

Transport Canada Aerodrome Standards

Aircraft Pavement Design and Evaluation Charts for “E - K” Aircraft

This document contains “Pavement Design & Evaluation Charts” (DEC’s) for the aircraft models beginning with the letters “E” through “K”. Both flexible and rigid pavement charts are available for most aircraft.

For light weight aircraft, only a flexible pavement chart has been included because rigid pavement design requirements for the aircraft fall well below minimum design thicknesses for concrete slabs. On flexible pavement charts for light weight aircraft, only the design curve at the stated maximum operating weight is shown along with a line indicating minimum pavement thickness requirements for the aircraft. In most cases, the flexible pavement design curve will fall either fully or partially below the minimum thickness requirements line.

The charts have been developed using historical Transport Canada and Public Works and Government Services Canada (PWGSC) methods for the structural design of flexible and rigid airfield pavement systems. The appropriate technical publications should be consulted for complete details on design terminology, assumptions, theory, methods and pavement construction material requirements.

To use a “Flexible Pavement Design & Evaluation Chart”:

- a) For Design - Enter the chart with an “S” value on the top horizontal axis. Proceed downwards to the “1.00 Design Line”, then horizontally across to the appropriate aircraft weight line, and downwards to read the required pavement granular design thickness “t” from the bottom horizontal axis.
- b) For Evaluation - Enter the chart with the existing pavement granular thickness “t” value on the bottom horizontal axis. Proceed upwards to the appropriate aircraft weight line, and then horizontally across to intersect with a vertical line extended down from the appropriate “S” value on the top horizontal axis. Interpolate the point of intersection between the set of “Overload Ratio” curves to determine the degree of pavement structural overload. Full operations by the aircraft can normally be permitted for overload ratios ≤ 1.25 .

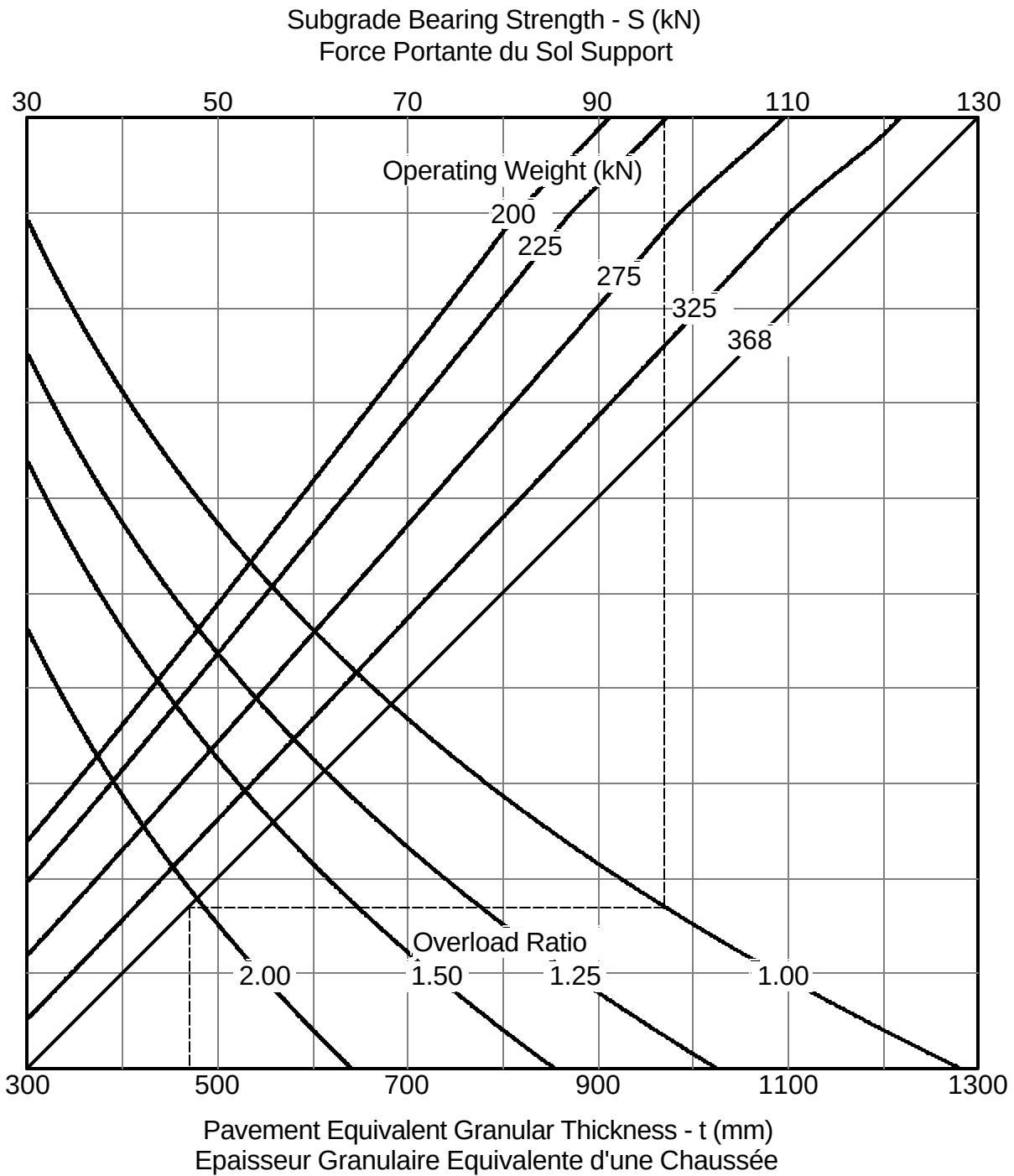
To use a “Rigid Pavement Design & Evaluation Chart”:

- a) For Design - Enter the chart with a “k” value on the top horizontal axis. Proceed downwards to the “1.00 Design Line (2.75 MPa)”, then horizontally across to the appropriate aircraft weight line, and downwards to read the required slab thickness “h” from the bottom horizontal axis.

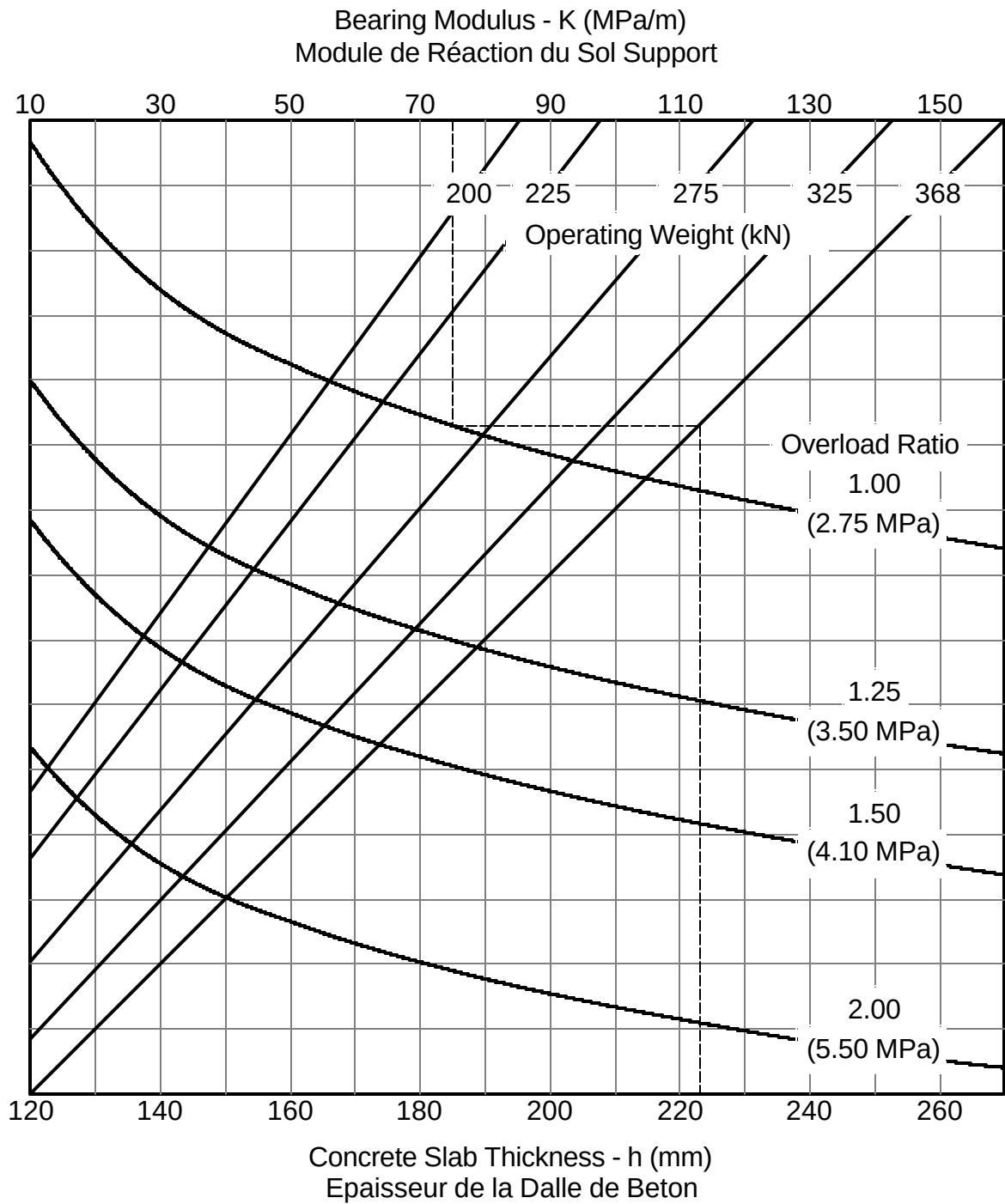
Transport Canada Aerodrome Standards

- b) For Evaluation - Enter the chart with the existing slab “h” value on the bottom horizontal axis. Proceed upwards to the appropriate aircraft weight line, and then horizontally across to intersect with a vertical line extended down from the appropriate bearing modulus “k” value on the top horizontal axis. Interpolate the point of intersection between the set of “Overload Ratio” curves to determine the slab flexural stress (MPa) and the degree of pavement structural overload. Full operations by the aircraft can normally be permitted for overload ratios ≤ 1.25 .

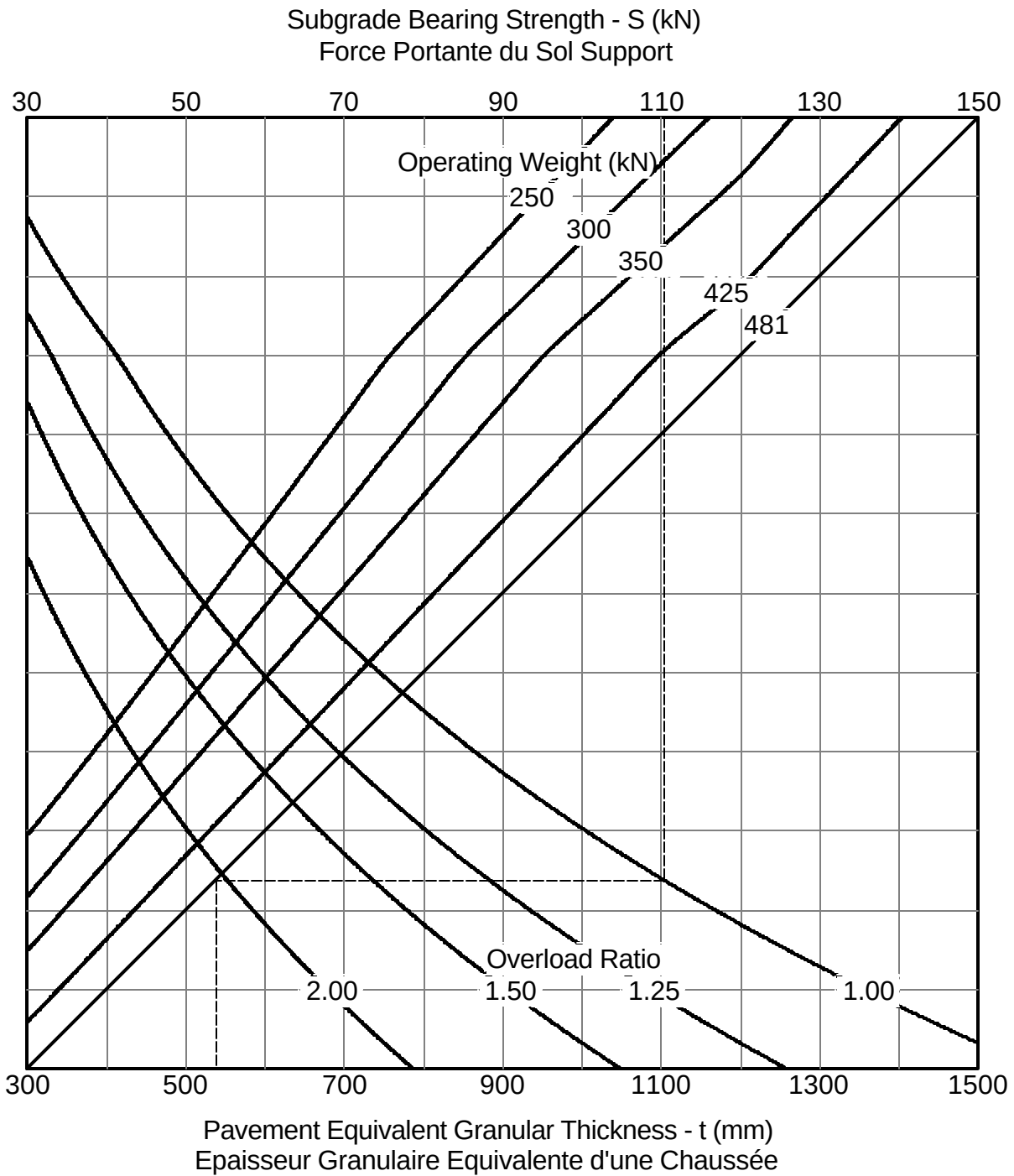
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer 170, 175	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



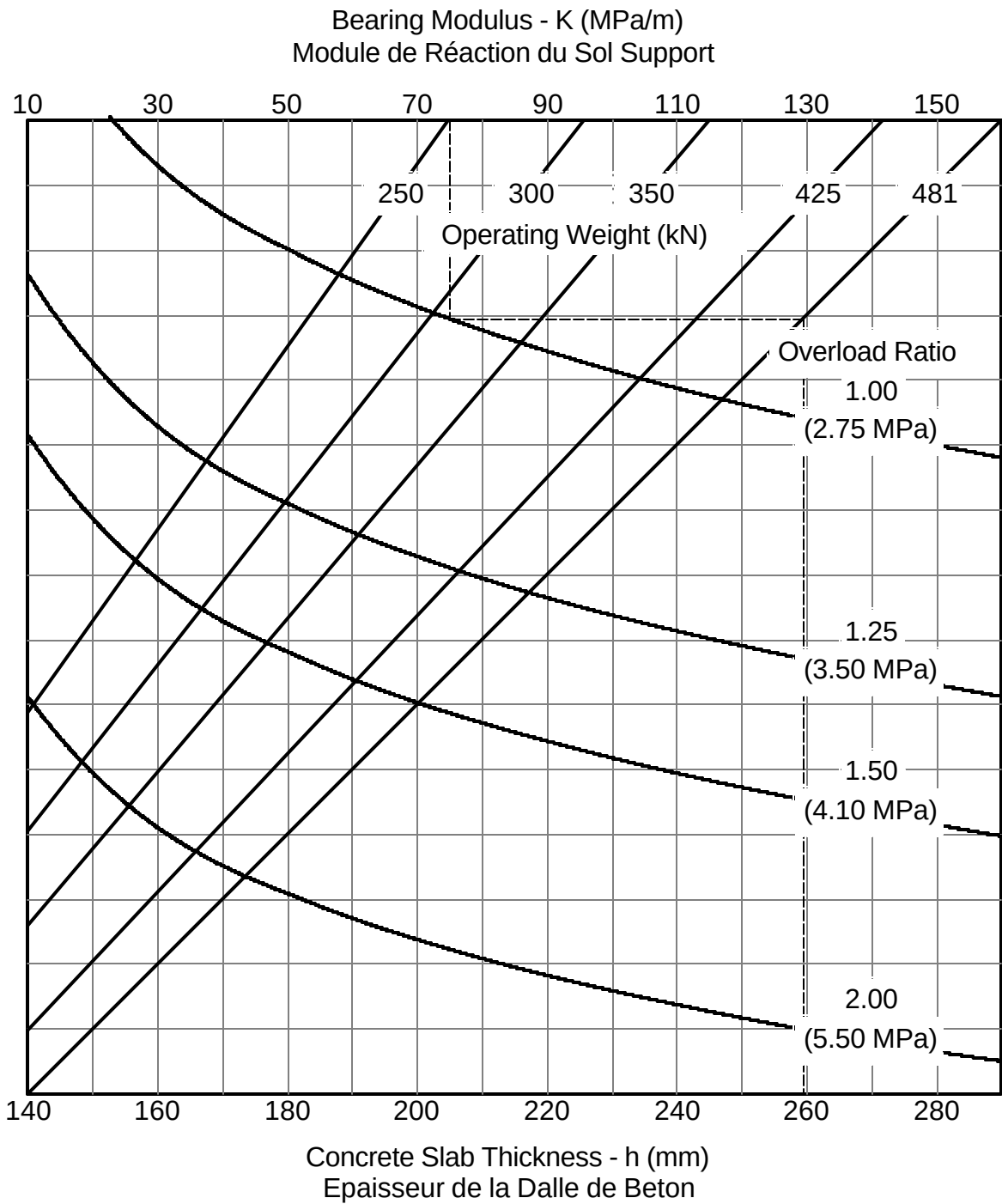
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer 170, 175	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



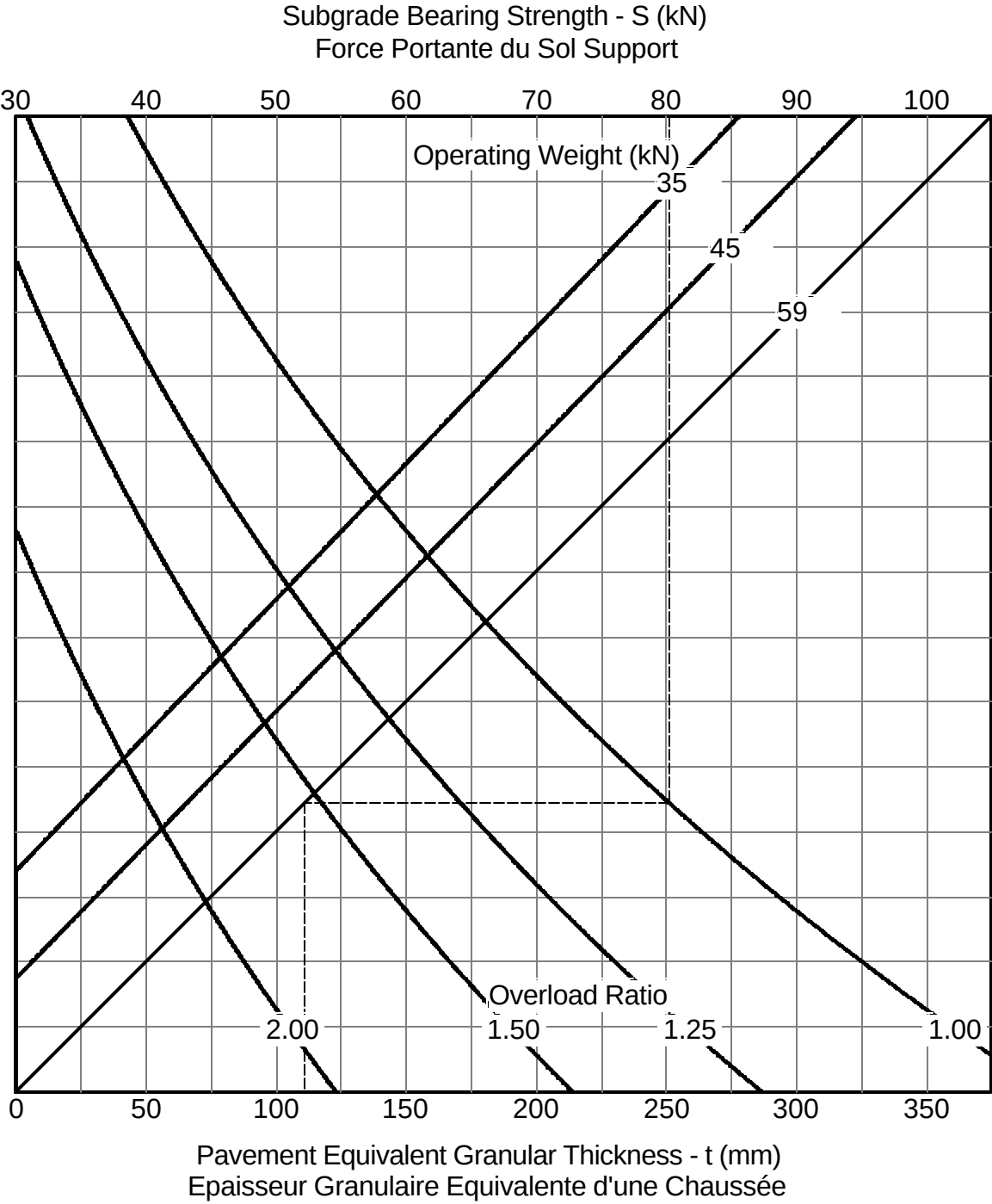
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer 190, 195	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



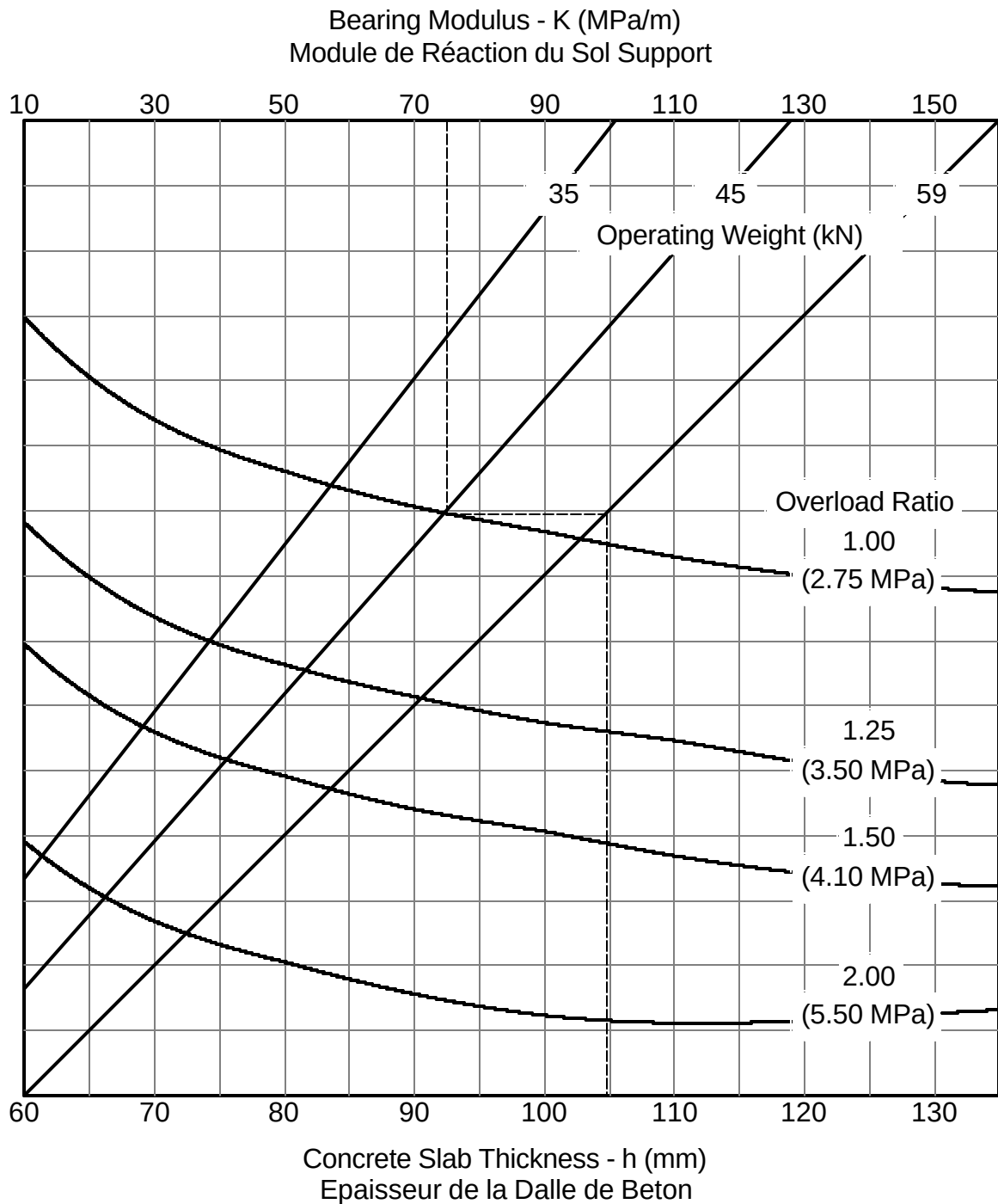
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer 190, 195	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



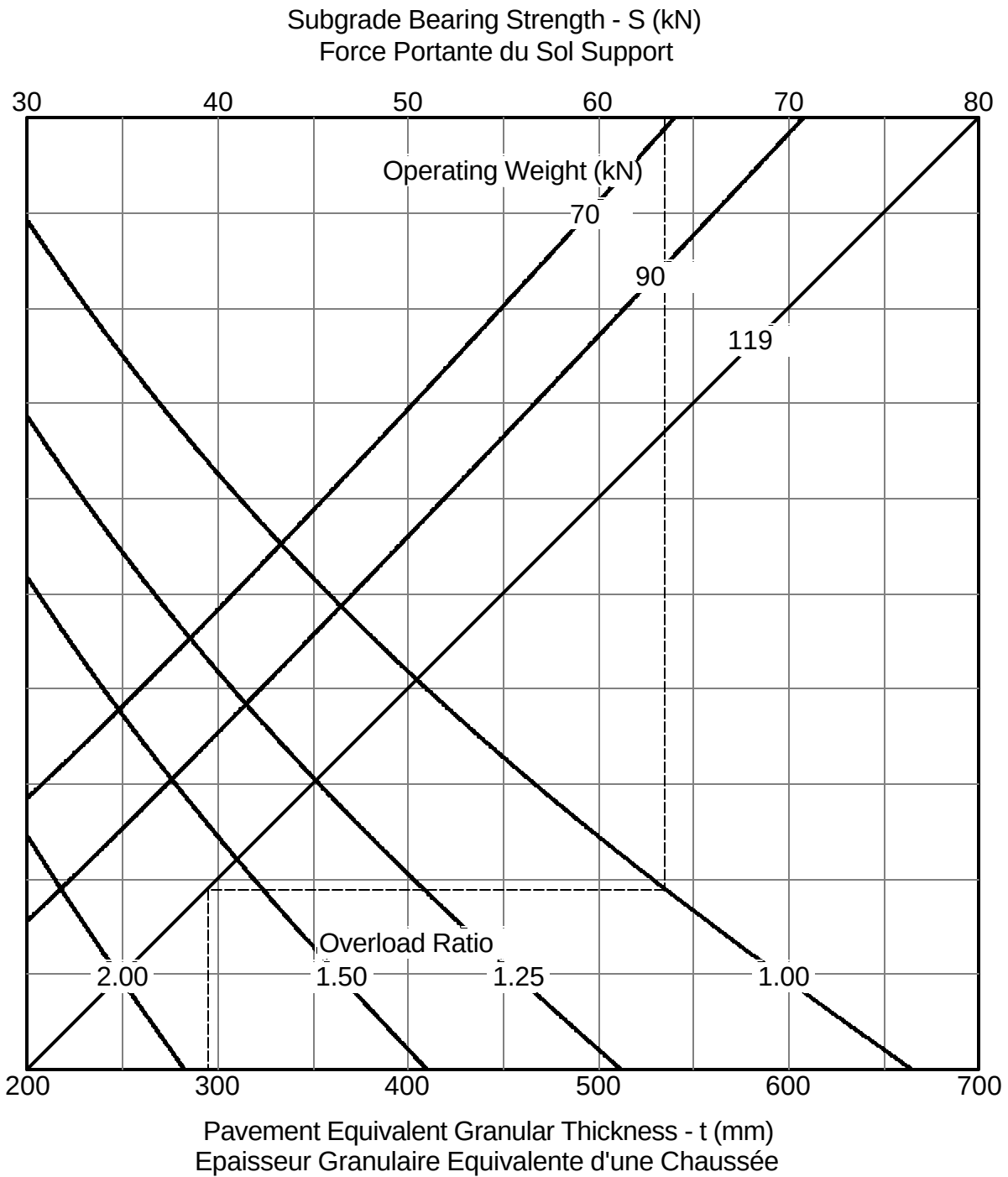
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer EMB-110 Bandeirante
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.62	



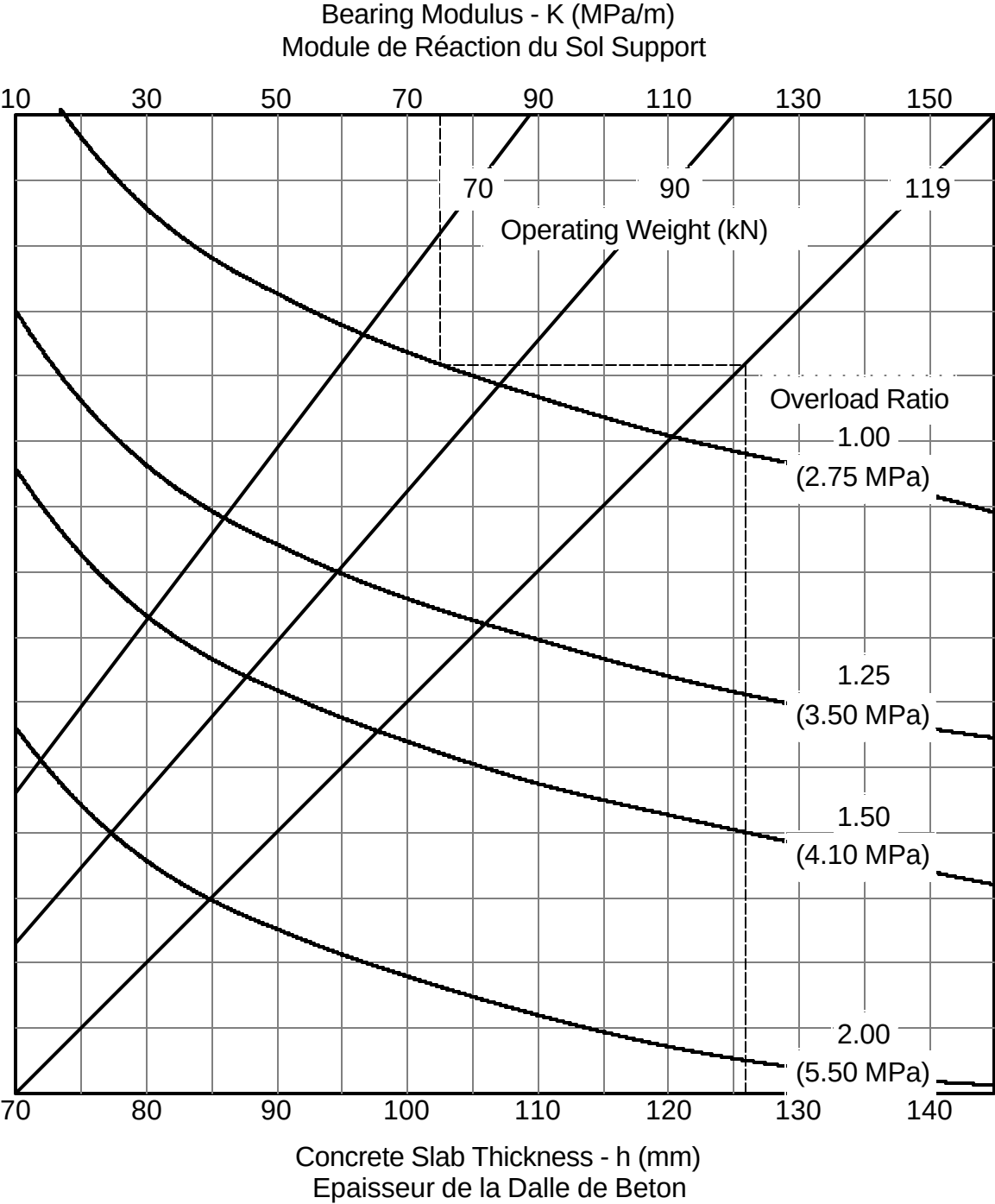
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer EMB-110 Bandeirante
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.62	



