

Transport Canada Aerodrome Standards

Aircraft Pavement Design and Evaluation Charts

This document contains “Pavement Design & Evaluation Charts” (DEC’s) for over 270 aircraft models operating at Canadian airports. 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 .

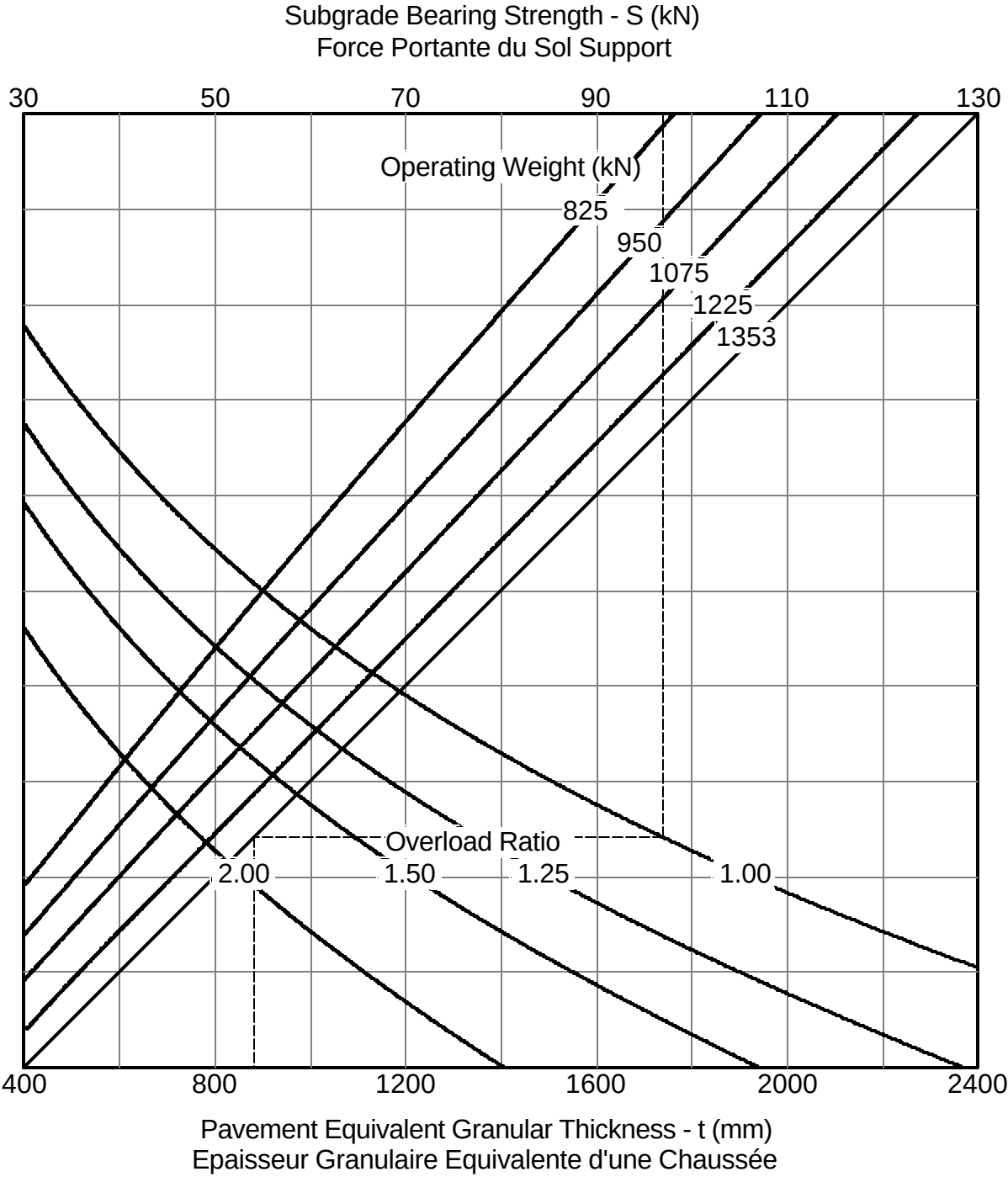
To use a “Rigid Pavement Design & Evaluation Chart”:

- 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.

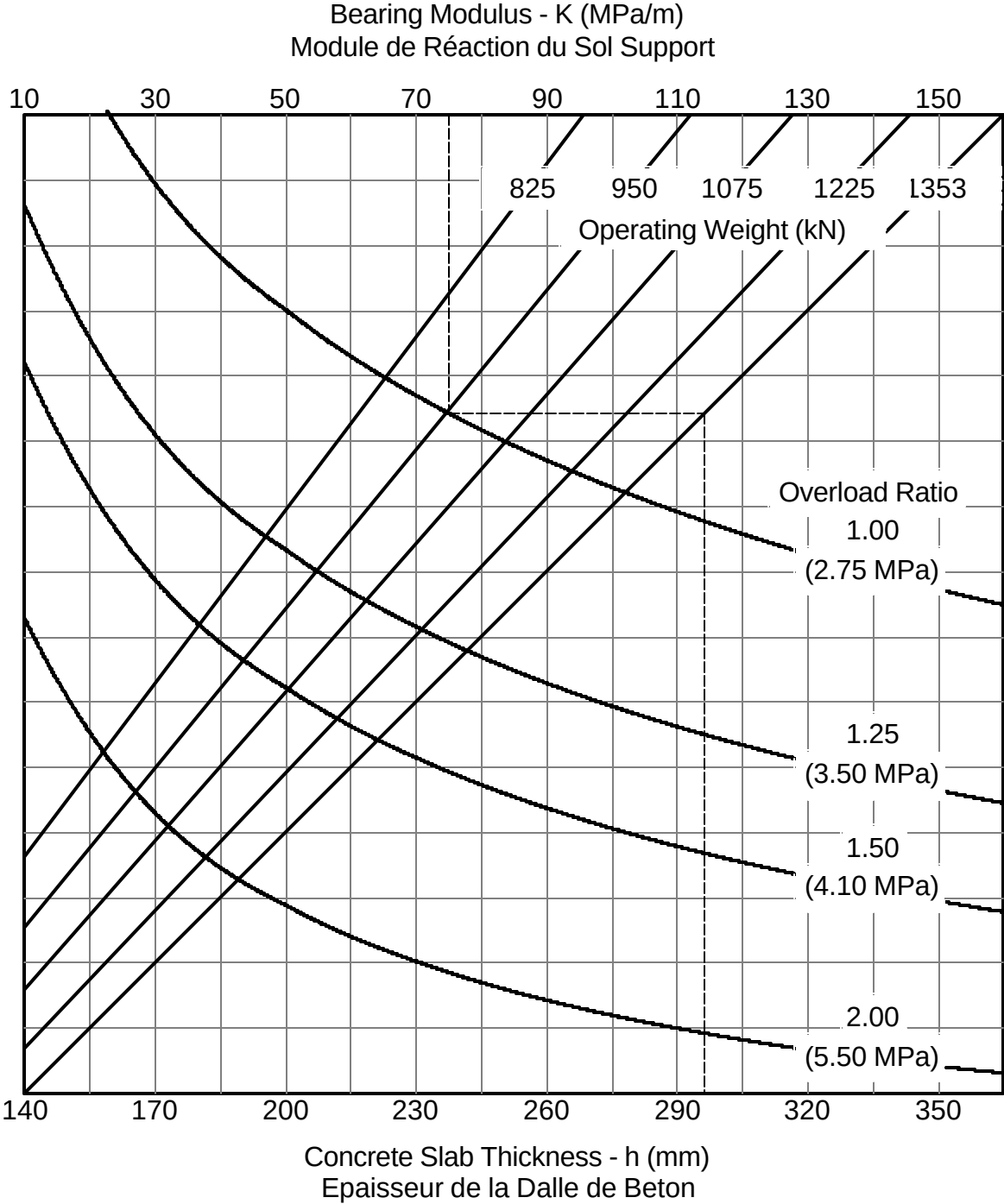
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- b) For Evaluation - Enter the chart with the existing slab “h” value on the bottom horizontal axis. Proceed upwards to the appropriate aircraft weight line, and then horizontally across to intersect with a vertical line extended down from the appropriate 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 .

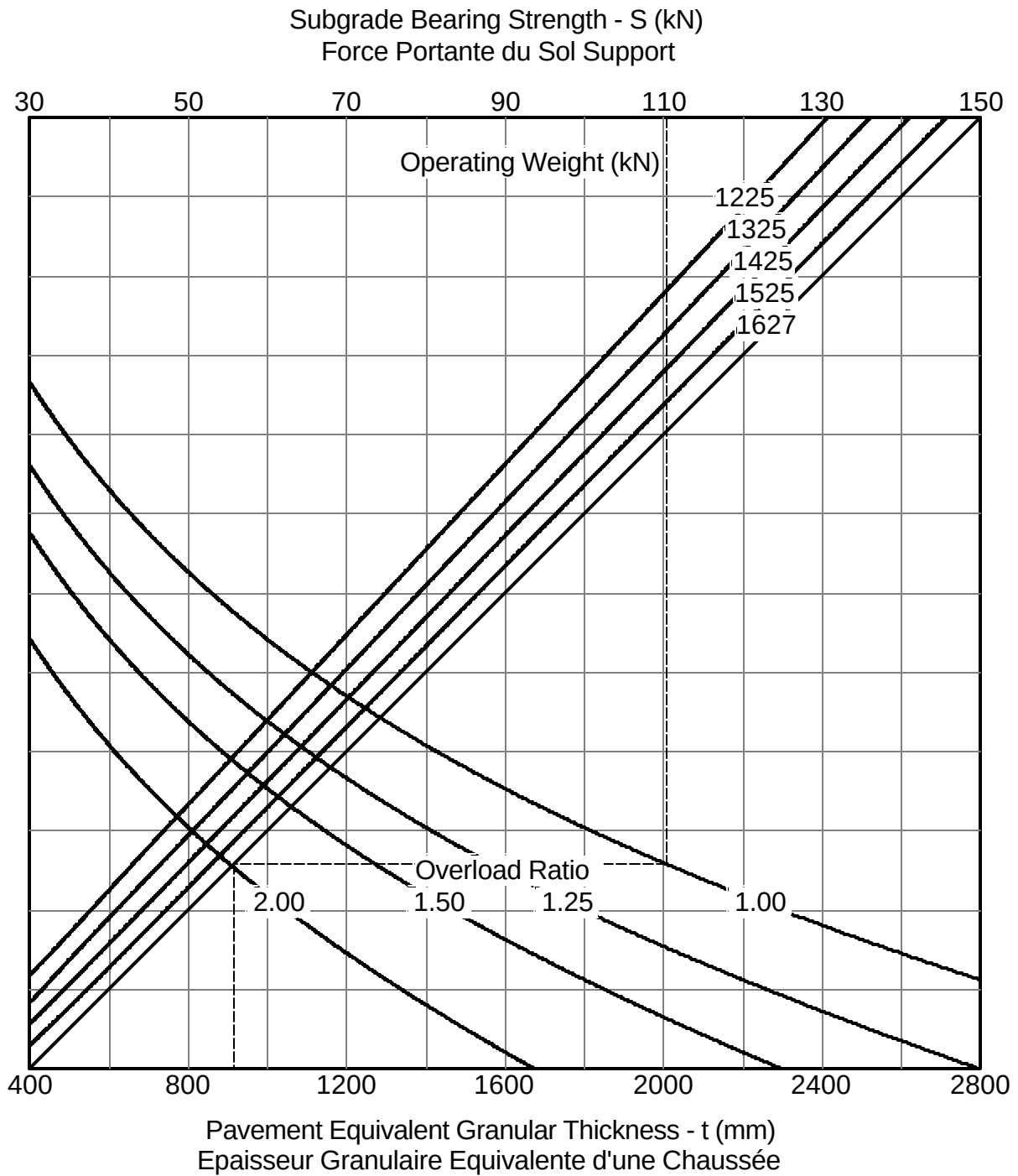
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A300-B, B2	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	889 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.16		



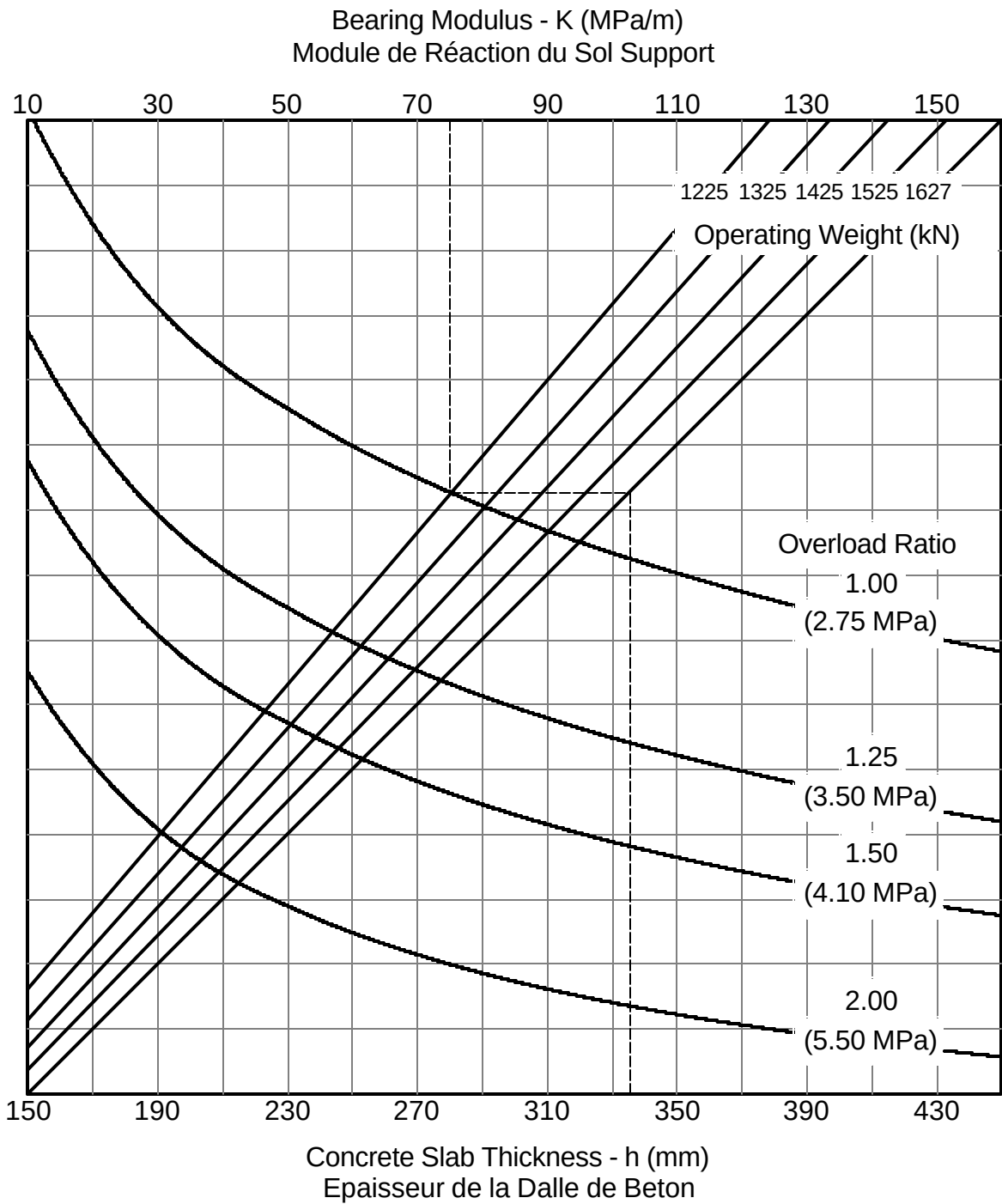
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A300-B, B2	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	889 mm	1397 mm
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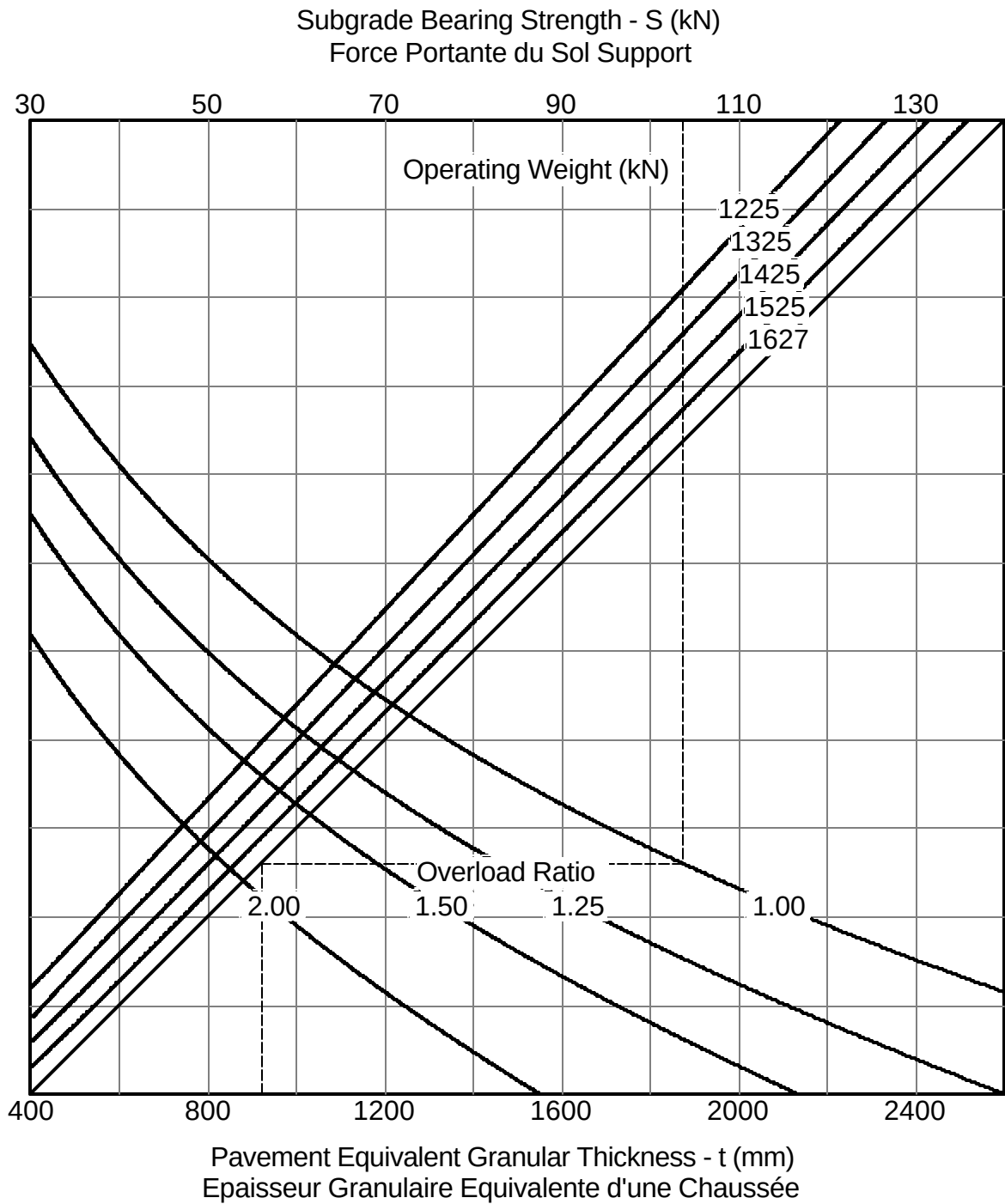
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A300-B4-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	902 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.28		



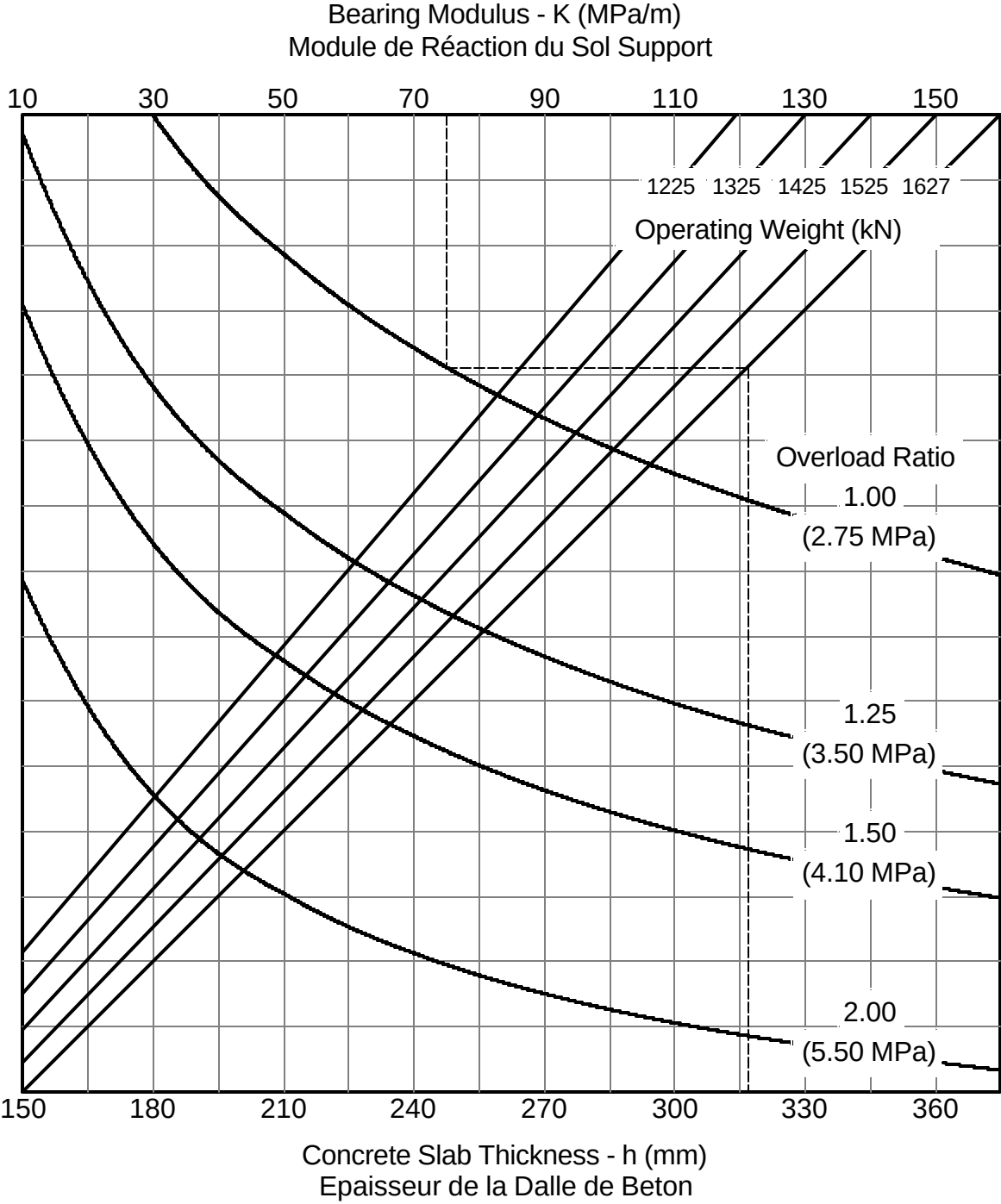
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A300-B4-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	902 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.28		

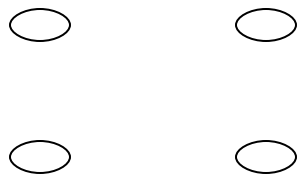


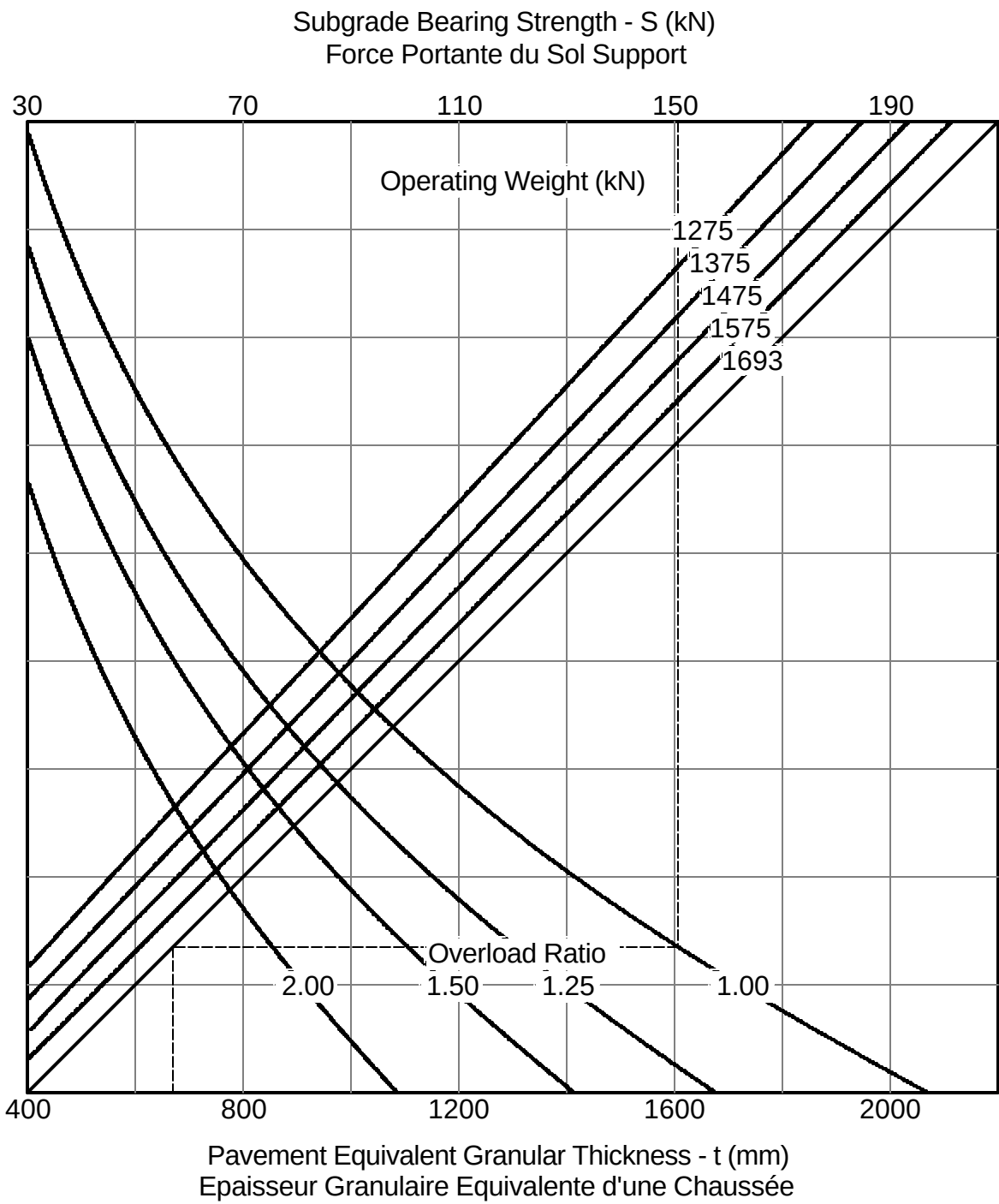
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A300-B4-200 (Opt. Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	978 mm	1524 mm
Tire Pressure (MPa) Pression des Pneus	1.16		



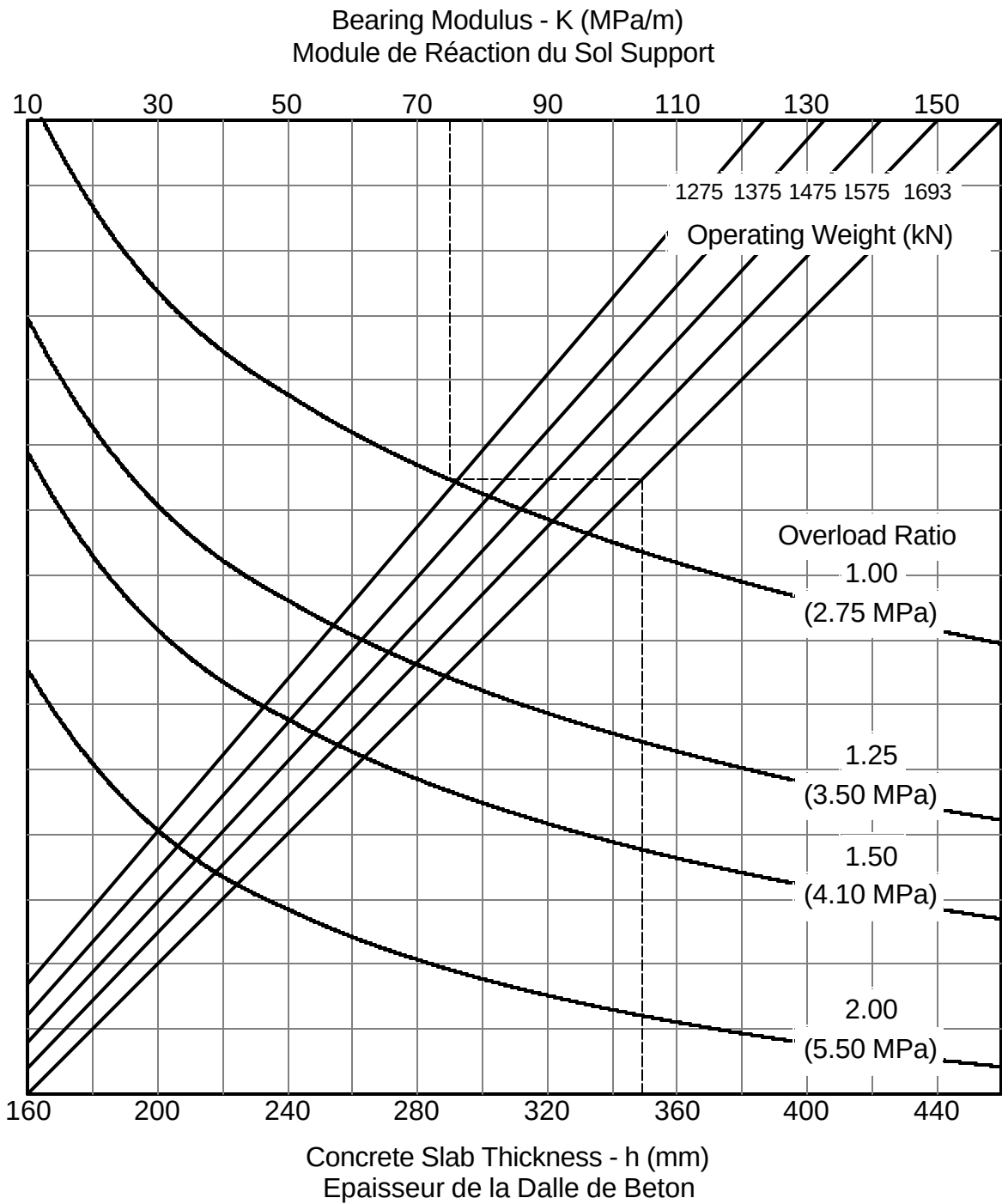
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A300-B4-200 (Opt. Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	1524 mm 978 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		

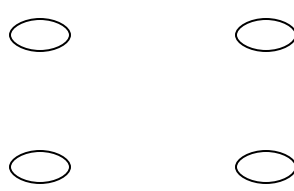


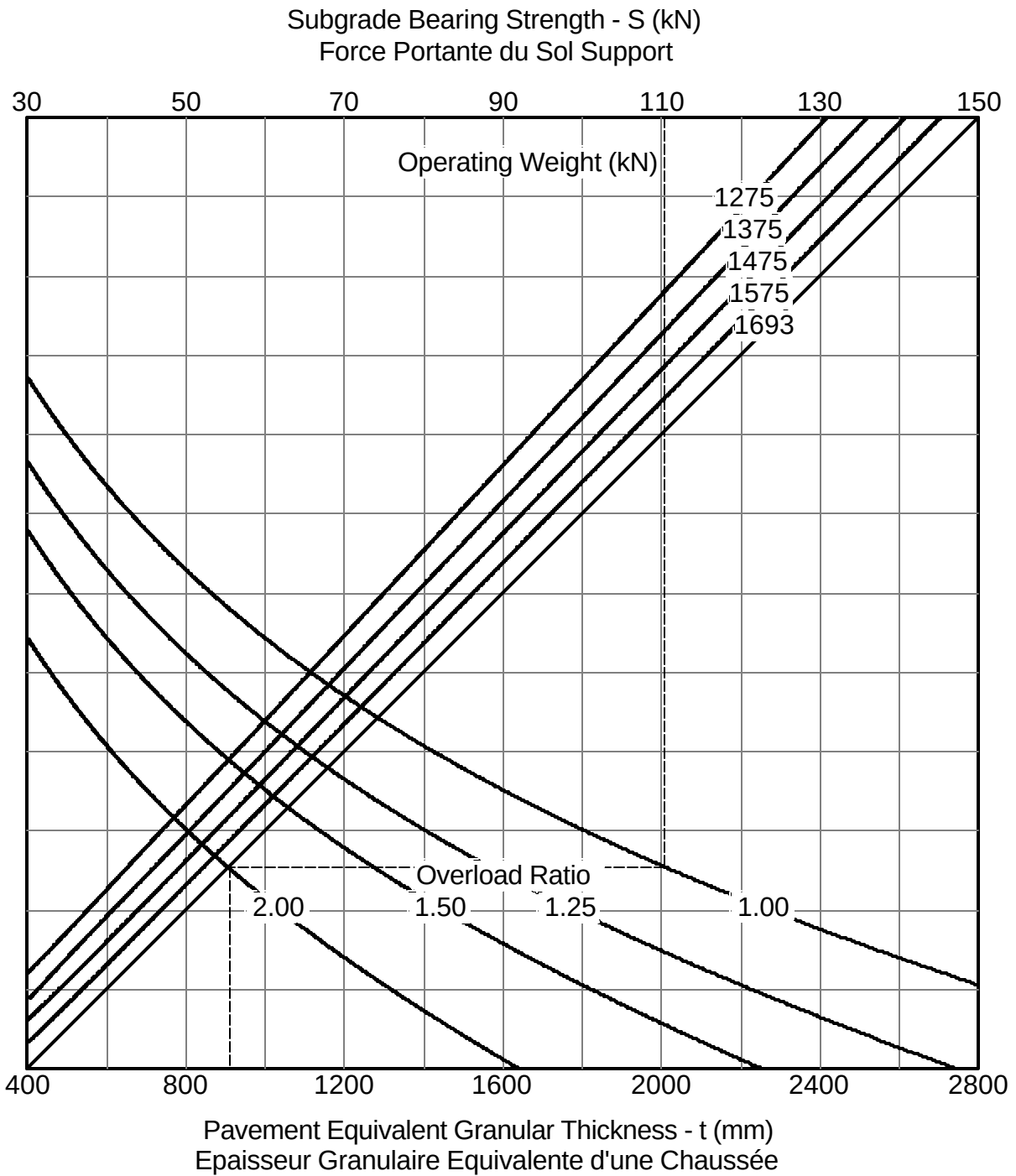
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A300-B4-600R	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	902 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		



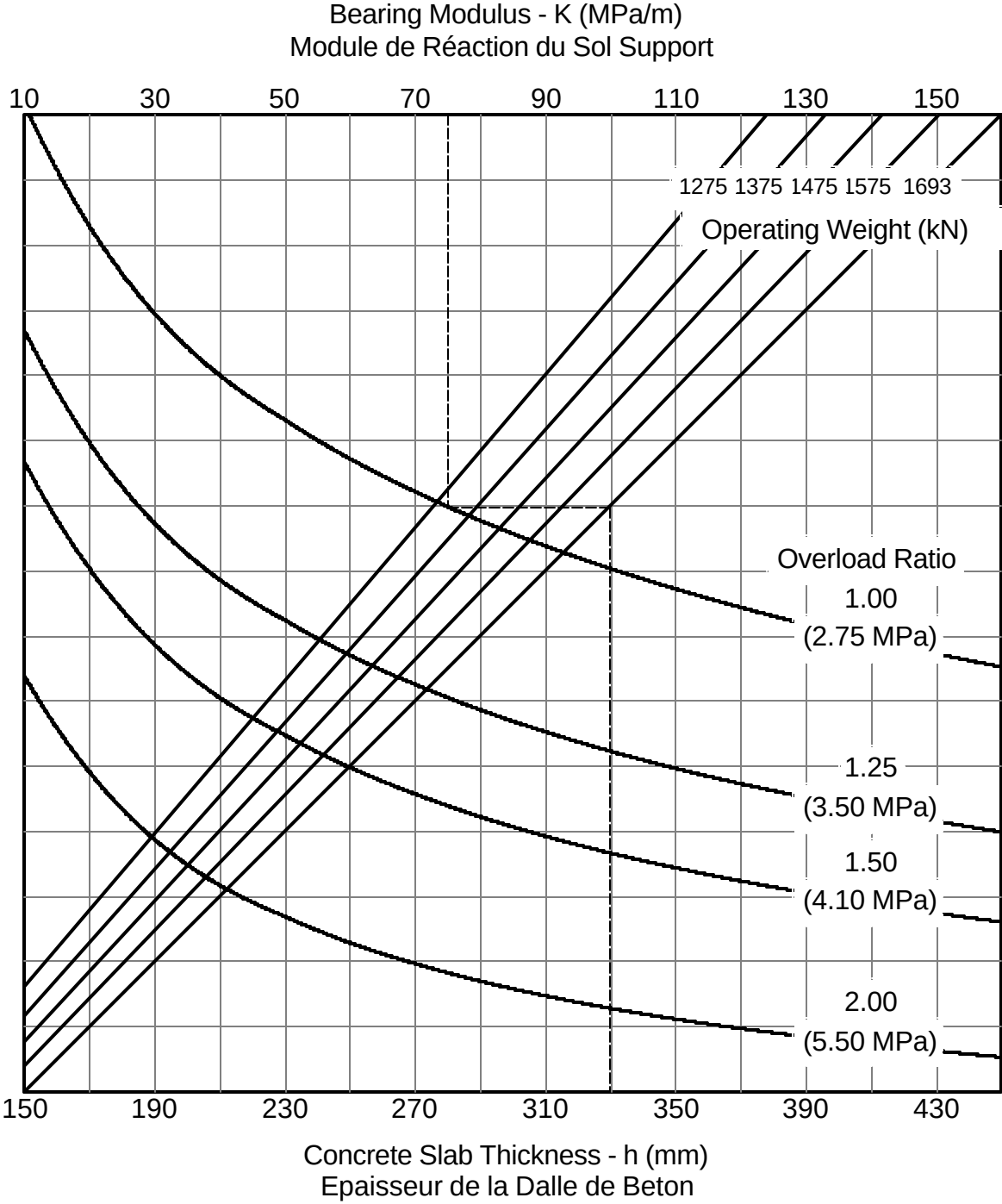
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A300-B4-600R	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	902 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.35		

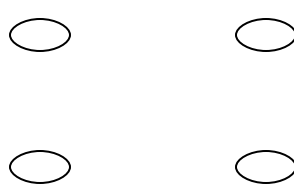


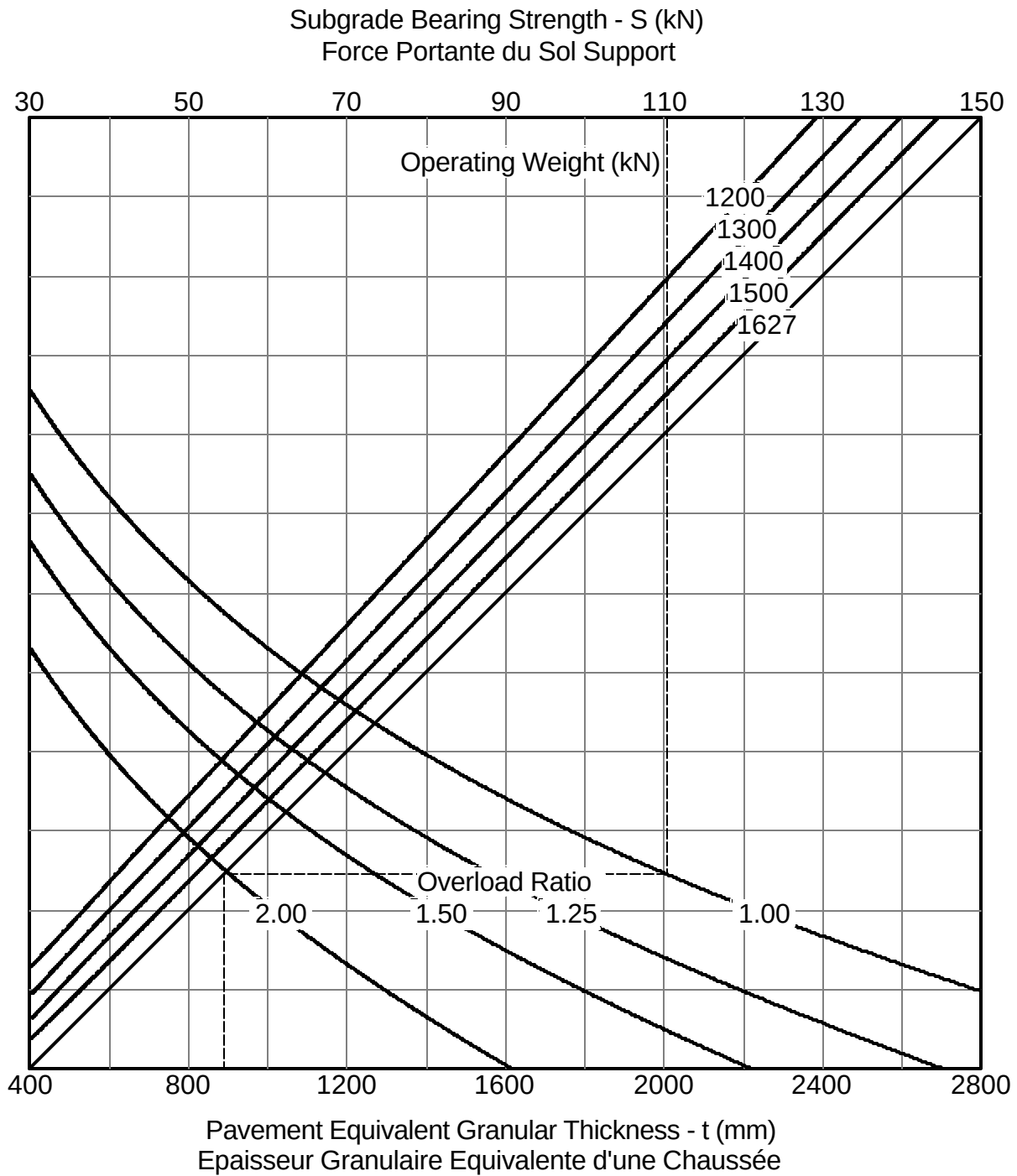
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	978 mm	1524 mm 
Tire Pressure (MPa) Pression des Pneus	1.21		

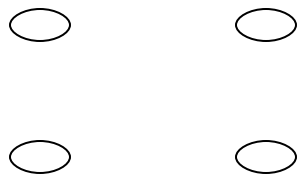


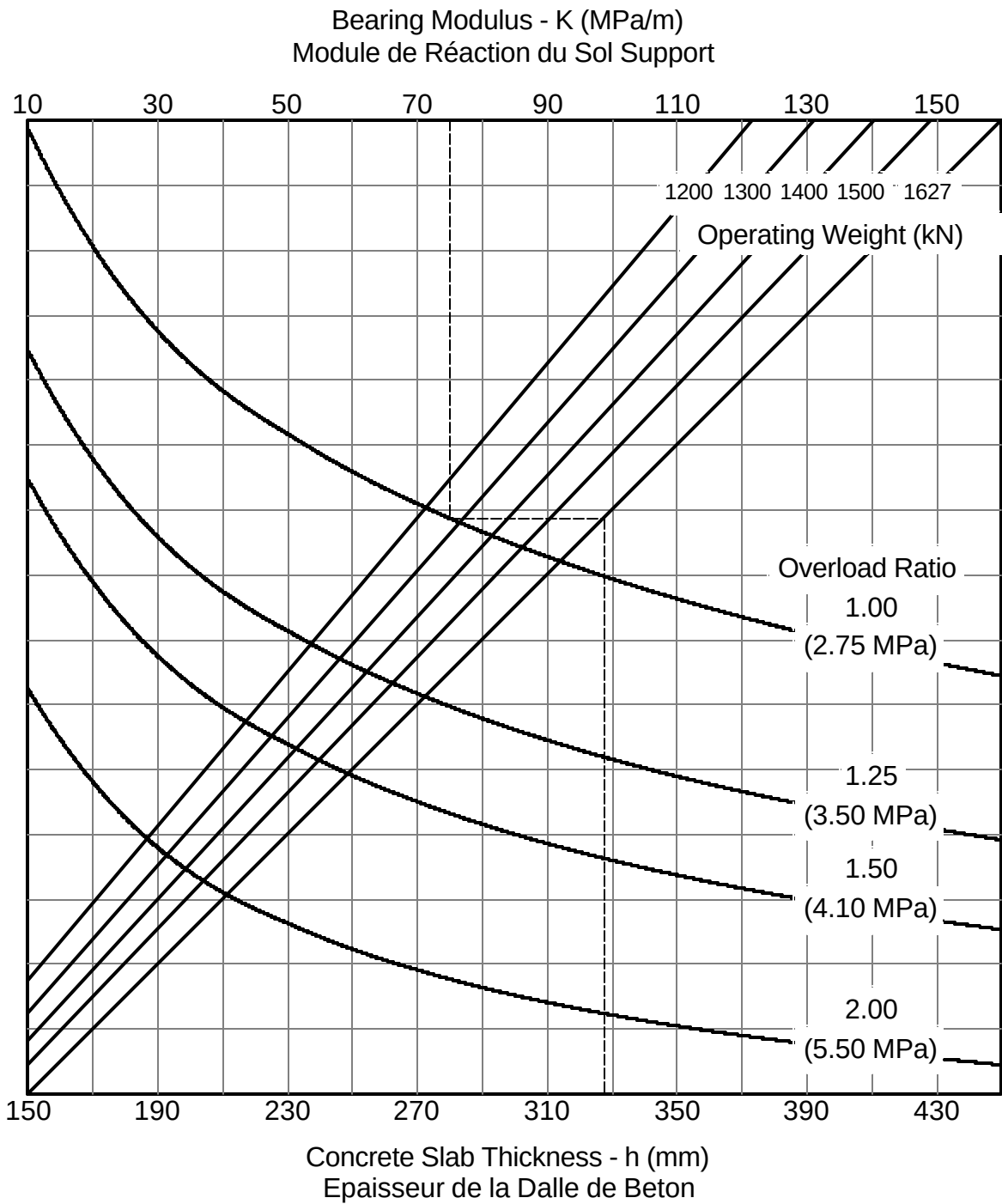
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A300-B4-600R (Opt. Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 978 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		

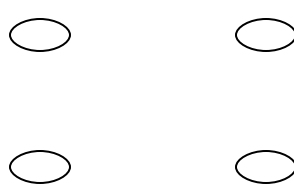


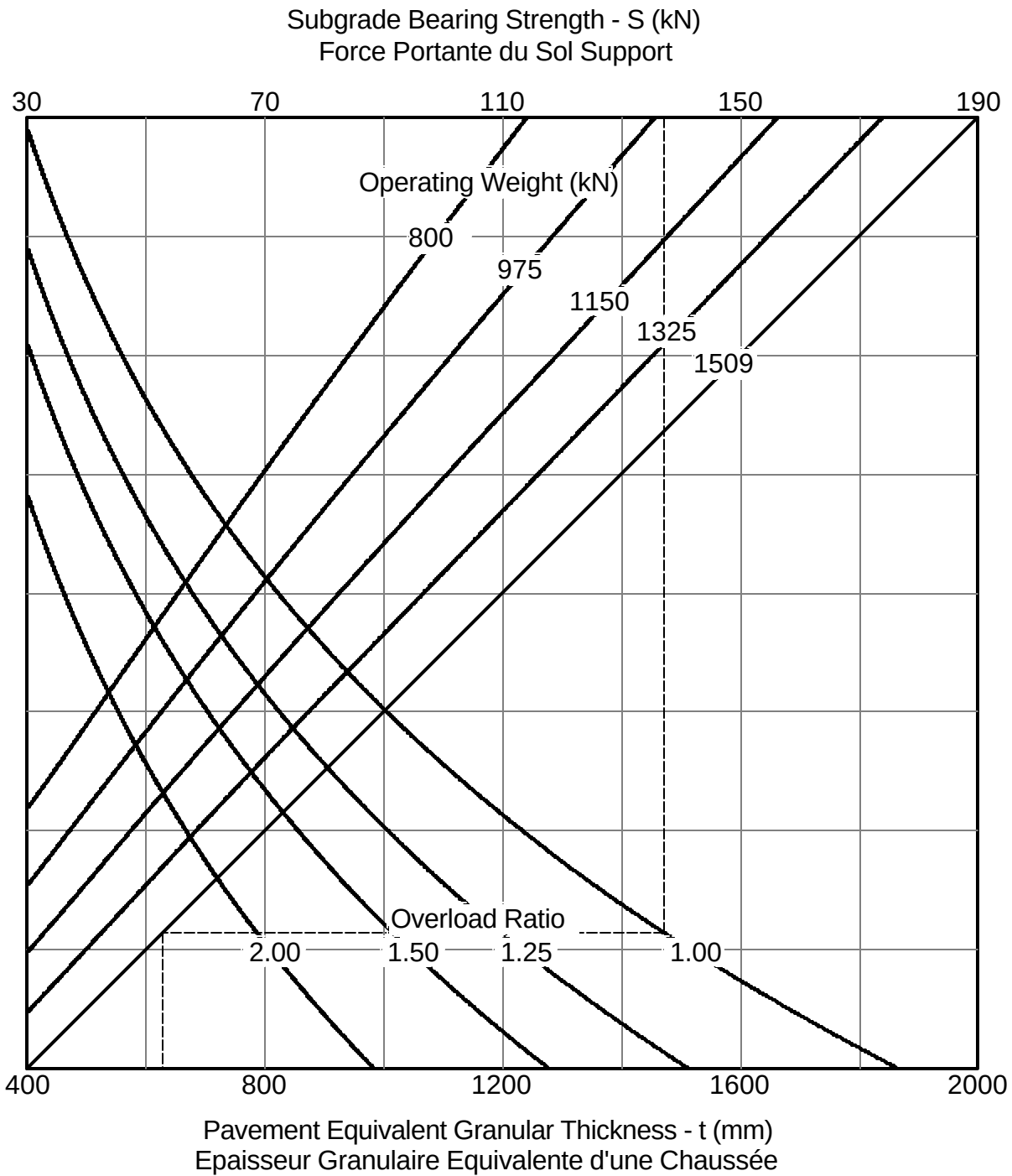
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A300-C4	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.3	950 mm	1460 mm 
Tire Pressure (MPa) Pression des Pneus	1.24		



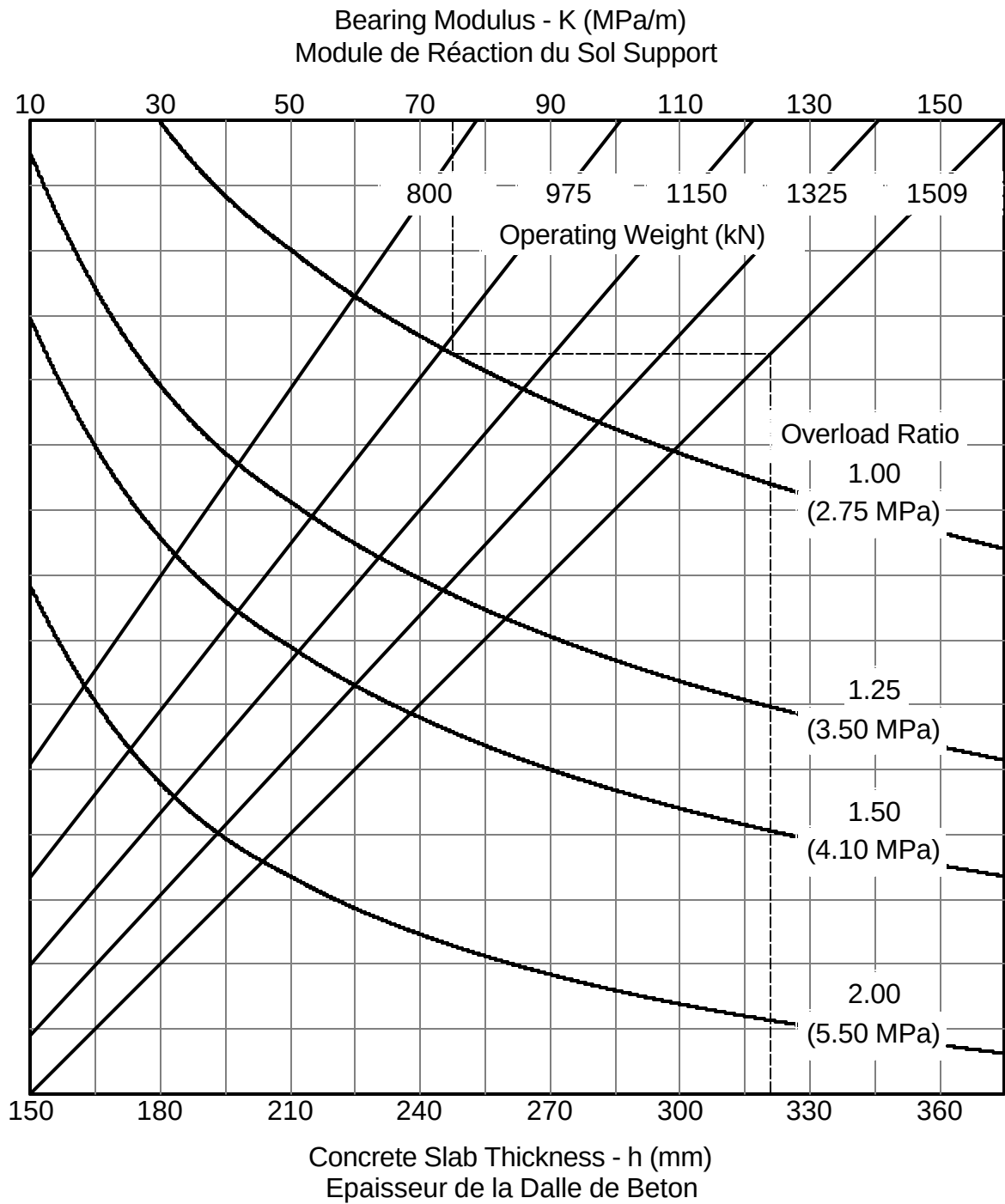
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A300-C4	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.3	950 mm	1460 mm 
Tire Pressure (MPa) Pression des Pneus	1.24		



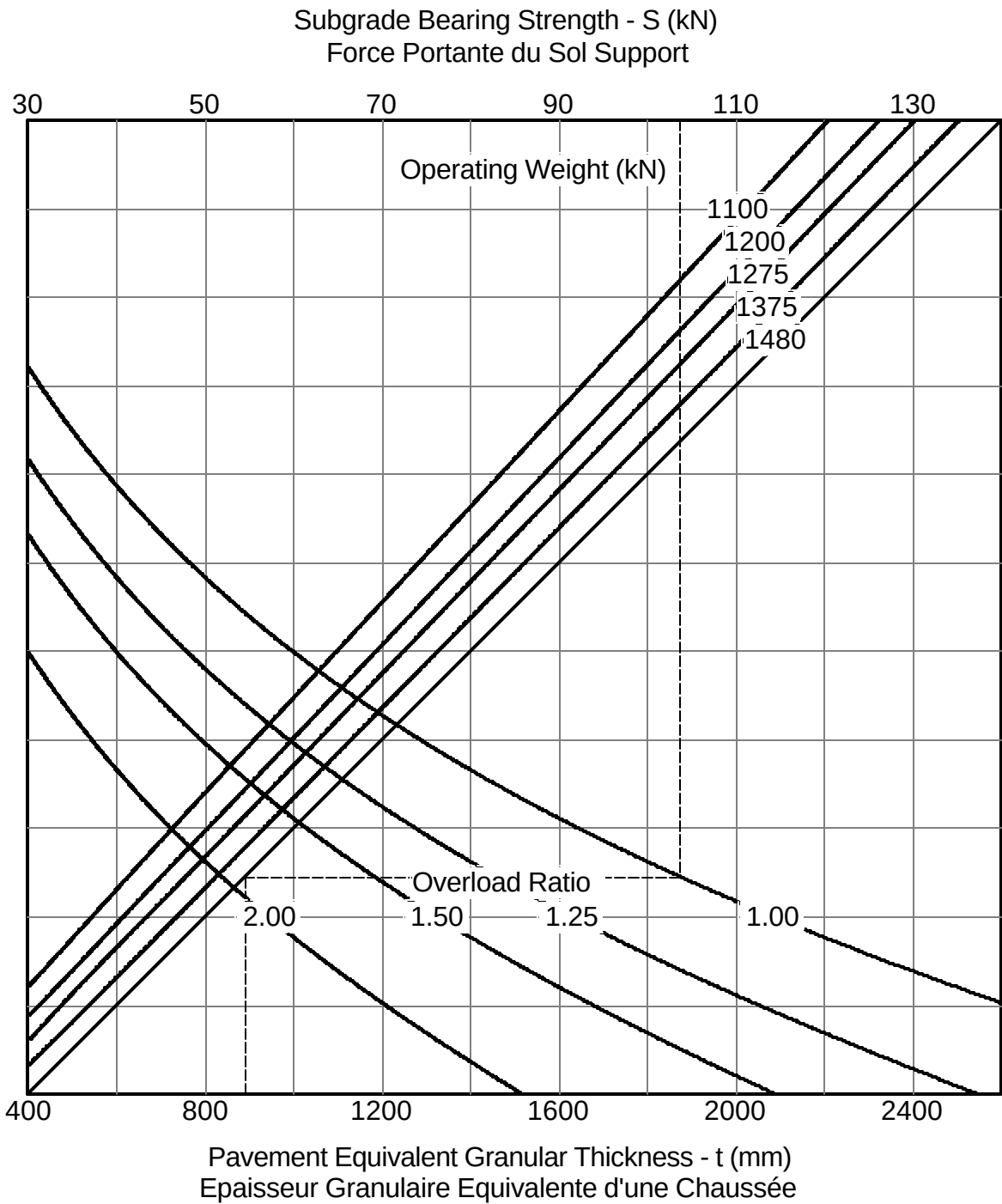
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A310-200, 200C	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	927 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.46		



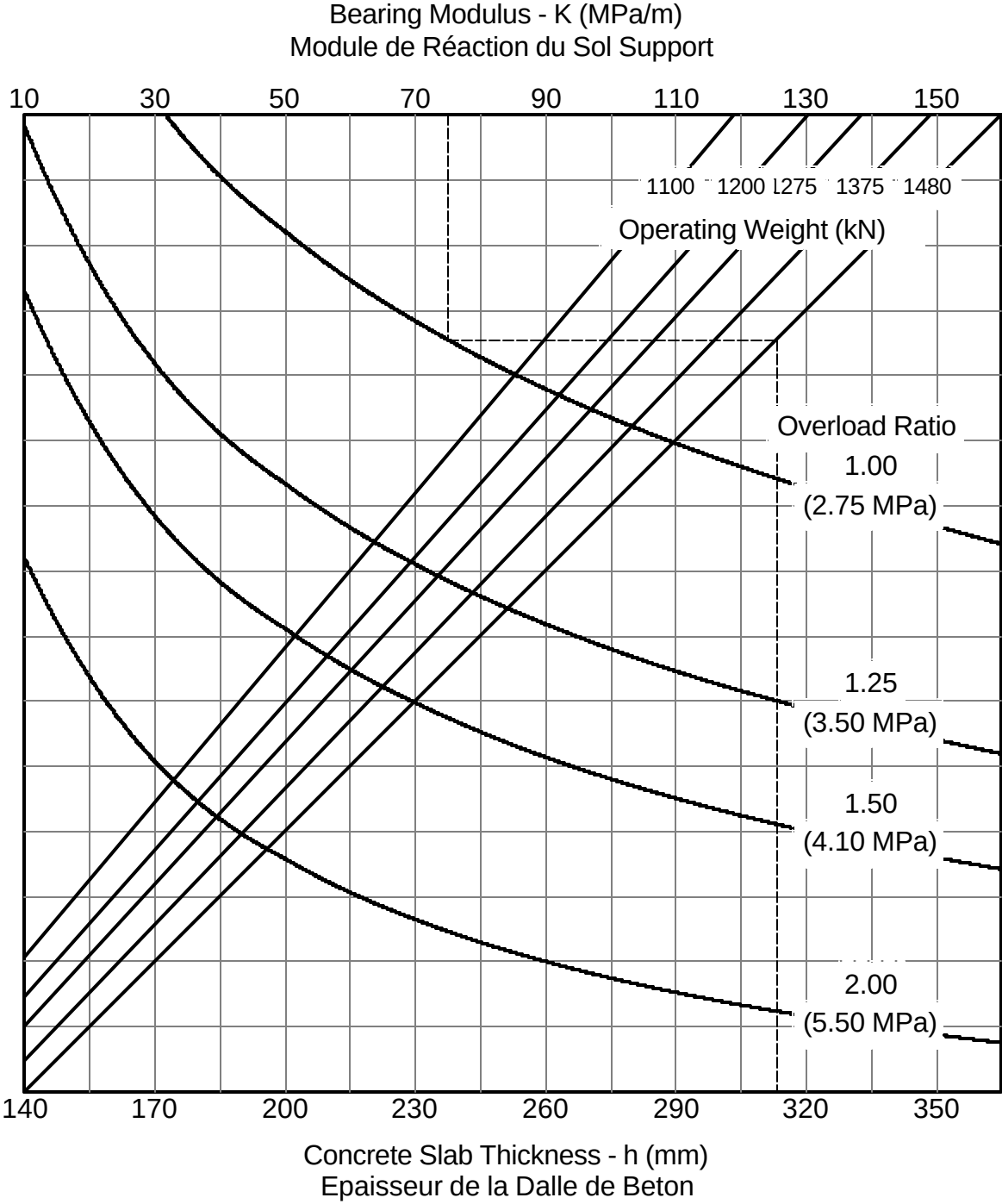
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A310-200, 200C	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	927 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.46		

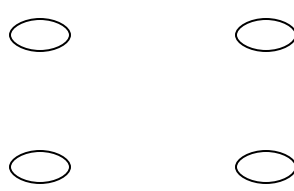


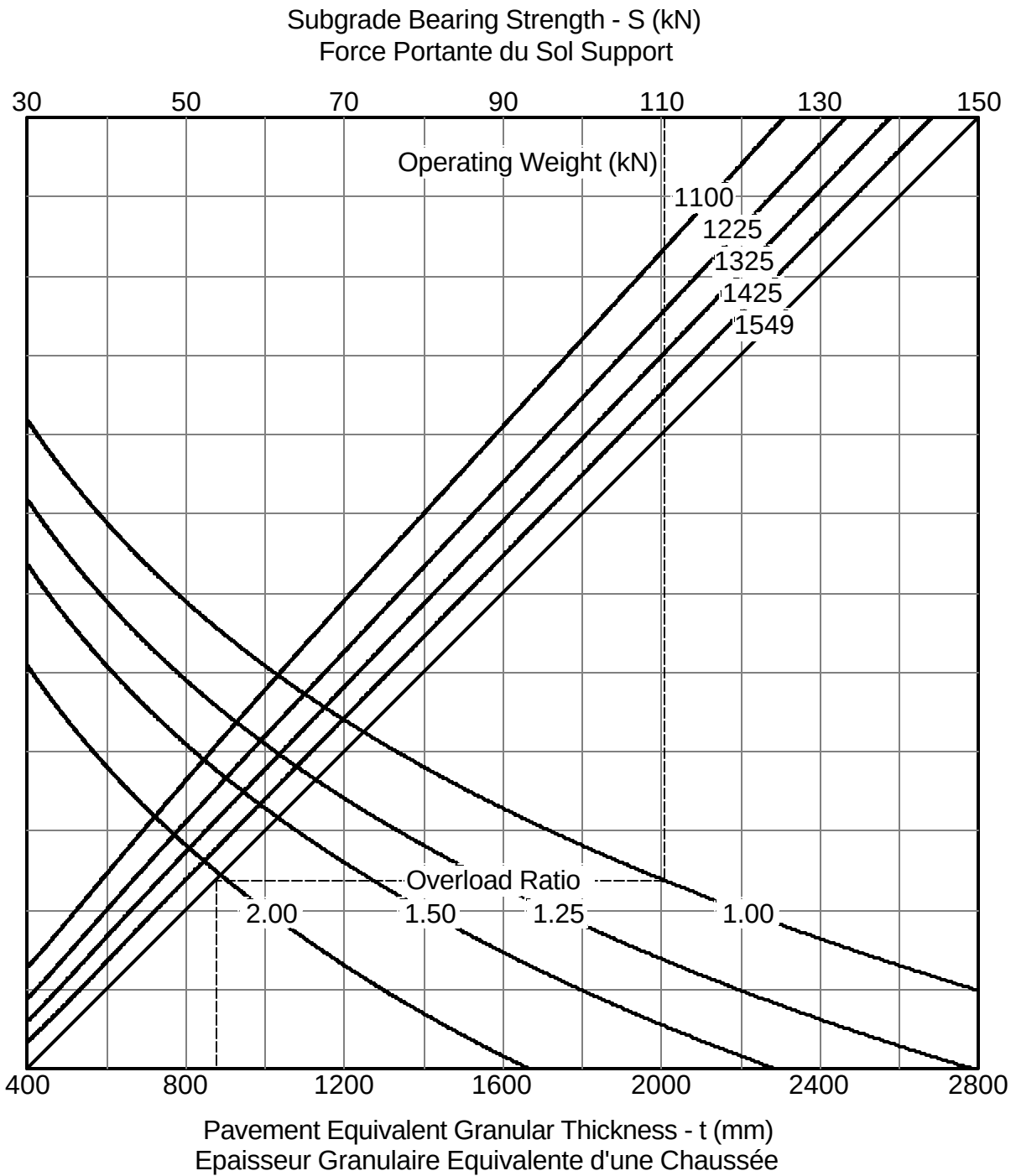
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A310-300 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.2	902 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.19		



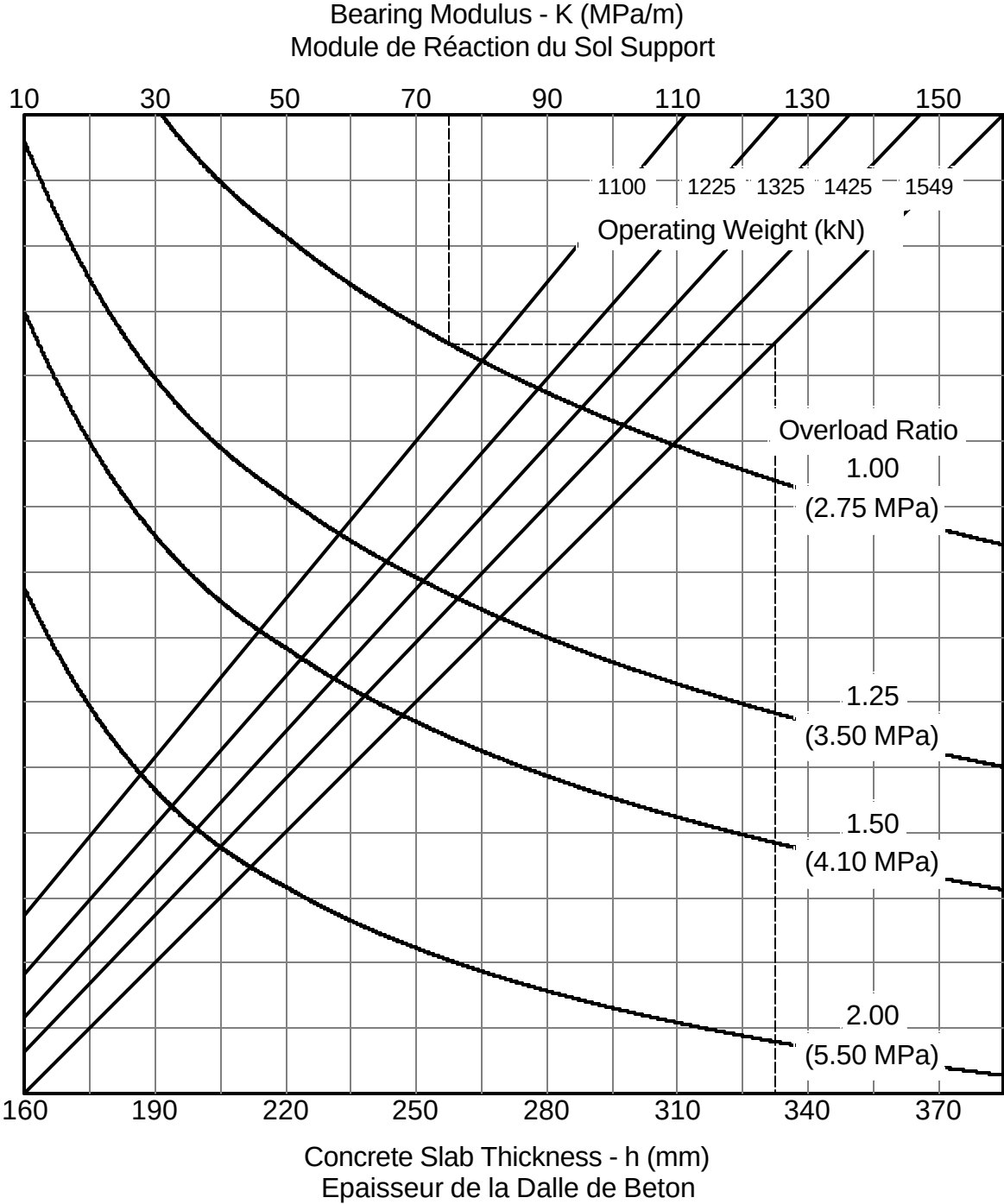
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A310-300 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.2	1397 mm 902 mm	
Tire Pressure (MPa) Pression des Pneus	1.19		



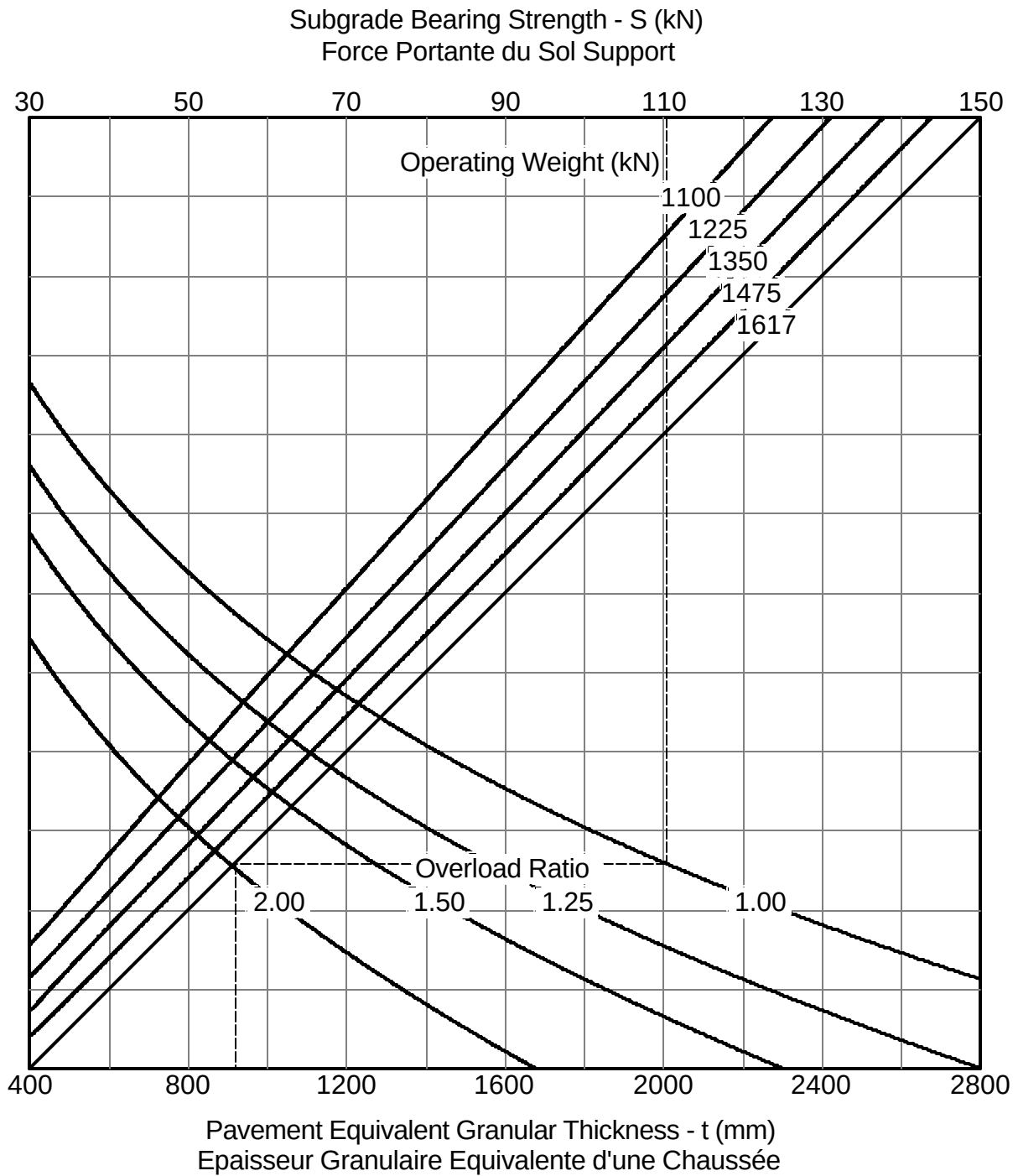
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A310-300 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.3	902 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.48		



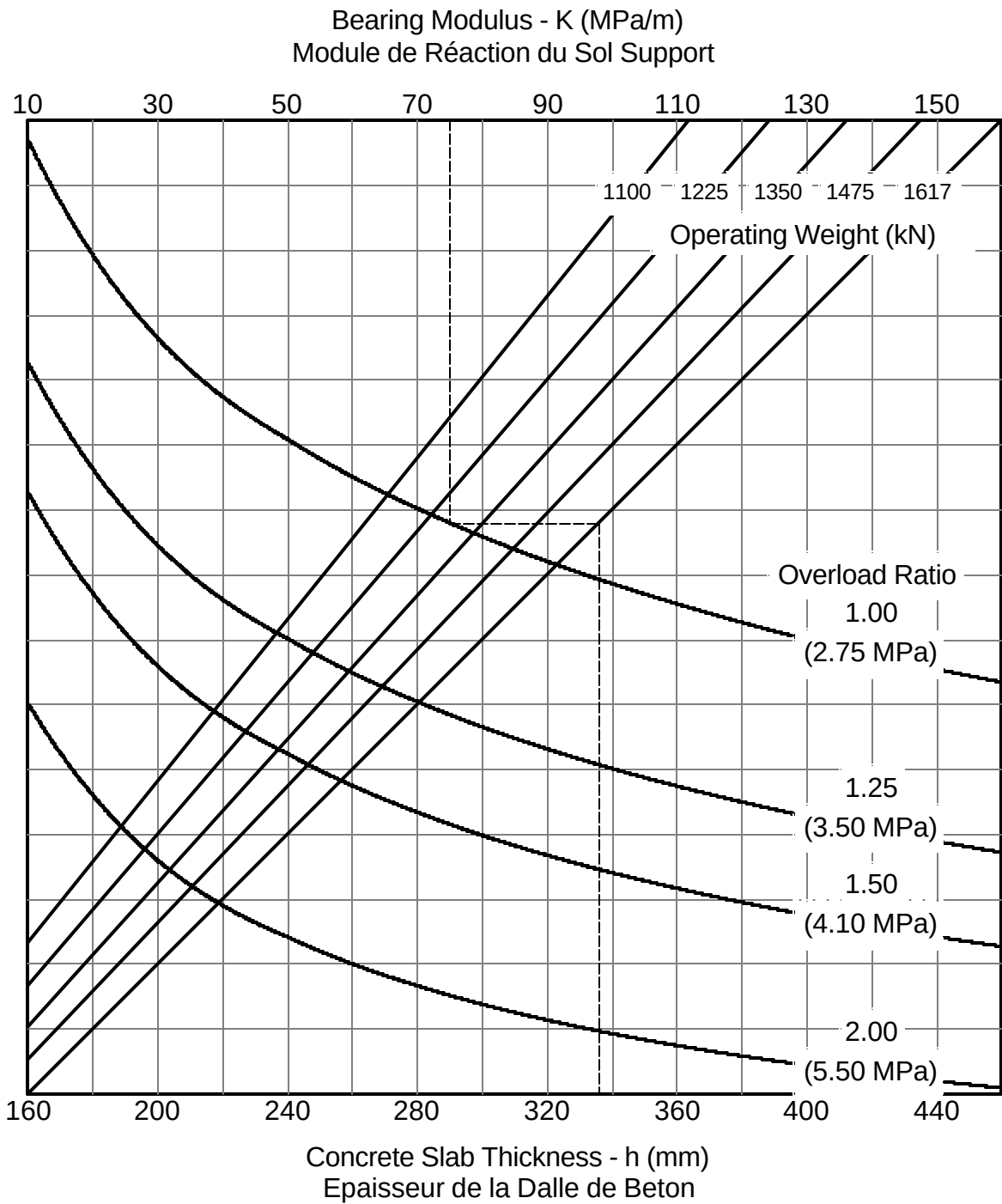
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A310-300 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.3	902 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.48		



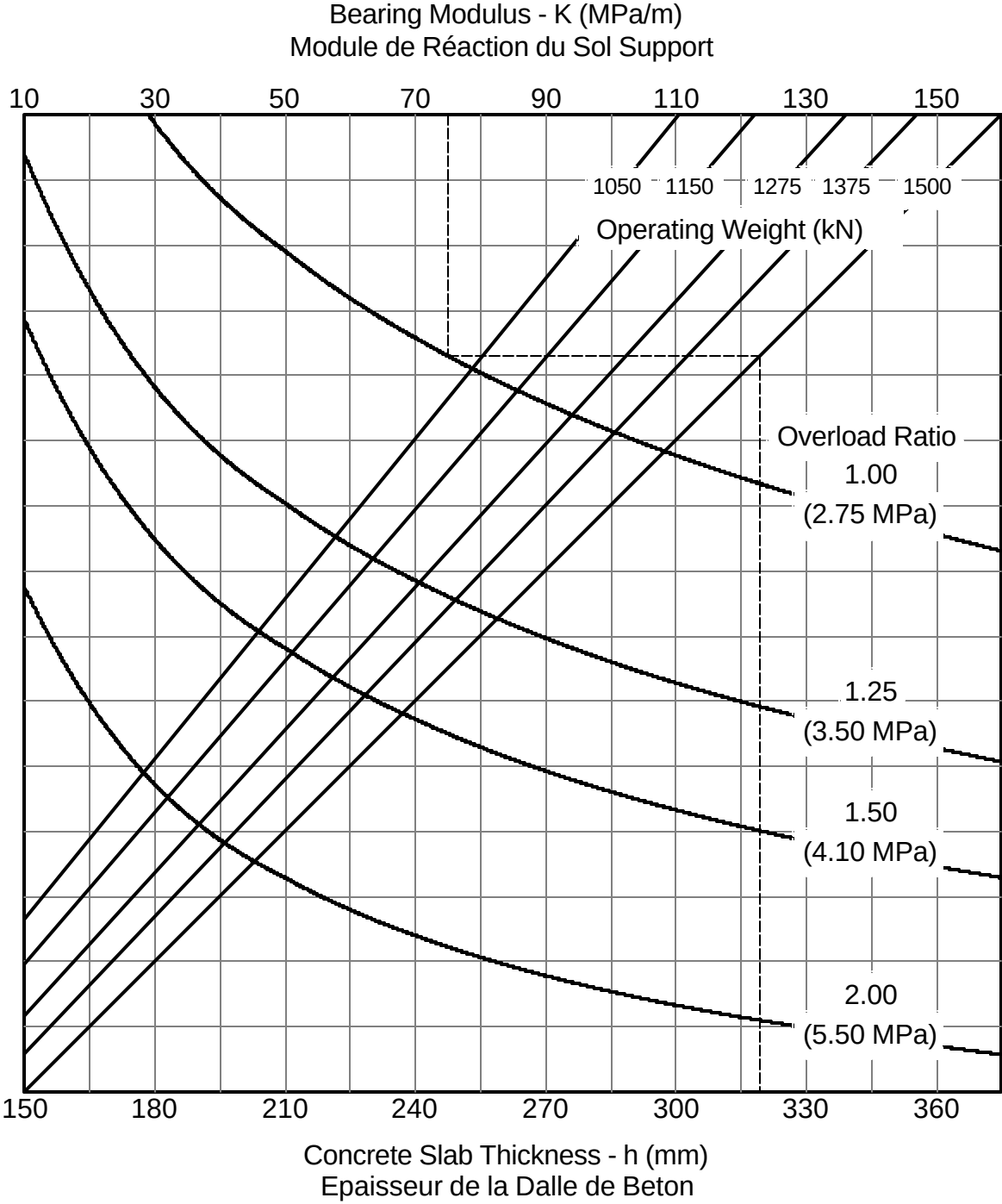
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A310-300 (Configuration 3)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.3	902 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.29		



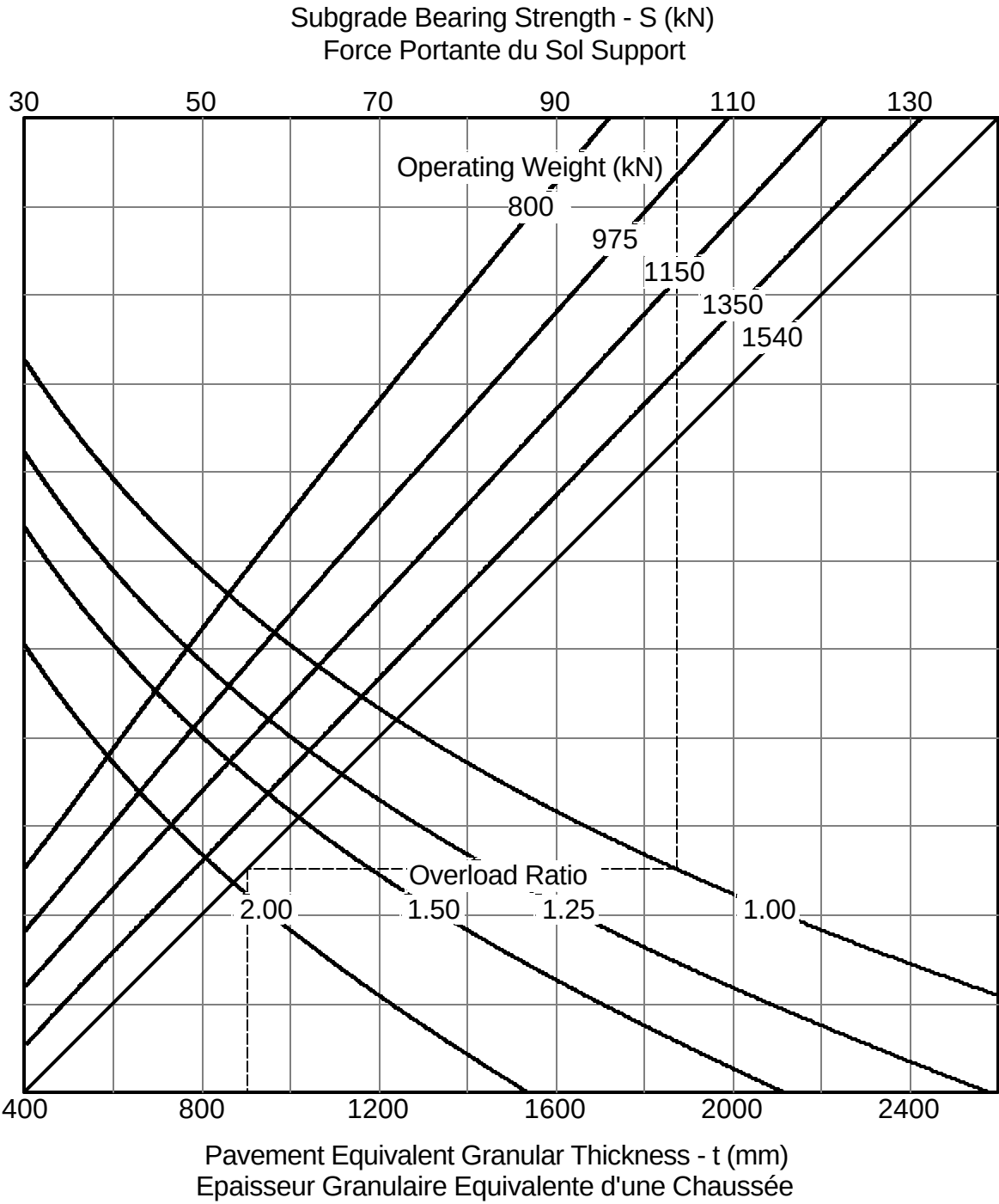
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.3	1397 mm 902 mm	
Tire Pressure (MPa) Pression des Pneus	1.29		



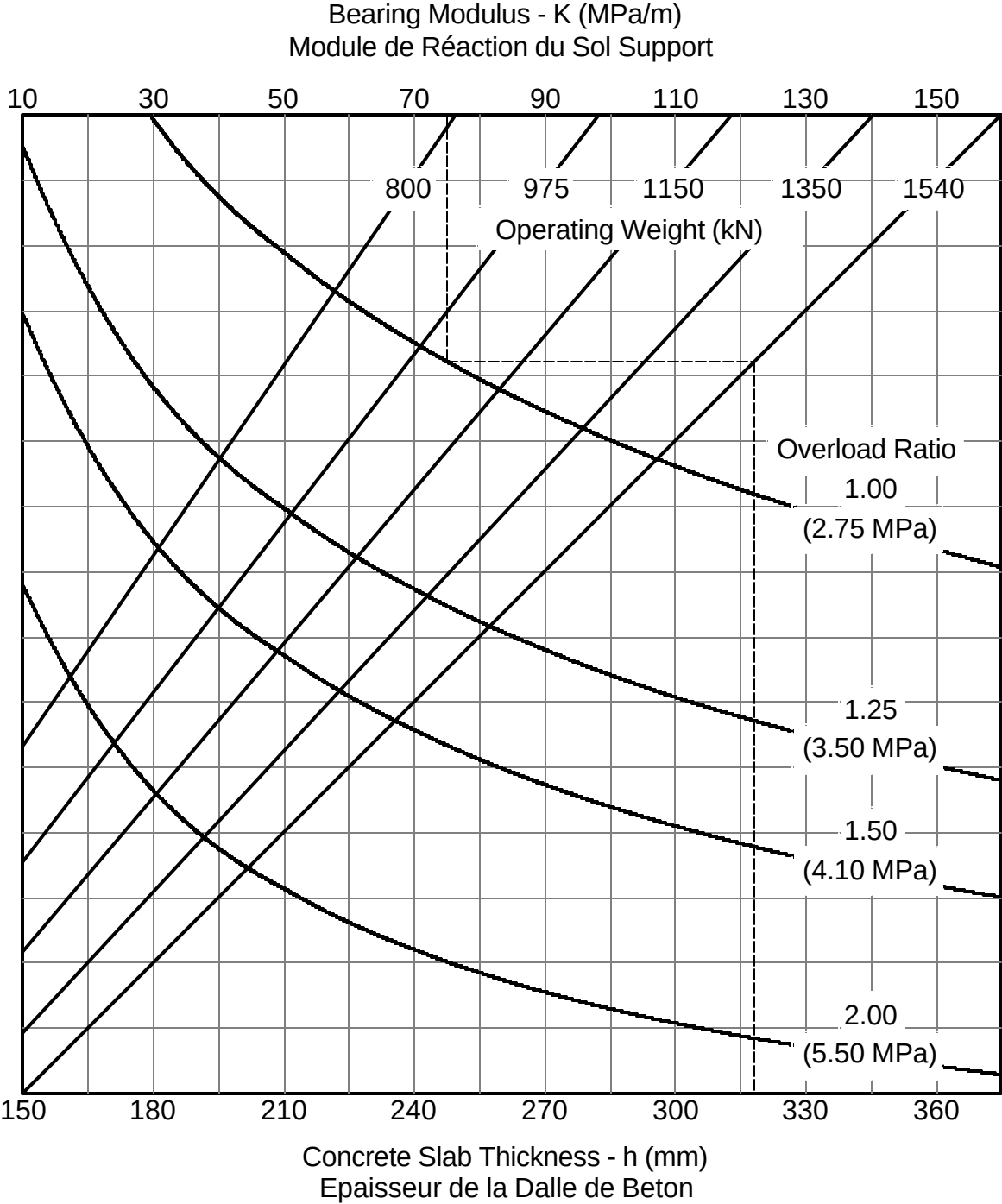
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A310-322 SR, BB	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	927 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.45		

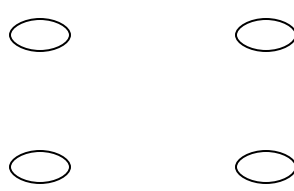


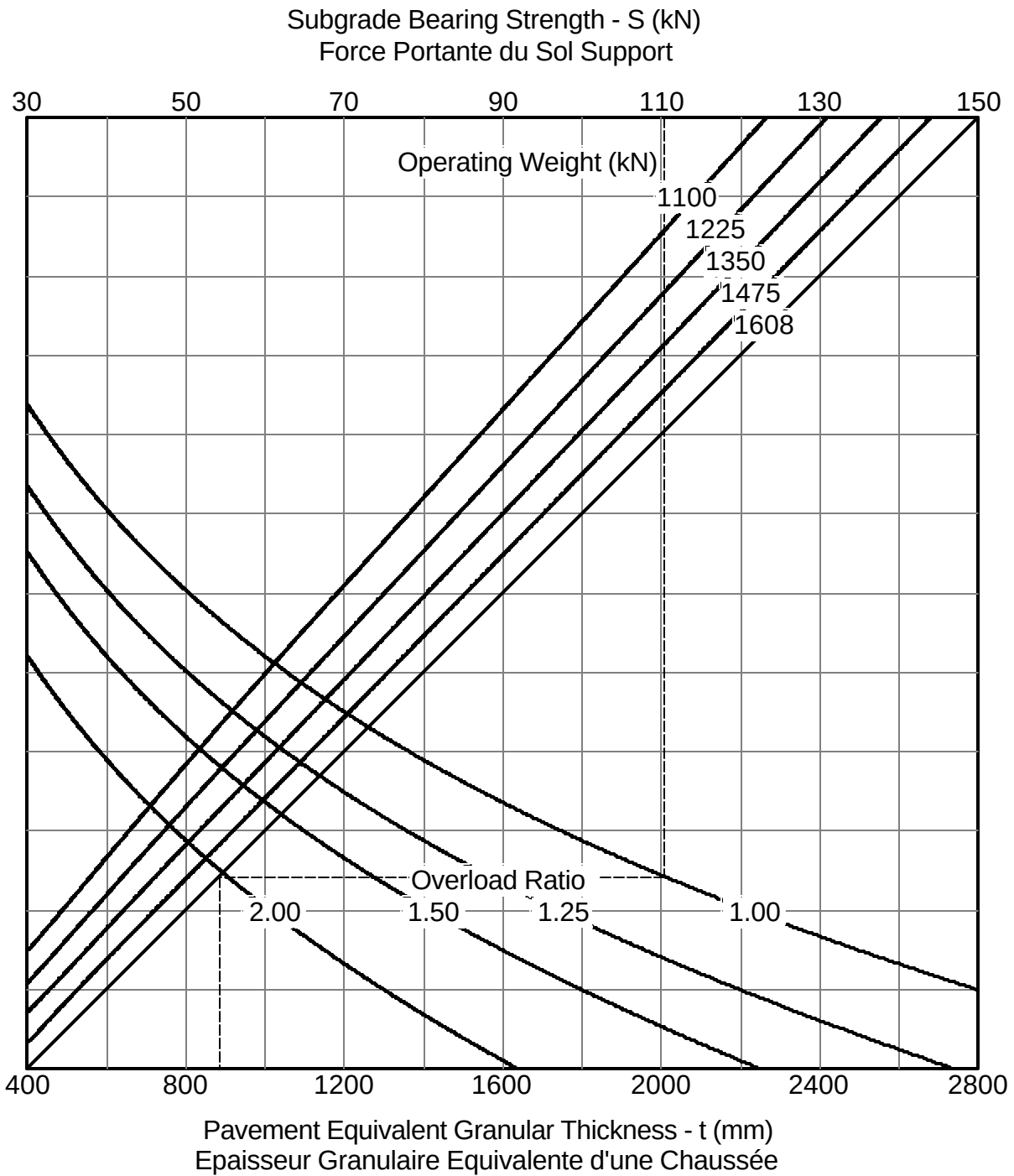
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A310-324	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	927 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.24		



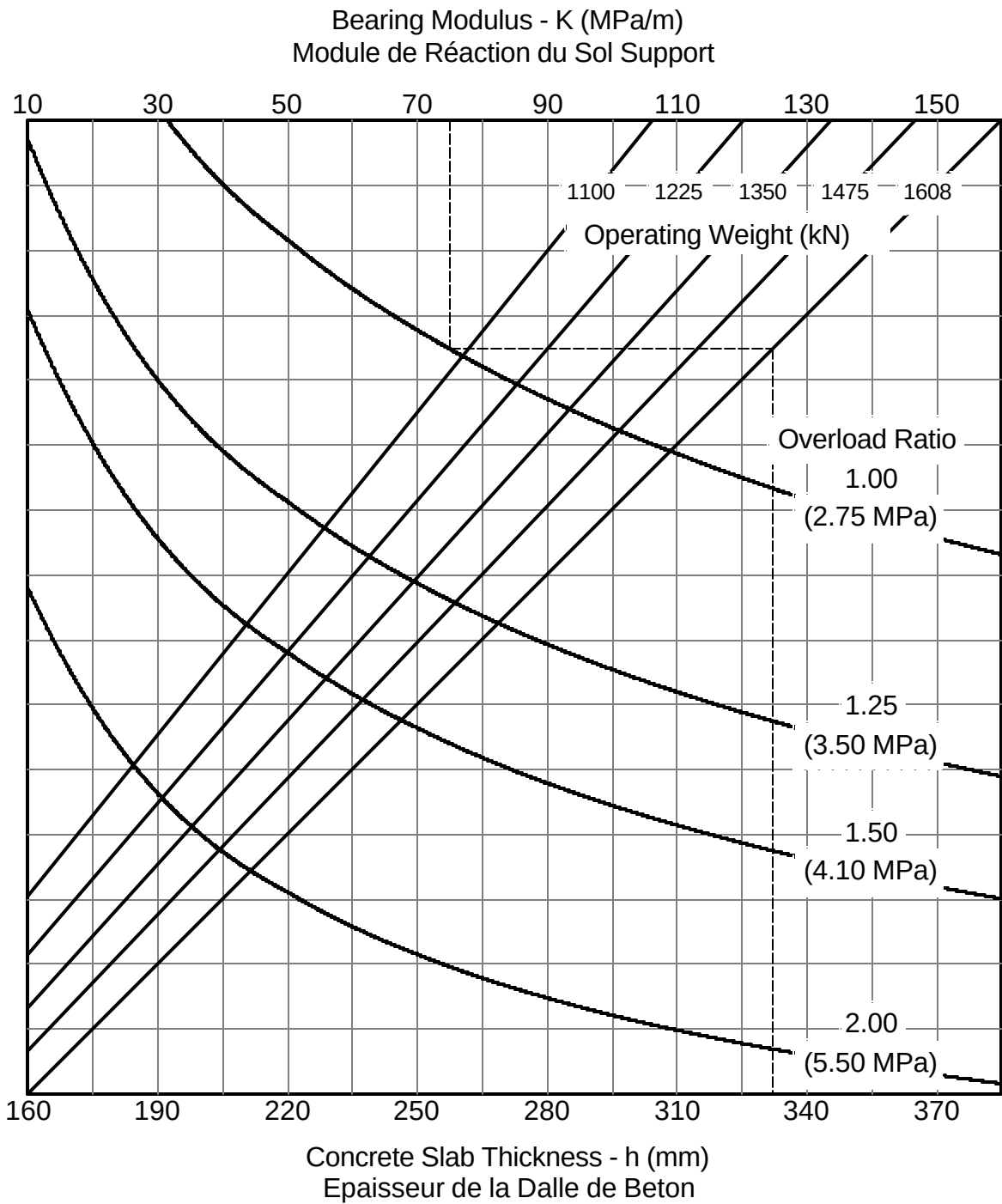
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% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	927 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.24		



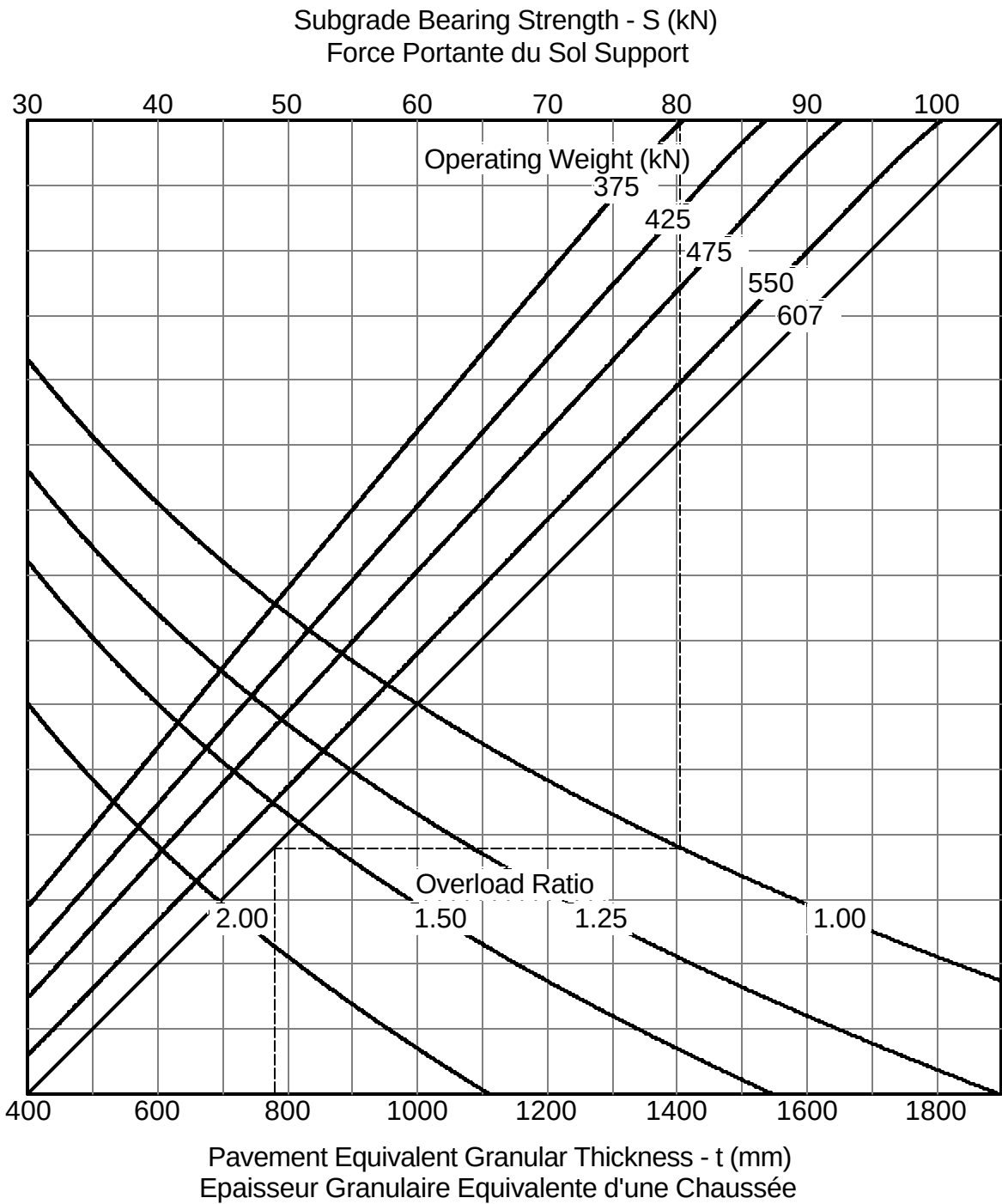
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% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	927 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		



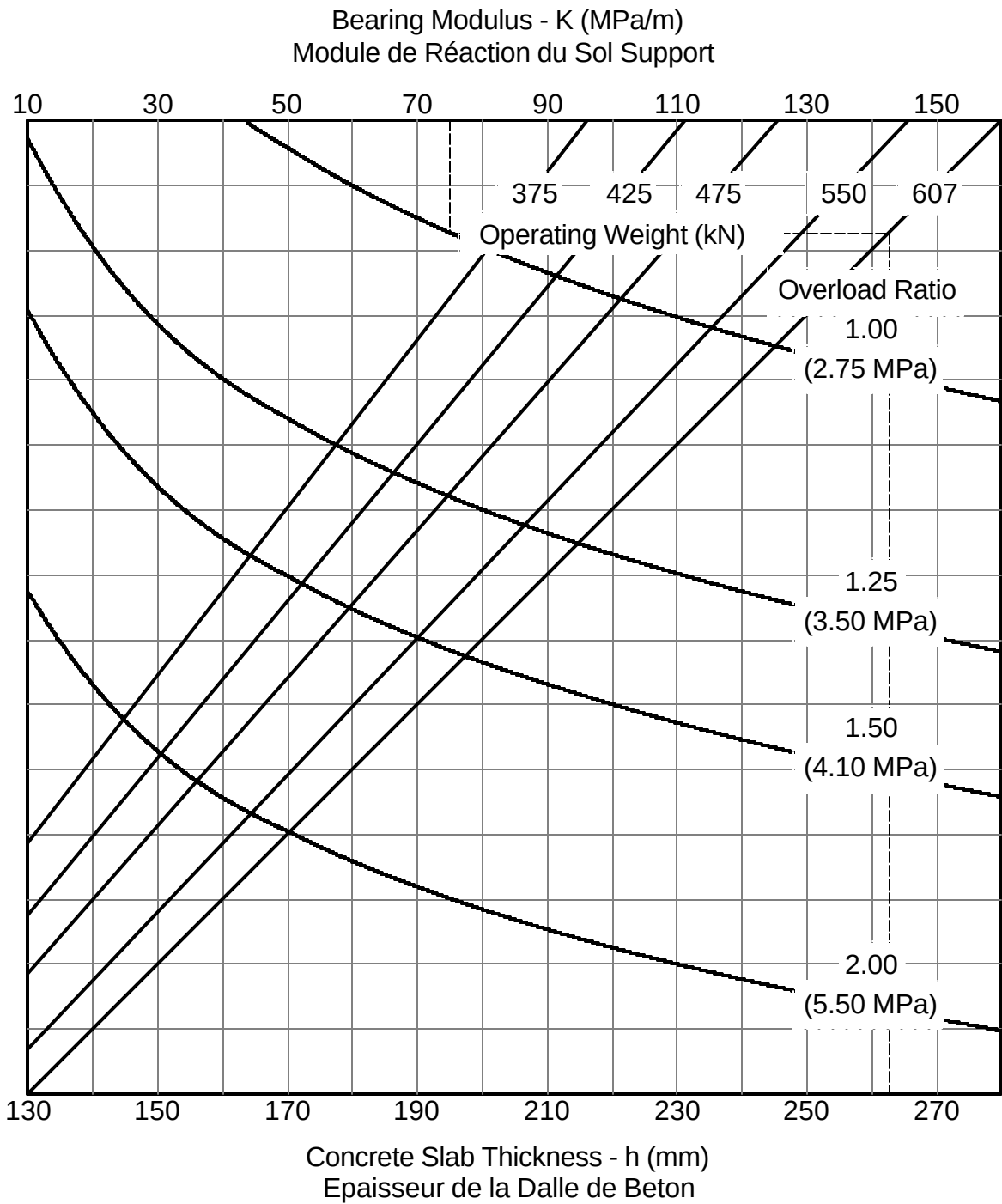
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Tire Pressure (MPa) Pression des Pneus	1.38		



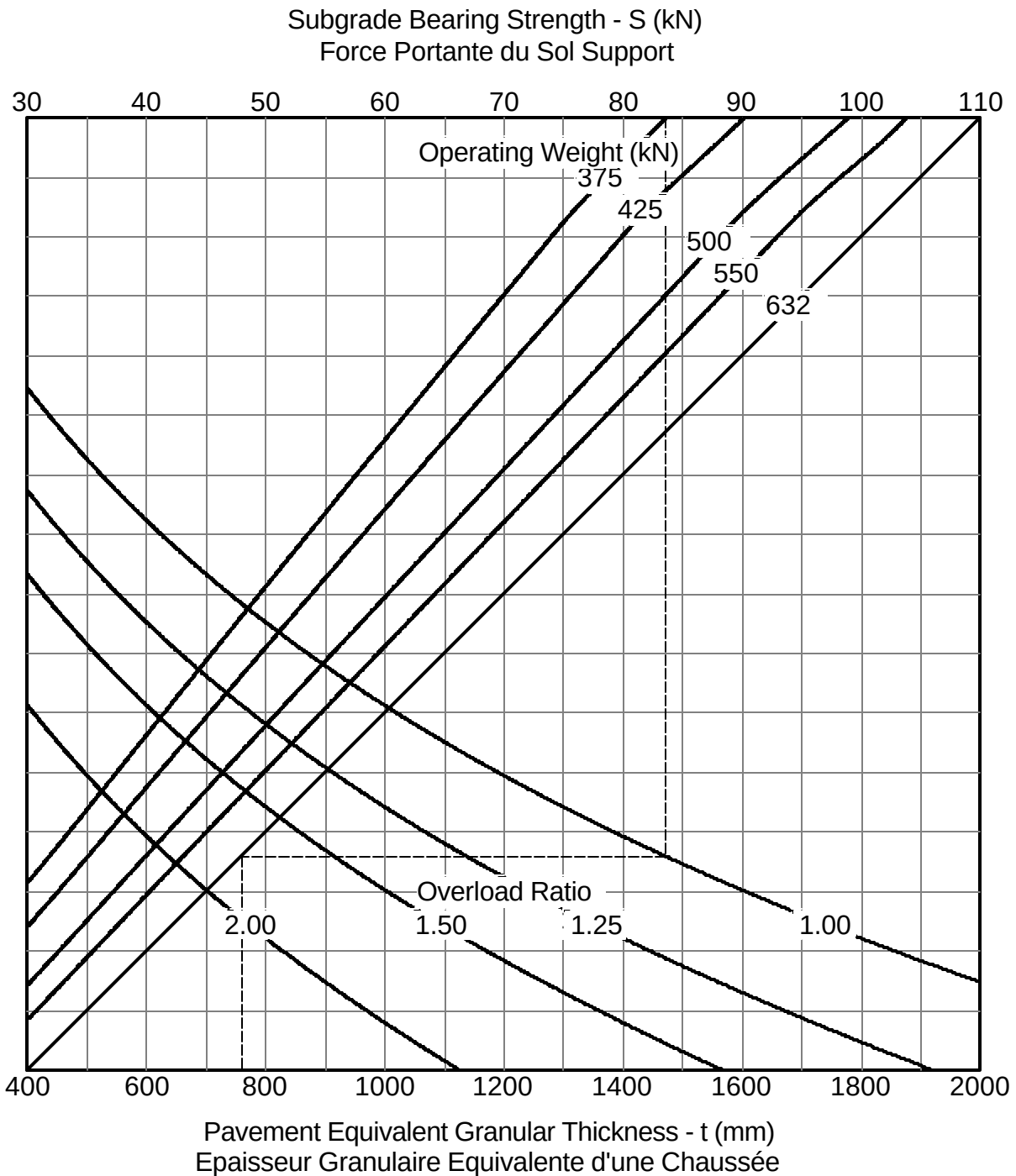
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A318-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		



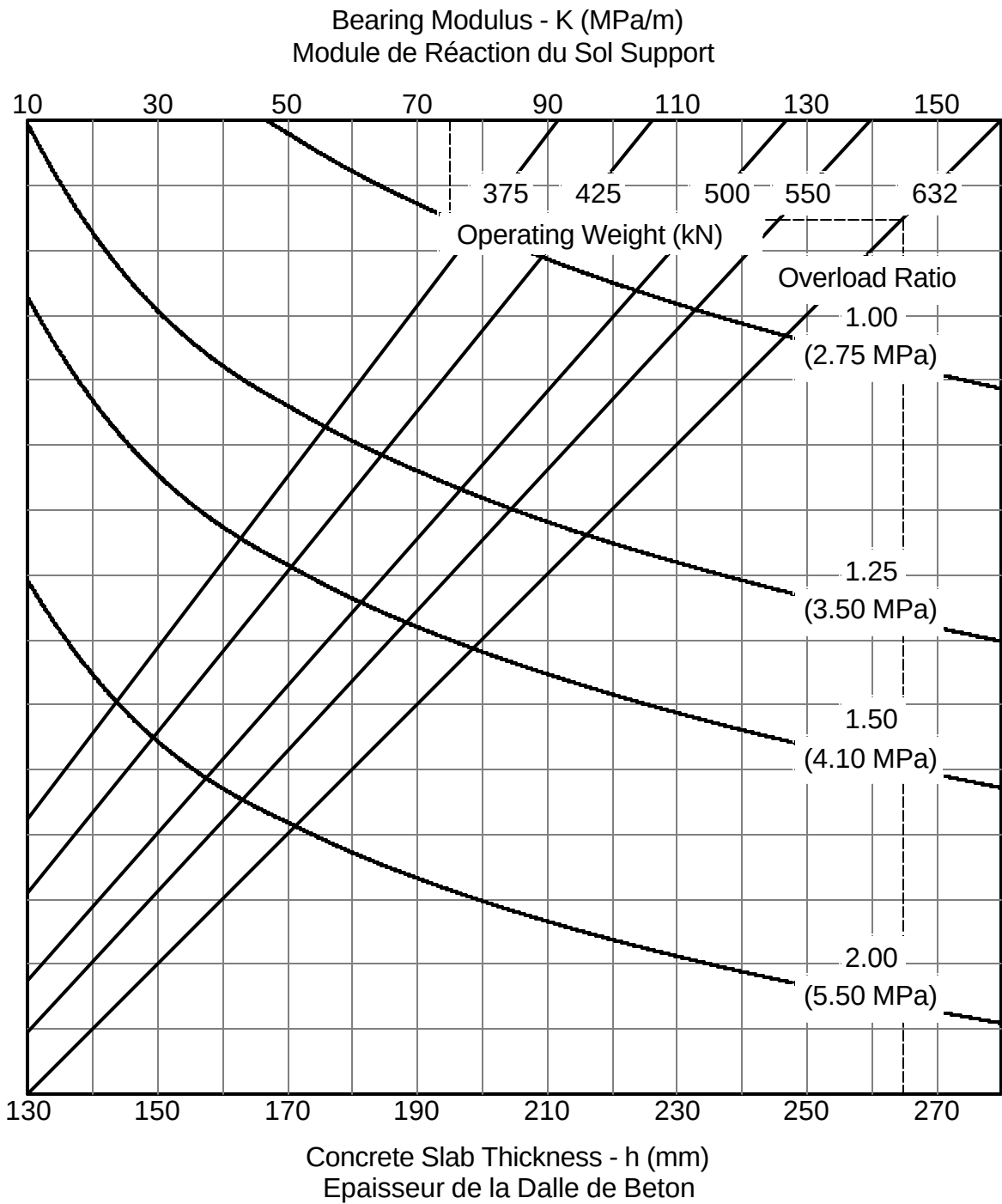
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A318-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		



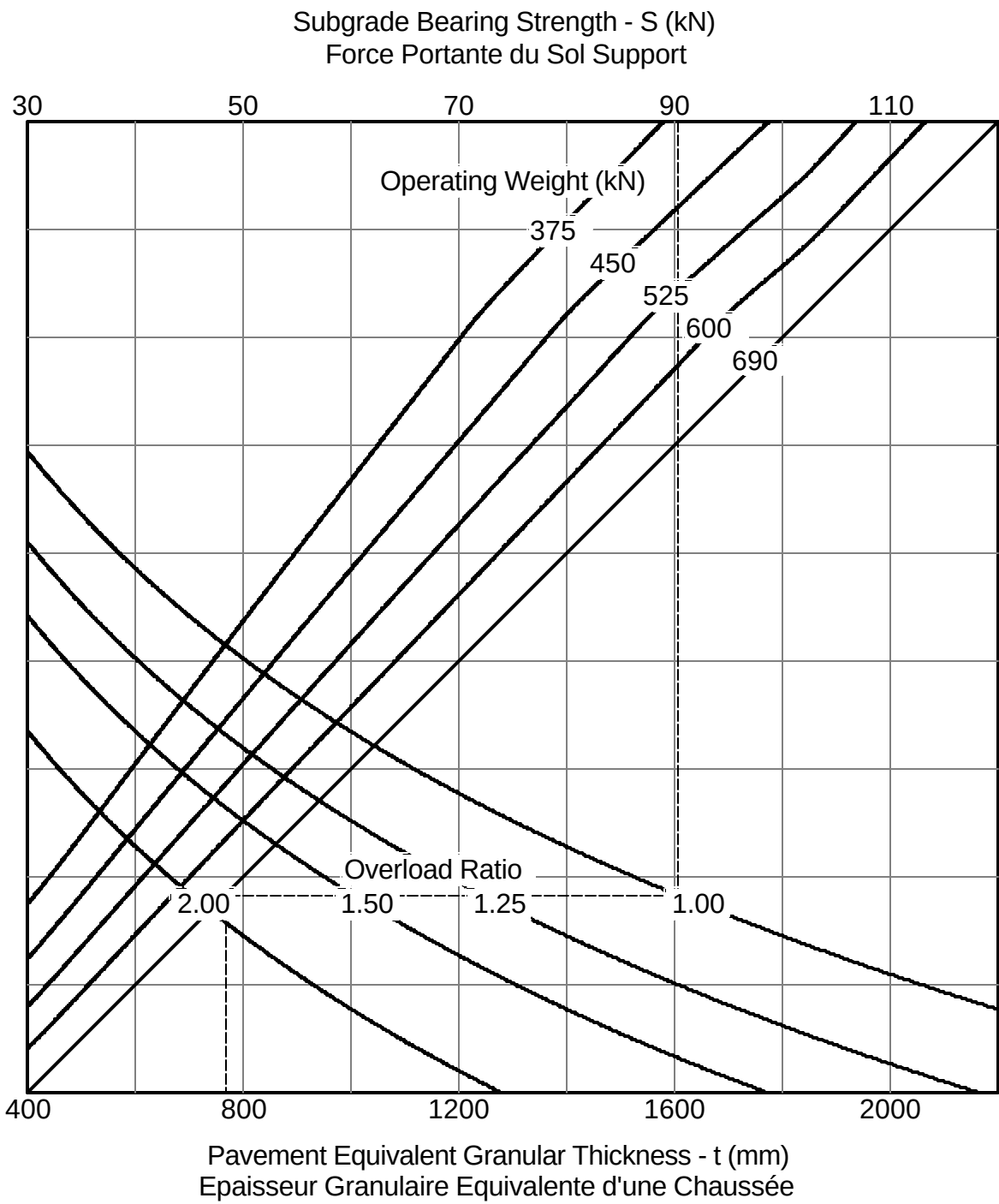
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A319-100 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.3	927 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		



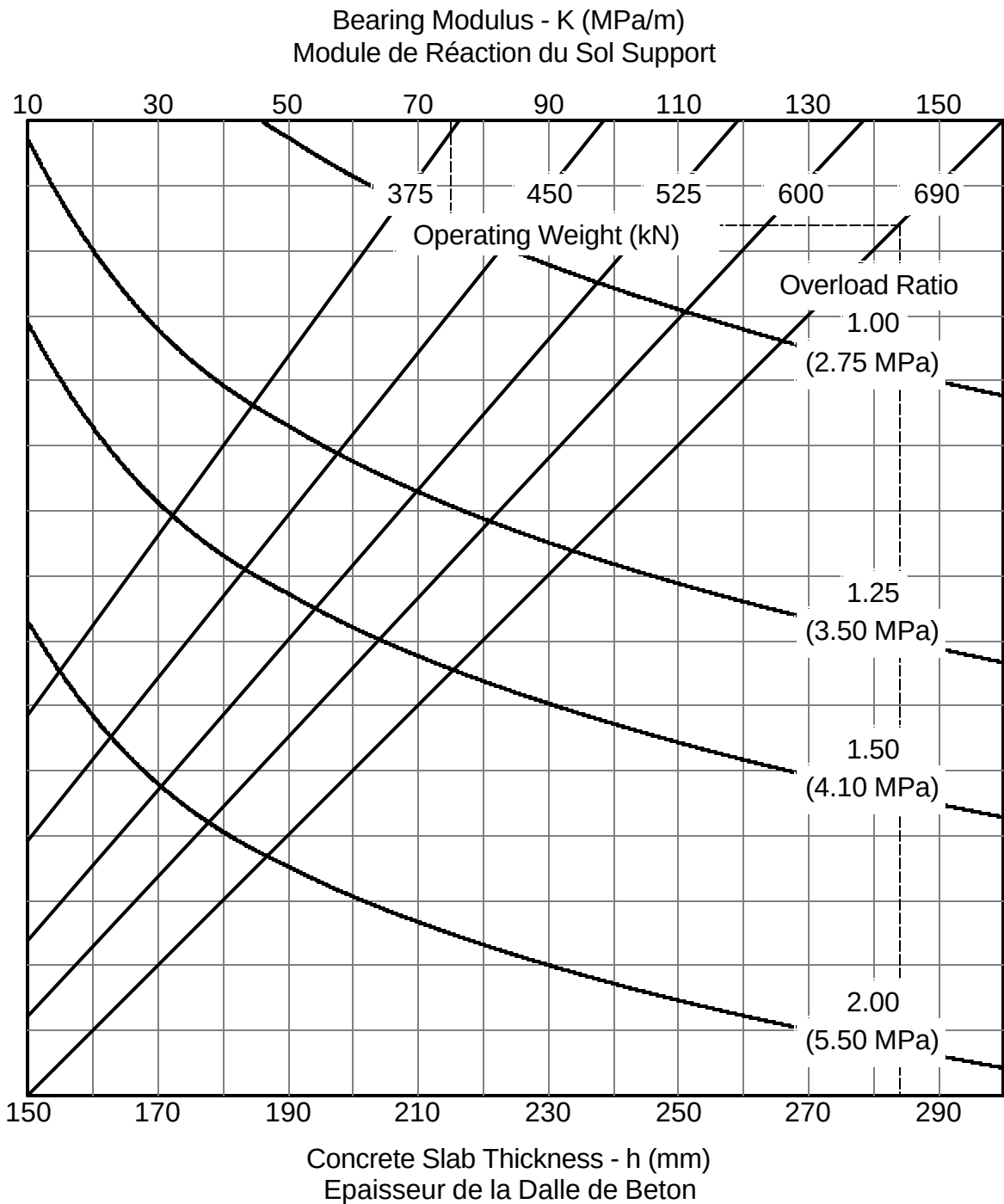
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% Load on Main Gear % Poids sur Atterrisseur Principal	46.3	927 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		



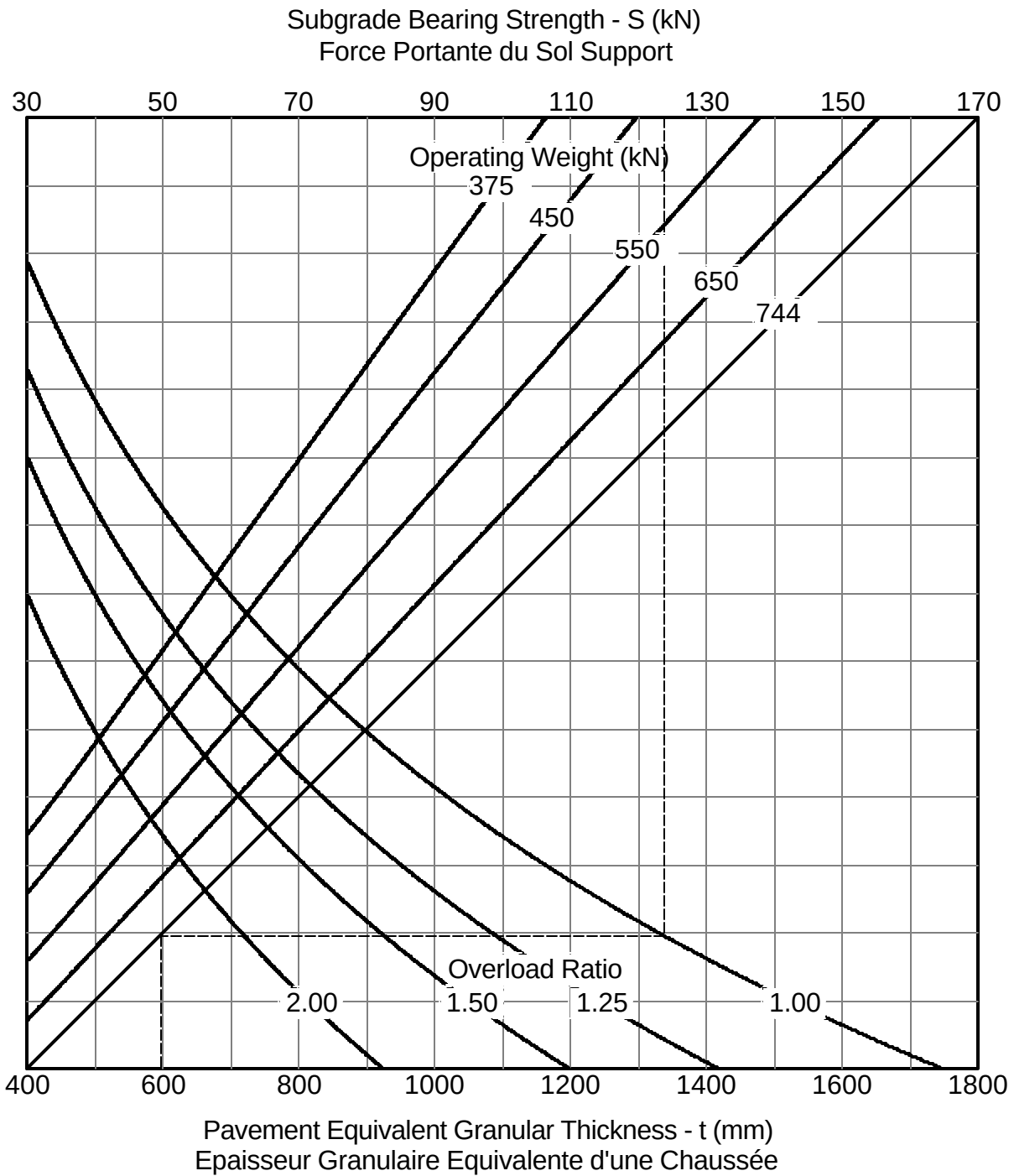
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A319-100 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.0	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.07		



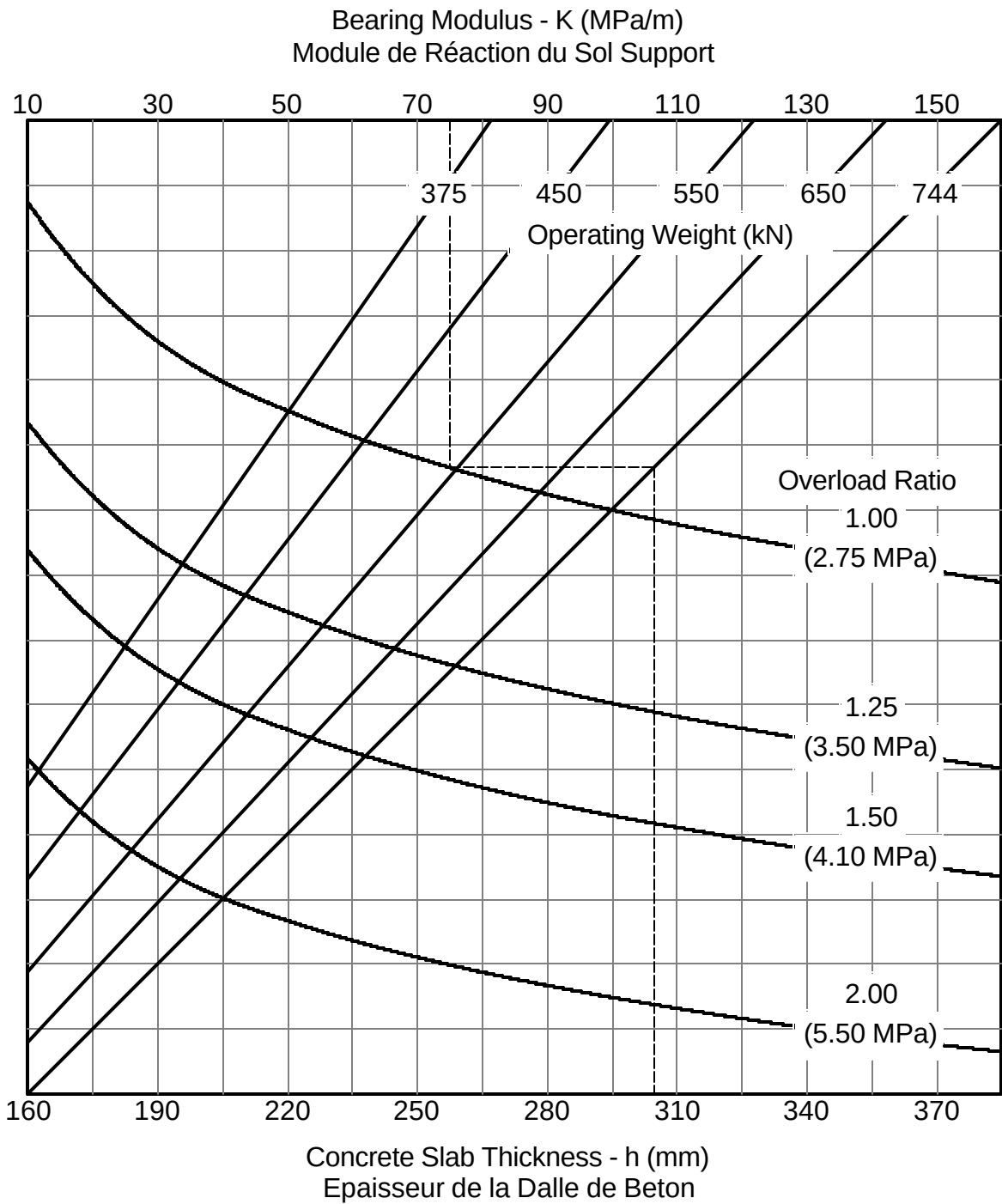
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A319-100 (Configuration 2)	
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Tire Pressure (MPa) Pression des Pneus	1.07		



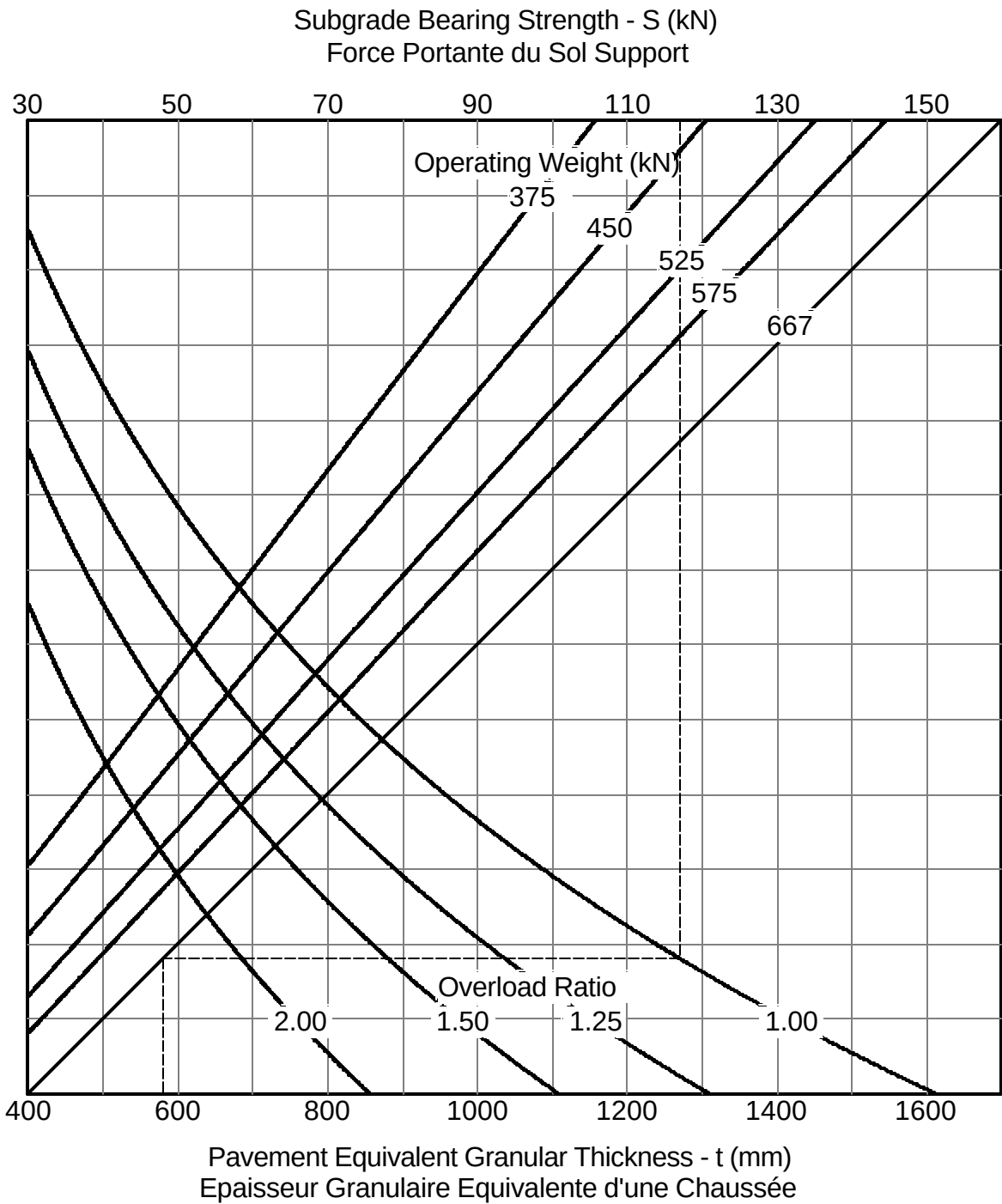
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A319-100 (Configuration 3)	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.7	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.38		



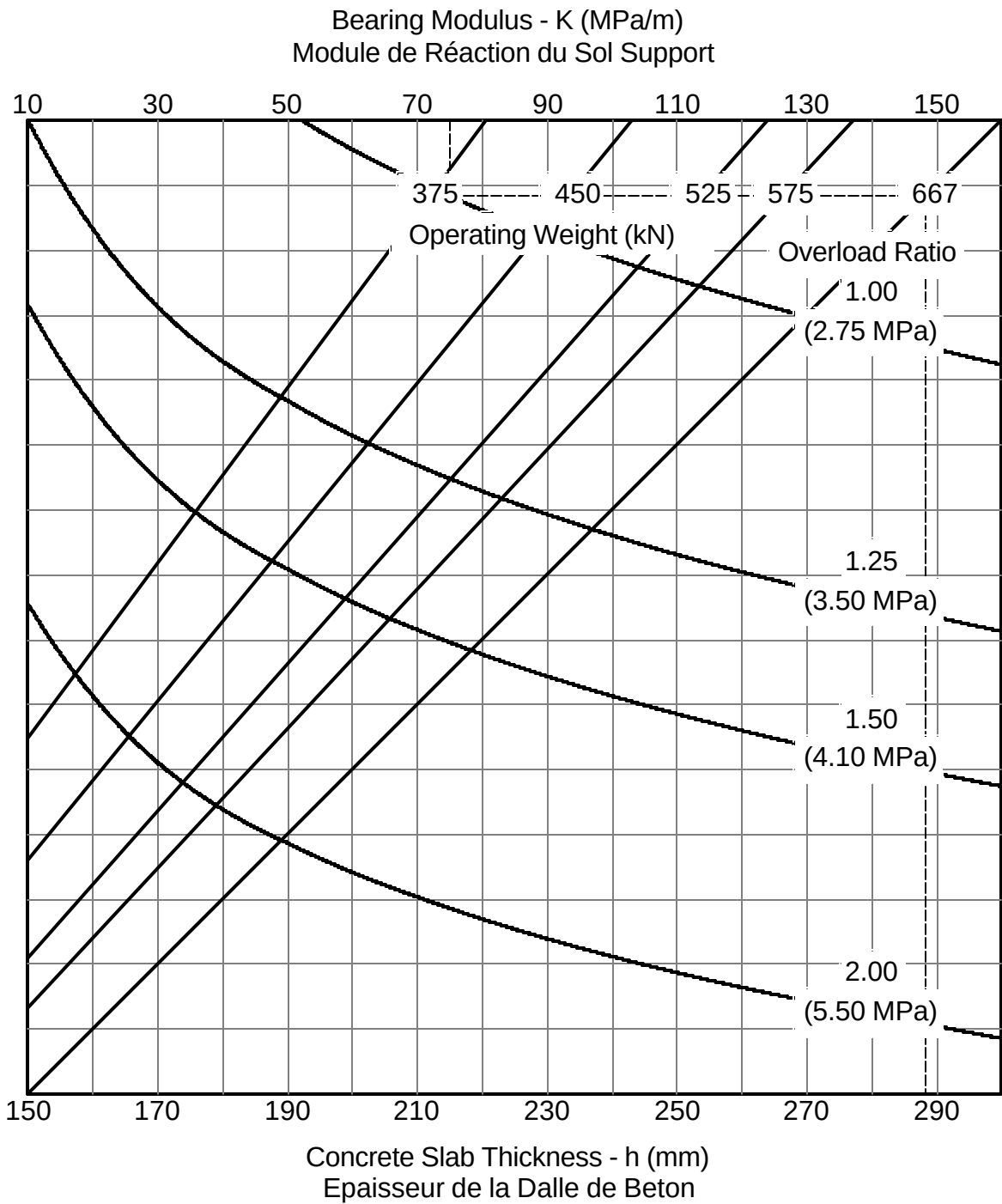
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% Load on Main Gear % Poids sur Atterrisseur Principal	45.7	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.38		



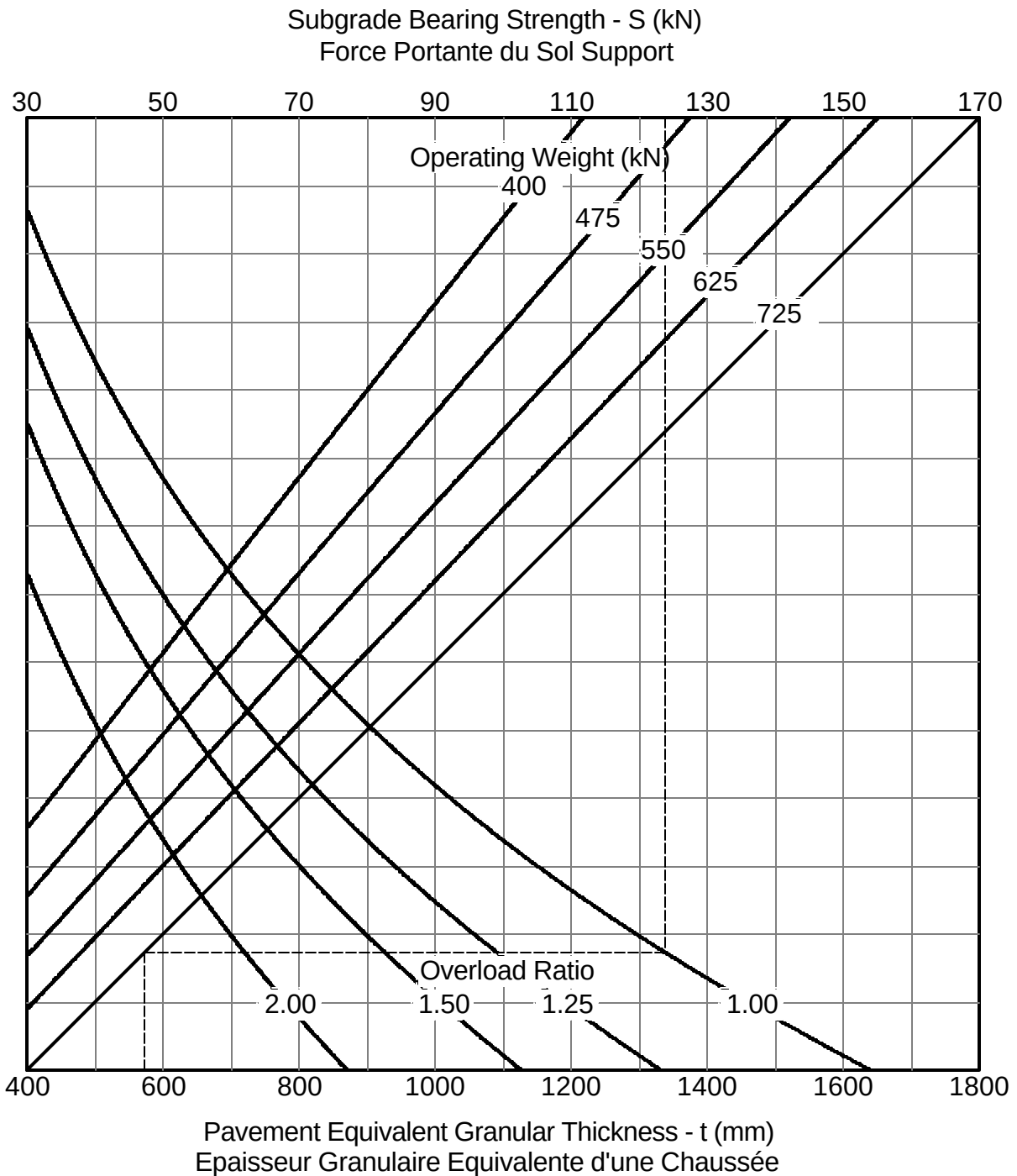
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



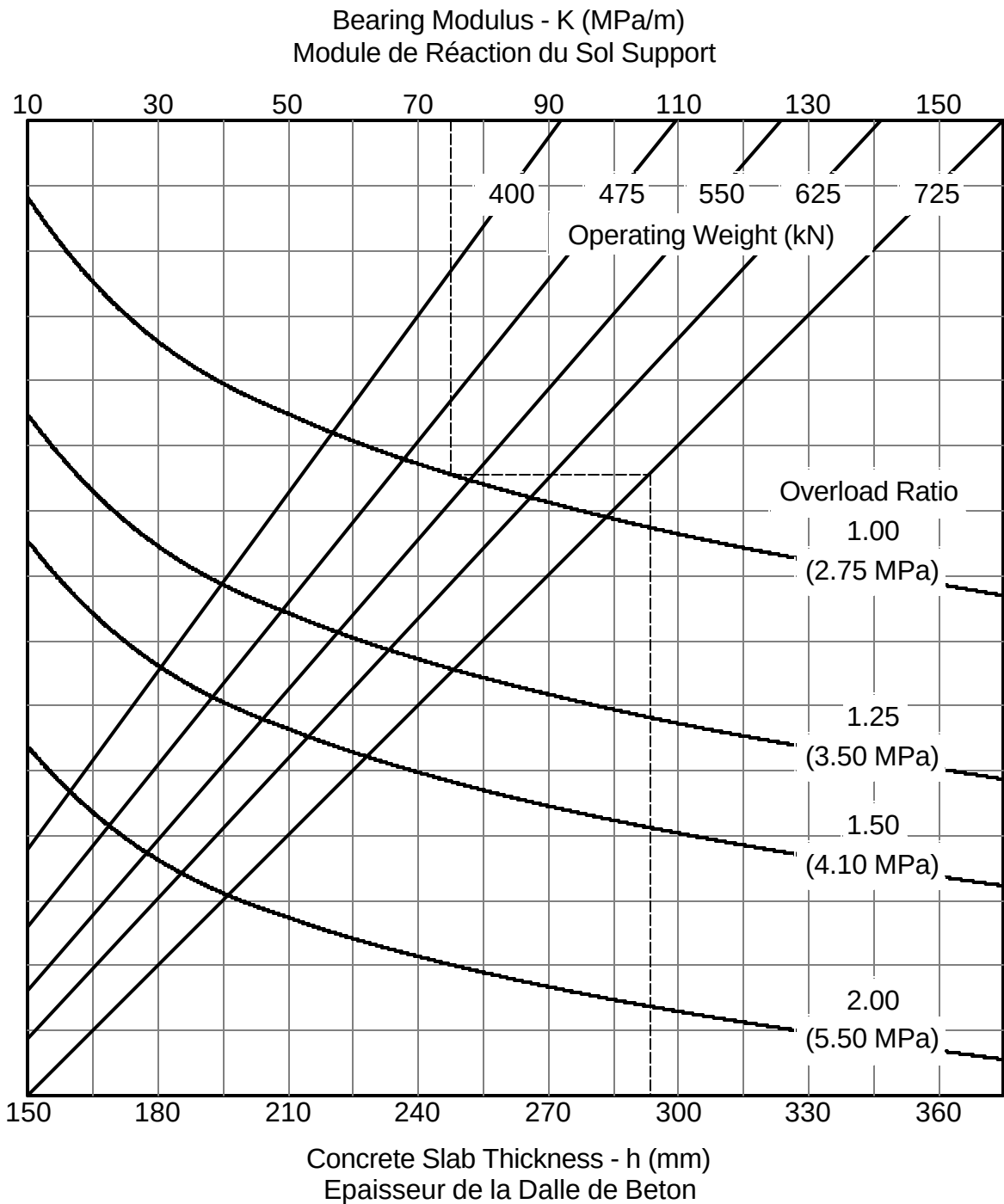
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Tire Pressure (MPa) Pression des Pneus	1.21		



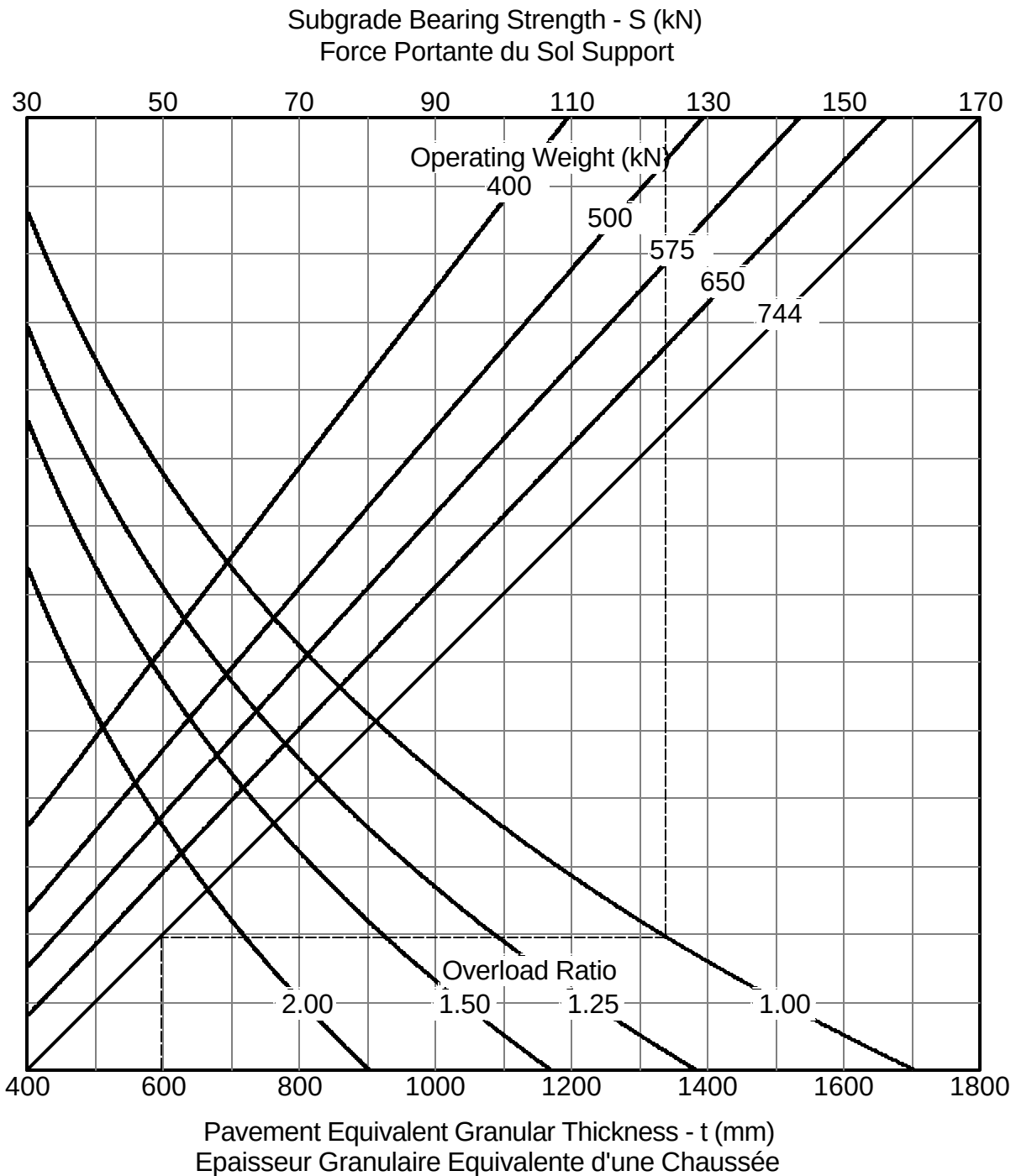
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Tire Pressure (MPa) Pression des Pneus	1.03		



