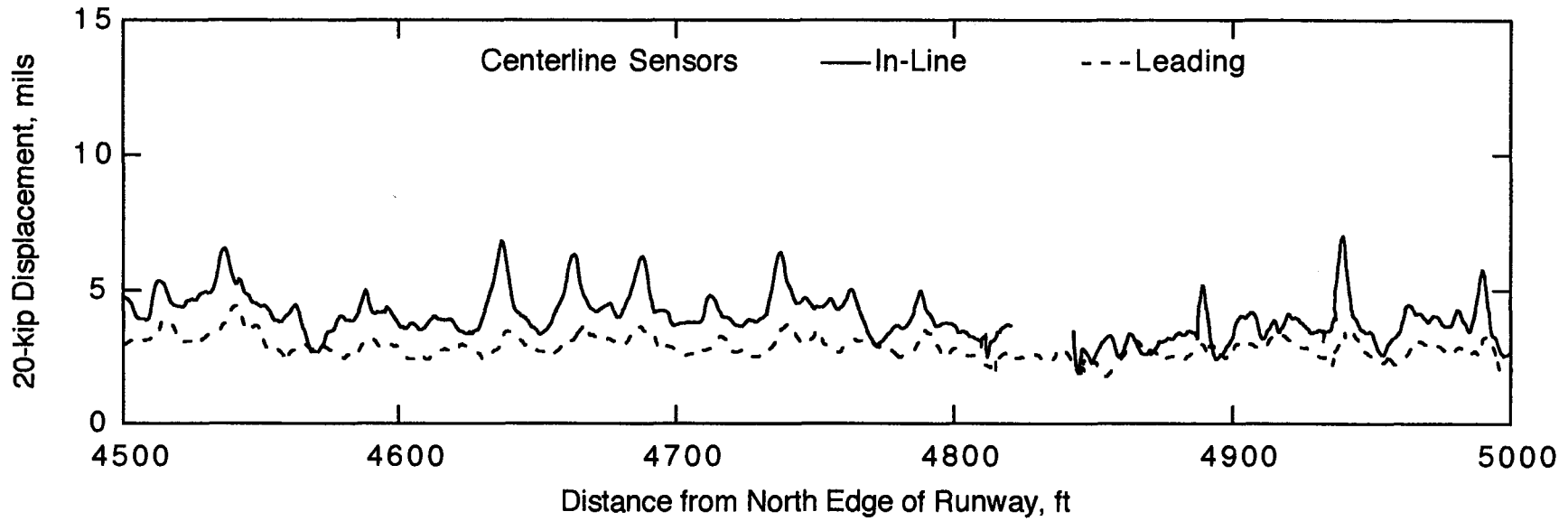


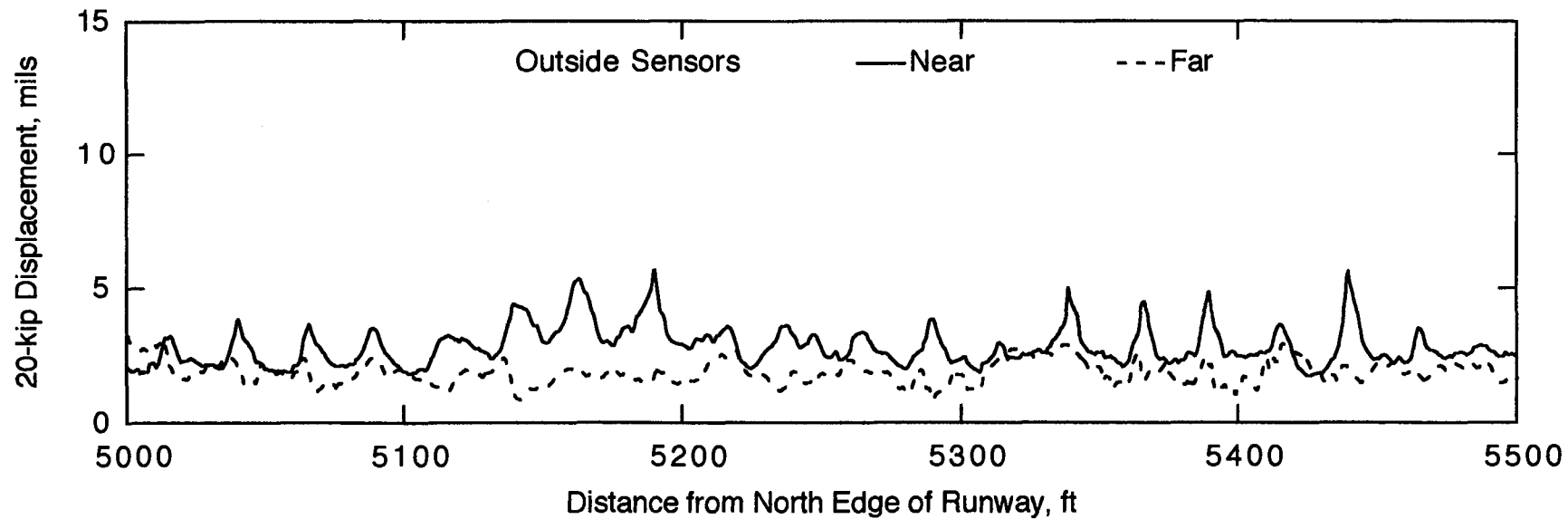
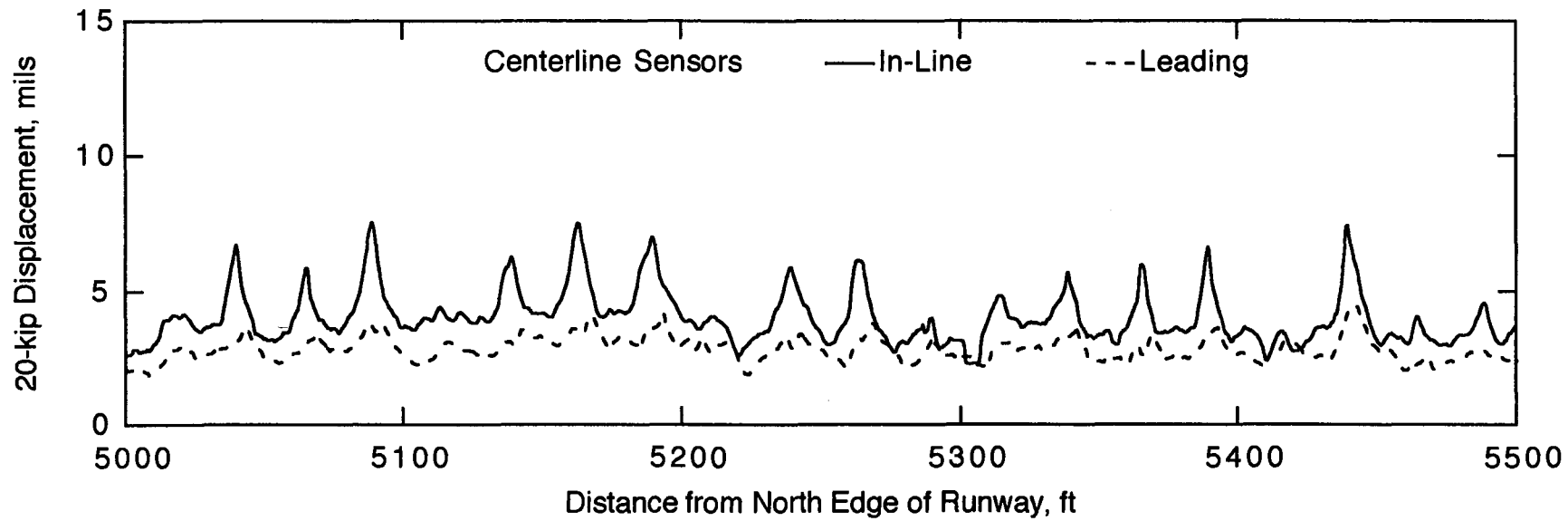


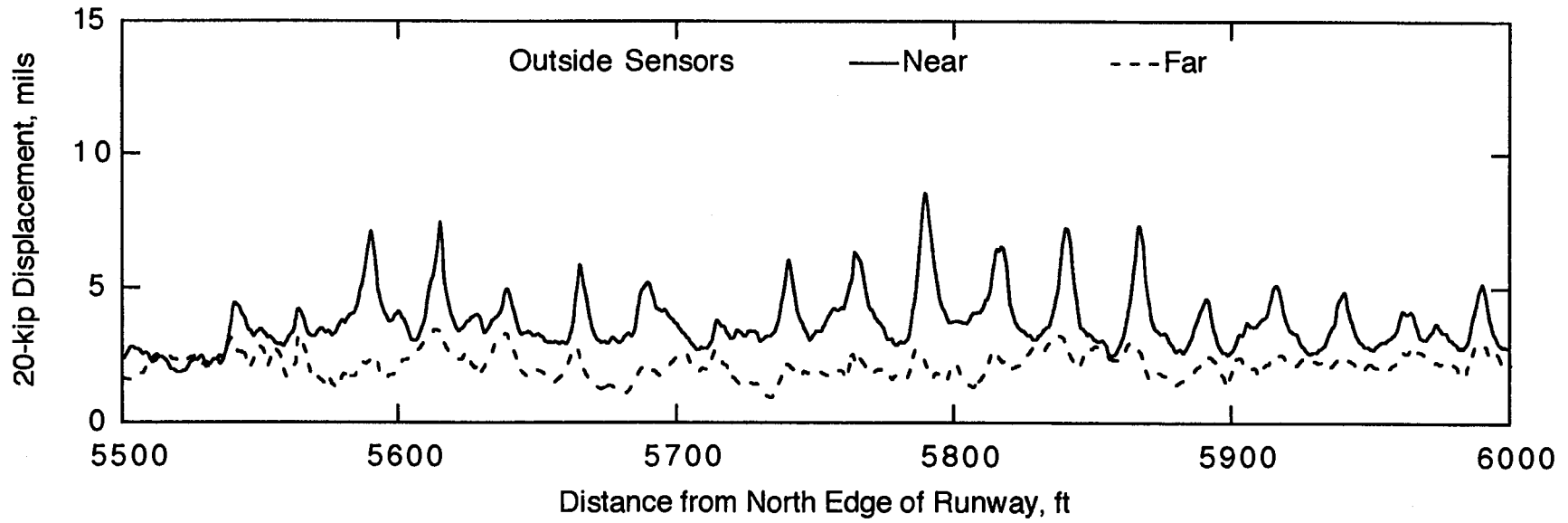
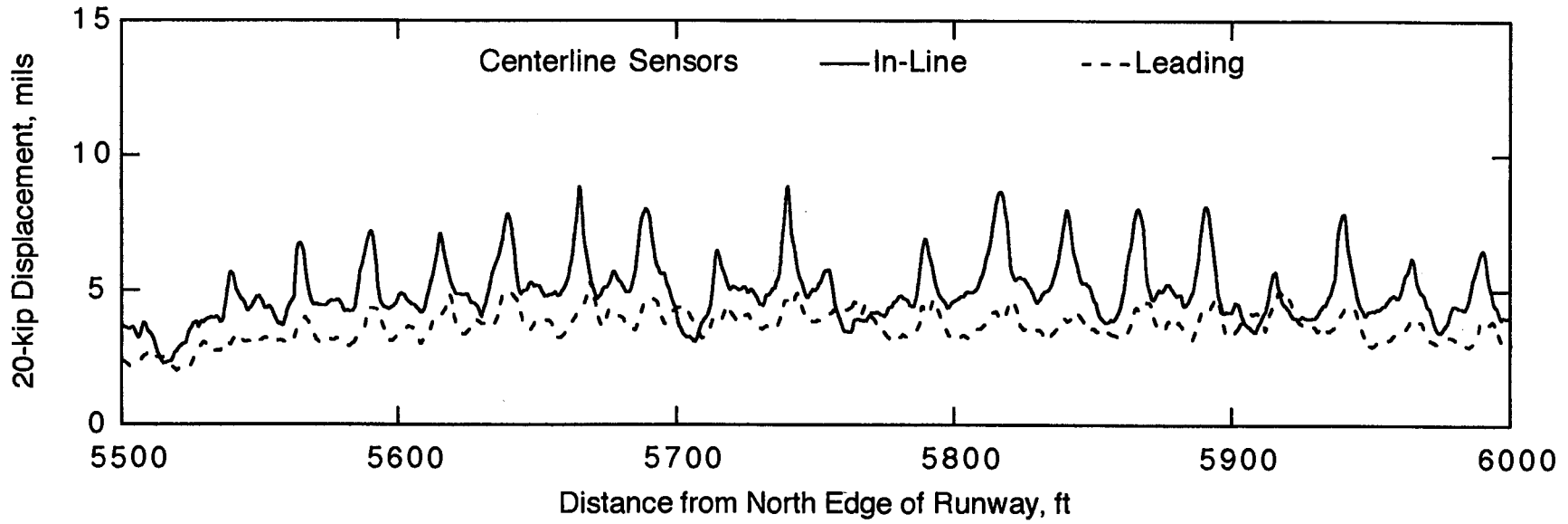


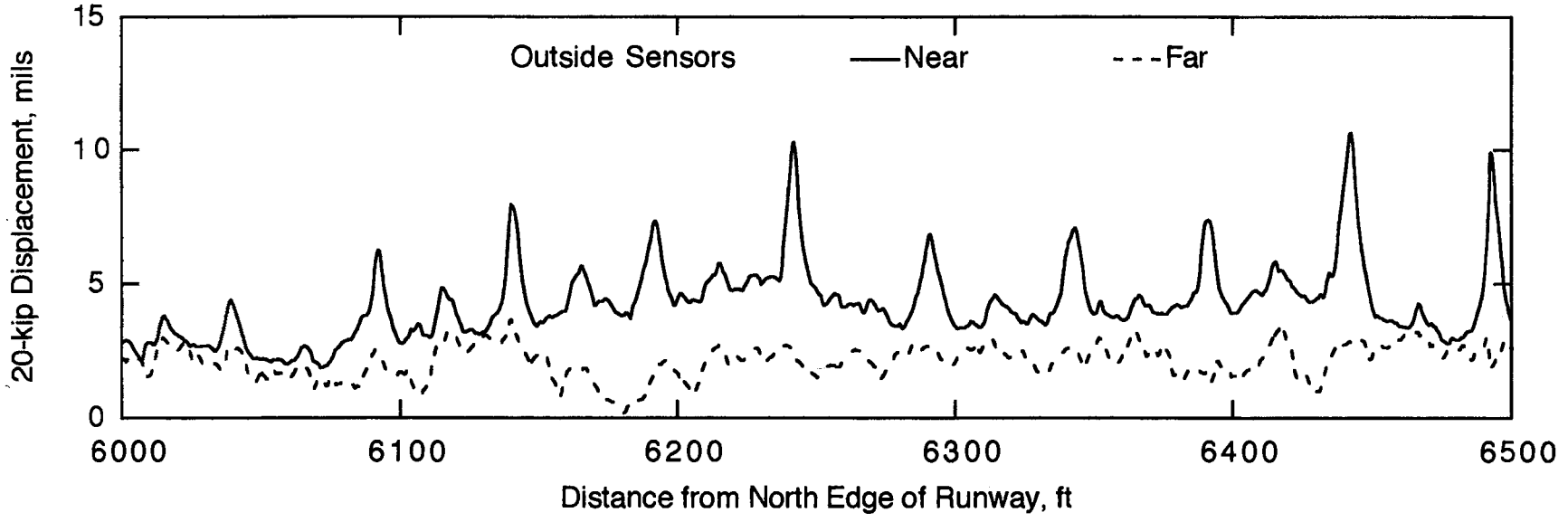
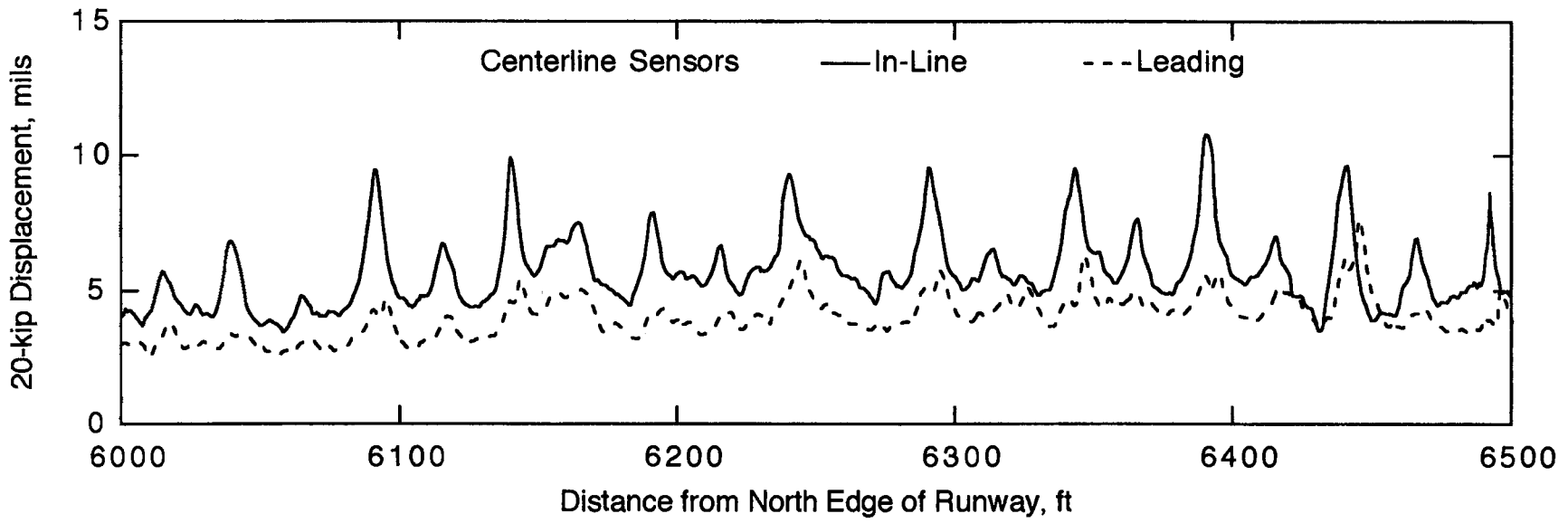


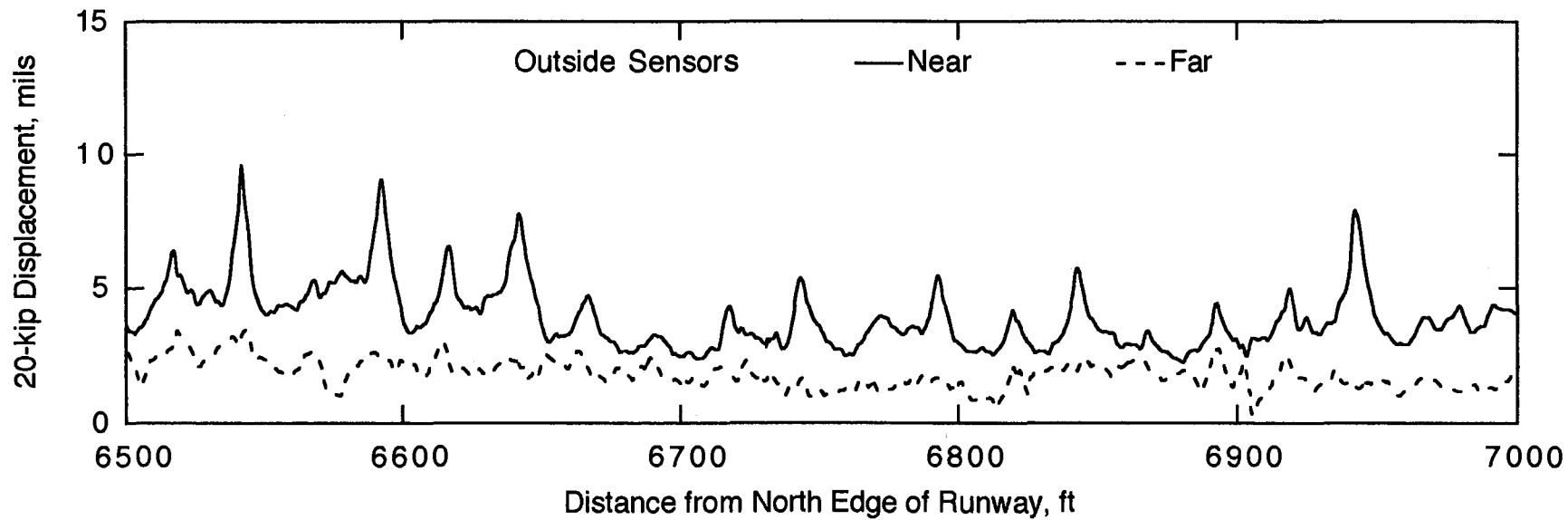
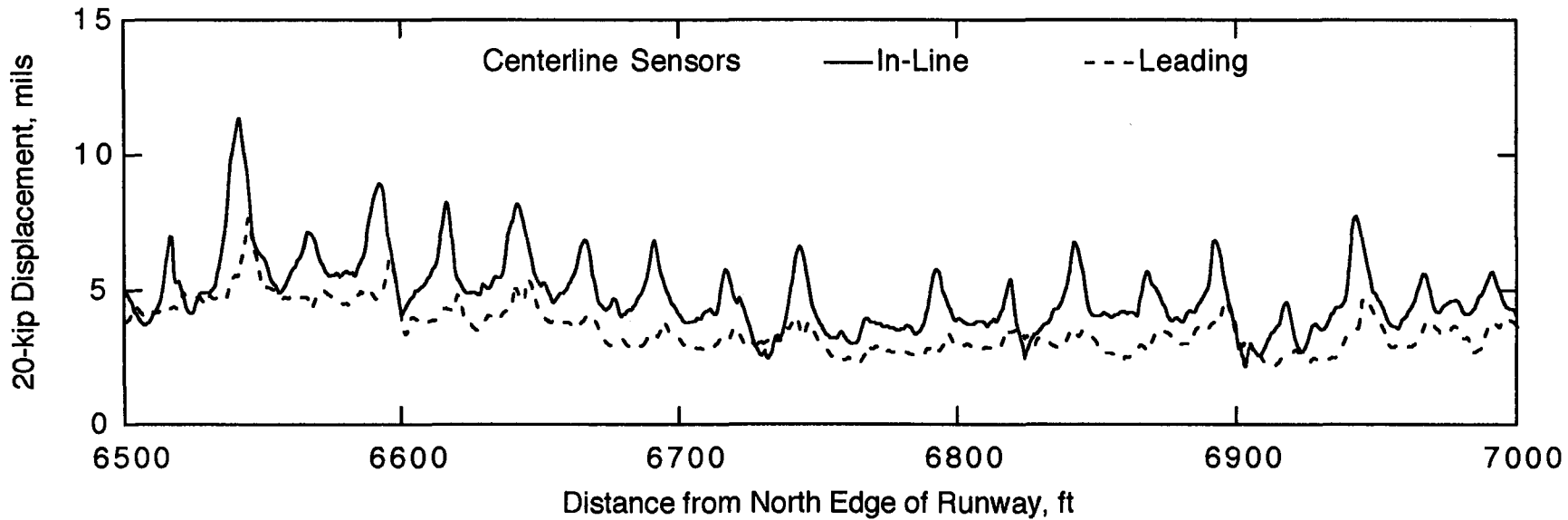


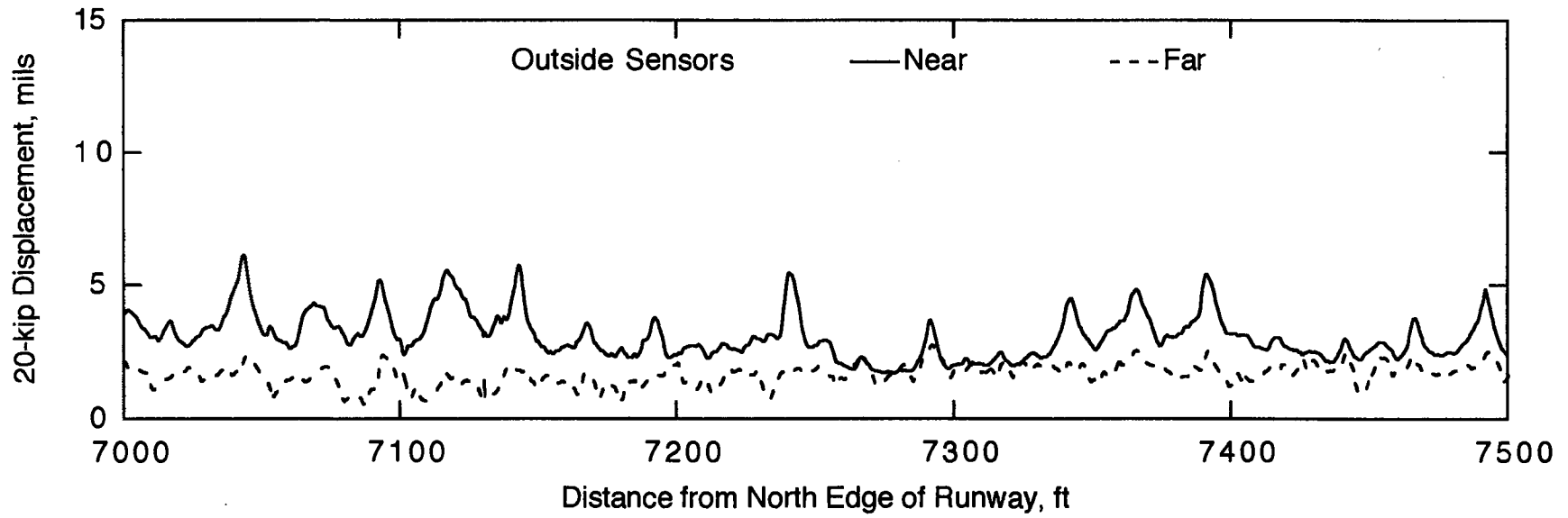
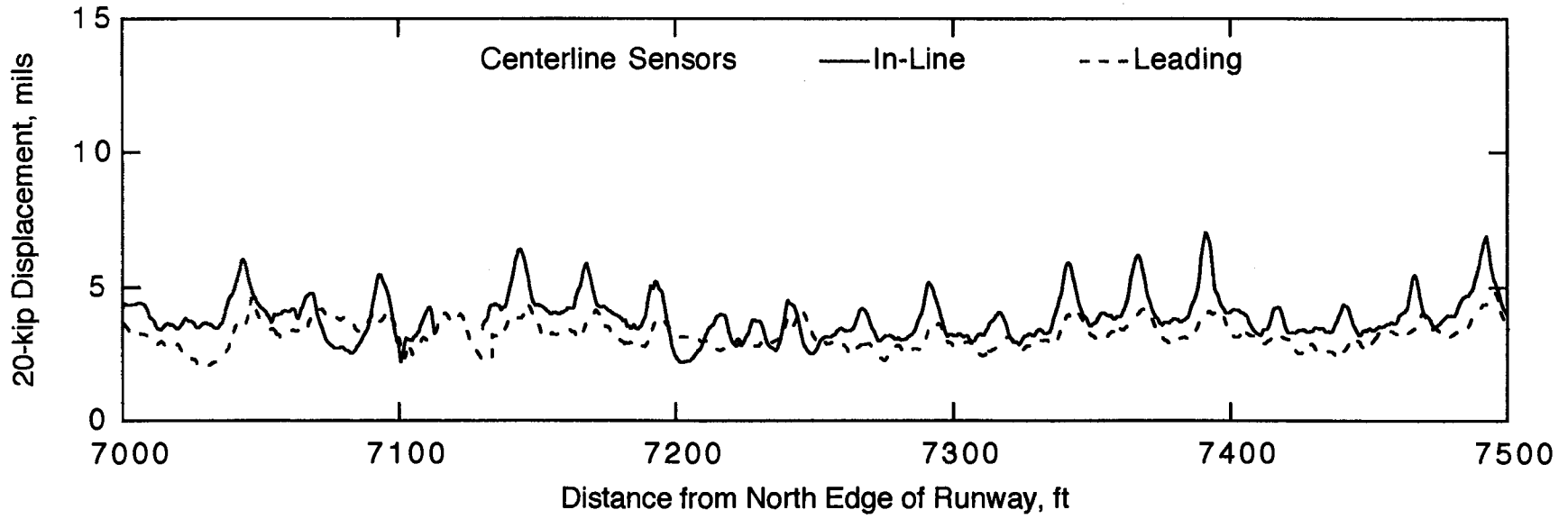


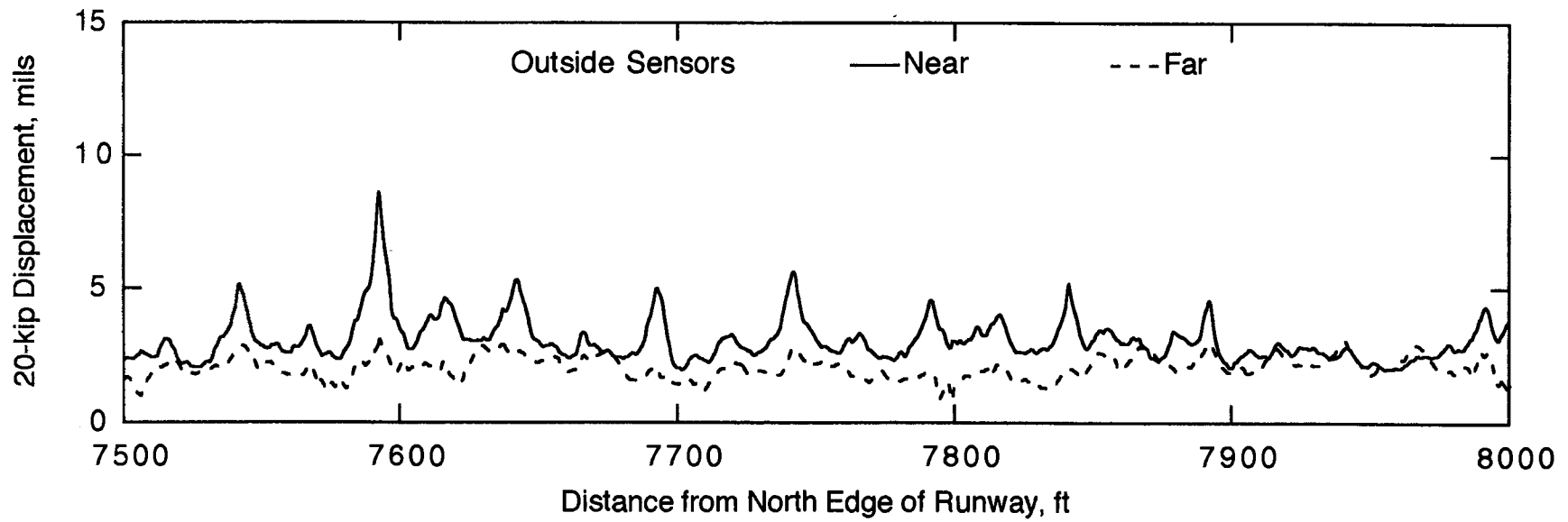
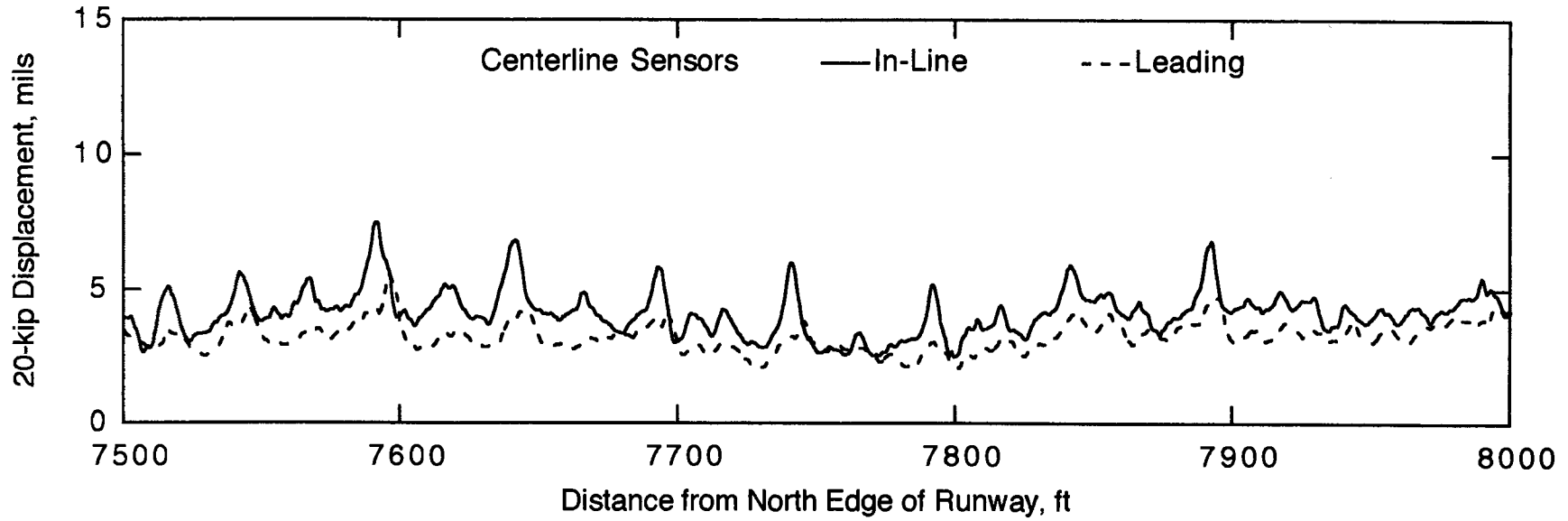


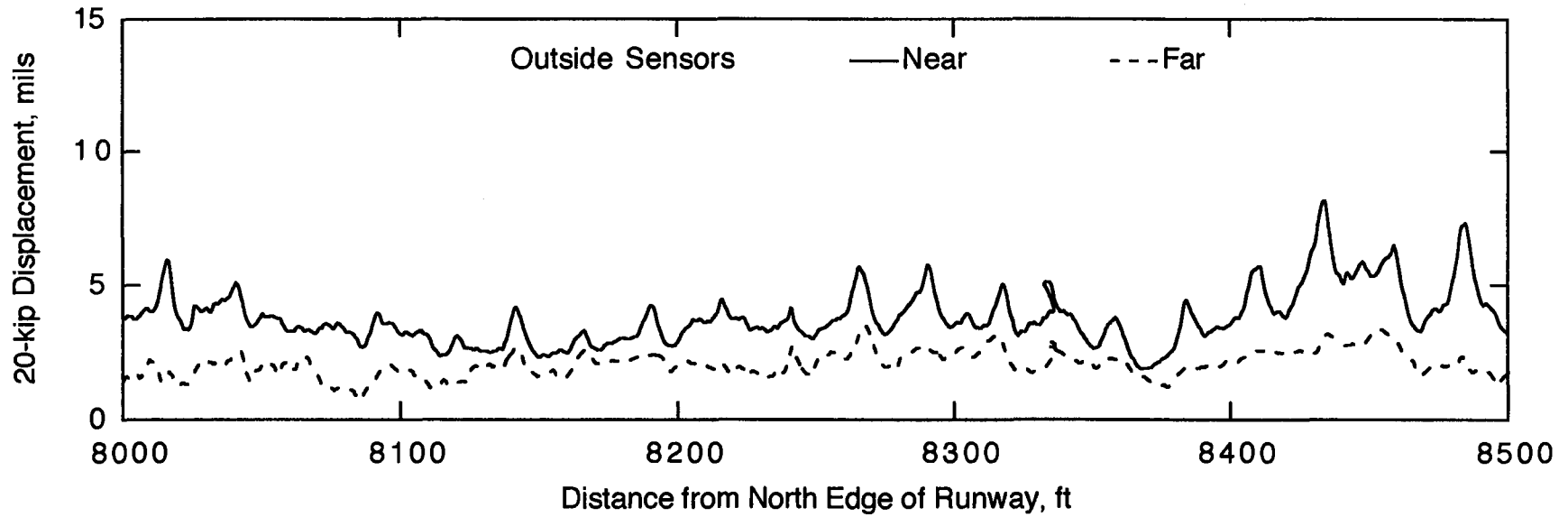
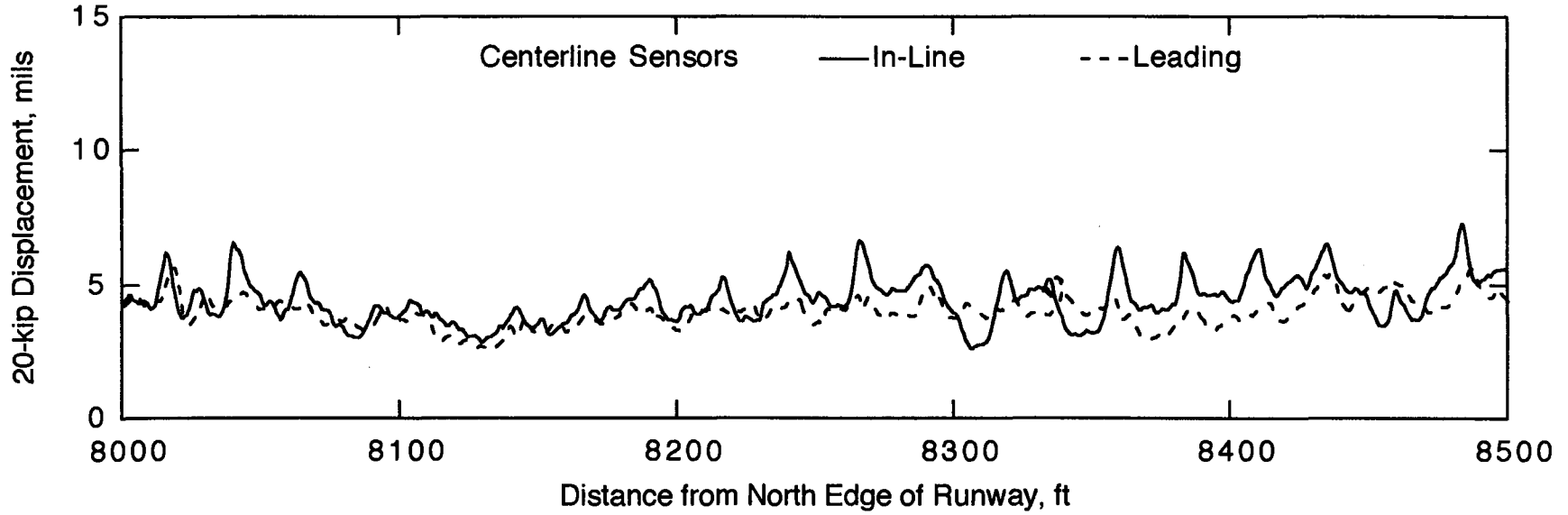


