Alaska DOT&PF

Statewide Design and Engineering Services
Pavement Management and Preservation Office
5800 East Tudor Road, Anchorage AK 99507-1286

Pavement Inspection Report
Haines Airport

Airport Name	IATA	ICAO	Latitude	Longitude	Elevation (ft)
Haines Airport	HNS	PAHN	59° 14' 37.79" N	135° 31' 24.74" W	15.3

Please refer all questions or for further information about this report, please contact the AKDOT&PF Pavement Management and Preservation Office as follows:

Point of Contact	Phone	Email	Date Inspected	Date Published
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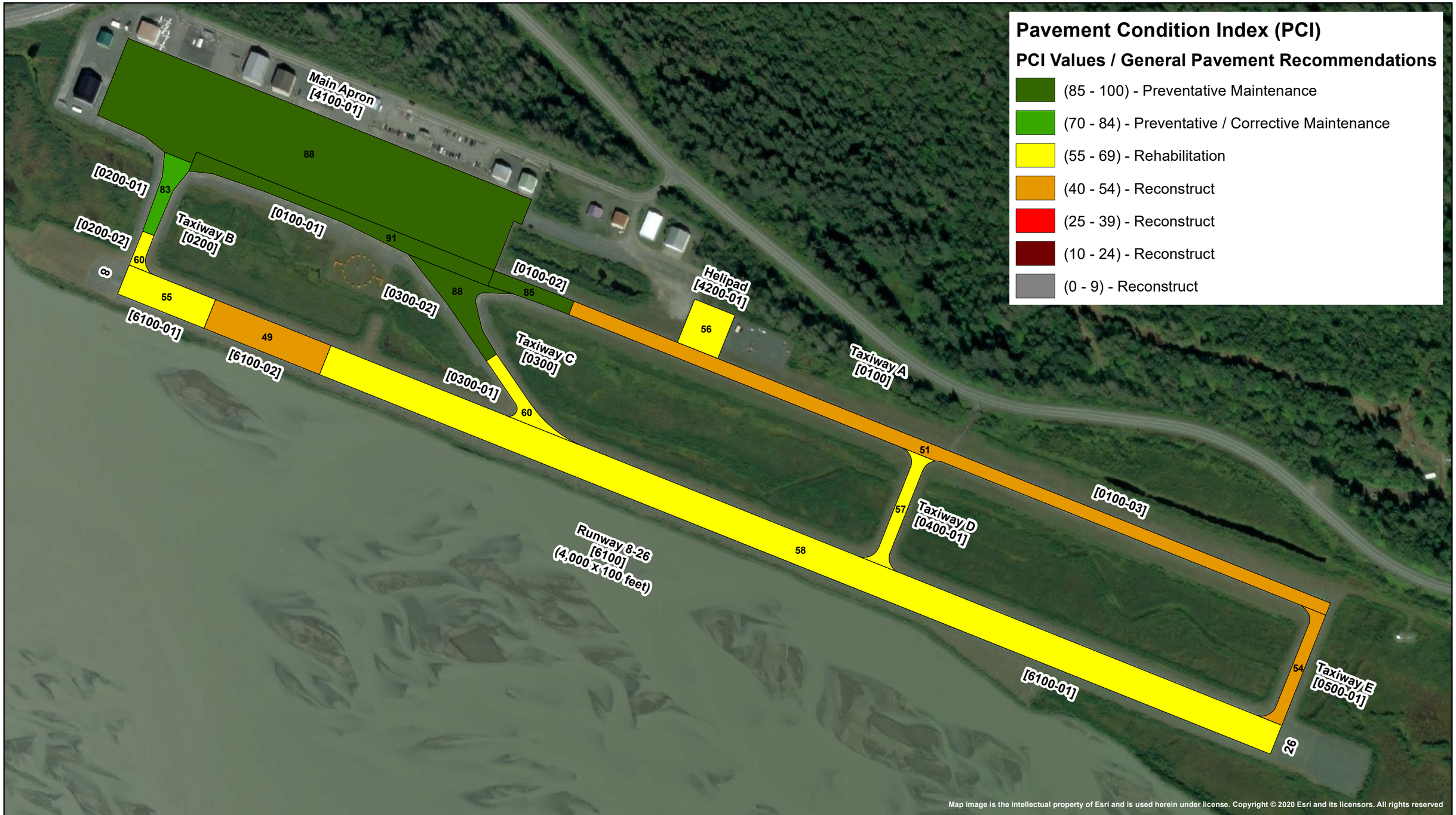


Haines Airport

Airport Code: HNS
Site Number: 50296.*A

Pavement Condition Index (PCI)

Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

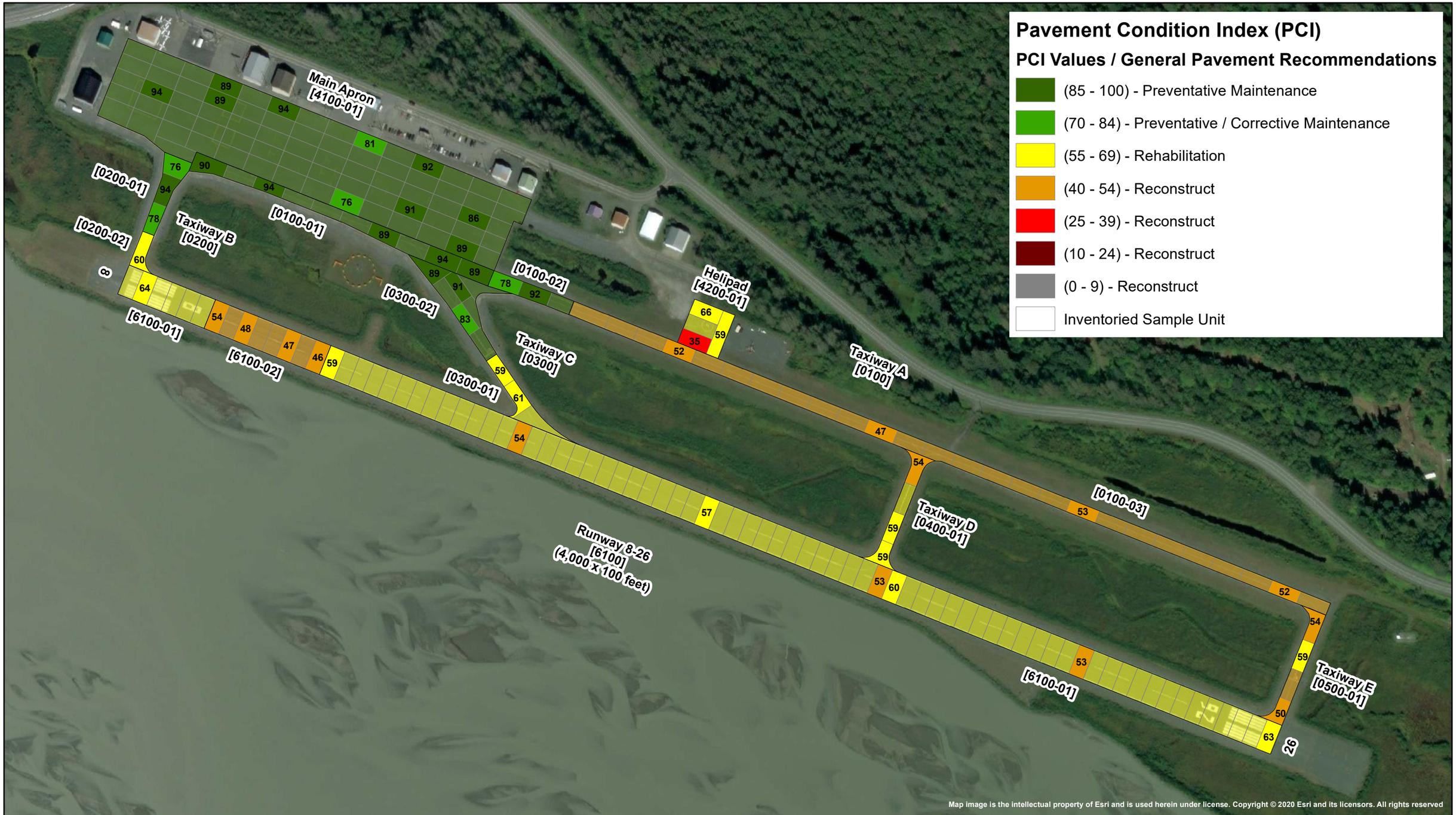
N
W E
S

2024 Pavement Inspection Results

0 200 400 800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 1 of 6



Haines Airport

Airport Code: HNS
Site Number: 50296.*A

Sample Unit
Pavement Condition Index (PCI)
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