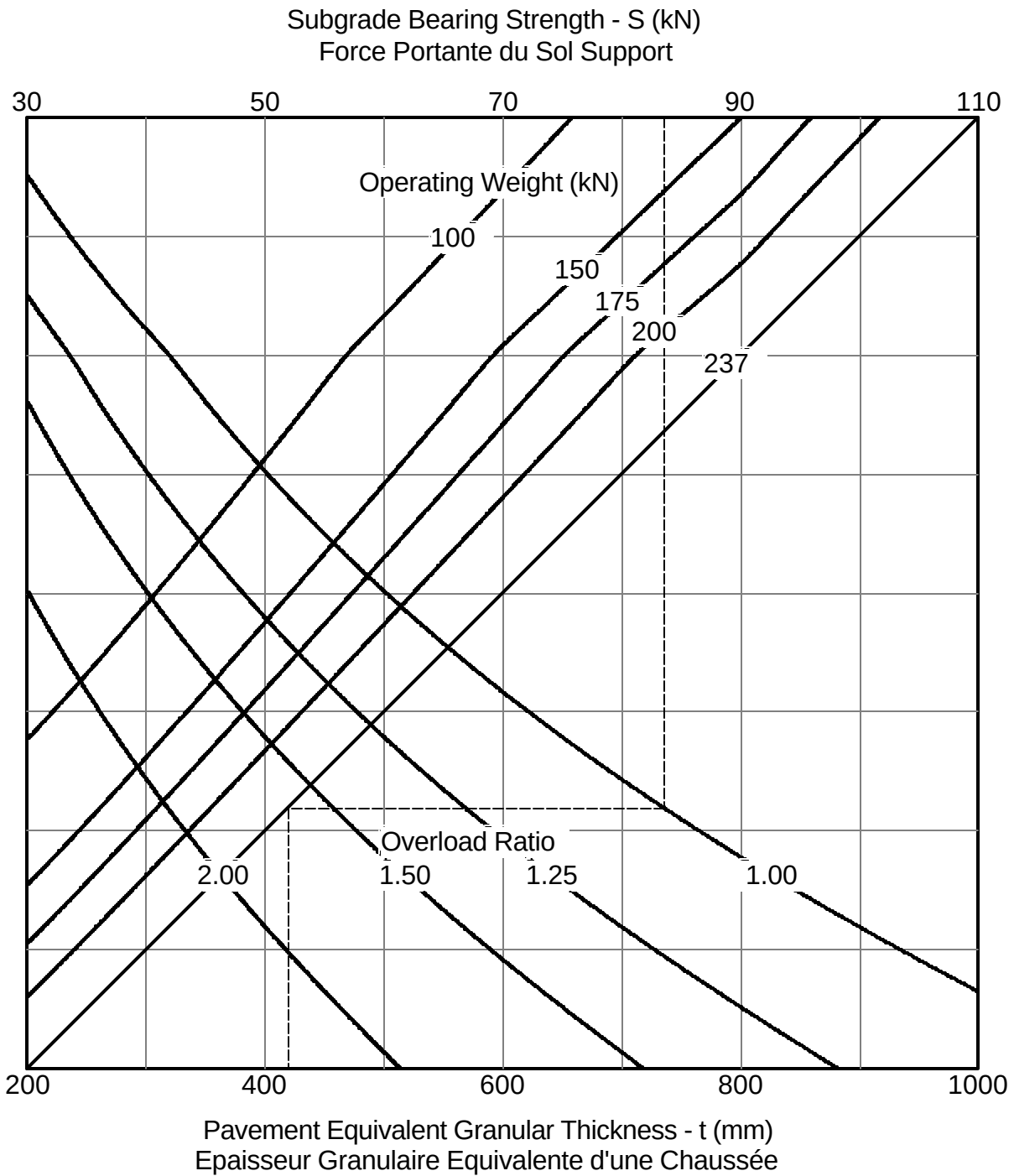
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer EMB-120 Brasilia	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.76		



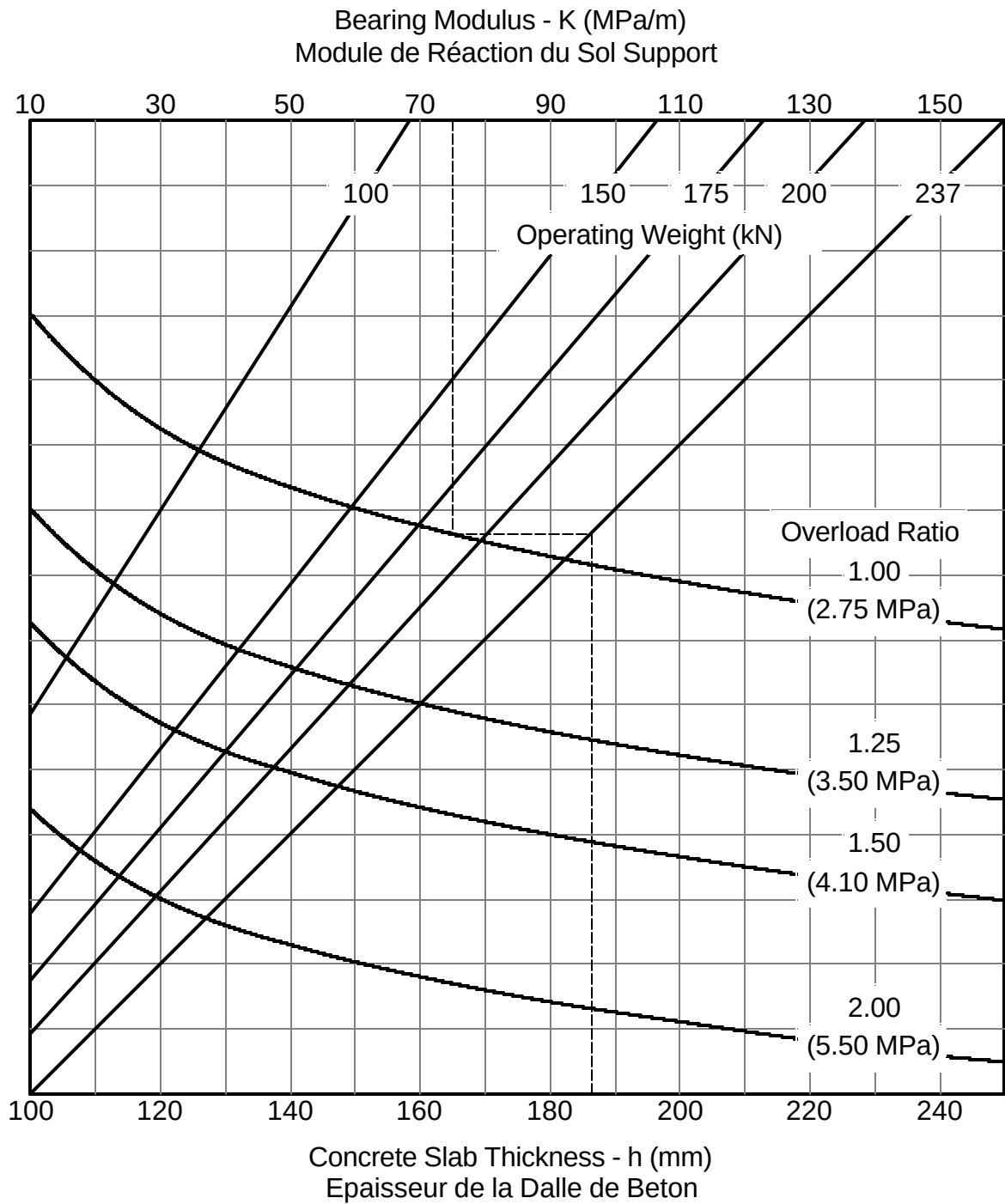
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer EMB-120 Brasilia	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.76		



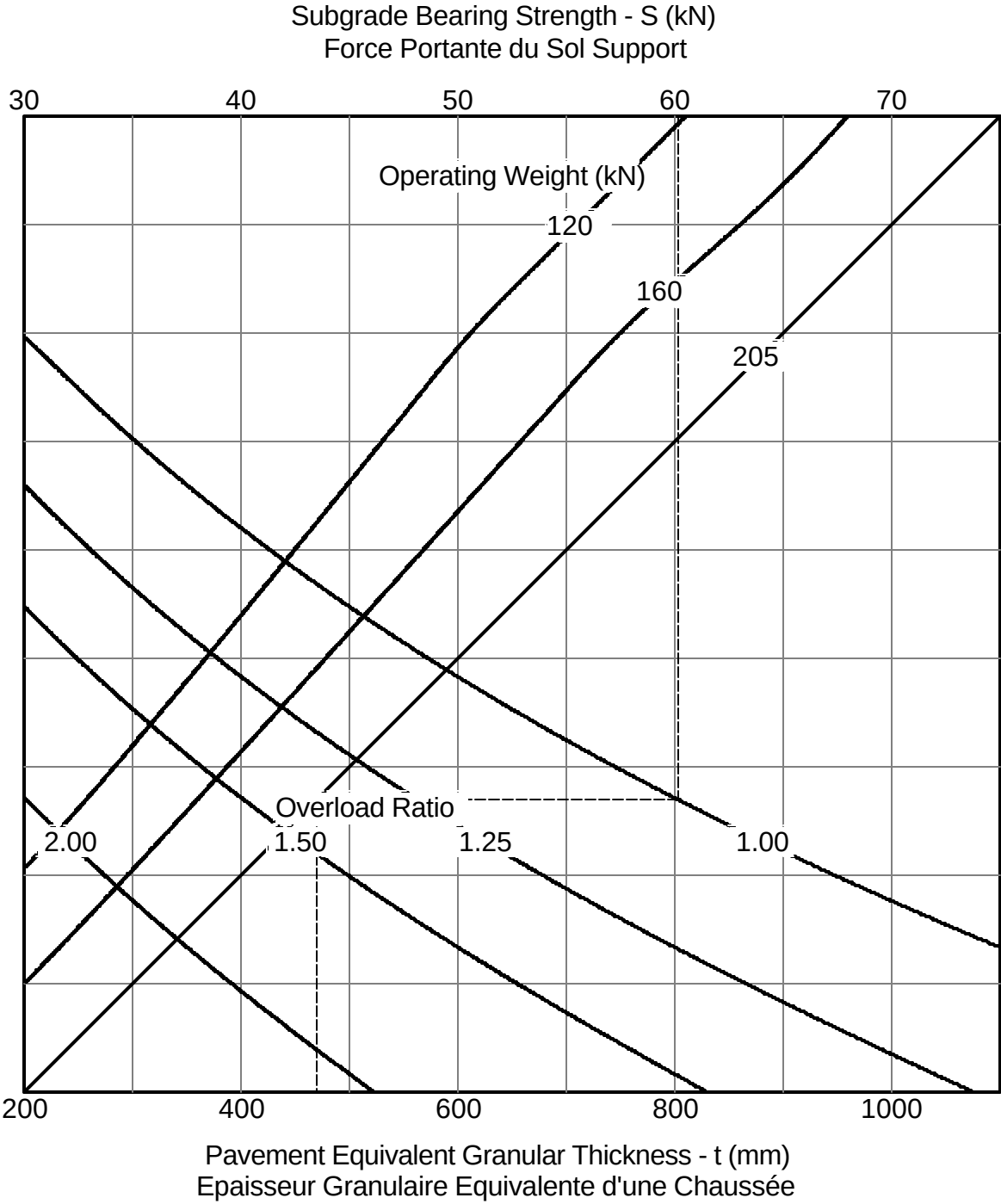
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer ERJ-145 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.90		



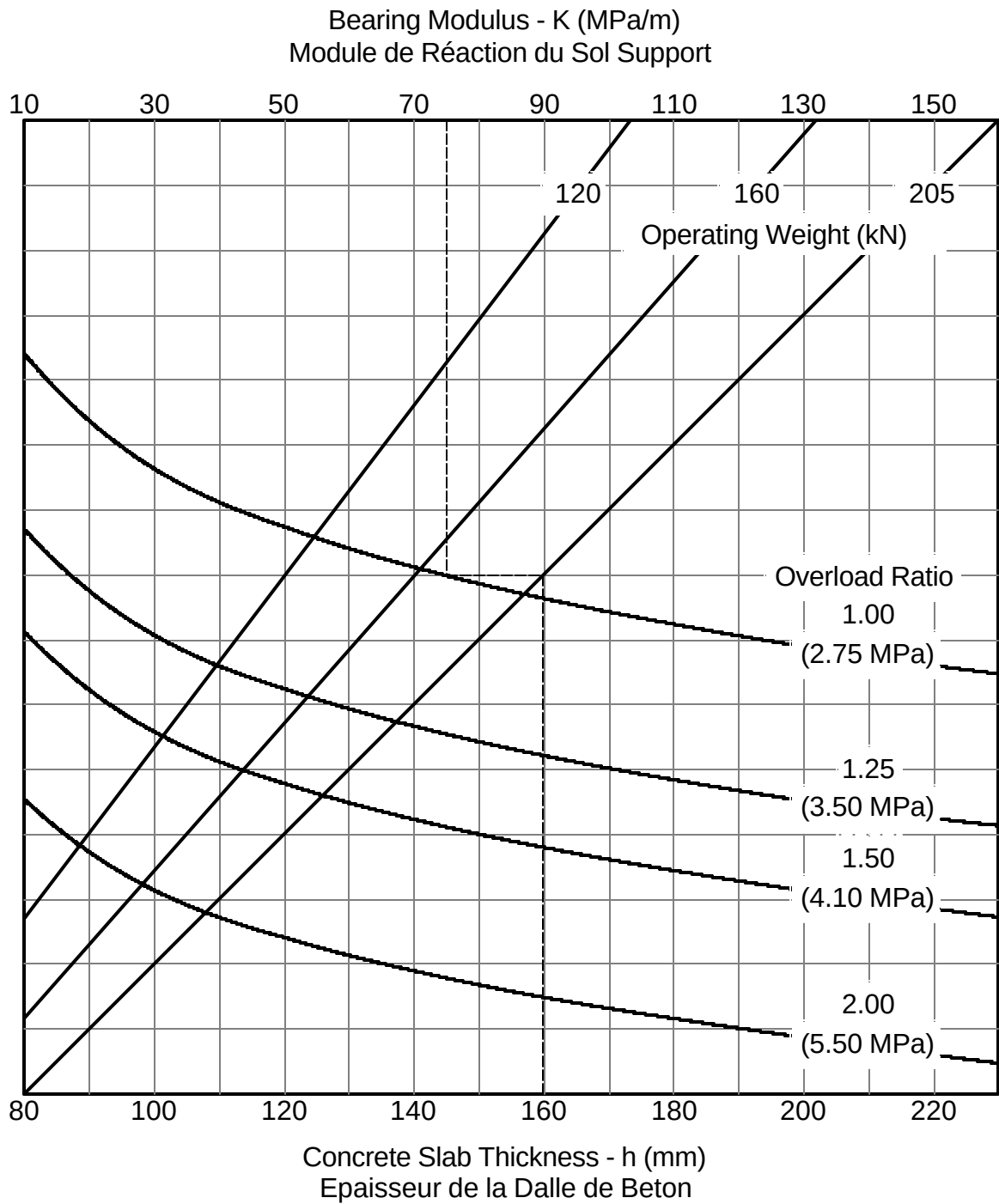
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer ERJ-145 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.90		



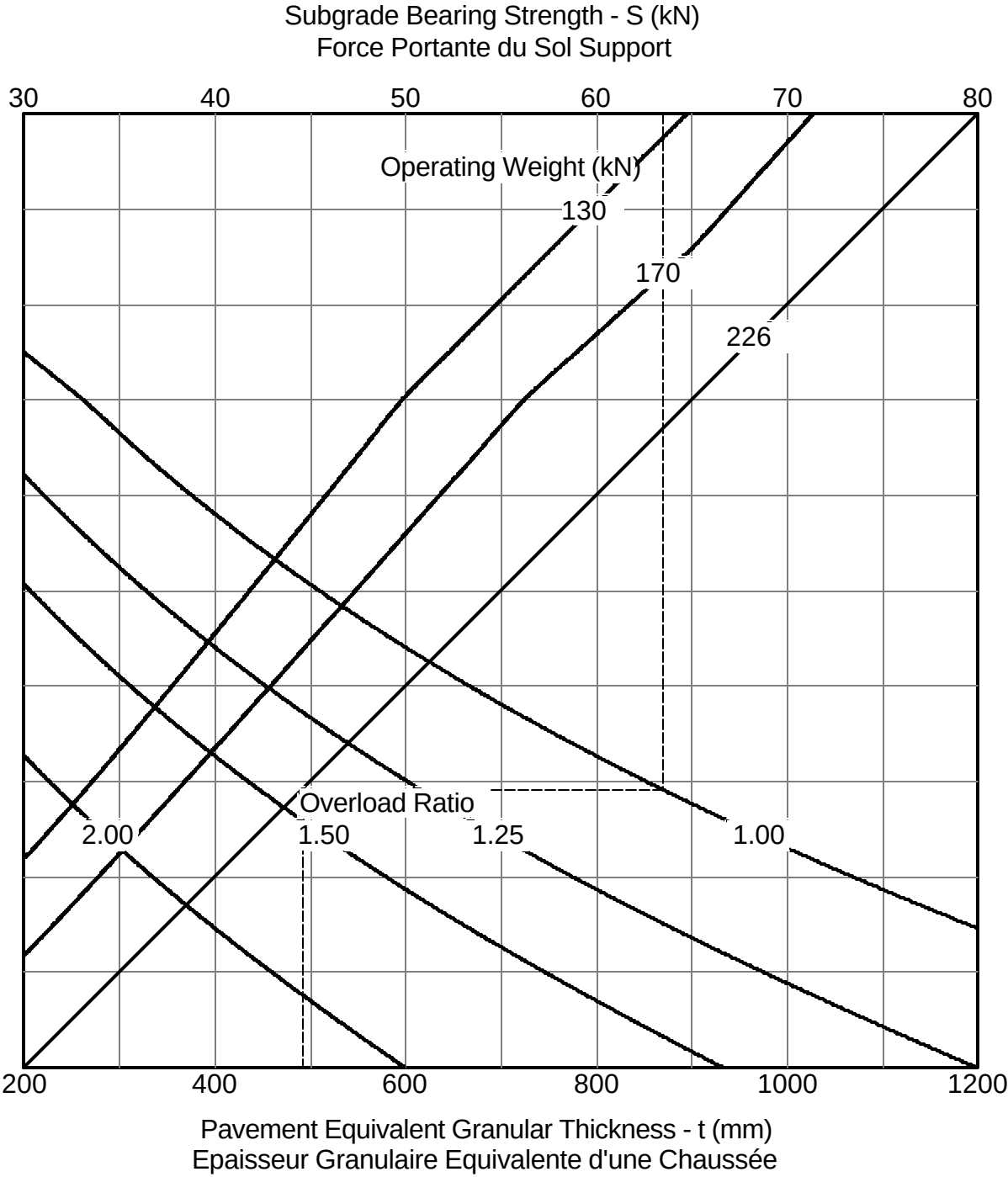
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



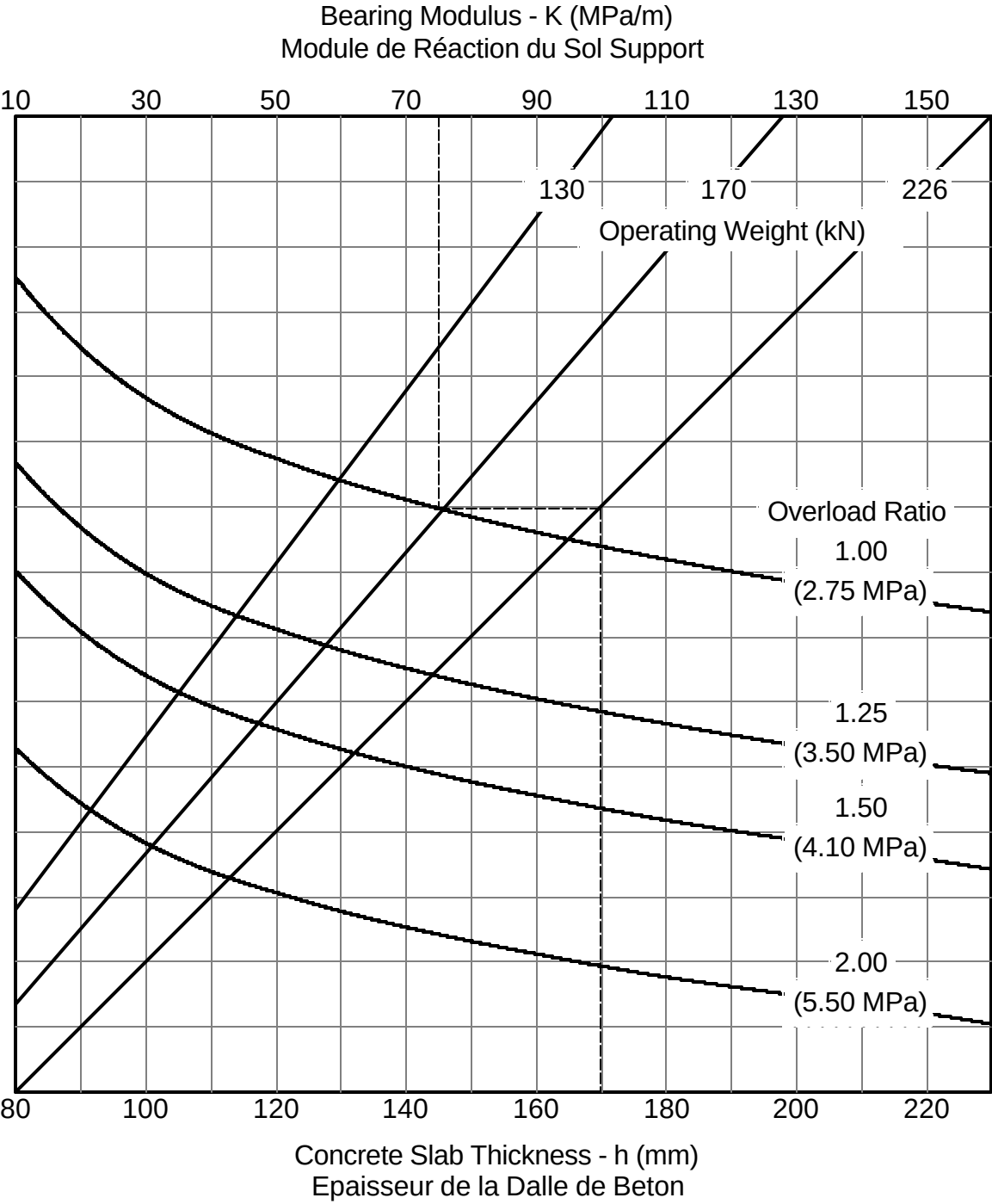
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



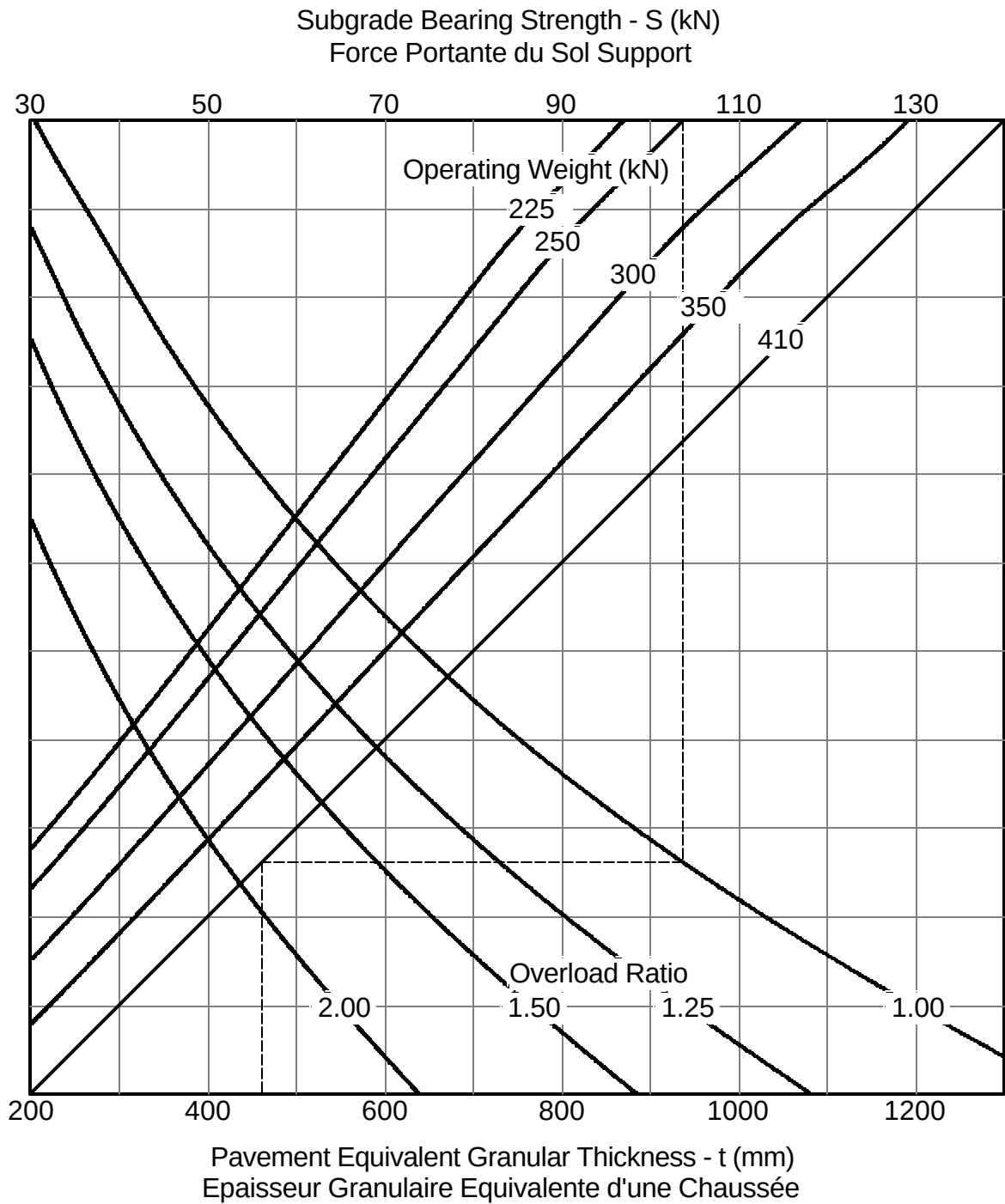
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker 60	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.62		



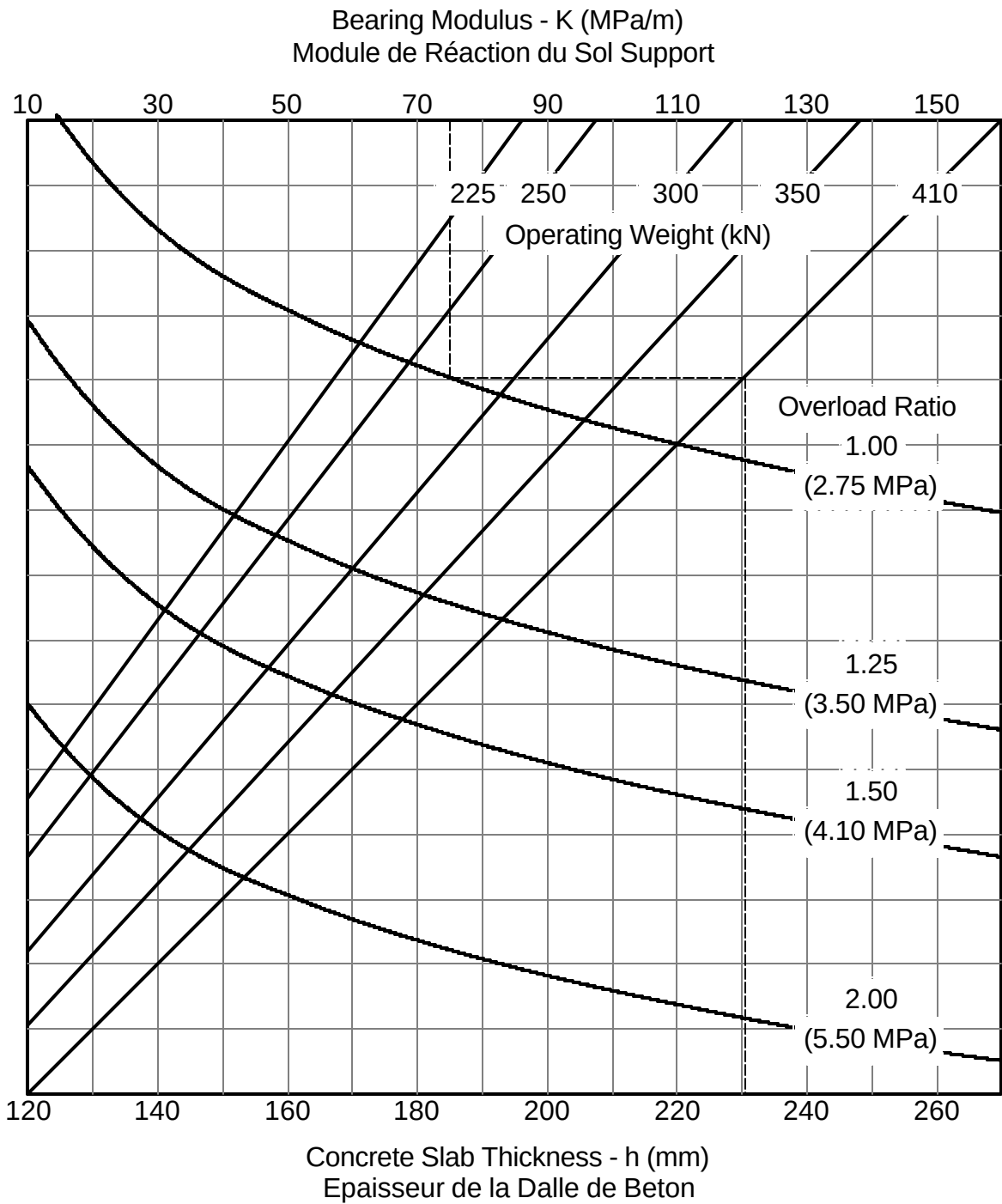
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 60	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.62		



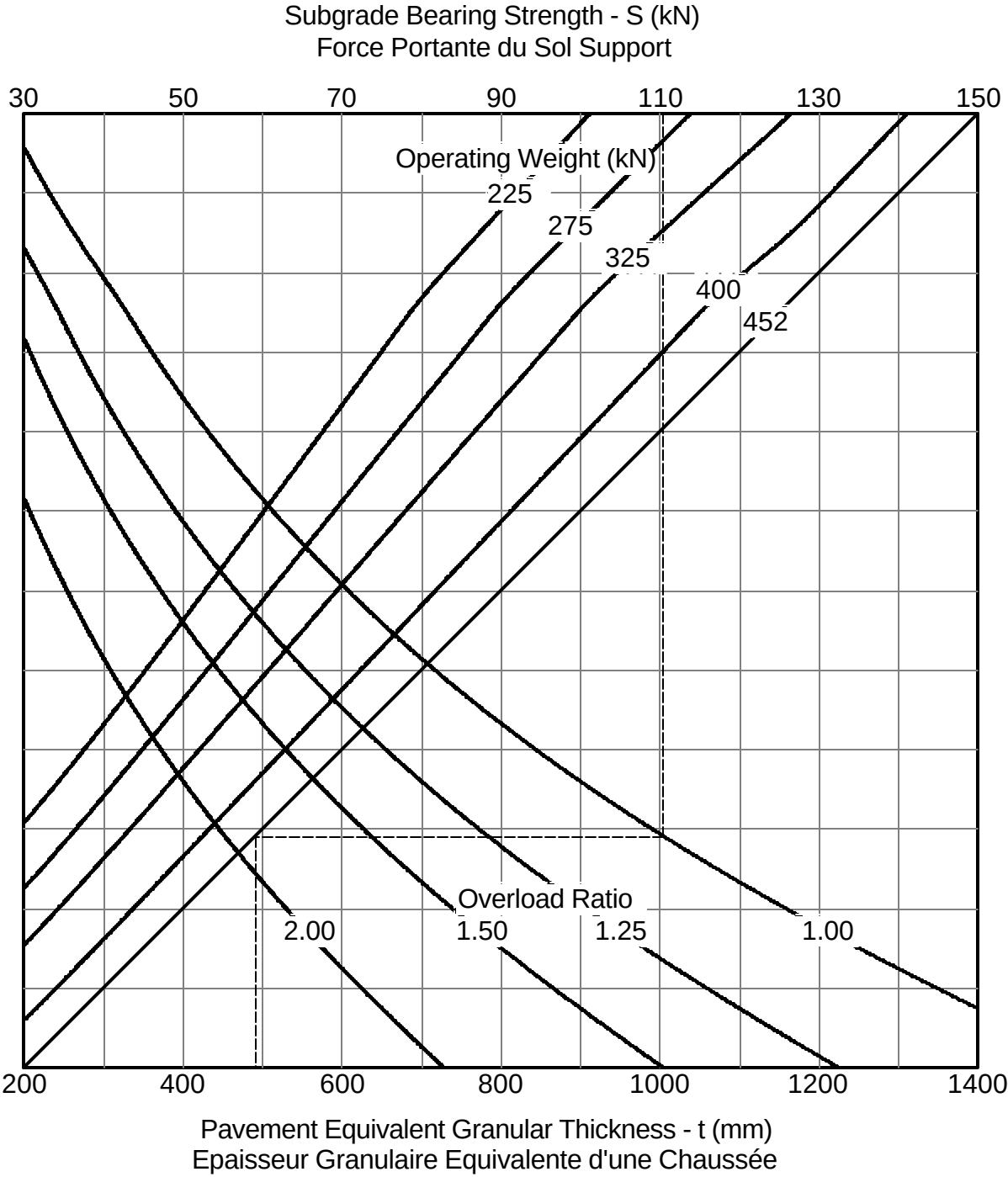
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker 70	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	584 mm	
Tire Pressure (MPa) Pression des Pneus	0.81		