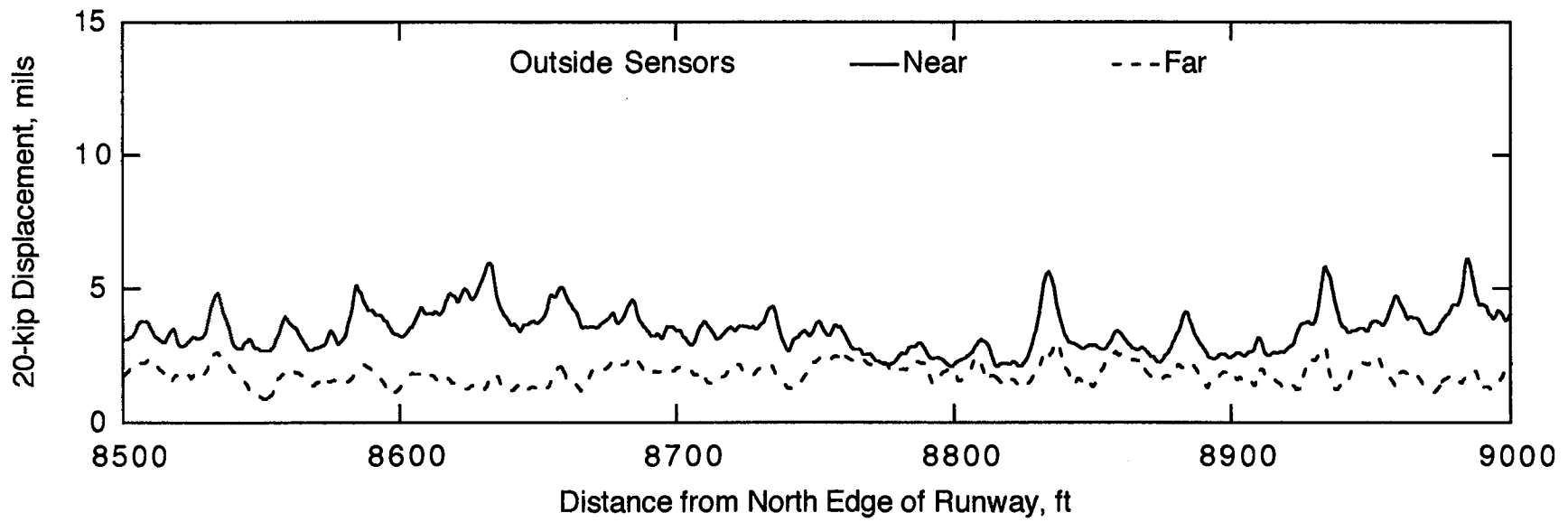
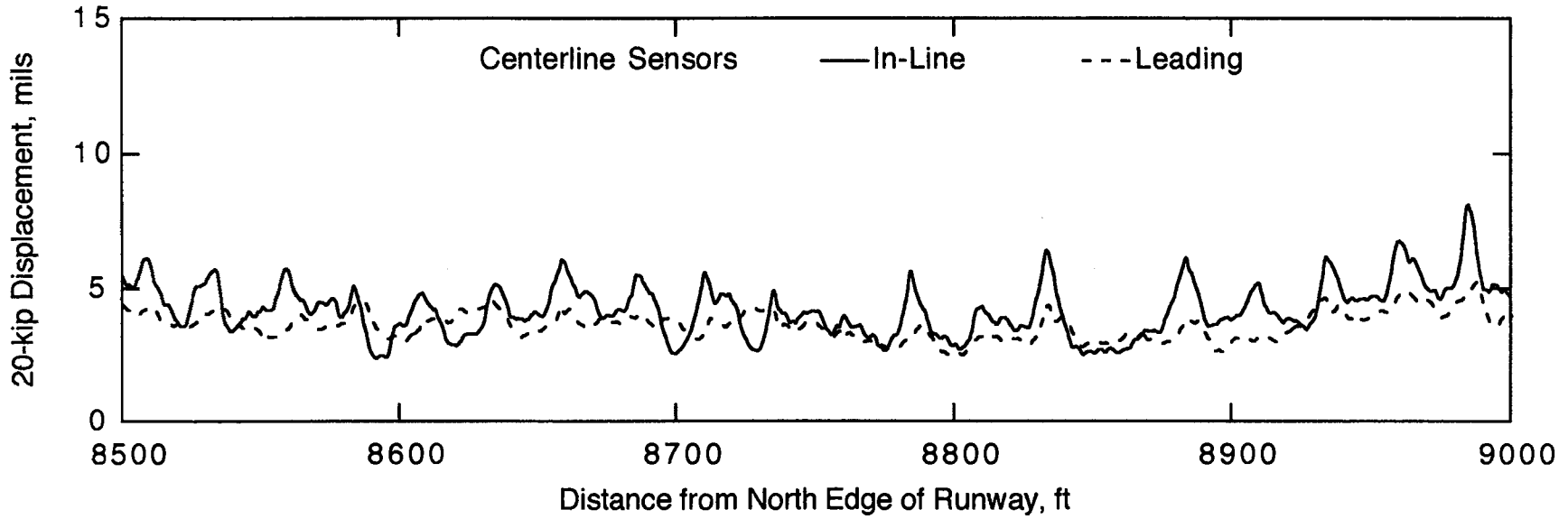


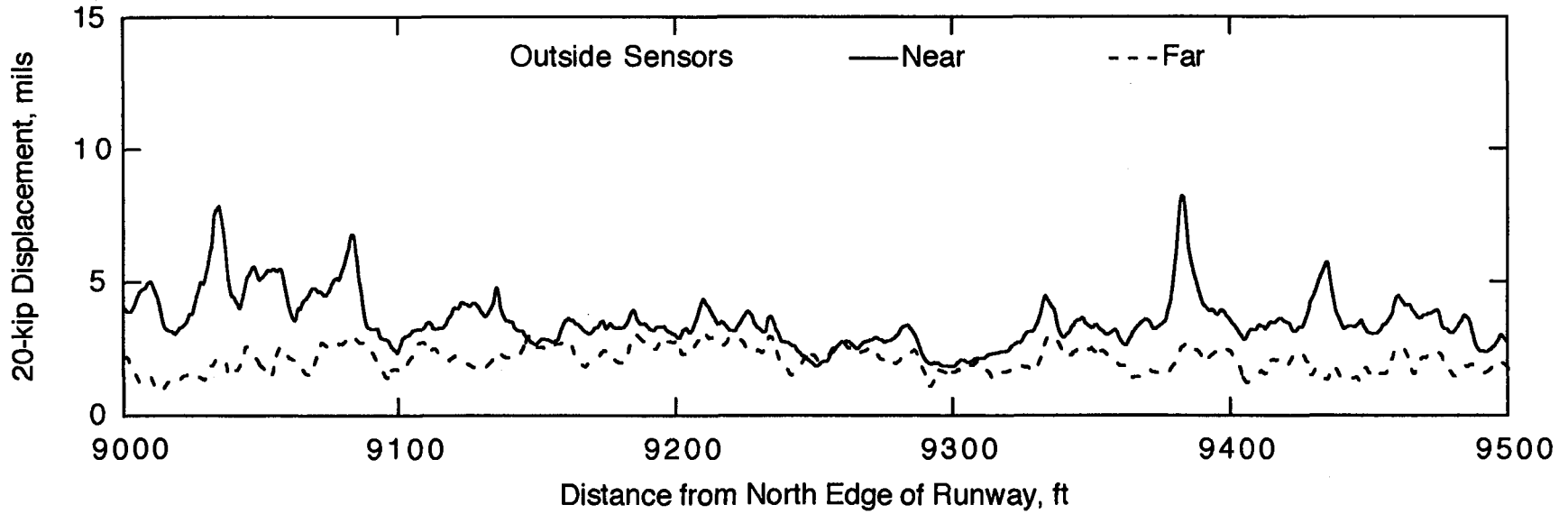
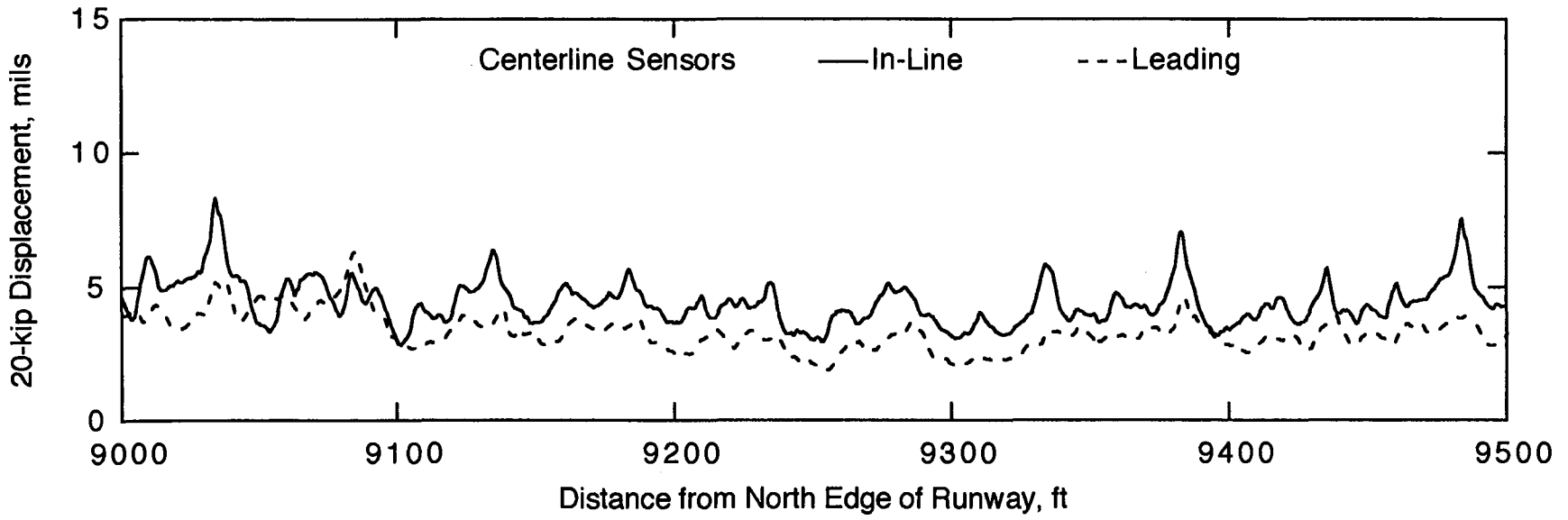


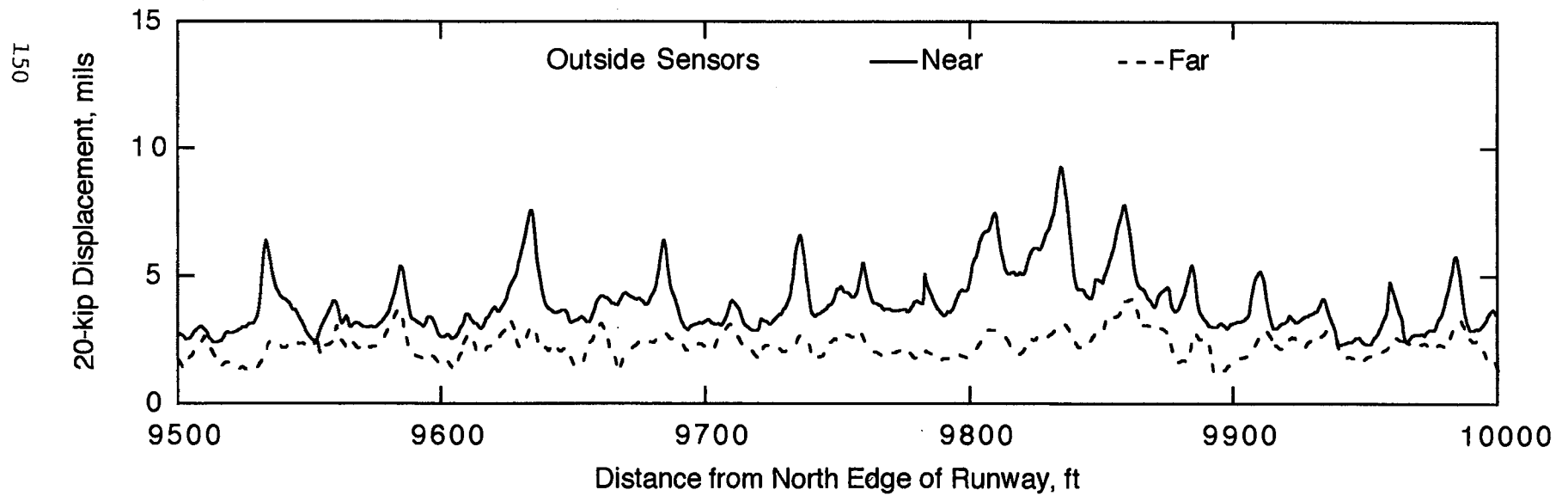
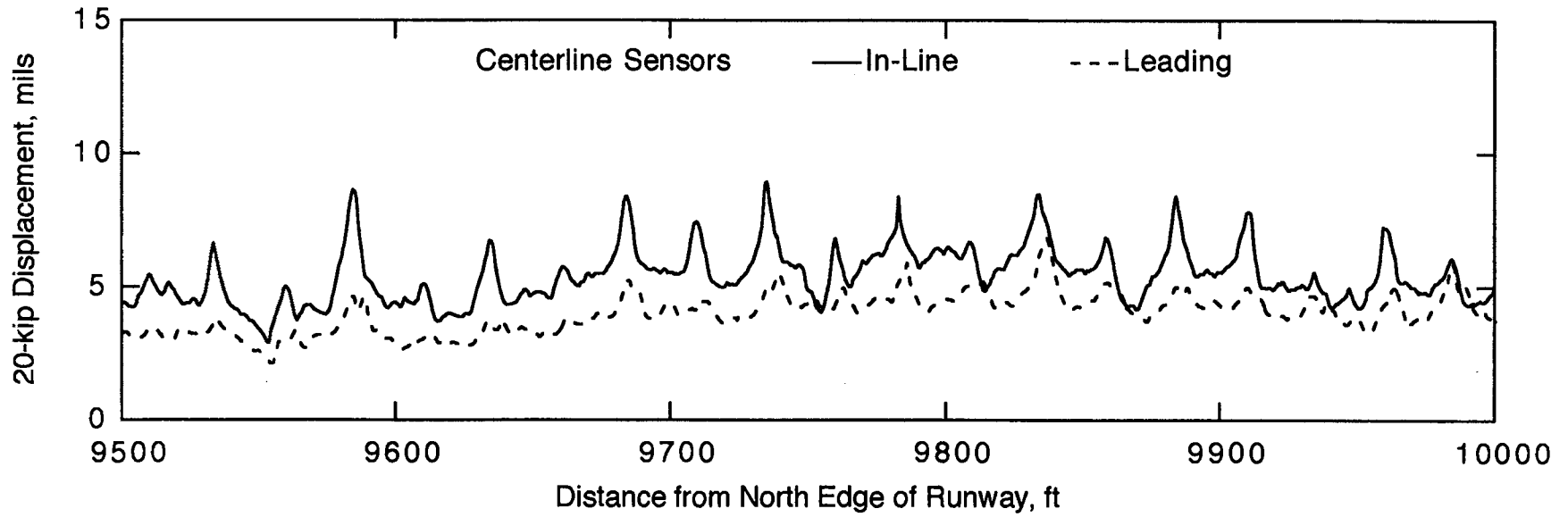


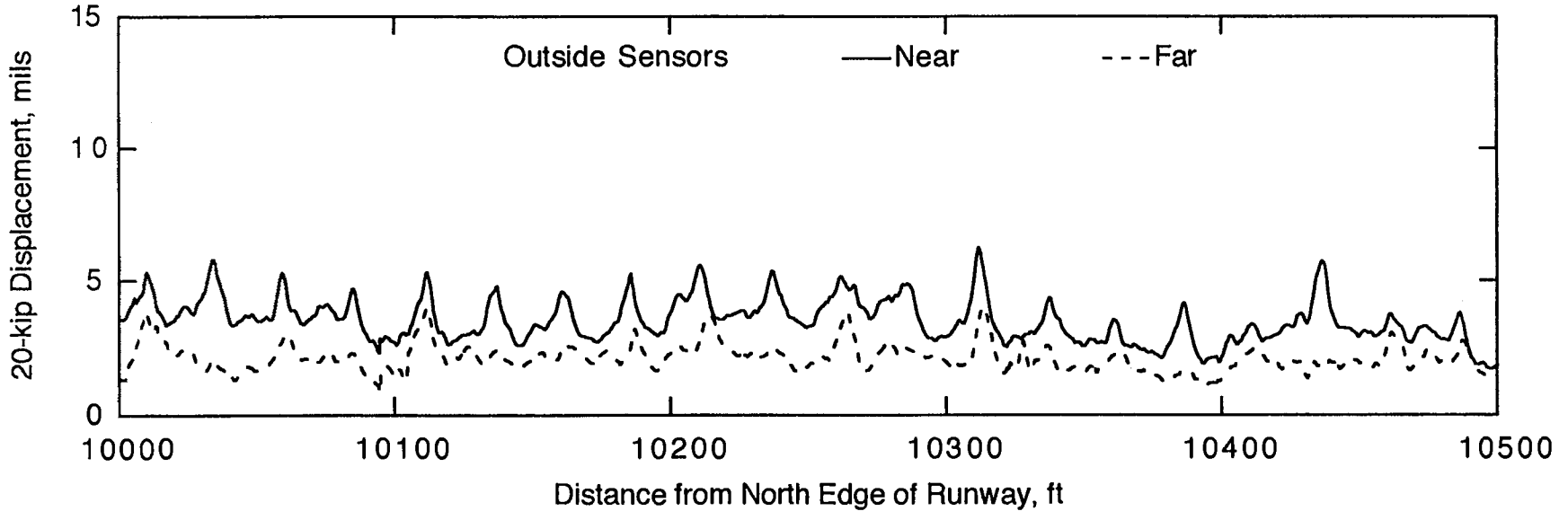
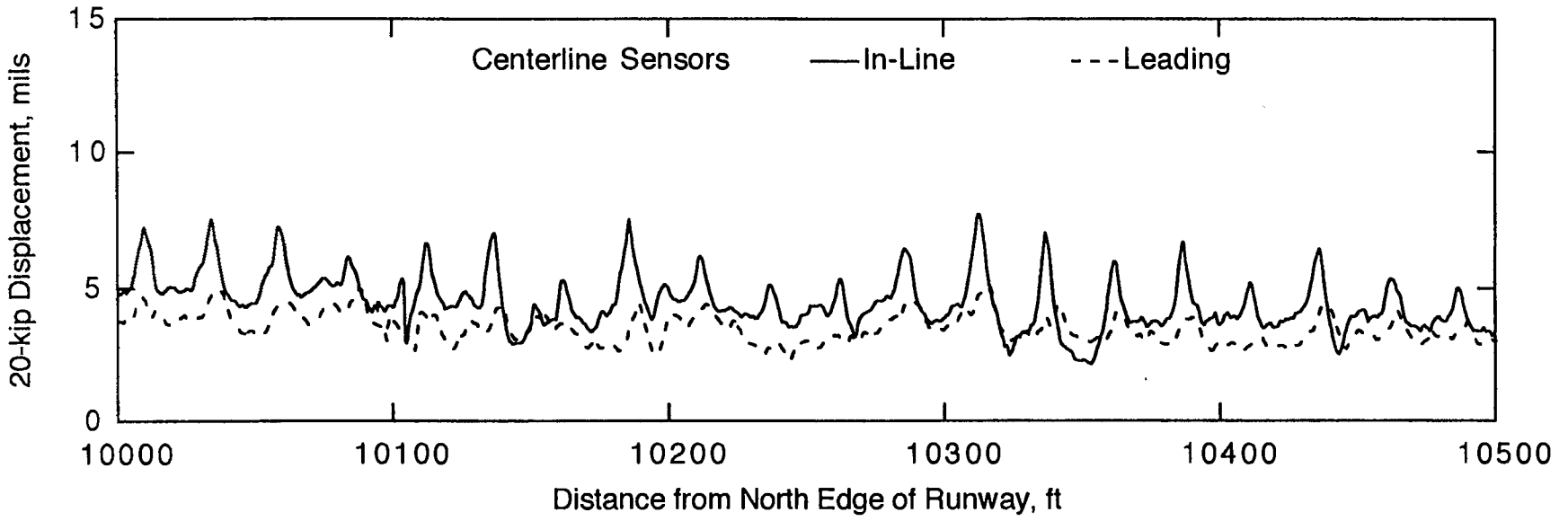


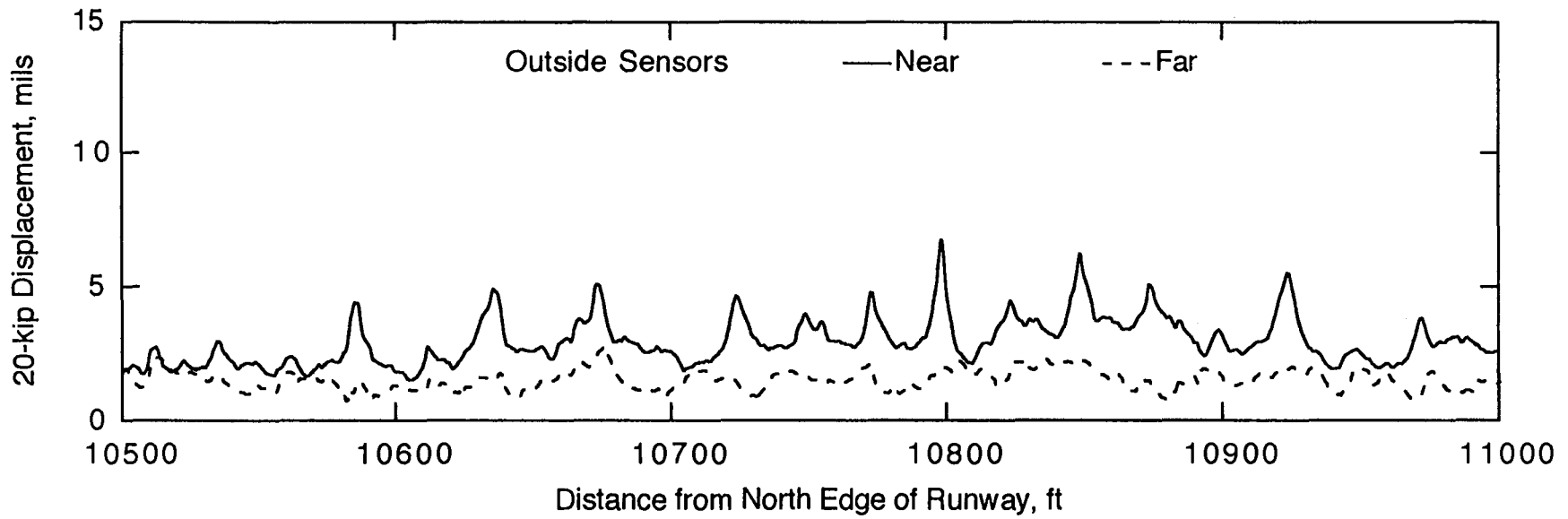
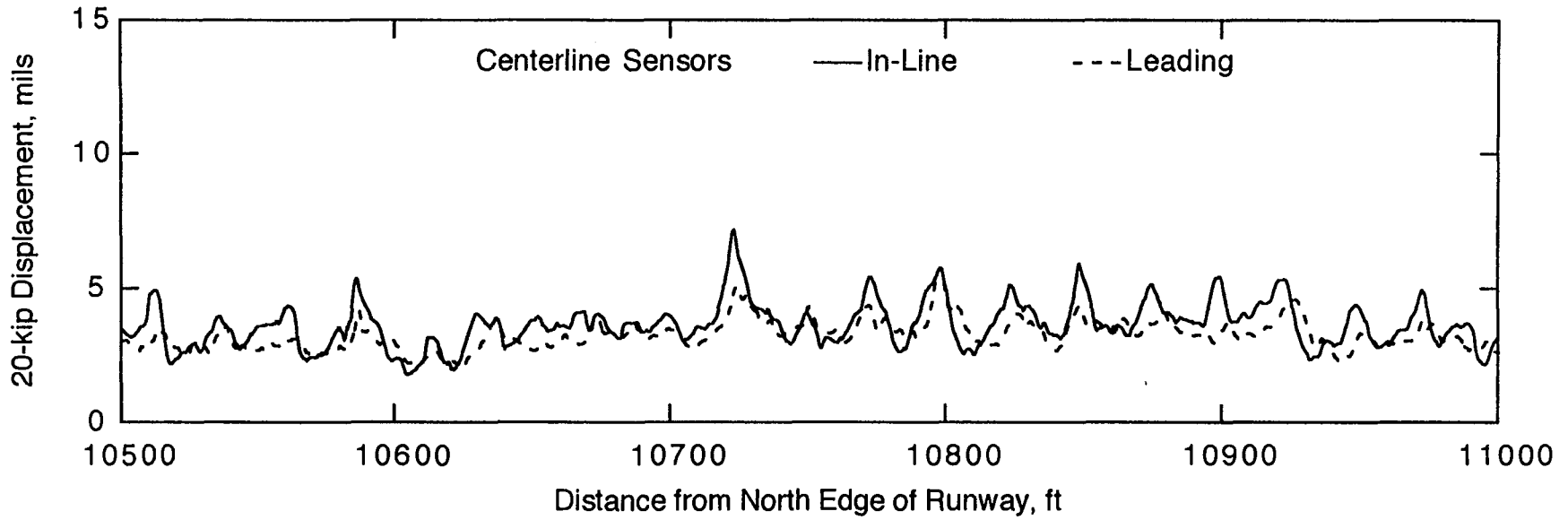


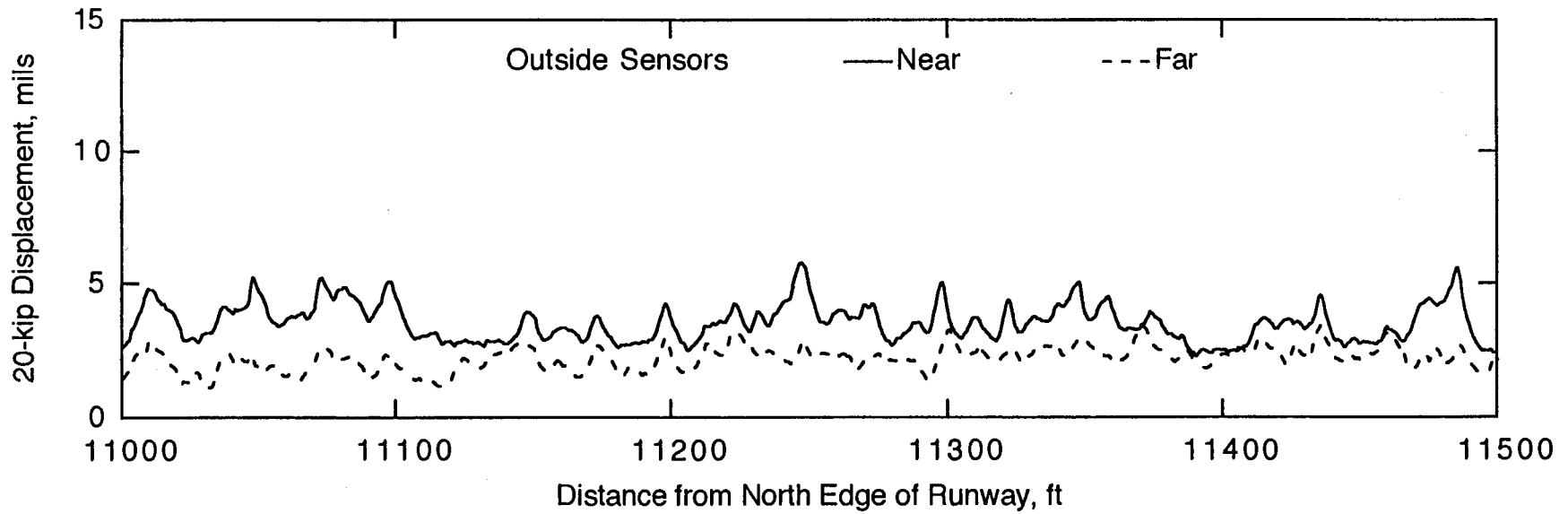
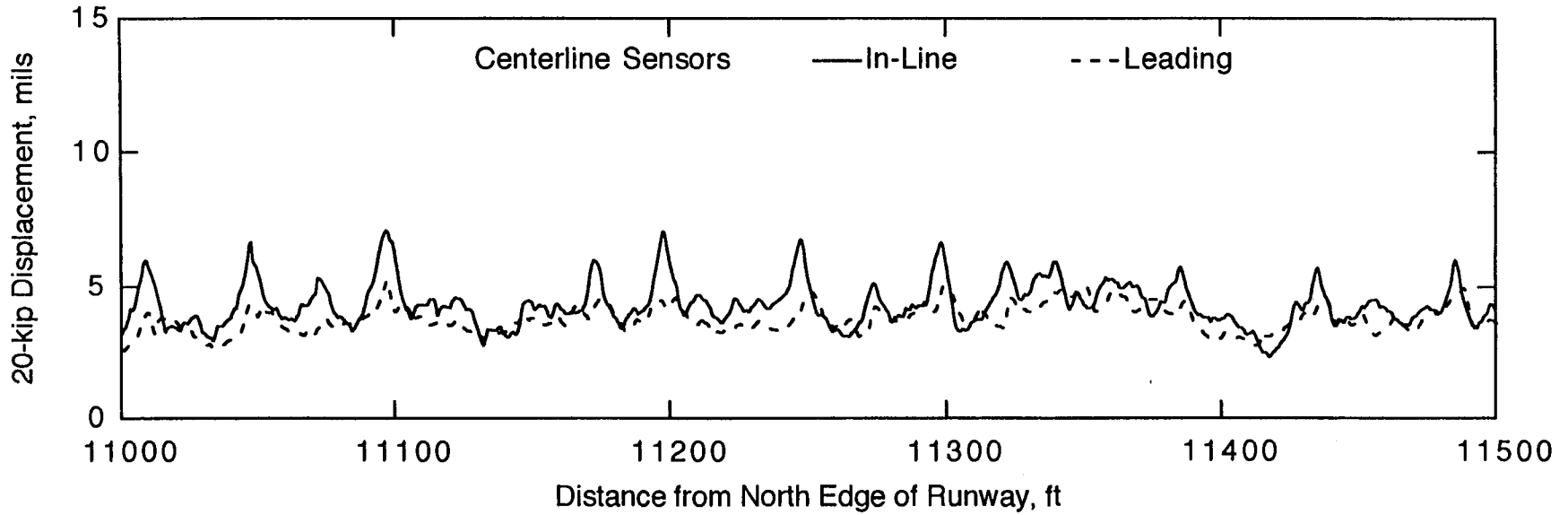


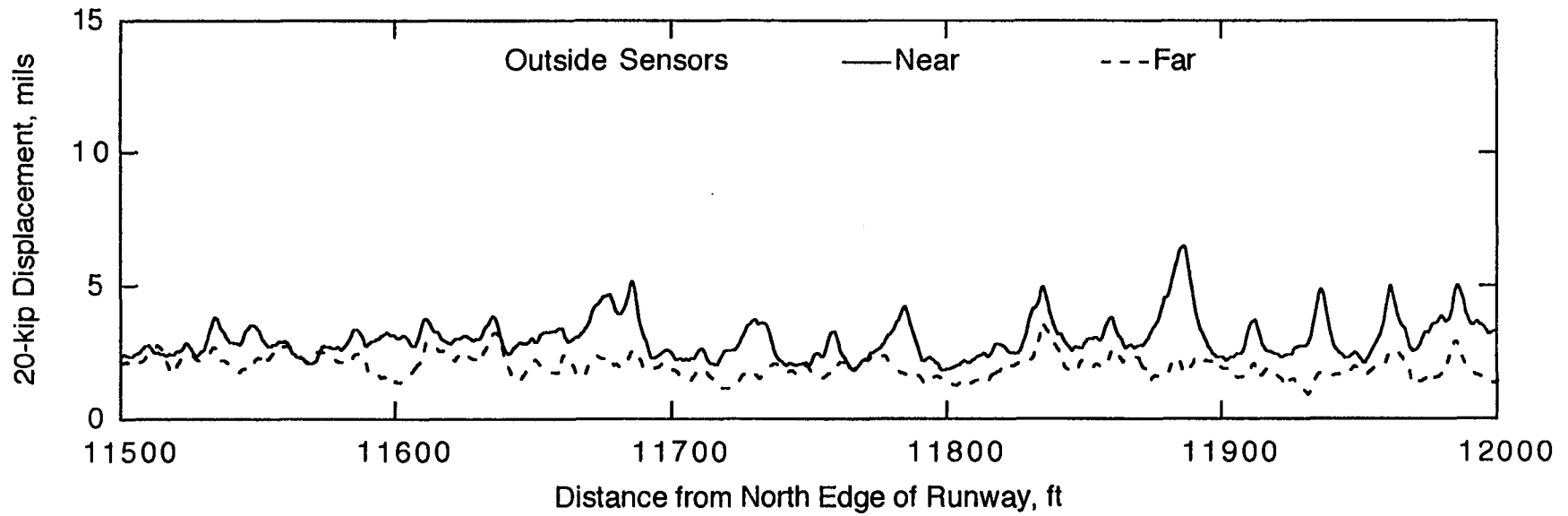
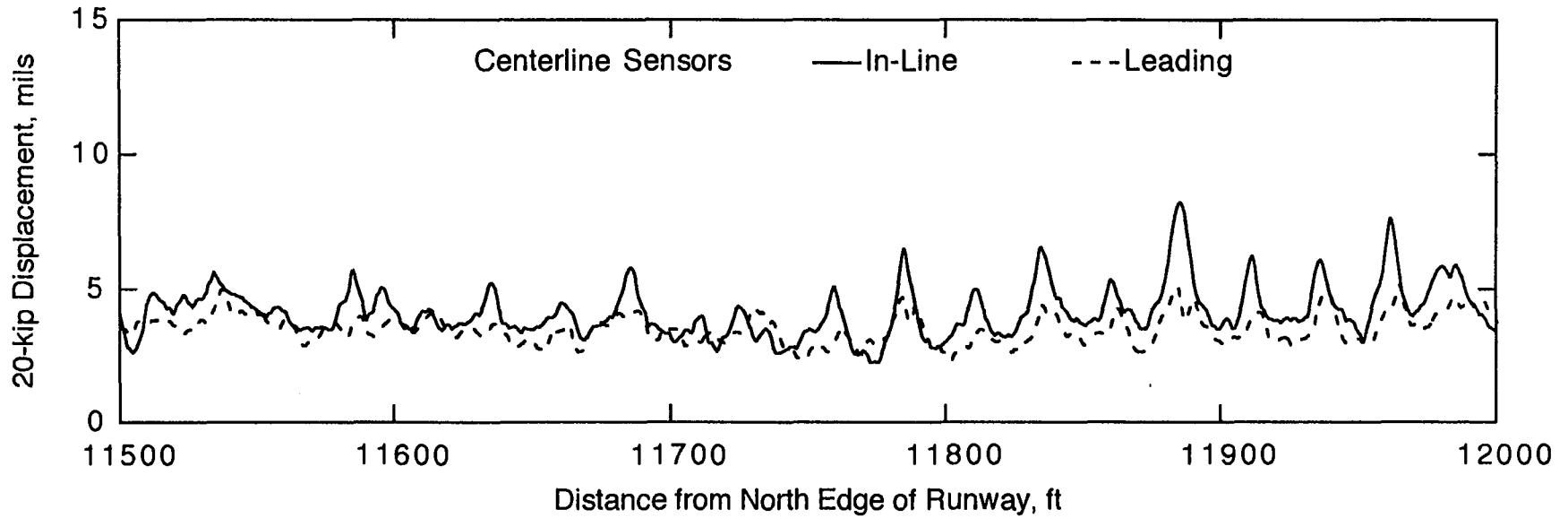