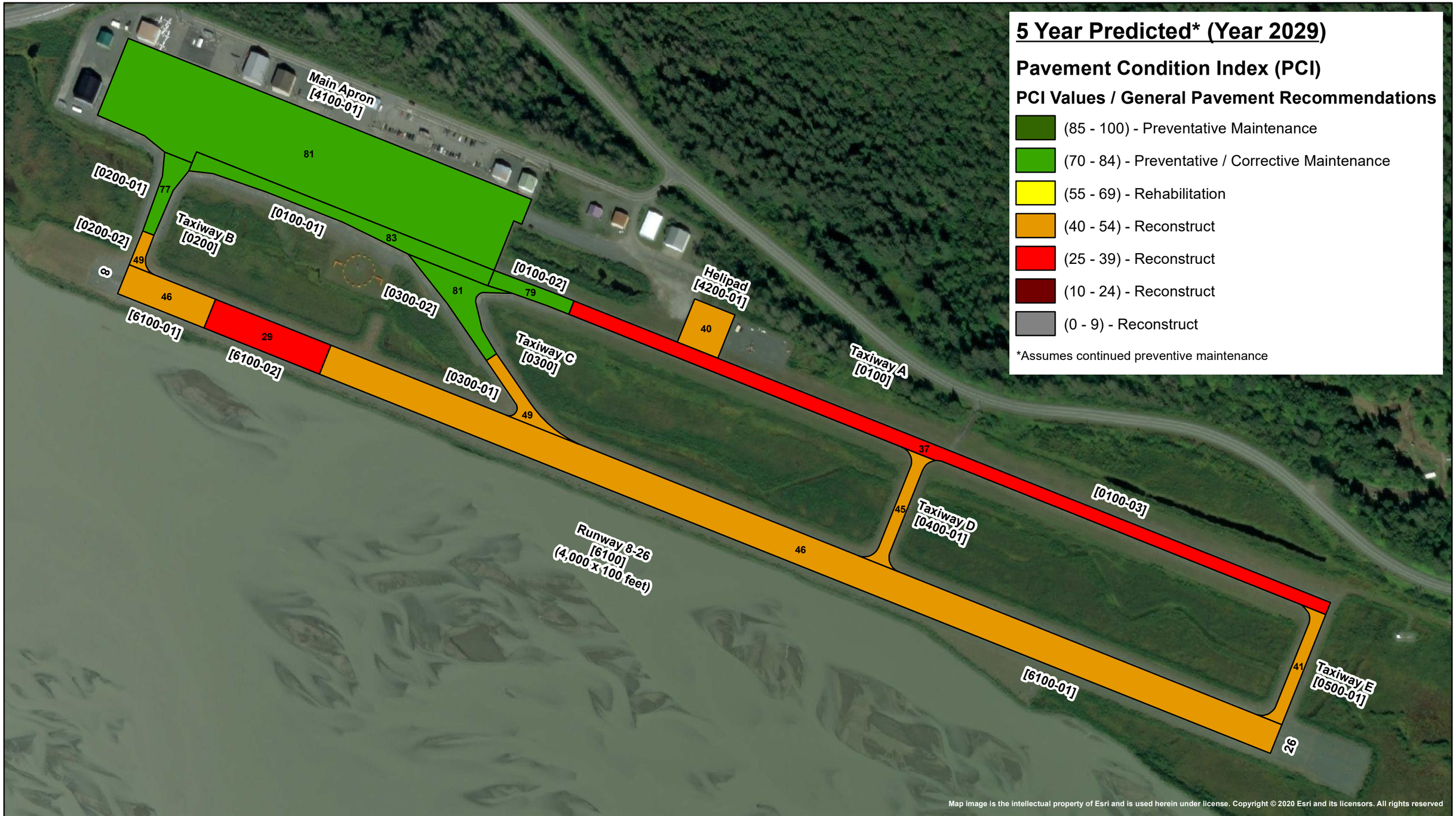
N W E S

2024 Pavement Inspection Results

0 200 400 800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 2 of 6



Haines Airport

Airport Code: HNS
Site Number: 50296.*A

5 Year Predicted
Pavement Condition Index (PCI)
Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

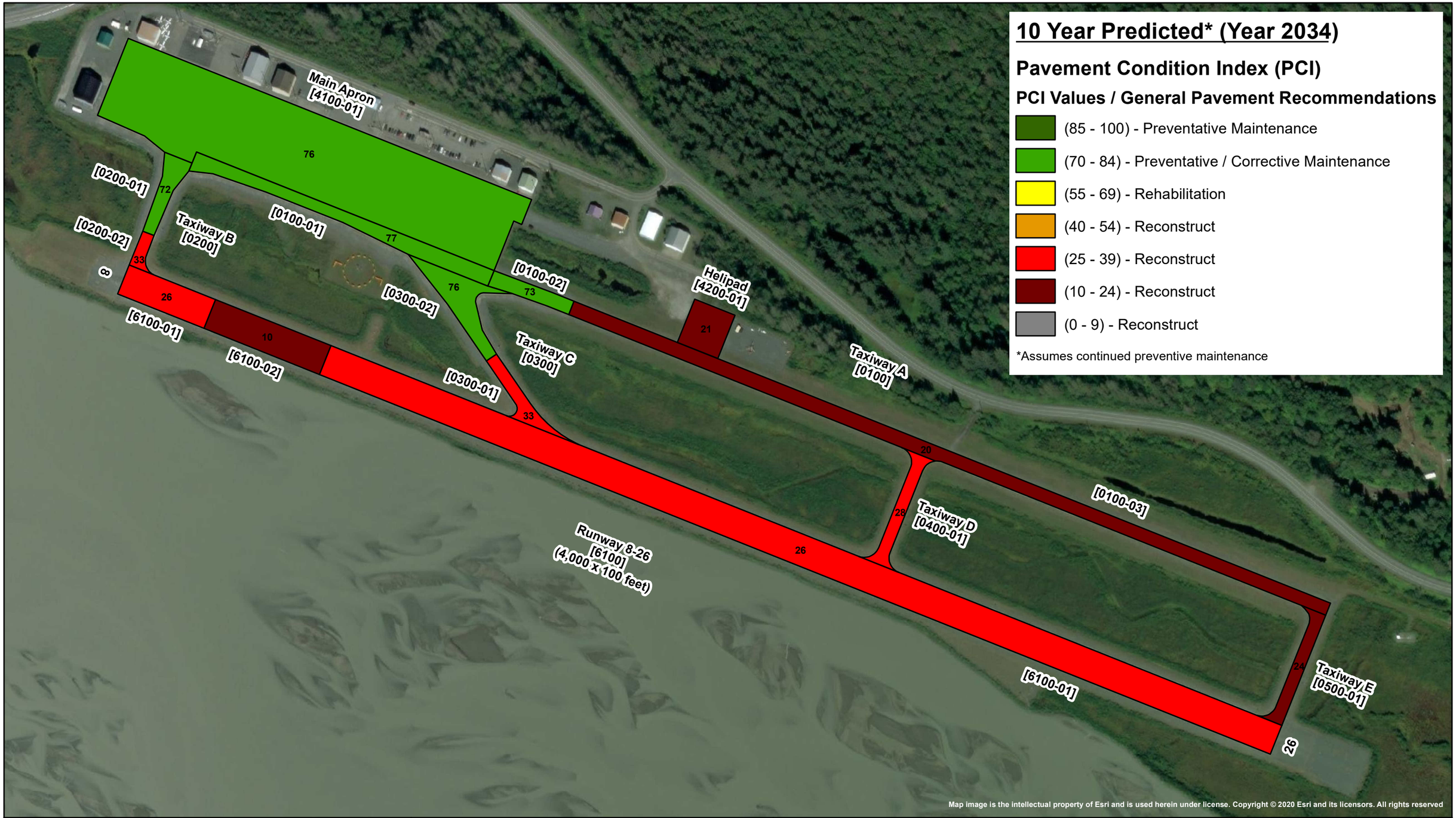
N W E S

2024 Pavement Inspection Results

0 200 400 800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 3 of 6



Haines Airport

Airport Code: HNS
Site Number: 50296.*A

10 Year Predicted