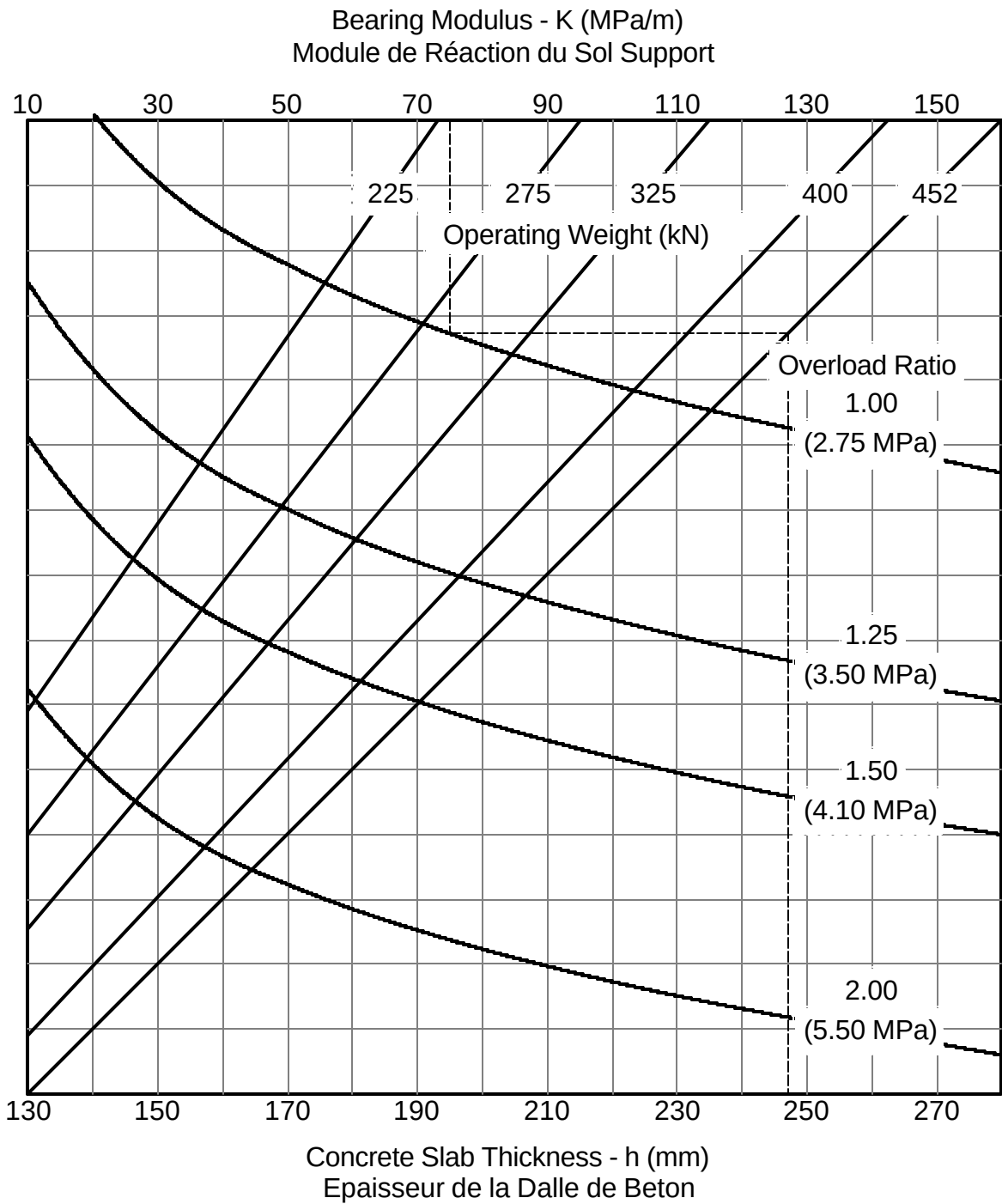
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	584 mm	
Tire Pressure (MPa) Pression des Pneus	0.81		



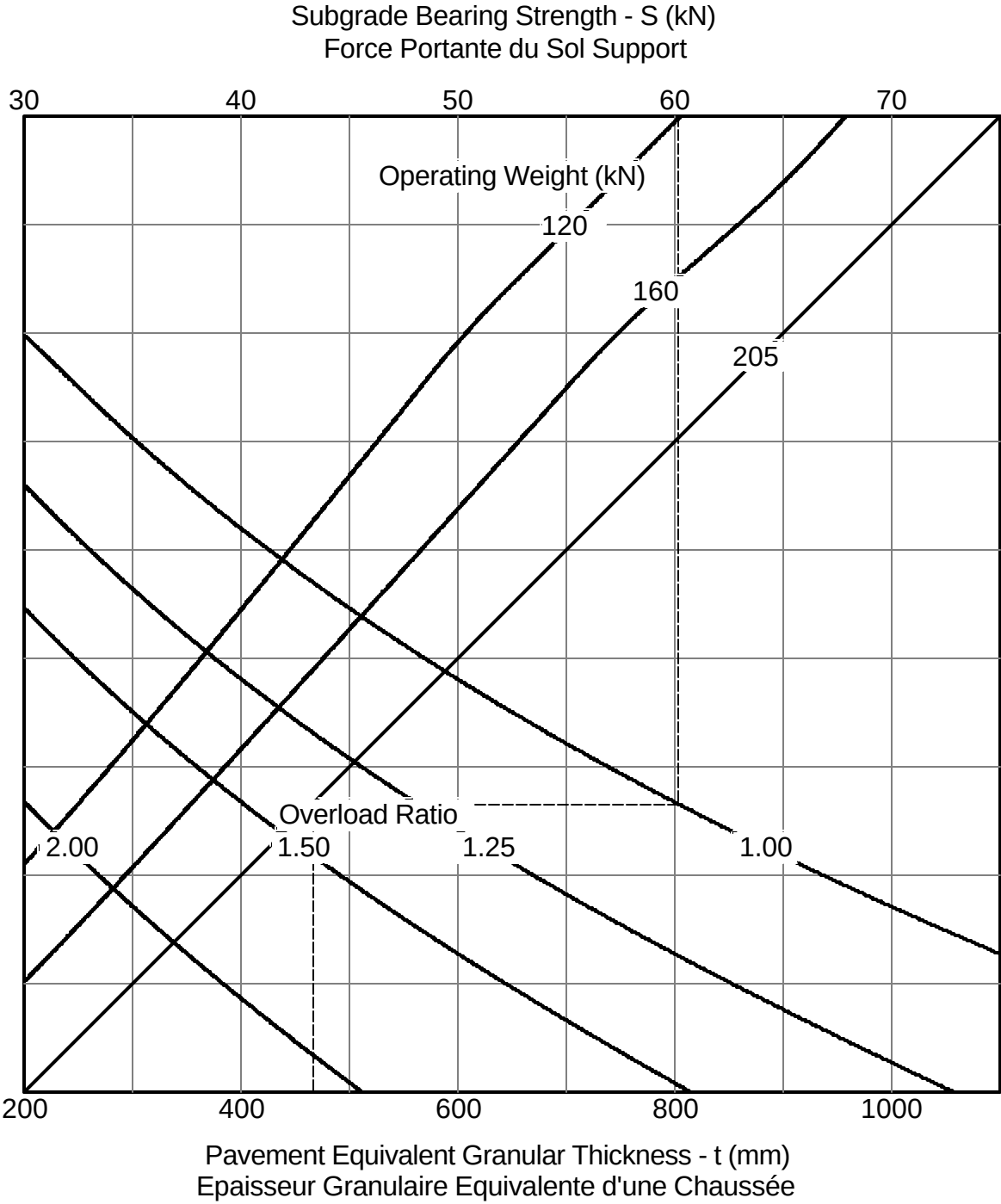
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker 100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	587 mm	
Tire Pressure (MPa) Pression des Pneus	0.94		



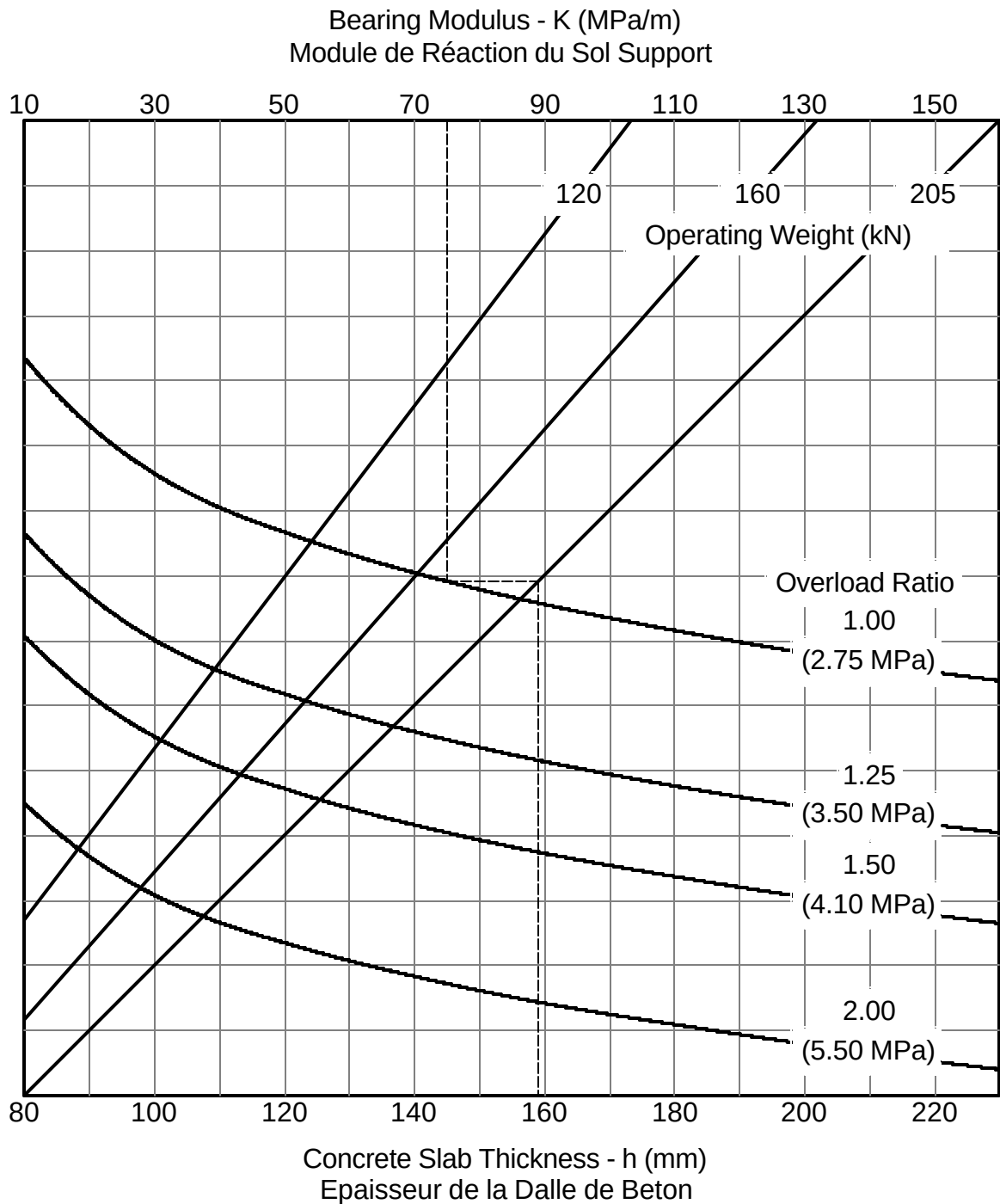
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	587 mm	
Tire Pressure (MPa) Pression des Pneus	0.94		



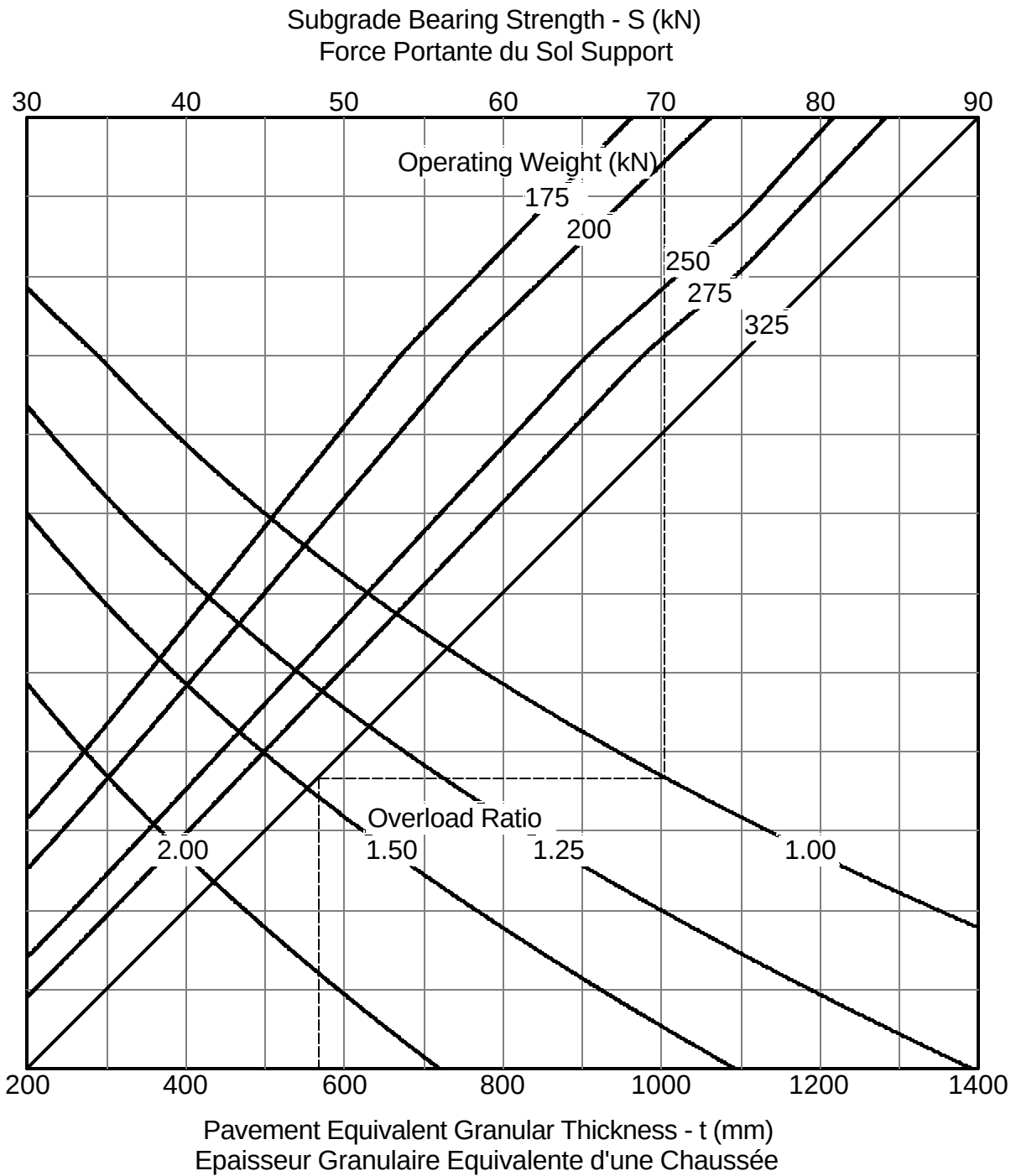
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker F27 Friendship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.57		



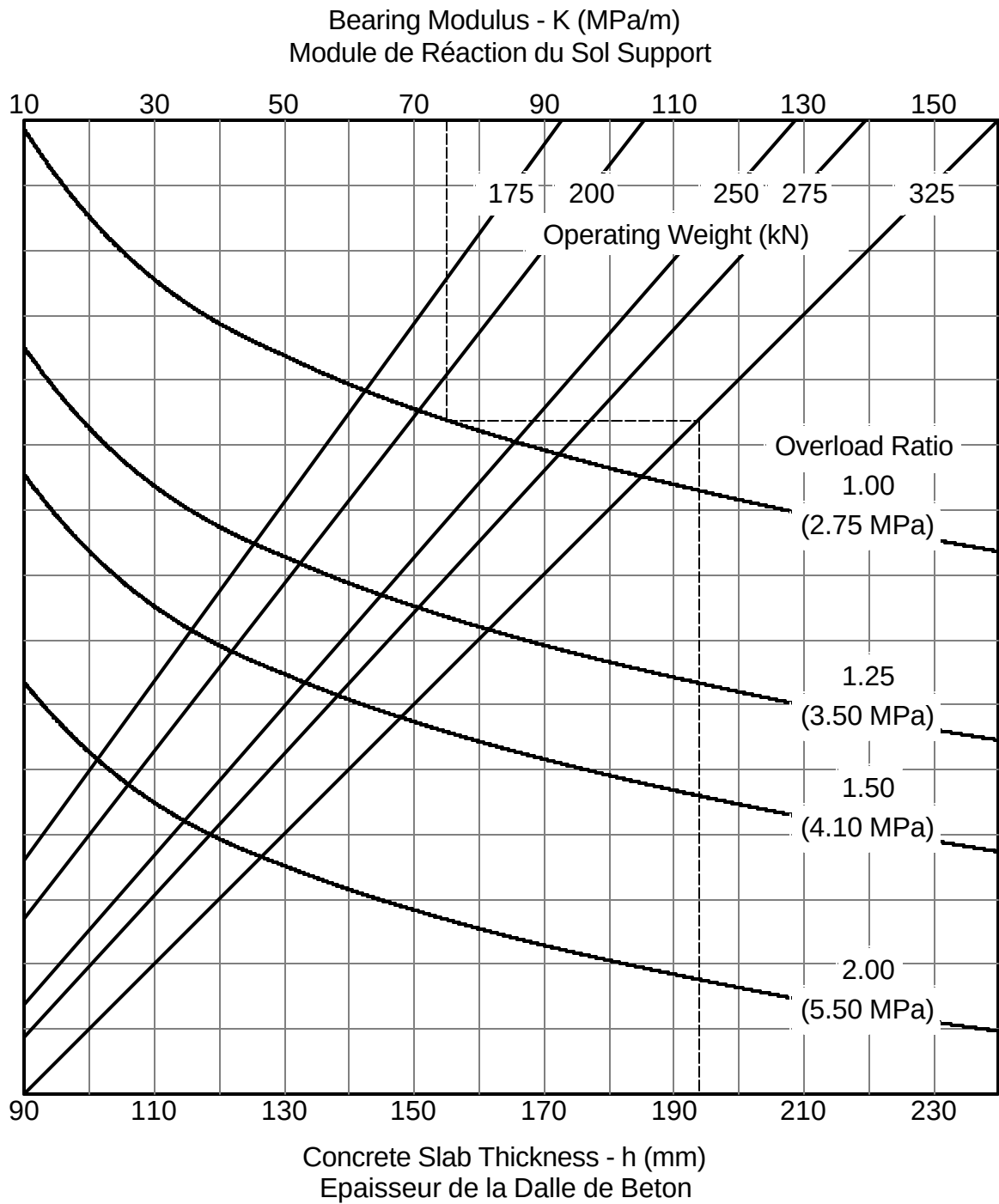
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker F27 Friendship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.57		



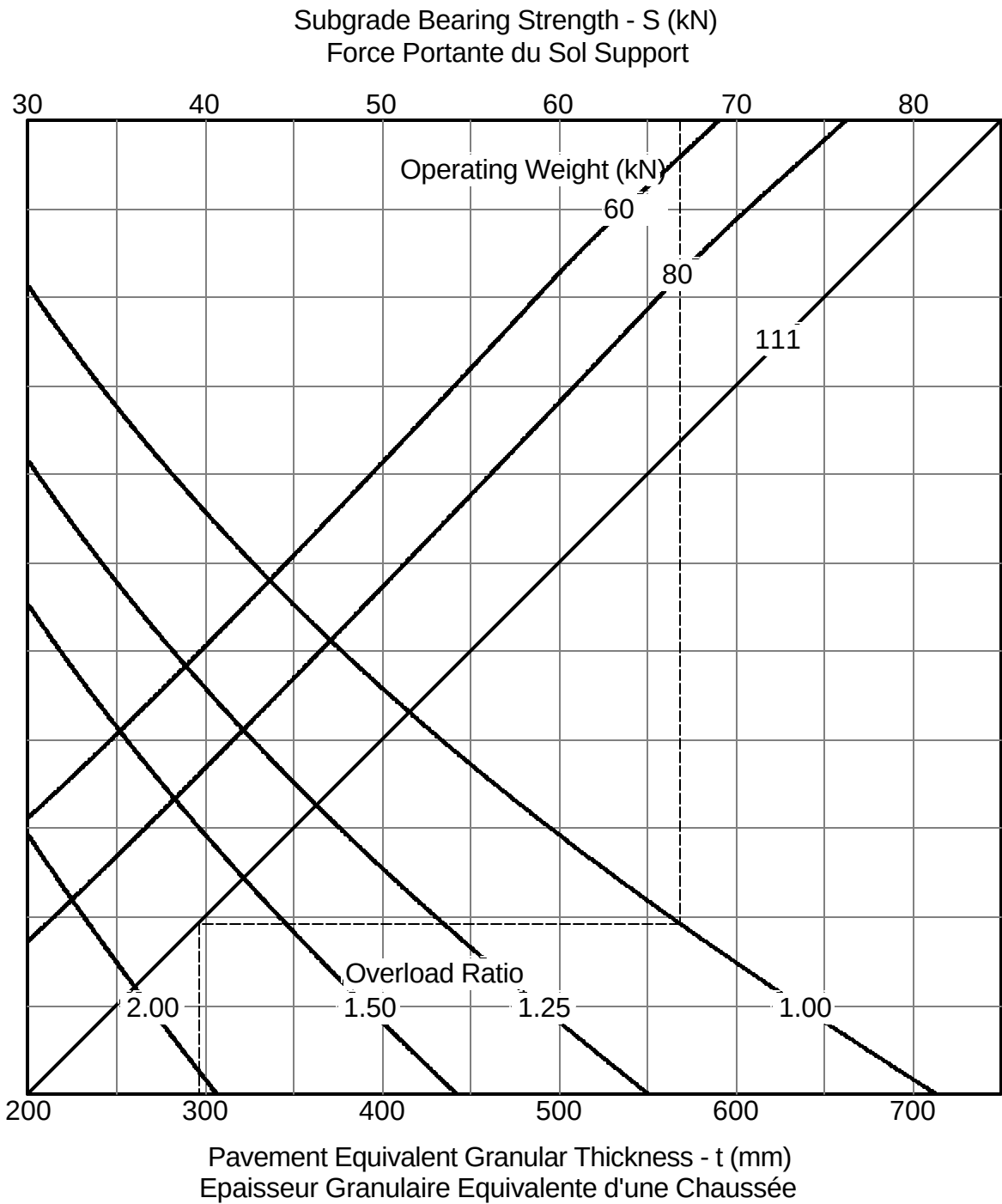
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker F28 Fellowship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



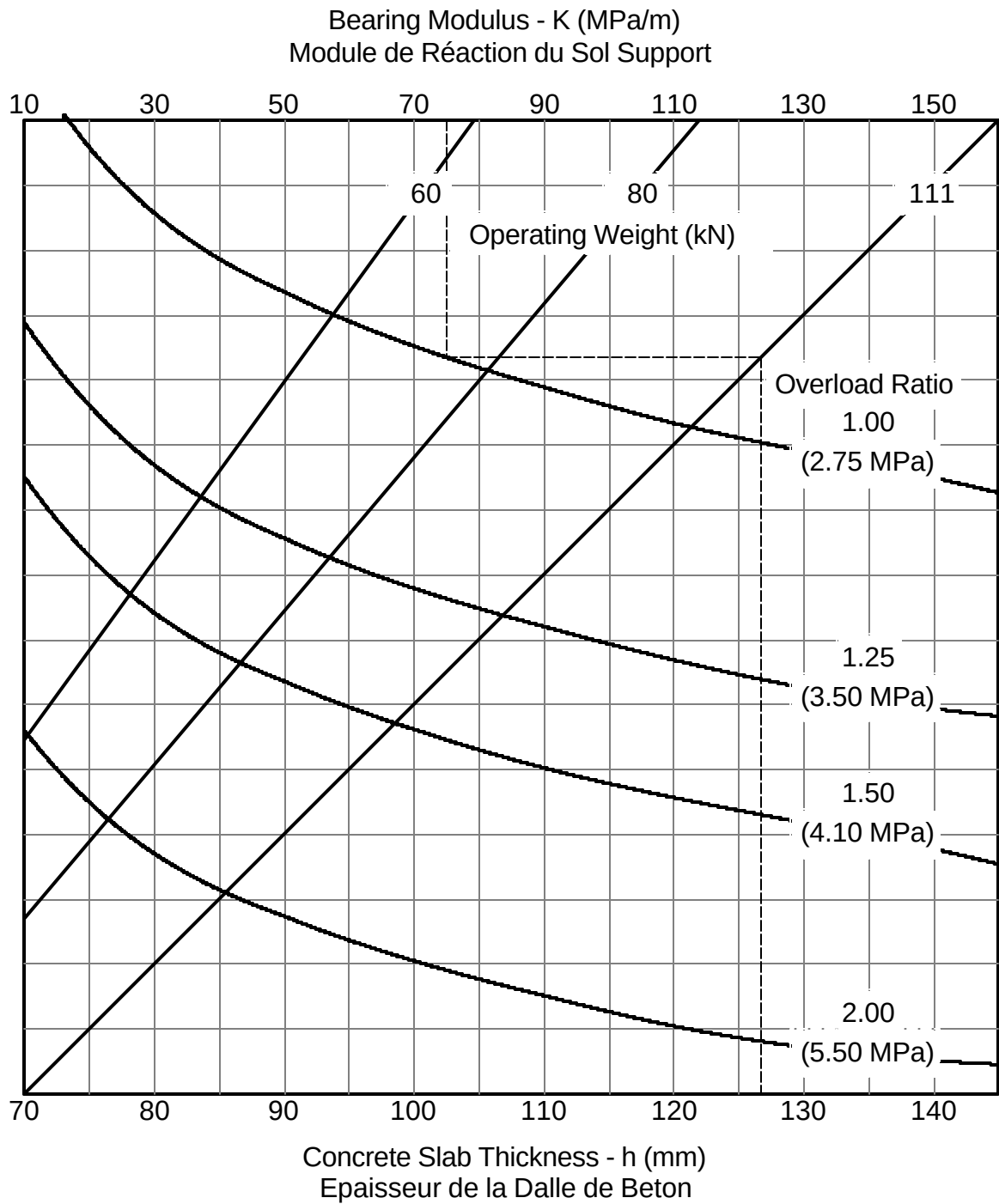
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



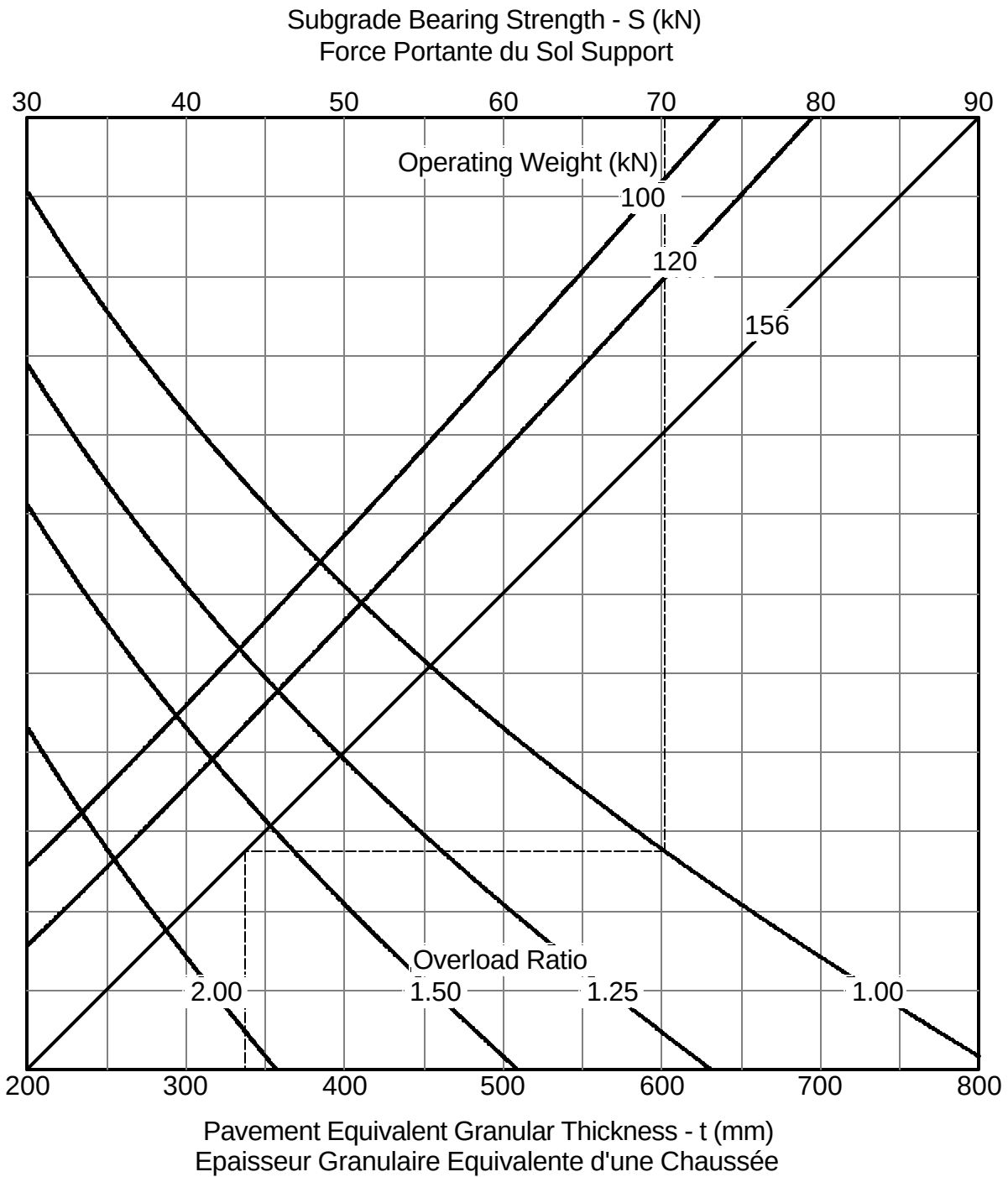
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream G100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



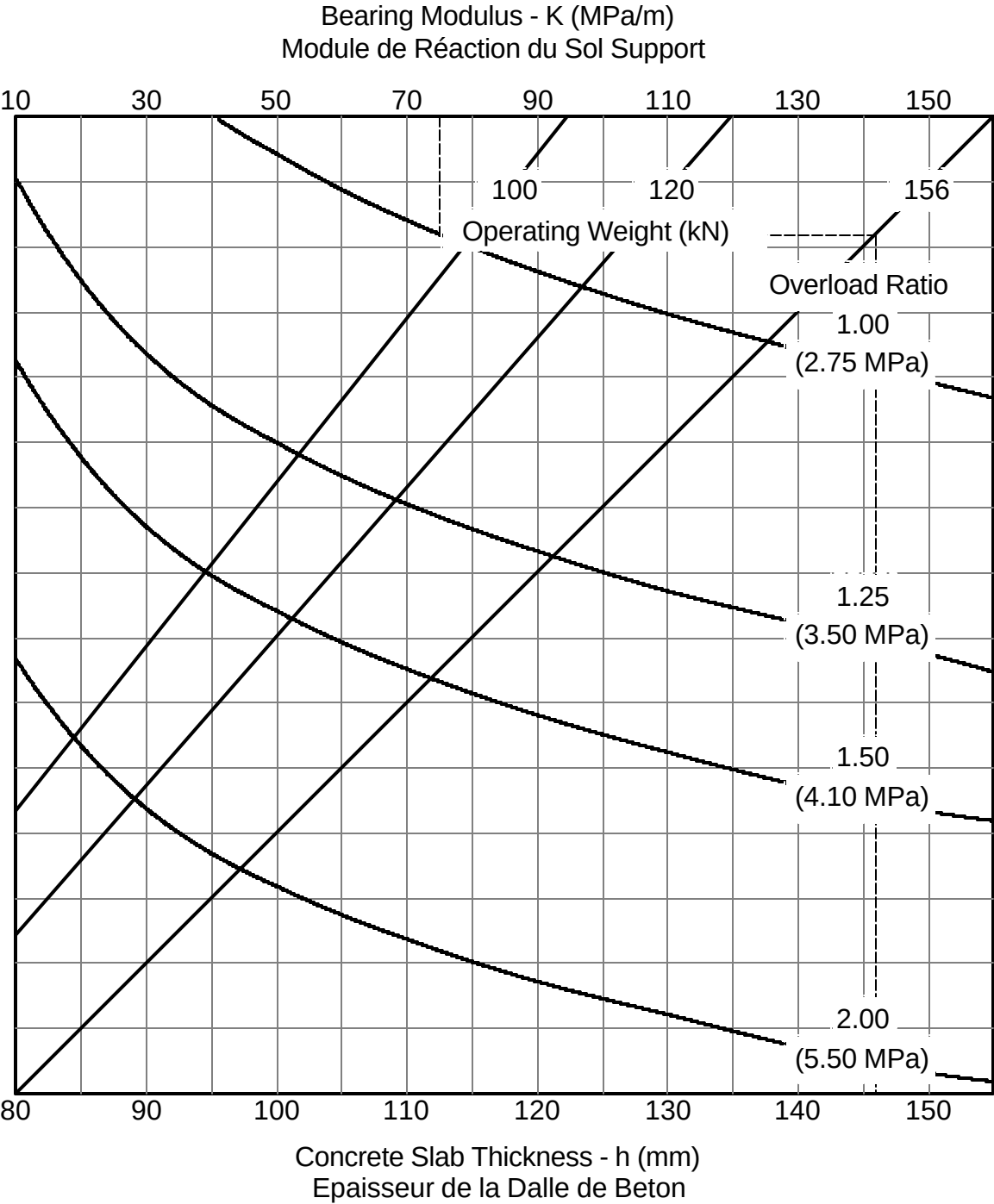
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