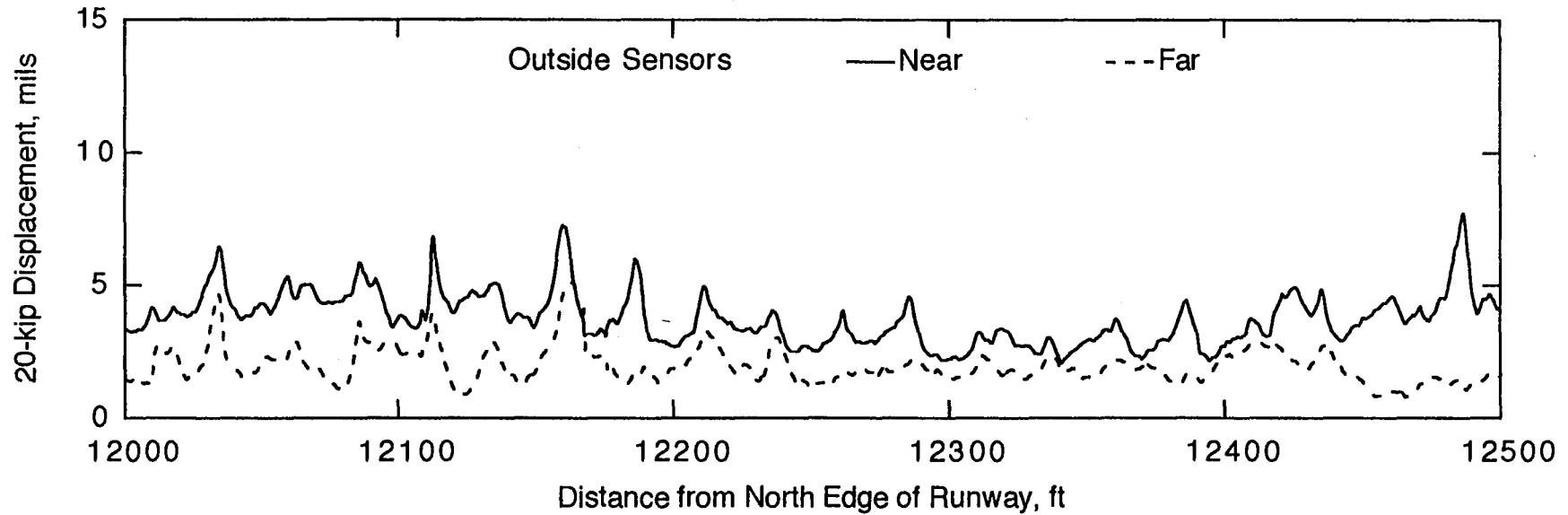
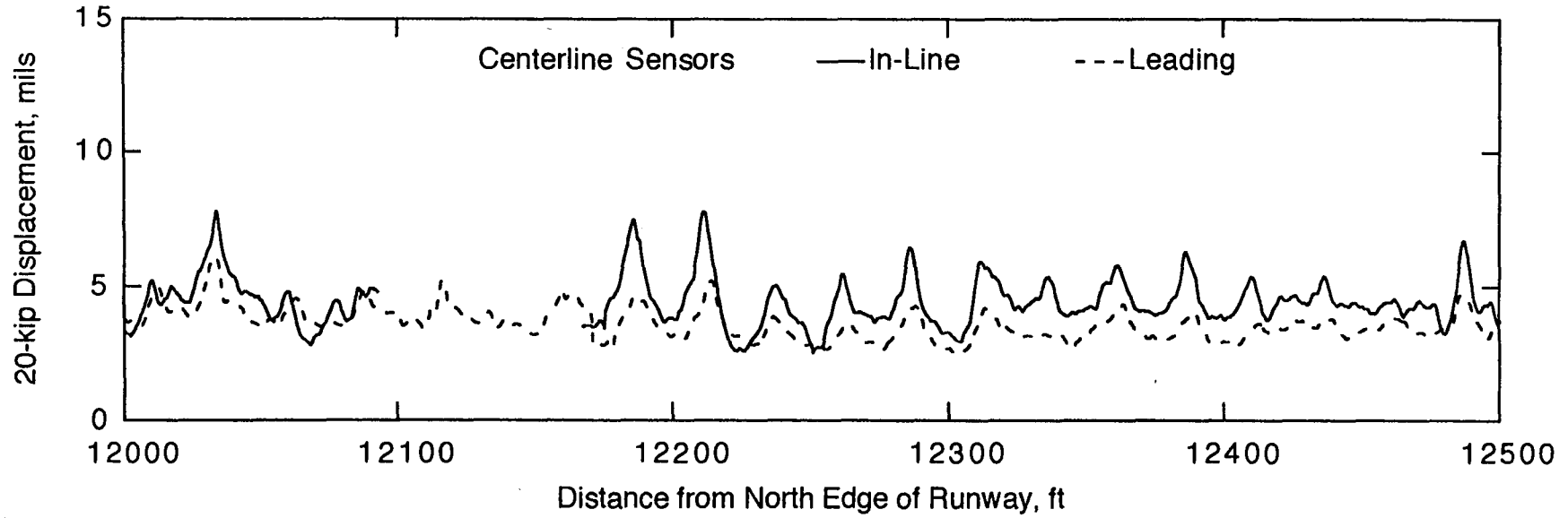


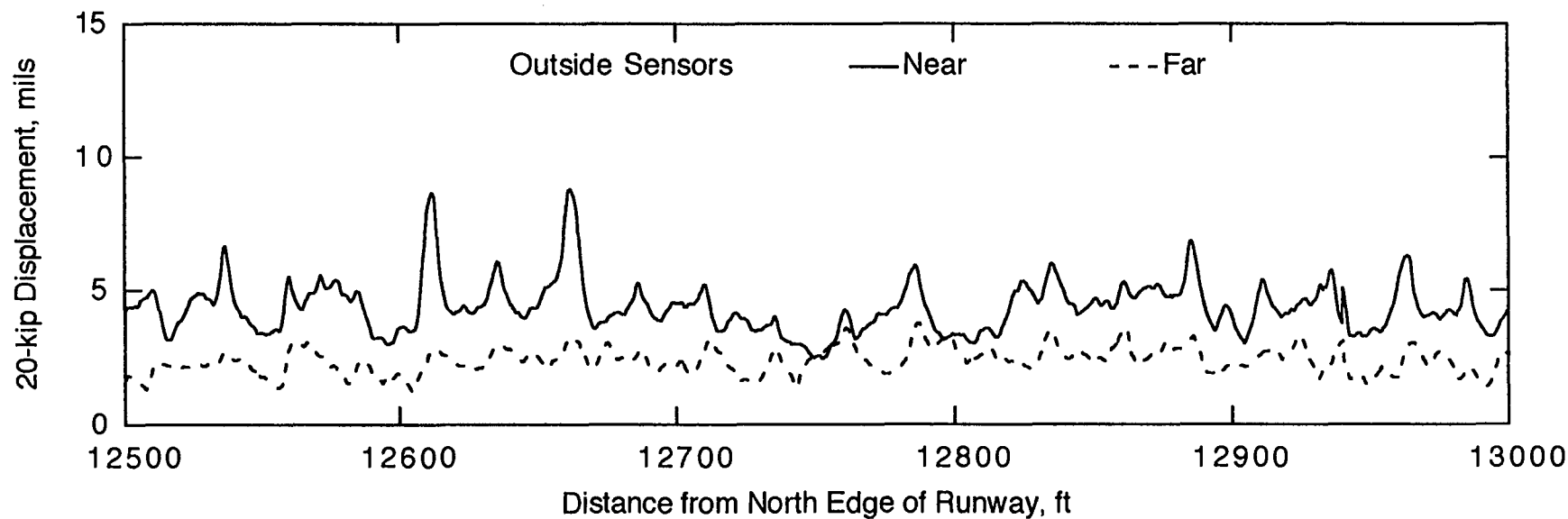
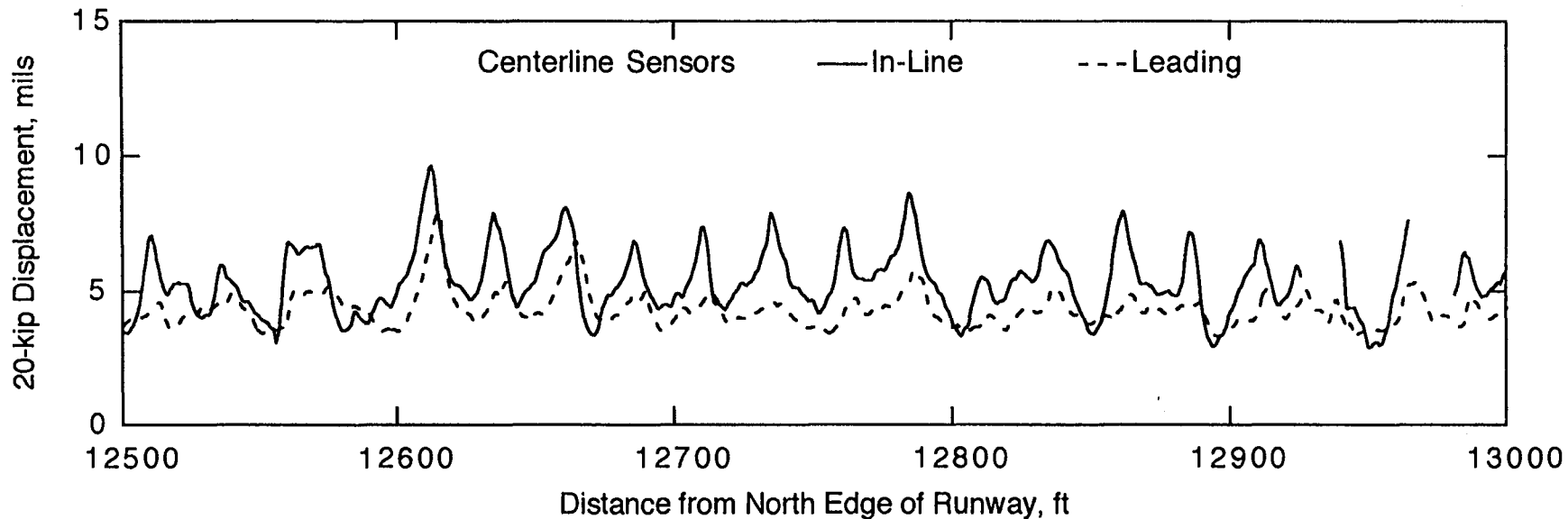


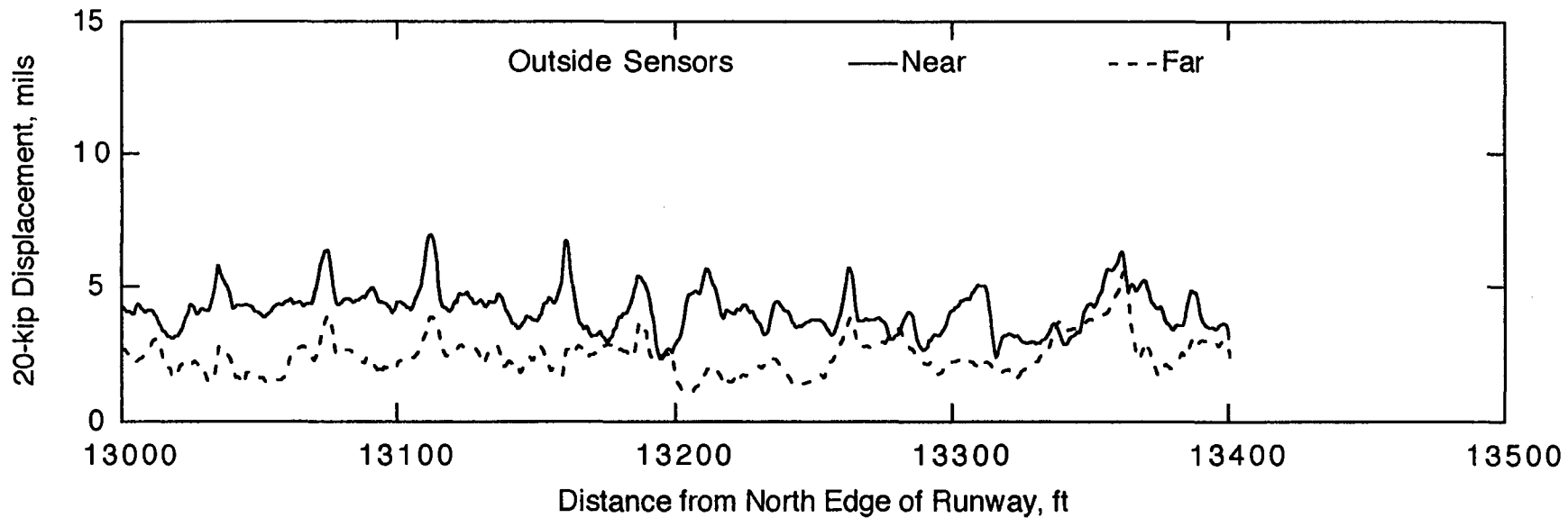
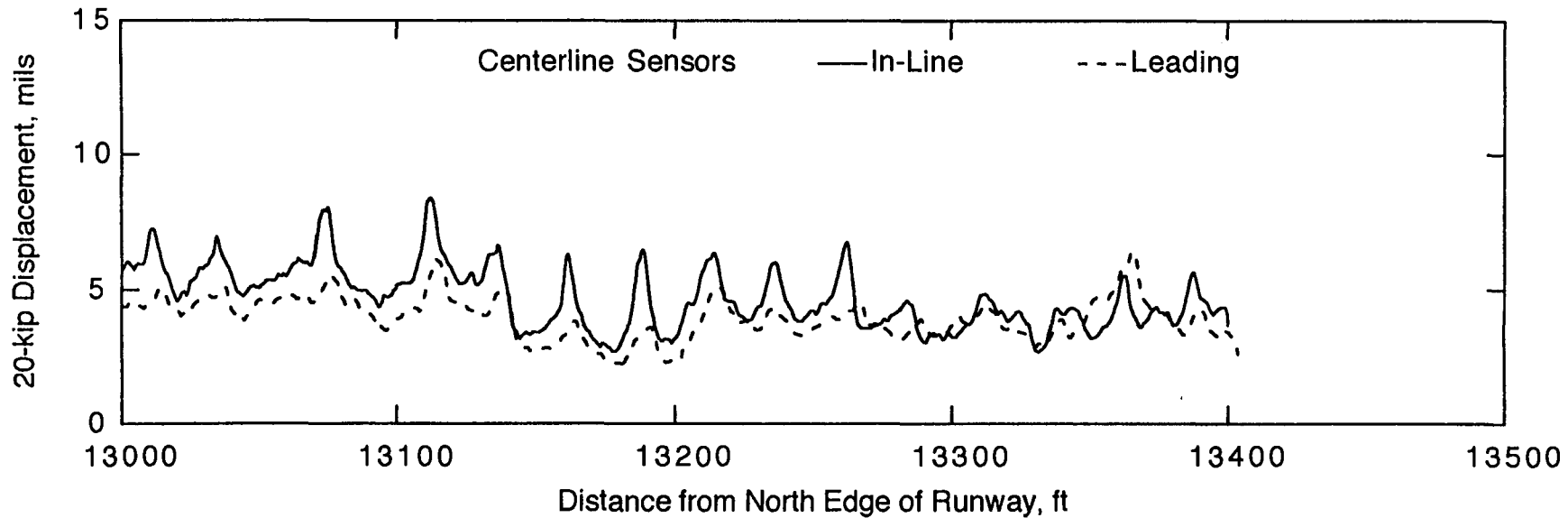




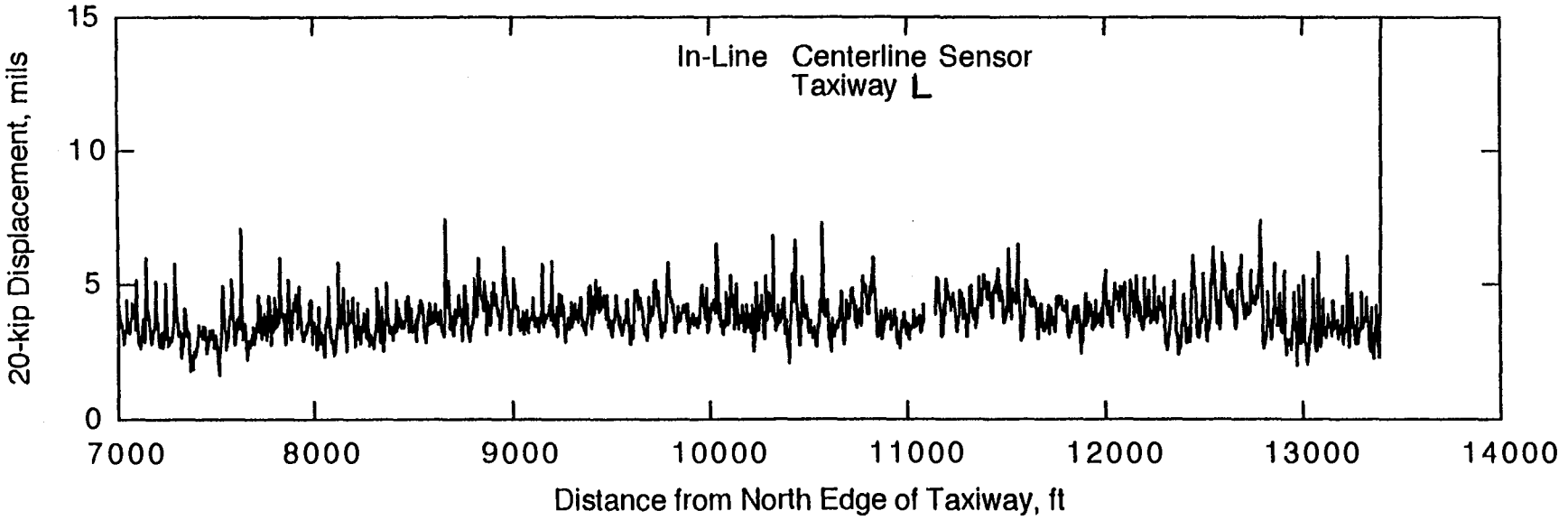
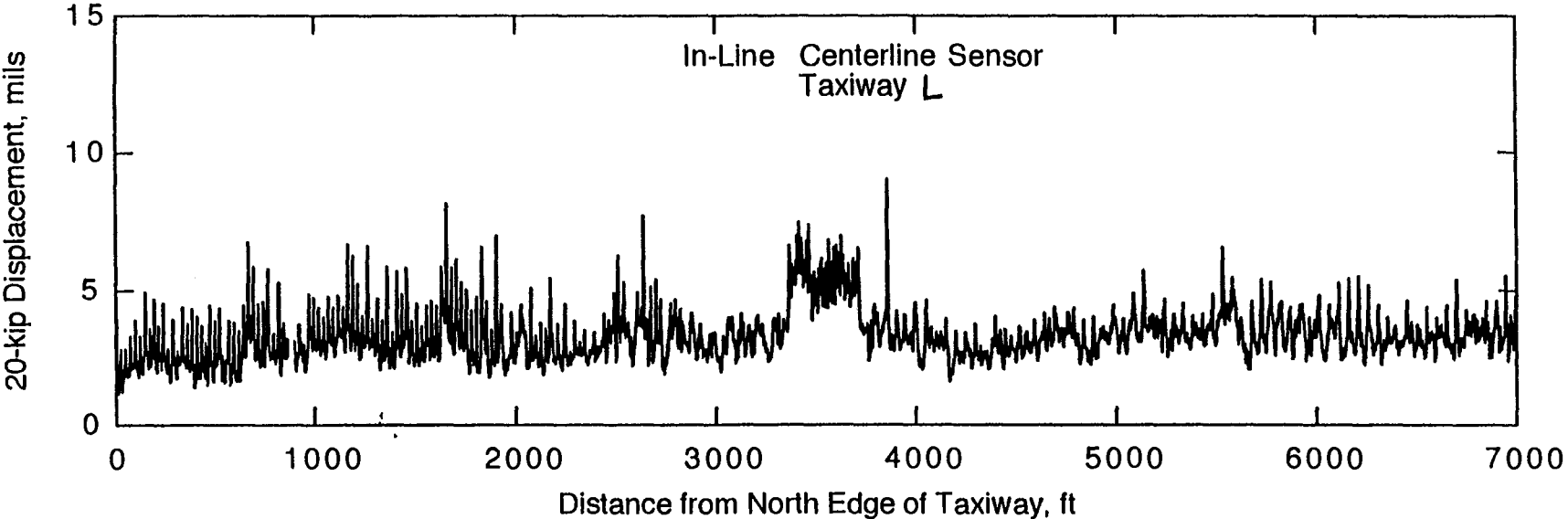


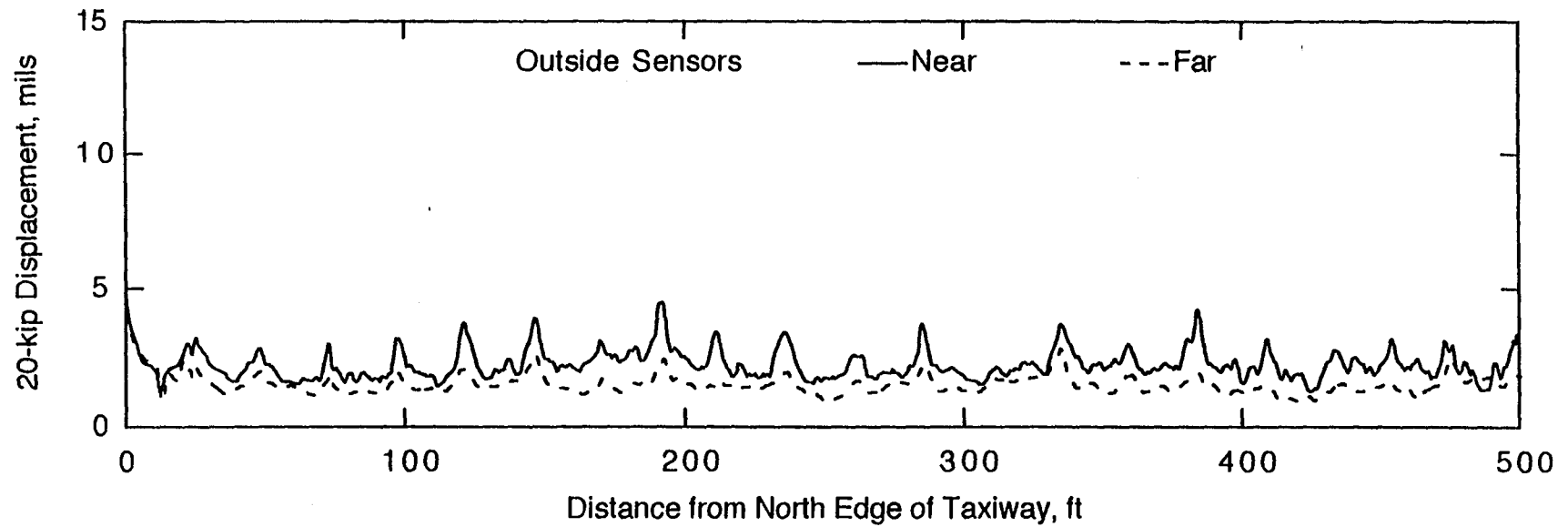
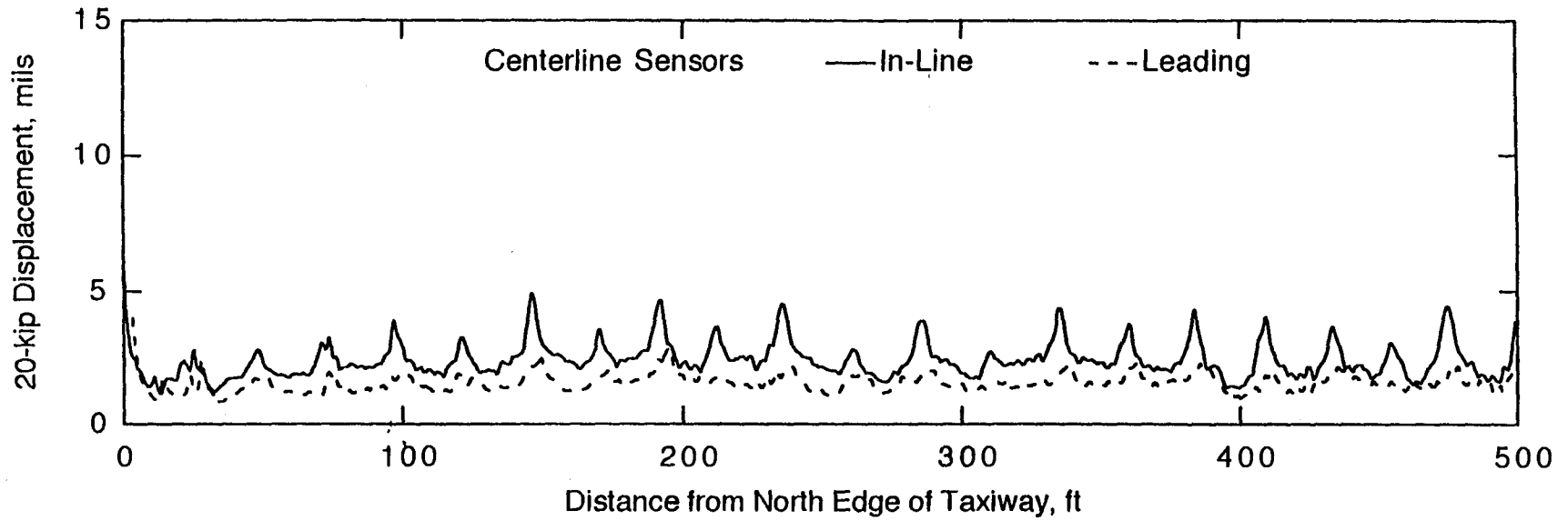


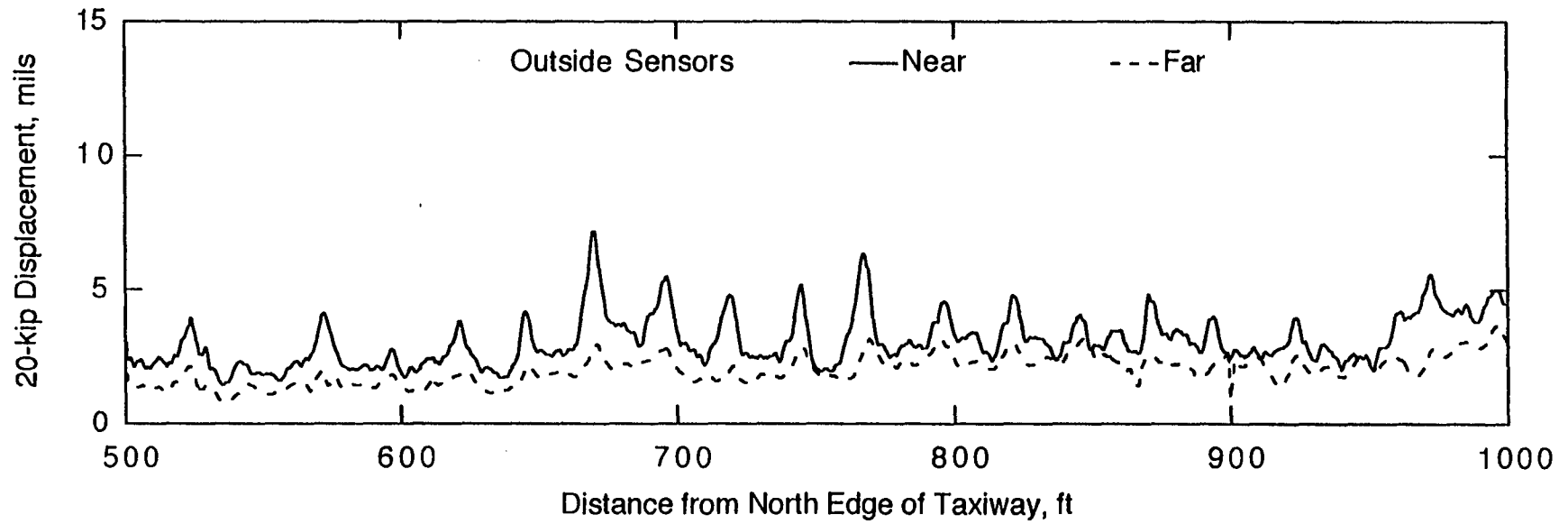
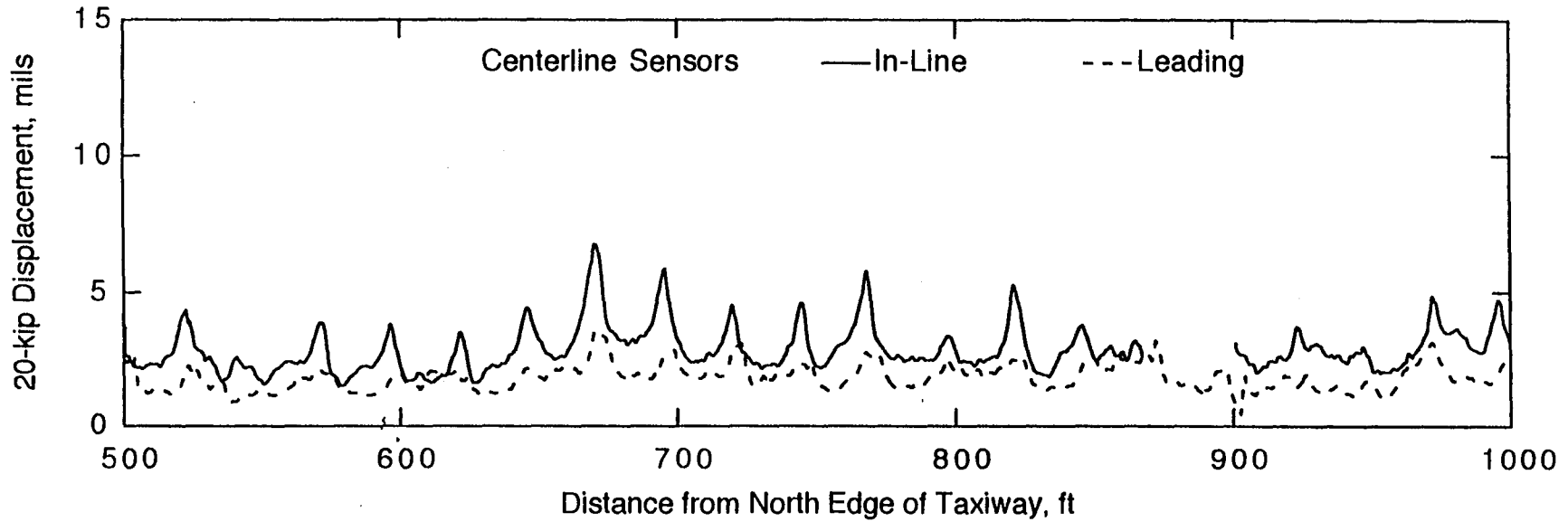


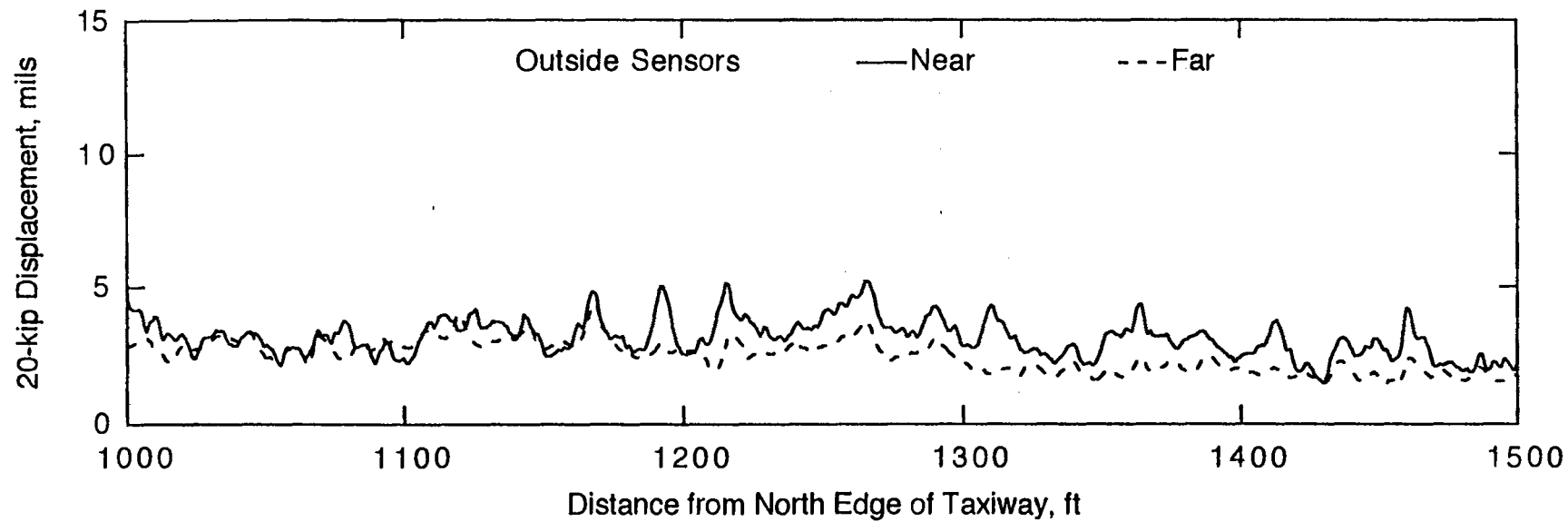
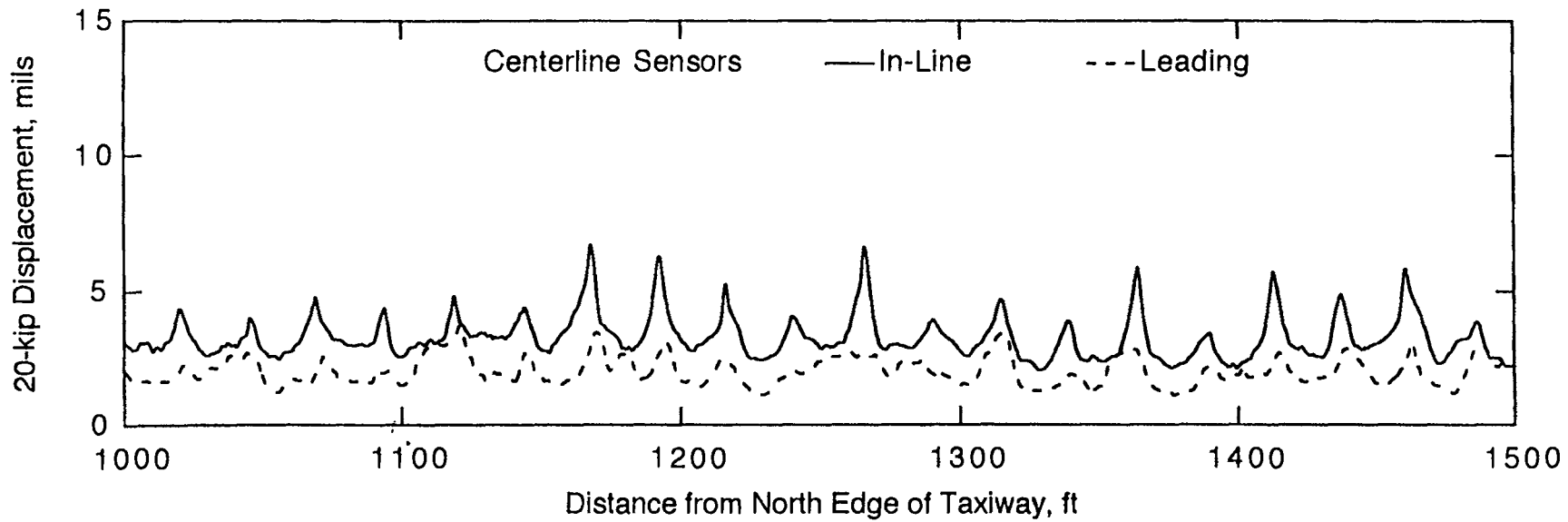