Pavement Condition Index (PCI)

Target PCI Range for Runways: 70 to 100
Target PCI Range for Taxiways and Aprons: 60 to 100

N W E S

2024 Pavement Inspection Results

0 200 400 800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 4 of 6

Haines Airport

Airport Code: HNS
Site Number: 50296.*A

Pavement Age at Inspection

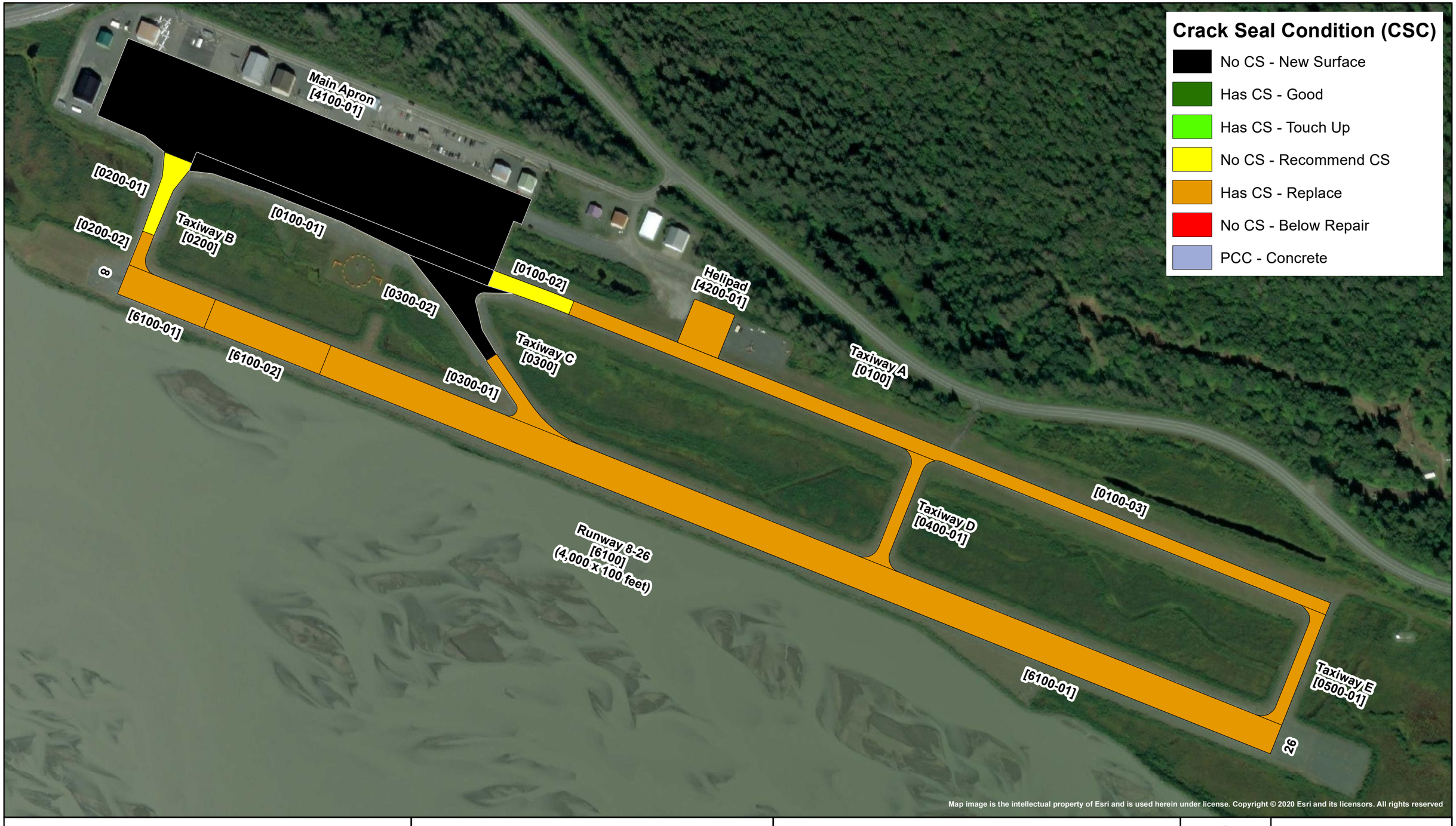
N W E S

2024 Pavement Inspection Results

0 200 400 800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 5 of 6



Haines Airport

Airport Code: HNS
Site Number: 50296.*A

Pavement Crack Seal Condition (CSC)