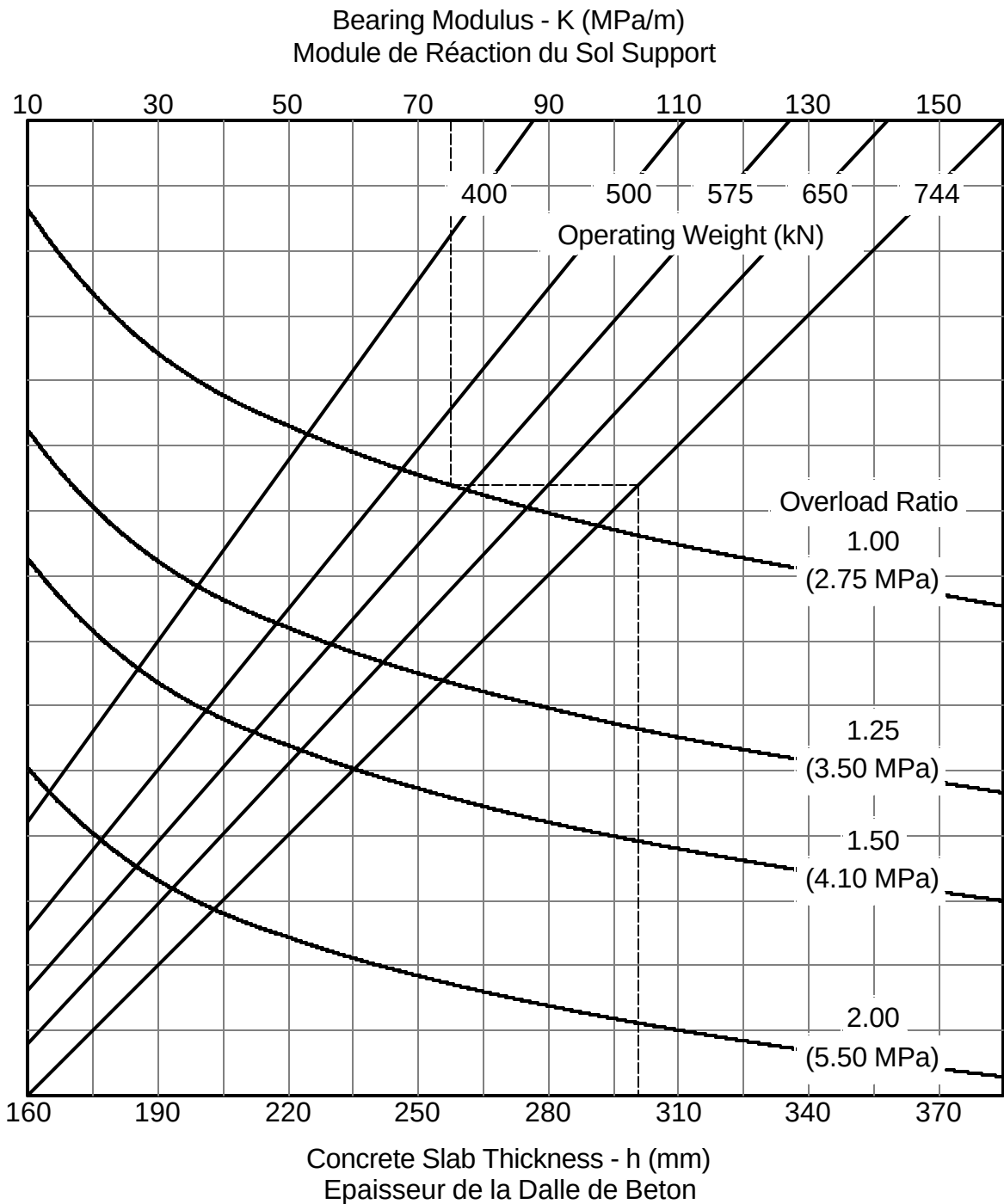
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A320-200 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.03		



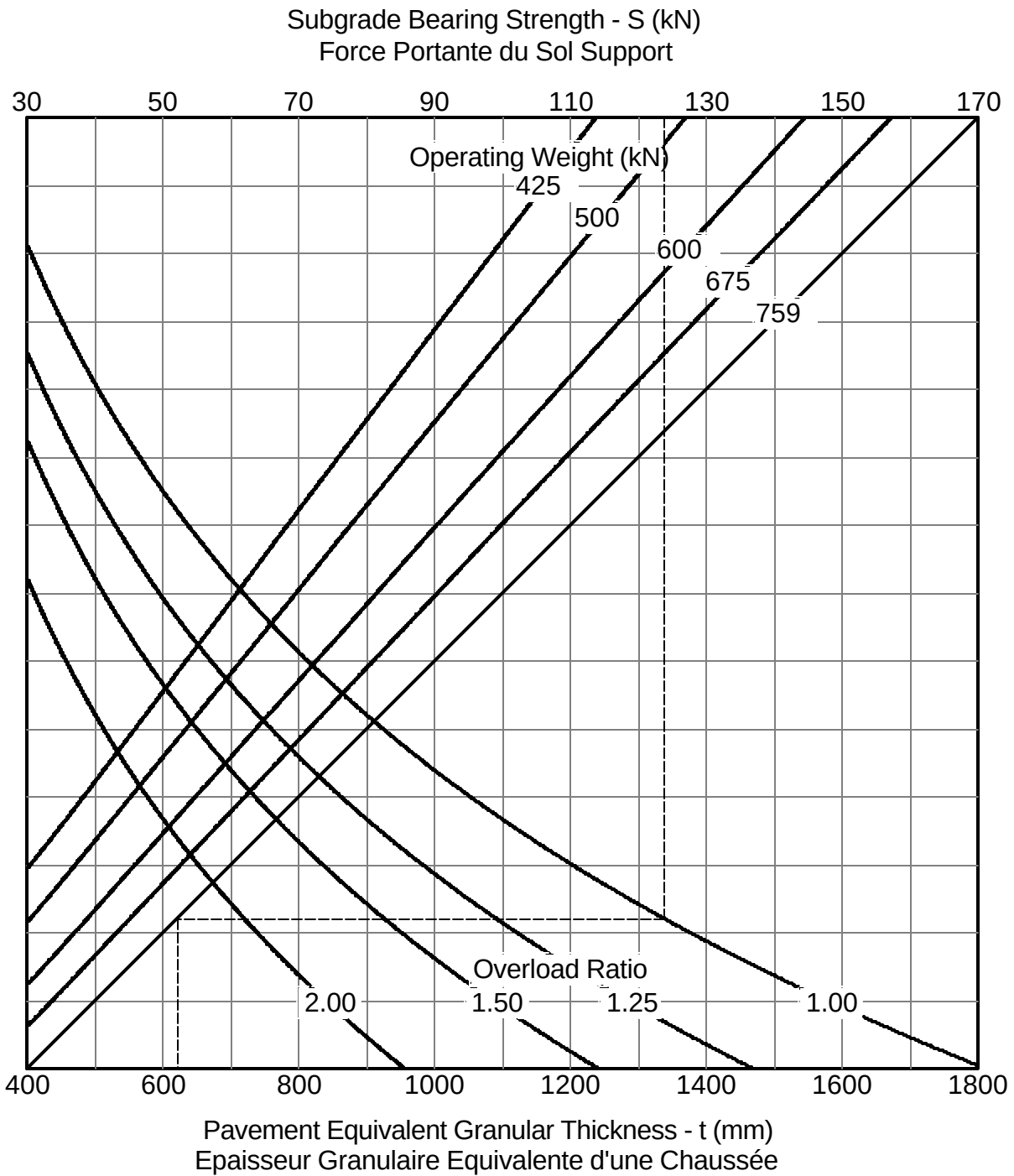
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A320-200 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.7	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



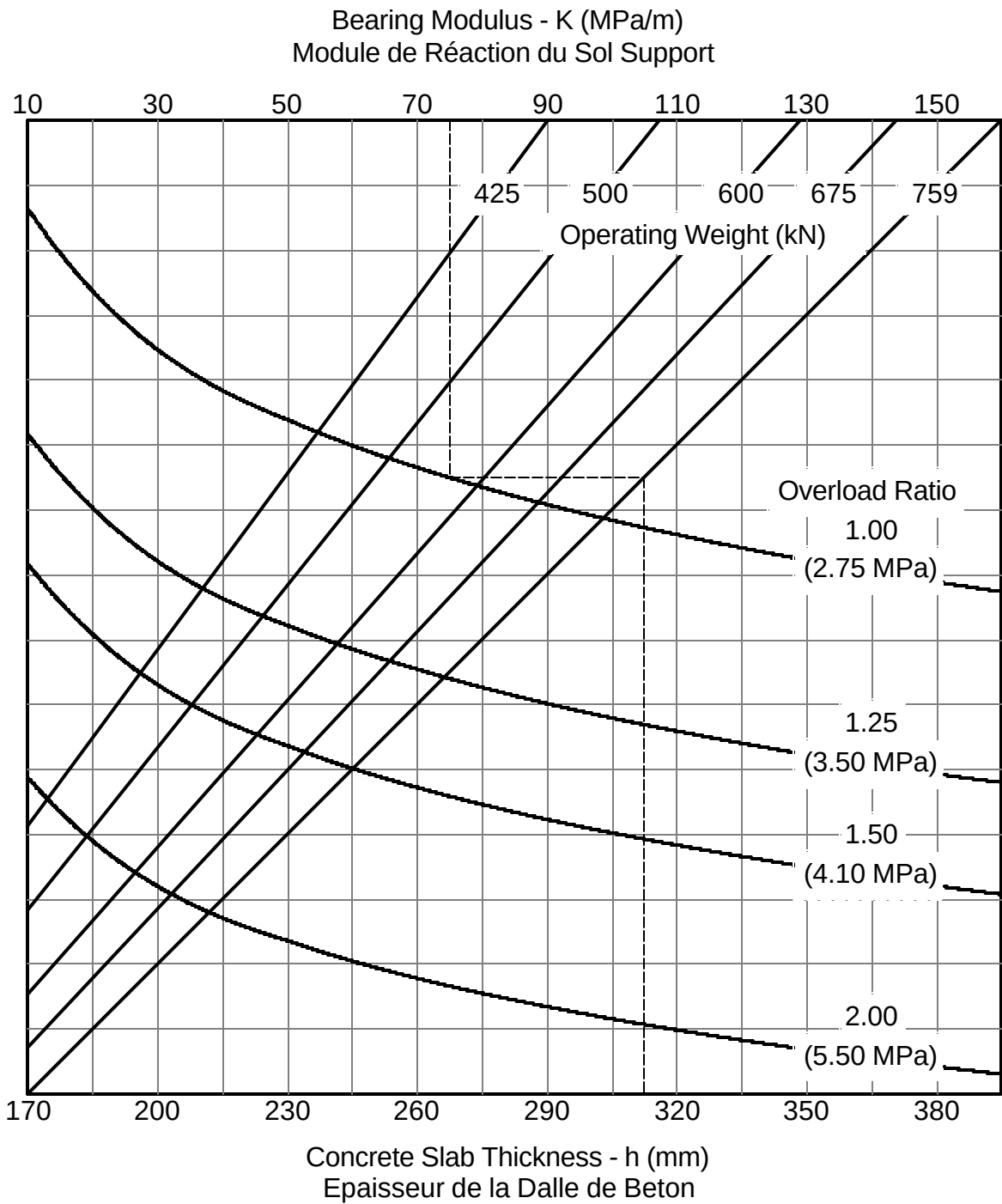
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% Load on Main Gear % Poids sur Atterrisseur Principal	46.7	927 mm	
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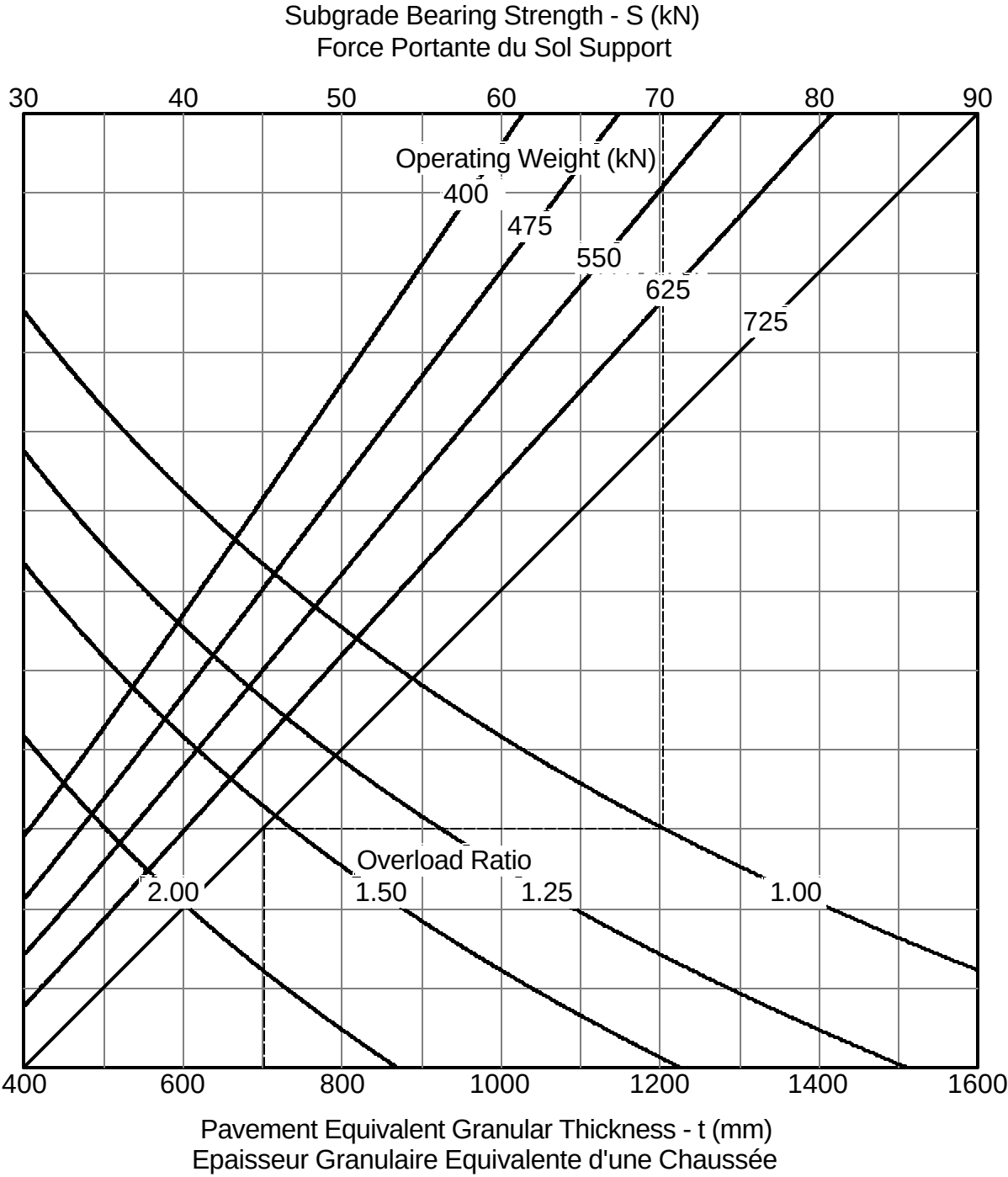
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A320-200 (Configuration 3)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.44		



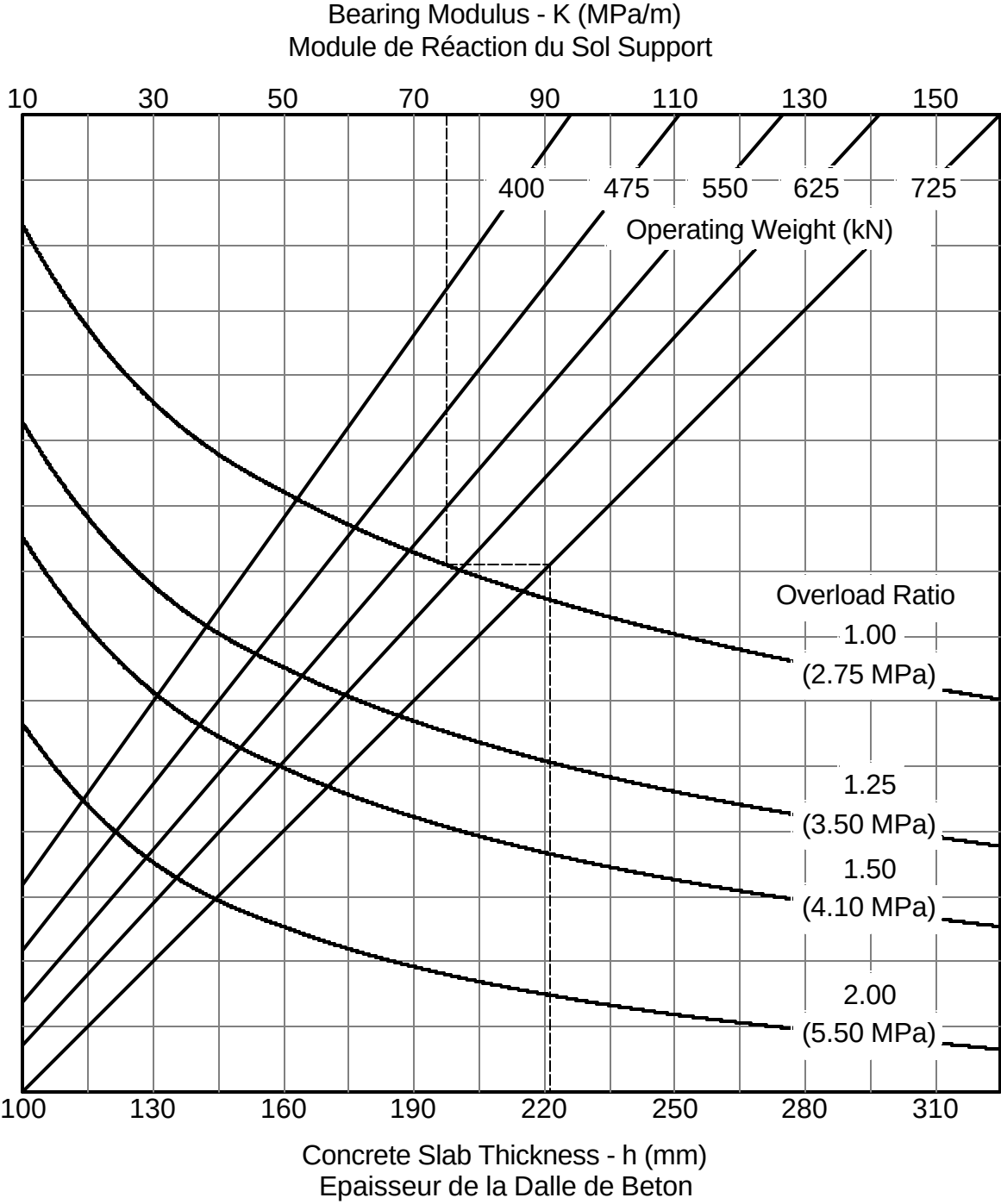
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% Load on Main Gear % Poids sur Atterrisseur Principal	46.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.44		

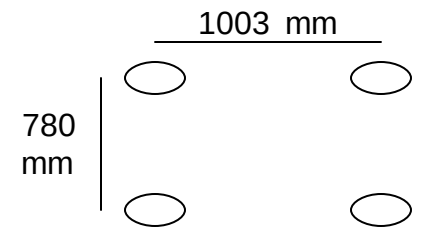


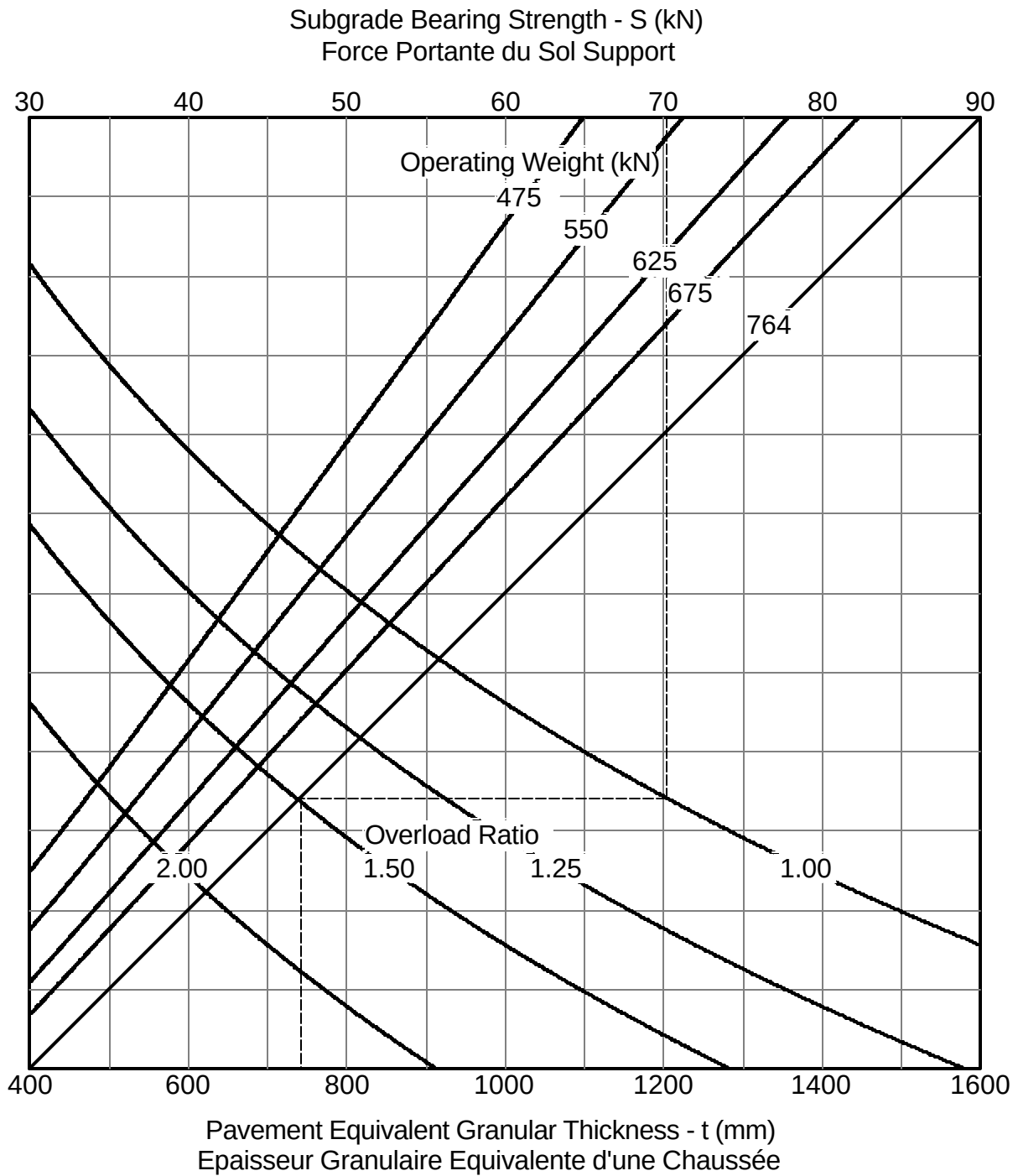
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A320-200 (Opt. Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	780 mm	1003 mm
Tire Pressure (MPa) Pression des Pneus	1.22		

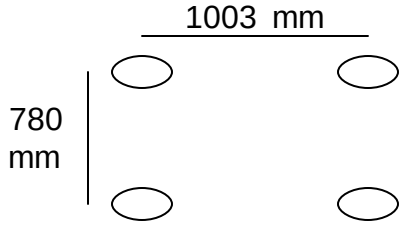


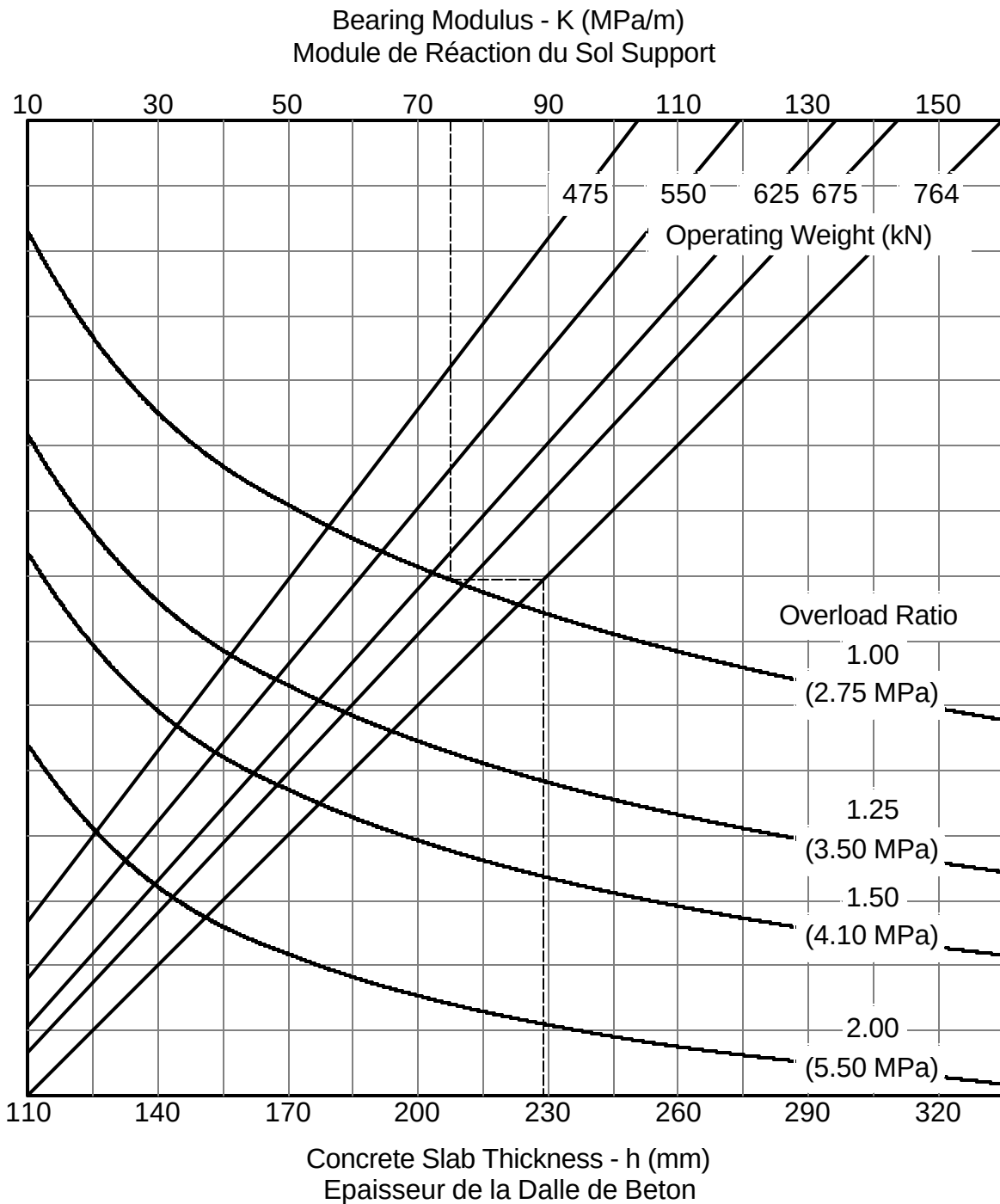
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A320-200 (Opt. Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	1003 mm 780 mm	
Tire Pressure (MPa) Pression des Pneus	1.22		



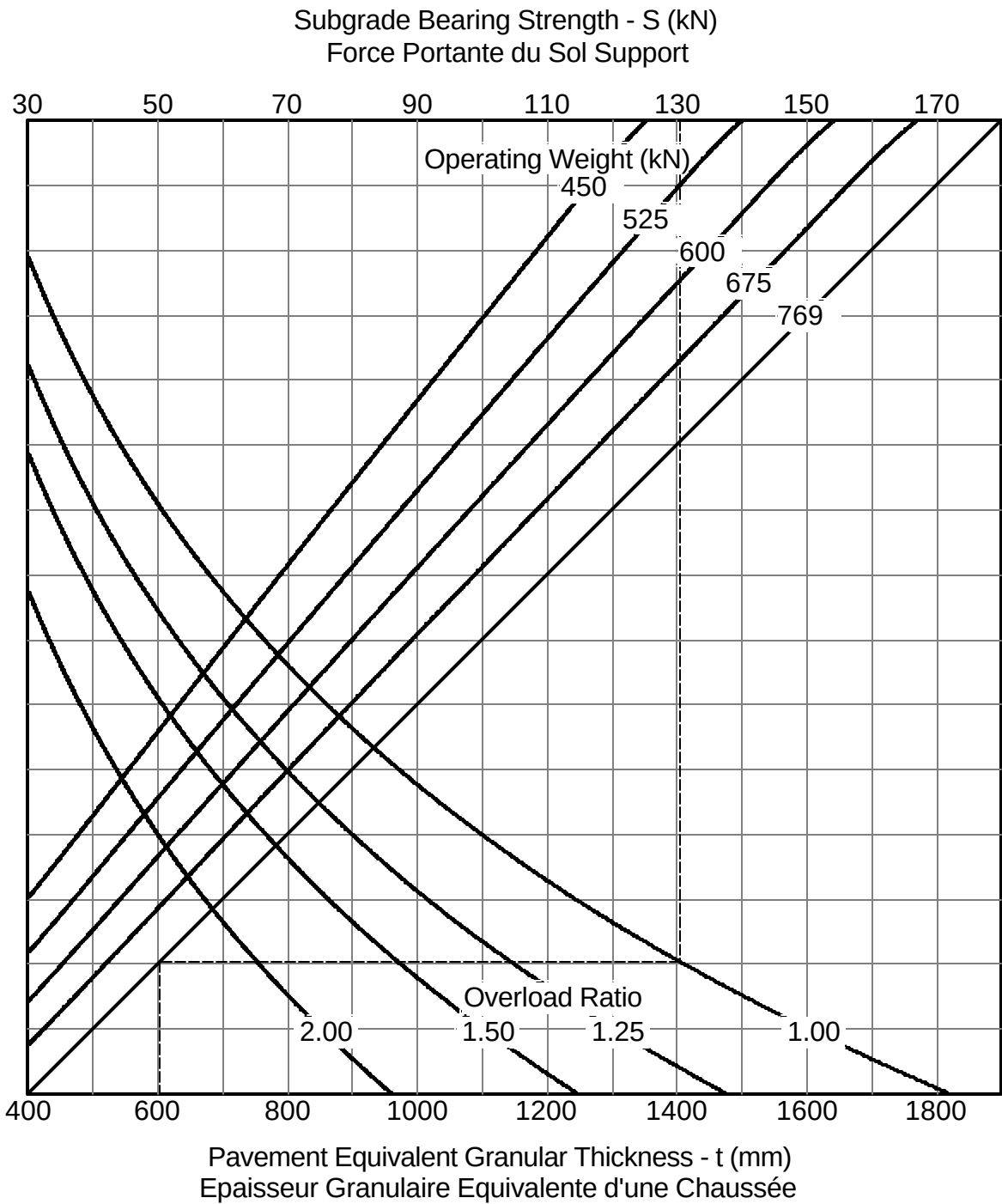
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A320-212 (4-Wheel Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9		
Tire Pressure (MPa) Pression des Pneus	1.22		



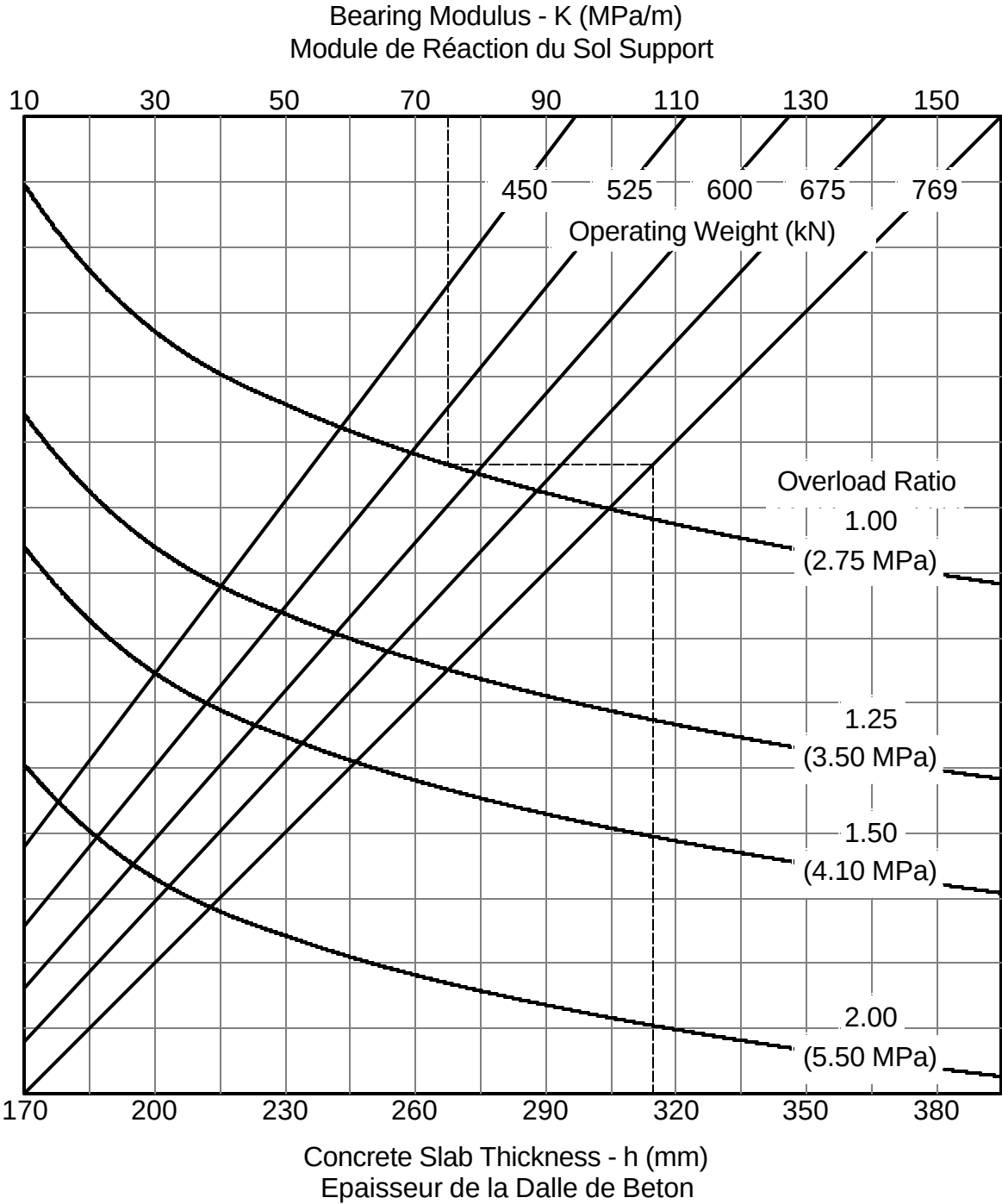
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A320-212 (4-Wheel Bogie)	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9		
Tire Pressure (MPa) Pression des Pneus	1.22		



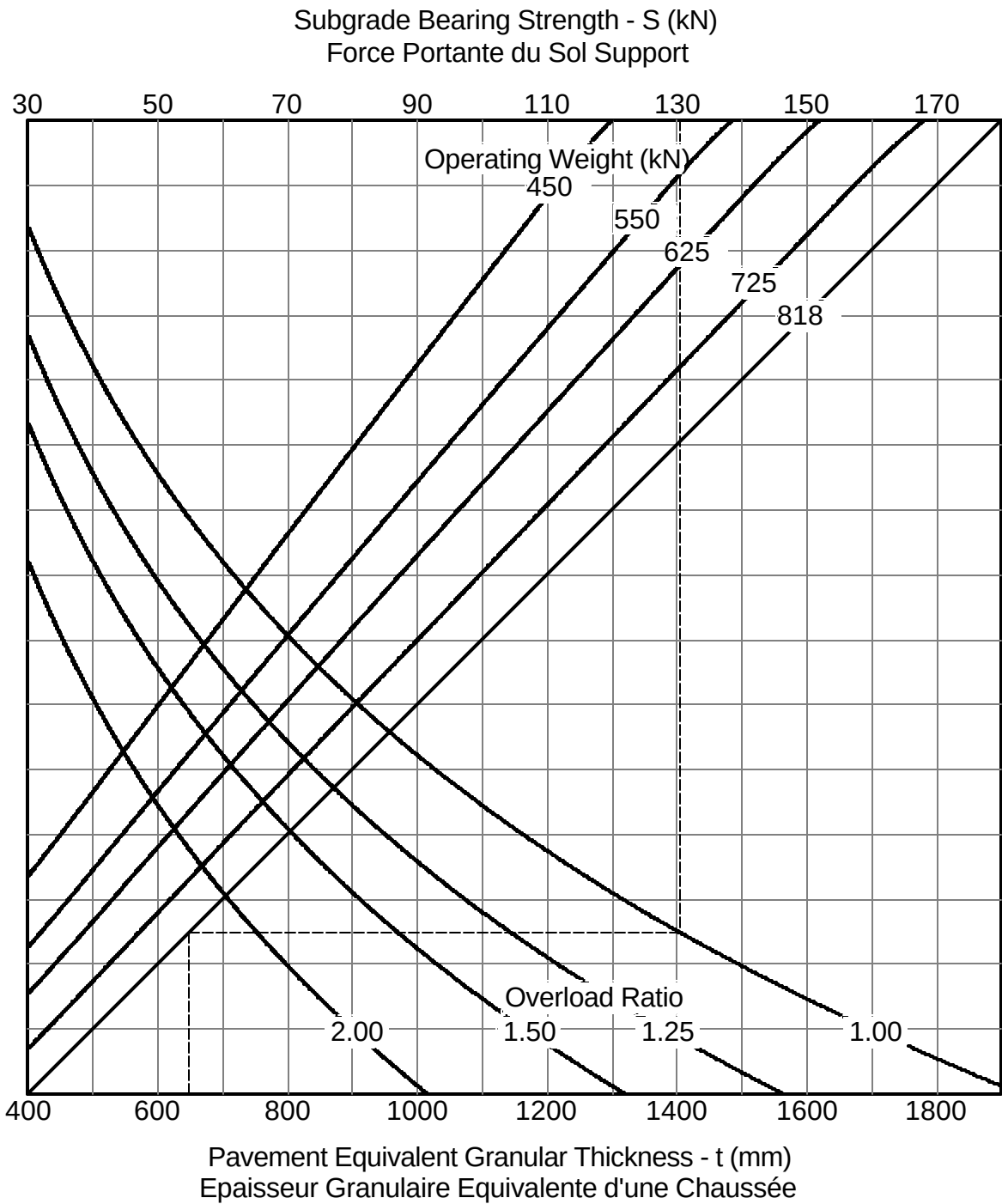
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A321-100 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.28		



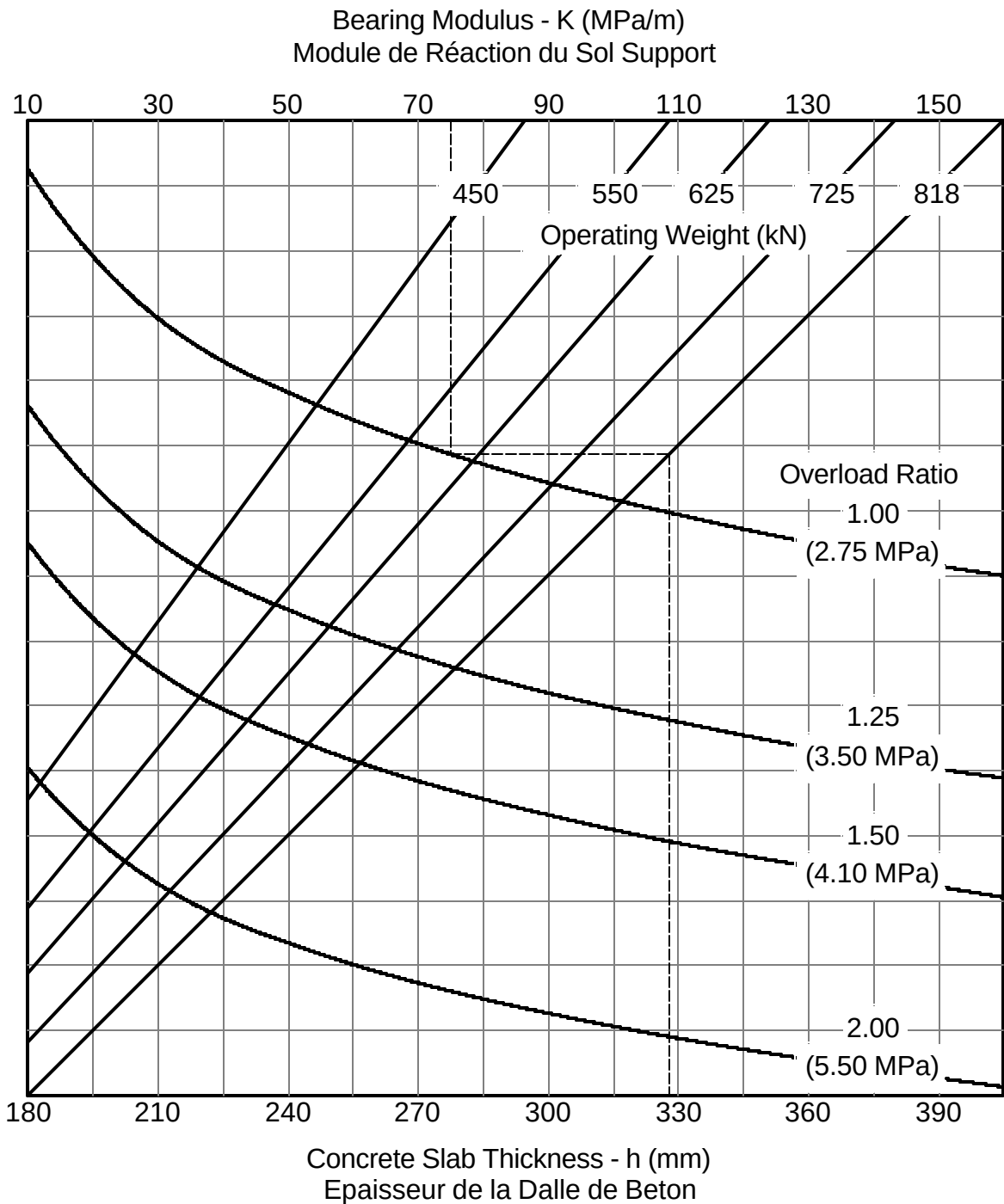
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A321-100 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.28		



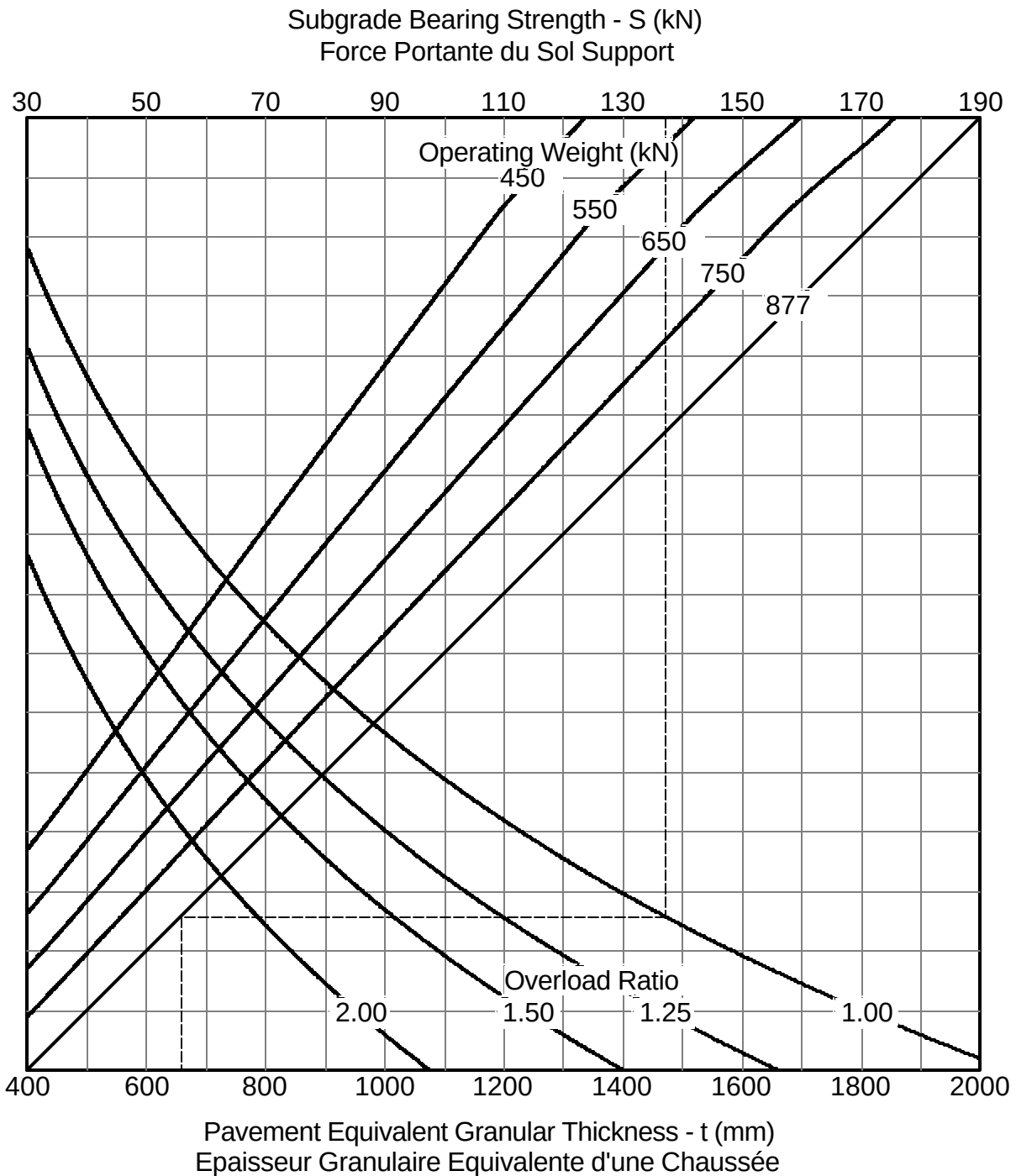
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A321-100 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.36		



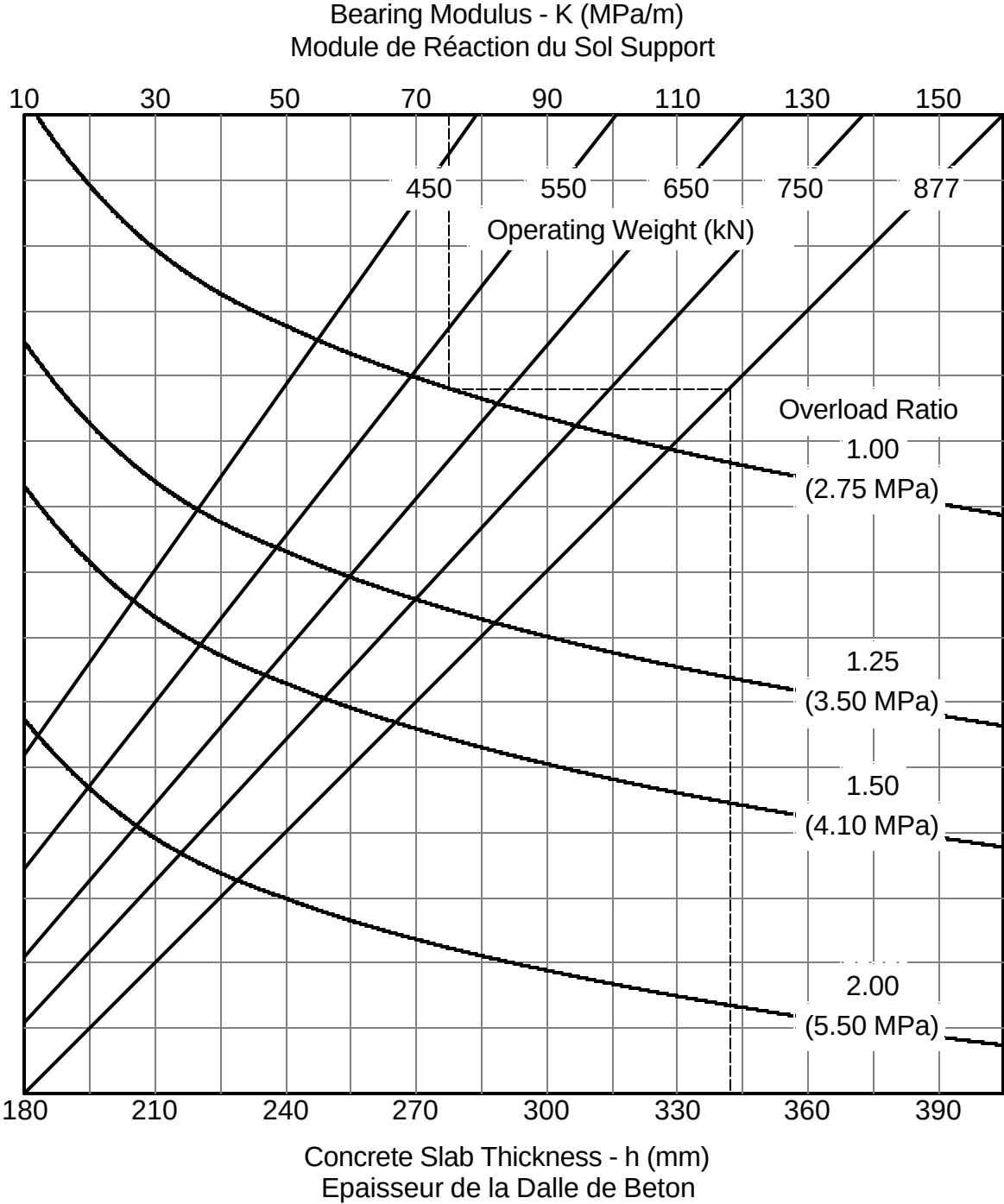
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A321-100 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.36		



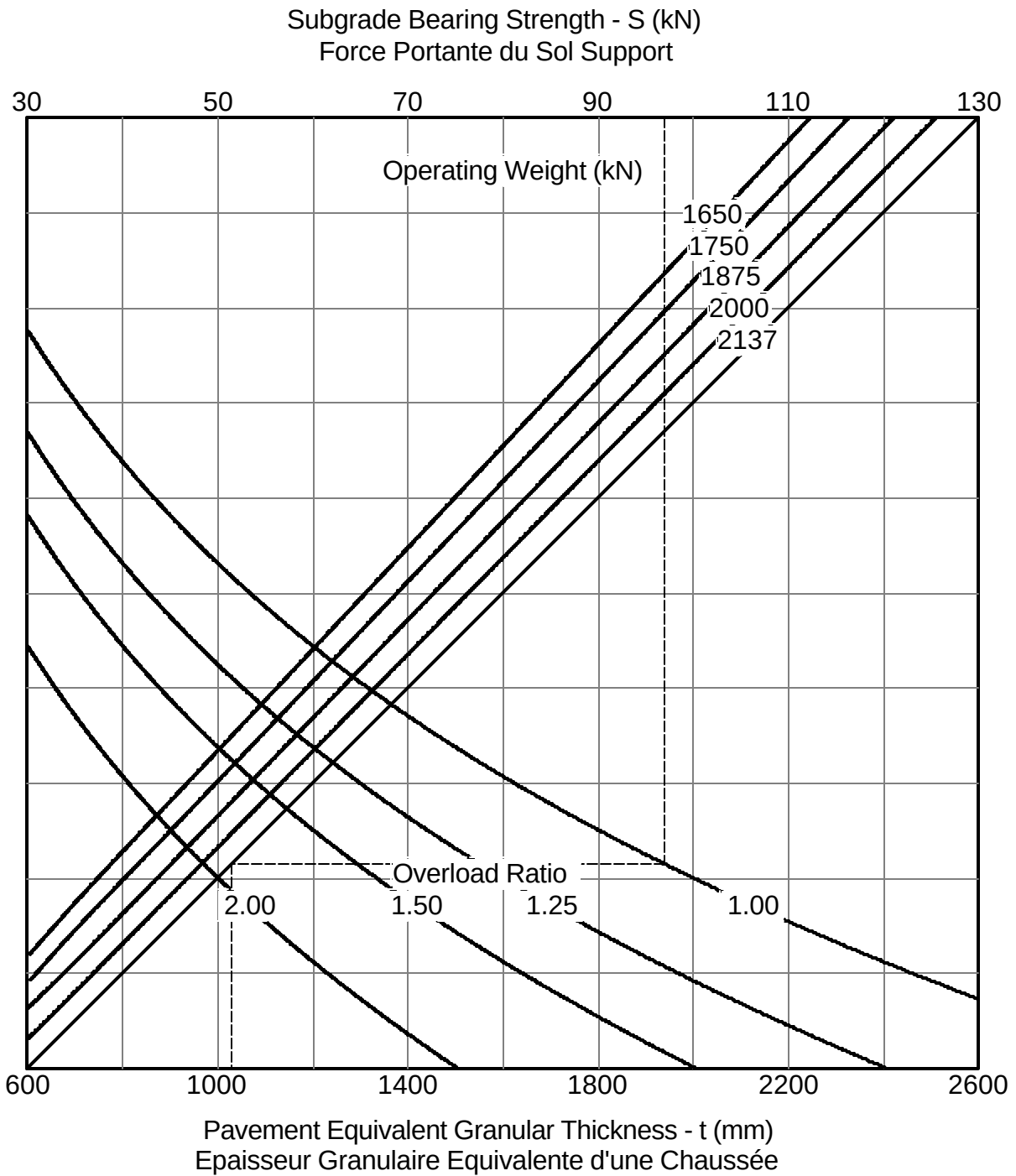
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A321-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.46		



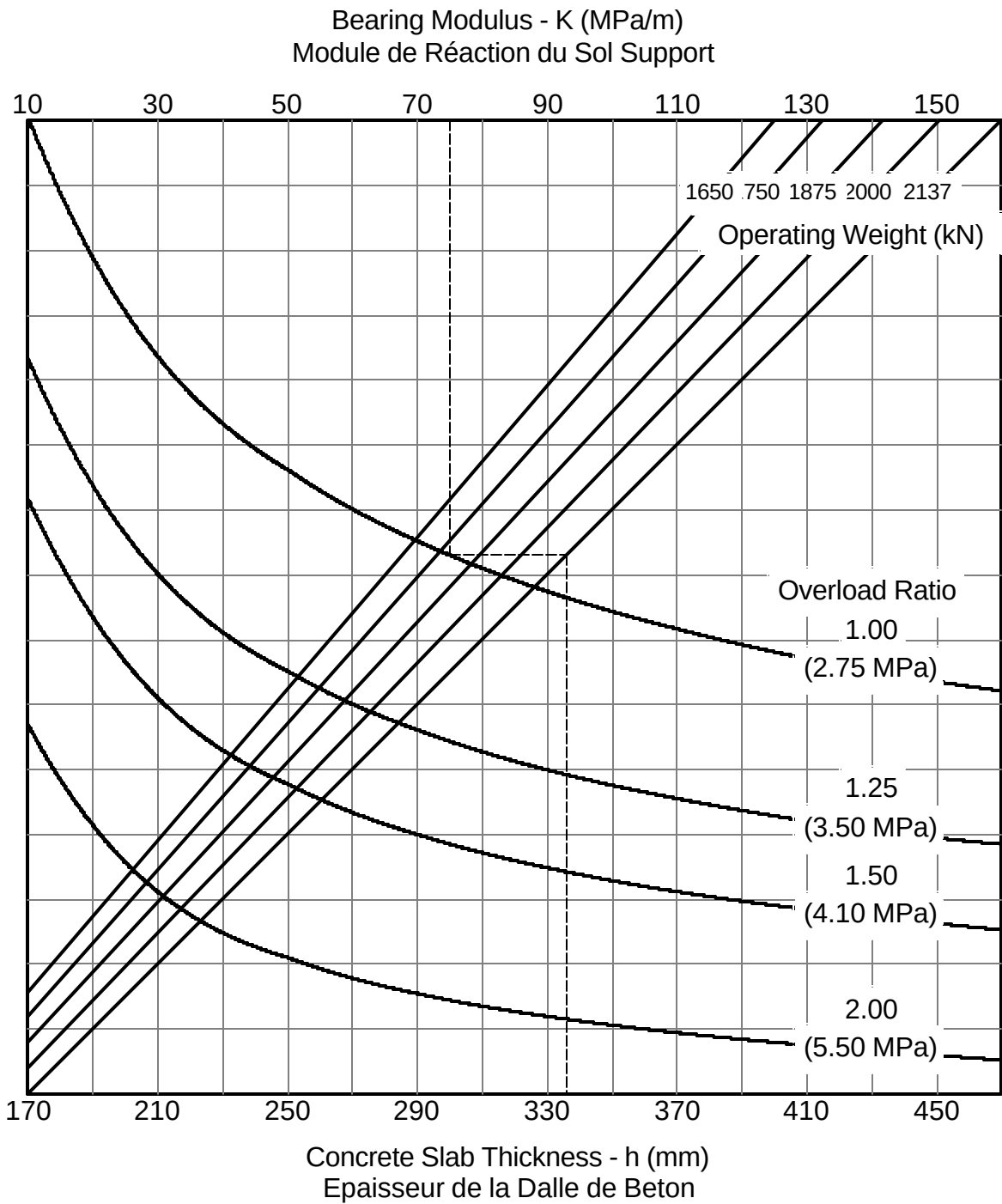
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A321-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	927 mm	
Tire Pressure (MPa) Pression des Pneus	1.46		



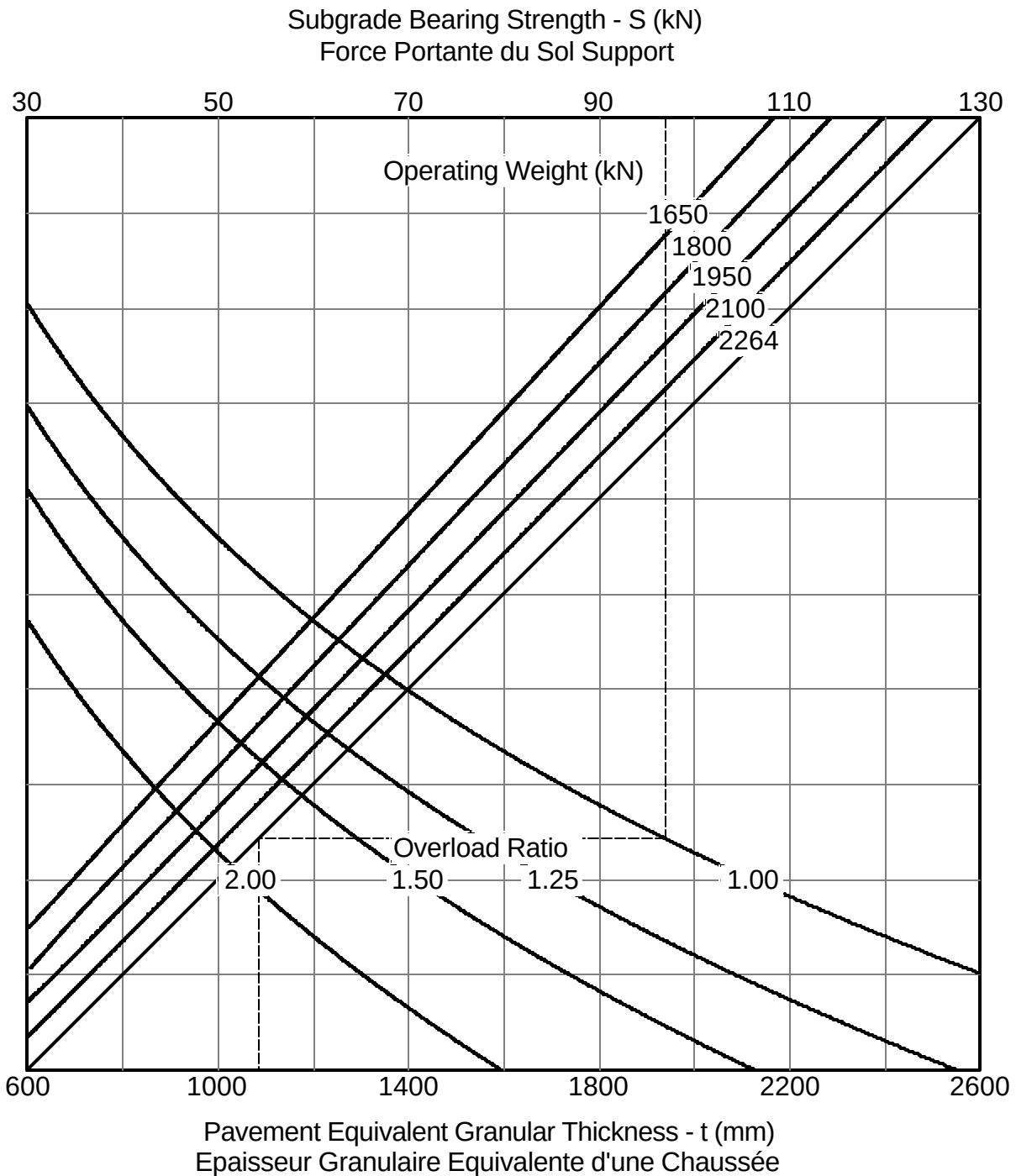
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A330-200 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.34		



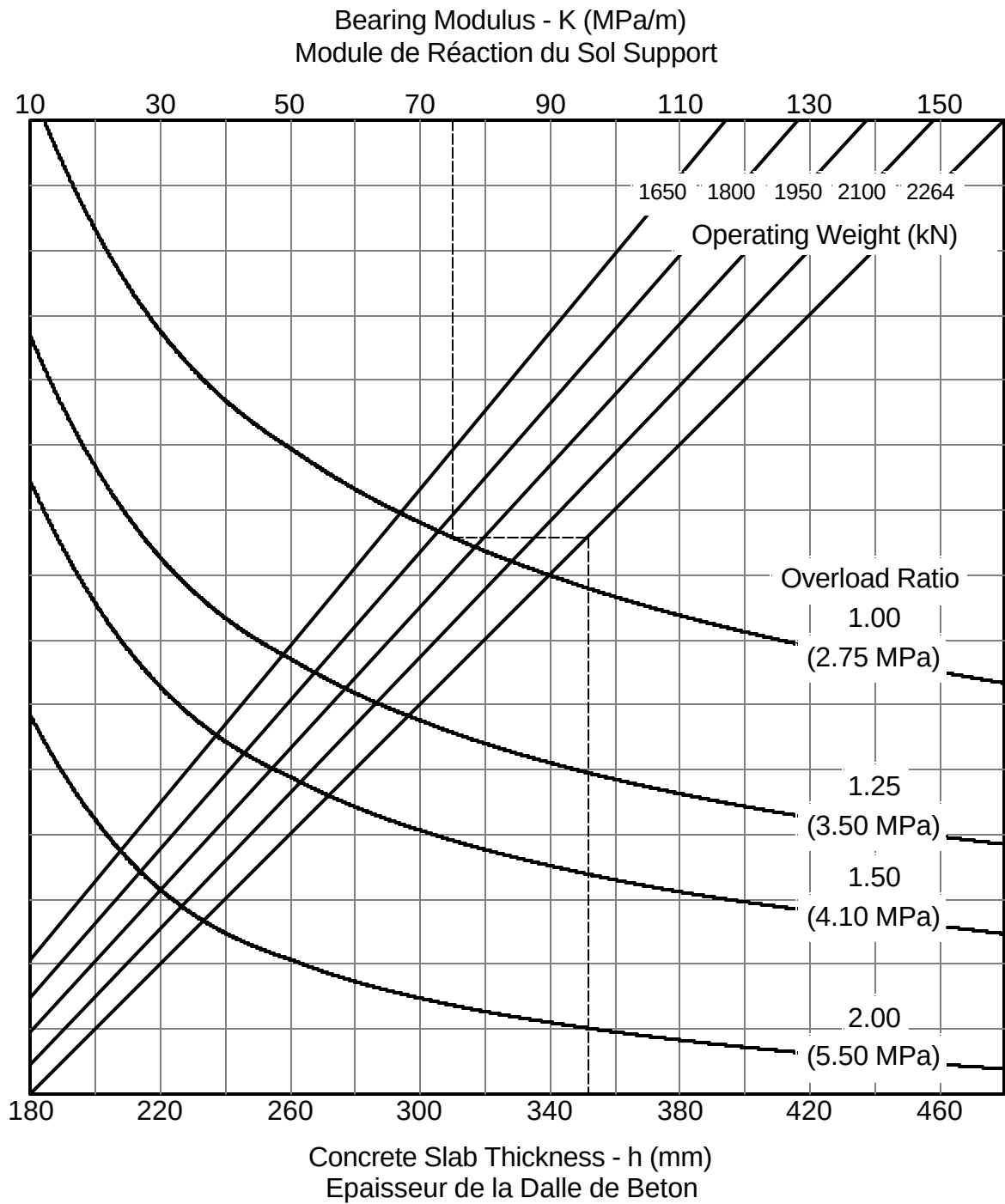
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A330-200 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.34		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A330-200 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm	1981 mm 
Tire Pressure (MPa) Pression des Pneus	1.42		

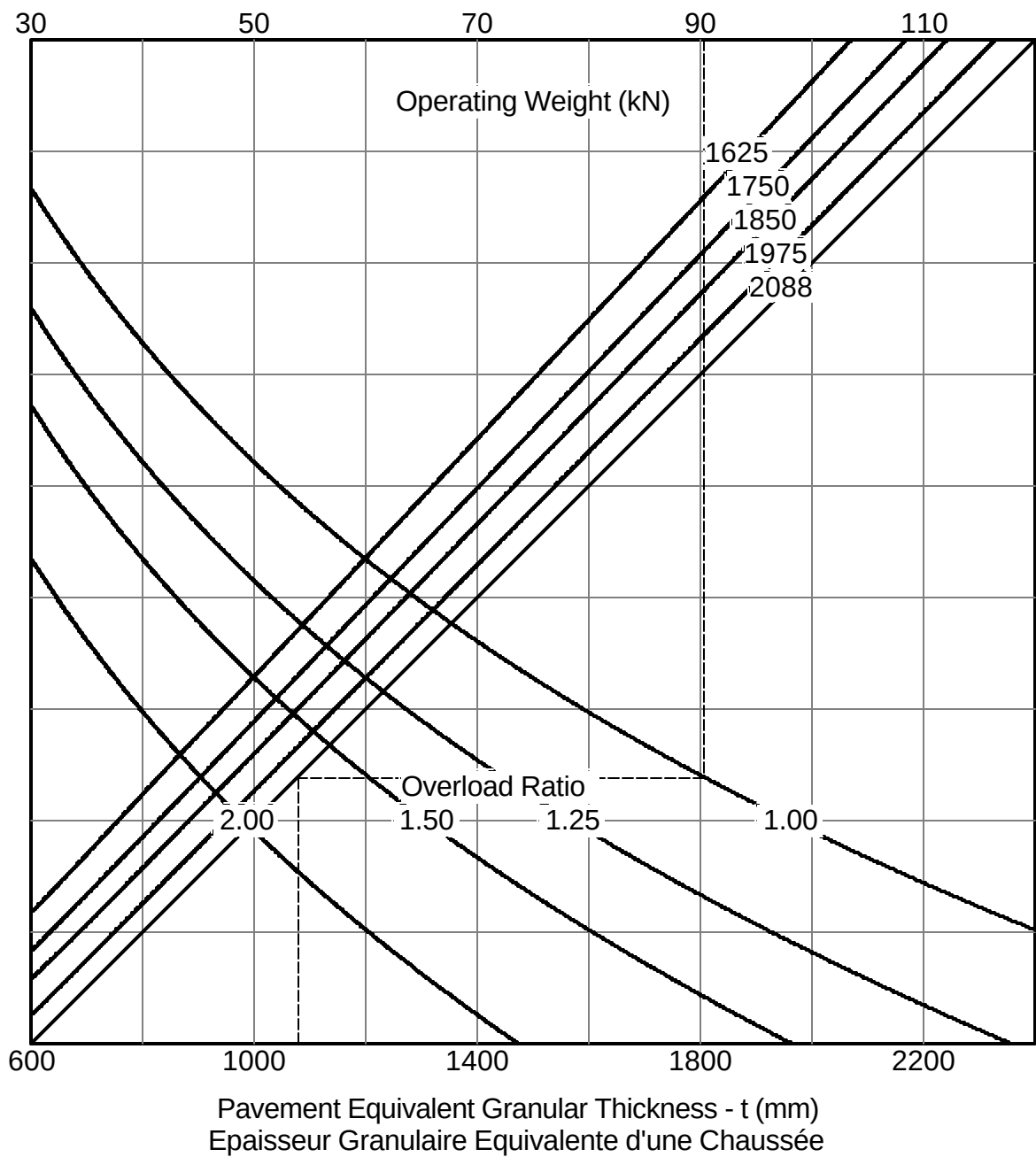


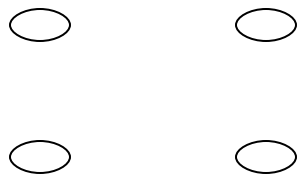
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A330-200 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.42		

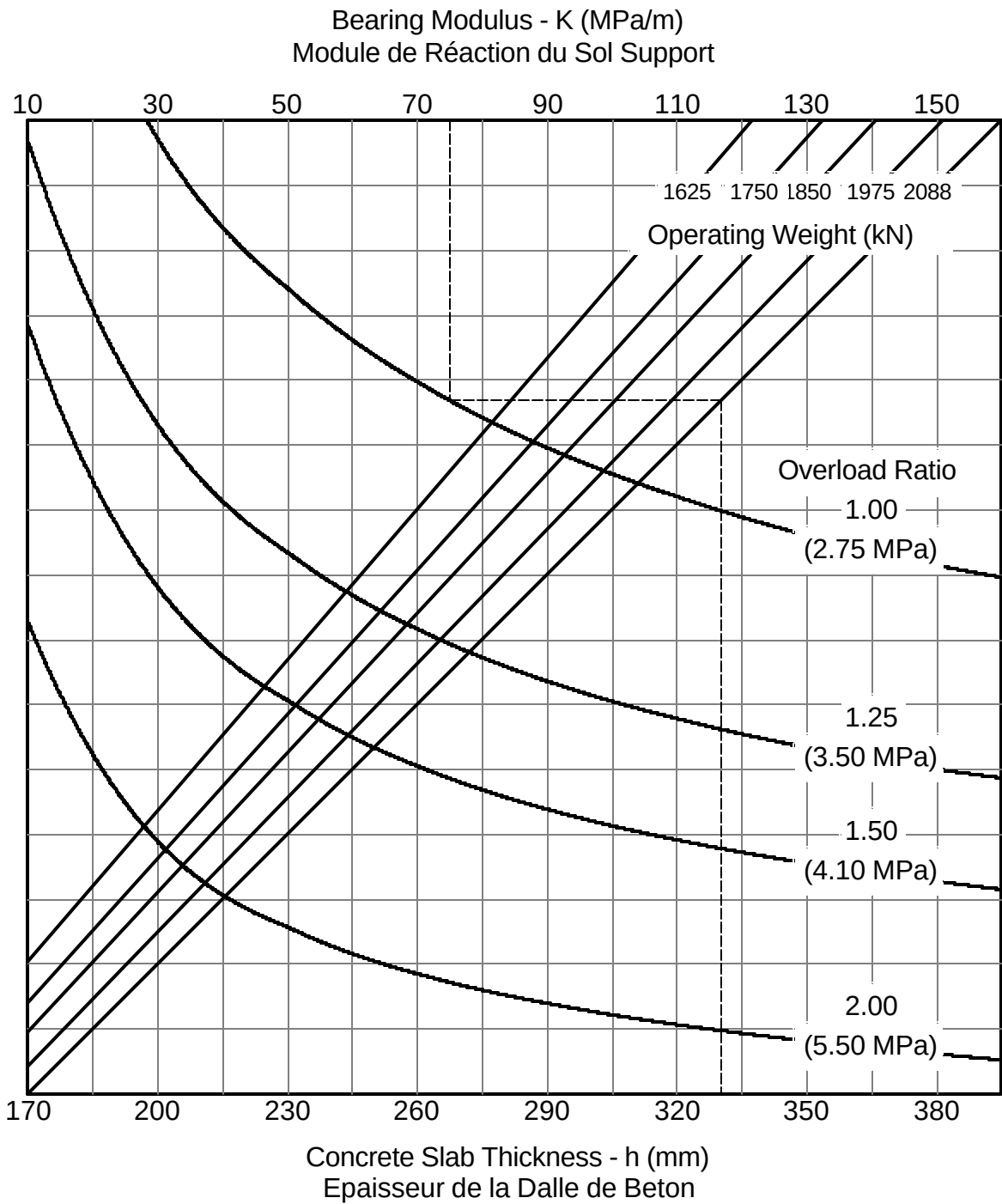


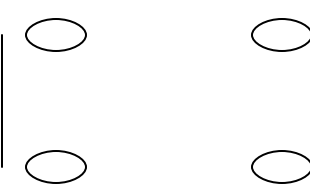
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A330-300 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.31		

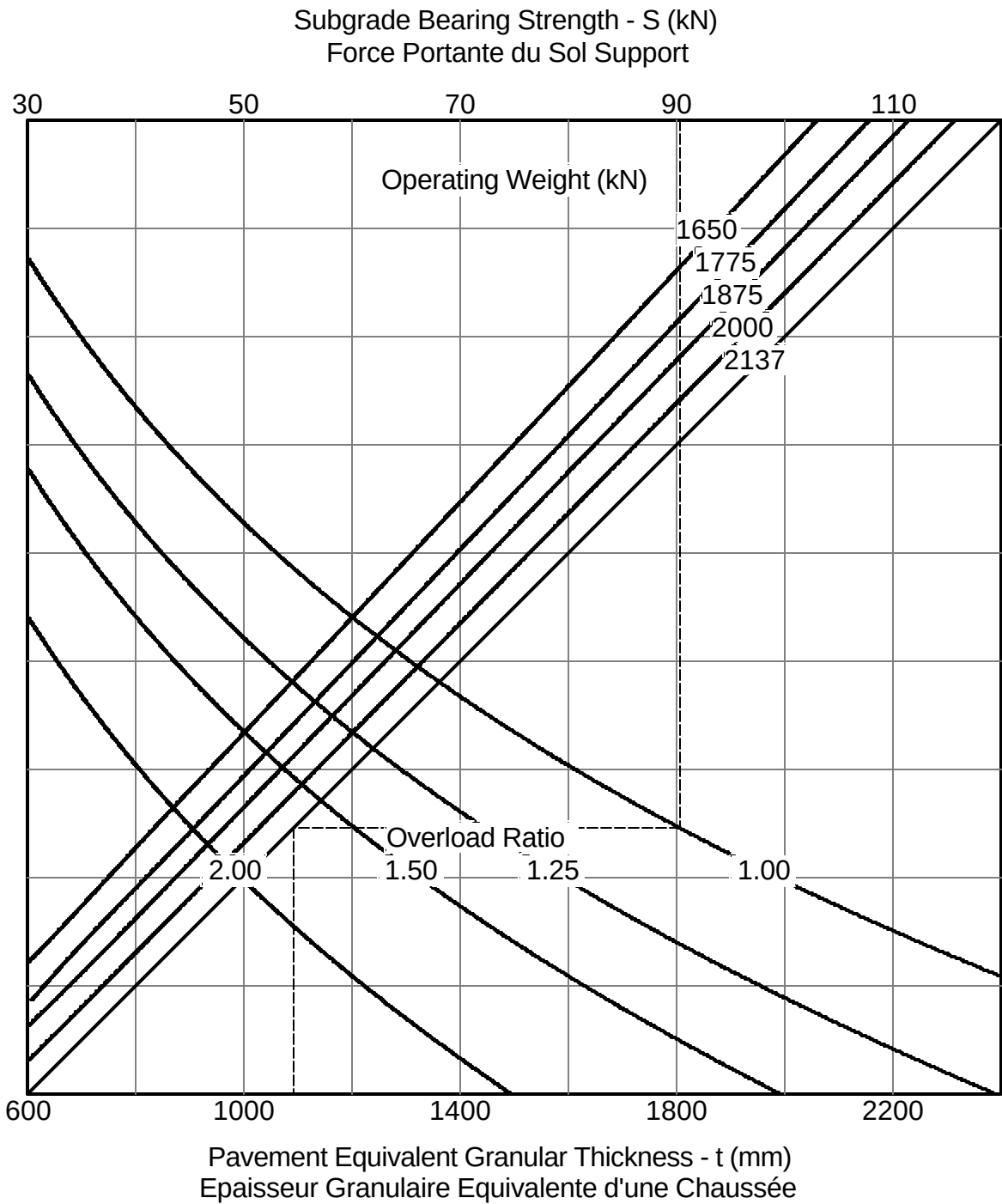
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



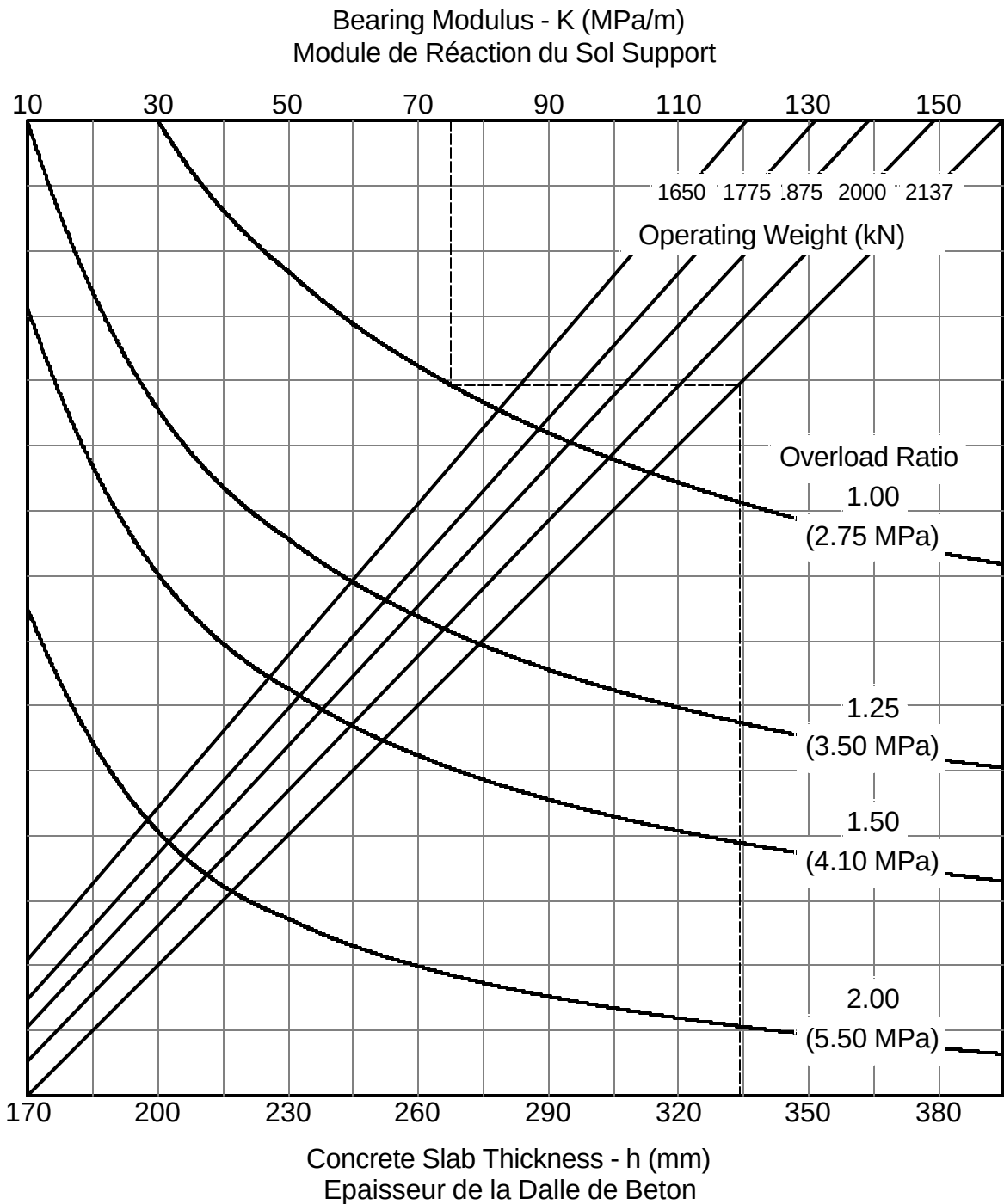
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A330-300 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1397 mm	1981 mm 
Tire Pressure (MPa) Pression des Pneus	1.31		



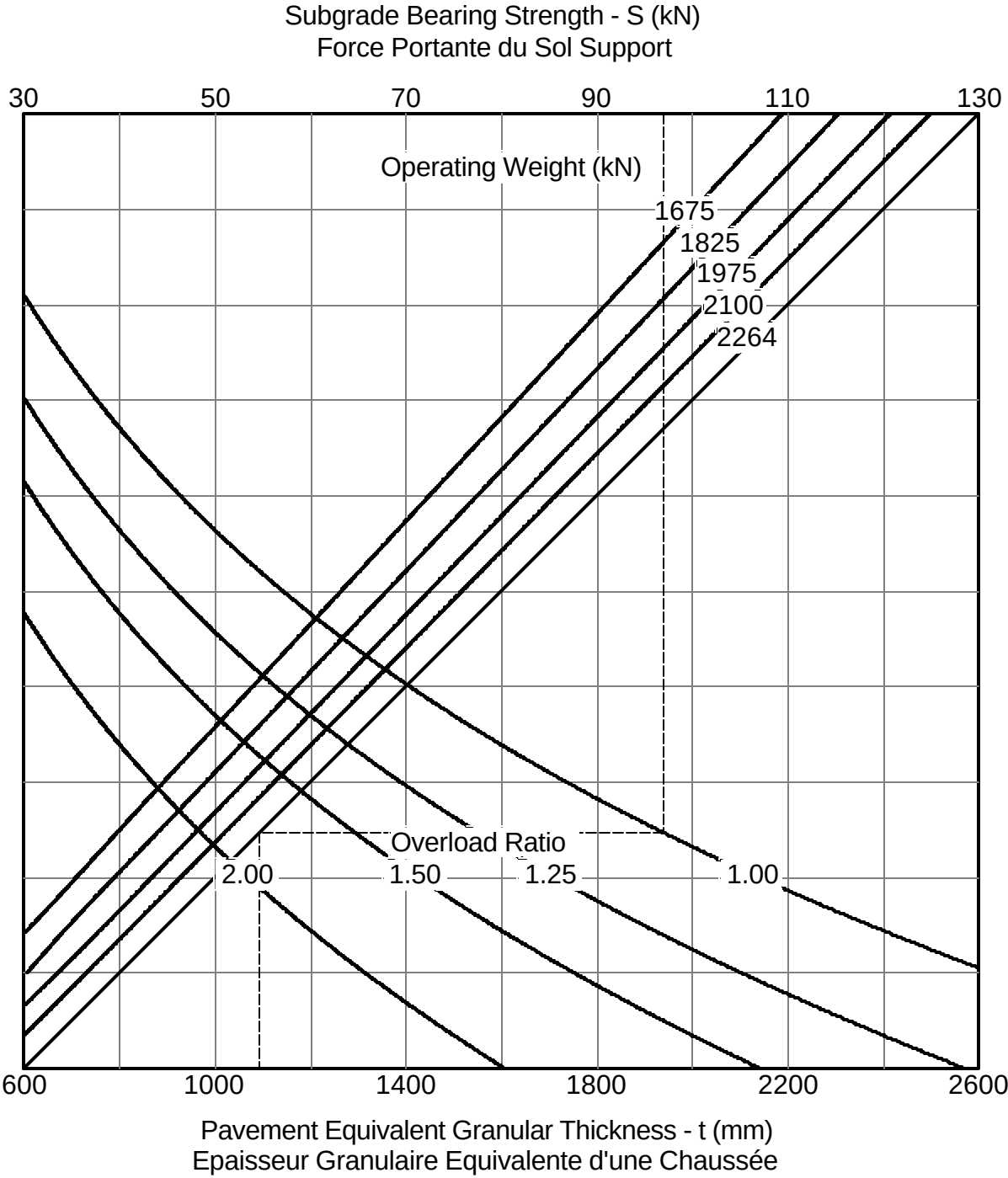
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A330-300 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.1	1397 mm	1981 mm 
Tire Pressure (MPa) Pression des Pneus	1.33		



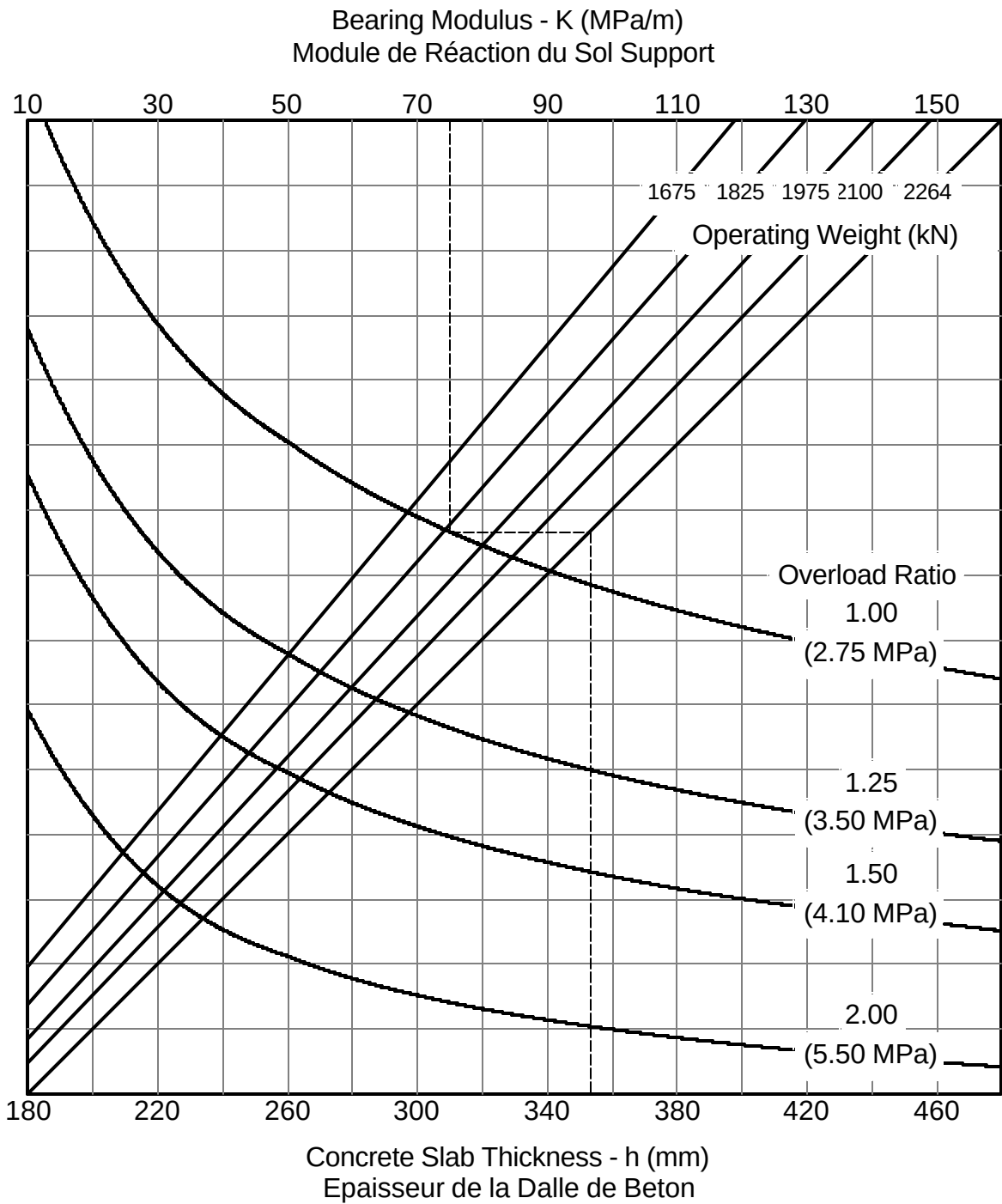
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A330-300 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.1	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.33		



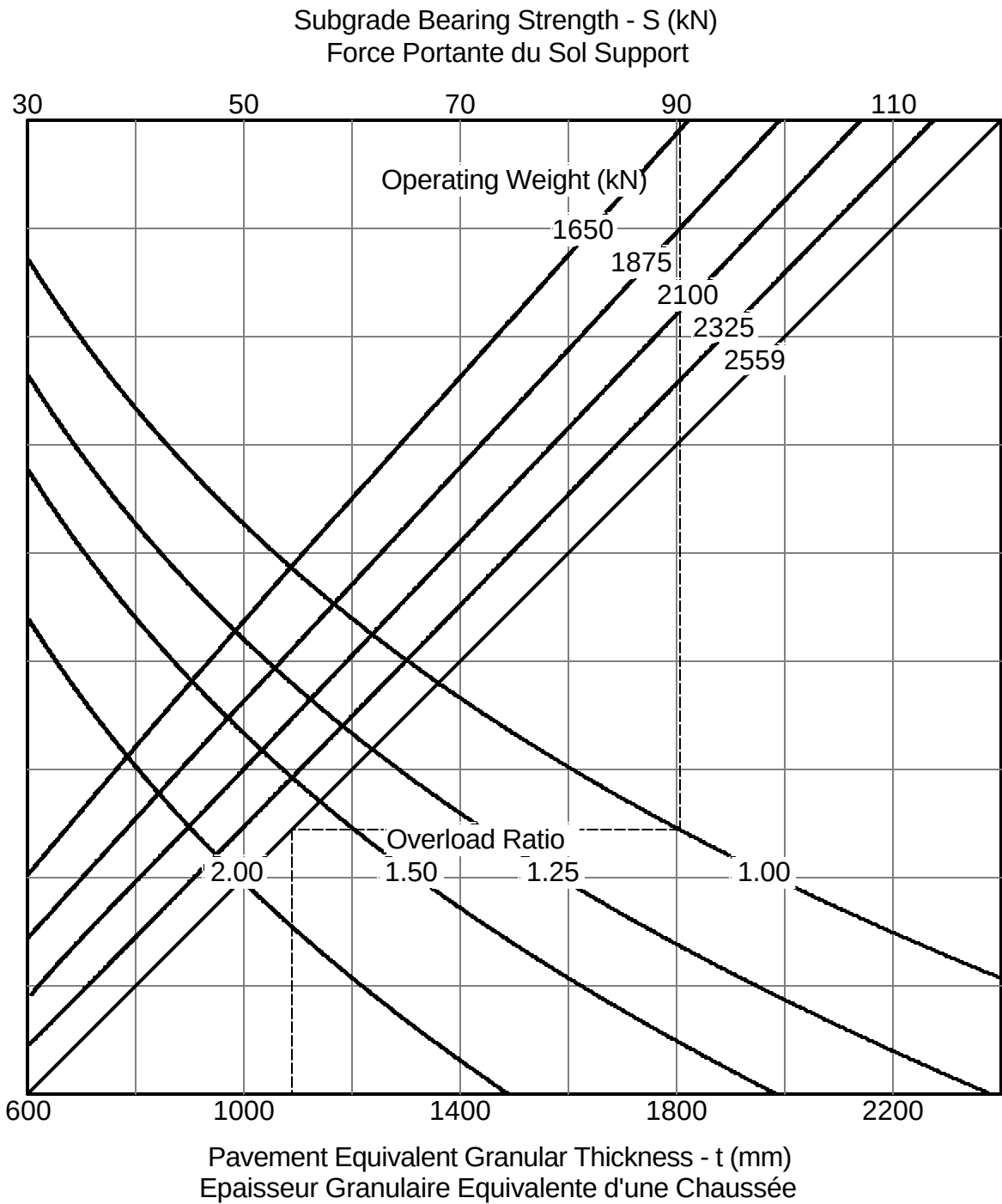
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A330-300 (Configuration 3)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	1397 mm	1981 mm 
Tire Pressure (MPa) Pression des Pneus	1.42		



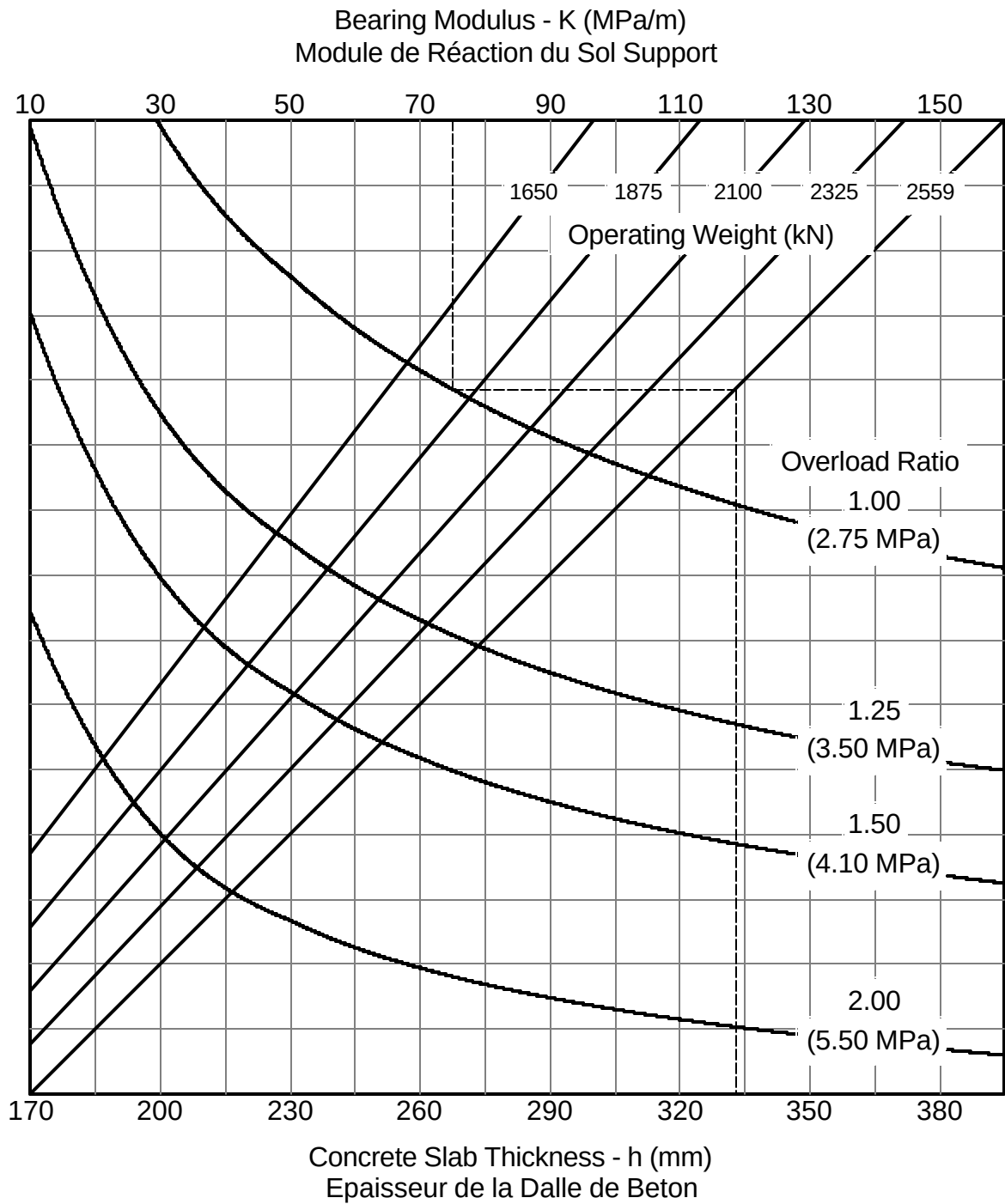
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A330-300 (Configuration 3)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.42		



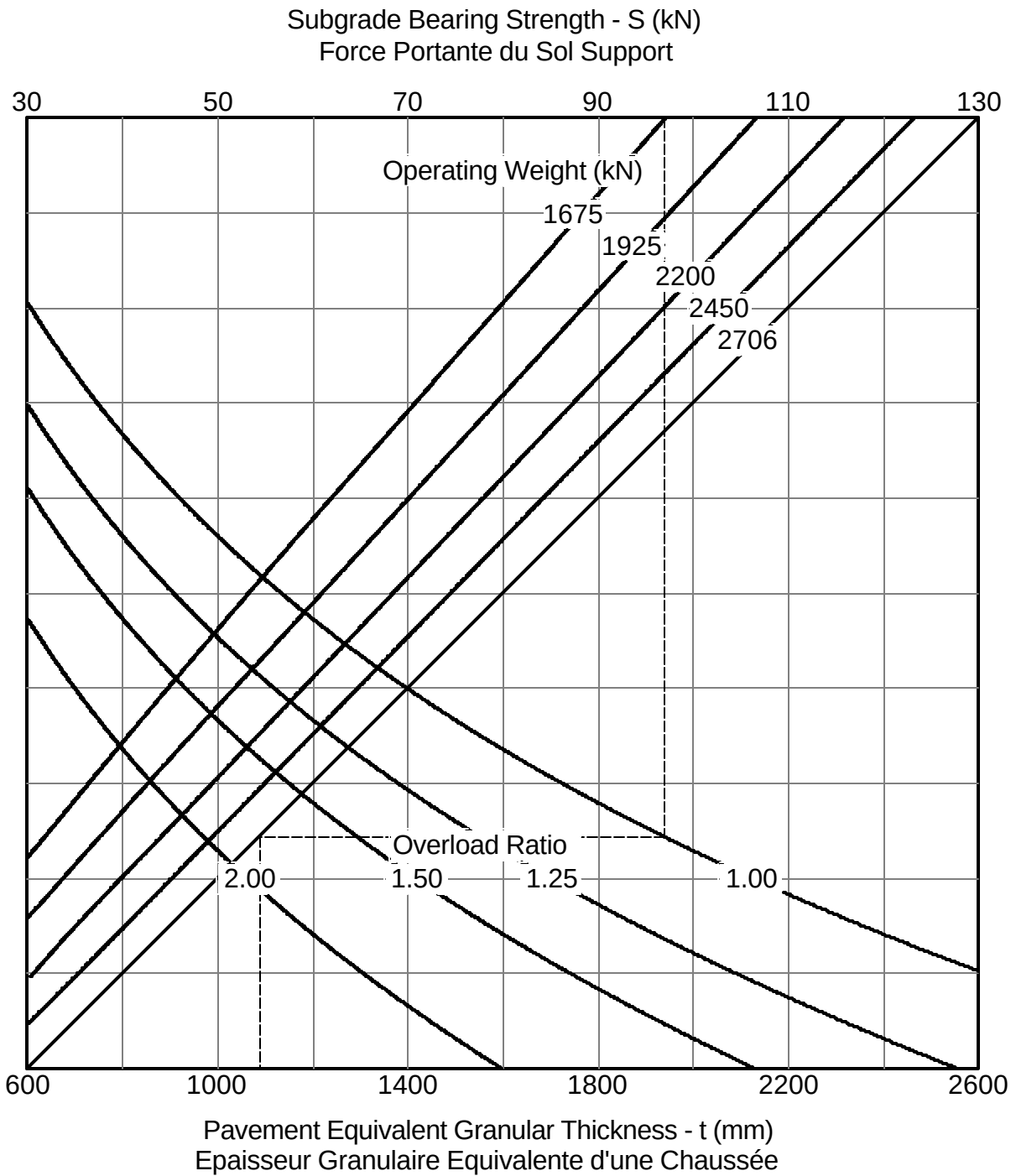
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A340-200 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.2	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.32		



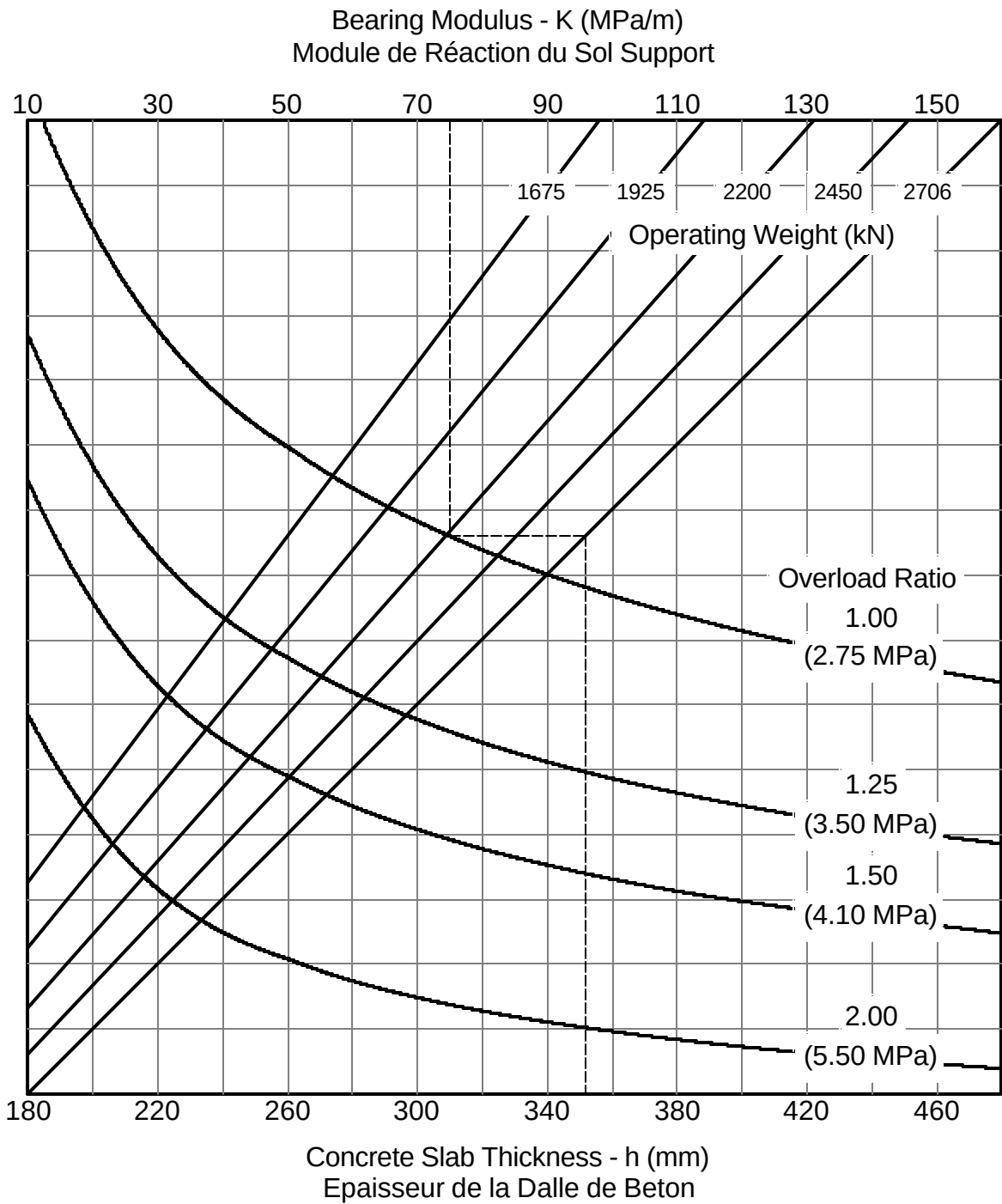
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A340-200 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.2	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.32		

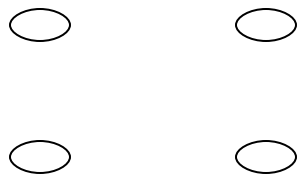


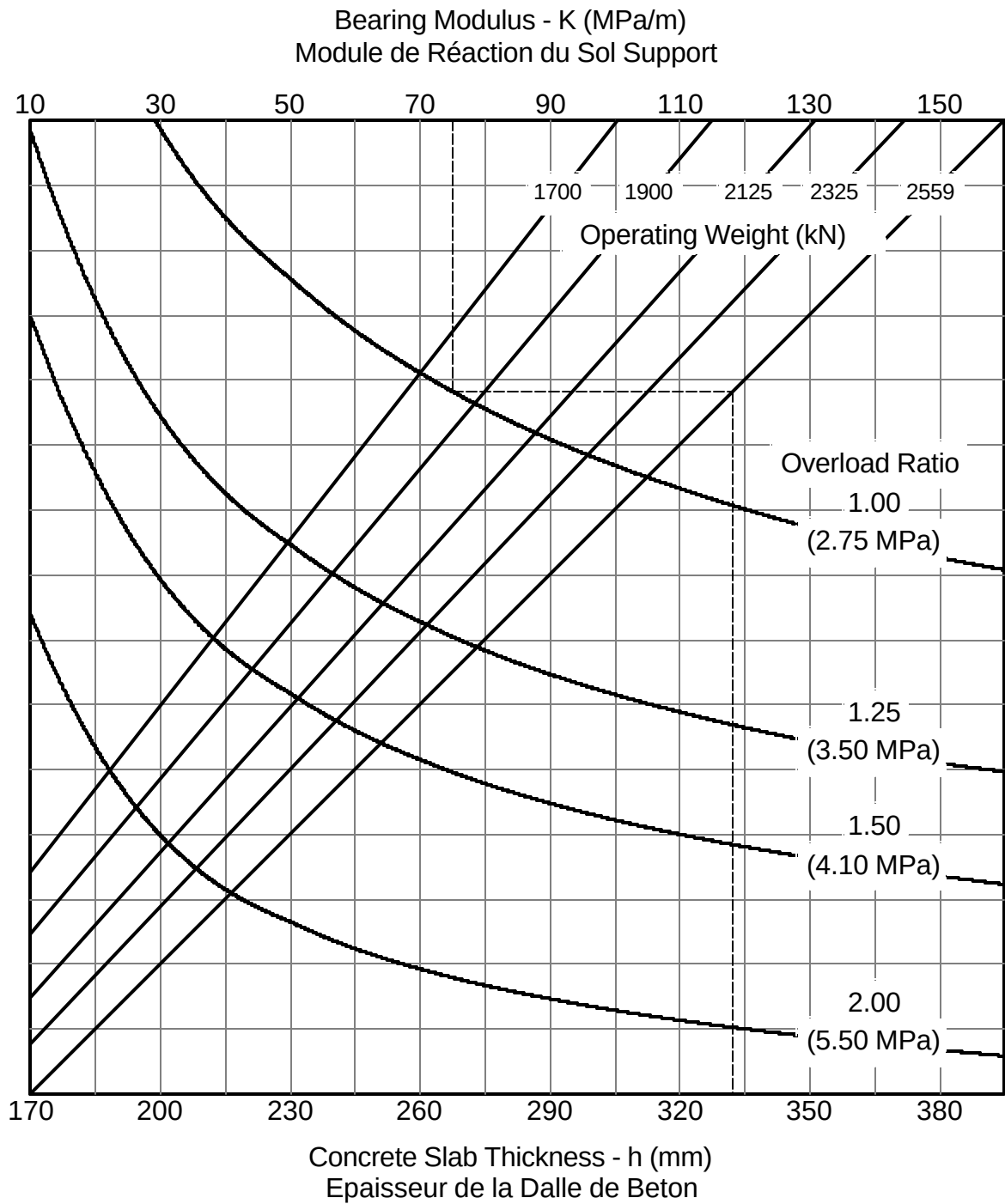
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A340-200 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.8	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.42		



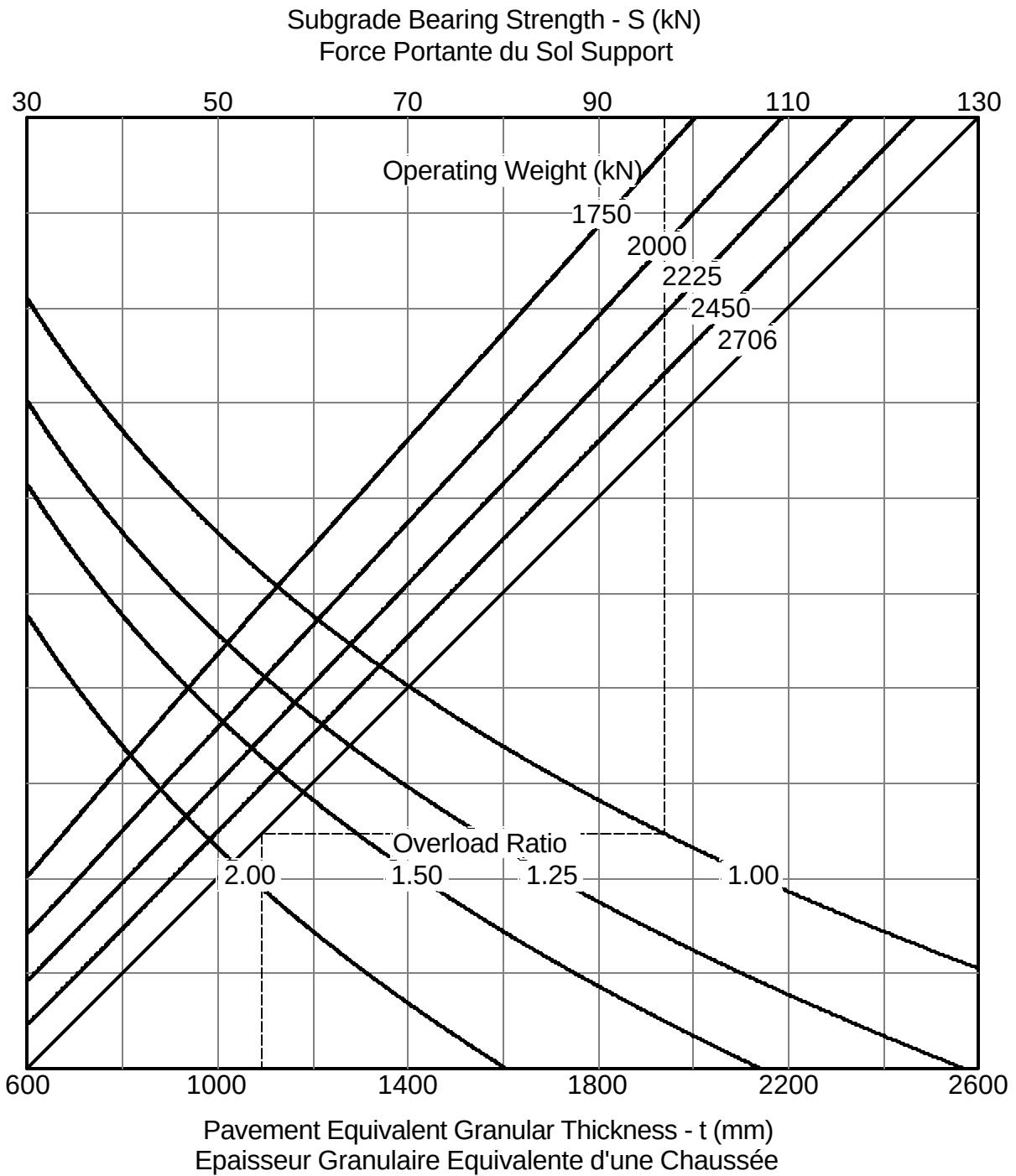
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A340-200 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.8	1981 mm 1397 mm	
Tire Pressure (MPa) Pression des Pneus	1.42		



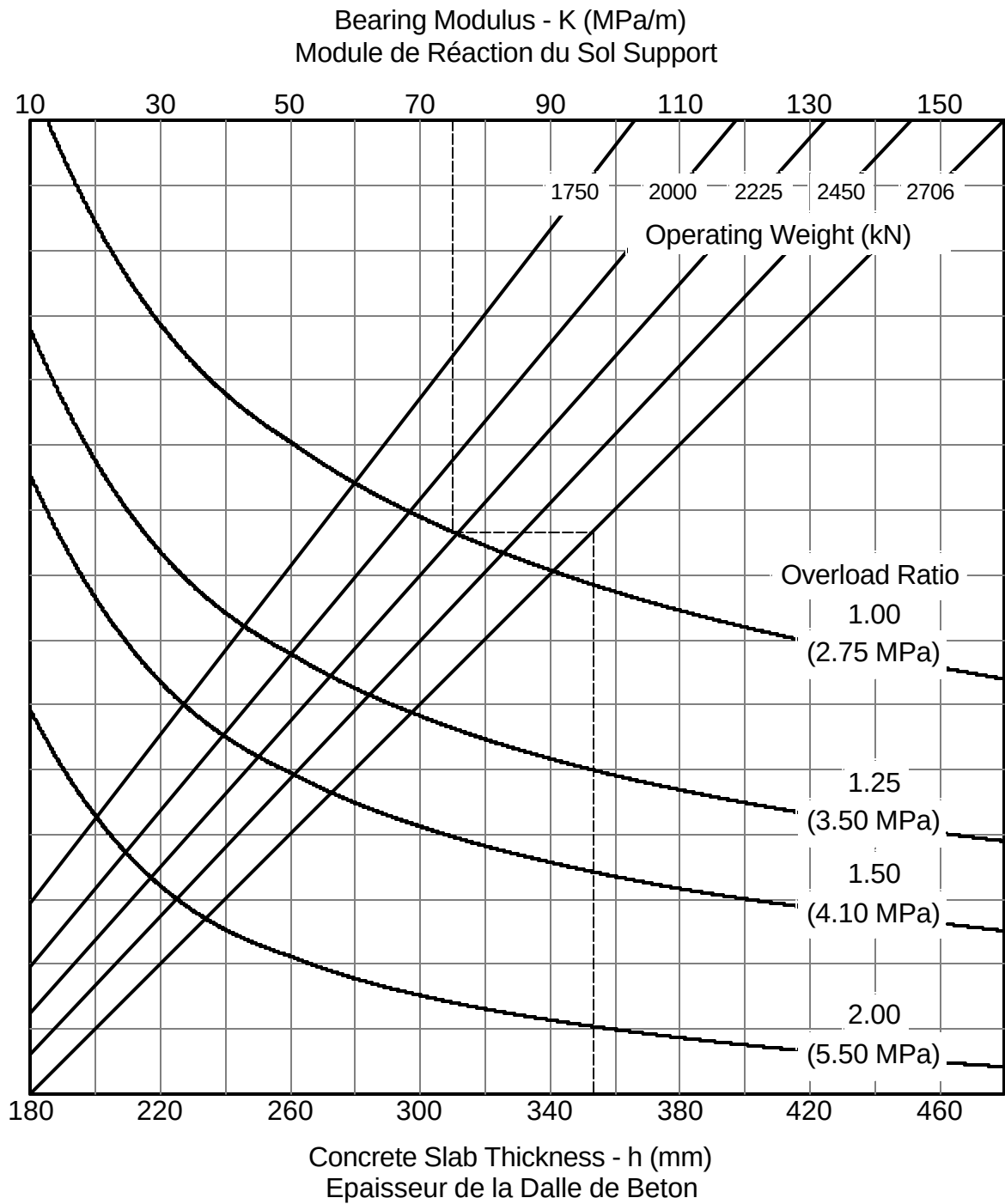
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A340-300 (Configuration 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.1	1397 mm	1981 mm 
Tire Pressure (MPa) Pression des Pneus	1.32		

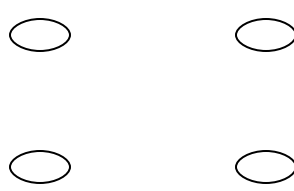


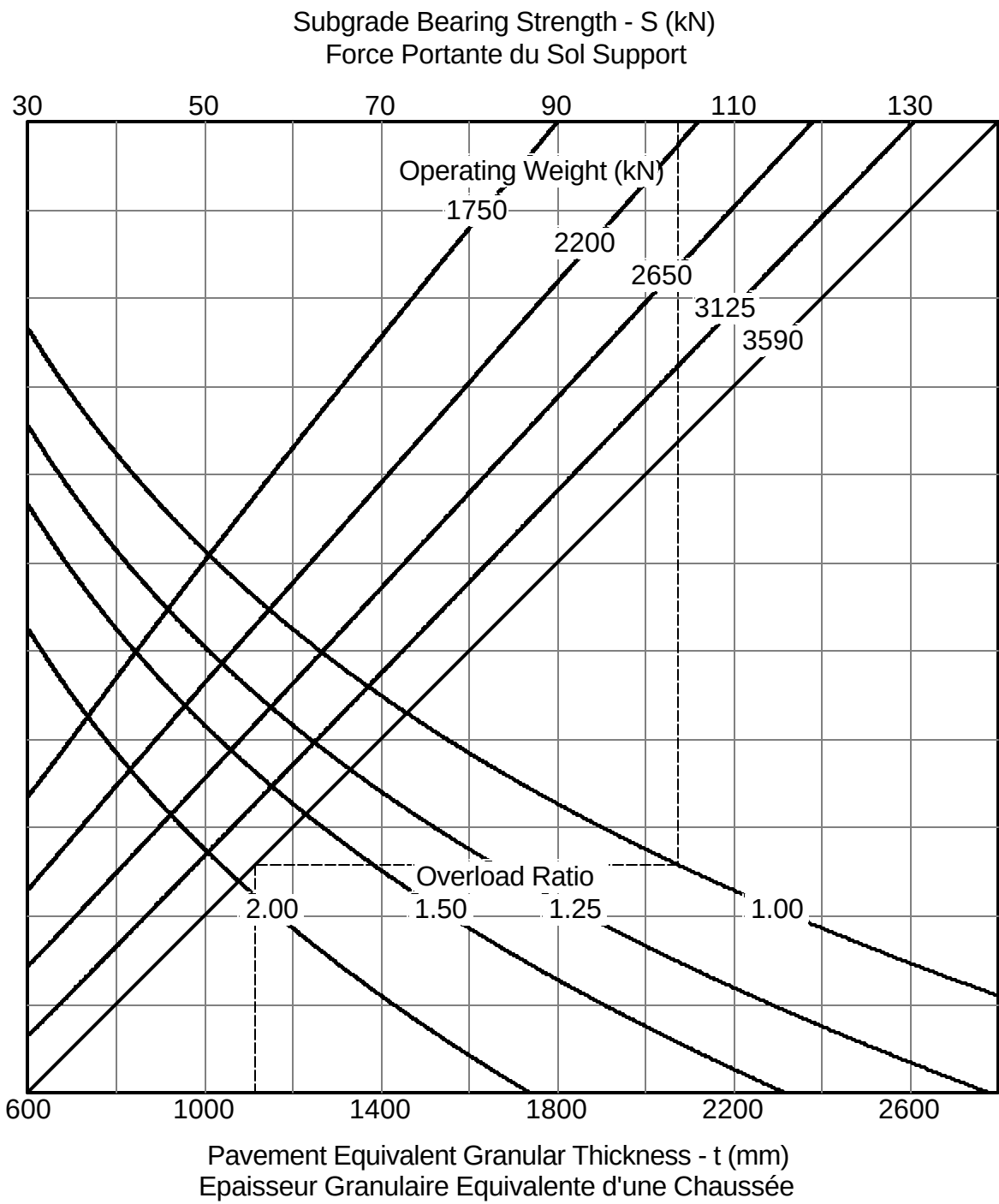
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A340-300 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	40.1	1397 mm	1981 mm 
Tire Pressure (MPa) Pression des Pneus	1.42		

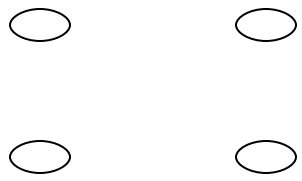


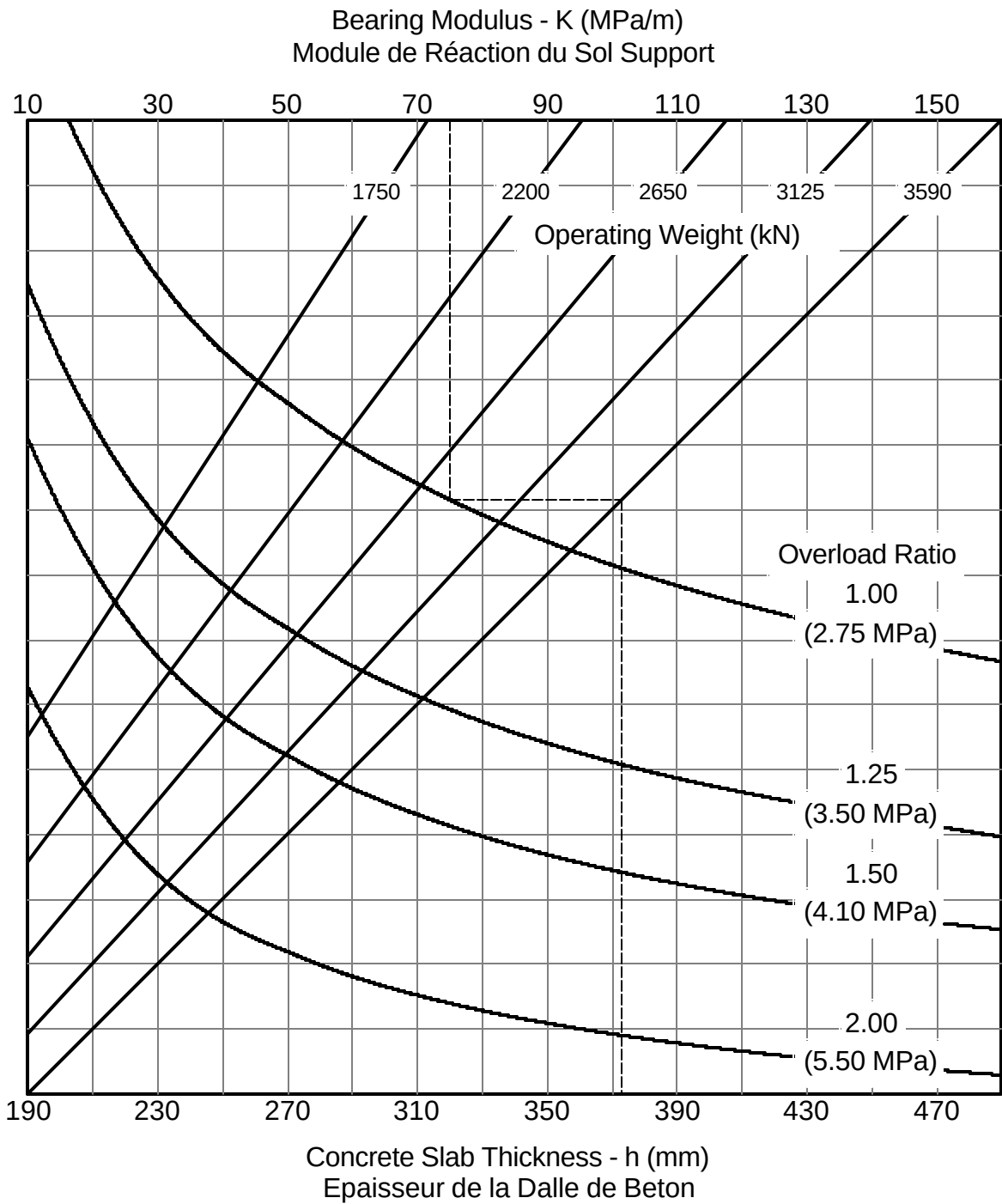
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A340-300 (Configuration 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	40.1	1397 mm	1981 mm
Tire Pressure (MPa) Pression des Pneus	1.42		

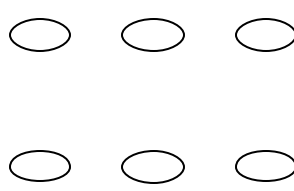


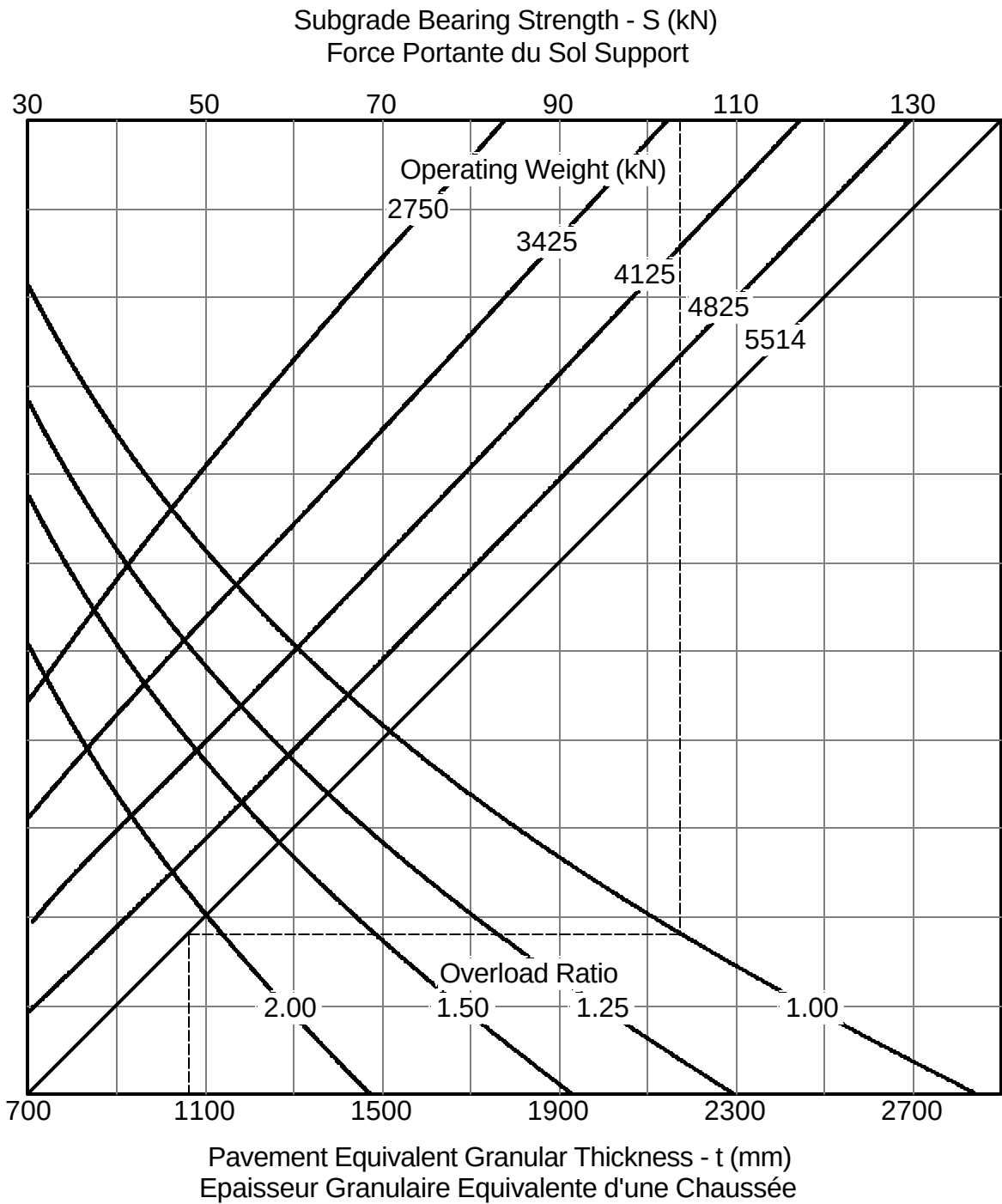
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A340-500, 600	
% Load on Main Gear % Poids sur Atterrisseur Principal	33.0	1400 mm	1980 mm 
Tire Pressure (MPa) Pression des Pneus	1.42		

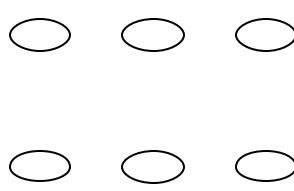


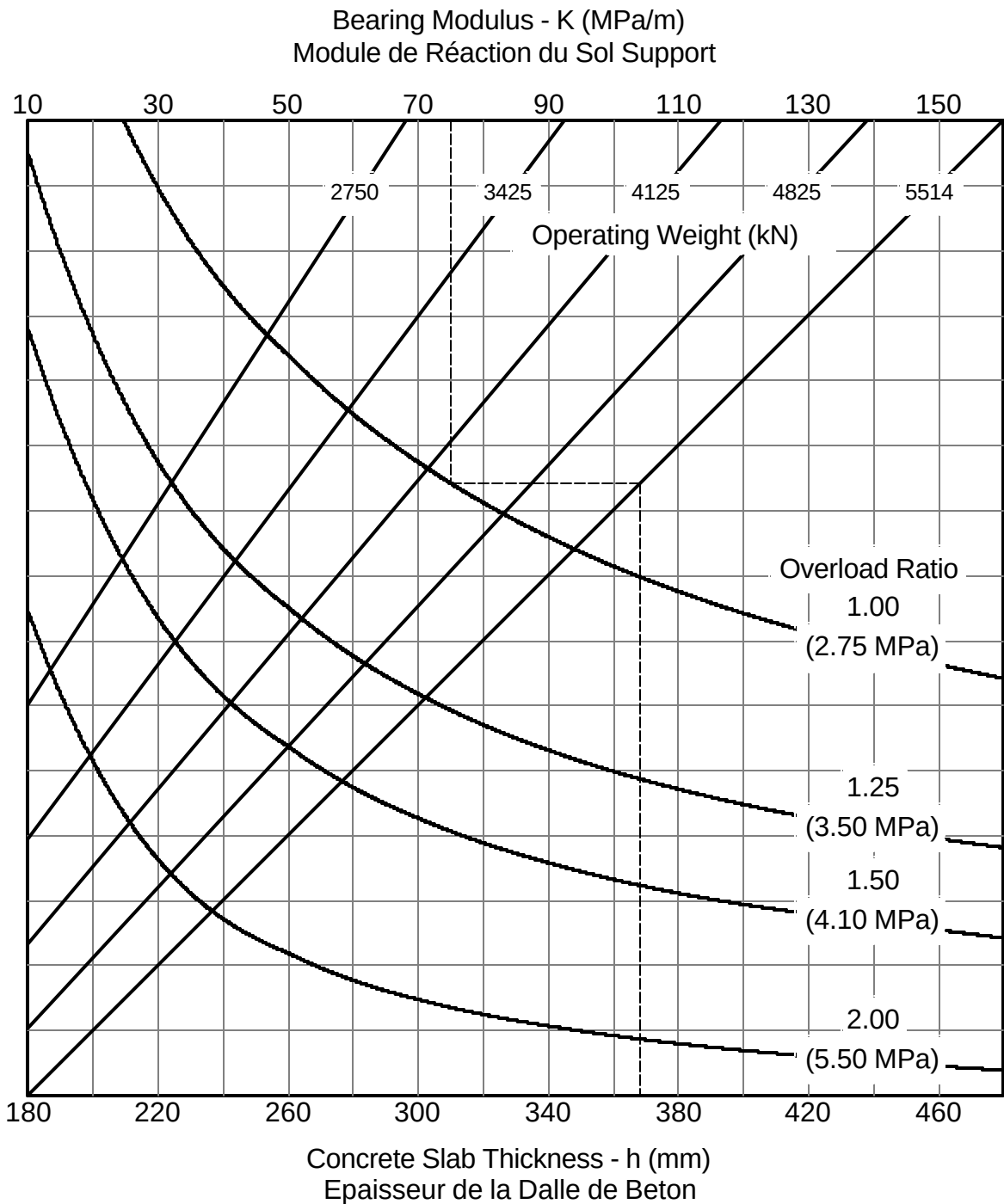
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A340-500, 600	
% Load on Main Gear % Poids sur Atterrisseur Principal	33.0	1400 mm	1980 mm 
Tire Pressure (MPa) Pression des Pneus	1.42		

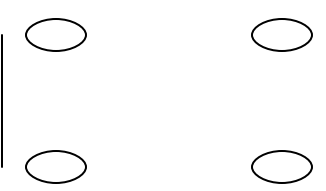


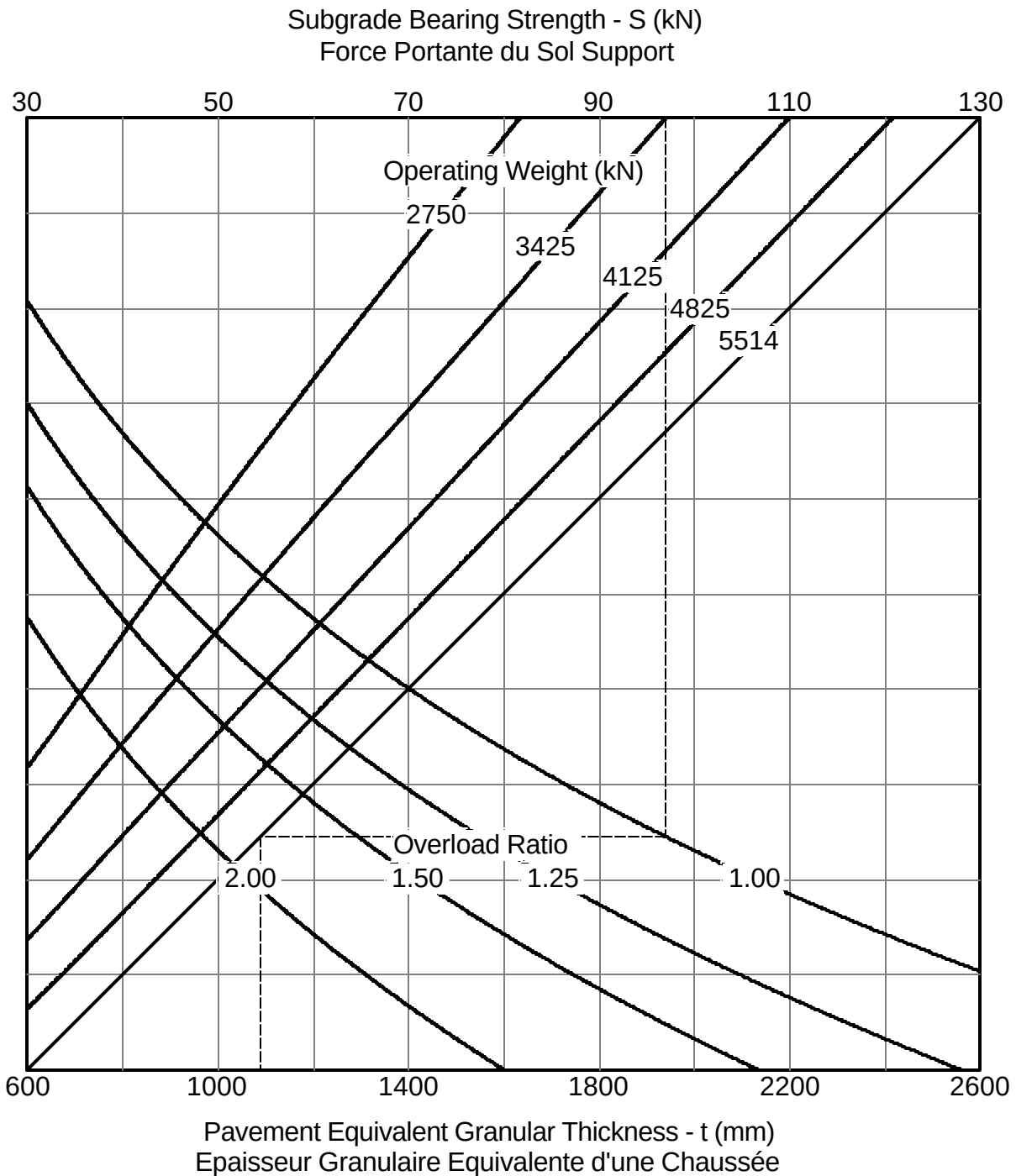
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A380-800 (Main Gear)	
% Load on Main Gear % Poids sur Atterrisseur Principal	28.5	1550 mm	3400 mm 
Tire Pressure (MPa) Pression des Pneus	1.47		

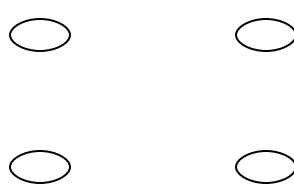


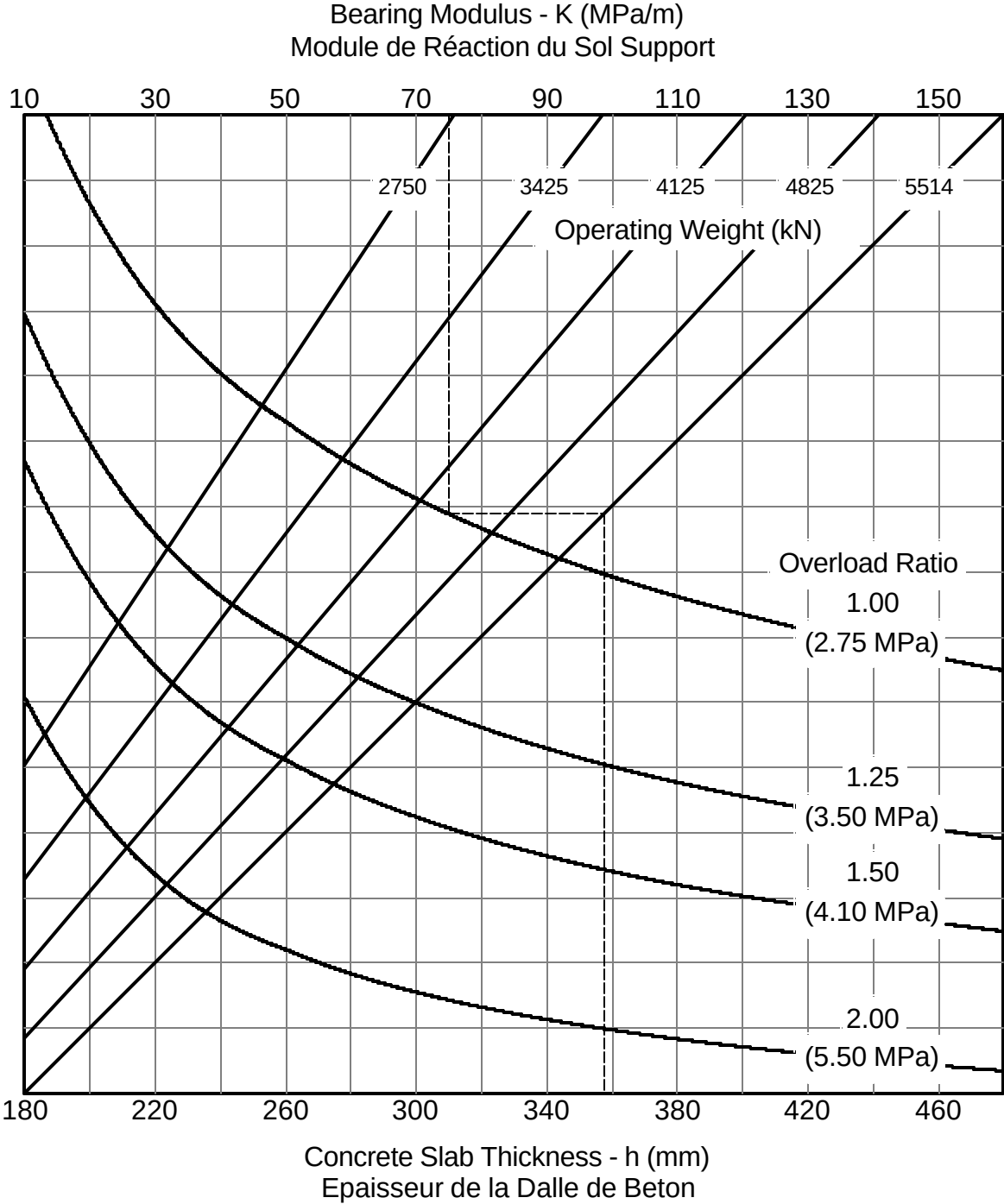
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A380-800 (Main Gear)	
% Load on Main Gear % Poids sur Atterrisseur Principal	28.5	1550 mm	3400 mm 
Tire Pressure (MPa) Pression des Pneus	1.47		



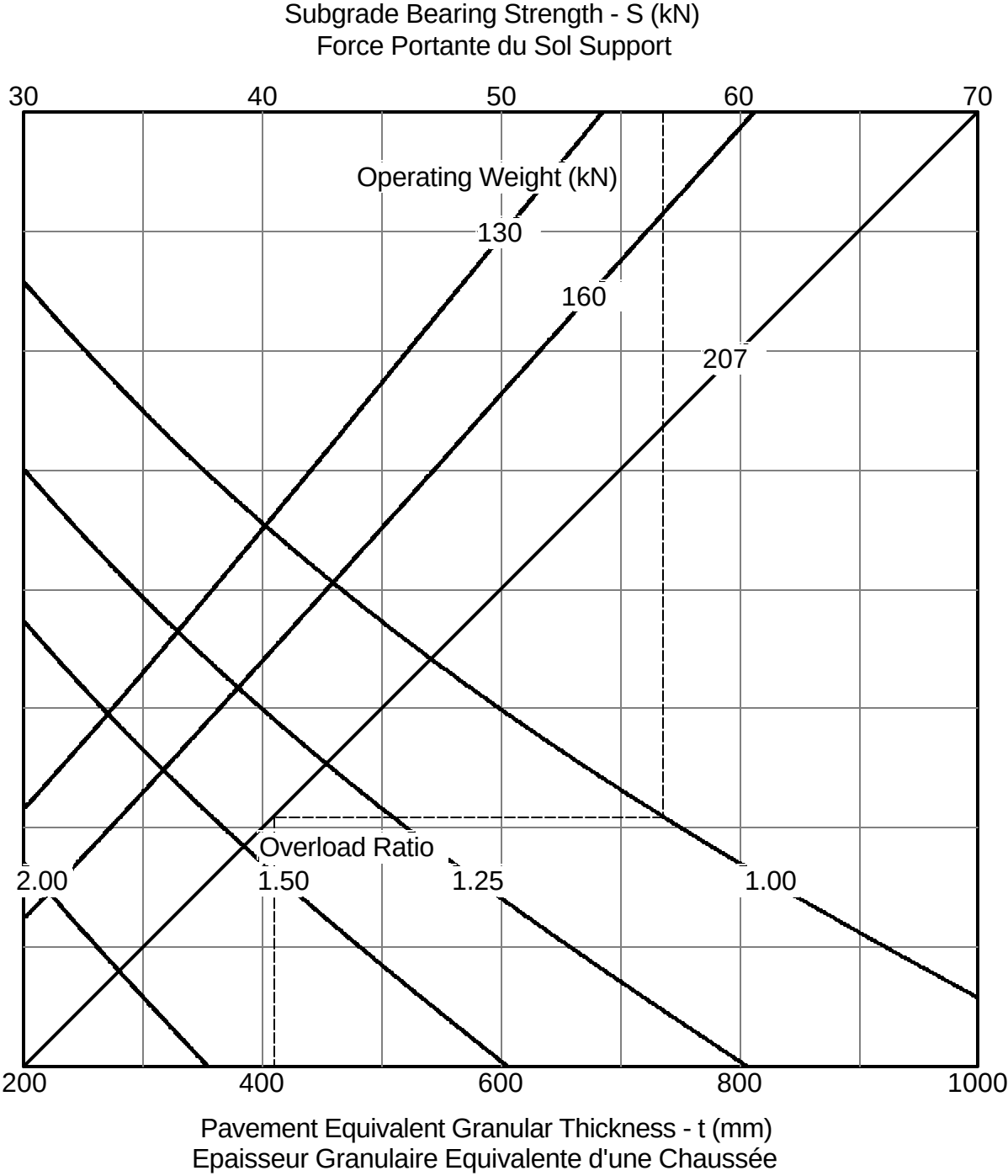
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		A380-800 (Wing Gear)	
% Load on Main Gear % Poids sur Atterrisseur Principal	19.0	1350 mm	1800 mm 
Tire Pressure (MPa) Pression des Pneus	1.47		