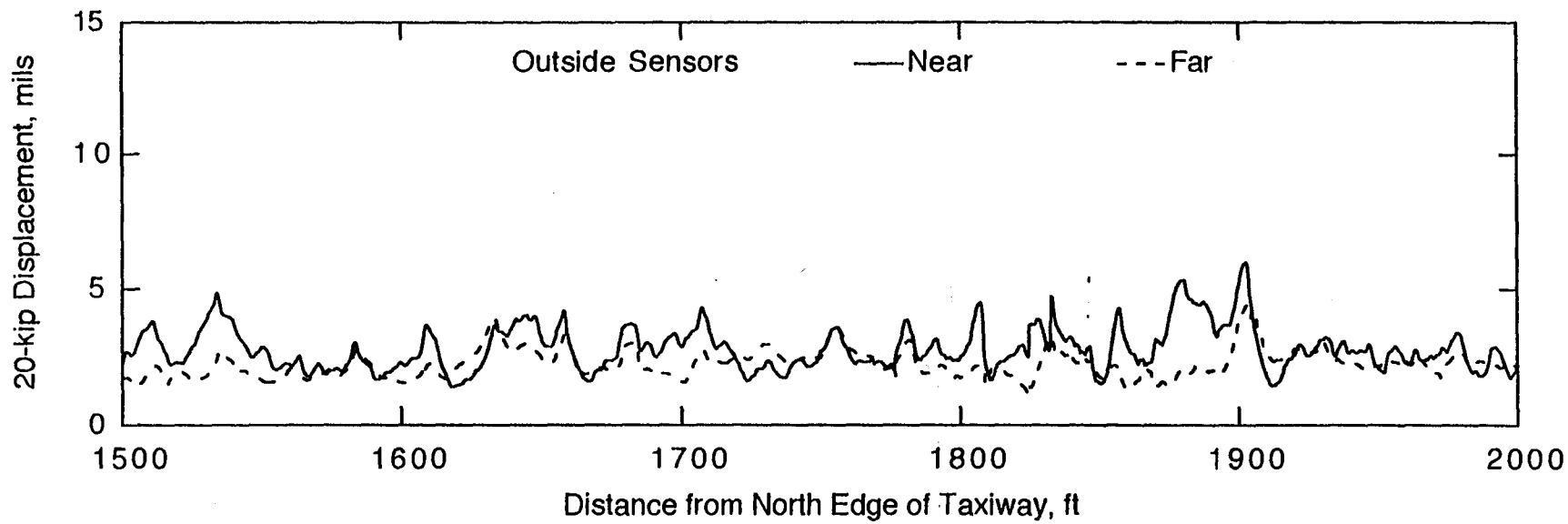
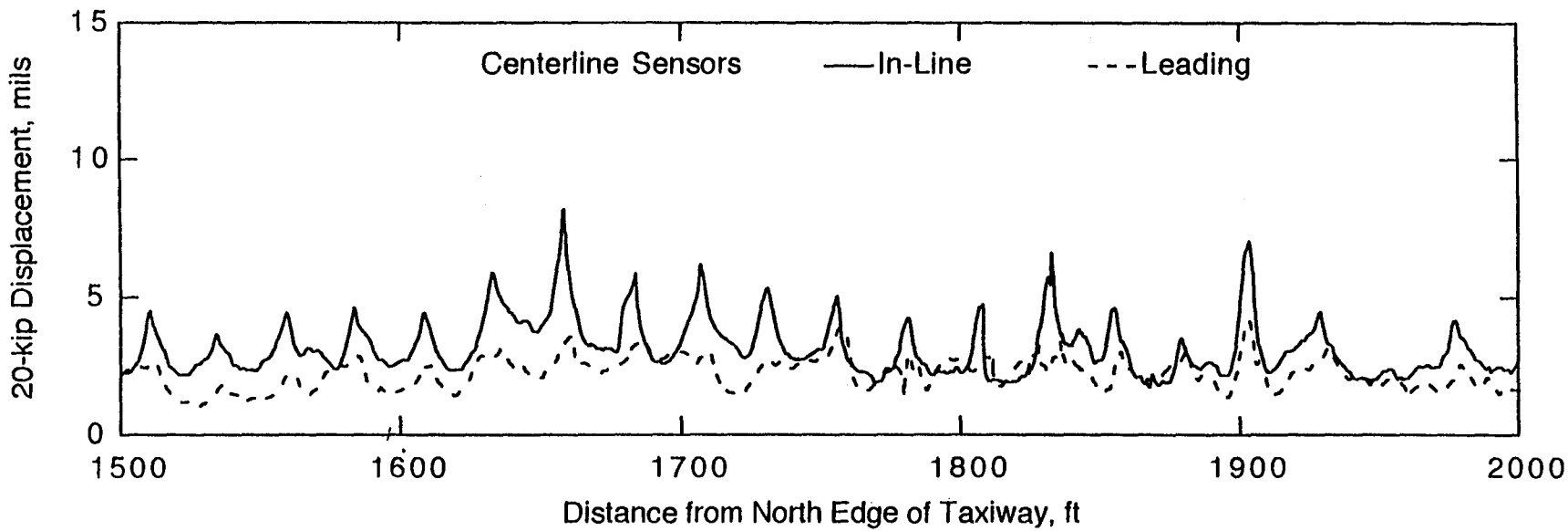
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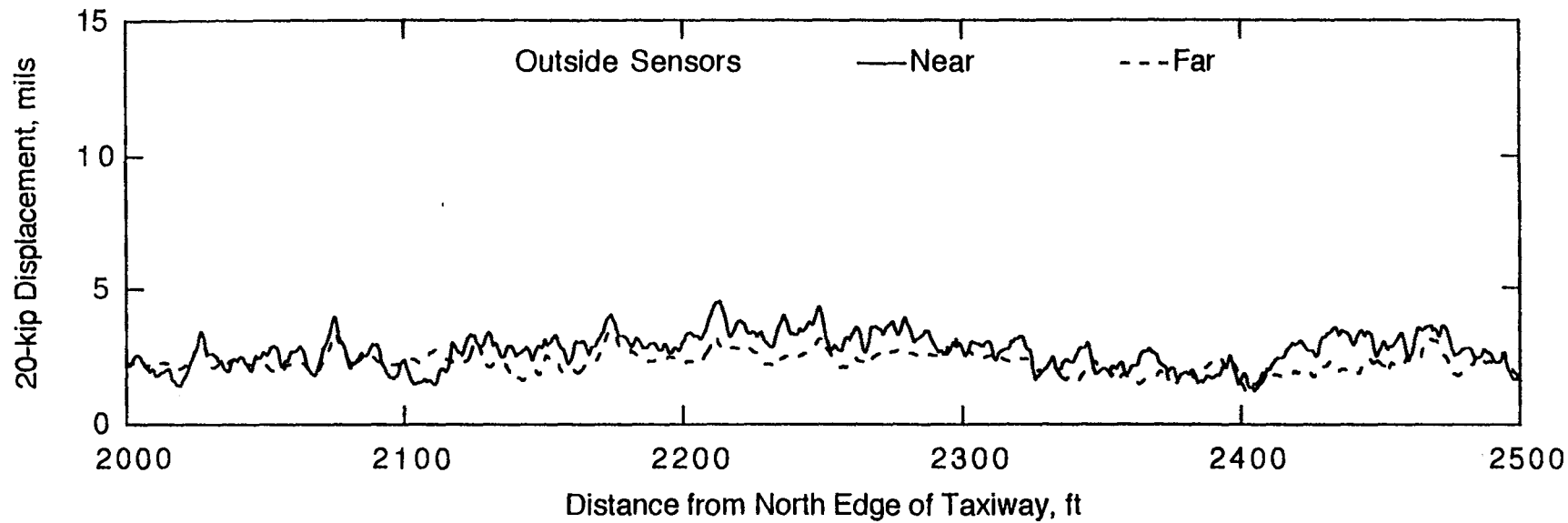
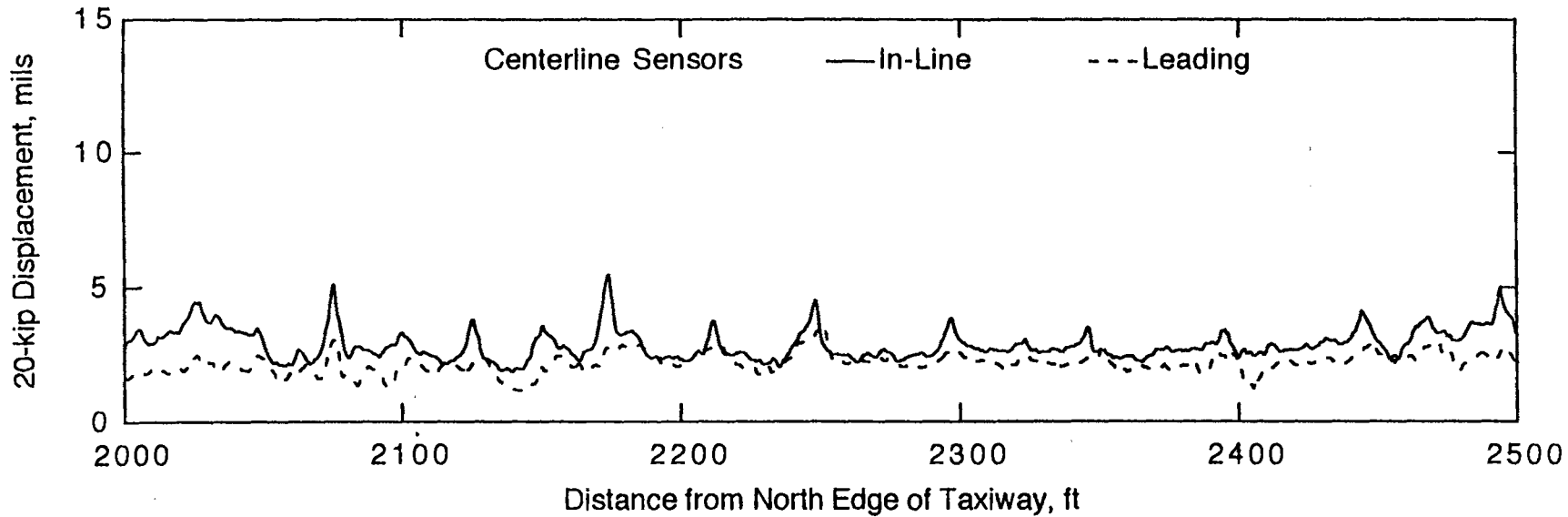


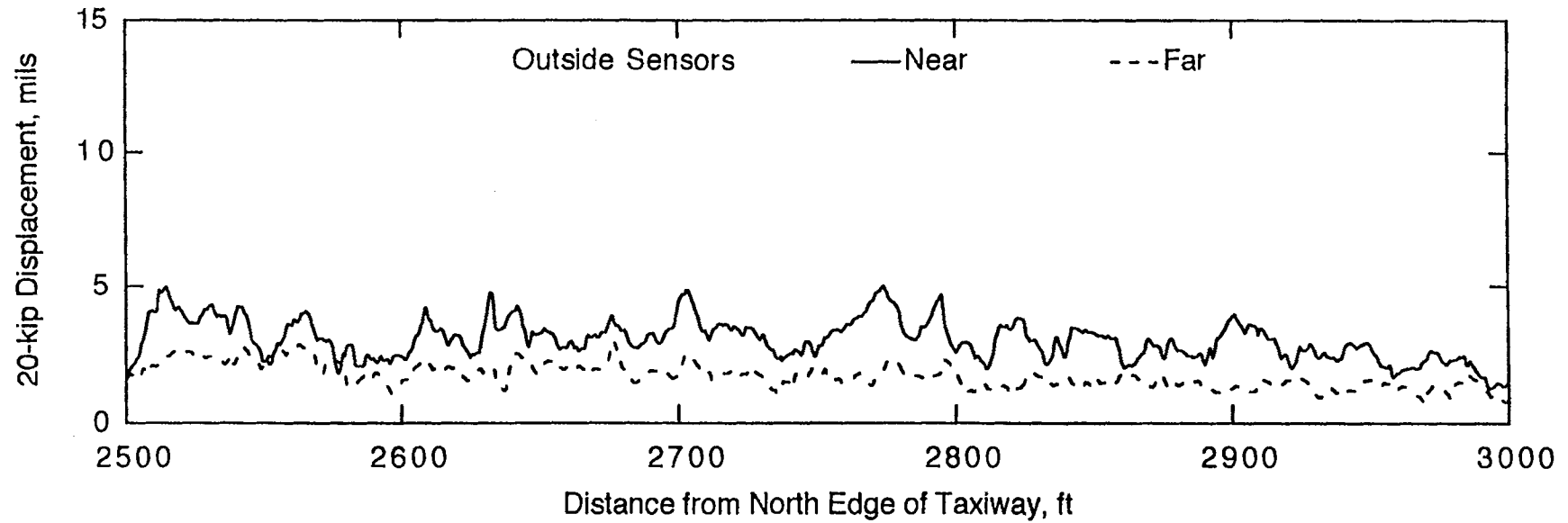
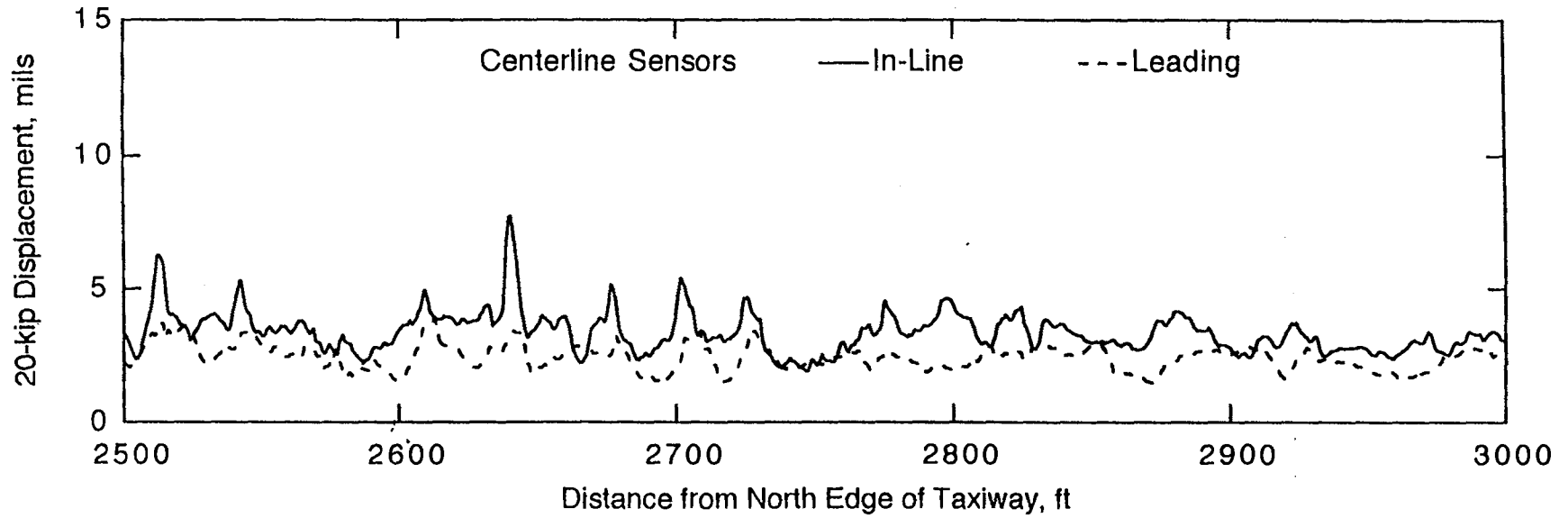


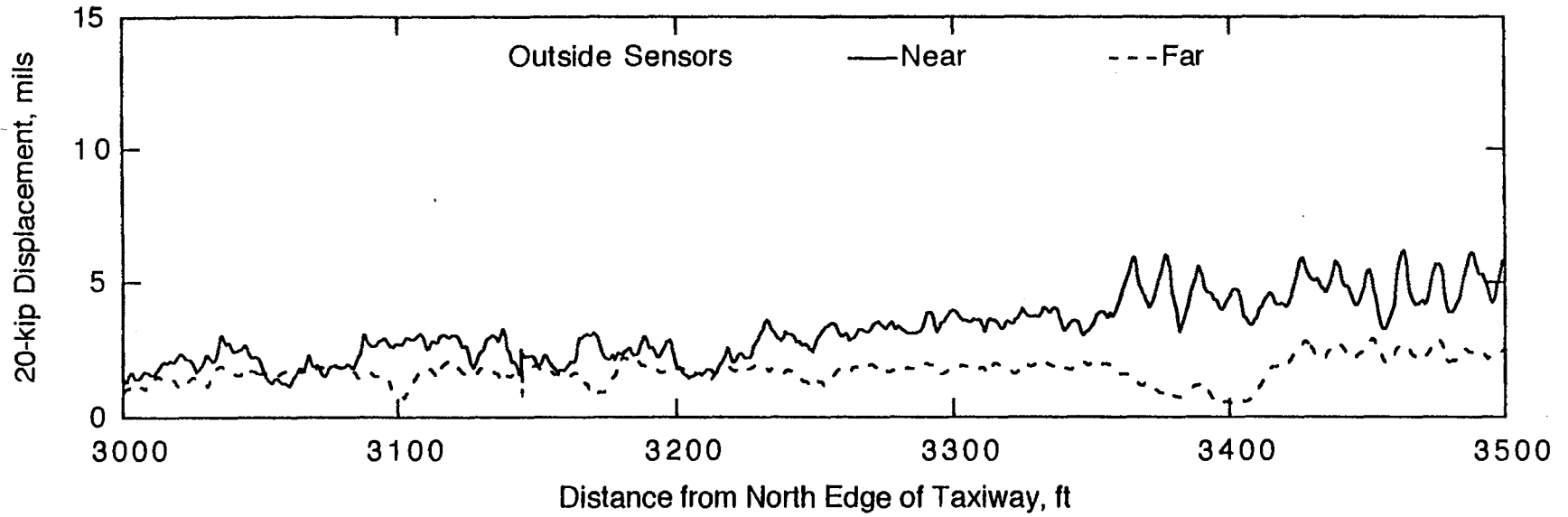
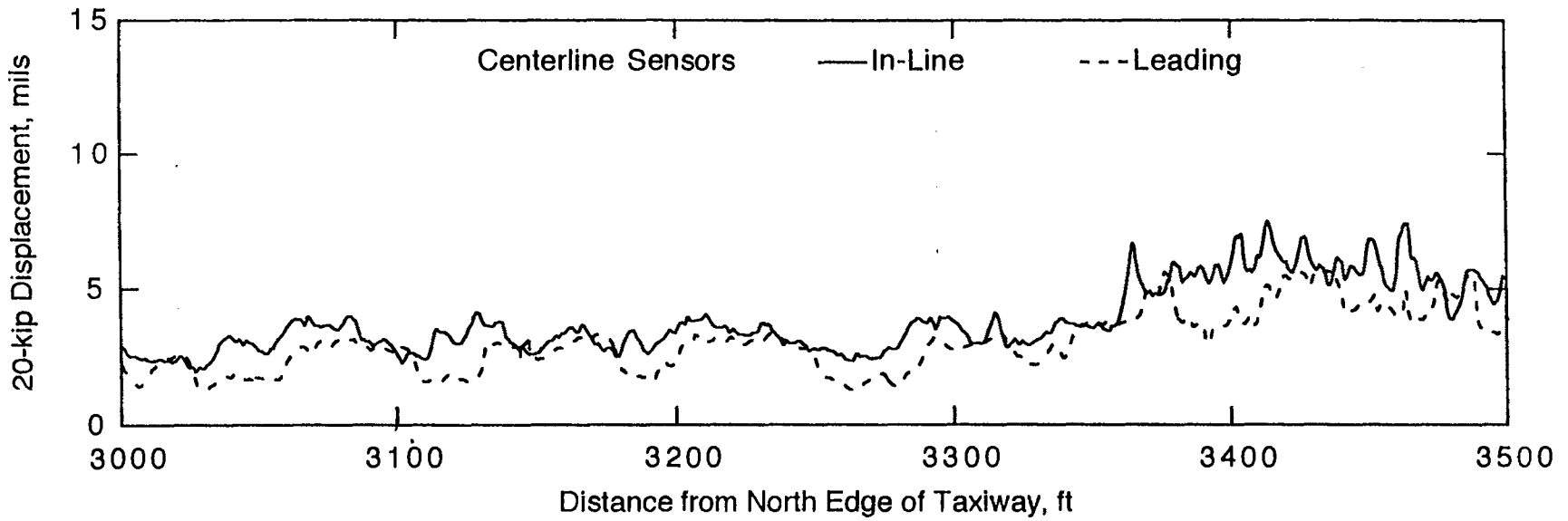


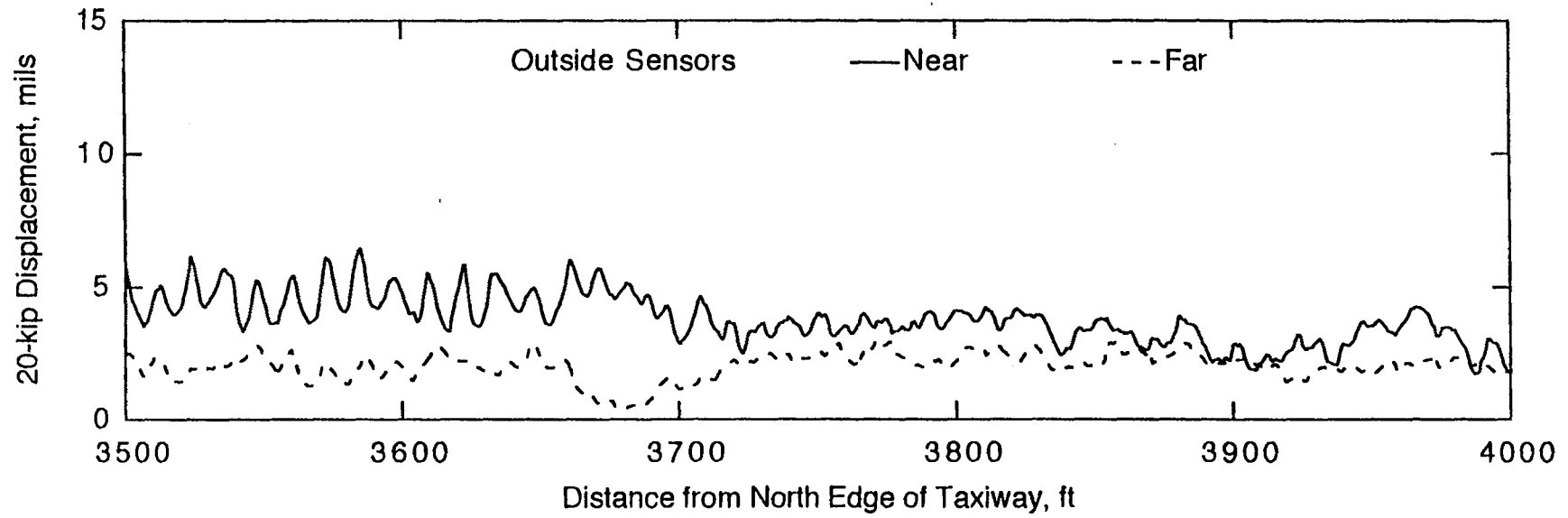
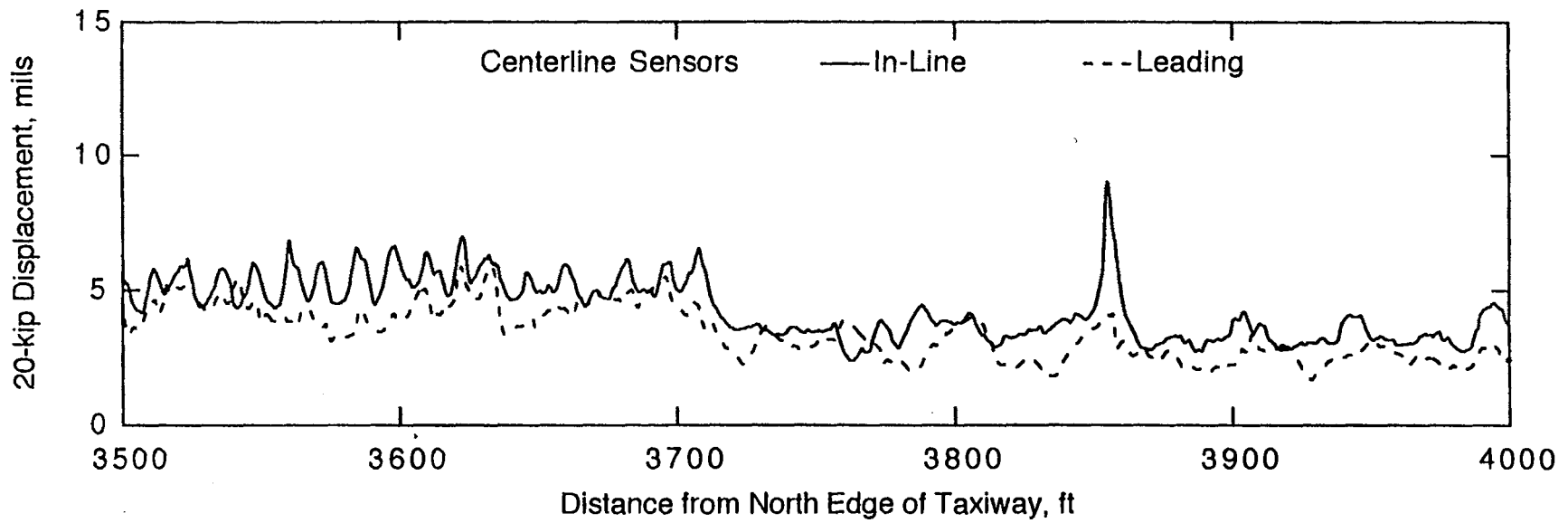


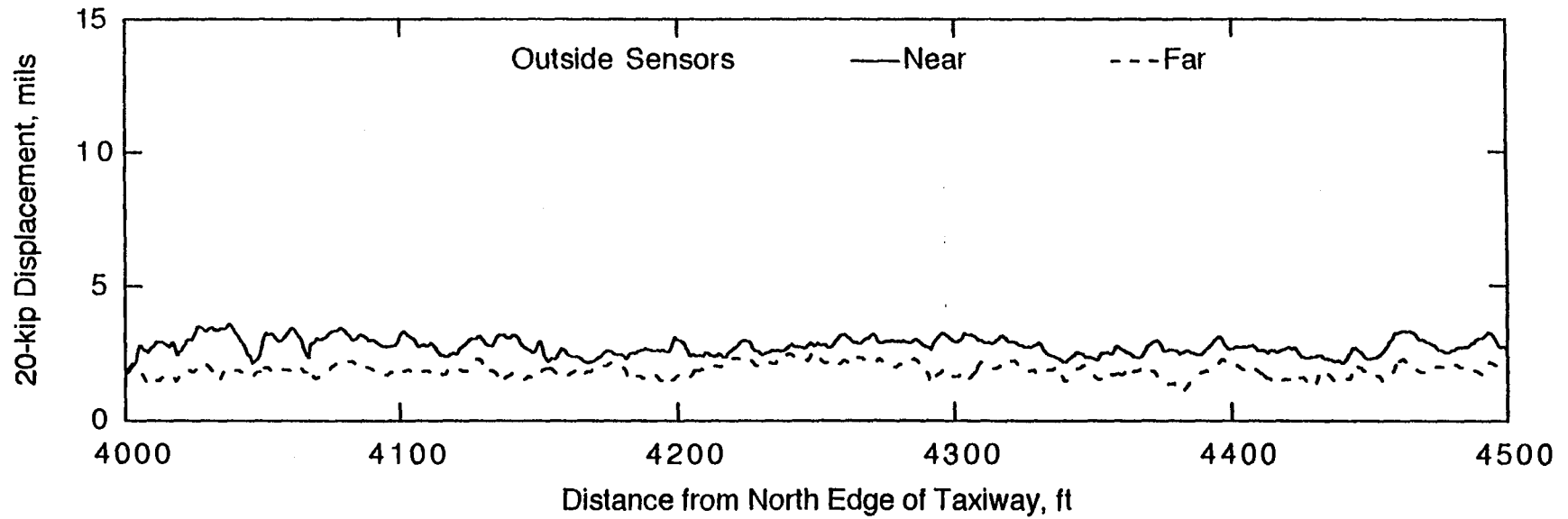
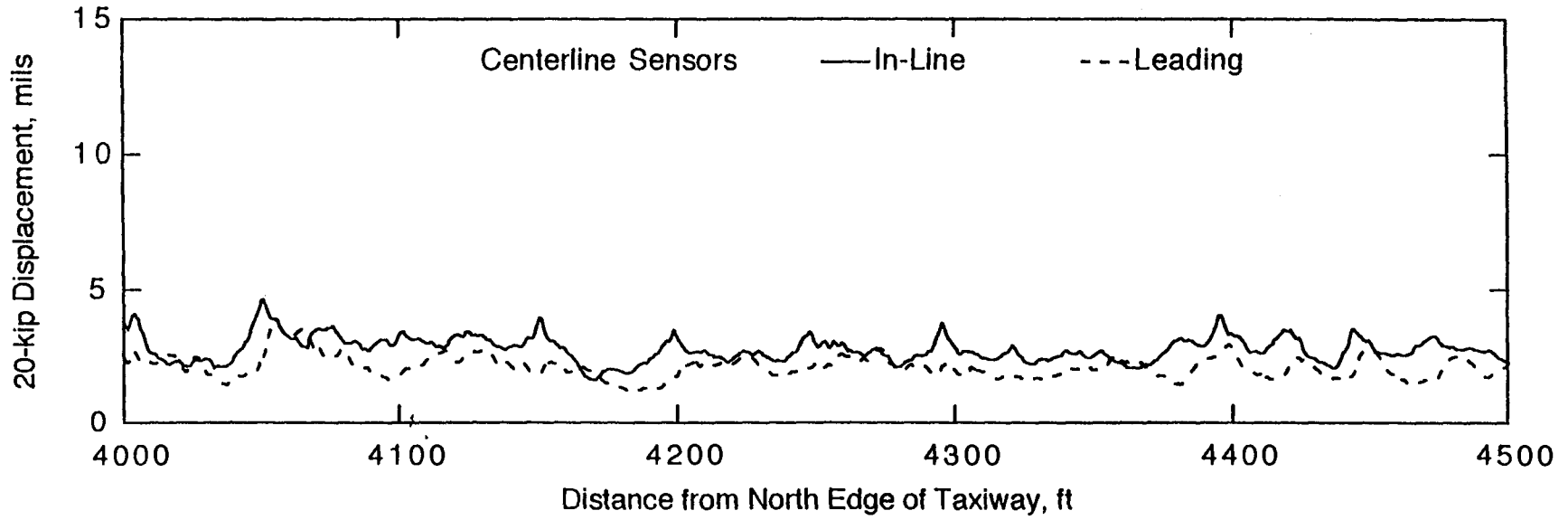


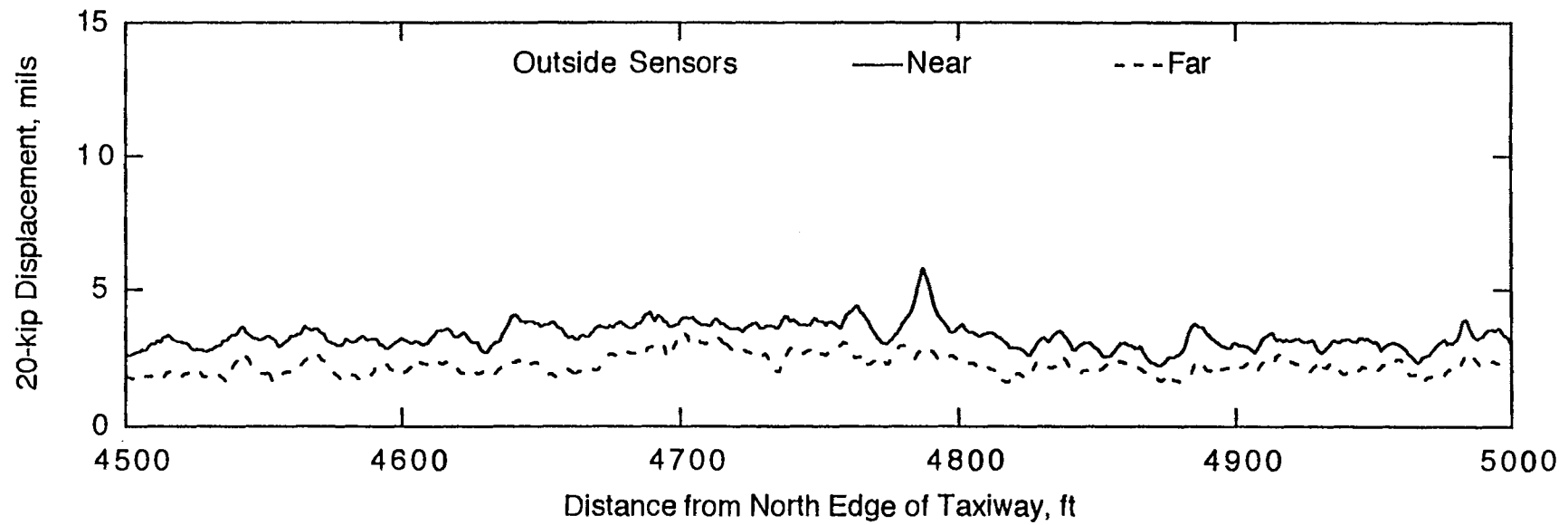
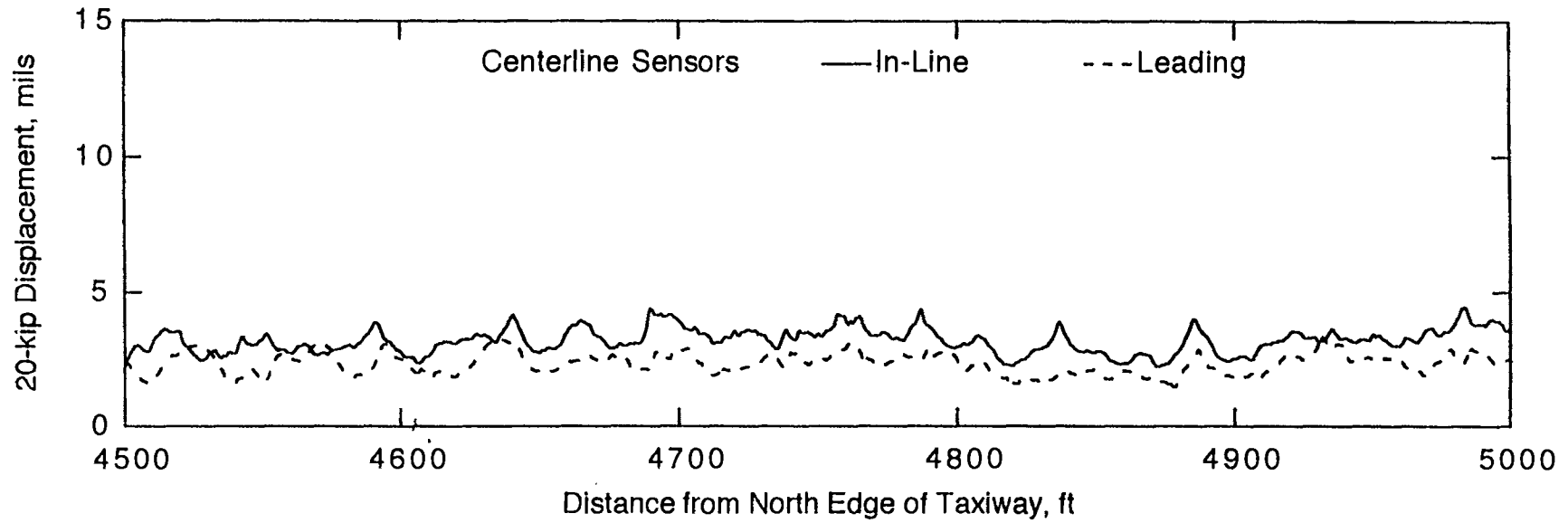