N W E S

2024 Pavement Inspection Results

0 200 400 800
Feet

Map Created by Duval Engineering for AK DOT&PF

Map 6 of 6

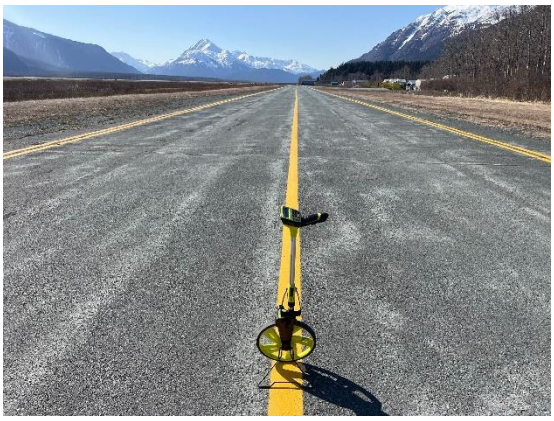
AIRPORT PAVEMENT INSPECTION NOTES BY BRANCH

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0100	Taxiway A	Taxiway	3	174,903	65

Section 0100-01 (91 PCI), 0100-02 (85 PCI)

Taxiway A consists of three sections, of which Sections 0100-01 and 0100-02 were initially constructed in 1985 and the most recent major work was surface reconstruction in 2018. Crack sealing has not been performed on this section since its reconstruction. The most common distresses observed are low severity longitudinal and transverse cracking and low severity weathering. Field observations include the development of new unfilled cracks and the initial wearing of the asphalt binder and fine aggregate matrix from the pavement surface.

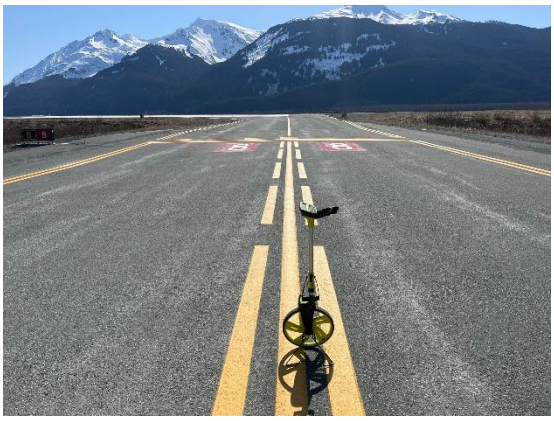
Section 0100-03 (51 PCI)



Taxiway A Section 0100-03 was initially constructed in 1985, and the most recent major work was a thin overlay in 1992. Crack sealing has been performed on this section, but the sealant is beginning to lose its bond to the edges of the pavement. This can lead to significant water infiltration, as well as increased FOD (Foreign Object Debris) potential. The most common distresses observed are low to medium severity alligator cracking, low to high severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavements surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0200	Taxiway B	Taxiway	2	19,738	77

Section 0200-01 (83 PCI)



Taxiway B consists of two sections, of which Section 0200-01 was initially constructed in 1992 and the most recent major work was complete reconstruction in 2018. Crack sealing has not been performed on this section since its reconstruction. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling and low severity weathering. Field observations include the development of new unfilled cracks and the initial wearing of the asphalt binder and fine aggregate matrix from the pavement surface.

Section 0200-02 (60 PCI)

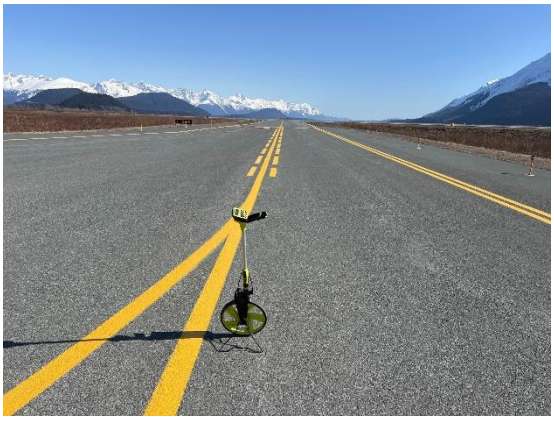
Taxiway B Section 0200-02 was initially constructed in 1992 and has not received any major work since. Crack sealing has been performed on this section, but the sealant is beginning to lose its bond to the edges of the pavement. This can lead to significant water infiltration, as well as increased FOD potential. The most common distresses observed are low to high severity longitudinal and transverse cracking, medium severity patching, low severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0300	Taxiway C	Taxiway	2	41,993	79

Section 0300-01 (60 PCI)

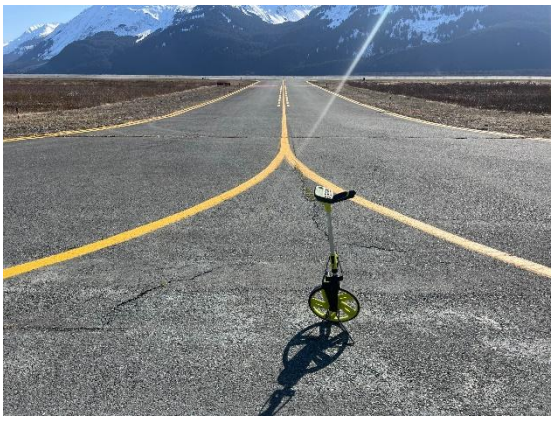
Taxiway C consists of two sections, of which Section 0300-01 was initially constructed in 1992 and has not received any major work since. Crack sealing has been performed on this section, but the sealant is beginning to lose its bond to the edges of the pavement. This can lead to significant water infiltration, as well as increased FOD potential. The most common distresses observed are low to high severity longitudinal and transverse cracking, low to medium severity raveling and low to medium severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Section 0300-02 (88 PCI)