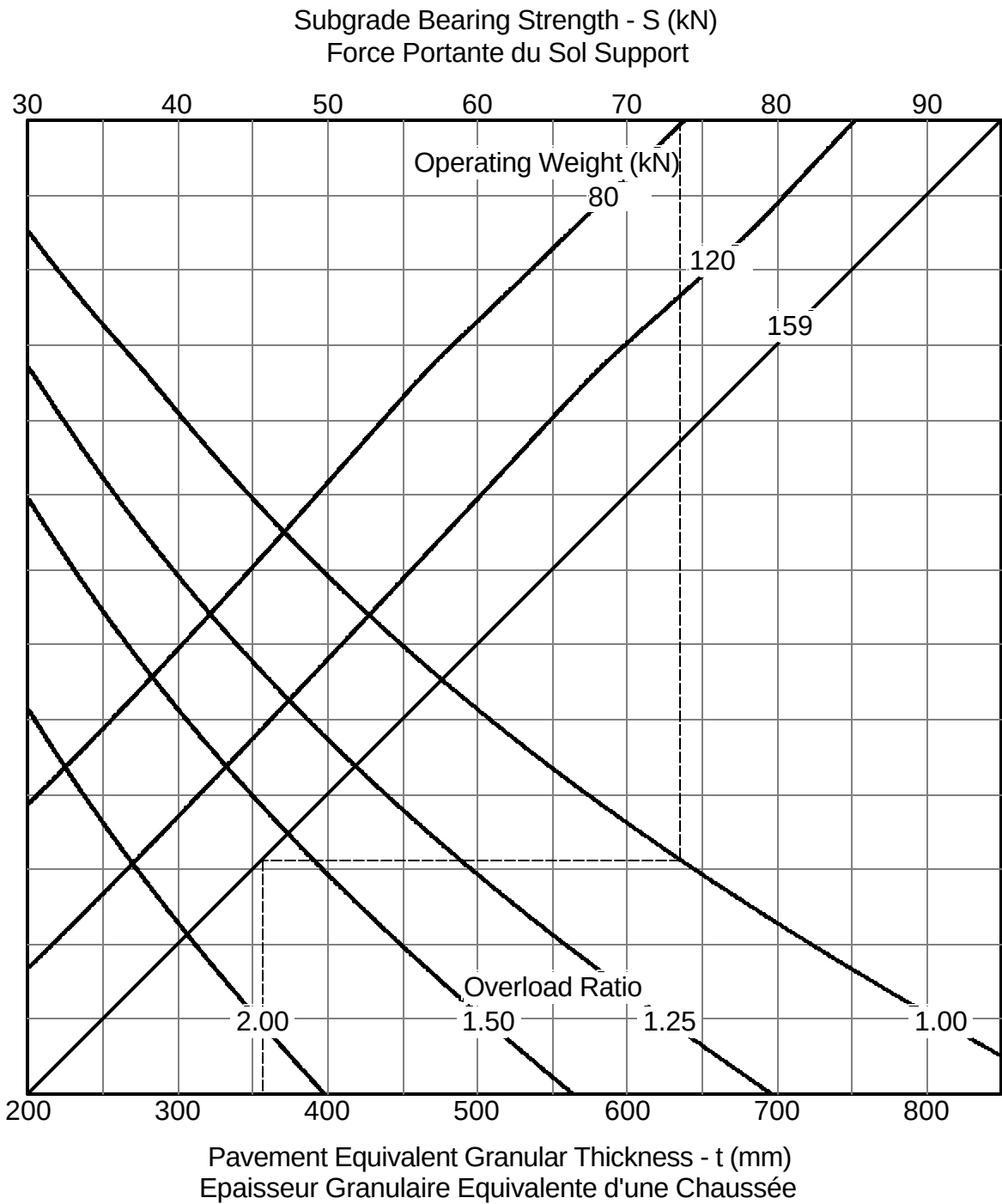
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream G159	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



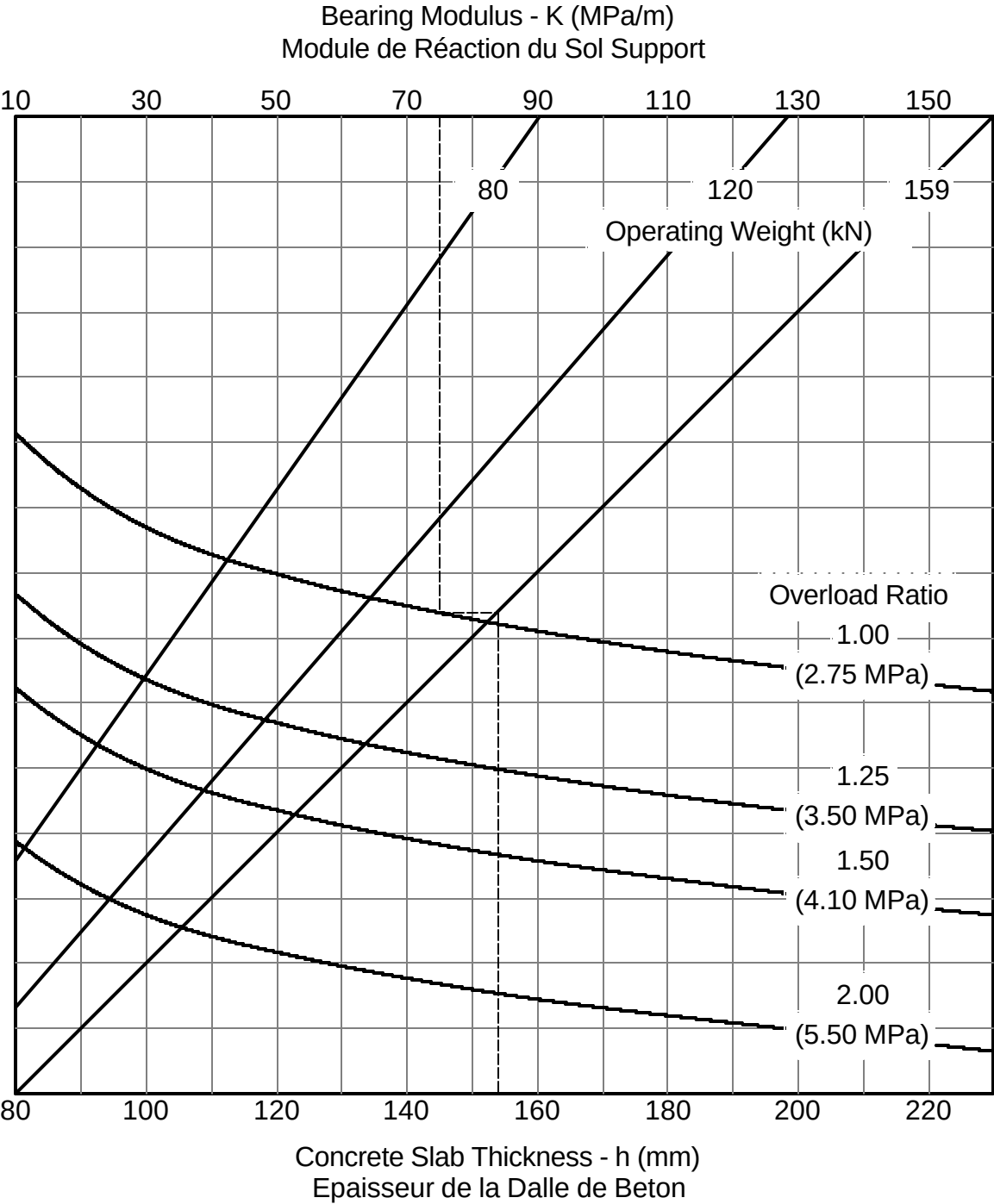
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



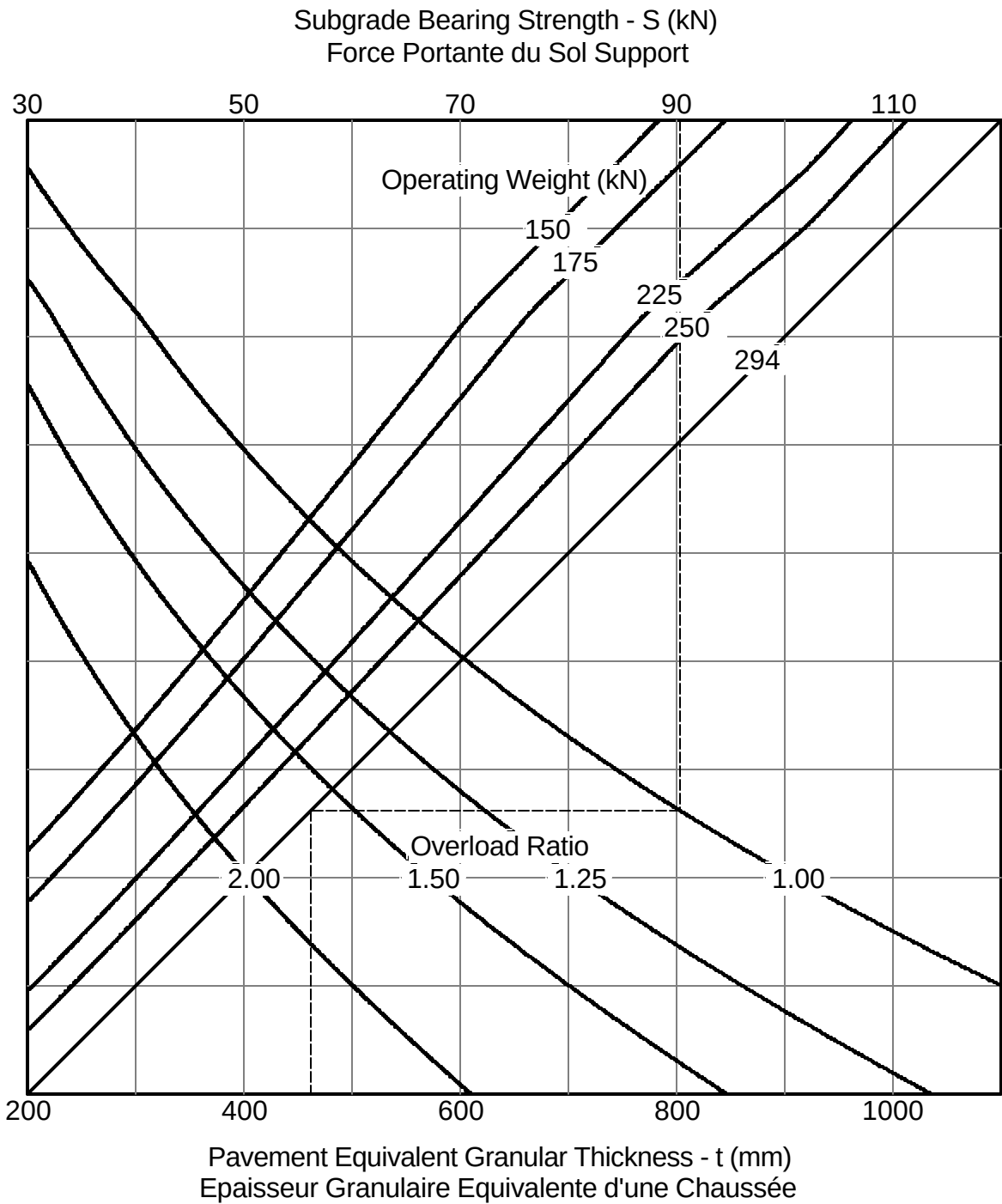
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream G200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



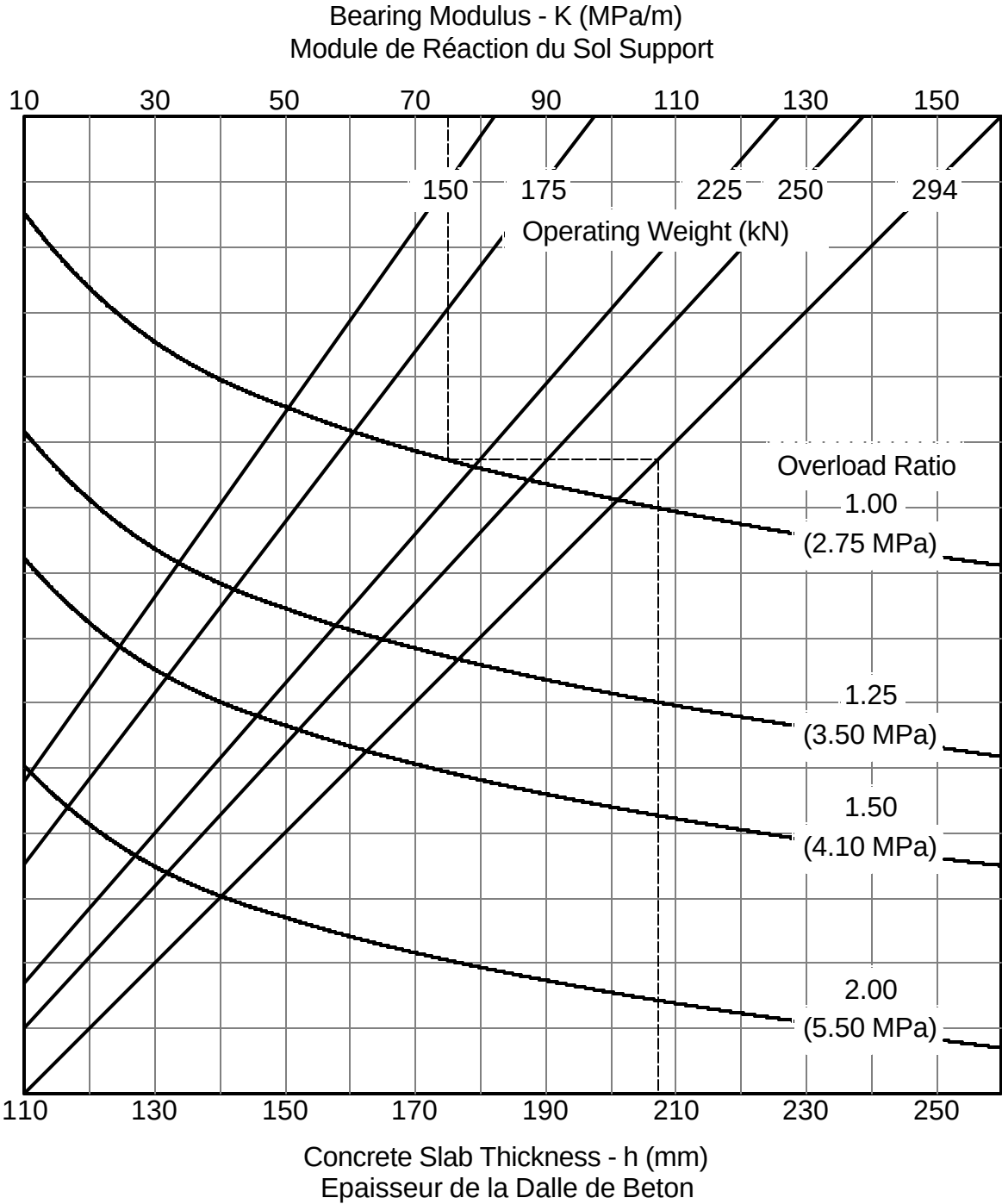
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



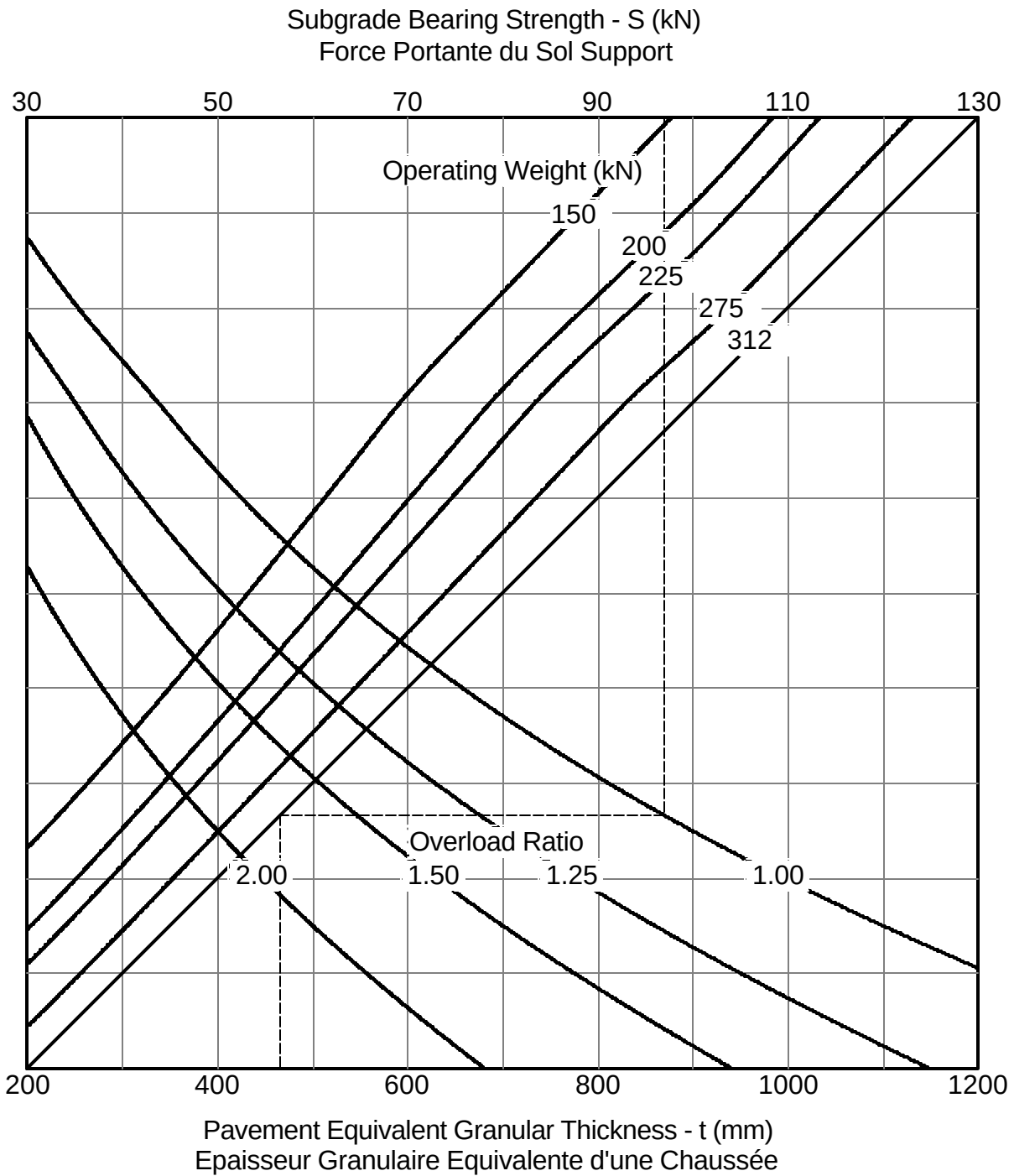
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream II	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



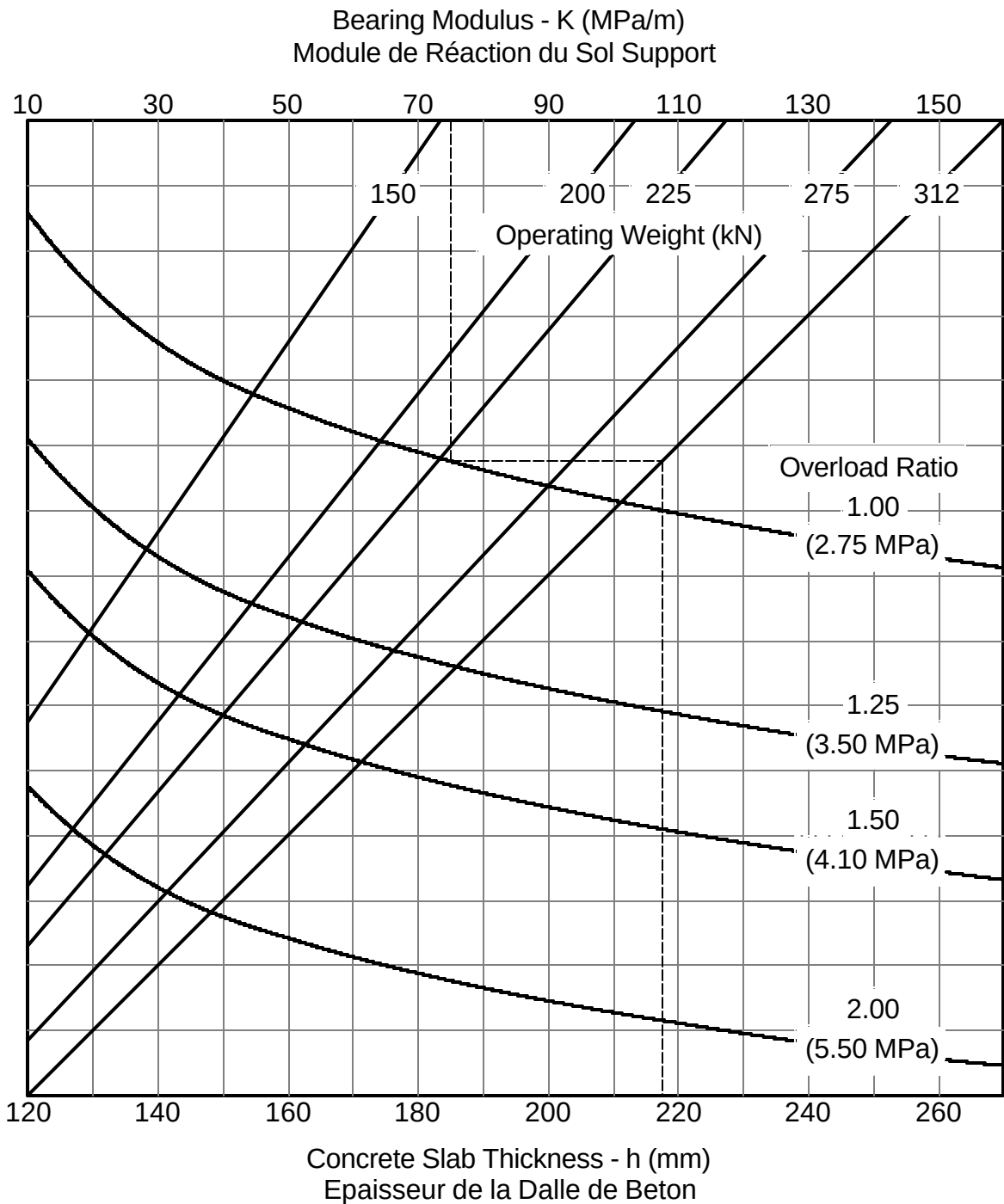
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream II	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



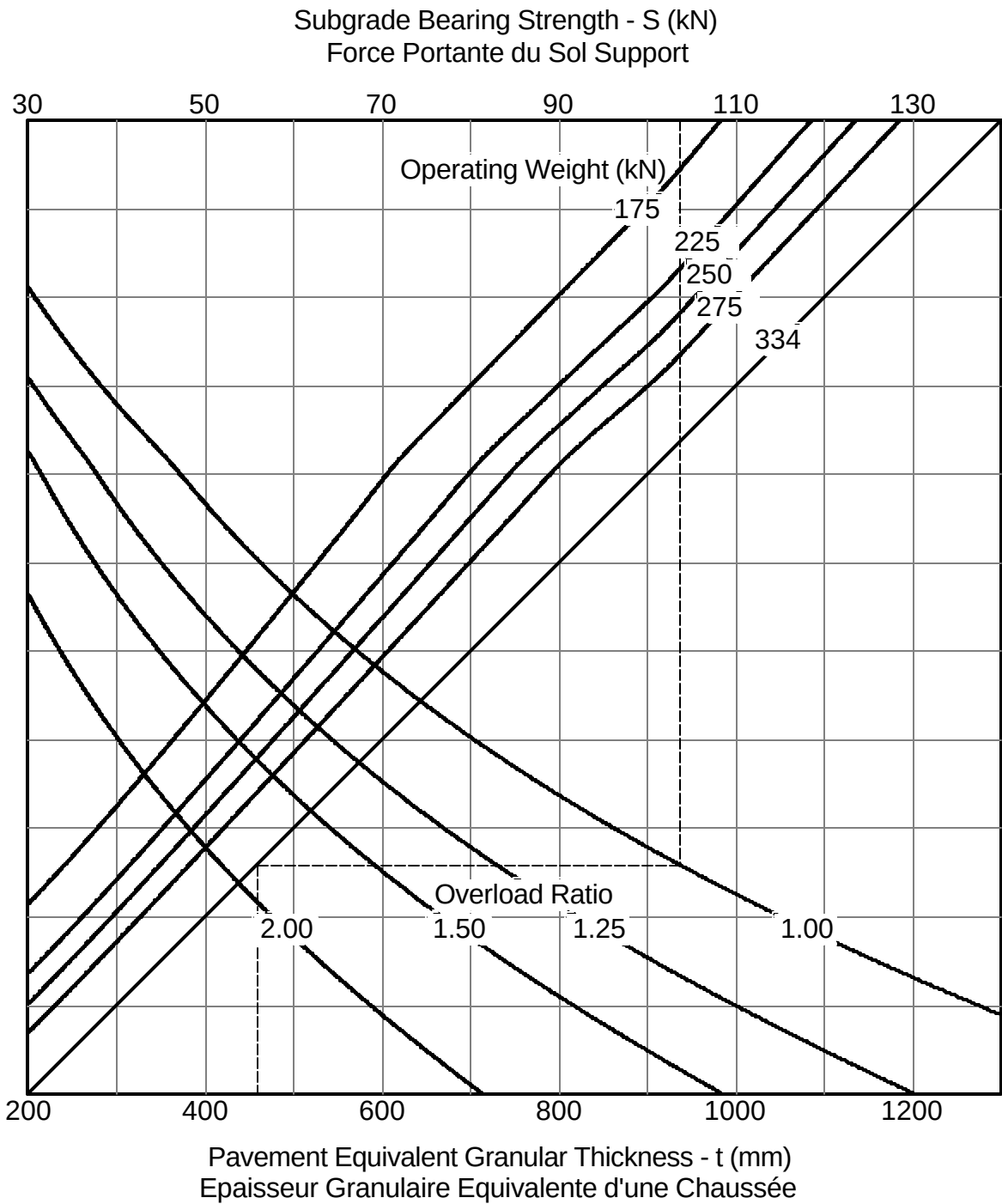
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream III	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



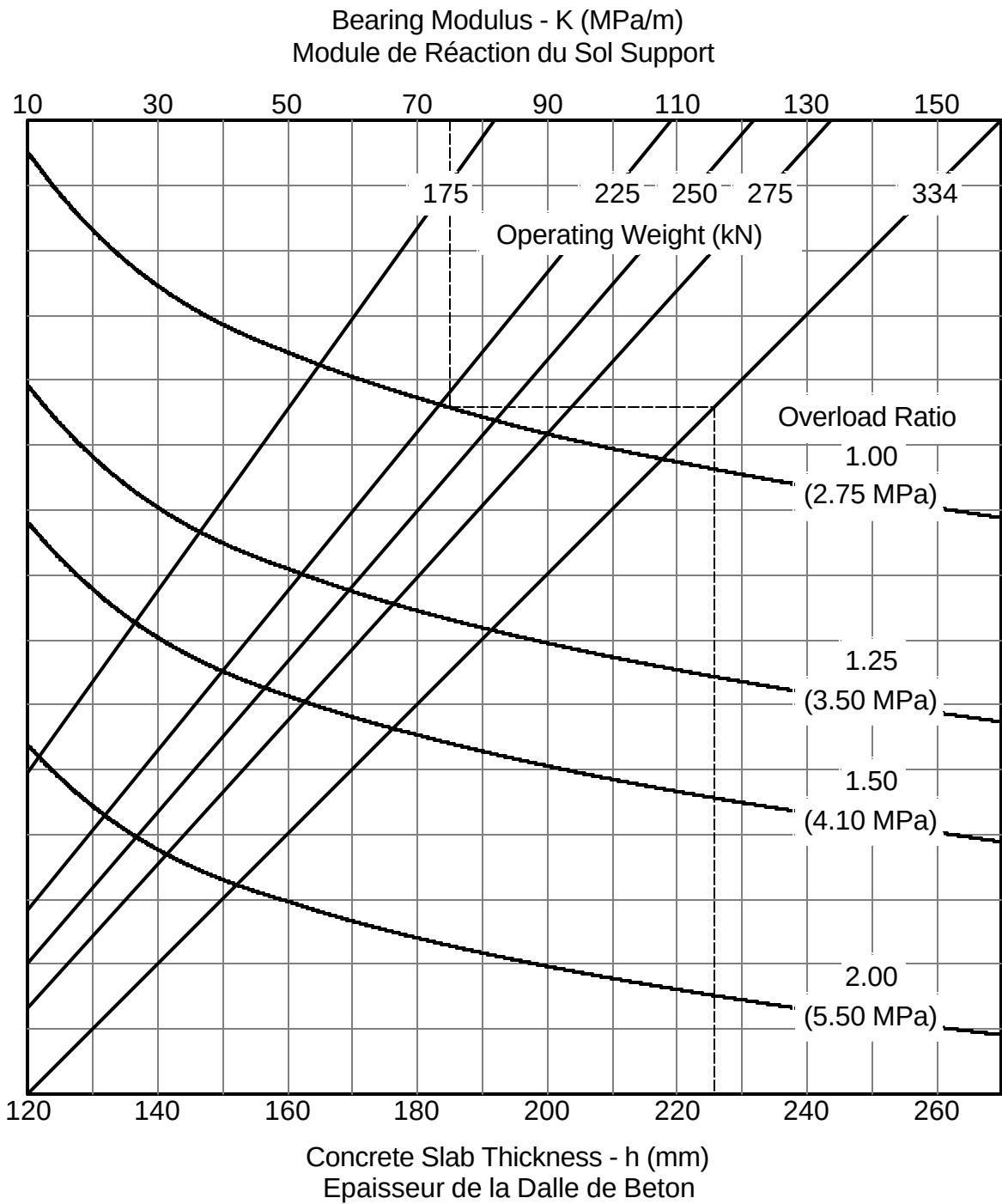
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream III	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



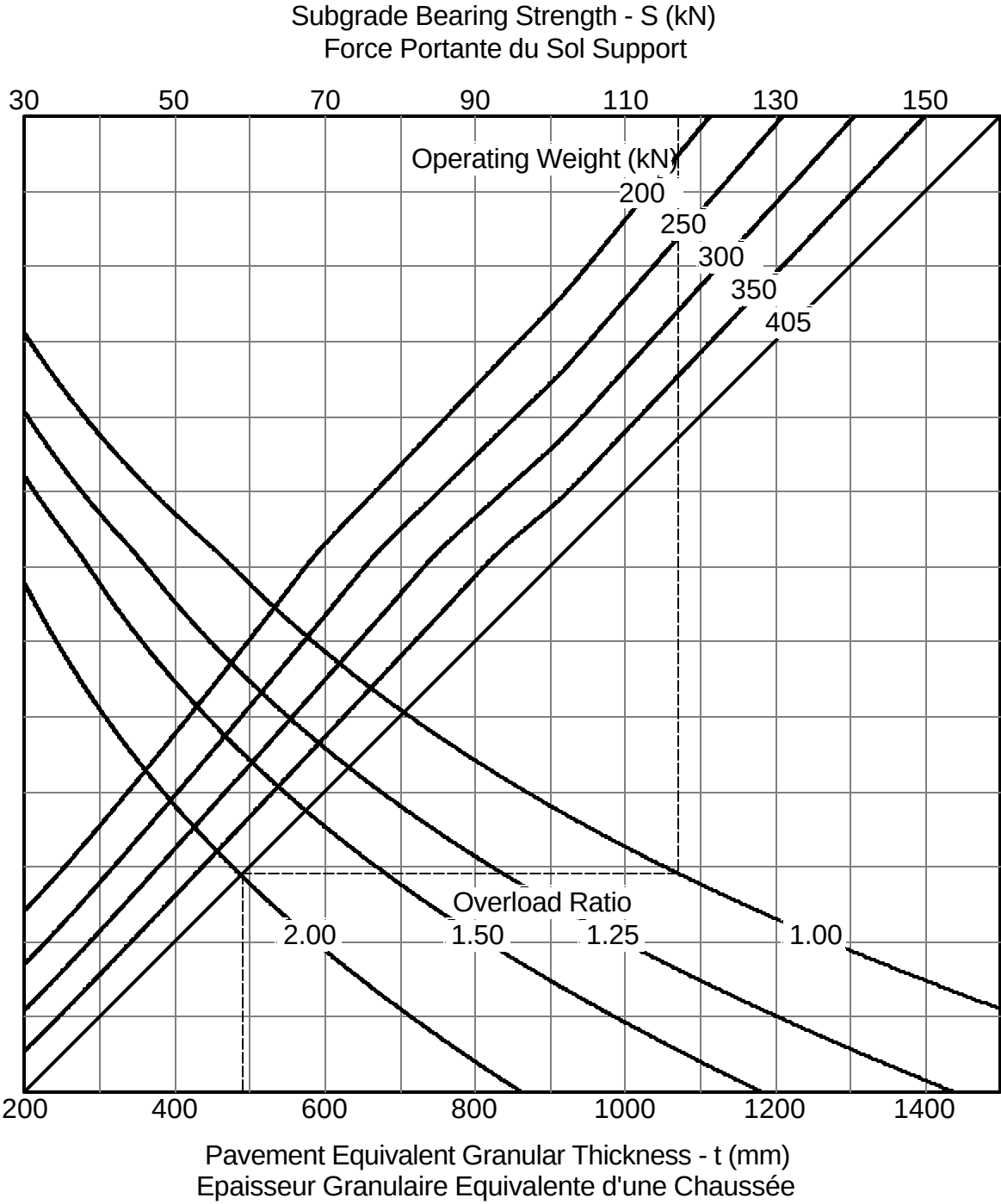
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream IV	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