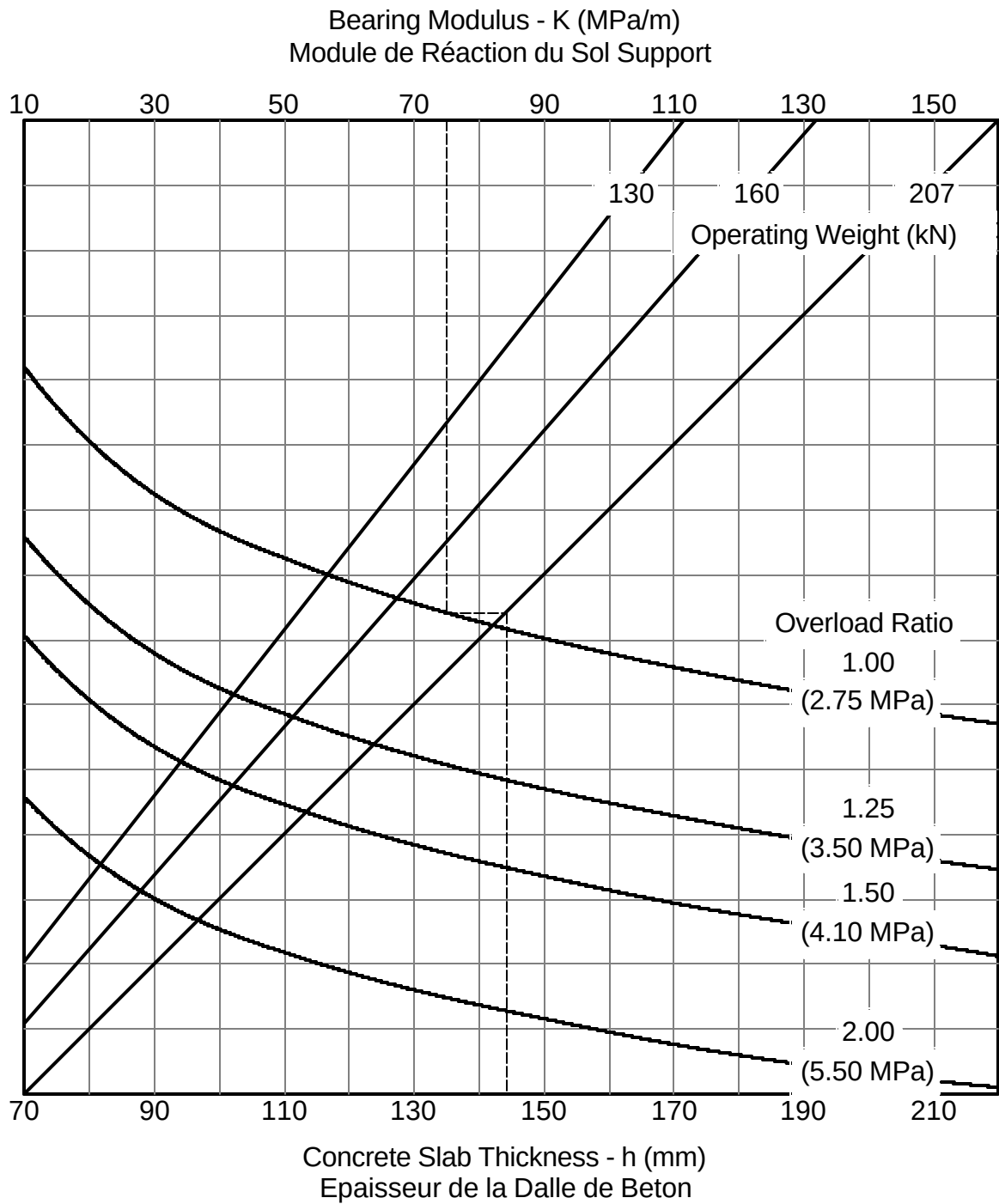
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		A380-800 (Wing Gear)	
% Load on Main Gear % Poids sur Atterrisseur Principal	19.0	1350 mm	1800 mm 
Tire Pressure (MPa) Pression des Pneus	1.47		



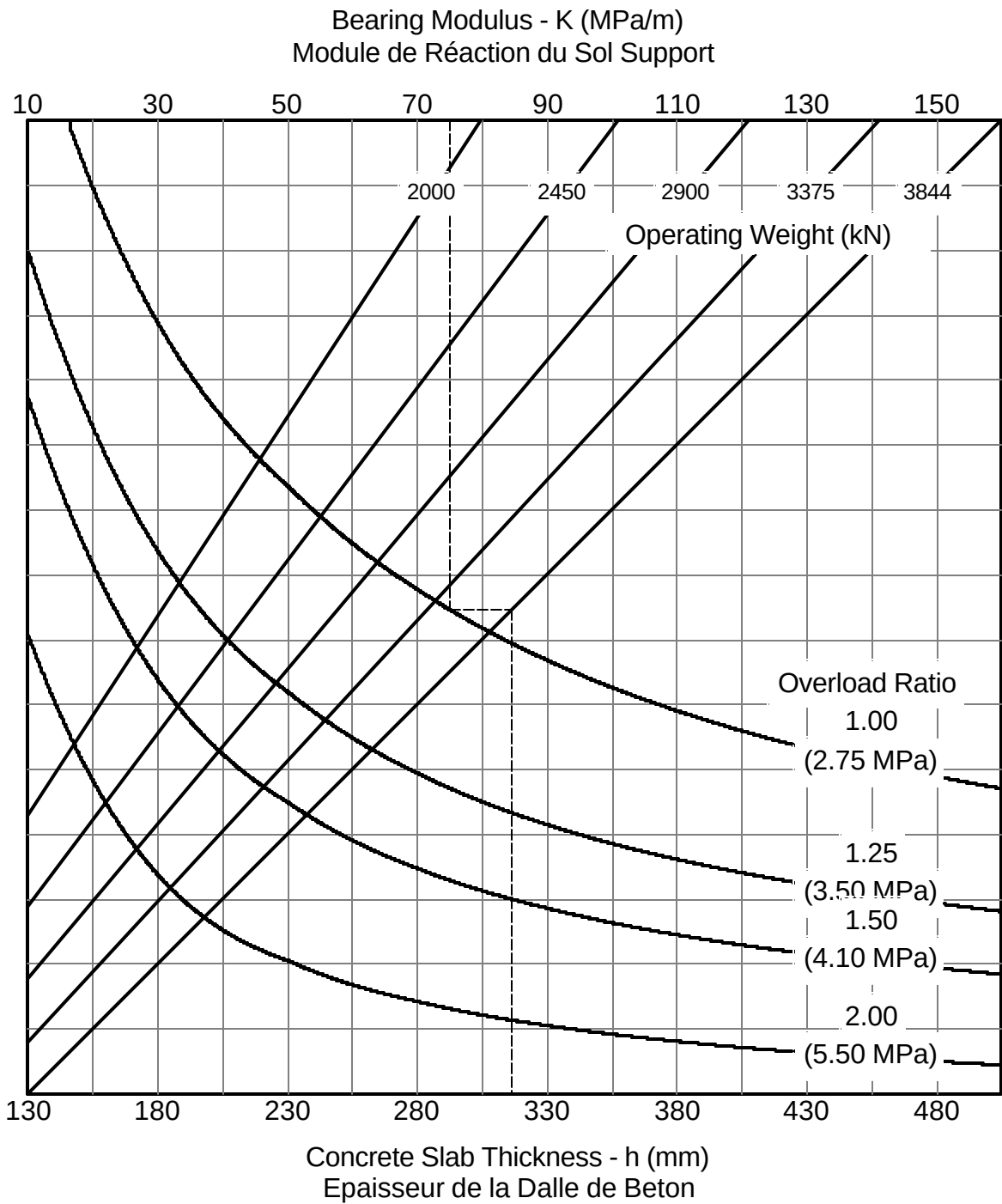
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Antonov AN-24	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	580 mm	
Tire Pressure (MPa) Pression des Pneus	0.42		



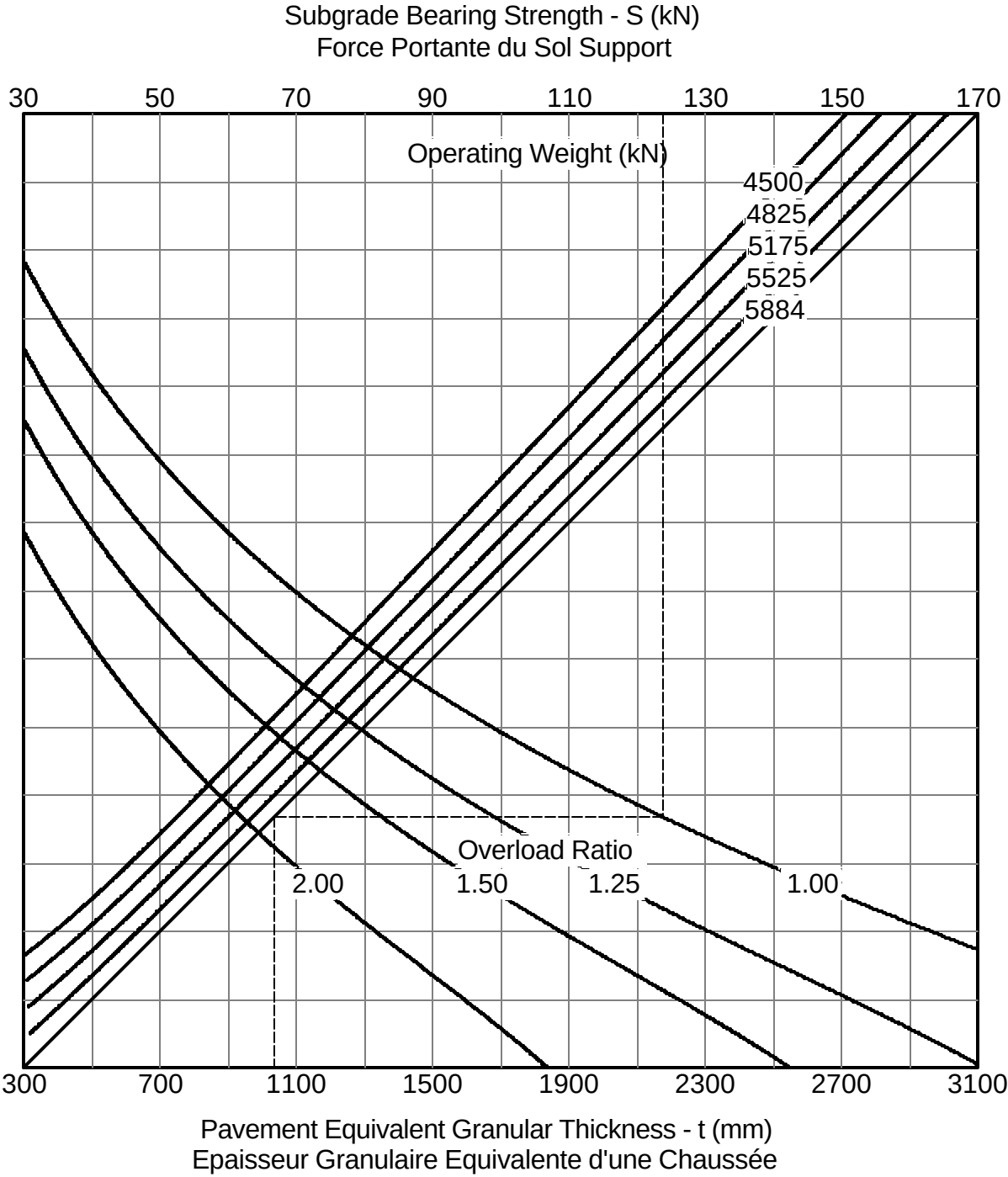
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Antonov AN-24	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	580 mm	
Tire Pressure (MPa) Pression des Pneus	0.42		



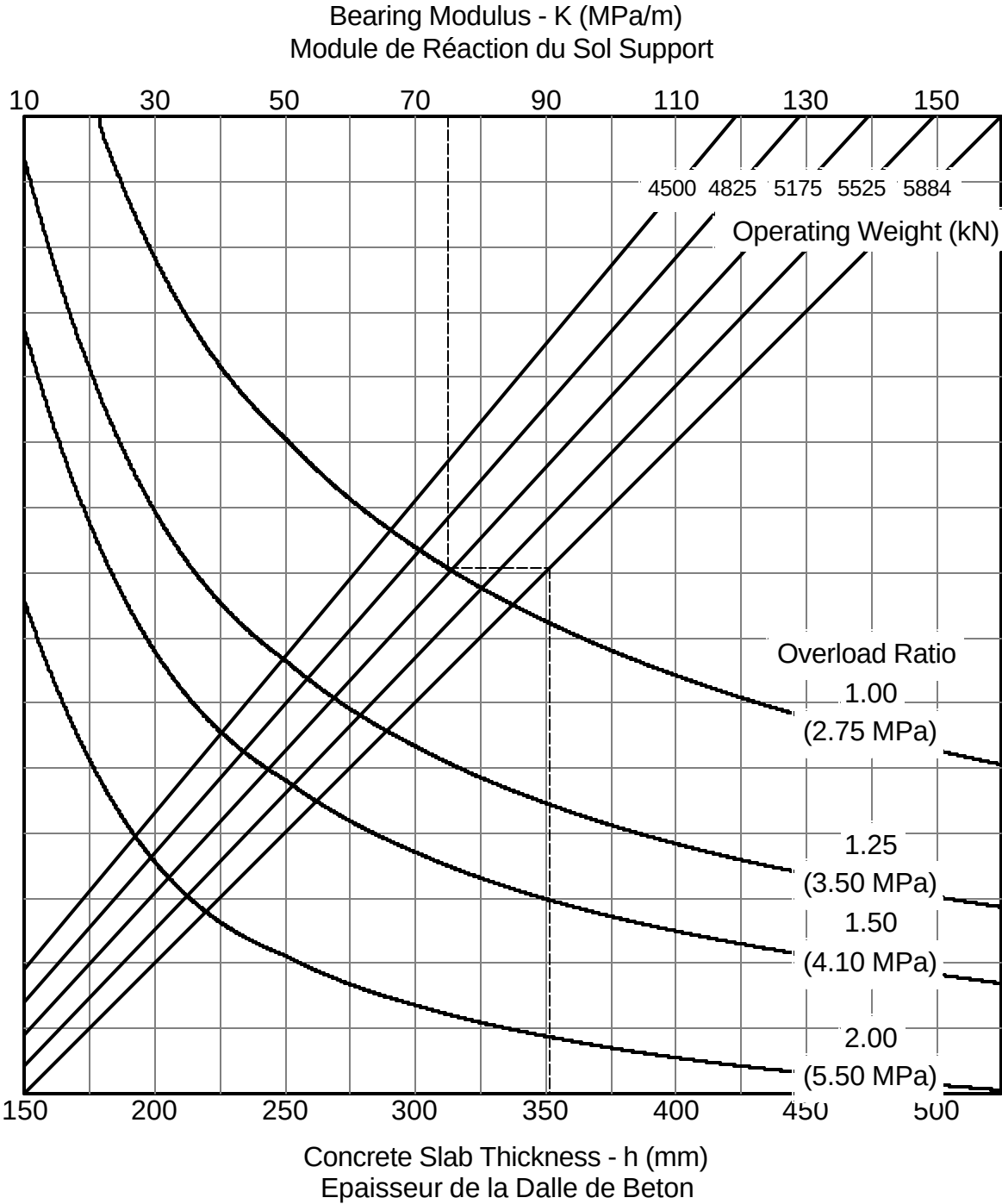
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Antonov AN-124-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	995 mm	6600 mm ○ ○ ○ ○ ○
Tire Pressure (MPa) Pression des Pneus	1.03		○ ○ ○ ○ ○



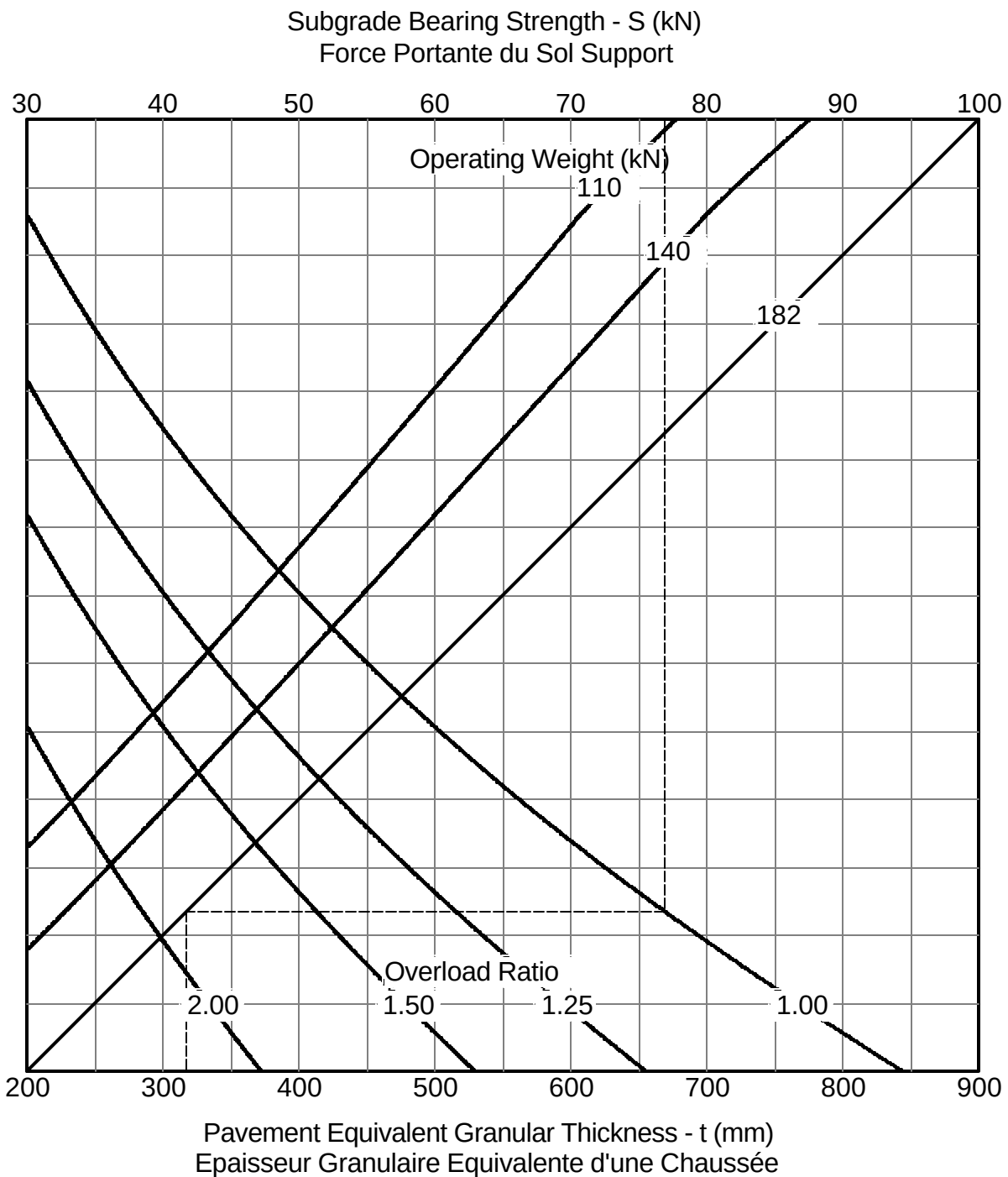
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Antonov AN-225	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	870 mm	10500 mm ○ ○ ○ ○ ○ ○ ○ ○
Tire Pressure (MPa) Pression des Pneus	1.13		○ ○ ○ ○ ○ ○ ○ ○



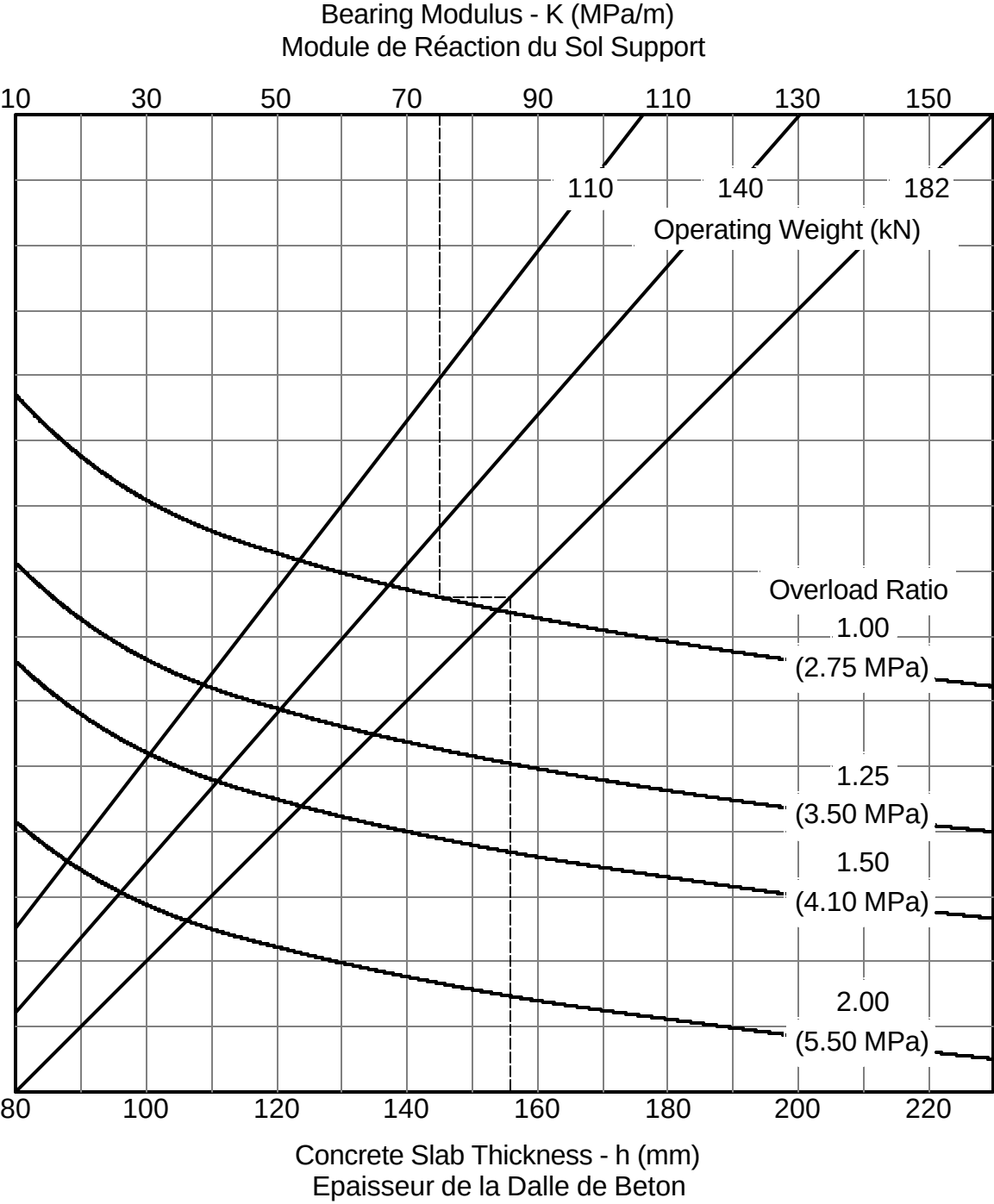
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Antonov AN-225	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	870 mm	10500 mm ○ ○ ○ ○ ○ ○ ○ ○
Tire Pressure (MPa) Pression des Pneus	1.13		○ ○ ○ ○ ○ ○ ○ ○



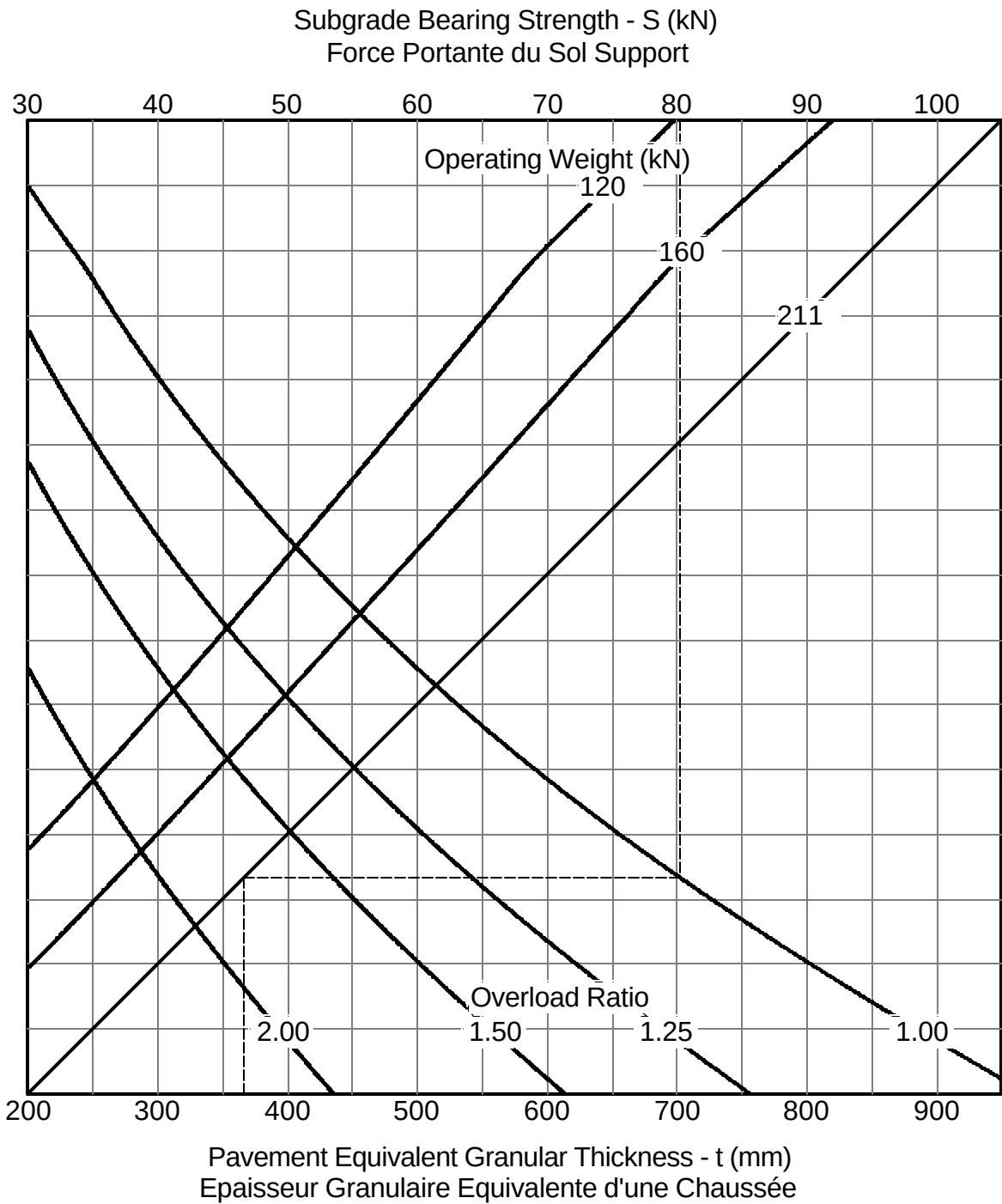
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		ATR 42 (Aérospatiale)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.72		



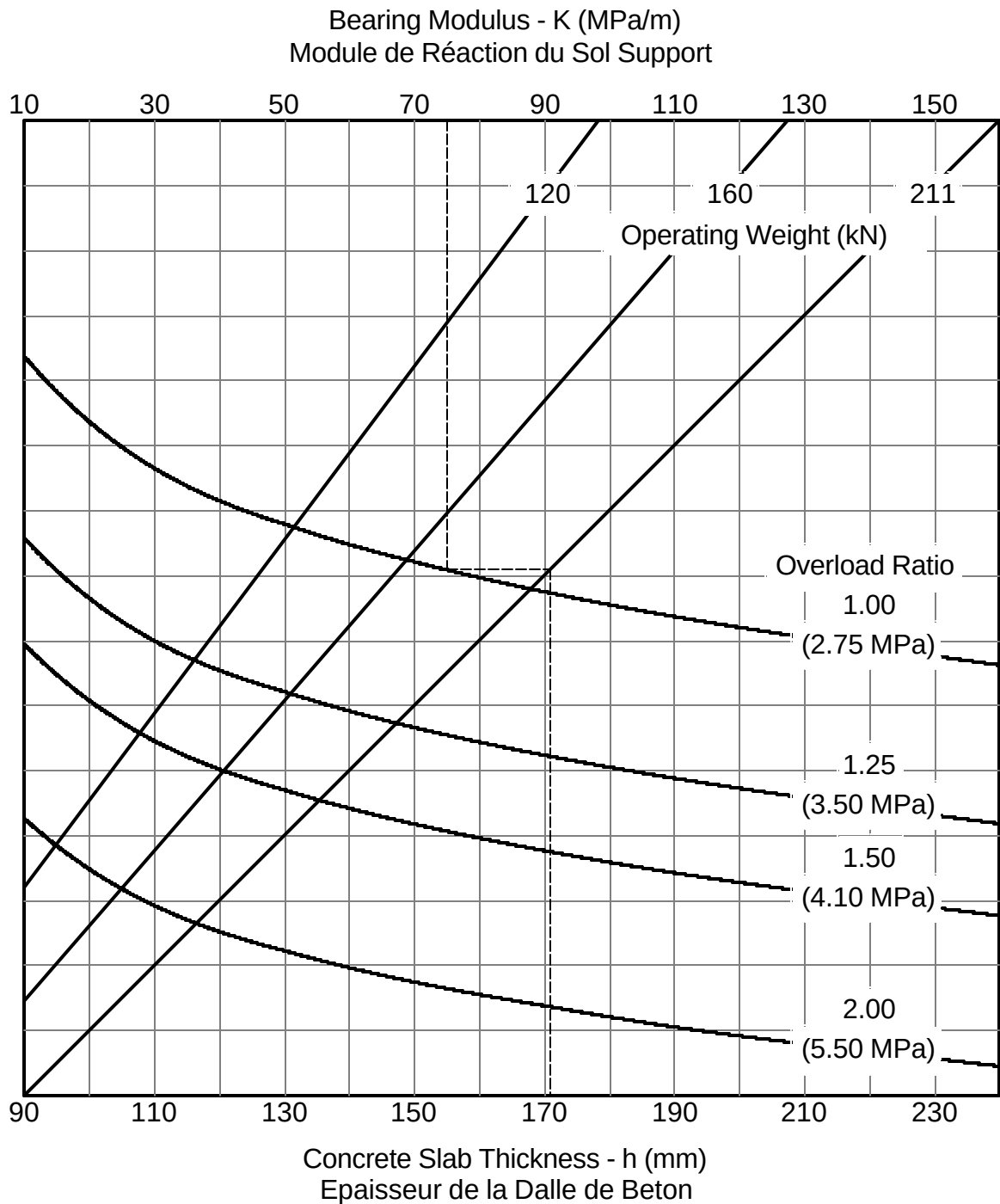
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		ATR 42 (Aerospatiale)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.72		



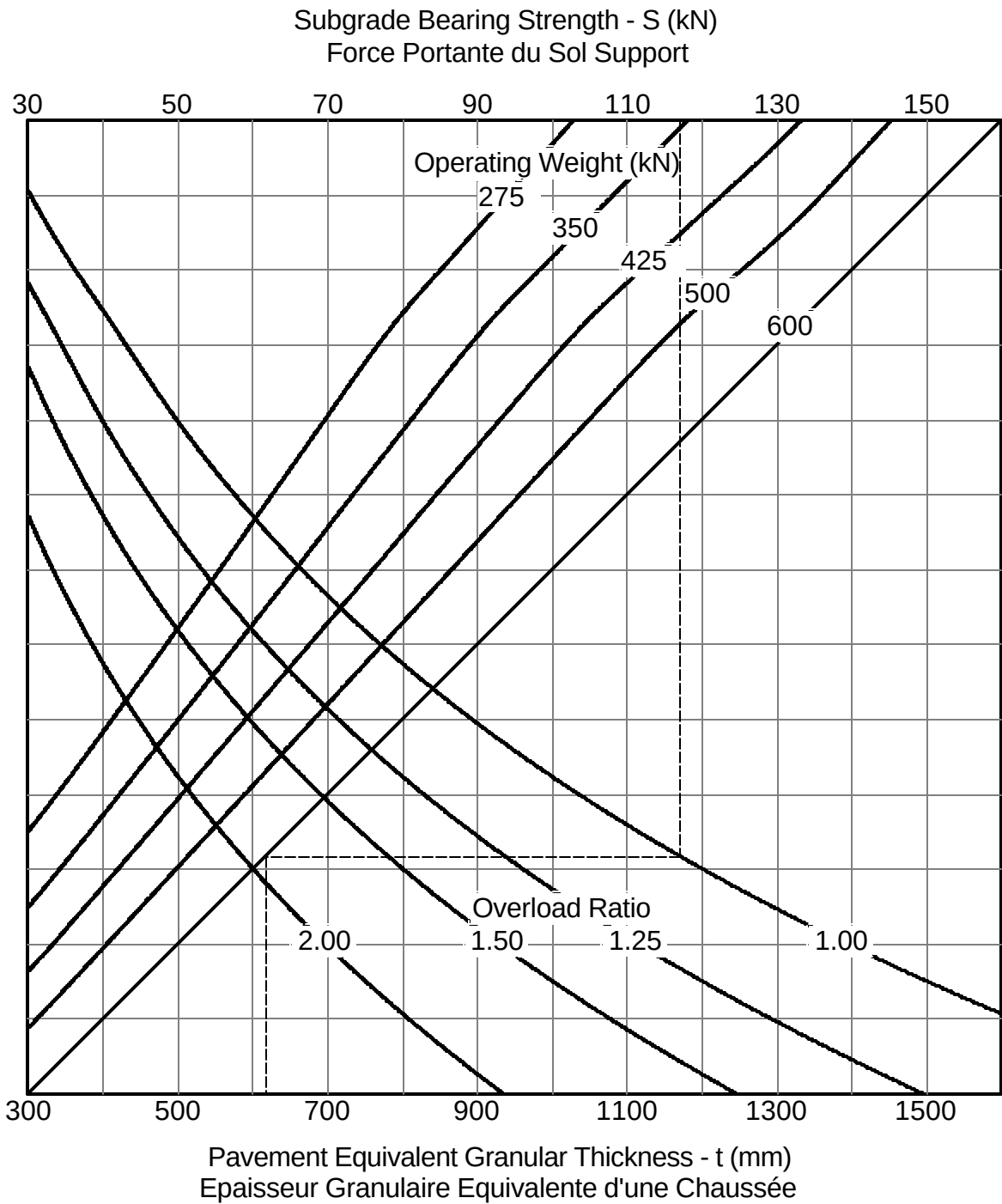
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		ATR 72 (Aérospatiale)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



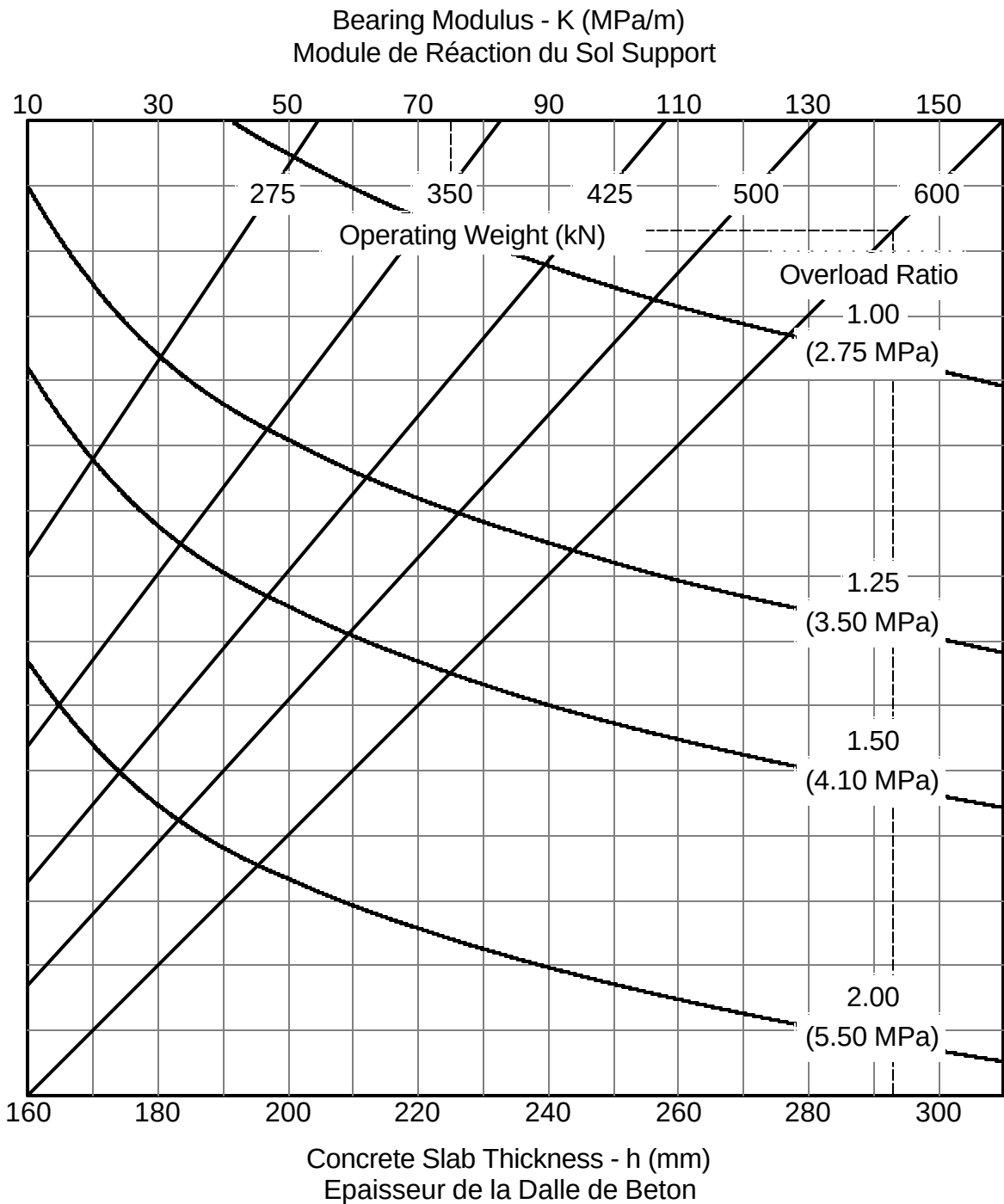
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		ATR 72 (Aerospatiale)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		

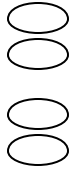


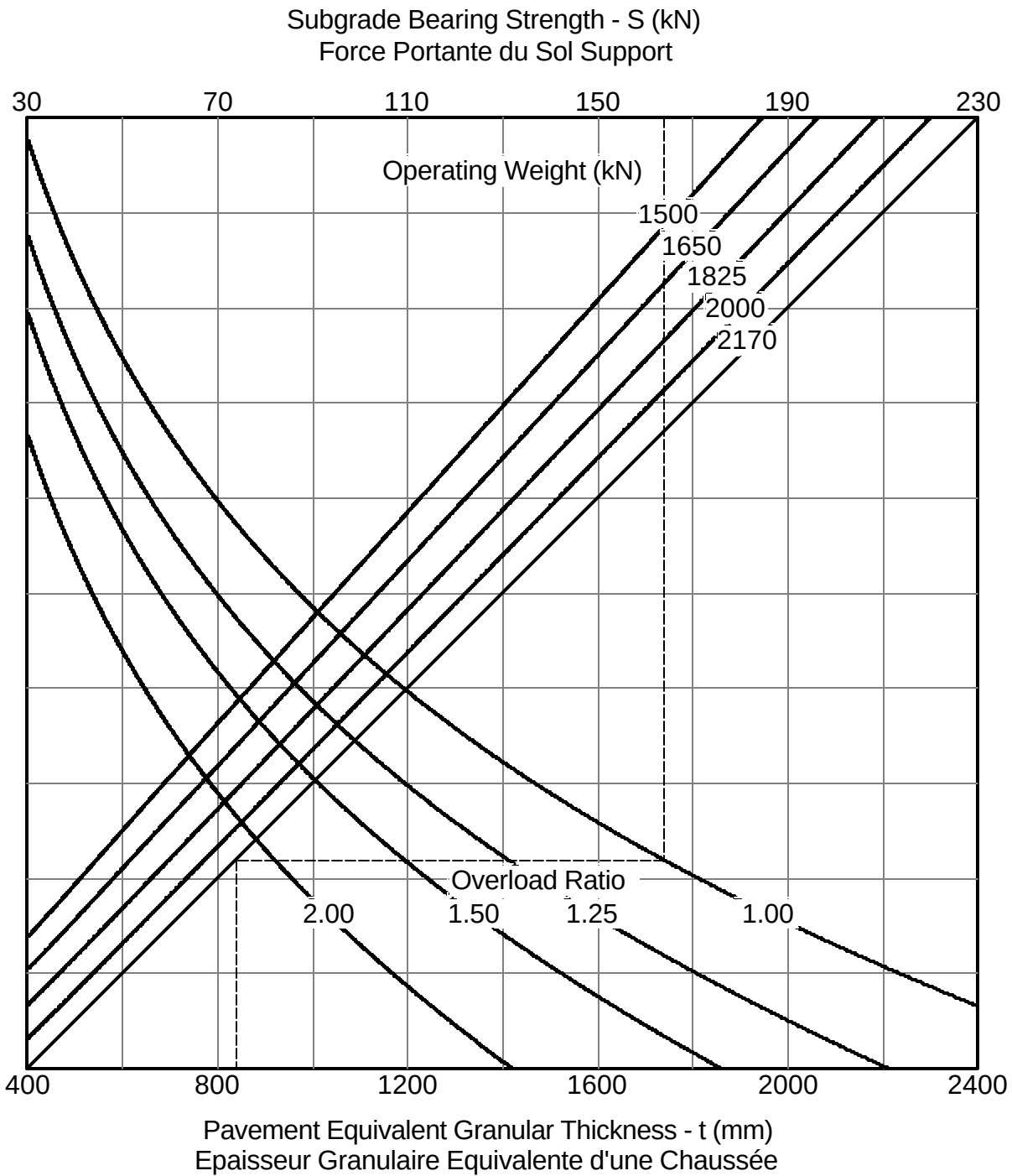
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Aurora (CP-140) (P-3 Orion)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.31		

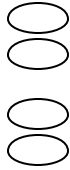


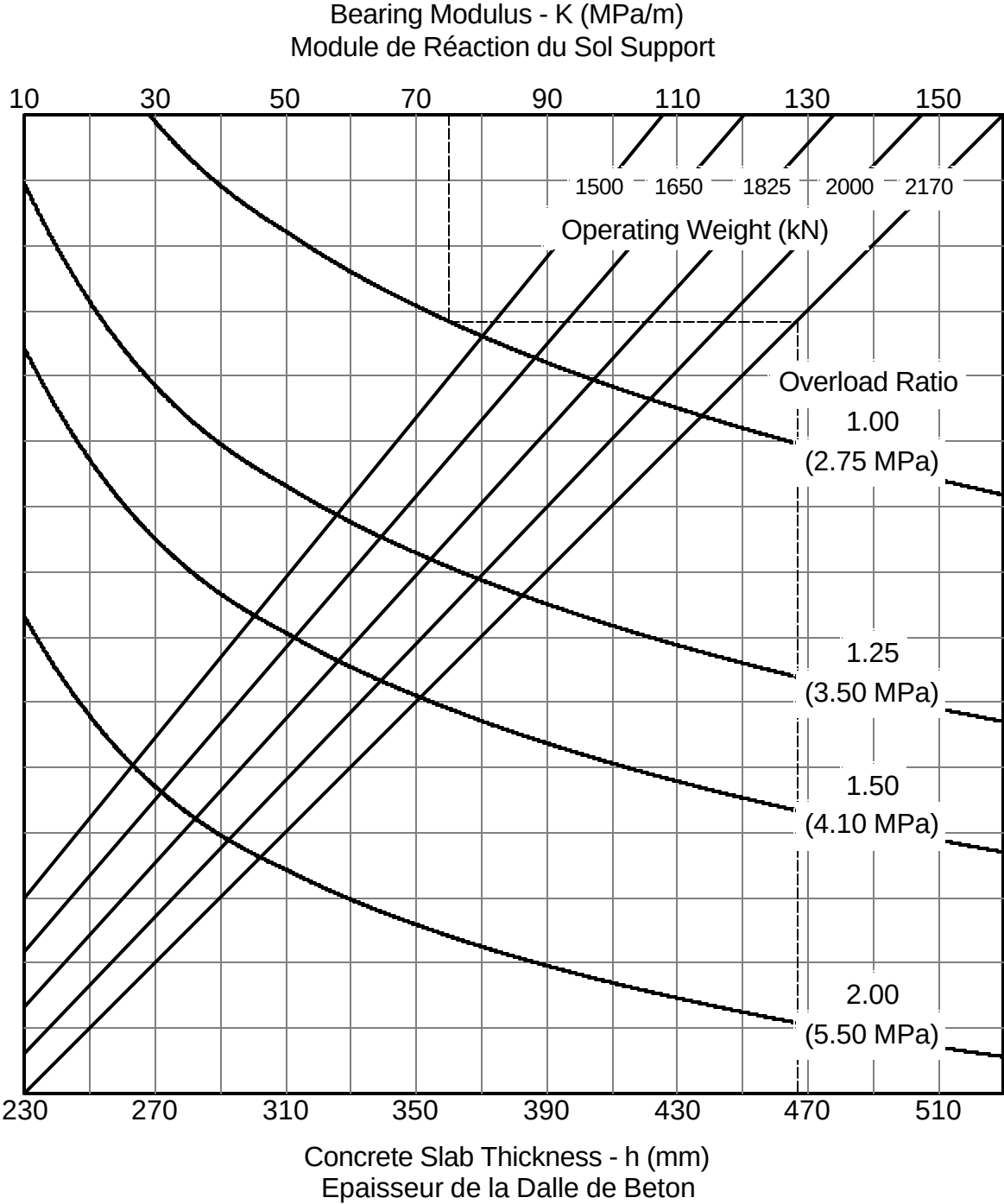
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Aurora (CP-140) (P-3 Orion)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.31		



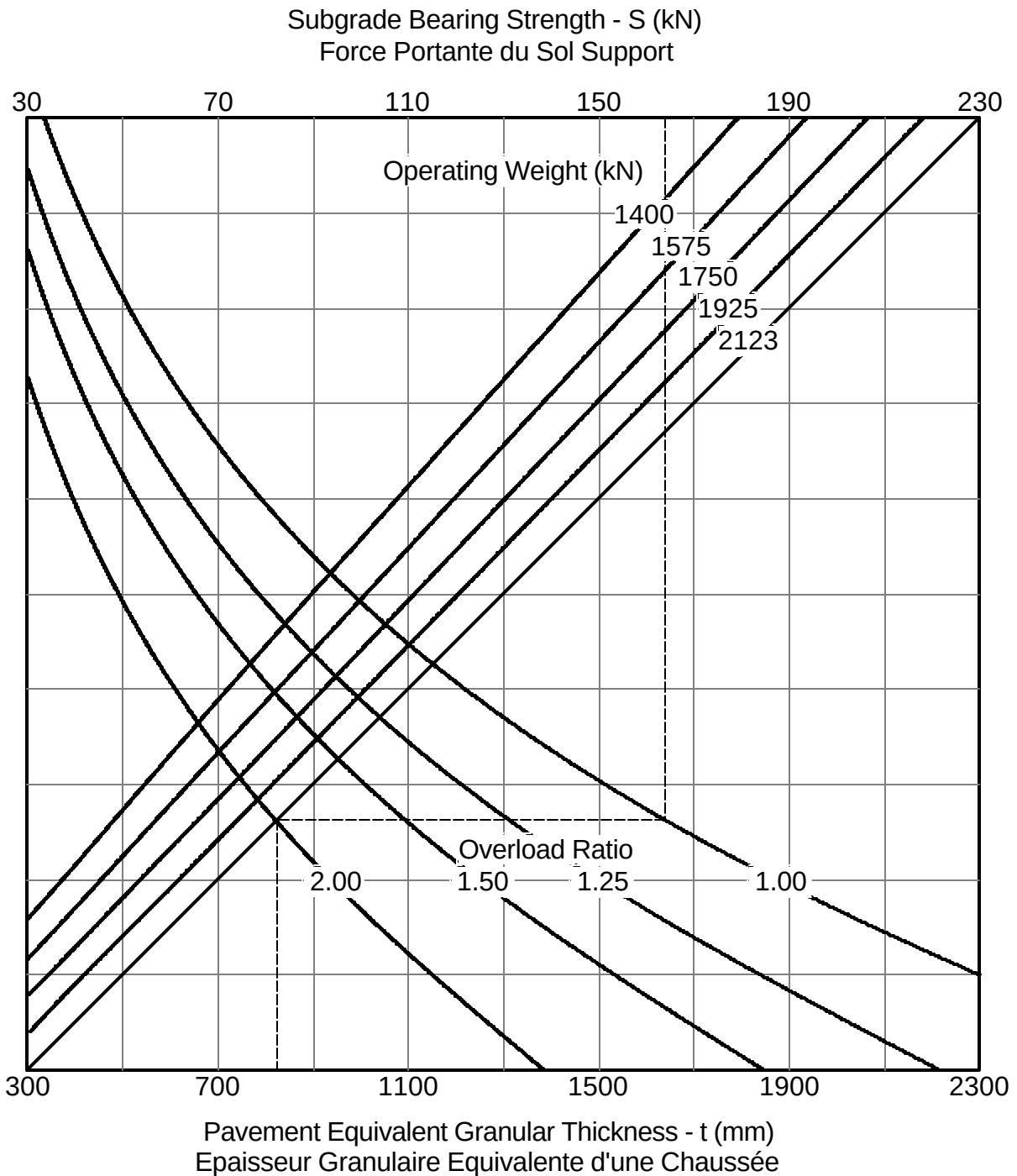
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B-52 (Bomber)	
% Load on Main Gear % Poids sur Atterrisseur Principal	53.4	3460 mm	
Tire Pressure (MPa) Pression des Pneus	1.65		



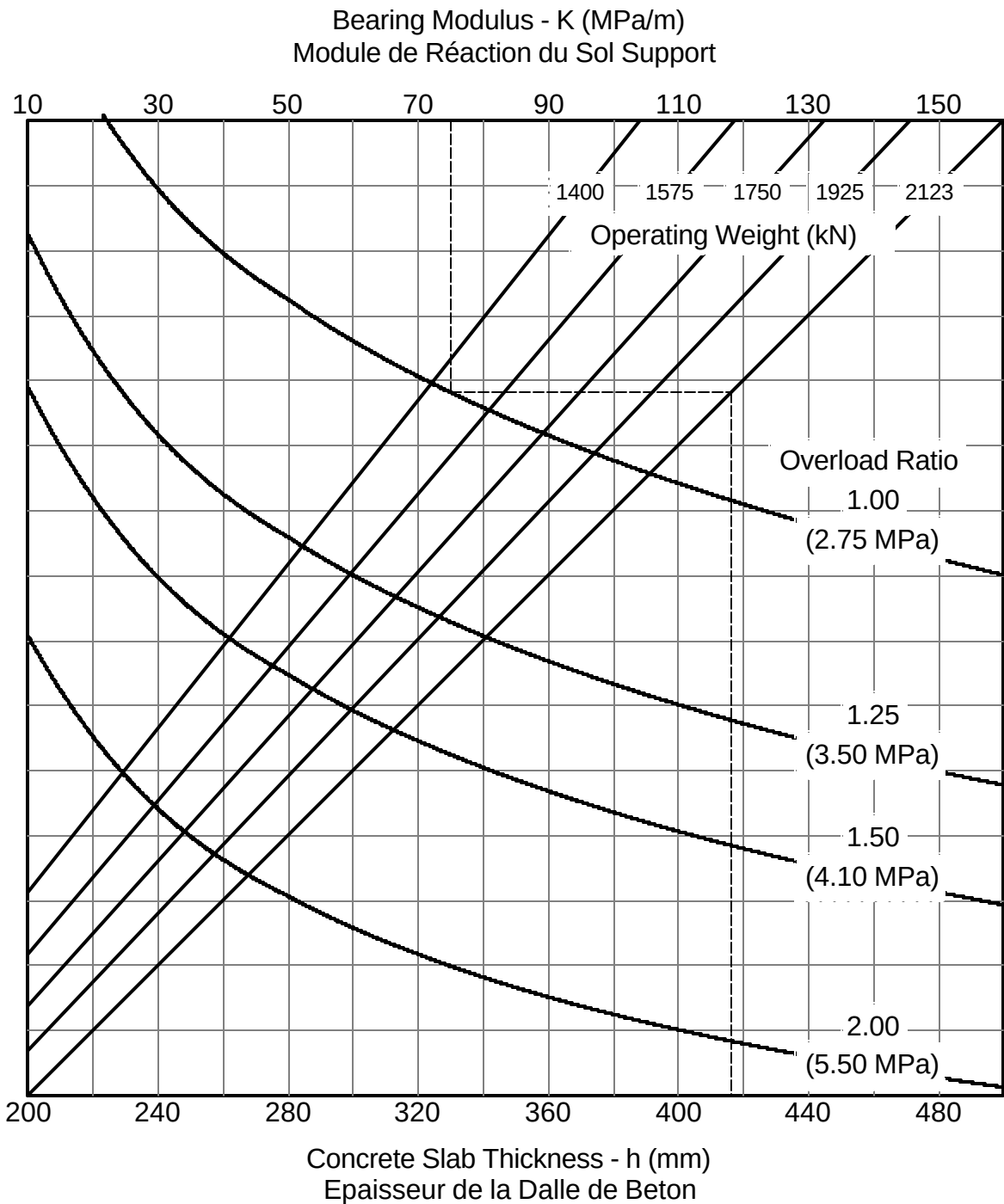
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B-52 (Bomber)	
% Load on Main Gear % Poids sur Atterrisseur Principal	53.4	3460 mm	
Tire Pressure (MPa) Pression des Pneus	1.65		



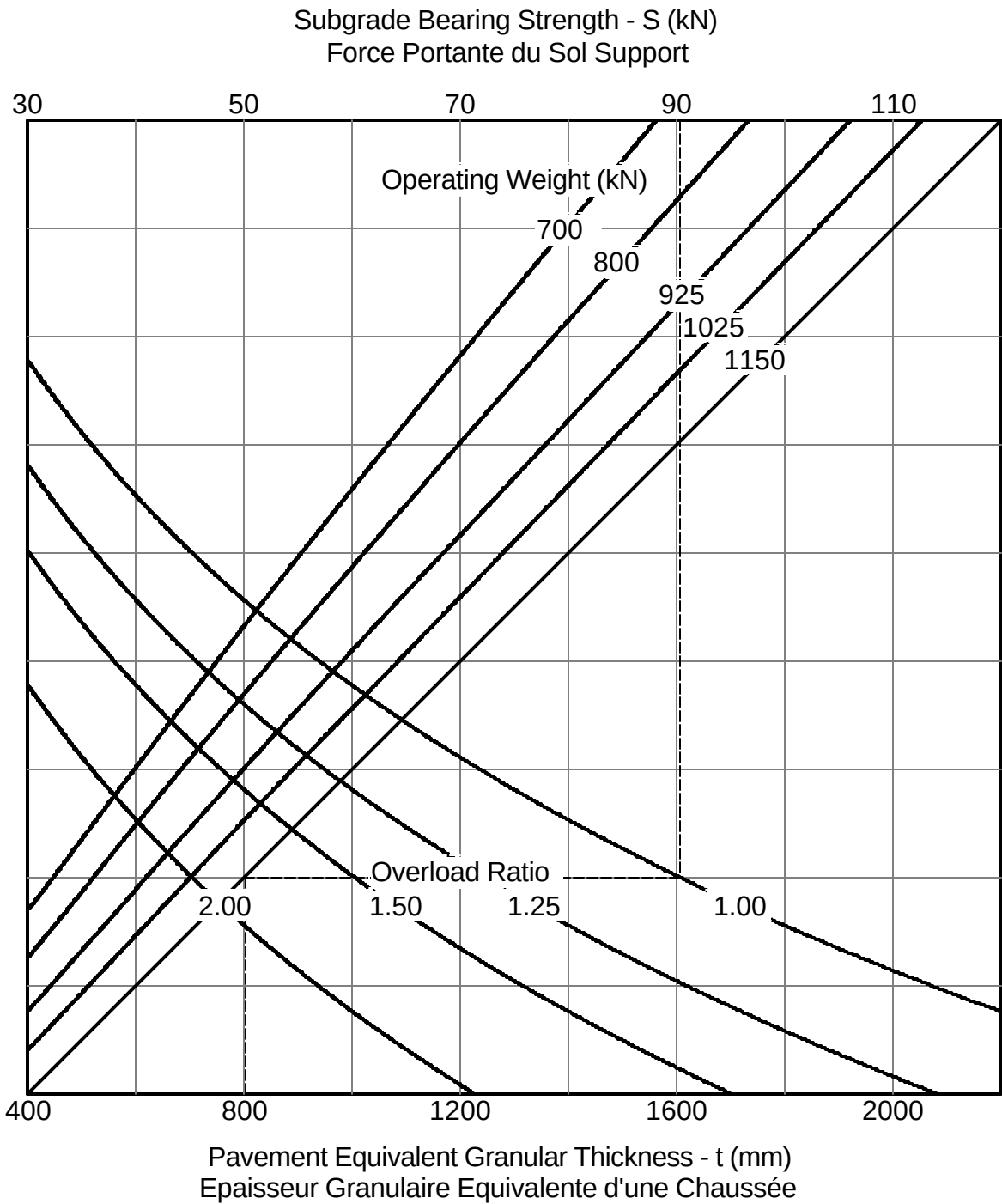
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B1-B Bomber (Rockwell)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	850 mm	1450 mm
Tire Pressure (MPa) Pression des Pneus	1.65		

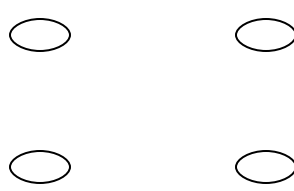


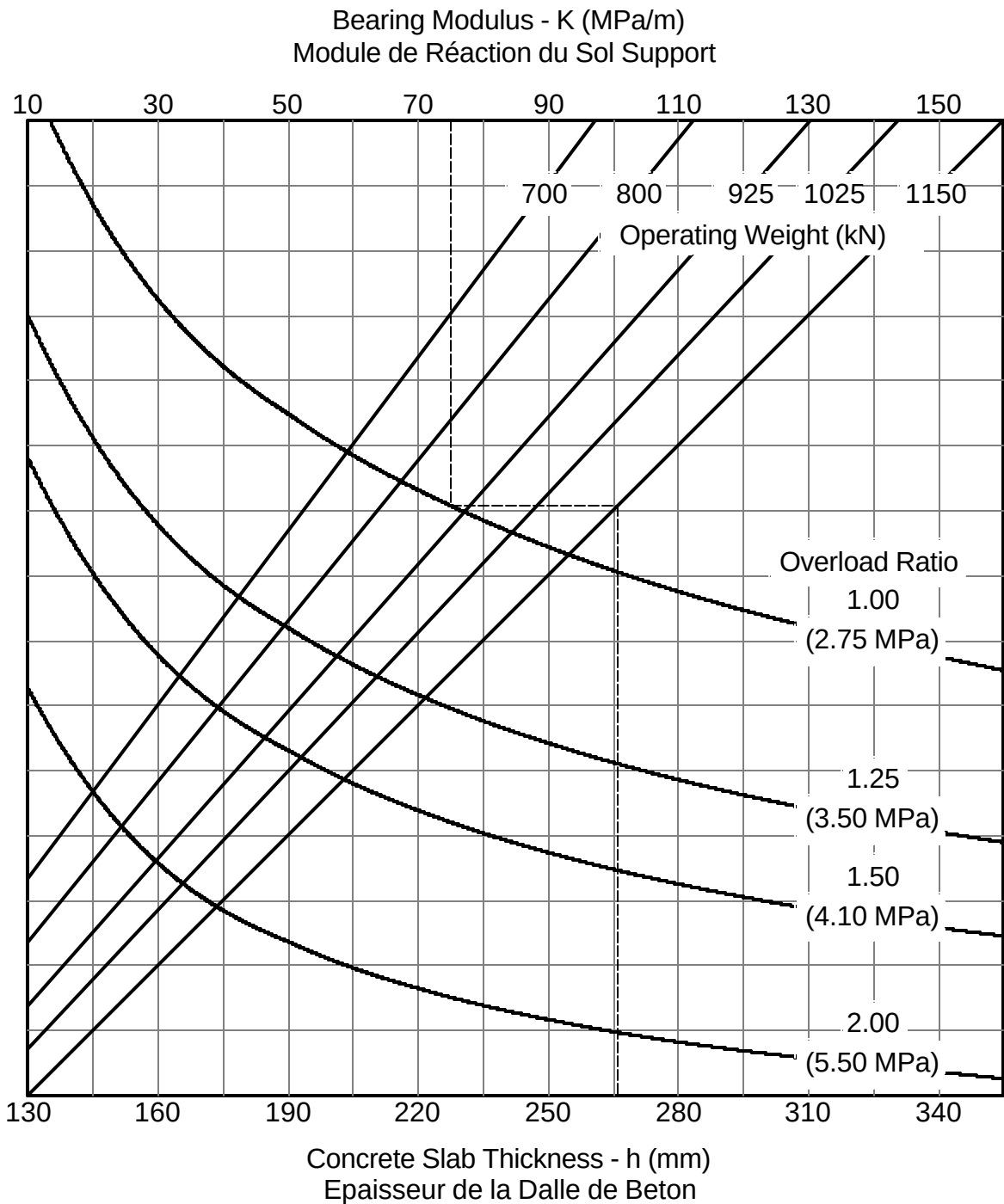
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B1-B Bomber (Rockwell)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1450 mm 850 mm	
Tire Pressure (MPa) Pression des Pneus	1.65		

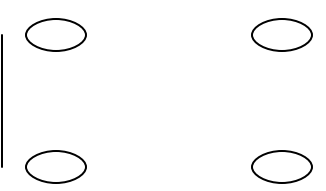


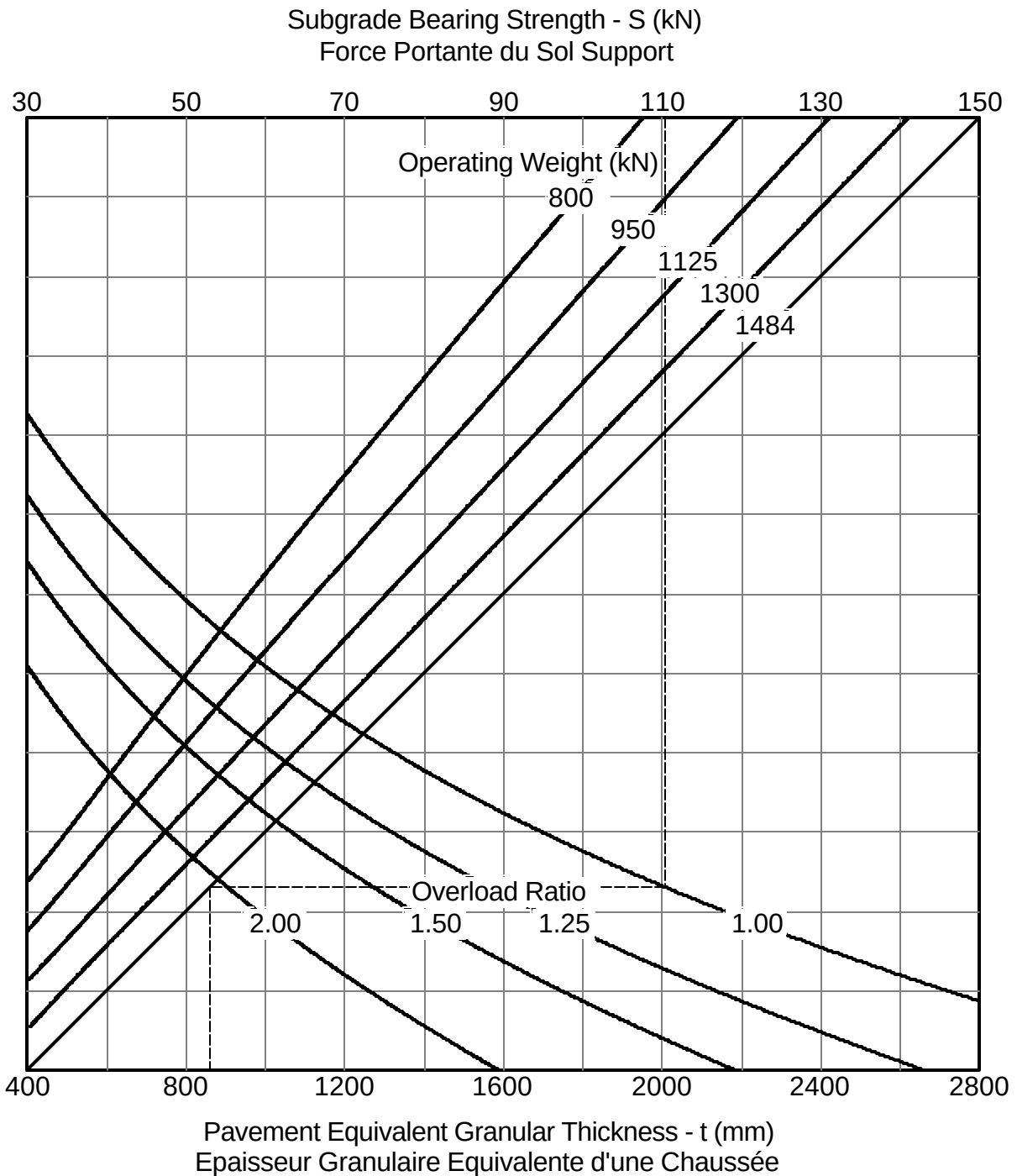
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B707-120, 120B	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	860 mm	1420 mm
Tire Pressure (MPa) Pression des Pneus	1.17		



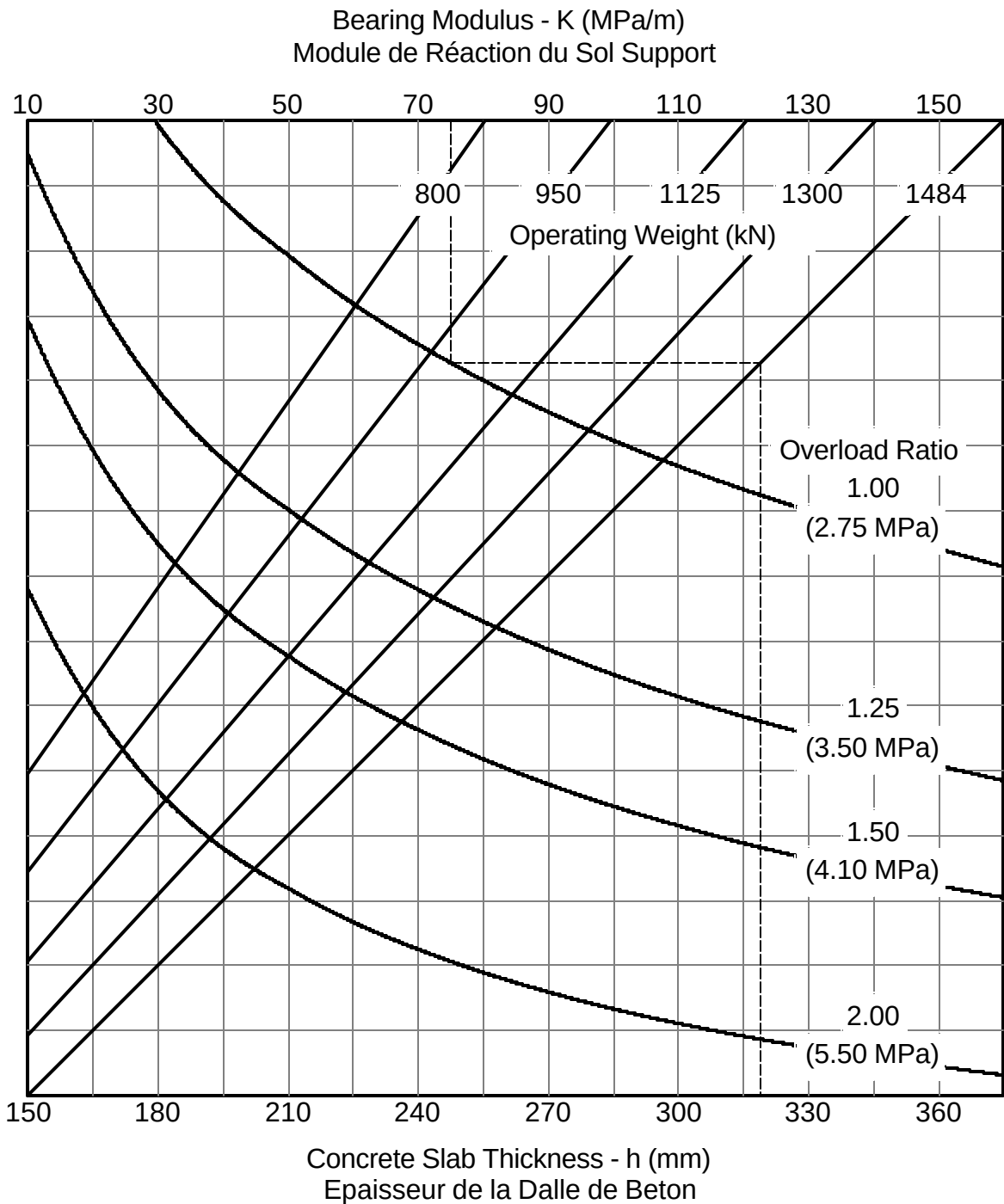
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B707-120, 120B	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	860 mm	1420 mm 
Tire Pressure (MPa) Pression des Pneus	1.17		



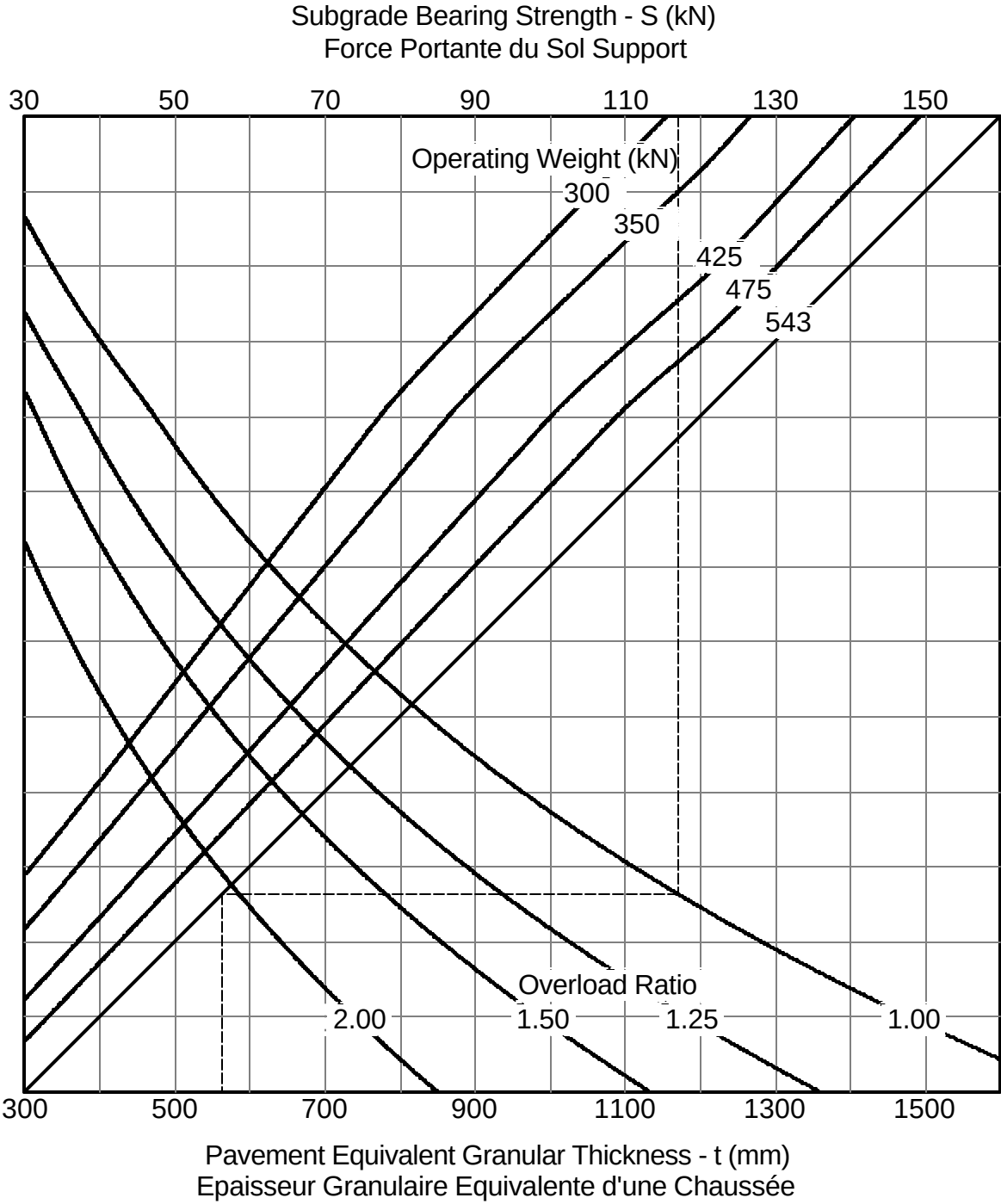
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B707-320, 320B, 320C, 420	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	860 mm 1420 mm 	
Tire Pressure (MPa) Pression des Pneus	1.24		



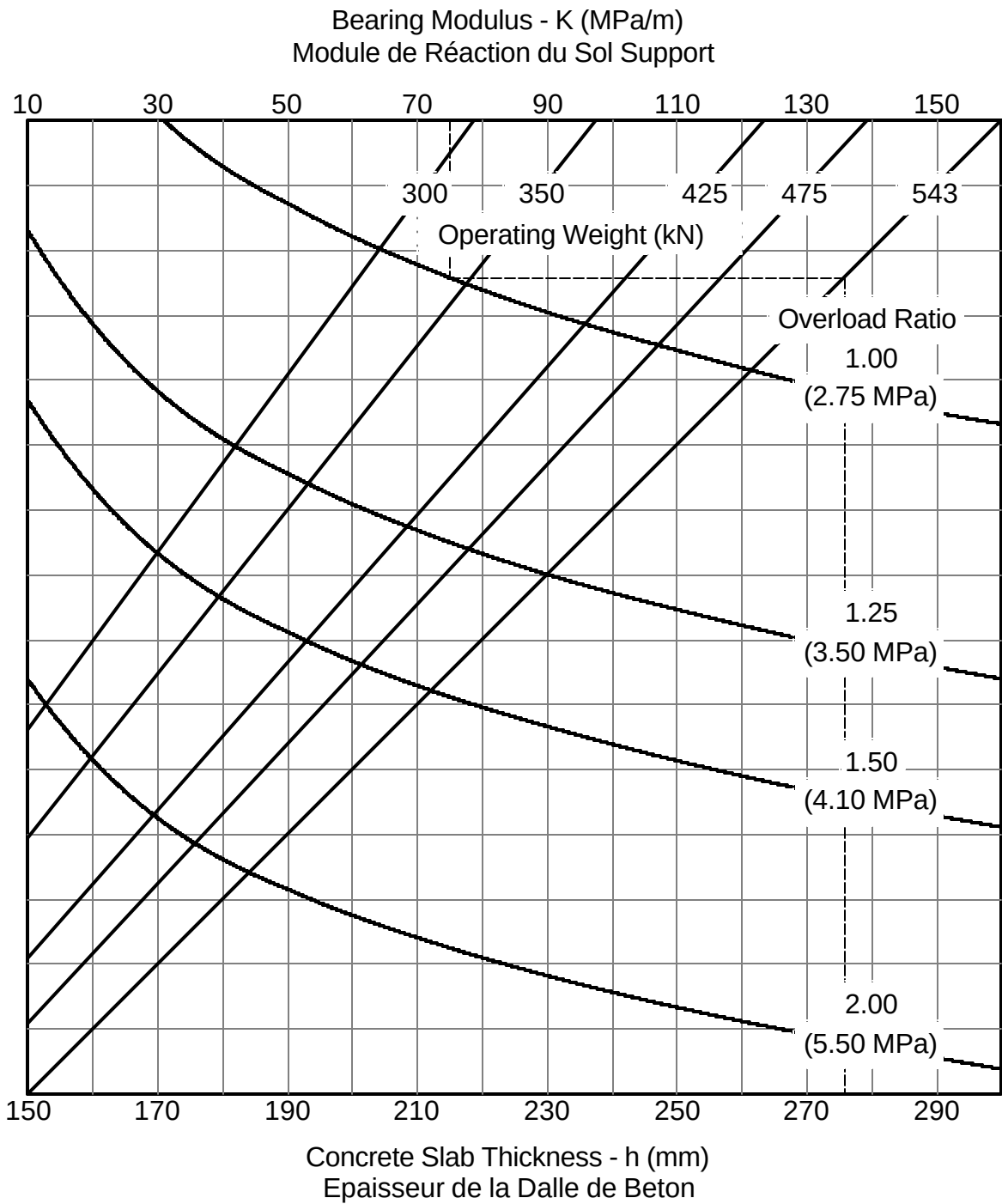
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B707-320, 320B, 320C, 420	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1420 mm 860 mm	
Tire Pressure (MPa) Pression des Pneus	1.24		



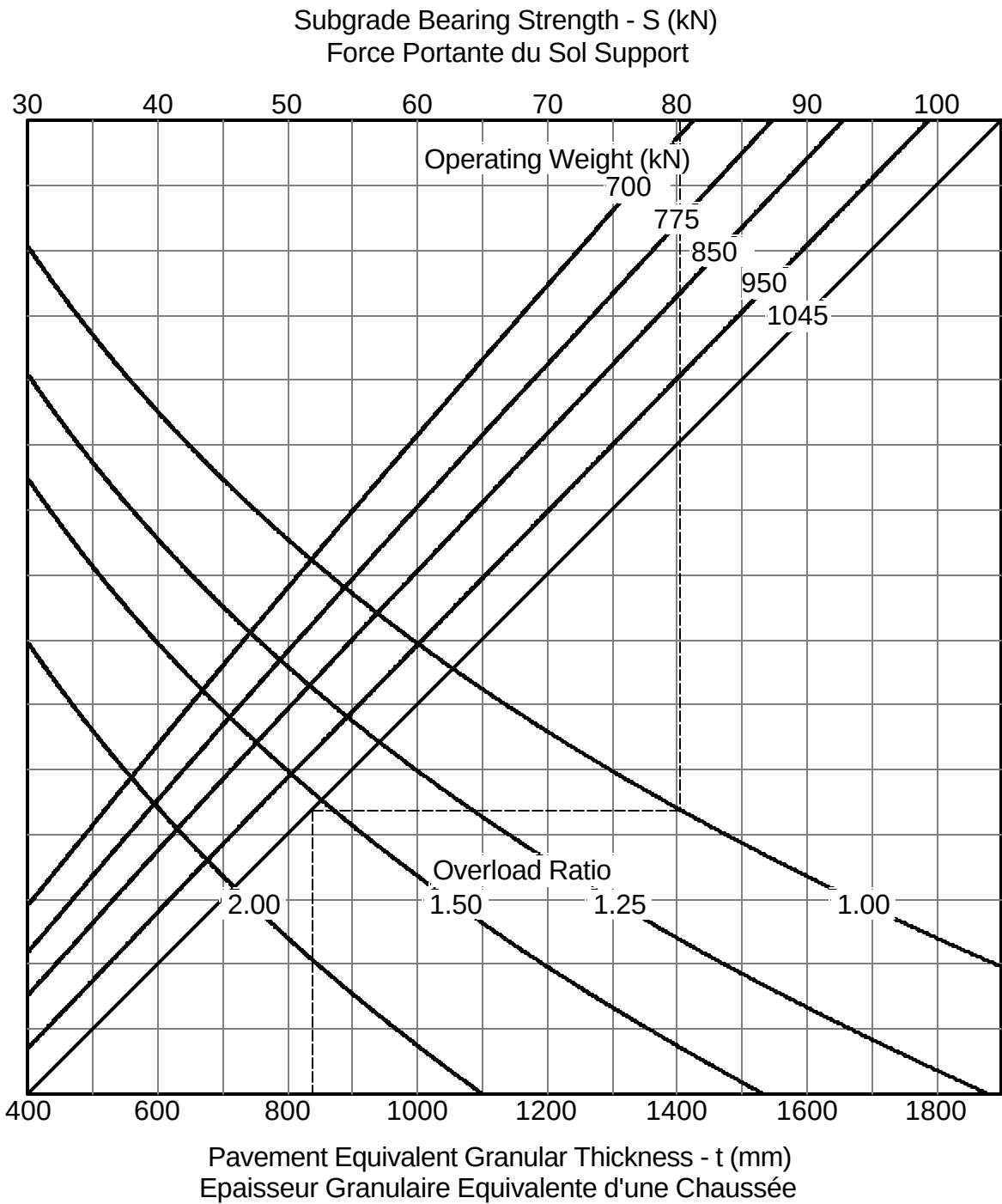
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B717-100, 200, 300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	614 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



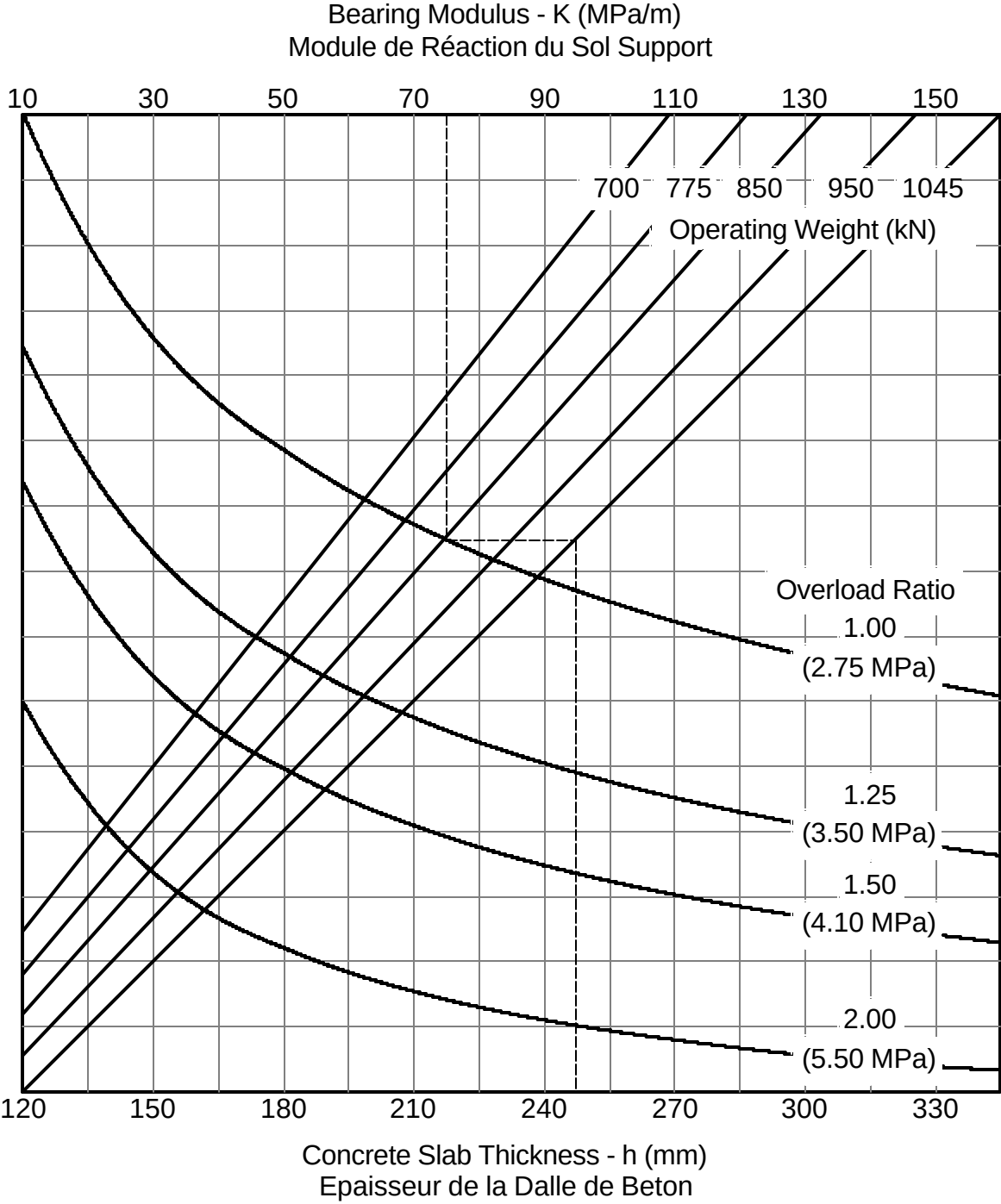
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B717-100, 200, 300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	614 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



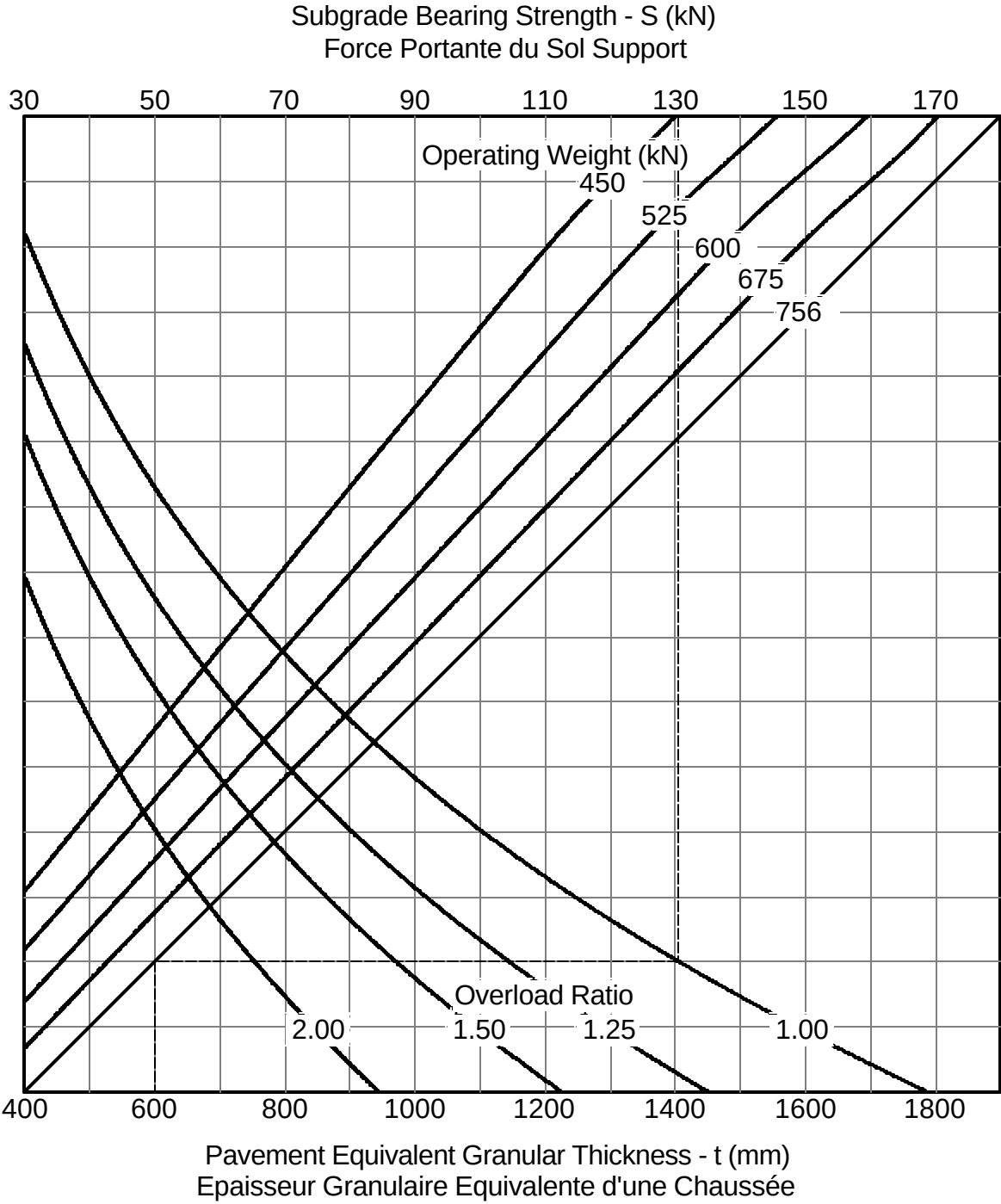
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B720, 720B	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	860 mm	1420 mm
Tire Pressure (MPa) Pression des Pneus	1.01		



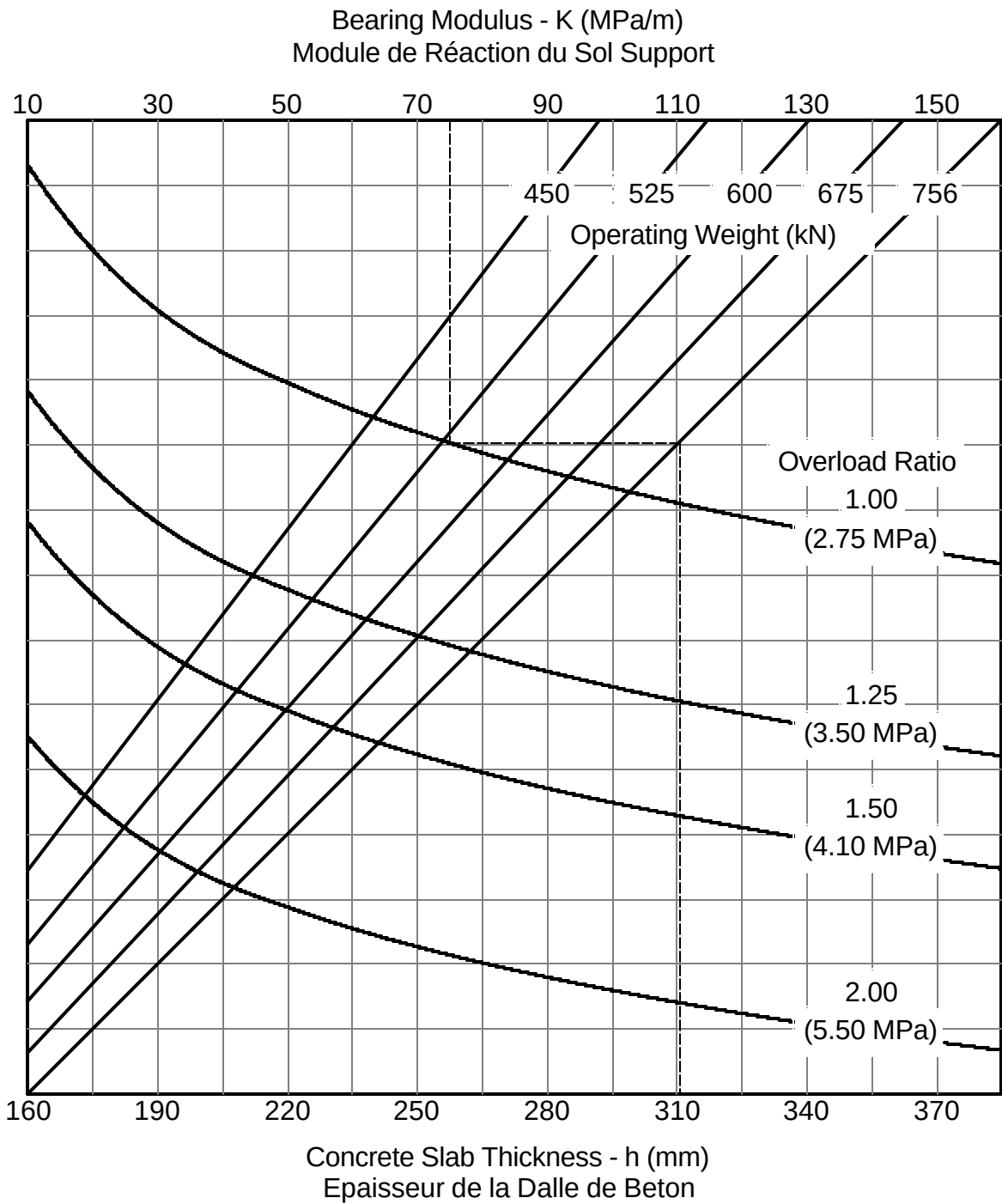
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B720, 720B	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	860 mm	1420 mm
Tire Pressure (MPa) Pression des Pneus	1.01		



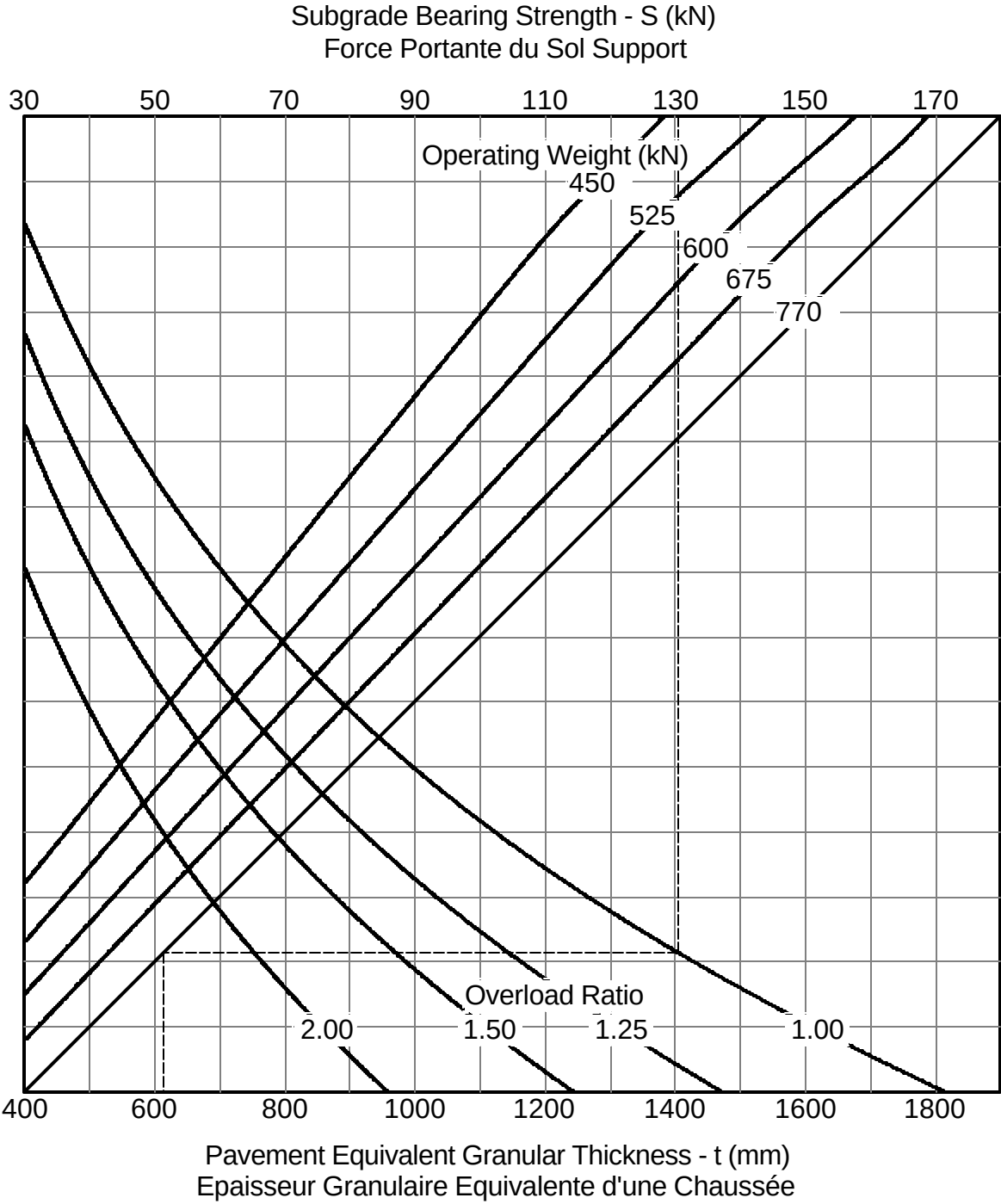
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B727-100, 100C	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



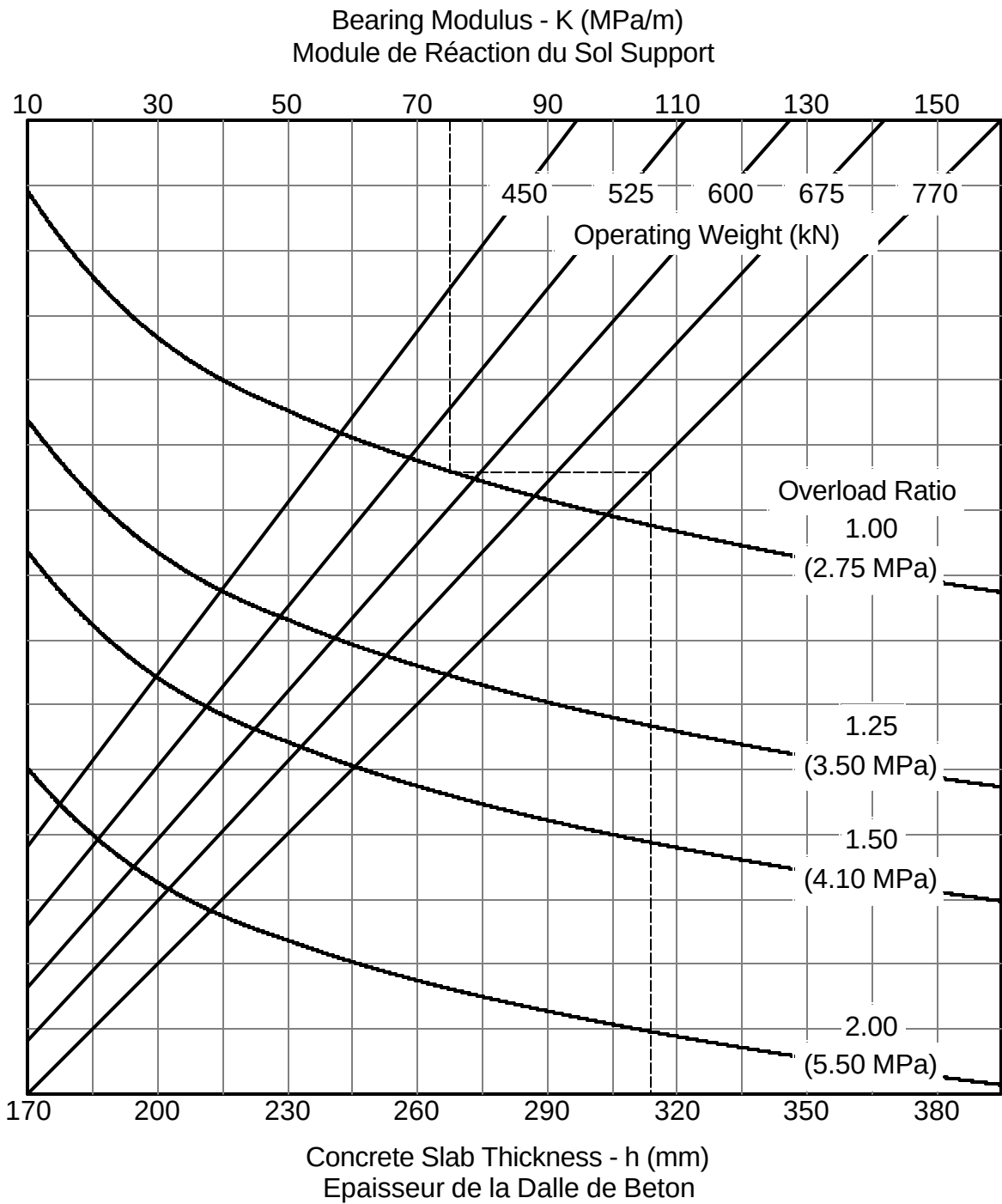
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B727-100, 100C	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B727-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.15		

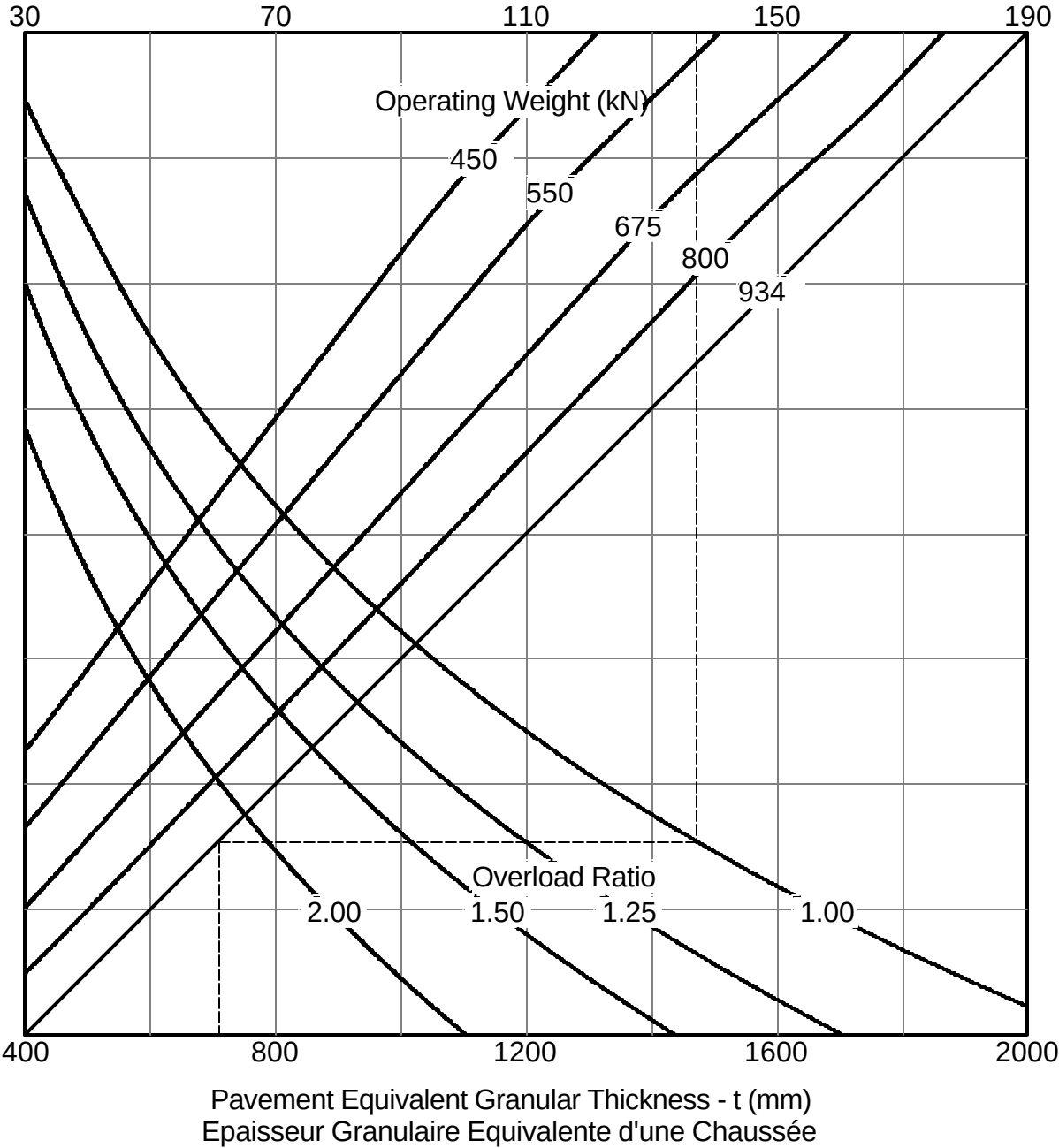


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B727-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.15		

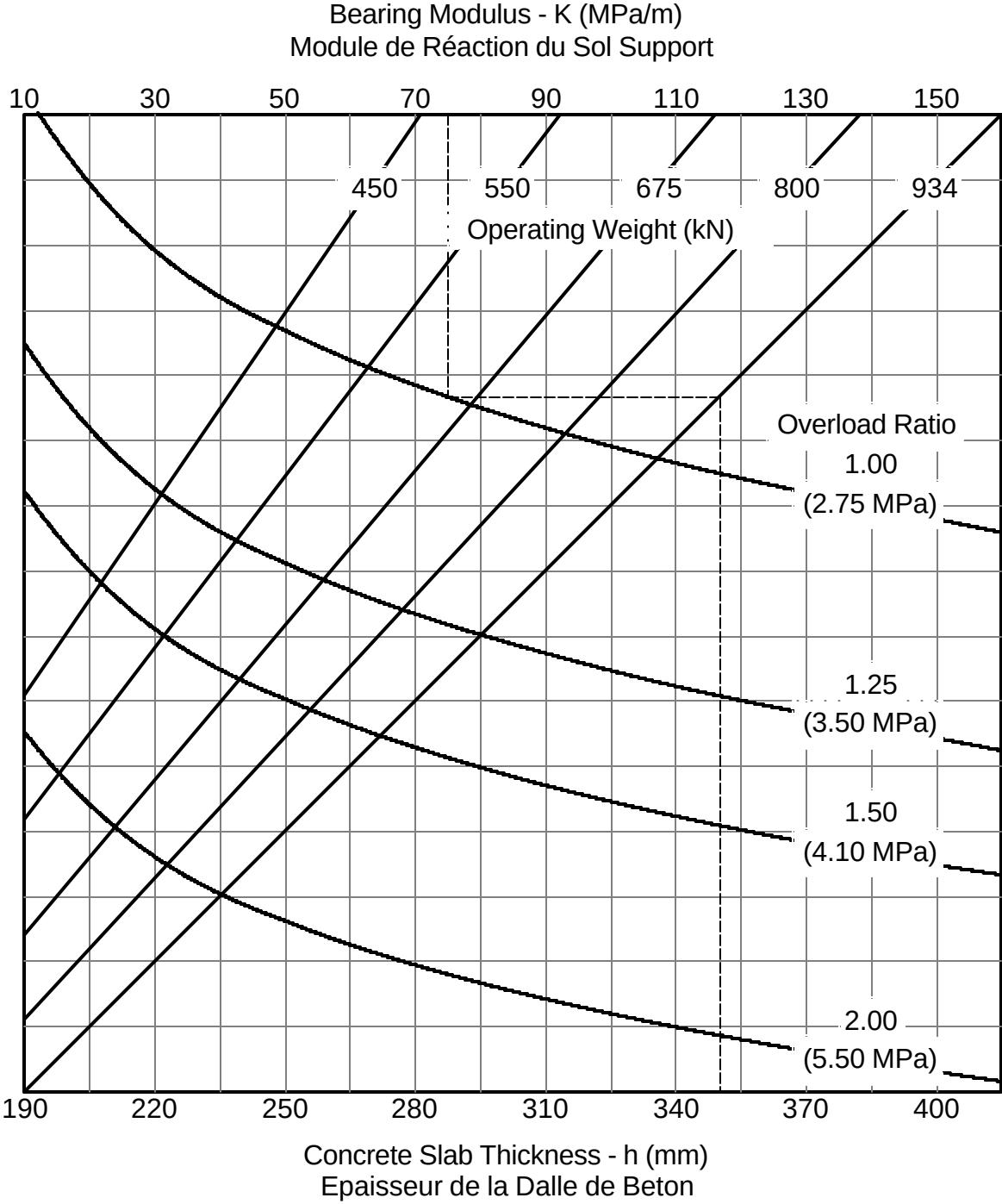


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B727-200 Advanced	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.19		

Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support

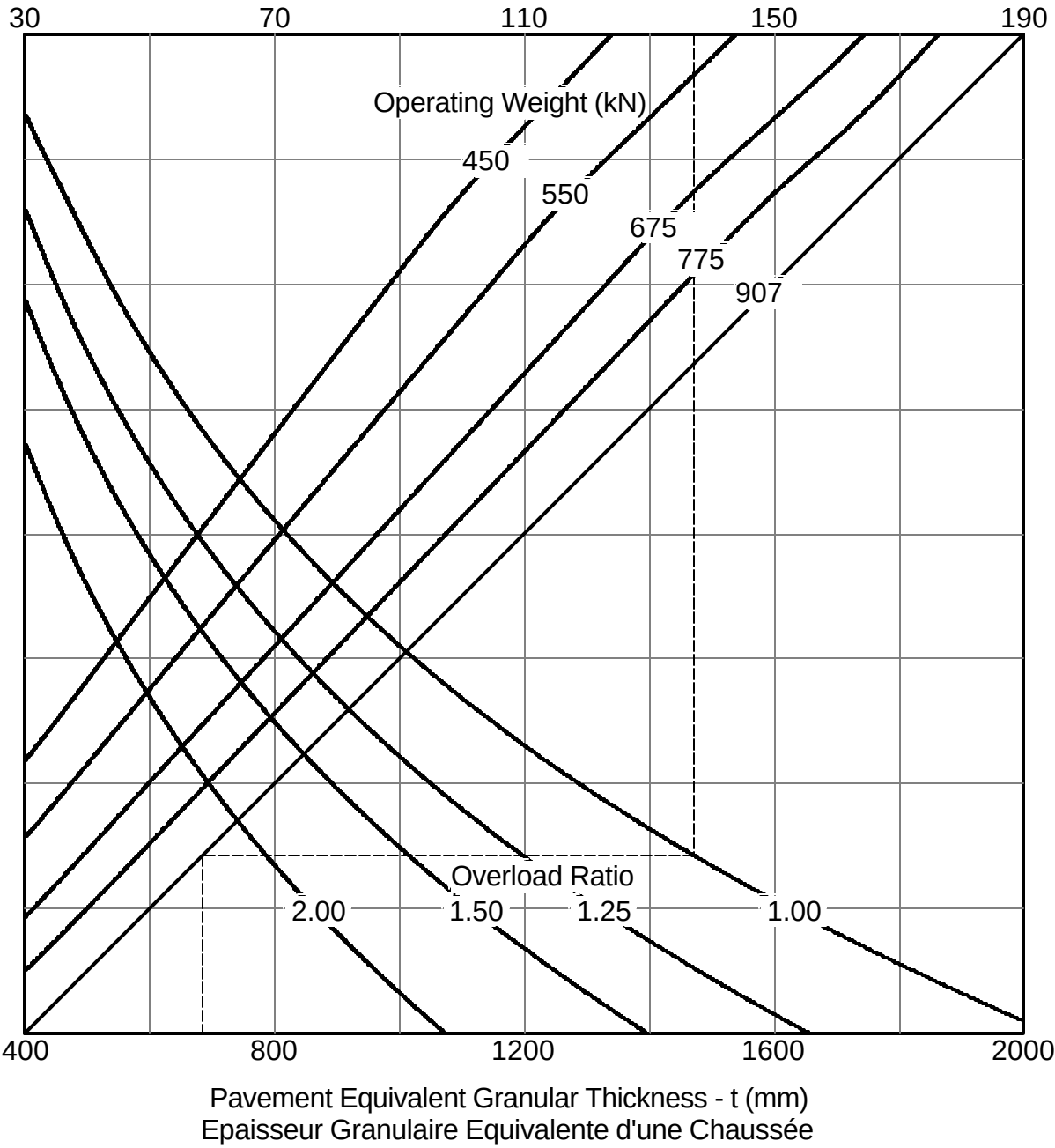


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B727-200 Advanced	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.19		

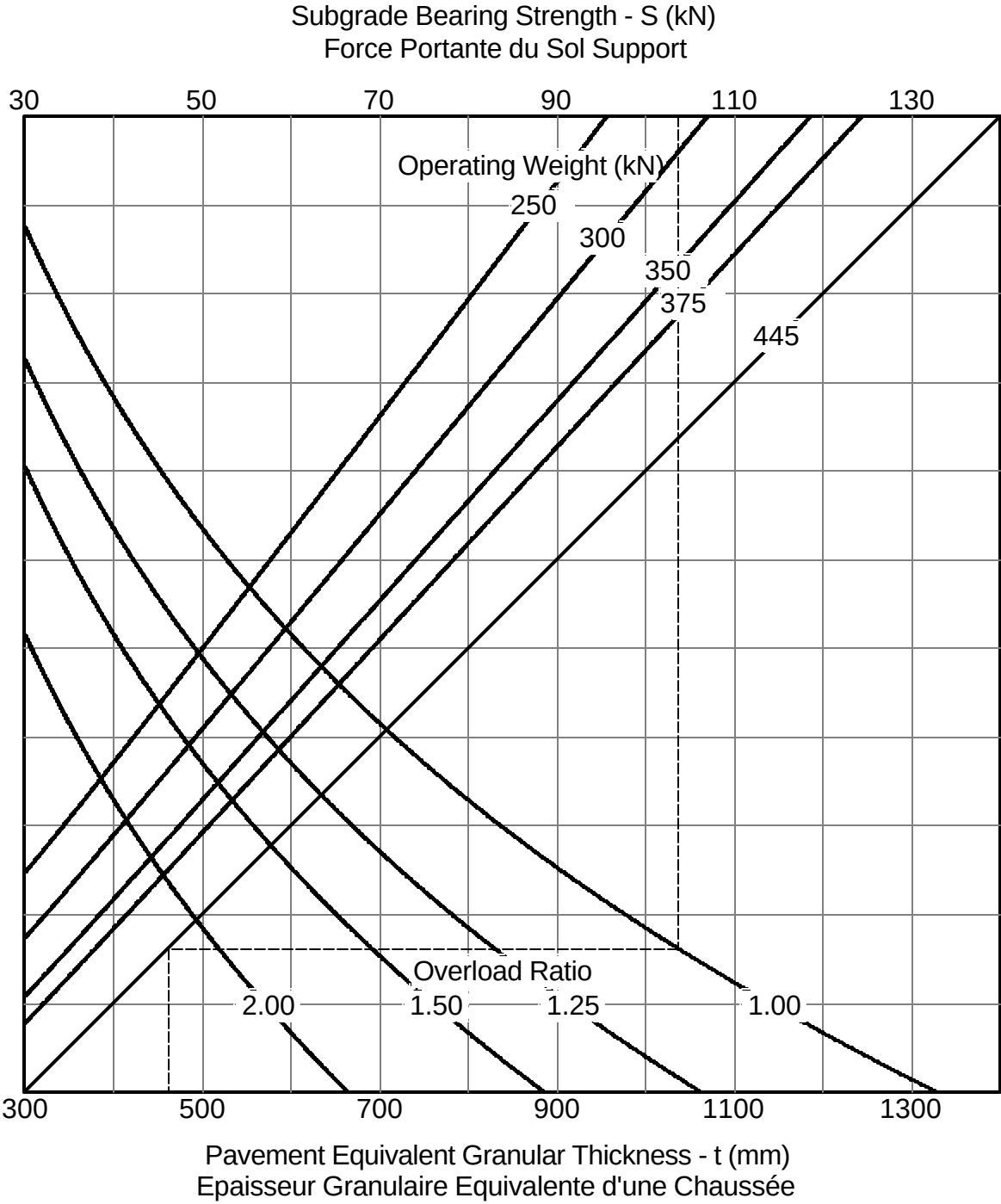


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B727-200F Advanced	
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Tire Pressure (MPa) Pression des Pneus	1.15		

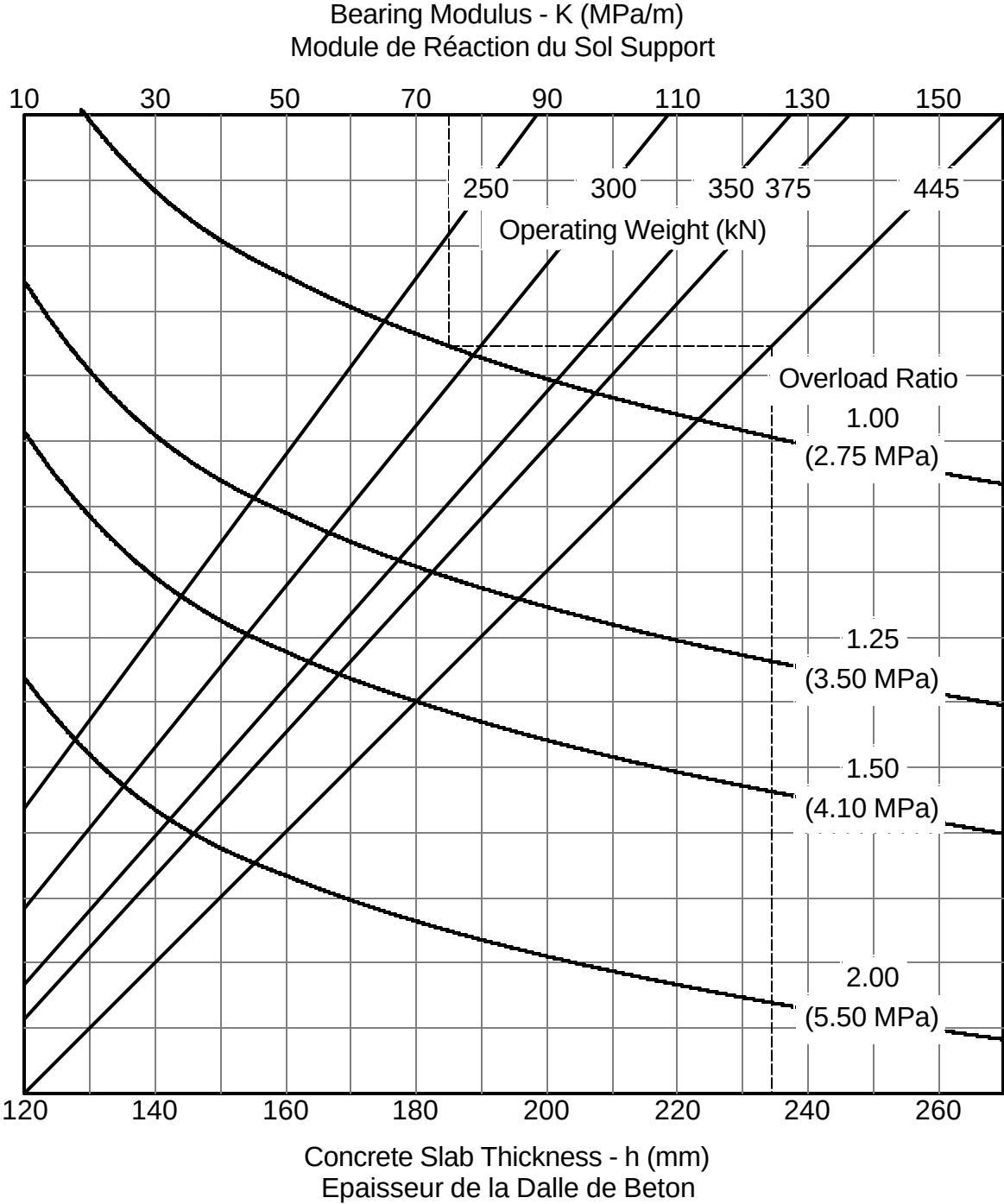
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



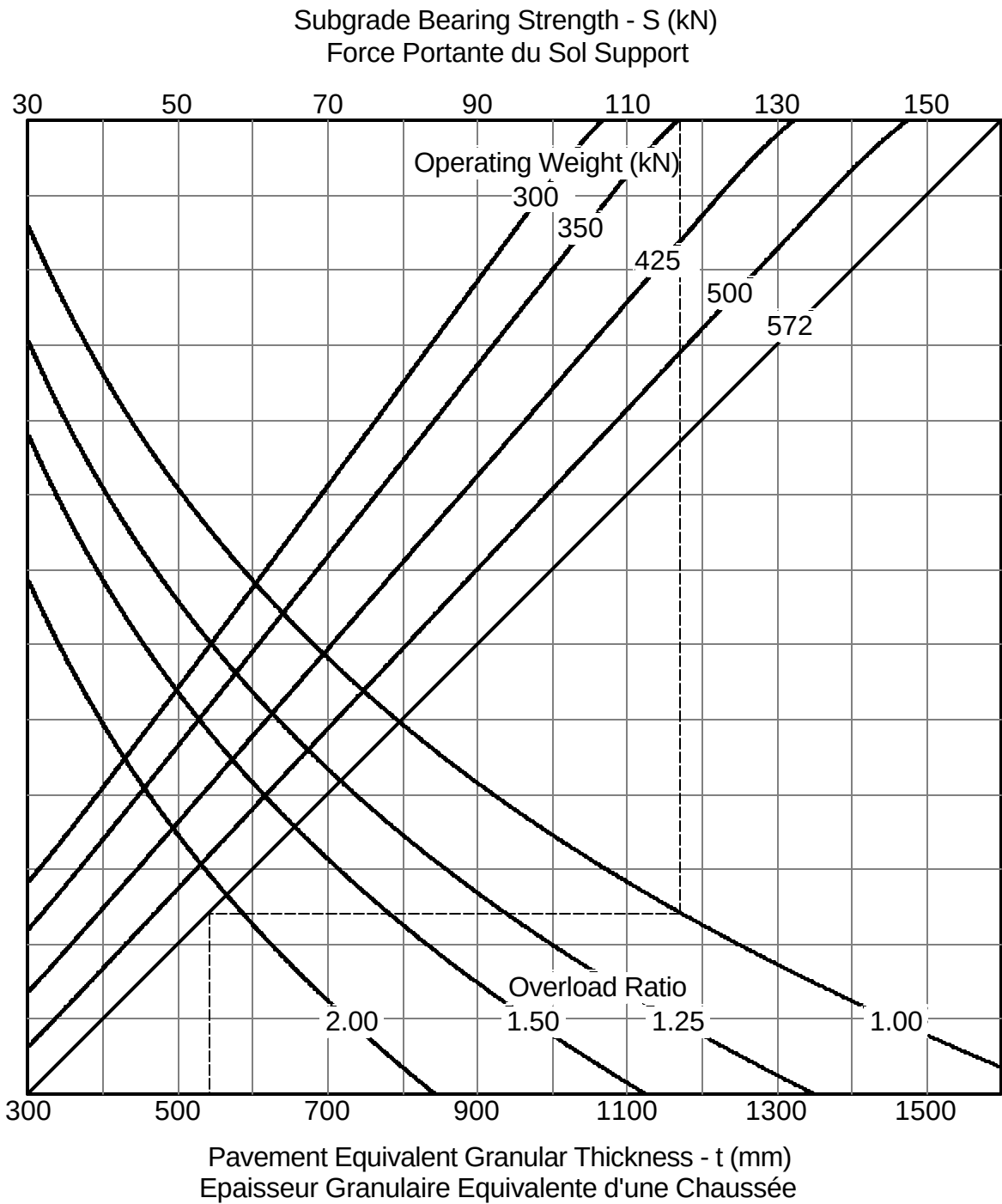
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



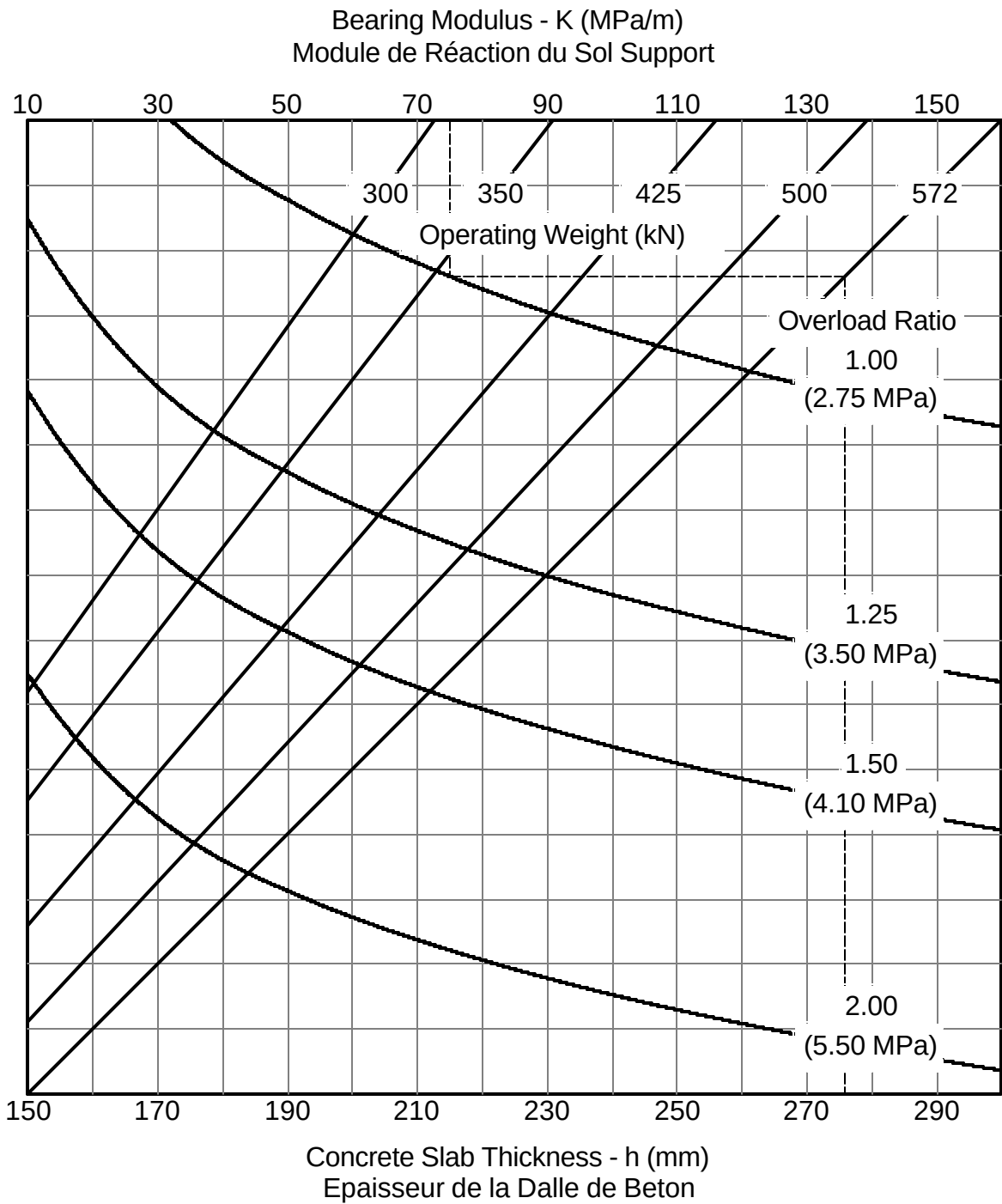
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



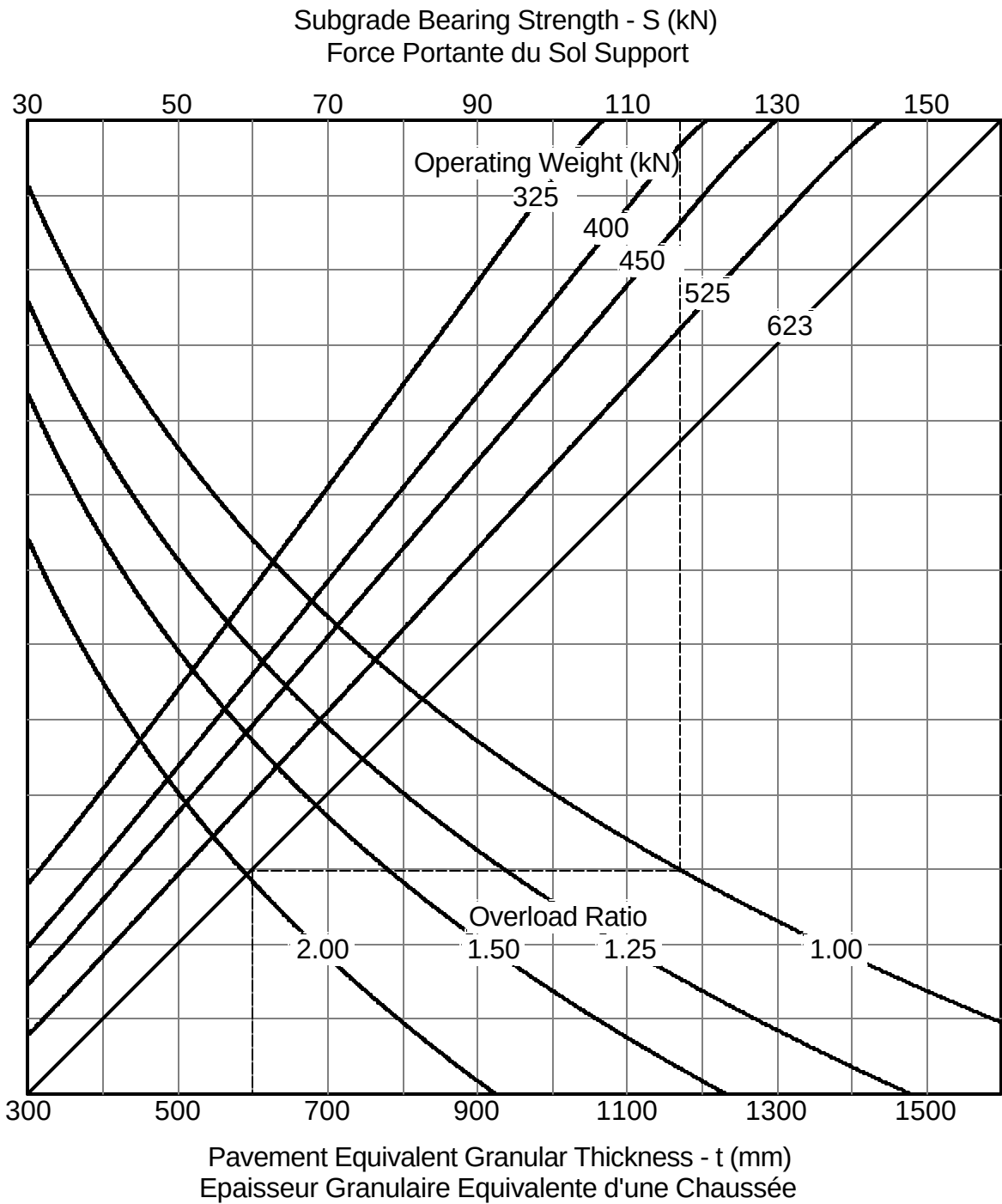
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-200, 200C, Advanced	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.26		



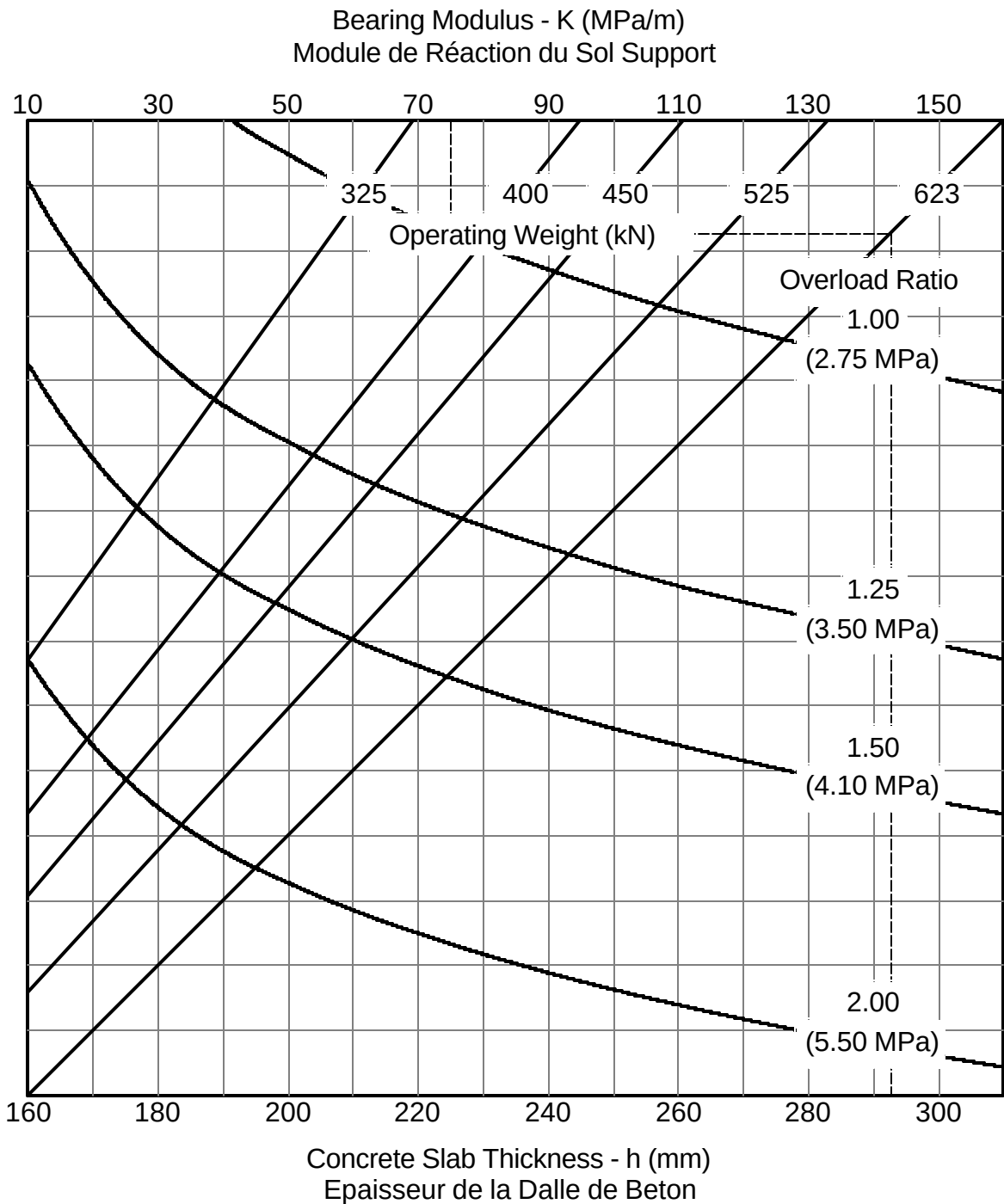
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-200, 200C, Advanced	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.26		



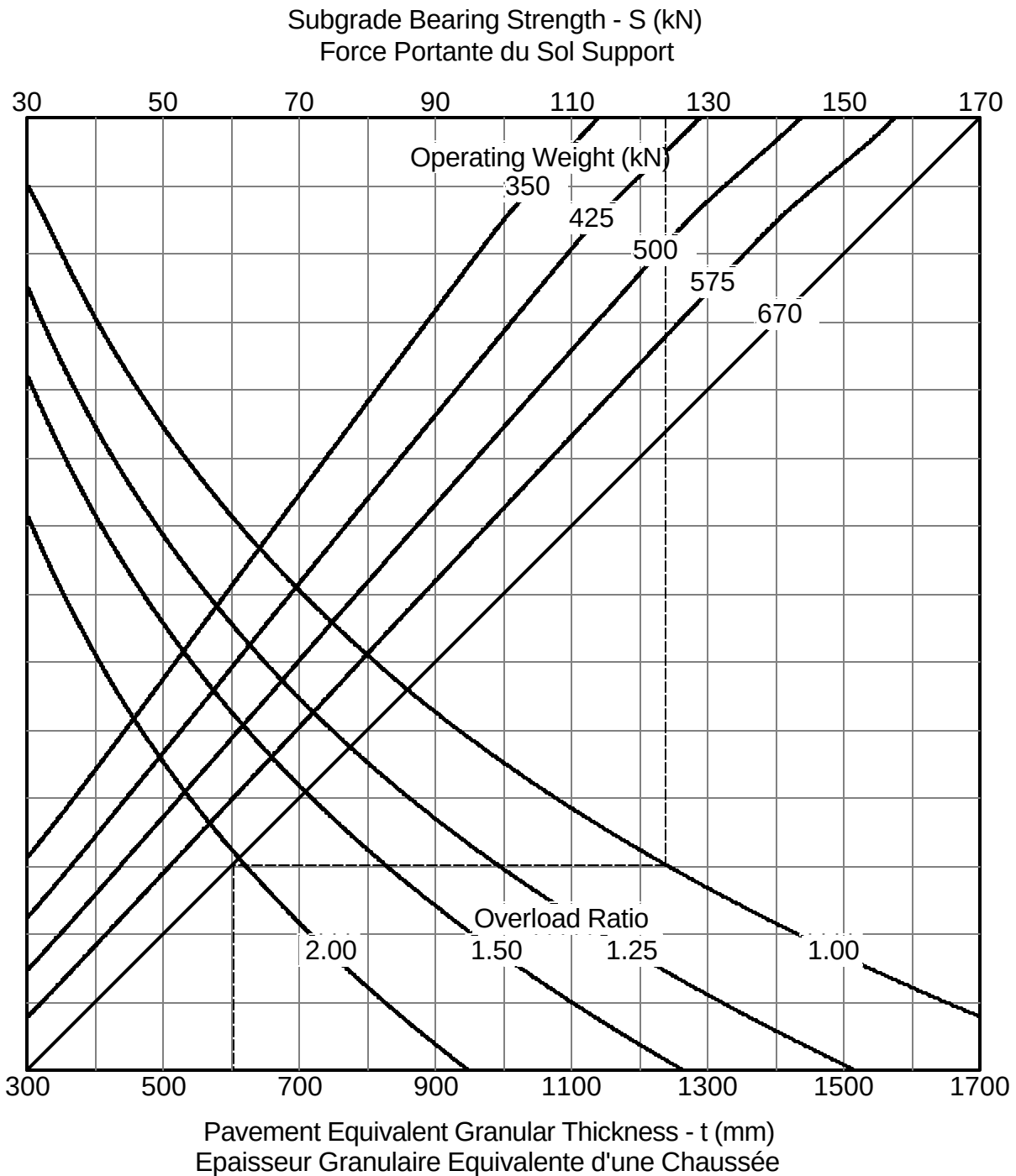
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.40		



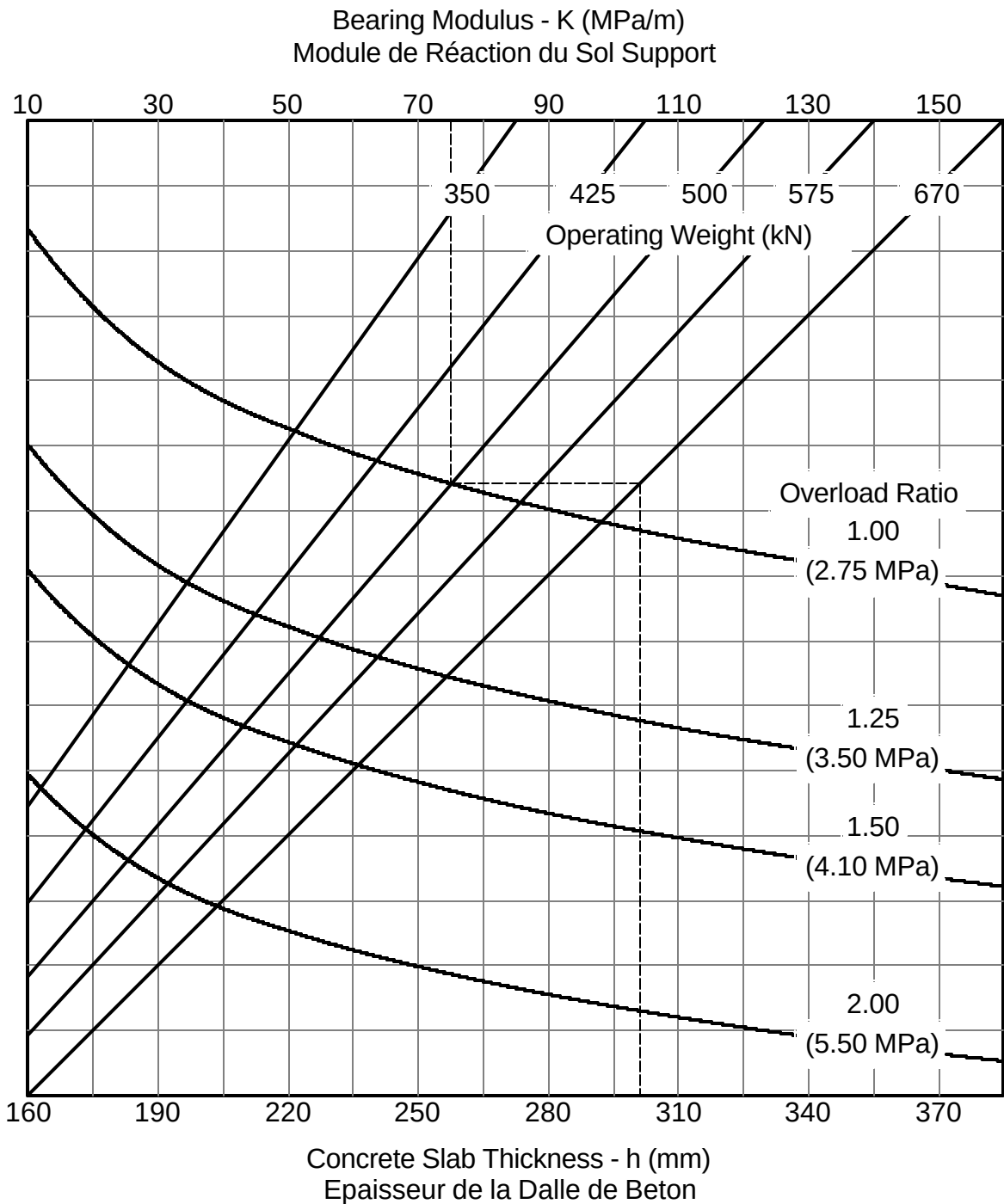
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.40		



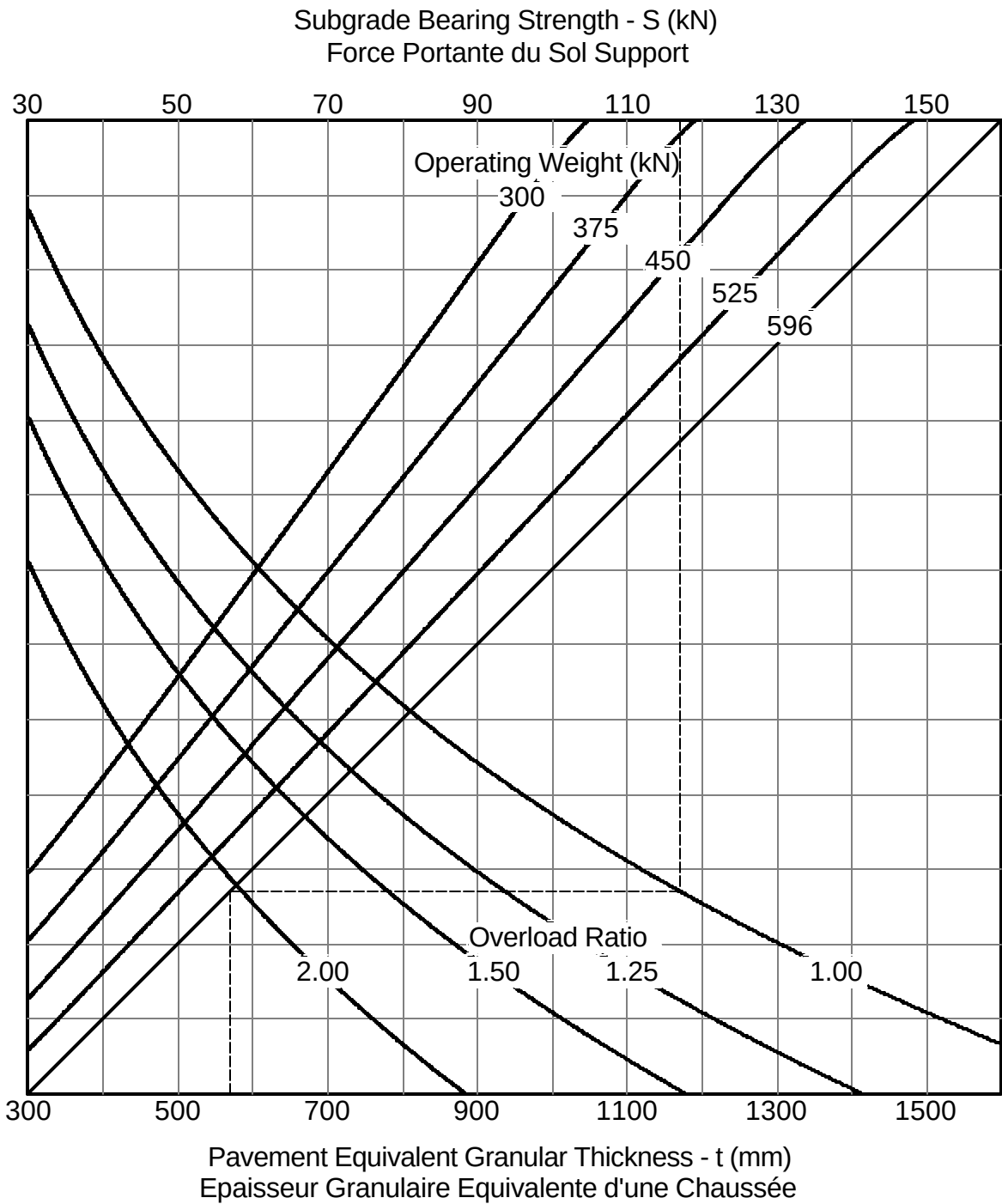
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-400	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.28		