Taxiway C Section 0300-02 was initially constructed in 1992 and the most recent major work was surface reconstruction in 2018. Crack sealing has not been performed on this section since its reconstruction. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling and low severity weathering. Field observations include the development of new unfilled cracks, the occasional mechanical gouge of the asphalt surface and the initial wearing of the asphalt binder and fine aggregate matrix from the pavement surface.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0400	Taxiway D	Taxiway	1	17,038	57

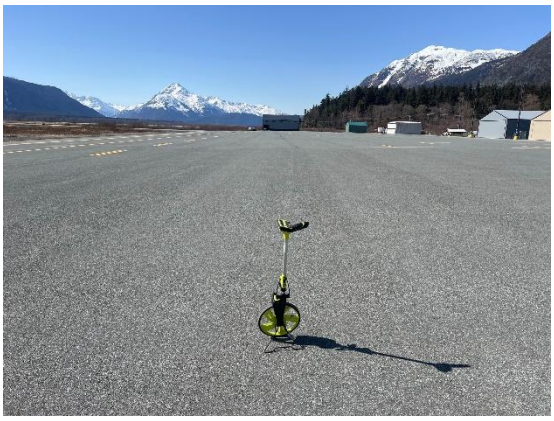


Taxiway D was initially constructed in 1992 and has not received any major work since. Crack sealing has been performed on this section, but the sealant is beginning to lose its bond to the edges of the pavement. This can lead to significant water infiltration, as well as increased FOD potential. The most common distresses observed are low severity depressions, low to high severity longitudinal and transverse cracking, low severity raveling and low severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavements surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
0500	Taxiway E	Taxiway	1	16,434	54

Taxiway E was initially constructed in 1992 and has not received any major work since. Crack sealing has been performed on this section, but the sealant is beginning to lose its bond to the edges of the pavement. This can lead to significant water infiltration, as well as increased FOD potential. The most common distresses observed are low severity depression, low to high severity longitudinal and transverse cracking, low to medium severity raveling and low severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavement surface leading to large areas of raveling across the taxiway.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4100	Main Apron	Apron	1	364,160	88



The Main Apron was initially constructed in 1992 and the most recent major work was surface reconstruction in 2018. Crack sealing has not been performed on this section since its reconstruction. The most common distresses observed are low severity longitudinal and transverse cracking, low severity raveling and low severity weathering. Field observations include the development of new unfilled cracks and the initial wearing of the asphalt binder and fine aggregate matrix from the pavement surface.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
4200	Helipad	Apron	1	21,000	56

The Helipad was constructed in 1992 and has not received any work since. Crack sealing has been performed on this section but should be replaced. The most common distresses observed are low to medium severity depression, low to high severity longitudinal and transverse cracking, low severity raveling and low severity weathering. Field observations include the development of new unfilled cracks, the widening of previously filled cracks increasing the severity, and the deterioration of the pavements surface leading to large areas of raveling across the apron.

Branch ID	Branch Name	Branch Use	No. of Sections	Area (sf)	Weighted Average PCI
6100	Runway 08/26	Runway	2	400,000	57




Runway 08/26 was constructed in 1992 and has not received any major work since. Crack sealing has been performed on this section, but the sealant is beginning to lose its bond to the edges of the pavement. This can lead to significant water infiltration, as well as increased FOD potential. The most common distresses observed are low to high severity longitudinal and transverse cracking, low severity raveling, and low to medium severity weathering. Field observations include the development of new unfilled cracks, the longitudinal paving joints the length of the runway continuing to open, the widening of previously filled cracks increasing the severity, and the deterioration of the pavements surface leading to large areas of raveling across the runway.

BRANCH CONDITION REPORT

Branch ID	No. of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (Sq Ft)	Use	Average PCI	Standard Deviation PCI	Weighted Average PCI
0100	3	3,932	47	174,903	TAXIWAY	75.73	17.40	64.53
0200	2	381	40	19,738	TAXIWAY	71.30	11.50	76.71
0300	2	655	40	41,993	TAXIWAY	73.80	14.10	78.63
0400	1	380	40	17,038	TAXIWAY	57.00	0.00	57.00
0500	1	380	40	16,434	TAXIWAY	54.30	0.00	54.30
4100	1	1,370	260	364,160	APRON	87.90	0.00	87.90
4200	1	150	140	21,000	APRON	55.60	0.00	55.60
6100	2	4,000	100	400,000	RUNWAY	53.25	4.65	56.97

Note: the dimensions in the Branch Condition Report are derived from area calculations and may not reflect actual dimensions of individual sections. Refer to the maps for actual section dimensions.