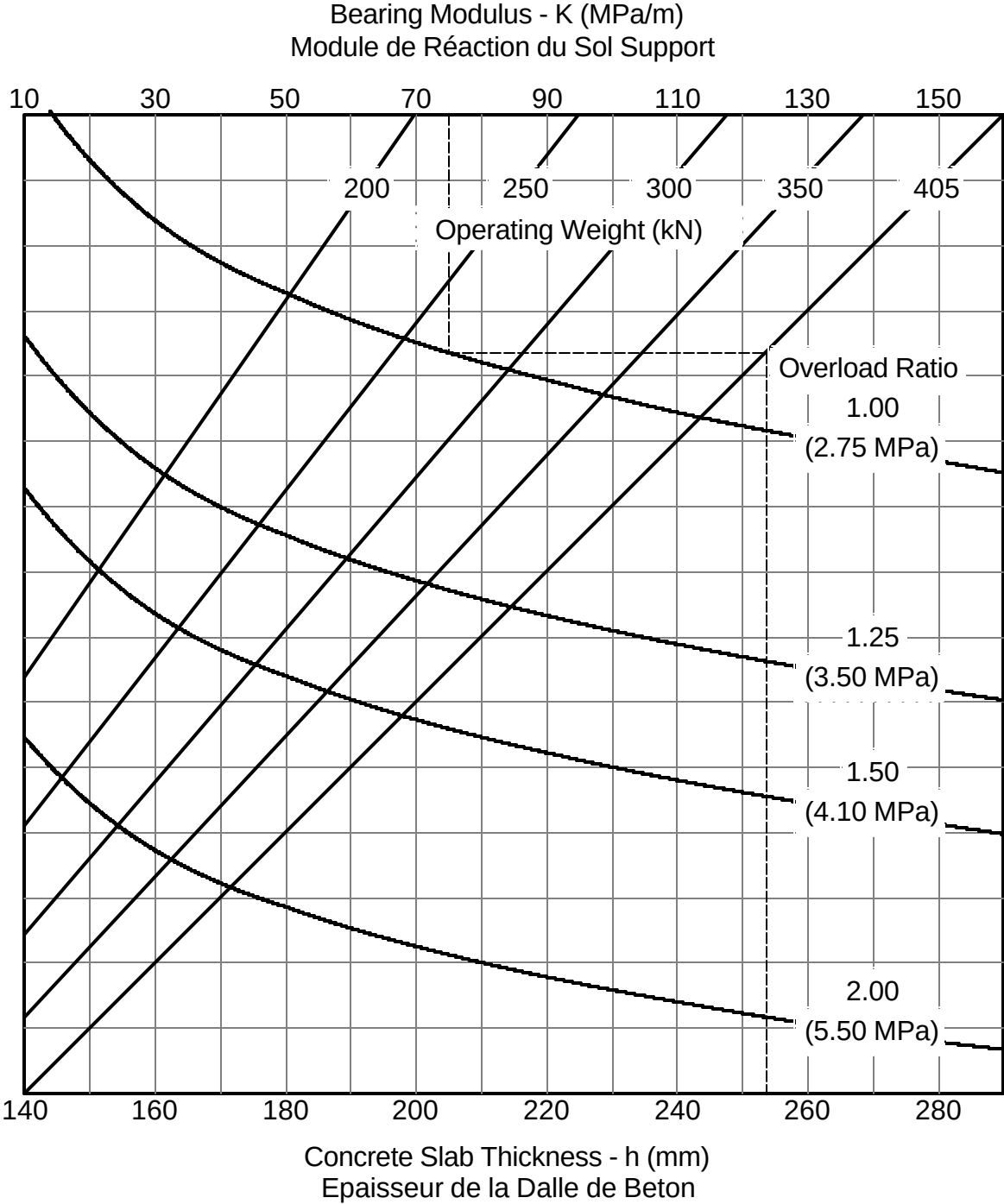
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream IV	
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Tire Pressure (MPa) Pression des Pneus	1.21		



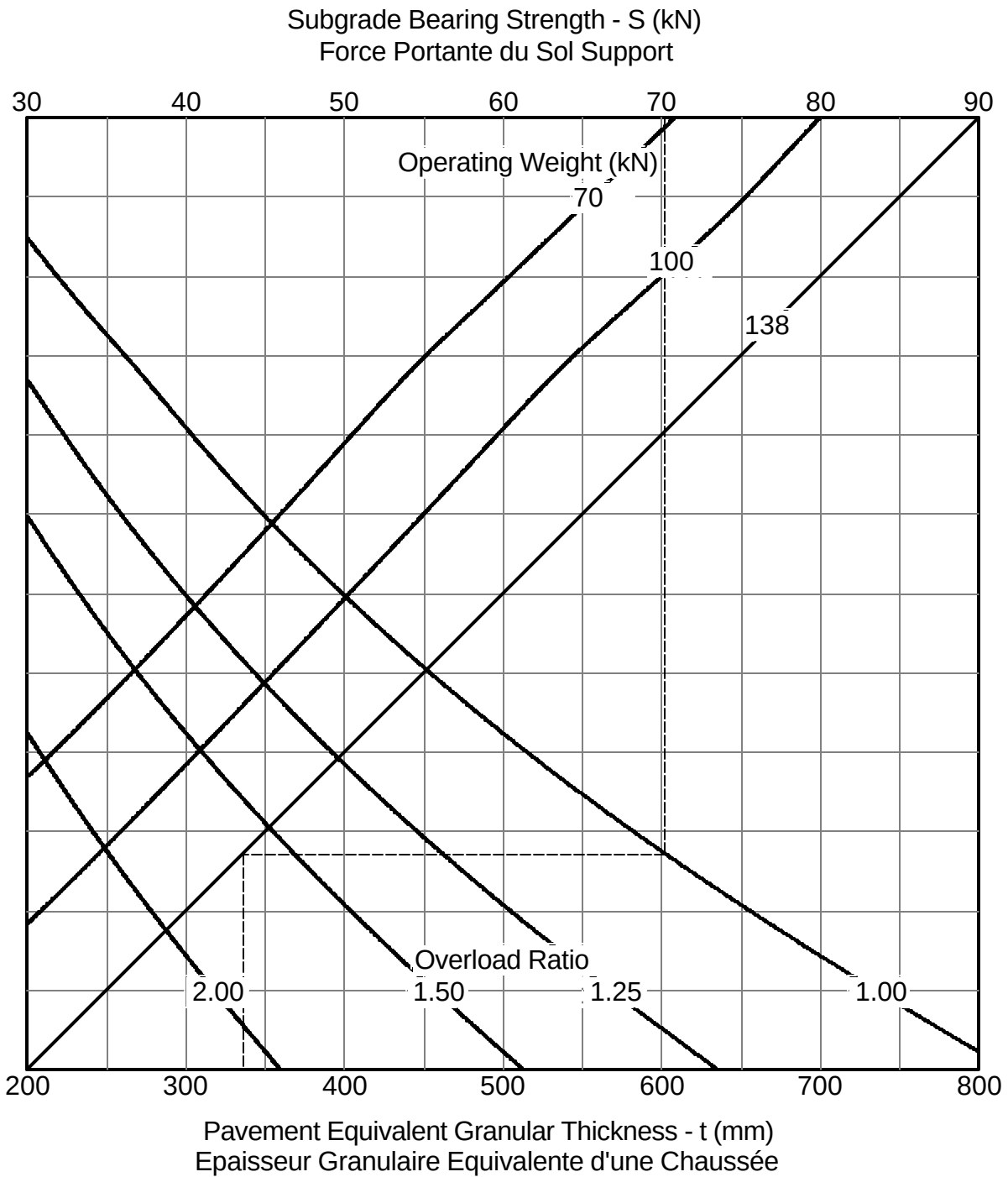
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream V	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.37		



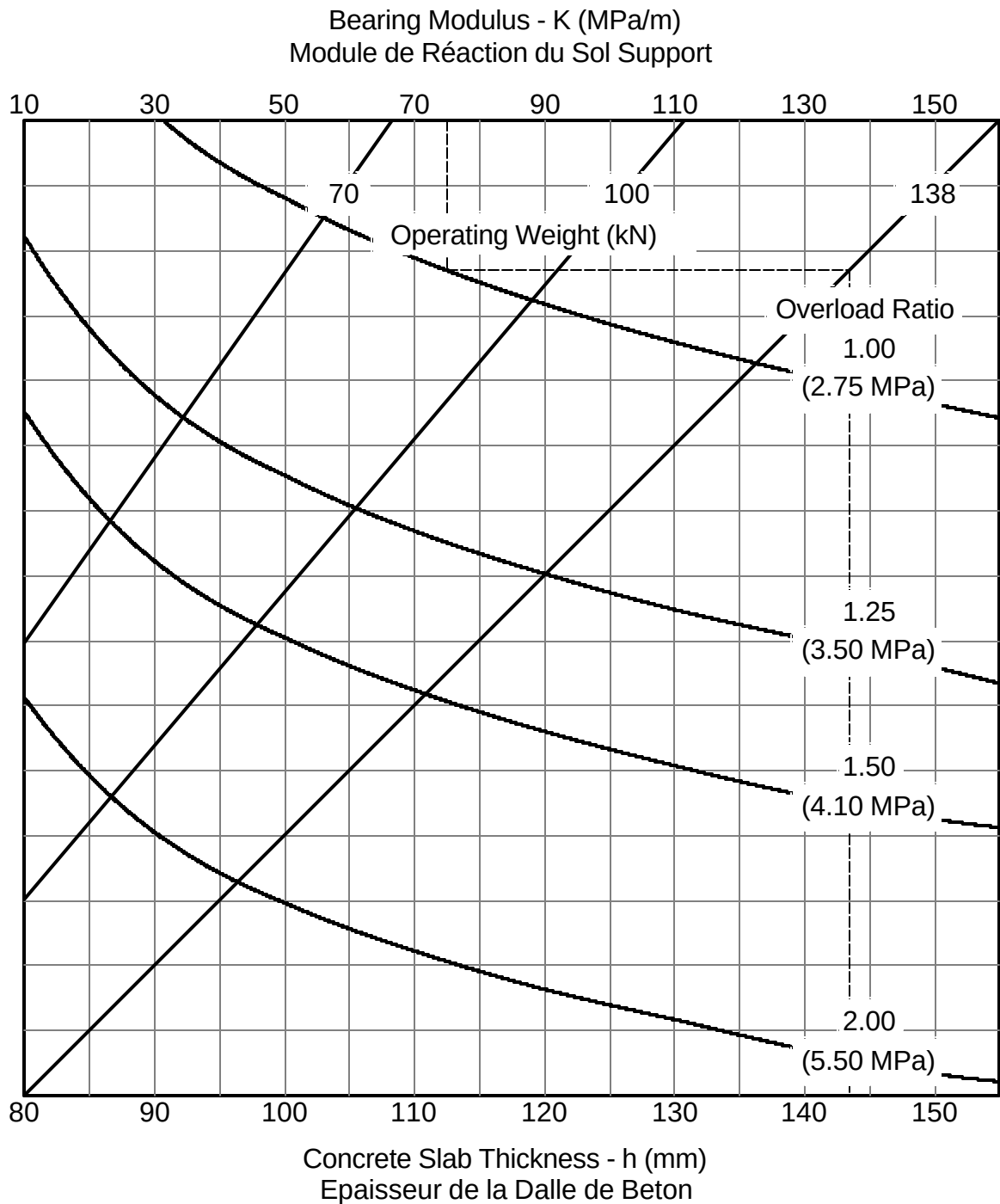
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream V	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.37		



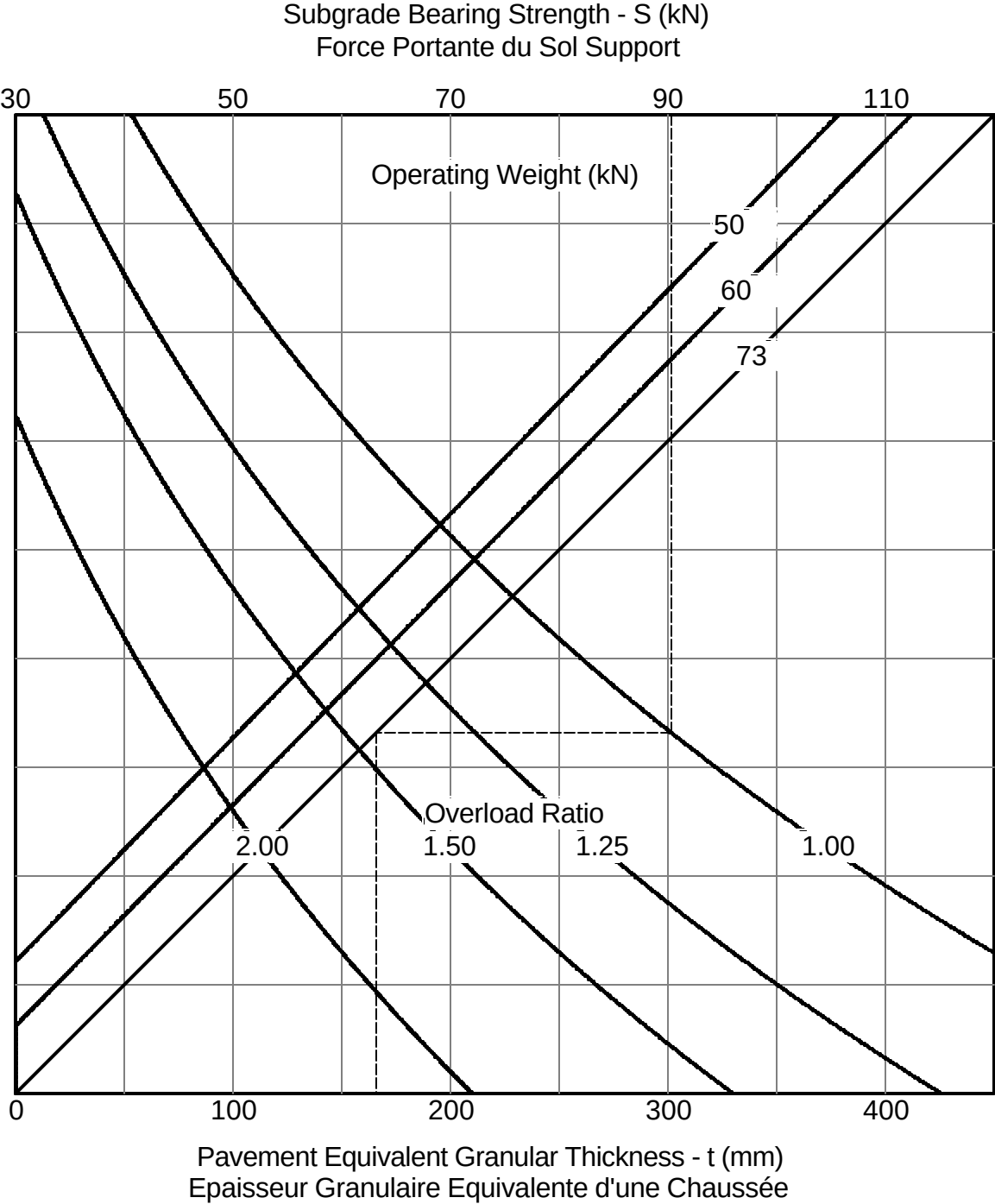
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hawker 1000 (BAe 1000A)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



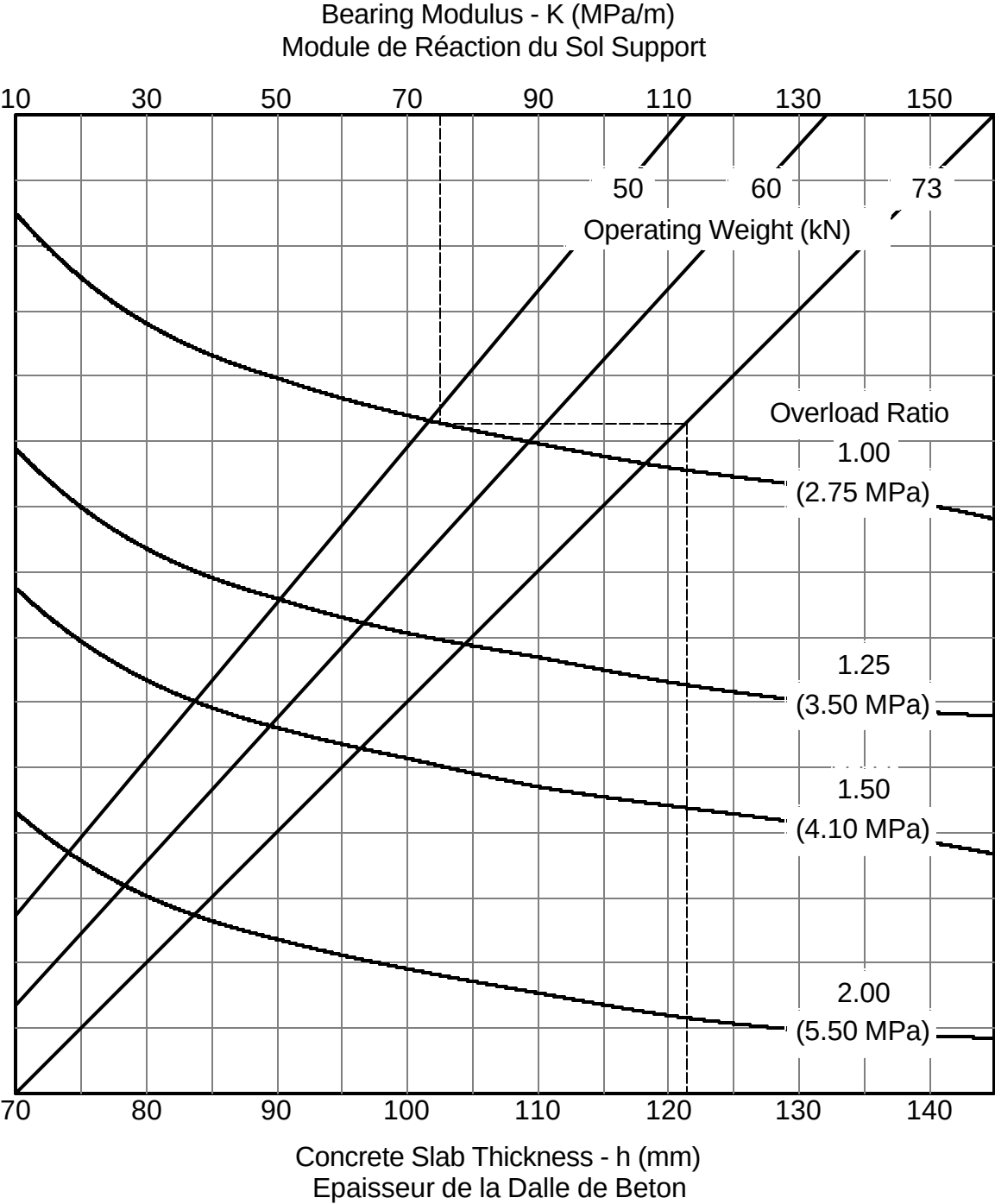
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hawker 1000 (BAe 1000A)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



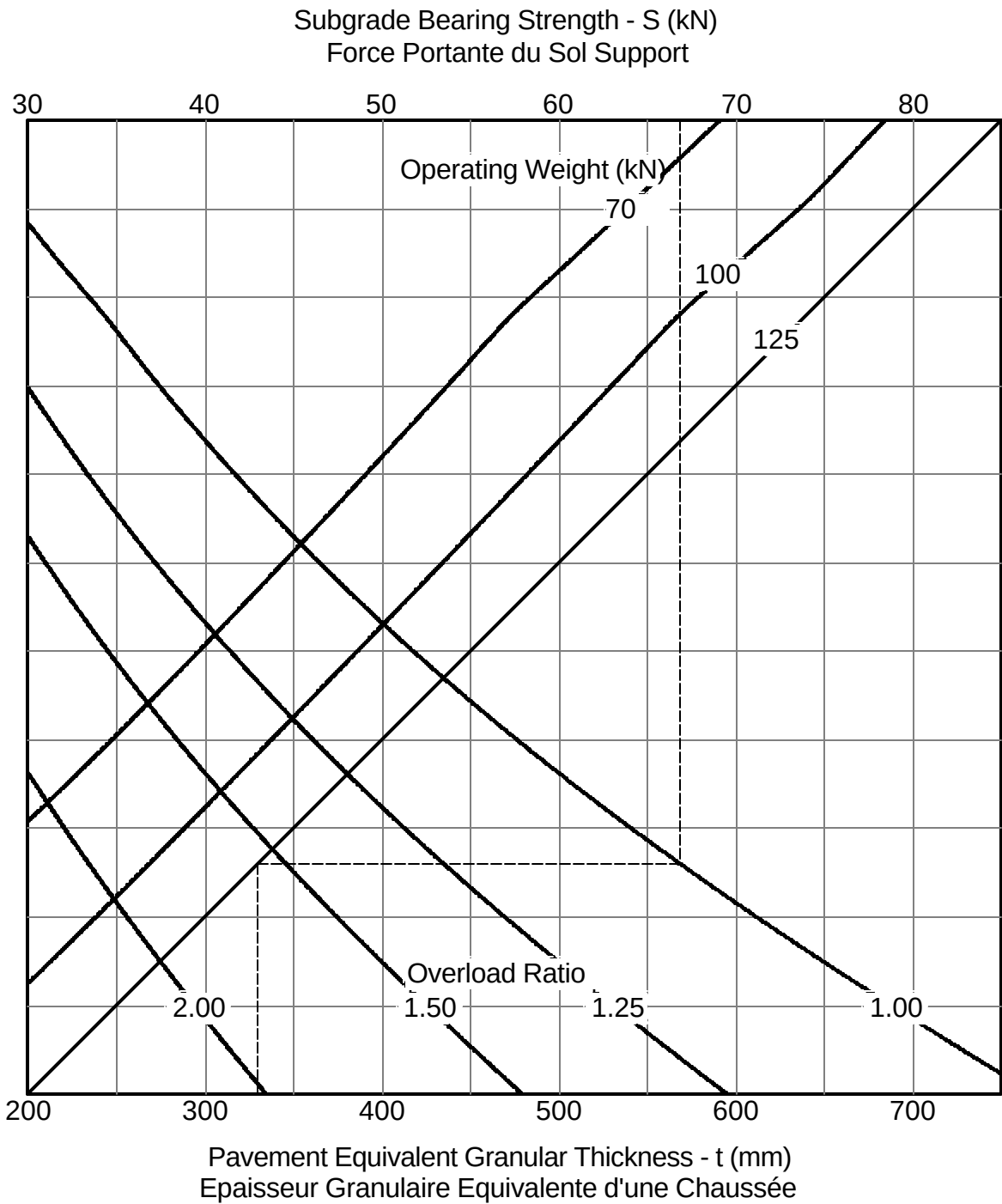
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hawker 400 XP (Beech 400A)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.86	



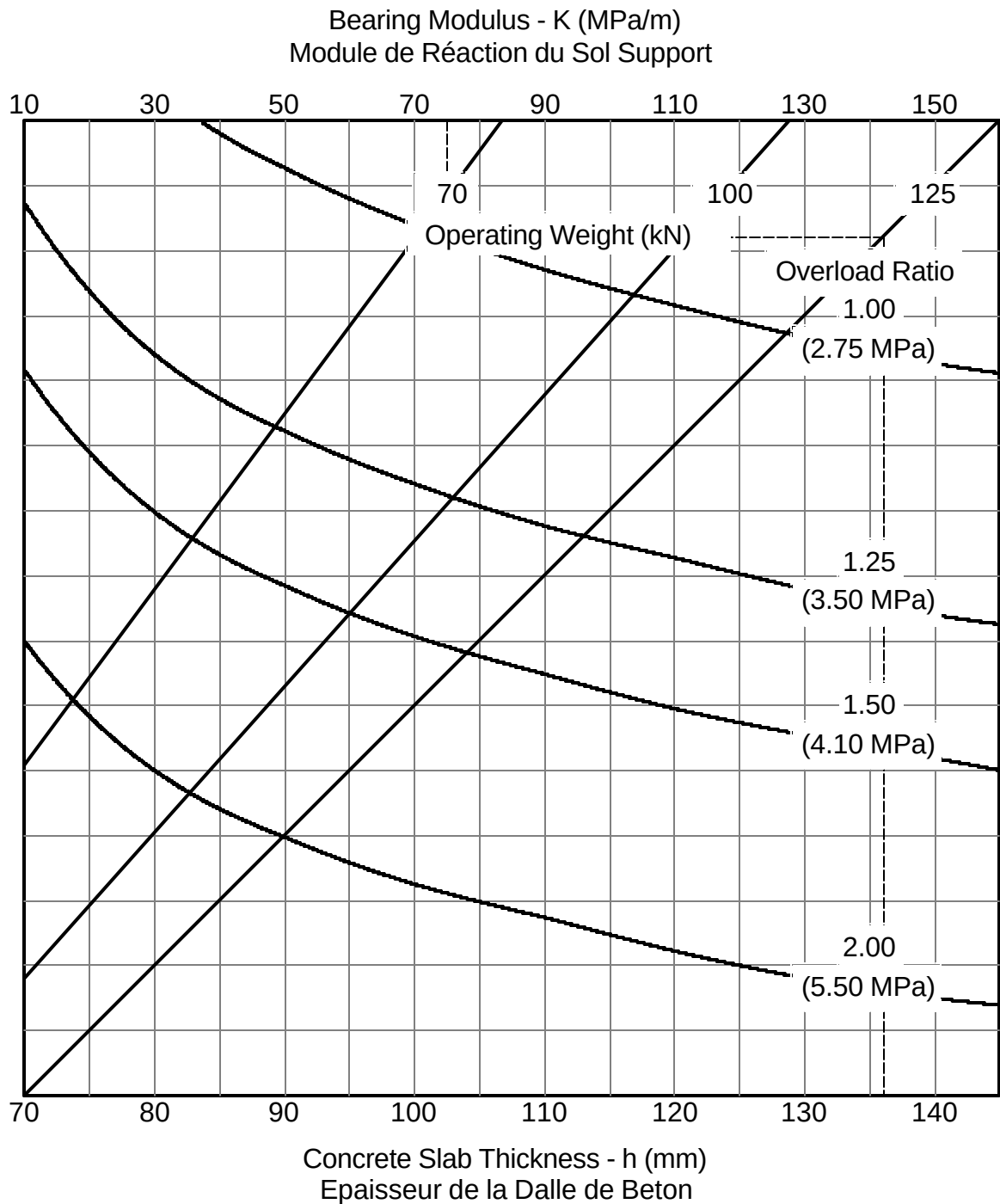
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hawker 400 XP (Beech 400A)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.86	



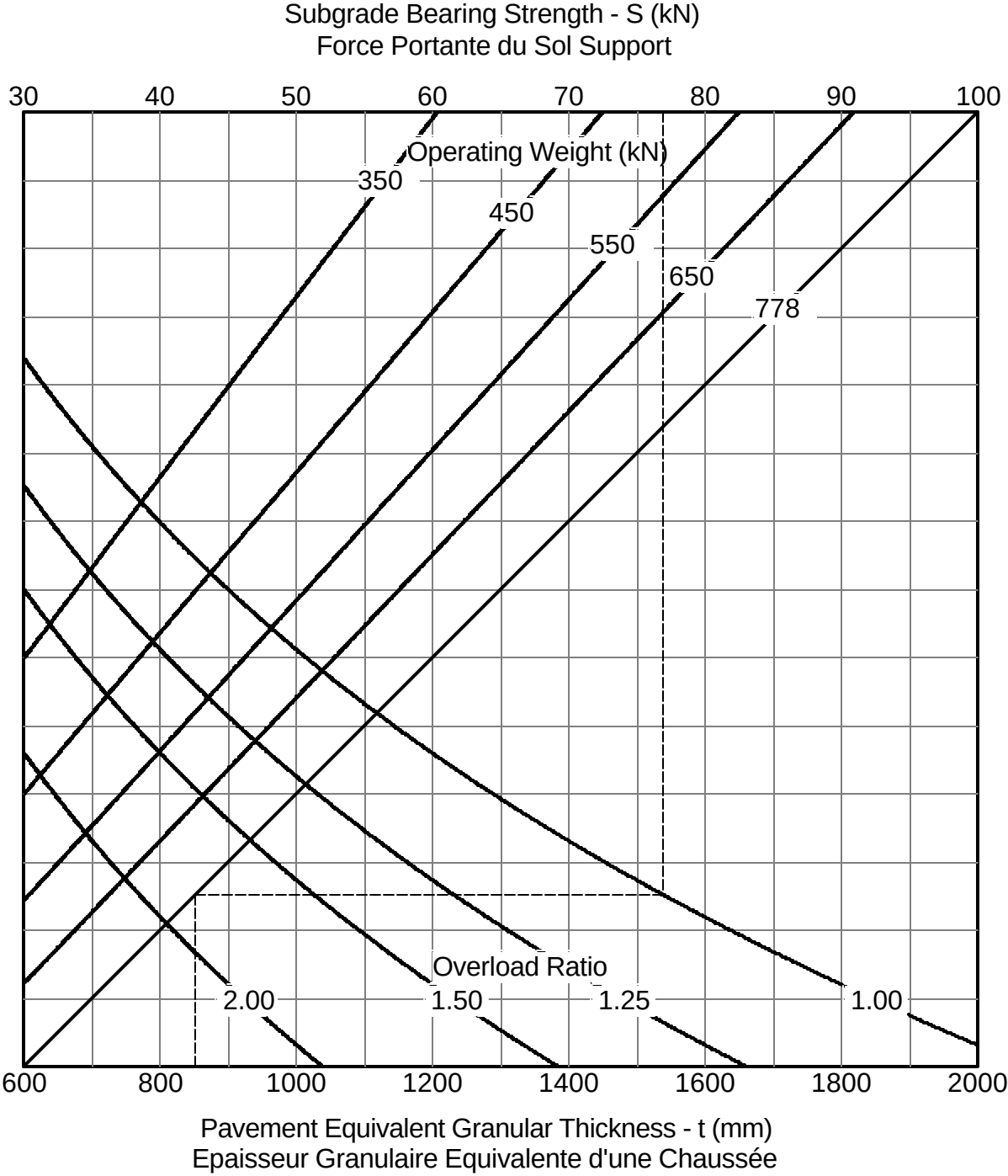
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hawker 800, 800XP	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