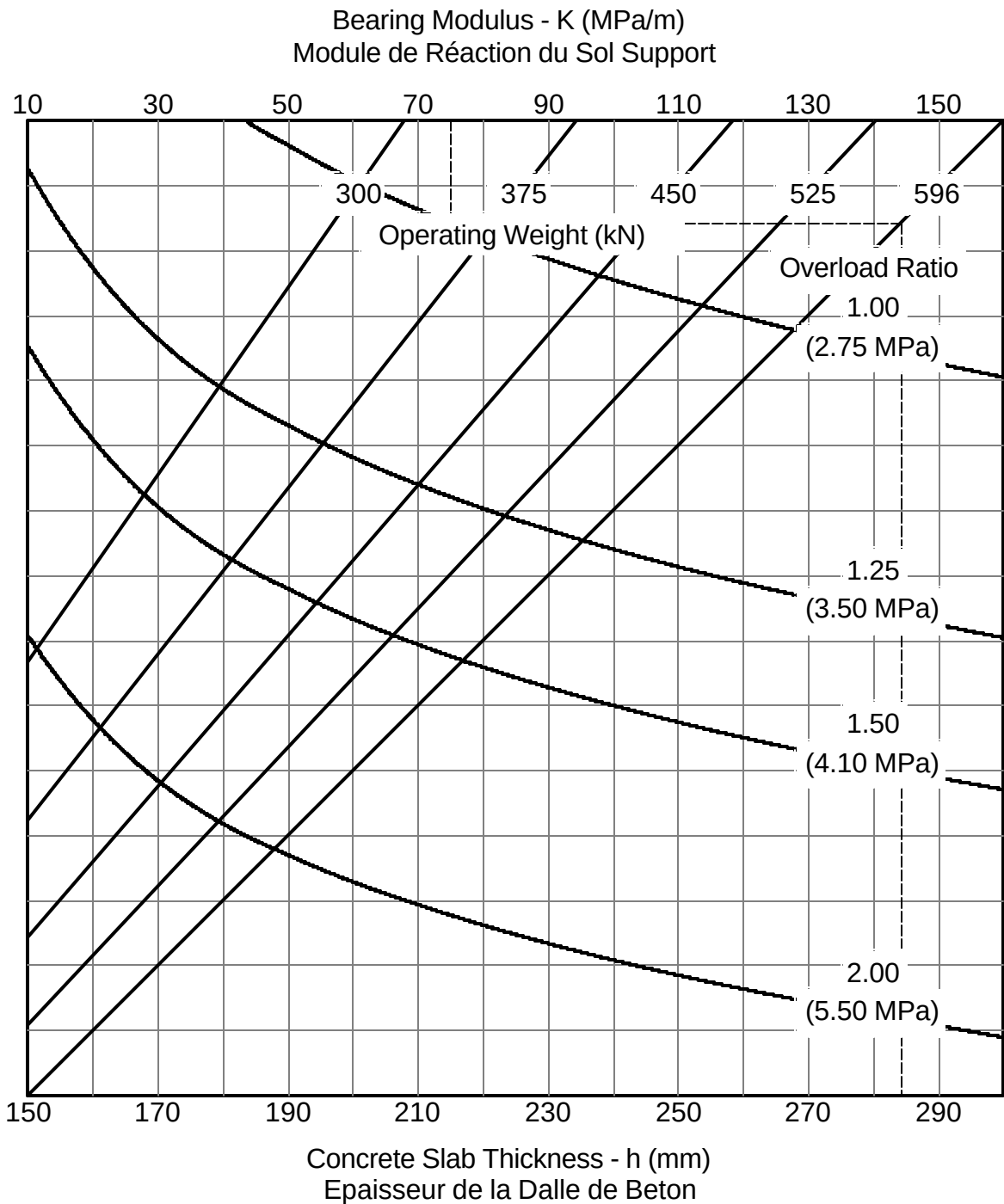
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-400	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.28		



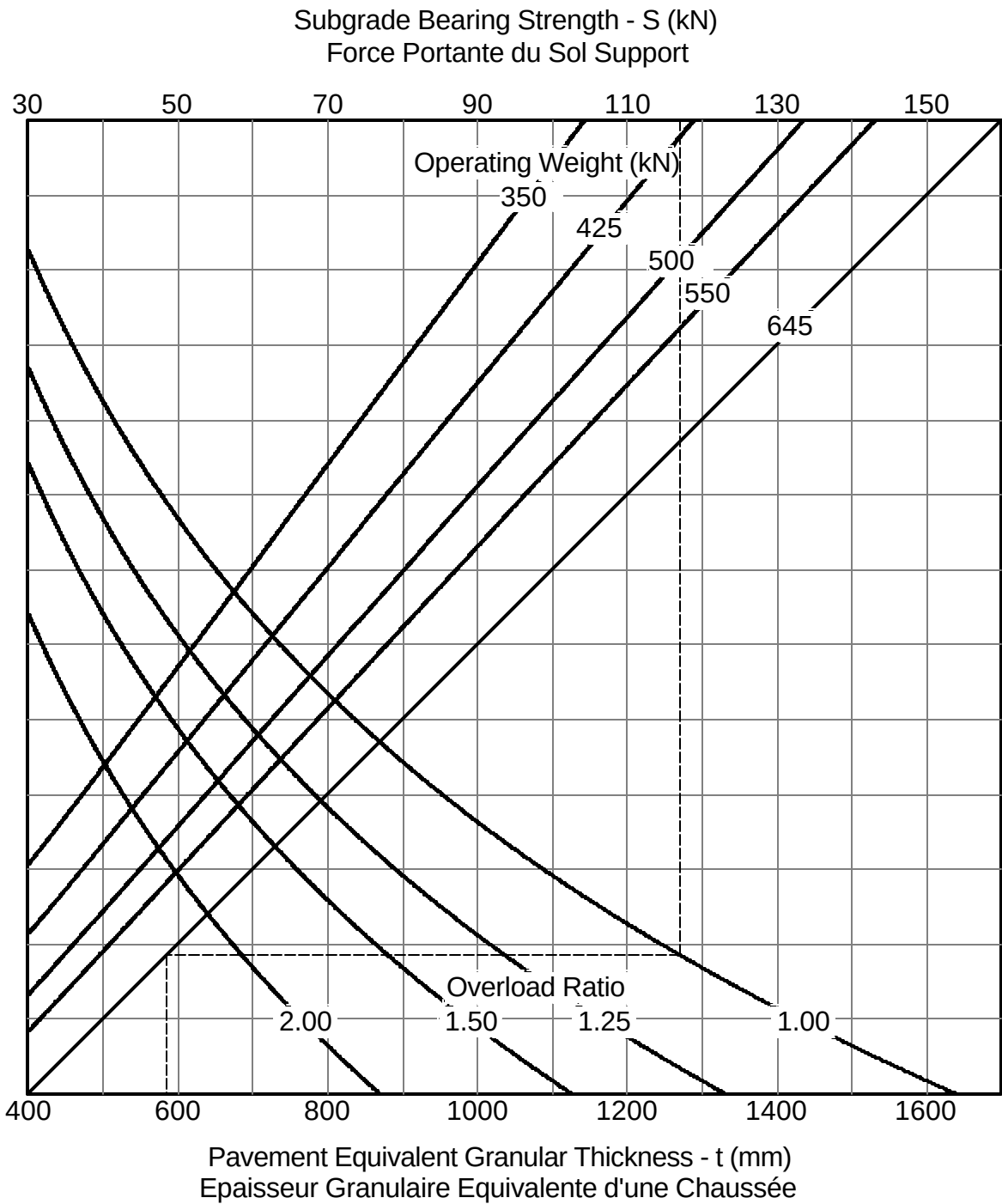
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-500	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.34		



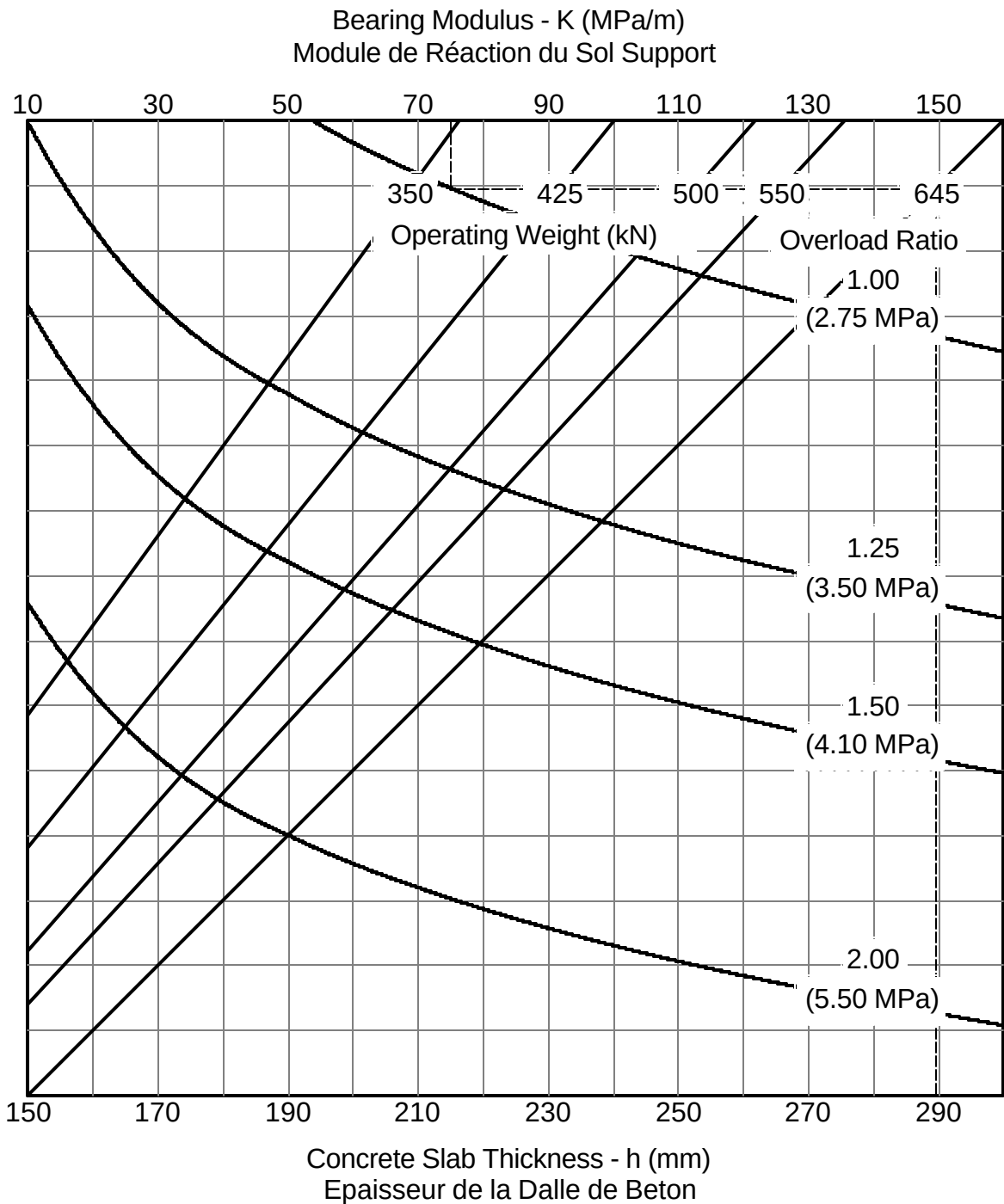
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-500	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	775 mm	
Tire Pressure (MPa) Pression des Pneus	1.34		



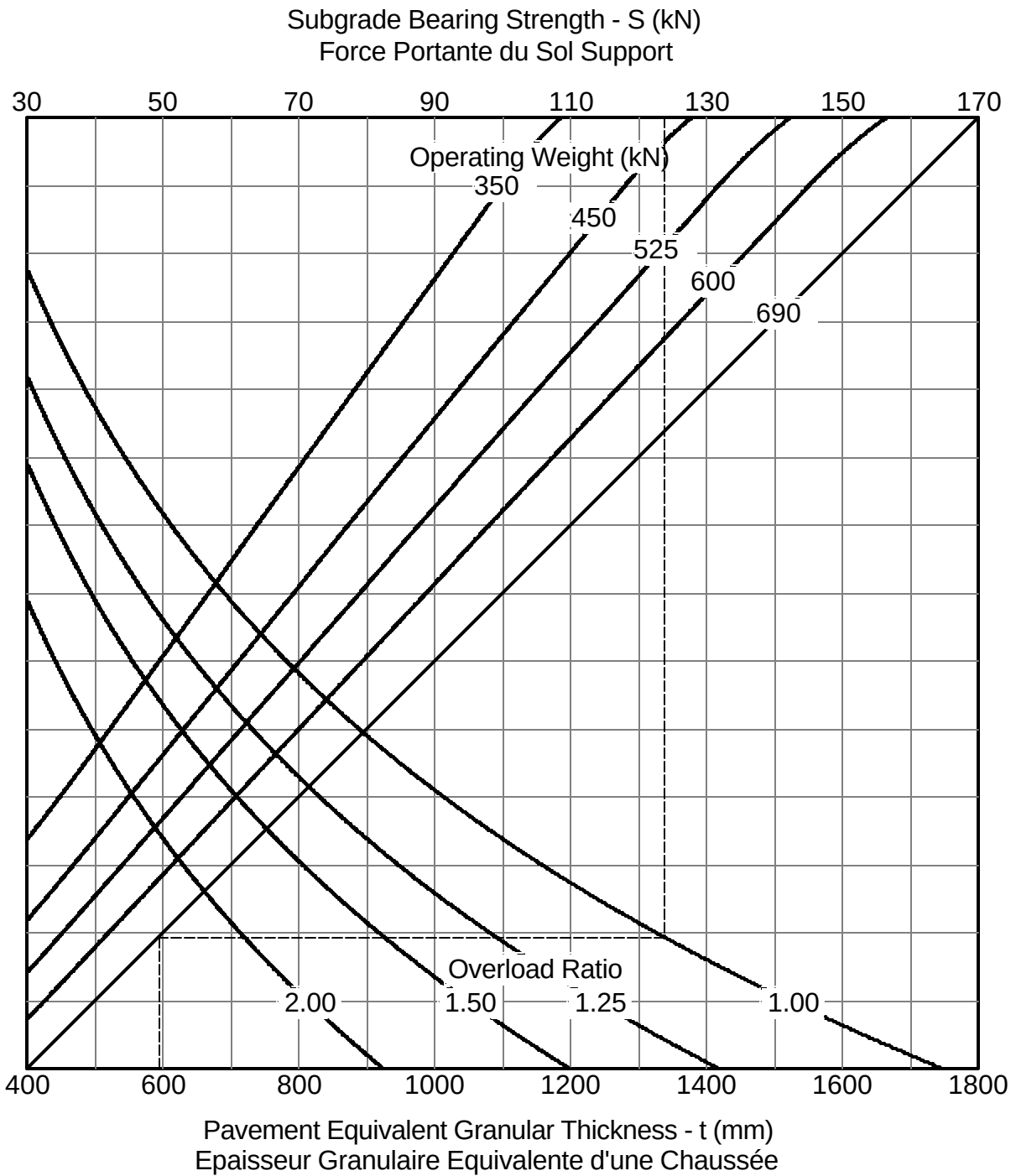
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-600	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.30		



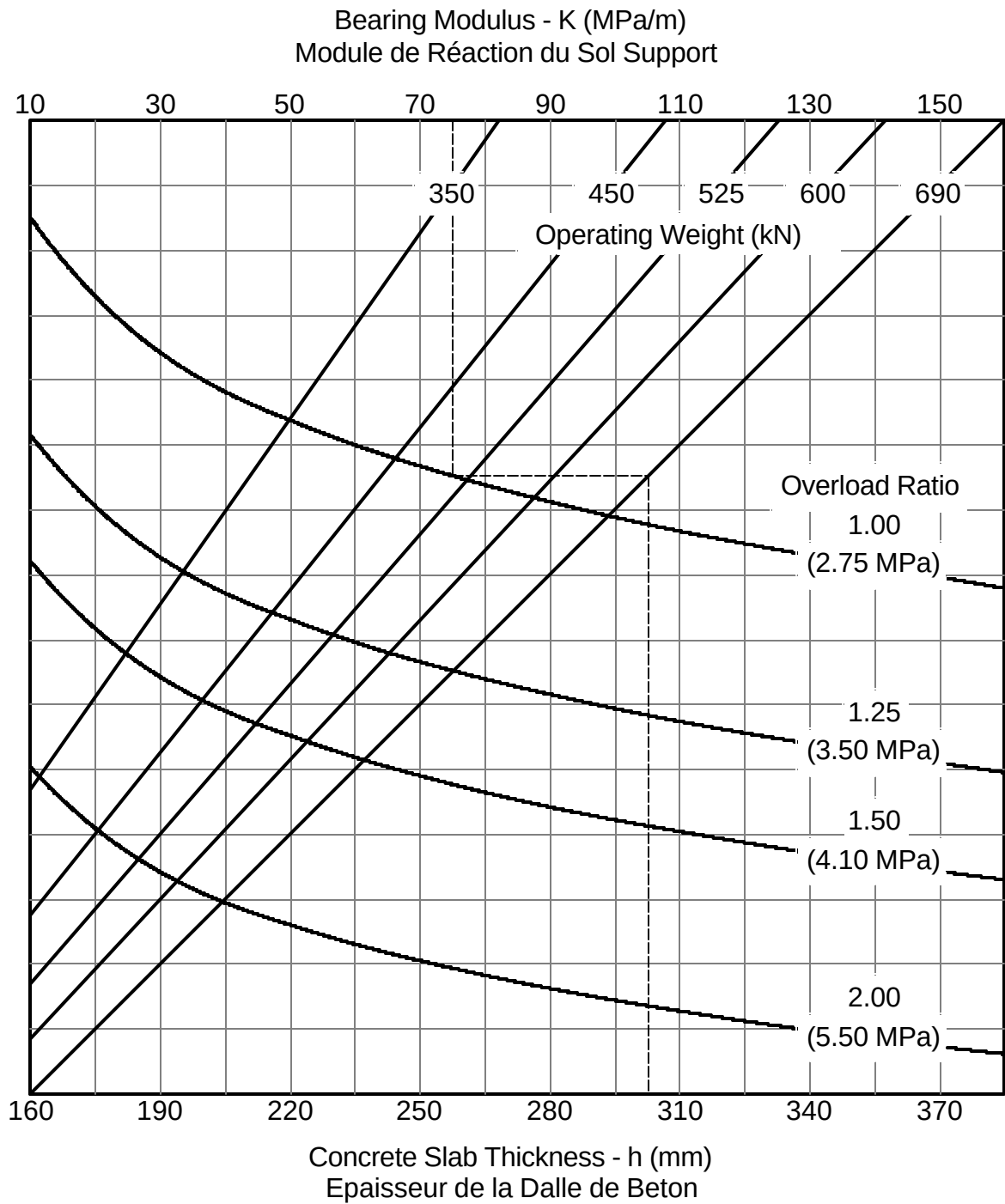
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-600	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.30		



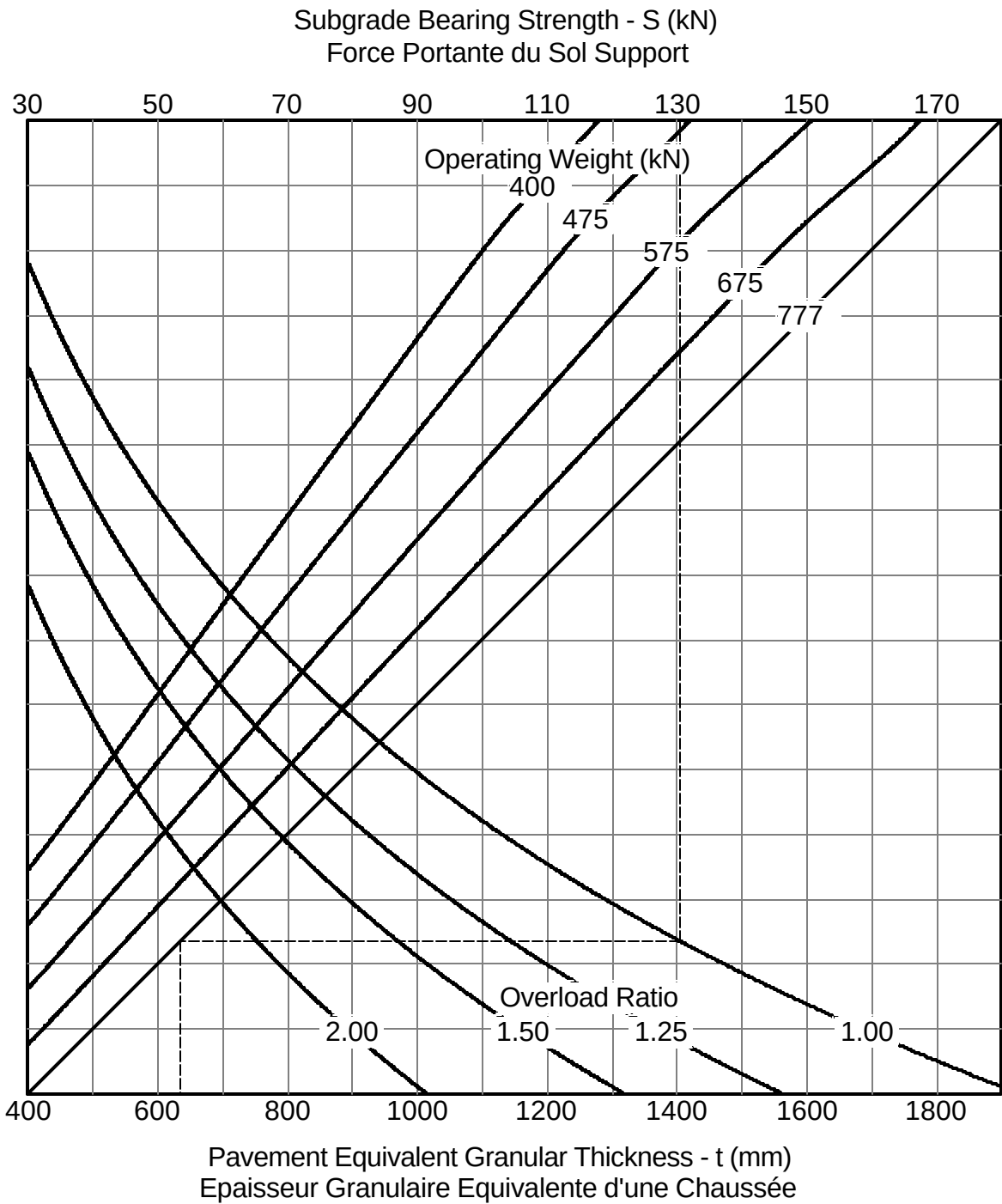
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-700	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.39		



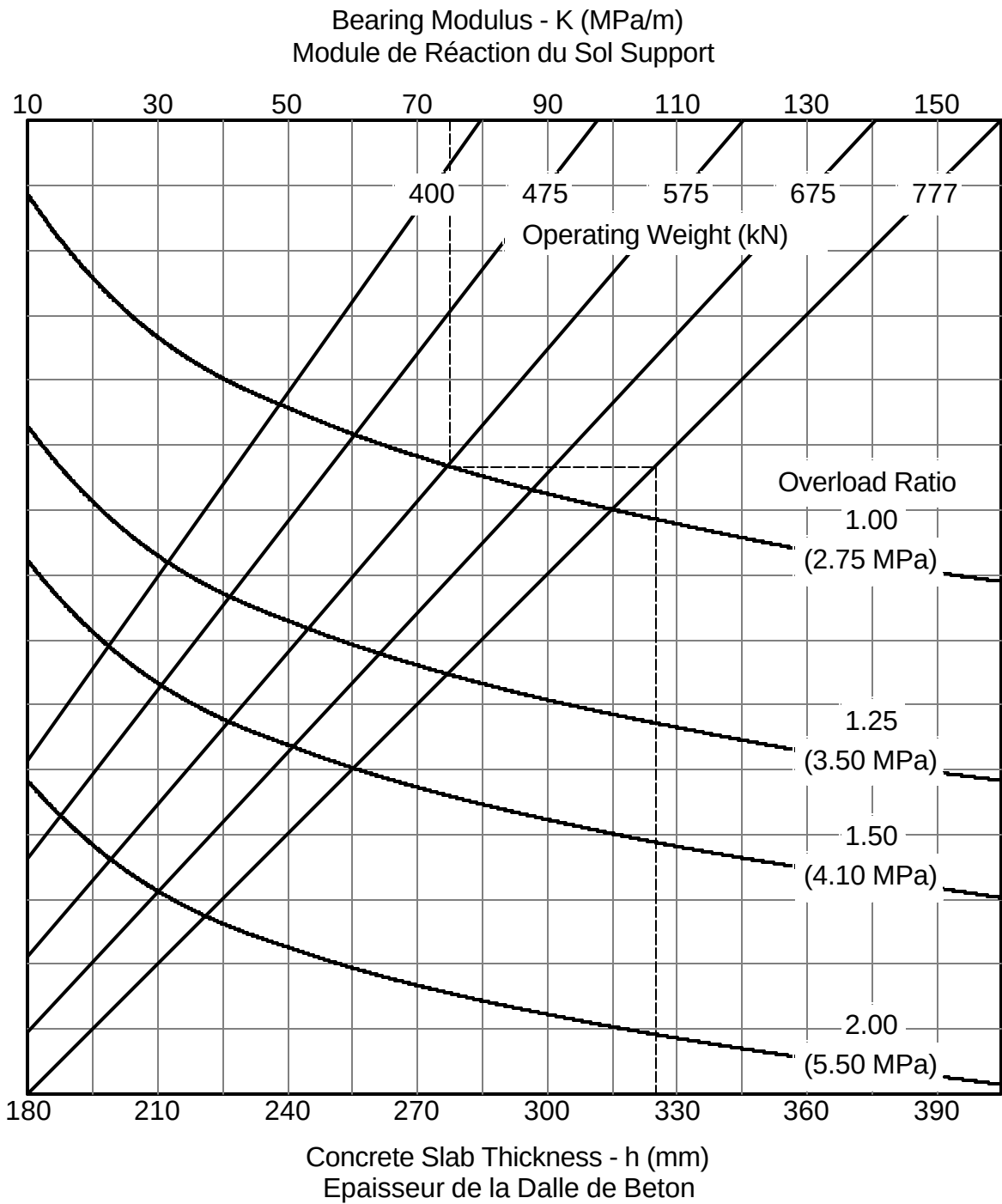
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-700	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.39		



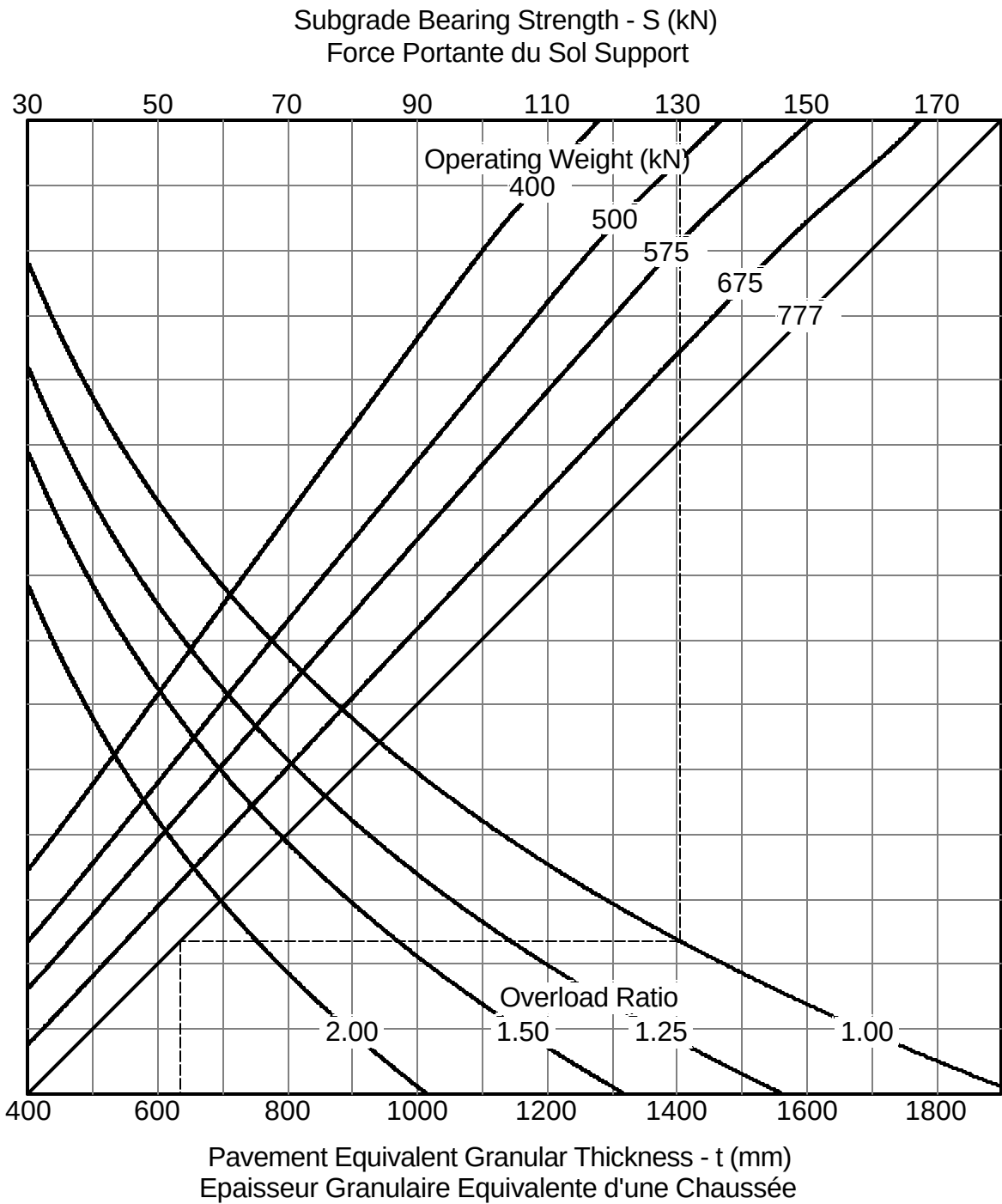
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.47		



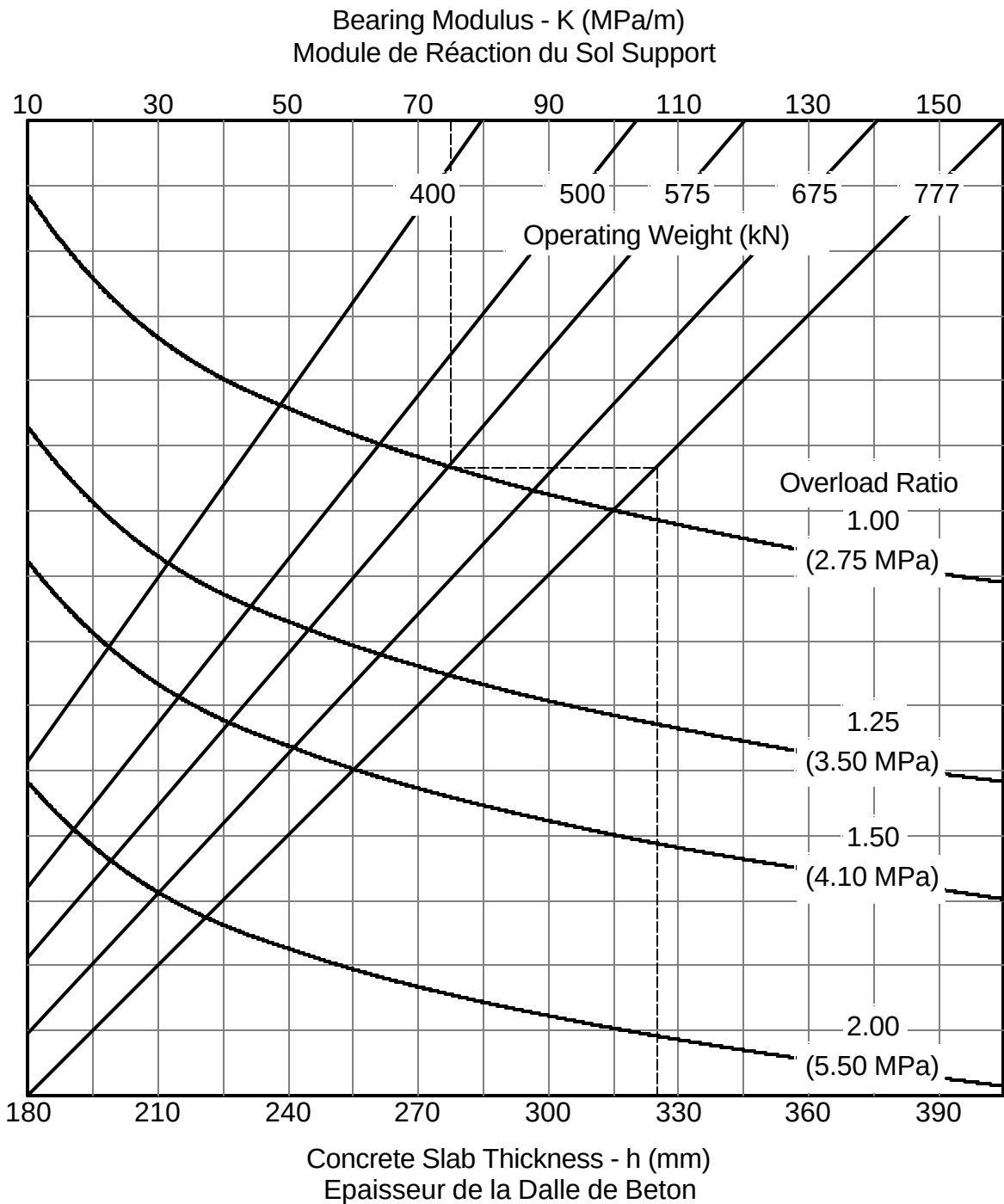
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.47		



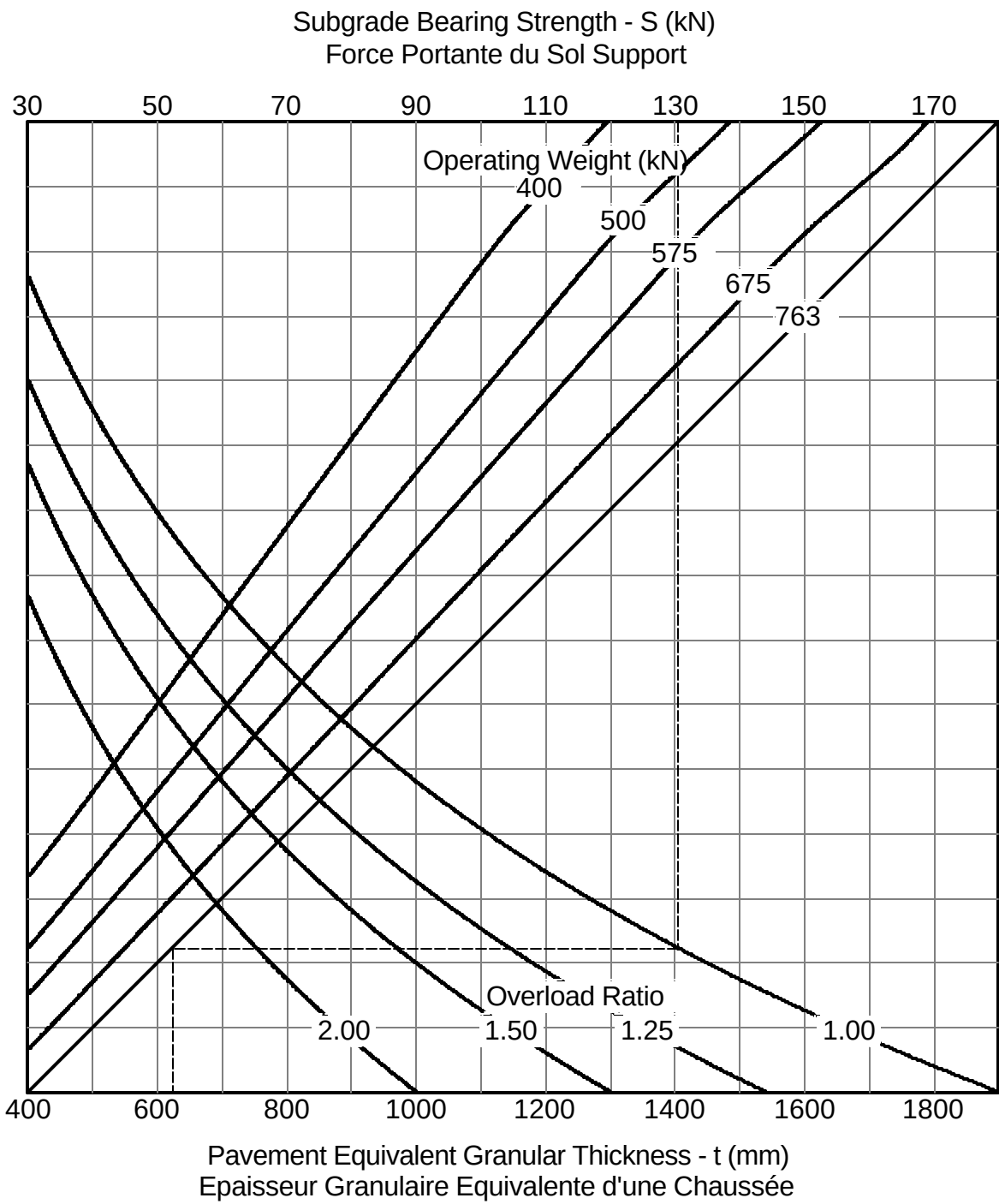
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-900	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.47		



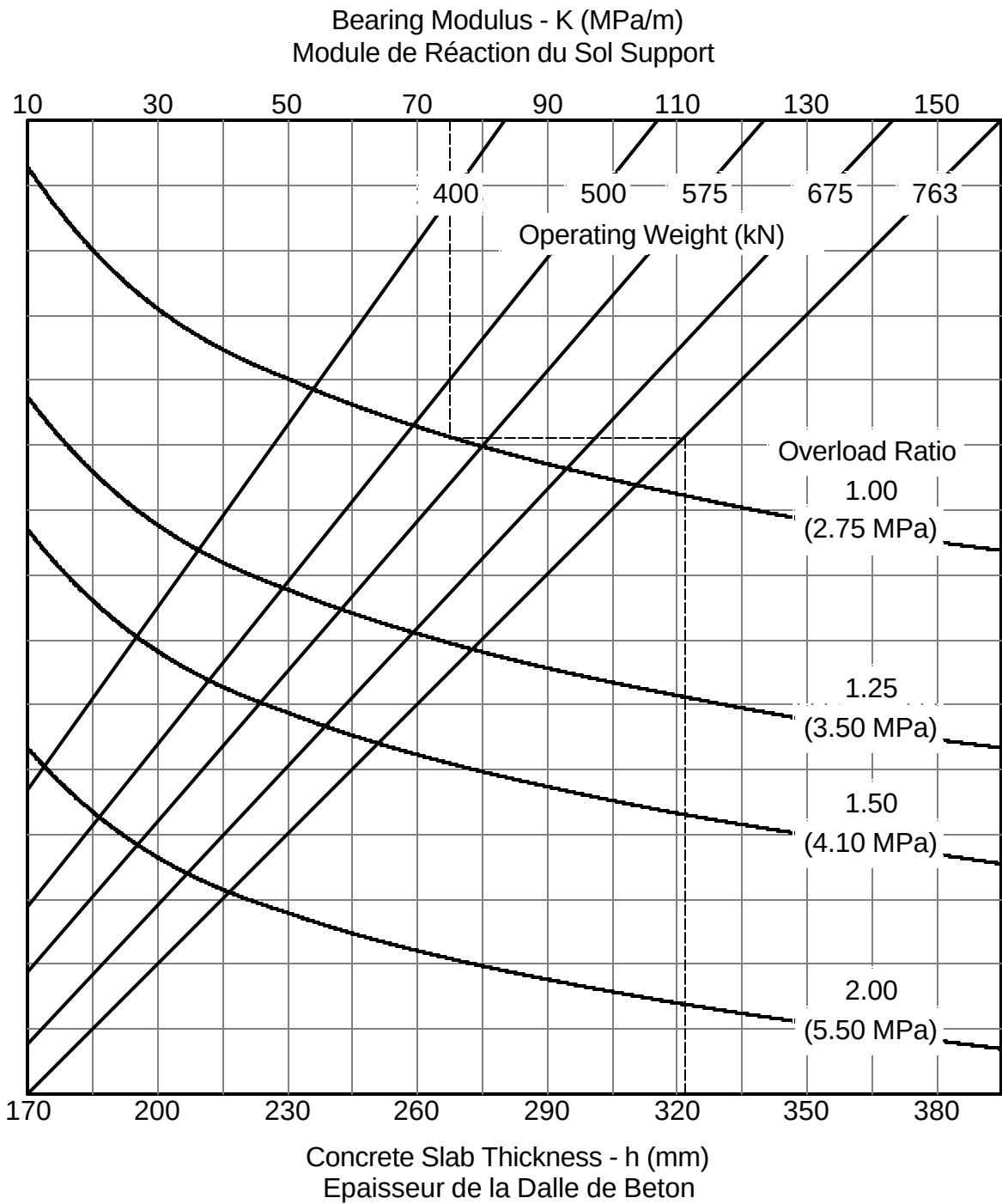
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% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.47		



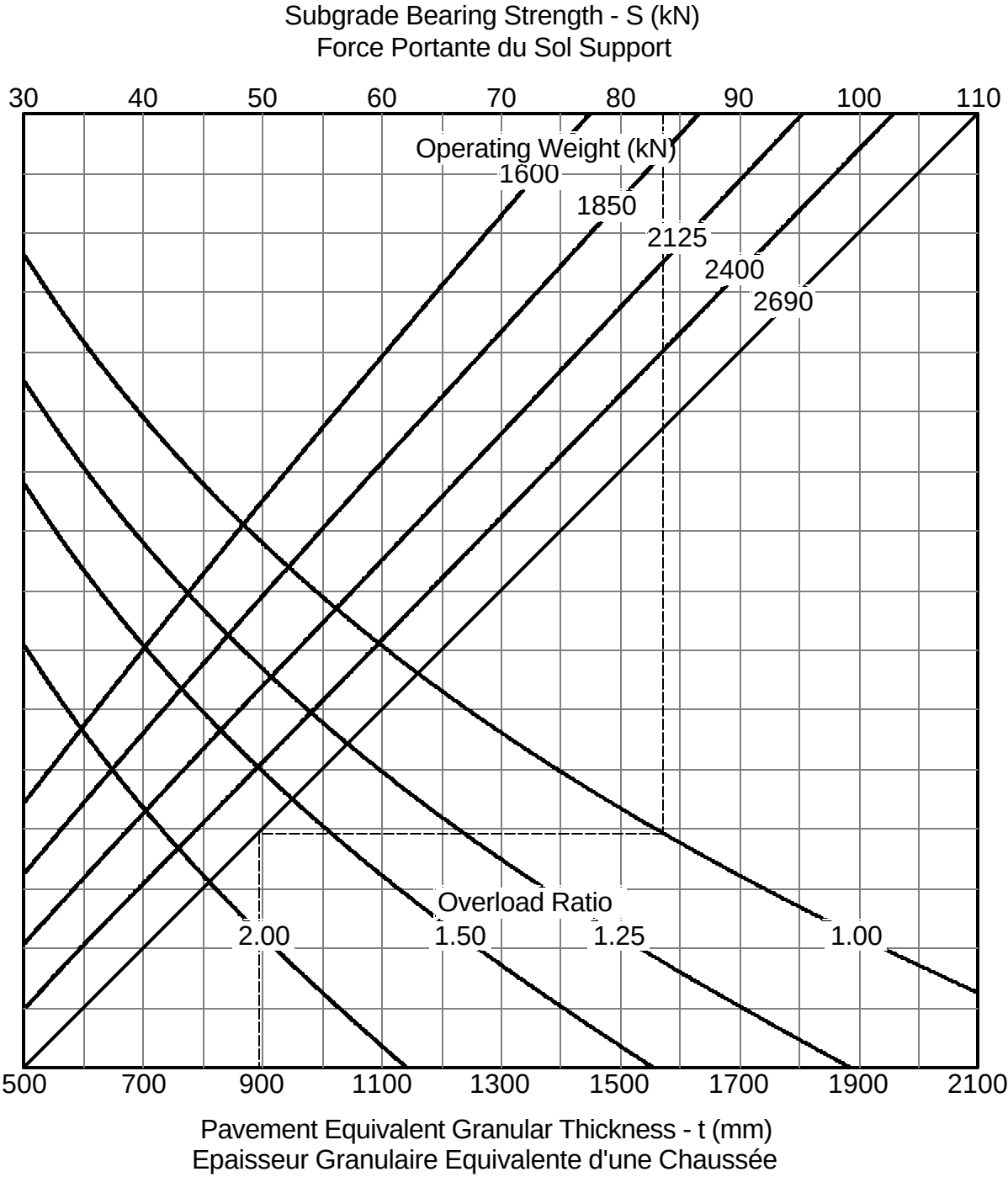
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B737-BBJ	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.47		



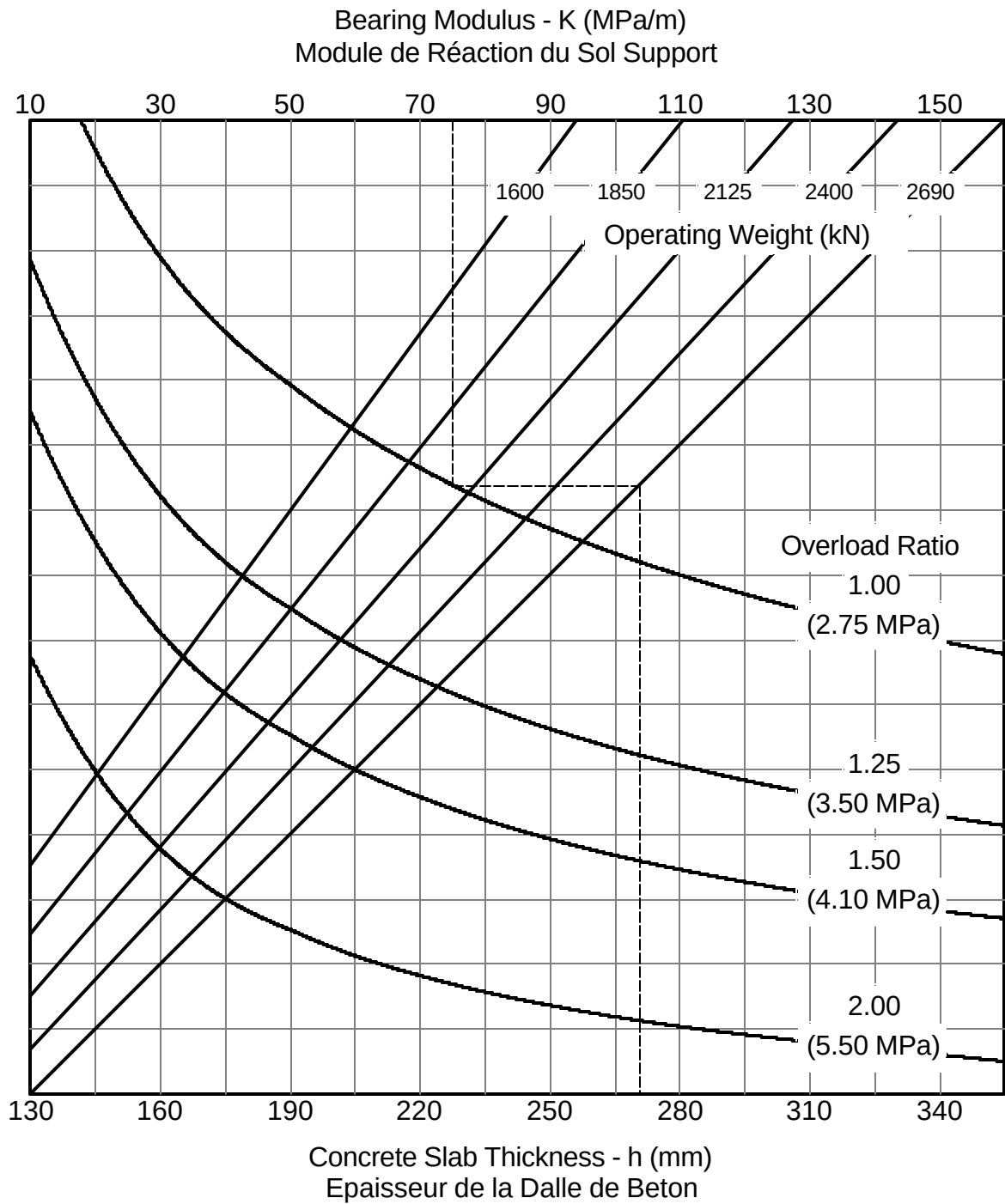
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B737-BBJ	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	
Tire Pressure (MPa) Pression des Pneus	1.47		

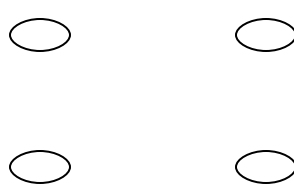


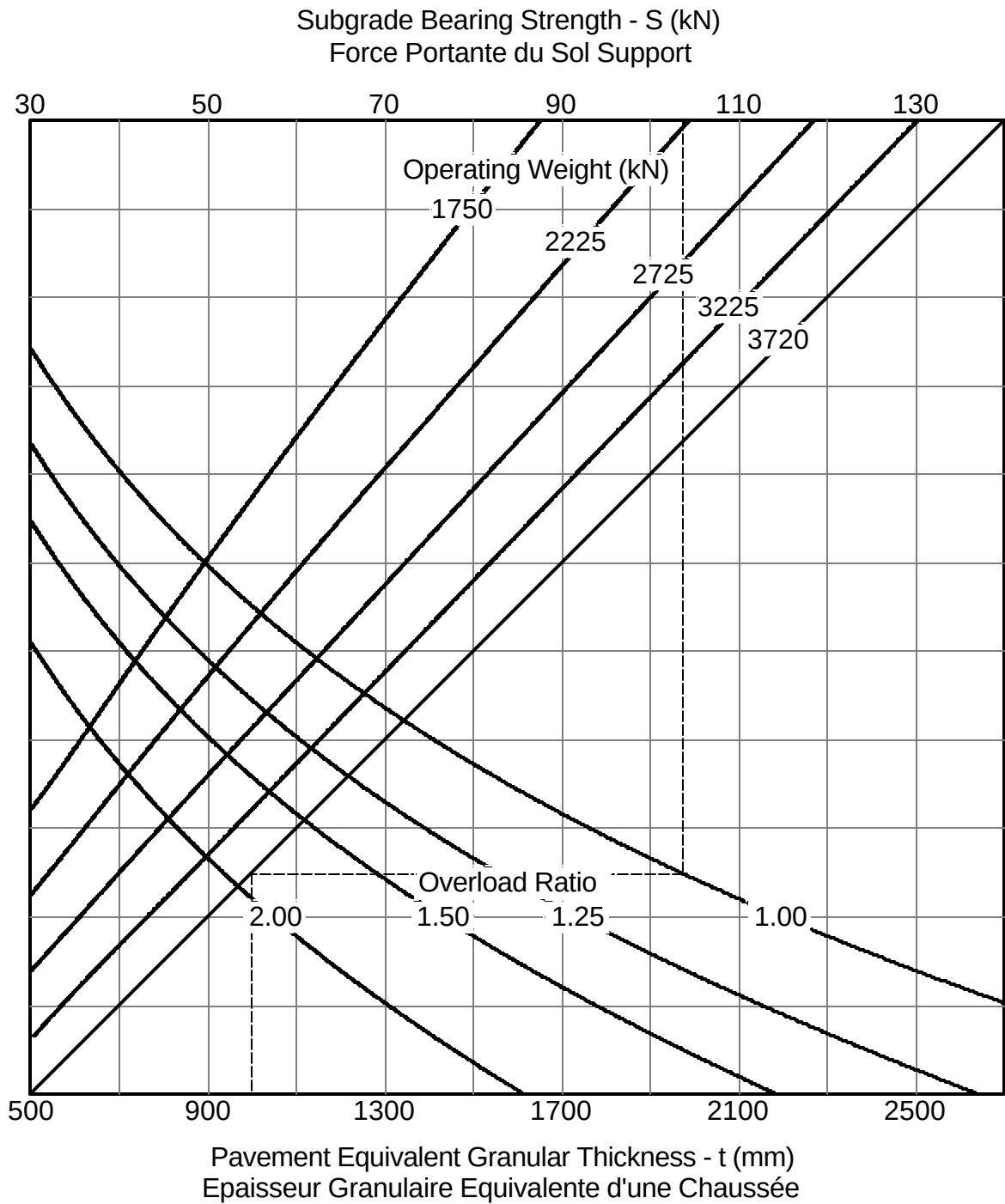
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B747-100SR	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.04		



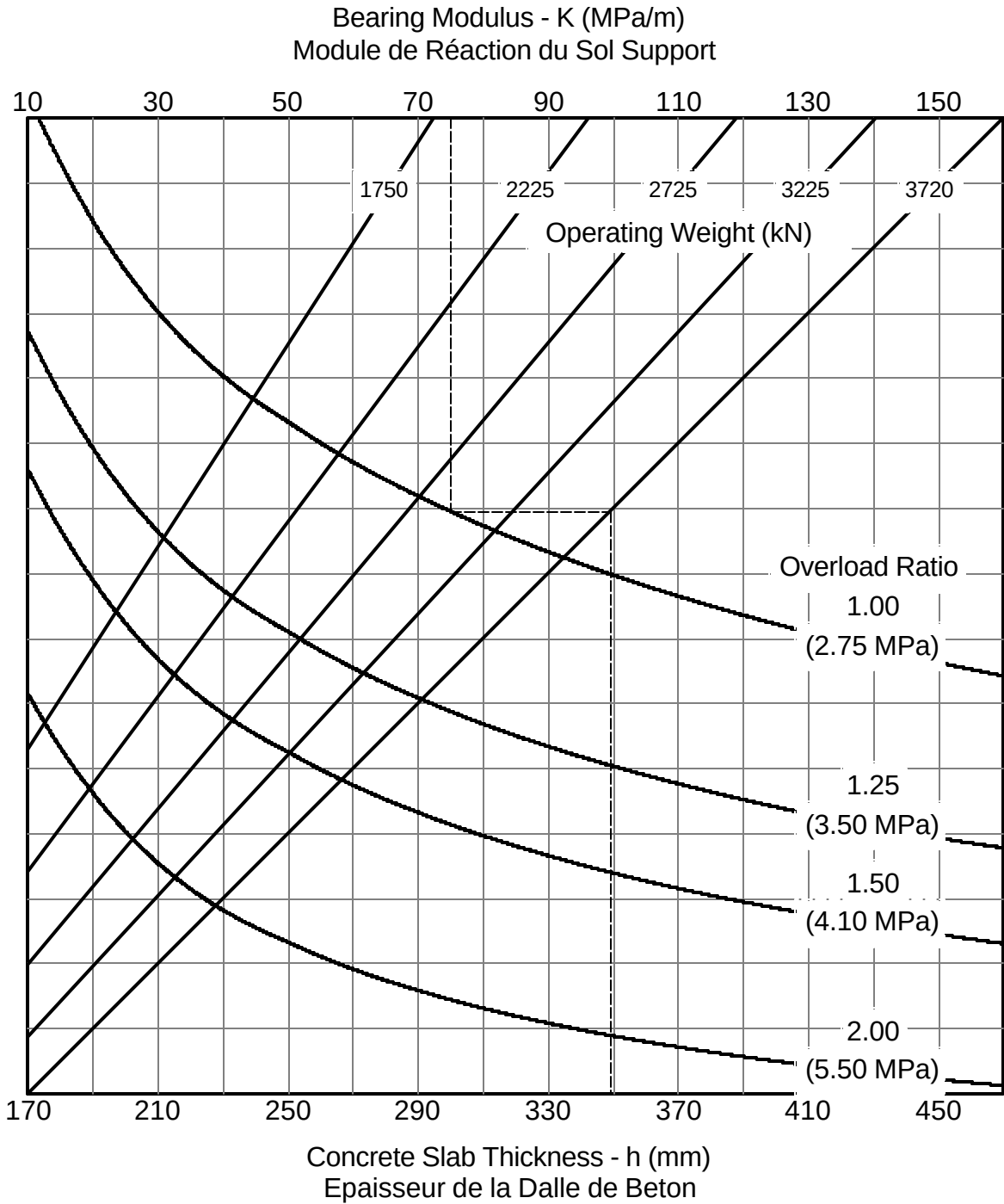
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B747-100SR	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.04		



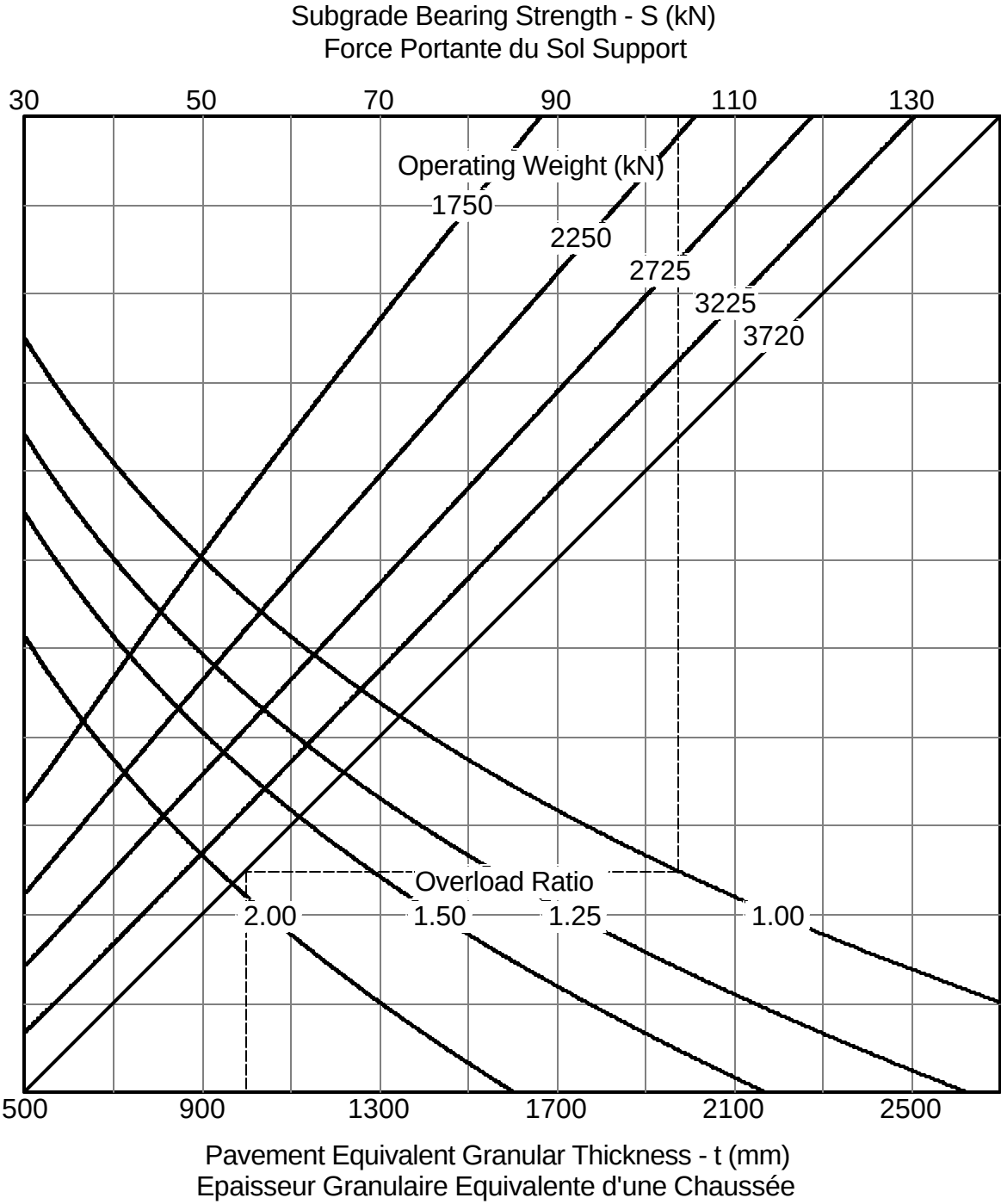
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B747-200B, C, F, M	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		

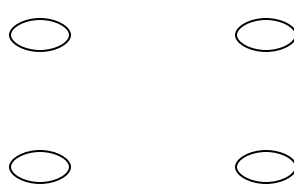


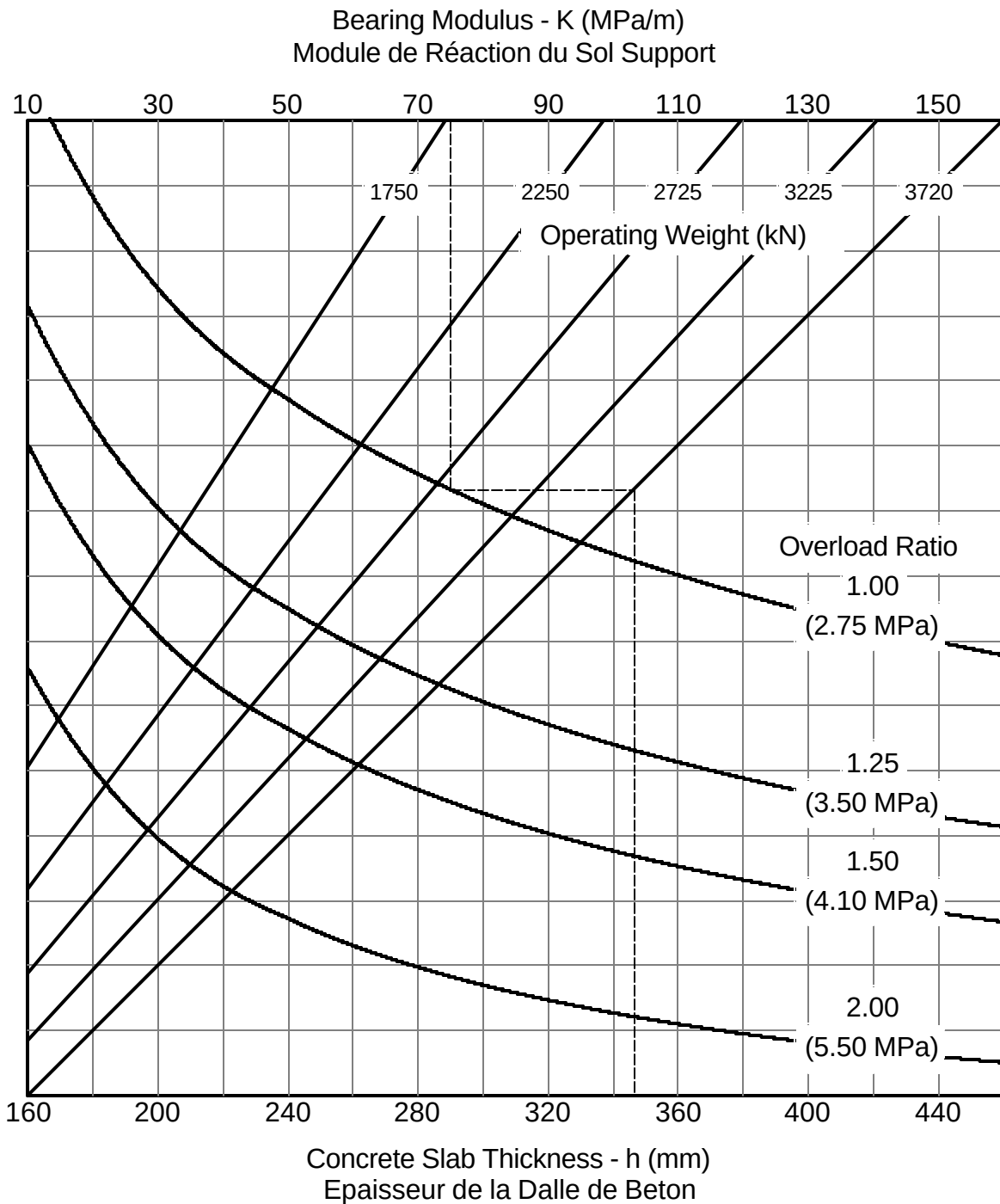
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B747-200B, C, F, M	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.38		



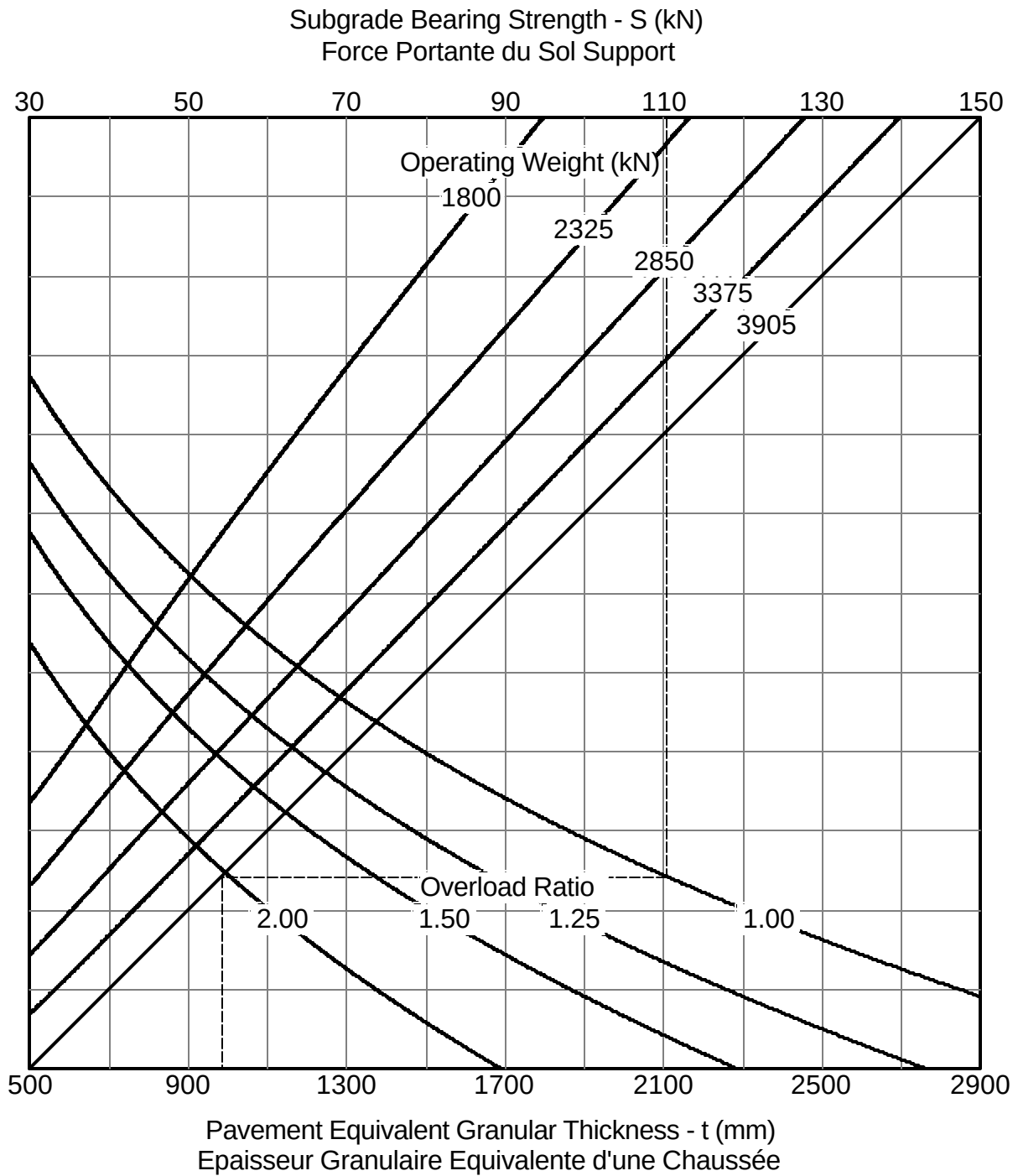
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B747-300, 300M, 300SR	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1473 mm 1118 mm	
Tire Pressure (MPa) Pression des Pneus	1.31		



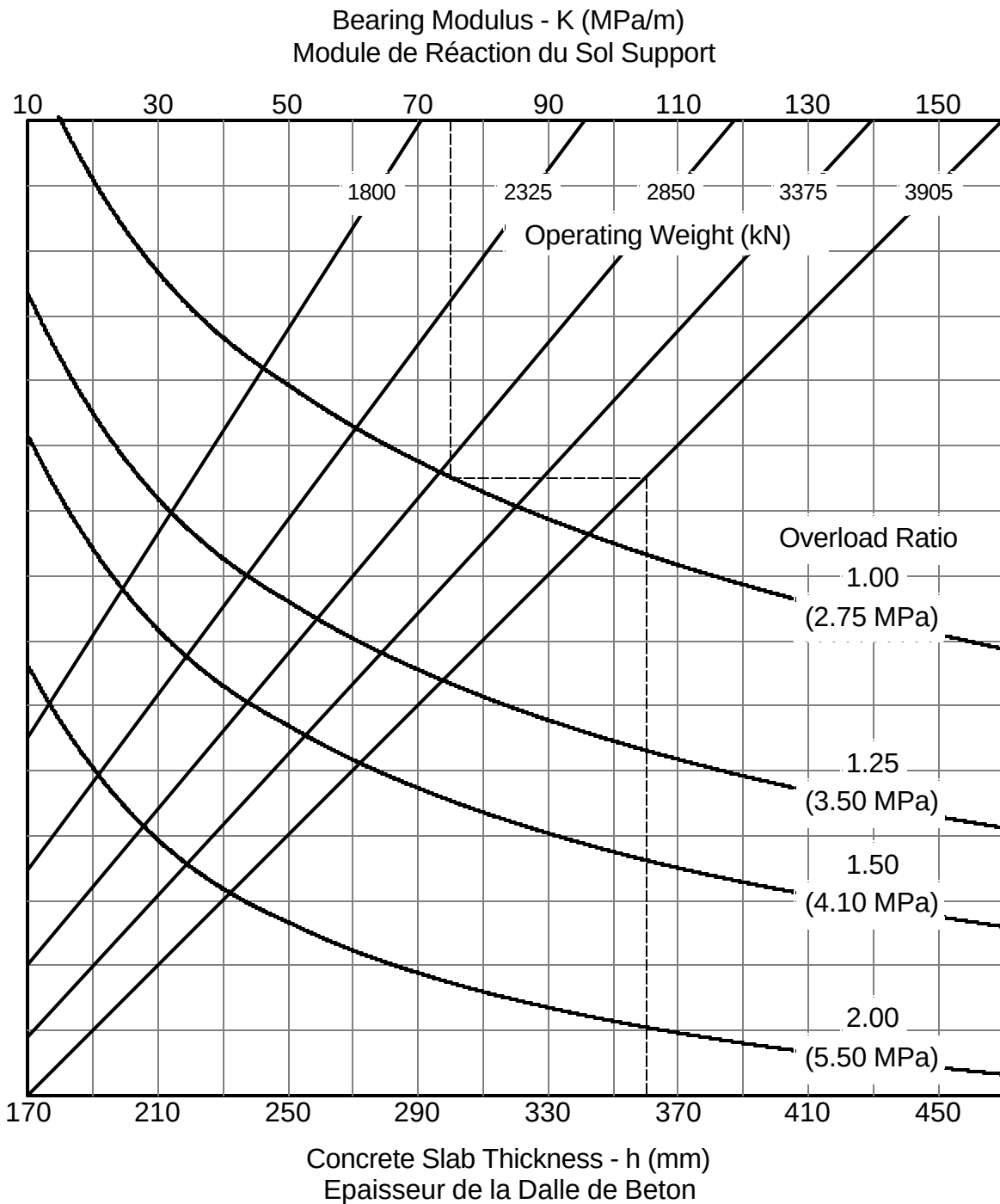
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B747-300, 300M, 300SR	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm 
Tire Pressure (MPa) Pression des Pneus	1.31		



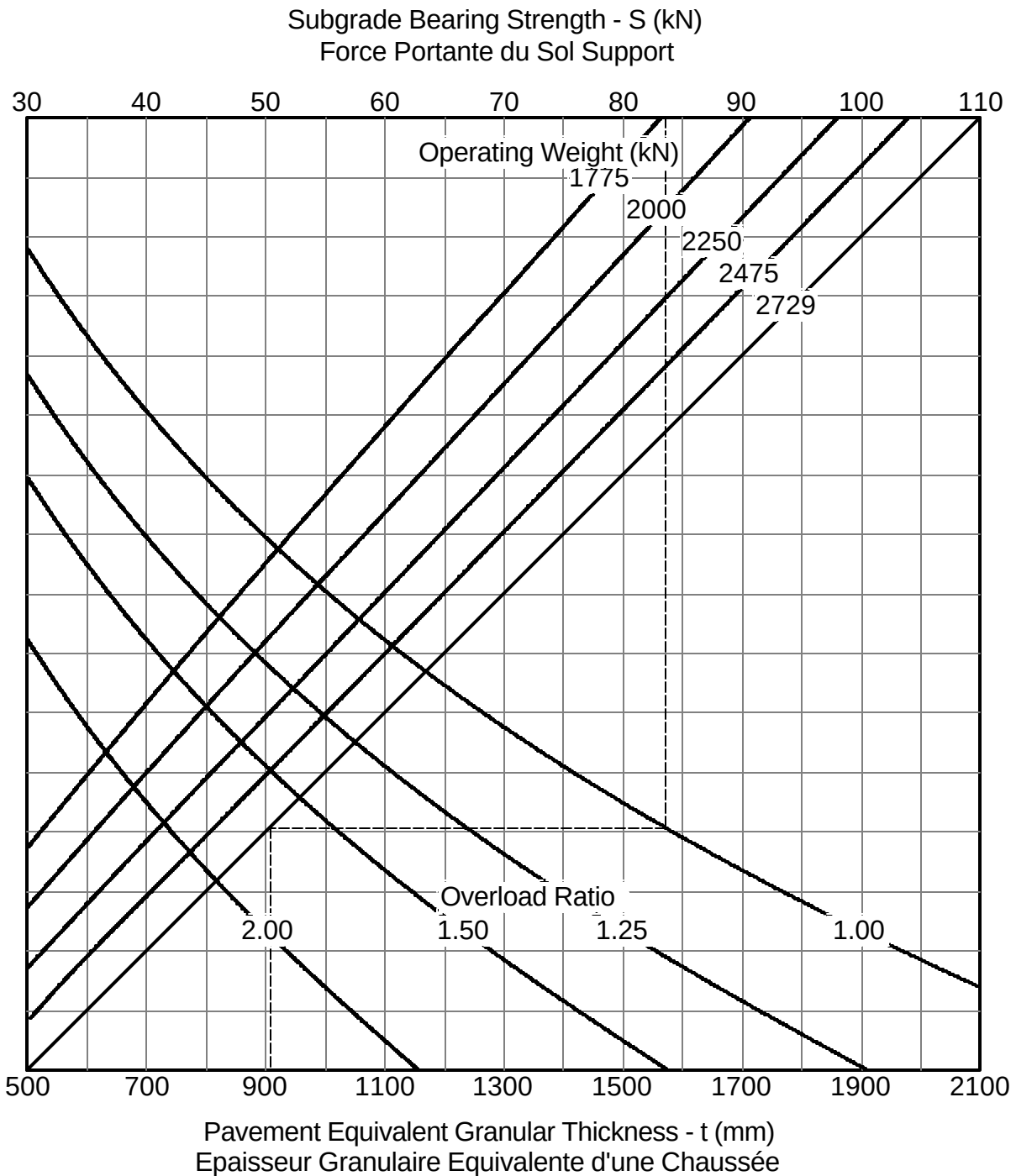
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B747-400, 400F, 400M	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.38		



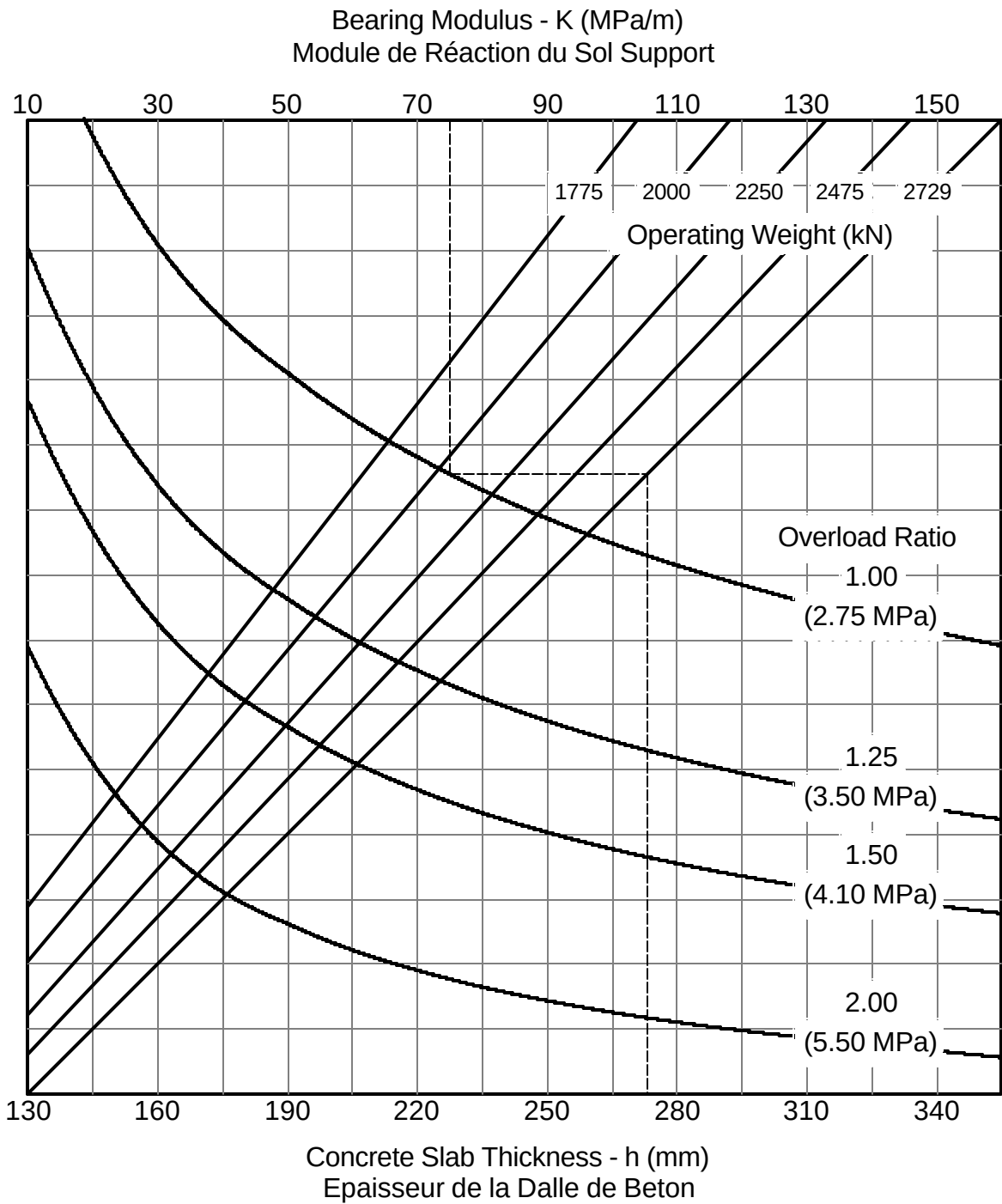
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B747-400, 400F, 400M	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.38		

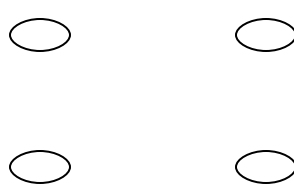


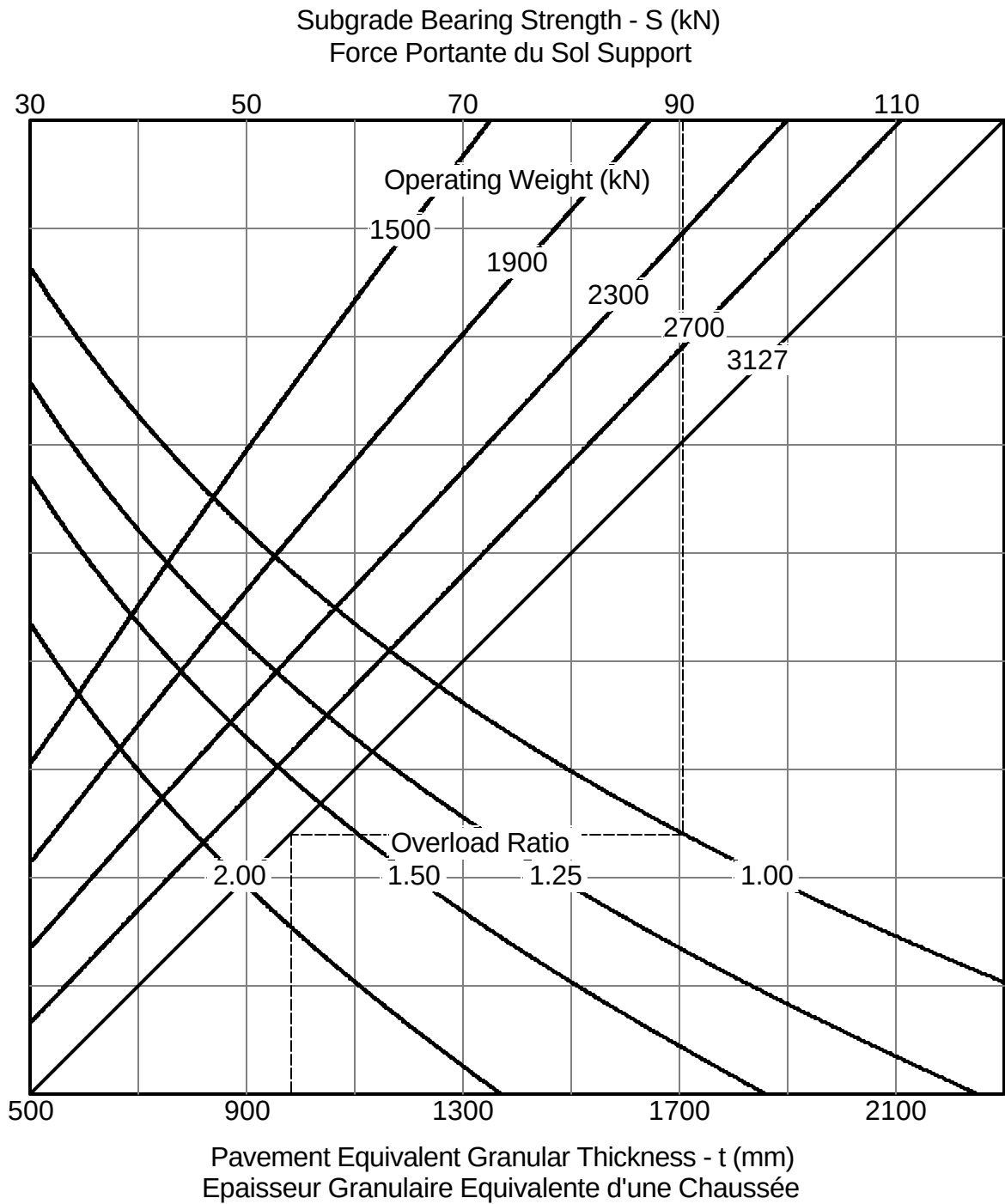
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B747-400D (Domestic)	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.04		

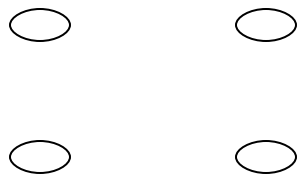


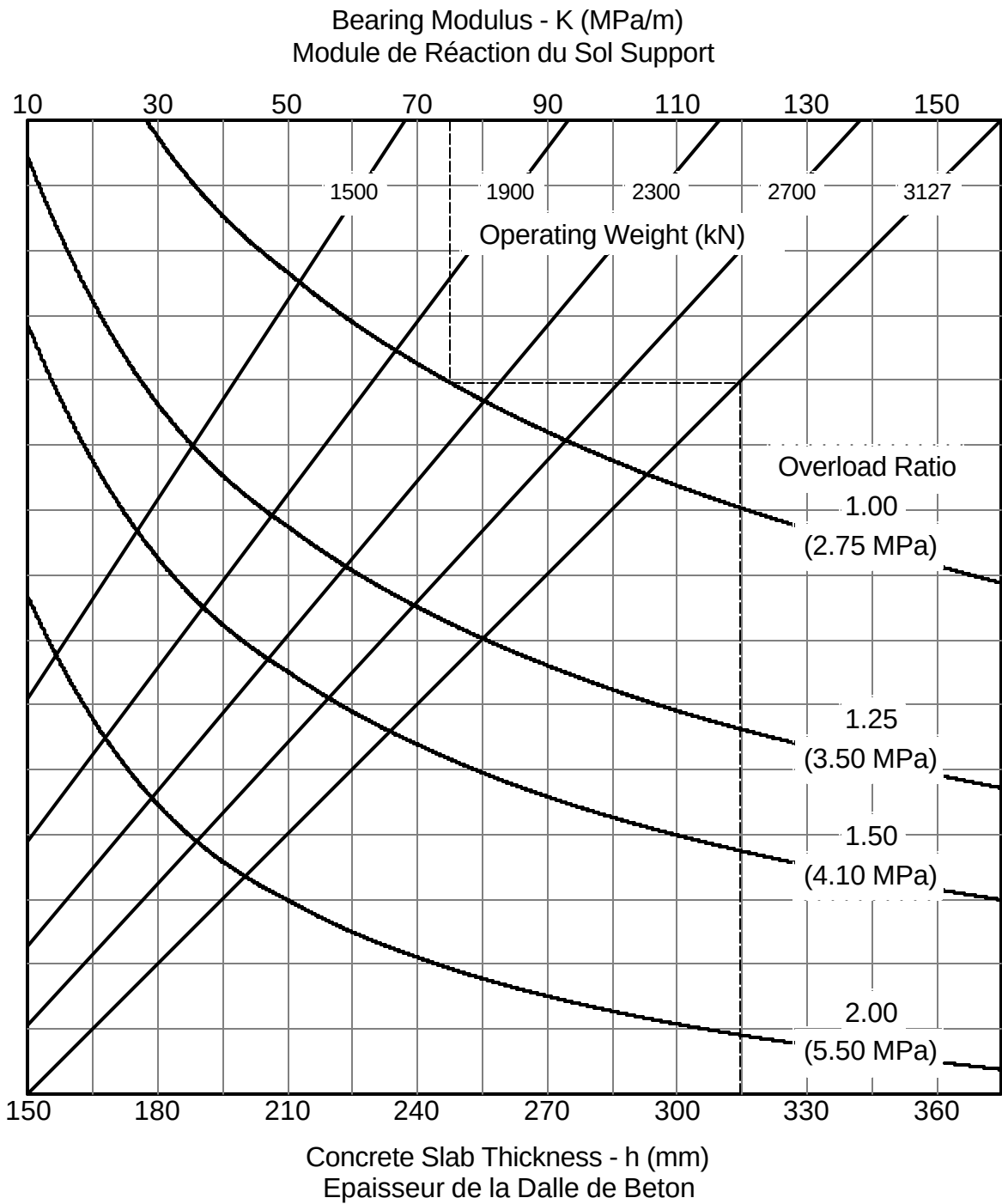
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B747-400D (Domestic)	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1118 mm	1473 mm
Tire Pressure (MPa) Pression des Pneus	1.04		



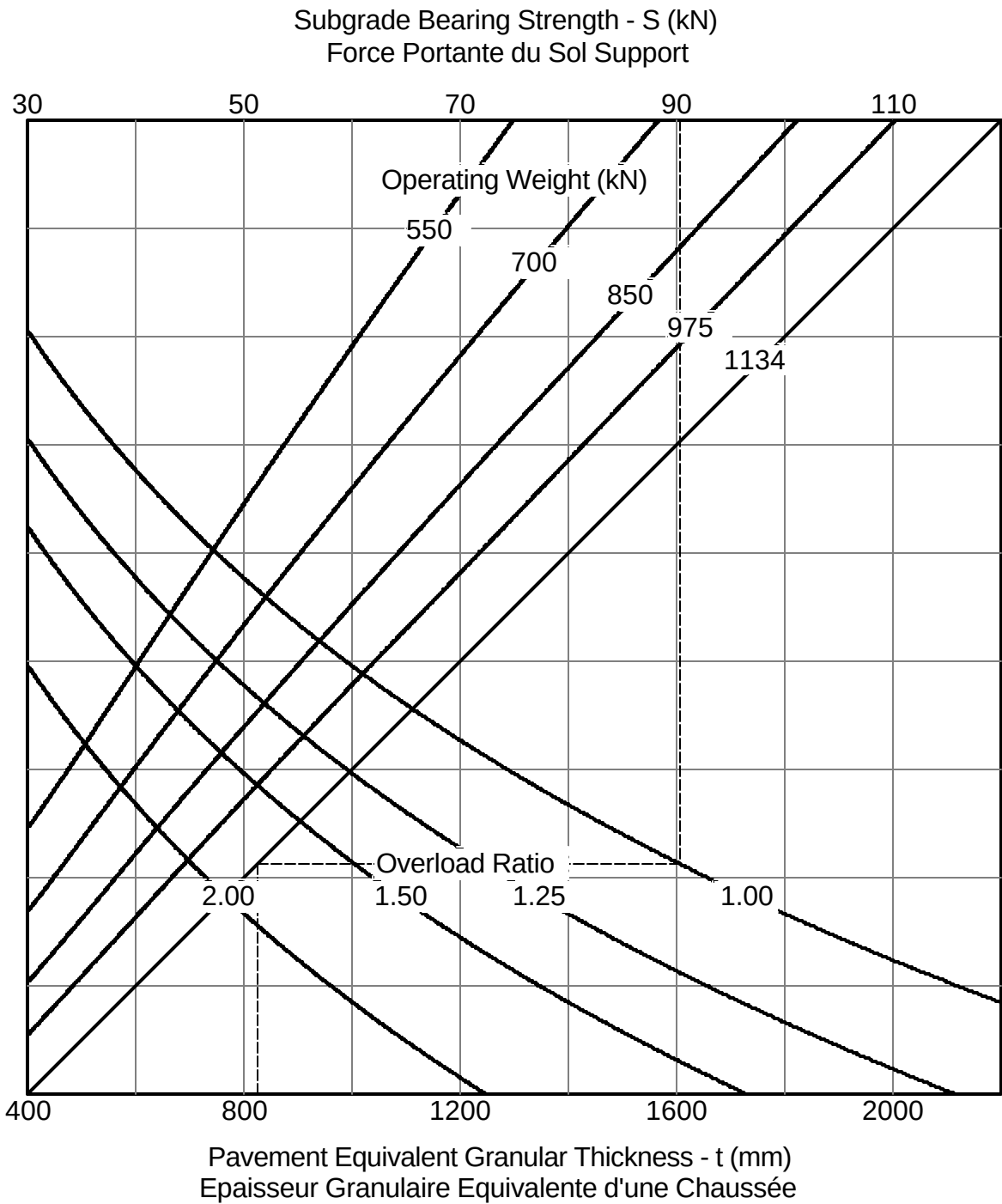
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B747-SP	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1100 mm	1372 mm 
Tire Pressure (MPa) Pression des Pneus	1.26		

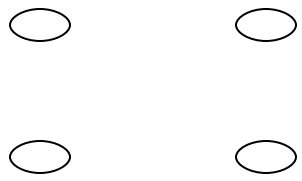


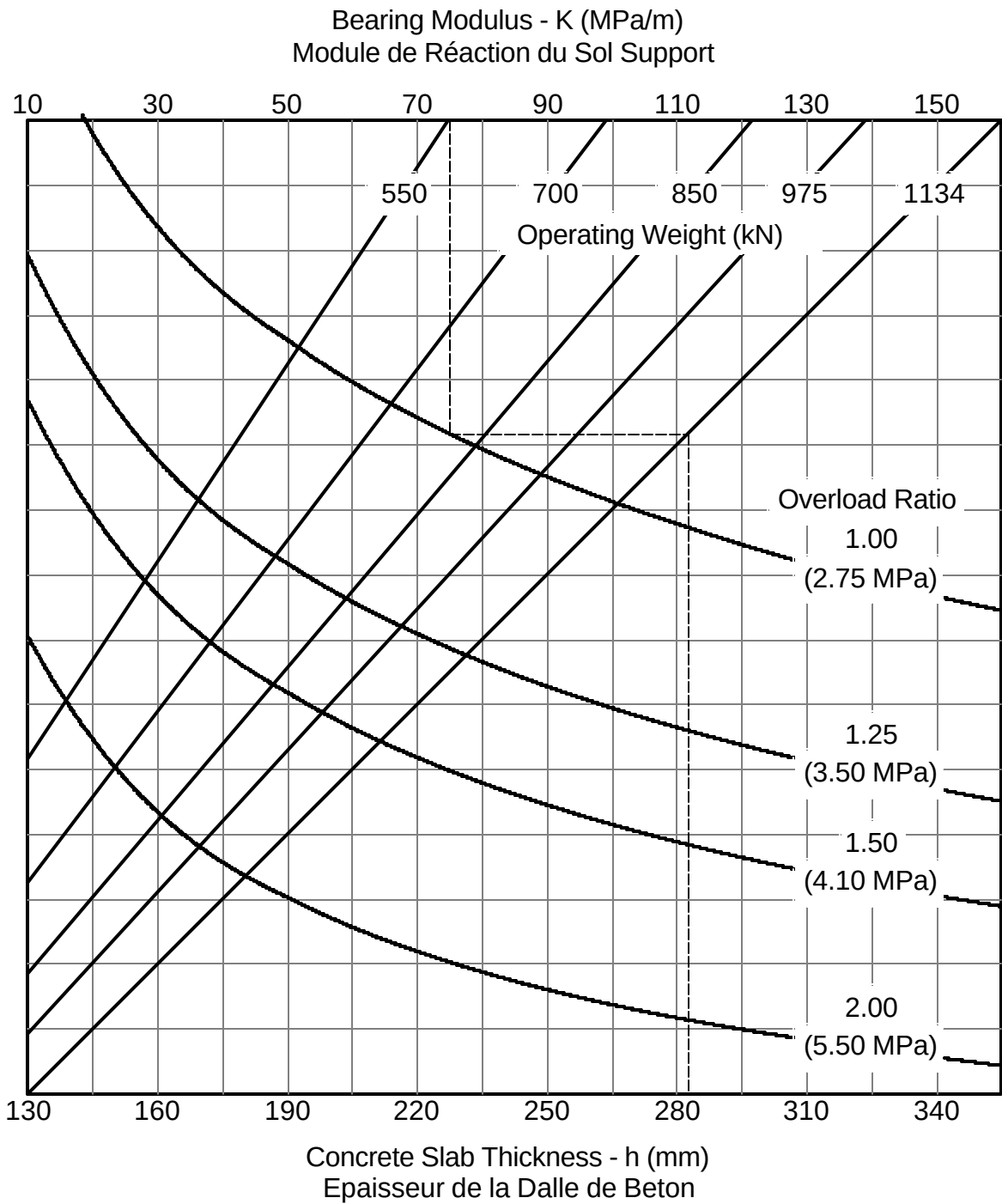
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B747-SP	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	1100 mm	1372 mm 
Tire Pressure (MPa) Pression des Pneus	1.26		



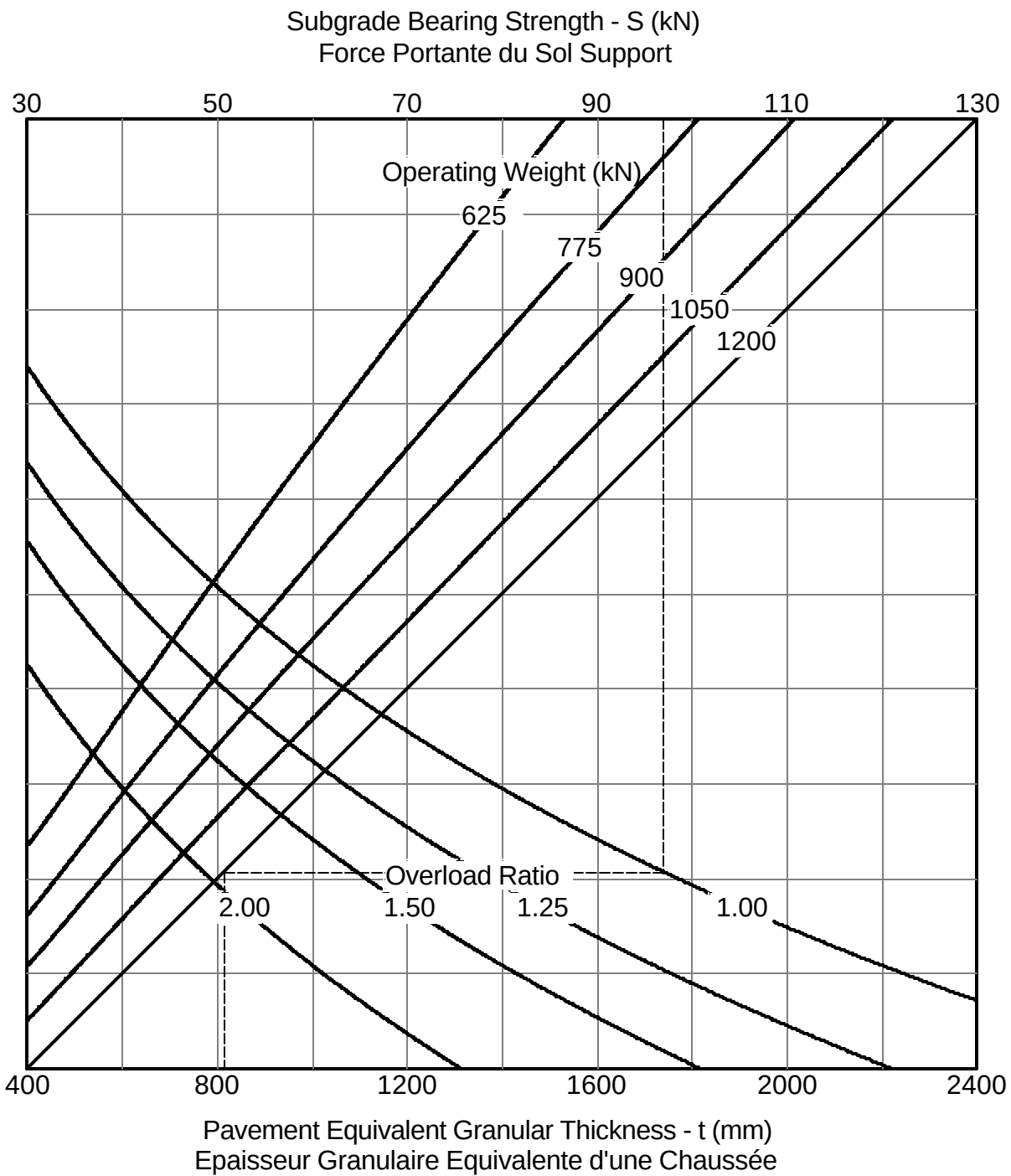
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B757-200 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	1143 mm
Tire Pressure (MPa) Pression des Pneus	1.24		



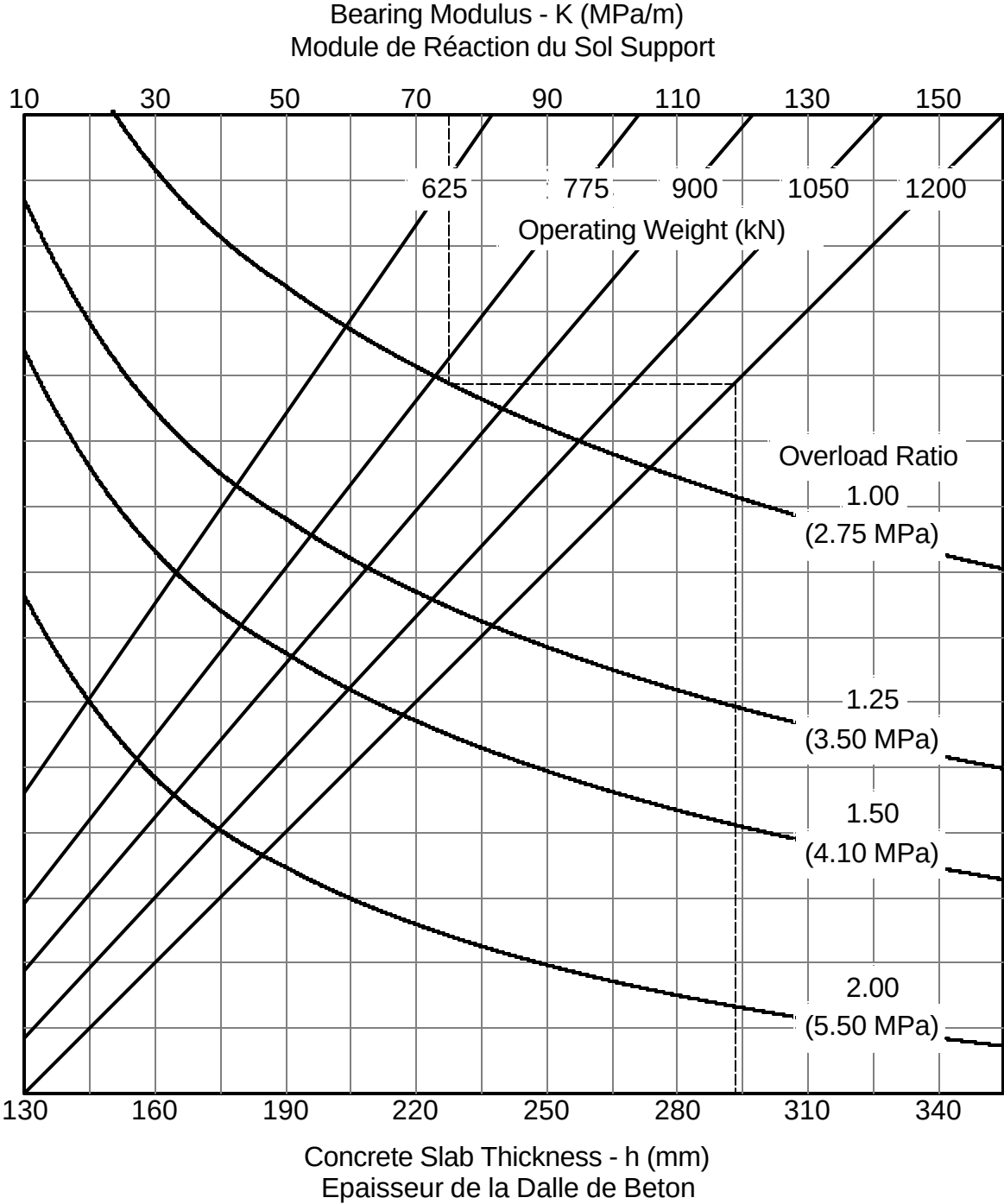
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B757-200 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	1143 mm 
Tire Pressure (MPa) Pression des Pneus	1.24		



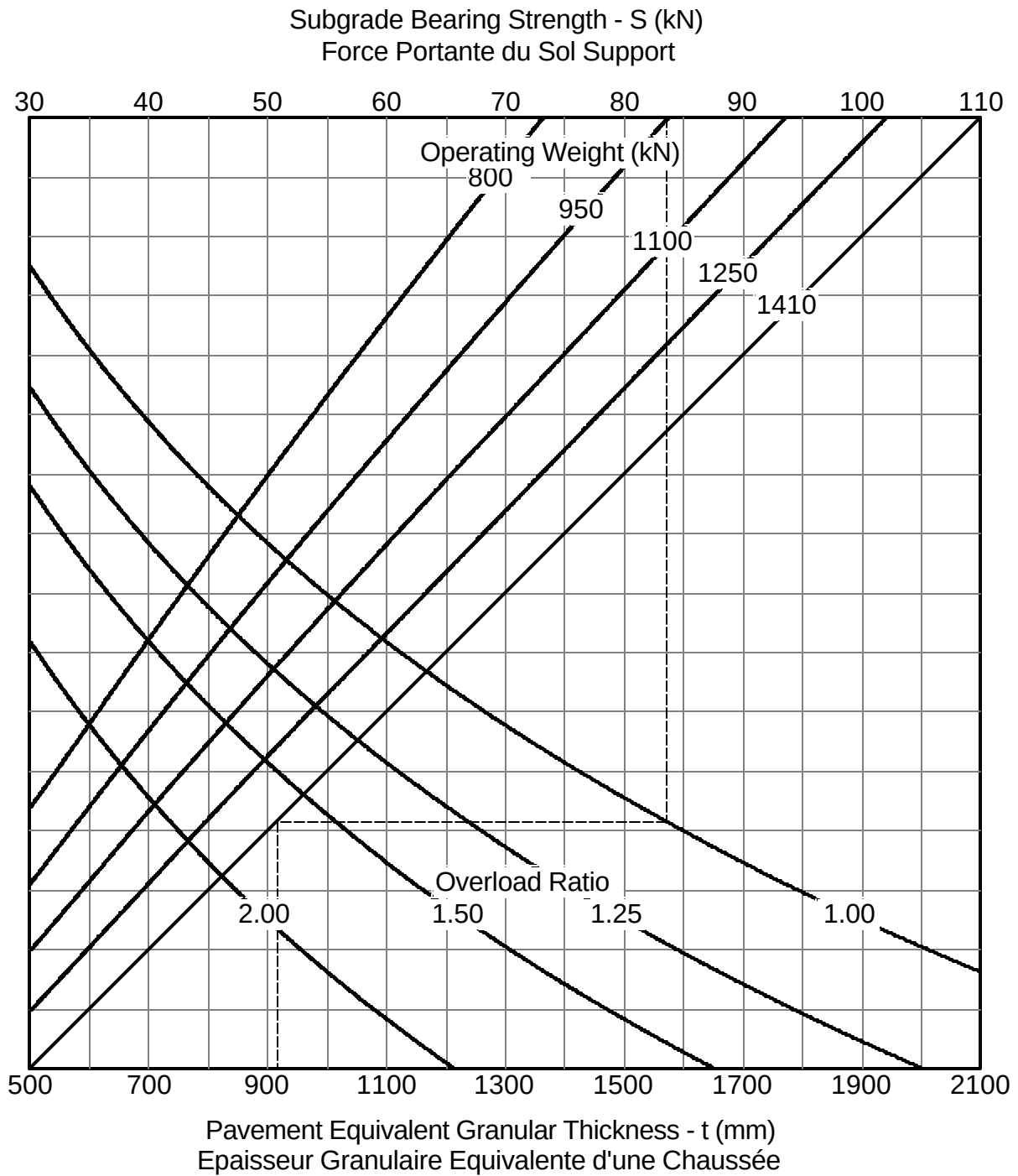
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B757-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	1143 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.24		○ ○

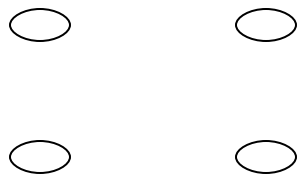


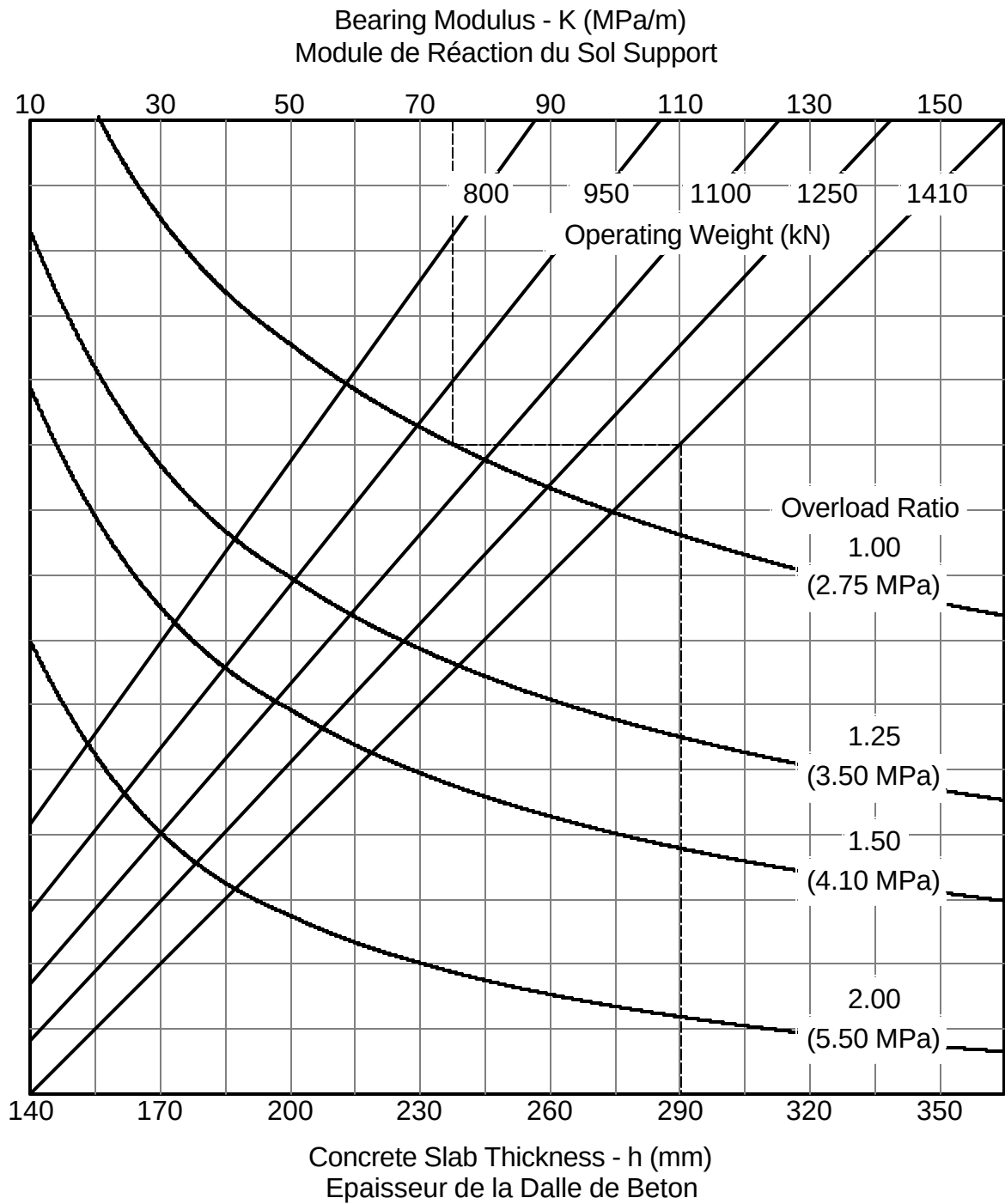
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B757-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	864 mm	1143 mm
Tire Pressure (MPa) Pression des Pneus	1.24		



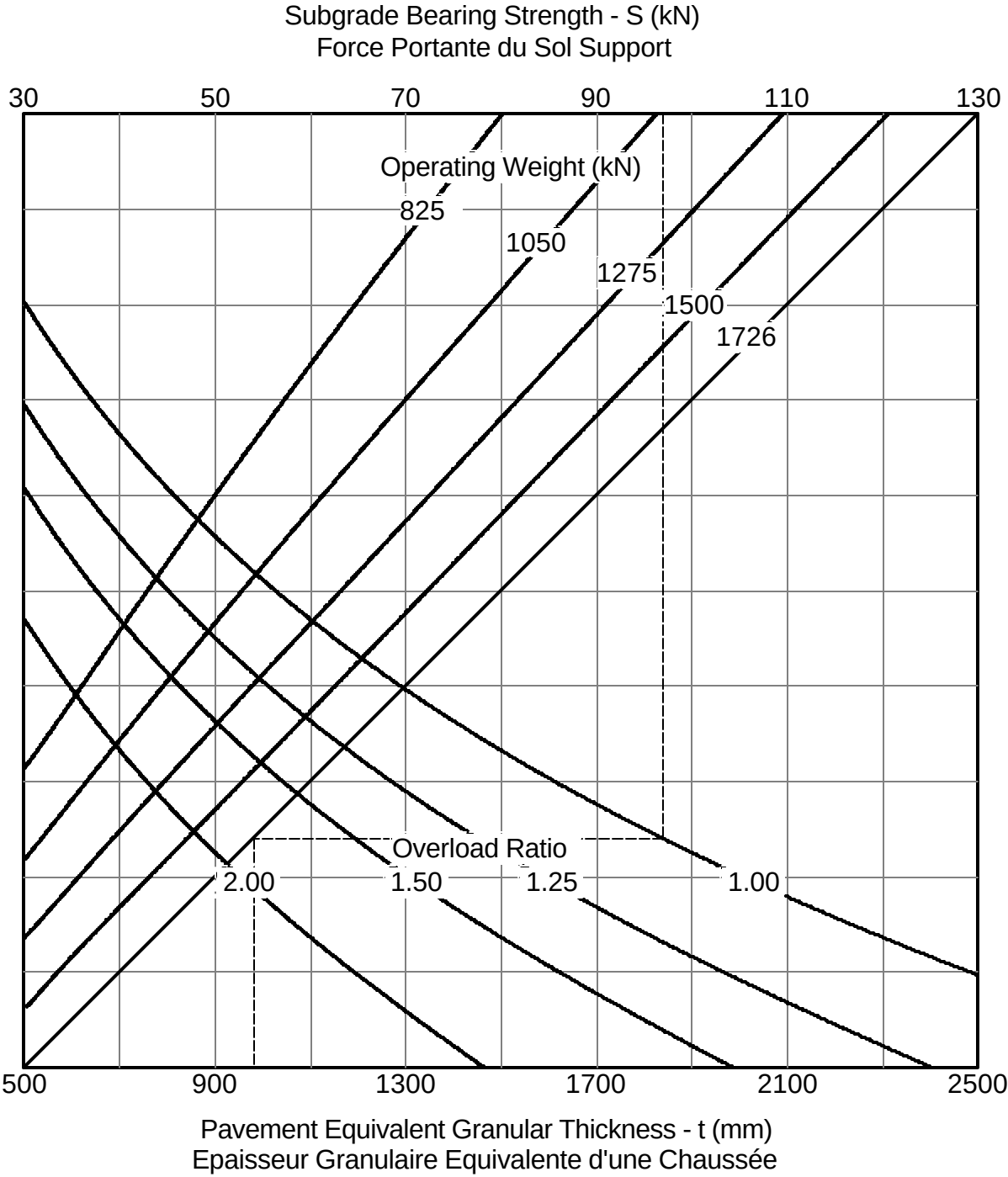
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B767-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm
Tire Pressure (MPa) Pression des Pneus	1.31		

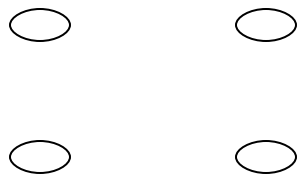


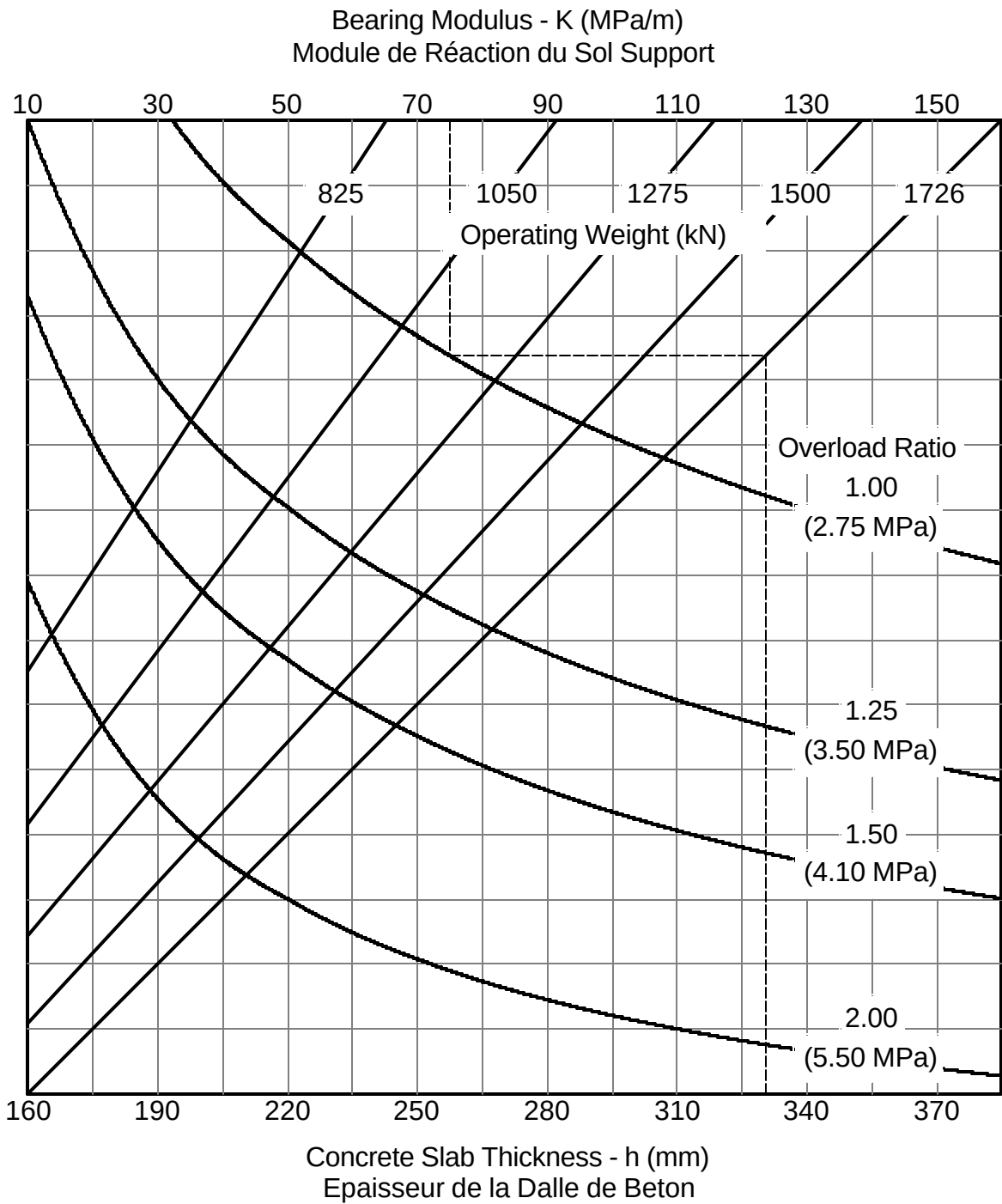
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B767-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm 
Tire Pressure (MPa) Pression des Pneus	1.31		

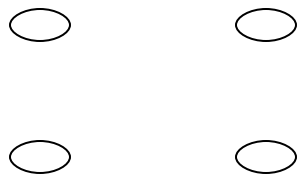


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B767-200 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm 
Tire Pressure (MPa) Pression des Pneus	1.31		

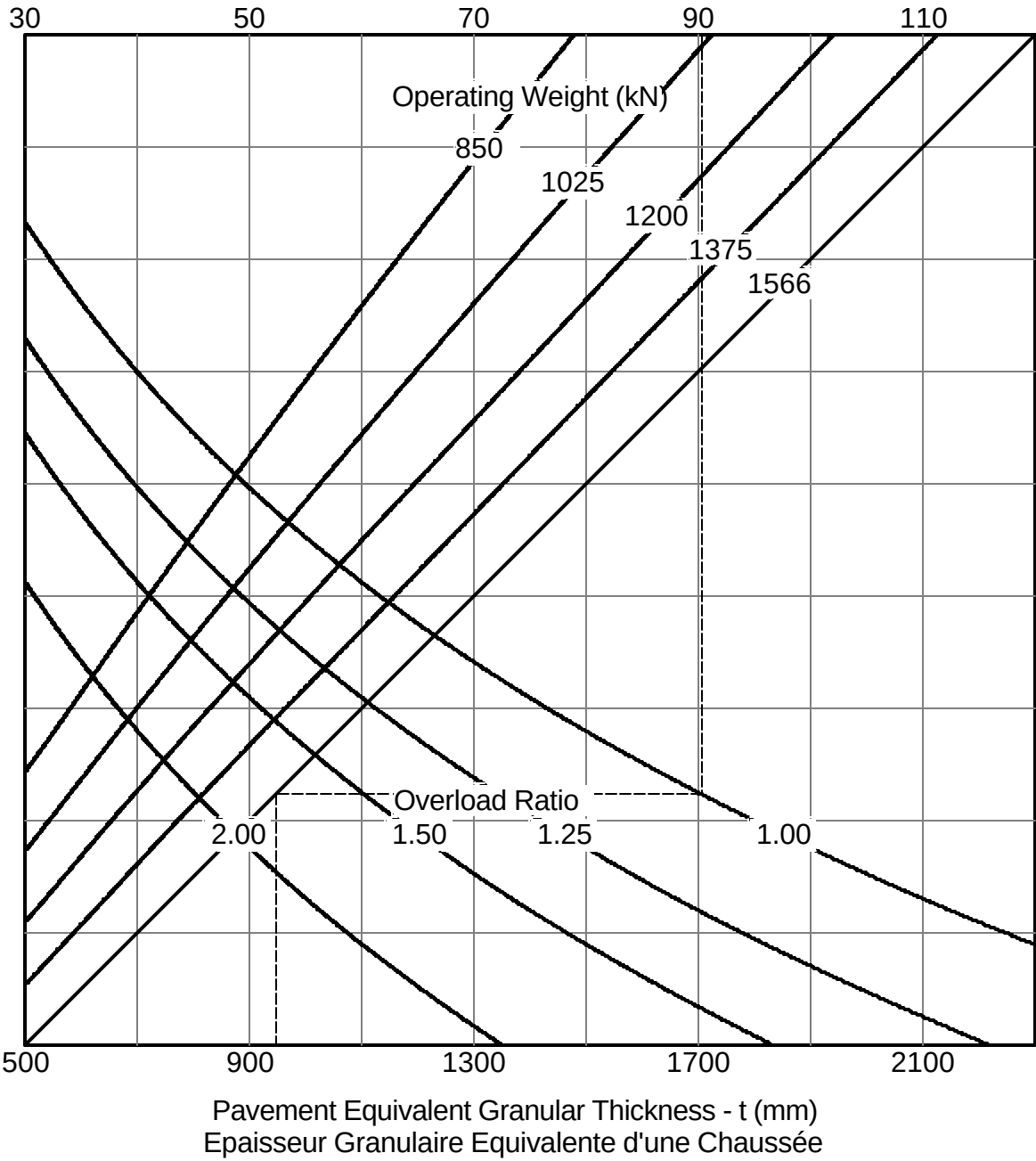


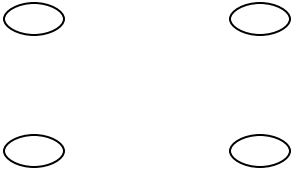
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B767-200 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm 
Tire Pressure (MPa) Pression des Pneus	1.31		

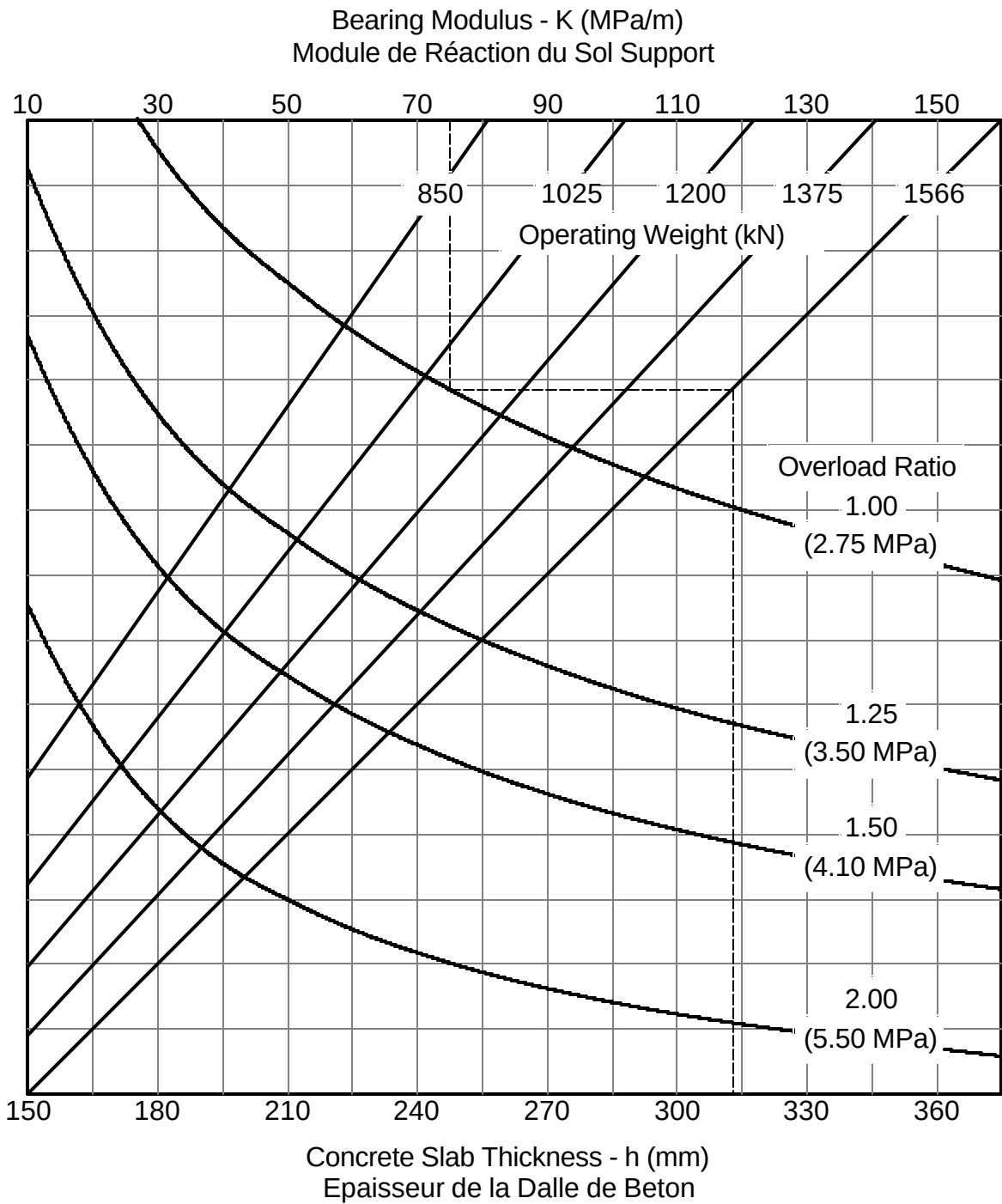


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B767-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		

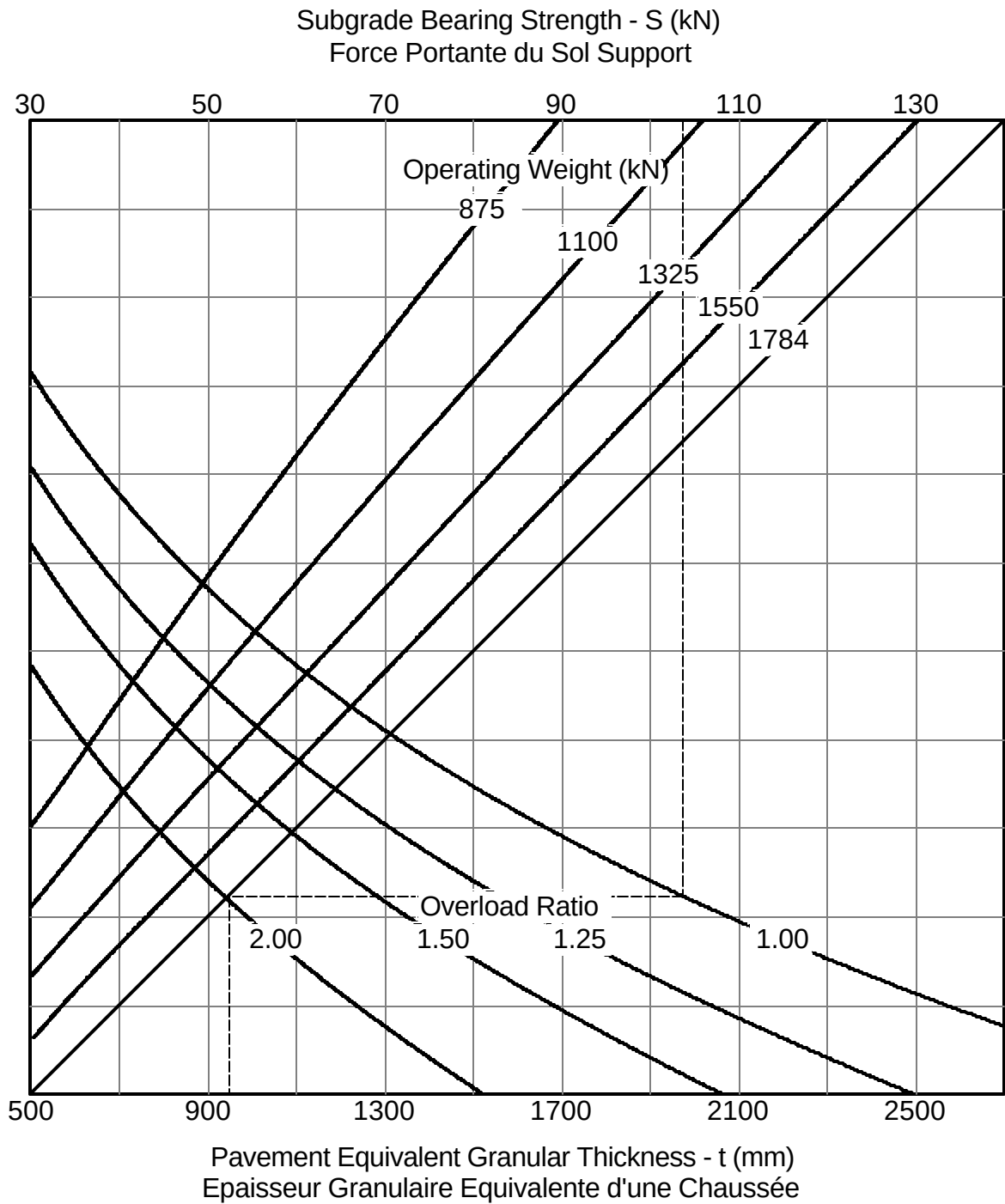
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



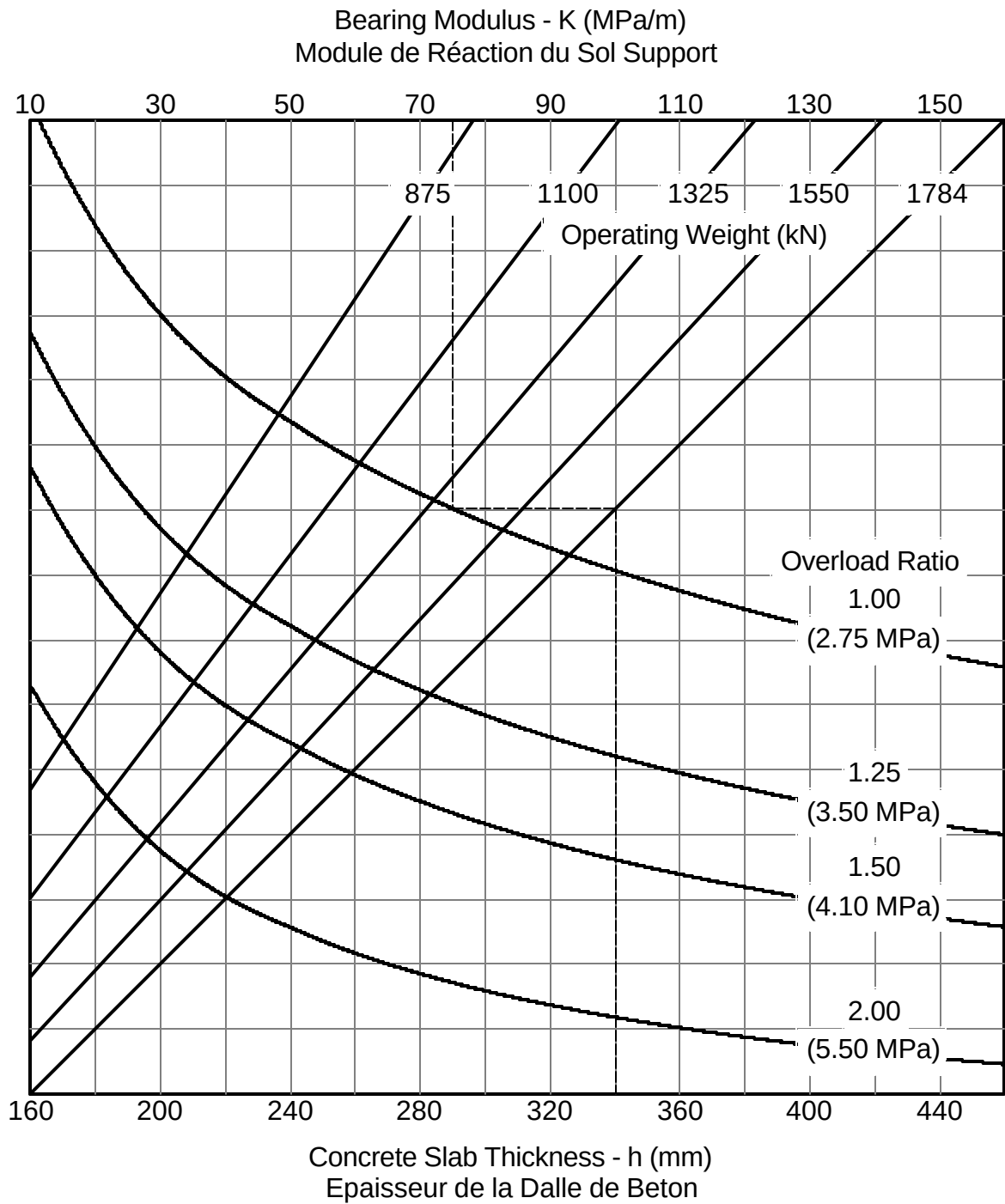
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B767-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		



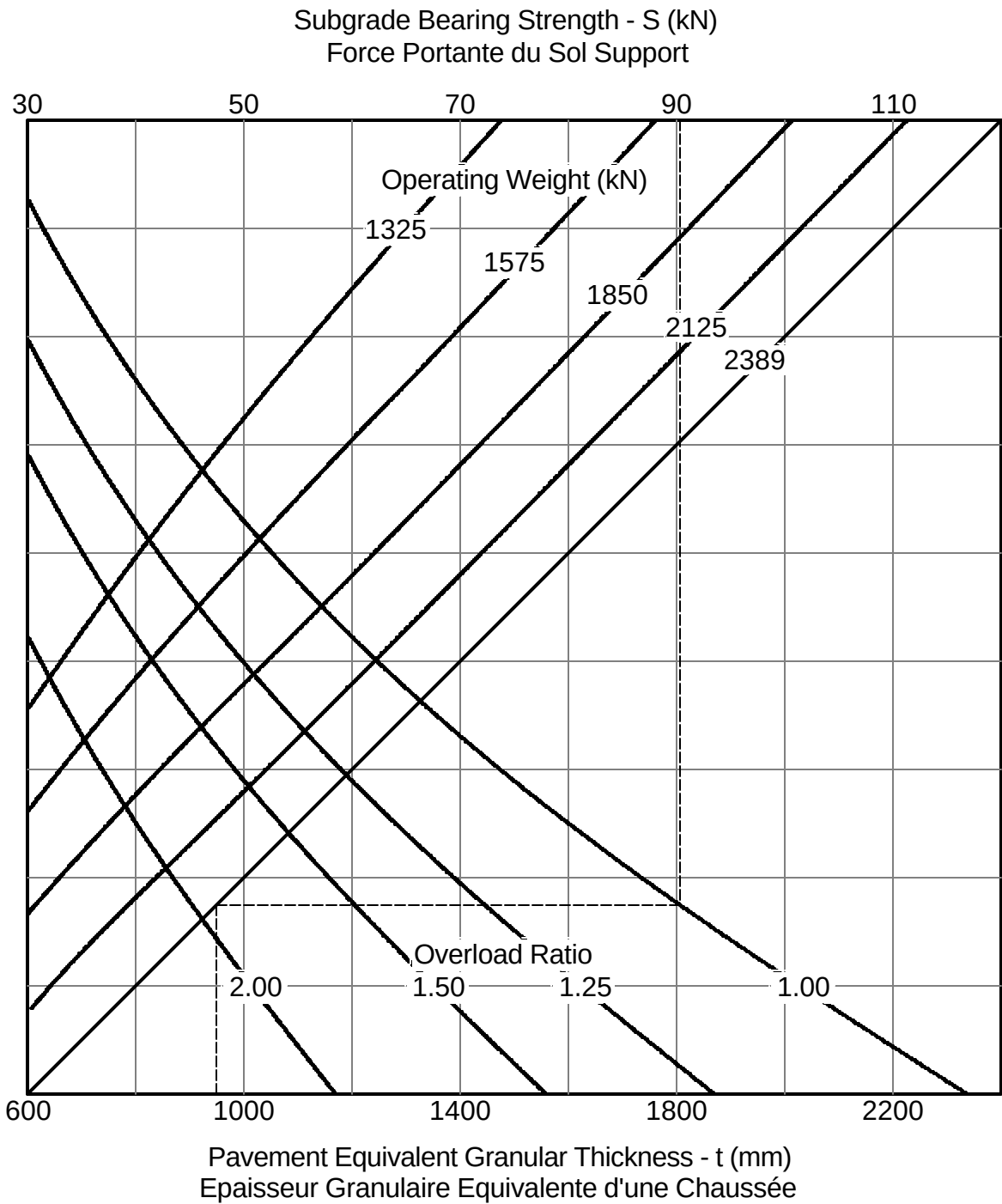
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B767-300 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm
Tire Pressure (MPa) Pression des Pneus	1.38		

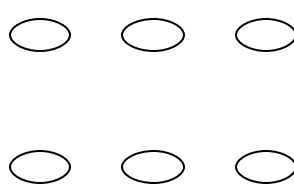


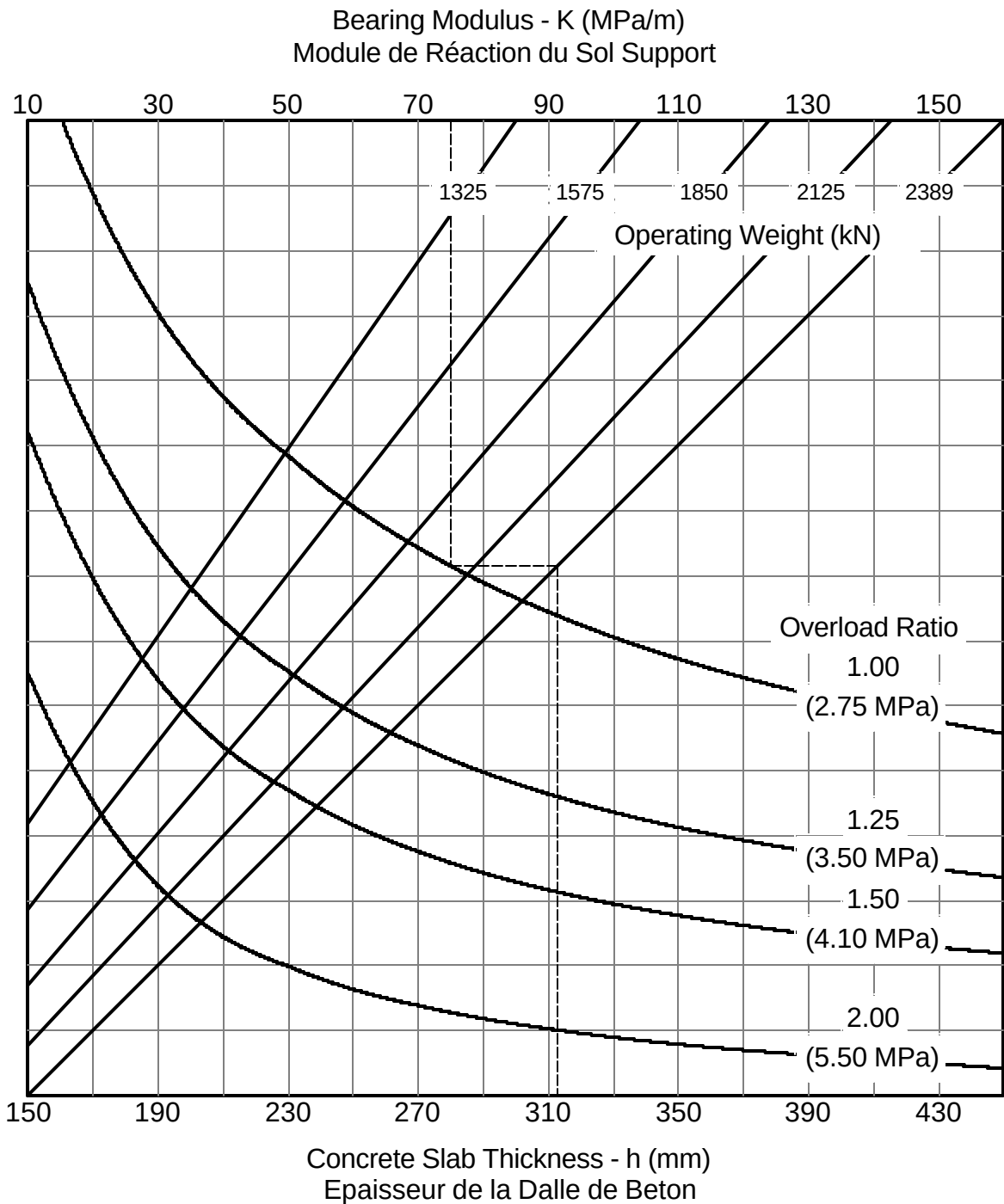
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B767-300 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1143 mm	1422 mm
Tire Pressure (MPa) Pression des Pneus	1.38		



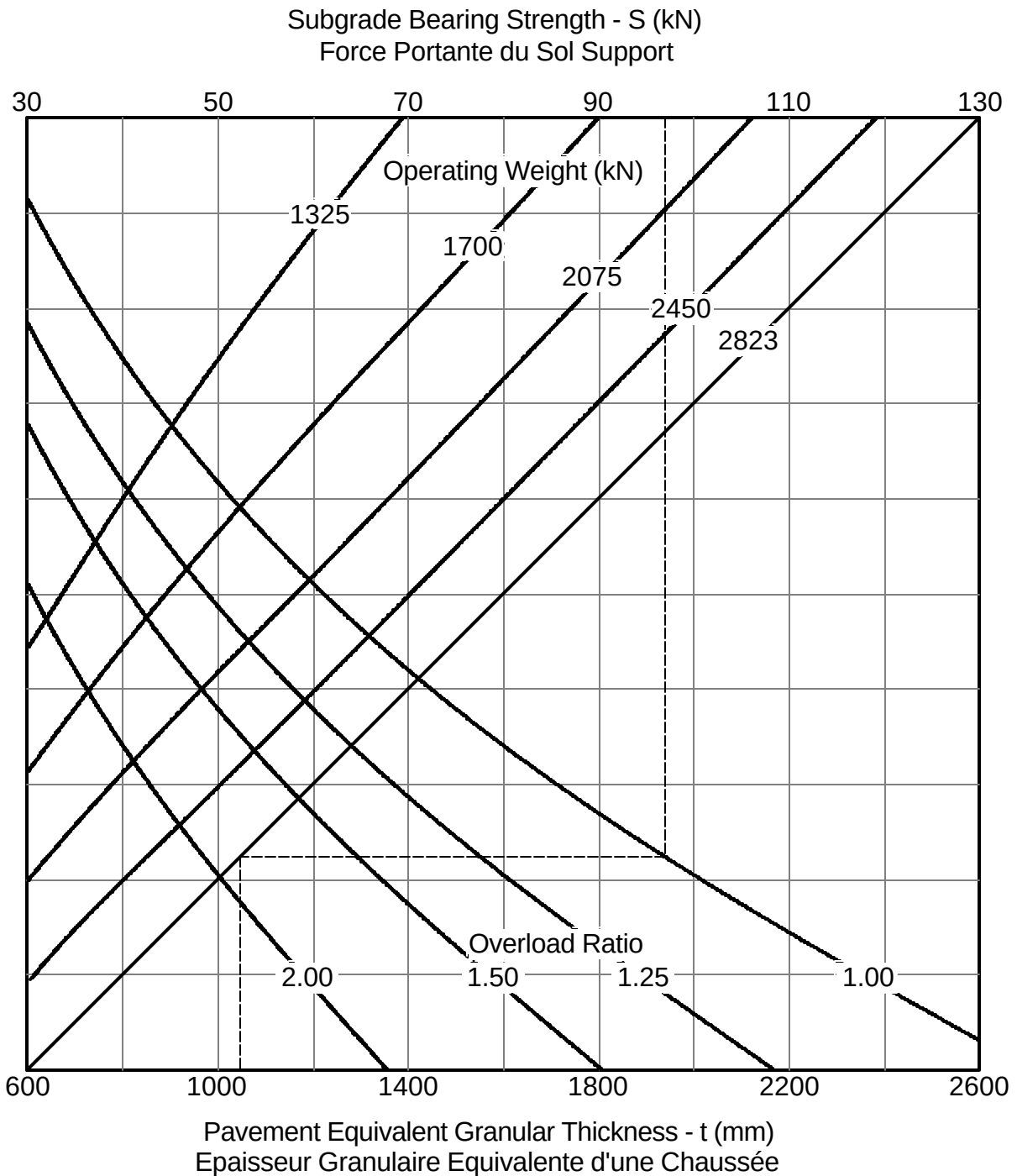
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B777-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.7	1397 mm	2896 mm
Tire Pressure (MPa) Pression des Pneus	1.28		