BRANCH USE CONDITION REPORT

Use Category	No. of Sections	Total Area (Sq Ft)	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
APRON	2	385,160	71.75	16.15	86.14
RUNWAY	2	400,000	53.25	4.65	56.97
TAXIWAY	9	270,106	69.86	15.34	66.52
ALL	13	1,055,266	67.59	15.63	70.06

SECTION CONDITION REPORT

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	True Area (Sq Ft)	Last Inspection Date	Age At Inspection	PCI
0100	0100-01	7/20/2018	AAC	TAXIWAY	S	46,679	4/15/2024	6	91
0100	0100-02	7/20/2018	AAC	TAXIWAY	S	13,333	4/15/2024	6	85
0100	0100-03	9/1/1992	AAC	TAXIWAY	S	114,891	4/15/2024	32	51
0200	0200-01	3/16/2018	AC	TAXIWAY	S	14,514	4/15/2024	6	83
0200	0200-02	9/1/1992	AAC	TAXIWAY	S	5,224	4/15/2024	32	60
0300	0300-01	9/1/1992	AC	TAXIWAY	S	13,800	4/15/2024	32	60
0300	0300-02	7/20/2018	AAC	TAXIWAY	S	28,193	4/15/2024	6	88
0400	0400-01	9/1/1992	AC	TAXIWAY	S	17,038	4/15/2024	32	57
0500	0500-01	9/1/1992	AC	TAXIWAY	S	16,434	4/15/2024	32	54
4100	4100-01	7/20/2018	AAC	APRON	S	364,160	4/15/2024	6	88
4200	4200-01	9/1/1992	AC	APRON	S	21,000	4/15/2024	32	56
6100	6100-01	9/1/1992	AC	RUNWAY	S	360,000	4/15/2024	32	58
6100	6100-02	9/1/1992	AC	RUNWAY	S	40,000	4/15/2024	32	49

SECTION CONDITION REPORT (SUMMARY BY AGE CATEGORY)

Age Category	Average Age at Inspection	Total Area (Sq Ft)	Number of Sections	Arithmetic Average PCI	Standard Deviation PCI	Weighted Average PCI
06-10	6	466,879	5	86.88	2.87	87.97
31-35	32	588,387	8	55.54	3.71	55.85
ALL	22	1,055,266	13	67.59	15.63	70.06

Work History Report

Pavement Database: Alaska

Network: Haines Airport **Branch:** 0100 Taxiway A **Section:** 0100-01 **Surface:**AAC

L.C.D. 7/20/2018 **Use:** TAXIWAY **Rank:** S **Length:** 1,032.00 (Ft) **Width:** 50.00 (Ft) **True Area:** 46679 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	13.00	☑	4" Crushed Asphalt Base Course, 9" S
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)
3/16/1985	HI-AG	New Construction	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0100 Taxiway A **Section:** 0100-02 **Surface:**AAC

L.C.D. 7/20/2018 **Use:** TAXIWAY **Rank:** S **Length:** 275.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 13333 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	13.00	☑	4" Crushed Asphalt Base Course, 9" S
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)
3/16/1985	HI-AG	New Construction	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0100 Taxiway A **Section:** 0100-03 **Surface:**AAC

L.C.D. 9/1/1992 **Use:** TAXIWAY **Rank:** S **Length:** 2,625.00 (Ft) **Width:** 45.00 (Ft) **True Area:** 114891 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	OL-AT	Overlay - AC Thin	0.00	2.00	☑	(Funded via AIP)
3/16/1985	HI-AG	New Construction	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0200 Taxiway B **Section:** 0200-01 **Surface:**AC

L.C.D. 3/16/2018 **Use:** TAXIWAY **Rank:** S **Length:** 263.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 14514 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
3/16/2018	CR-AC	Complete Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
3/16/2018	CR-AC	Complete Reconstruction - AC	0.00	13.00	☑	4" Crushed Aggregate Base Course, 9"
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0200 Taxiway B **Section:** 0200-02 **Surface:**AAC

L.C.D. 9/1/1992 **Use:** TAXIWAY **Rank:** S **Length:** 118.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 5224 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0300 Taxiway C **Section:** 0300-01 **Surface:**AC

L.C.D. 9/1/1992 **Use:** TAXIWAY **Rank:** S **Length:** 275.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 13800 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0300 Taxiway C **Section:** 0300-02 **Surface:**AAC

L.C.D. 7/20/2018 **Use:** TAXIWAY **Rank:** S **Length:** 380.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 28193 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/20/2018	OL-AT	Overlay - AC Thin	0.00	3.00	☑	(Funded via AIP)
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	13.00	☑	4" Crushed Aggregate Base Course, 9"
9/2/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/2/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0400 Taxiway D **Section:** 0400-01 **Surface:**AC

L.C.D. 9/1/1992 **Use:** TAXIWAY **Rank:** S **Length:** 380.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 17038 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 0500 Taxiway E **Section:** 0500-01 **Surface:**AC

L.C.D. 9/1/1992 **Use:** TAXIWAY **Rank:** S **Length:** 380.00 (Ft) **Width:** 40.00 (Ft) **True Area:** 16434 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 4100 Main Apron **Section:** 4100-01 **Surface:**AAC

L.C.D. 7/20/2018 **Use:** APRON **Rank:** S **Length:** 1,370.00 (Ft) **Width:** 260.00 (Ft) **True Area:** 364160 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	3.00	☑	(Funded via AIP)
7/20/2018	SR-AC	Surface Reconstruction - AC	0.00	13.00	☑	4" Crushed Asphalt Base Course, 9" S
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 4200 Helipad **Section:** 4200-01 **Surface:**AC