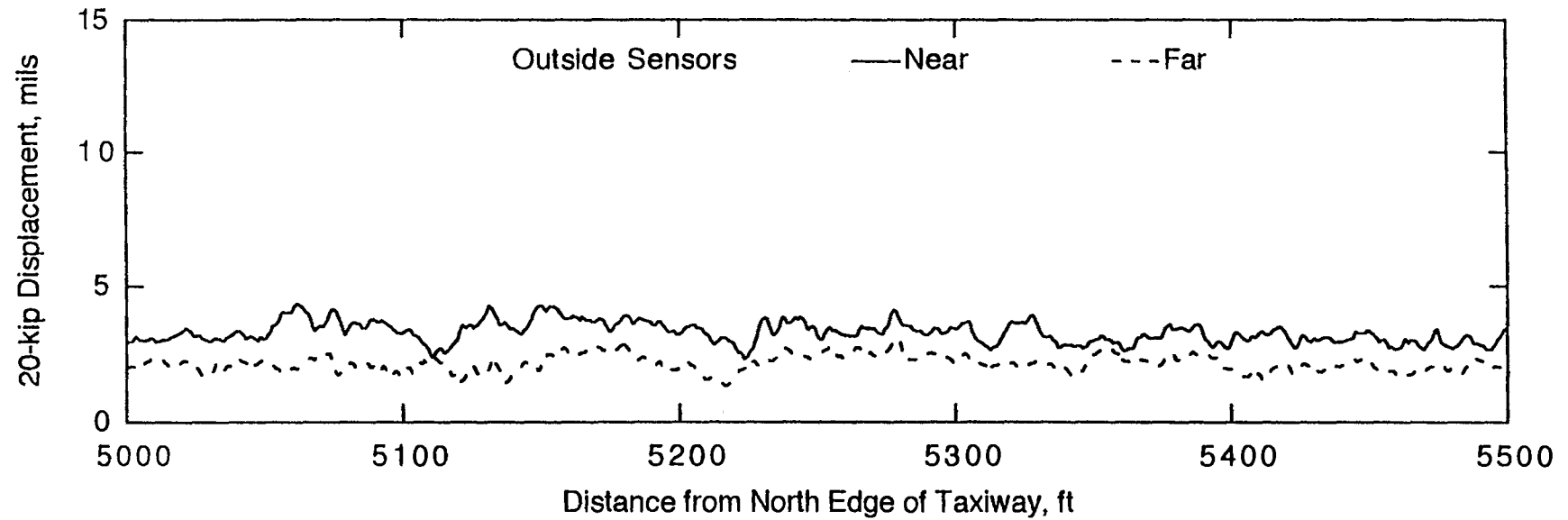
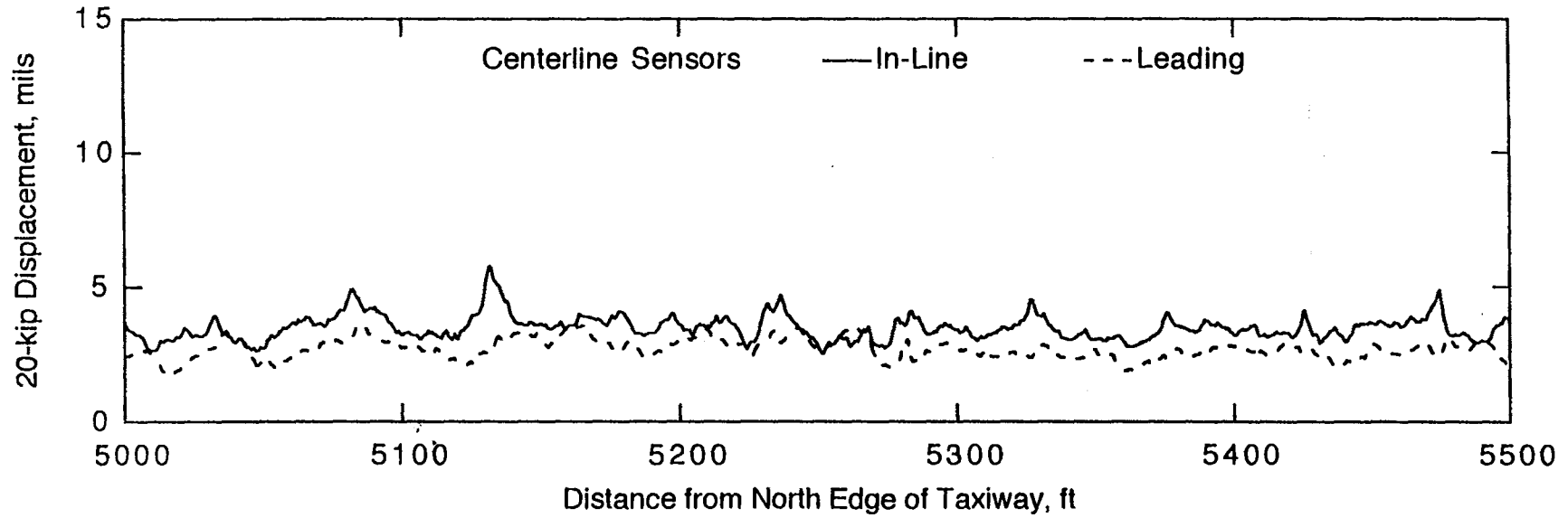


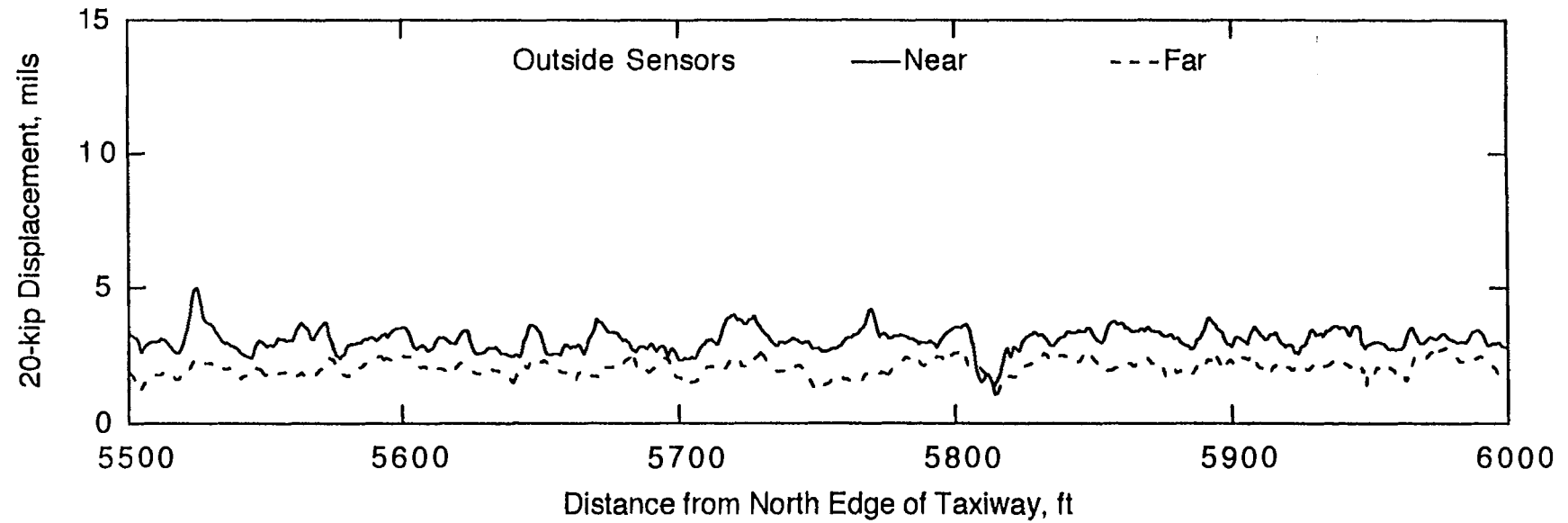
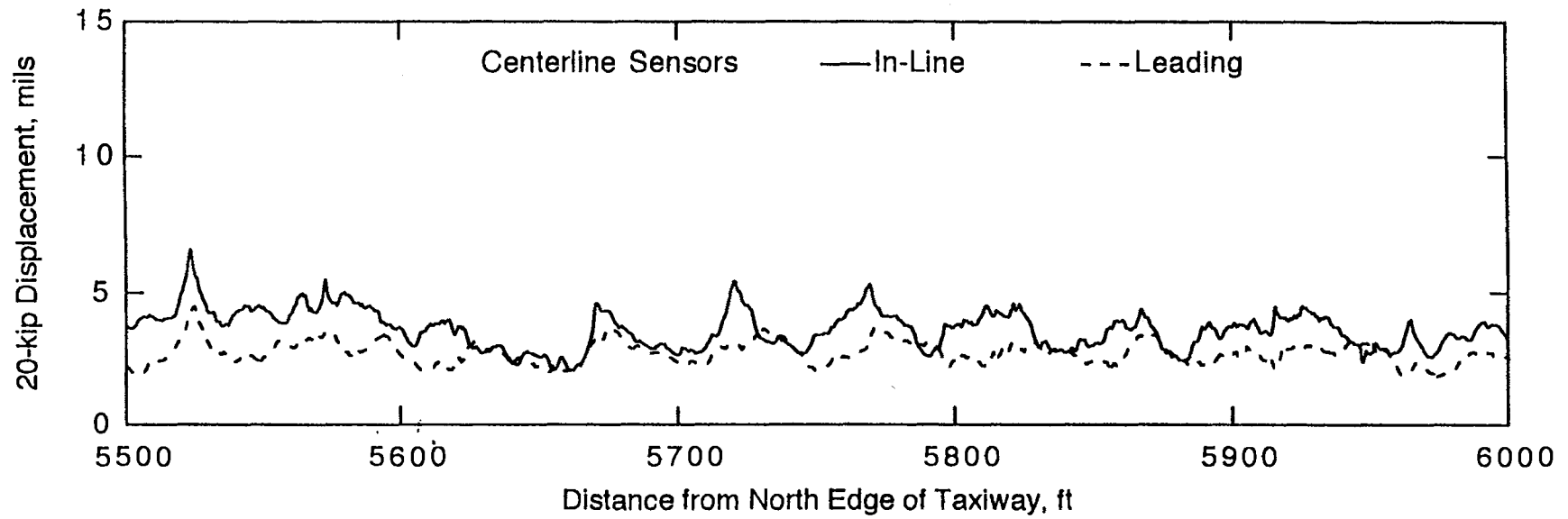


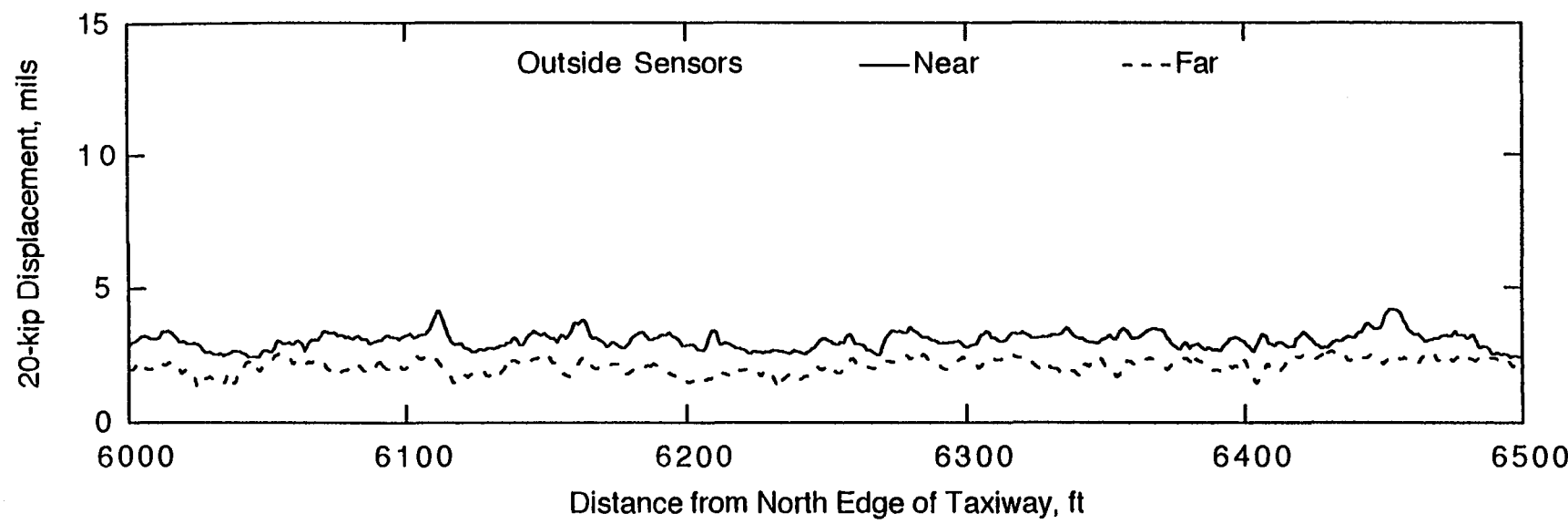
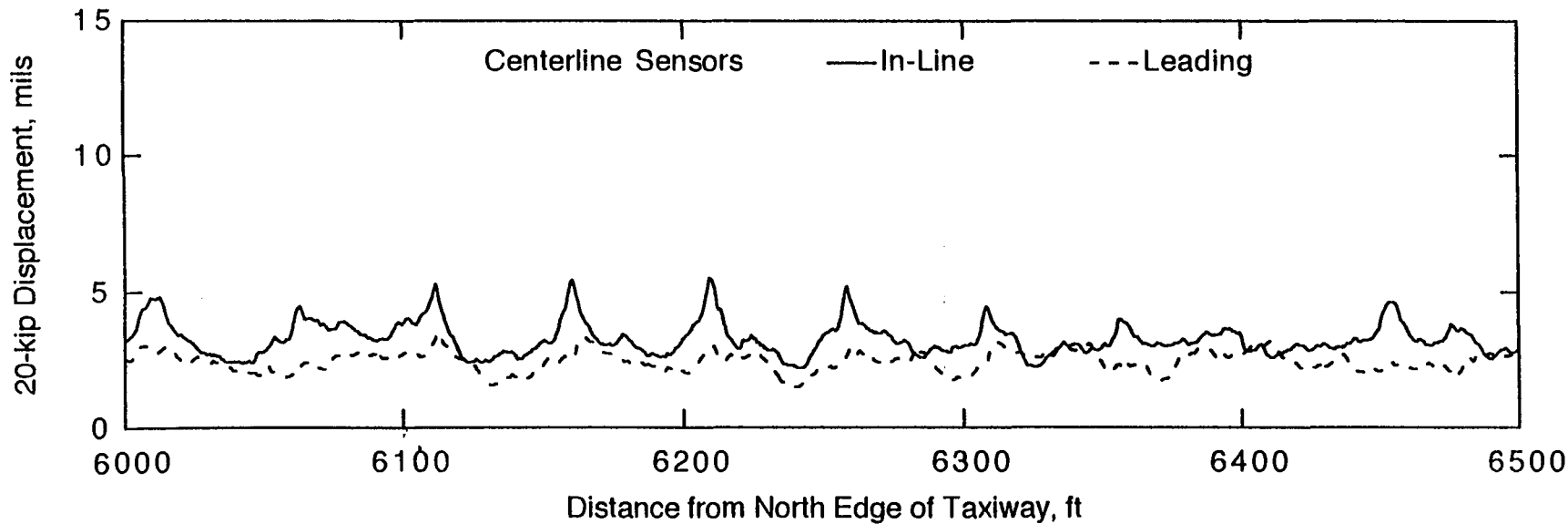


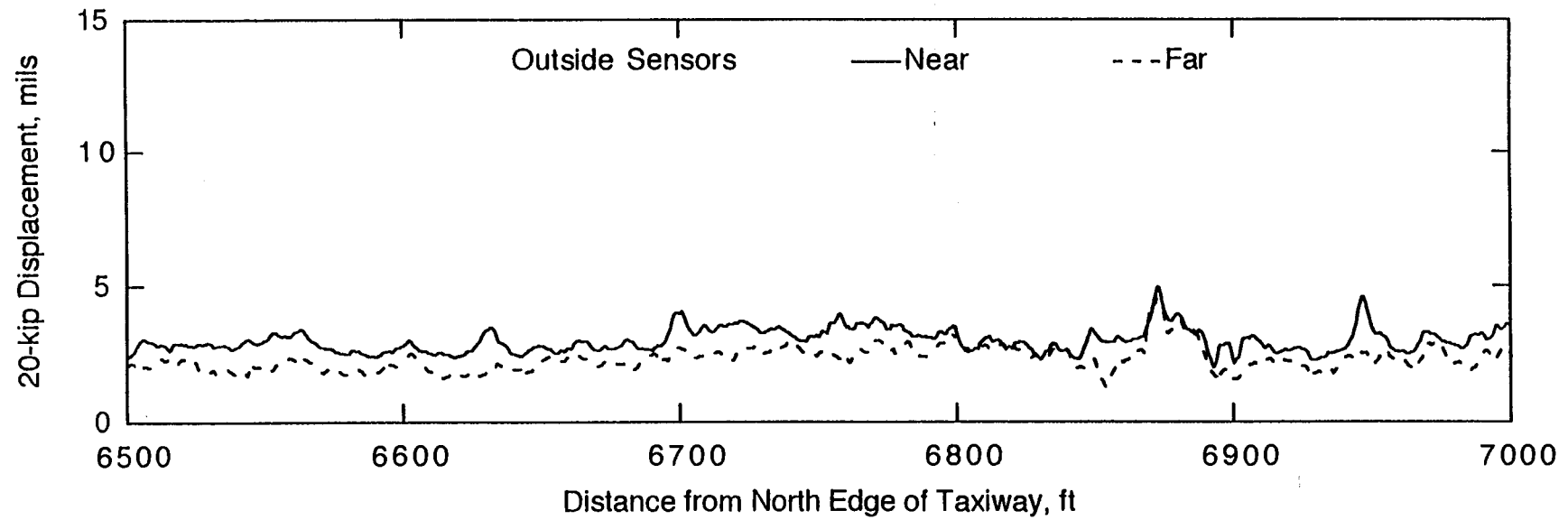
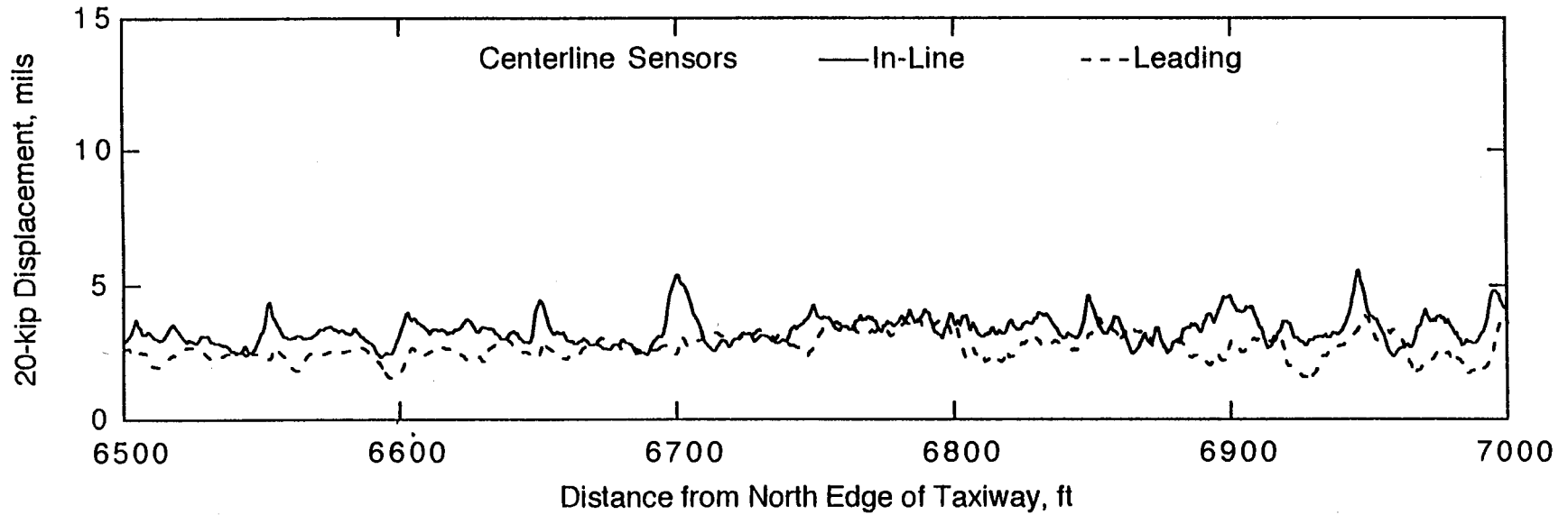


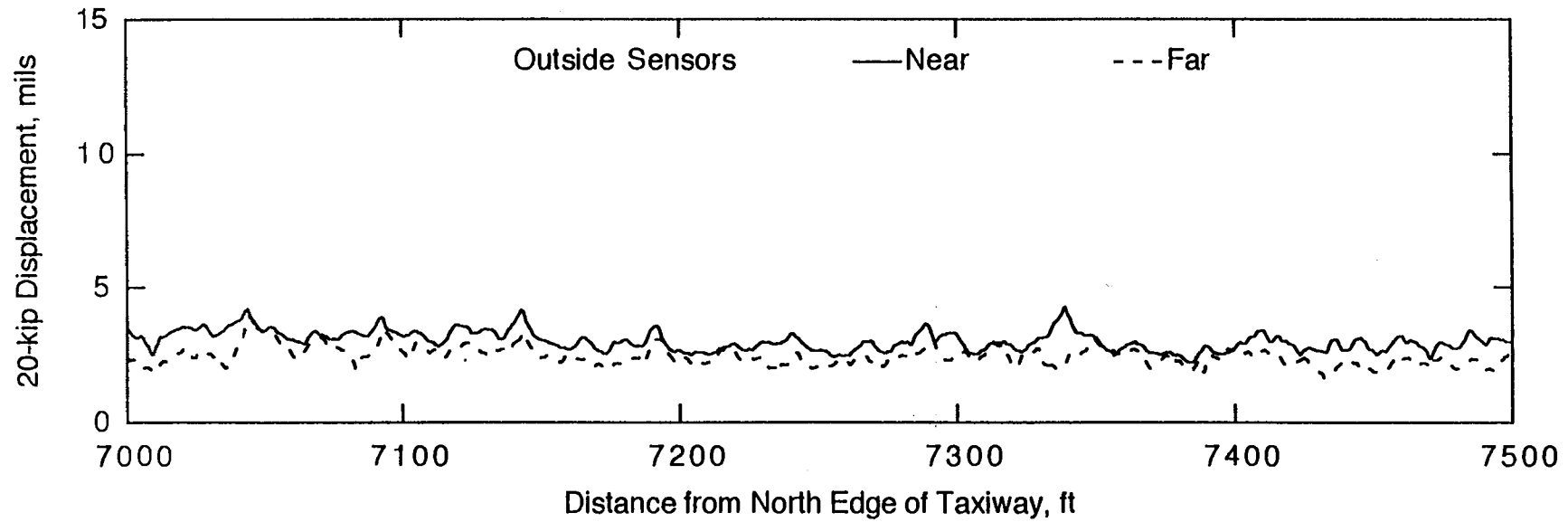
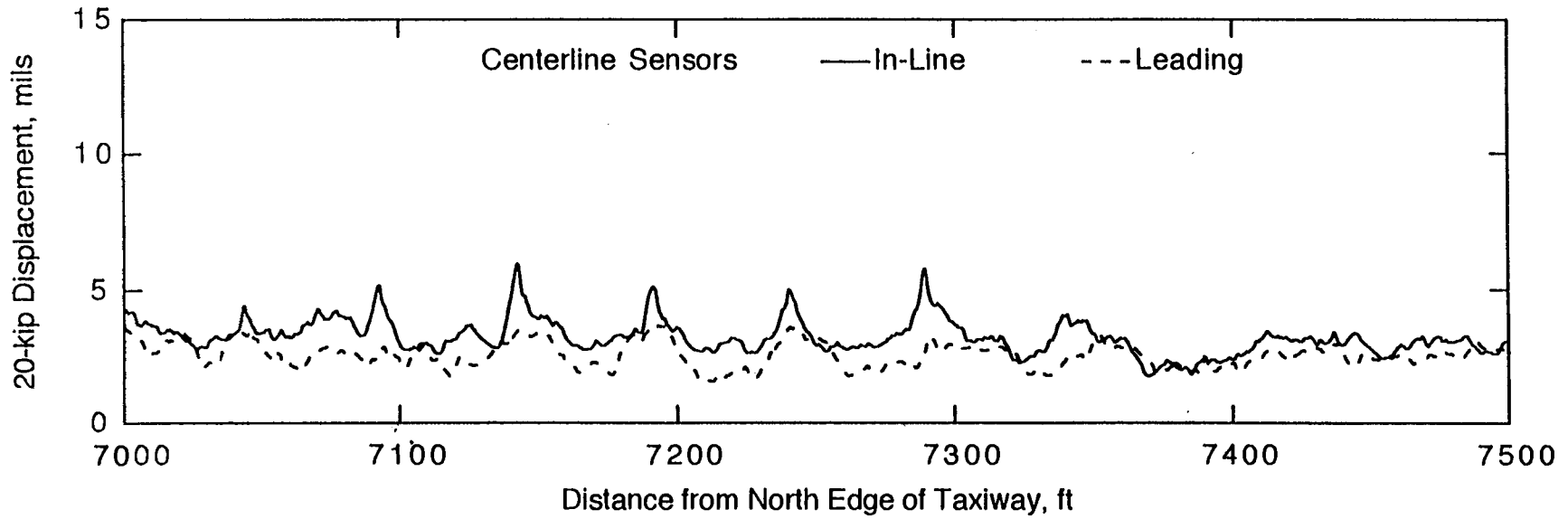


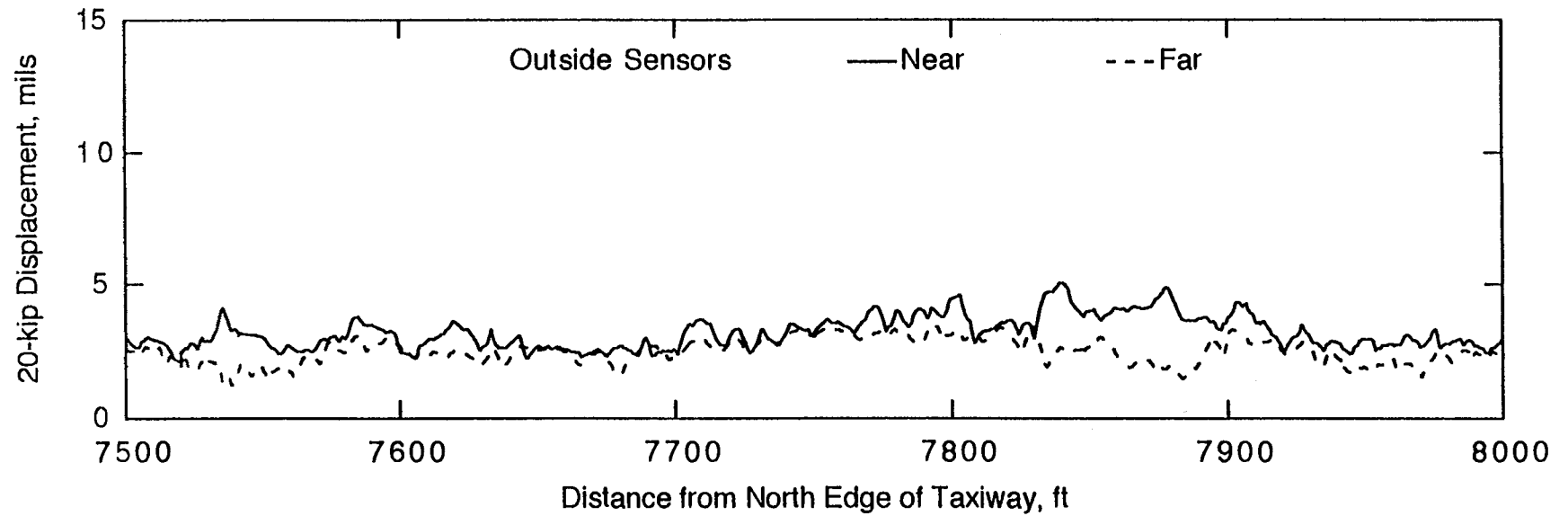
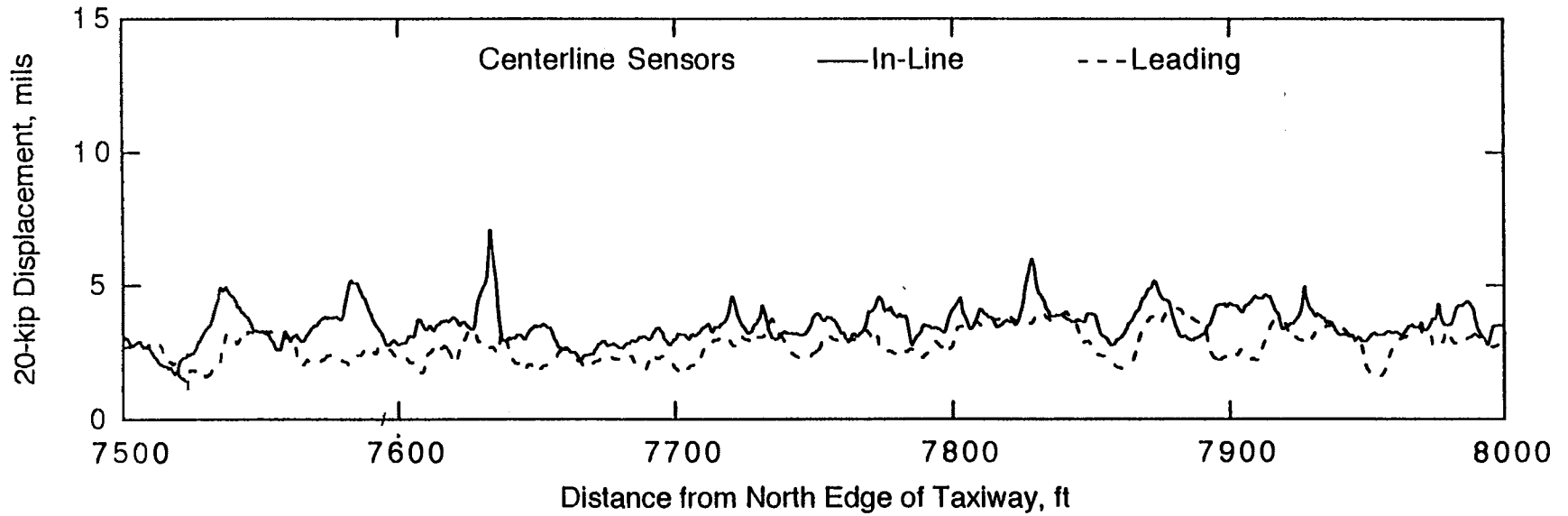


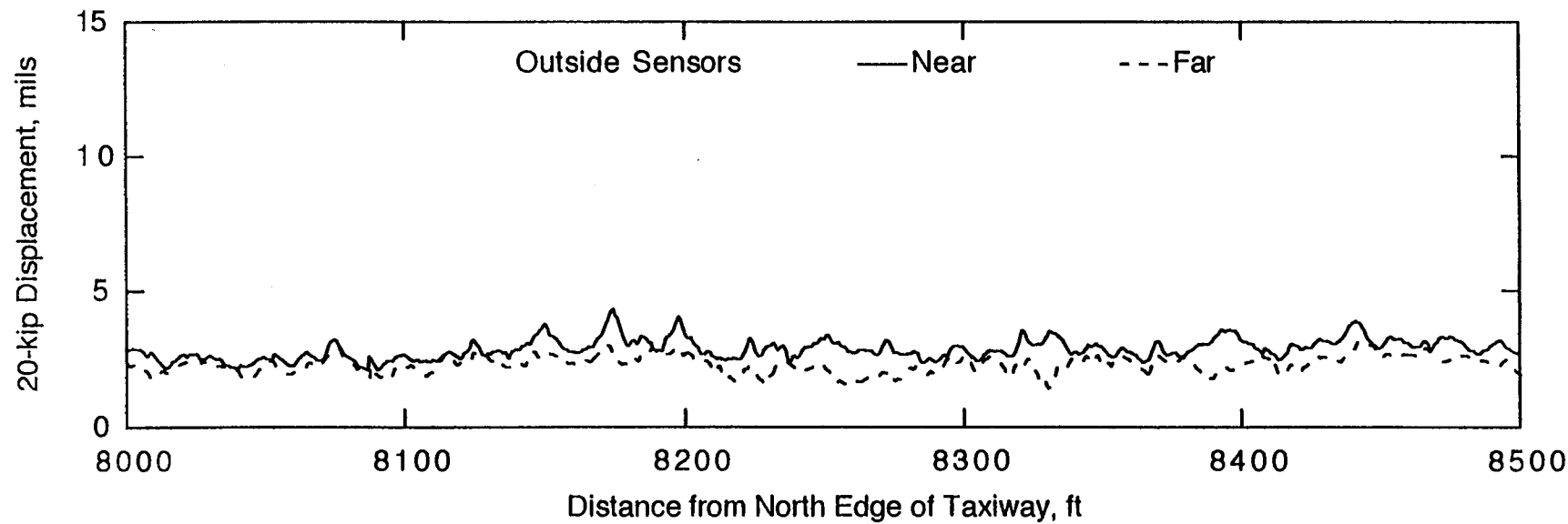
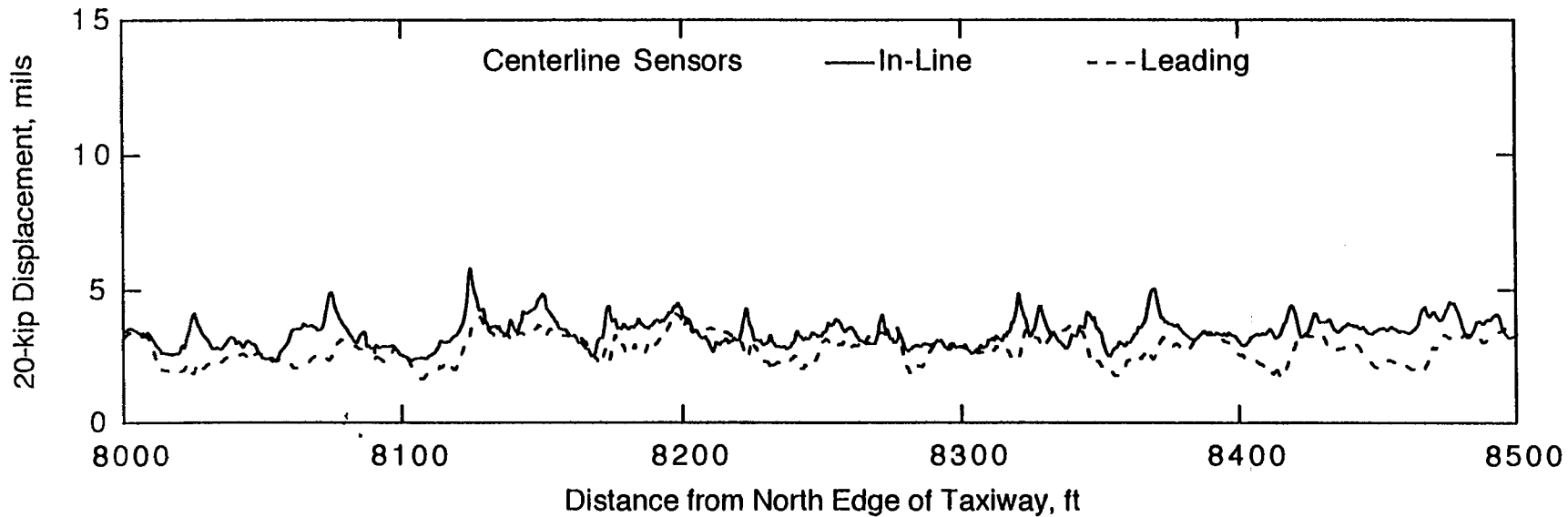