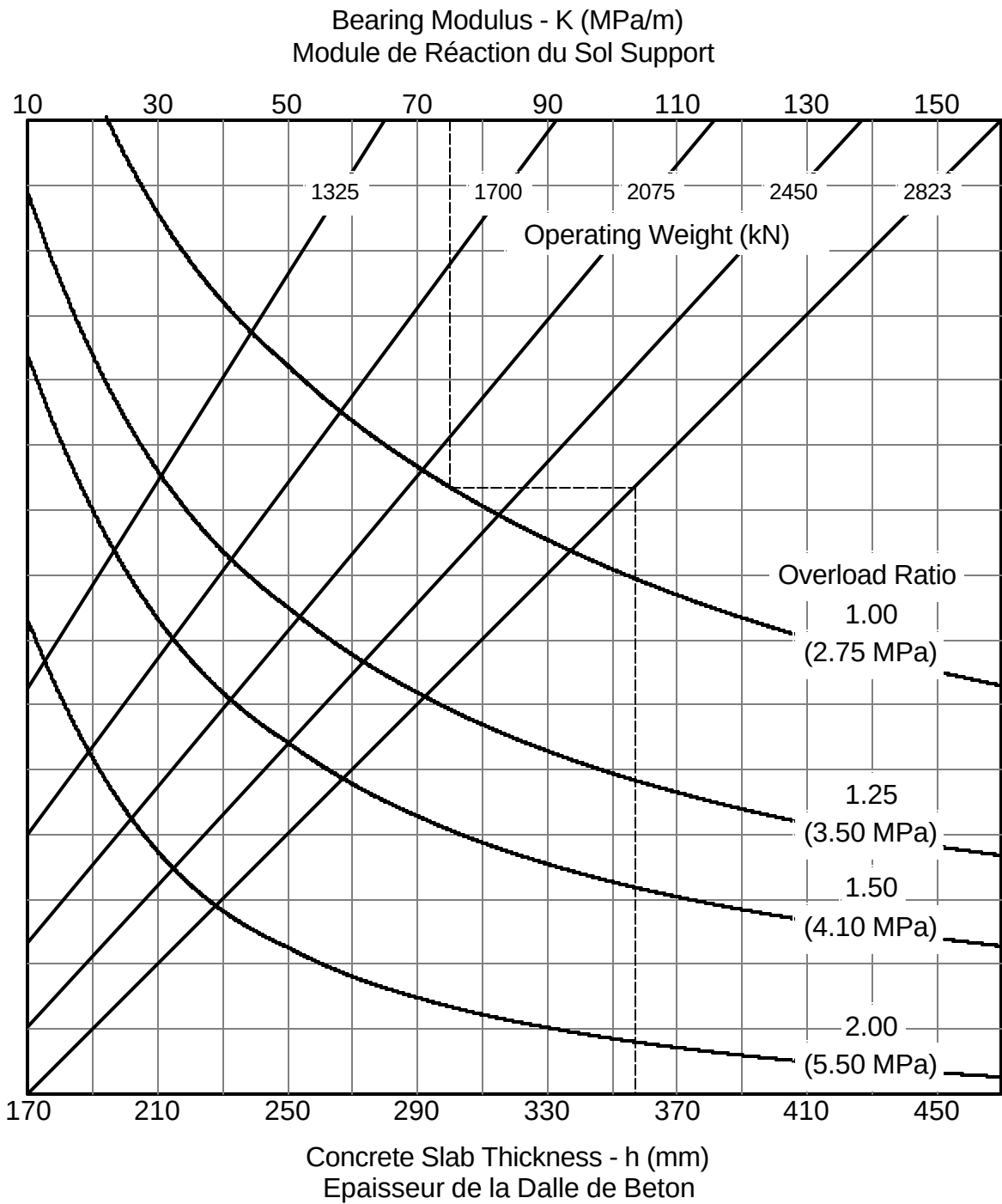
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B777-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.7	1397 mm	2896 mm 
Tire Pressure (MPa) Pression des Pneus	1.28		



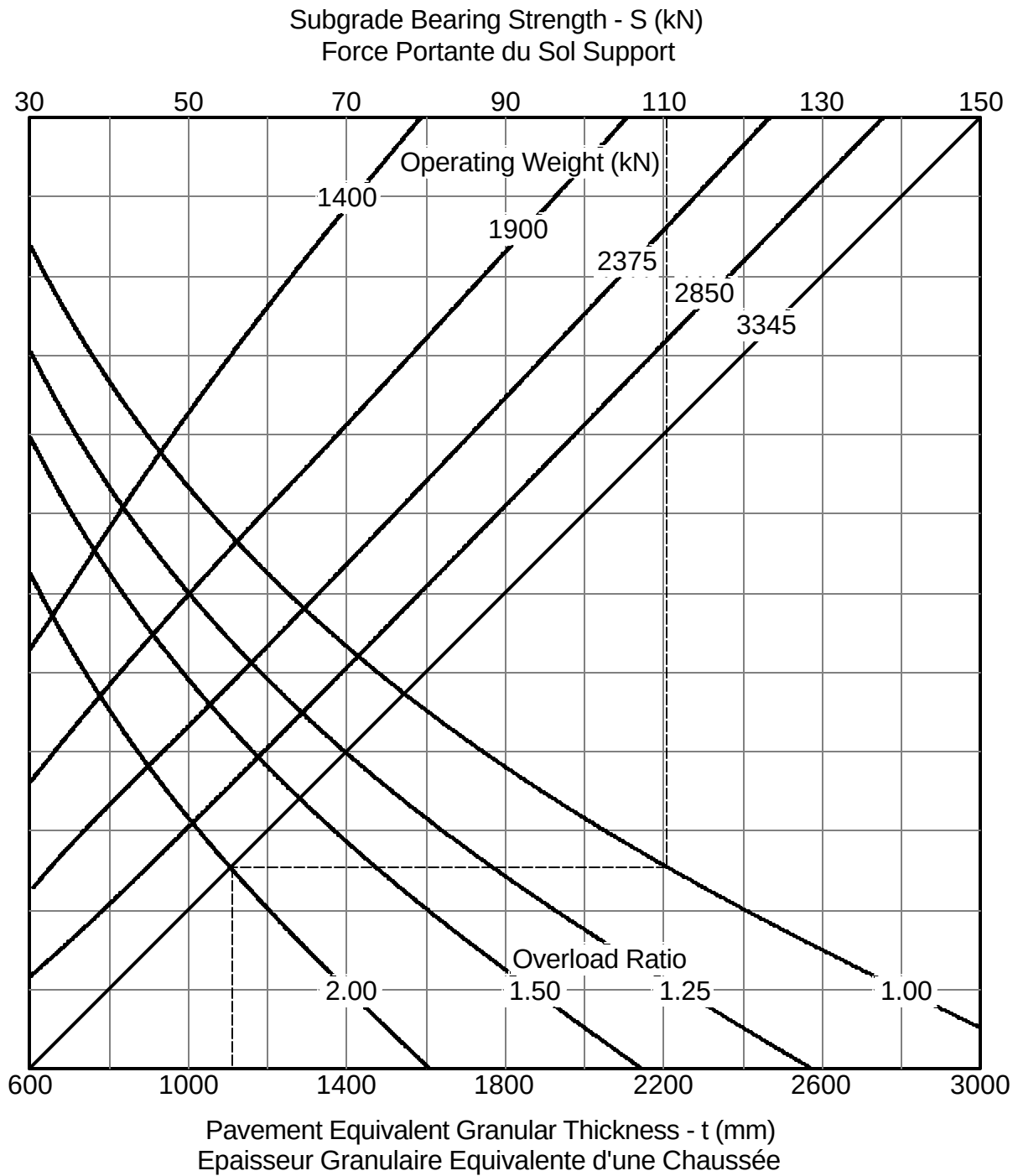
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B777-200 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	1397 mm	2896 mm
Tire Pressure (MPa) Pression des Pneus	1.48		

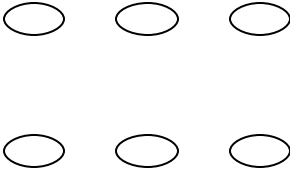


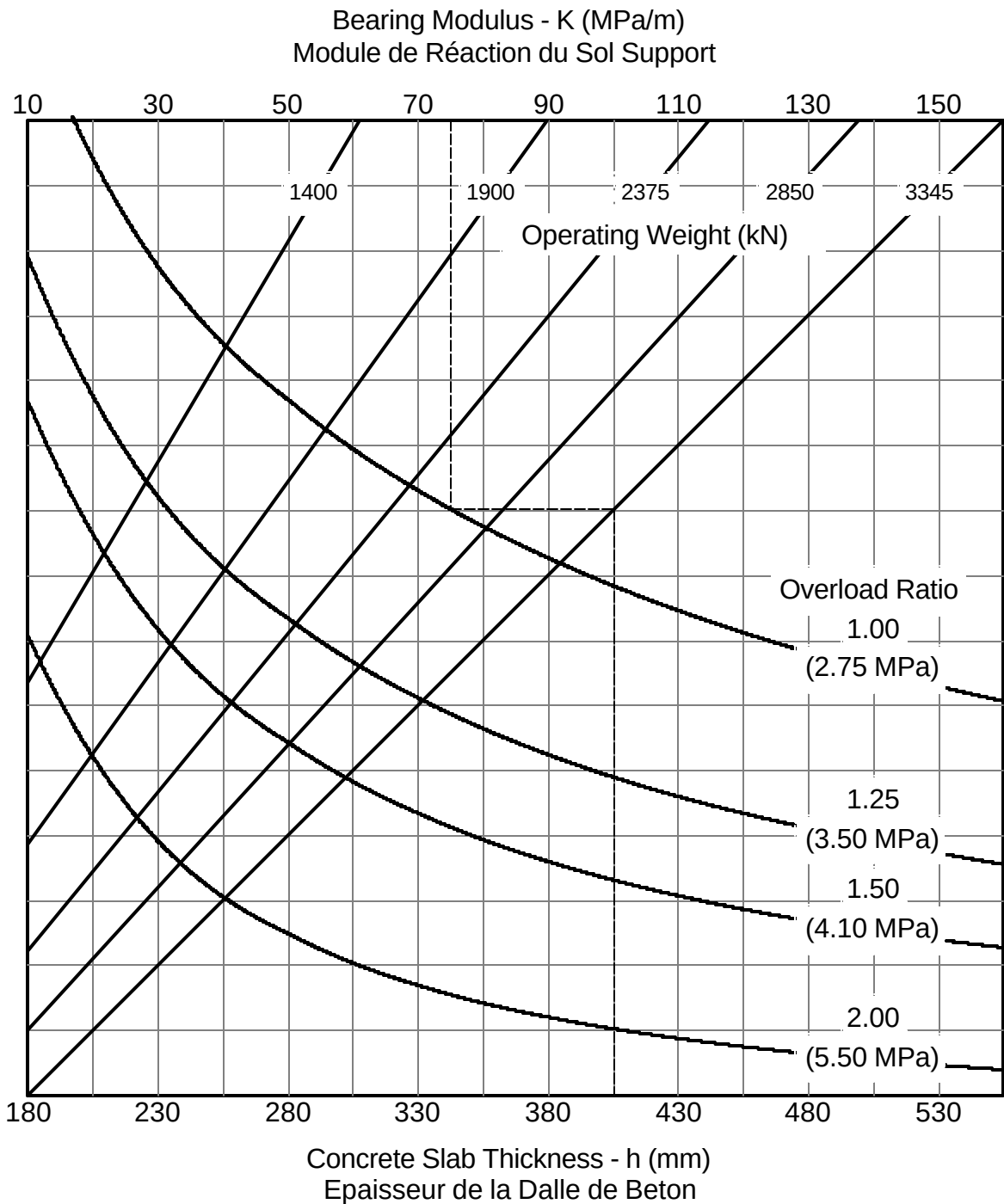
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B777-200 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	1397 mm	2896 mm ○ ○ ○ ○ ○ ○
Tire Pressure (MPa) Pression des Pneus	1.48		

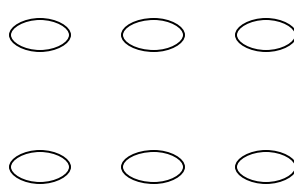


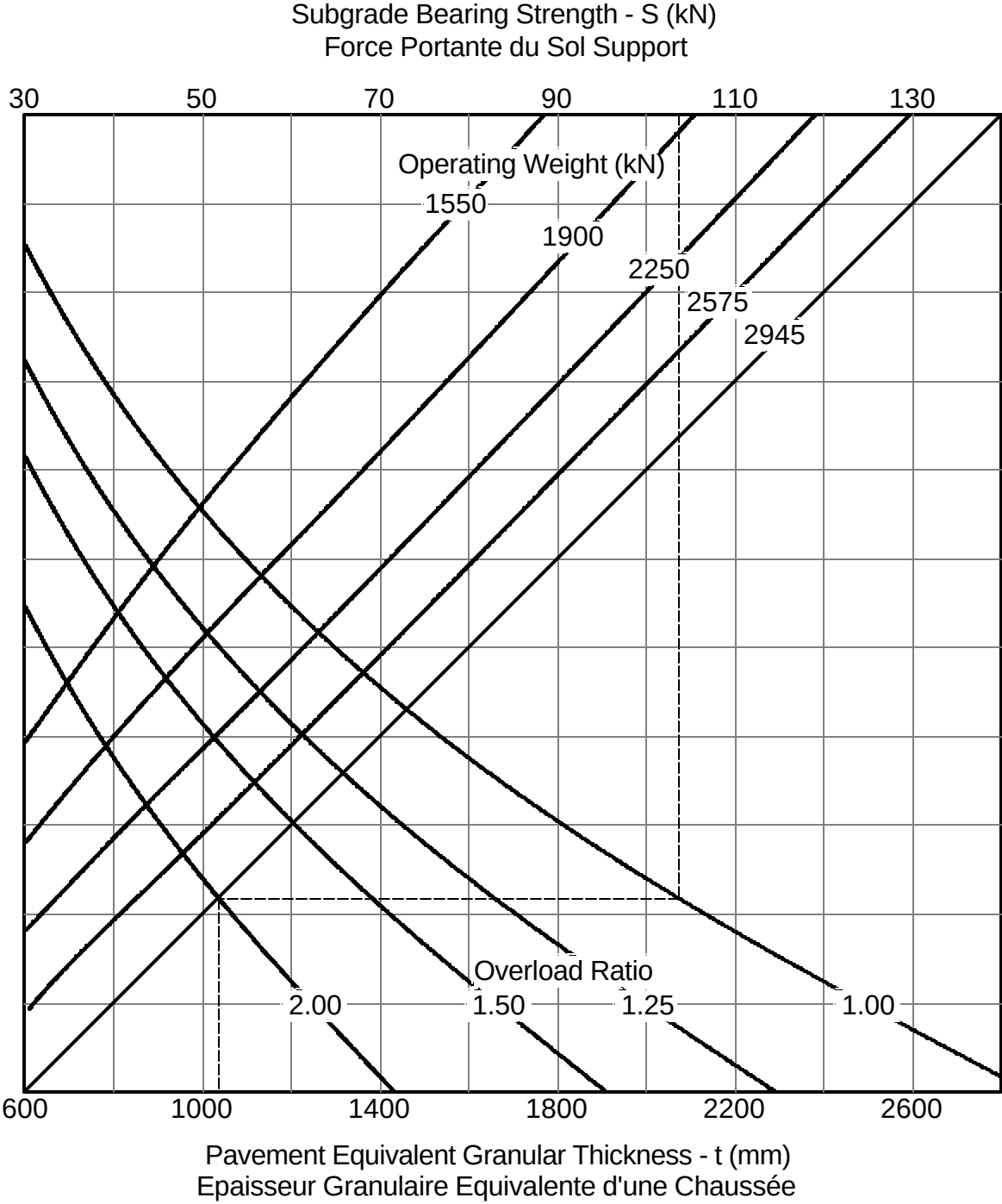
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B777-200 LR	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	1397 mm	2896 mm
Tire Pressure (MPa) Pression des Pneus	1.50		

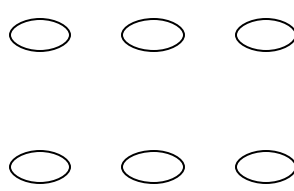


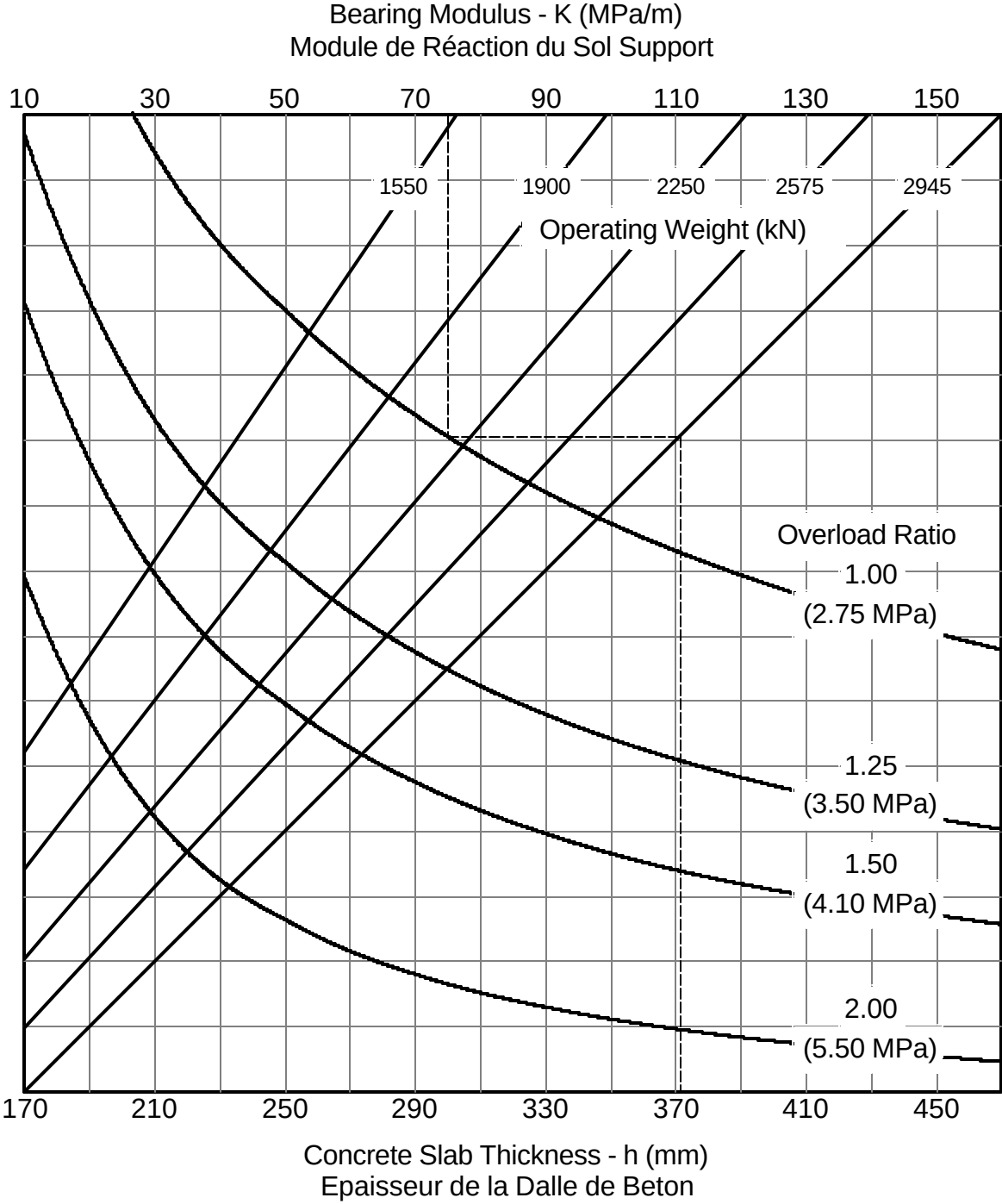
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B777-200 LR	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.9	1397 mm	2896 mm 
Tire Pressure (MPa) Pression des Pneus	1.50		

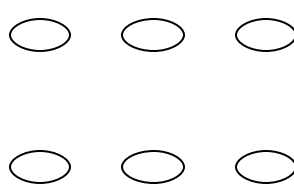


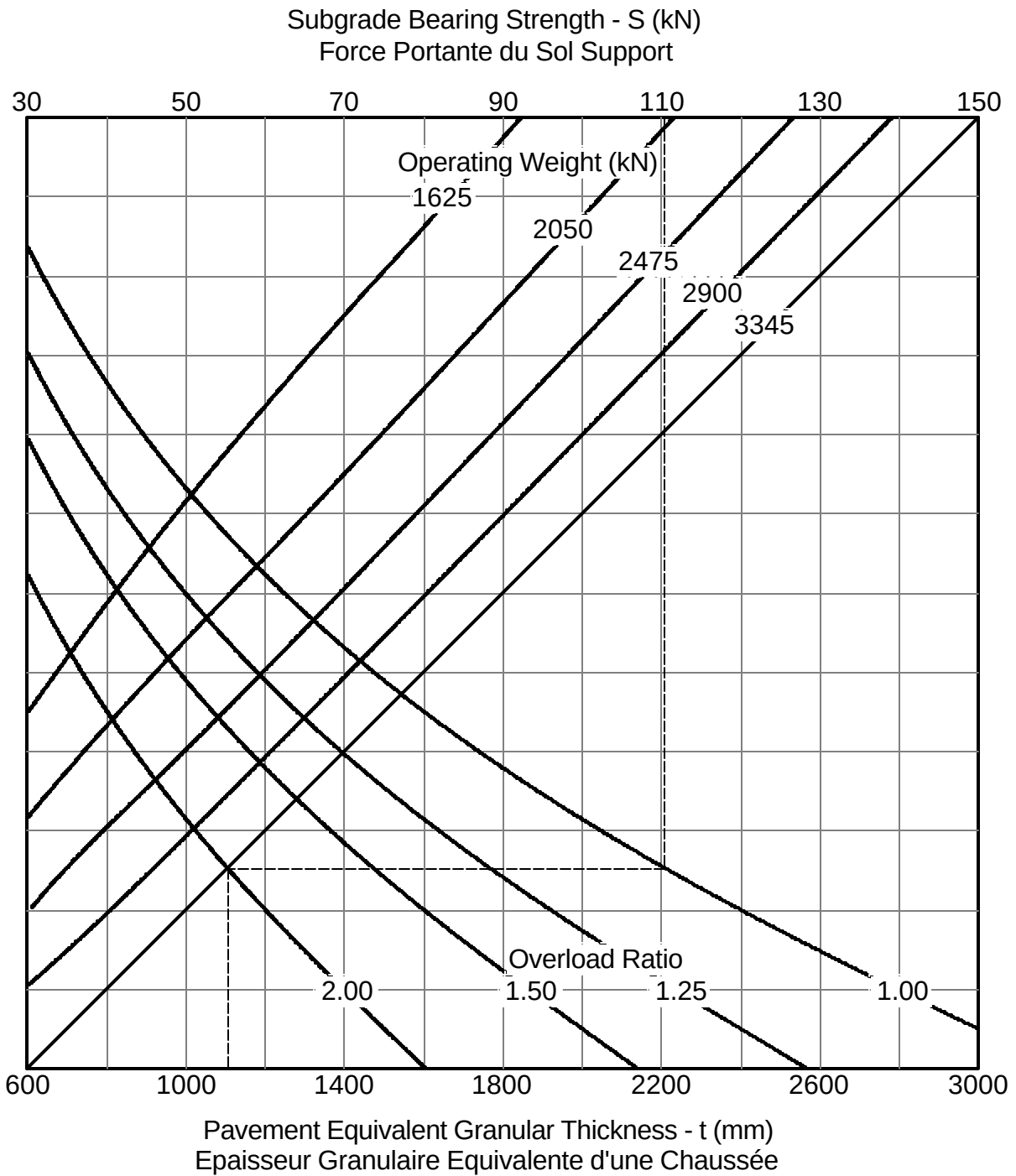
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B777-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.4	1397 mm	2896 mm 
Tire Pressure (MPa) Pression des Pneus	1.48		

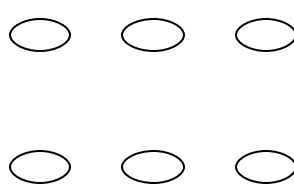


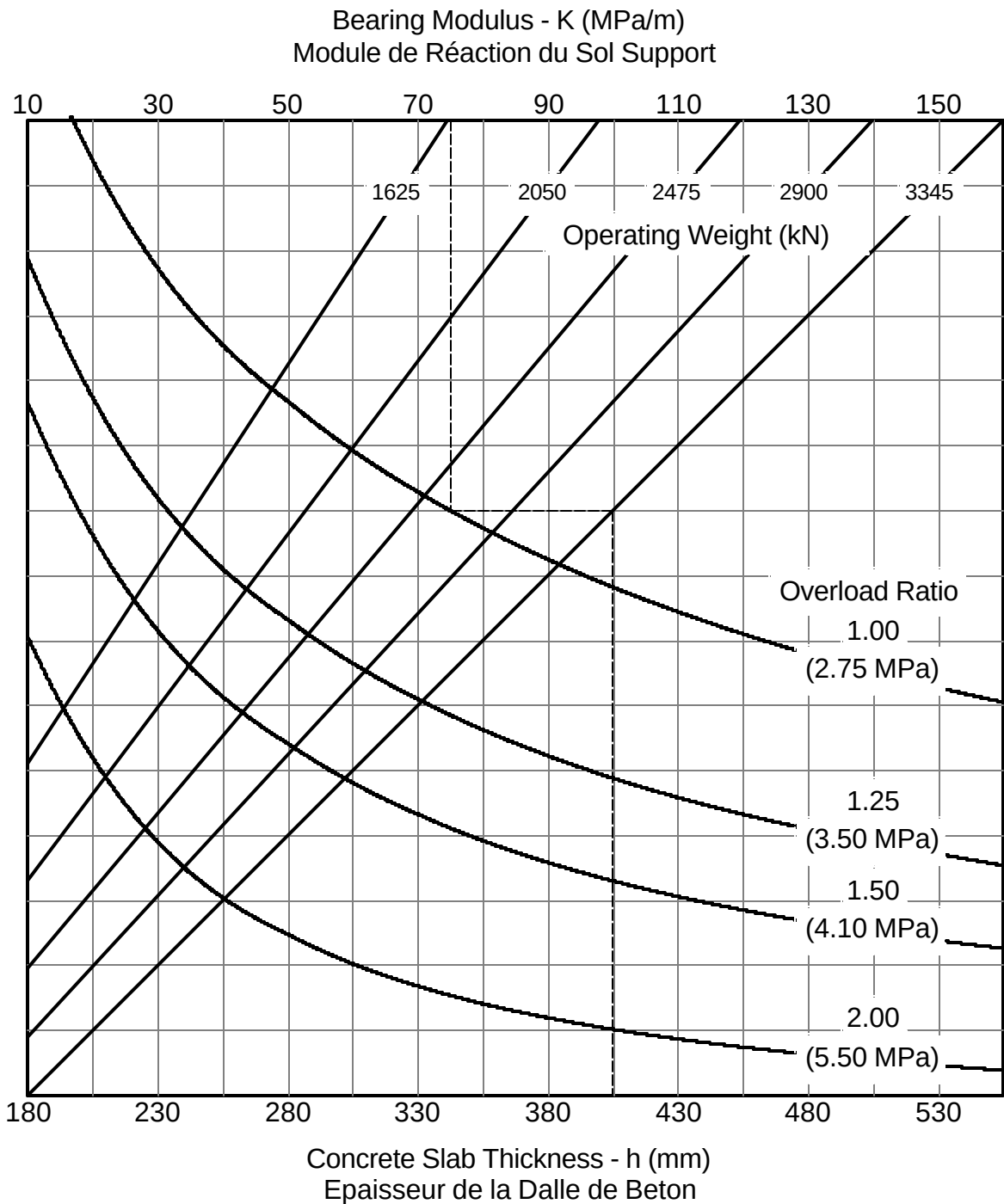
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B777-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.4	1397 mm	2896 mm 
Tire Pressure (MPa) Pression des Pneus	1.48		



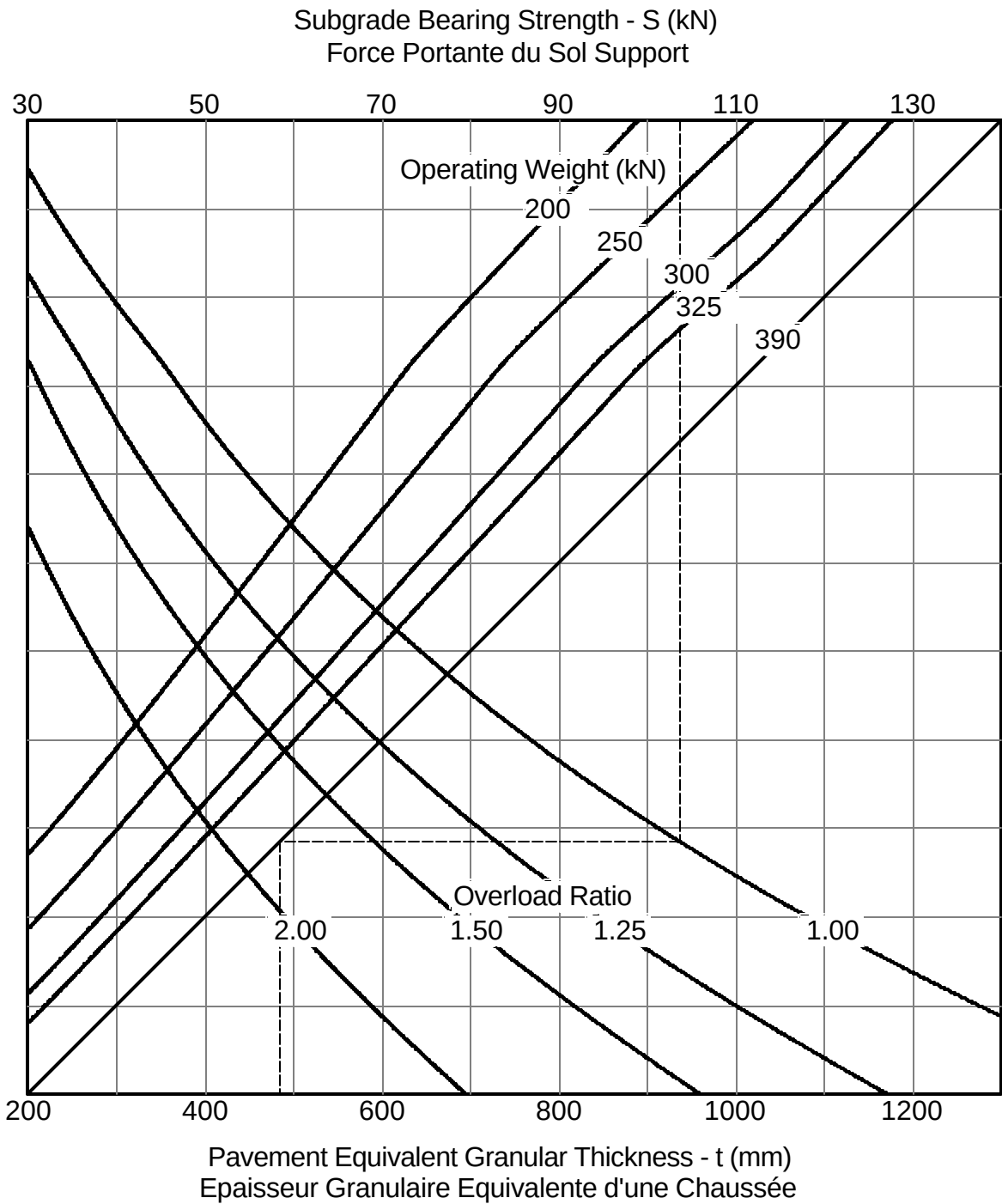
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		B777-300 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	1397 mm	2896 mm 
Tire Pressure (MPa) Pression des Pneus	1.50		



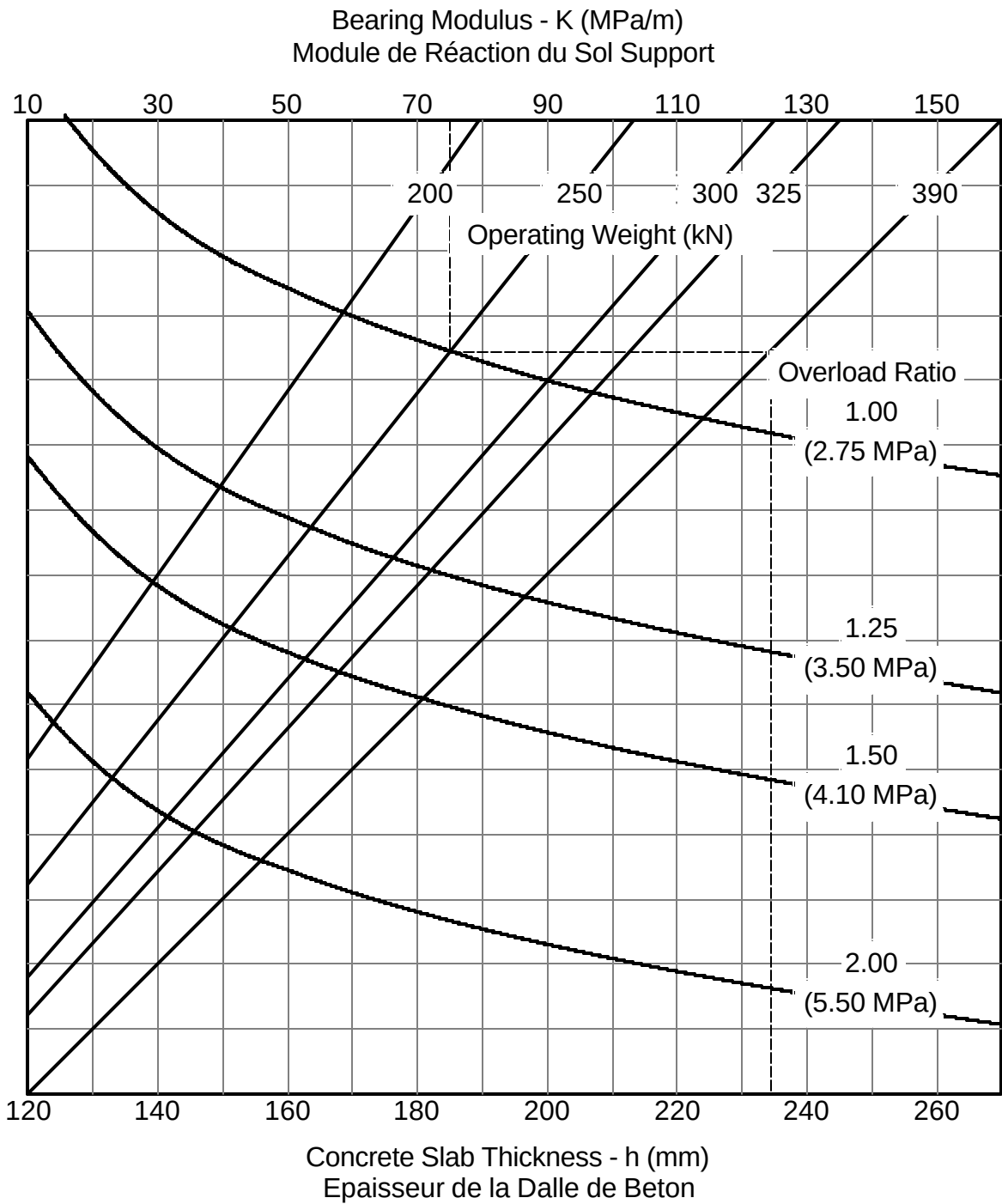
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		B777-300 ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	1397 mm	2896 mm 
Tire Pressure (MPa) Pression des Pneus	1.50		



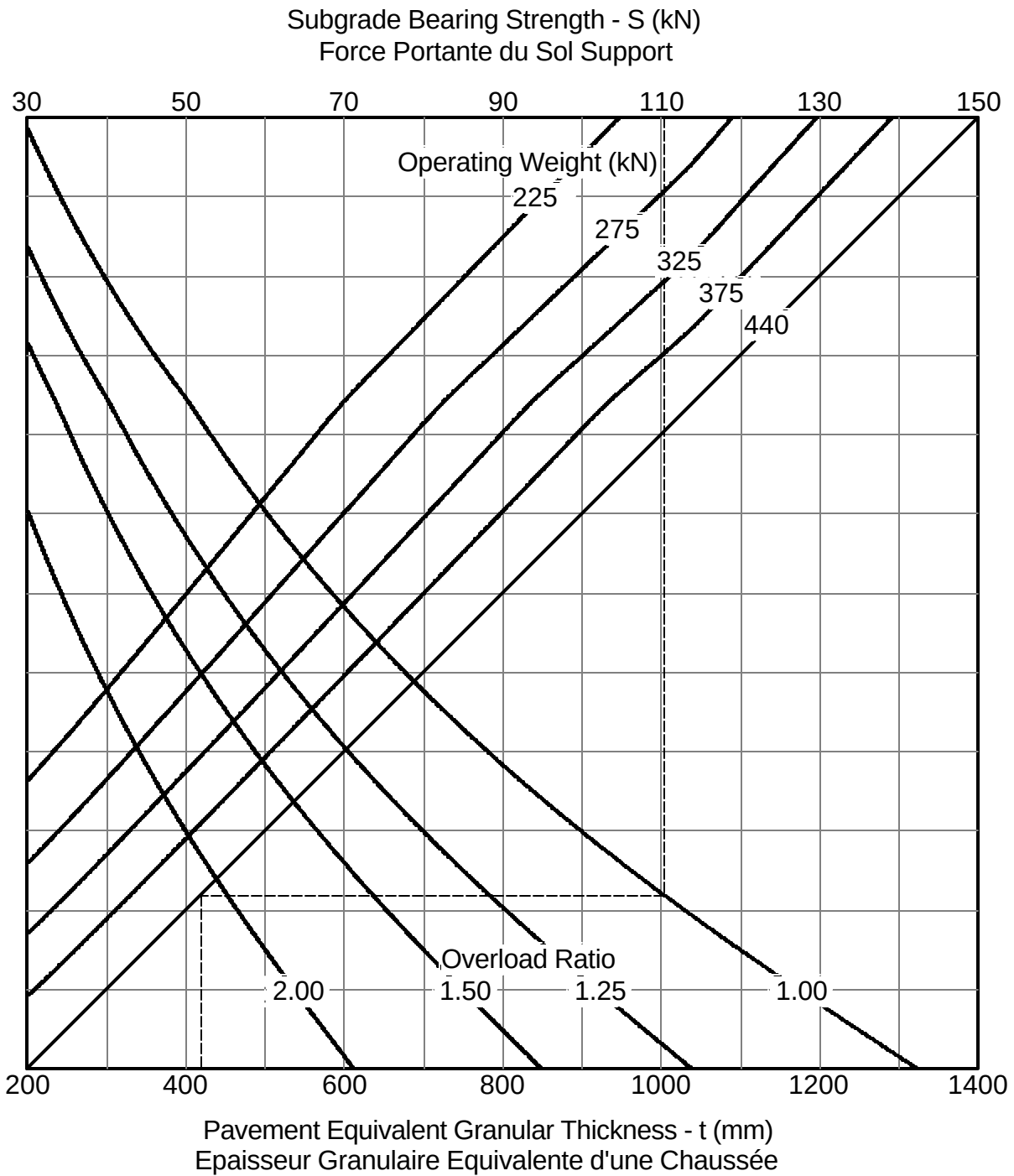
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAC-111 Series 400	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	518 mm	
Tire Pressure (MPa) Pression des Pneus	0.97		



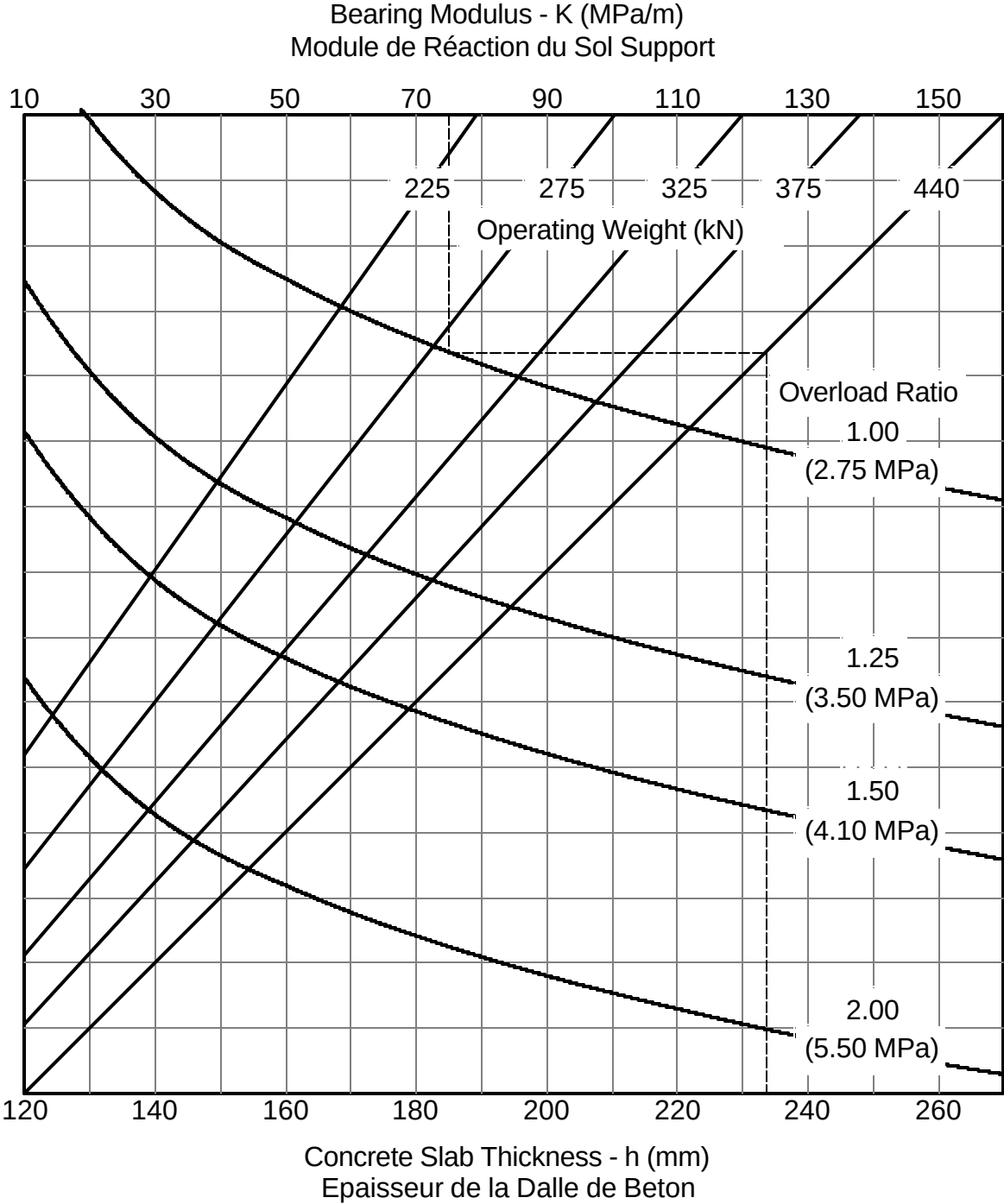
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAC-111 Series 400	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	518 mm	
Tire Pressure (MPa) Pression des Pneus	0.97		



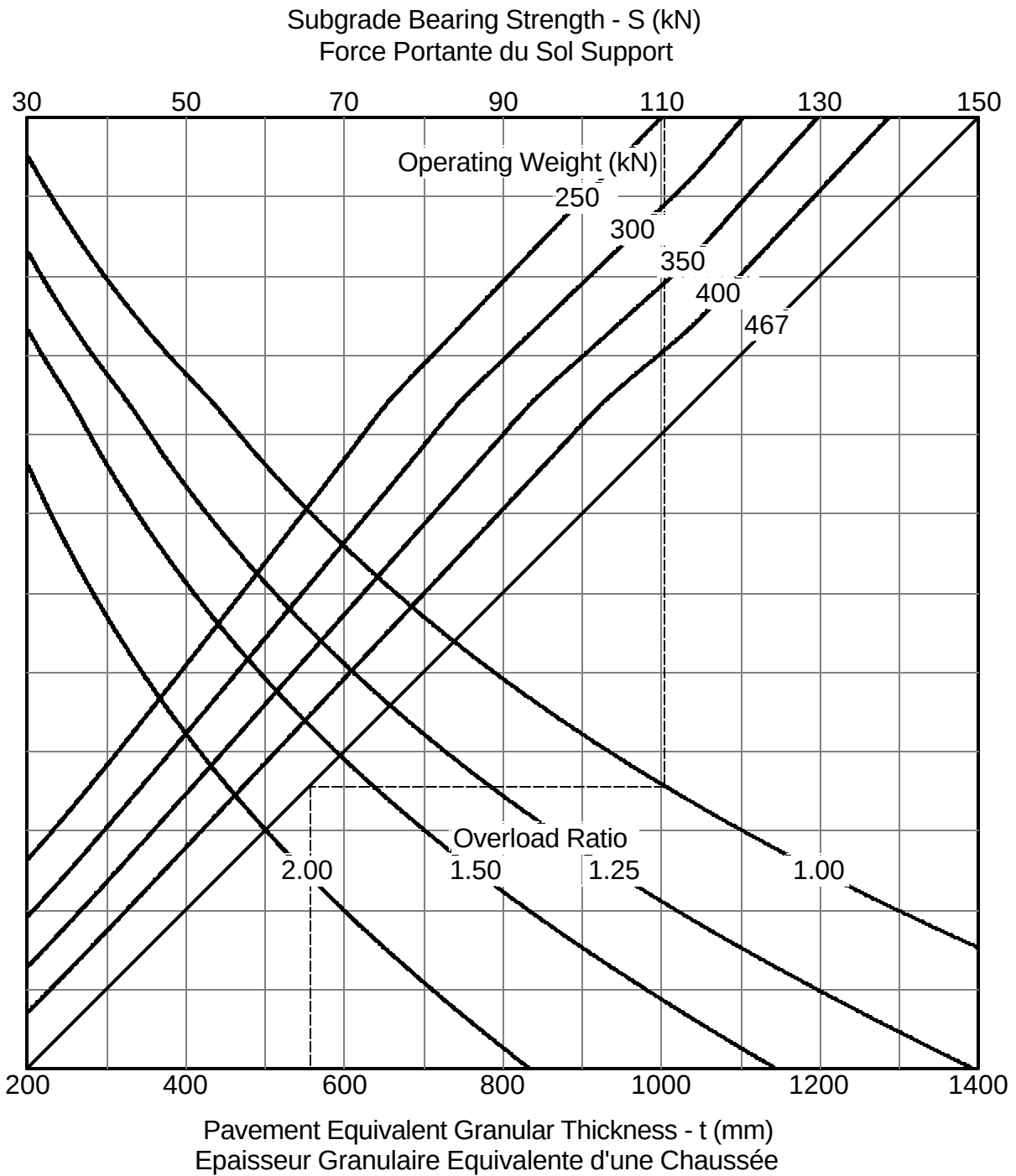
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAC-111 Series 475	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	518 mm	
Tire Pressure (MPa) Pression des Pneus	0.57		



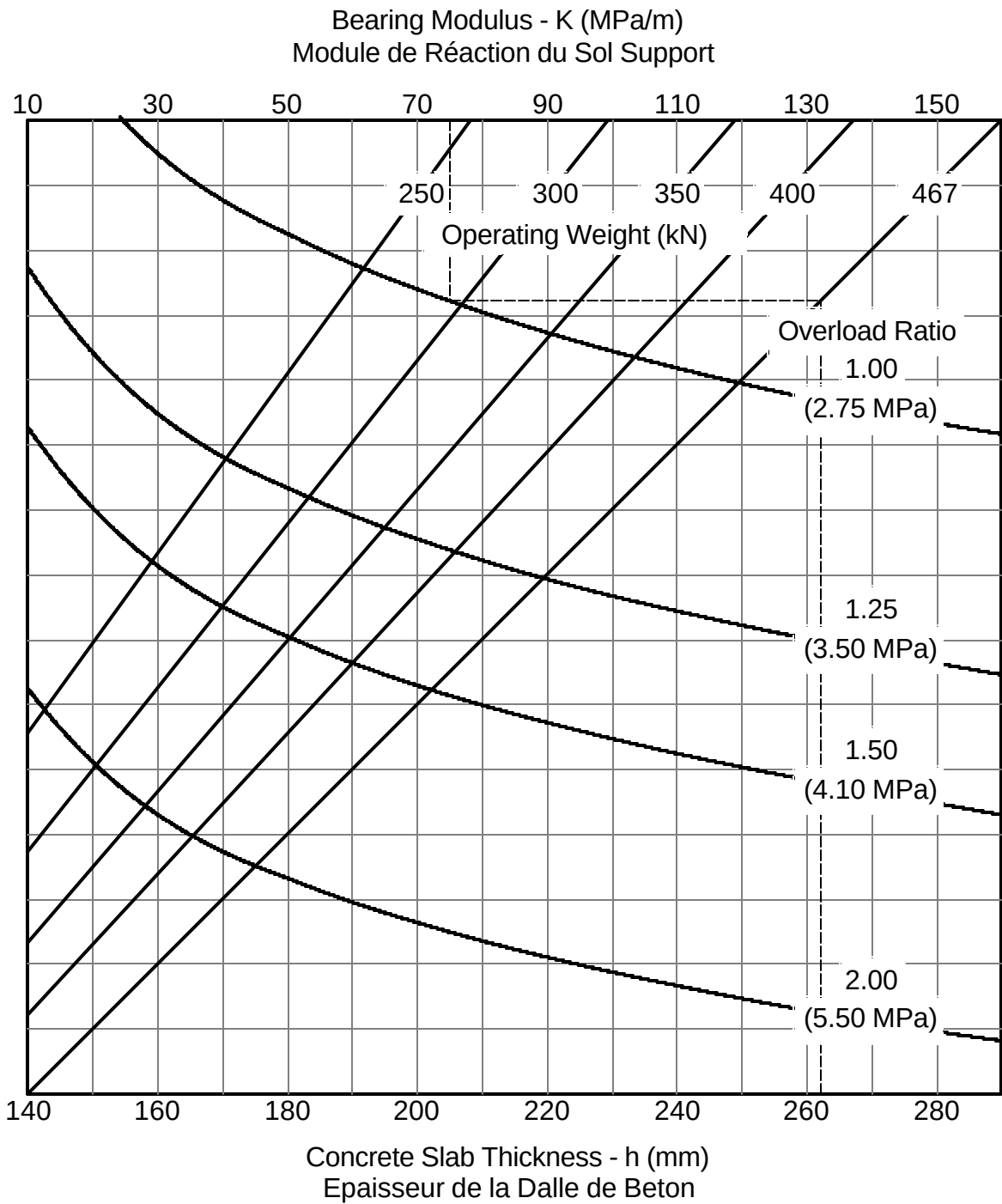
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAC-111 Series 475	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	518 mm	
Tire Pressure (MPa) Pression des Pneus	0.57		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAC-111 Series 500	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	518 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		

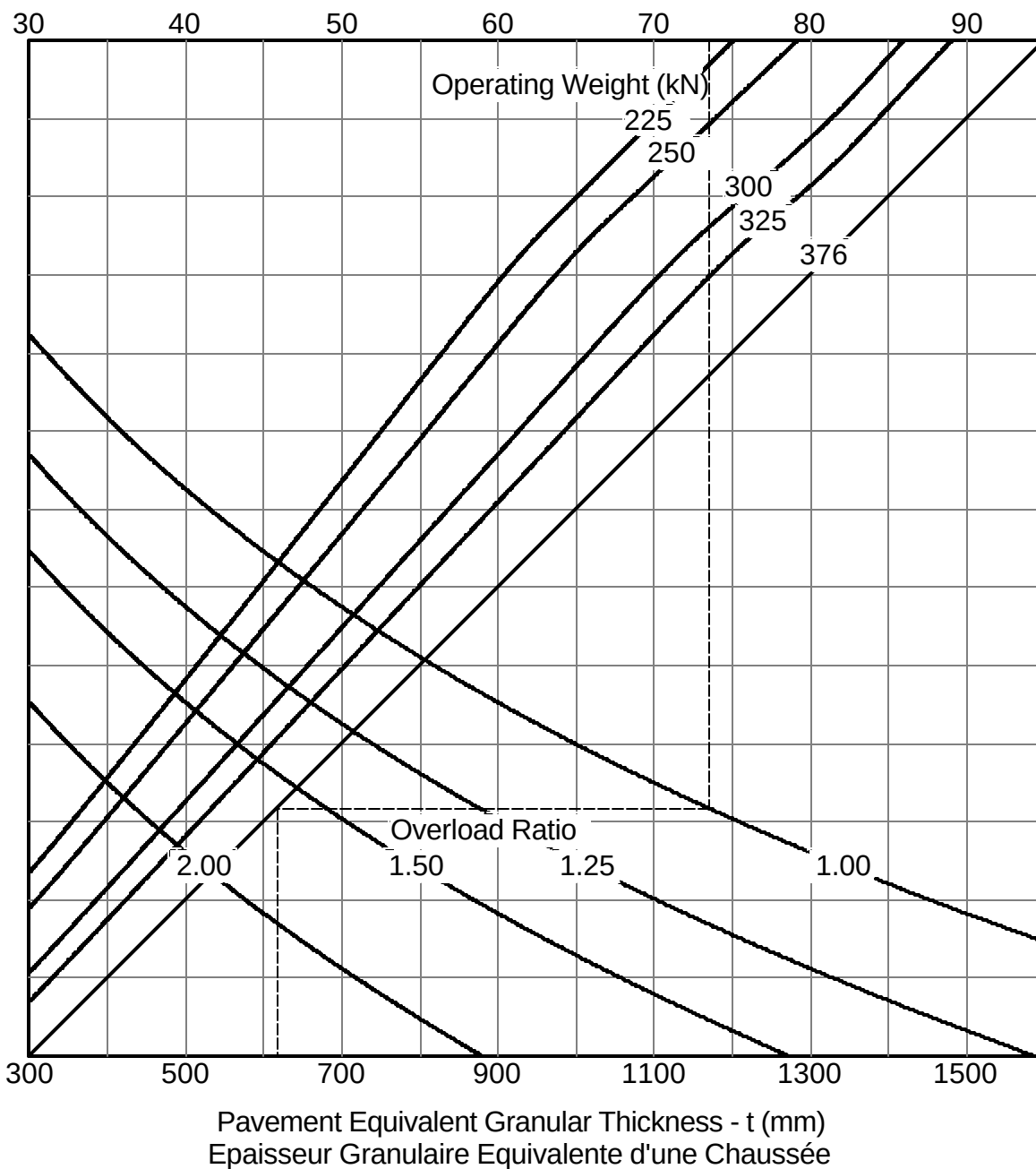


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAC-111 Series 500	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	518 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		

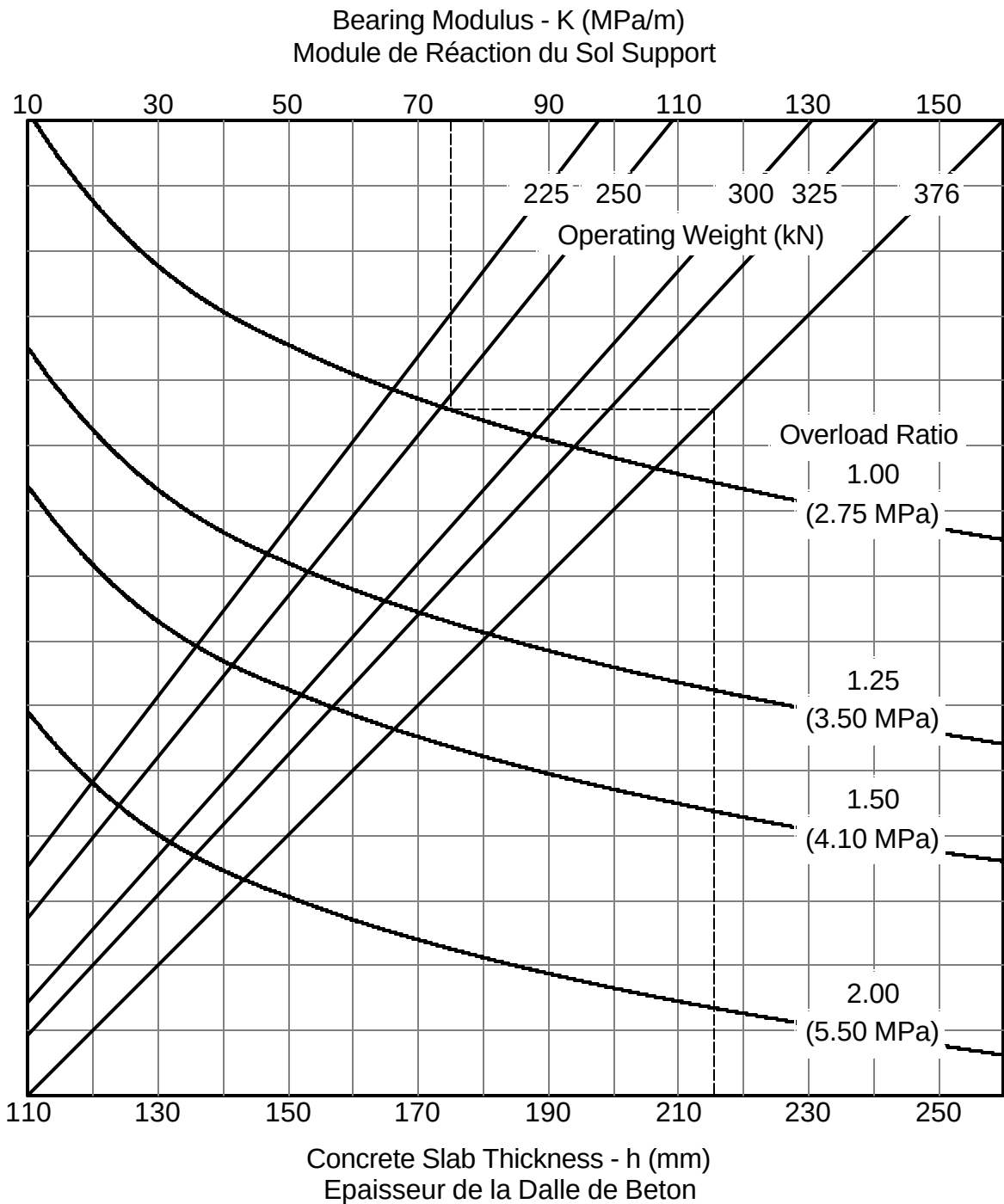


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAe-146-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	0.84		

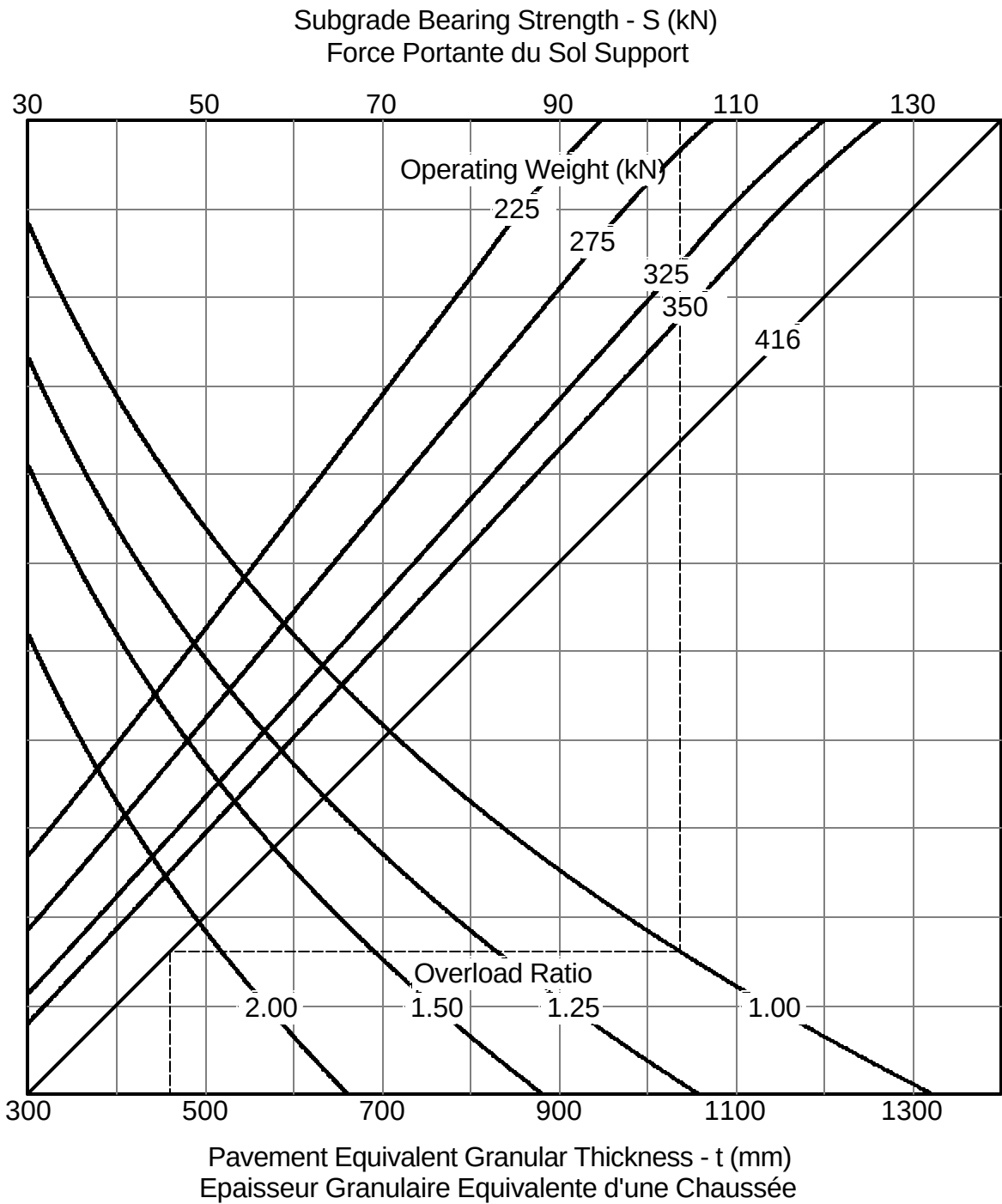
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



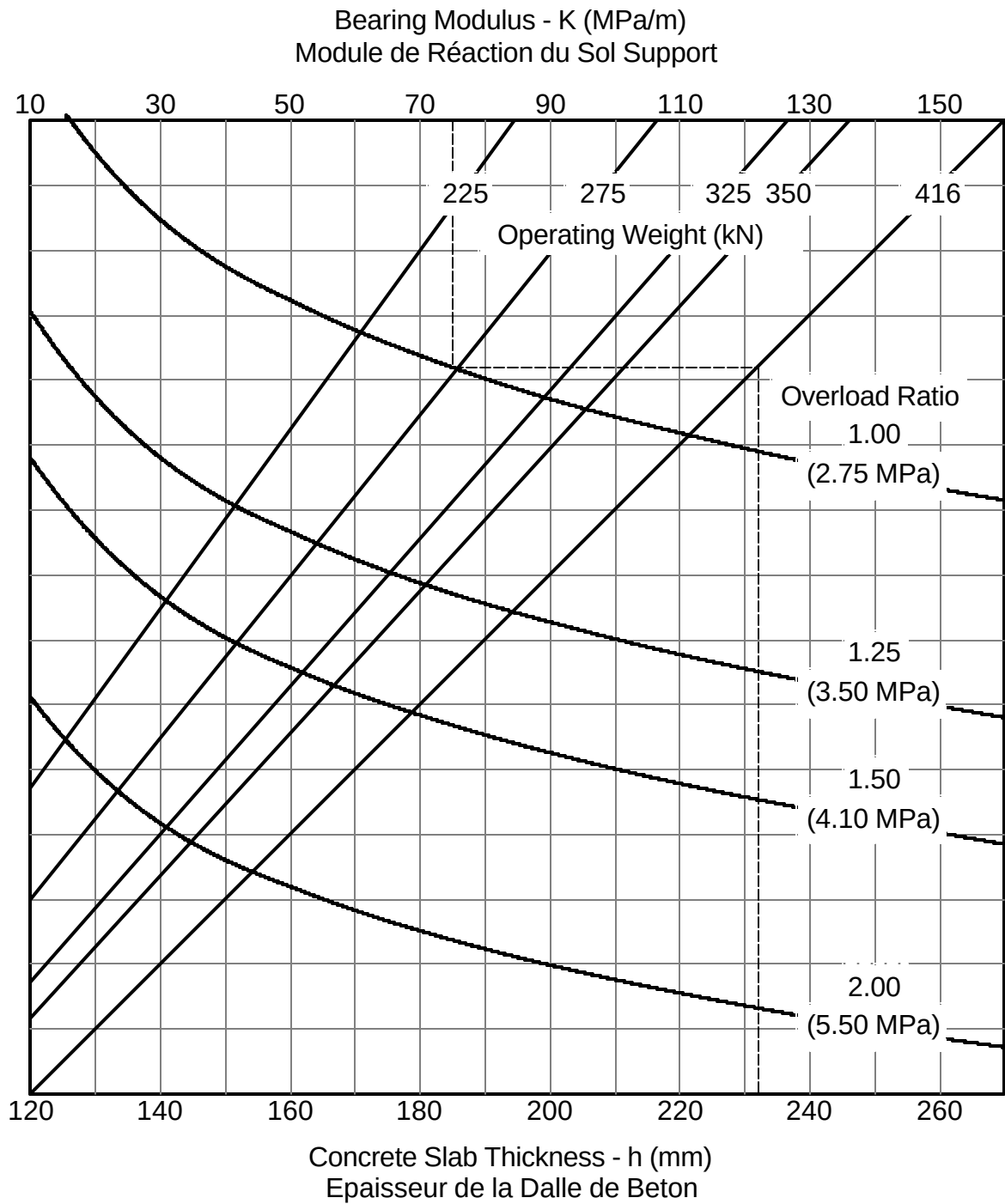
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAe-146-100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	0.84		



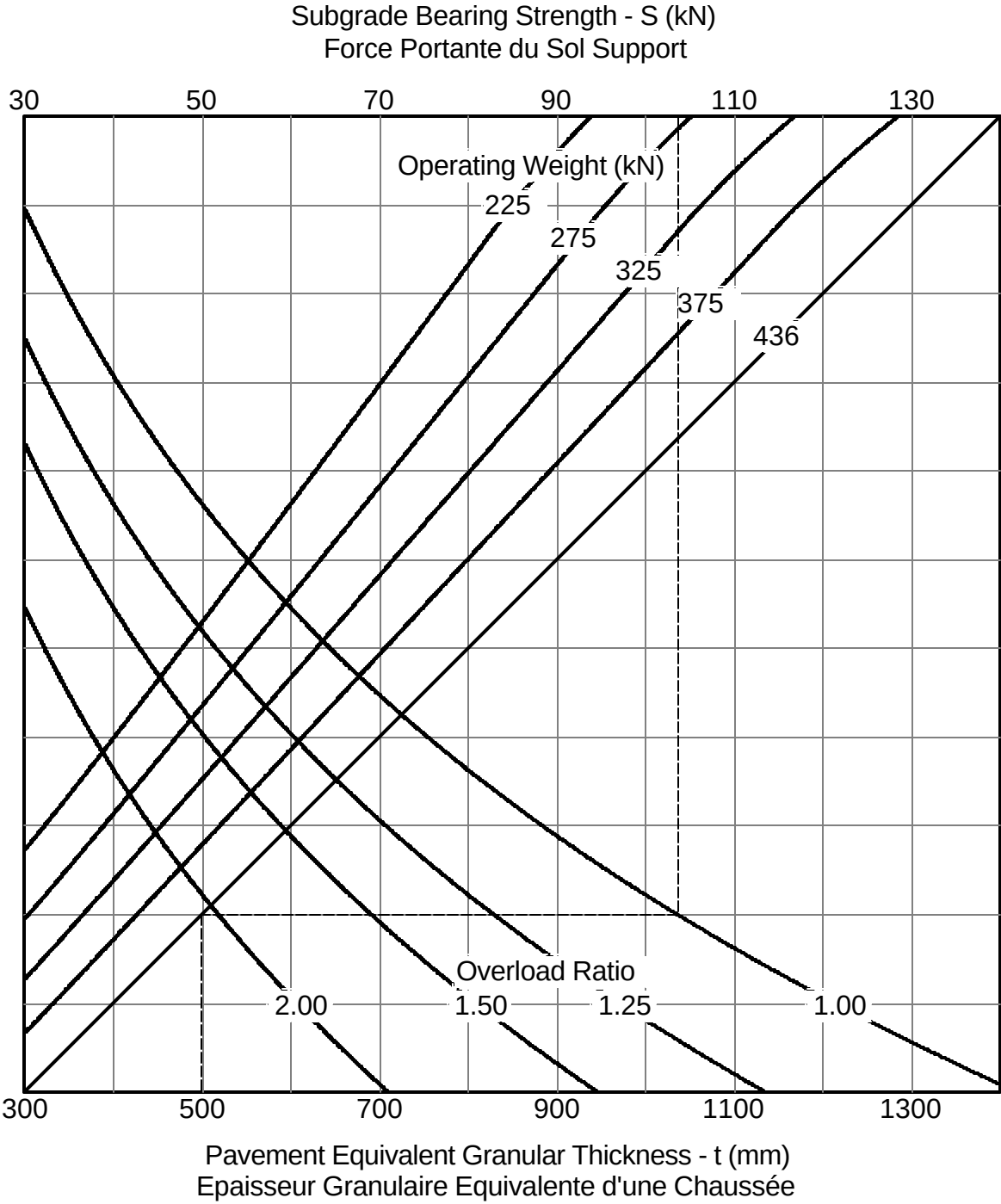
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAe-146-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	0.97		



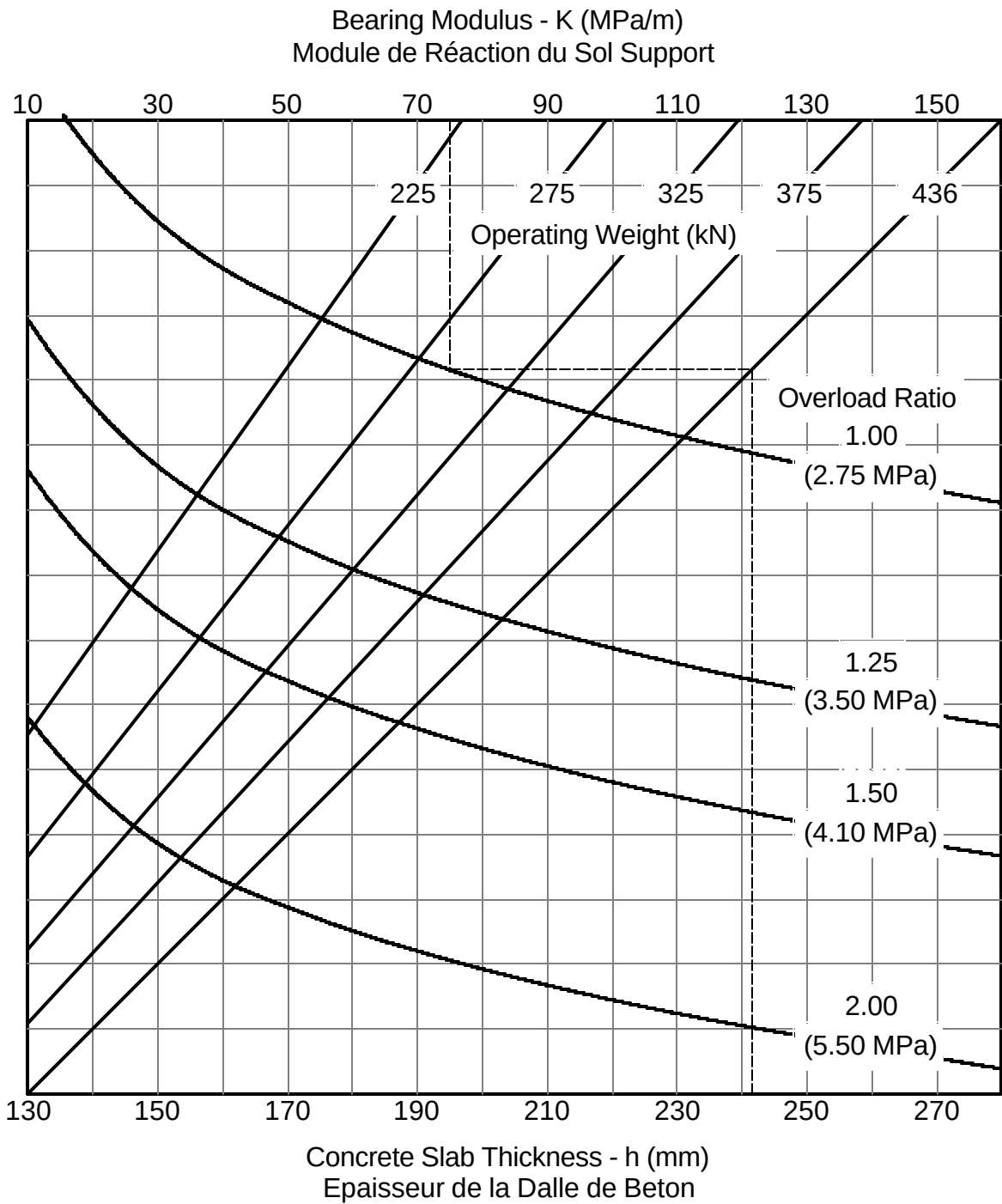
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAe-146-200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	0.97		



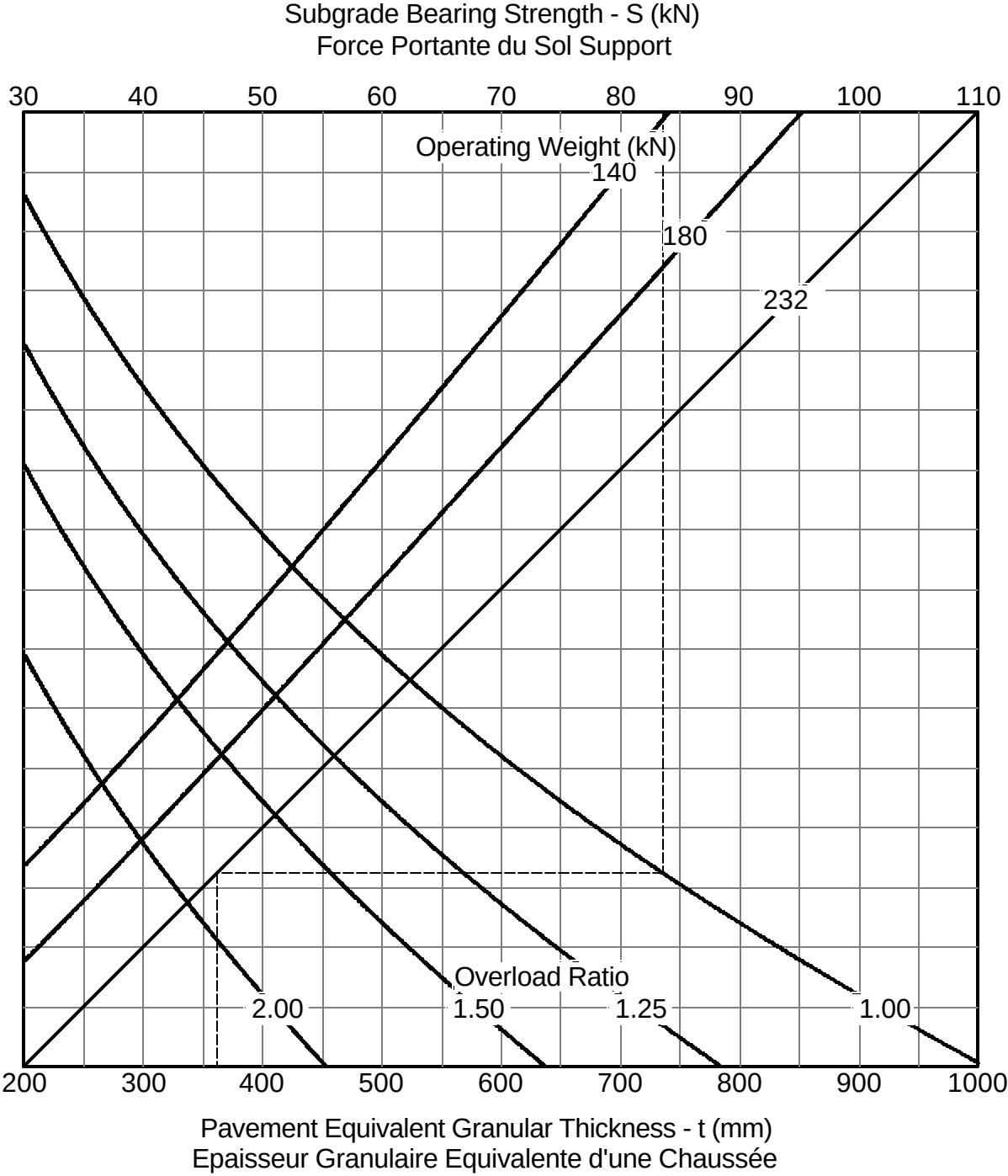
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAe-146-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



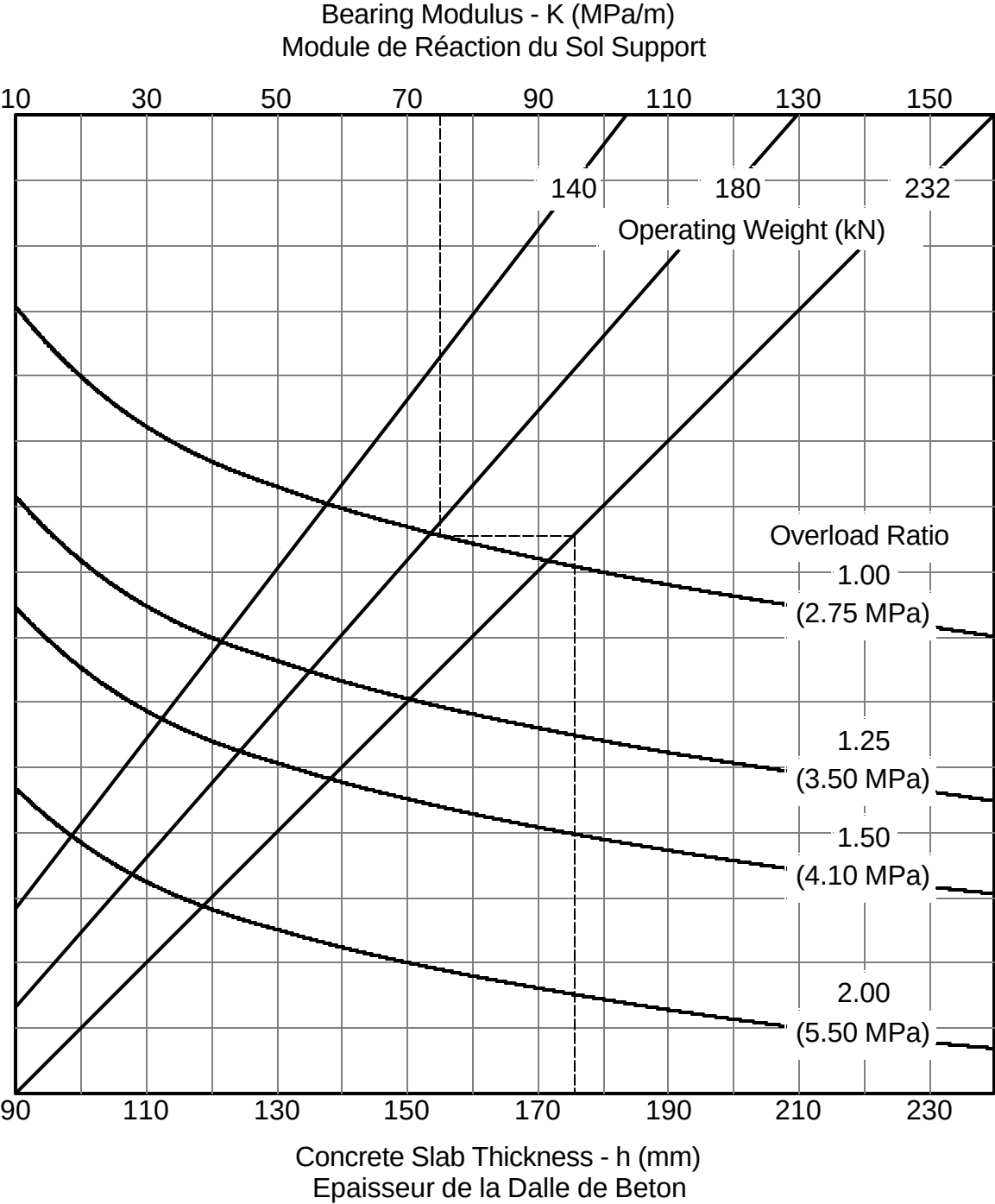
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAe-146-300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		BAe-ATP	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	500 mm	
Tire Pressure (MPa) Pression des Pneus	0.85		

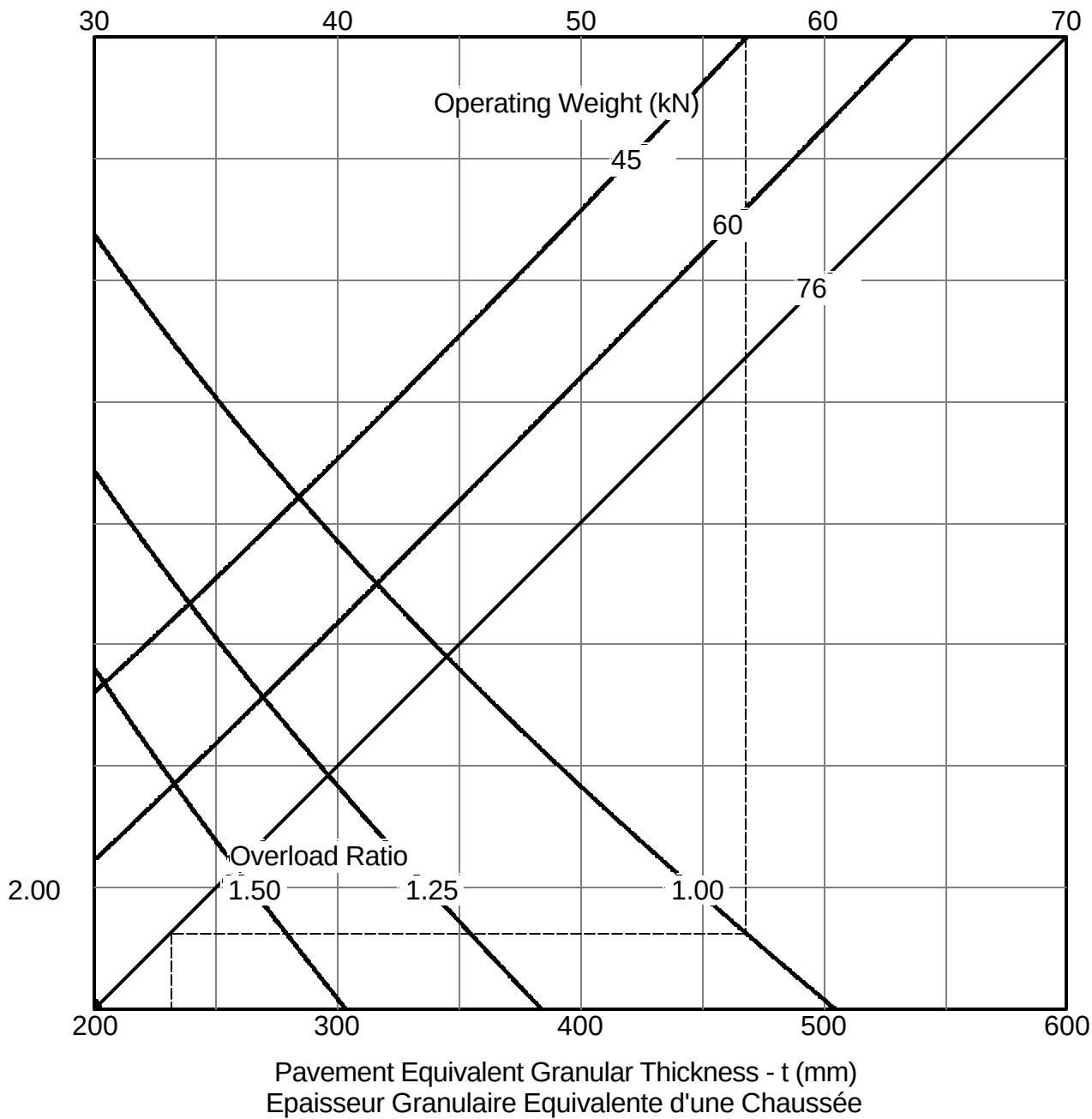


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		BAe-ATP	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	500 mm	
Tire Pressure (MPa) Pression des Pneus	0.85		



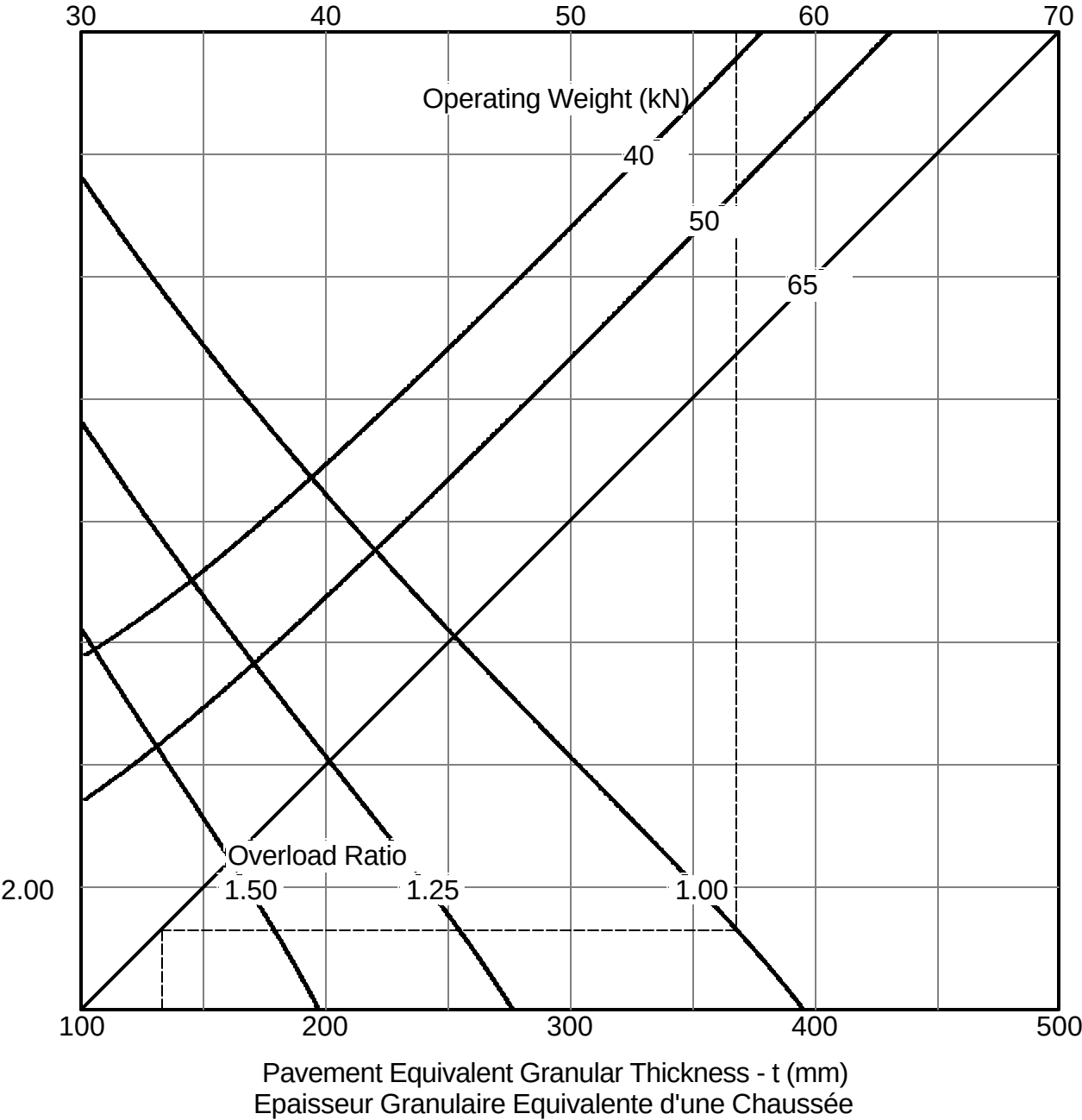
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Beech 1900C, 1900D	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	310 mm	
Tire Pressure (MPa) Pression des Pneus	0.67		

Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support

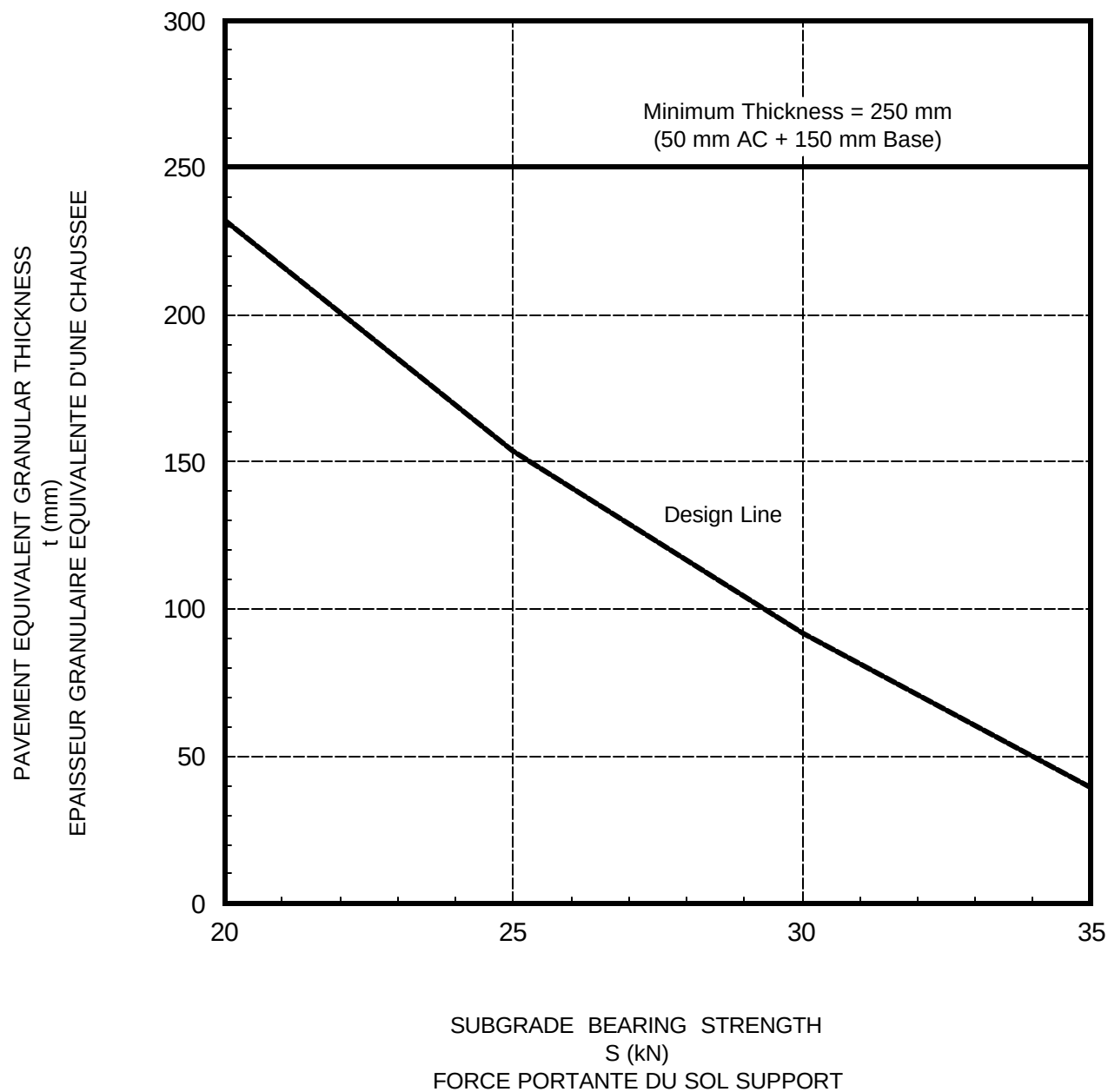


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Beech 2000 Starship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	310 mm	
Tire Pressure (MPa) Pression des Pneus	0.54		

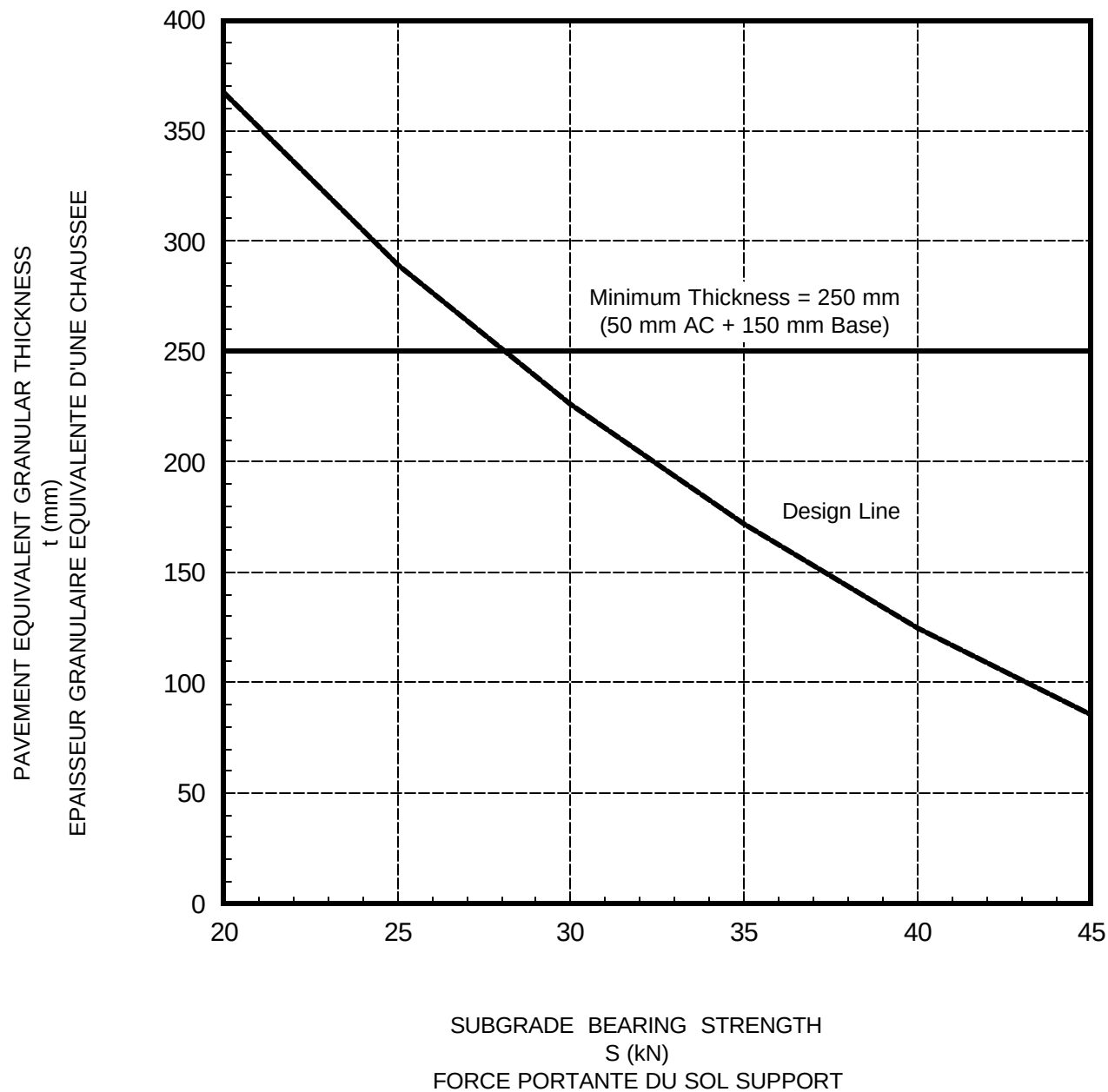
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



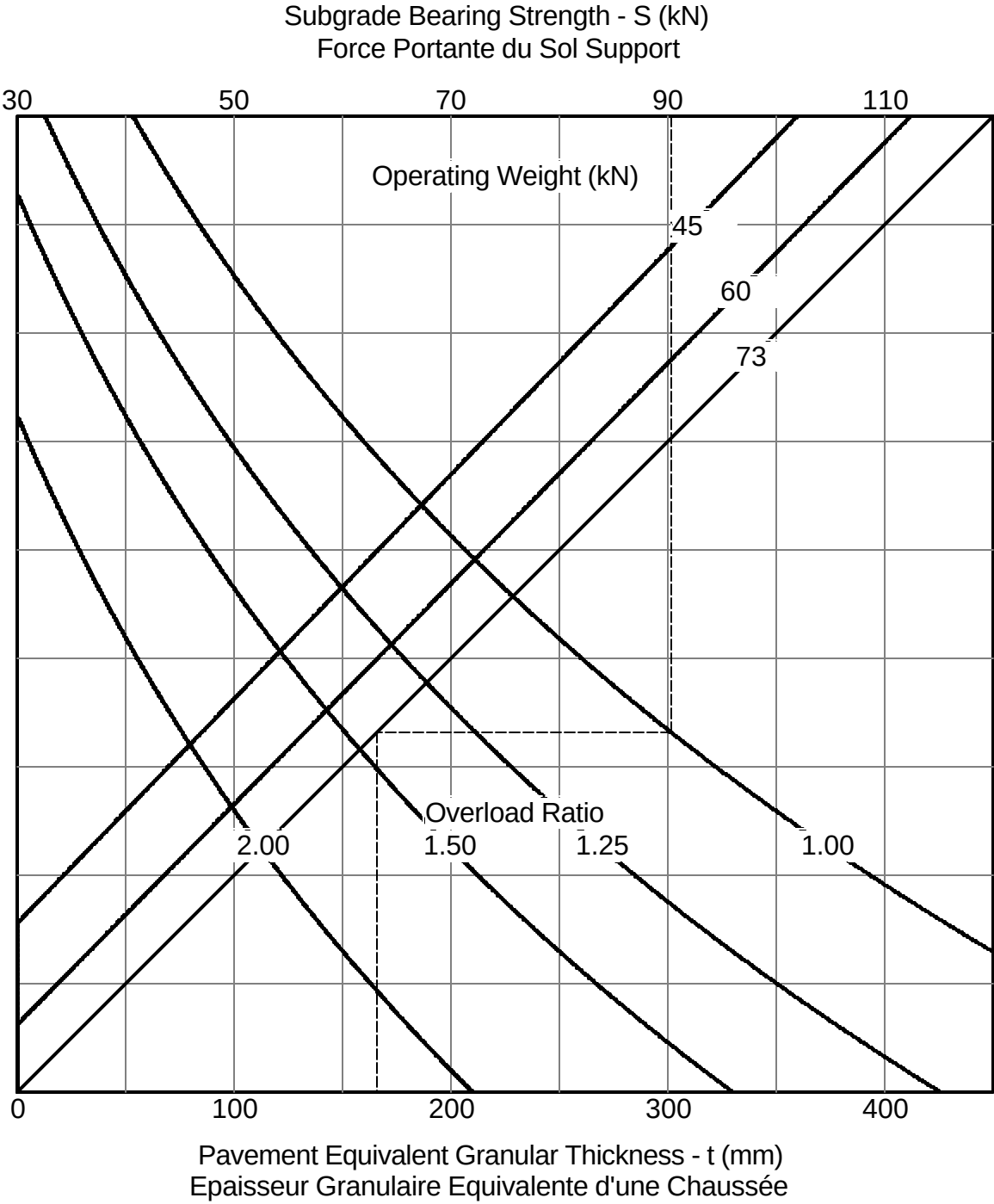
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Beech 35, 36 Series
Operating Weight (kN) Poids d'Operation	16	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.28	

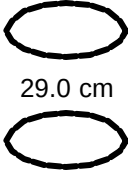


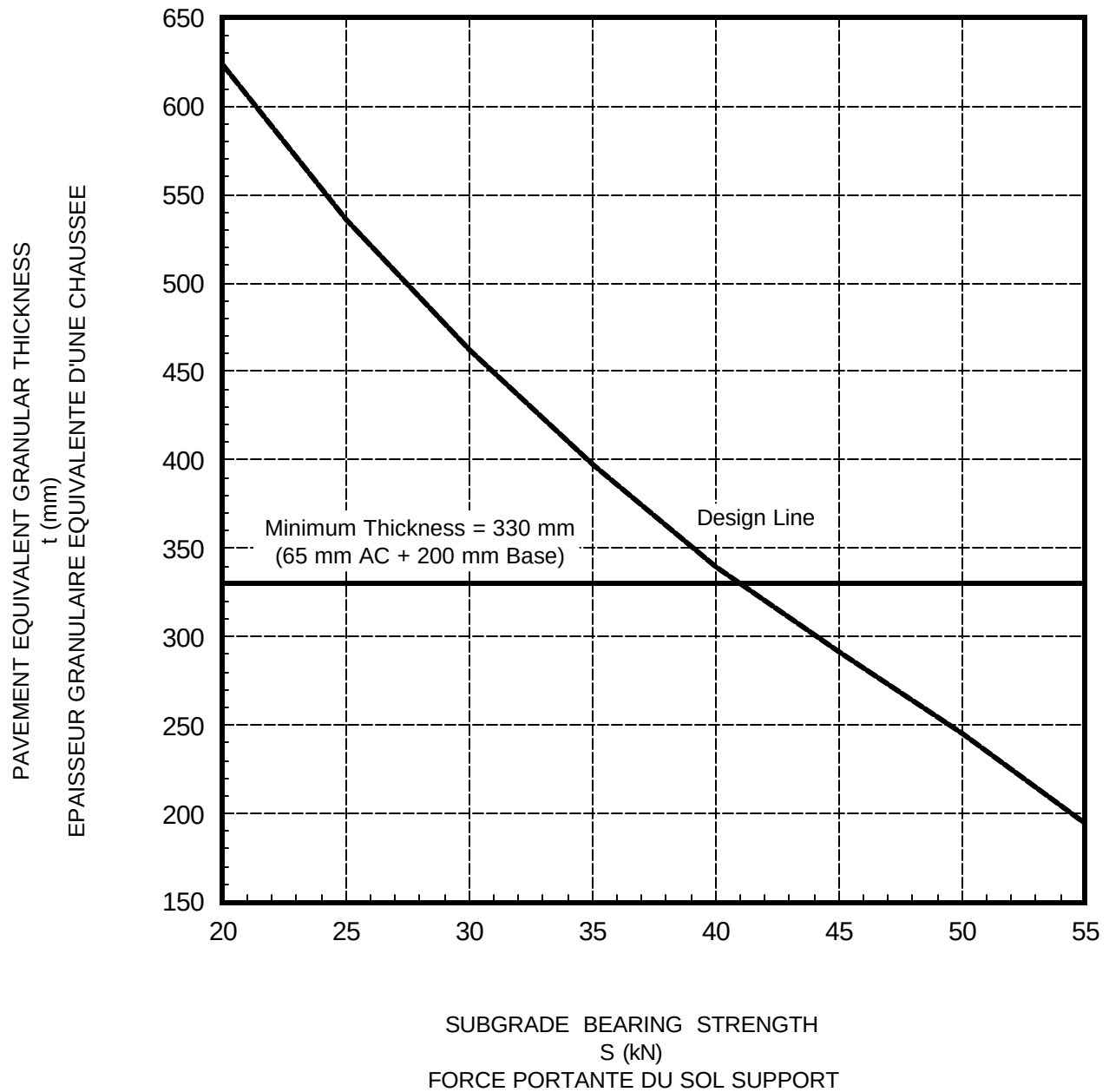
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Beech 55, 56, 58 Srs (Baron)
Operating Weight (kN) Poids d'Operation	25	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.39	



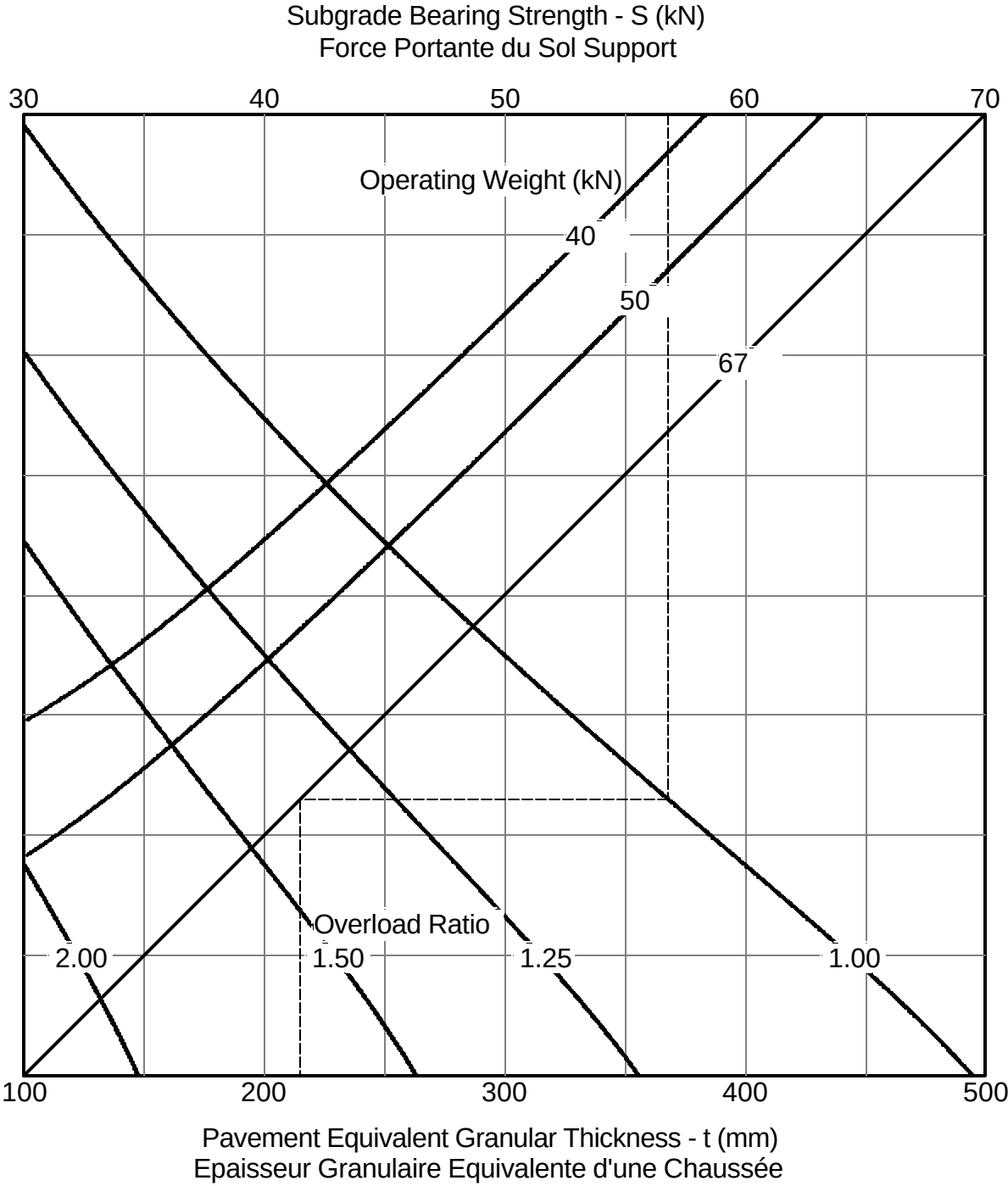
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Beech Jet 400, 400A
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.86	



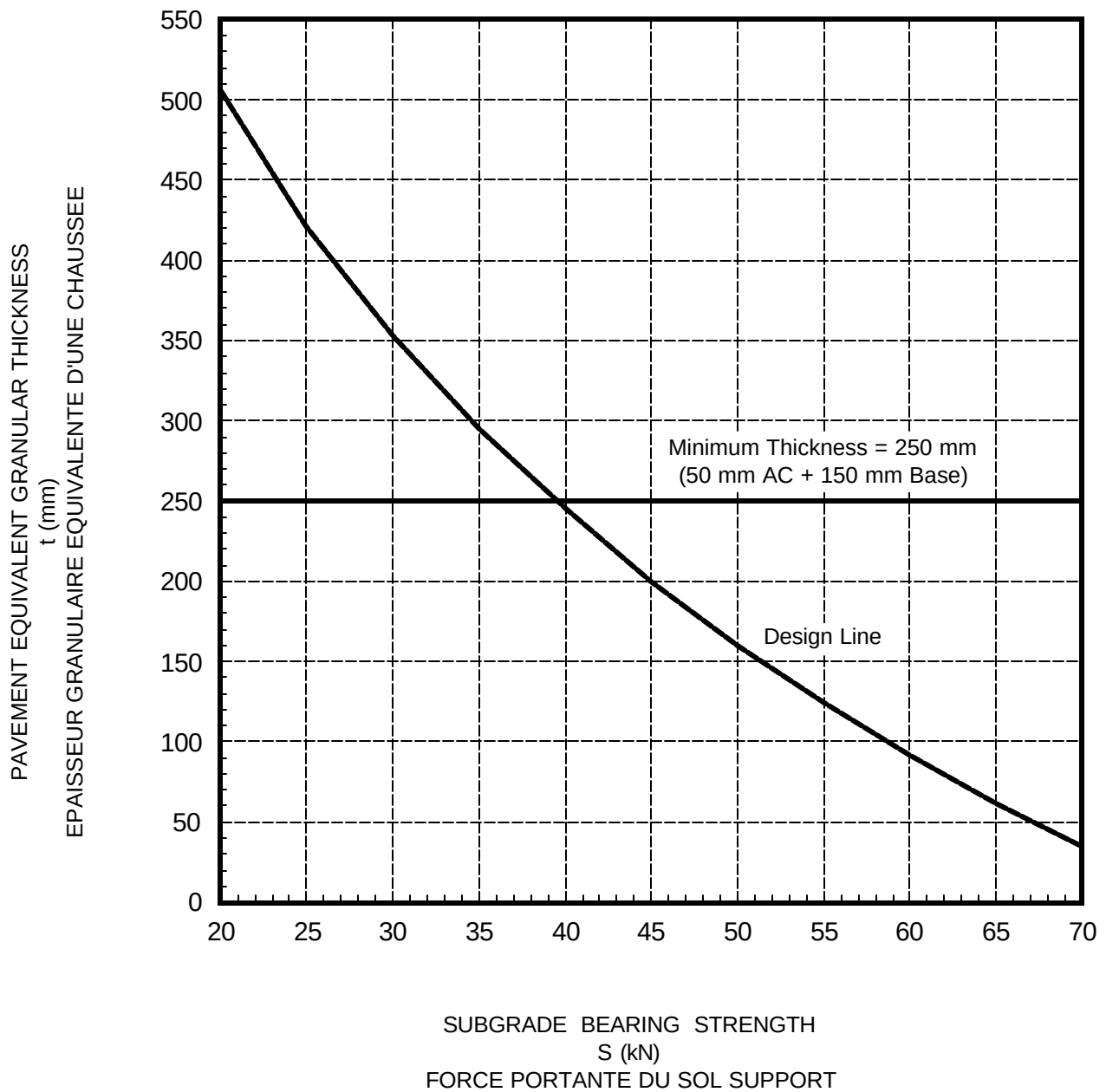
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Beech King Air 100, 200 Srs
Operating Weight (kN) Poids d'Operation	56	 29.0 cm
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.73	



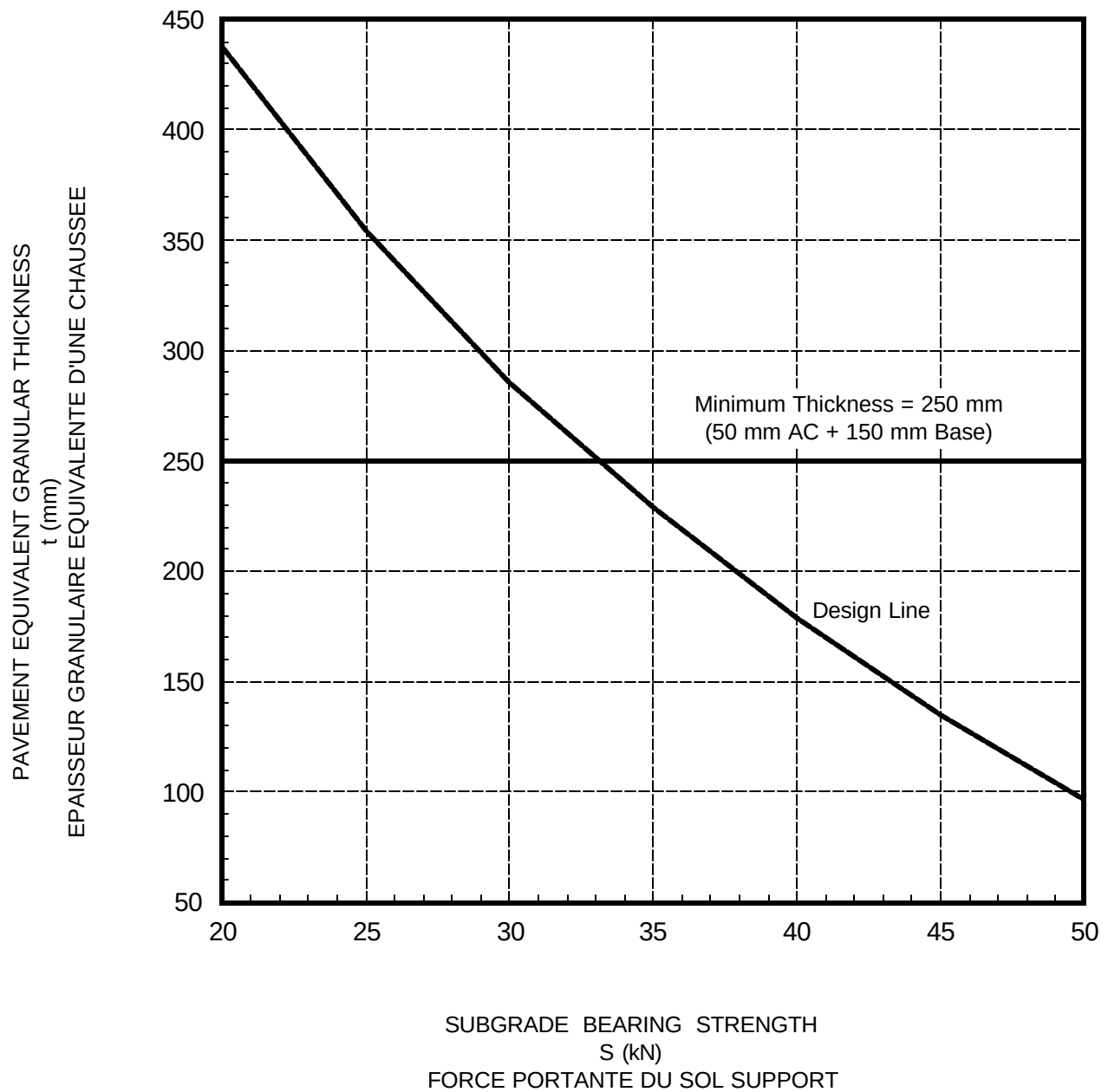
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Beech King Air 300/C, 350/C	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.6	290 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



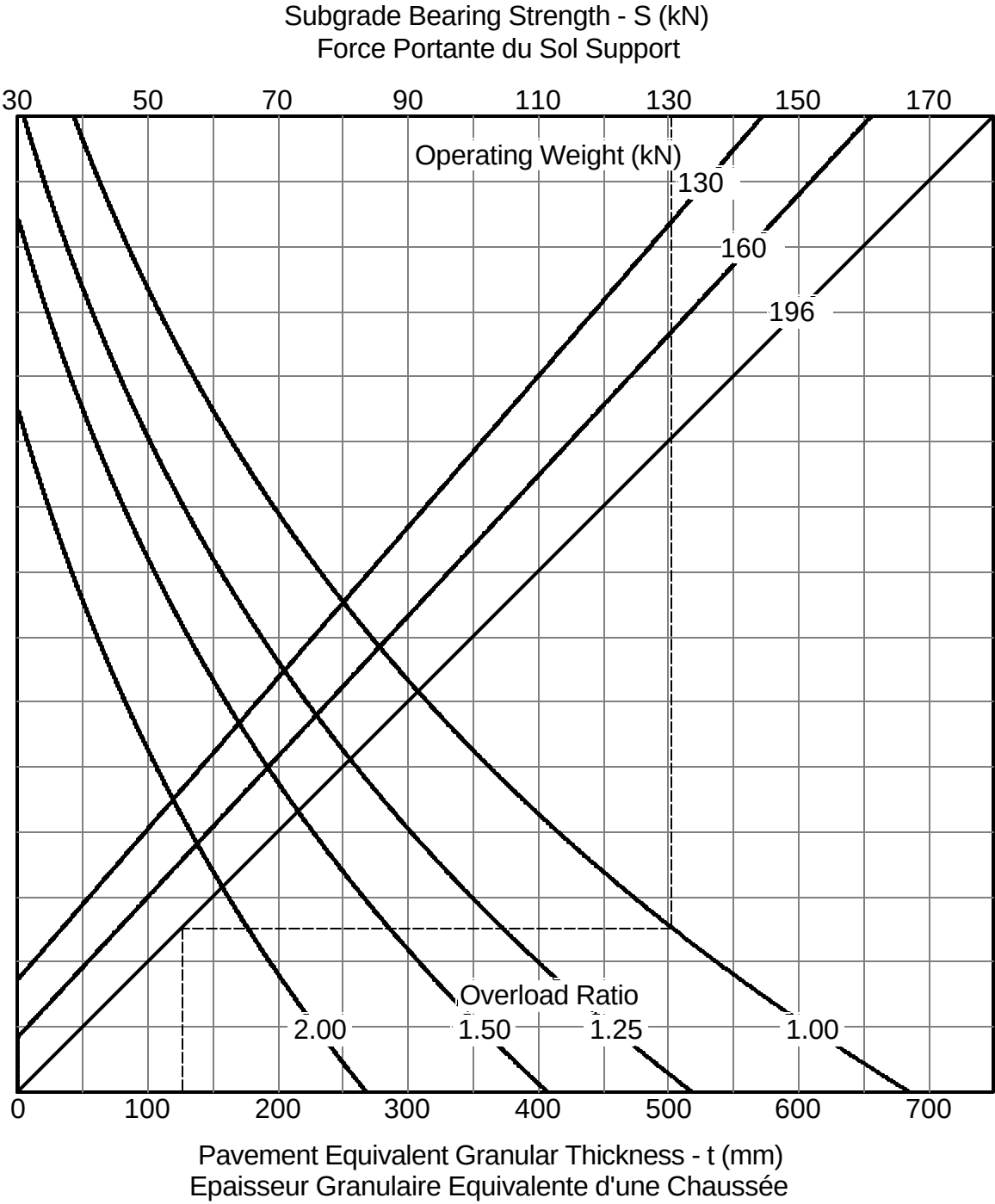
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Beech King Air 90 Series
Operating Weight (kN) Poids d'Operation	49	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



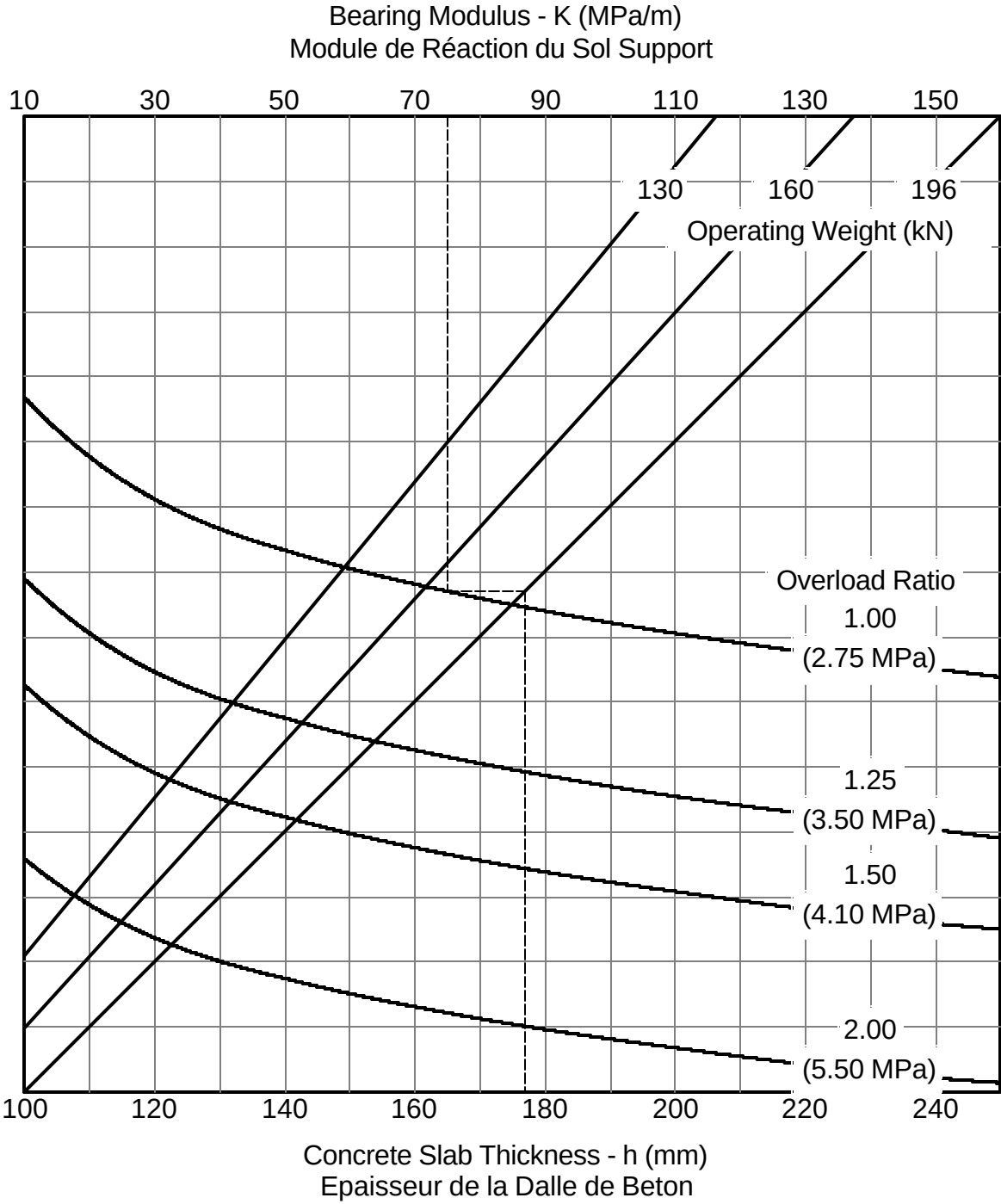
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Beech Queen Air 65, 70, 80 Srs
Operating Weight (kN) Poids d'Operation	40	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.33	



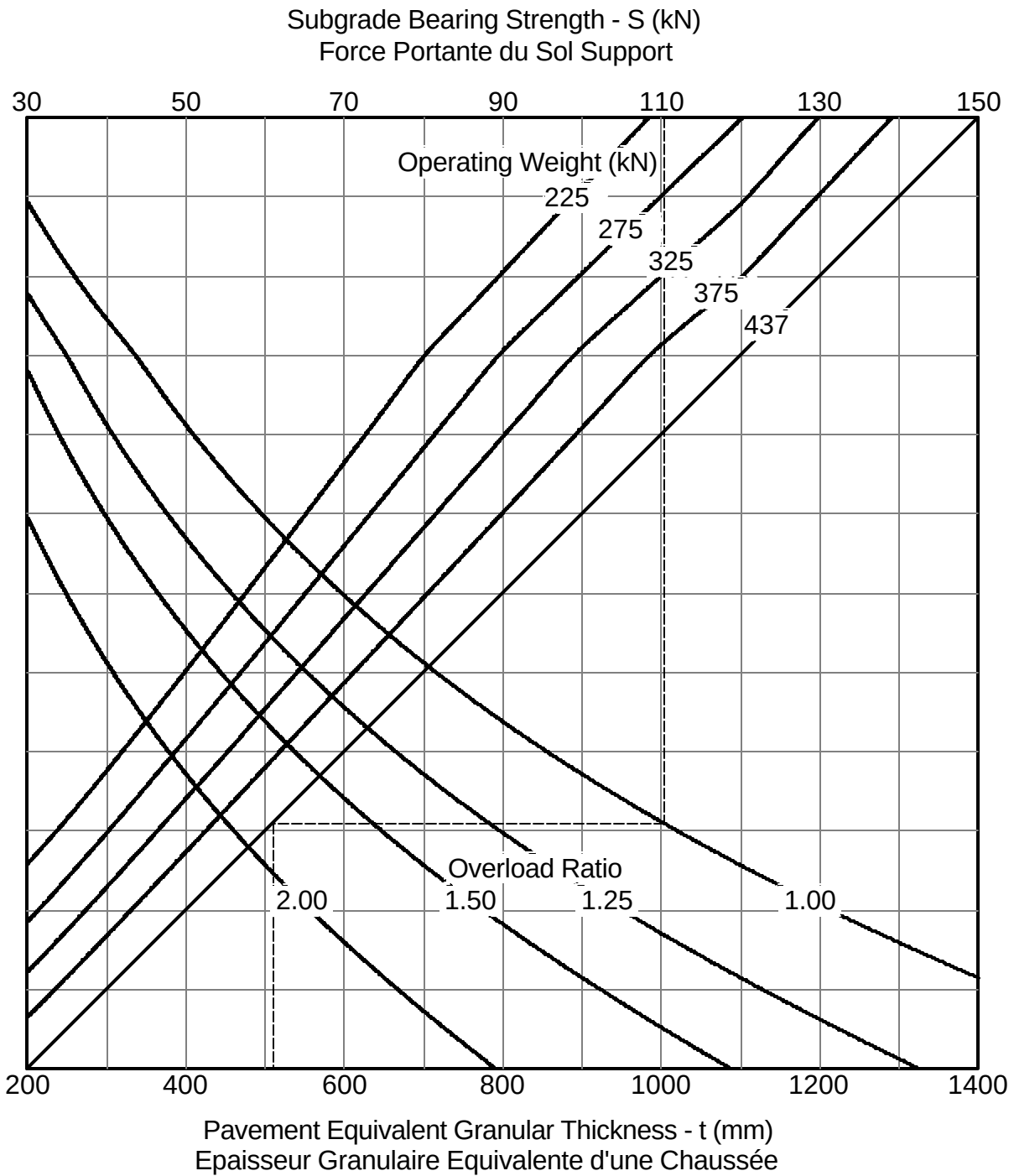
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier 415 (CL-215, 415)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.53	



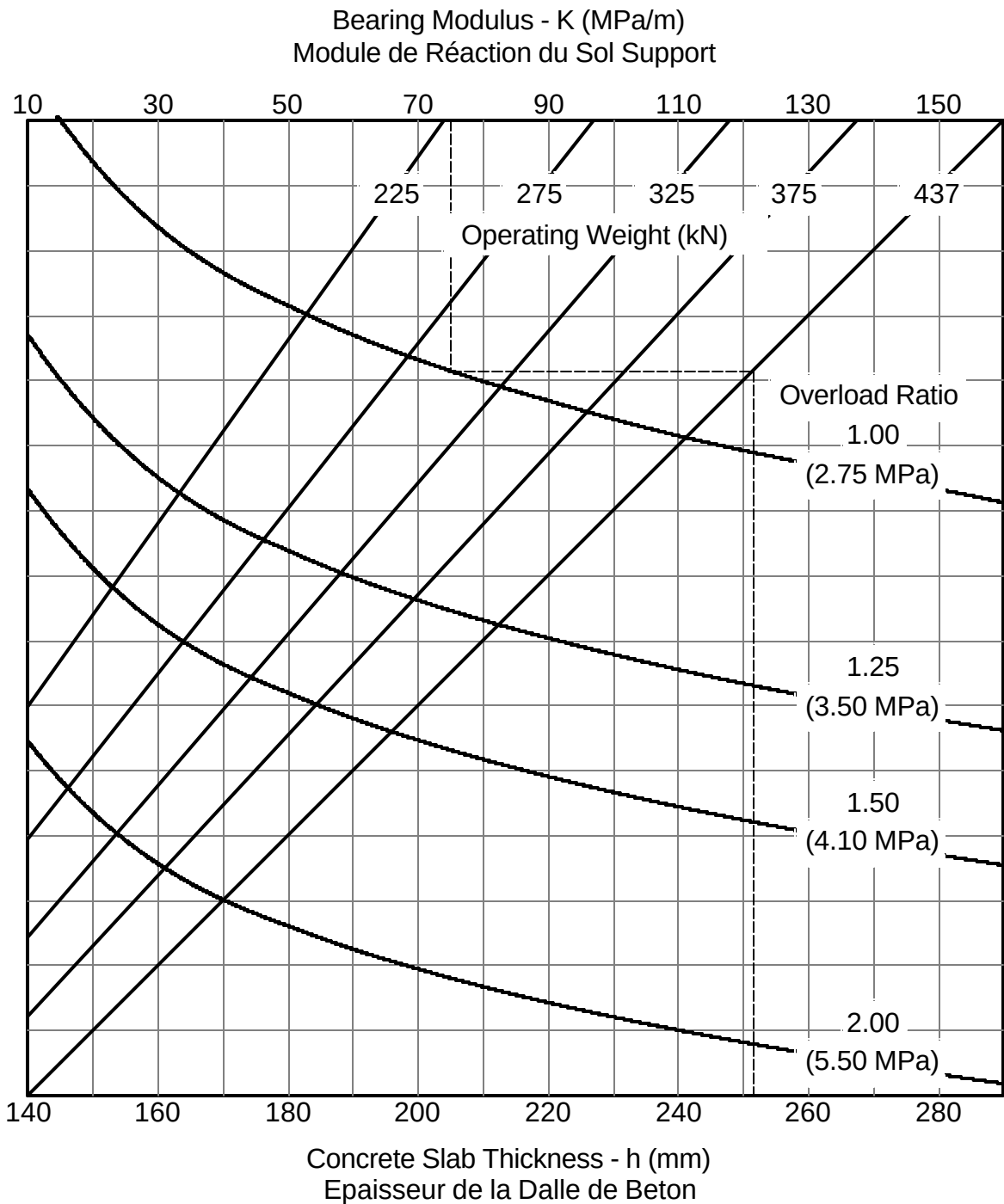
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier 415 (CL-215, 415)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.53	



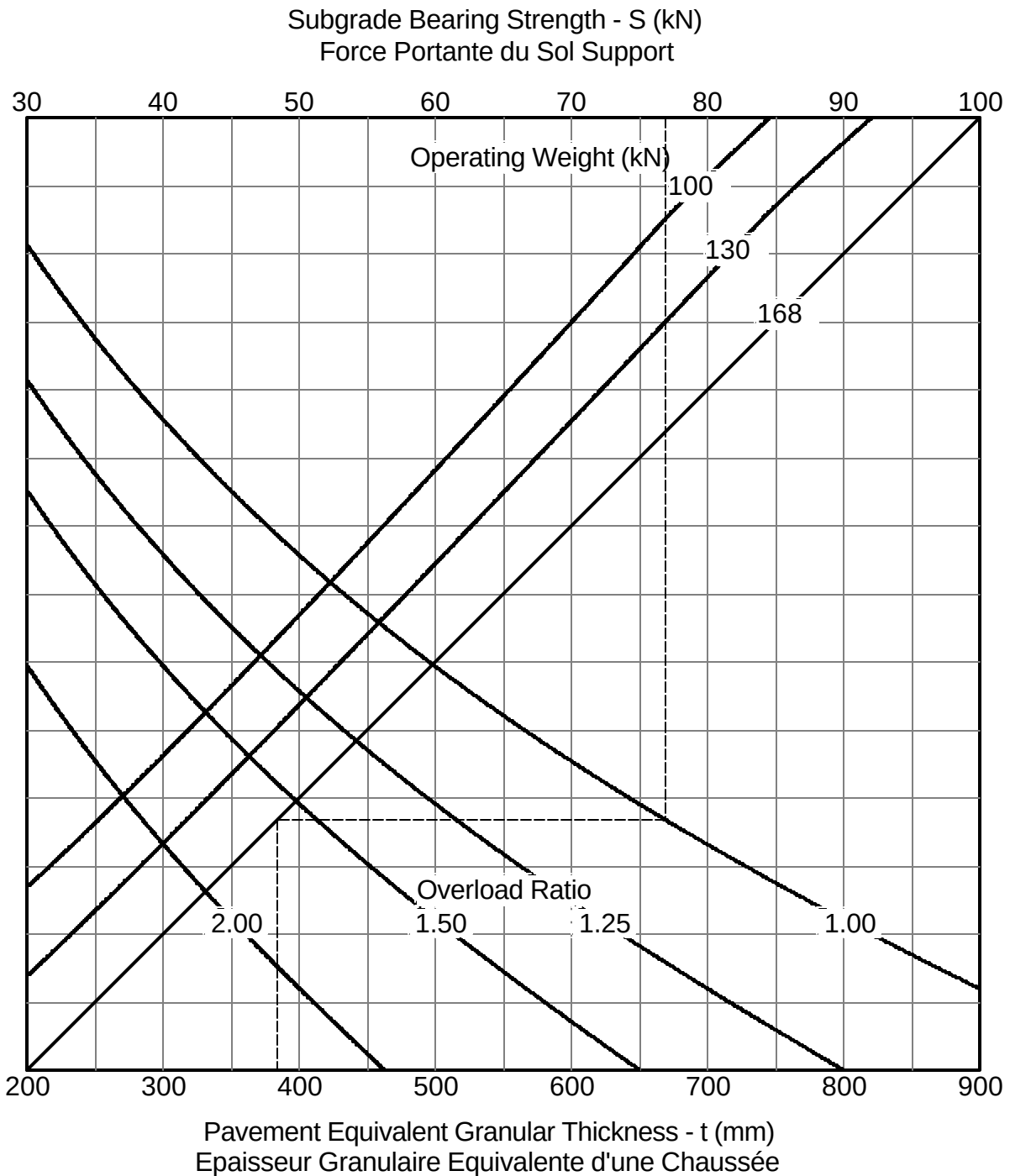
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier BD-700 Global	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	1.15		



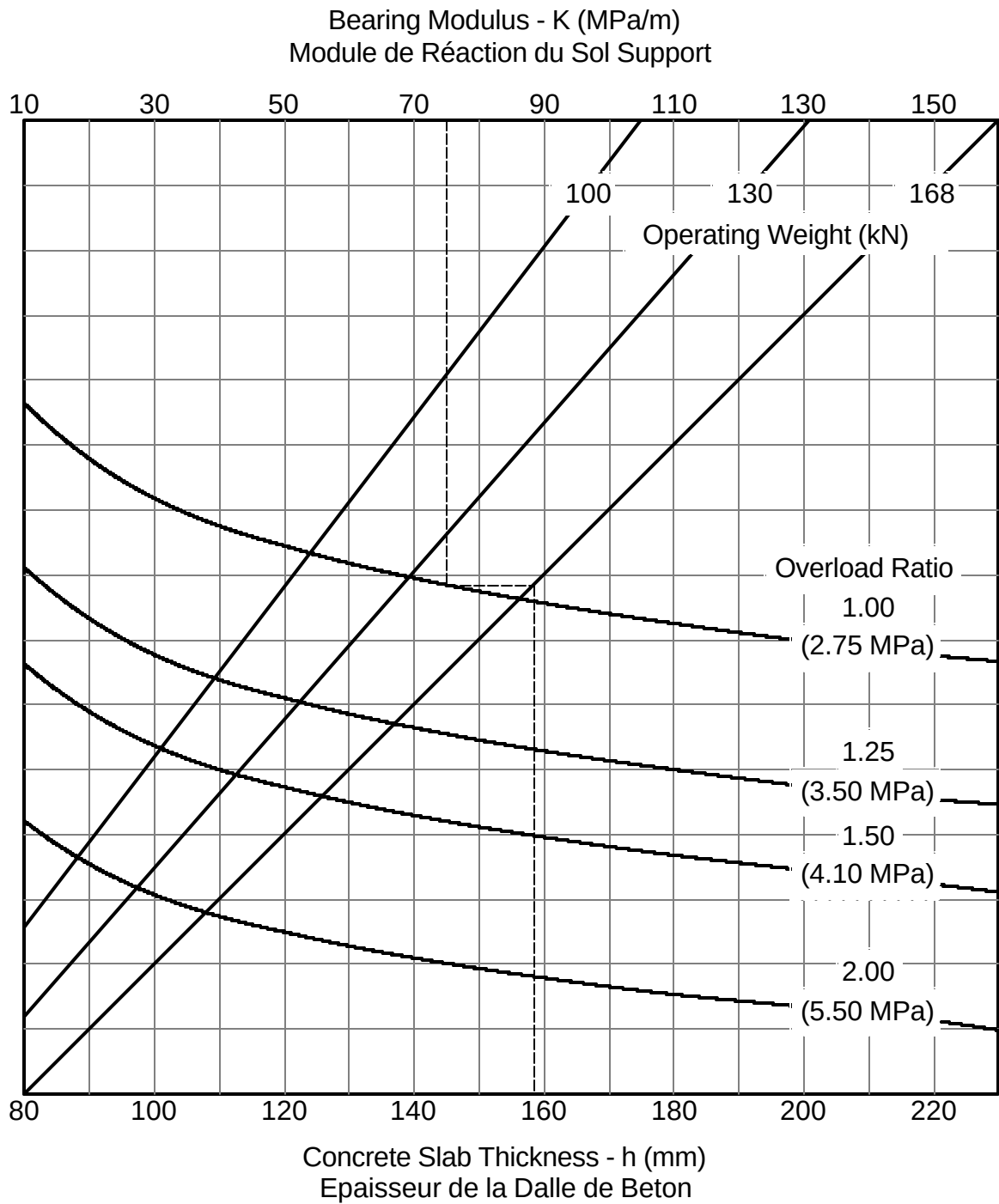
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier BD-700 Global	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	1.15		



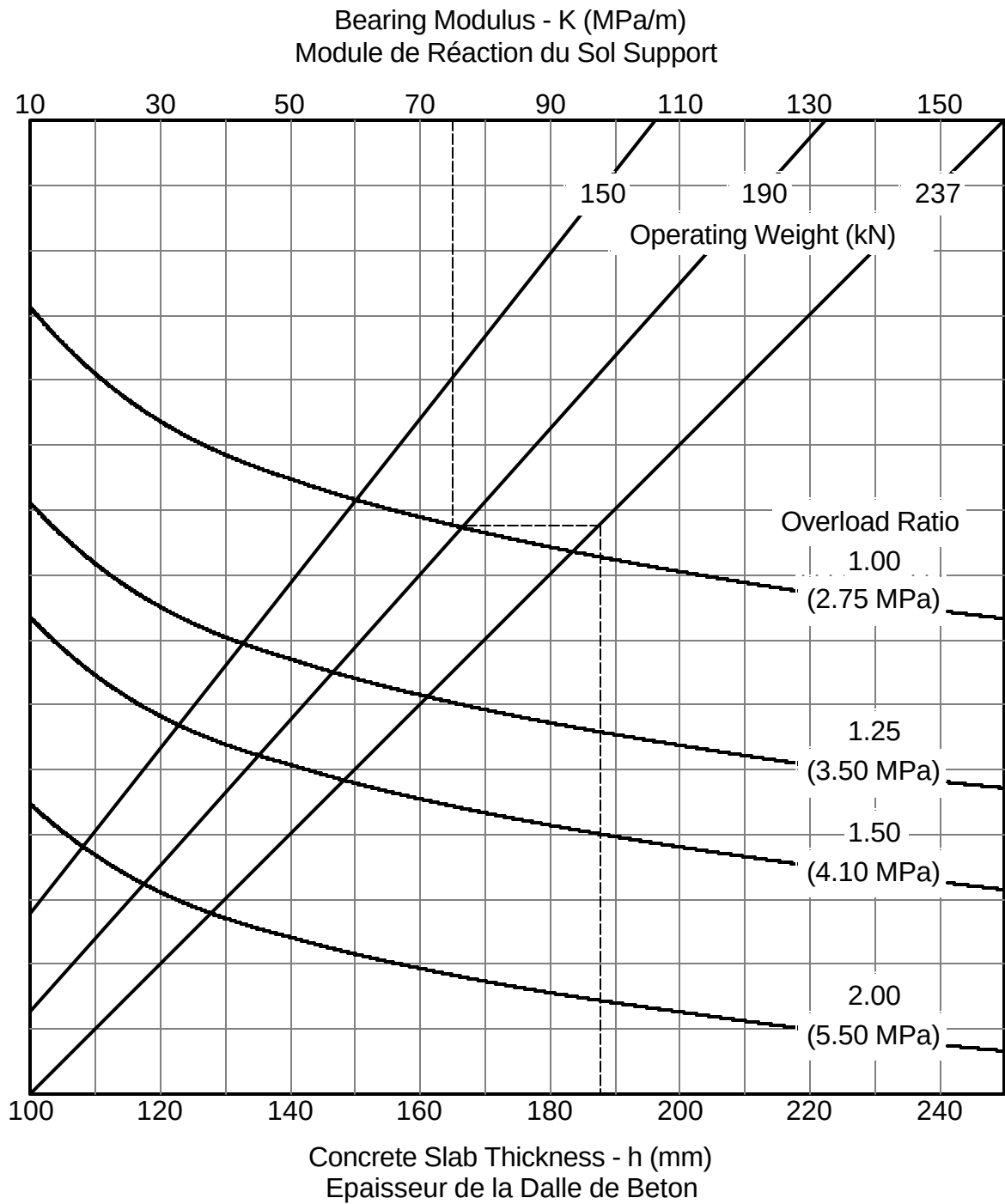
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier Challenger 300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



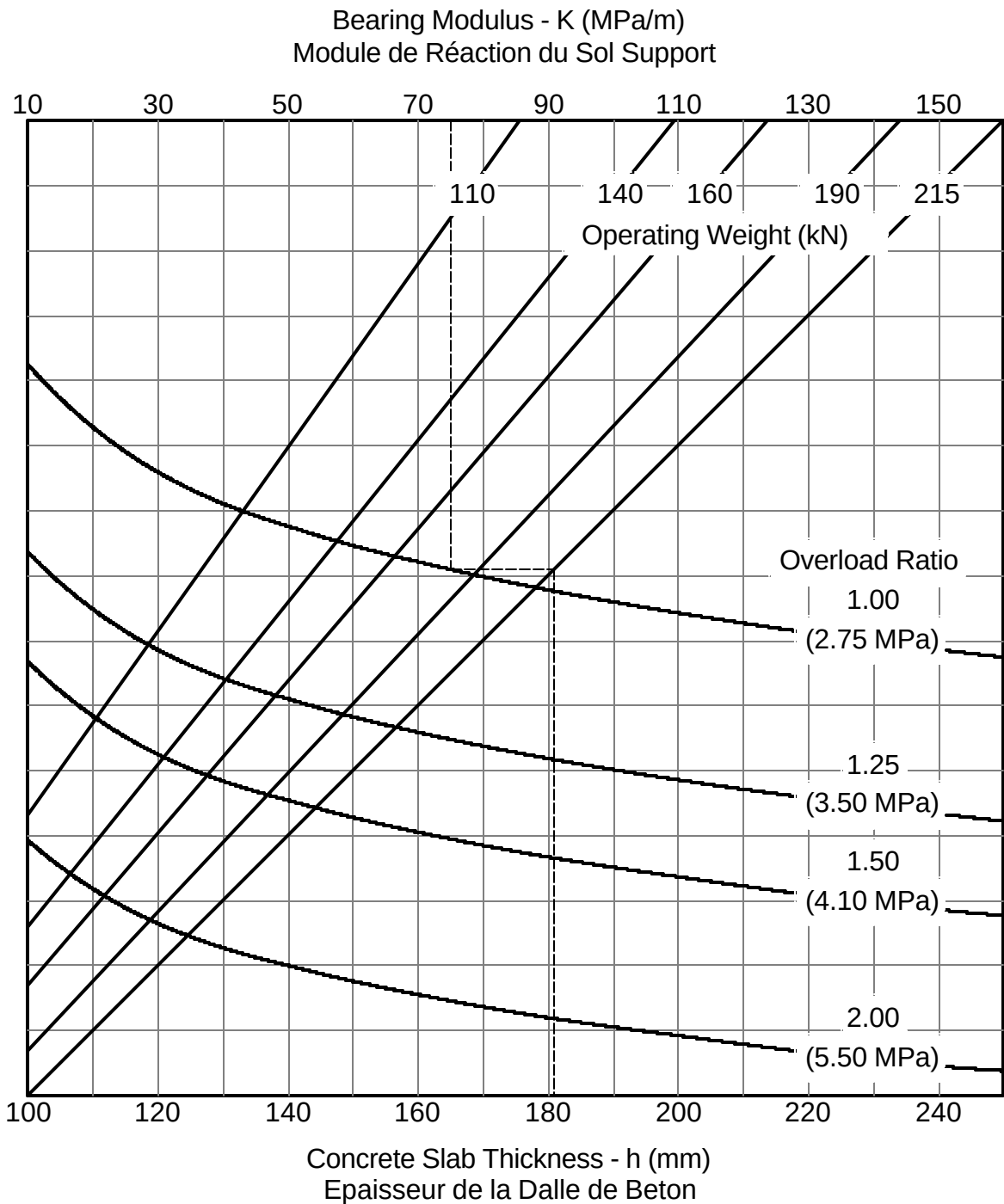
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier Challenger 300	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