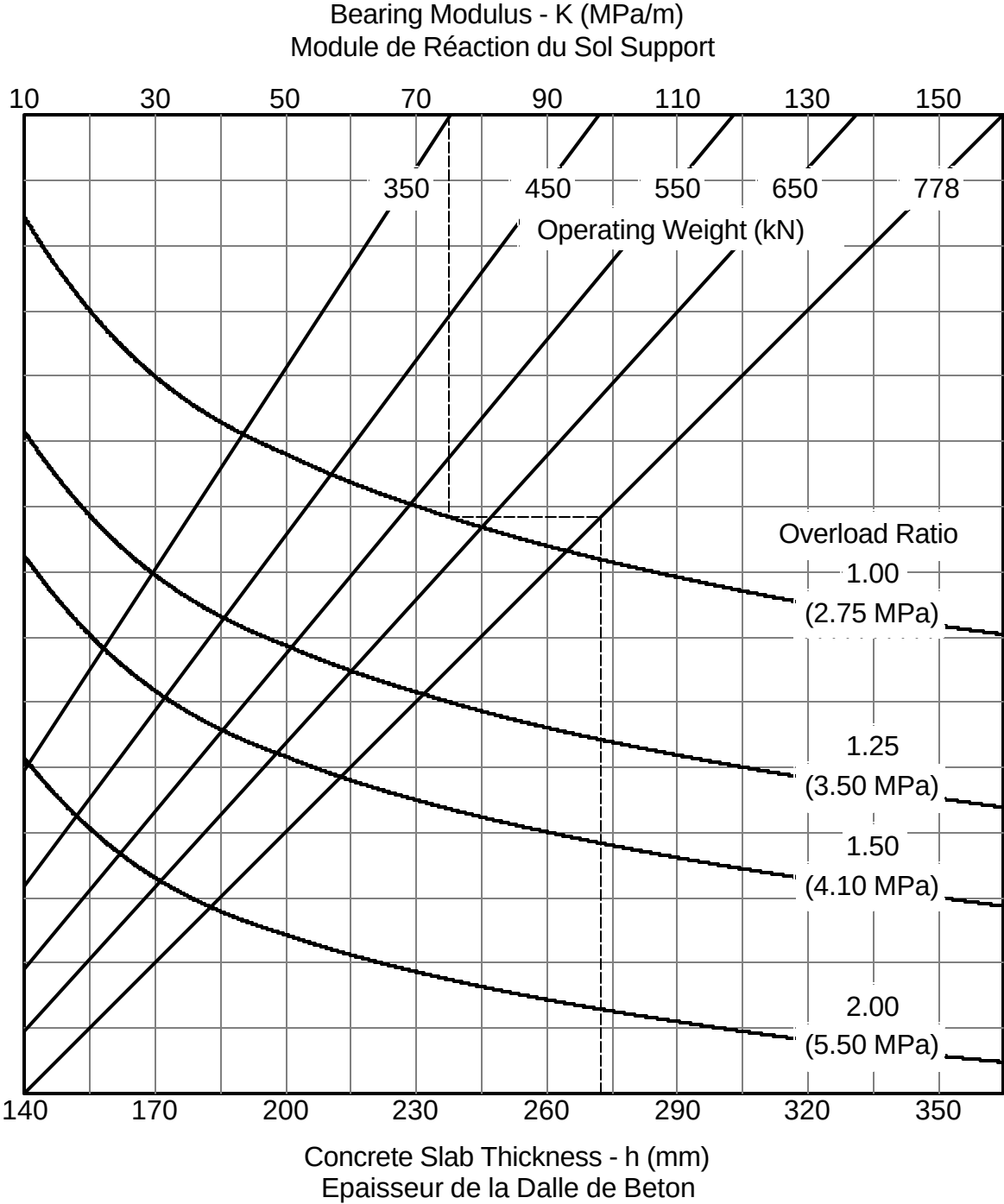
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hawker 800, 800XP	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



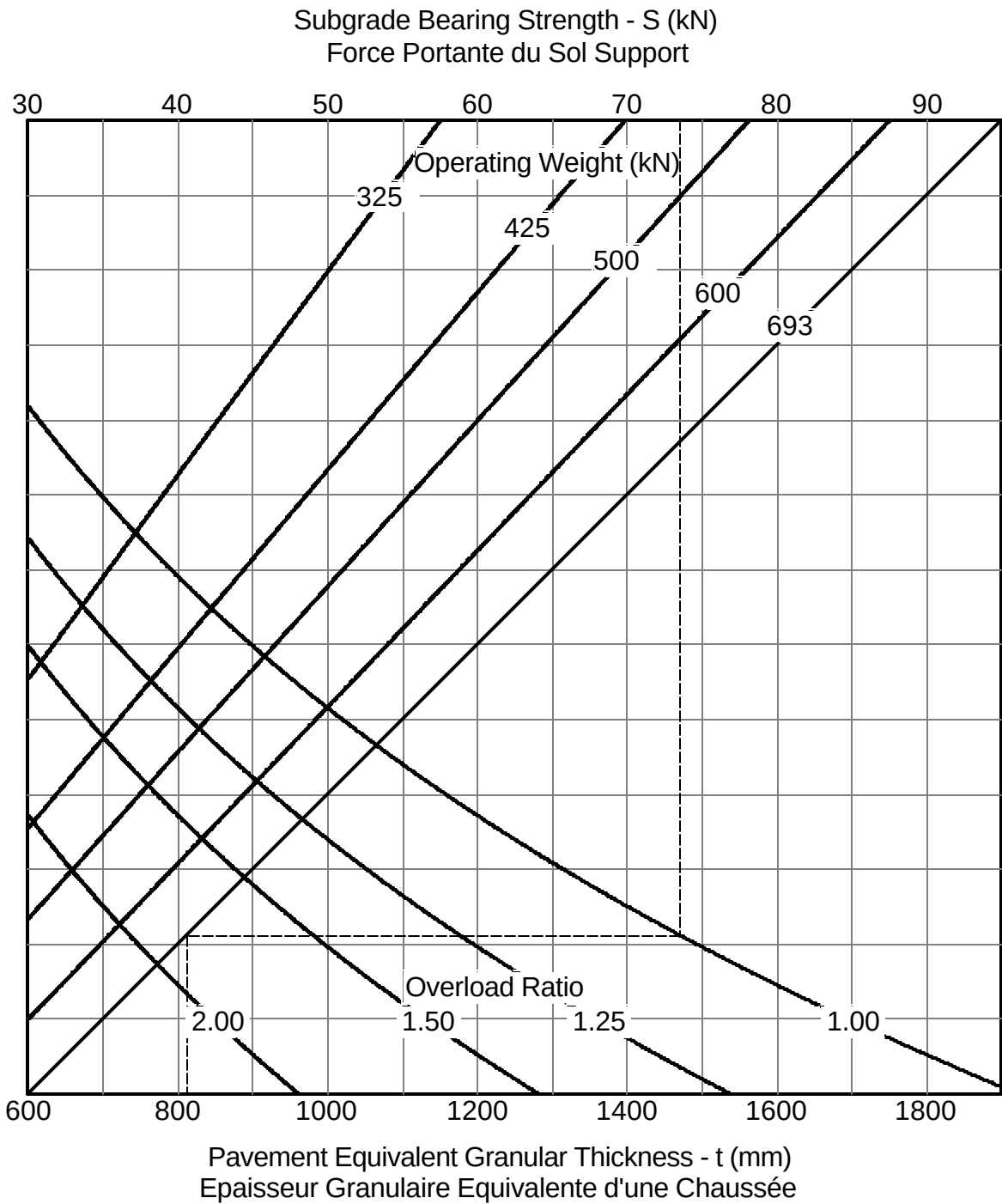
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hercules C-130 (Military)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.67		



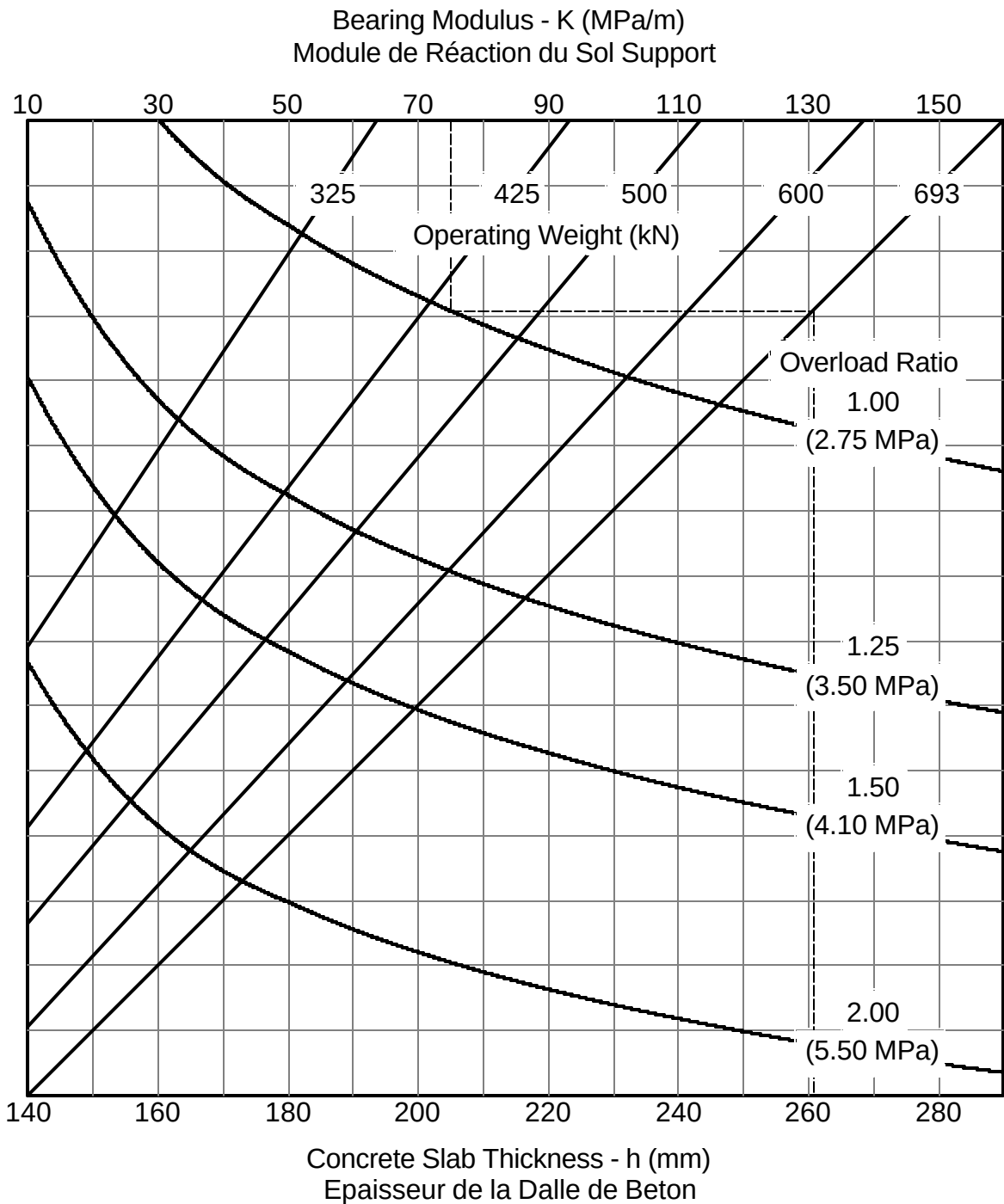
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hercules C-130 (Military)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.67		



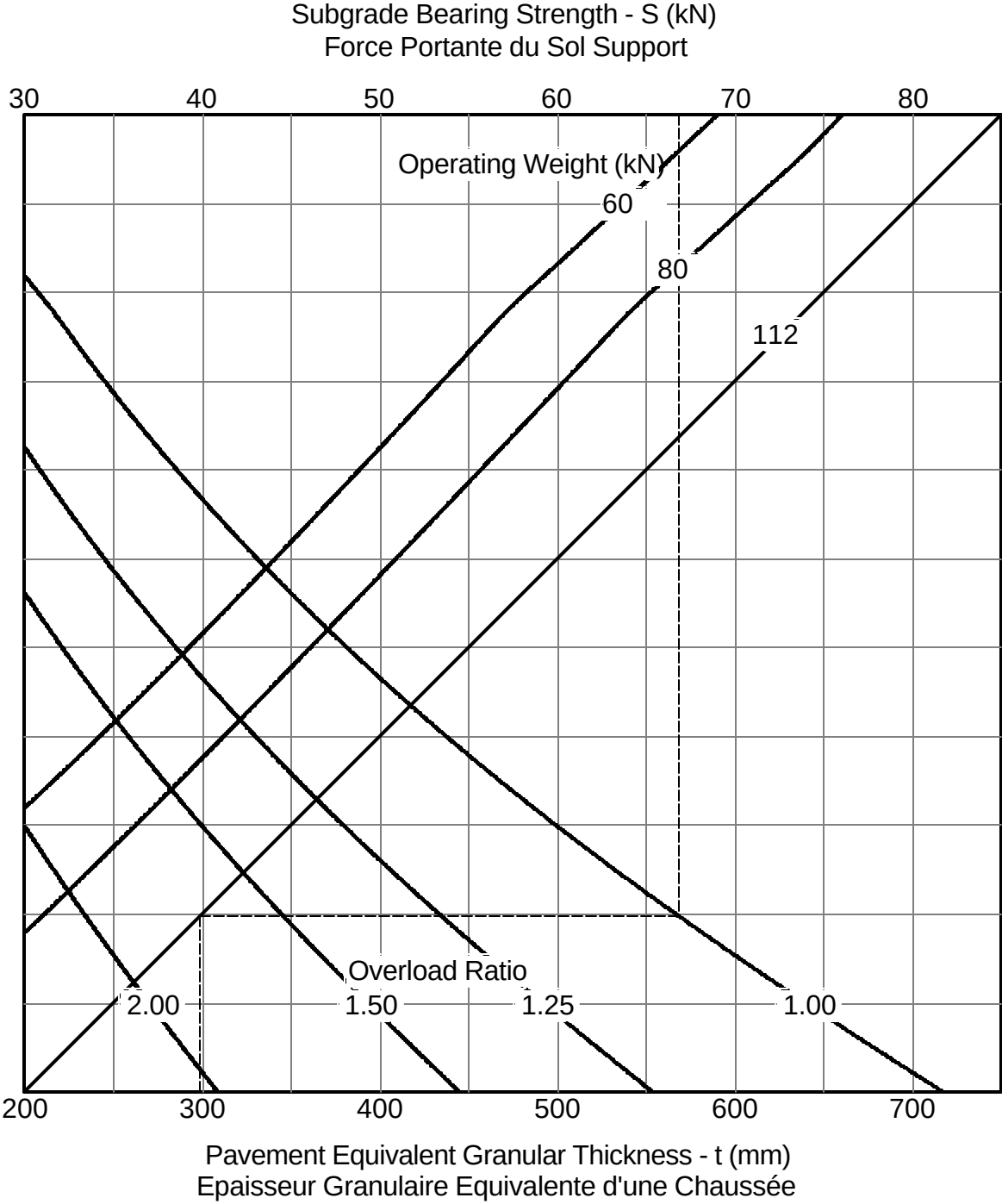
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hercules L-100 (Commercial)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.74		



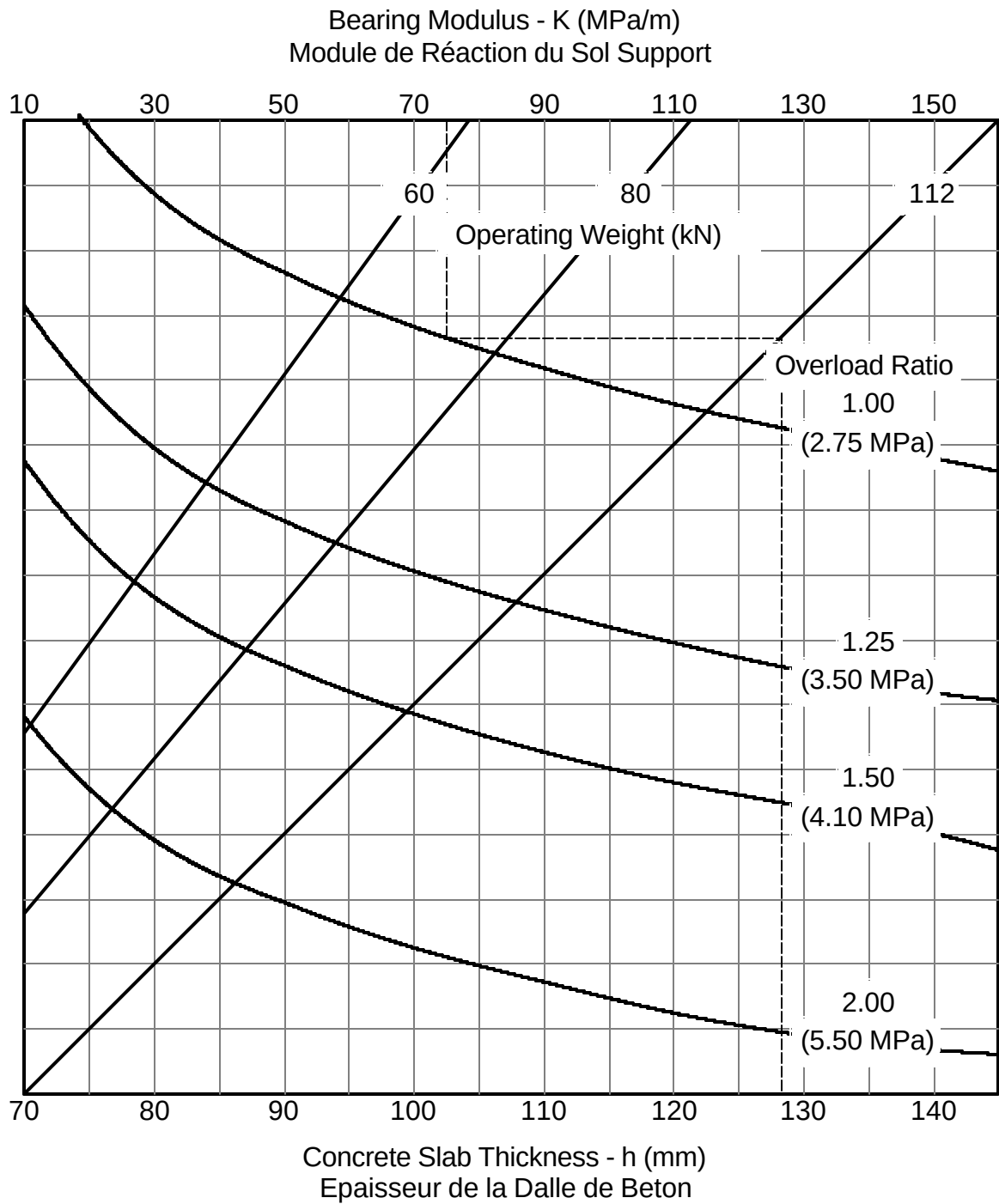
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hercules L-100 (Commercial)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.74		



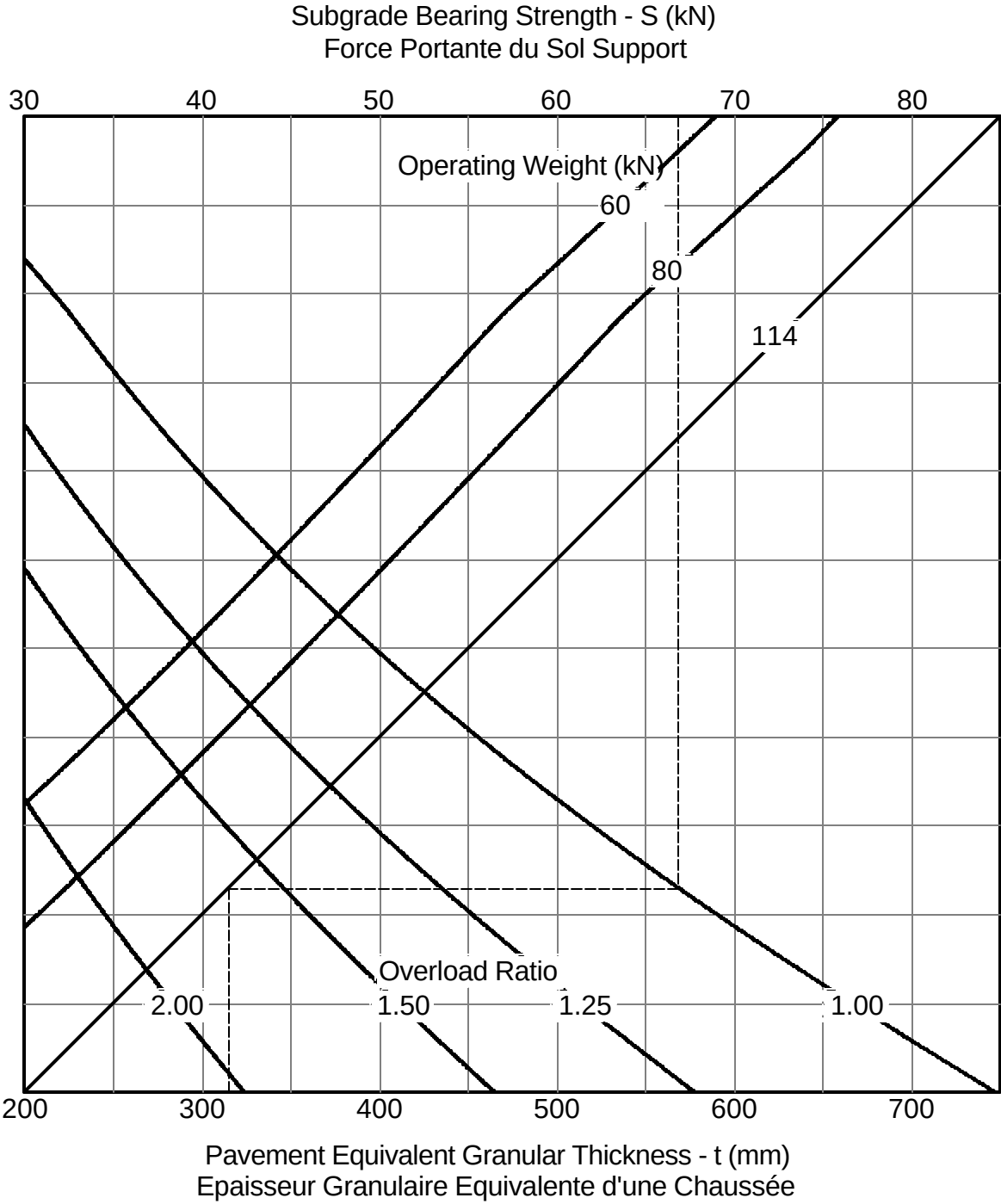
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		HS/BAe 125 (All Series to 600)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



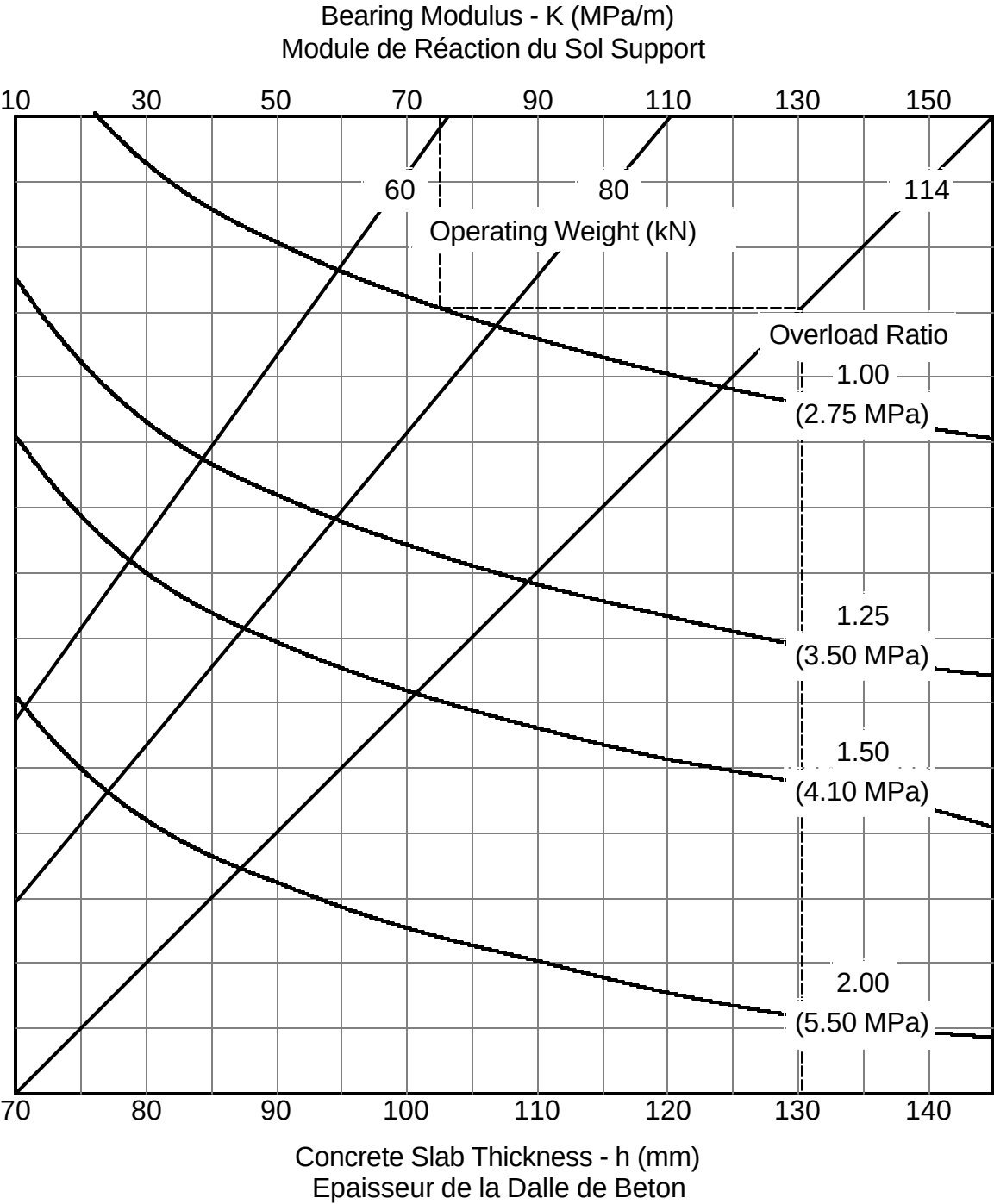
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		HS/BAe 125 (All Series to 600)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



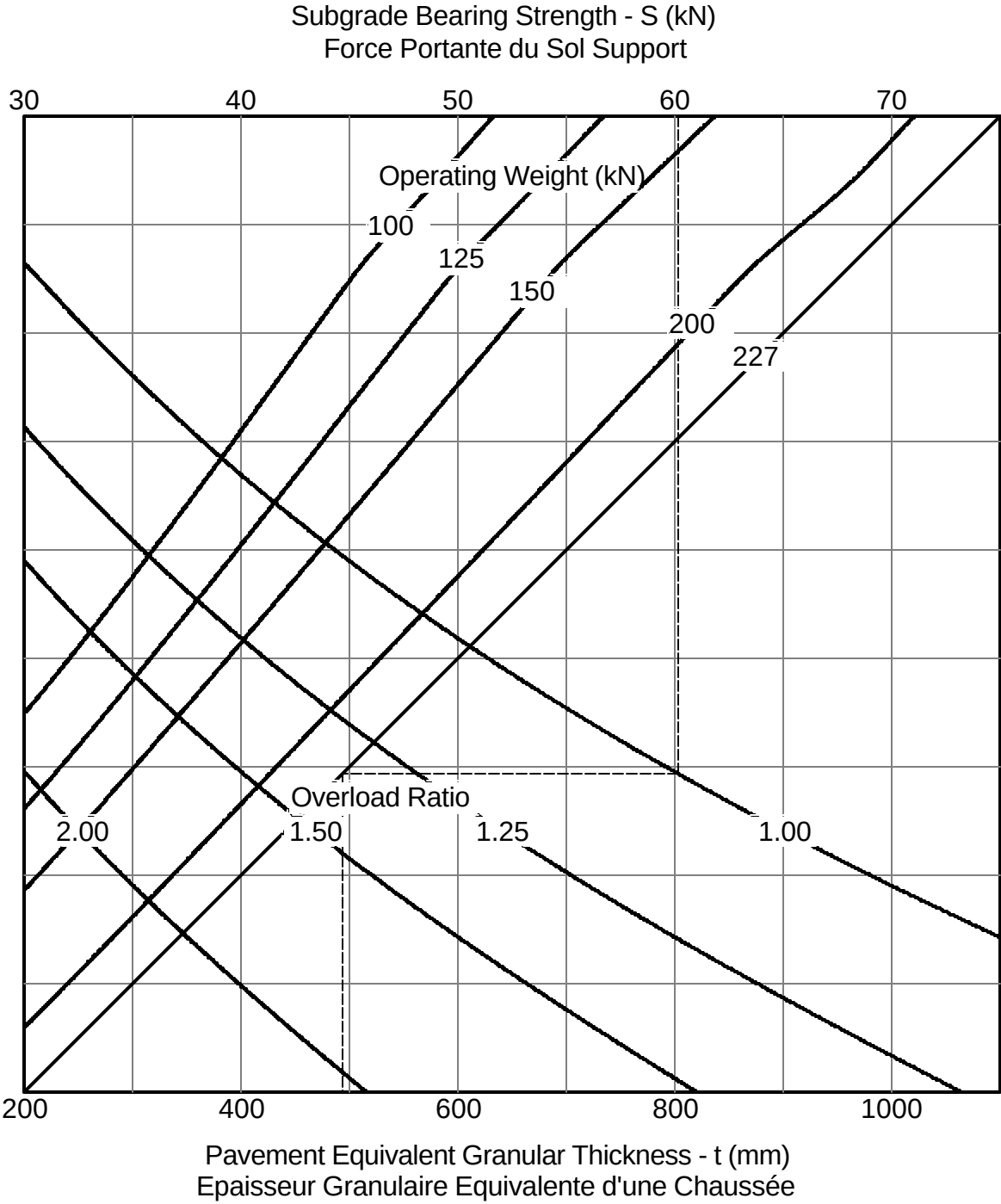
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		HS/BAe 700	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.88		



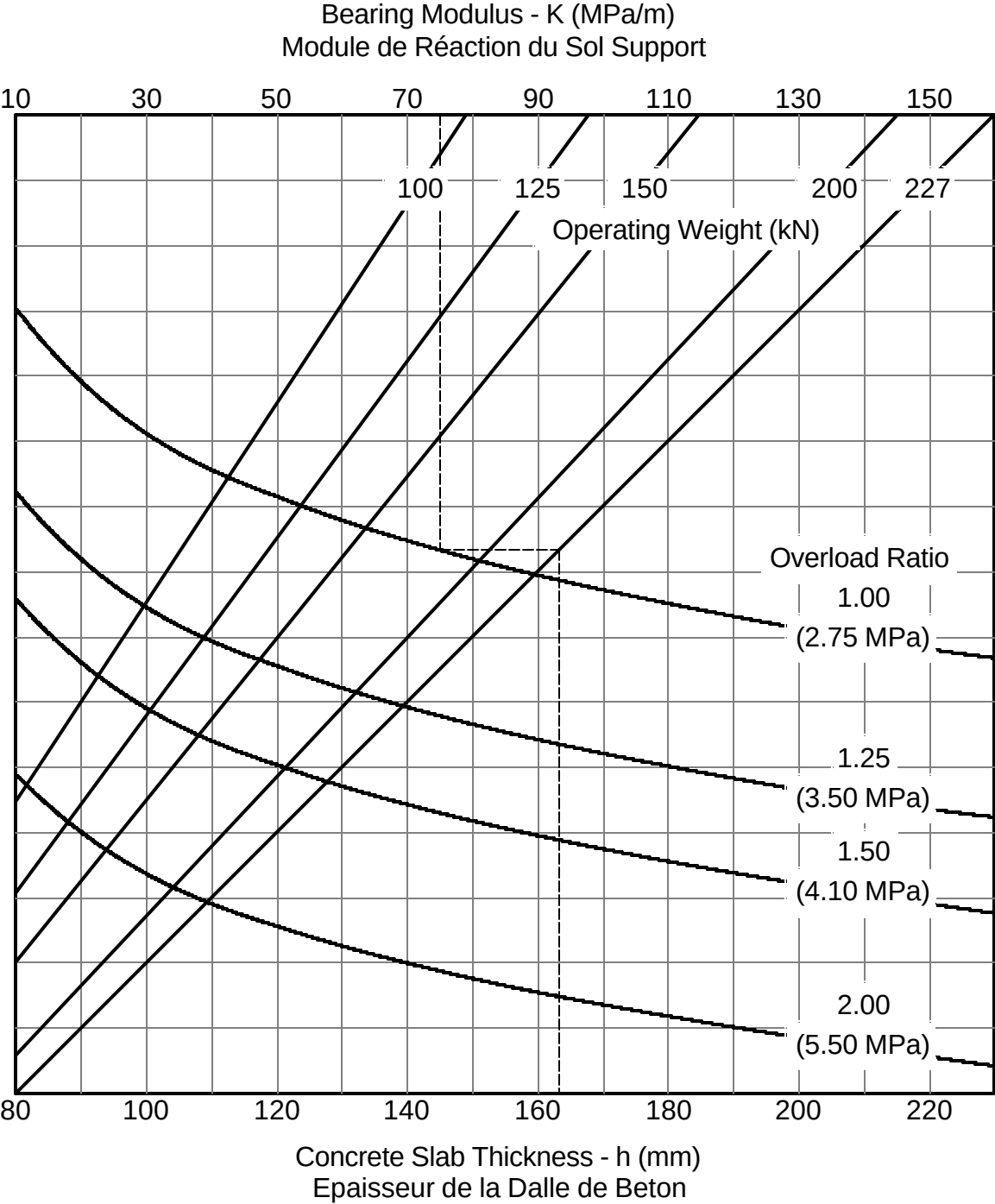
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		HS/BAe 700	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.88		