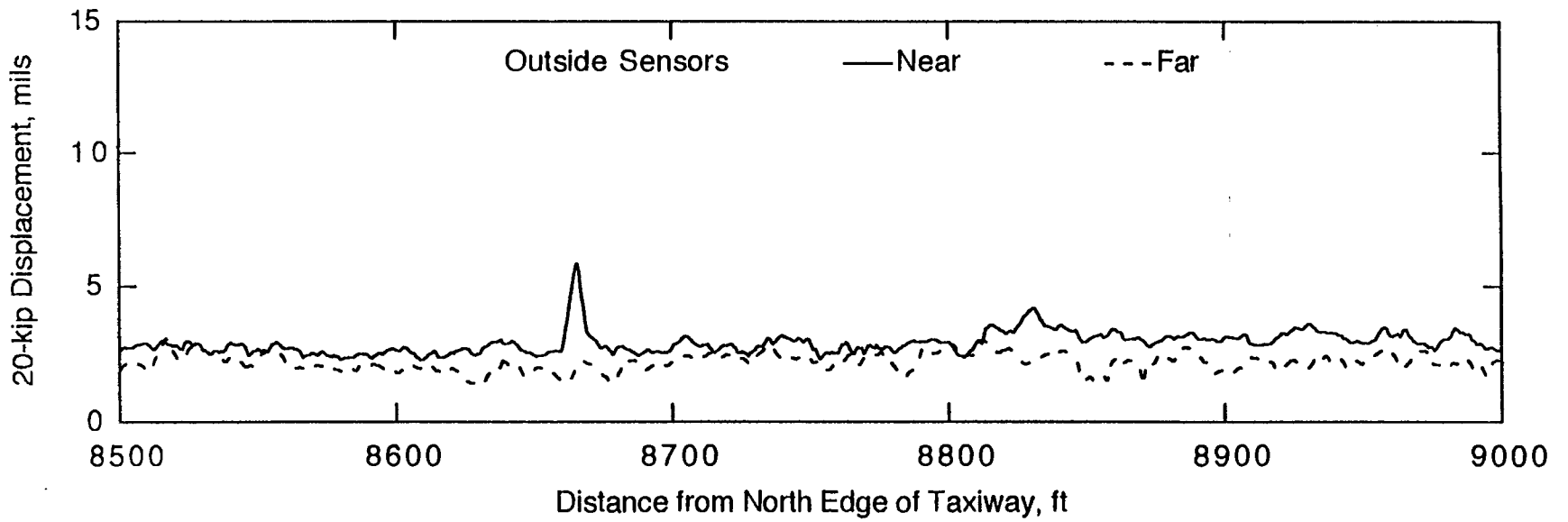
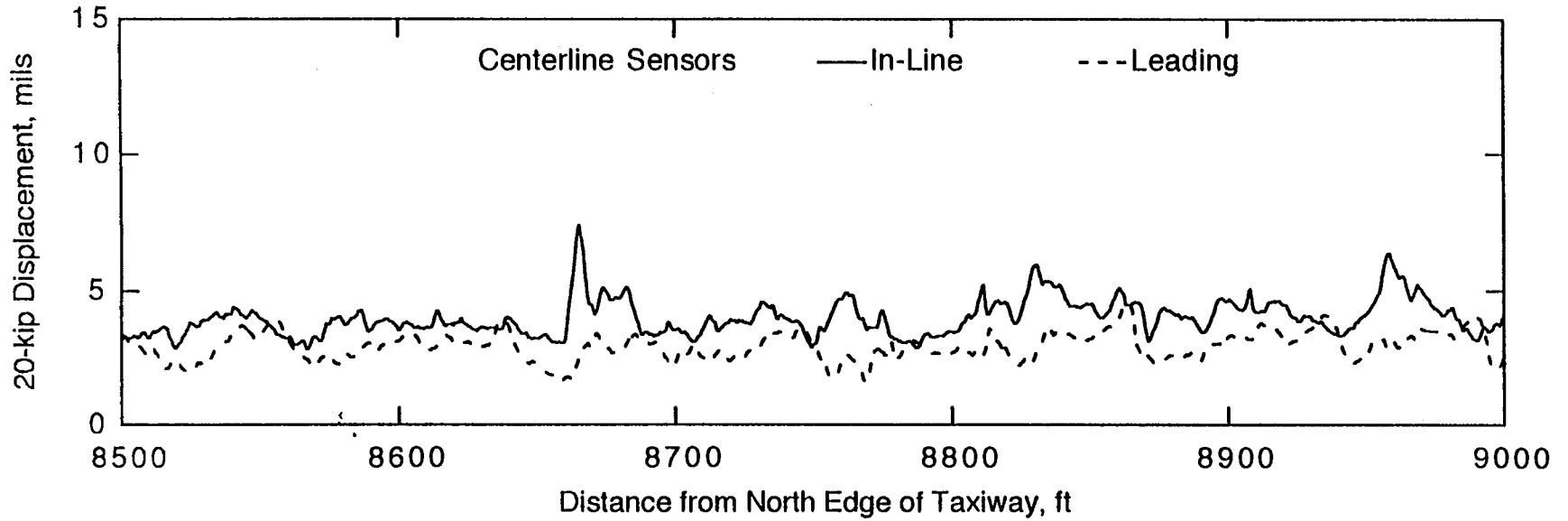


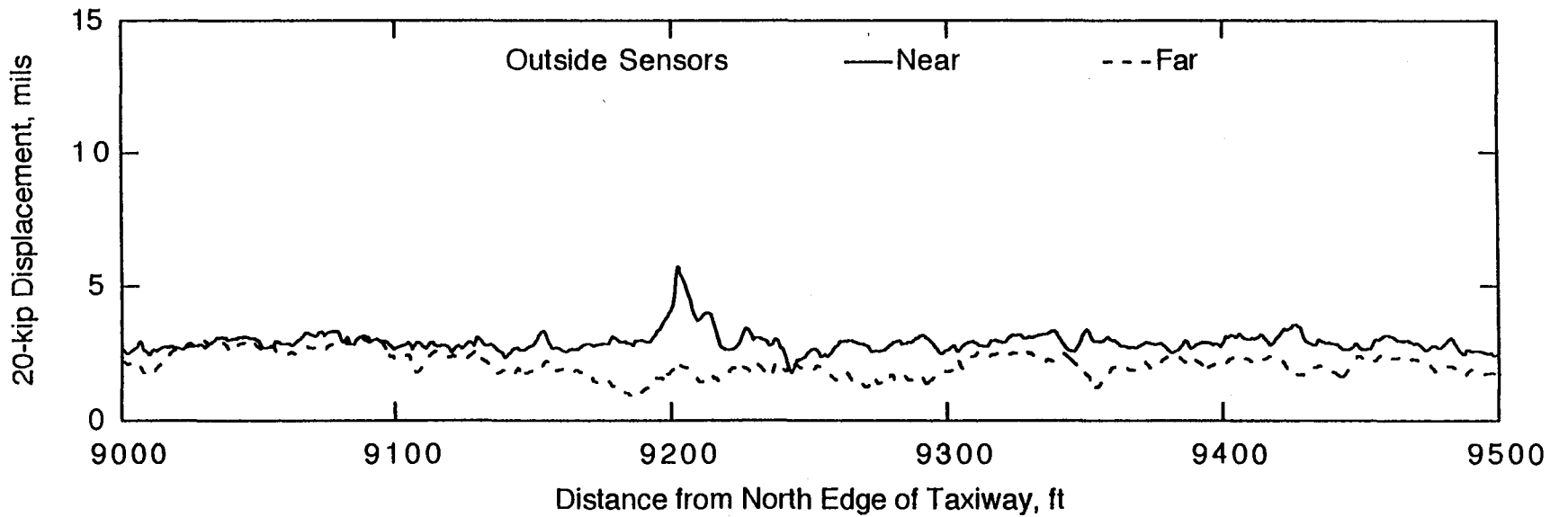
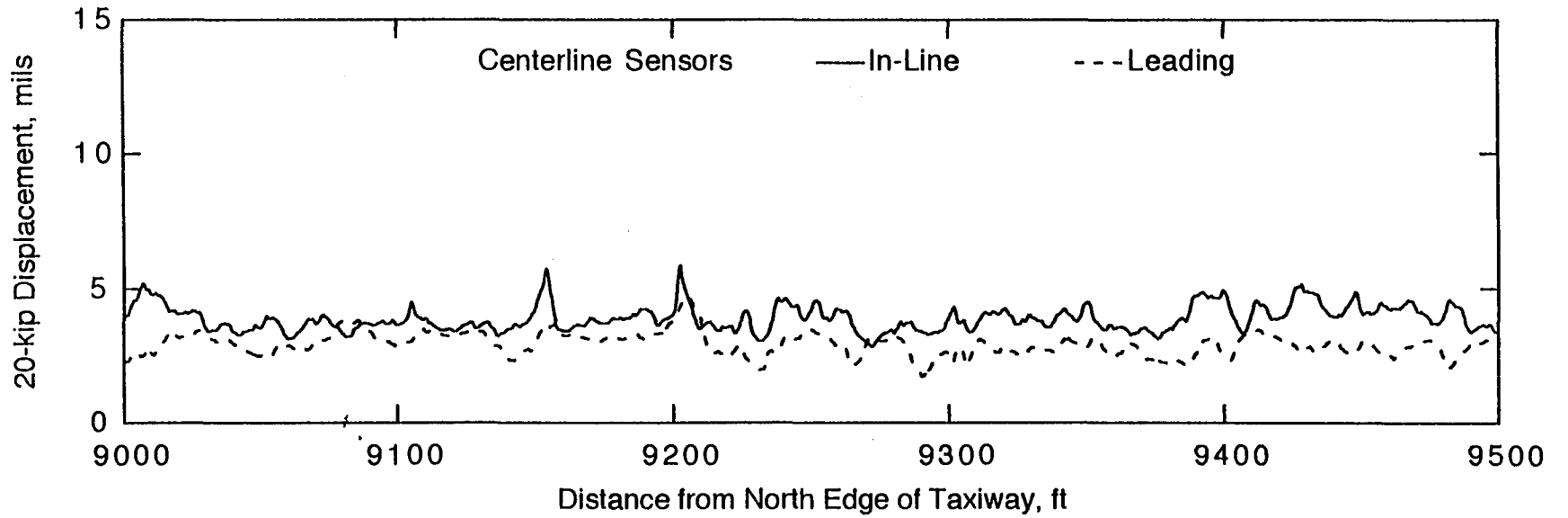


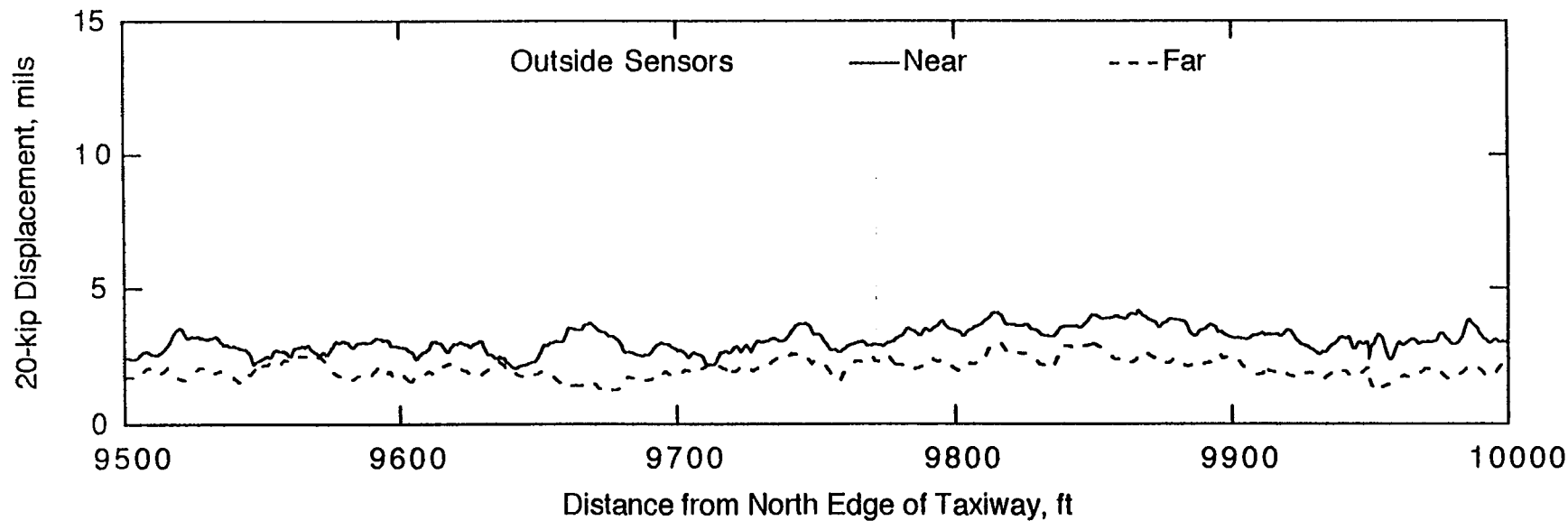
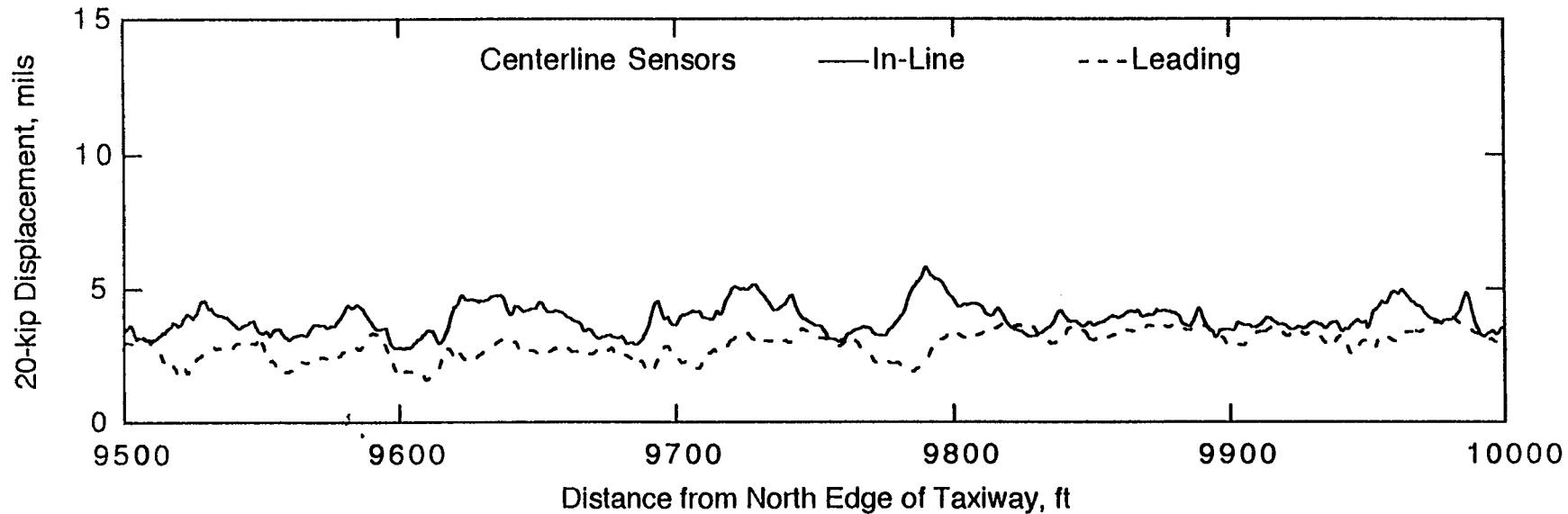


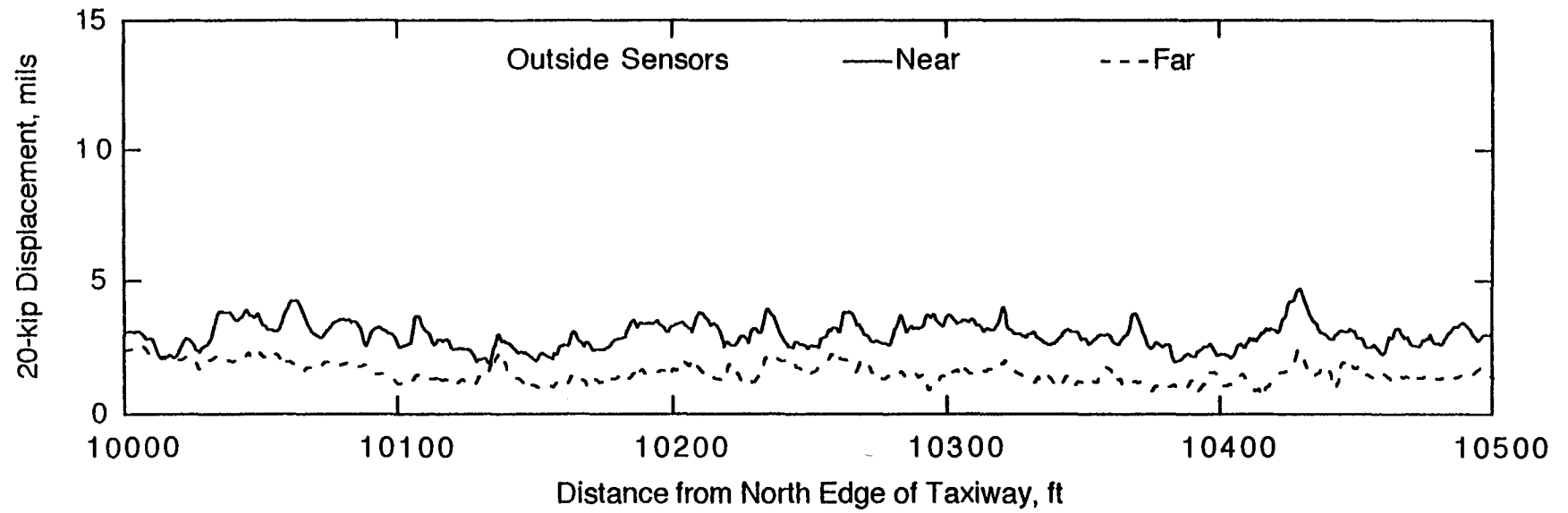
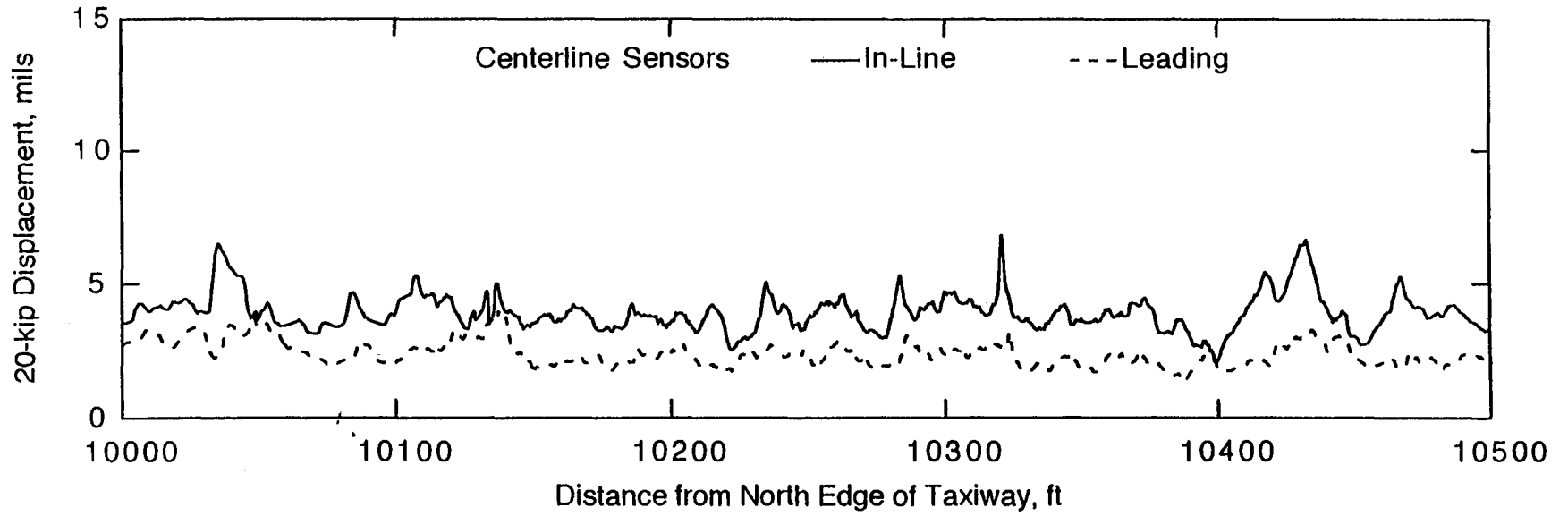


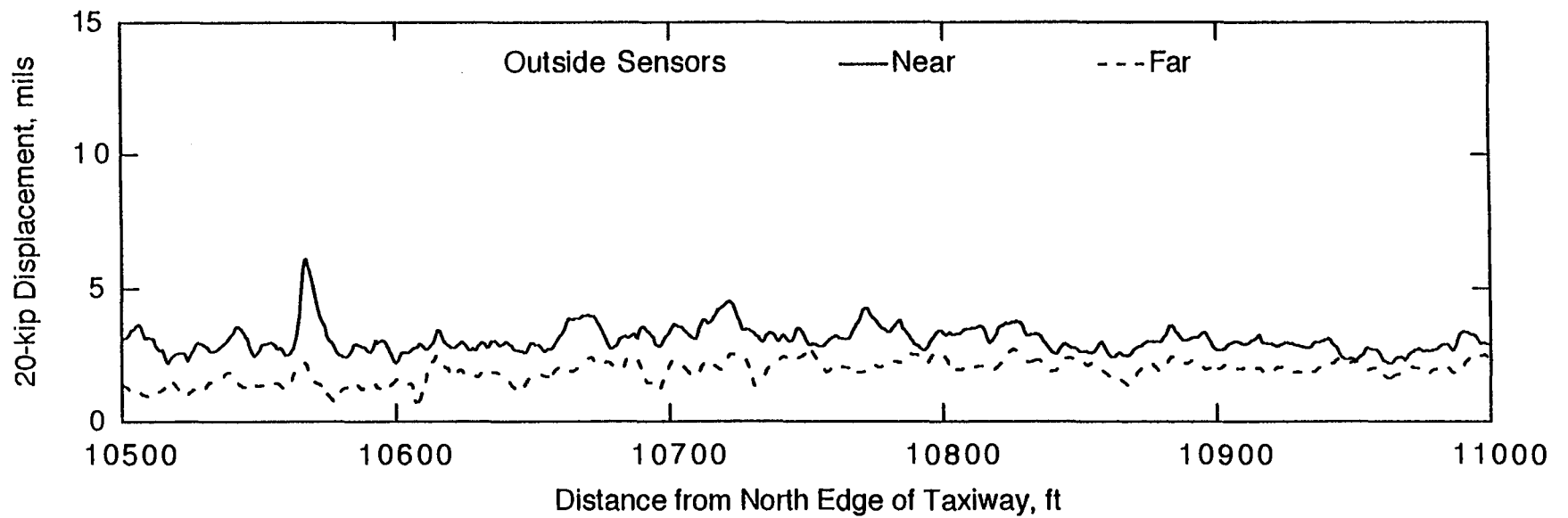
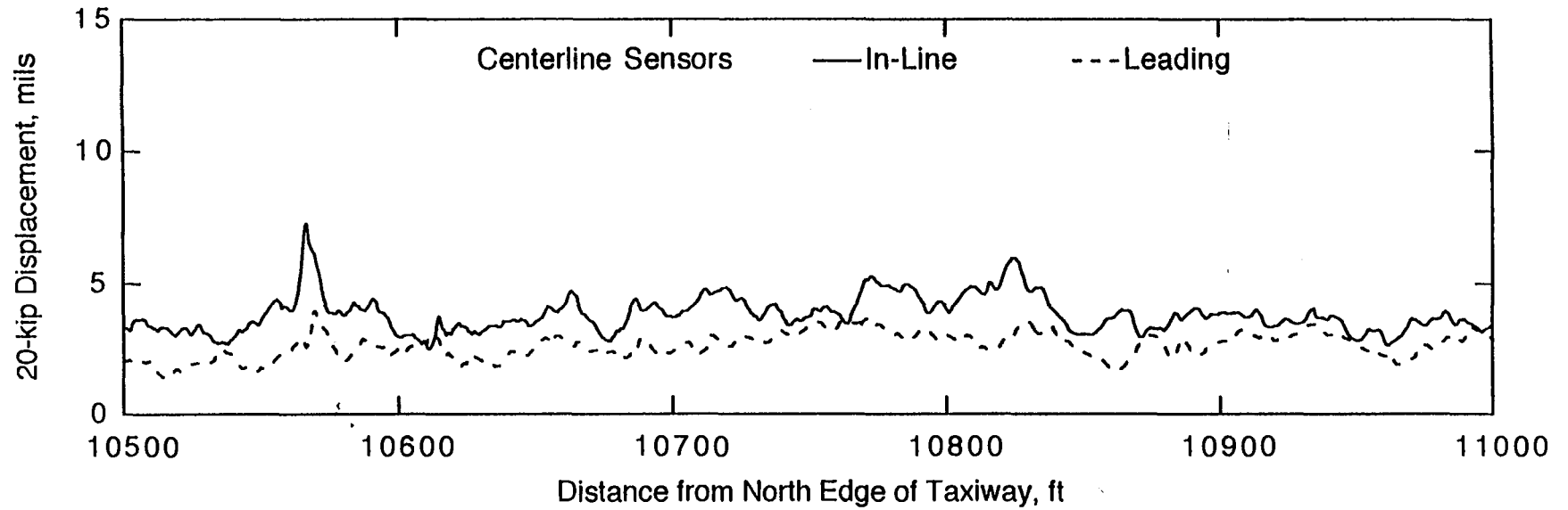


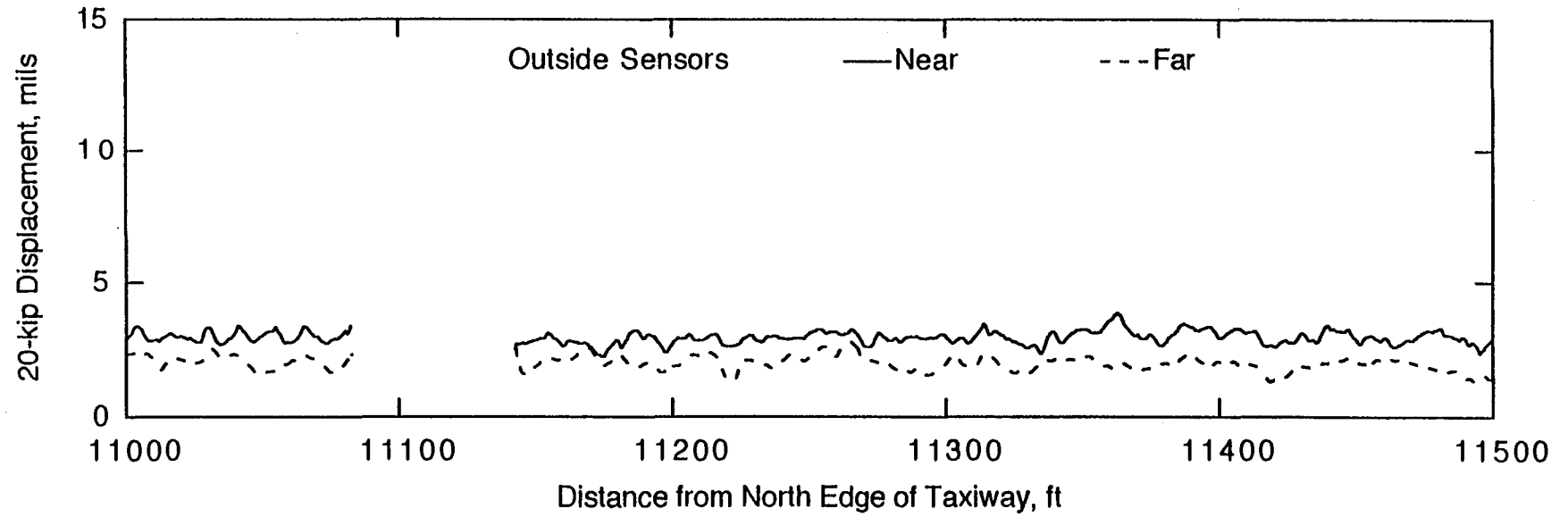
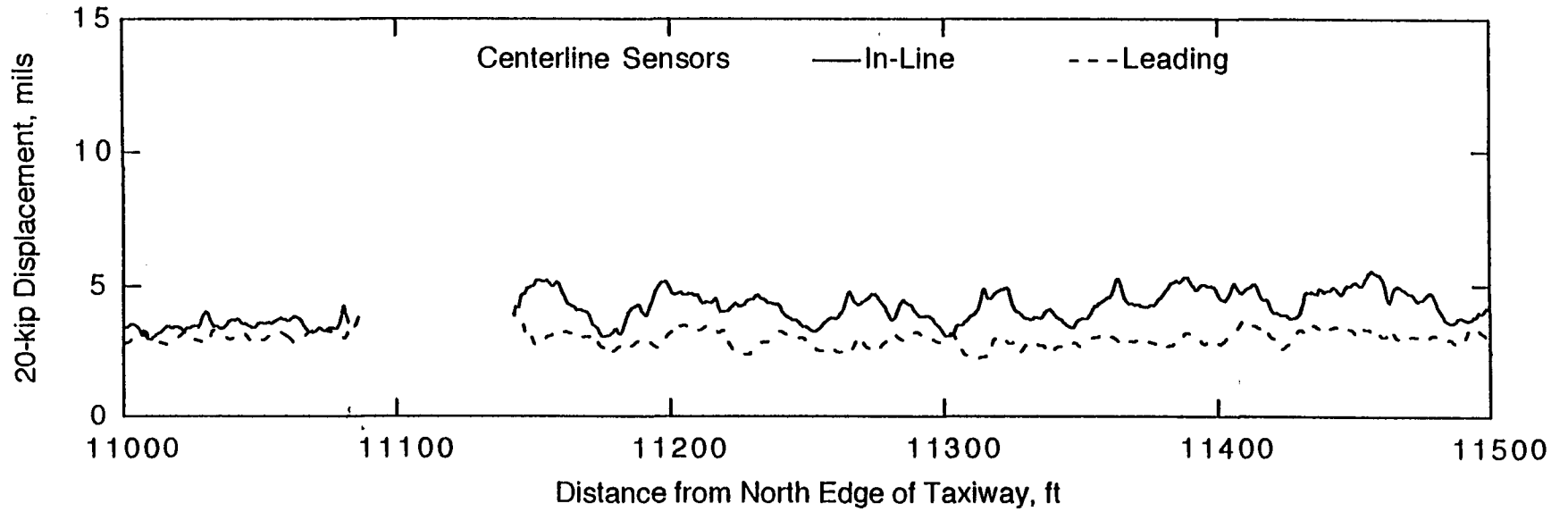


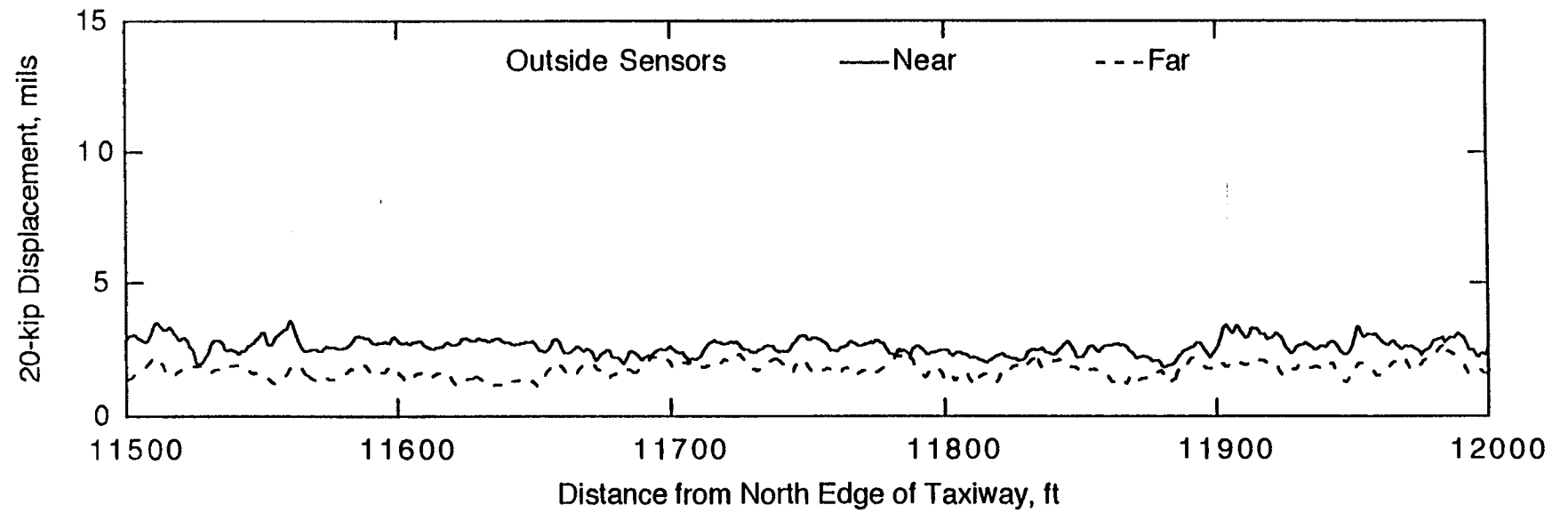
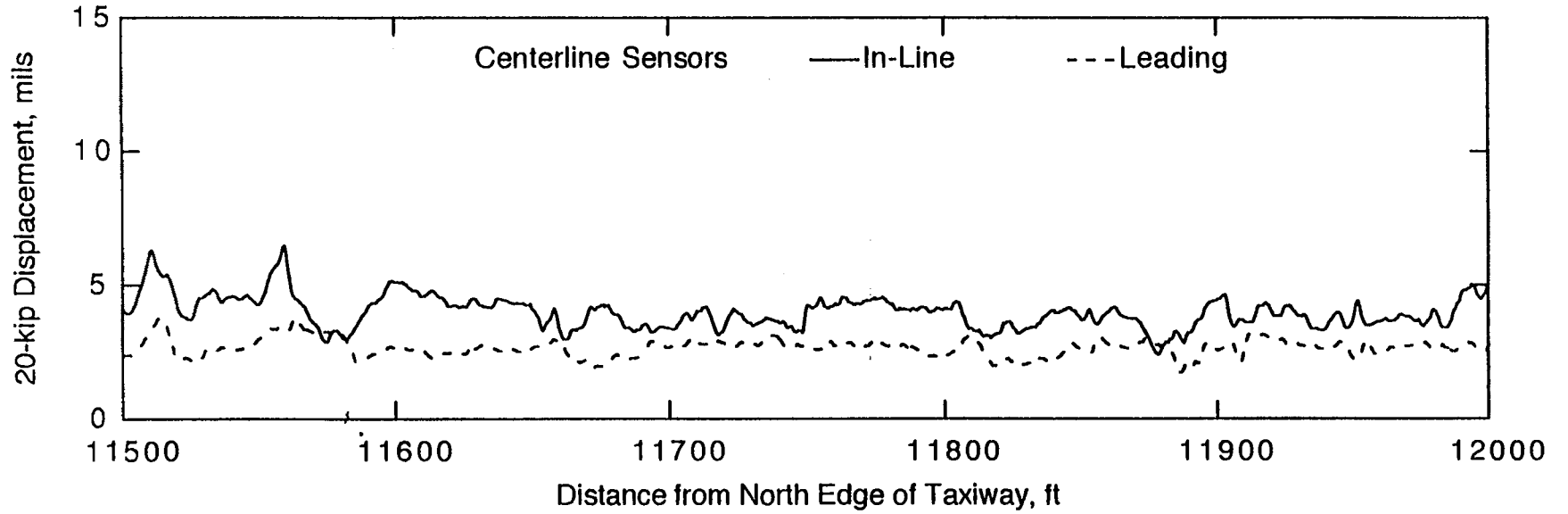


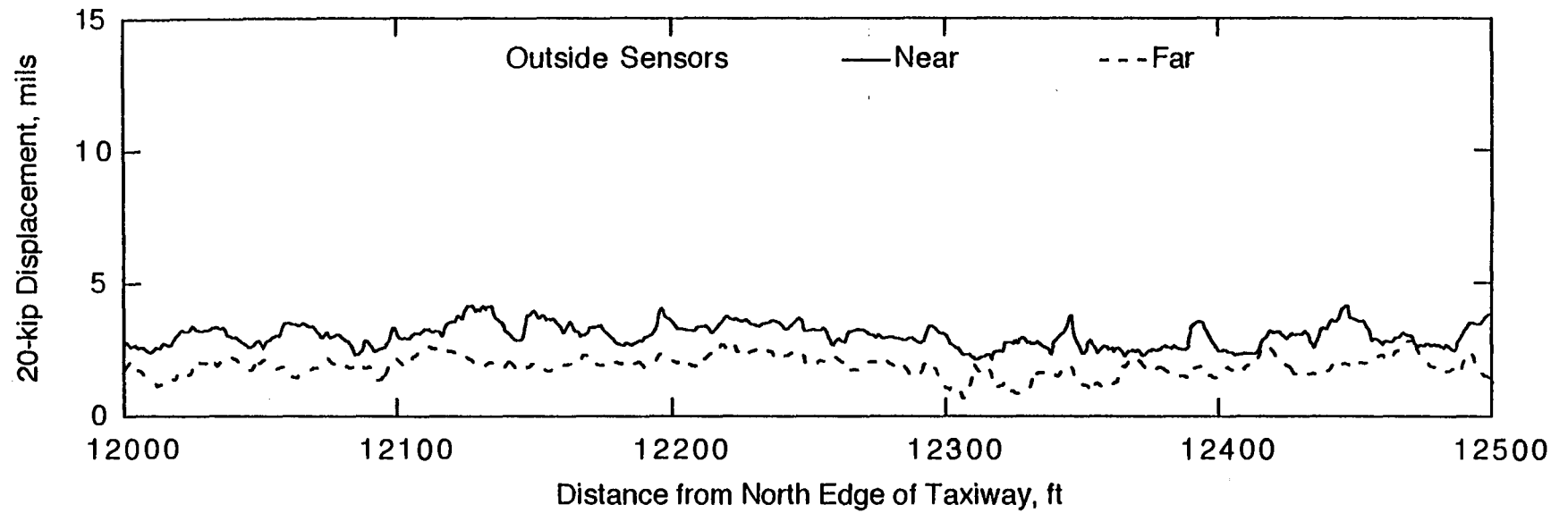
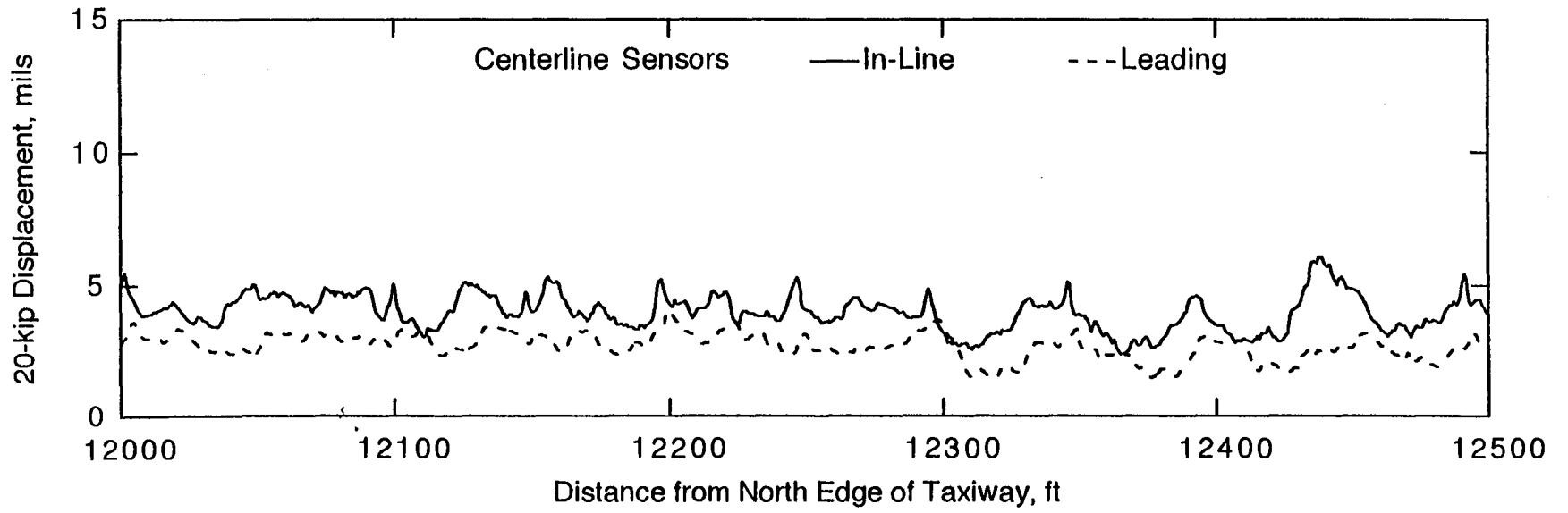