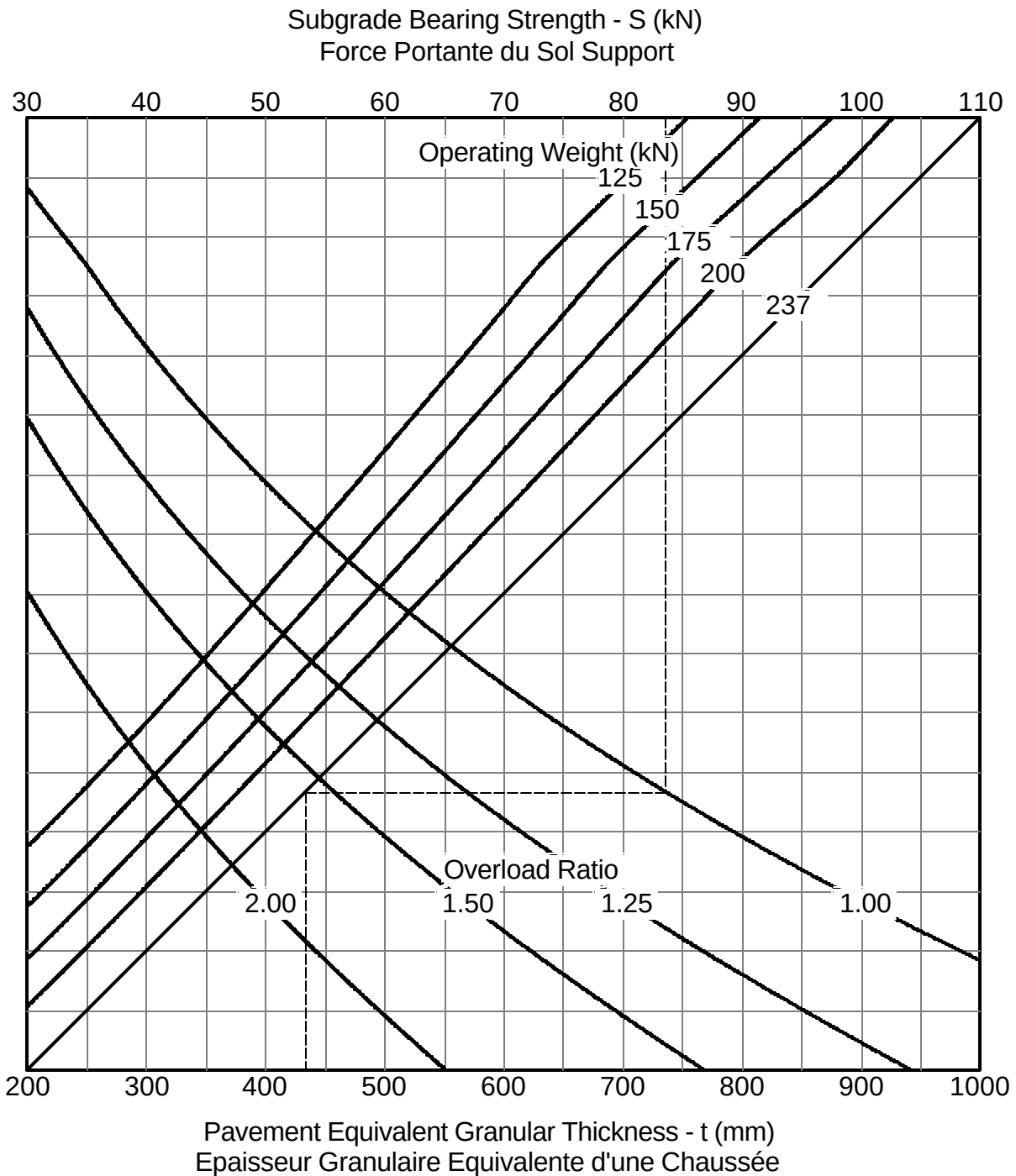
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier Challenger 800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	440 mm	
Tire Pressure (MPa) Pression des Pneus	1.12		



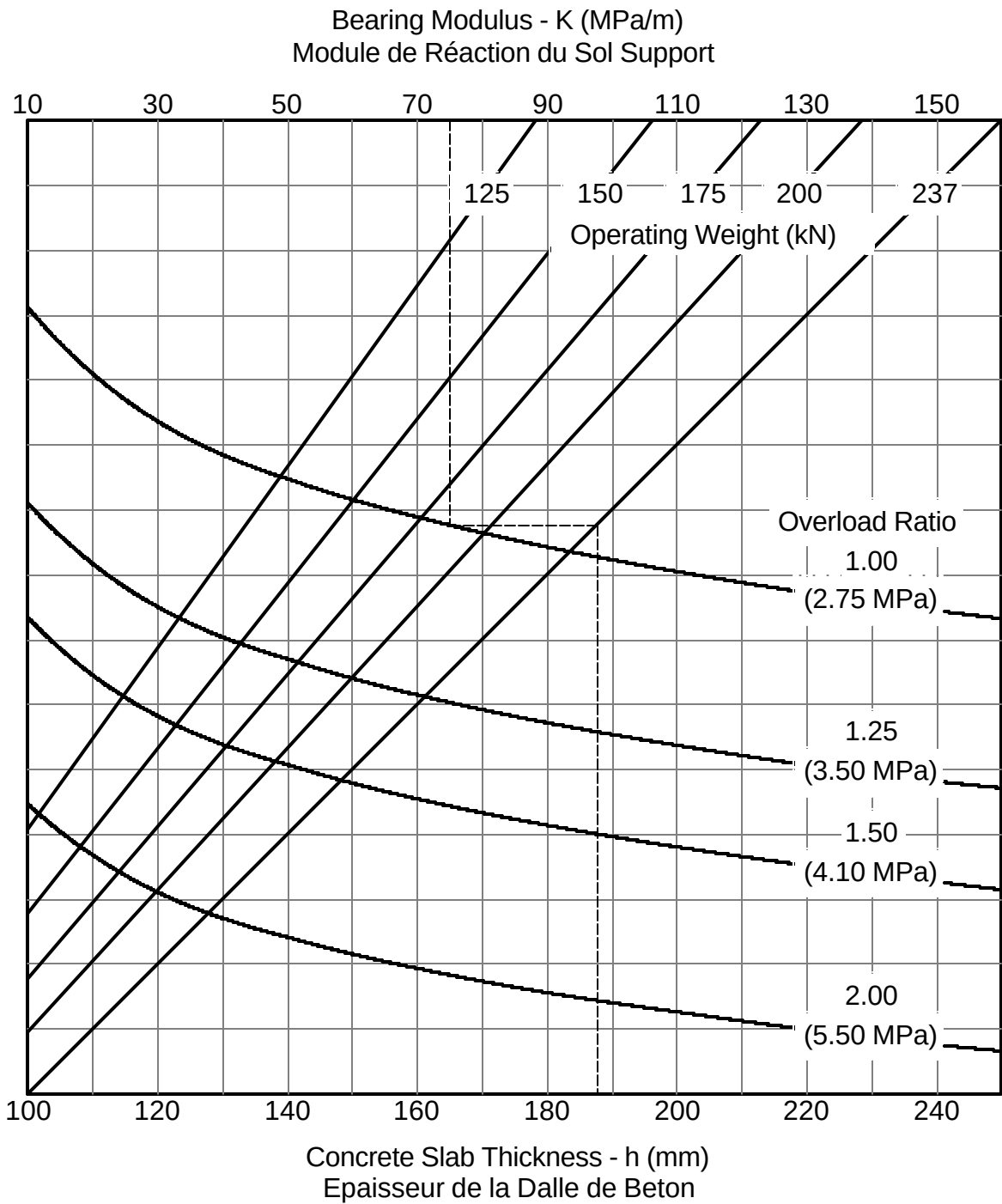
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier CL 600, 601, 604	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



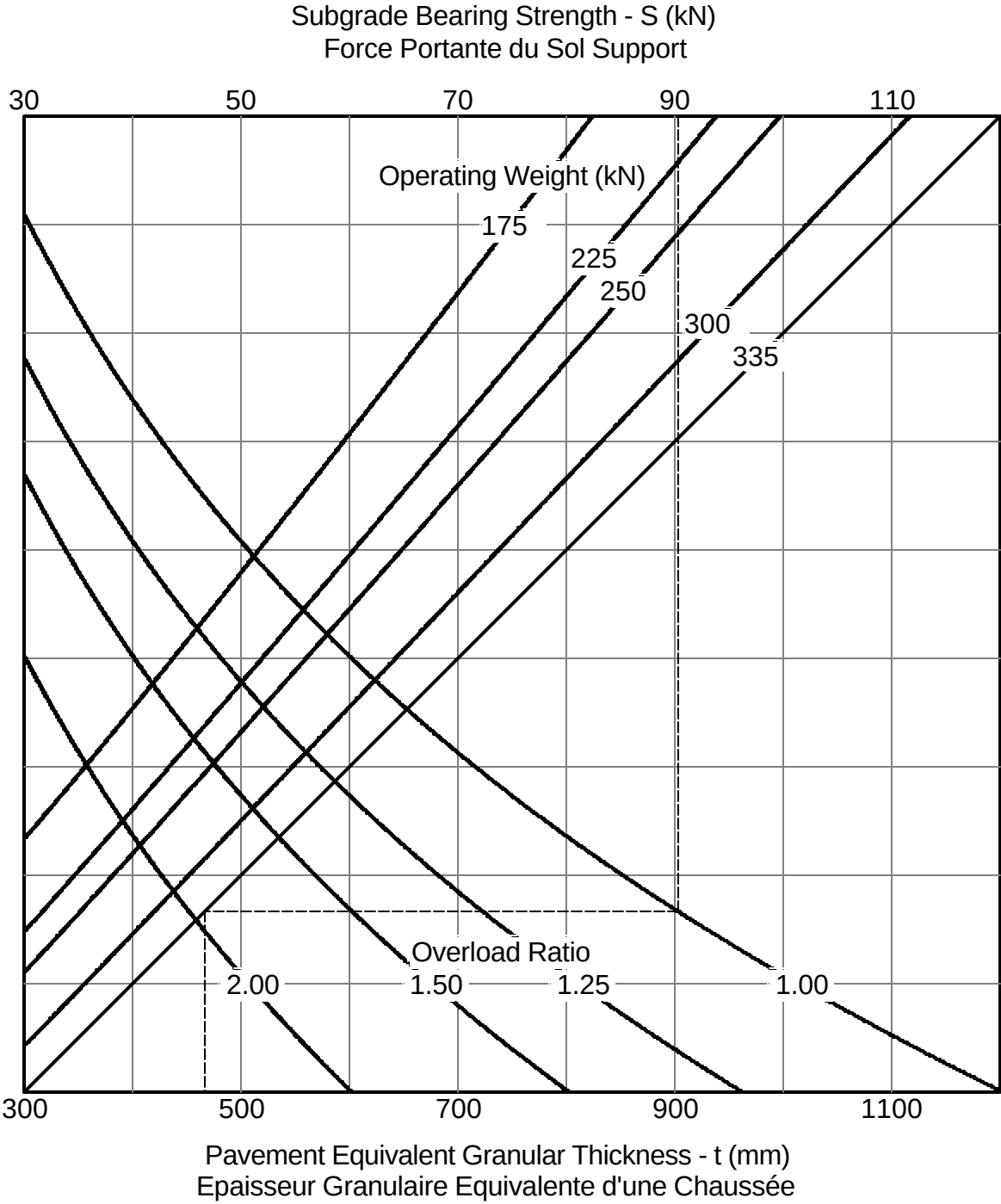
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier CRJ100, 200, 440	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	440 mm	
Tire Pressure (MPa) Pression des Pneus	1.12		



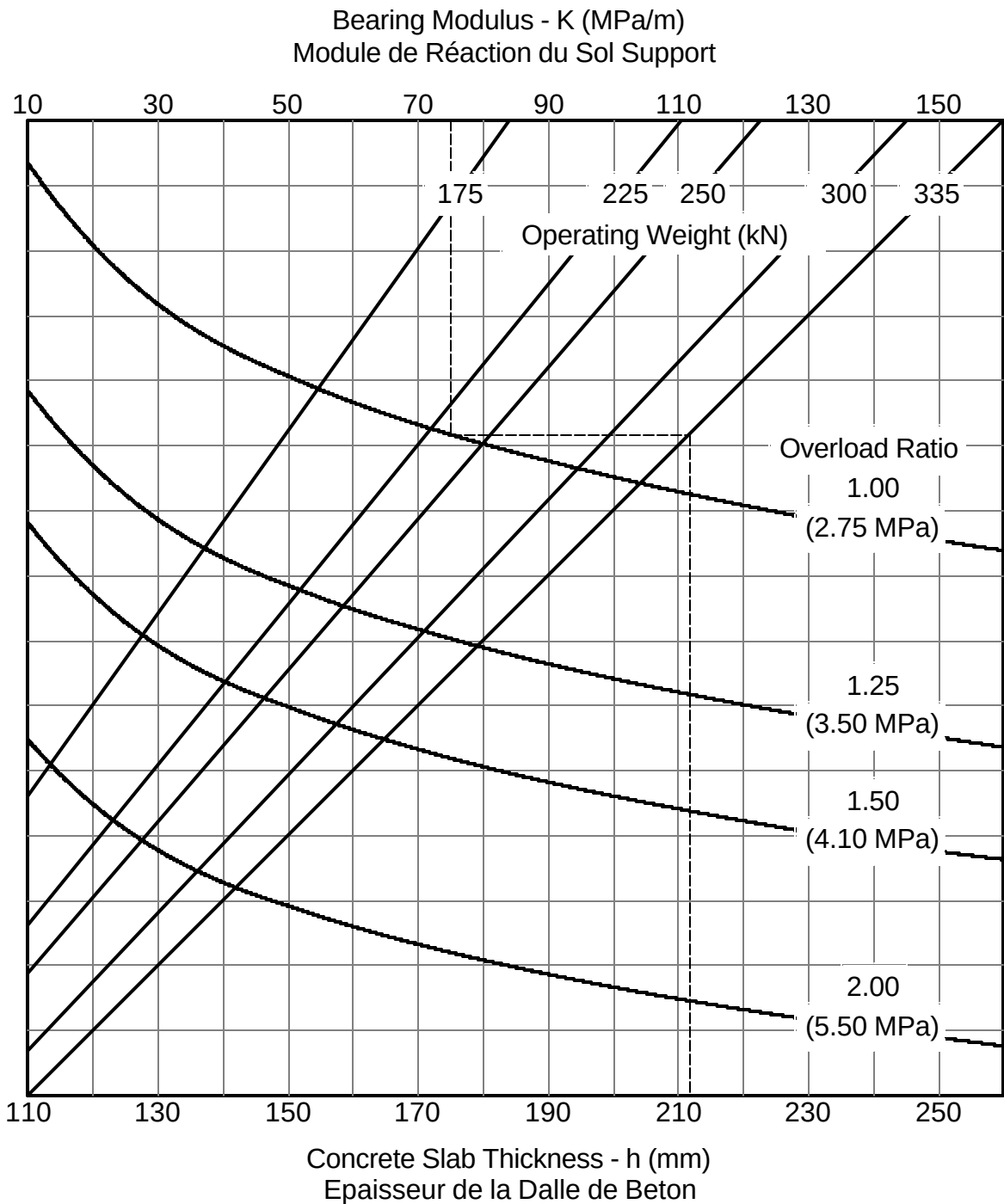
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier CRJ100, 200, 440	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	440 mm	
Tire Pressure (MPa) Pression des Pneus	1.12		



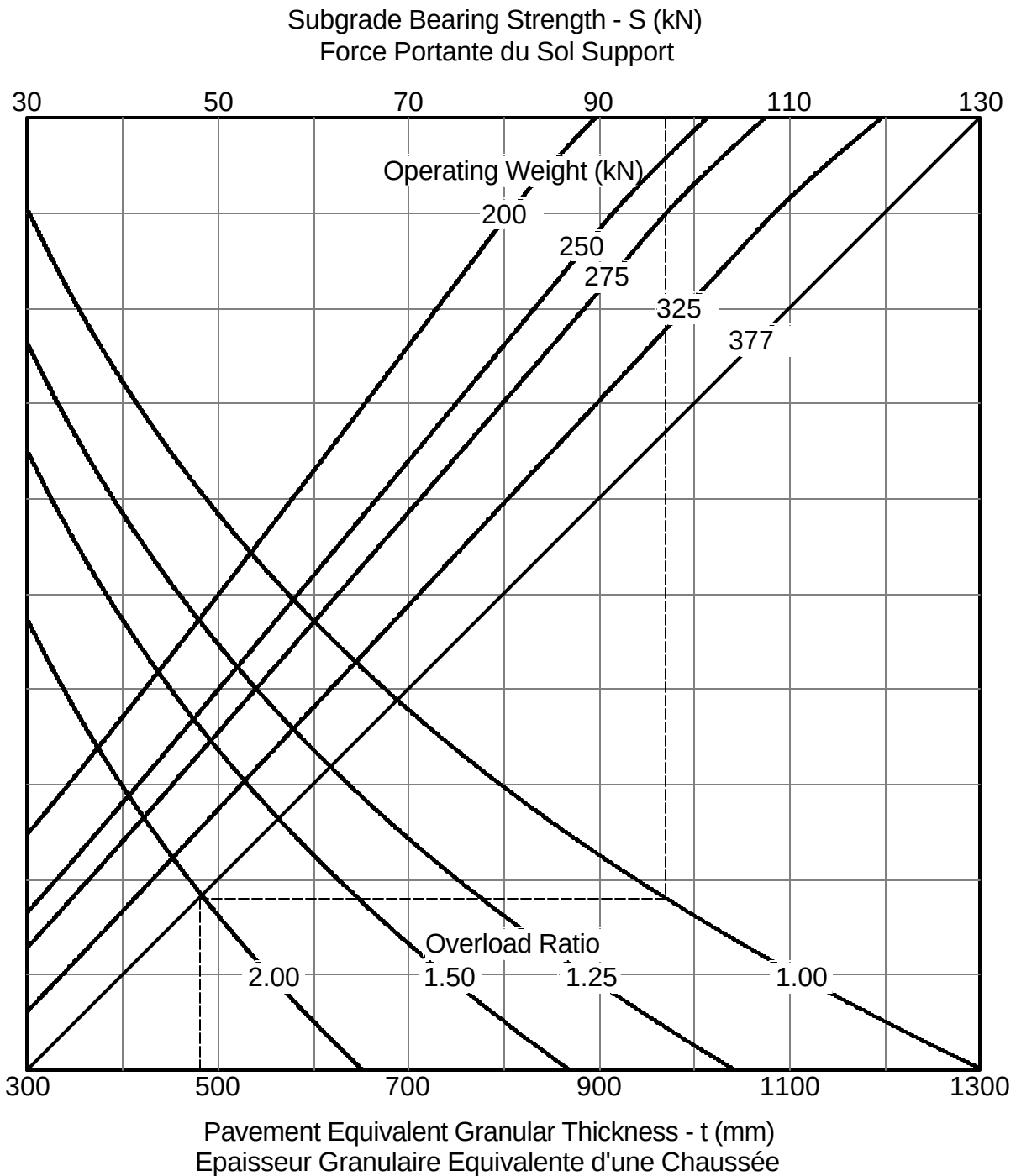
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier CRJ700 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.06		



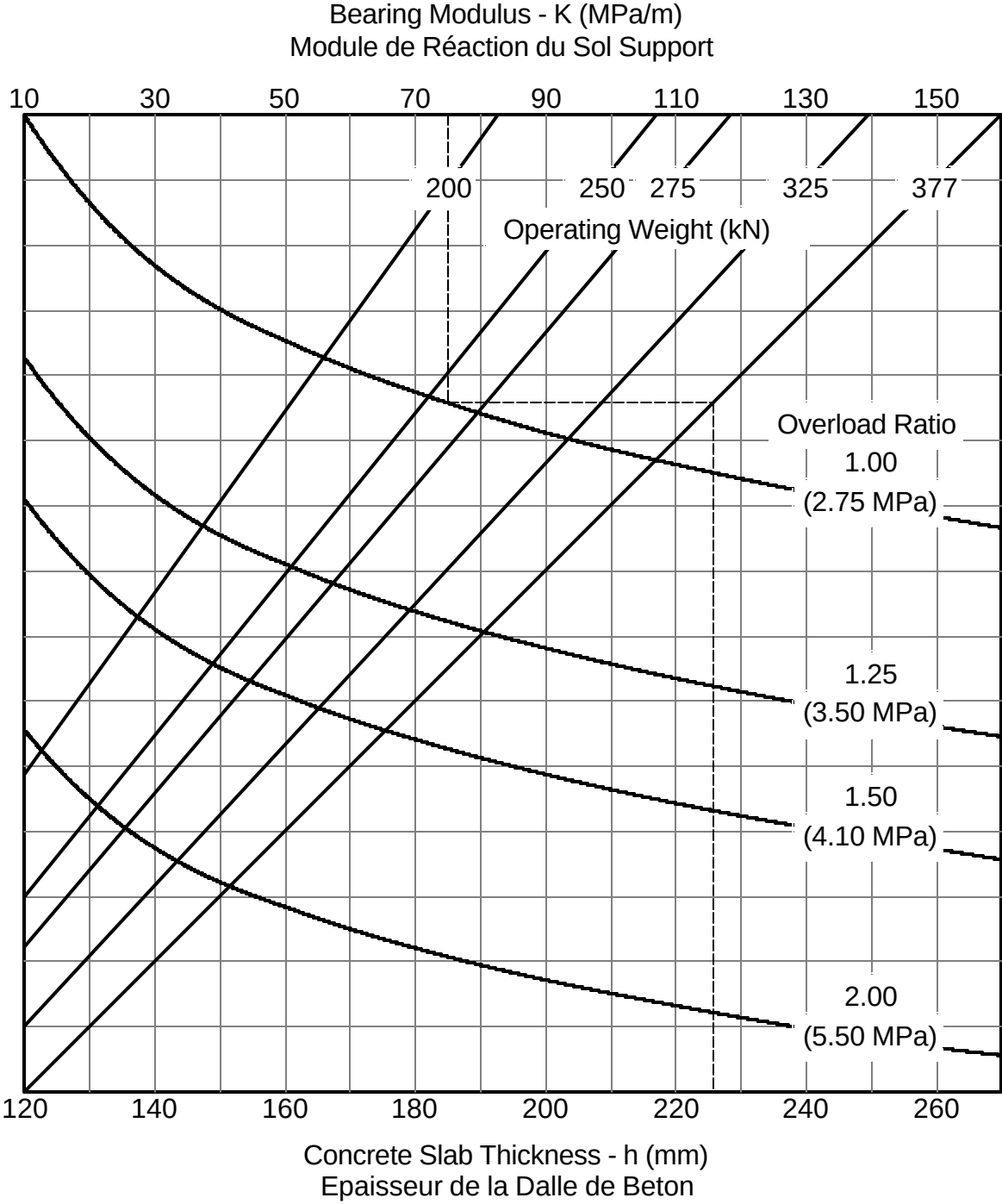
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier CRJ700 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.06		



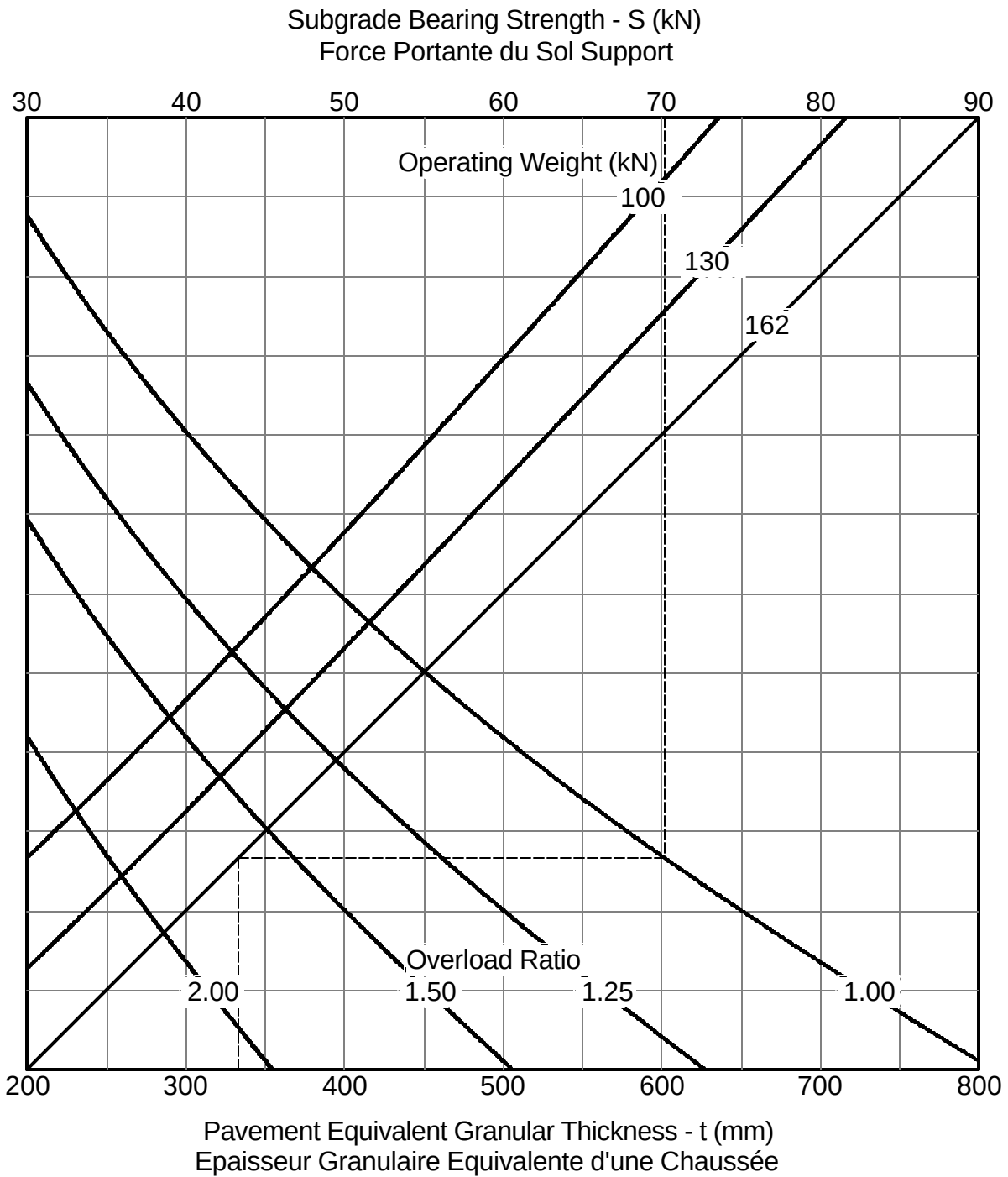
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier CRJ900 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.06		



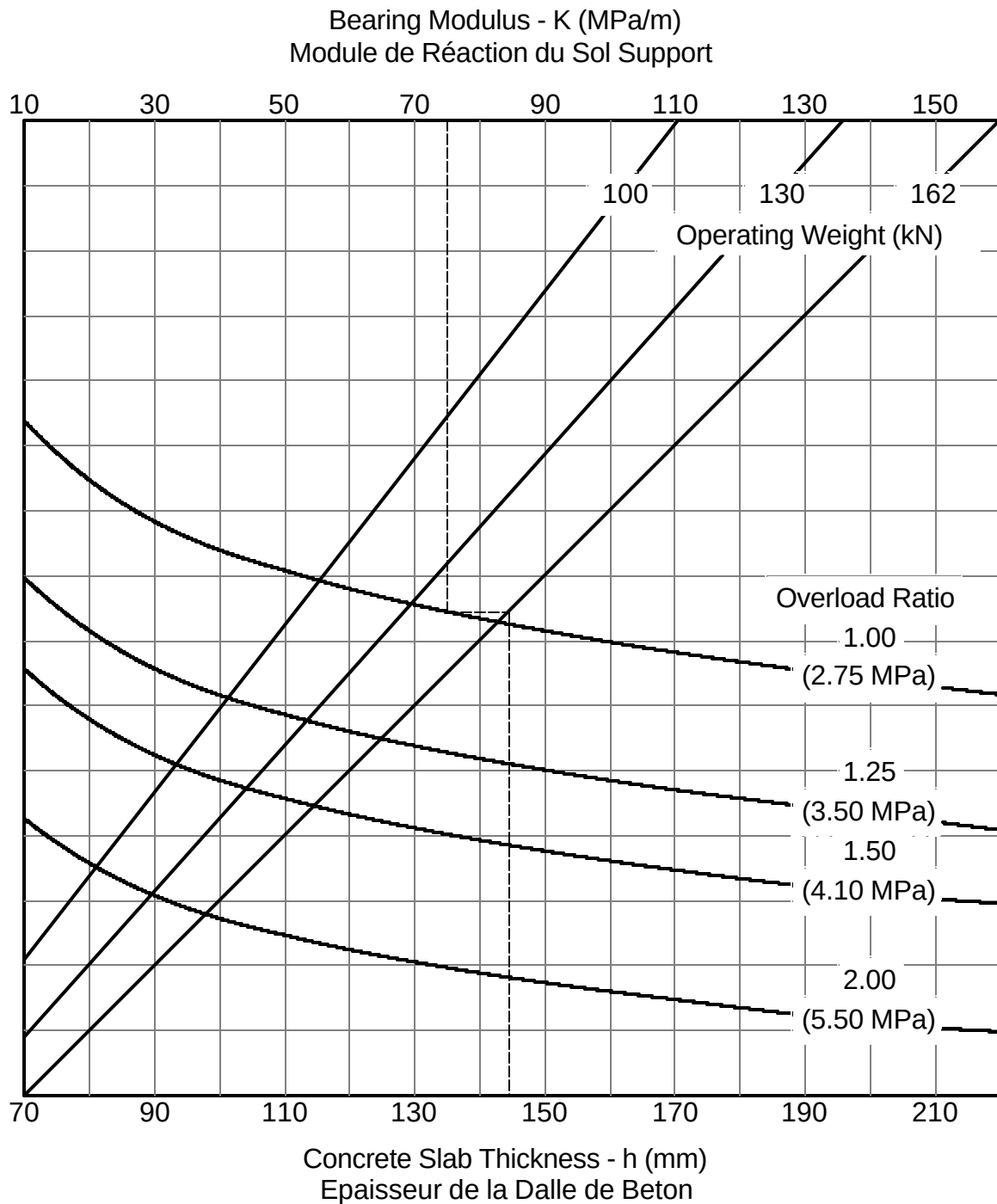
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier CRJ900 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.06		



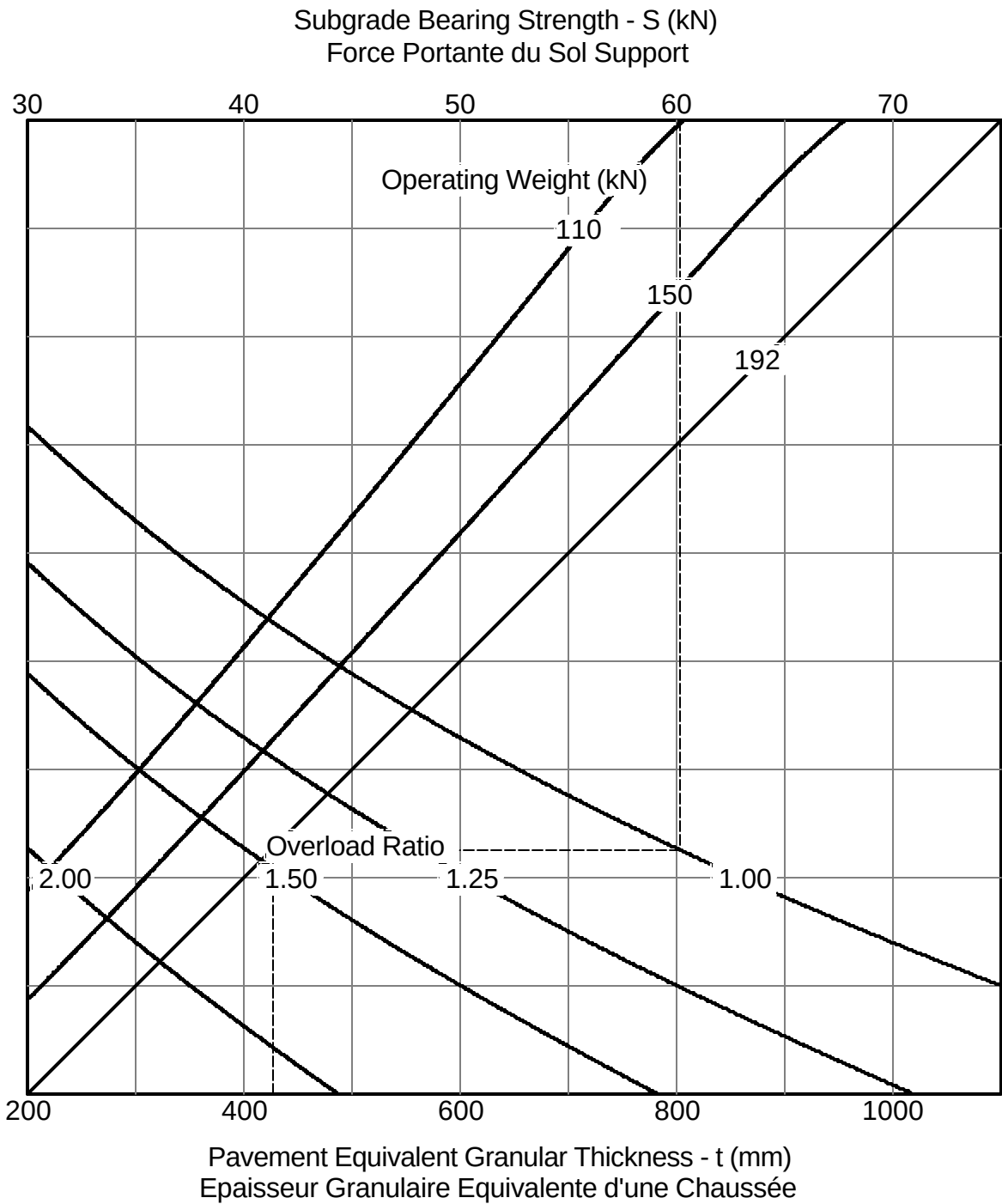
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier Dash 8 Q100/200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	520 mm	
Tire Pressure (MPa) Pression des Pneus	0.90		



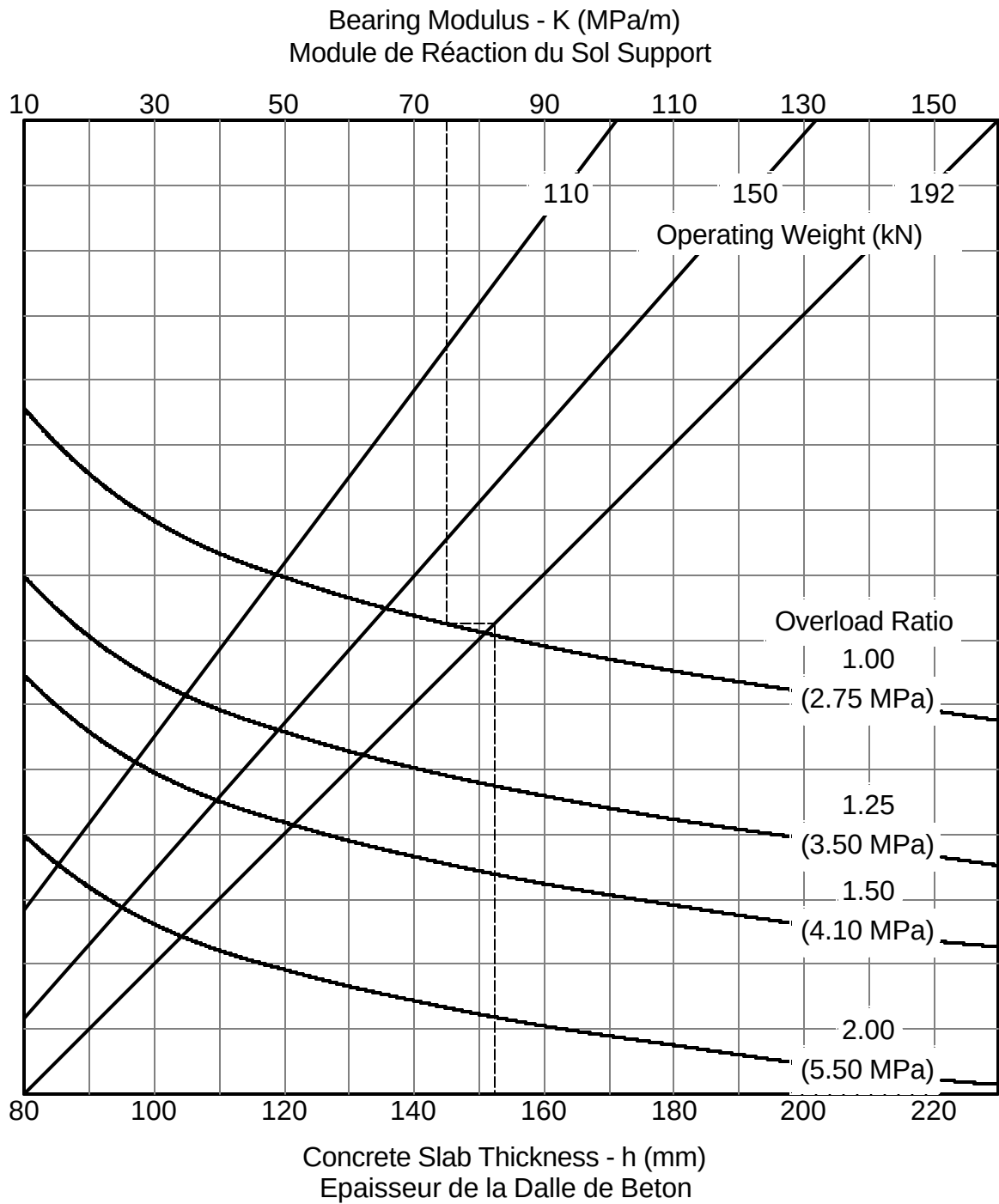
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier Dash 8 Q100/200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	520 mm	
Tire Pressure (MPa) Pression des Pneus	0.90		



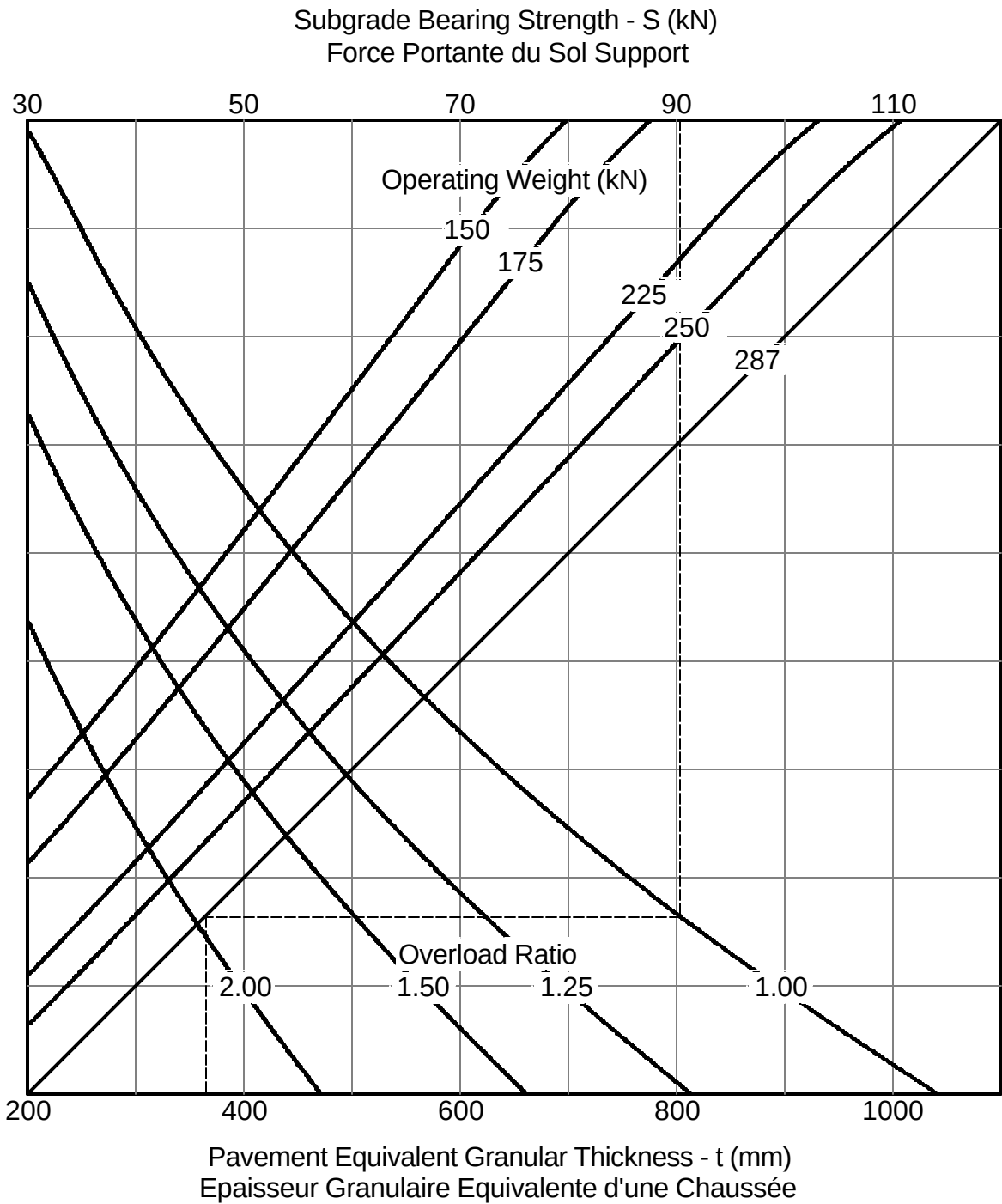
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier Dash 8 Q300 Srs	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	520 mm	
Tire Pressure (MPa) Pression des Pneus	0.67		



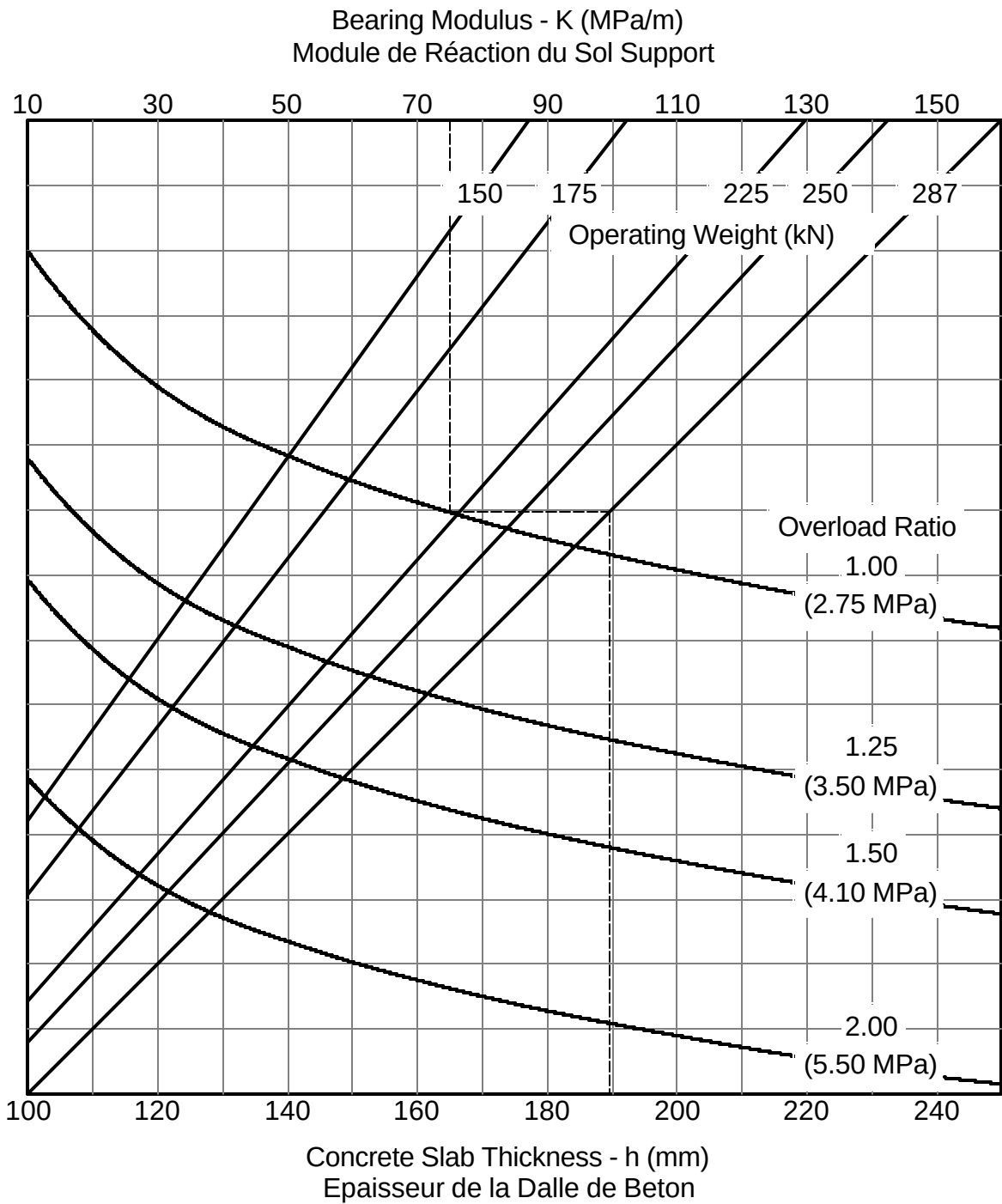
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier Dash 8 Q300 Srs	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	520 mm	
Tire Pressure (MPa) Pression des Pneus	0.67		



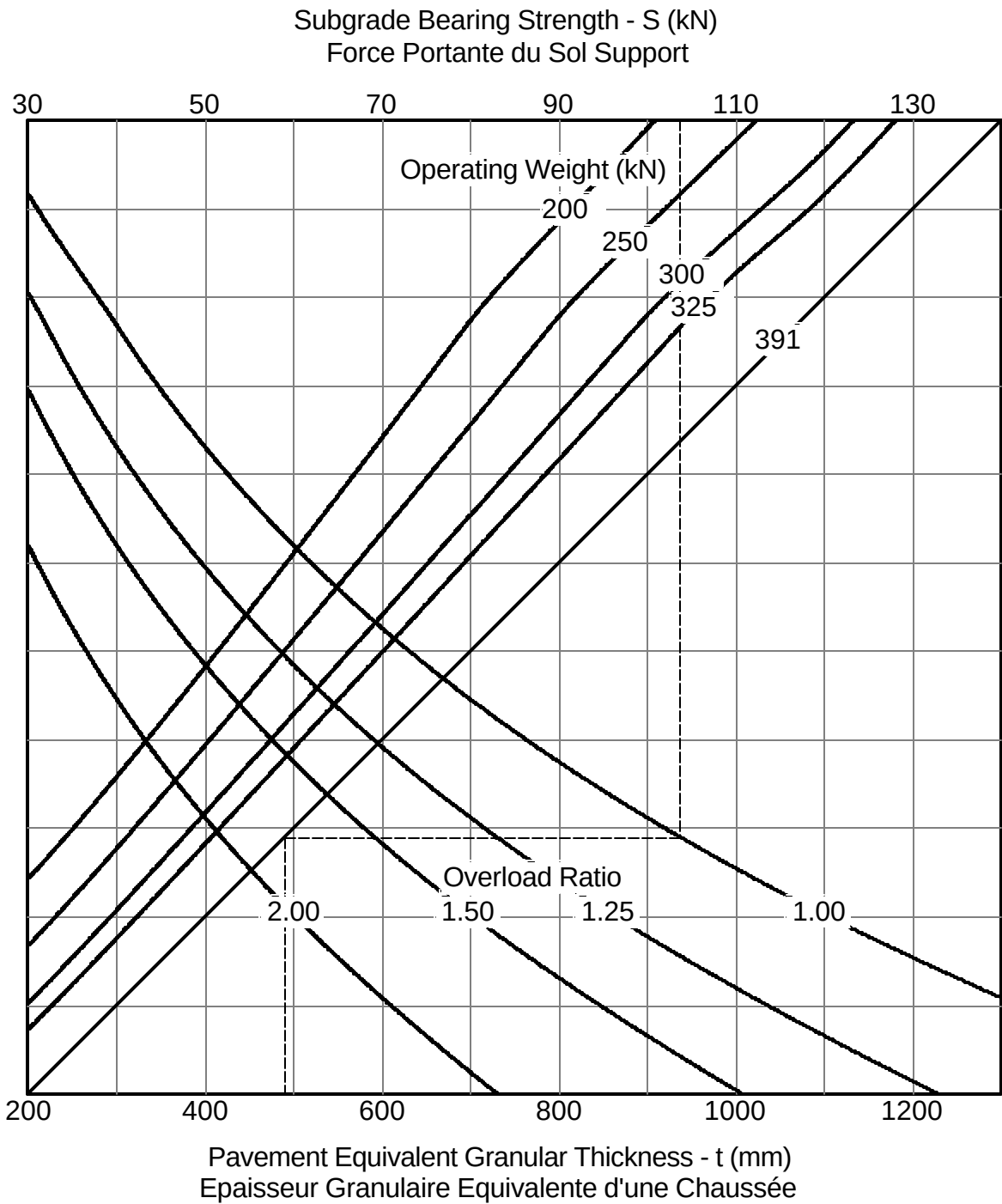
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier Dash 8 Q400	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	520 mm	
Tire Pressure (MPa) Pression des Pneus	0.67		



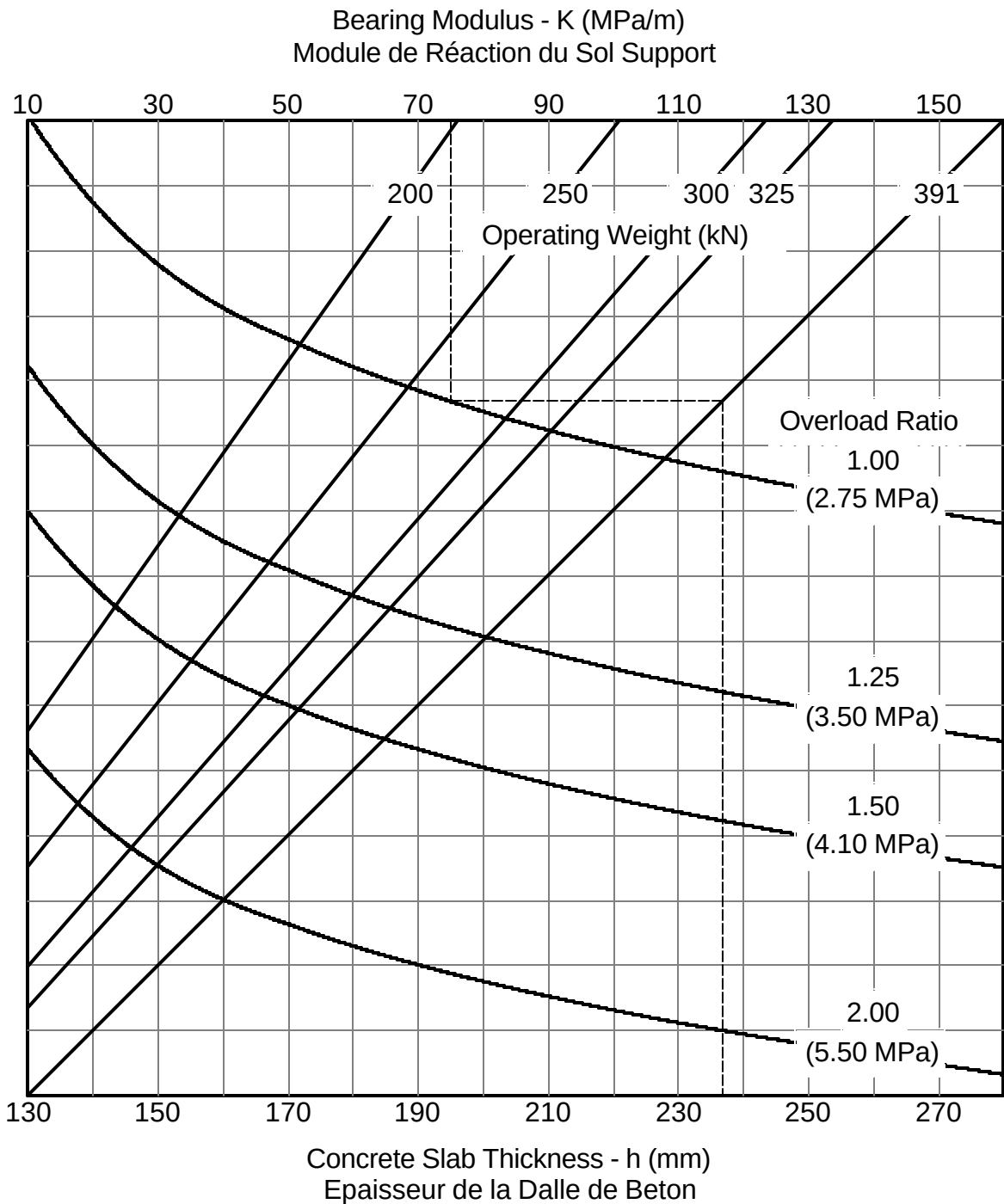
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier Dash 8 Q400	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	520 mm	
Tire Pressure (MPa) Pression des Pneus	0.67		



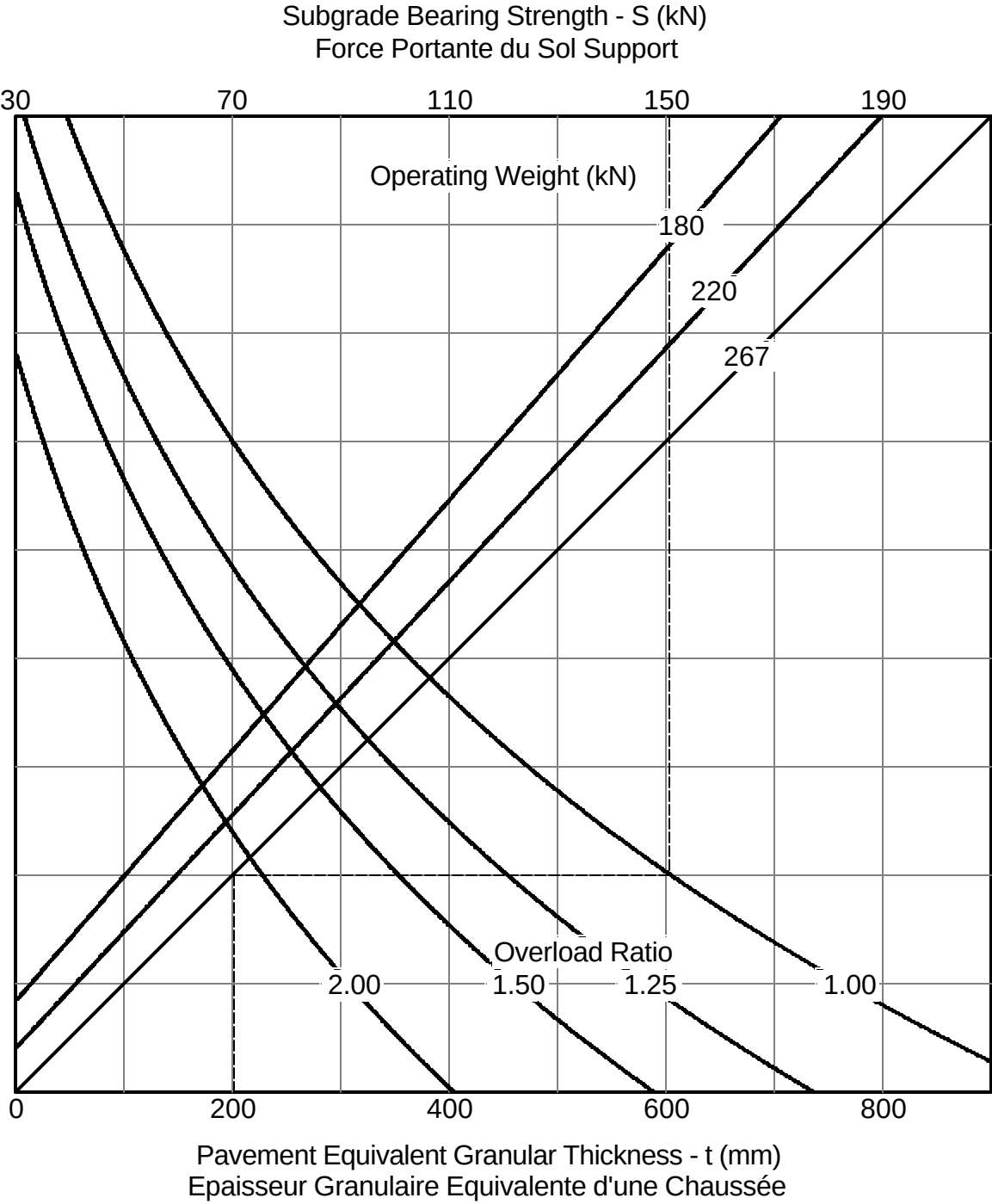
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Bombardier Global 5000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	1.15		



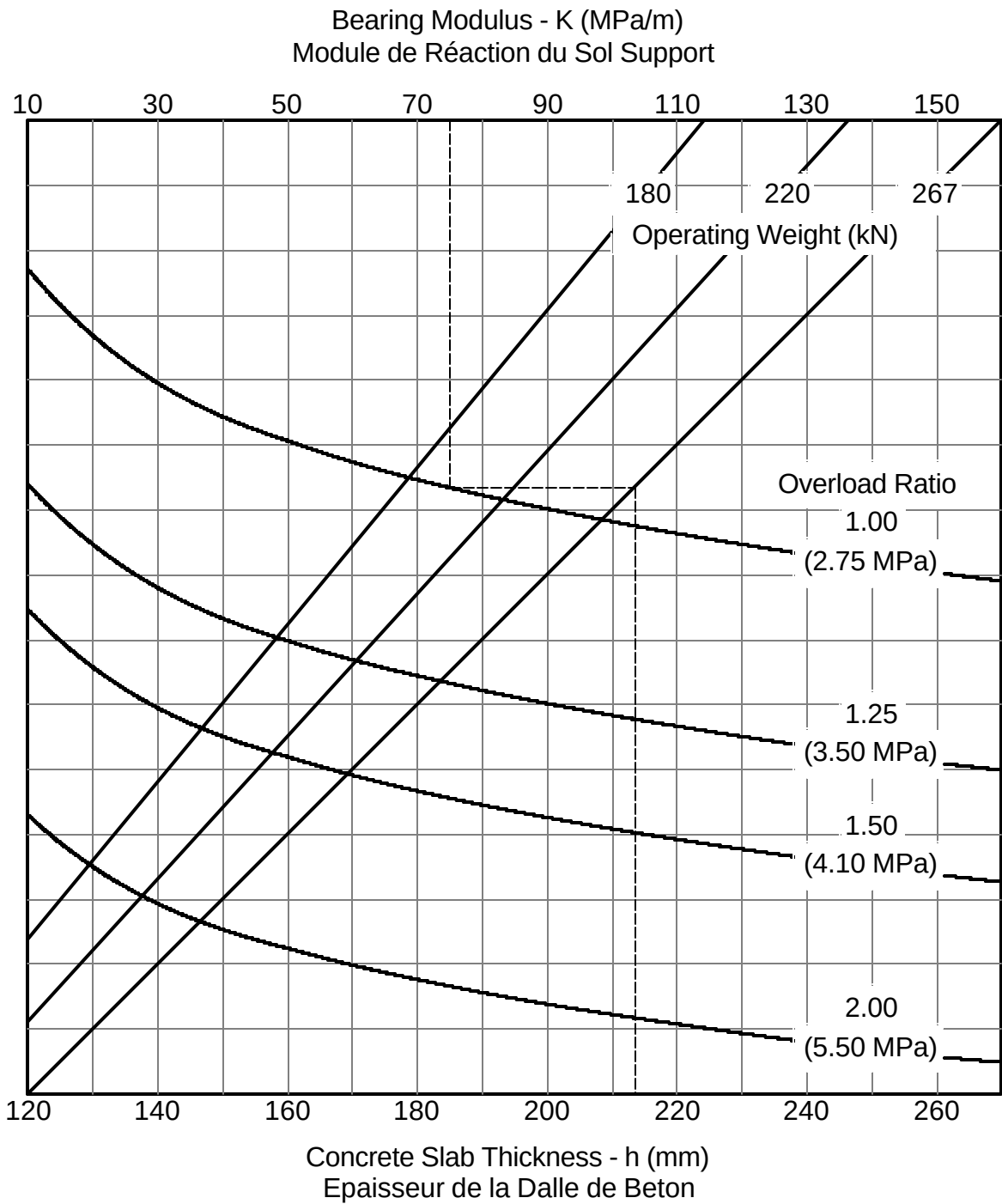
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Bombardier Global 5000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	1.15		

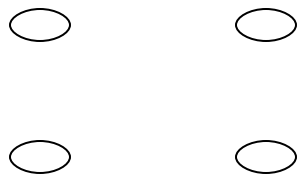


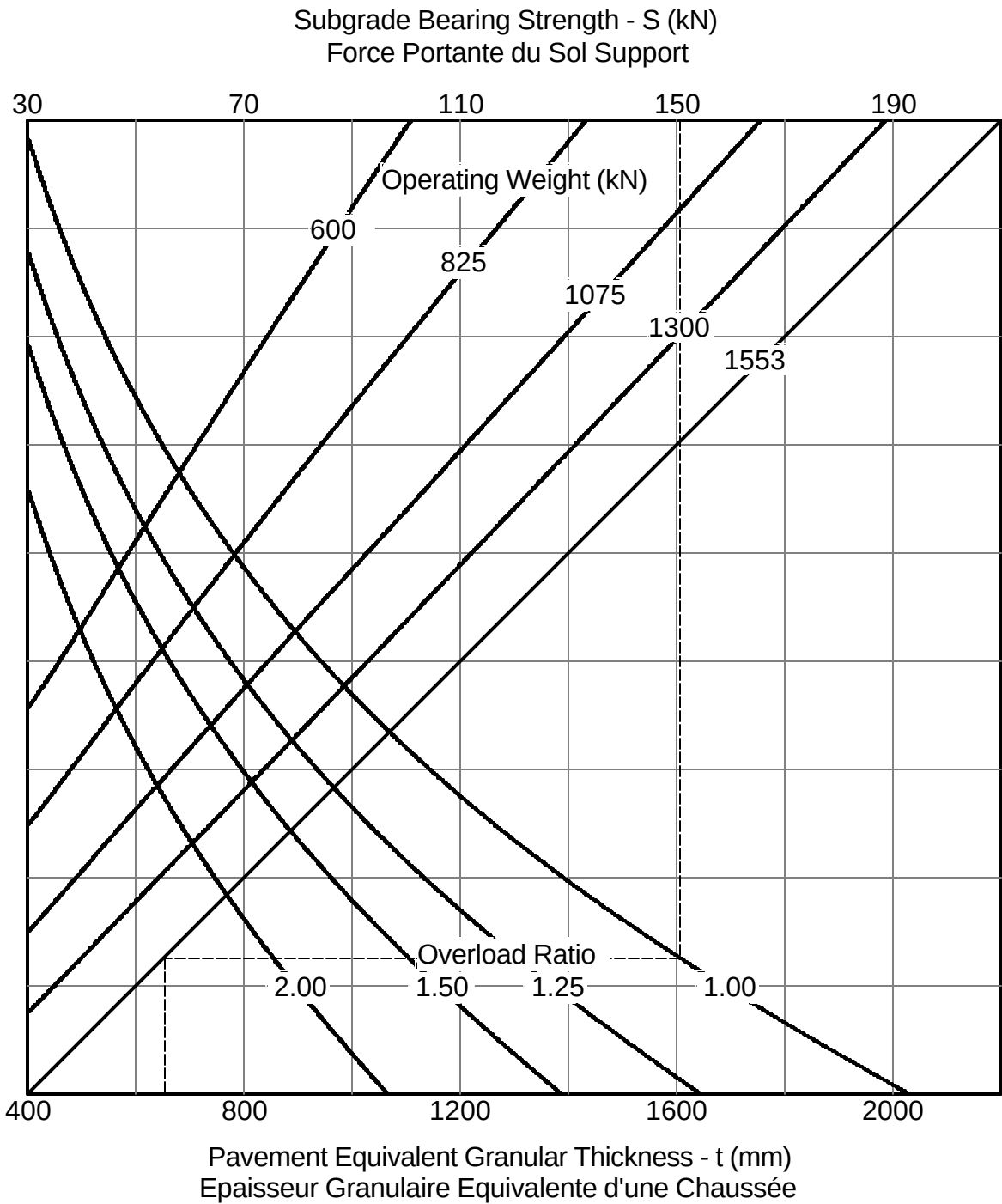
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-123K Provider
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



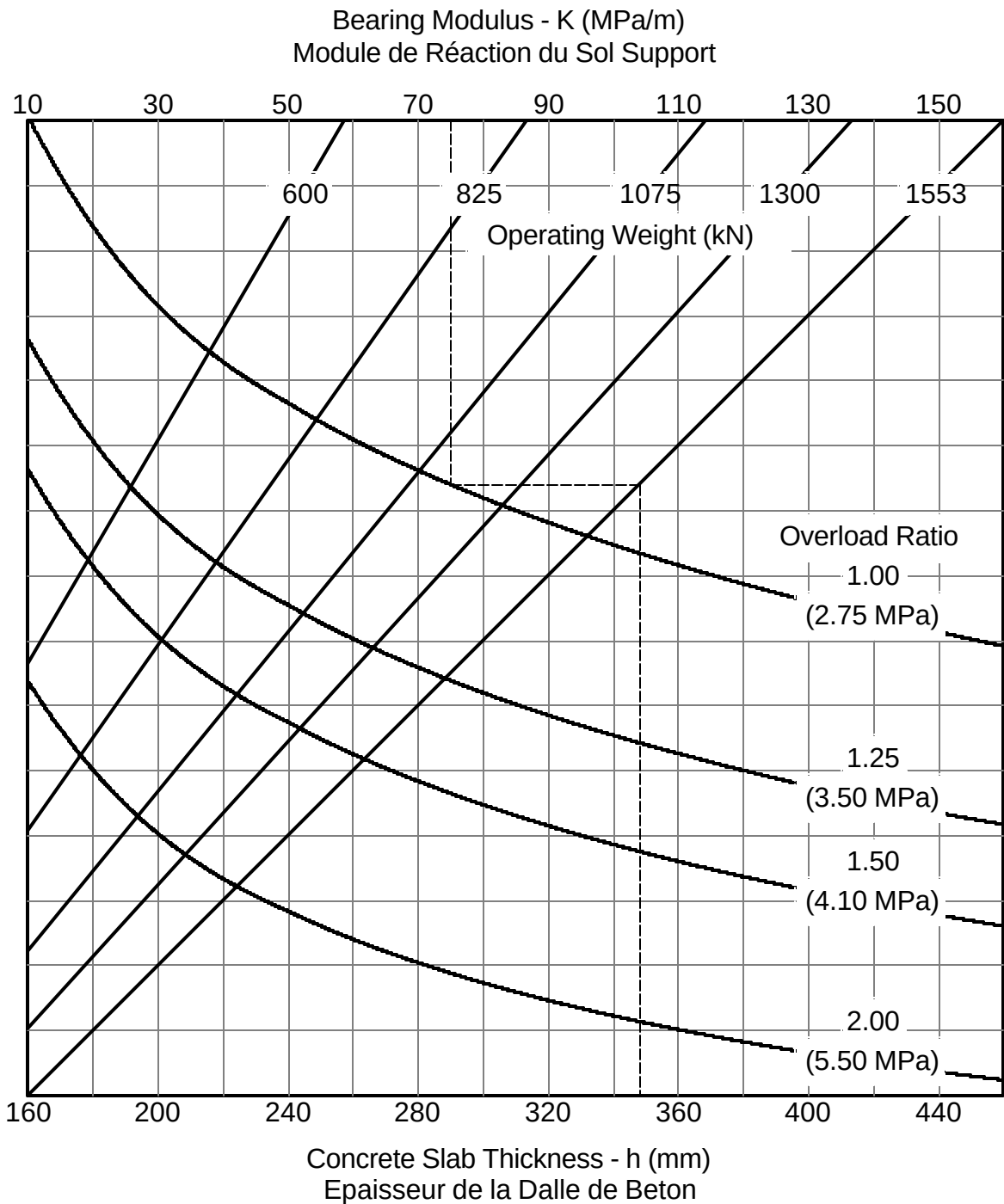
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-123K Provider
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



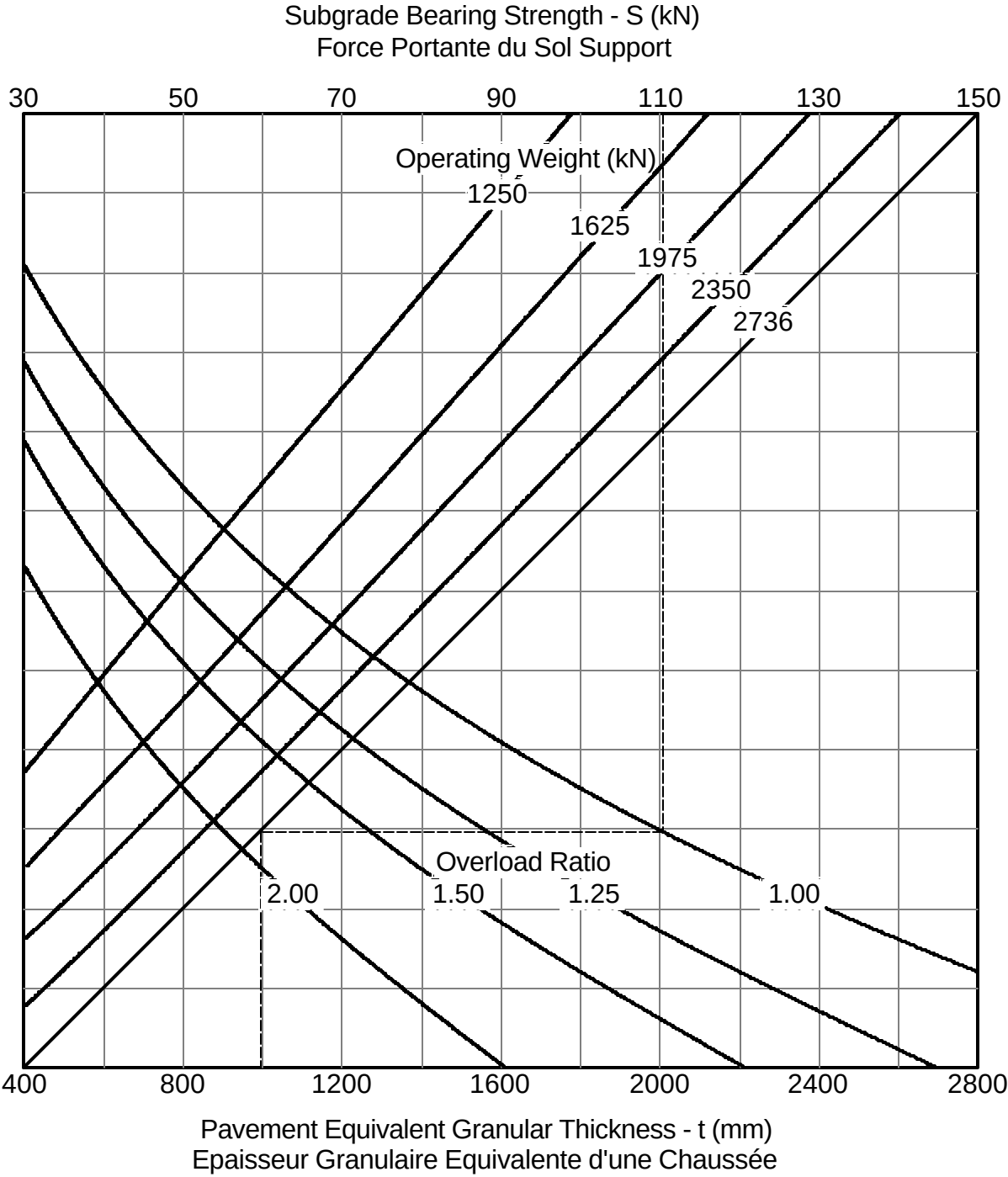
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-141B Starlifter (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	826 mm	1219 mm 
Tire Pressure (MPa) Pression des Pneus	1.31		



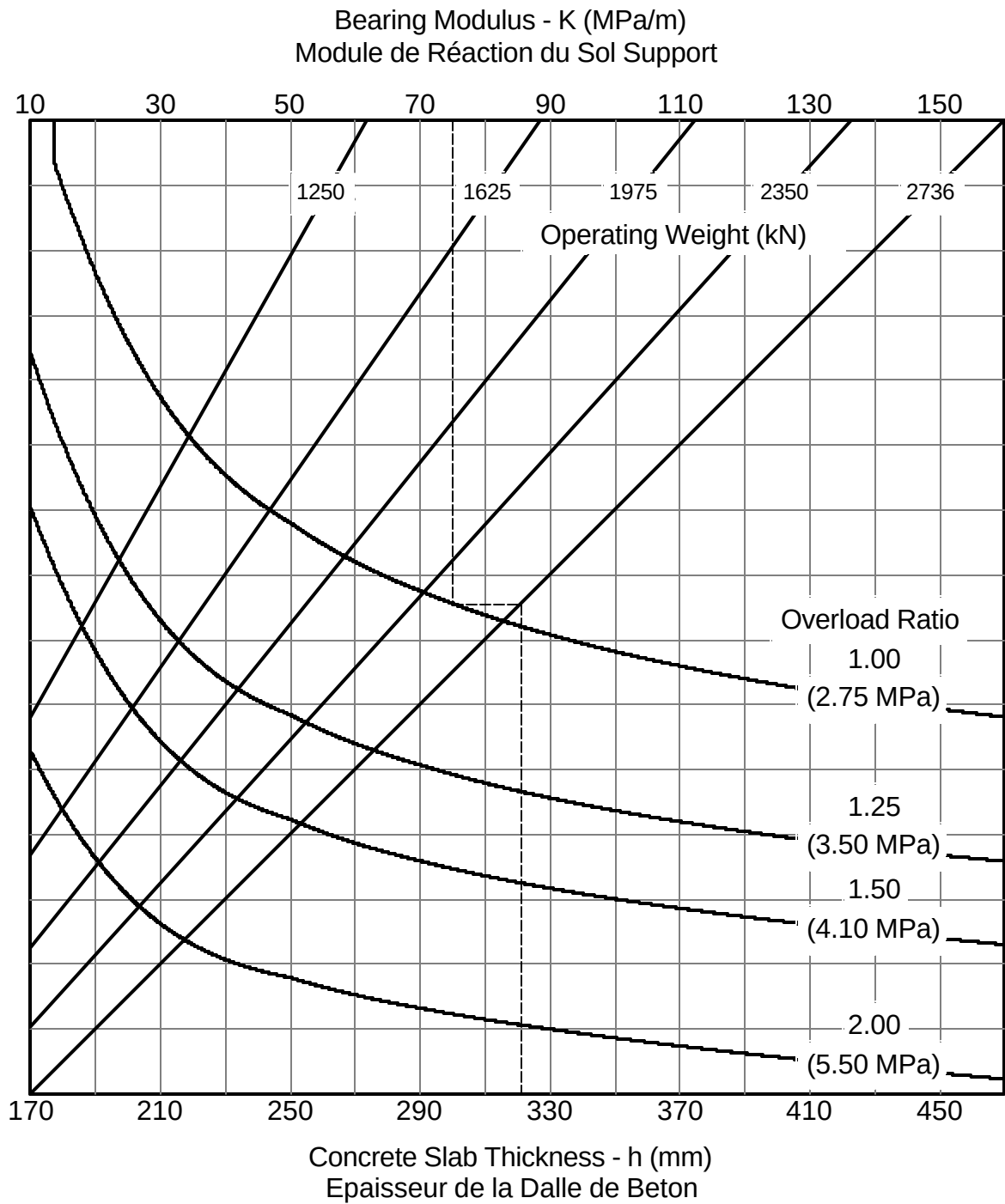
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-141B Starlifter (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1219 mm 826 mm	
Tire Pressure (MPa) Pression des Pneus	1.31		

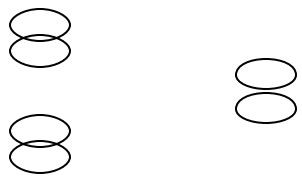


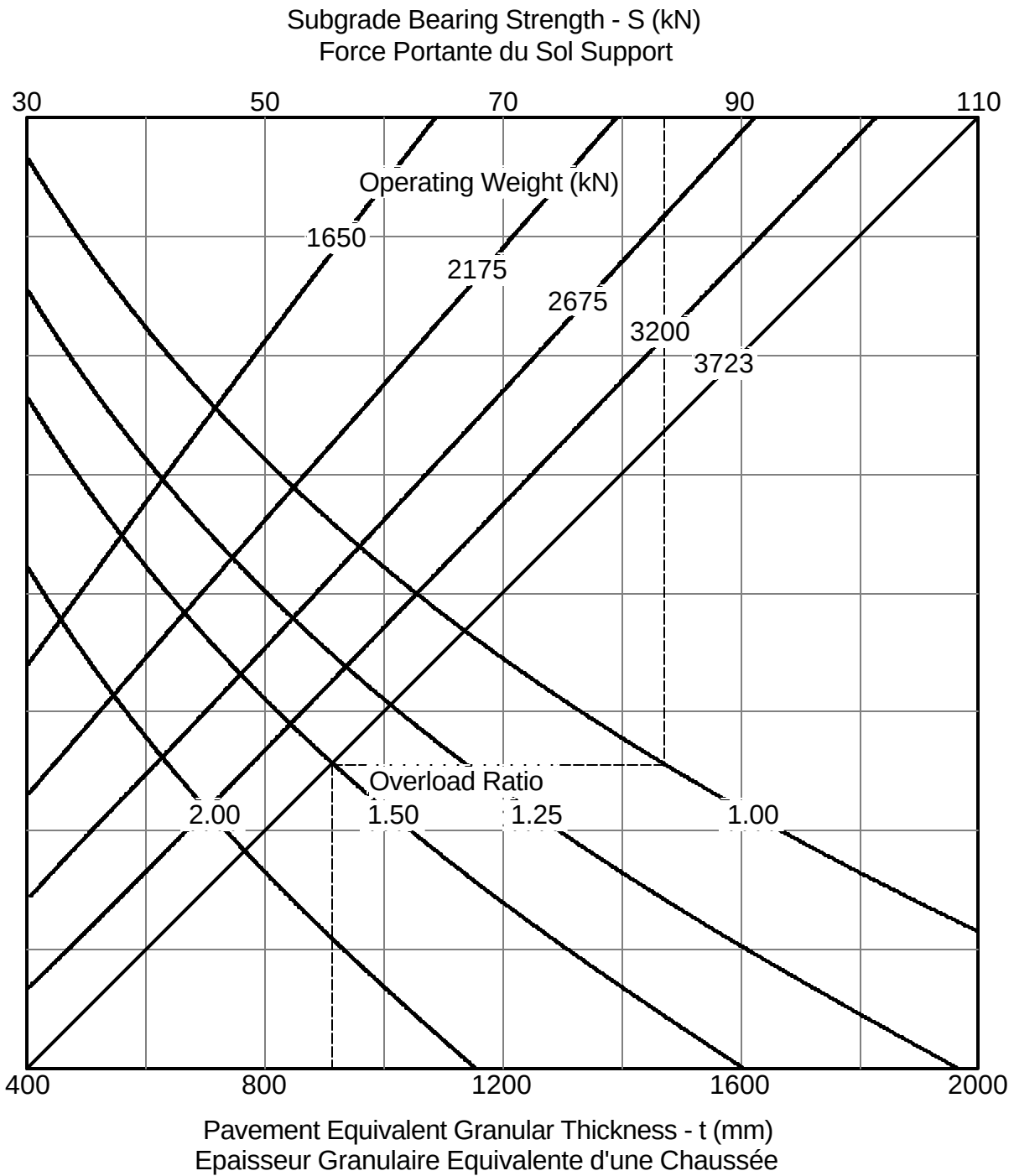
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-17A (Globemaster III)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	2147 mm	2756 mm
Tire Pressure (MPa) Pression des Pneus	0.95		

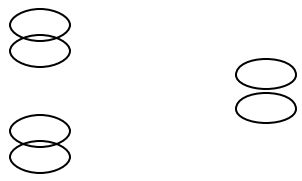


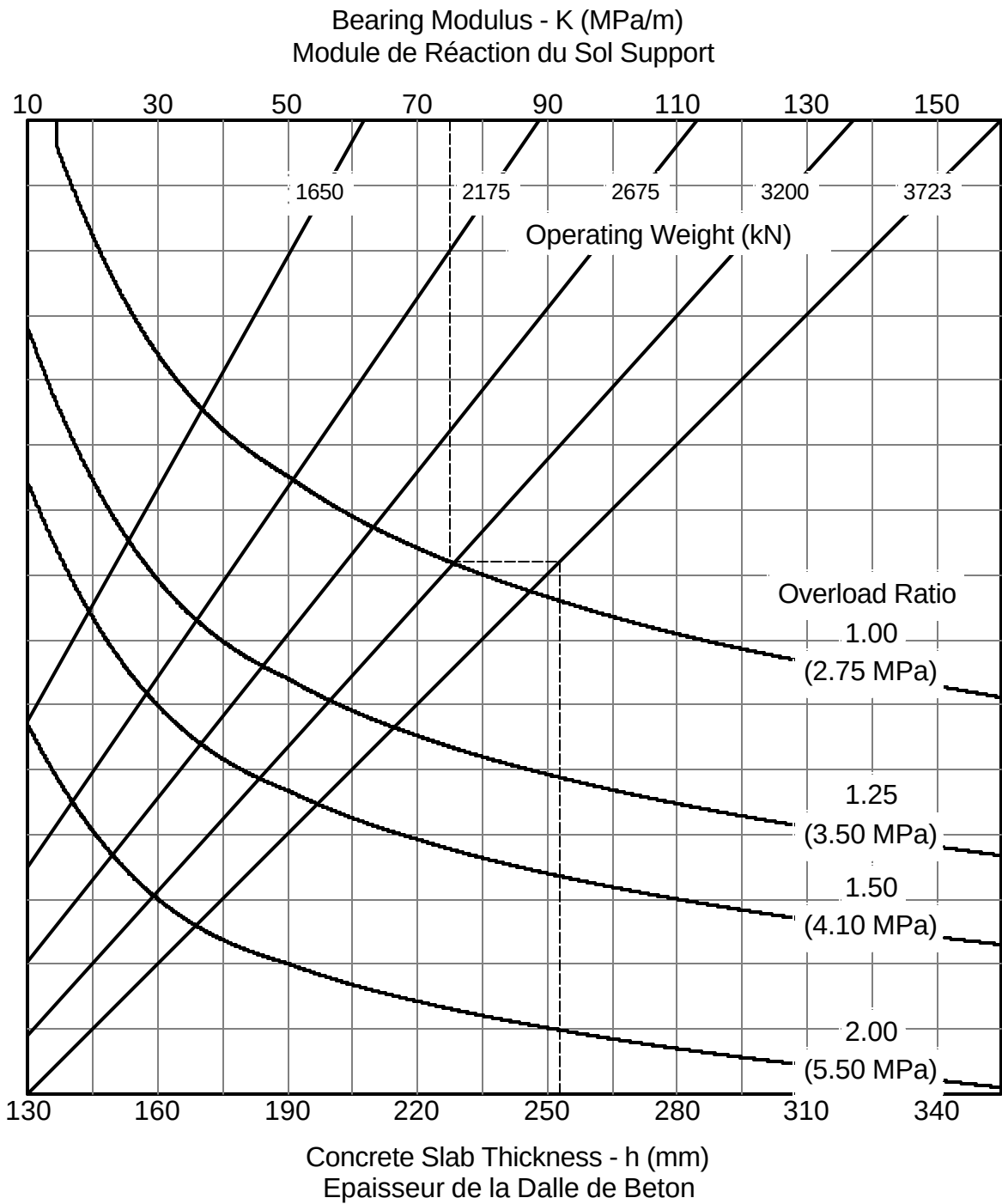
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-17A (Globemaster III)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	2147 mm	2756 mm
Tire Pressure (MPa) Pression des Pneus	0.95		



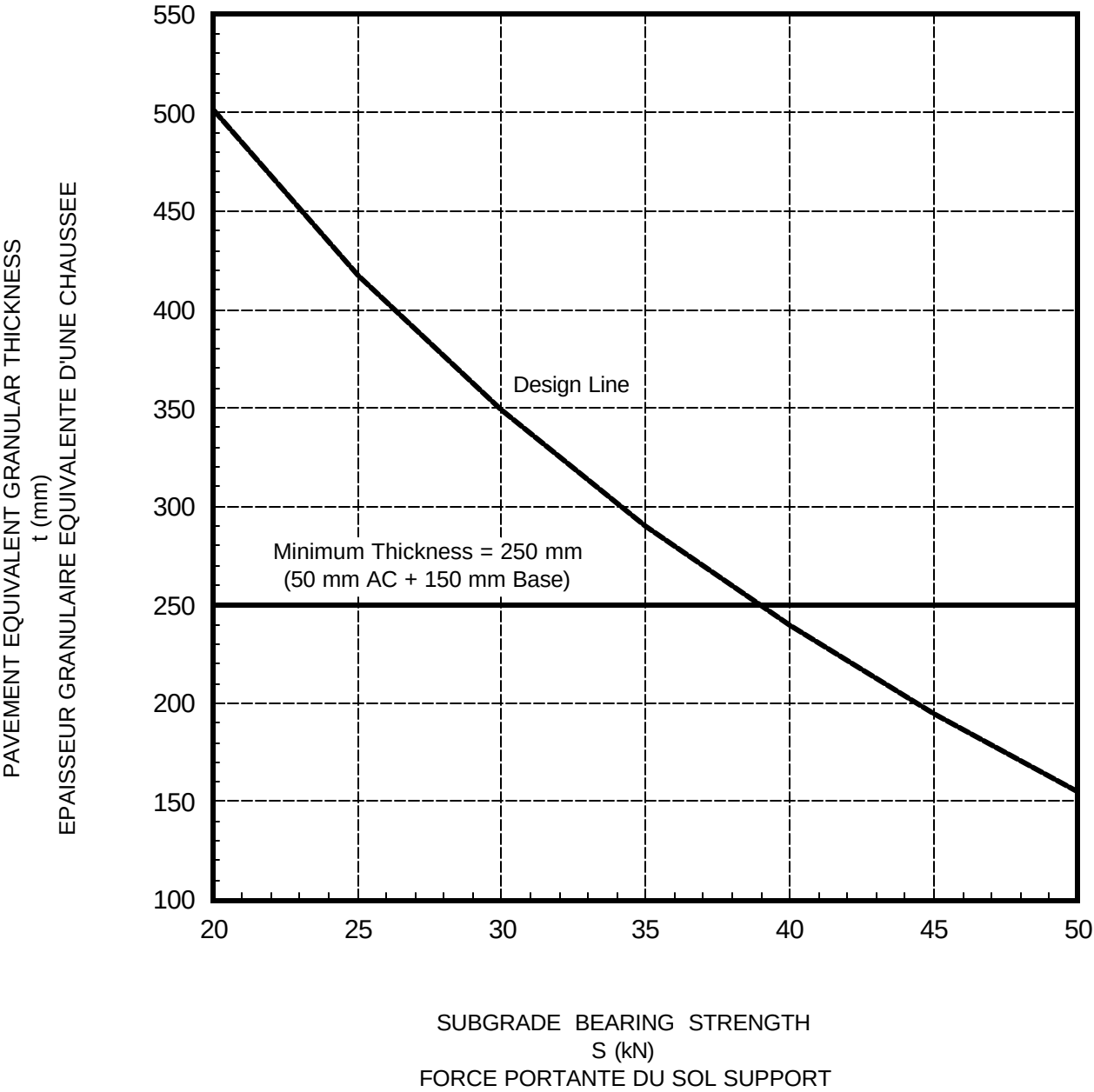
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		C-5 Galaxy (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	4674 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	0.77		



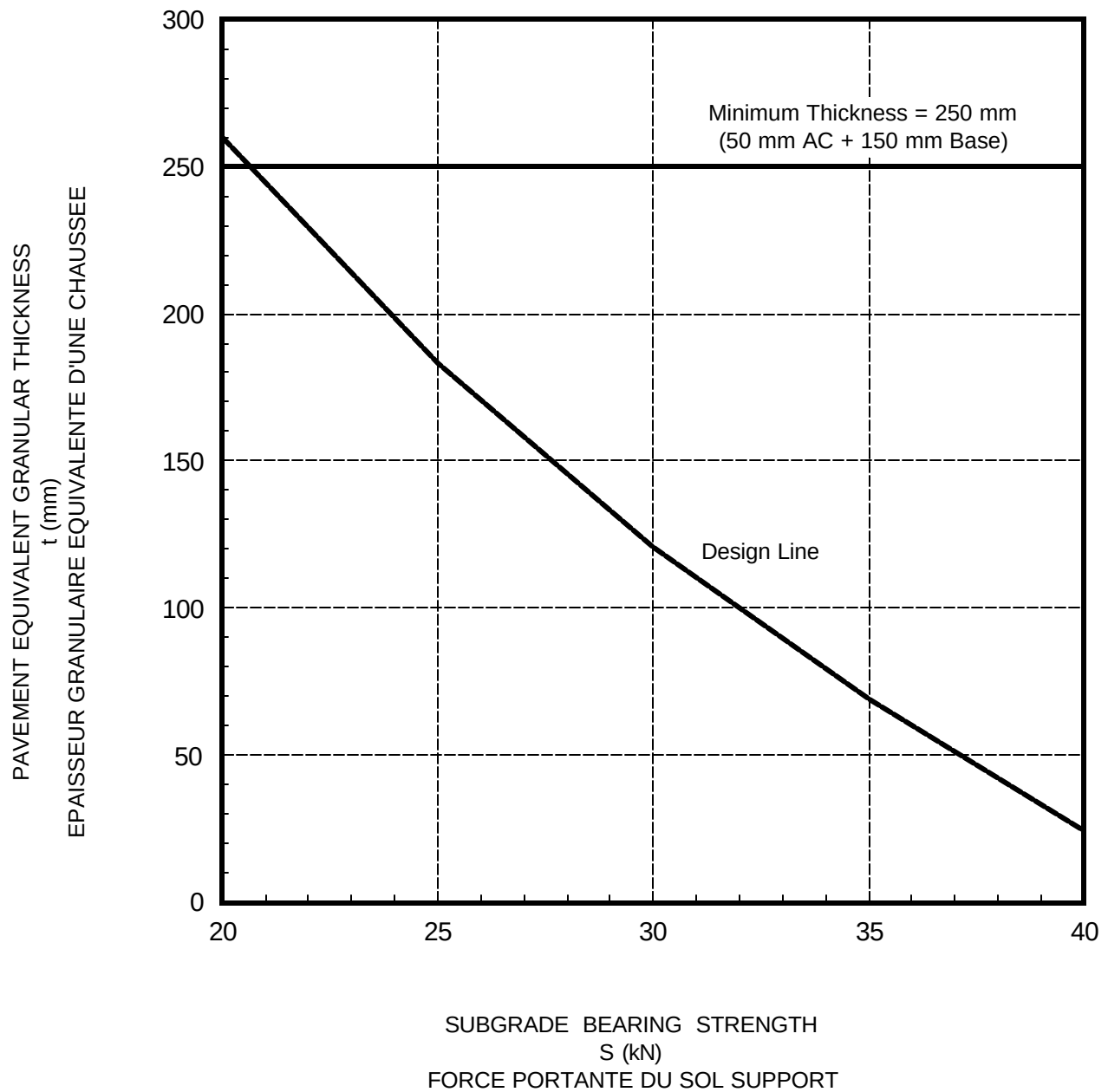
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		C-5 Galaxy (Lockheed)	
% Load on Main Gear % Poids sur Atterrisseur Principal	23.8	4674 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	0.77		



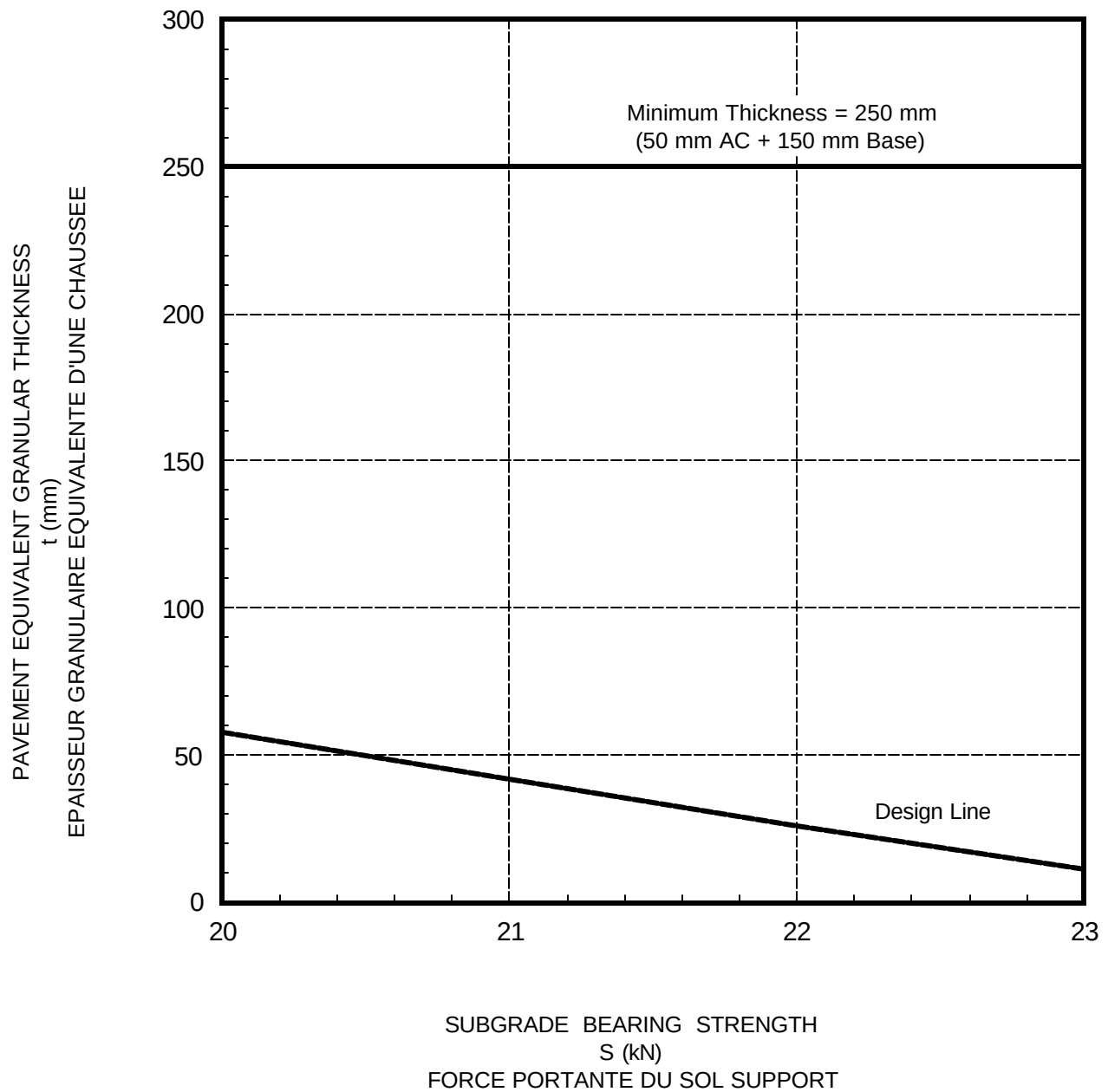
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Canadair CL-41A (CT-114 Tutor)
Operating Weight (kN) Poids d'Operation	49	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.37	



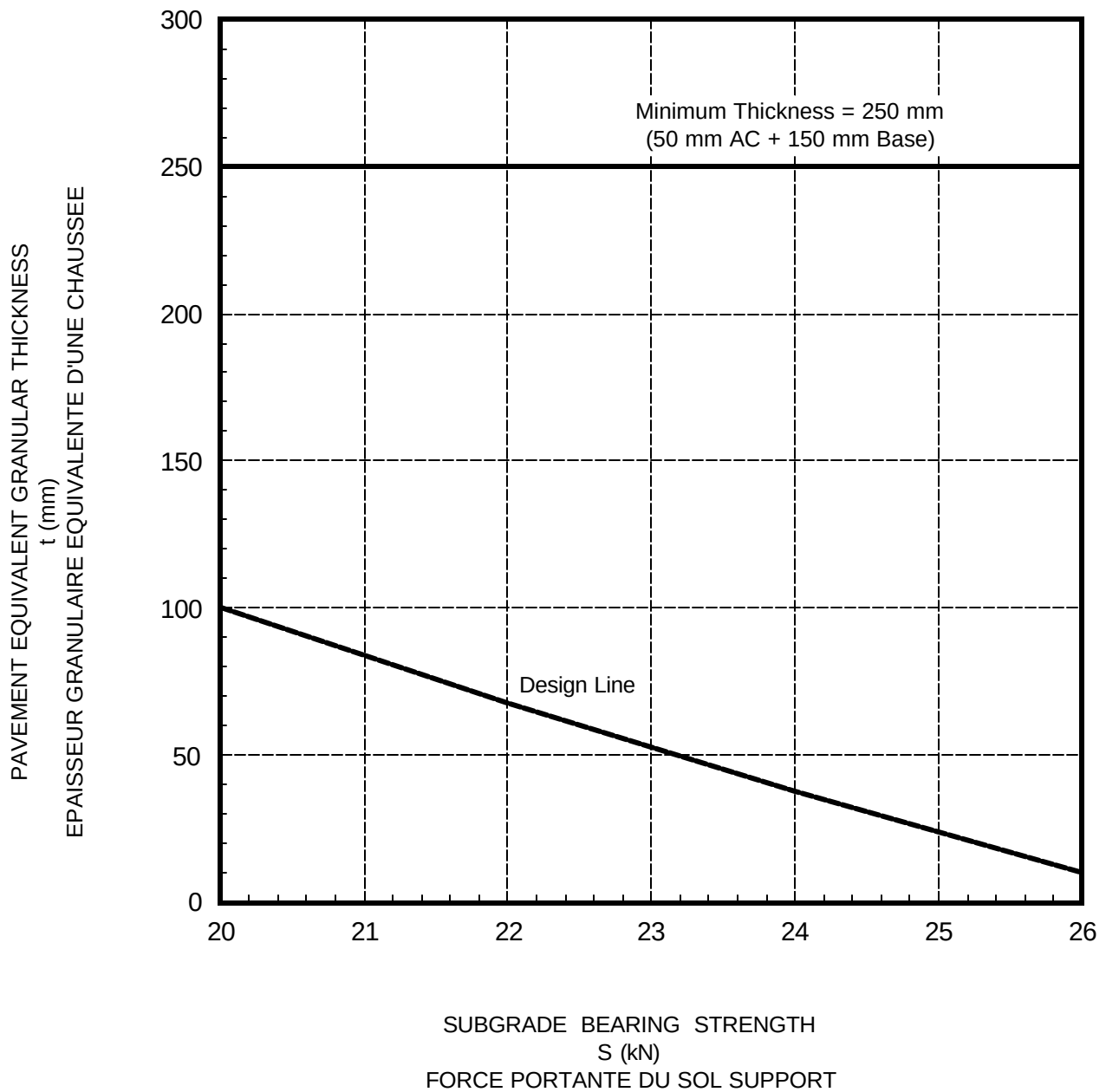
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 114B (Commander)
Operating Weight (kN) Poids d'Operation	15	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.35	



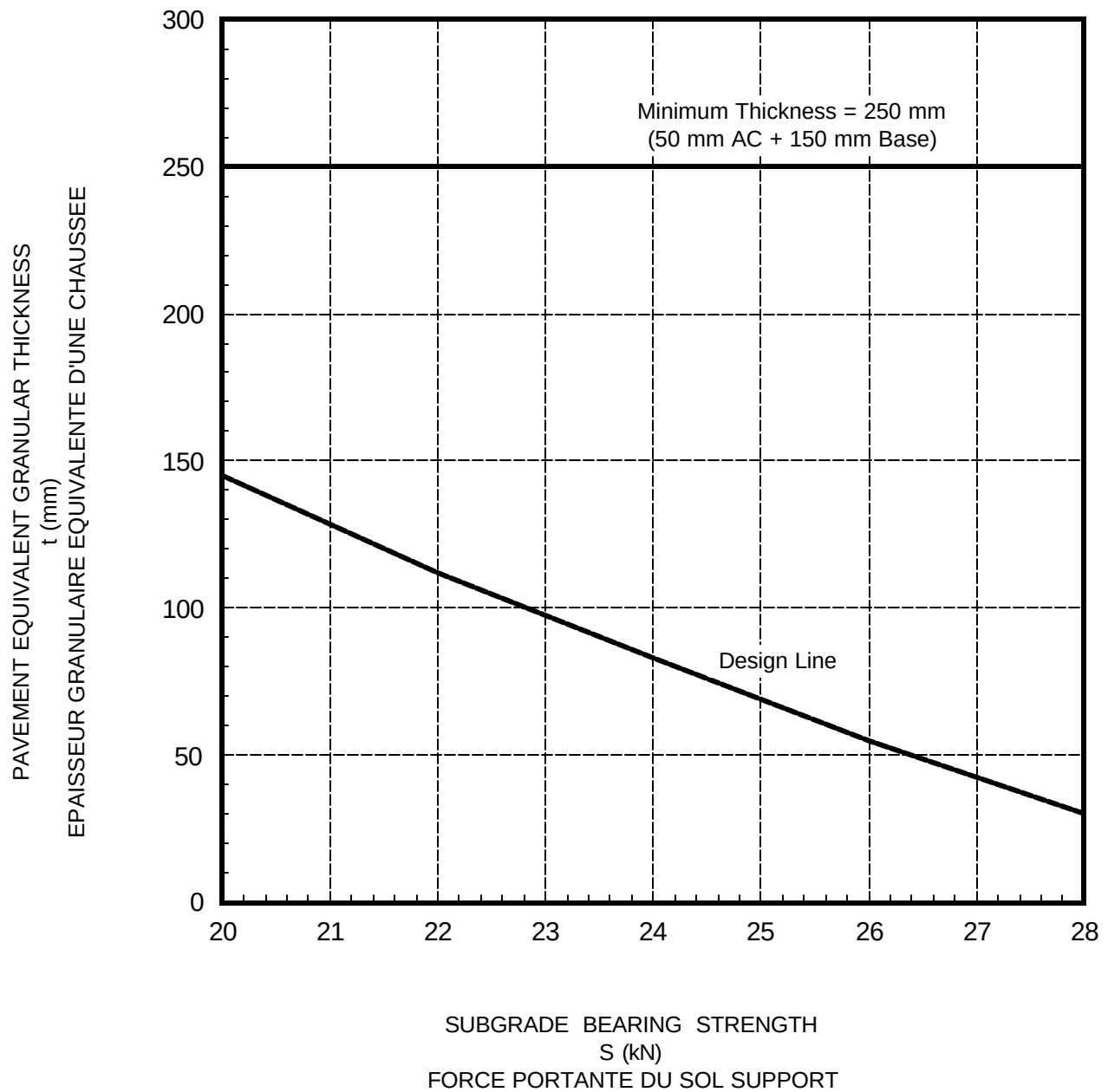
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 152
Operating Weight (kN) Poids d'Operation	8	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.20	



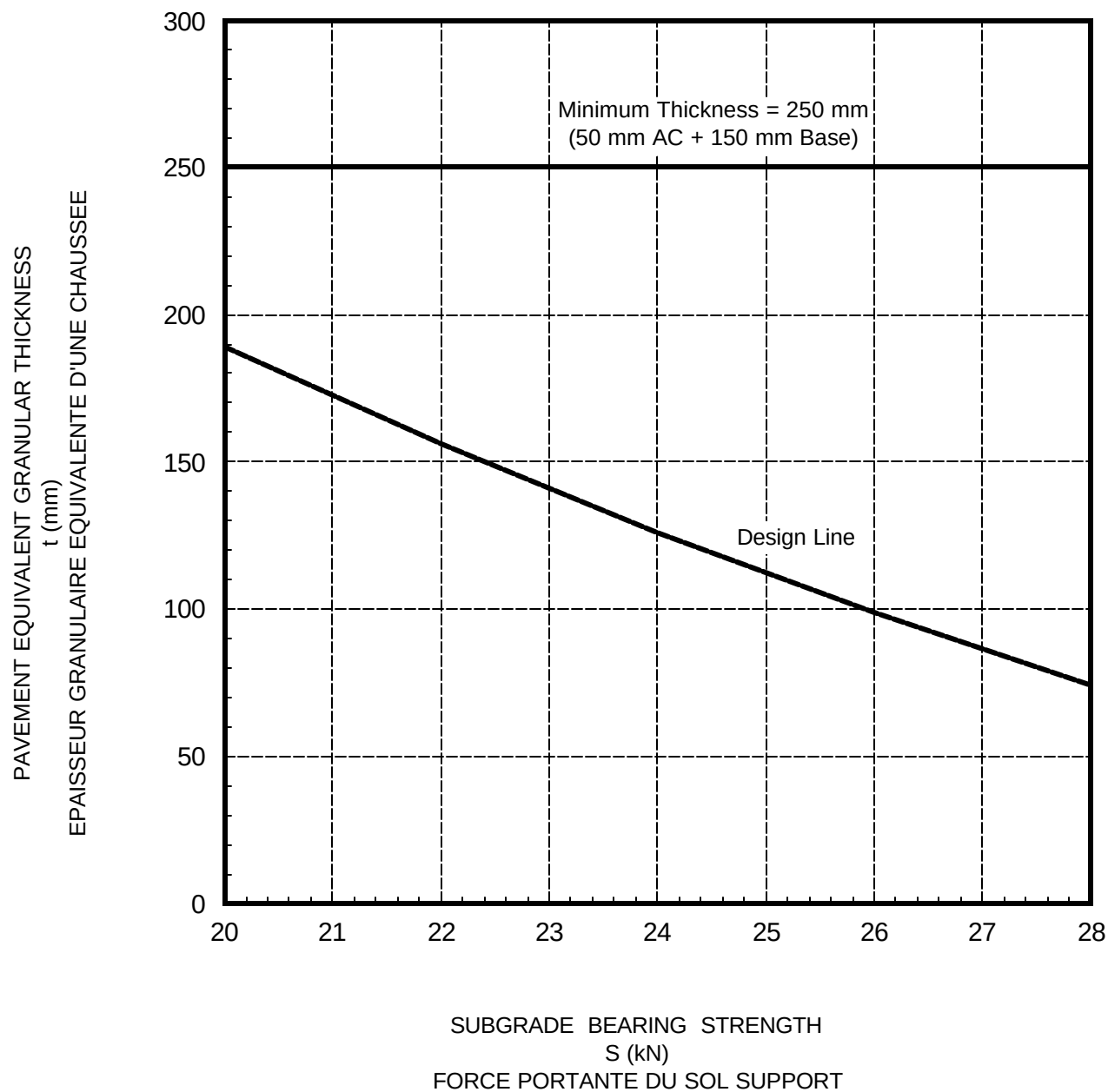
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 172 (Skyhawk)
Operating Weight (kN) Poids d'Operation	11	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.19	



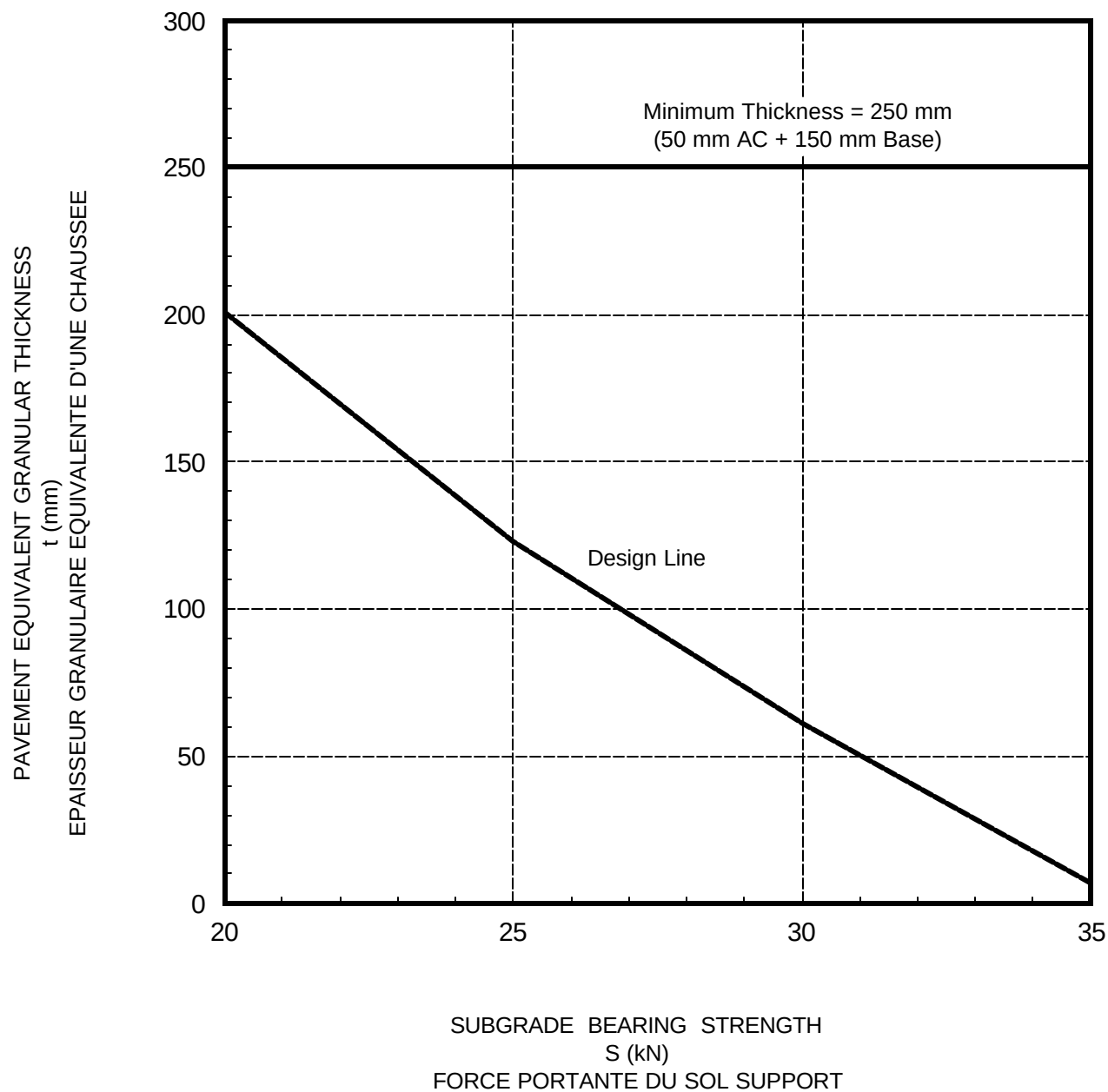
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 180 (Skywagon)
Operating Weight (kN) Poids d'Operation	13	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.21	



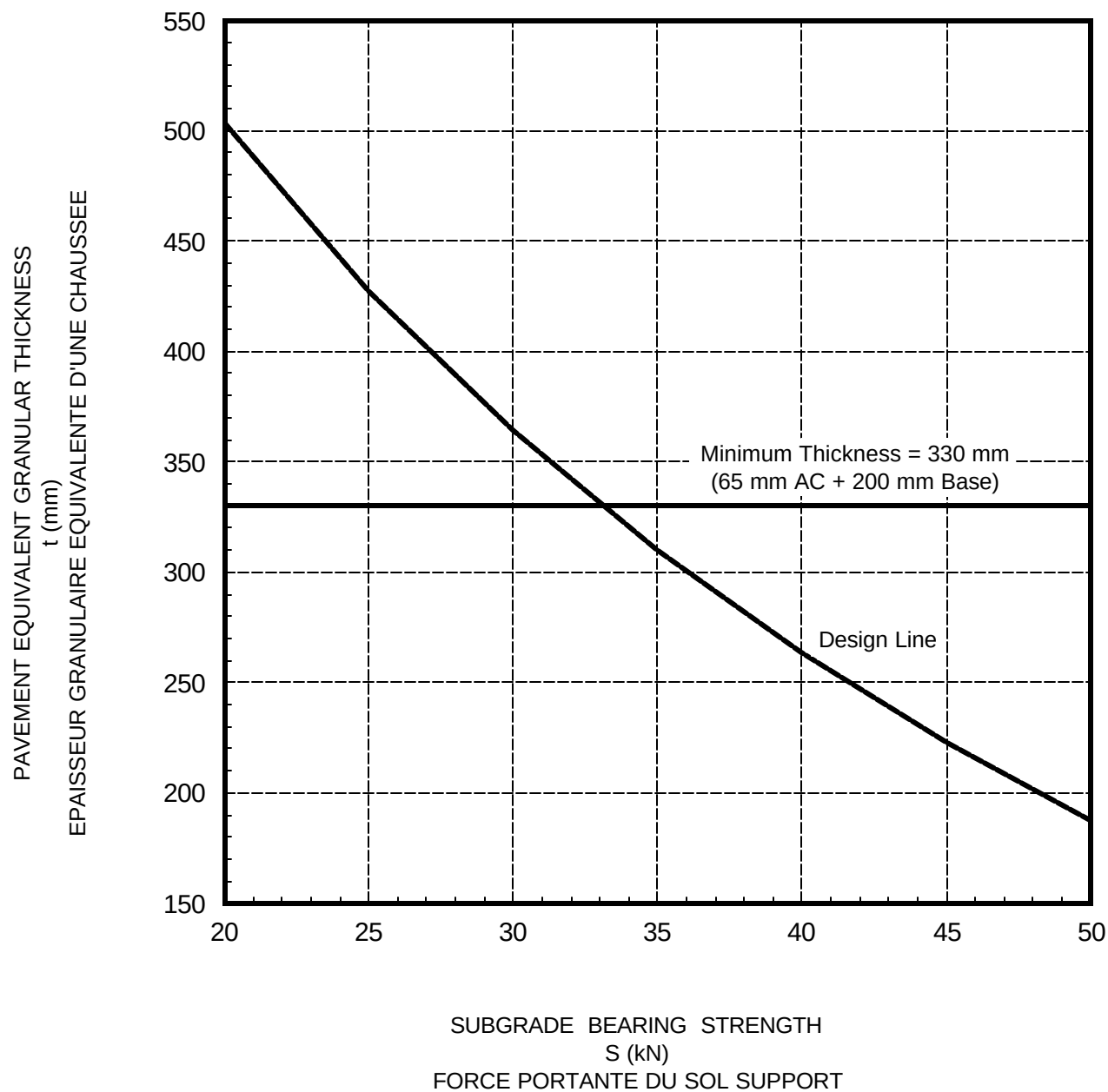
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 182 (Skylane)
Operating Weight (kN) Poids d'Operation	14	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.25	



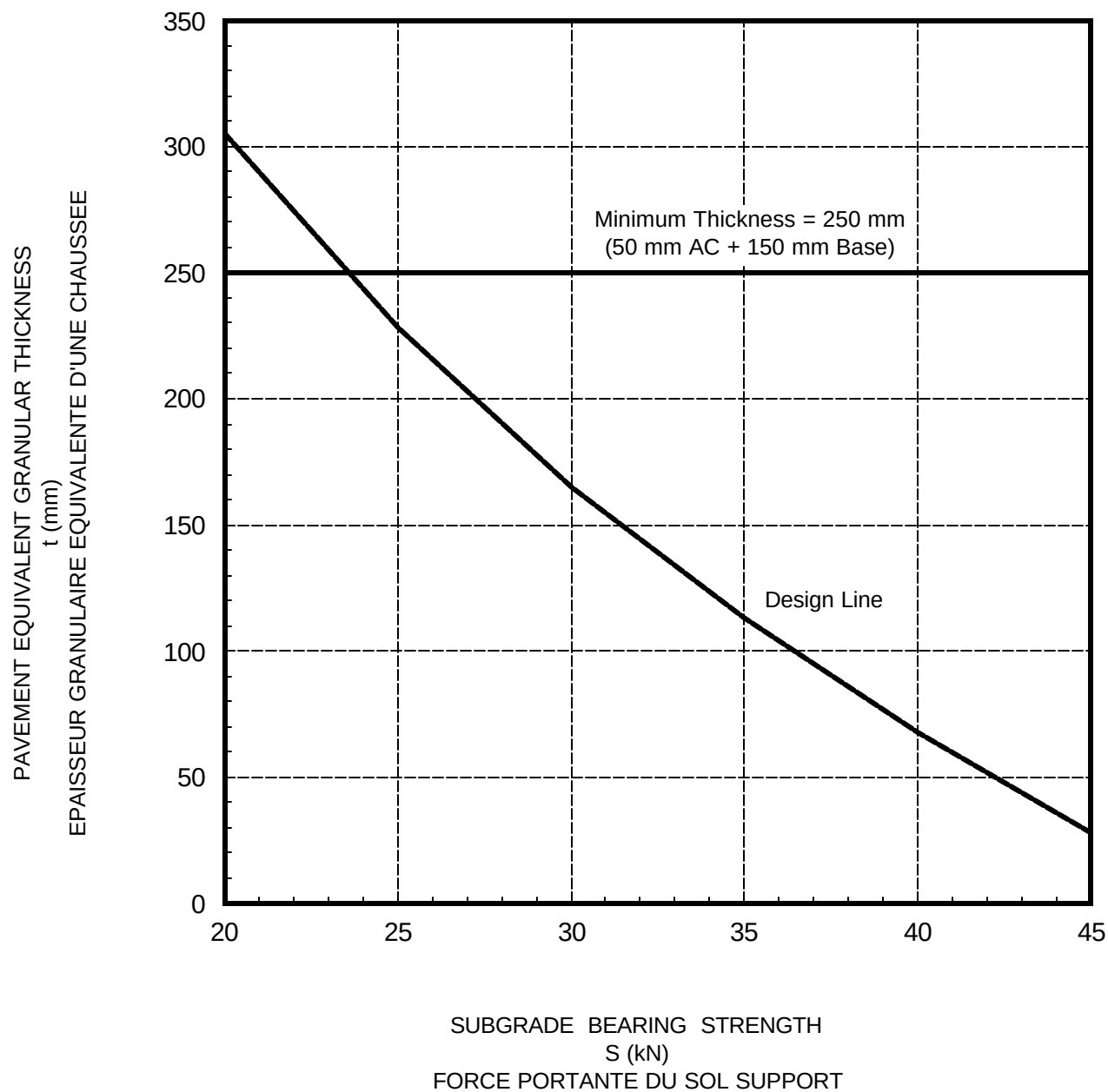
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 185 (Skywagon)
Operating Weight (kN) Poids d'Operation	15	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.25	



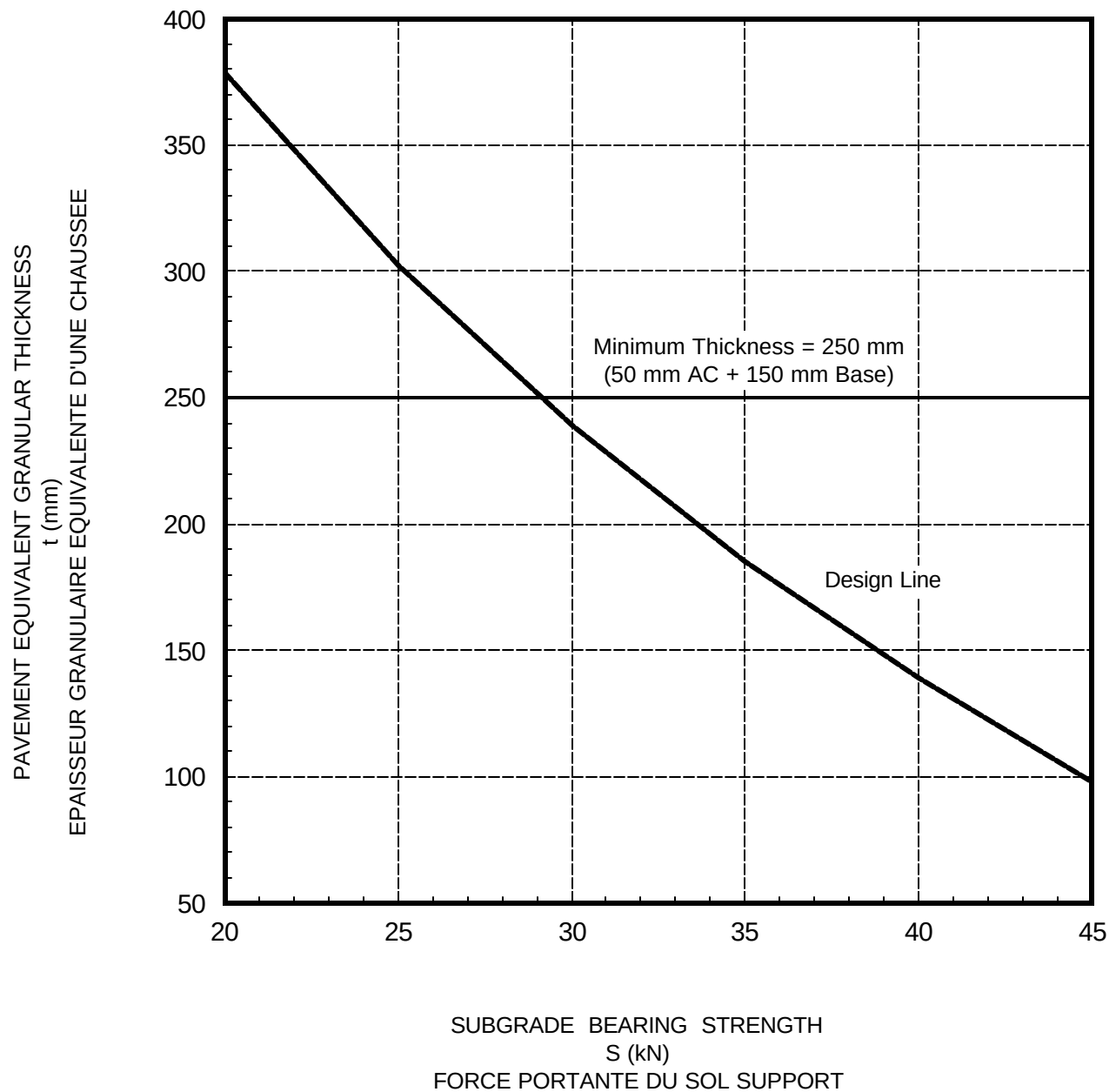
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 208 (Caravan)
Operating Weight (kN) Poids d'Operation	36	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.60	



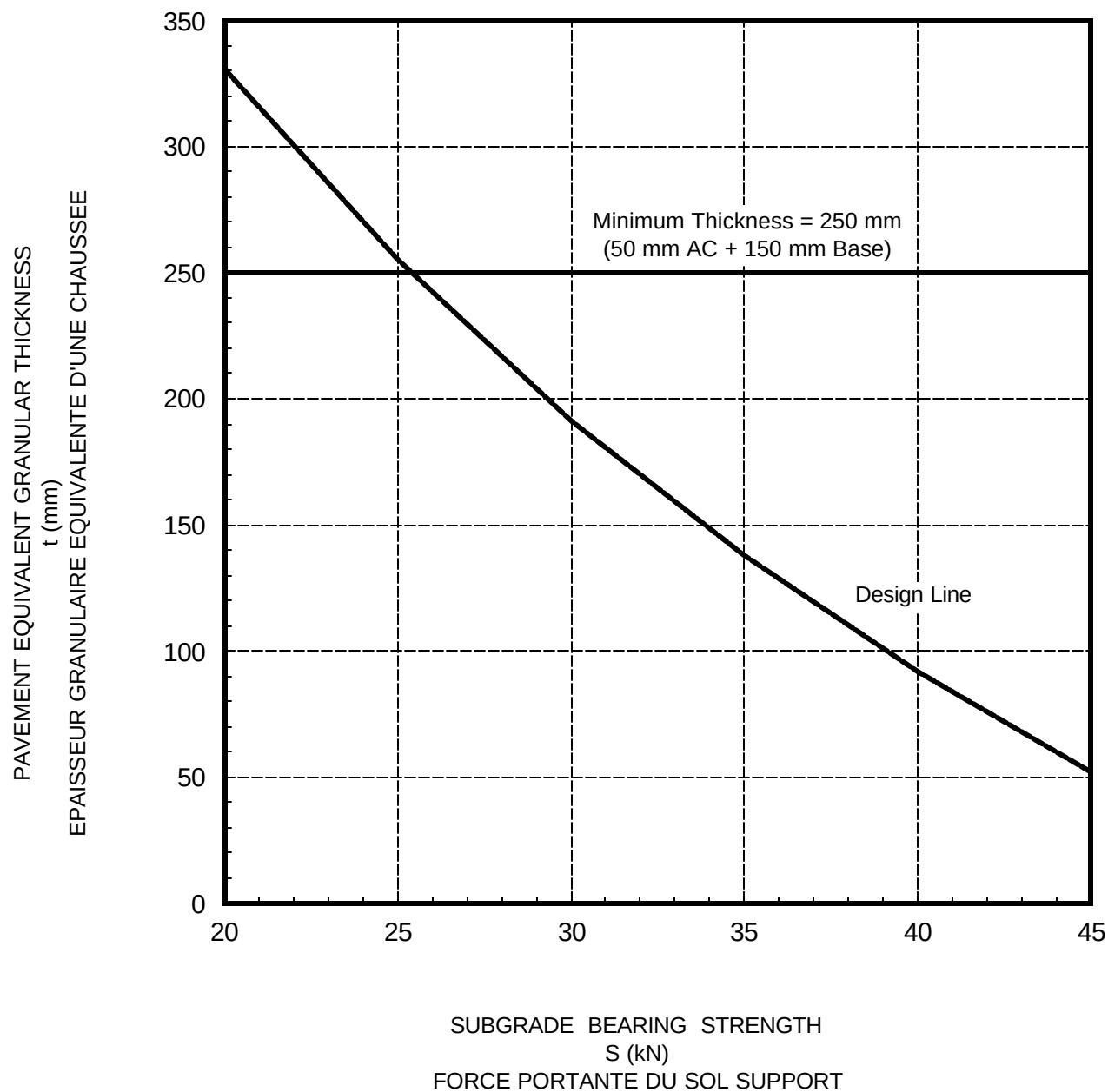
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 210 (Centurion)
Operating Weight (kN) Poids d'Operation	18	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



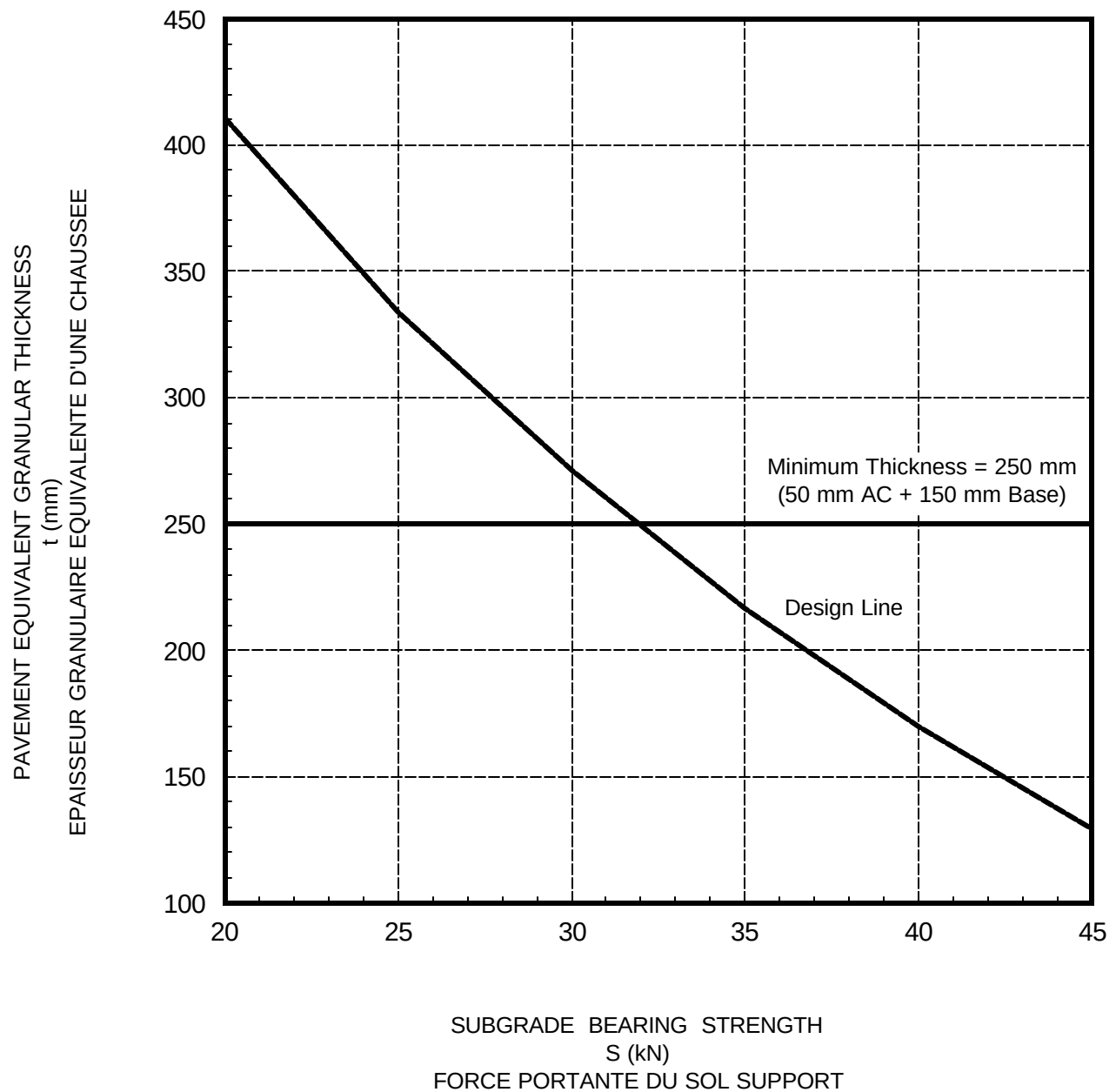
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 310
Operating Weight (kN) Poids d'Operation	25	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.42	



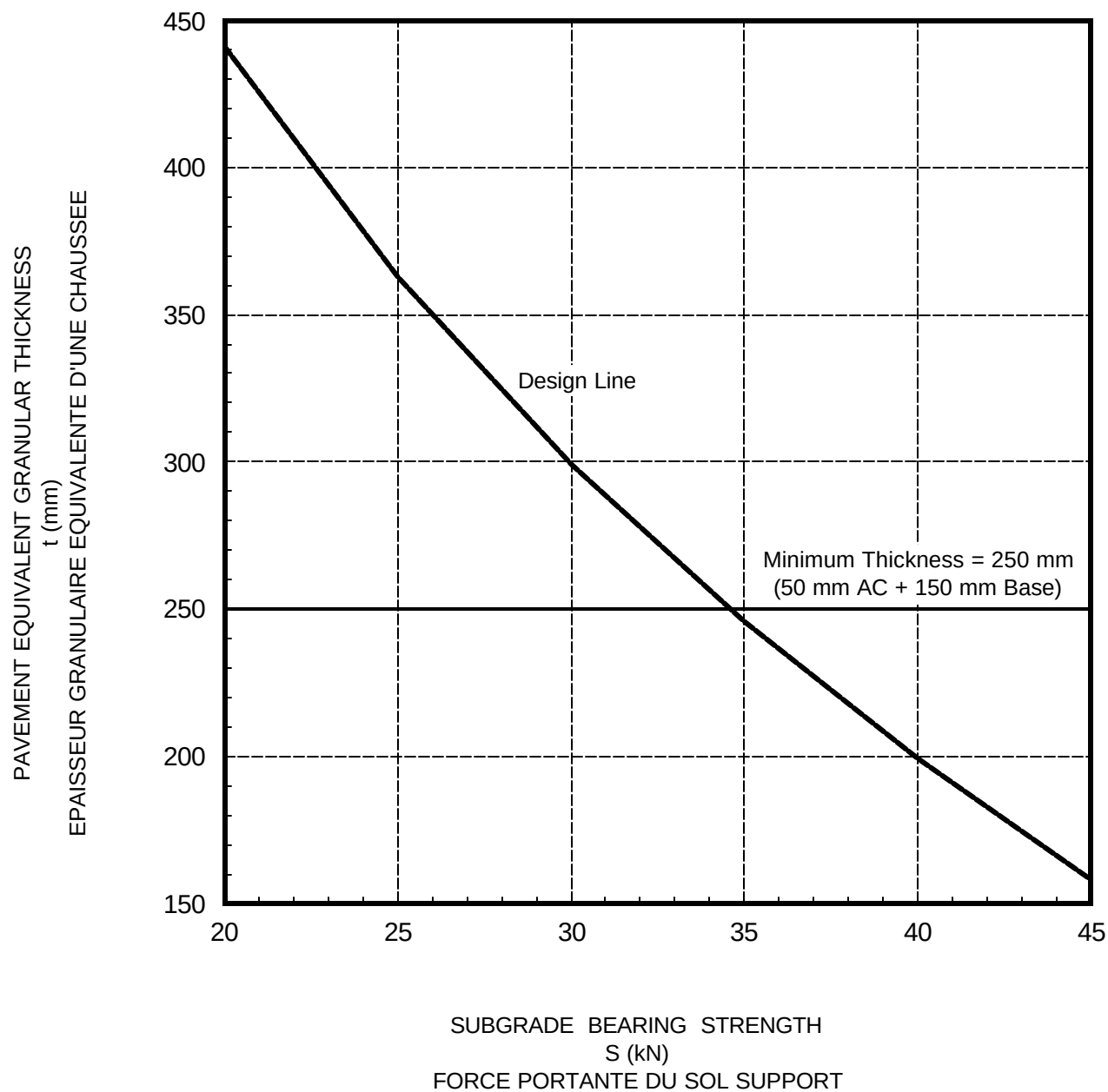
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 337 (Skymaster)
Operating Weight (kN) Poids d'Operation	21	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



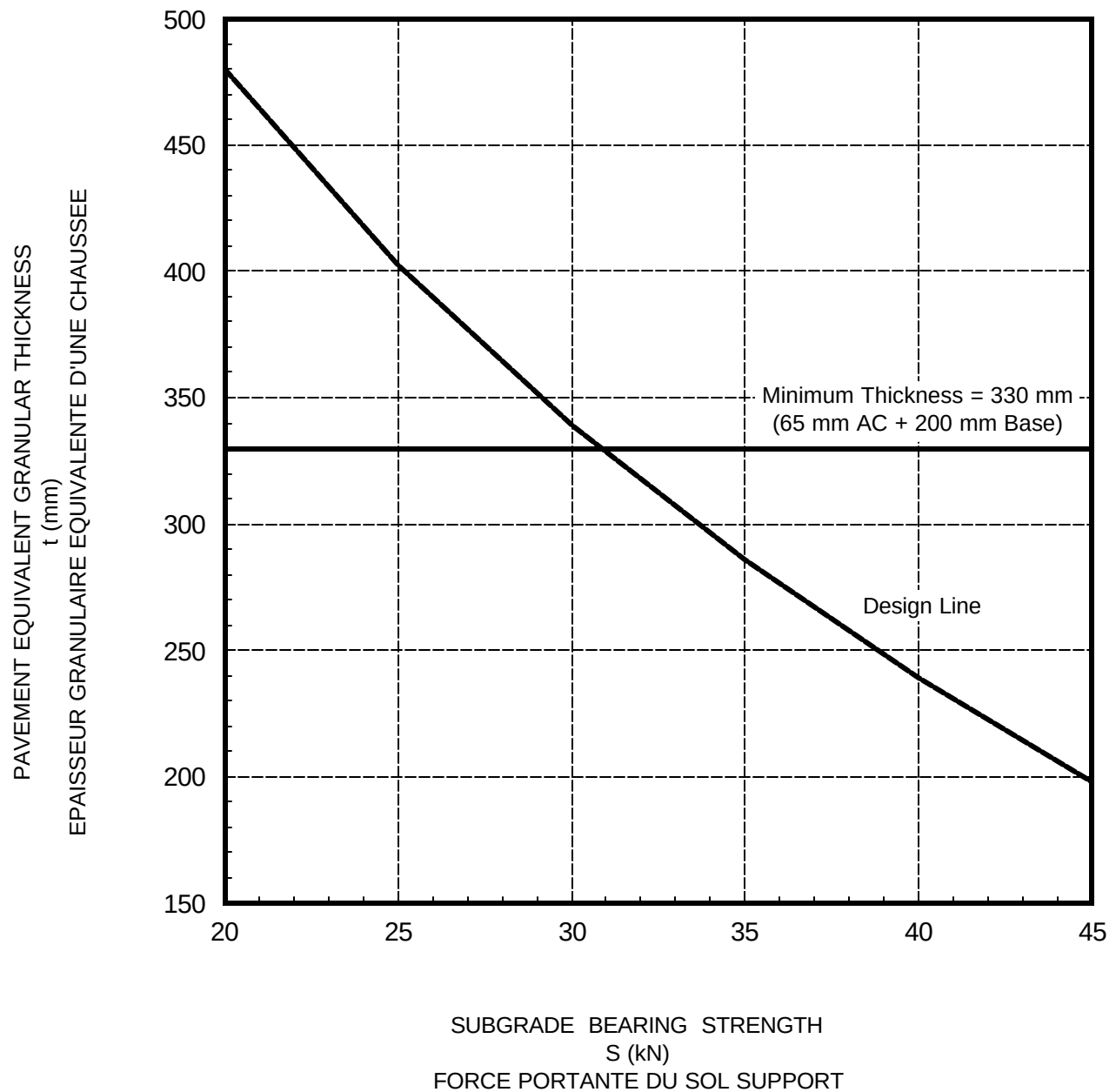
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 401
Operating Weight (kN) Poids d'Operation	28	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.45	



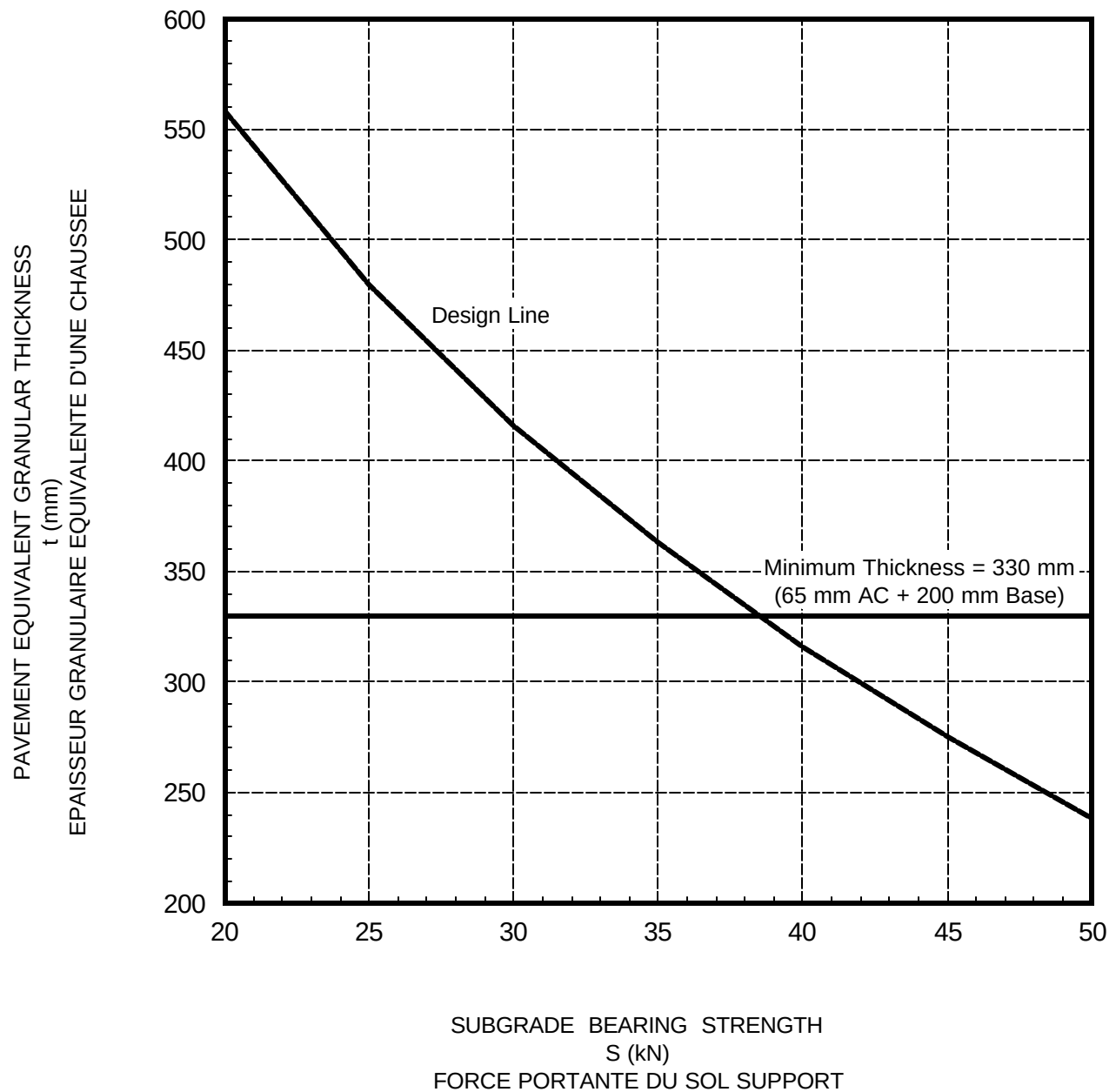
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 402C, 414A (Chancellor)
Operating Weight (kN) Poids d'Operation	31	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



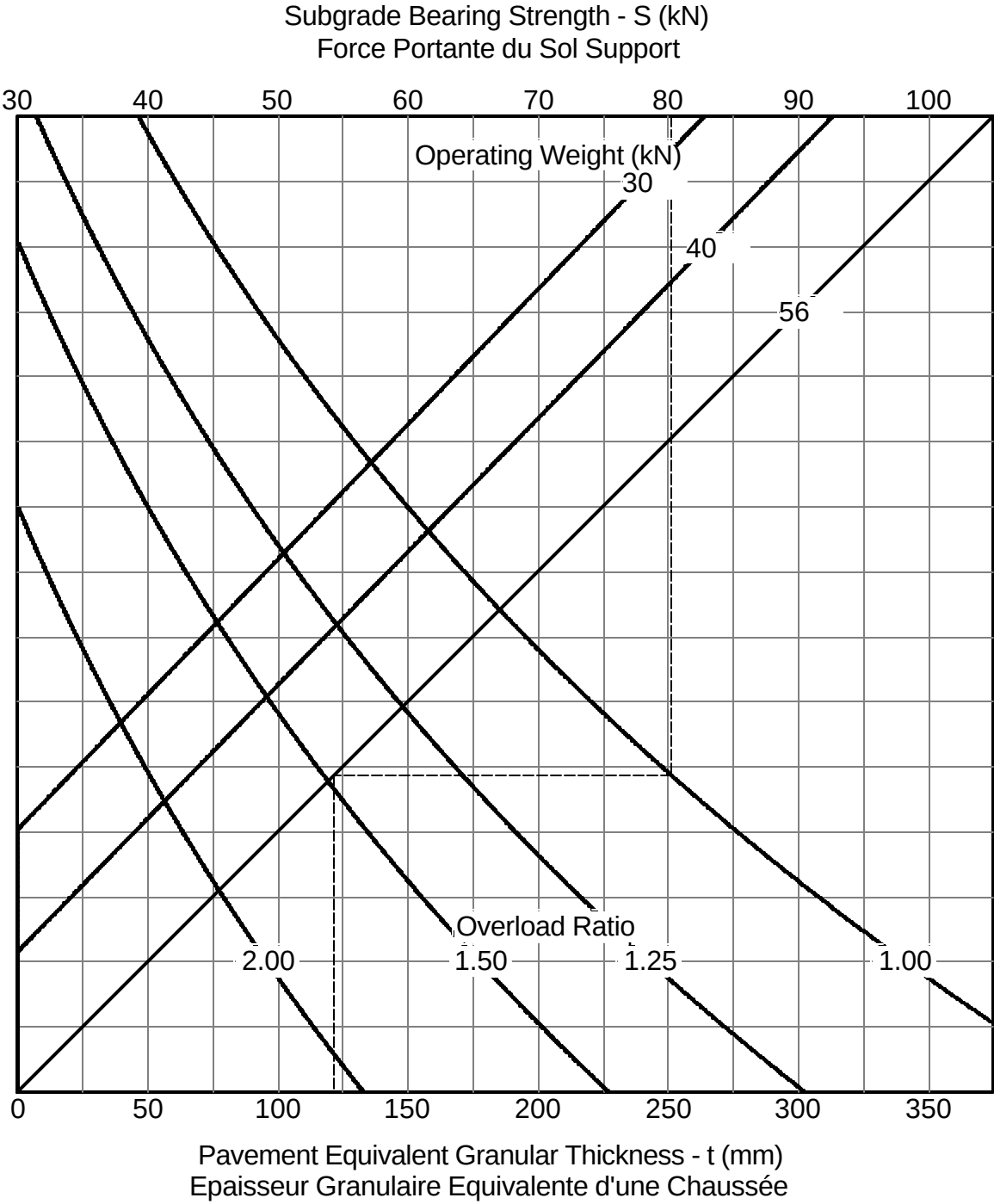
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 421 (Golden Eagle)
Operating Weight (kN) Poids d'Operation	34	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.55	