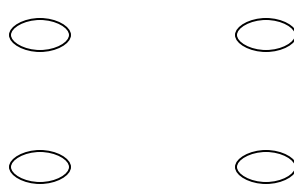


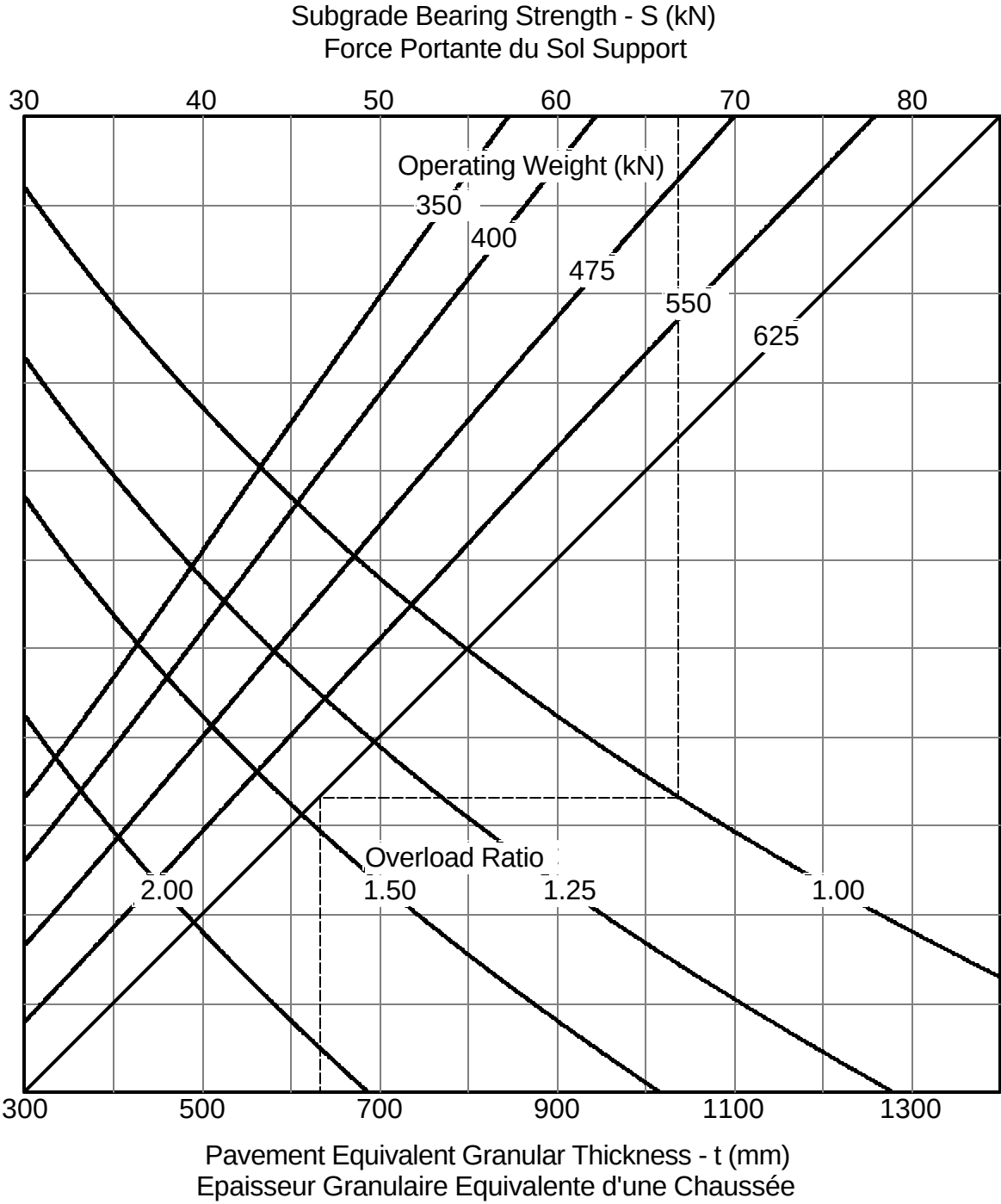
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		HS/BAe 748	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	480 mm	
Tire Pressure (MPa) Pression des Pneus	0.51		

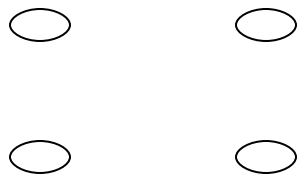


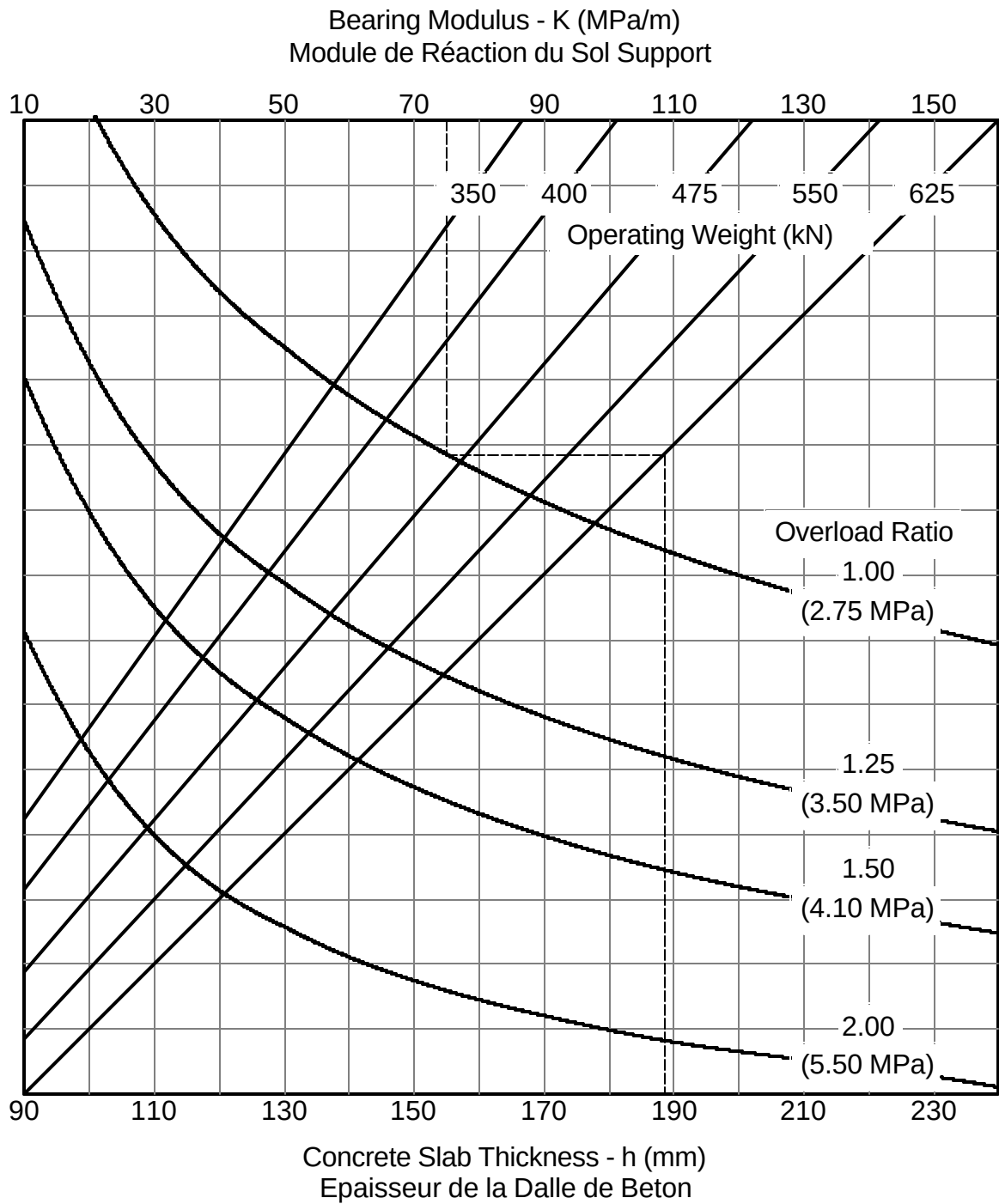
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		HS/BAe 748	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	480 mm	
Tire Pressure (MPa) Pression des Pneus	0.51		

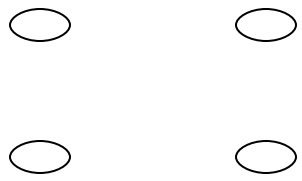


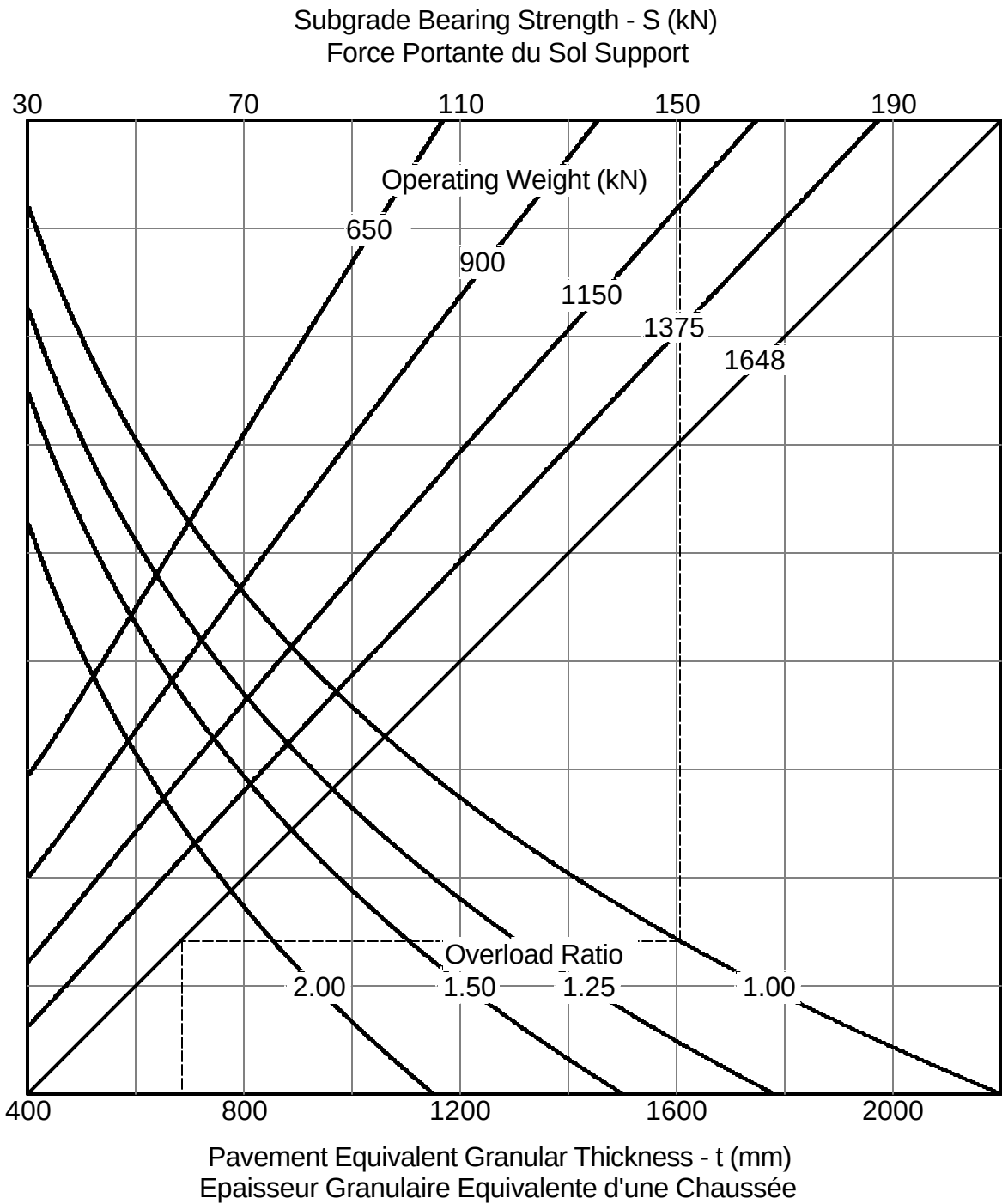
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-18	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	770 mm	1050 mm 
Tire Pressure (MPa) Pression des Pneus	0.80		



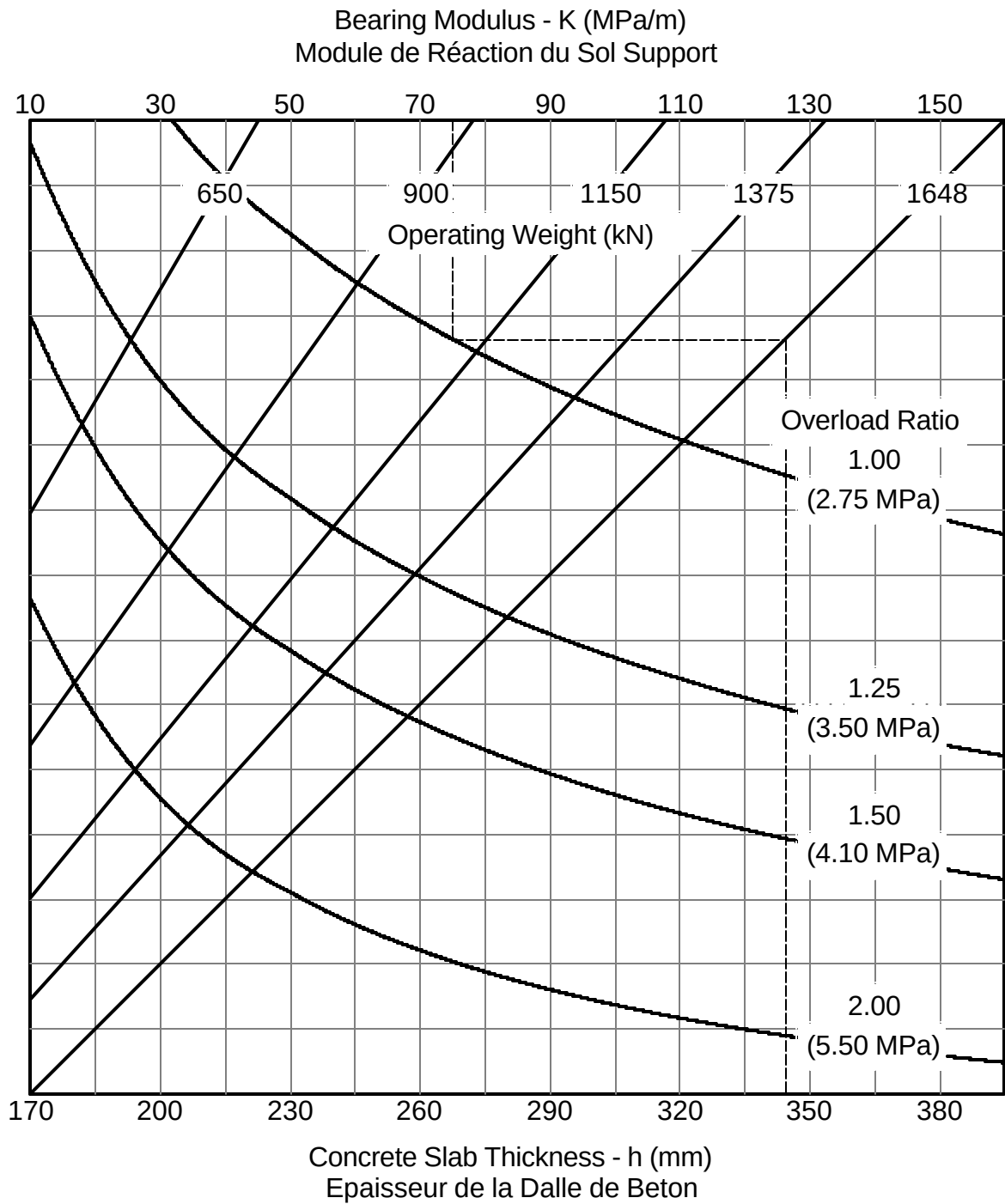
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-18	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	770 mm	1050 mm 
Tire Pressure (MPa) Pression des Pneus	0.80		



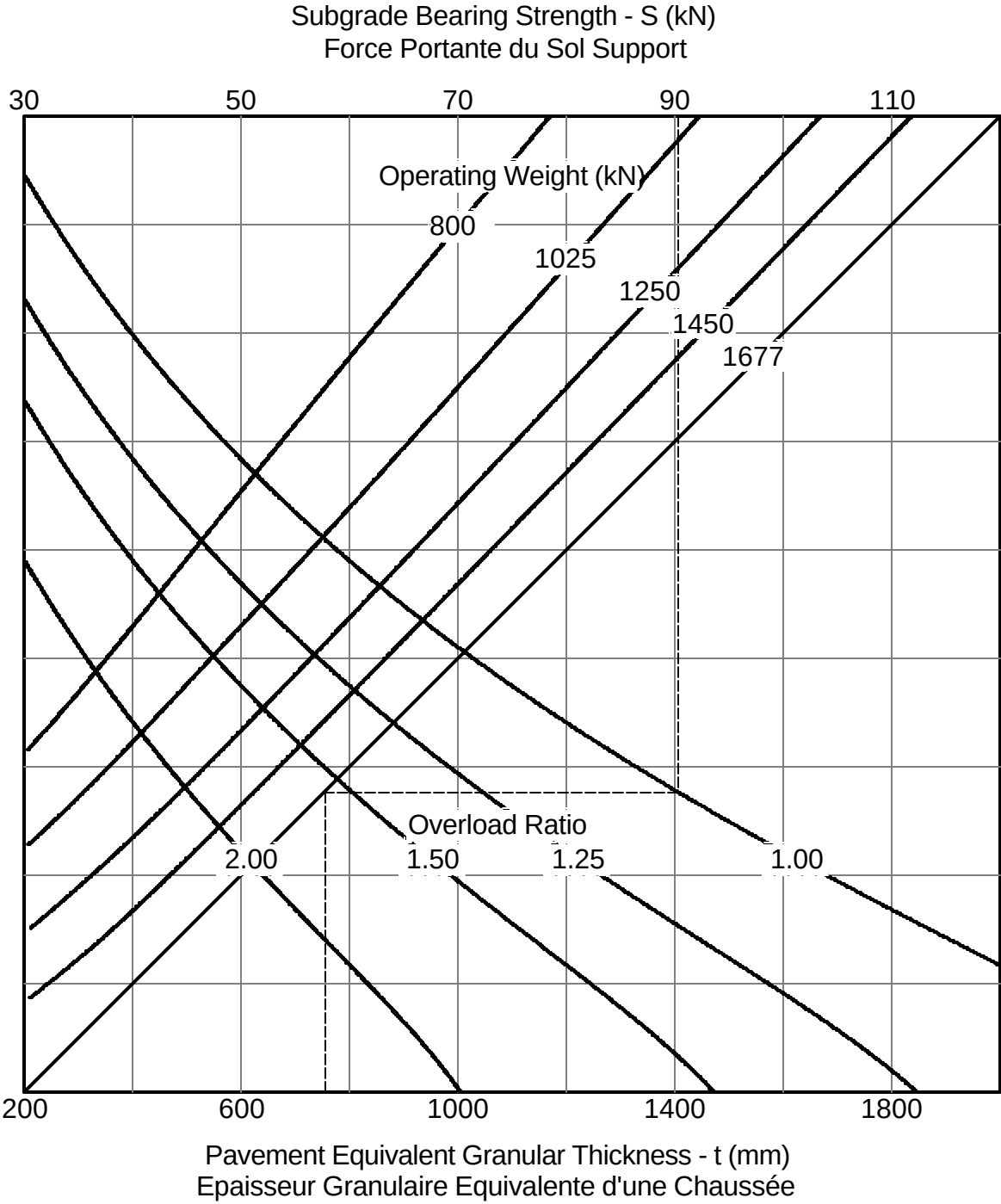
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-62, 62M	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	800 mm	1650 mm 
Tire Pressure (MPa) Pression des Pneus	1.65		



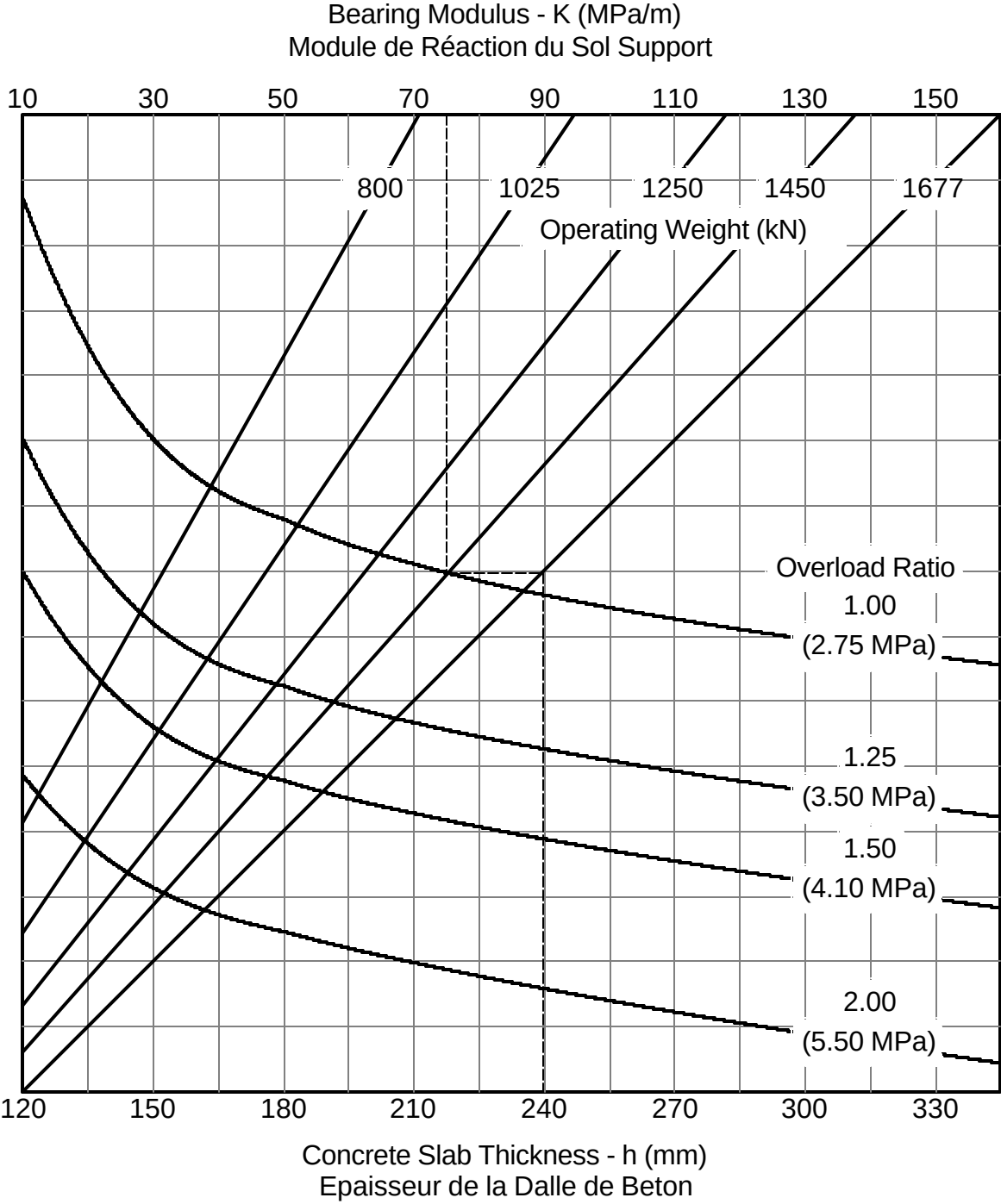
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-62, 62M	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	1650 mm 800 mm	
Tire Pressure (MPa) Pression des Pneus	1.65		



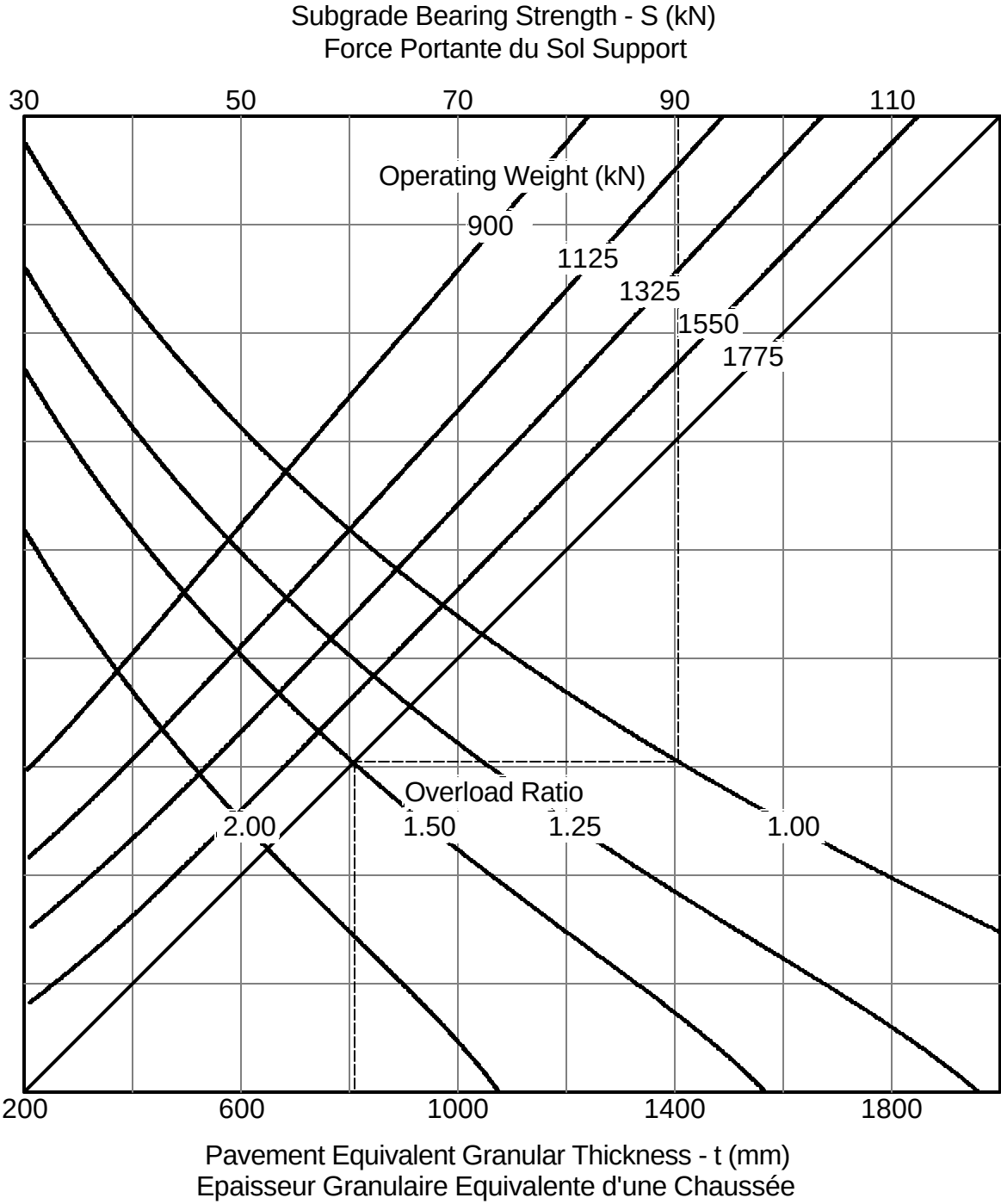
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-76T	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm
Tire Pressure (MPa) Pression des Pneus	0.64		



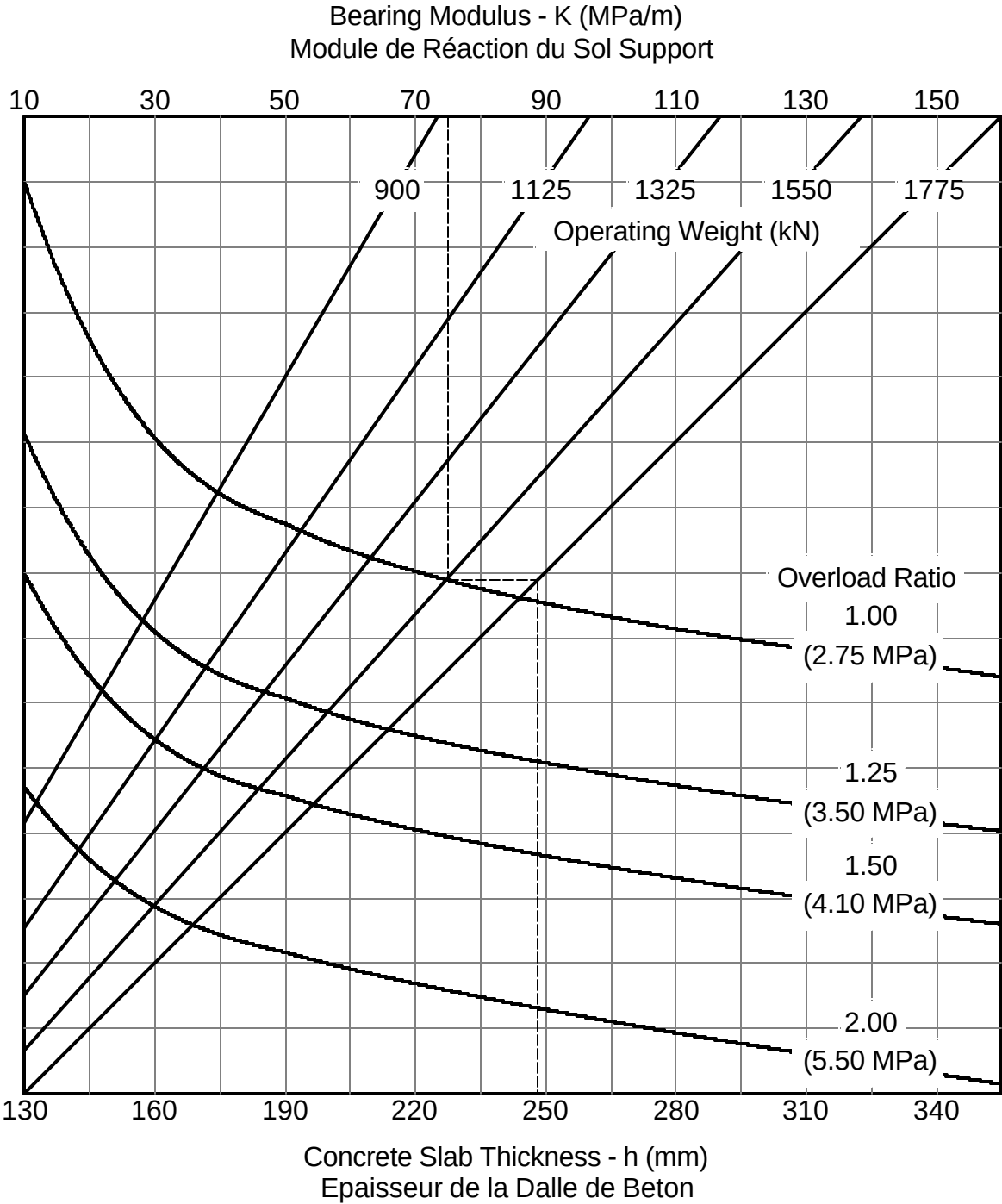
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-76T	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm ○ ○ ○ ○
Tire Pressure (MPa) Pression des Pneus	0.64		○
			○
			○

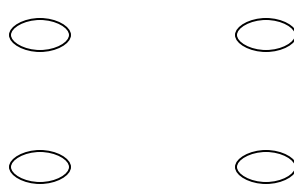


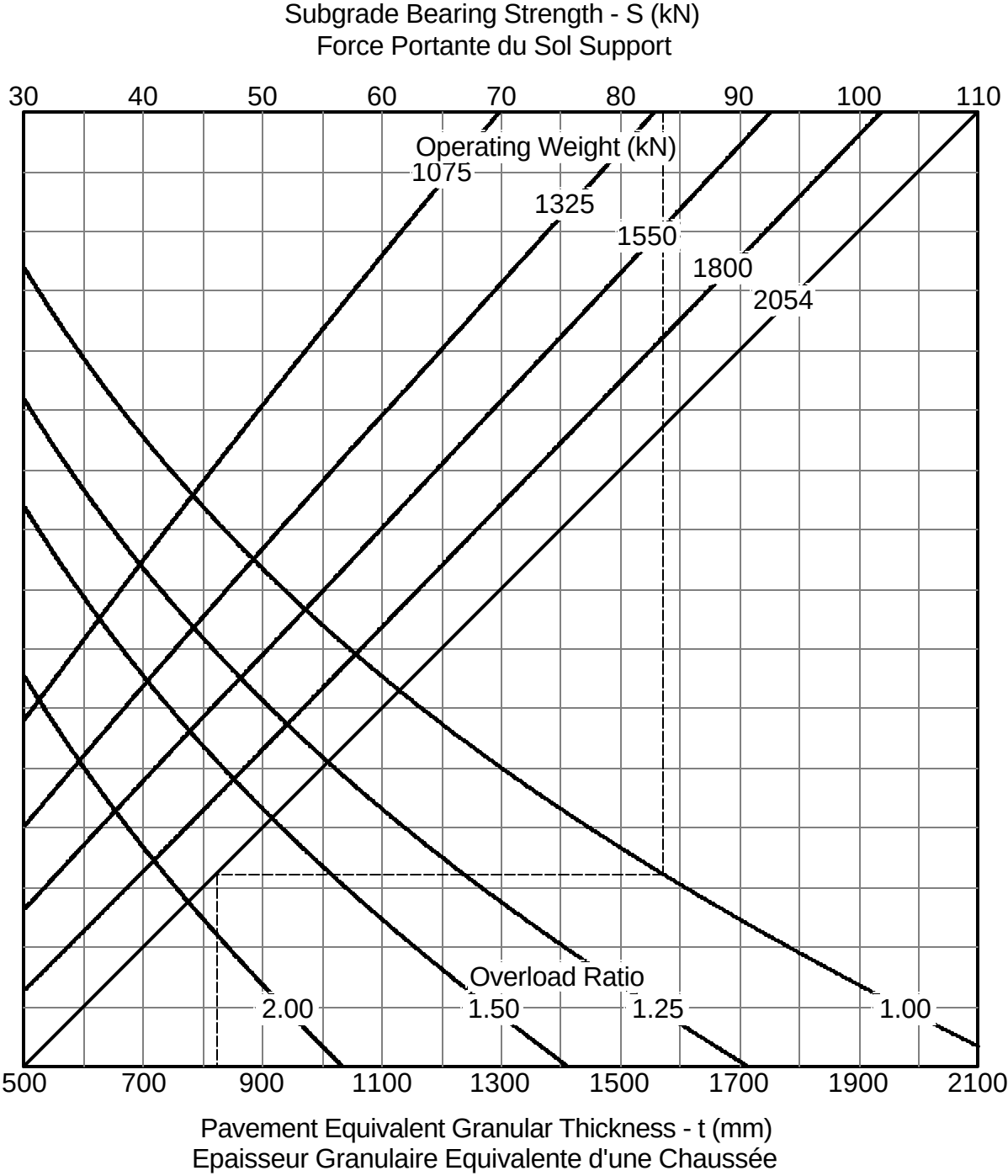
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-76TD	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm
Tire Pressure (MPa) Pression des Pneus	0.66		