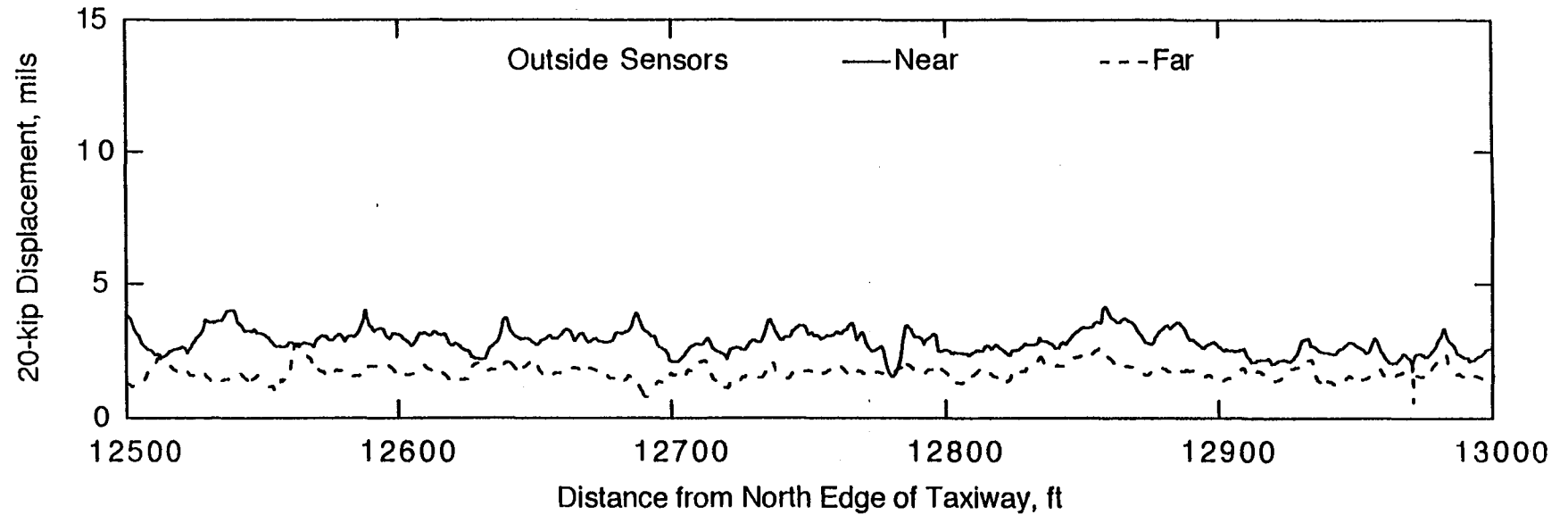
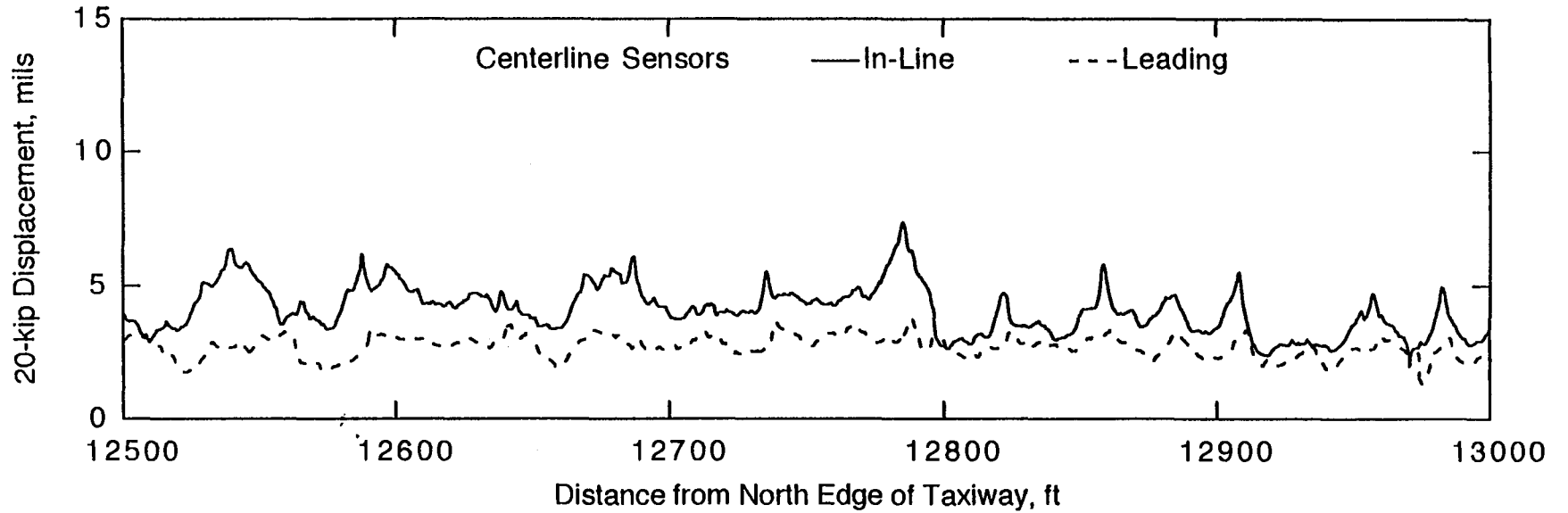


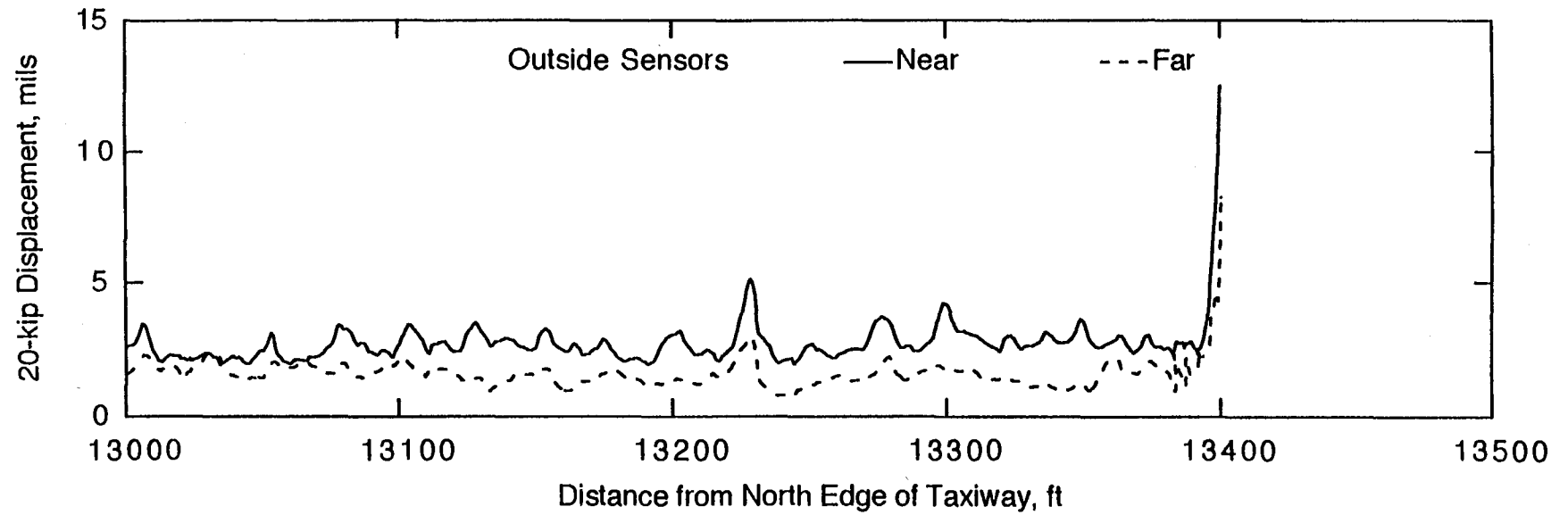
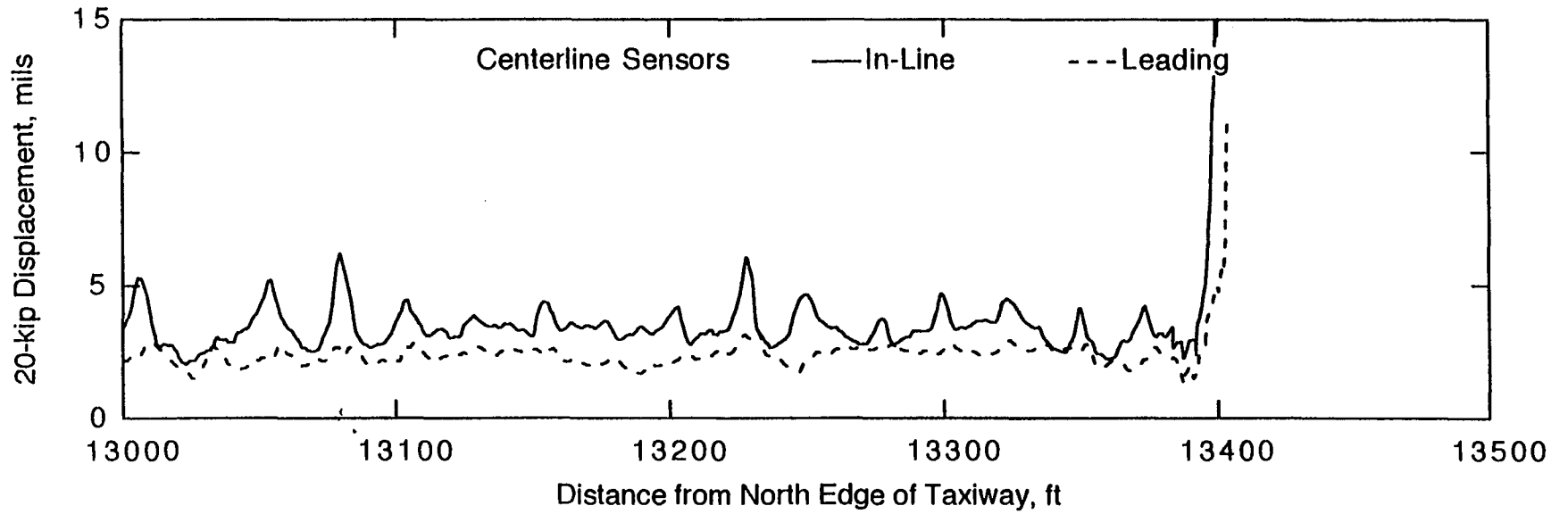


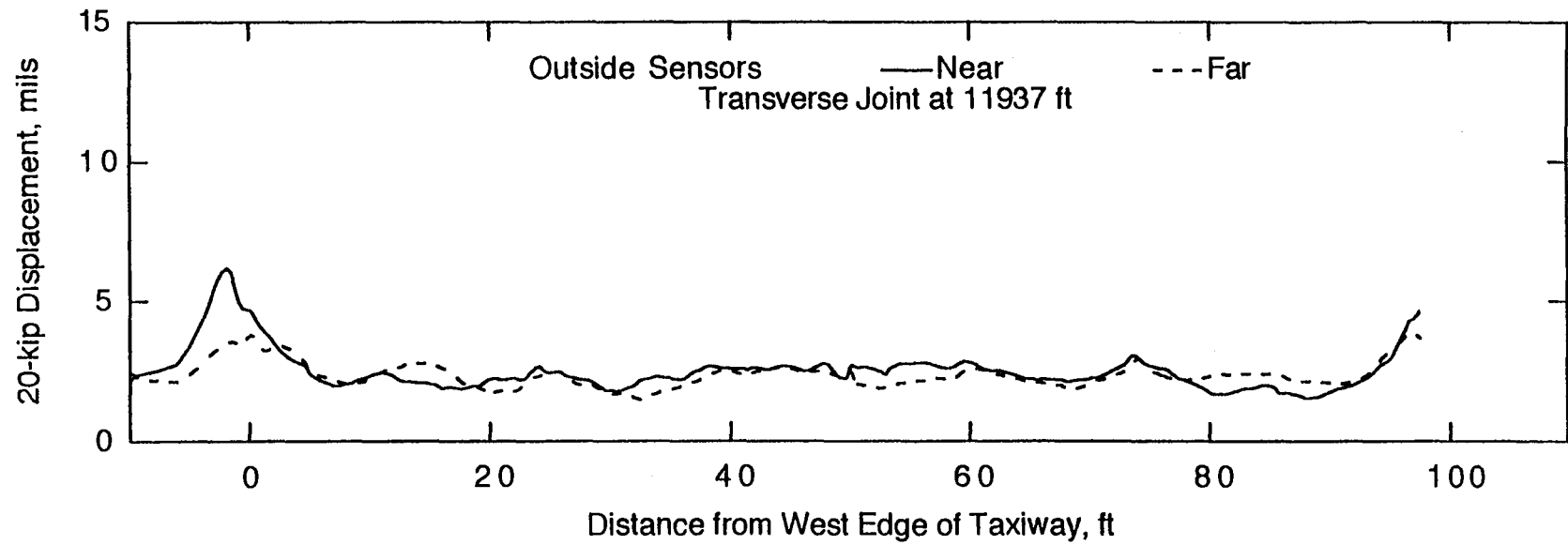
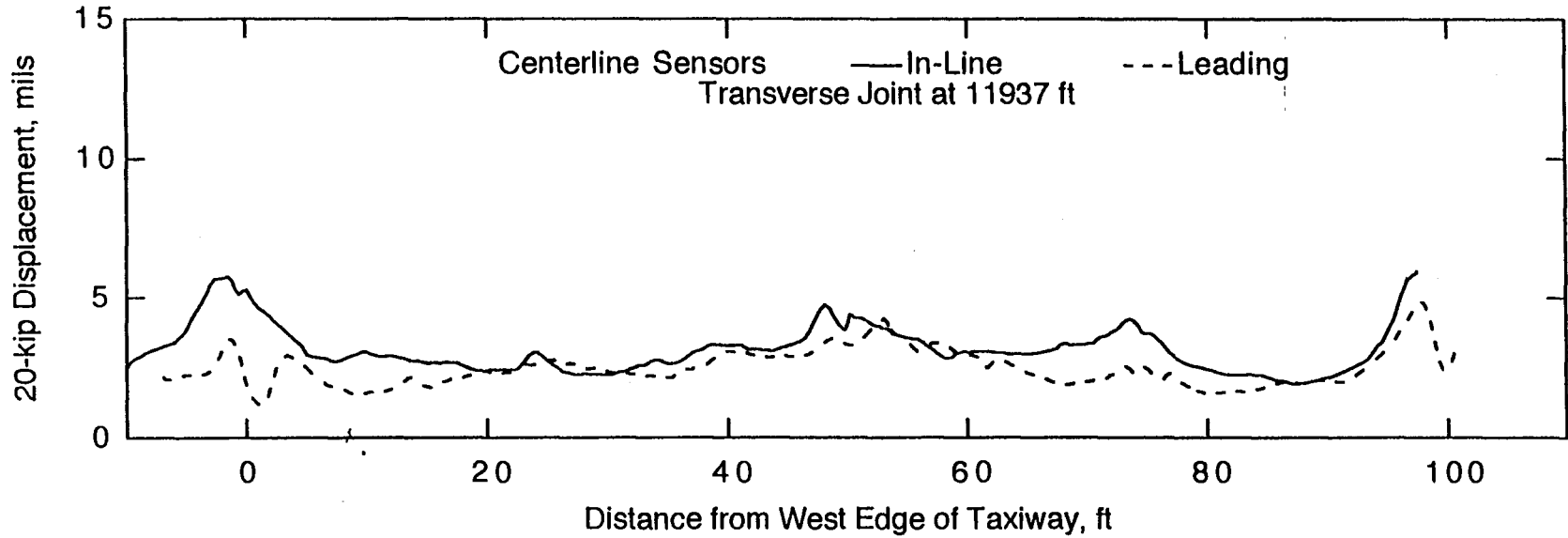


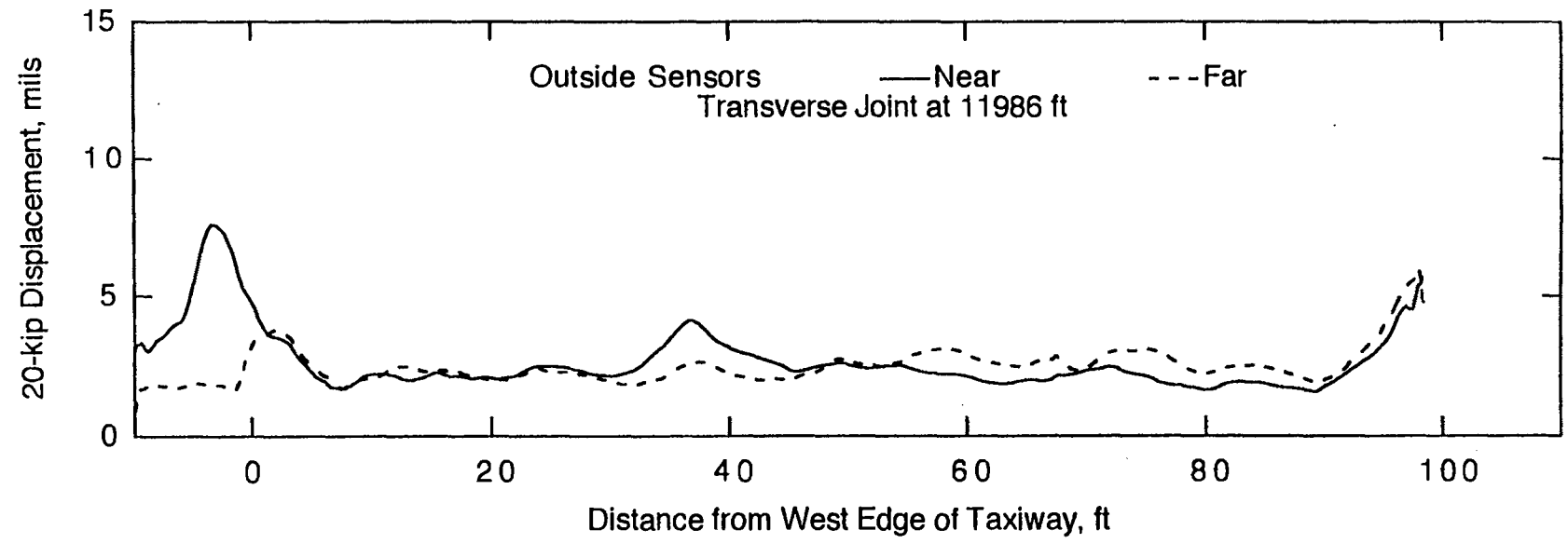
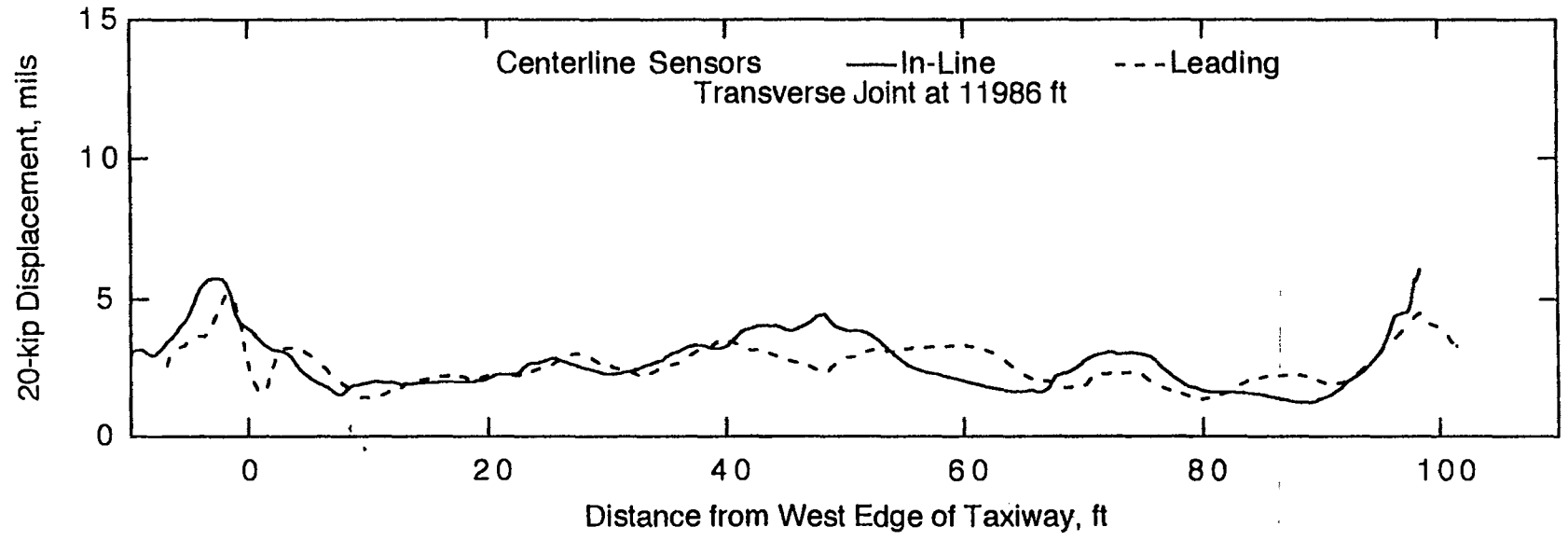












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-- CTR Library Digitization Team

APPENDIX G
HWD DEFLECTION DATA

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-- CTR Library Digitization Team

31000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|---------------------------------------|--------|------|------|------|------|------|------|------|-----------------|-------|
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 4.20 | 4.11 | 3.74 | 3.40 | 3.11 | 2.86 | 2.58 | POINT A (JOINT) | 1 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 3.94 | 3.83 | 3.62 | 3.44 | 3.25 | 3.08 | 2.83 | POINT B | 3 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 5.09 | 4.78 | 4.32 | 3.90 | 3.53 | 3.18 | 2.83 | POINT C (JOINT) | 5 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 3.90 | 3.71 | 3.50 | 3.28 | 3.04 | 2.81 | 2.54 | POINT D | 7 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 5.23 | 5.05 | 4.50 | 4.04 | 3.59 | 3.22 | 2.83 | POINT E (JOINT) | 9 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 4.38 | 4.23 | 3.91 | 3.65 | 3.44 | 3.21 | 2.95 | POINT F | 11 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 4.56 | 4.44 | 4.02 | 3.67 | 3.30 | 3.02 | 2.72 | POINT G (JOINT) | 13 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 4.80 | 4.67 | 4.14 | 3.65 | 3.31 | 3.00 | 2.68 | POINT H (JOINT) | 15 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 5.66 | 4.77 | 4.14 | 3.66 | 3.27 | 2.93 | 2.61 | POINT I (JOINT) | 17 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 3.67 | 3.50 | 3.32 | 3.11 | 2.86 | 2.69 | 2.43 | POINT J | 19 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 4.95 | 4.69 | 4.11 | 3.70 | 3.28 | 2.97 | 2.63 | POINT K (JOINT) | 21 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 7.14 | 6.54 | 5.69 | 4.96 | 4.35 | 3.73 | 3.21 | POINT L (JOINT) | 23 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 5.55 | 4.78 | 4.20 | 3.79 | 3.37 | 3.03 | 2.66 | POINT M (JOINT) | 25 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 3.84 | 3.61 | 3.39 | 3.19 | 2.96 | 2.78 | 2.56 | POINT N | 27 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 5.42 | 4.42 | 3.98 | 3.60 | 3.21 | 2.94 | 2.62 | POINT O (JOINT) | 29 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 6.03 | 5.29 | 4.63 | 4.13 | 3.74 | 3.31 | 2.92 | POINT P (JOINT) | 31 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 9.61 | 4.52 | 4.05 | 3.62 | 3.23 | 2.94 | 2.60 | POINT Q (JOINT) | 33 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 31,000 | 5.75 | 5.46 | 4.74 | 4.14 | 3.66 | 3.22 | 2.84 | POINT R (JOINT) | 35 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.27 | 3.17 | 2.69 | 2.39 | 2.11 | 1.91 | 1.67 | POINT A (JOINT) | 37 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.01 | 2.85 | 2.57 | 2.38 | 2.13 | 1.94 | 1.74 | POINT B | 39 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.04 | 2.91 | 2.69 | 2.41 | 2.18 | 1.98 | 1.77 | POINT C (JOINT) | 41 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.22 | 3.03 | 2.71 | 2.47 | 2.23 | 2.03 | 1.79 | POINT D | 43 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.43 | 3.34 | 2.88 | 2.51 | 2.17 | 1.96 | 1.70 | POINT E (JOINT) | 45 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.26 | 3.18 | 2.91 | 2.69 | 2.42 | 2.19 | 1.96 | POINT F | 47 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.44 | 3.29 | 2.95 | 2.71 | 2.46 | 2.15 | 1.96 | POINT G (JOINT) | 49 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.59 | 3.24 | 2.85 | 2.55 | 2.22 | 1.99 | 1.73 | POINT H (JOINT) | 51 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 4.34 | 4.25 | 3.56 | 2.98 | 2.50 | 2.14 | 1.80 | POINT I (JOINT) | 53 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 2.54 | 2.35 | 2.17 | 2.01 | 1.86 | 1.71 | 1.53 | POINT J | 55 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.64 | 3.42 | 2.90 | 2.51 | 2.11 | 1.84 | 1.58 | POINT K (JOINT) | 57 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 6.84 | 4.15 | 3.48 | 2.93 | 2.48 | 2.17 | 1.81 | POINT L (JOINT) | 59 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 4.39 | 4.44 | 3.72 | 3.12 | 2.63 | 2.23 | 1.87 | POINT M (JOINT) | 61 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 2.69 | 2.48 | 2.27 | 2.13 | 1.94 | 1.79 | 1.62 | POINT N | 63 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 3.50 | 3.27 | 2.84 | 2.46 | 2.13 | 1.87 | 1.59 | POINT O (JOINT) | 65 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 5.47 | 3.80 | 3.26 | 2.85 | 2.41 | 2.10 | 1.87 | POINT P (JOINT) | 67 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 4.17 | 3.92 | 3.34 | 2.86 | 2.39 | 2.07 | 1.76 | POINT Q (JOINT) | 69 |

191

31000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|---------------------------------------|--------|------|------|------|------|------|------|------|-----------------|-------|
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 31,000 | 4.75 | 4.64 | 3.82 | 3.24 | 2.61 | 2.21 | 1.85 | POINT R (JOINT) | 71 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 5.73 | 5.65 | 4.97 | 4.39 | 3.88 | 3.47 | 3.02 | POINT A (JOINT) | 73 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.67 | 4.35 | 4.08 | 3.75 | 3.46 | 3.13 | 2.79 | POINT B | 75 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.49 | 4.23 | 3.83 | 3.54 | 3.24 | 2.94 | 2.67 | POINT C (JOINT) | 77 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 3.98 | 3.90 | 3.62 | 3.36 | 3.16 | 2.87 | 2.58 | POINT D | 79 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 5.37 | 5.26 | 4.66 | 4.18 | 3.77 | 3.38 | 3.01 | POINT E (JOINT) | 81 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.42 | 4.20 | 3.89 | 3.60 | 3.25 | 3.00 | 2.67 | POINT F | 83 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.12 | 3.79 | 3.51 | 3.22 | 2.98 | 2.74 | 2.49 | POINT G (JOINT) | 85 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.74 | 4.66 | 4.17 | 3.77 | 3.44 | 3.08 | 2.69 | POINT H (JOINT) | 87 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 9.27 | 3.65 | 3.25 | 2.91 | 2.55 | 2.27 | 1.95 | POINT I (JOINT) | 89 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.10 | 3.90 | 3.67 | 3.44 | 3.15 | 2.95 | 2.66 | POINT J | 91 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 9.29 | 3.88 | 3.46 | 3.07 | 2.79 | 2.46 | 2.15 | POINT K (JOINT) | 93 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 7.08 | 5.73 | 4.97 | 4.34 | 3.73 | 3.31 | 2.90 | POINT L (JOINT) | 95 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 9.37 | 3.17 | 2.91 | 2.61 | 2.32 | 2.14 | 1.88 | POINT M (JOINT) | 97 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 4.32 | 4.16 | 3.88 | 3.63 | 3.36 | 3.08 | 2.77 | POINT N | 99 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 7.24 | 5.24 | 4.61 | 4.08 | 3.60 | 3.18 | 2.79 | POINT O (JOINT) | 101 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 5.75 | 4.94 | 4.29 | 3.78 | 3.32 | 2.99 | 2.60 | POINT P (JOINT) | 103 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 8.83 | 4.59 | 4.10 | 3.67 | 3.31 | 2.94 | 2.56 | POINT Q (JOINT) | 105 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 31,000 | 7.14 | 4.33 | 3.85 | 3.41 | 3.07 | 2.78 | 2.45 | POINT R (JOINT) | 107 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 5.47 | 5.39 | 4.72 | 4.17 | 3.68 | 3.33 | 2.94 | POINT A (JOINT) | 109 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.11 | 4.01 | 3.73 | 3.47 | 3.24 | 2.97 | 2.68 | POINT B | 111 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.64 | 4.28 | 3.96 | 3.64 | 3.35 | 3.06 | 2.76 | POINT C (JOINT) | 113 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.37 | 4.14 | 3.85 | 3.57 | 3.28 | 3.03 | 2.74 | POINT D | 115 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.86 | 4.83 | 4.31 | 3.89 | 3.49 | 3.15 | 2.81 | POINT E (JOINT) | 117 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 3.96 | 3.83 | 3.55 | 3.30 | 3.03 | 2.81 | 2.54 | POINT F | 119 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.07 | 3.72 | 3.49 | 3.23 | 2.97 | 2.76 | 2.51 | POINT G (JOINT) | 121 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 5.19 | 4.86 | 4.34 | 3.88 | 3.51 | 3.16 | 2.82 | POINT H (JOINT) | 123 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.88 | 4.84 | 4.17 | 3.67 | 3.27 | 2.95 | 2.61 | POINT I (JOINT) | 125 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 3.21 | 2.99 | 2.83 | 2.71 | 2.57 | 2.41 | 2.24 | POINT J | 127 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 4.73 | 4.57 | 3.98 | 3.49 | 3.13 | 2.77 | 2.45 | POINT K (JOINT) | 129 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 7.89 | 5.07 | 4.48 | 3.98 | 3.49 | 3.11 | 2.74 | POINT L (JOINT) | 131 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 5.11 | 5.05 | 4.37 | 3.84 | 3.40 | 3.06 | 2.71 | POINT M (JOINT) | 133 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 3.31 | 3.12 | 2.94 | 2.78 | 2.64 | 2.48 | 2.28 | POINT N | 135 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 5.20 | 5.06 | 4.37 | 3.79 | 3.32 | 2.95 | 2.58 | POINT O (JOINT) | 137 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 7.32 | 5.07 | 4.51 | 4.07 | 3.57 | 3.23 | 2.80 | POINT P (JOINT) | 139 |

192

31000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|--|--------|------|------|------|------|------|------|------|-----------------|-------|
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 6.12 | 5.83 | 5.14 | 4.57 | 4.02 | 3.58 | 3.13 | POINT Q (JOINT) | 141 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 31,000 | 8.18 | 5.25 | 4.58 | 4.00 | 3.45 | 3.05 | 2.62 | POINT R (JOINT) | 143 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.95 | 4.90 | 4.26 | 3.79 | 3.35 | 2.98 | 2.62 | POINT A (JOINT) | 145 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.30 | 4.10 | 3.79 | 3.48 | 3.14 | 2.84 | 2.53 | POINT B | 147 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.20 | 4.01 | 3.65 | 3.37 | 3.02 | 2.73 | 2.43 | POINT C (JOINT) | 149 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.15 | 3.82 | 3.55 | 3.26 | 2.99 | 2.74 | 2.47 | POINT D | 151 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.72 | 4.80 | 4.17 | 3.66 | 3.26 | 2.95 | 2.62 | POINT E (JOINT) | 153 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.03 | 3.86 | 3.56 | 3.24 | 3.00 | 2.68 | 2.35 | POINT F | 155 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.01 | 3.85 | 3.52 | 3.27 | 2.99 | 2.71 | 2.39 | POINT G (JOINT) | 157 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.81 | 4.77 | 4.16 | 3.63 | 3.16 | 2.75 | 2.46 | POINT H (JOINT) | 159 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 5.58 | 5.39 | 4.62 | 3.97 | 3.43 | 3.01 | 2.62 | POINT I (JOINT) | 161 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 3.08 | 2.91 | 2.73 | 2.56 | 2.43 | 2.25 | 2.02 | POINT J | 163 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.78 | 4.54 | 3.95 | 3.46 | 3.03 | 2.66 | 2.30 | POINT K (JOINT) | 165 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 5.12 | 5.06 | 4.42 | 3.91 | 3.45 | 2.95 | 2.53 | POINT L (JOINT) | 167 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 5.46 | 5.20 | 4.45 | 3.88 | 3.35 | 2.96 | 2.57 | POINT M (JOINT) | 169 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 2.98 | 2.82 | 2.61 | 2.50 | 2.32 | 2.17 | 1.99 | POINT N | 171 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 4.47 | 4.19 | 3.69 | 3.28 | 2.90 | 2.55 | 2.21 | POINT O (JOINT) | 173 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 5.39 | 5.06 | 4.37 | 3.83 | 3.32 | 2.91 | 2.47 | POINT P (JOINT) | 175 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 5.95 | 5.56 | 4.76 | 4.10 | 3.48 | 3.02 | 2.59 | POINT Q (JOINT) | 177 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 31,000 | 6.59 | 3.85 | 3.37 | 2.92 | 2.54 | 2.25 | 1.92 | POINT R (JOINT) | 179 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 4.85 | 4.70 | 4.23 | 3.82 | 3.45 | 3.14 | 2.79 | POINT A (JOINT) | 181 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 3.94 | 3.71 | 3.51 | 3.29 | 3.09 | 2.87 | 2.64 | POINT B | 183 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 4.81 | 4.52 | 4.06 | 3.68 | 3.33 | 3.04 | 2.73 | POINT C (JOINT) | 185 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 3.78 | 3.70 | 3.46 | 3.25 | 3.04 | 2.84 | 2.62 | POINT D | 187 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 4.83 | 4.38 | 3.93 | 3.58 | 3.25 | 2.99 | 2.71 | POINT E (JOINT) | 189 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 3.84 | 3.85 | 3.63 | 3.39 | 3.18 | 2.92 | 2.66 | POINT F | 191 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 5.37 | 5.26 | 4.59 | 4.20 | 3.76 | 3.34 | 3.00 | POINT G (JOINT) | 193 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 5.55 | 5.25 | 4.77 | 4.34 | 3.93 | 3.61 | 3.24 | POINT H (JOINT) | 195 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 5.14 | 4.87 | 4.23 | 3.76 | 3.30 | 2.96 | 2.64 | POINT I (JOINT) | 197 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 3.69 | 3.48 | 3.40 | 3.18 | 2.96 | 2.78 | 2.56 | POINT J | 199 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 9.02 | 4.43 | 3.85 | 3.40 | 3.05 | 2.67 | 2.33 | POINT K (JOINT) | 201 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 6.62 | 5.40 | 4.75 | 4.22 | 3.75 | 3.37 | 2.93 | POINT L (JOINT) | 203 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 5.40 | 5.27 | 4.65 | 4.07 | 3.60 | 3.19 | 2.80 | POINT M (JOINT) | 205 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 3.72 | 3.65 | 3.47 | 3.26 | 3.04 | 2.84 | 2.57 | POINT N | 207 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEND) | 31,000 | 7.14 | 4.97 | 4.35 | 3.84 | 3.36 | 3.01 | 2.64 | POINT O (JOINT) | 209 |