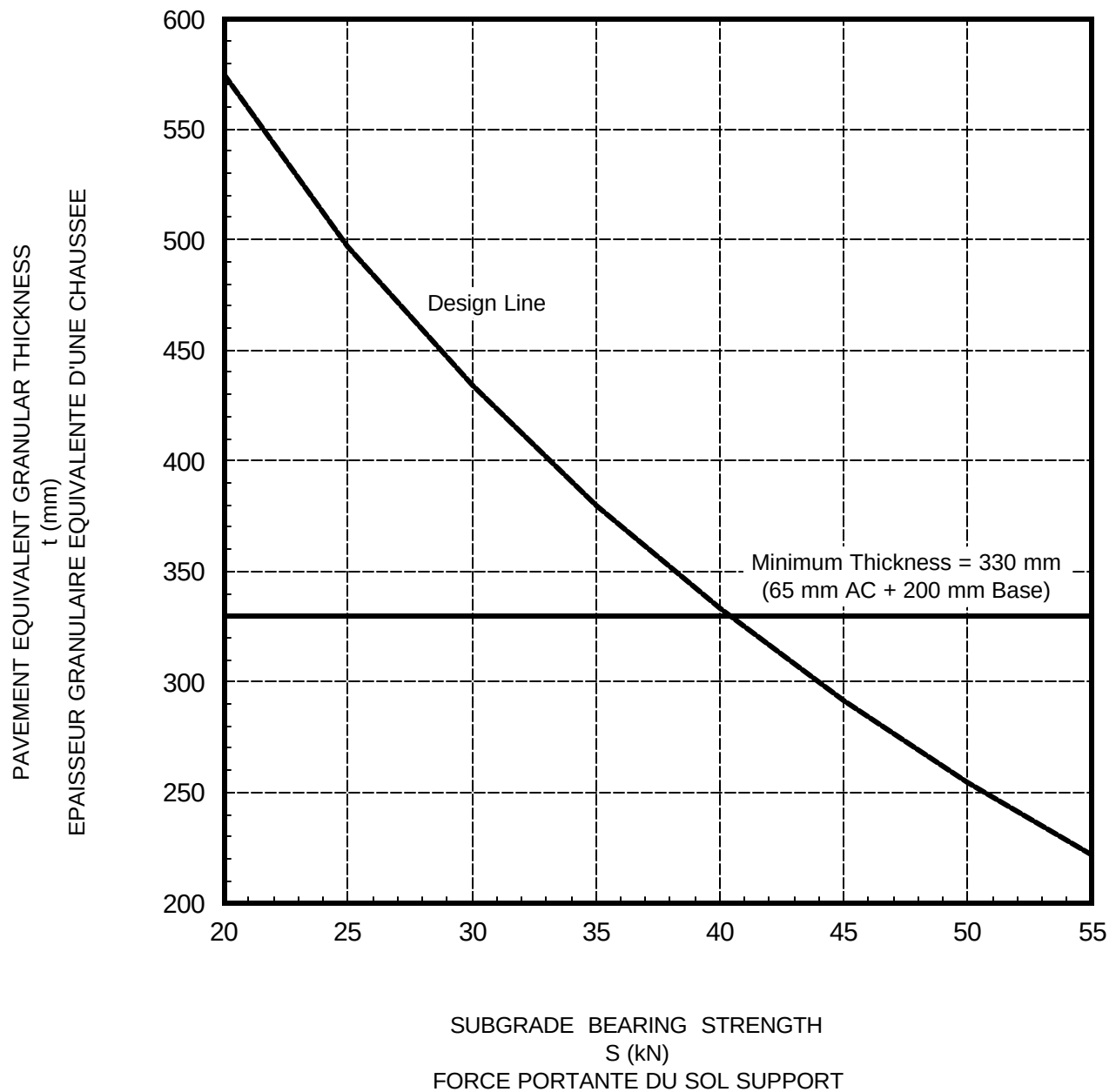
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 441 (Conquest II)
Operating Weight (kN) Poids d'Operation	44	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.66	



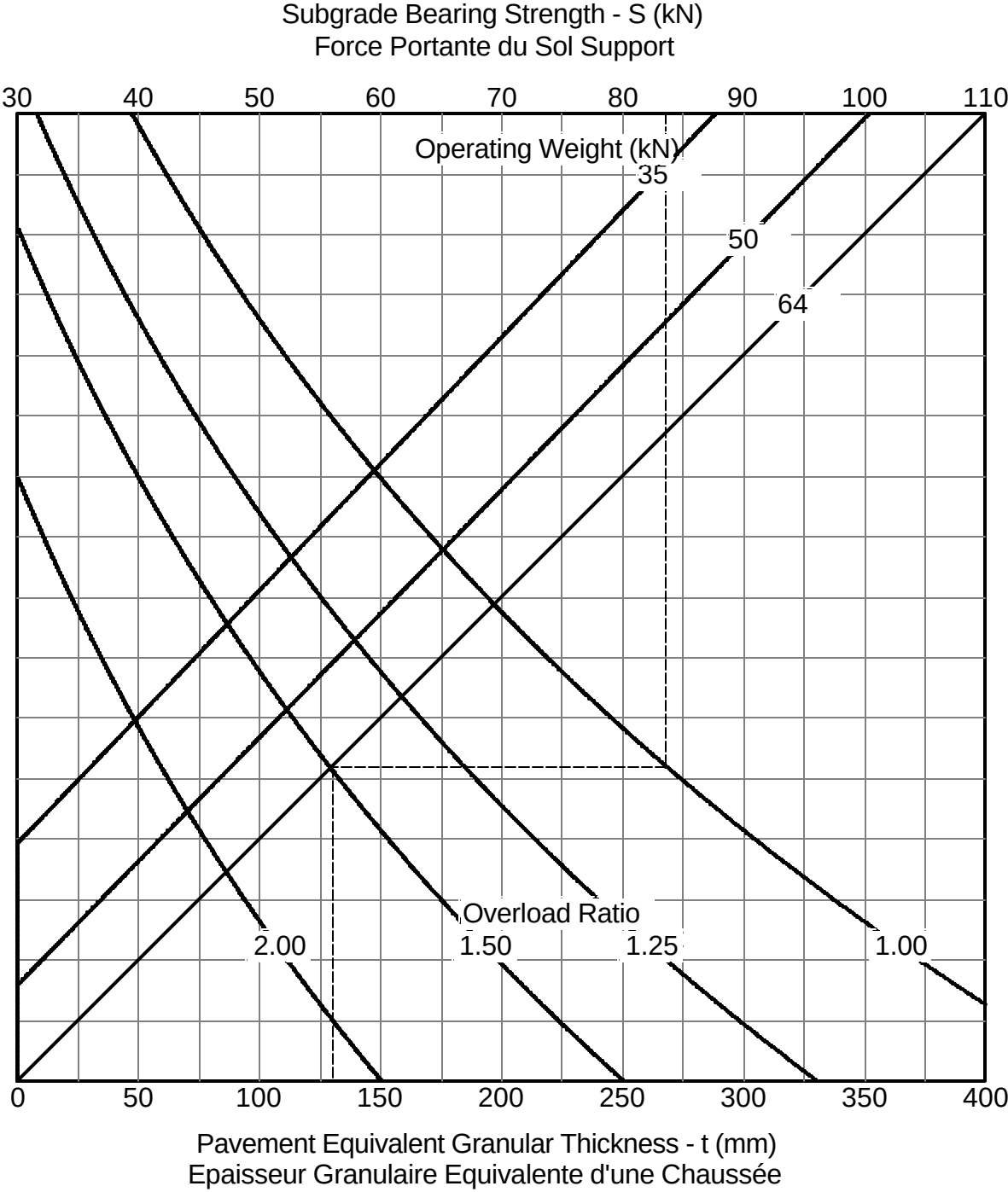
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 501 (Citation I)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



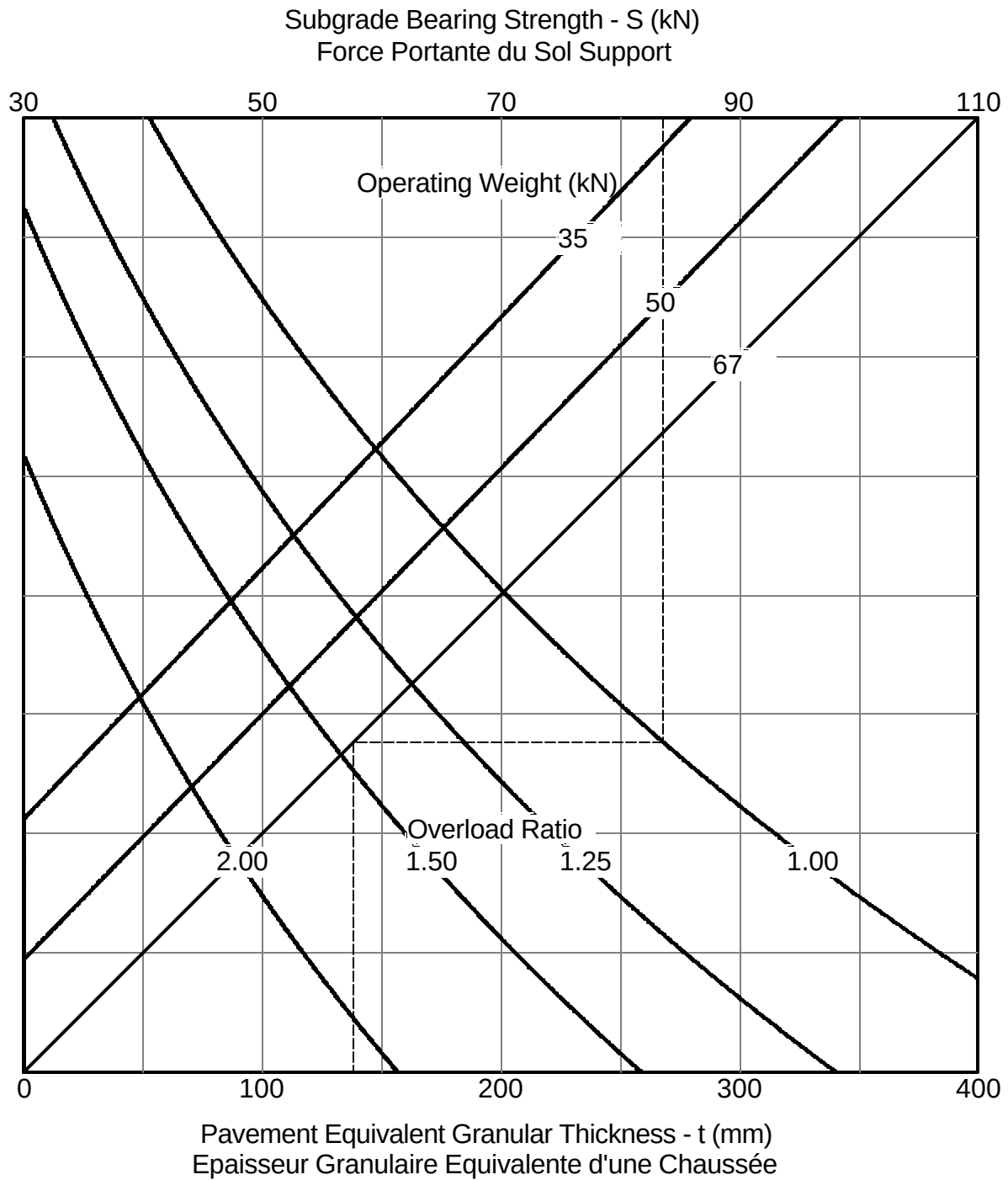
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna 525 (Citation Jet)
Operating Weight (kN) Poids d'Operation	47	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.68	



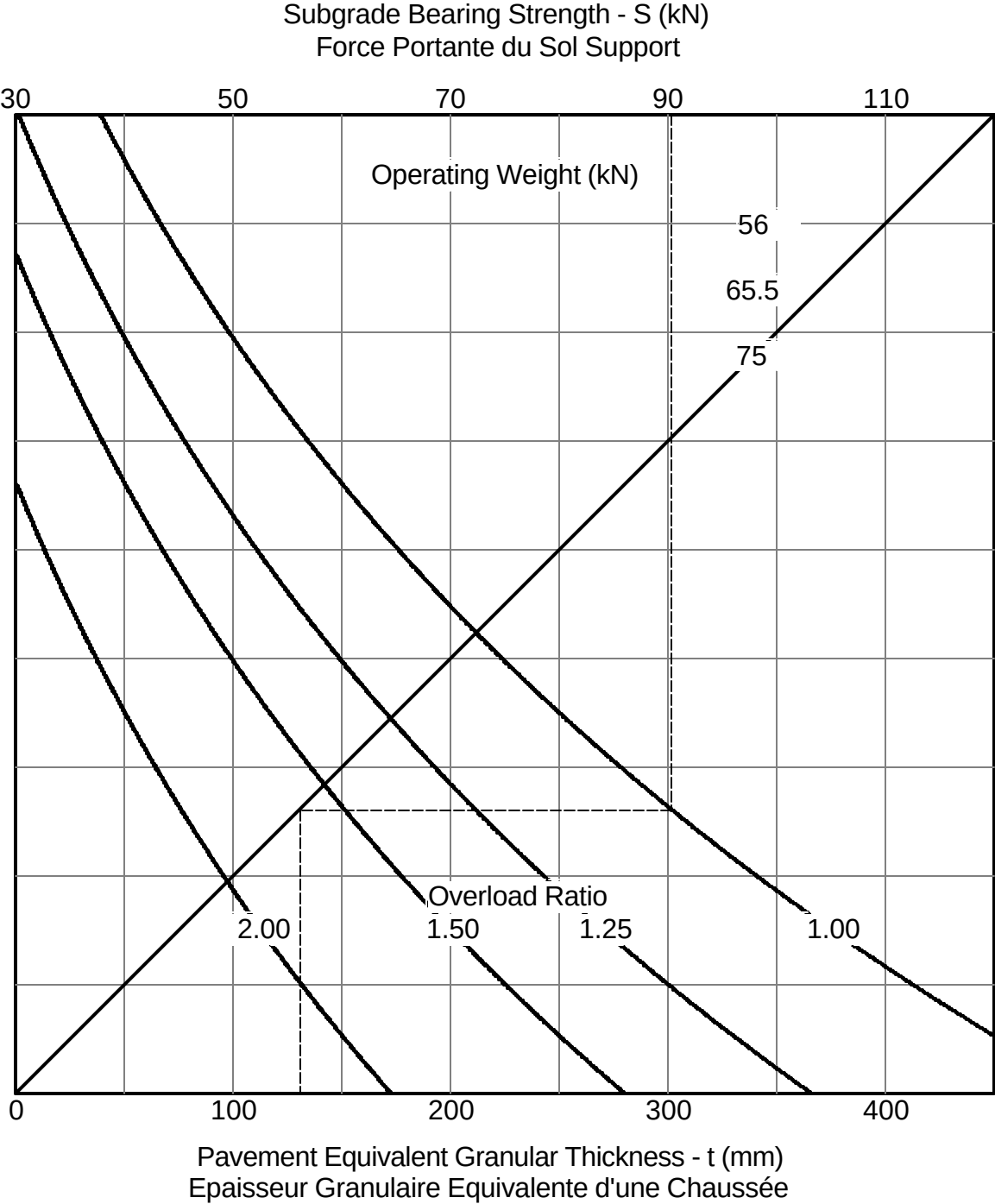
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 550 (Citation II)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



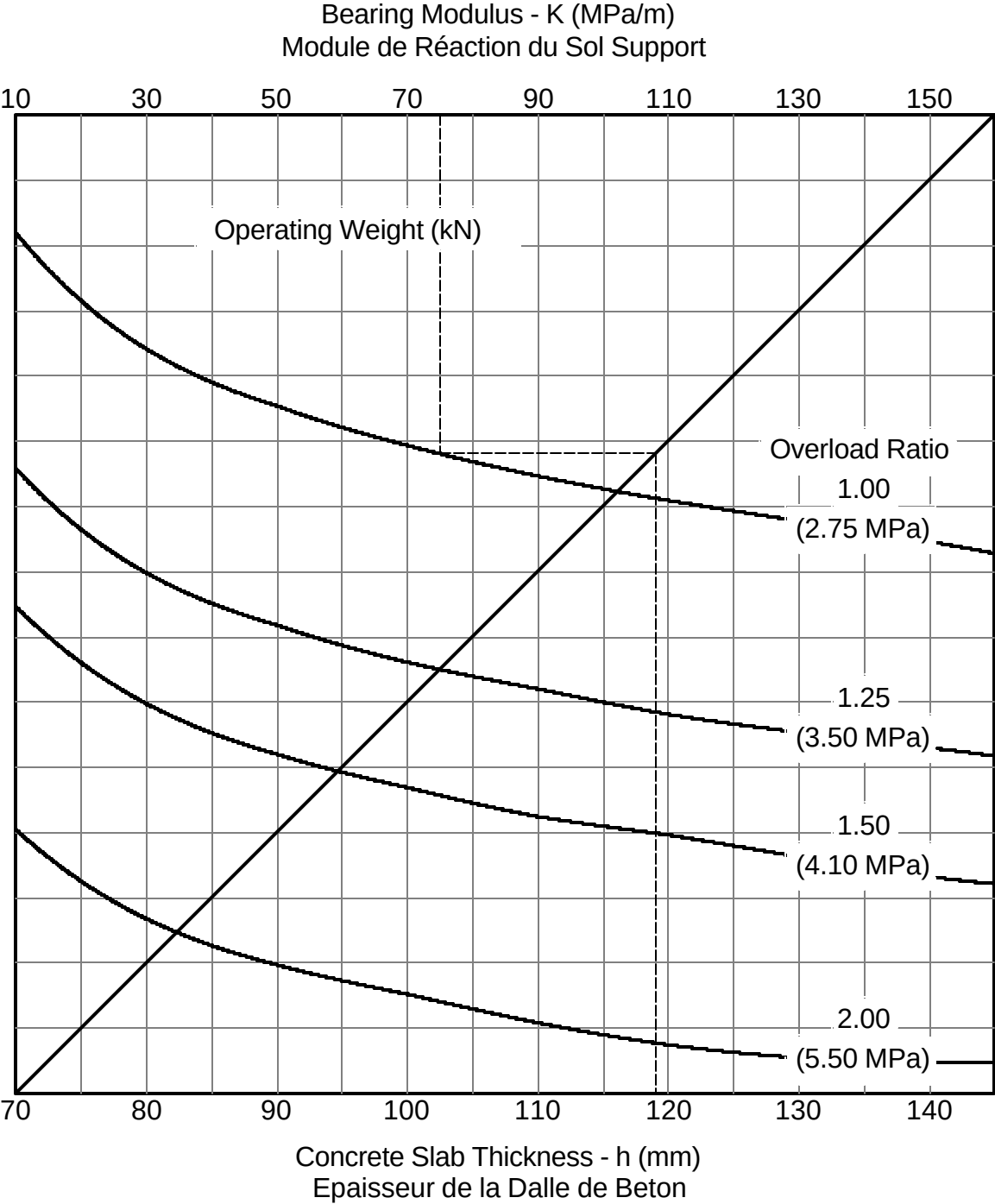
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 550 (Citation Bravo)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



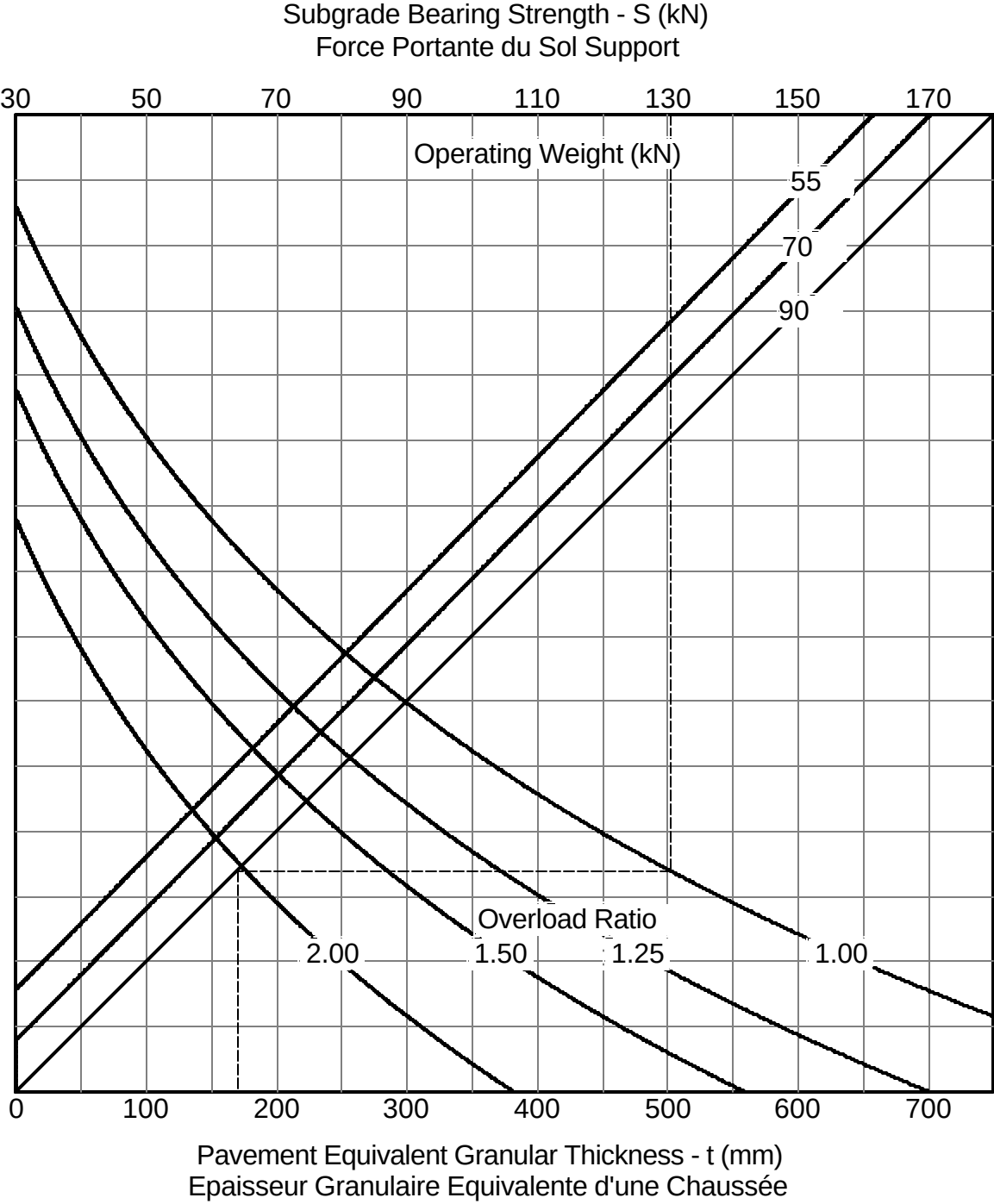
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 560 (Citation V, Ultra)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



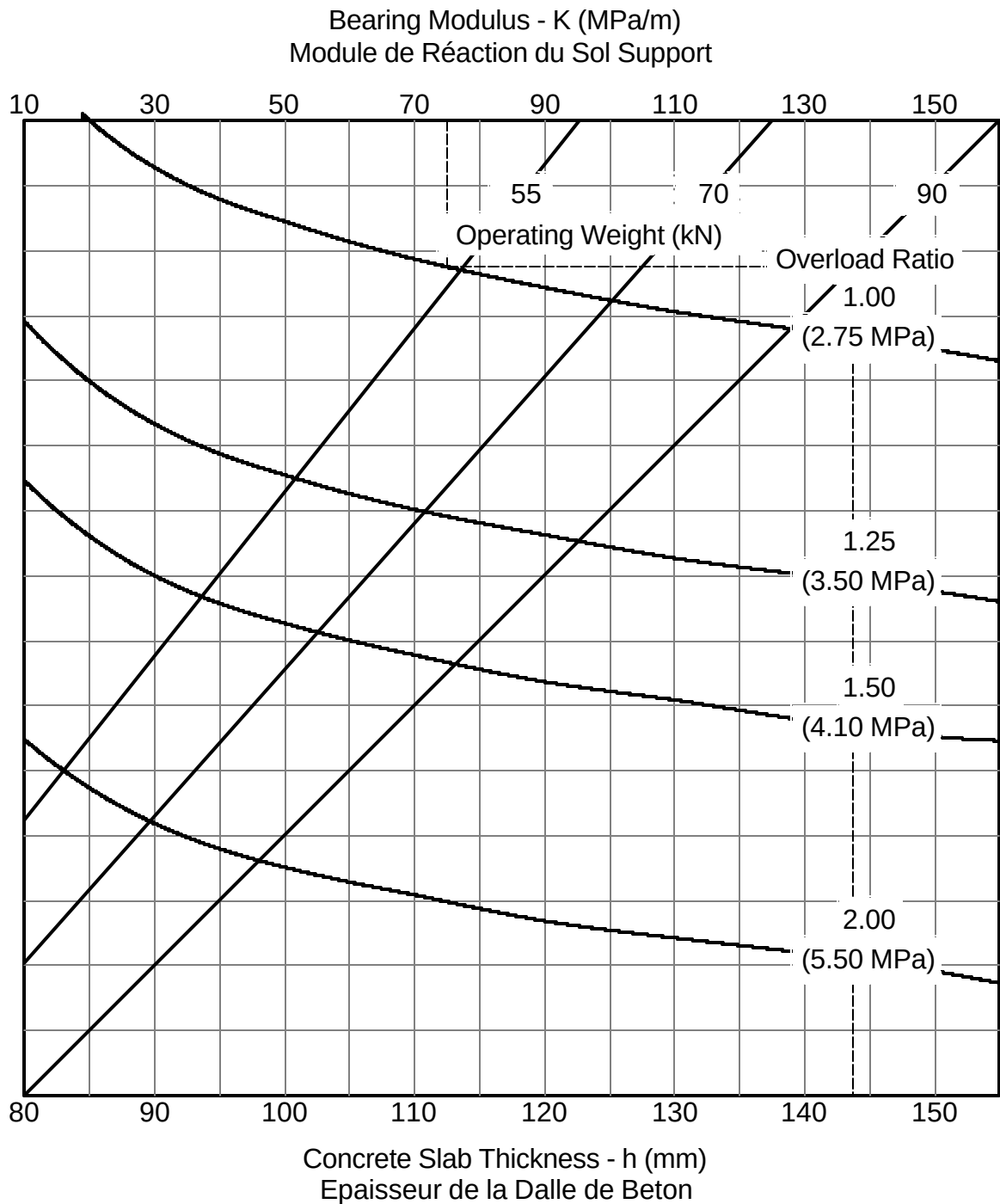
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 560 (Citation V, Ultra)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



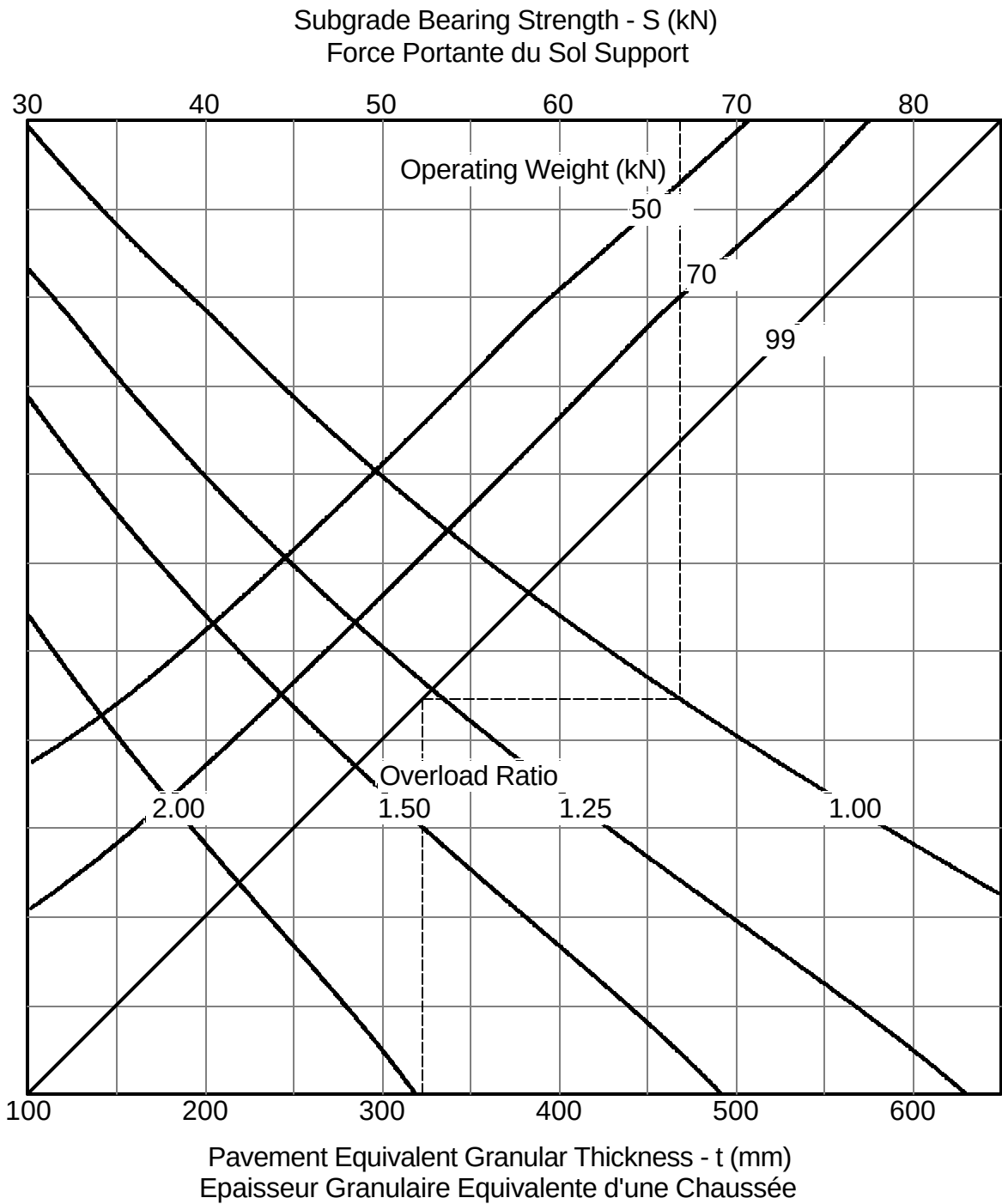
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 560 XL (Citation Excel)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	1.48	



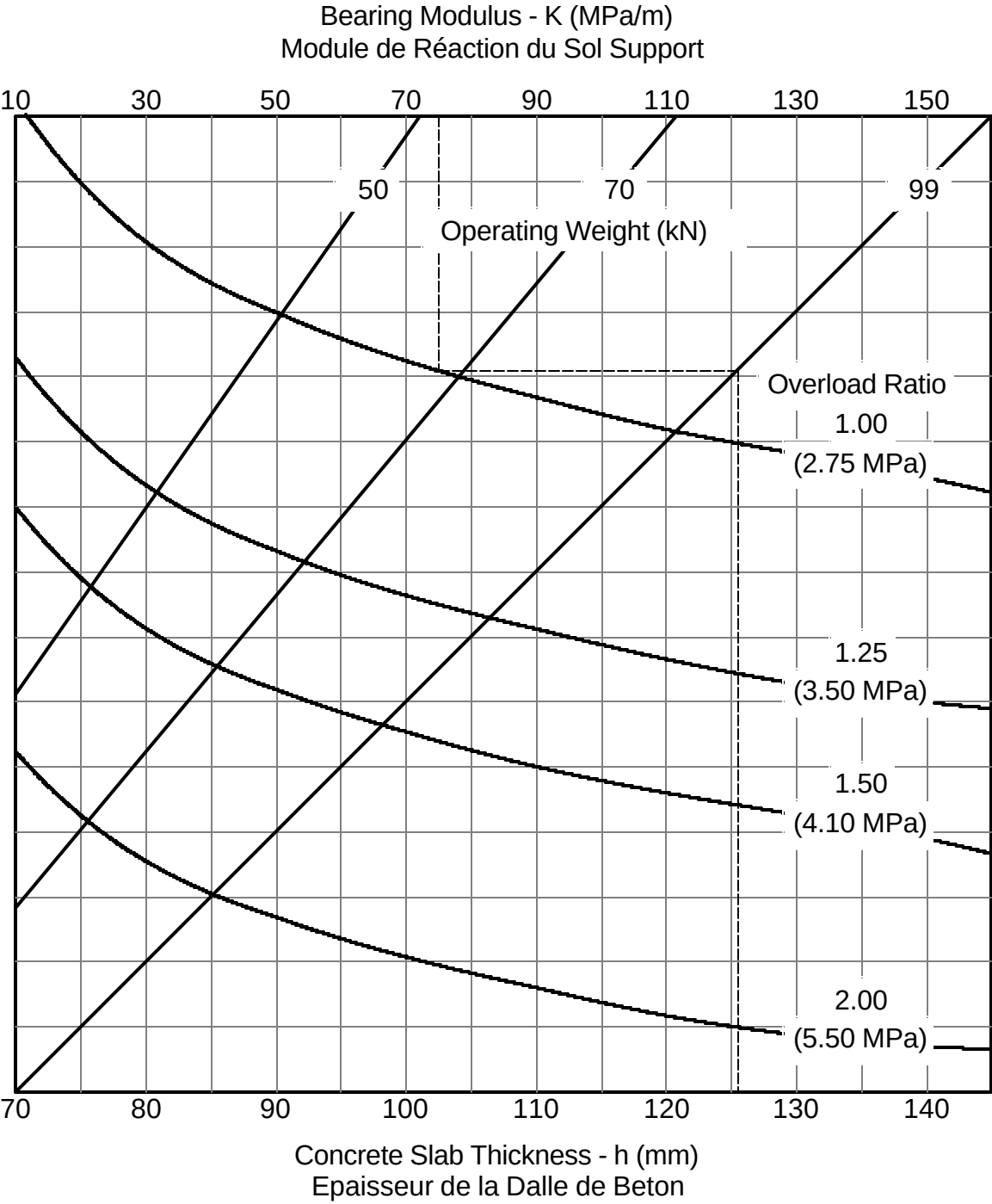
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 560 XL (Citation Excel)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	1.48	



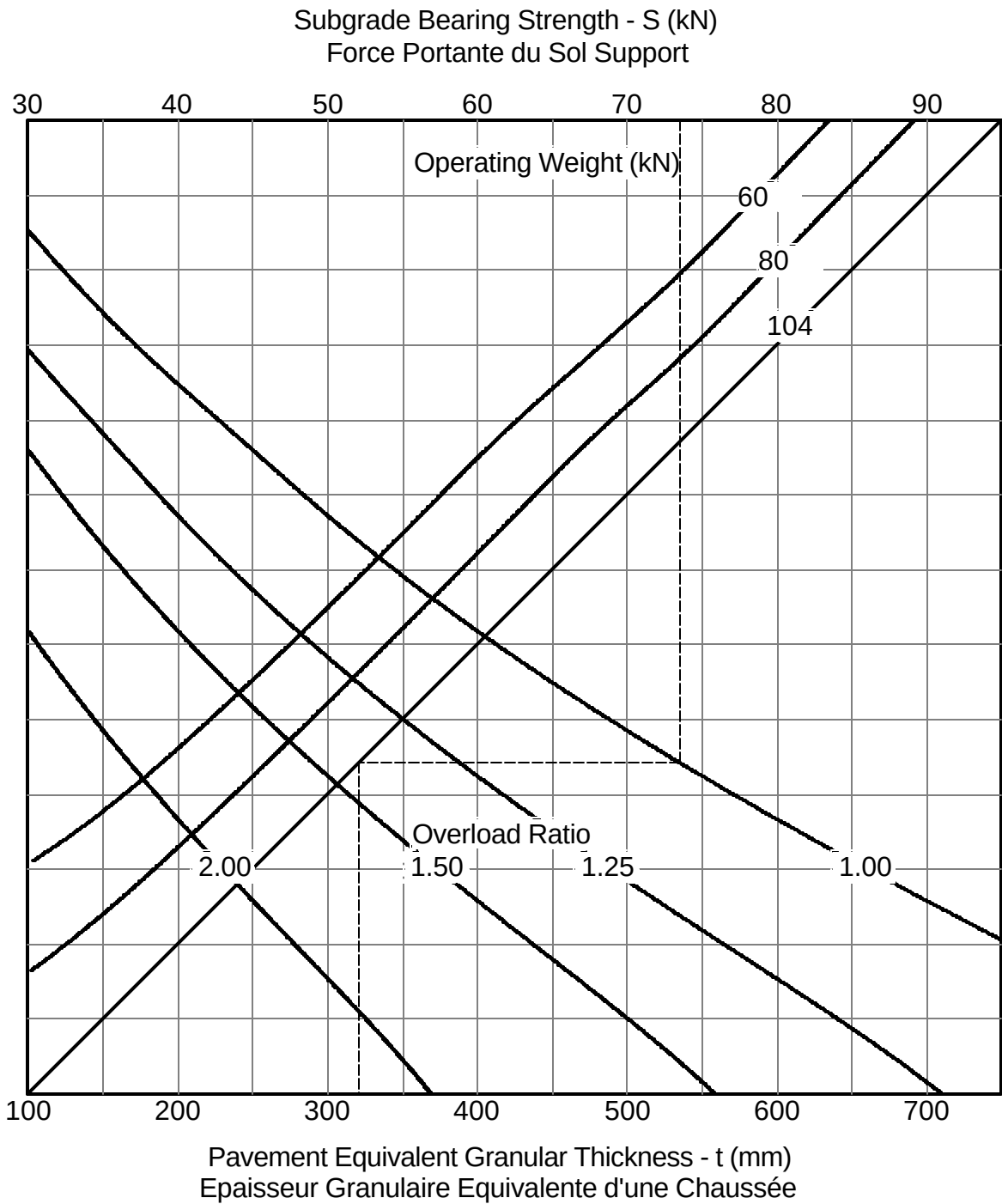
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 650 (Citation III, VI)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



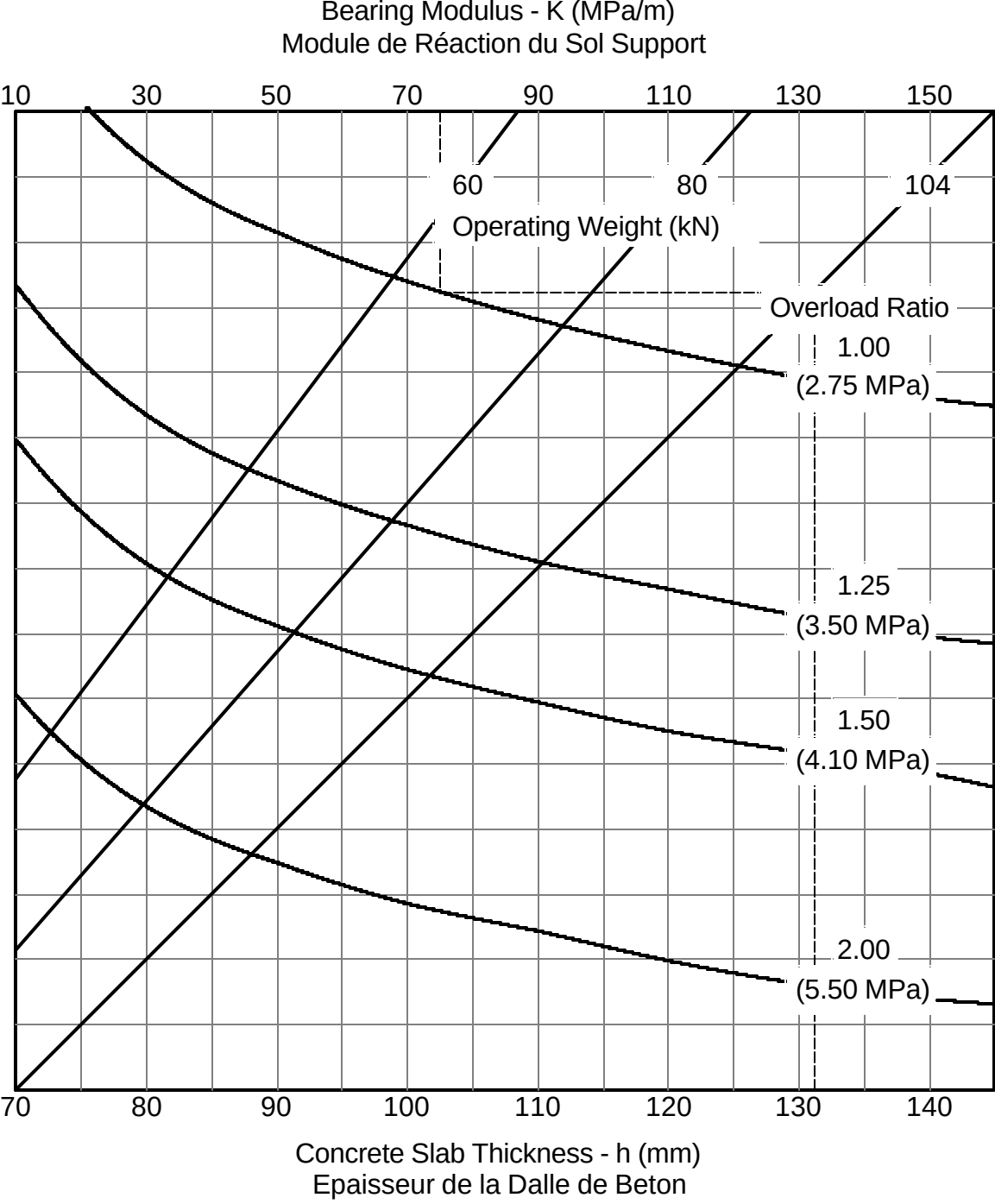
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 650 (Citation III, VI)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



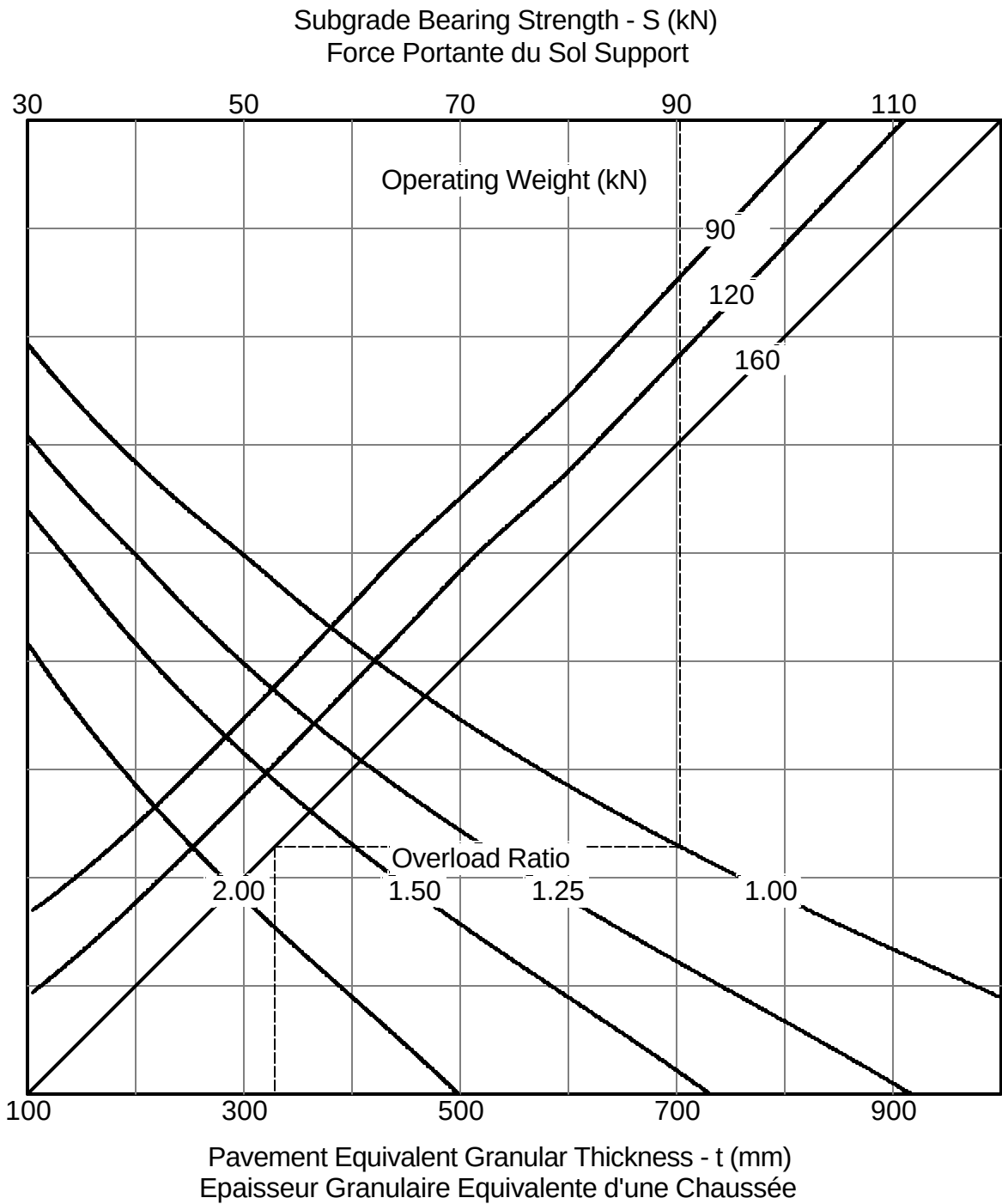
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 650 (Citation VII)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



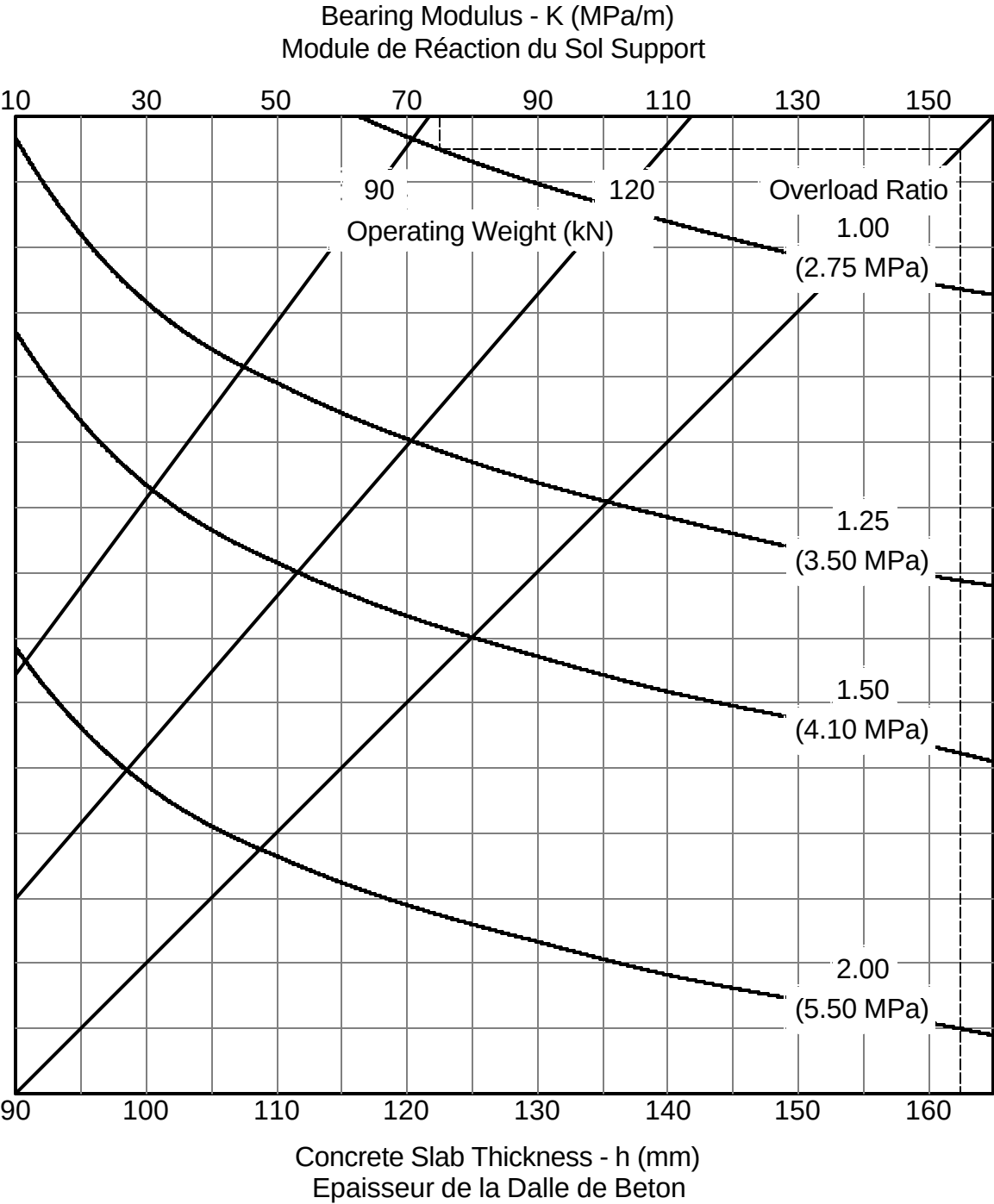
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 650 (Citation VII)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	270 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



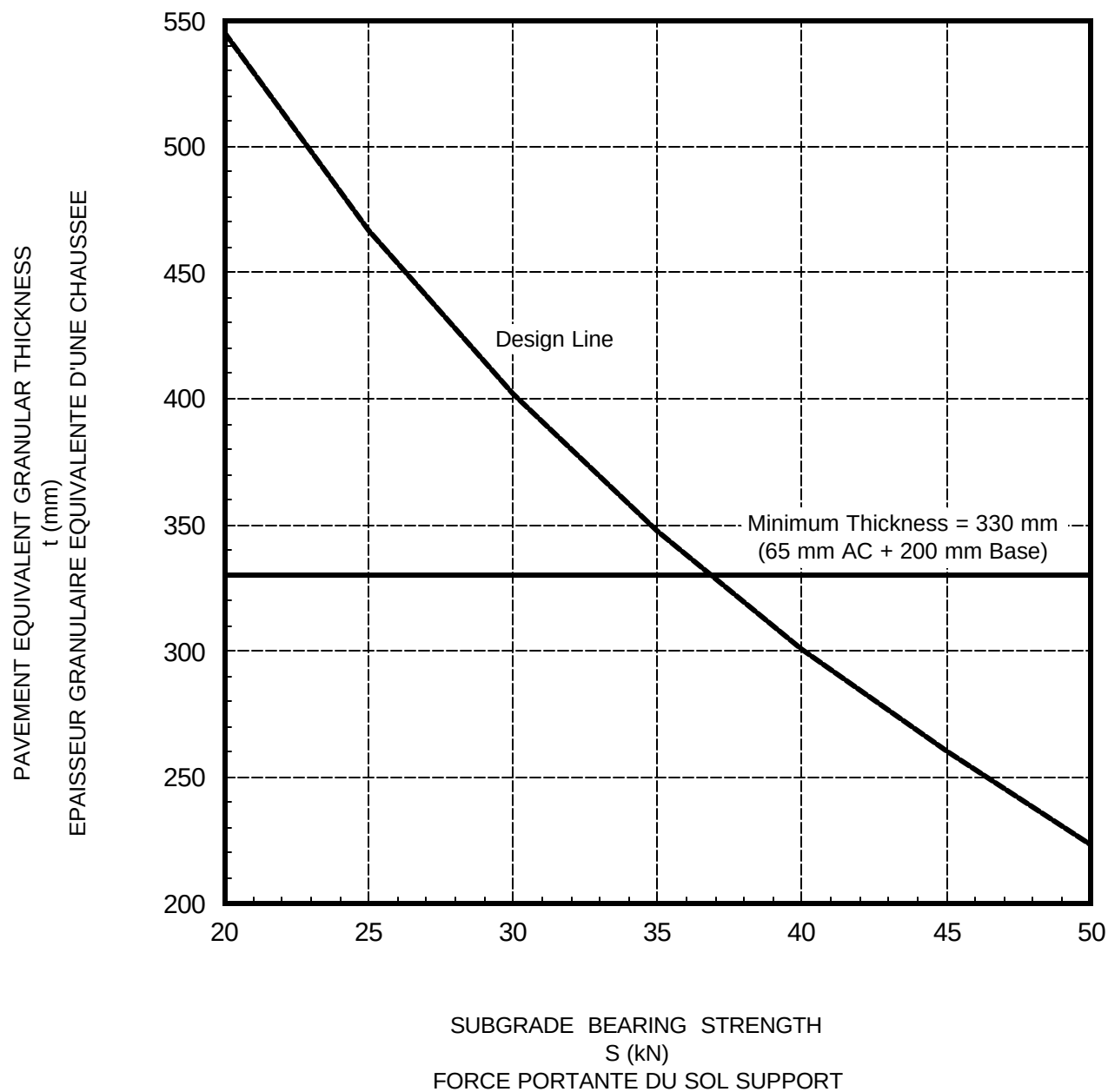
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna 750 (Citation X)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	300 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



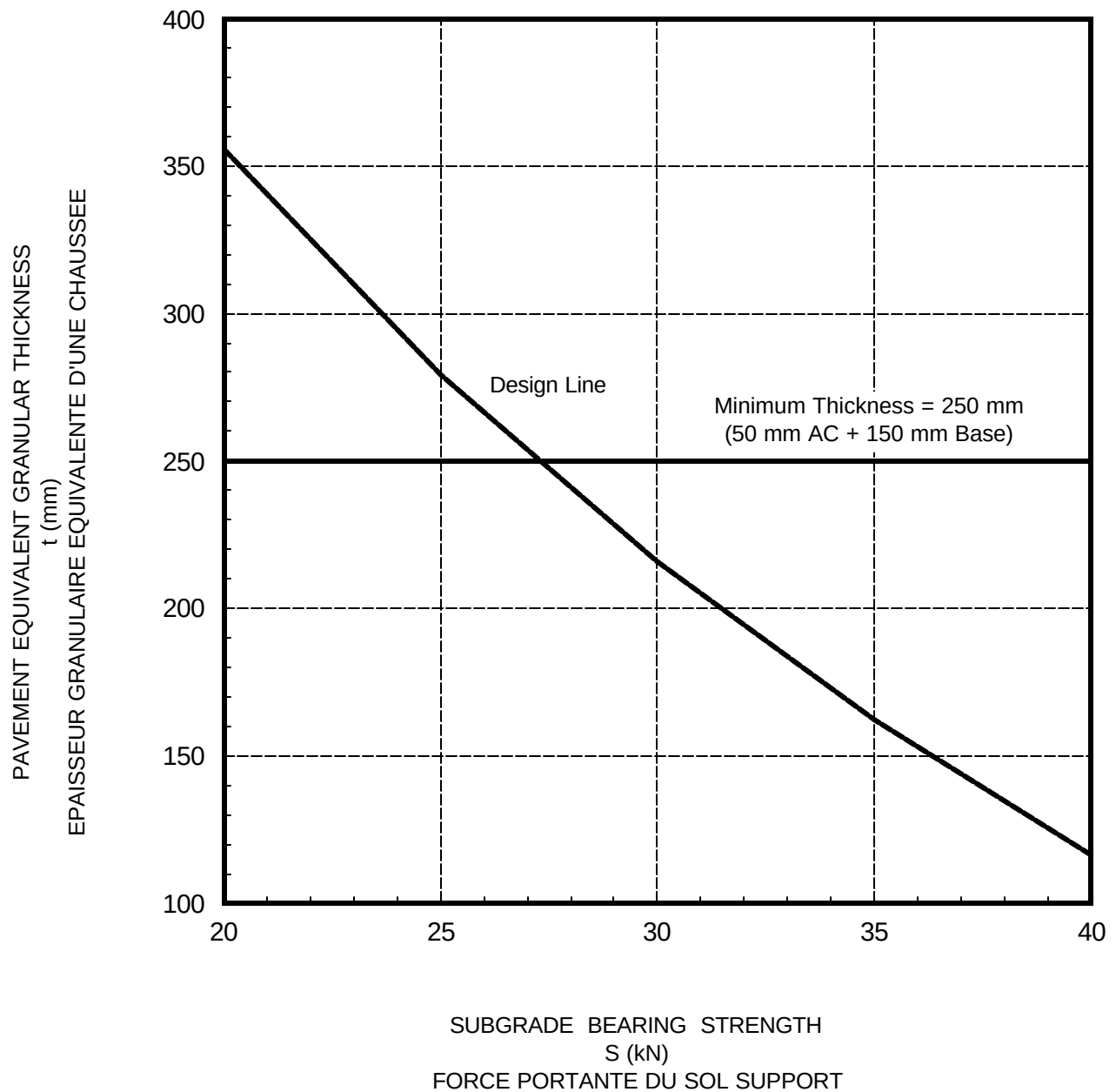
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Cessna 750 (Citation X)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	300 mm	
Tire Pressure (MPa) Pression des Pneus	1.16		



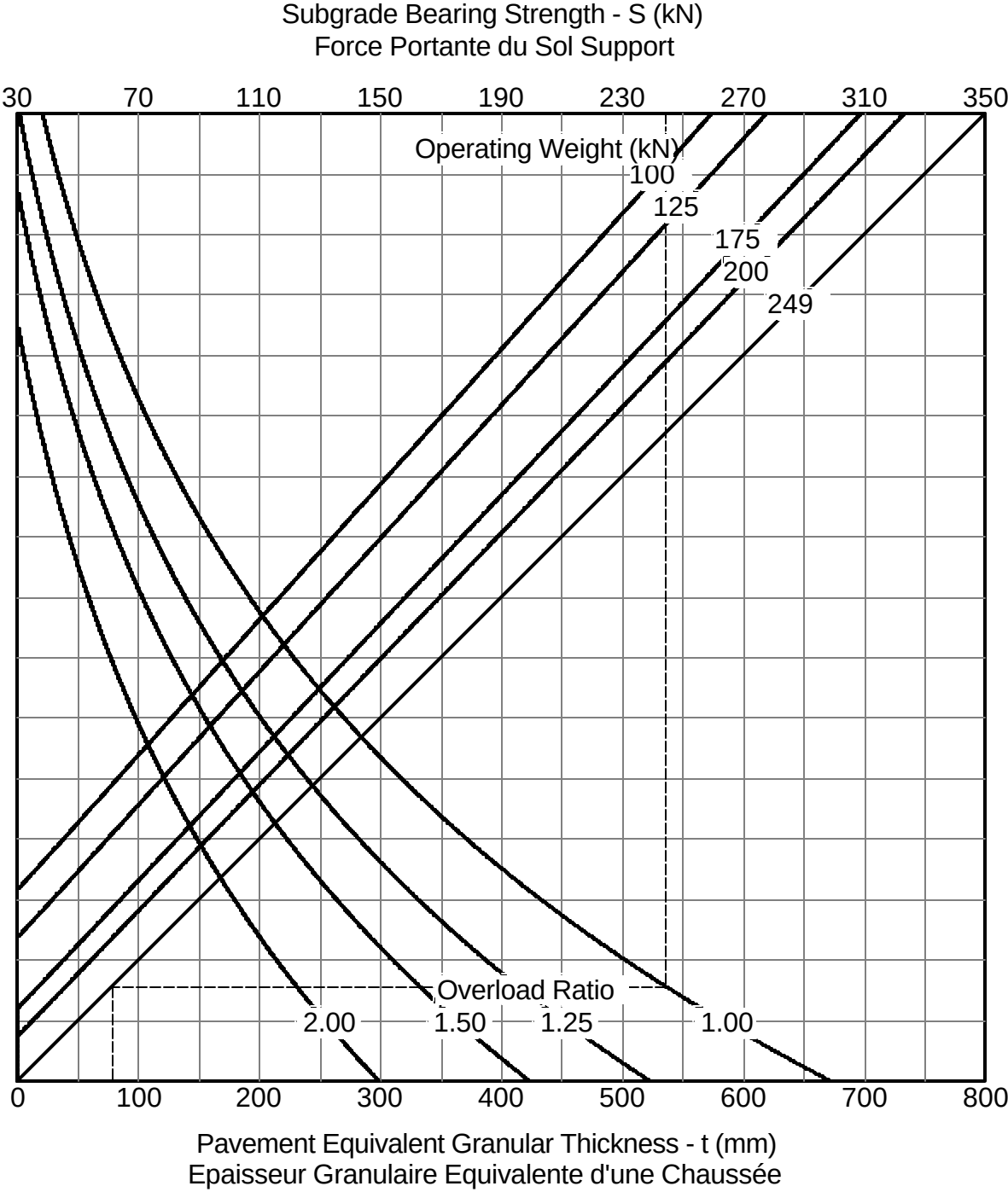
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Cessna Conquest
Operating Weight (kN) Poids d'Operation	45	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.59	



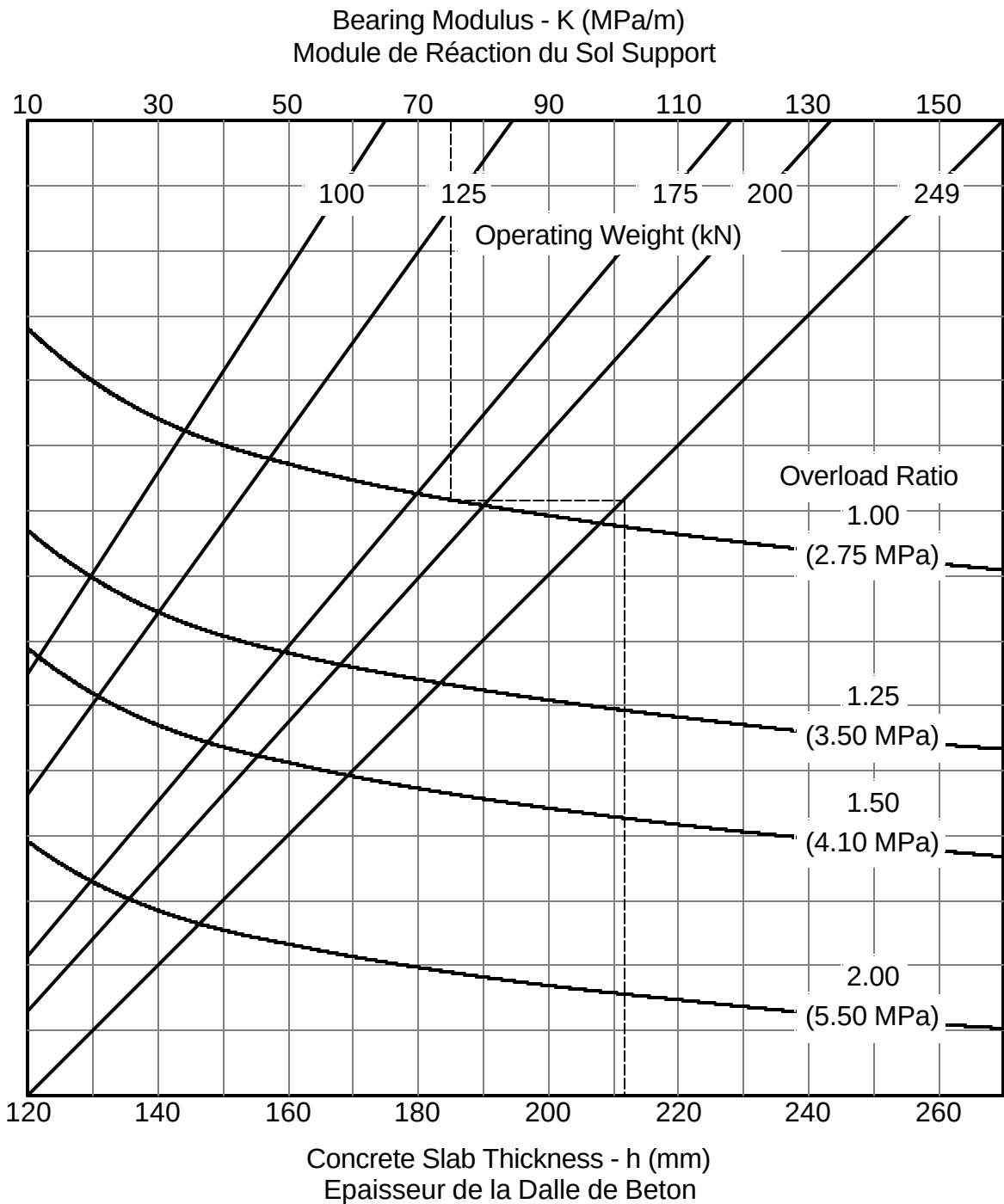
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Cessna T303 (Crusader)
Operating Weight (kN) Poids d'Operation	23	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.40	



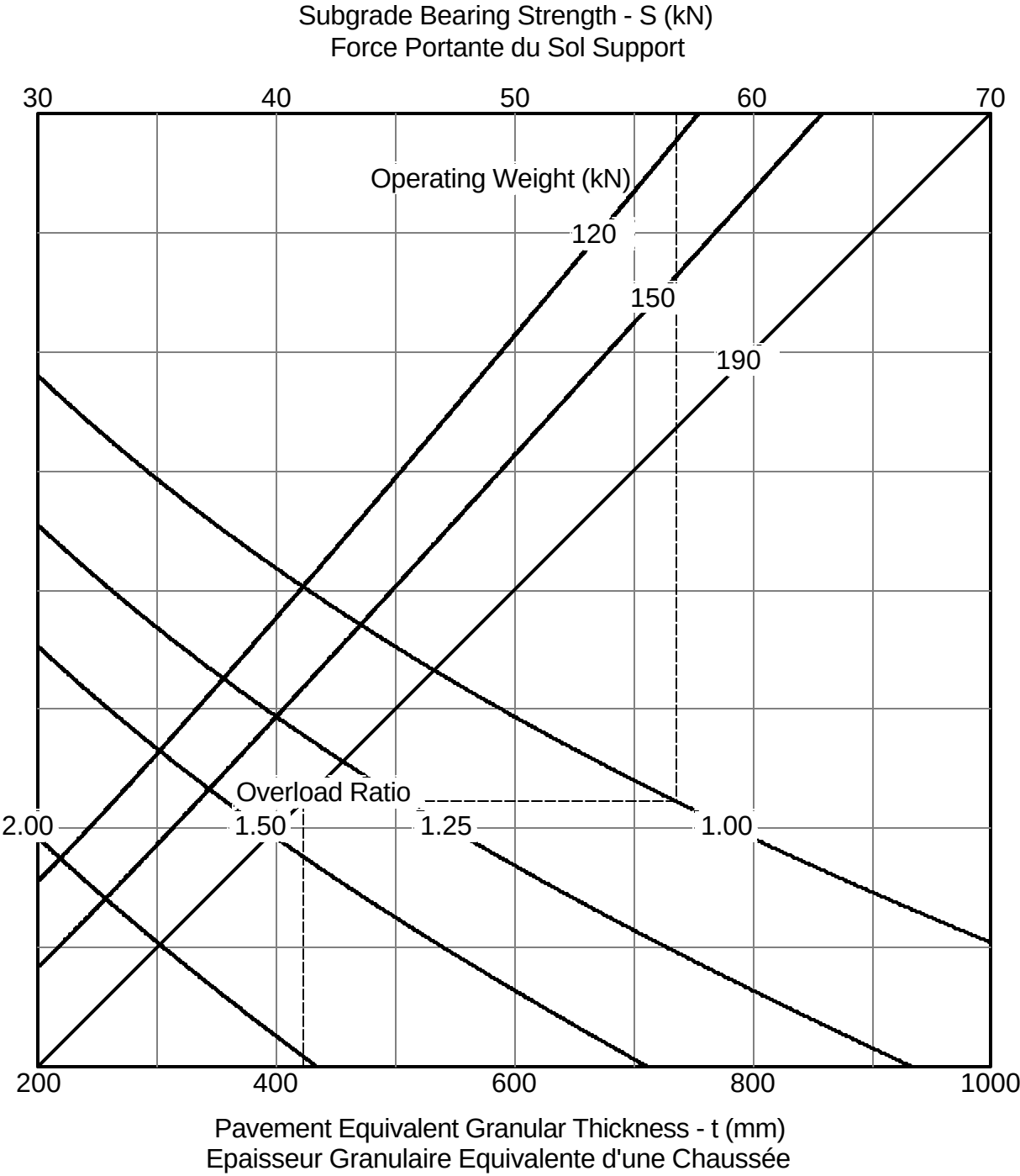
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		CF-18
% Load on Main Gear % Poids sur Atterrisseur Principal	40.0	
Tire Pressure (MPa) Pression des Pneus	1.38	



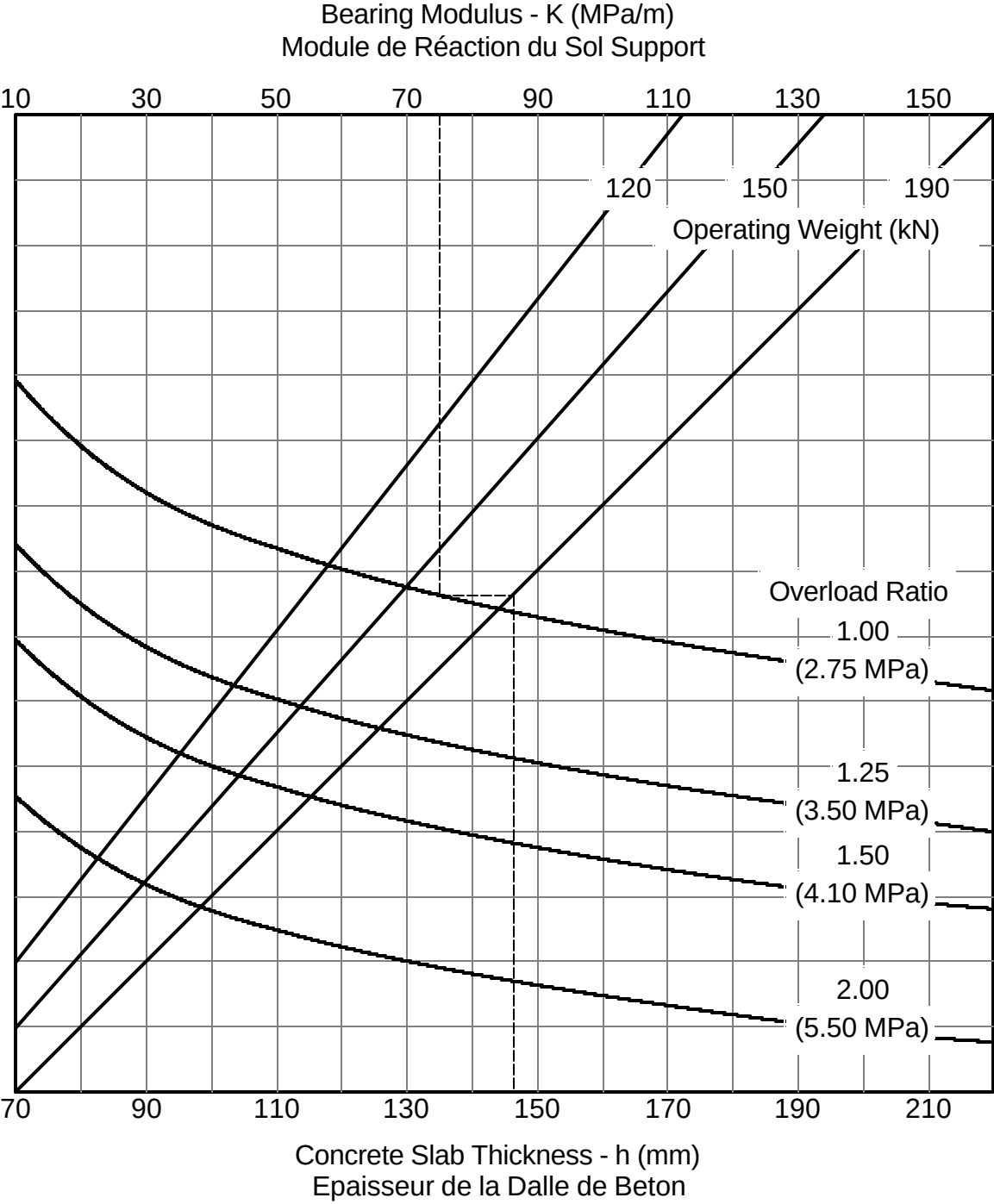
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		CF-18
% Load on Main Gear % Poids sur Atterrisseur Principal	40.0	
Tire Pressure (MPa) Pression des Pneus	1.38	



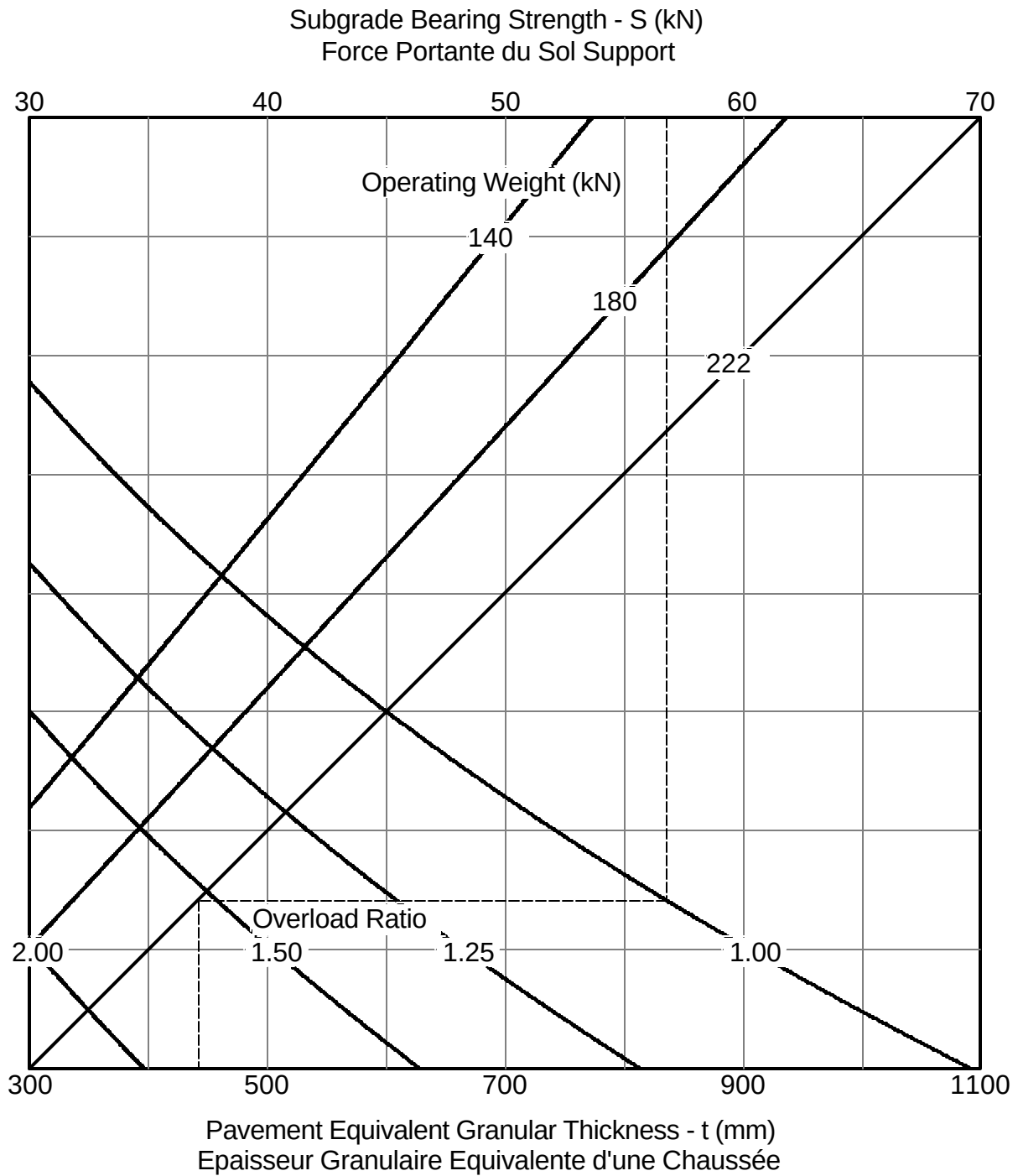
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 240	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.0	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.64		



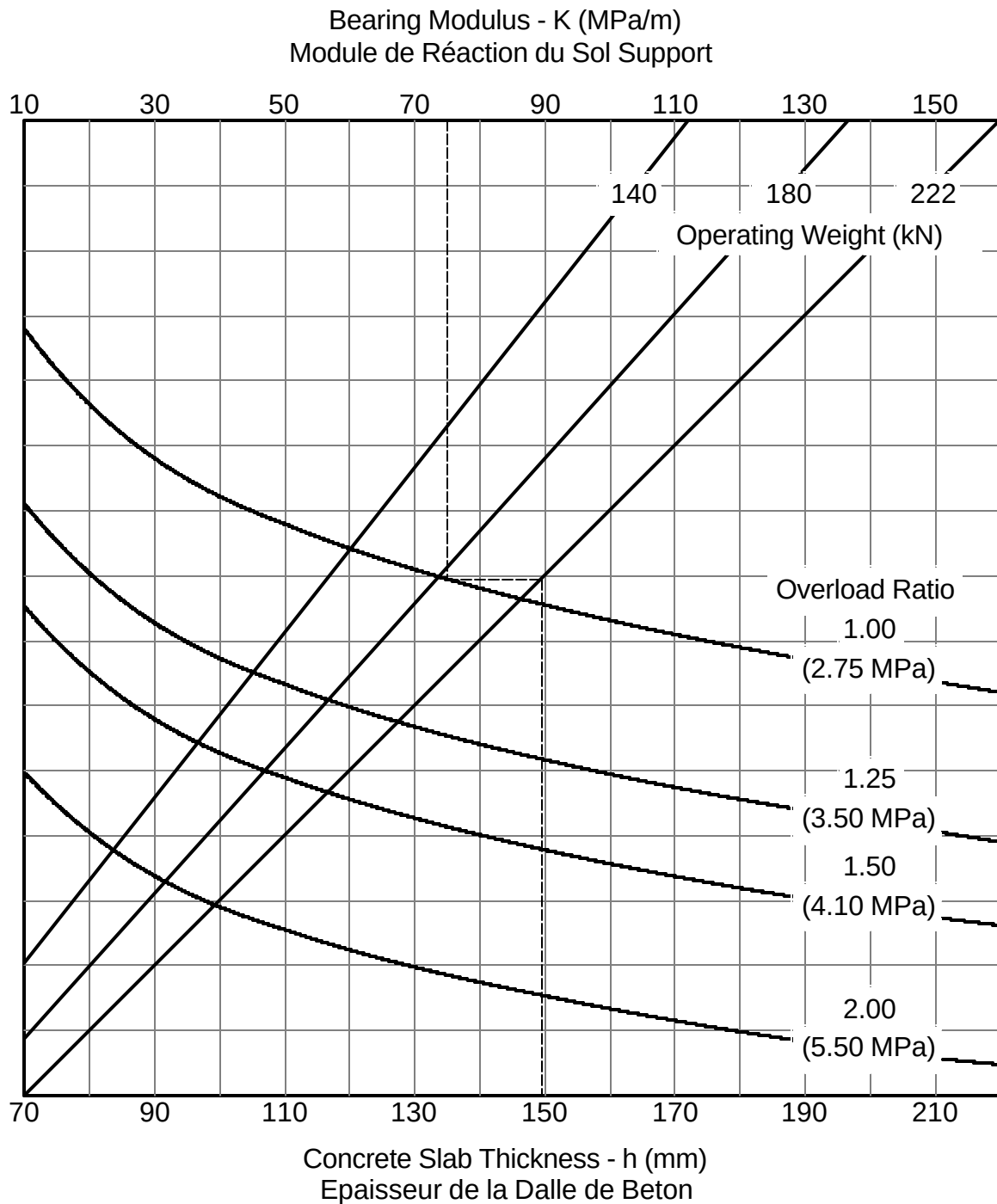
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 240	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.0	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.64		



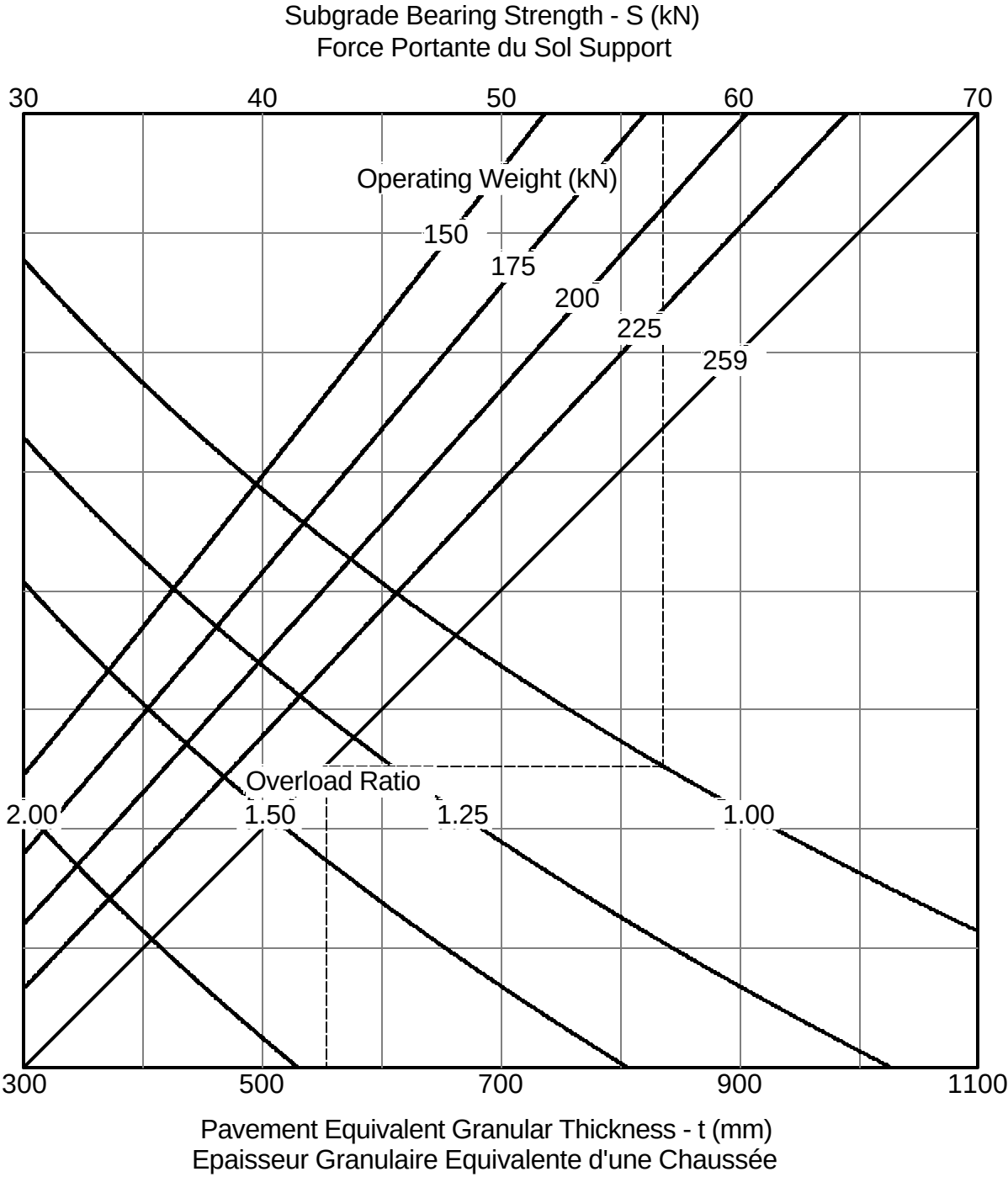
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 340, 440, 540	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.47		



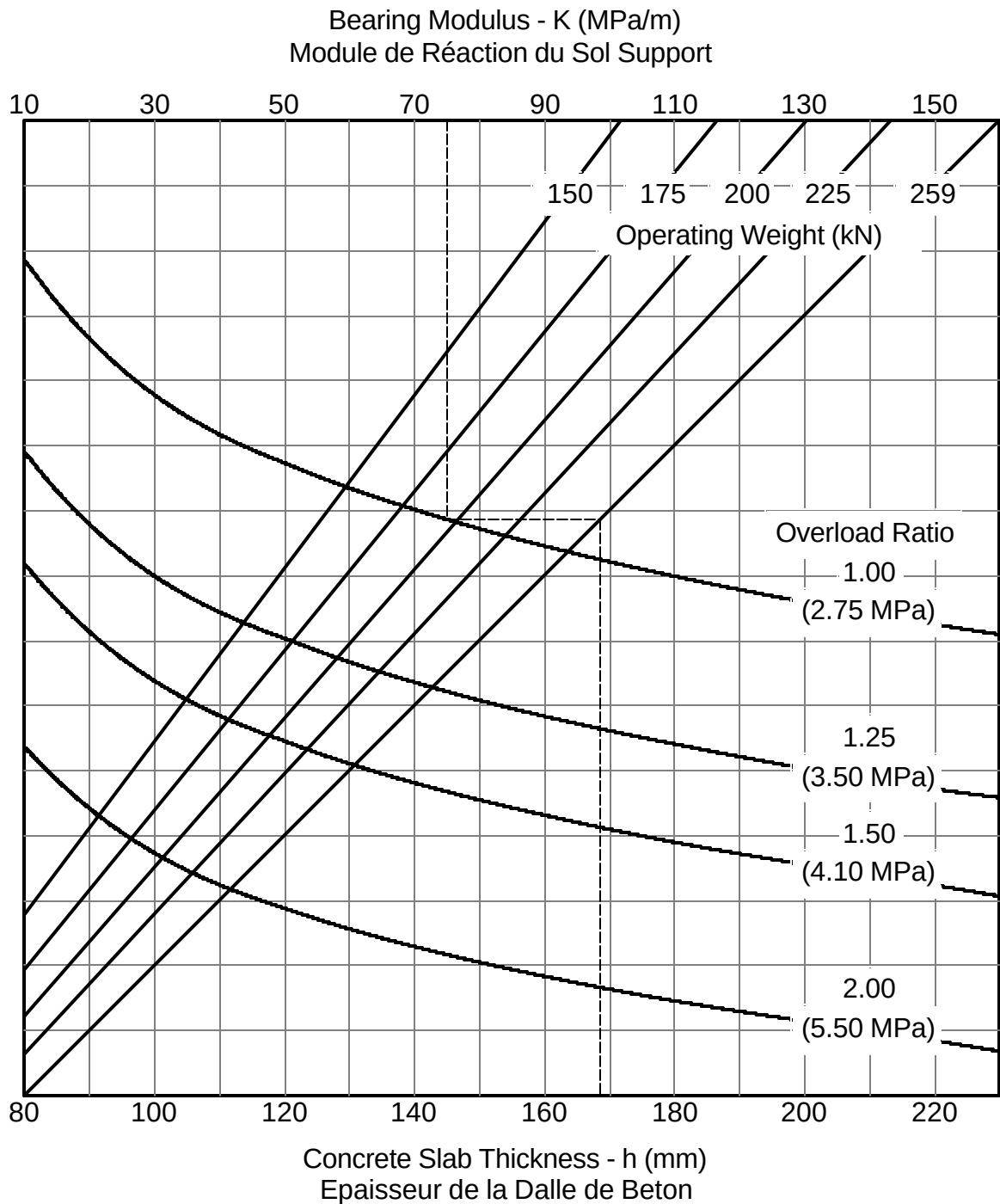
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 340, 440, 540	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.47		



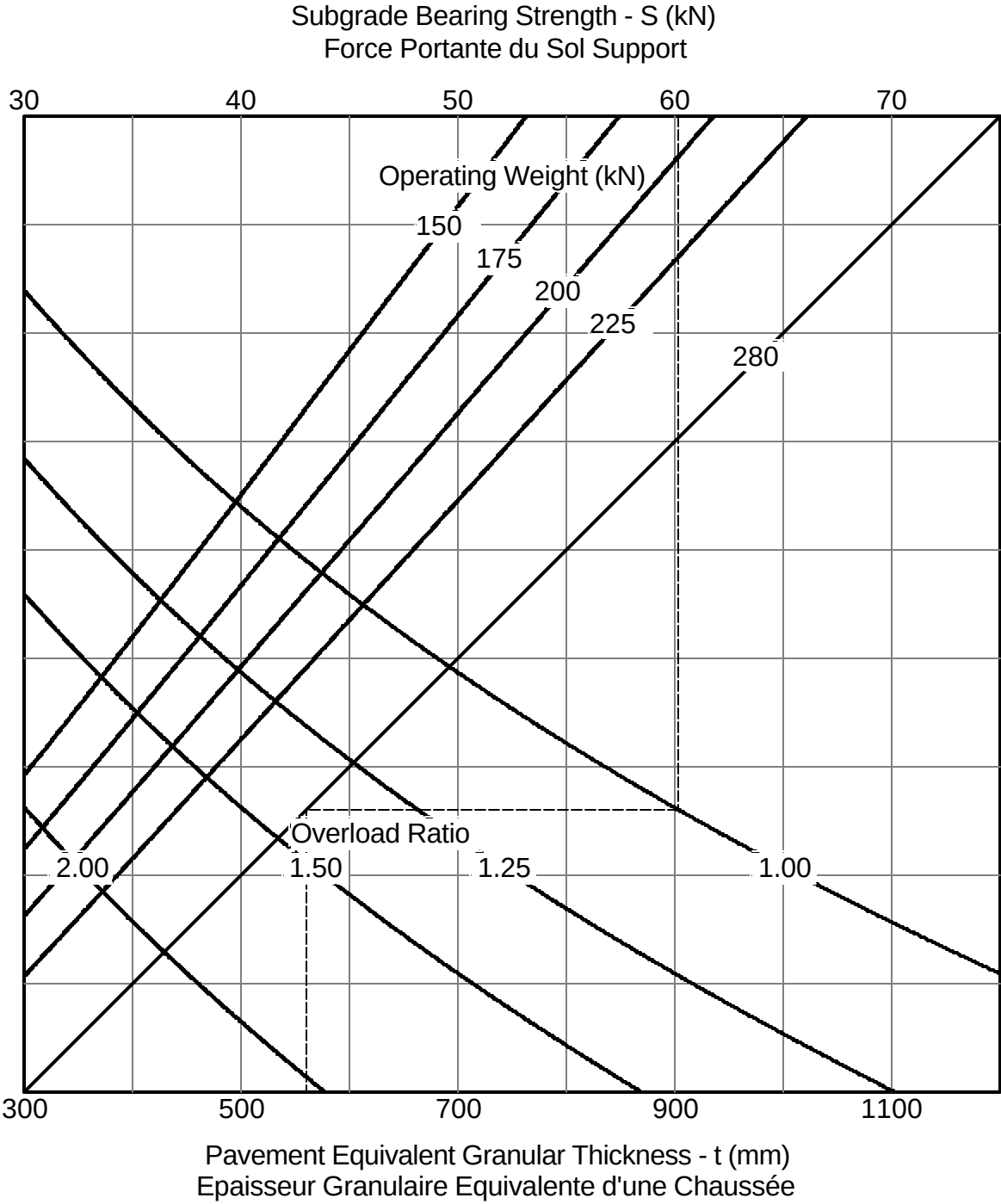
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 580	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



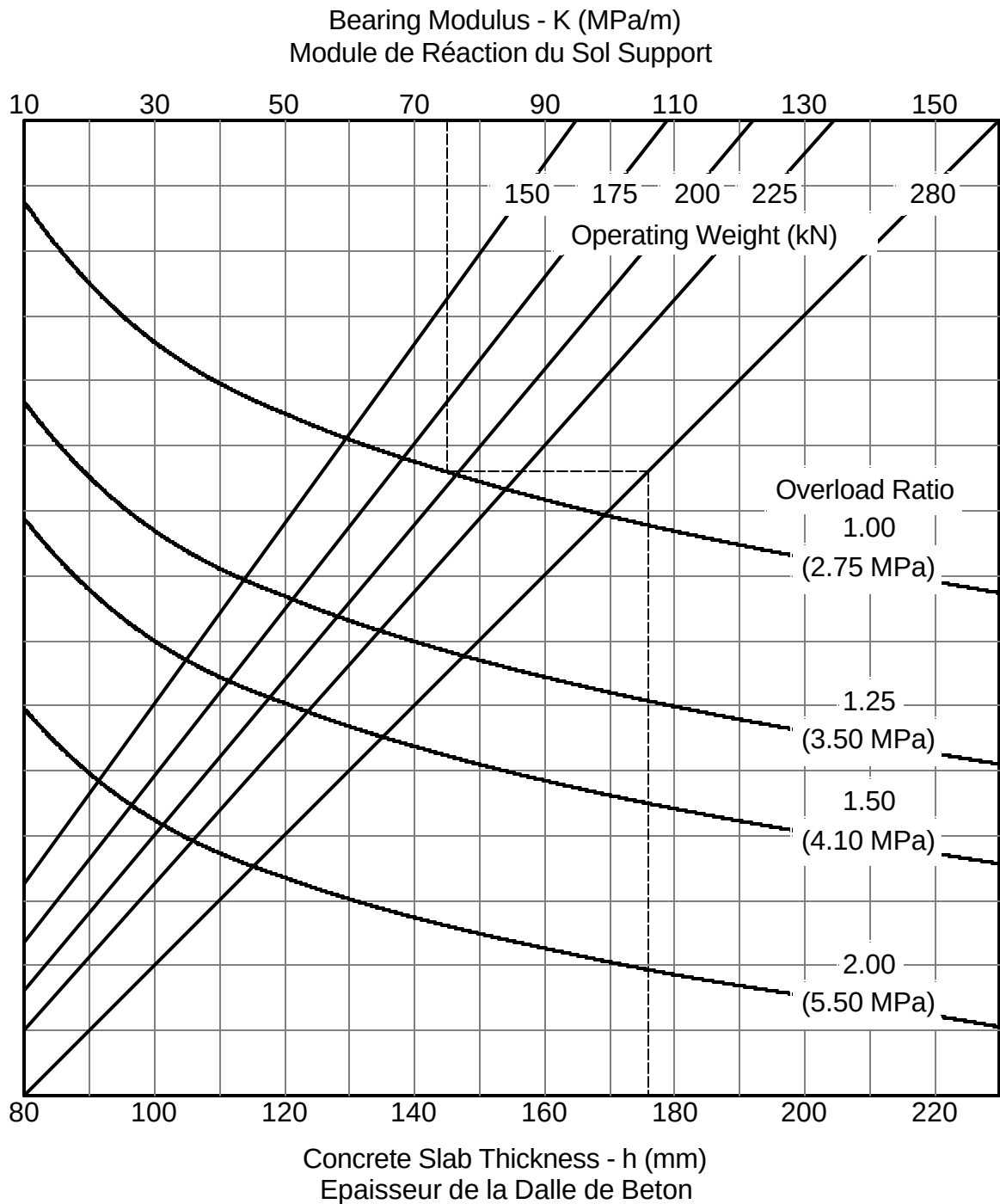
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 580	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



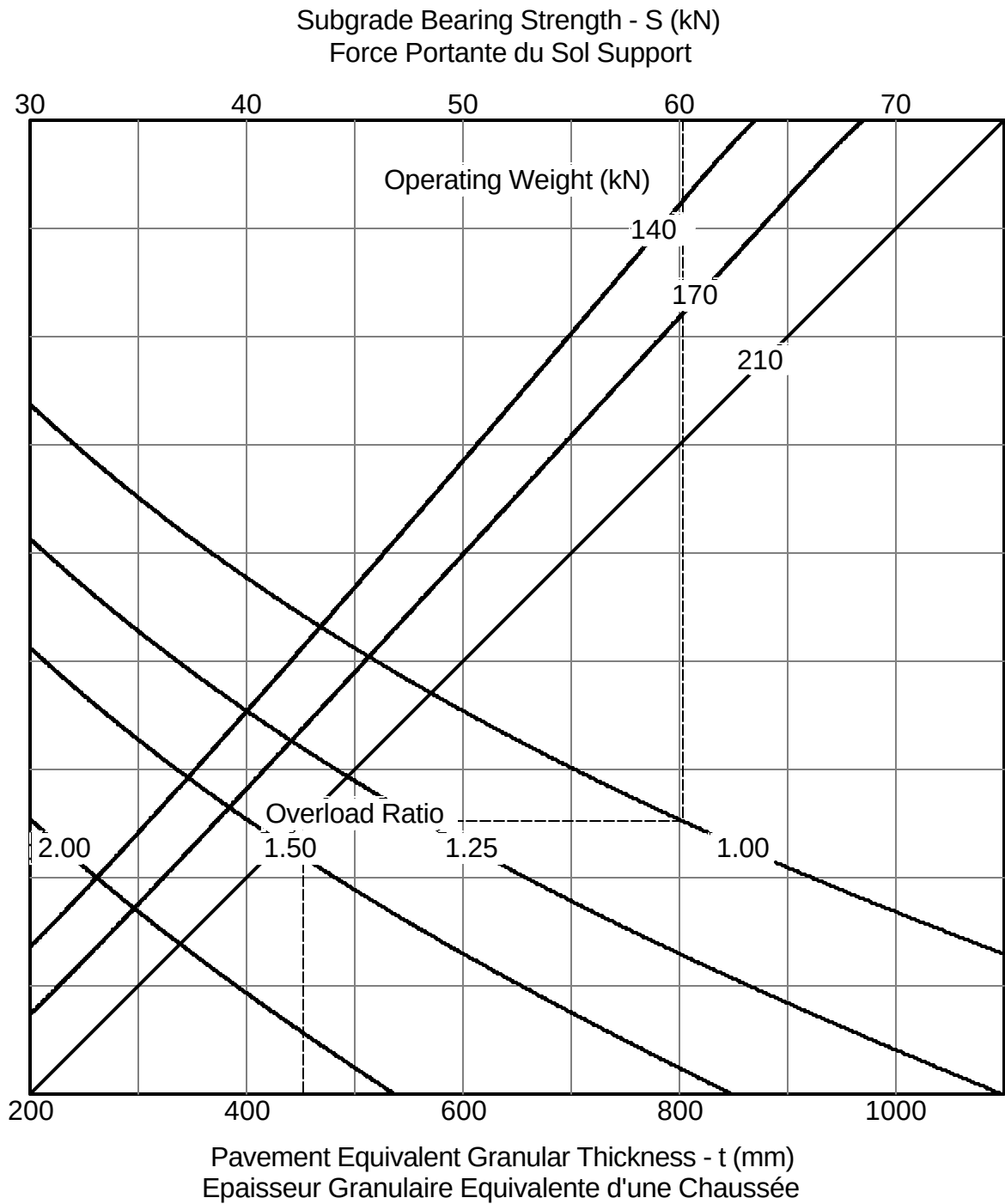
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 5800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



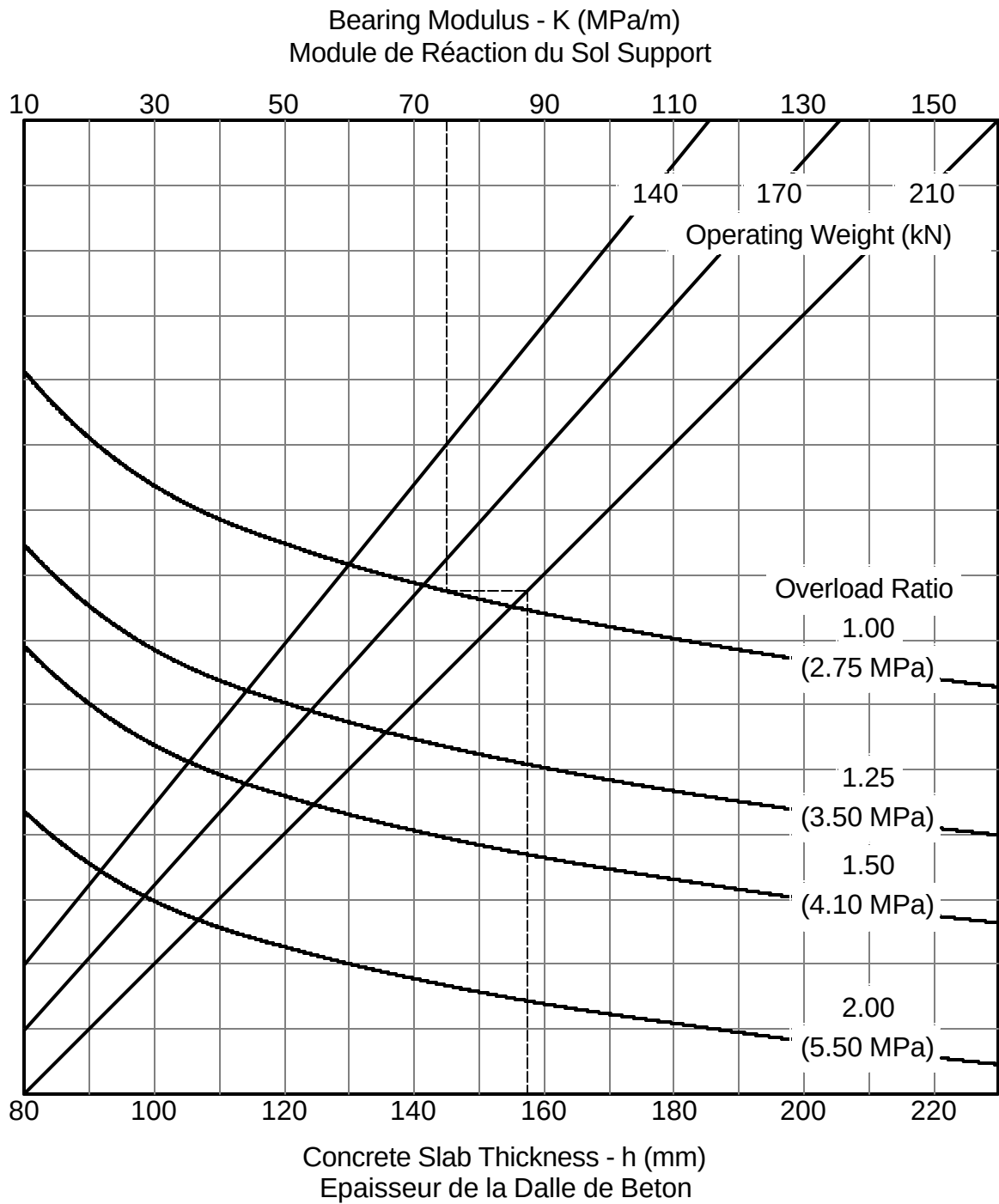
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 5800	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	620 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



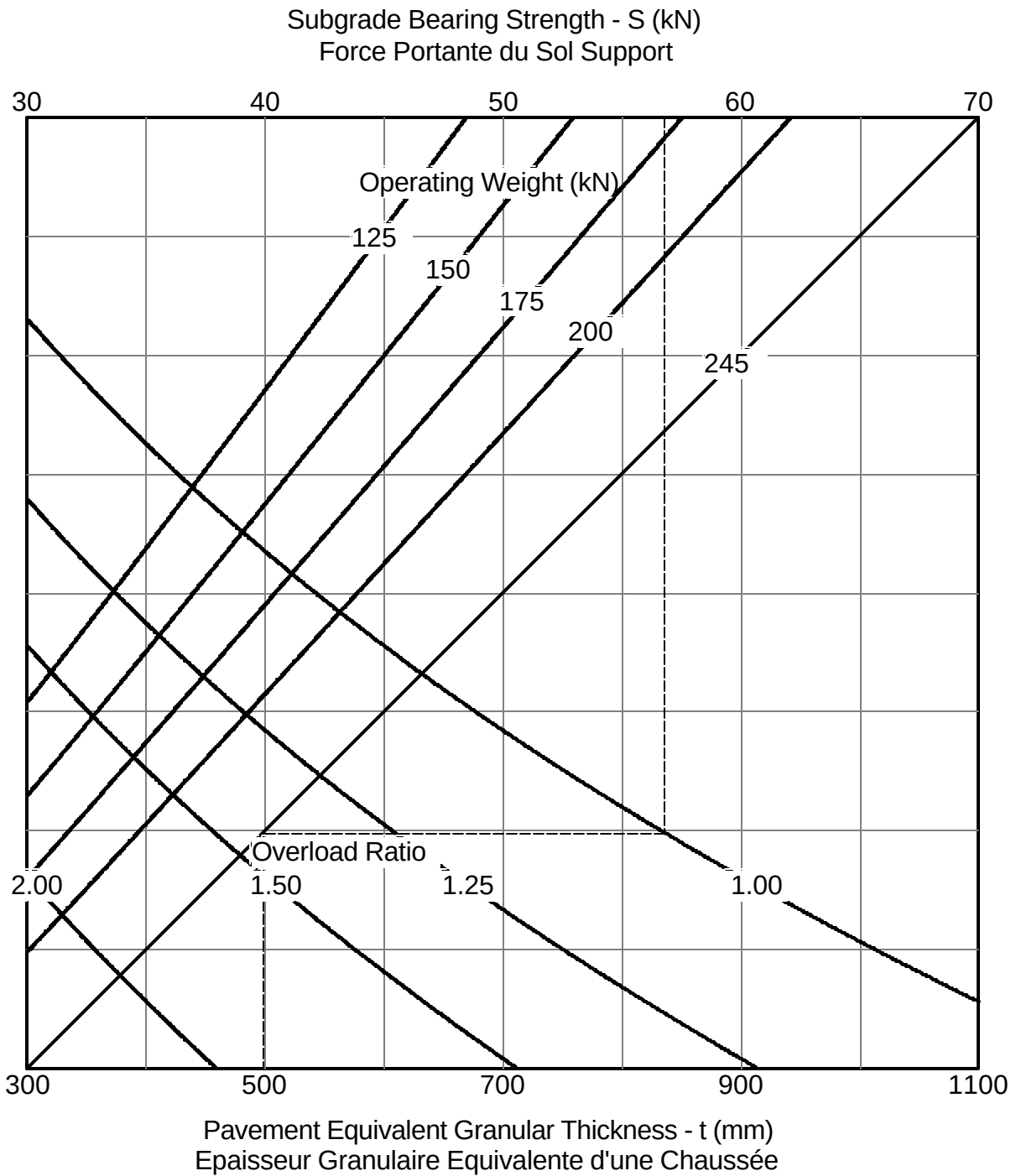
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 600	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	540 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



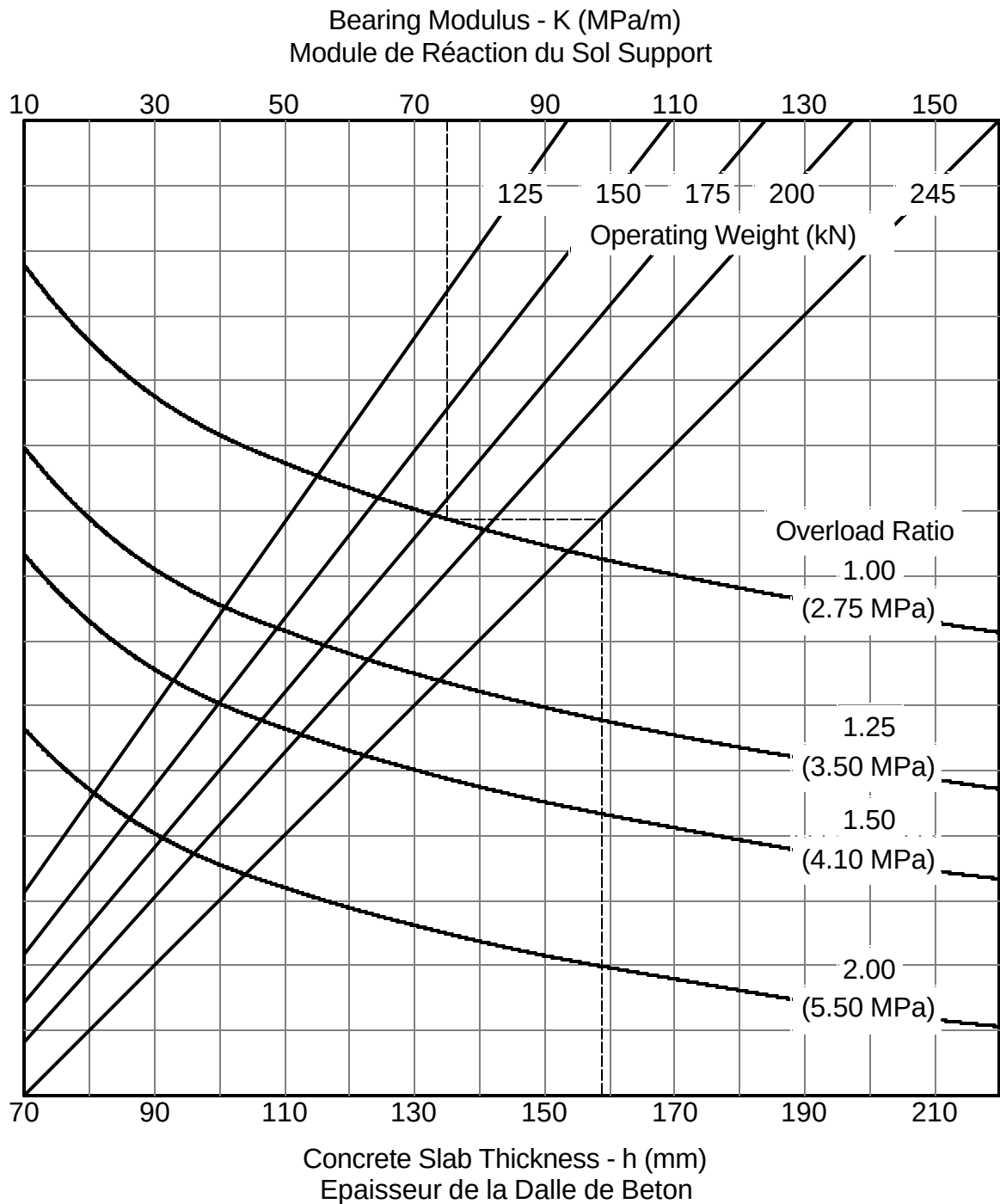
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 600	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	540 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		

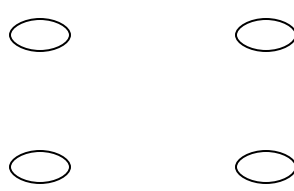


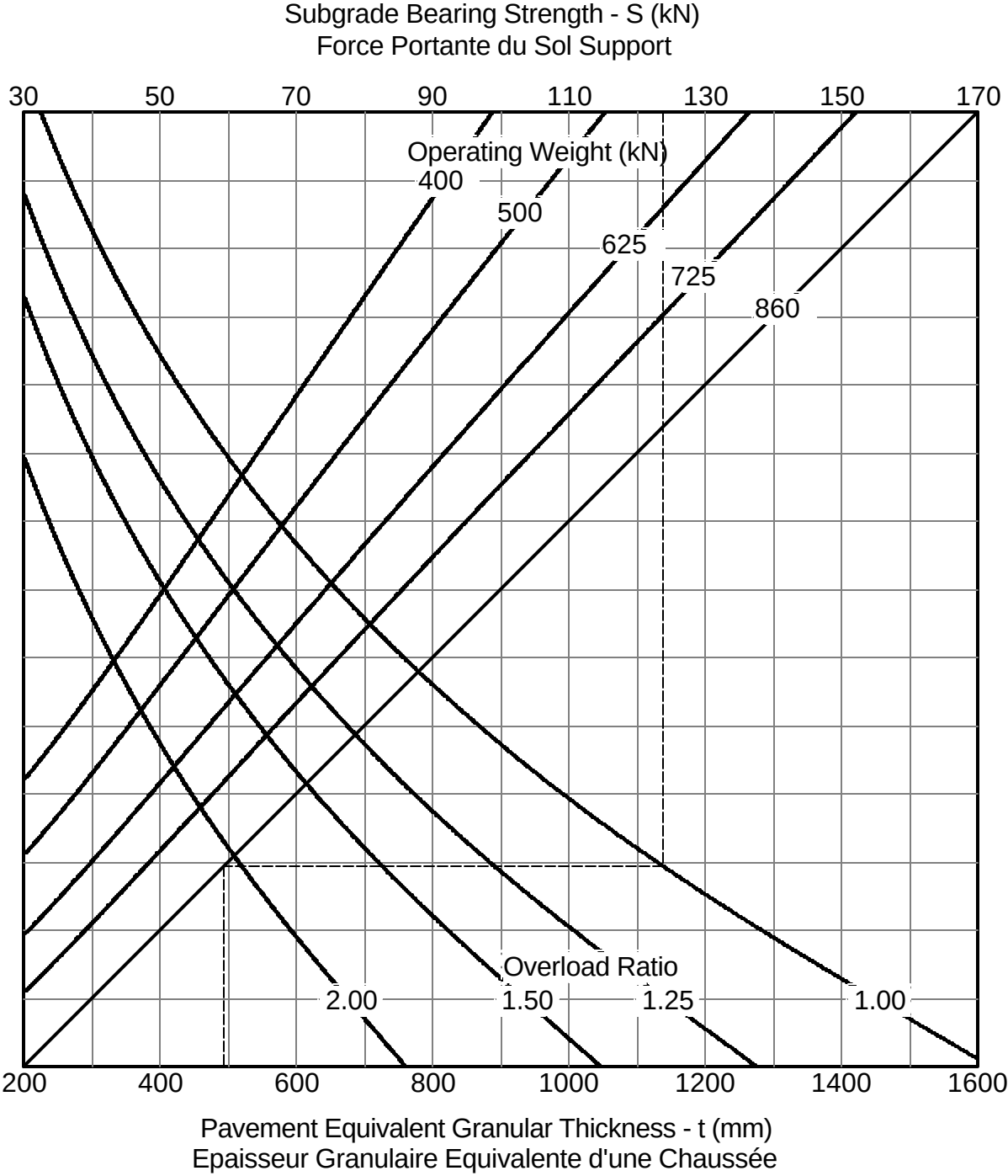
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 640	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.52		



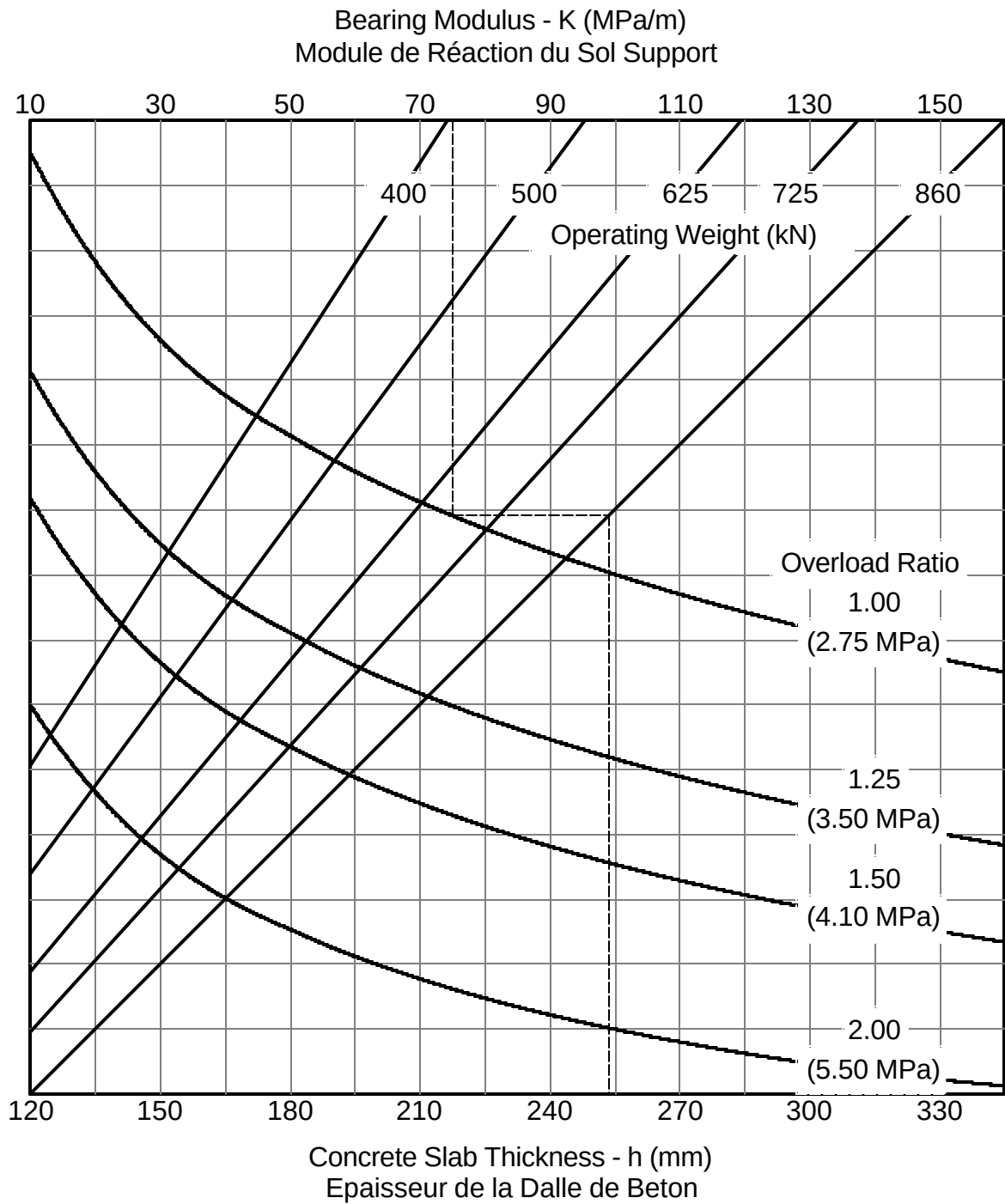
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 640	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.8	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.52		

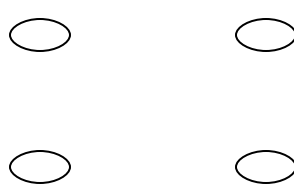


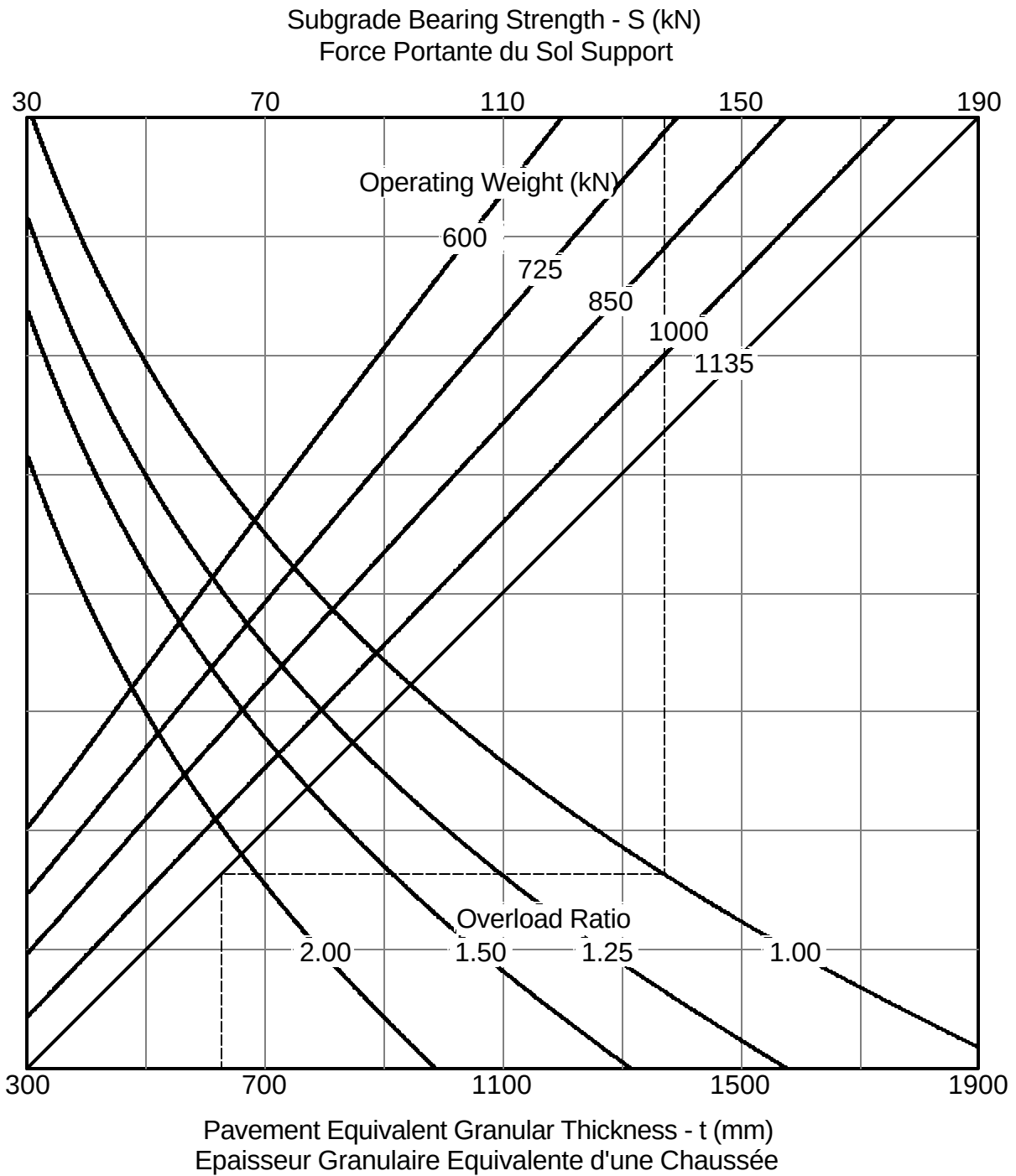
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 880	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	550 mm	1140 mm 
Tire Pressure (MPa) Pression des Pneus	1.03		

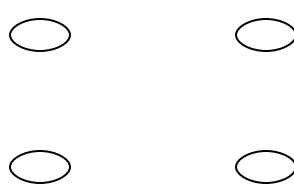


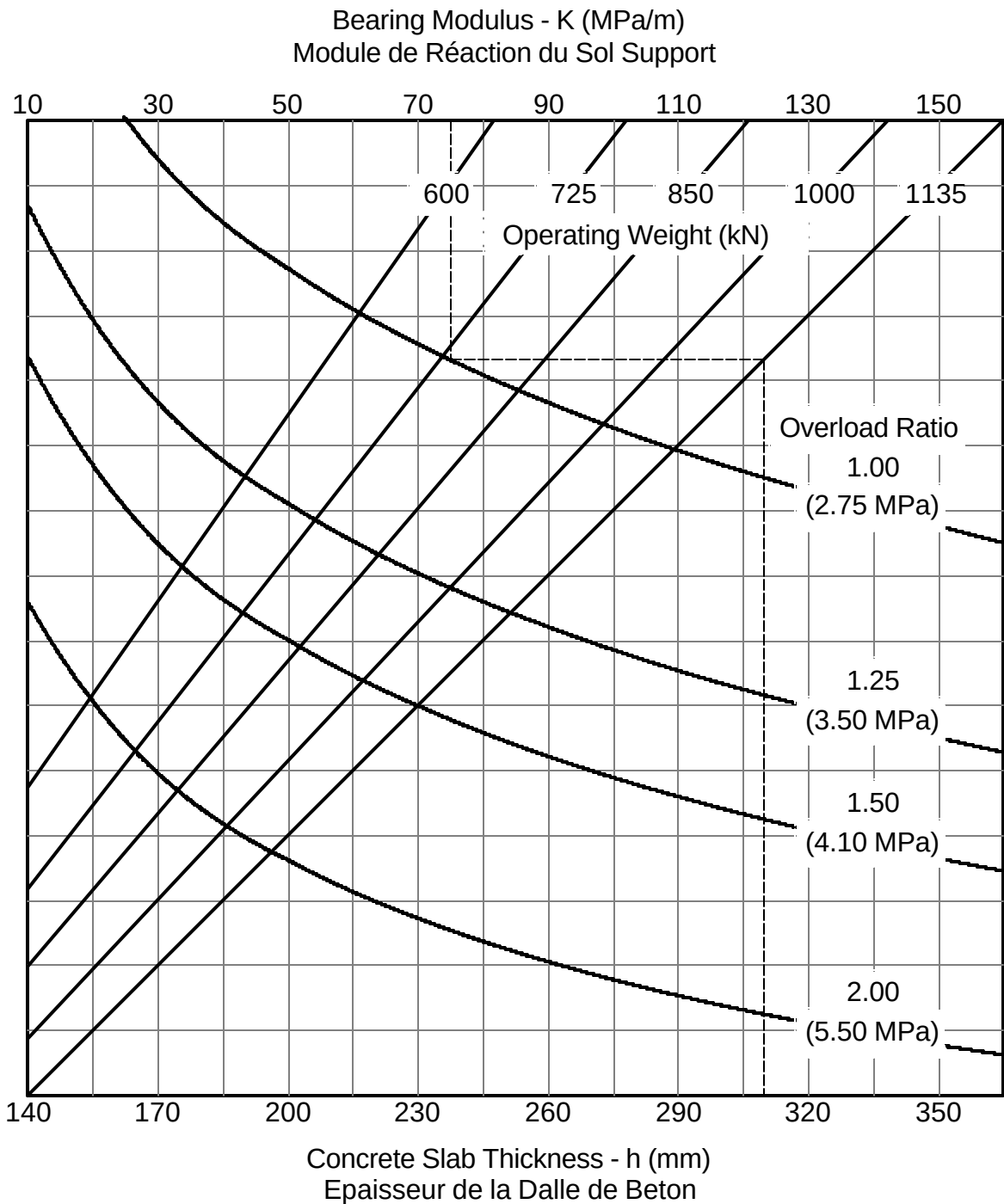
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 880	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.6	550 mm	1140 mm
Tire Pressure (MPa) Pression des Pneus	1.03		



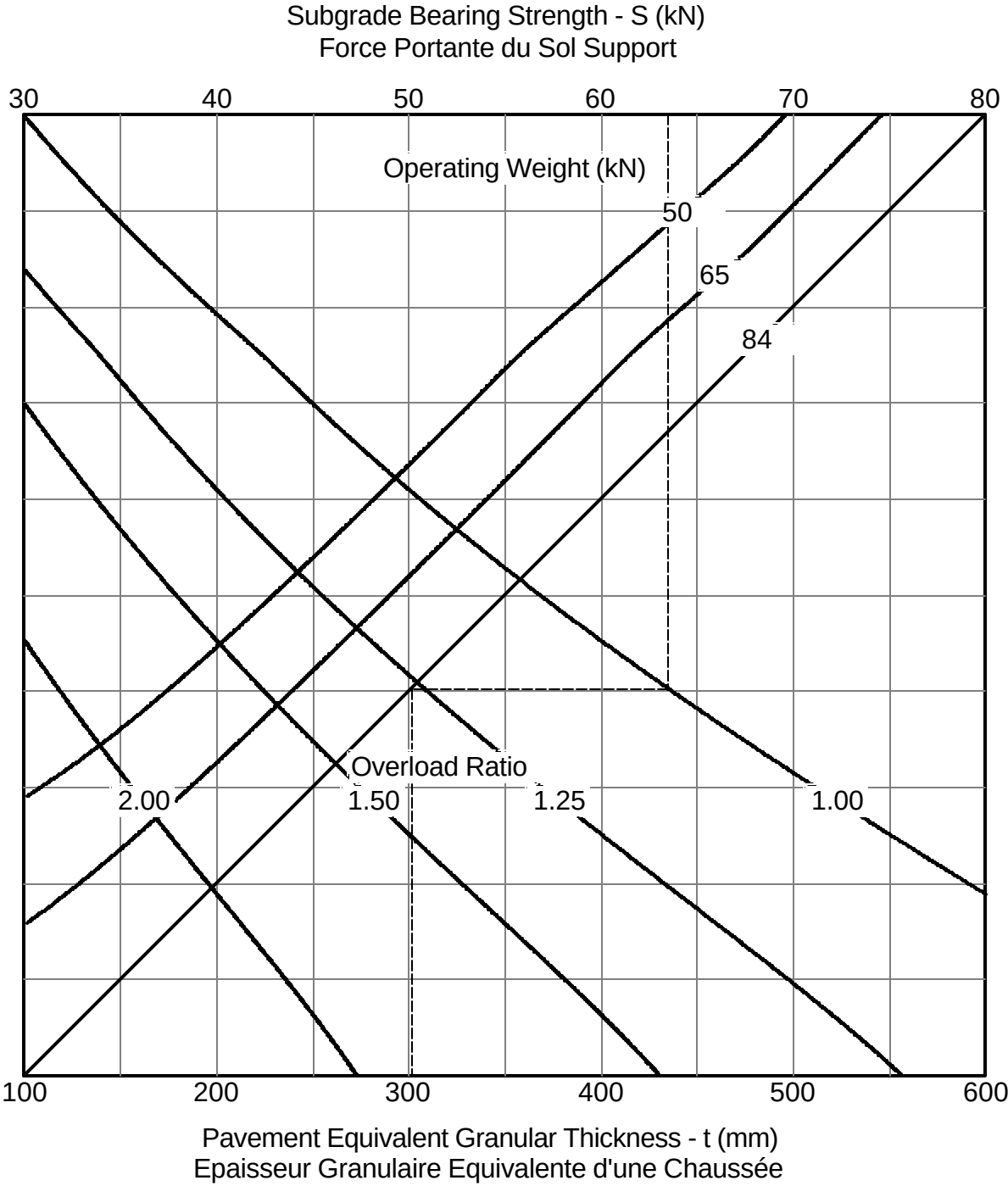
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Convair 990	
% Load on Main Gear % Poids sur Atterrisseur Principal	48.5	610 mm	1180 mm 
Tire Pressure (MPa) Pression des Pneus	1.28		



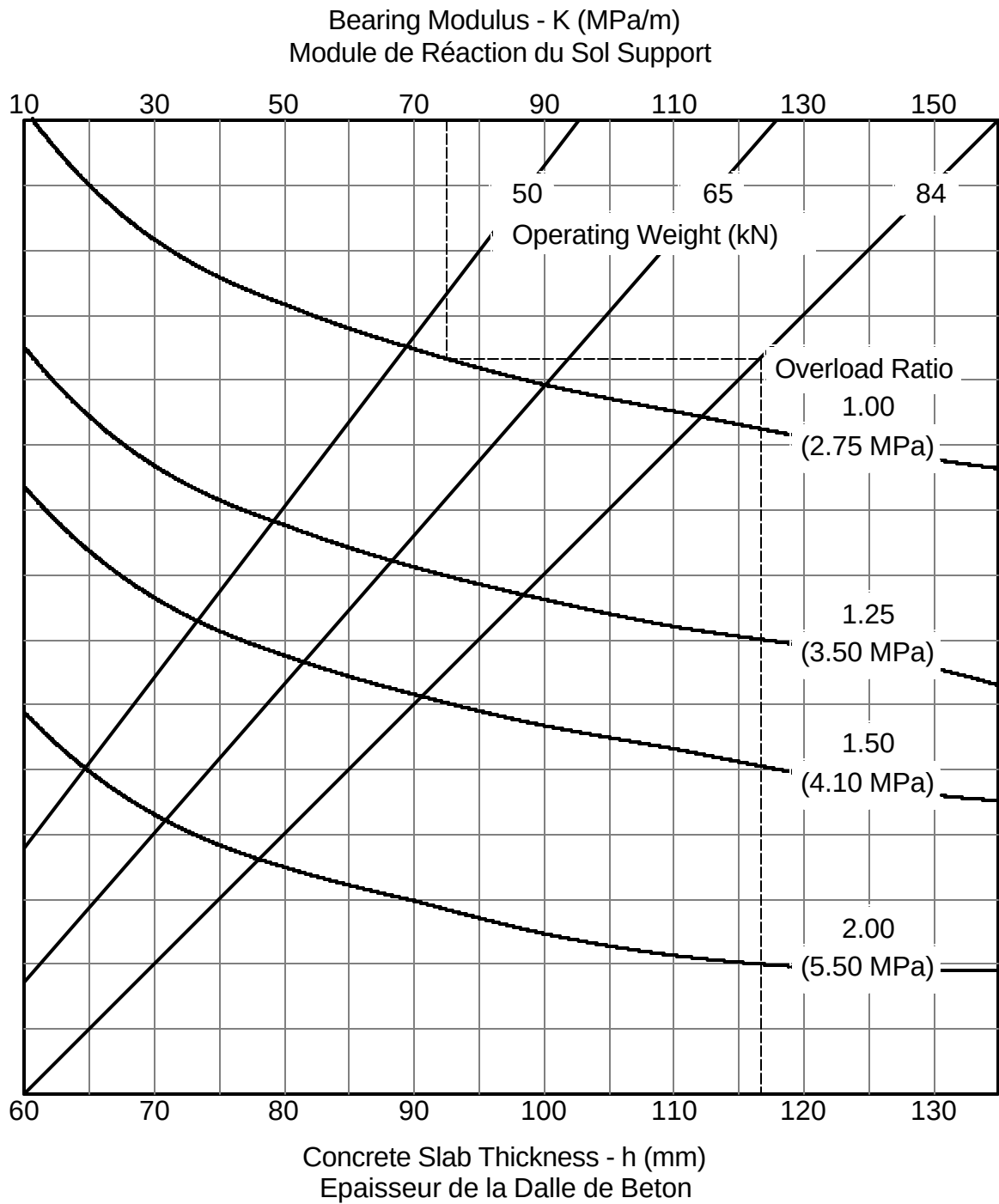
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Convair 990	
% Load on Main Gear % Poids sur Atterrisseur Principal	48.5	610 mm	1180 mm 
Tire Pressure (MPa) Pression des Pneus	1.28		



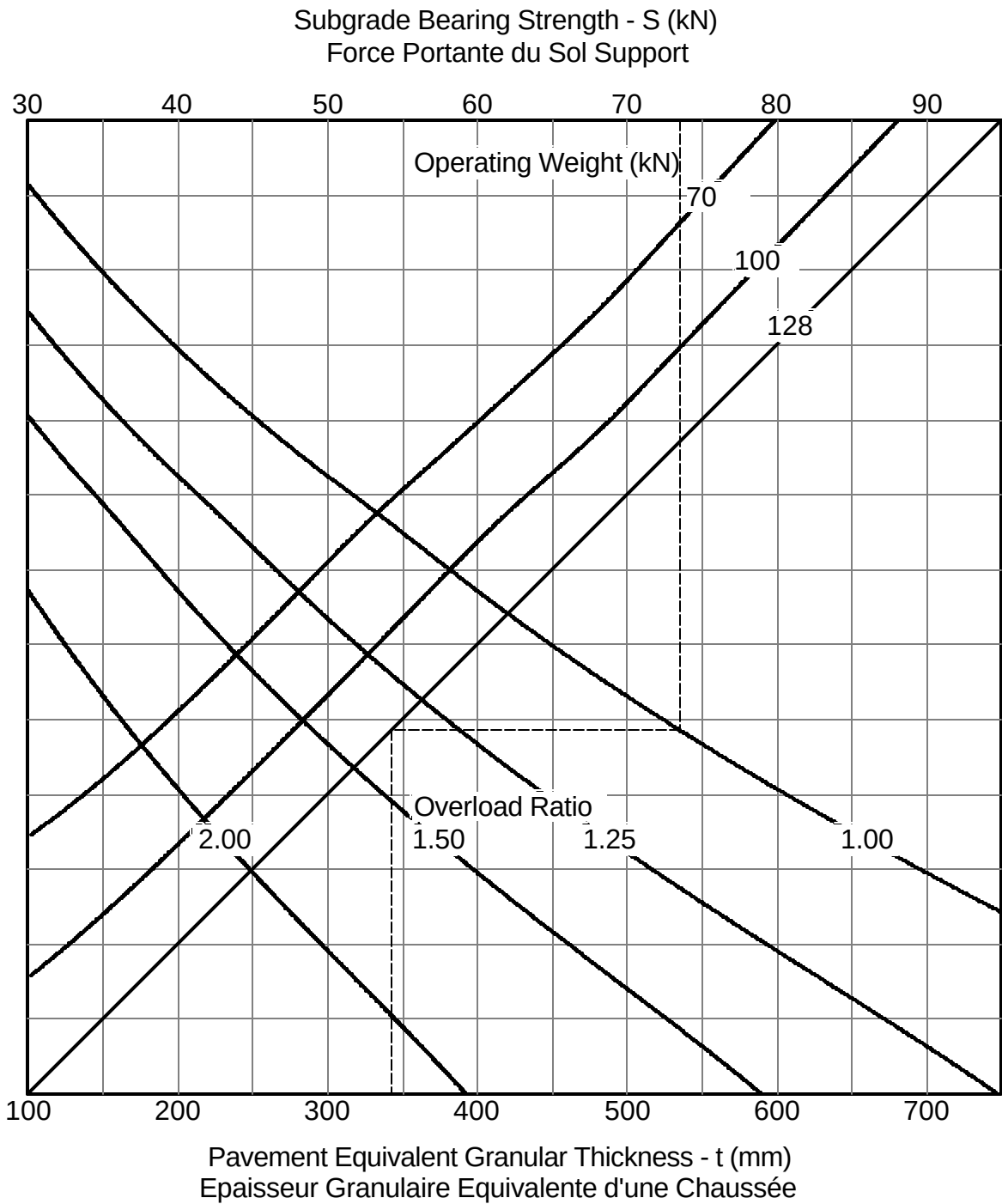
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 10	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



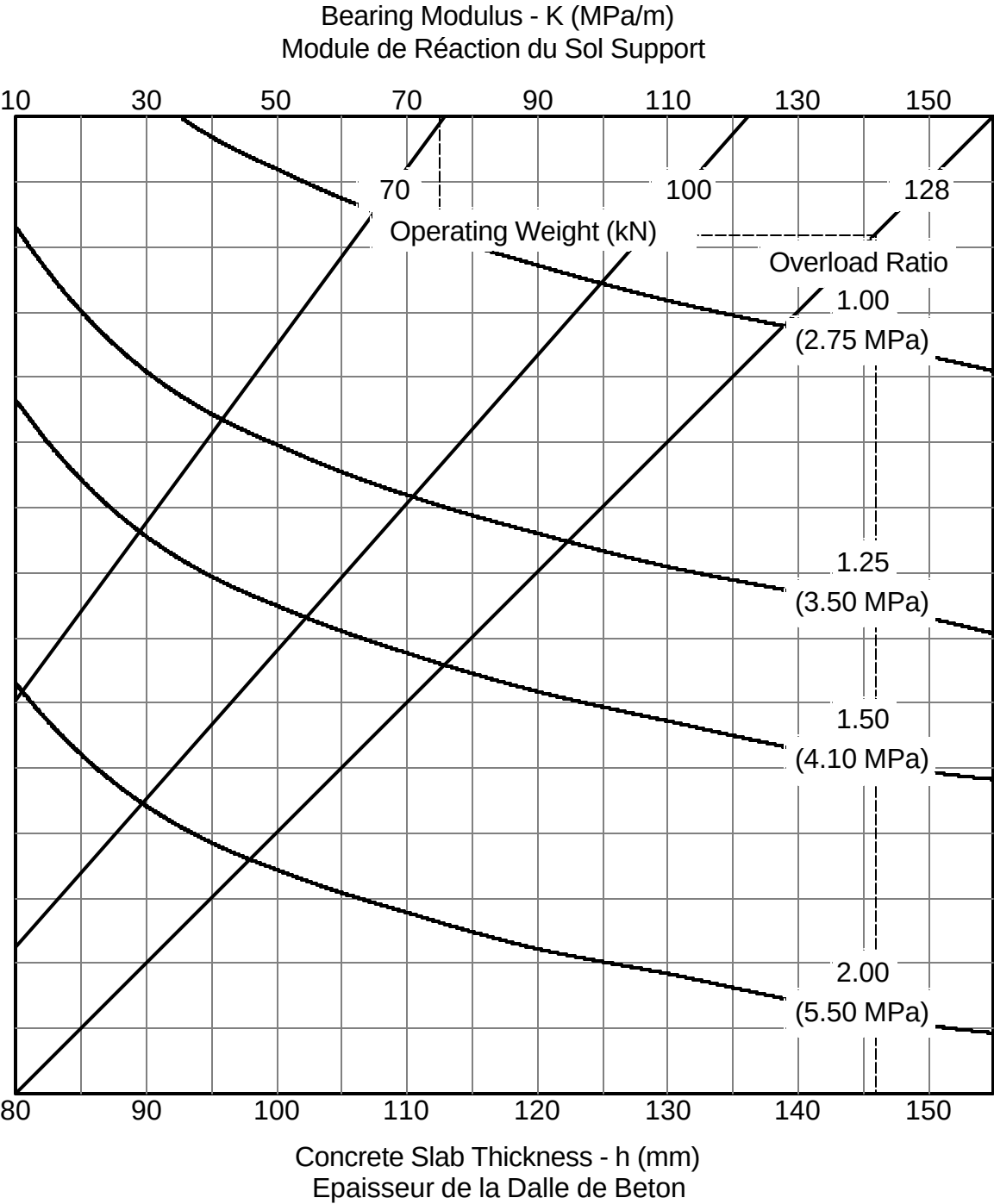
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 10	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



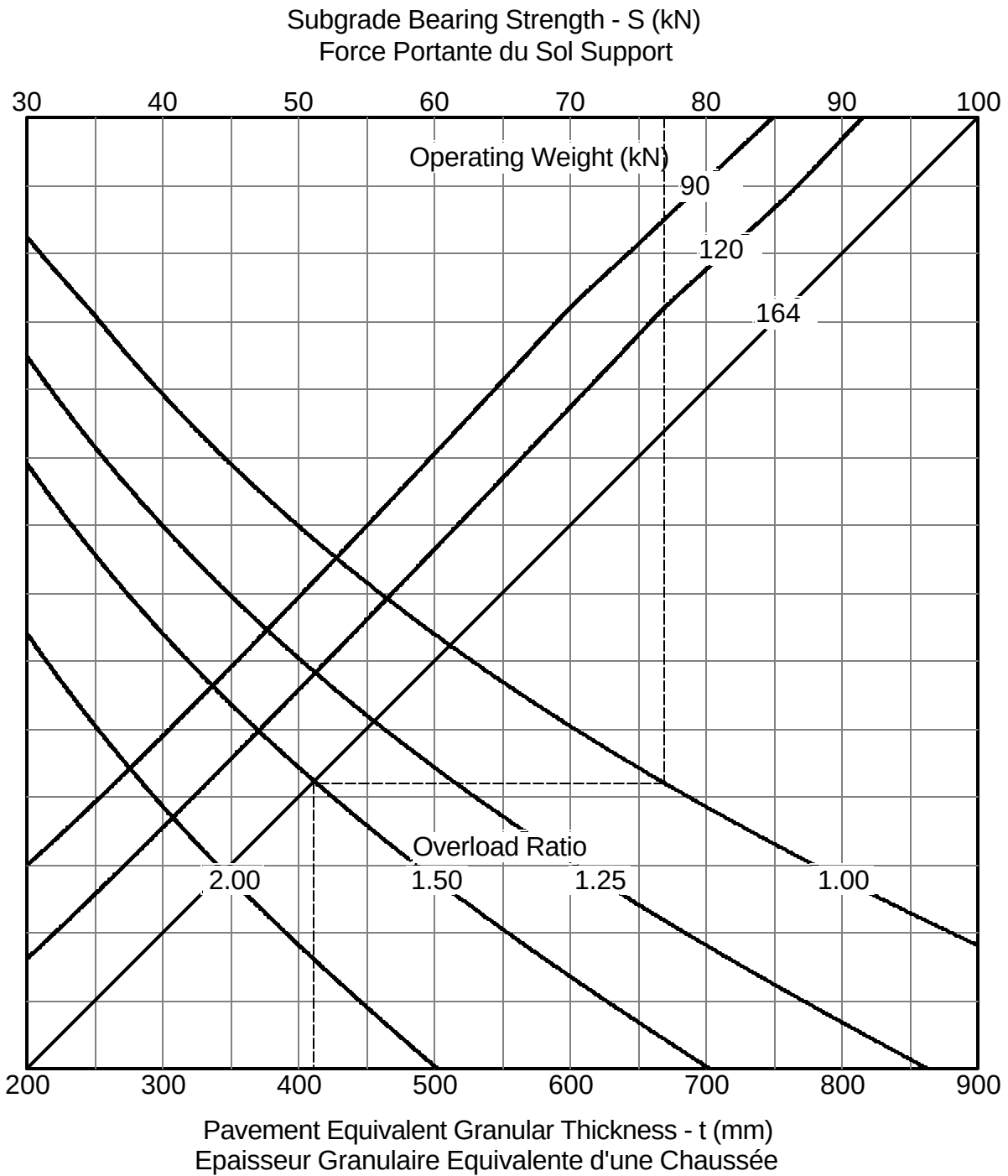
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 20	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.92		