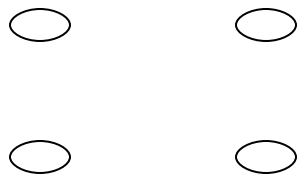


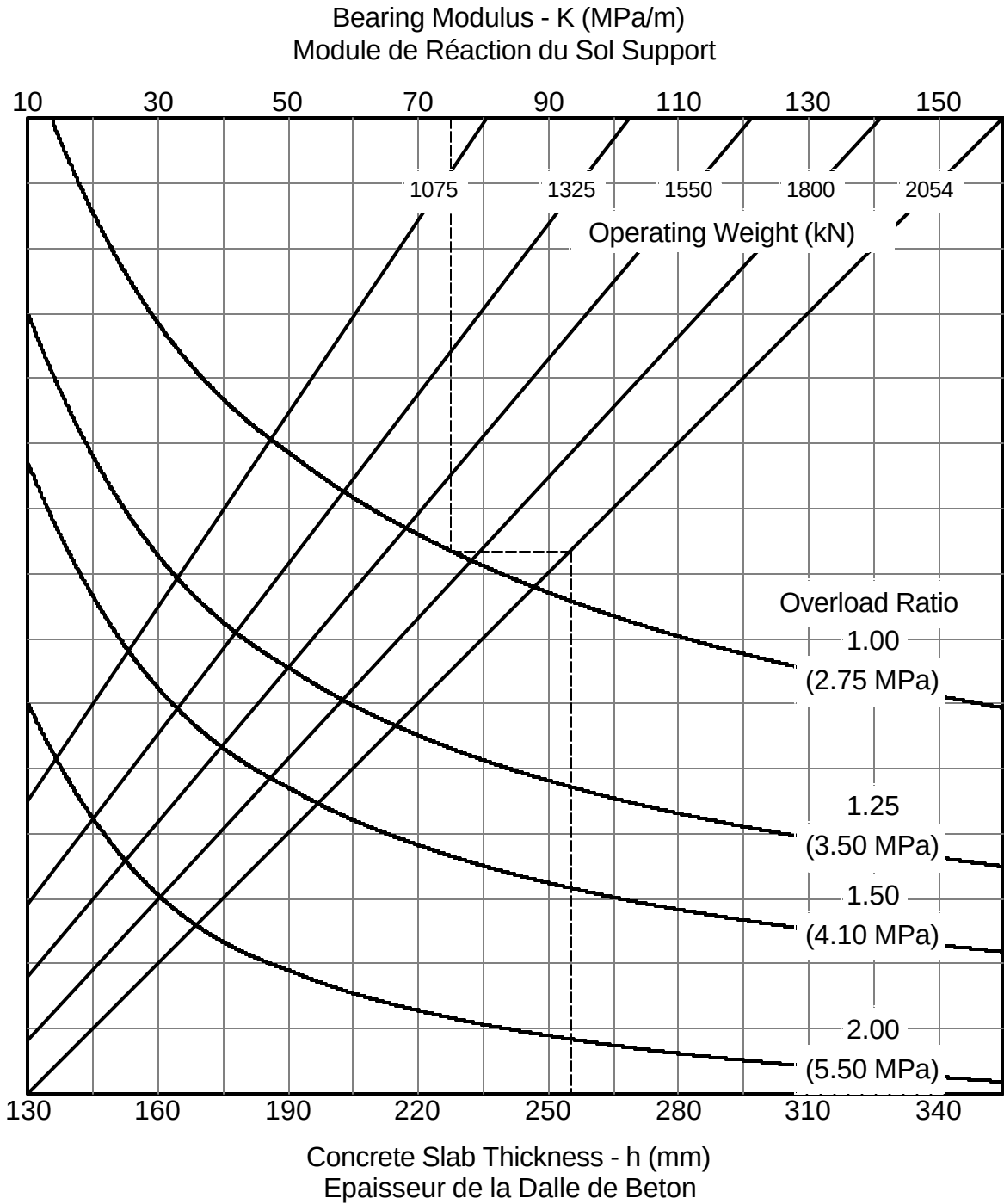
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-76TD	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm
Tire Pressure (MPa) Pression des Pneus	0.66		



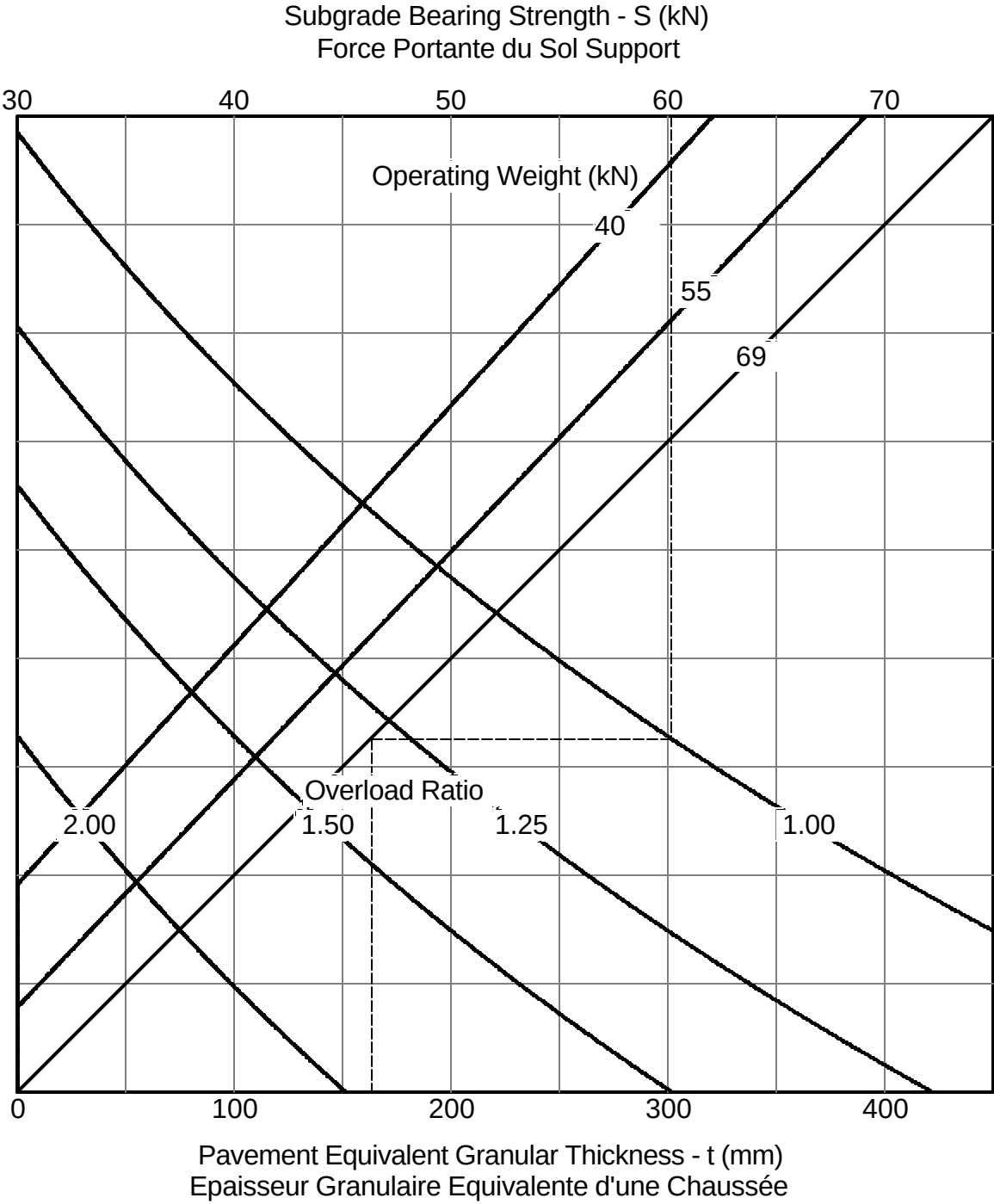
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-86	
% Load on Main Gear % Poids sur Atterrisseur Principal	31.2	1250 mm	1490 mm 
Tire Pressure (MPa) Pression des Pneus	0.88		



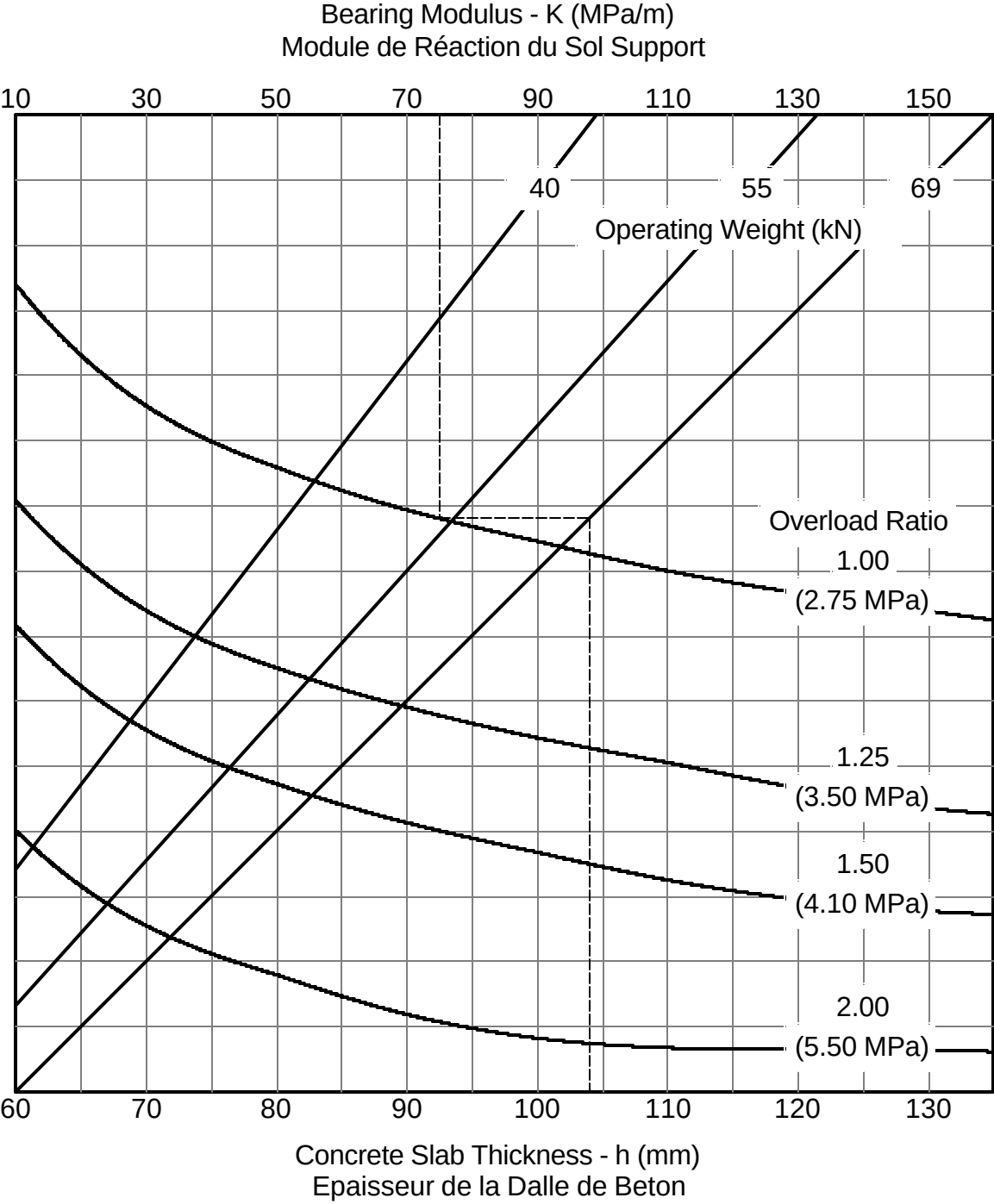
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-86	
% Load on Main Gear % Poids sur Atterrisseur Principal	31.2	1250 mm	1490 mm 
Tire Pressure (MPa) Pression des Pneus	0.88		



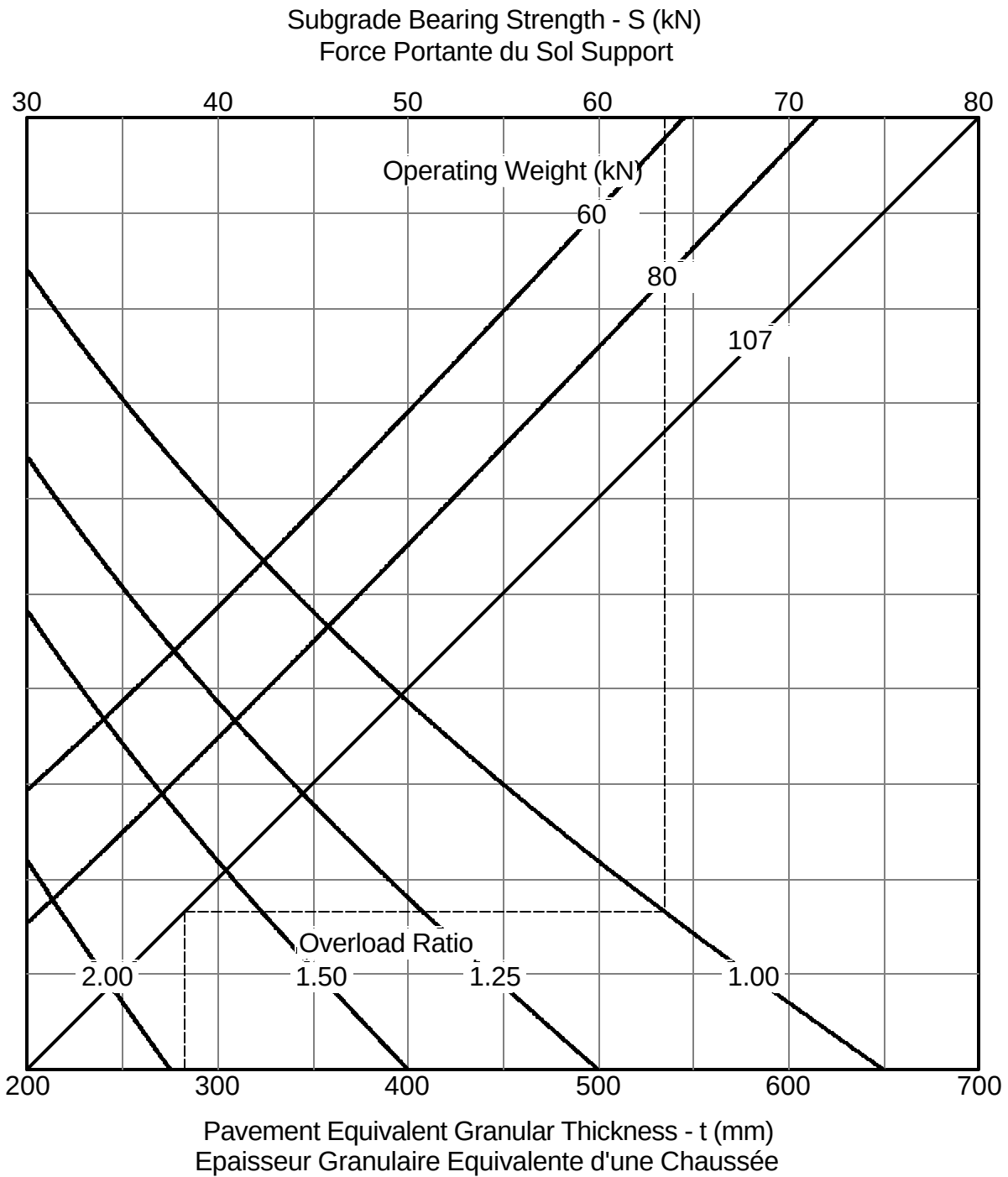
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Jetstream 31, 32 (BAe)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.39	



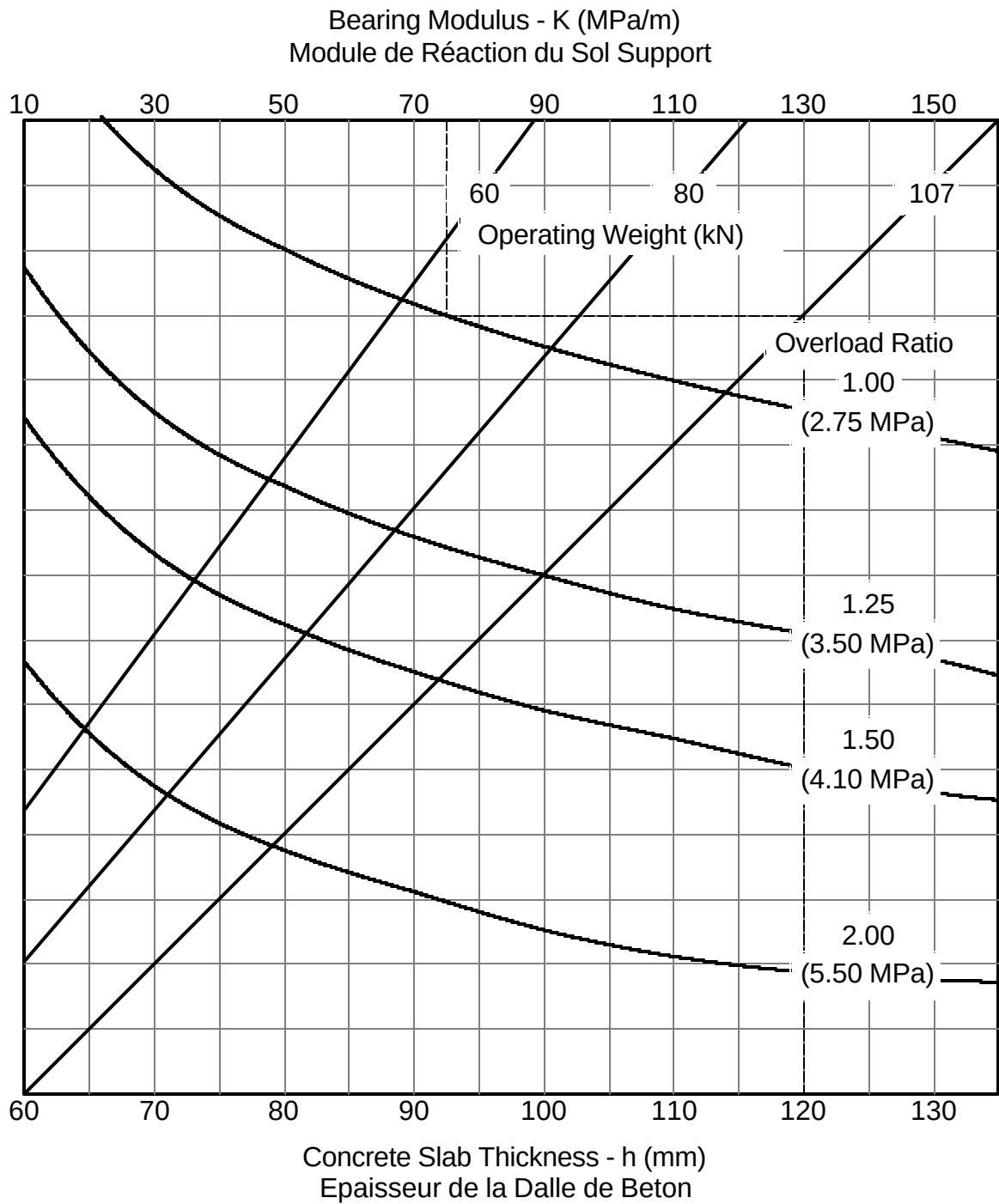
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Jetstream 31, 32 (BAe)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.39	

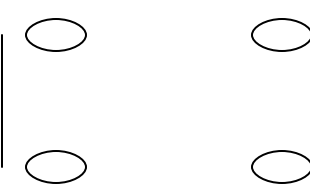


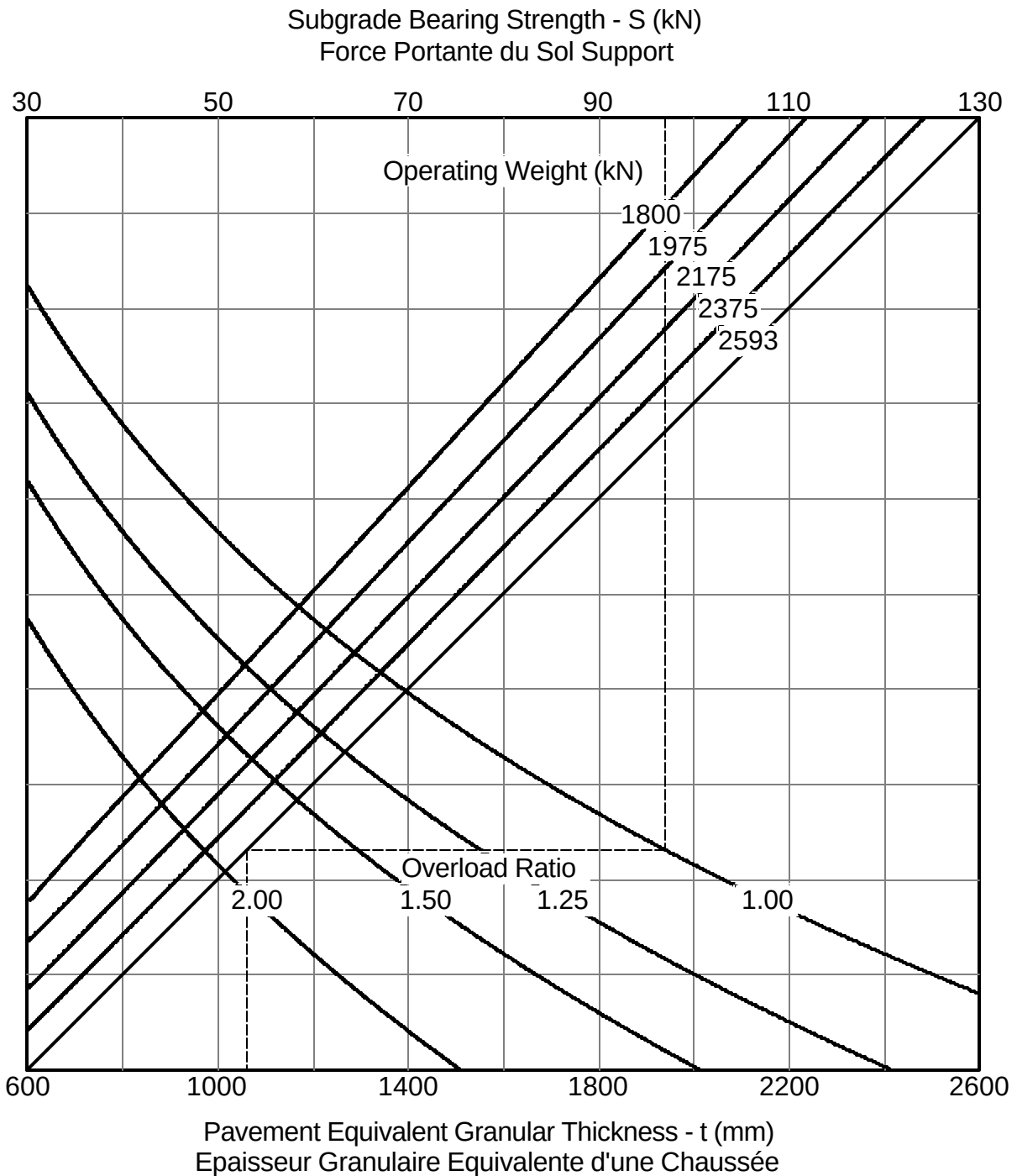
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Jetstream 41 (BAe)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	402 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



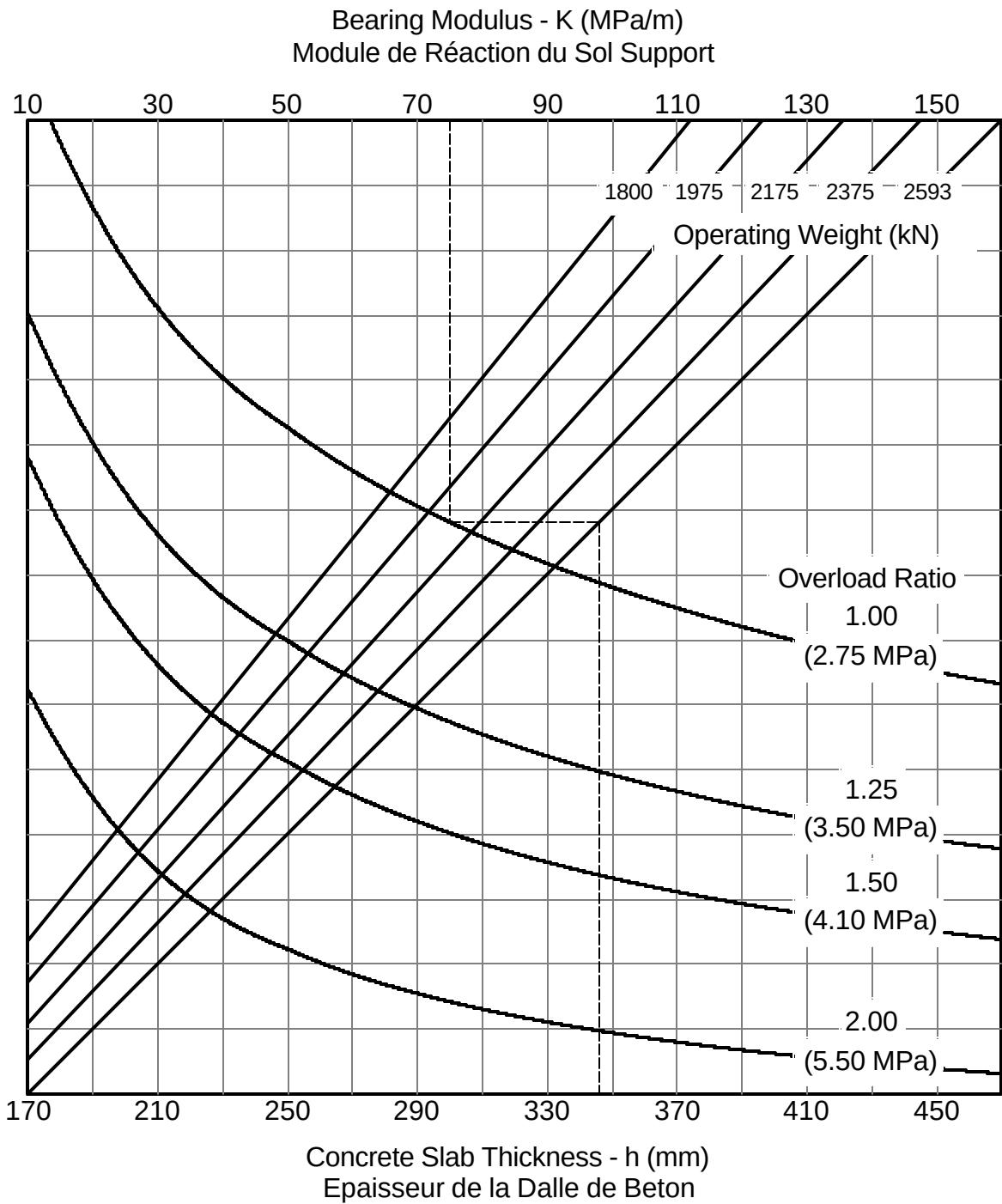
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Jetstream 41 (BAe)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	402 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		

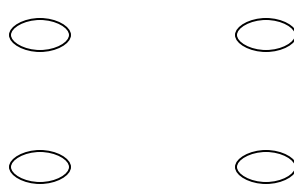


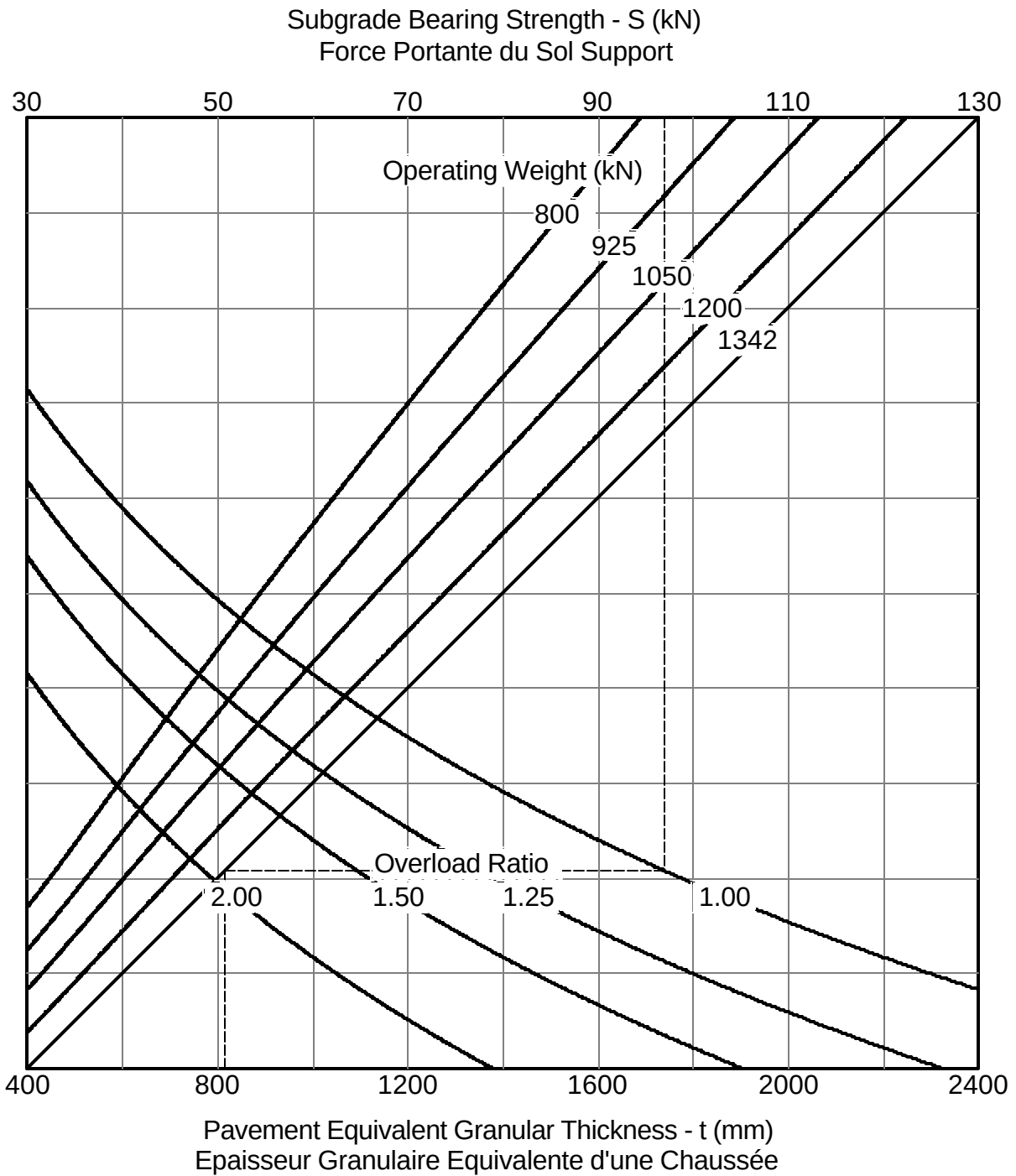
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		KC-10 (McDonnell Douglas)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	1.22		

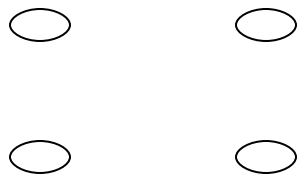


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		KC-10 (McDonnell Douglas)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1626 mm 1372 mm	
Tire Pressure (MPa) Pression des Pneus	1.22		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		KC-135 Stratotanker	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	960 mm	1540 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		



Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		KC-135 Stratotanker	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	960 mm	1540 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		