31000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|---|--------|------|------|------|------|------|------|------|-----------------|-------|
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHE | 31,000 | 5.71 | 5.57 | 4.84 | 4.32 | 3.81 | 3.38 | 2.93 | POINT P (JOINT) | 211 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHE | 31,000 | 8.03 | 4.30 | 3.83 | 3.41 | 3.01 | 2.69 | 2.35 | POINT Q (JOINT) | 213 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHE | 31,000 | 6.39 | 5.73 | 5.03 | 4.39 | 3.87 | 3.46 | 3.04 | POINT R (JOINT) | 215 |

40000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|---------------------------------------|--------|-------|------|------|------|------|------|------|-----------------|-------|
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 5.34 | 5.14 | 4.65 | 4.24 | 3.86 | 3.56 | 3.23 | POINT A (JOINT) | 2 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 5.04 | 4.82 | 4.57 | 4.35 | 4.08 | 3.81 | 3.52 | POINT B | 4 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 6.46 | 6.05 | 5.46 | 4.90 | 4.42 | 3.99 | 3.55 | POINT C (JOINT) | 6 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 4.97 | 4.68 | 4.38 | 4.12 | 3.83 | 3.57 | 3.21 | POINT D | 8 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 6.62 | 6.42 | 5.68 | 5.07 | 4.50 | 4.01 | 3.51 | POINT E (JOINT) | 10 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 5.55 | 5.25 | 4.91 | 4.62 | 4.28 | 4.02 | 3.68 | POINT F | 12 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 5.83 | 5.59 | 5.06 | 4.61 | 4.17 | 3.78 | 3.41 | POINT G (JOINT) | 14 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 6.09 | 5.95 | 5.24 | 4.63 | 4.16 | 3.75 | 3.35 | POINT H (JOINT) | 16 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 7.51 | 5.97 | 5.28 | 4.67 | 4.14 | 3.71 | 3.27 | POINT I (JOINT) | 18 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 4.63 | 4.46 | 4.16 | 3.92 | 3.65 | 3.39 | 3.09 | POINT J | 20 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 6.28 | 6.04 | 5.20 | 4.70 | 4.17 | 3.76 | 3.34 | POINT K (JOINT) | 22 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 8.83 | 8.40 | 7.23 | 6.29 | 5.49 | 4.72 | 4.04 | POINT L (JOINT) | 24 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 7.19 | 5.96 | 5.26 | 4.73 | 4.23 | 3.79 | 3.33 | POINT M (JOINT) | 26 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 4.79 | 4.53 | 4.25 | 4.00 | 3.71 | 3.46 | 3.15 | POINT N | 28 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 6.84 | 5.61 | 5.00 | 4.50 | 4.10 | 3.68 | 3.28 | POINT O (JOINT) | 30 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 7.53 | 6.71 | 5.89 | 5.26 | 4.63 | 4.19 | 3.67 | POINT P (JOINT) | 32 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 12.14 | 5.71 | 5.10 | 4.55 | 4.05 | 3.67 | 3.22 | POINT Q (JOINT) | 34 |
| 0+00 | RUNWAY17 | LOCATION 6 (775' NORTH OF SOUTHEND) | 40,000 | 7.18 | 6.89 | 5.94 | 5.17 | 4.52 | 3.98 | 3.49 | POINT R (JOINT) | 36 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.16 | 3.98 | 3.41 | 3.05 | 2.70 | 2.42 | 2.10 | POINT A (JOINT) | 38 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 3.80 | 3.61 | 3.27 | 3.00 | 2.69 | 2.47 | 2.20 | POINT B | 40 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 3.85 | 3.68 | 3.37 | 3.06 | 2.73 | 2.51 | 2.21 | POINT C (JOINT) | 42 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.09 | 3.80 | 3.43 | 3.15 | 2.80 | 2.54 | 2.24 | POINT D | 44 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.28 | 4.20 | 3.63 | 3.15 | 2.77 | 2.48 | 2.16 | POINT E (JOINT) | 46 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.11 | 3.95 | 3.62 | 3.29 | 2.99 | 2.71 | 2.42 | POINT F | 48 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.44 | 4.11 | 3.72 | 3.39 | 3.03 | 2.73 | 2.42 | POINT G (JOINT) | 50 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.56 | 4.09 | 3.58 | 3.16 | 2.81 | 2.50 | 2.19 | POINT H (JOINT) | 52 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 5.50 | 5.46 | 4.52 | 3.79 | 3.20 | 2.72 | 2.26 | POINT I (JOINT) | 54 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 3.23 | 2.97 | 2.75 | 2.52 | 2.32 | 2.16 | 1.94 | POINT J | 56 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.69 | 4.32 | 3.66 | 3.14 | 2.68 | 2.34 | 1.99 | POINT K (JOINT) | 58 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 8.32 | 5.35 | 4.52 | 3.79 | 3.21 | 2.80 | 2.30 | POINT L (JOINT) | 60 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 5.69 | 5.64 | 4.72 | 4.00 | 3.34 | 2.80 | 2.38 | POINT M (JOINT) | 62 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 3.41 | 3.12 | 2.87 | 2.72 | 2.47 | 2.27 | 2.05 | POINT N | 64 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 4.46 | 4.16 | 3.58 | 3.14 | 2.70 | 2.34 | 2.00 | POINT O (JOINT) | 66 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 6.97 | 4.87 | 4.12 | 3.55 | 3.07 | 2.71 | 2.26 | POINT P (JOINT) | 68 |
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 5.38 | 4.97 | 4.23 | 3.60 | 3.05 | 2.62 | 2.22 | POINT Q (JOINT) | 70 |

195

40000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|---------------------------------------|--------|-------|------|------|------|------|------|------|-----------------|-------|
| 0+00 | RUNWAY17 | LOCATION 5 (MIDWAY BETWEEN EL AND EM) | 40,000 | 5.68 | 5.86 | 4.88 | 3.98 | 3.39 | 2.83 | 2.37 | POINT R (JOINT) | 72 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 7.31 | 7.17 | 6.32 | 5.58 | 4.91 | 4.36 | 3.81 | POINT A (JOINT) | 74 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 6.13 | 5.50 | 5.11 | 4.71 | 4.28 | 3.92 | 3.50 | POINT B | 76 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 5.67 | 5.29 | 4.82 | 4.44 | 4.06 | 3.71 | 3.35 | POINT C (JOINT) | 78 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 4.96 | 4.87 | 4.48 | 4.17 | 3.84 | 3.55 | 3.17 | POINT D | 80 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 6.70 | 6.64 | 5.87 | 5.25 | 4.71 | 4.25 | 3.76 | POINT E (JOINT) | 82 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 5.52 | 5.30 | 4.91 | 4.54 | 4.16 | 3.80 | 3.38 | POINT F | 84 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 5.11 | 4.81 | 4.48 | 4.11 | 3.80 | 3.51 | 3.20 | POINT G (JOINT) | 86 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 6.09 | 5.92 | 5.32 | 4.78 | 4.32 | 3.90 | 3.46 | POINT H (JOINT) | 88 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 11.80 | 4.47 | 3.98 | 3.59 | 3.15 | 2.79 | 2.40 | POINT I (JOINT) | 90 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 5.10 | 4.87 | 4.58 | 4.35 | 3.99 | 3.69 | 3.33 | POINT J | 92 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 11.91 | 4.81 | 4.30 | 3.83 | 3.39 | 3.06 | 2.67 | POINT K (JOINT) | 94 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 9.06 | 7.15 | 6.17 | 5.37 | 4.70 | 4.11 | 3.55 | POINT L (JOINT) | 96 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 11.86 | 3.92 | 3.57 | 3.22 | 2.83 | 2.59 | 2.26 | POINT M (JOINT) | 98 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 5.35 | 5.20 | 4.81 | 4.53 | 4.17 | 3.82 | 3.42 | POINT N | 100 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 9.23 | 6.45 | 5.70 | 5.04 | 4.42 | 3.92 | 3.42 | POINT O (JOINT) | 102 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 7.19 | 6.21 | 5.38 | 4.72 | 4.15 | 3.71 | 3.27 | POINT P (JOINT) | 104 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 11.07 | 5.65 | 5.04 | 4.54 | 4.05 | 3.61 | 3.12 | POINT Q (JOINT) | 106 |
| 0+00 | RUNWAY17 | LOCATION 4 (MIDWAY BETWEEN EK AND EL) | 40,000 | 9.14 | 5.22 | 4.68 | 4.15 | 3.73 | 3.39 | 2.95 | POINT R (JOINT) | 108 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 7.00 | 6.84 | 5.97 | 5.29 | 4.70 | 4.20 | 3.73 | POINT A (JOINT) | 110 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 5.34 | 5.02 | 4.70 | 4.39 | 4.04 | 3.72 | 3.40 | POINT B | 112 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 5.78 | 5.41 | 4.98 | 4.59 | 4.25 | 3.85 | 3.45 | POINT C (JOINT) | 114 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 5.49 | 5.24 | 4.86 | 4.51 | 4.16 | 3.84 | 3.47 | POINT D | 116 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 6.19 | 6.10 | 5.48 | 4.92 | 4.44 | 4.02 | 3.55 | POINT E (JOINT) | 118 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 5.13 | 4.86 | 4.57 | 4.22 | 3.82 | 3.53 | 3.22 | POINT F | 120 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 5.04 | 4.68 | 4.36 | 4.08 | 3.75 | 3.47 | 3.14 | POINT G (JOINT) | 122 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 6.65 | 6.16 | 5.47 | 4.98 | 4.40 | 4.00 | 3.55 | POINT H (JOINT) | 124 |
| 0+00 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 6.07 | 6.10 | 5.27 | 4.64 | 4.12 | 3.70 | 3.24 | POINT I (JOINT) | 126 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 3.96 | 3.77 | 3.55 | 3.36 | 3.22 | 3.04 | 2.80 | POINT J | 128 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 5.99 | 5.80 | 5.03 | 4.47 | 3.92 | 3.51 | 3.09 | POINT K (JOINT) | 130 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 9.76 | 6.44 | 5.67 | 4.99 | 4.38 | 3.91 | 3.42 | POINT L (JOINT) | 132 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 6.44 | 6.36 | 5.48 | 4.81 | 4.26 | 3.80 | 3.36 | POINT M (JOINT) | 134 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 4.16 | 3.91 | 3.67 | 3.49 | 3.31 | 3.10 | 2.86 | POINT N | 136 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 6.51 | 6.37 | 5.49 | 4.80 | 4.18 | 3.70 | 3.23 | POINT O (JOINT) | 138 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 9.32 | 6.53 | 5.80 | 5.20 | 4.58 | 4.07 | 3.62 | POINT P (JOINT) | 140 |

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| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|--|--------|-------|------|------|------|------|------|------|-----------------|-------|
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 7.80 | 7.39 | 6.52 | 5.79 | 5.08 | 4.52 | 3.96 | POINT Q (JOINT) | 142 |
| 0+01 | RUNWAY17 | LOCATION 3 (MIDWAY BETWEEN EJ AND EK) | 40,000 | 10.05 | 7.07 | 6.05 | 5.26 | 4.57 | 4.02 | 3.46 | POINT R (JOINT) | 144 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.31 | 6.25 | 5.43 | 4.79 | 4.24 | 3.77 | 3.32 | POINT A (JOINT) | 146 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 5.50 | 5.22 | 4.79 | 4.41 | 3.98 | 3.60 | 3.19 | POINT B | 148 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 5.32 | 5.07 | 4.59 | 4.17 | 3.82 | 3.41 | 3.05 | POINT C (JOINT) | 150 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 5.17 | 4.81 | 4.46 | 4.13 | 3.77 | 3.45 | 3.10 | POINT D | 152 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.57 | 6.09 | 5.32 | 4.71 | 4.10 | 3.72 | 3.30 | POINT E (JOINT) | 154 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 5.17 | 4.87 | 4.49 | 4.11 | 3.72 | 3.37 | 2.96 | POINT F | 156 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 5.15 | 4.87 | 4.45 | 4.11 | 3.74 | 3.42 | 3.01 | POINT G (JOINT) | 158 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.18 | 6.04 | 5.24 | 4.56 | 3.99 | 3.48 | 3.05 | POINT H (JOINT) | 160 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 7.06 | 6.82 | 5.84 | 5.07 | 4.33 | 3.79 | 3.28 | POINT I (JOINT) | 162 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 3.81 | 3.70 | 3.42 | 3.23 | 3.03 | 2.83 | 2.59 | POINT J | 164 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.07 | 5.75 | 4.98 | 4.38 | 3.82 | 3.35 | 2.88 | POINT K (JOINT) | 166 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.49 | 6.37 | 5.58 | 4.94 | 4.31 | 3.70 | 3.17 | POINT L (JOINT) | 168 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.88 | 6.60 | 5.63 | 4.85 | 4.23 | 3.72 | 3.24 | POINT M (JOINT) | 170 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 3.75 | 3.54 | 3.28 | 3.09 | 2.90 | 2.72 | 2.48 | POINT N | 172 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 5.67 | 5.33 | 4.64 | 4.15 | 3.62 | 3.20 | 2.78 | POINT O (JOINT) | 174 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 6.67 | 6.36 | 5.53 | 4.87 | 4.20 | 3.66 | 3.11 | POINT P (JOINT) | 176 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 7.58 | 6.97 | 5.97 | 5.11 | 4.40 | 3.80 | 3.20 | POINT Q (JOINT) | 178 |
| 0+03 | RUNWAY17 | LOCATION 2 (50' SOUTH OF 10000' MARK) | 40,000 | 8.15 | 5.04 | 4.36 | 3.79 | 3.29 | 2.86 | 2.44 | POINT R (JOINT) | 180 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 6.02 | 5.91 | 5.32 | 4.84 | 4.30 | 3.91 | 3.42 | POINT A (JOINT) | 182 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 4.94 | 4.64 | 4.38 | 4.13 | 3.82 | 3.57 | 3.28 | POINT B | 184 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 5.92 | 5.68 | 5.10 | 4.64 | 4.22 | 3.81 | 3.42 | POINT C (JOINT) | 186 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 4.88 | 4.63 | 4.34 | 4.09 | 3.86 | 3.55 | 3.25 | POINT D | 188 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 5.88 | 5.45 | 4.92 | 4.47 | 4.09 | 3.72 | 3.37 | POINT E (JOINT) | 190 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 4.96 | 4.86 | 4.58 | 4.27 | 3.95 | 3.67 | 3.34 | POINT F | 192 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 6.77 | 6.55 | 5.81 | 5.23 | 4.67 | 4.19 | 3.73 | POINT G (JOINT) | 194 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 6.90 | 6.58 | 6.00 | 5.49 | 4.96 | 4.51 | 4.08 | POINT H (JOINT) | 196 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 6.66 | 6.12 | 5.36 | 4.72 | 4.14 | 3.73 | 3.30 | POINT I (JOINT) | 198 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 4.64 | 4.42 | 4.17 | 3.94 | 3.68 | 3.46 | 3.17 | POINT J | 200 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 11.33 | 5.54 | 4.84 | 4.27 | 3.73 | 3.32 | 2.91 | POINT K (JOINT) | 202 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 8.30 | 6.92 | 6.05 | 5.34 | 4.71 | 4.23 | 3.66 | POINT L (JOINT) | 204 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 6.98 | 6.64 | 5.82 | 5.12 | 4.50 | 4.00 | 3.52 | POINT M (JOINT) | 206 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 4.73 | 4.56 | 4.32 | 4.07 | 3.80 | 3.54 | 3.21 | POINT N | 208 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHEHD) | 40,000 | 9.15 | 6.52 | 5.66 | 4.96 | 4.35 | 3.87 | 3.40 | POINT O (JOINT) | 210 |

40000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|----------|---|--------|------|------|------|------|------|------|------|-----------------|-------|
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHE | 40,000 | 7.03 | 6.97 | 6.09 | 5.42 | 4.77 | 4.25 | 3.68 | POINT P (JOINT) | 212 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHE | 40,000 | 9.78 | 5.82 | 5.13 | 4.55 | 4.03 | 3.60 | 3.18 | POINT Q (JOINT) | 214 |
| 0+03 | RUNWAY17 | LOCATION 1 (MIDWAY BETWEEN T/W "Y" AND NORTHE | 40,000 | 8.13 | 7.28 | 6.33 | 5.58 | 4.86 | 4.33 | 3.81 | POINT R (JOINT) | 216 |

31000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|---------|---|--------|-------|------|------|------|------|------|------|--|-------|
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 5.34 | 4.54 | | | | | | POINT A (JOINT) | 217 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.21 | 3.03 | | | | | | POINT B | 219 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.02 | 2.92 | | | | | | POINT C (JOINT) | 221 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.10 | 2.78 | 2.77 | 2.76 | | | | POINT D | 223 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 4.02 | 3.84 | 3.42 | 3.10 | | | | POINT E (JOINT) | 225 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.18 | 3.04 | 2.85 | | | | | POINT F | 227 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 4.01 | 3.81 | 3.53 | 3.35 | | | | POINT G (JOINT) | 229 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 6.87 | 3.55 | 3.75 | 2.35 | | | | POINT H (JOINT) | 231 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.54 | 3.29 | 3.01 | 2.83 | | | | POINT I (JOINT) | 233 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 5.06 | 4.53 | 4.02 | 3.50 | | | | POINT J (JOINT) | 235 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 5.54 | 4.73 | 4.02 | 3.13 | | | | POINT K (JOINT) | 237 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.51 | 3.23 | 2.98 | 2.63 | | | | POINT L (JOINT) | 239 |
| 0+01 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 5.43 | 4.87 | 4.15 | 3.48 | | | | POINT M (JOINT) | 241 |
| 0+01 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 3.20 | 3.13 | 2.92 | 2.79 | | | | POINT N | 243 |
| 0+01 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 31,000 | 9.85 | 4.63 | 4.09 | 3.14 | | | | POINT O (JOINT) | 245 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 5.62 | 5.22 | 4.50 | | | | | POINT A (JOINT) | 247 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.21 | 3.38 | 3.49 | 3.10 | | | | POINT B | 249 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.06 | 3.81 | 3.38 | | | | | POINT C (JOINT) | 251 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.01 | 3.78 | 3.48 | 2.95 | | | | POINT D | 253 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 5.32 | 5.08 | 4.22 | 3.21 | | | | POINT E (JOINT) | 255 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.08 | 3.78 | 3.61 | 3.18 | | | | POINT F | 257 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.37 | 3.94 | 3.55 | 3.09 | | | | POINT G (JOINT) | 259 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 8.35 | 5.05 | 4.21 | 3.55 | | | | POINT I (JOINT)(MISSED POINT H (JOINT)WILL DO LATER) | 261 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 5.24 | 5.02 | 4.04 | 3.31 | | | | POINT J (JOINT) | 263 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 6.55 | 4.47 | 2.91 | | | | | POINT K (JOINT) | 265 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 8.93 | 3.99 | 3.46 | | | | | POINT L (JOINT) | 267 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.53 | 4.36 | 3.71 | | | | | POINT M (JOINT) | 269 |
| 0+01 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 3.52 | 3.31 | 2.96 | 2.52 | | | | POINT N | 271 |
| 0+01 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 4.59 | 4.35 | | | | | | POINT O (JOINT) | 273 |
| 0+01 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 31,000 | 29.44 | 5.54 | 4.28 | | | | | POINT H (JOINT)(THERE IS A SPALL ON THE EDGE OF THE CONCRETE RIGHT ON TEST PT) | 275 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 4.01 | 3.65 | 3.48 | 2.98 | 1.43 | | | POINT A (JOINT) | 277 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 4.34 | 4.03 | 3.61 | 3.26 | | | | POINT B | 279 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 5.81 | 5.69 | 4.89 | 4.20 | 3.63 | 3.08 | 2.64 | POINT C (JOINT) (LINE WAS GETTING CUT ON SENSOR RACK) | 281 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 4.35 | 4.17 | 3.84 | 3.50 | 3.13 | 2.83 | 2.49 | POINT D | 283 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 4.65 | 4.38 | 3.94 | 3.58 | 3.25 | 2.85 | 2.47 | POINT E (JOINT) | 285 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 7.19 | 5.57 | 4.77 | 4.07 | 3.43 | 2.99 | 2.53 | POINT G (JOINT) (SORRY MISSED F) | 287 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 3.86 | 3.70 | 3.38 | 3.08 | 2.84 | 2.59 | 2.33 | POINT H (JOINT) (SORRY MISSED F) | 289 |

199

31000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|---------|---|--------|-------|------|------|------|------|------|------|--|-------|
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 6.13 | 5.46 | 4.62 | 3.95 | 3.34 | 2.88 | 2.42 | POINT I (JOINT) | 291 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 4.91 | 4.65 | 4.24 | 3.89 | 3.48 | 3.09 | 2.67 | POINT F (MISSED F - OK) | 293 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 7.24 | 6.99 | 5.81 | 4.95 | 4.16 | 3.50 | 2.92 | POINT J (JOINT) | 295 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 7.20 | 6.36 | 5.12 | 4.25 | 3.54 | 3.02 | 2.56 | POINT K (JOINT) | 297 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 6.18 | 5.07 | 4.27 | 3.59 | 3.02 | 2.62 | 2.22 | POINT L (JOINT) | 299 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 5.48 | 5.15 | 4.44 | 3.89 | 3.36 | 2.97 | 2.57 | POINT M (JOINT) | 301 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 5.07 | 4.83 | 4.54 | 4.15 | 3.63 | 3.22 | 2.74 | POINT N | 303 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 31,000 | 6.15 | 5.79 | 4.74 | 4.02 | 3.38 | 2.93 | 2.48 | POINT O (JOINT) | 305 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 4.95 | 4.69 | 4.00 | 3.50 | 2.99 | 2.61 | 2.27 | POINT A (JOINT) | 307 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 4.45 | 4.08 | 3.72 | 3.38 | 2.98 | 2.68 | 2.34 | POINT B | 309 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 4.06 | 3.90 | 3.55 | 3.24 | 2.84 | 2.54 | 2.22 | POINT C (JOINT) | 311 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 4.11 | 3.89 | 3.57 | 3.24 | 2.87 | 2.58 | 2.24 | POINT D | 313 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 4.95 | 4.86 | 4.03 | 3.44 | 2.92 | 2.50 | 2.09 | POINT E (JOINT) | 315 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 3.88 | 3.70 | 3.35 | 3.02 | 2.66 | 2.38 | 2.06 | POINT F | 317 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 5.03 | 4.84 | 4.04 | 3.39 | 2.85 | 2.44 | 2.07 | POINT G (JOINT) | 319 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 3.55 | 3.34 | 2.98 | 2.67 | 2.33 | 2.14 | 1.86 | POINT H (JOINT) | 321 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 6.02 | 4.49 | 3.83 | 3.23 | 2.69 | 2.31 | 1.90 | POINT I (JOINT) | 323 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 5.32 | 5.11 | 4.33 | 3.69 | 3.14 | 2.69 | 2.29 | POINT J (JOINT) | 325 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 9.04 | 3.52 | 3.04 | 2.63 | 2.25 | 1.94 | 1.62 | POINT K (JOINT) | 327 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 5.84 | 4.26 | 3.66 | 3.19 | 2.68 | 2.31 | 1.95 | POINT L (JOINT) | 329 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 6.31 | 6.01 | 5.04 | 4.28 | 3.60 | 3.09 | 2.57 | POINT M (JOINT) | 331 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 5.06 | 4.64 | 4.14 | 3.73 | 3.32 | 2.88 | 2.45 | POINT N | 333 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 31,000 | 7.39 | 6.30 | 5.08 | 4.23 | 3.44 | 2.87 | 2.33 | POINT O (JOINT) | 335 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.84 | 5.50 | 4.50 | 3.75 | 3.22 | 2.75 | 2.36 | POINT A (JOINT)(AROUND 250' NORTH OF COREHOLE PATCHES) | 337 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.08 | 4.80 | 4.31 | 3.80 | 3.34 | 2.90 | 2.49 | POINT B | 339 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.47 | 5.22 | 4.65 | 4.11 | 3.55 | 3.10 | 2.60 | POINT C (JOINT) | 341 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 4.50 | 4.25 | 3.83 | 3.47 | 3.04 | 2.67 | 2.32 | POINT D | 343 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 6.73 | 6.19 | 5.12 | 4.25 | 3.51 | 2.96 | 2.46 | POINT E (JOINT) | 345 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 4.42 | 4.28 | 3.89 | 3.50 | 3.11 | 2.75 | 2.38 | POINT F | 347 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.62 | 5.13 | 4.42 | 3.91 | 3.44 | 2.98 | 2.56 | POINT G (JOINT) | 349 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 4.65 | 4.36 | 3.67 | 3.18 | 2.75 | 2.39 | 2.05 | POINT H (JOINT) | 351 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 6.36 | 3.93 | 3.35 | 2.89 | 2.42 | 2.08 | 1.74 | POINT I (JOINT) | 353 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.47 | 4.82 | 3.98 | 3.36 | 2.84 | 2.46 | 2.07 | POINT J (JOINT) | 355 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 7.42 | 2.81 | 2.46 | 2.16 | 1.86 | 1.65 | 1.42 | POINT K (JOINT) | 357 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.22 | 4.96 | 4.26 | 3.60 | 3.04 | 2.60 | 2.17 | POINT L (JOINT) | 359 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 5.80 | 5.29 | 4.43 | 3.79 | 3.15 | 2.73 | 2.28 | POINT M (JOINT) | 361 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 3.82 | 3.59 | 3.25 | 2.90 | 2.59 | 2.33 | 2.07 | POINT N | 363 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 31,000 | 10.31 | 1.95 | 1.82 | 1.70 | 1.55 | 1.44 | 1.25 | POINT O (JOINT) END OF TESTING FOR TAXIWAY L 5:45AM | 365 |

200

40000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|---------|---|--------|-------|------|------|------|------|----|----|--|-------|
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 6.82 | 5.80 | | | | | | POINT A (JOINT) | 218 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 4.04 | 3.80 | | | | | | POINT B | 220 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 3.82 | 3.68 | | | | | | POINT C (JOINT) | 222 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 3.93 | 3.51 | 3.61 | 3.35 | | | | POINT D | 224 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 5.13 | 4.90 | 4.19 | 3.63 | | | | POINT E (JOINT) | 226 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 4.03 | 3.82 | 3.56 | 2.80 | | | | POINT F | 228 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 5.02 | 4.82 | 4.34 | 4.16 | | | | POINT G (JOINT) | 230 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 8.43 | 5.59 | 5.09 | 4.38 | | | | POINT H (JOINT) | 232 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 4.50 | 4.14 | 3.77 | 3.60 | | | | POINT I (JOINT) | 234 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 6.43 | 5.98 | 5.03 | 4.27 | | | | POINT J (JOINT) | 236 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 7.15 | 6.17 | 4.95 | 4.07 | | | | POINT K (JOINT) | 238 |
| 0+00 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 4.34 | 4.06 | 3.73 | 3.56 | | | | POINT L (JOINT) | 240 |
| 0+01 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 6.85 | 6.06 | 5.32 | 4.51 | | | | POINT M (JOINT) | 242 |
| 0+01 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 4.07 | 3.92 | 3.69 | 3.49 | | | | POINT N | 244 |
| 0+01 | TAXIL | LOCATION 5 Reference Line CL of Taxiway B | 40,000 | 12.65 | 5.77 | 4.82 | 4.37 | | | | POINT O (JOINT) | 246 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 7.15 | 6.69 | 5.78 | 4.89 | | | | POINT A (JOINT) | 248 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.36 | 4.86 | 4.40 | 3.94 | | | | POINT B | 250 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.15 | 4.81 | 4.26 | 3.52 | | | | POINT C (JOINT) | 252 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.15 | 4.66 | 4.36 | 3.92 | 2.44 | | | POINT D | 254 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 6.75 | 6.60 | 5.59 | 4.71 | | | | POINT E (JOINT) | 256 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.19 | 4.95 | 4.49 | 4.12 | 3.88 | | | POINT F | 258 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.54 | 4.97 | 4.52 | 4.05 | | | | POINT G (JOINT) | 260 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 10.71 | 6.30 | 5.99 | 4.13 | | | | POINT I (JOINT)(MISSED POINT H (JOINT)WILL DO LATER) | 262 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 6.68 | 5.03 | 5.50 | 3.38 | 2.89 | | | POINT J (JOINT) | 264 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 8.50 | 5.61 | 3.55 | | | | | POINT K (JOINT) | 266 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 11.39 | 5.18 | 4.50 | 3.84 | | | | POINT L (JOINT) | 268 |
| 0+02 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.77 | 5.48 | 4.76 | 3.98 | | | | POINT M (JOINT) | 270 |
| 0+01 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 4.45 | 4.16 | 3.72 | 3.31 | | | | POINT N | 272 |
| 0+01 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 5.90 | 5.51 | 4.36 | 3.93 | | | | POINT O (JOINT) | 274 |
| 0+01 | TAXIL | LOCATION 4 (AT CL ECO MIKE) | 40,000 | 33.12 | 6.61 | 5.71 | 4.87 | | | | POINT H (JOINT)(THERE IS A SPALL ON THE EDGE OF THE CONCRETE RIGHT ON TEST | 276 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 5.12 | 4.69 | 4.37 | 3.74 | | | | POINT A (JOINT) | 278 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 5.49 | 5.07 | 4.55 | 4.10 | | | | POINT B | 280 |

201

| | | 40000 lb drops | | | | | | | | | | |
|---------|---------|---|--------|-------|------|------|------|------|------|------|--|-------|
| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 7.38 | 7.42 | 6.29 | 5.37 | 4.57 | 3.93 | 3.35 | POINT C (JOINT) (LINE WAS GETTING CUT ON SENSOR RACK) | 282 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 5.59 | 5.31 | 4.84 | 4.44 | 3.99 | 3.60 | 3.16 | POINT D | 284 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 5.84 | 5.54 | 5.01 | 4.55 | 4.06 | 3.63 | 3.19 | POINT E (JOINT) | 286 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 9.33 | 7.20 | 6.02 | 5.17 | 4.38 | 3.77 | 3.21 | POINT G (JOINT) (SORRY MISSED F) | 288 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 4.83 | 4.63 | 4.24 | 3.91 | 3.54 | 3.24 | 2.91 | POINT H (JOINT) (SORRY MISSED F) | 290 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 7.77 | 6.98 | 5.92 | 5.05 | 4.22 | 3.65 | 3.09 | POINT I (JOINT) | 292 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 6.19 | 5.84 | 5.34 | 4.88 | 4.38 | 3.90 | 3.38 | POINT F (MISSED F - OK) | 294 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 9.11 | 8.79 | 7.32 | 6.23 | 5.25 | 4.44 | 3.68 | POINT J (JOINT) | 296 |
| 0+01 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 9.34 | 7.75 | 6.39 | 5.33 | 4.42 | 3.78 | 3.20 | POINT K (JOINT) | 298 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 7.78 | 6.53 | 5.45 | 4.61 | 3.87 | 3.34 | 2.82 | POINT L (JOINT) | 300 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 6.96 | 6.54 | 5.58 | 4.88 | 4.24 | 3.73 | 3.23 | POINT M (JOINT) | 302 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 6.41 | 6.11 | 5.74 | 5.26 | 4.62 | 4.07 | 3.49 | POINT N | 304 |
| 0+02 | TAXIL | LOCATION 3 (AT 275' NORTH OF KILO 7) | 40,000 | 8.24 | 7.19 | 5.86 | 5.01 | 4.18 | 3.63 | 3.09 | POINT O (JOINT) | 306 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 6.30 | 6.00 | 5.09 | 4.41 | 3.78 | 3.31 | 2.86 | POINT A (JOINT) | 308 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 5.61 | 5.15 | 4.68 | 4.24 | 3.79 | 3.38 | 2.97 | POINT B | 310 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 5.25 | 4.96 | 4.50 | 4.09 | 3.65 | 3.24 | 2.81 | POINT C (JOINT) | 312 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 5.25 | 4.97 | 4.54 | 4.11 | 3.73 | 3.27 | 2.86 | POINT D | 314 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 6.45 | 6.12 | 5.18 | 4.40 | 3.72 | 3.18 | 2.68 | POINT E (JOINT) | 316 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 4.97 | 4.68 | 4.22 | 3.85 | 3.38 | 2.99 | 2.59 | POINT F | 318 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 6.41 | 6.19 | 5.15 | 4.34 | 3.64 | 3.12 | 2.64 | POINT G (JOINT) | 320 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 4.55 | 4.22 | 3.75 | 3.37 | 2.97 | 2.69 | 2.36 | POINT H (JOINT) | 322 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 7.54 | 5.96 | 4.99 | 4.21 | 3.55 | 2.98 | 2.49 | POINT I (JOINT) | 324 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 6.70 | 6.46 | 5.44 | 4.65 | 3.97 | 3.42 | 2.89 | POINT J (JOINT) | 326 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 11.46 | 4.49 | 3.85 | 3.35 | 2.85 | 2.46 | 2.04 | POINT K (JOINT) | 328 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 7.37 | 5.59 | 4.79 | 4.12 | 3.49 | 3.01 | 2.51 | POINT L (JOINT) | 330 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 7.98 | 7.60 | 6.43 | 5.42 | 4.63 | 3.89 | 3.27 | POINT M (JOINT) | 332 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 6.46 | 5.85 | 5.23 | 4.76 | 4.15 | 3.63 | 3.10 | POINT N | 334 |
| 0+02 | TAXIL | LOCATION 2 (AT 250' NORTH OF ECHO KILO) | 40,000 | 9.46 | 7.85 | 6.32 | 5.23 | 4.27 | 3.54 | 2.92 | POINT O (JOINT) | 336 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 7.45 | 7.01 | 5.75 | 4.81 | 4.09 | 3.52 | 2.98 | POINT A (JOINT)(AROUND 250' NORTH OF COREHOLE PATCHES) | 338 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 6.52 | 6.12 | 5.49 | 4.88 | 4.24 | 3.69 | 3.16 | POINT B | 340 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 7.06 | 6.66 | 5.98 | 5.26 | 4.58 | 3.96 | 3.35 | POINT C (JOINT) | 342 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 5.72 | 5.39 | 4.82 | 4.32 | 3.83 | 3.37 | 2.92 | POINT D | 344 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 8.81 | 8.00 | 6.61 | 5.53 | 4.52 | 3.77 | 3.14 | POINT E (JOINT) | 346 |

40000 lb drops

| Station | Feature | Subsection | Load | D1 | D2 | D3 | D4 | D5 | D6 | D7 | Comments | Recno |
|---------|---------|--------------------------------------|--------|-------|------|------|------|------|------|------|---|-------|
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 5.84 | 5.47 | 4.97 | 4.48 | 3.99 | 3.52 | 3.10 | POINT F | 348 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 7.18 | 6.52 | 5.63 | 4.99 | 4.38 | 3.82 | 3.27 | POINT G (JOINT) | 350 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 5.97 | 5.57 | 4.68 | 4.06 | 3.48 | 3.03 | 2.61 | POINT H (JOINT) | 352 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 8.01 | 5.08 | 4.33 | 3.70 | 3.18 | 2.68 | 2.23 | POINT I (JOINT) | 354 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 6.92 | 6.10 | 5.05 | 4.25 | 3.61 | 3.10 | 2.61 | POINT J (JOINT) | 356 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 9.39 | 3.56 | 3.09 | 2.72 | 2.35 | 2.08 | 1.77 | POINT K (JOINT) | 358 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 6.55 | 6.28 | 5.38 | 4.59 | 3.83 | 3.31 | 2.71 | POINT L (JOINT) | 360 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 7.30 | 6.73 | 5.63 | 4.71 | 4.07 | 3.38 | 2.86 | POINT M (JOINT) | 362 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 4.92 | 4.54 | 4.11 | 3.69 | 3.26 | 2.94 | 2.61 | POINT N | 364 |
| 0+02 | TAXIL | LOCATION 1 (MIDWAY BETWEEN EJ AND Z) | 40,000 | 13.10 | 2.46 | 2.26 | 2.08 | 1.94 | 1.78 | 1.57 | POINT O (JOINT) END OF TESTING FOR TAXIWAY L 5:45AM | 366 |