L.C.D. 9/1/1992 **Use:** APRON **Rank:** S **Length:** 150.00 (Ft) **Width:** 140.00 (Ft) **True Area:** 21000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	NC-AC	New Construction - AC	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Network: Haines Airport **Branch:** 6100 08/26 **Section:** 6100-01 **Surface:**AC

L.C.D. 9/1/1992 **Use:** RUNWAY **Rank:** S **Length:** 3,600.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 360000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	NC-AC	New Construction - AC	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Network: Haines Airport **Branch:** 6100 08/26 **Section:** 6100-02 **Surface:** AC

L.C.D. 9/1/1992 **Use:** RUNWAY **Rank:** S **Length:** 400.00 (Ft) **Width:** 100.00 (Ft) **True Area:** 40000 (SqFt)

Work Date	Work Code	Work Description	Cost	Thickness (in)	Major M&R	Comments
9/1/1992	HI-AG	New Construction	0.00	20.00	☑	8" Crushed Aggregate Base Course, 1
9/1/1992	NC-IN	New Construction - Initial	0.00	2.00	☑	(Funded via AIP)

Work History Report

Pavement Database: Alaska

Summary:

Work Description	Section Count	Area Total (SqFt)	Thickness Avg (in)	Thickness STD (in)
Complete Reconstruction - AC	2	29,028.00	8.00	5.00
New Construction	11	674,266.00	15.09	8.02
New Construction - AC	2	381,000.00	20.00	0.00
New Construction - Initial	12	940,375.00	2.00	0.00
Overlay - AC Thin	2	143,084.00	2.50	0.50
Surface Reconstruction - AC	7	876,537.00	8.71	4.95

PHYSICAL PROPERTY DATA

		Pavement		Base		Subbase		Subgrade	
Branch ID	Section ID	Thick (in)	Type	Thick (in)	Type	Thick (in)	Type	Type	CBR
Taxiway A 100	0100-01	3	P-401	4	P-208	9	P-154	GP-GM FG-2 [1]	10 [1]
	0100-02	3	P-401	4	P-208	9	P-154	GP-GM FG-2 [1]	10 [1]
	0100-03	2.7 [1]	P-401	4	P-208	8	P-154	GP-GM FG-2 [1]	10 [1]
Taxiway B 200	0200-01	3	P-401	4	P-208	9	P-154	GP-GM FG-2 [1]	10 [1]
	0200-02	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]
Taxiway C 300	0300-01	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]
	0300-02	3	P-401	4	P-208	9	P-154	GP-GM FG-2 [1]	10 [1]
Taxiway D 400	0400-01	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]
Taxiway E 500	0500-01	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]
Main Apron 4100	4100-01	3	P-401	4	P-208	9	P-154	GP-GM FG-2 [1]	10 [1]
Helipad 4200	4200-01	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]
Runway 08/26 6100	6100-01	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]
	6100-02	2	P-401	8	P-208	12	P-154	GP-GM FG-2 [1]	10 [1]

Notes:
[1] 2020 Geotechnical Data Report

AIRCRAFT FLEET MIX

No.	Aircraft	Gross Wt (lb)	% Gross Wt on Main Gear	Tire Pressure (psi)	Annual Departures	20 Yr Coverages
1	Cessna 206	3,612	95.0	52	369	1,512
2	S-5	5,000	95.0	50	2	9
3	Cessna 208B	8,750	95.0	75	2,858	14,165
4	S-10	10,000	95.0	50	183	1,108
5	PA-31-325 Navajo C/R	6,536	95.0	66	1,041	4,844
6	D-15	15,000	95.0	55	2	20

PAVEMENT CLASSIFICATION RATINGS

Runway	Critical Aircraft	Max Allowable Wt (lb)	Subgrade Mr (psi)	Evaluation Thickness (in)	Pass to Traffic Cycle Ratio	PCR
8-26	Cessna 208B	71,319	15,000	22.0	1.0	220/F/B/X/T

PCR CALCULATION NOTES

- 1% traffic growth assumed
- Subgrade strength reduction for frost applied
- S-5 and S-10 refer to “generic” single gear aircraft as modeled in FAARFIELD
- D-15 refers to “generic” dual gear aircraft as modeled in FAARFIELD

REFERENCES

Year	Project No.	Document Title
2020	SFAPT00234	Haines Airport Resurfacing, Geotechnical Recommendations Report
2020	SFAPT00234	Haines Airport Resurfacing, Geotechnical Data Report
2017	Z694360000	Haines Airport Drainage Improvements and Pavement Rehabilitation, Plans
2016	69436	Haines Airport Drainage Improvements and Pavement Rehabilitation, Geology Data Report
1990	3-02-01122-03, 69523	Haines Airport Improvements, As-Built
1990	3-02-0112-01, 69523	Haines Airport Improvements, Supplemental Report
1989	3-02-0112-01, 69523	Haines Airport Improvements, Geotechnical Report
1987	3-02-0112-02, 69266	Haines Airport Improvements
1986	69266	Parking Apron, Engineering Geology and Soils Report
1985	68732	Airport Access Road, As-Built
1985	3-02-0112-01, D15732	Runway Paving, As-Built