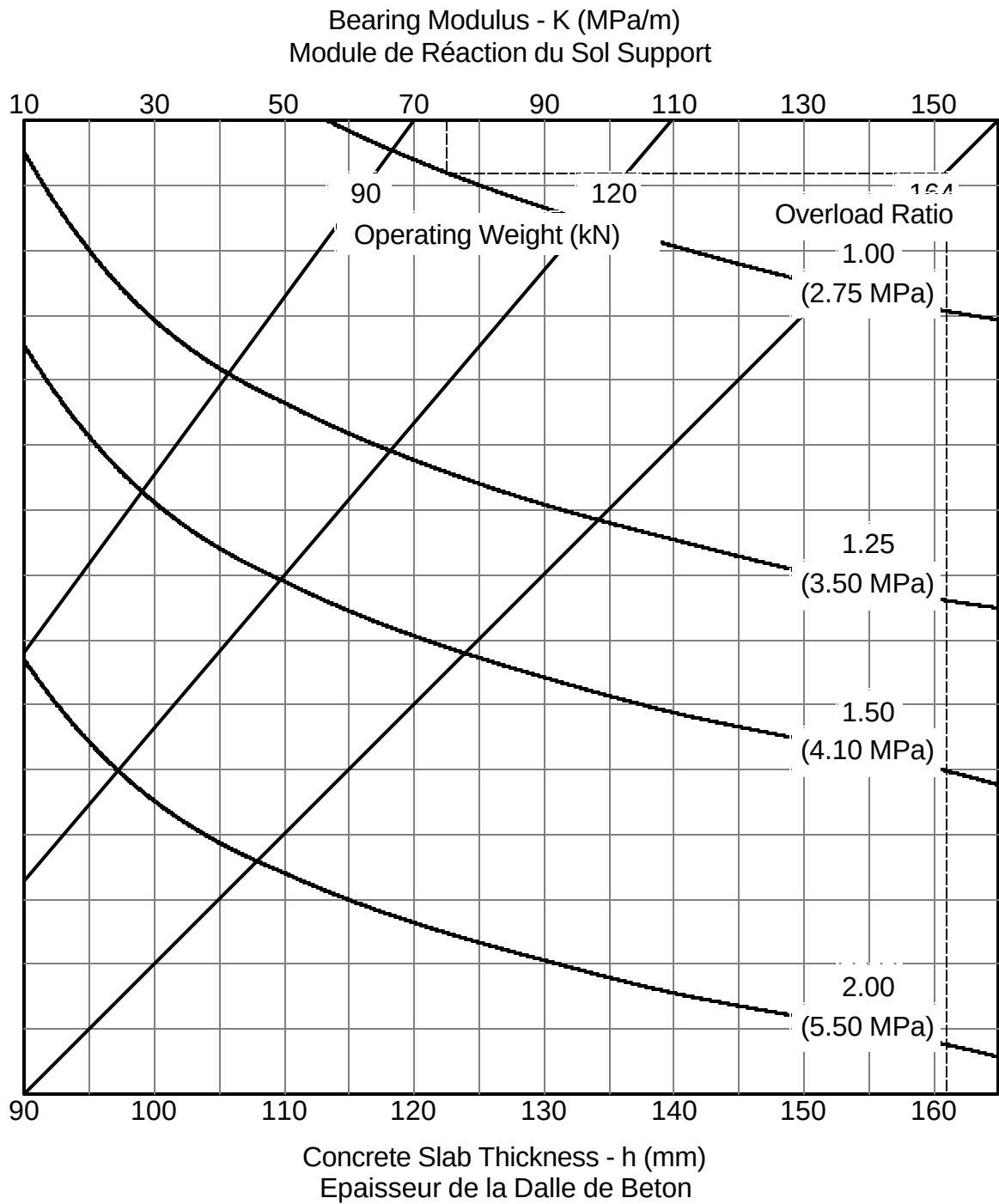
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 20	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	240 mm	
Tire Pressure (MPa) Pression des Pneus	0.92		



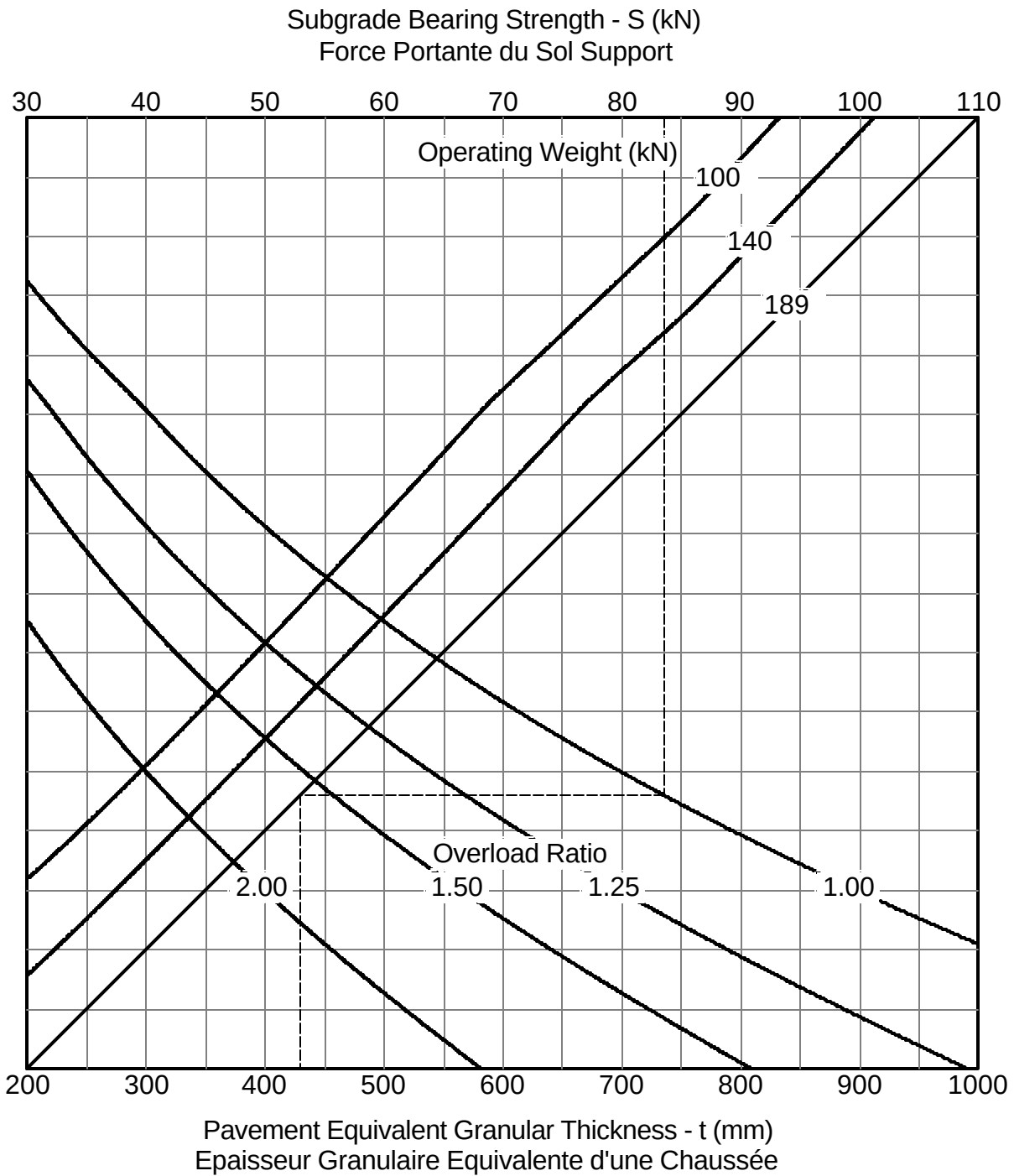
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 2000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.36		



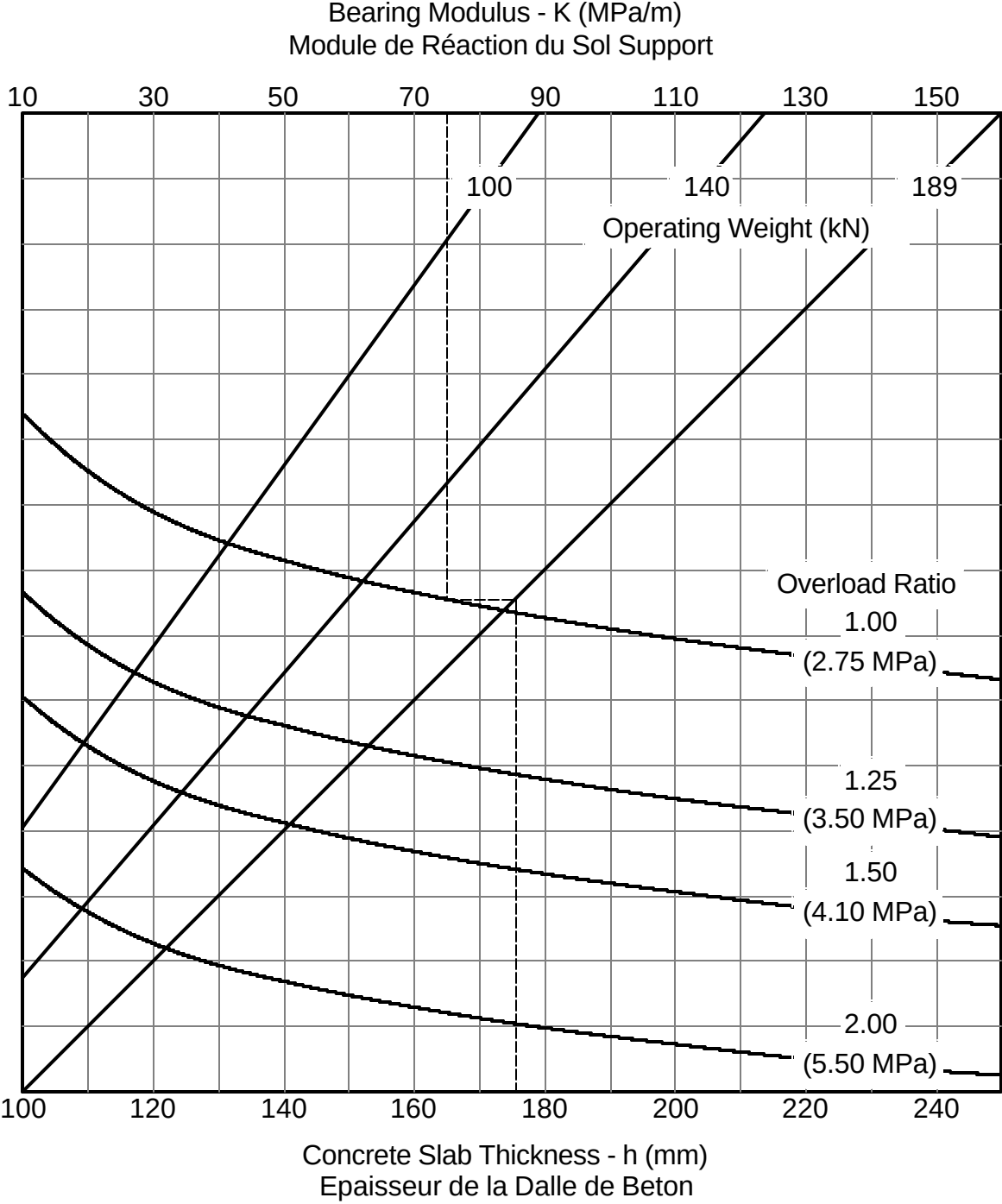
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 2000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.36		



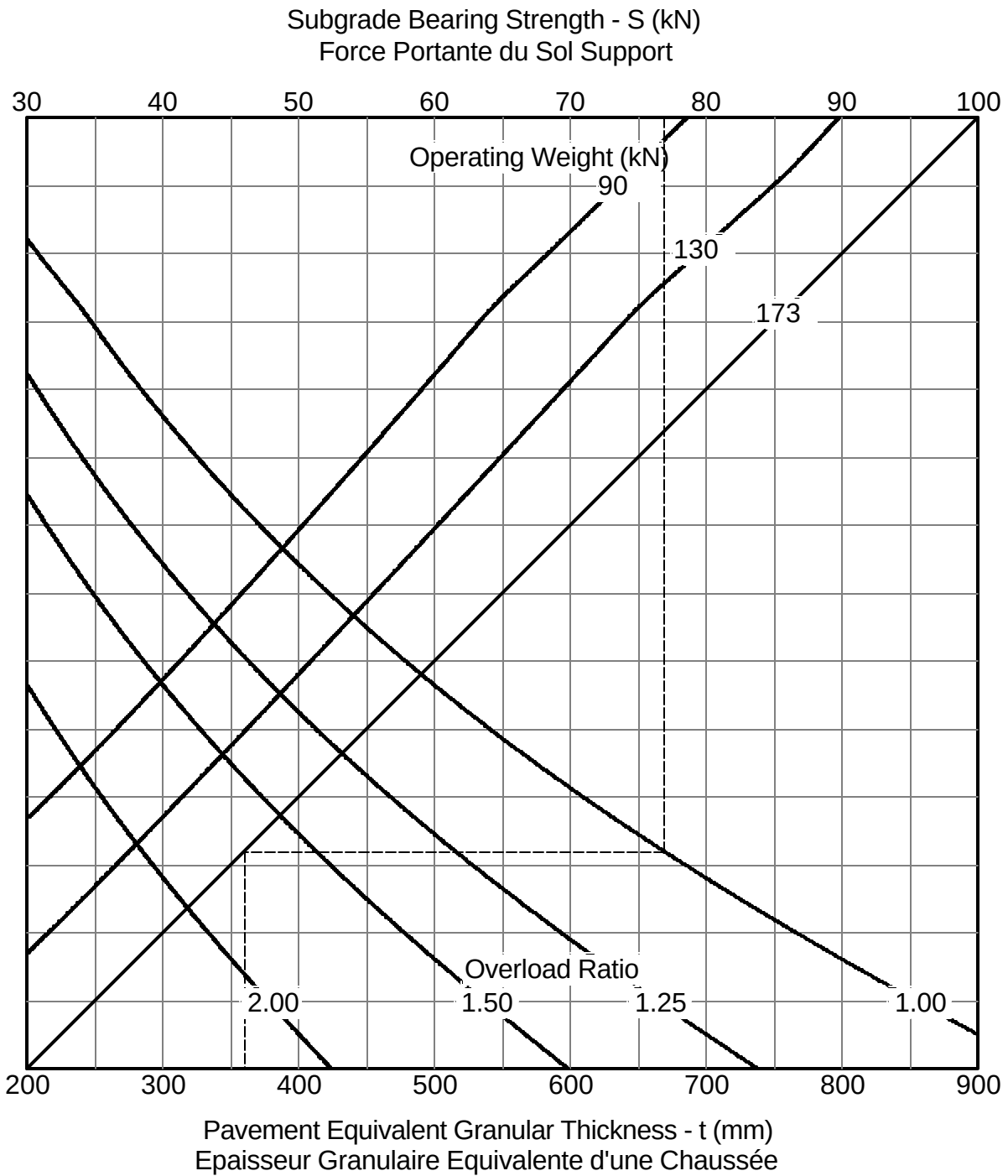
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 2000EX	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.51		



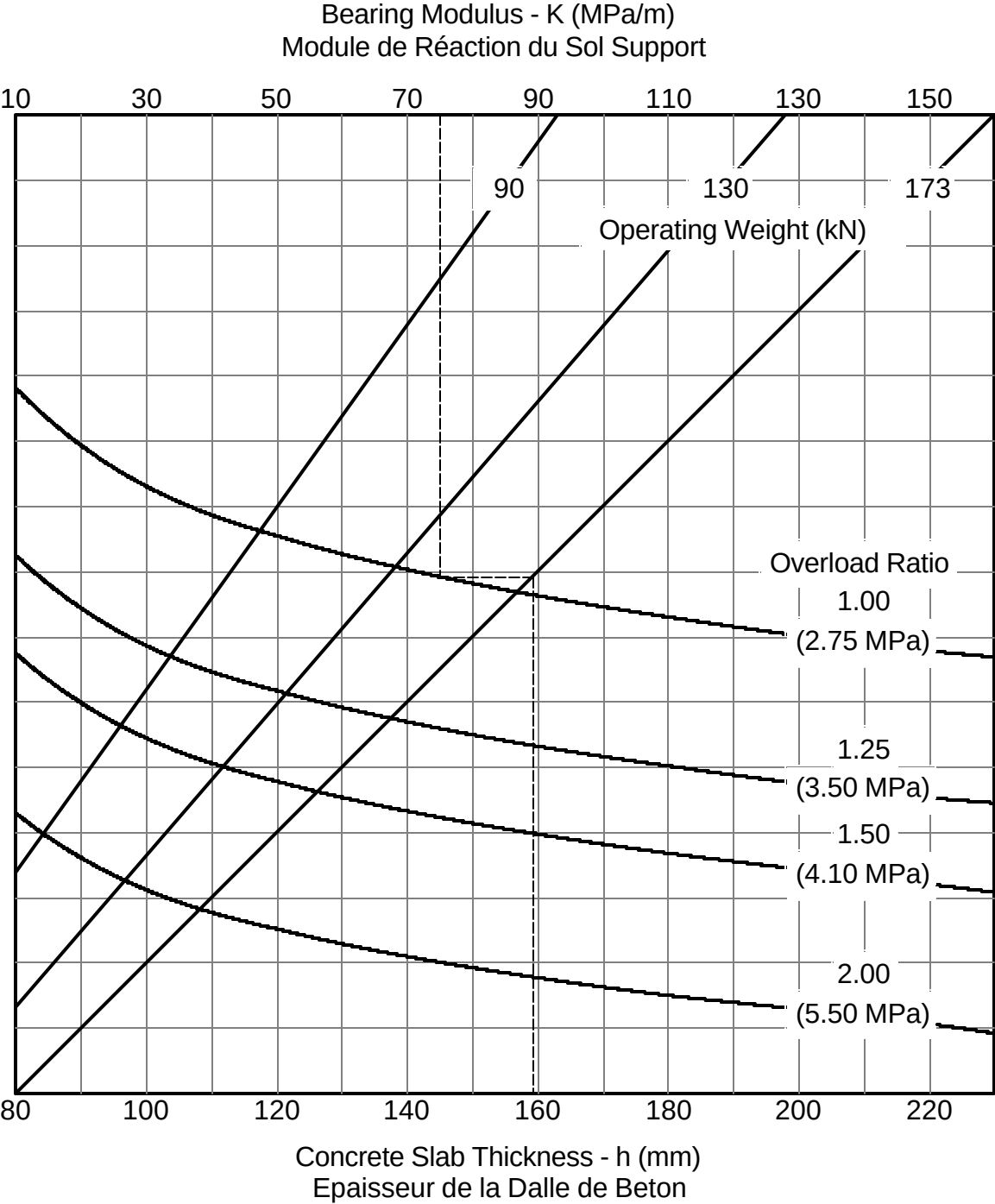
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 2000EX	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	1.51		



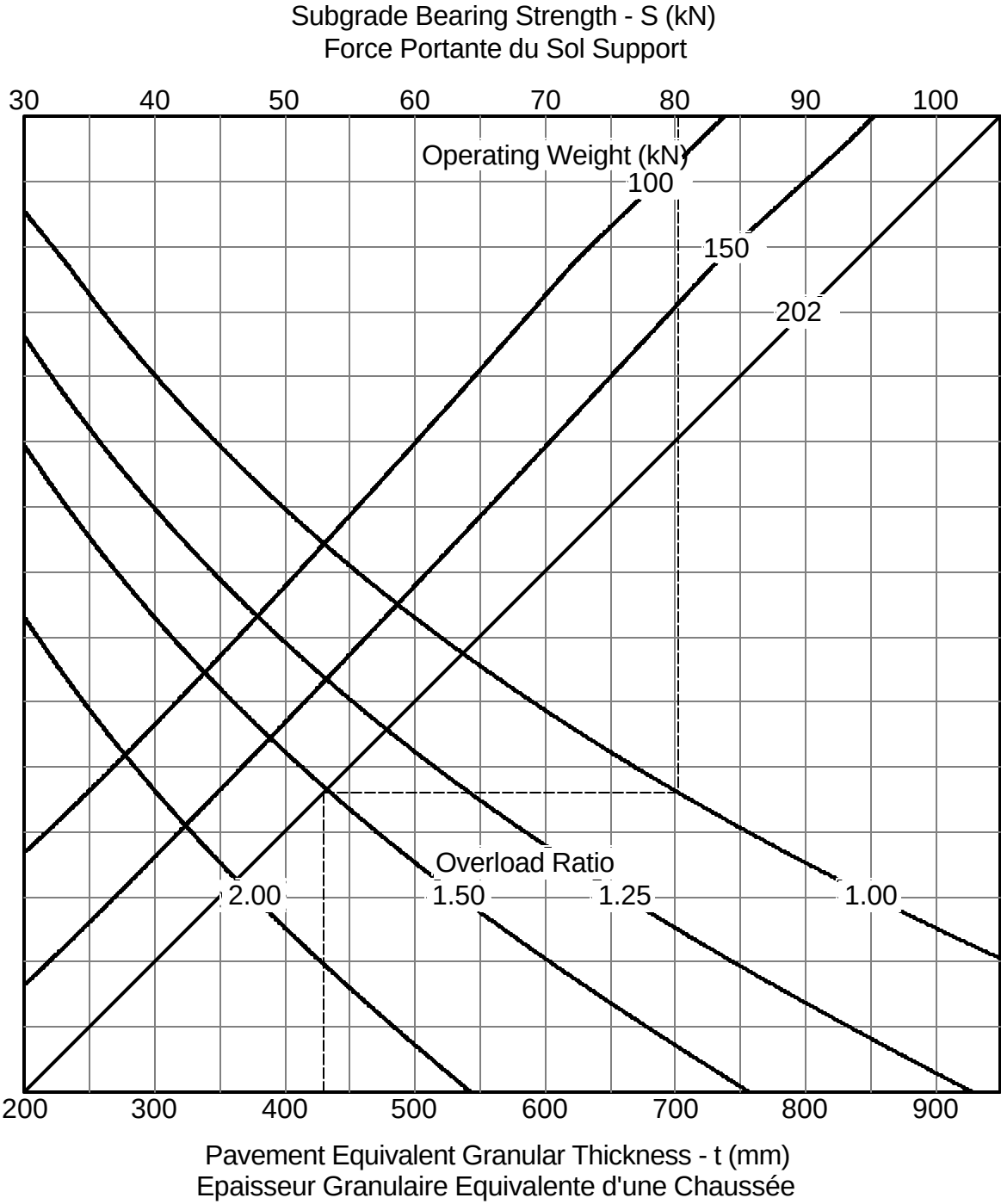
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



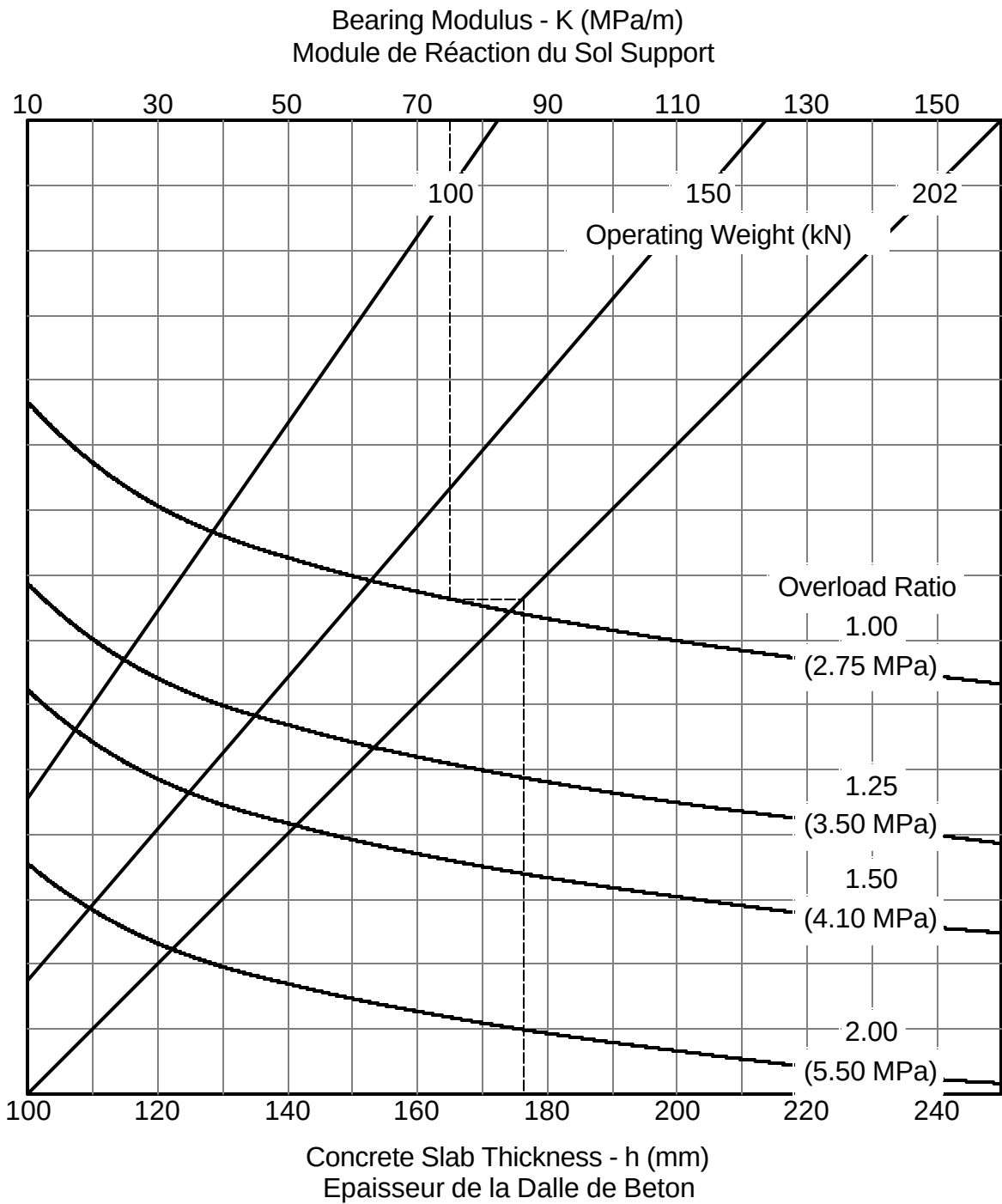
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	380 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		

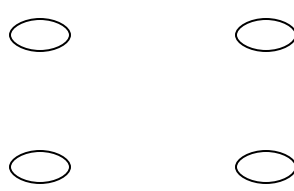


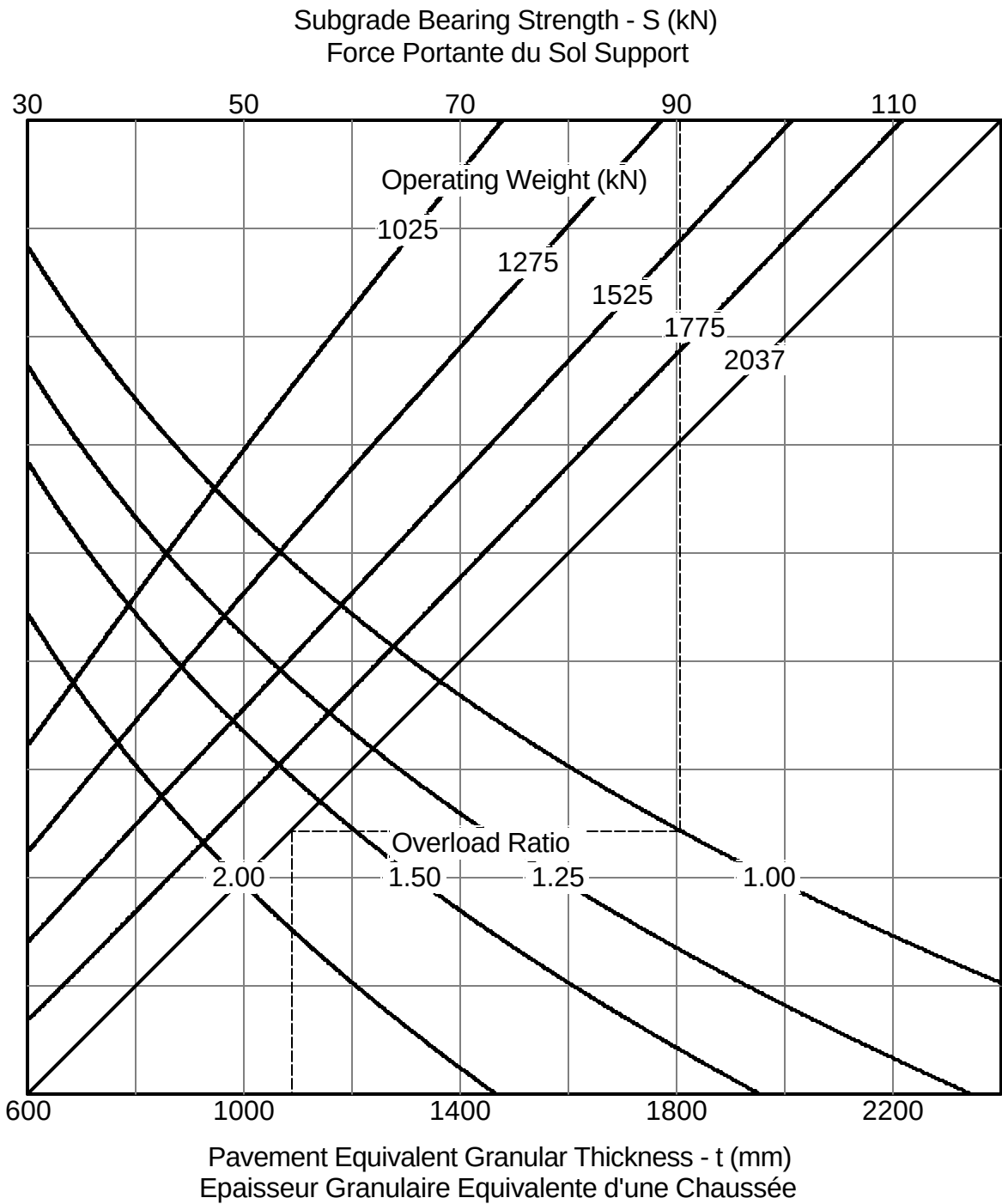
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dassault Falcon 900	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	1.30		



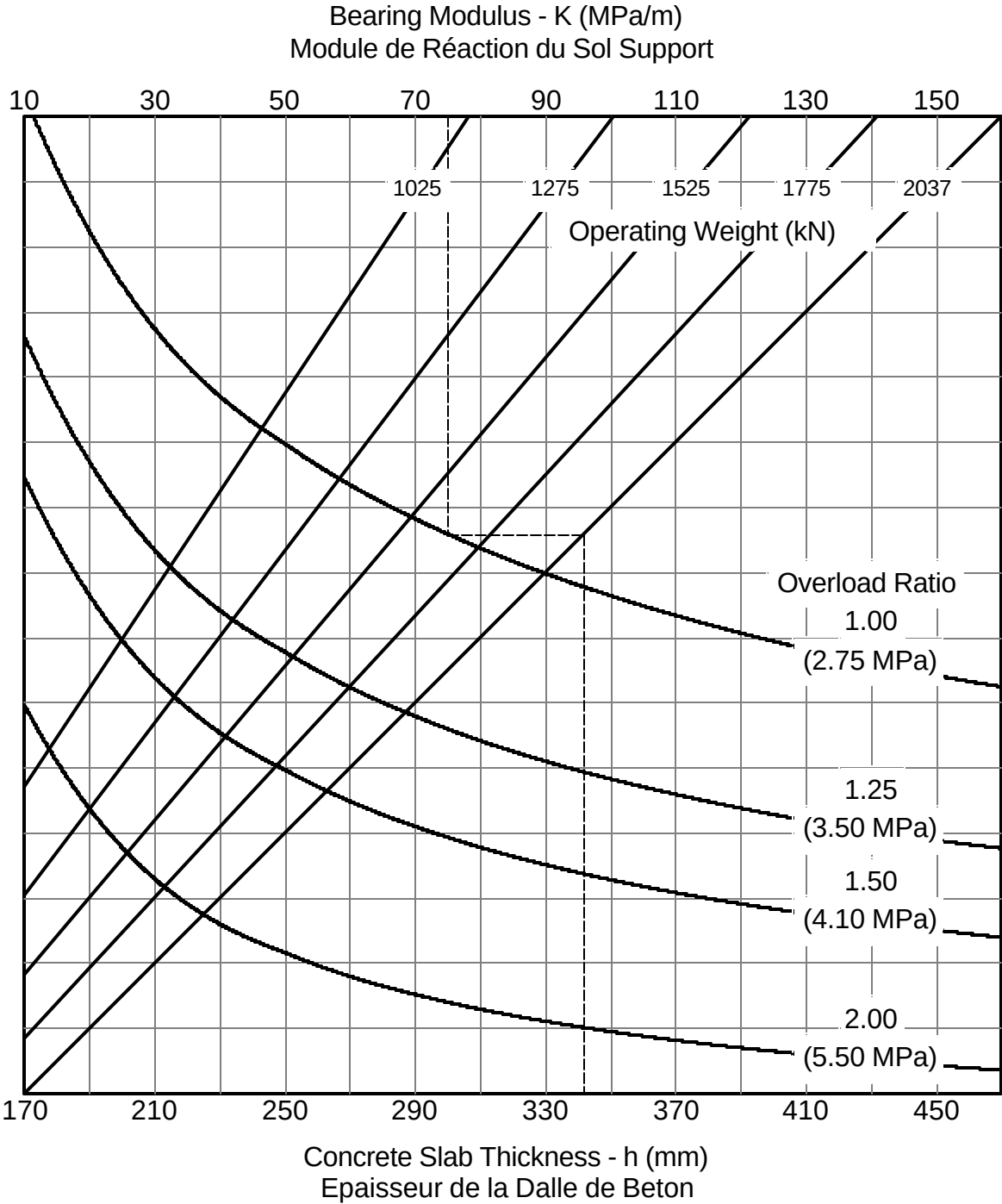
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dassault Falcon 900	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	1.30		

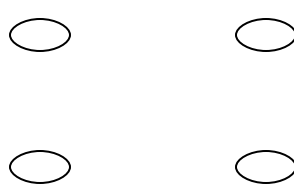


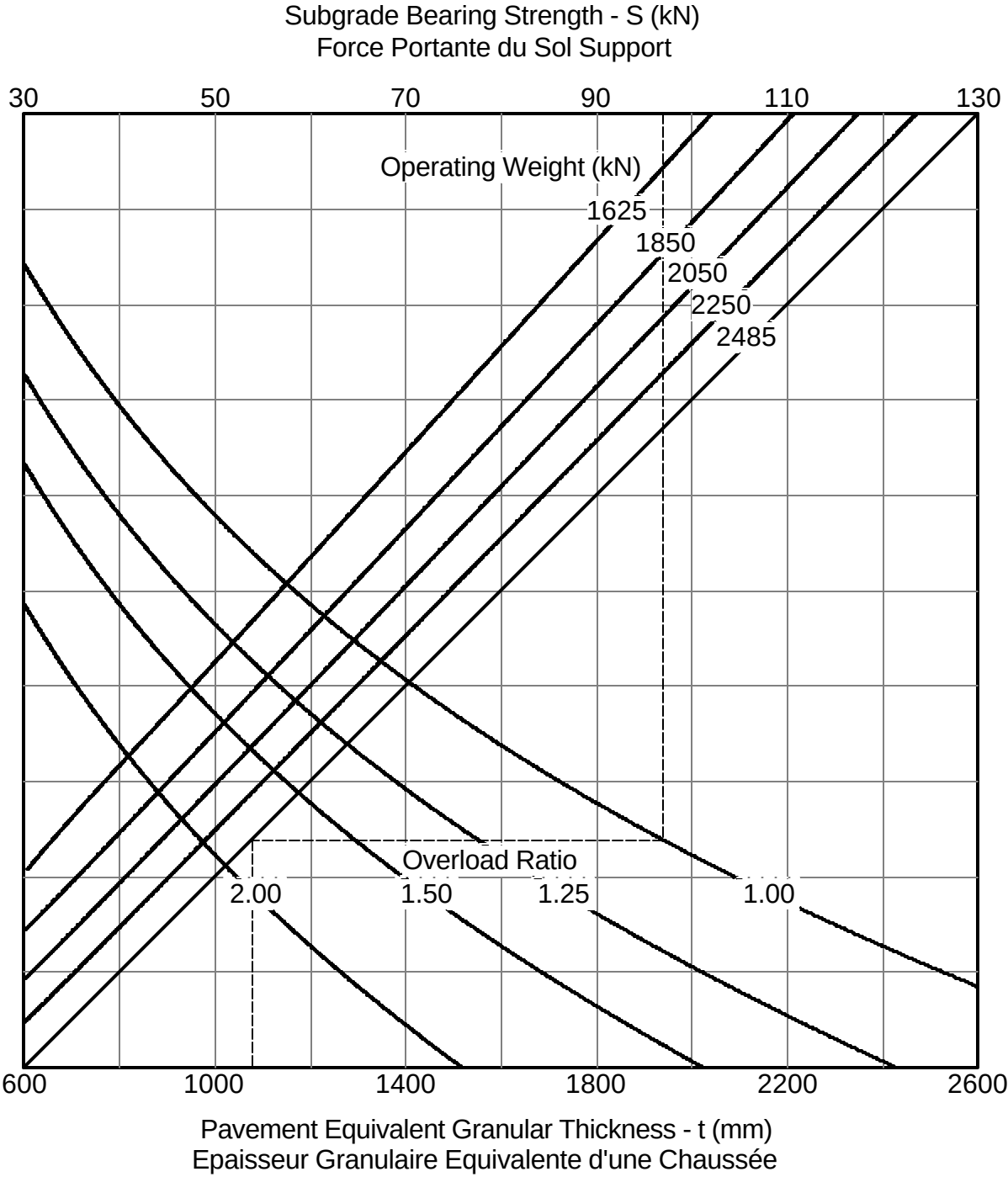
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-10-10, 10CF, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1372 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	1.34		



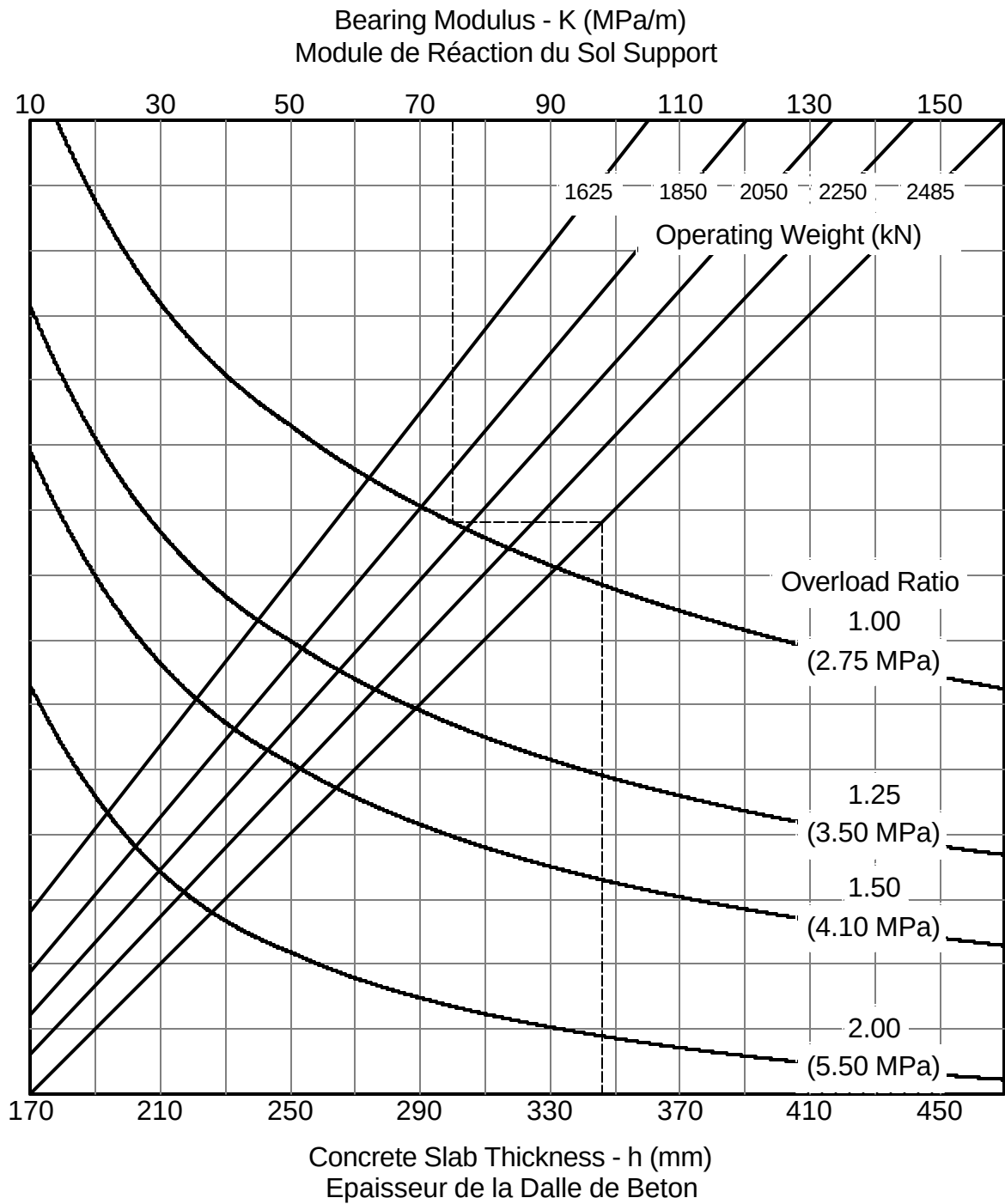
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-10-10, 10CF, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.34		○ ○



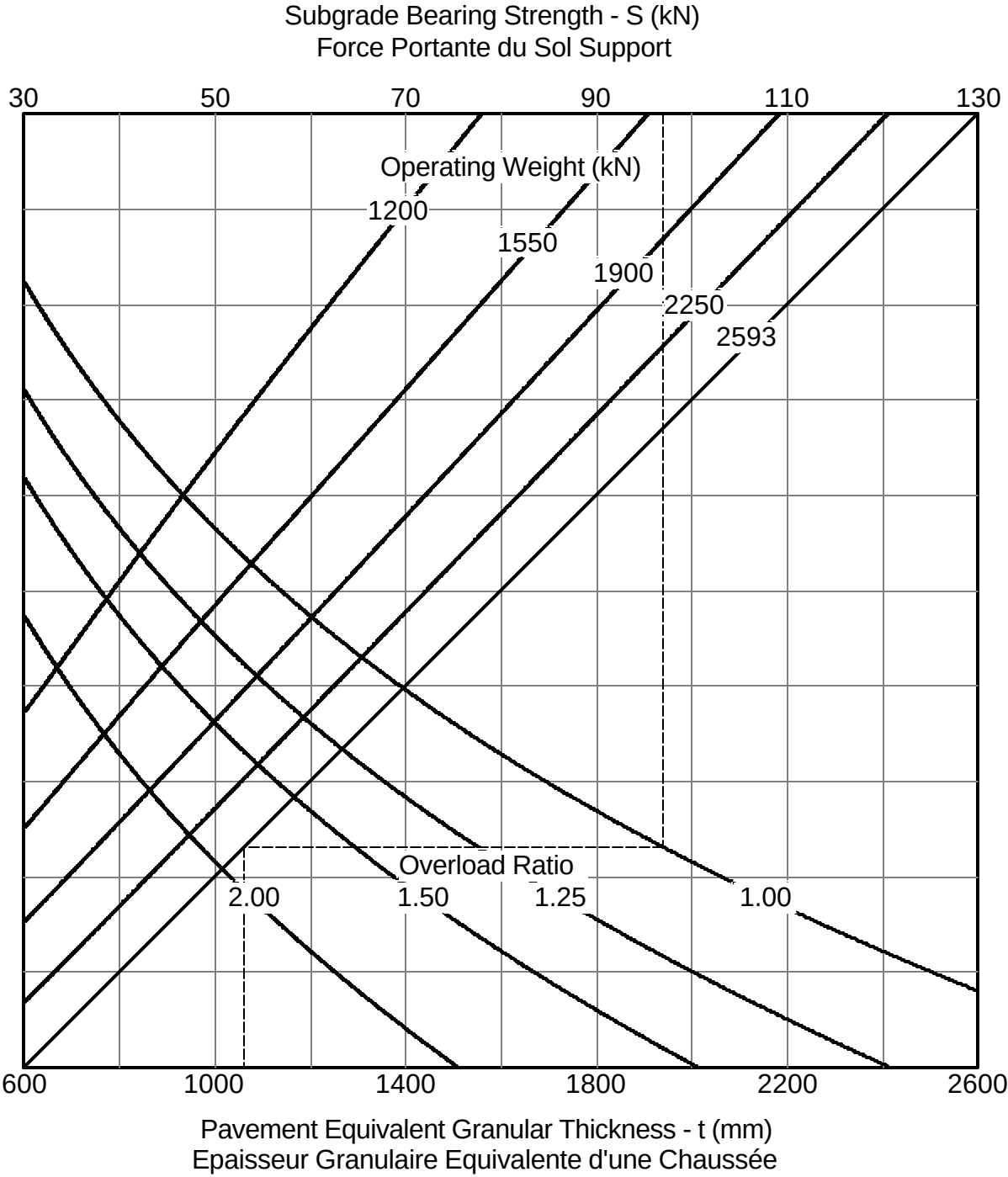
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-10-20, 20/30/40CF	
% Load on Main Gear % Poids sur Atterrisseur Principal	41.4	1372 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	1.14		



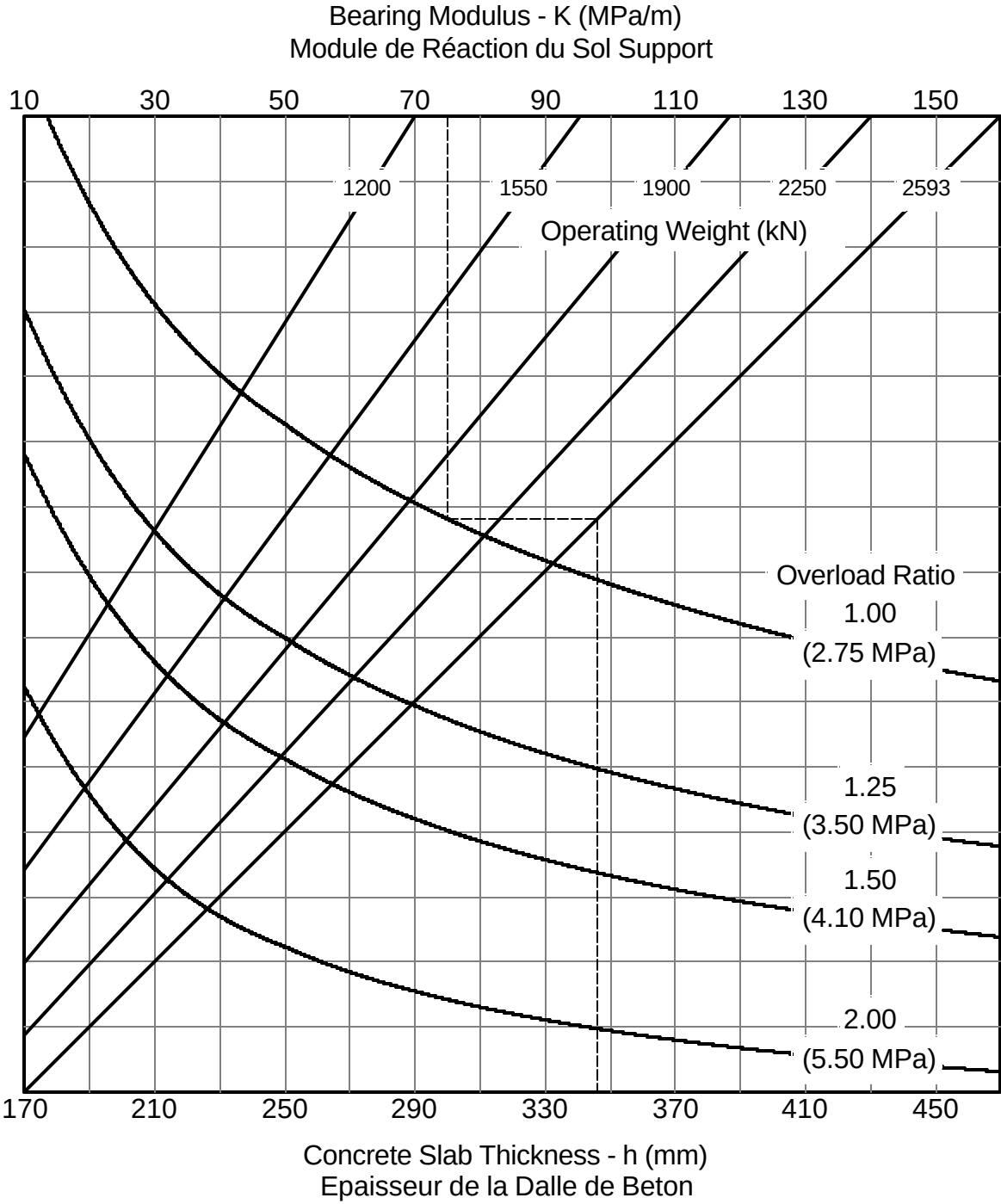
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-10-20, 20/30/40CF	
% Load on Main Gear % Poids sur Atterrisseur Principal	41.4	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.14		○ ○



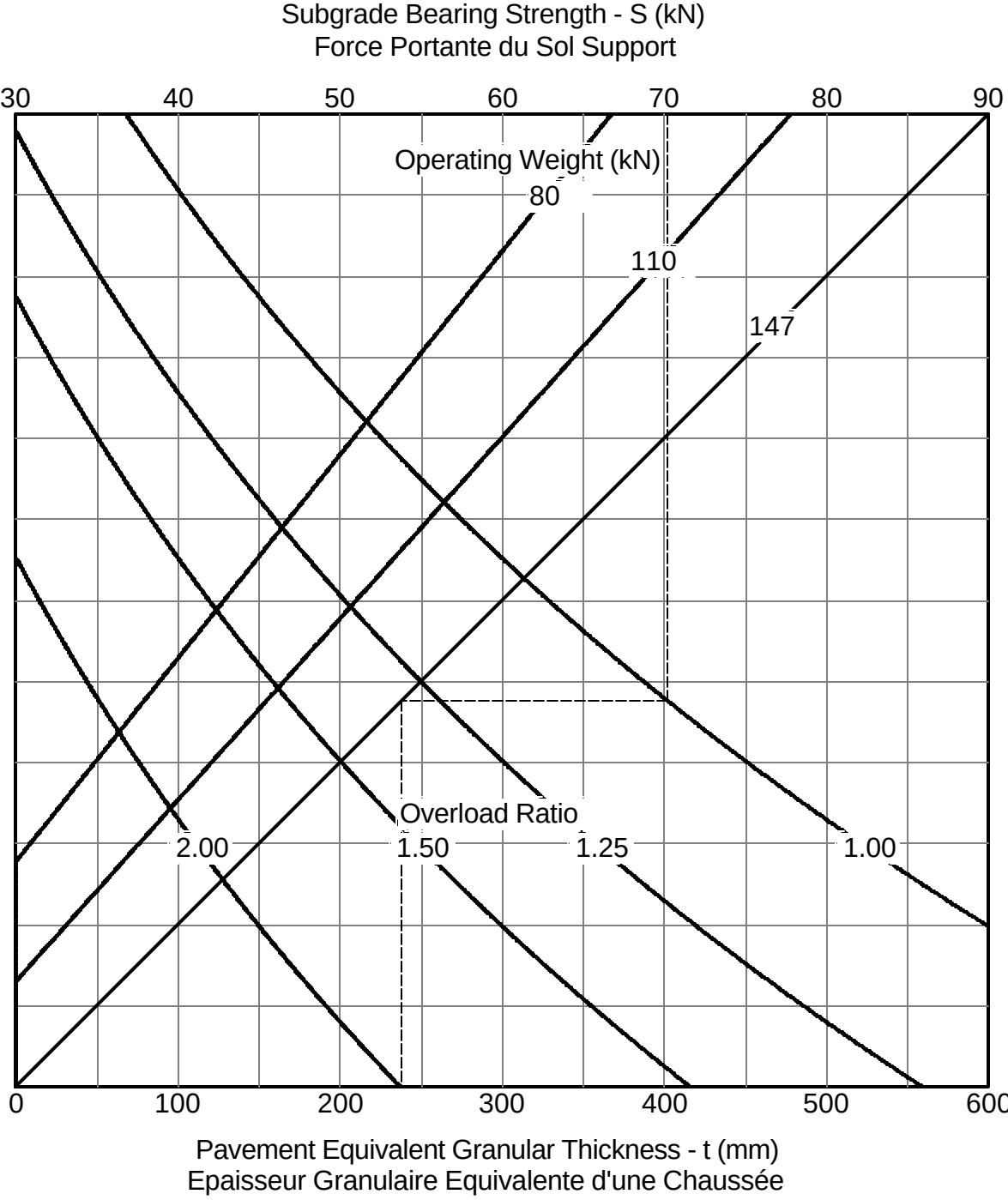
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-10-30, 30ER, 40	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm
Tire Pressure (MPa) Pression des Pneus	1.22		



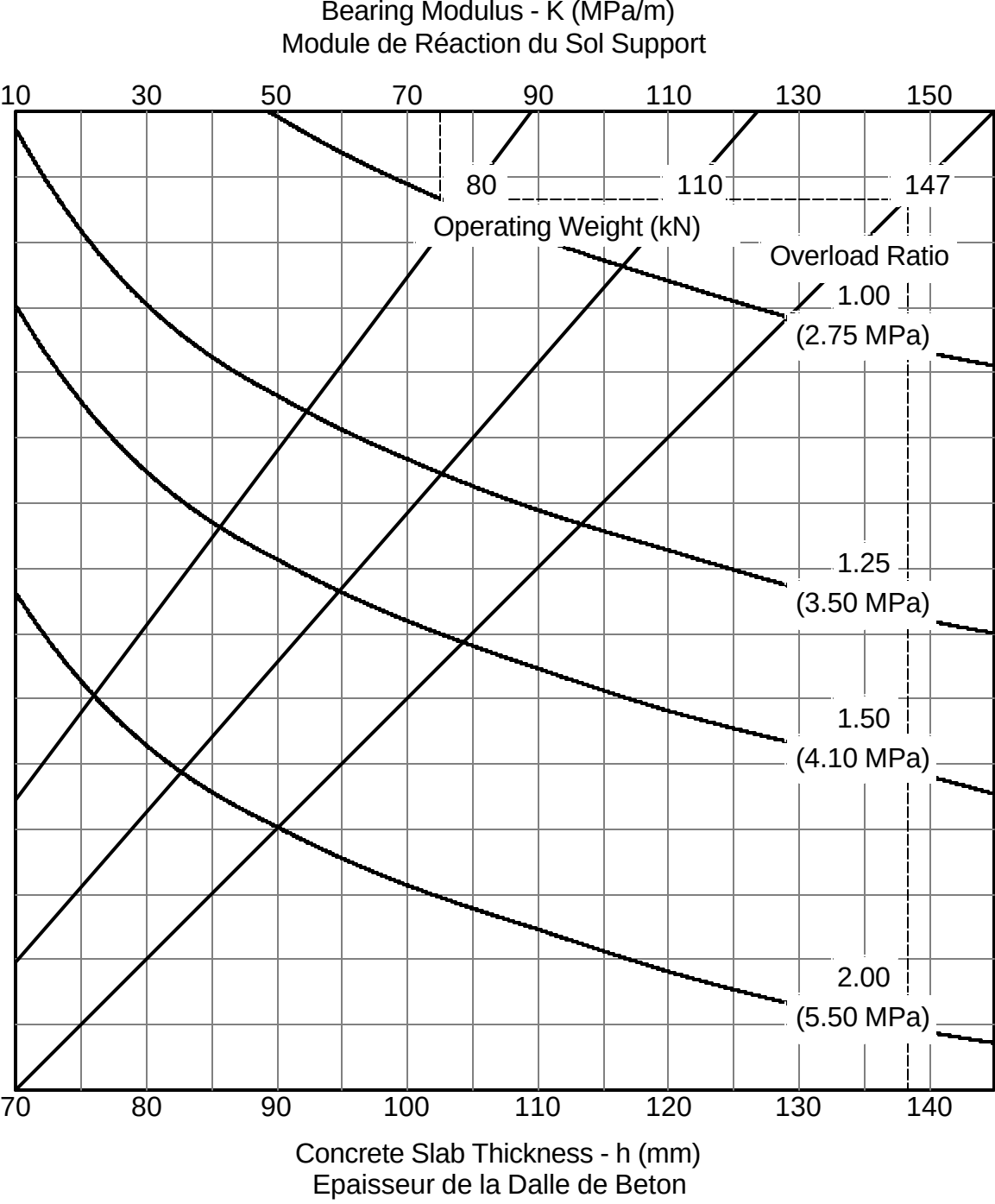
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-10-30, 30ER, 40	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm
Tire Pressure (MPa) Pression des Pneus	1.22		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-3
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	
Tire Pressure (MPa) Pression des Pneus	0.31	

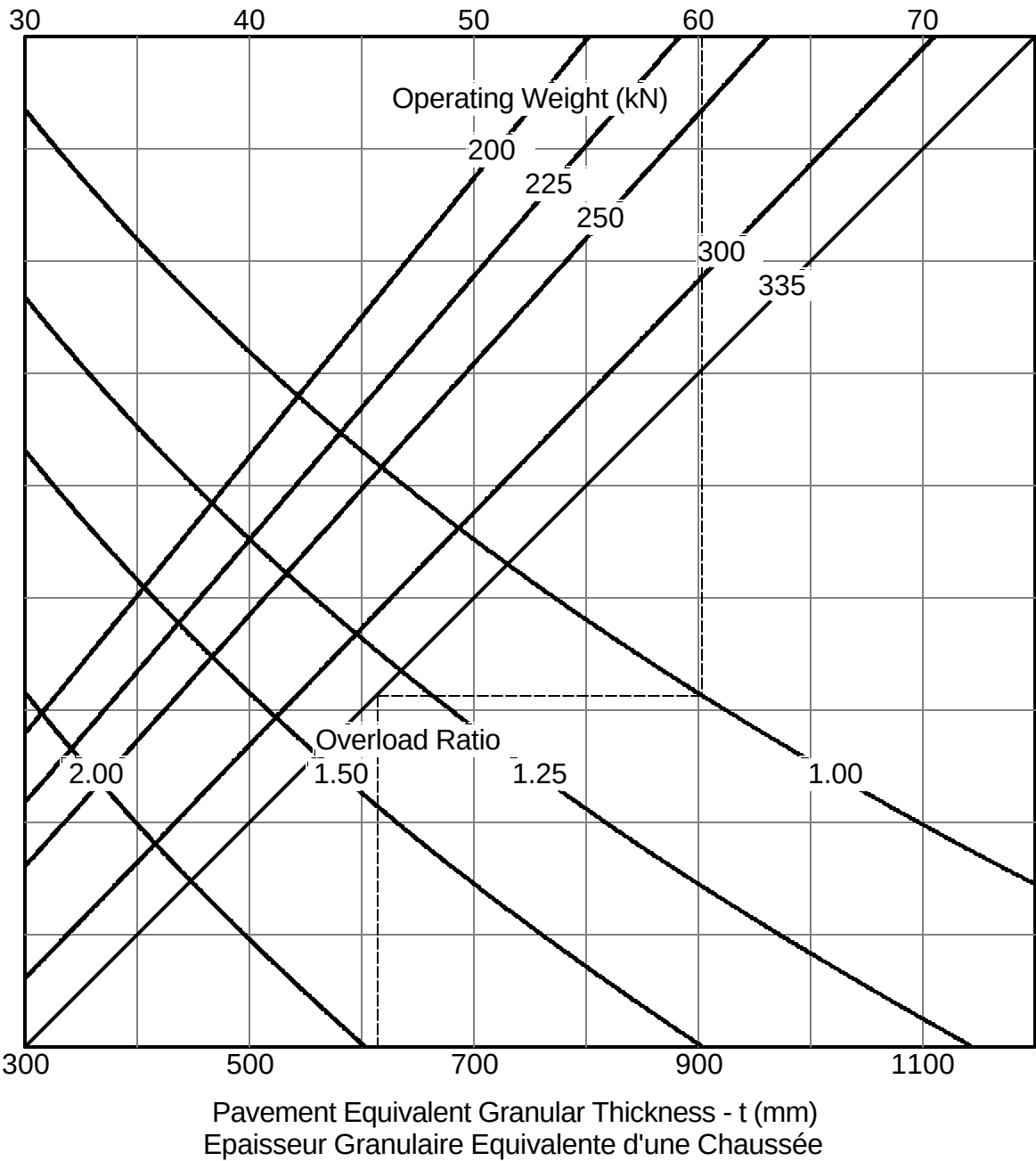


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-3
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	
Tire Pressure (MPa) Pression des Pneus	0.31	

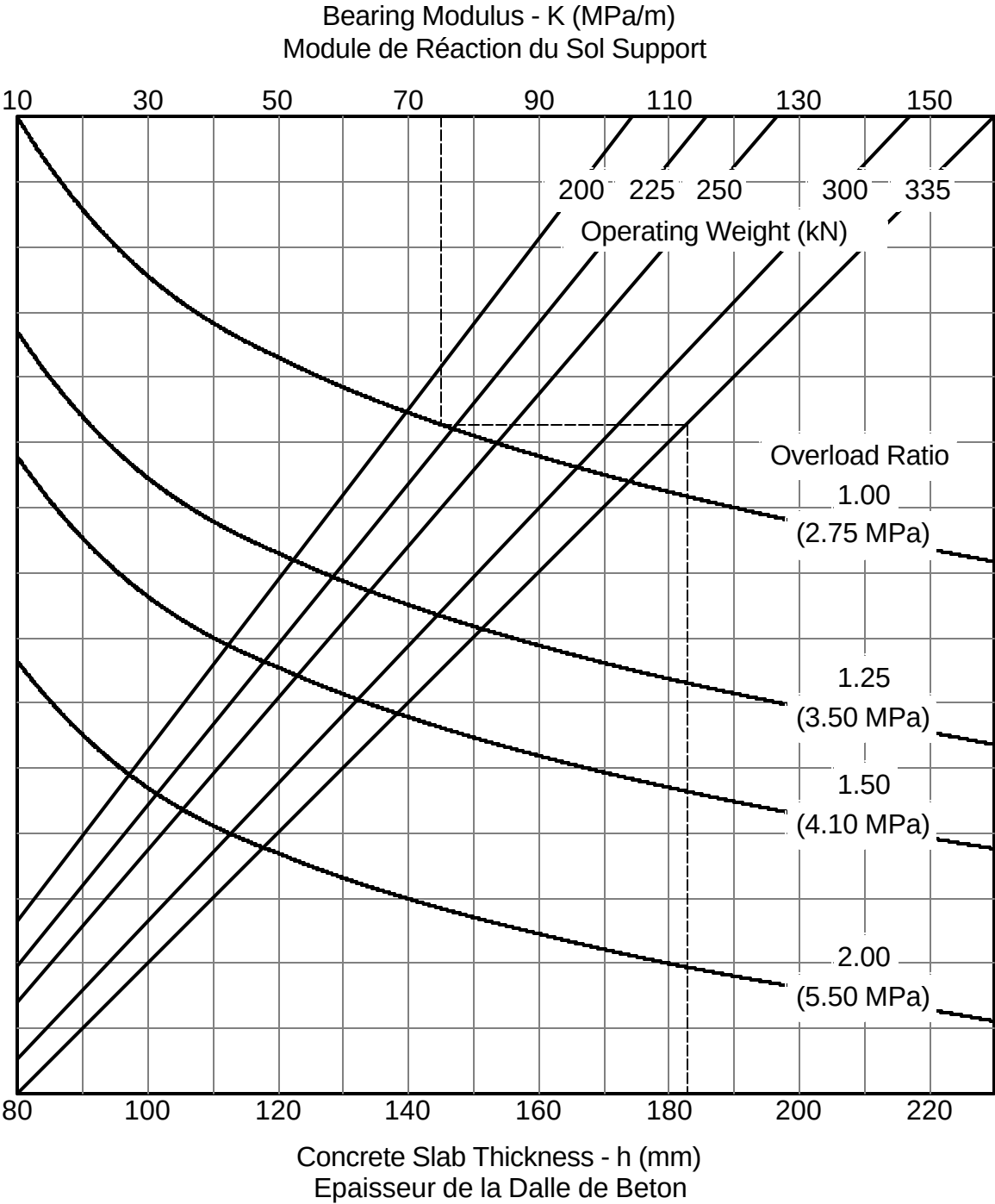


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-4	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	740 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		

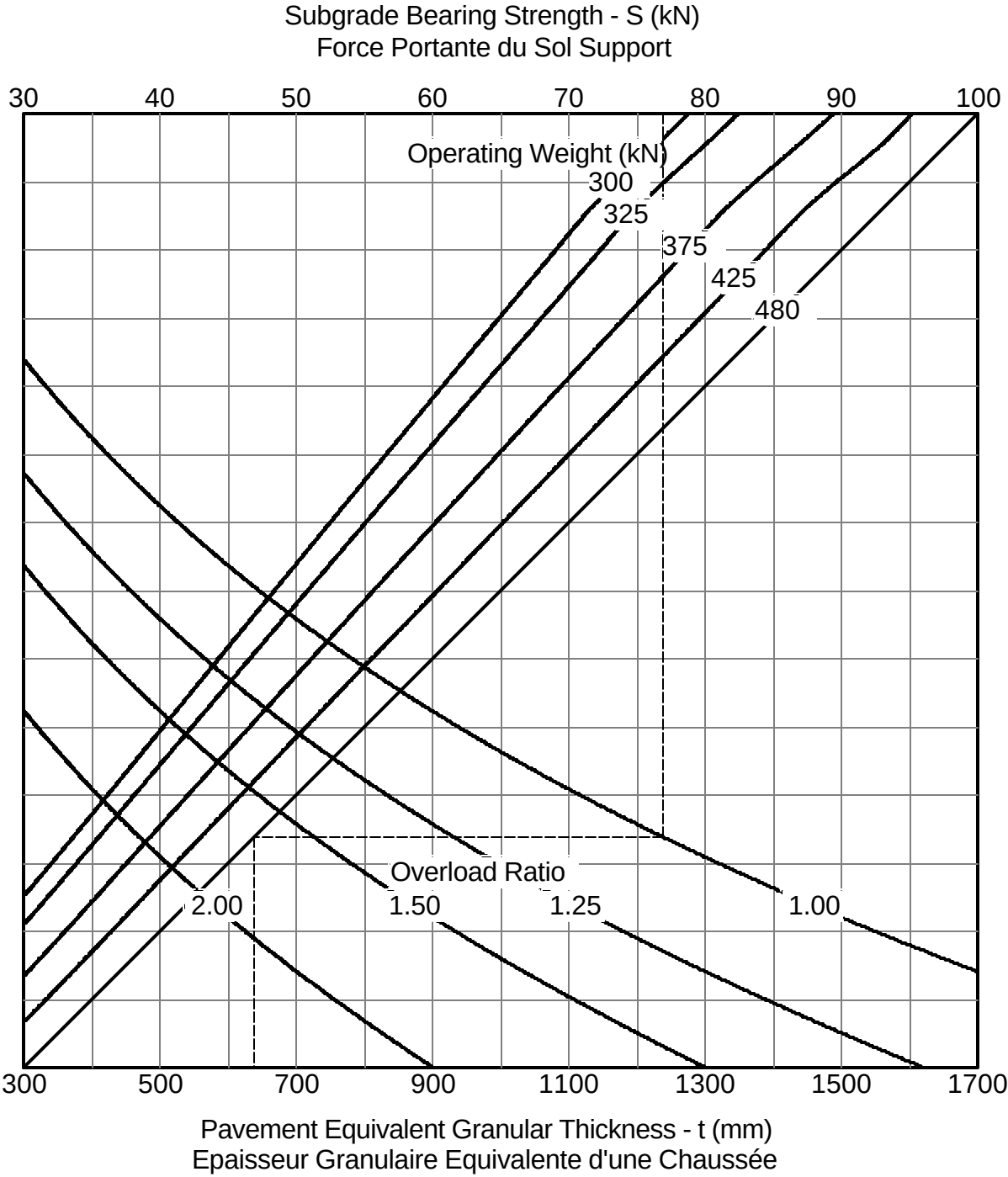
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



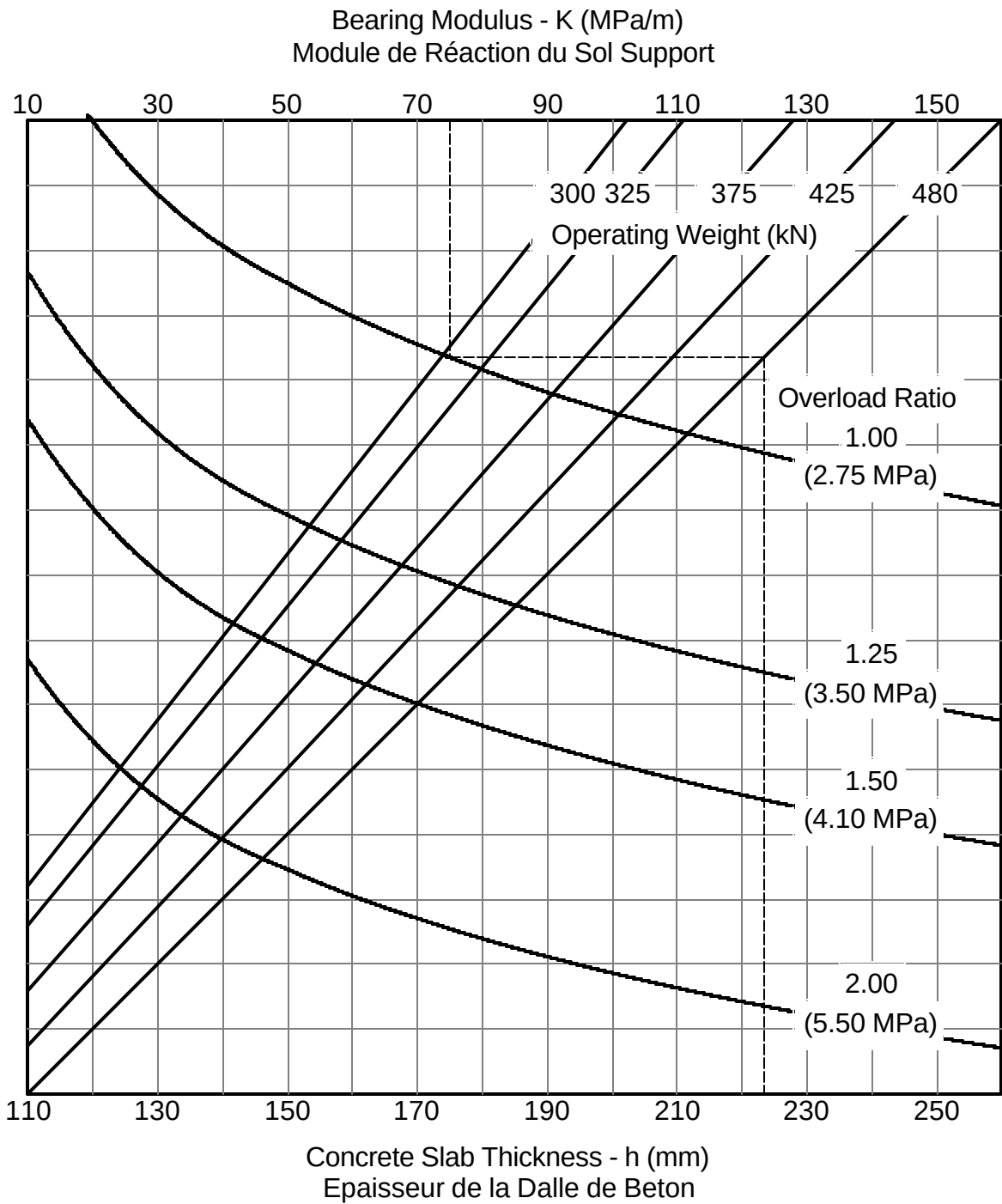
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-4	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	740 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



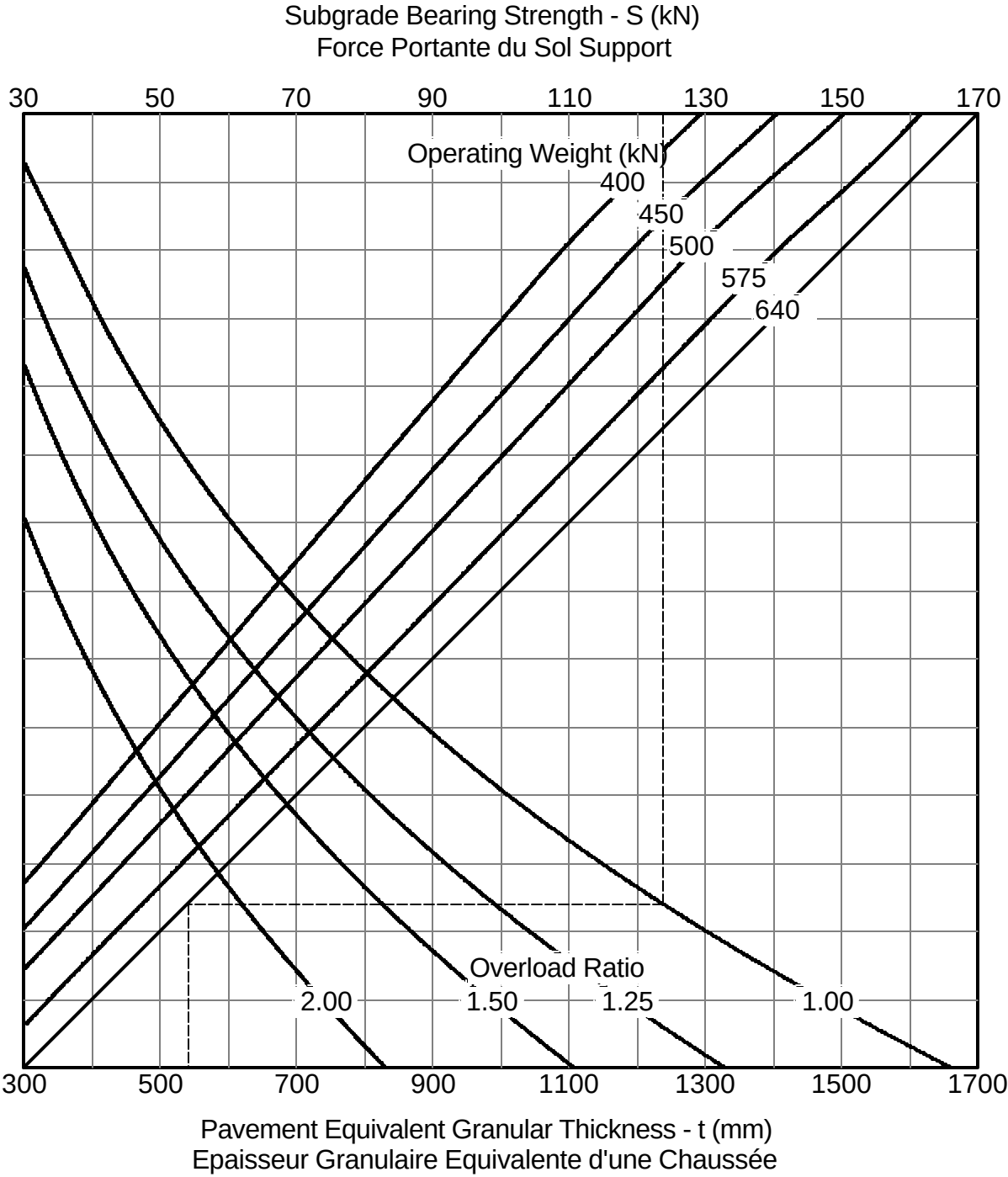
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-6, 6B	
% Load on Main Gear % Poids sur Atterrisseur Principal	44.0	780 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



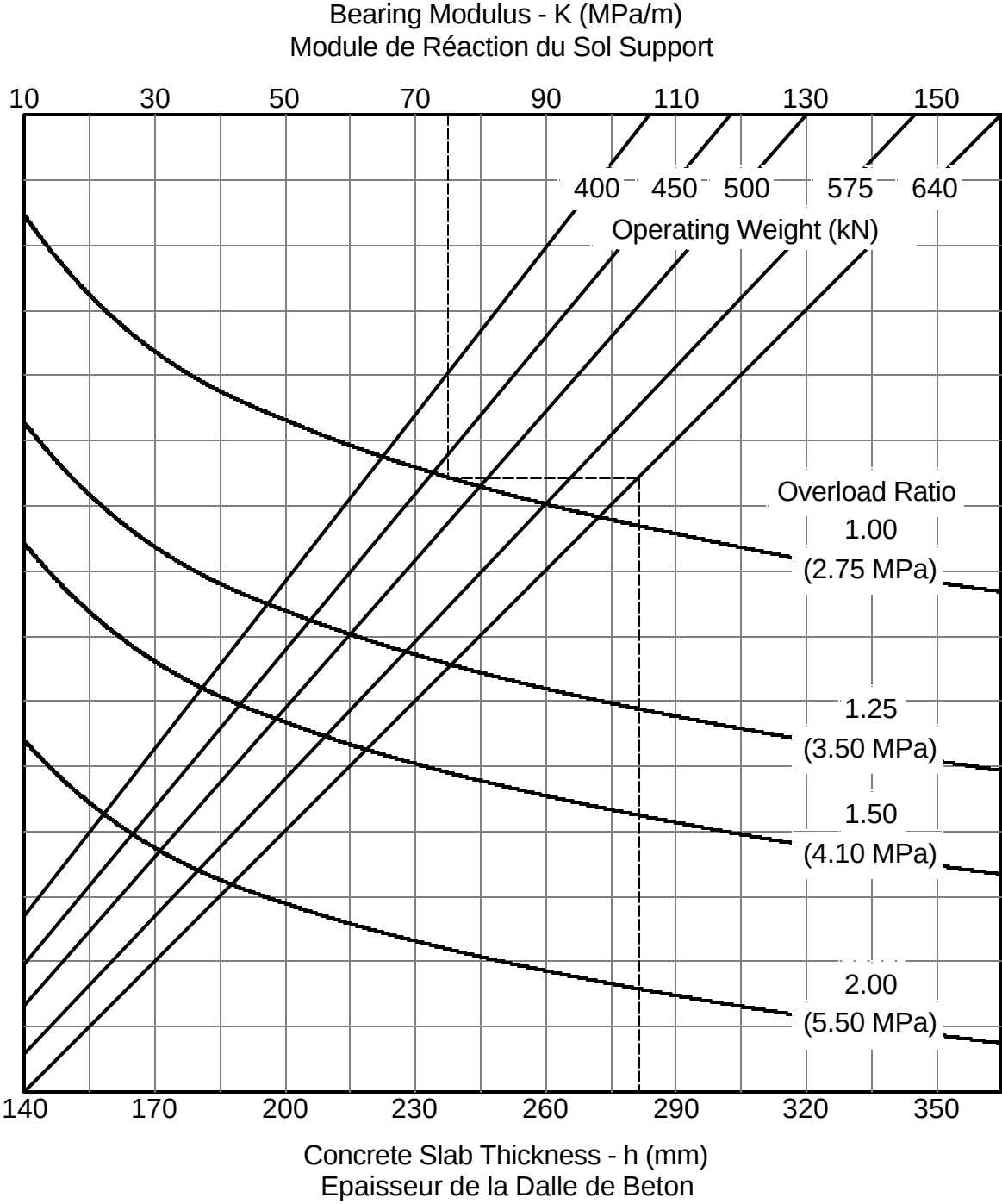
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-6, 6B	
% Load on Main Gear % Poids sur Atterrisseur Principal	44.0	780 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



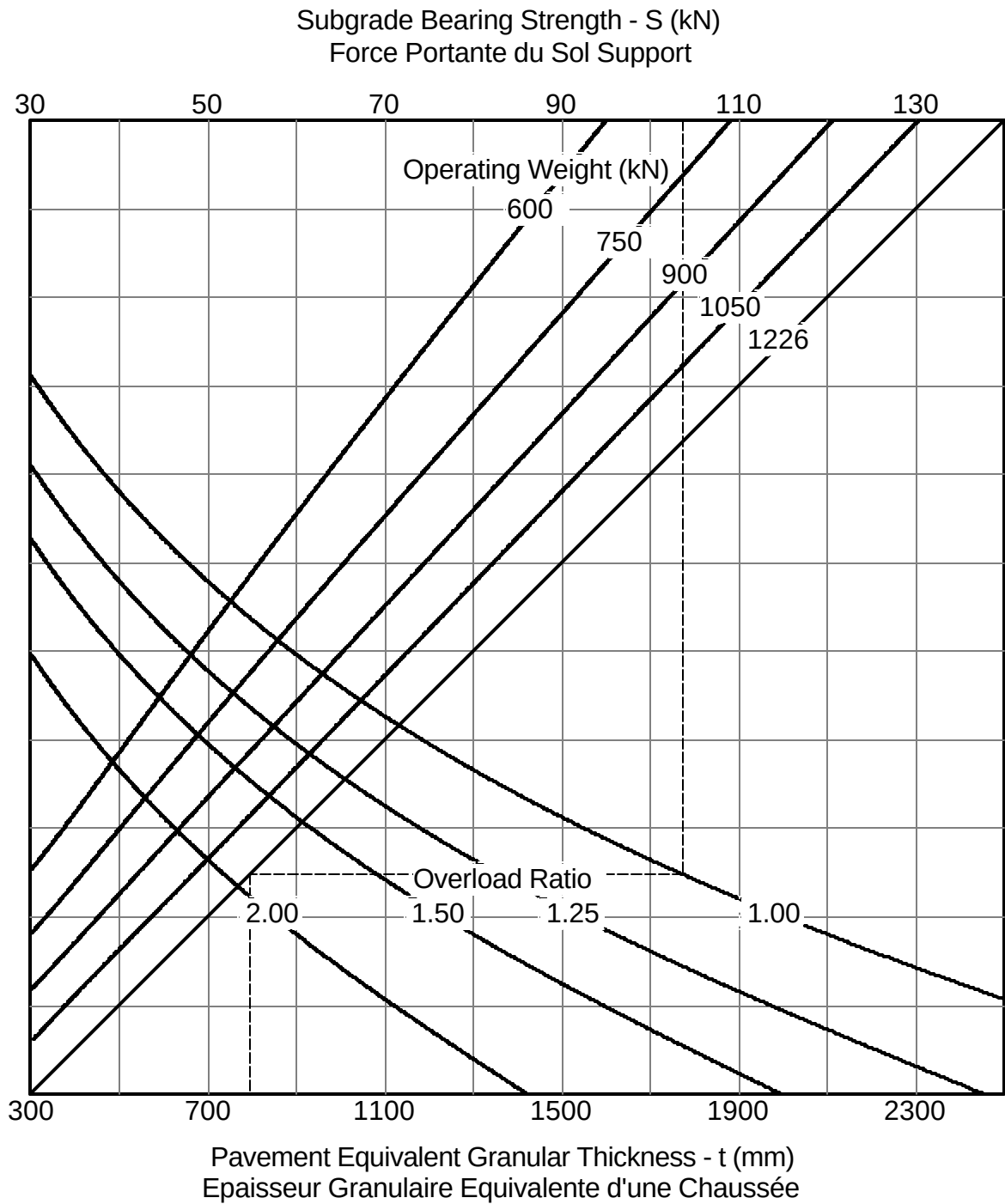
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-7 (All Models)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		



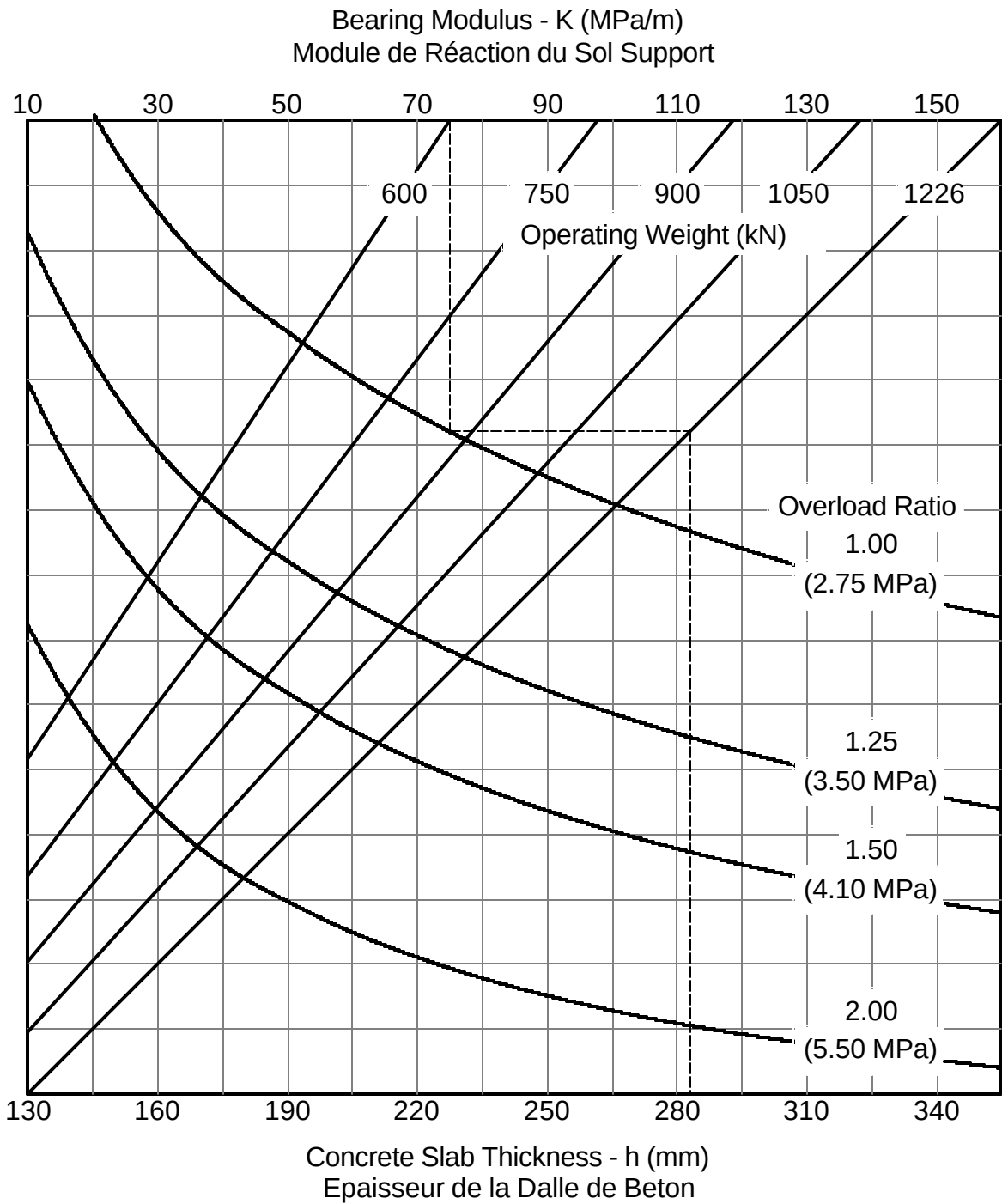
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-7 (All Models)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	
Tire Pressure (MPa) Pression des Pneus	0.89		

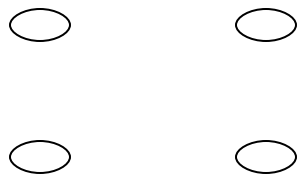


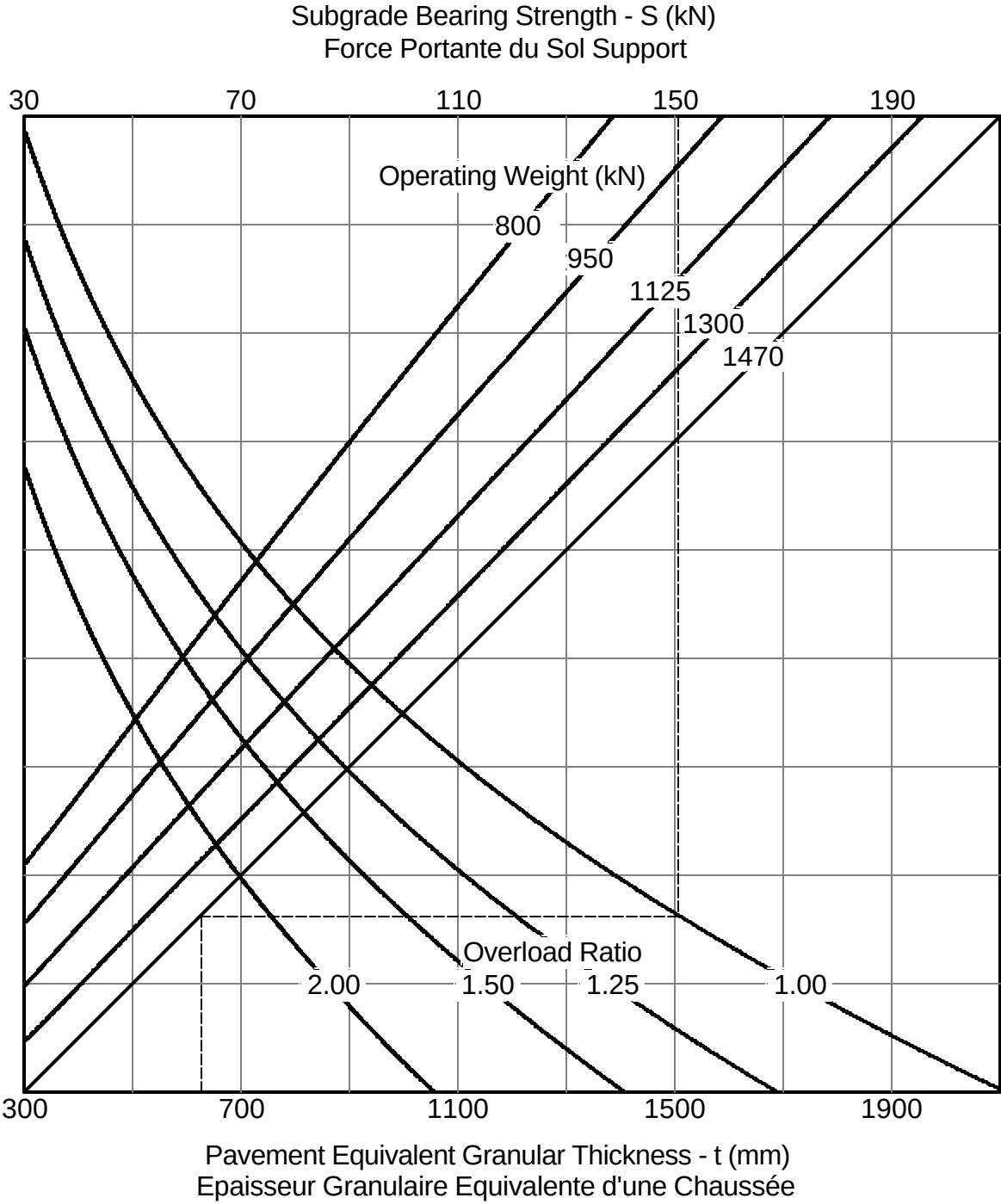
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-10, 20 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.01		



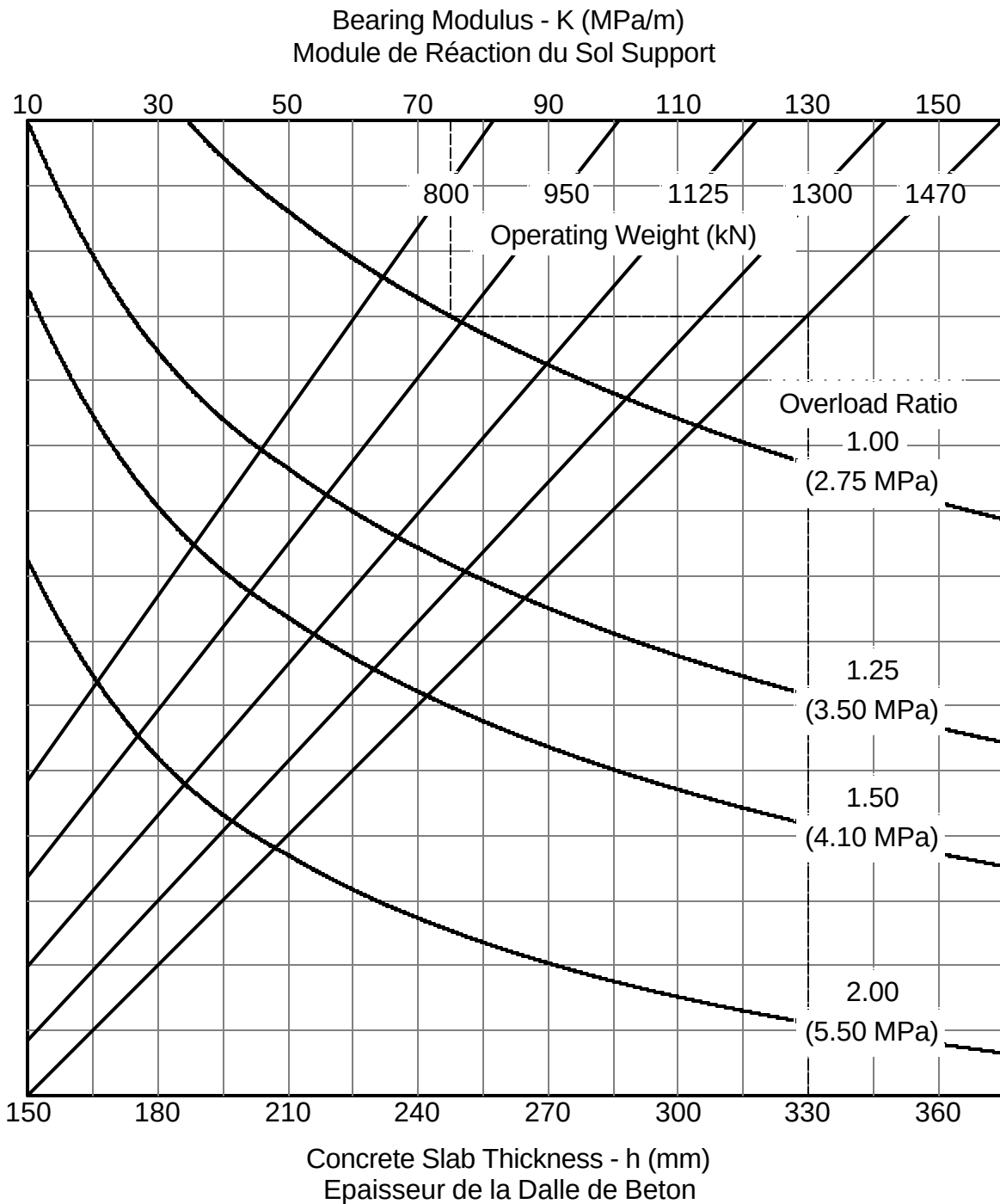
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-10, 20 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.01		

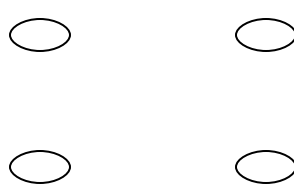


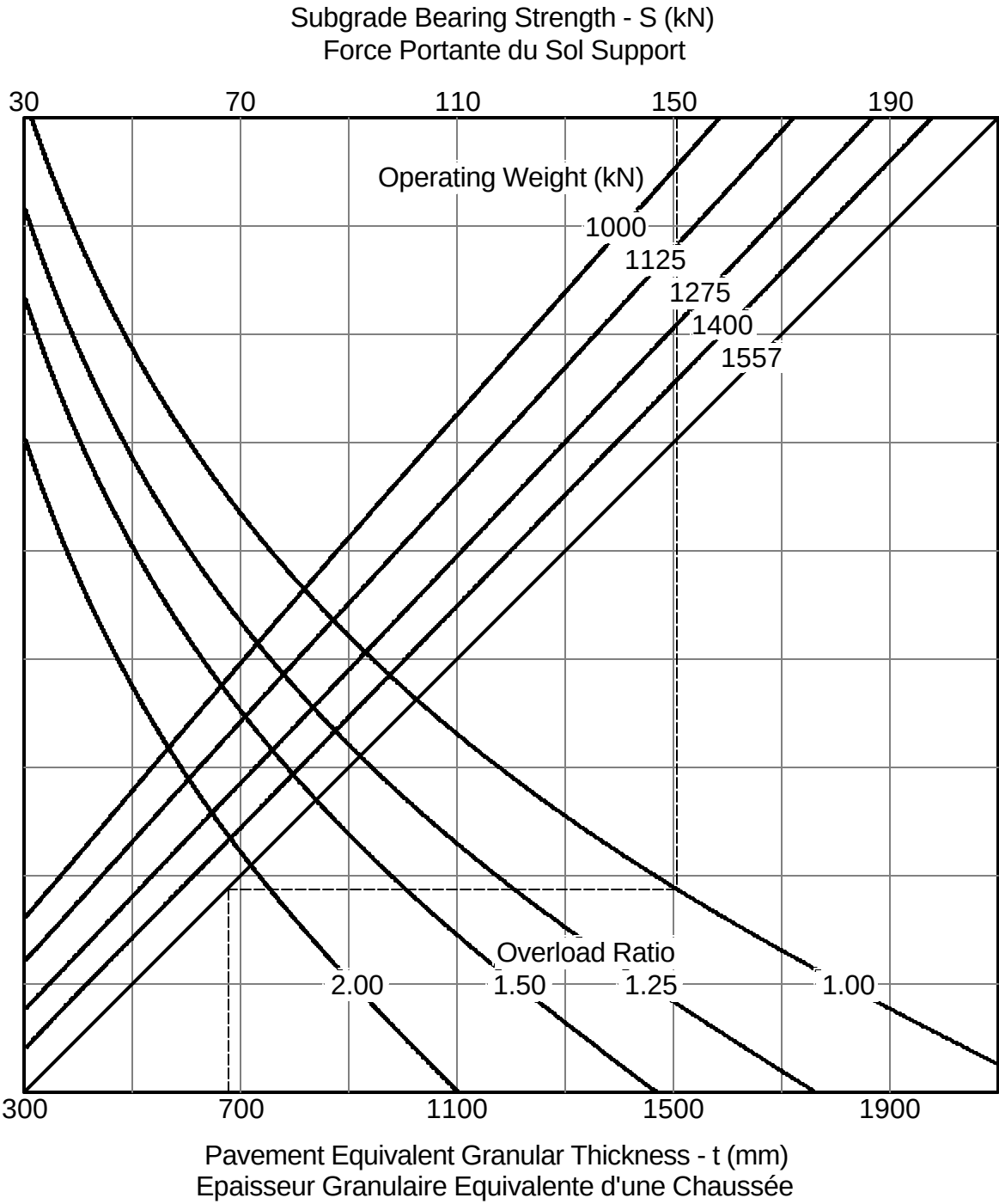
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-43, 55, 61, 71	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.30		



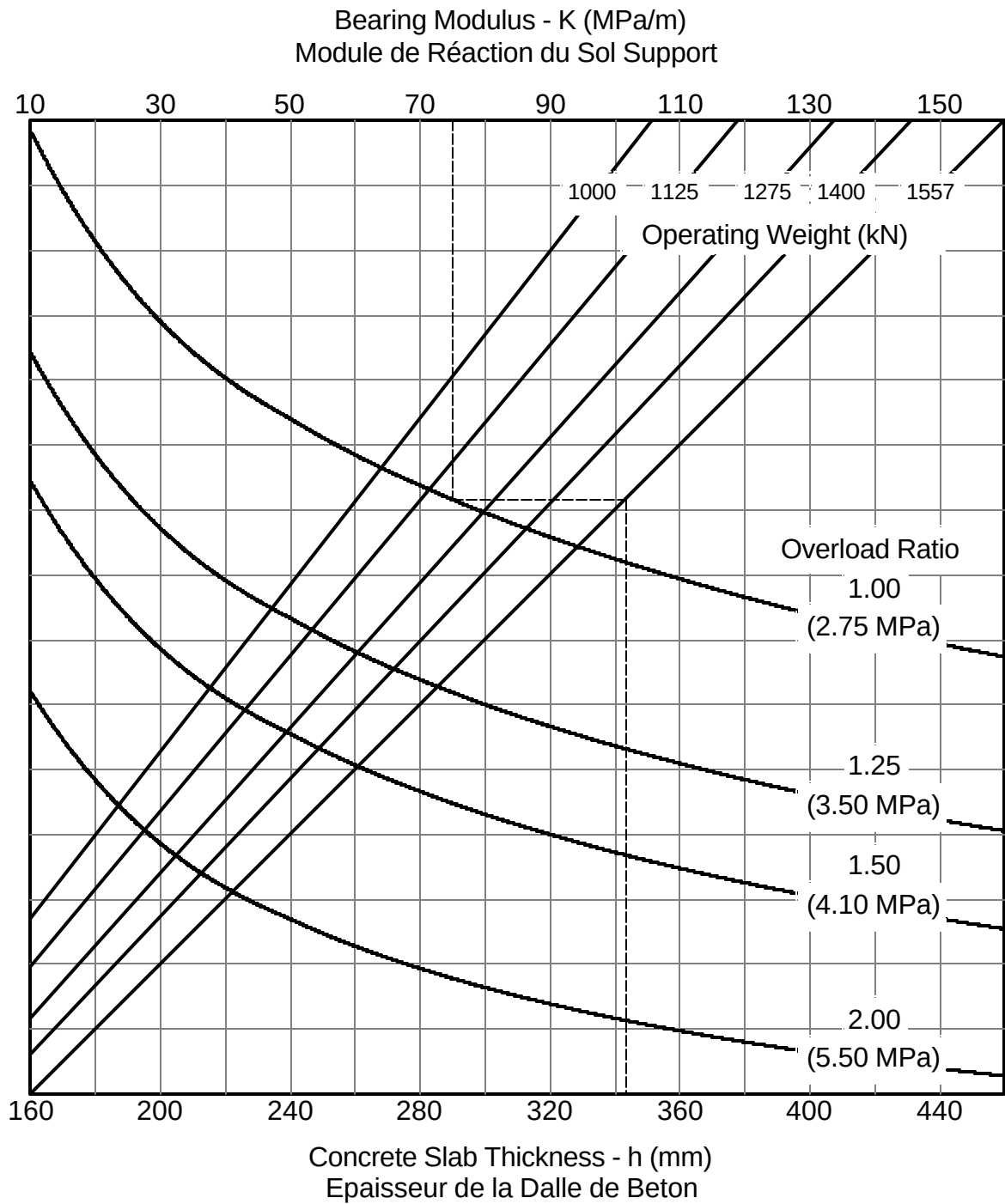
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-43, 55, 61, 71	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.30		



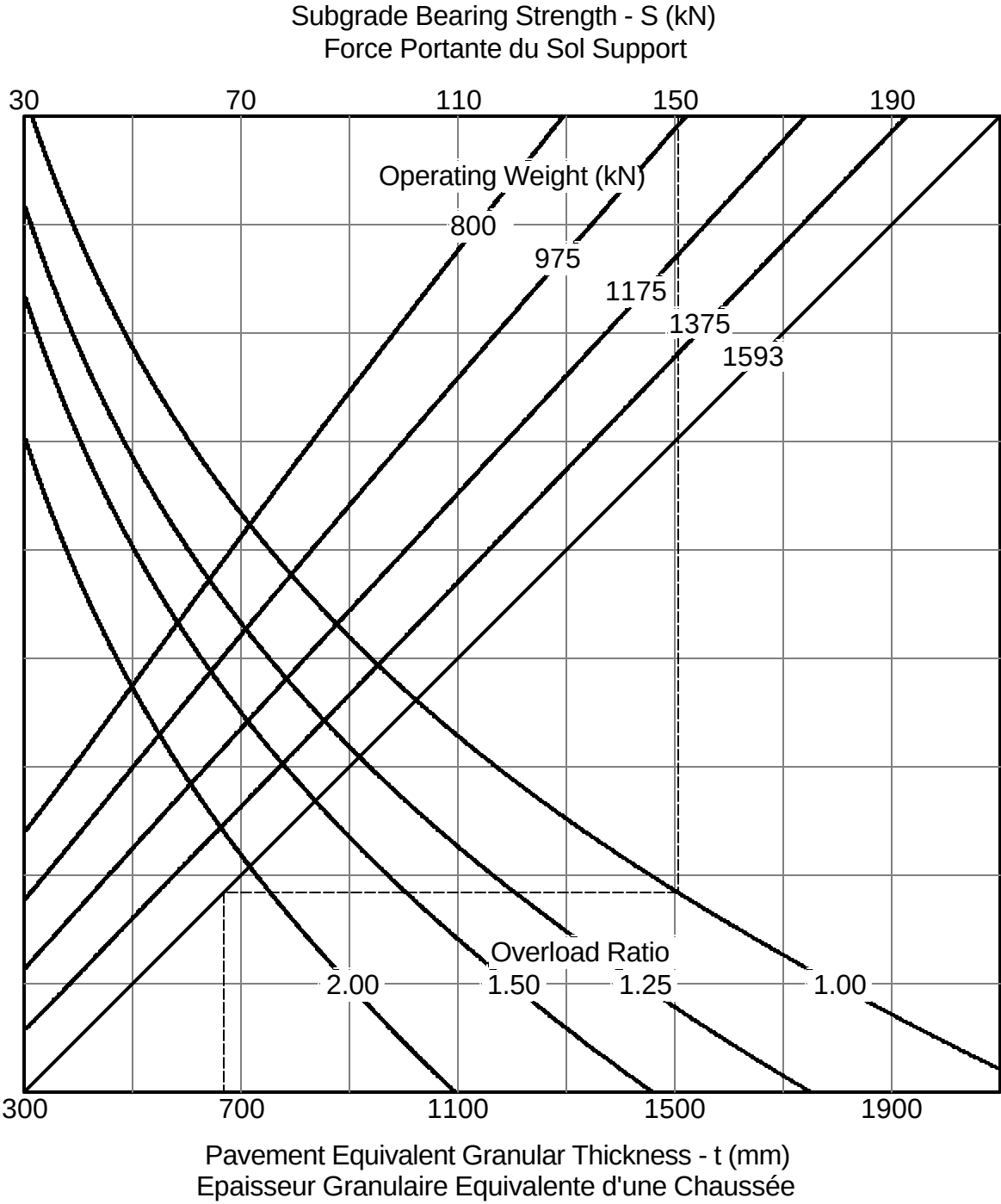
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-61F, 63F	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	762 mm	1397 mm 
Tire Pressure (MPa) Pression des Pneus	1.32		



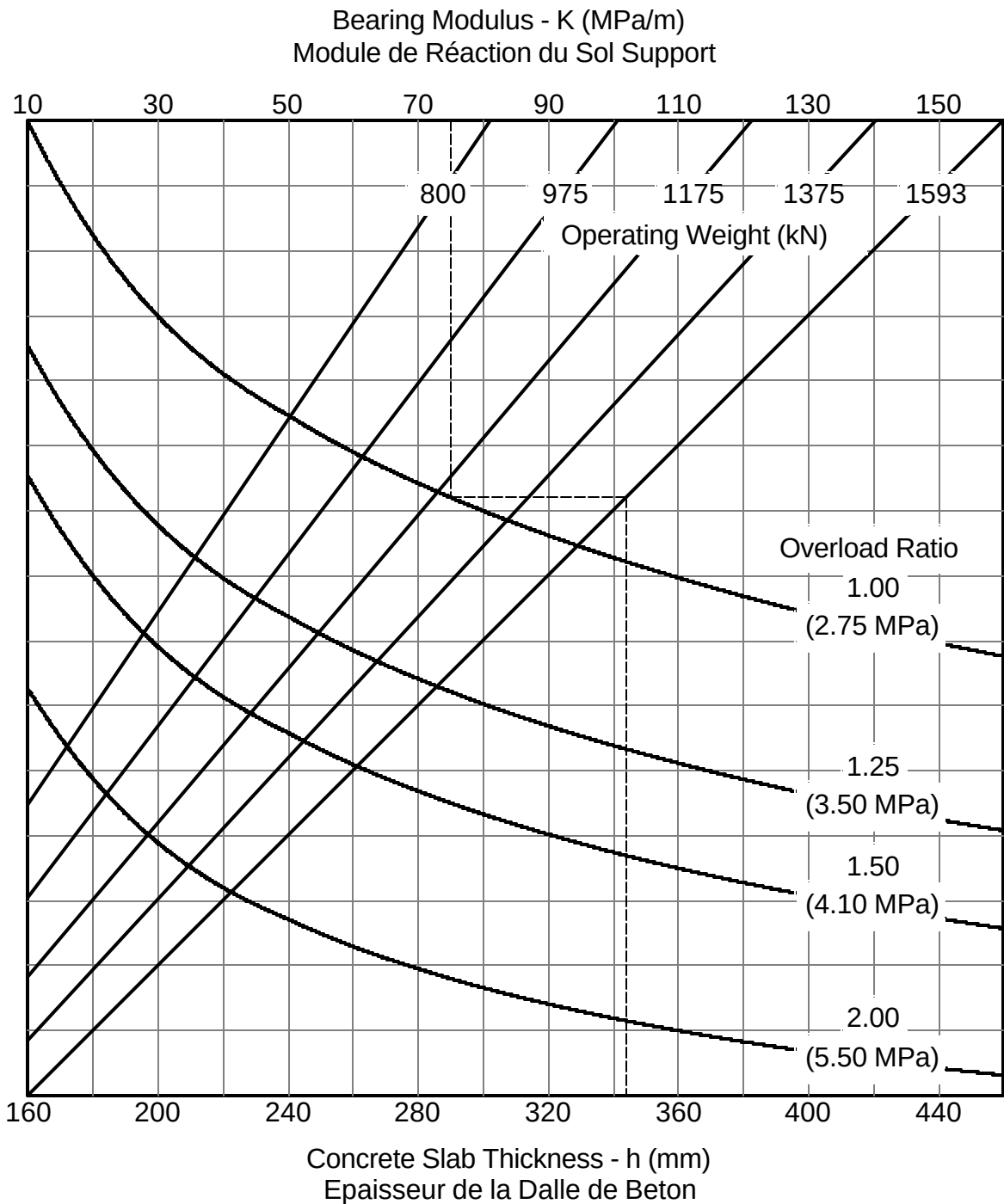
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-61F, 63F	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm	
Tire Pressure (MPa) Pression des Pneus	1.32	762 mm	



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-8-62, 62F, 63, 72, 73	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	813 mm	1397 mm
Tire Pressure (MPa) Pression des Pneus	1.35		

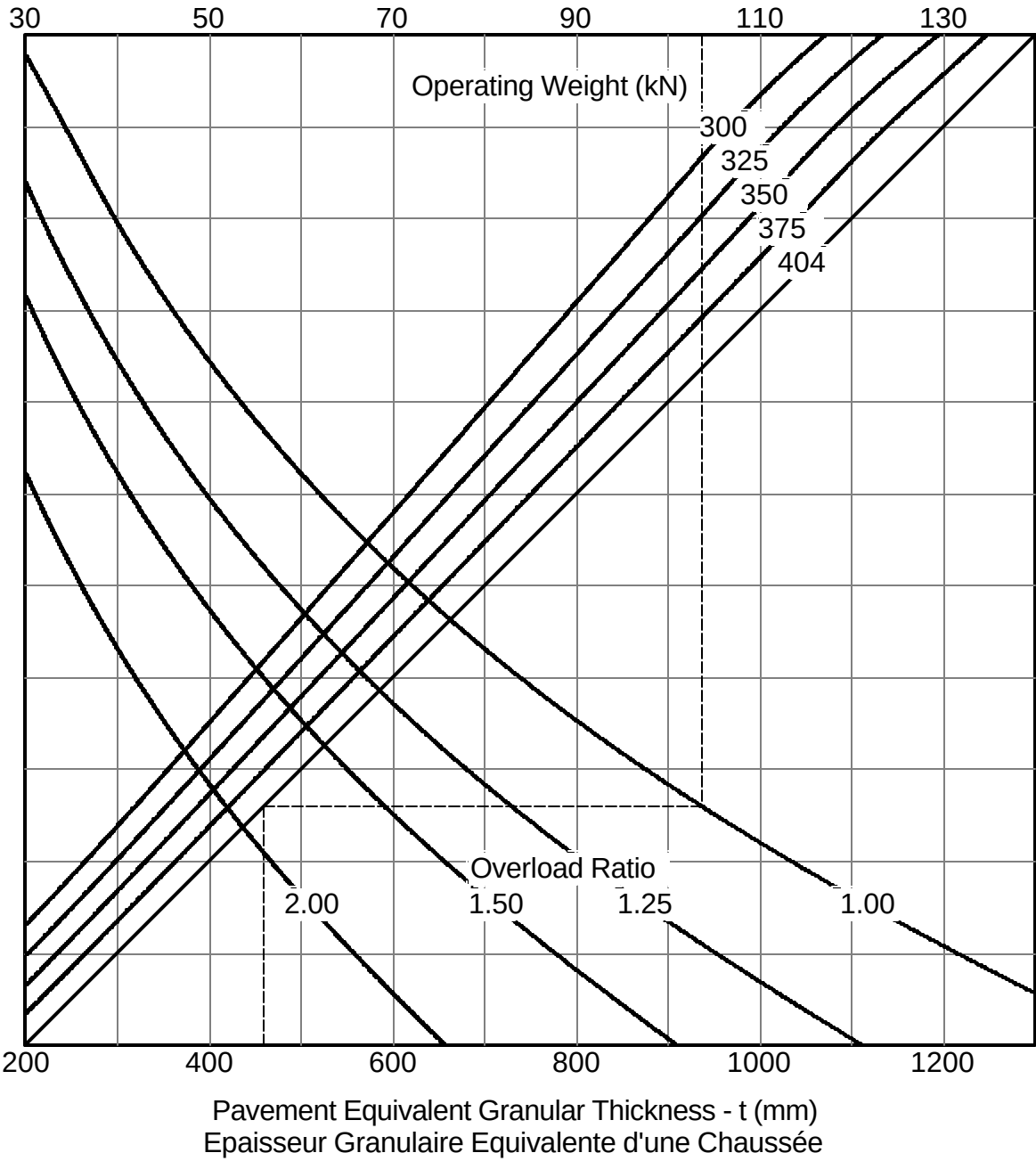


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-8-62, 62F, 63, 72, 73	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1397 mm 813 mm	
Tire Pressure (MPa) Pression des Pneus	1.35		

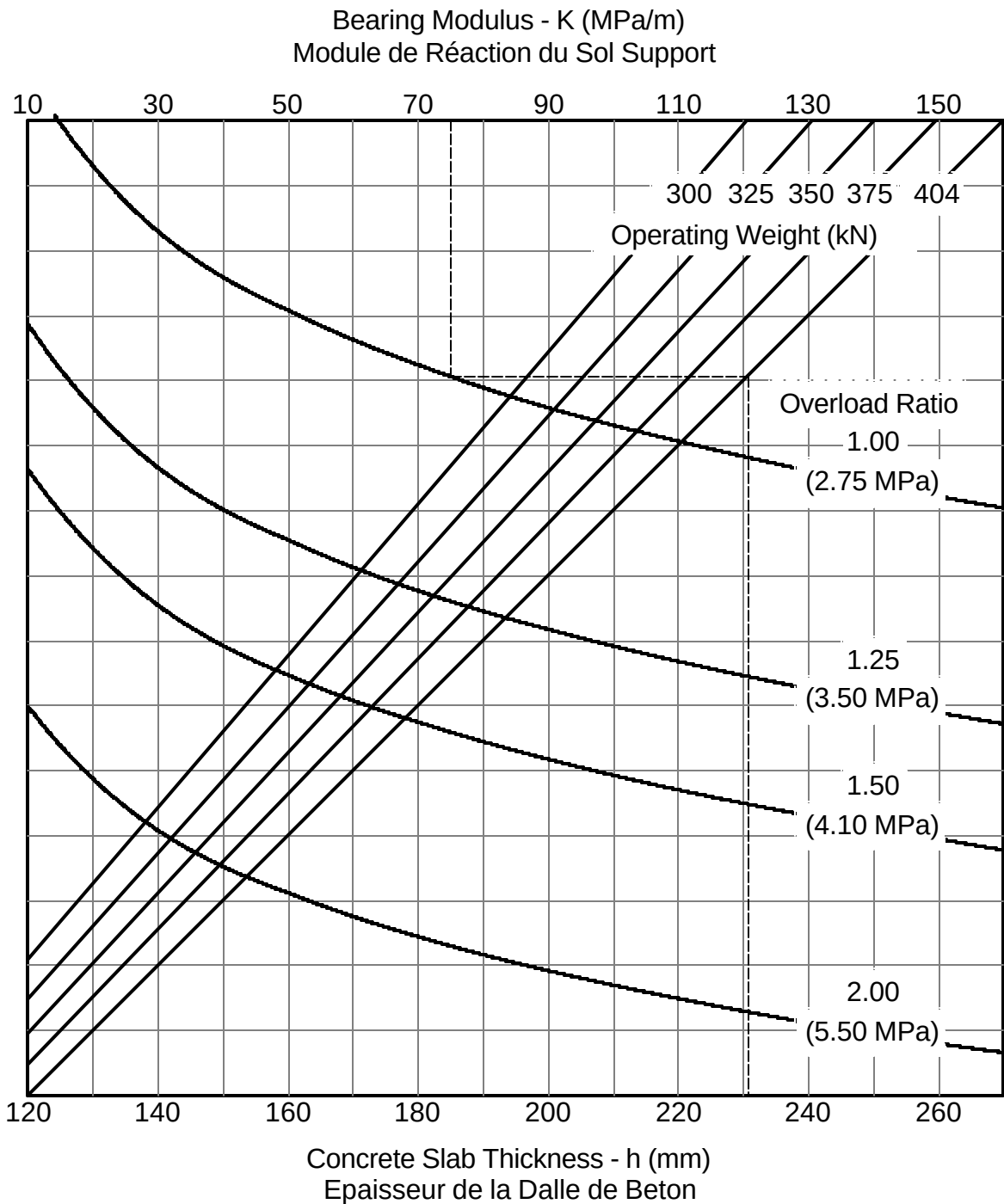


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-10, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		

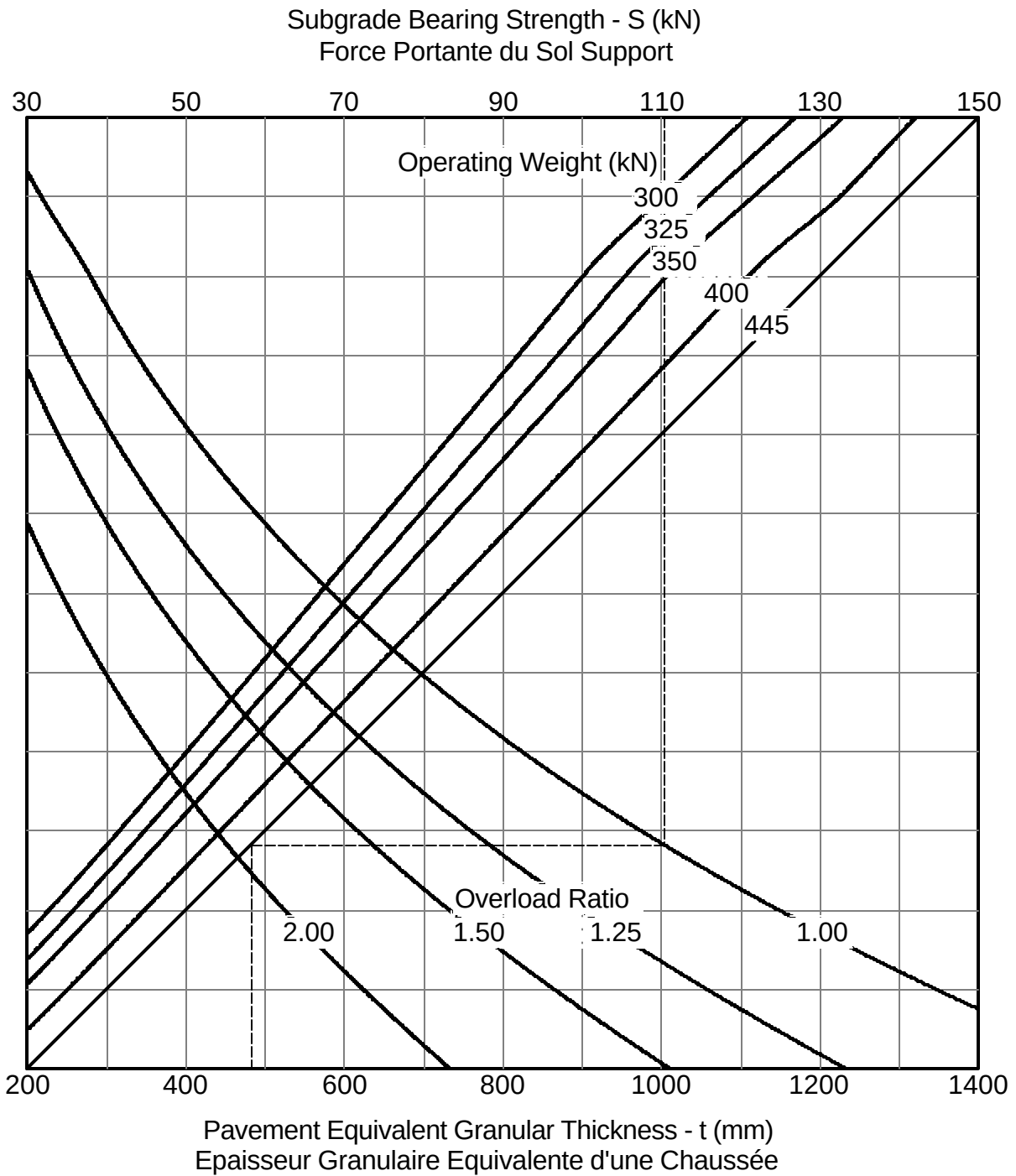
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



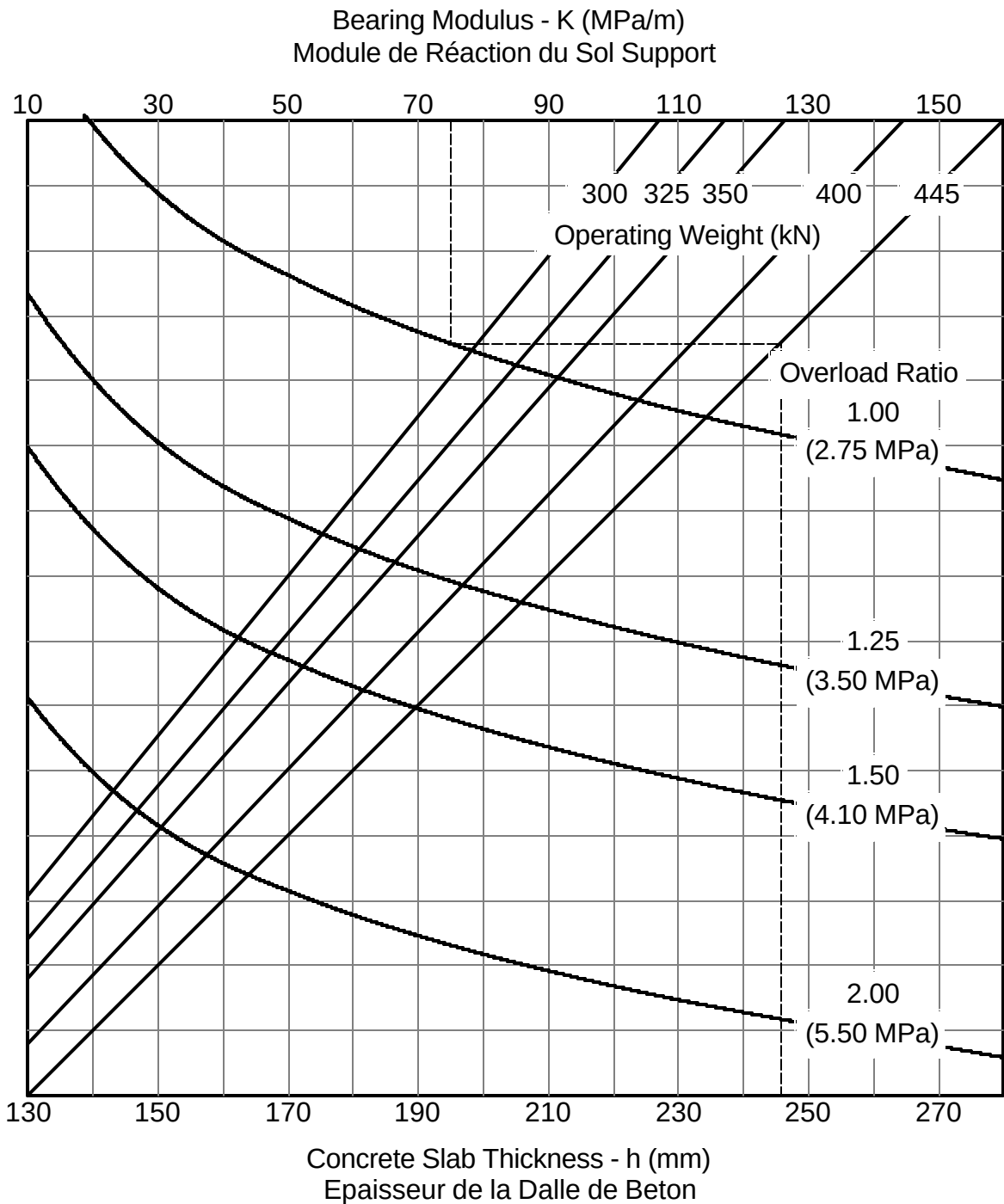
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-10, 15	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



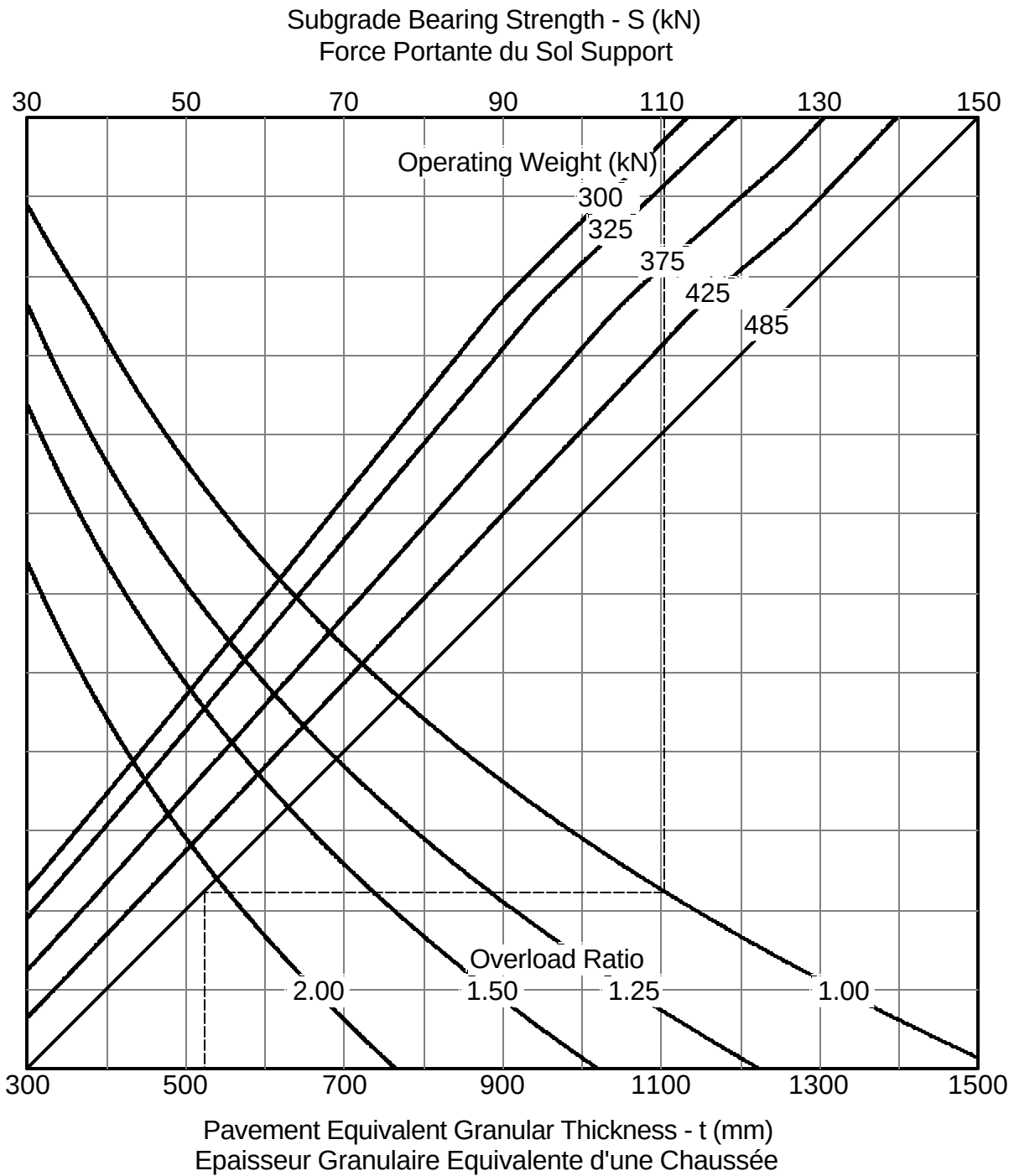
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-21	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



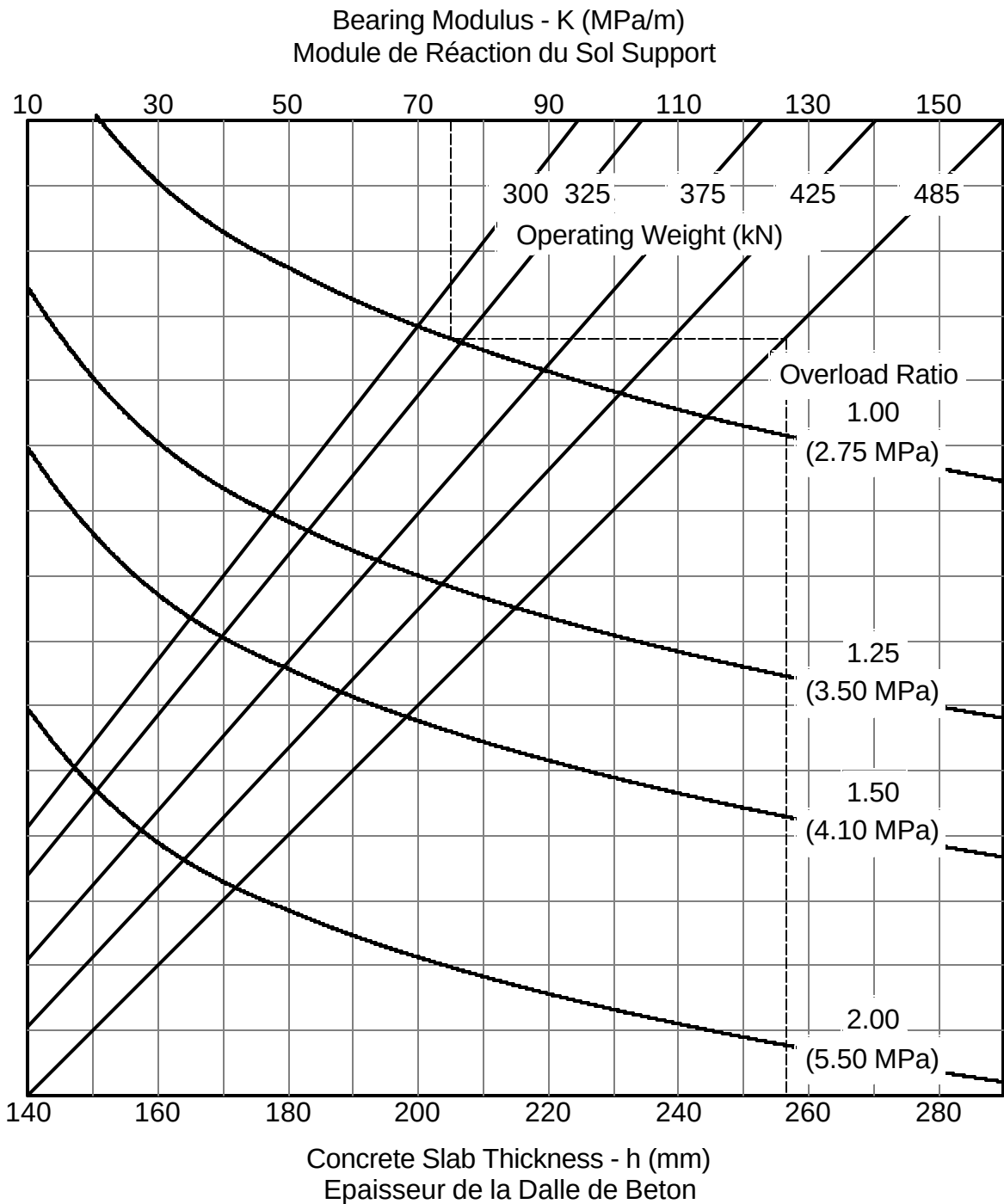
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-21	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	610 mm	
Tire Pressure (MPa) Pression des Pneus	1.02		



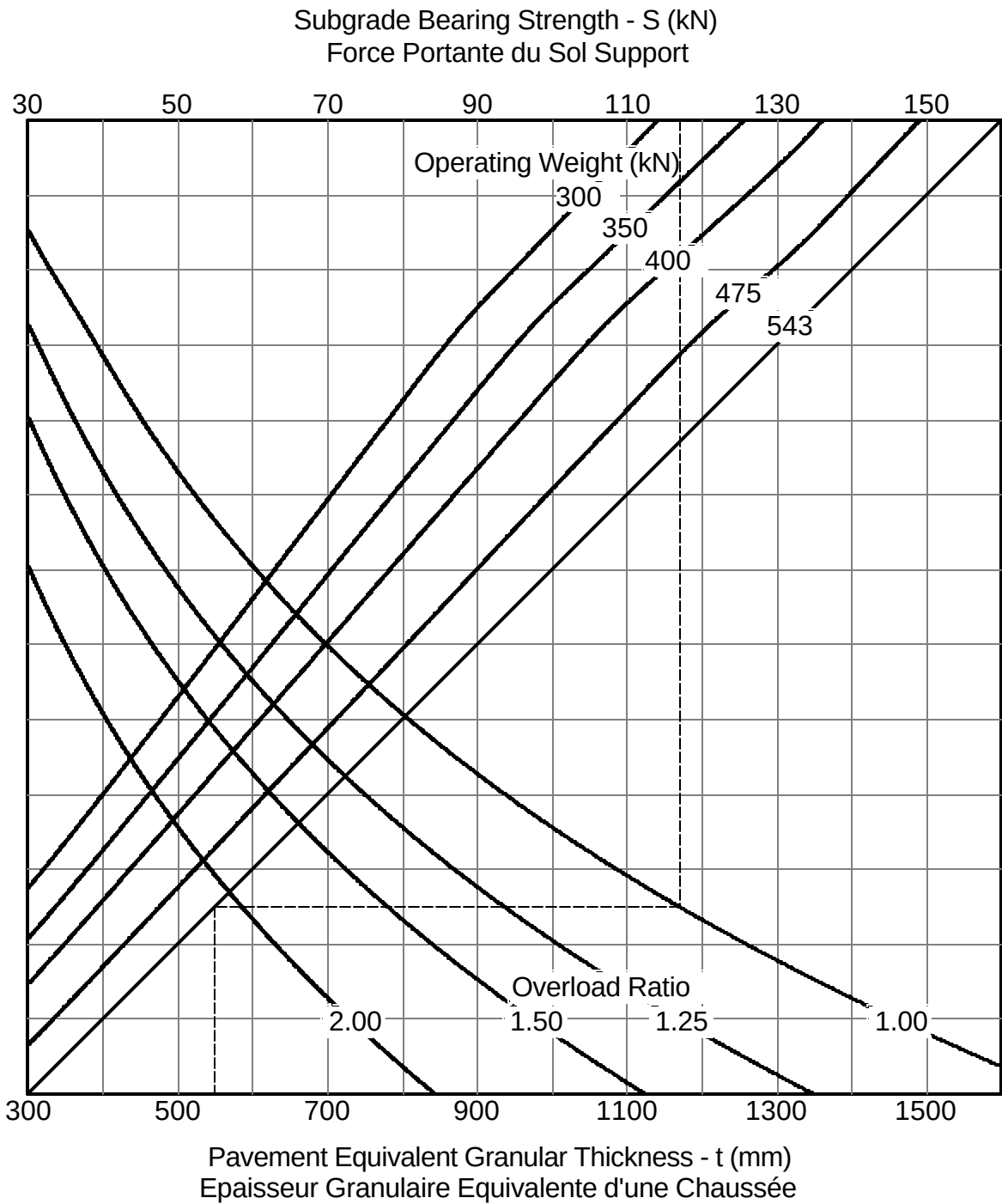
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-30, 32	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	635 mm	
Tire Pressure (MPa) Pression des Pneus	1.05		



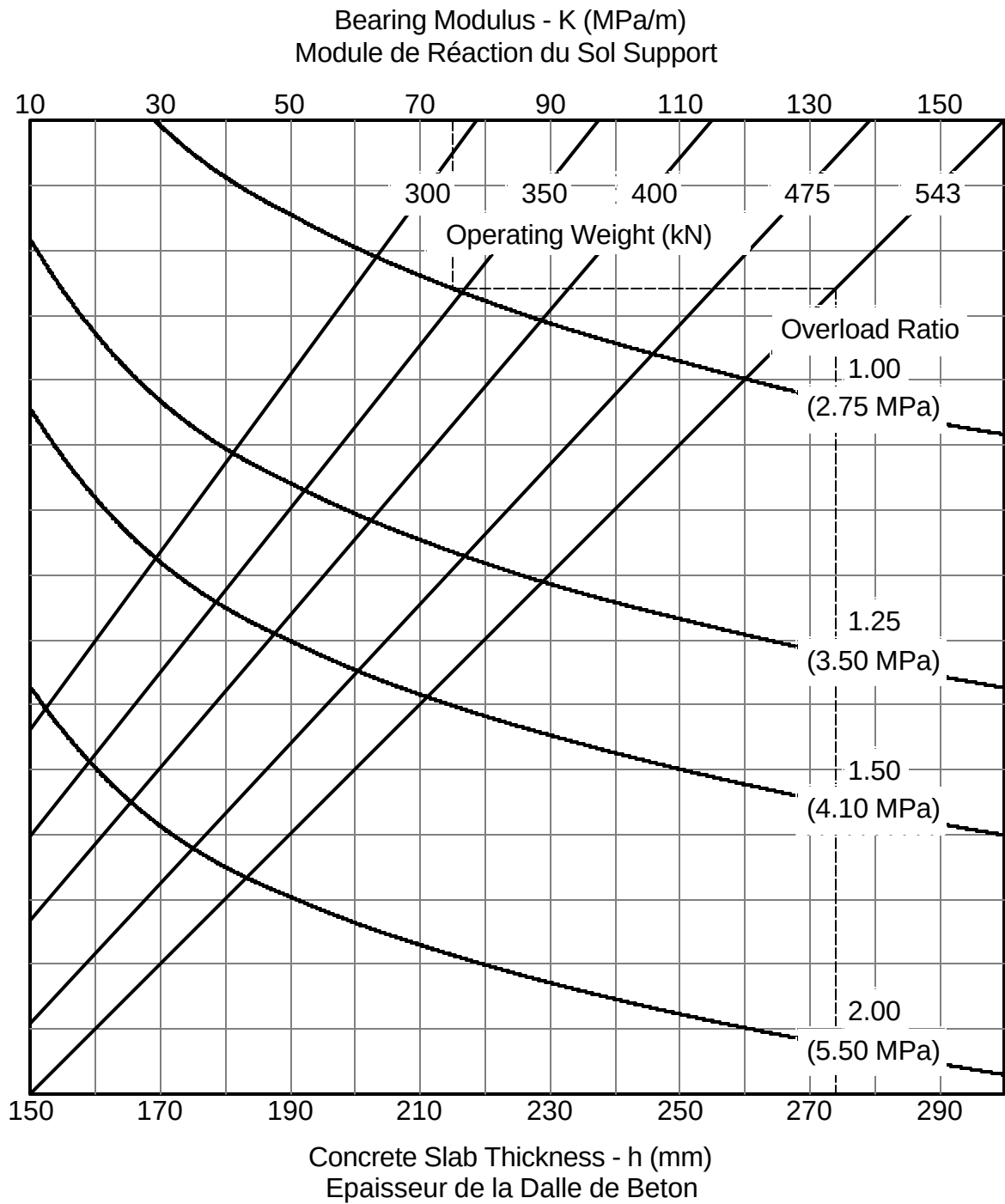
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-30, 32	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	635 mm	
Tire Pressure (MPa) Pression des Pneus	1.05		



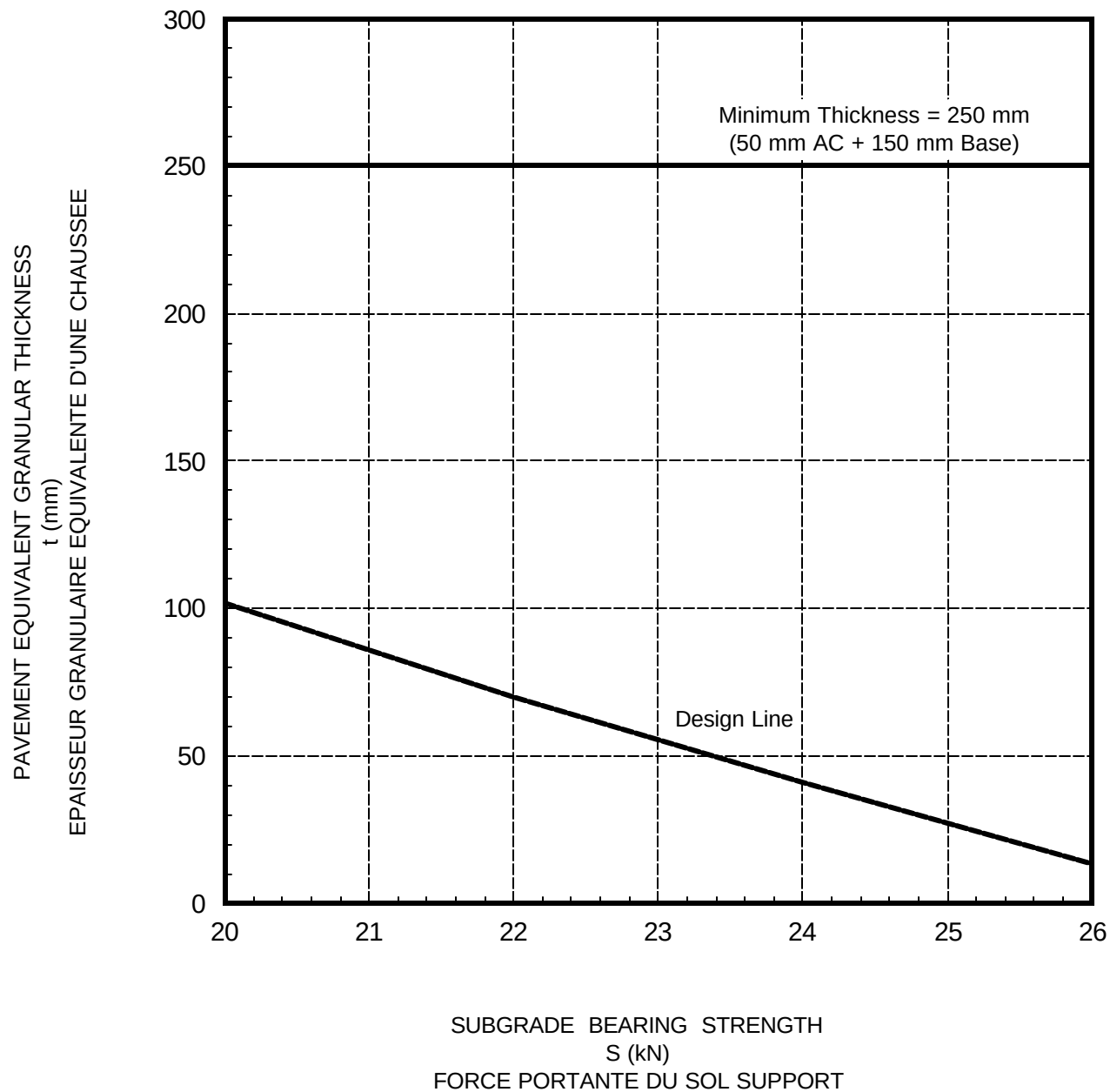
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DC-9-41, 50, 51	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.17		



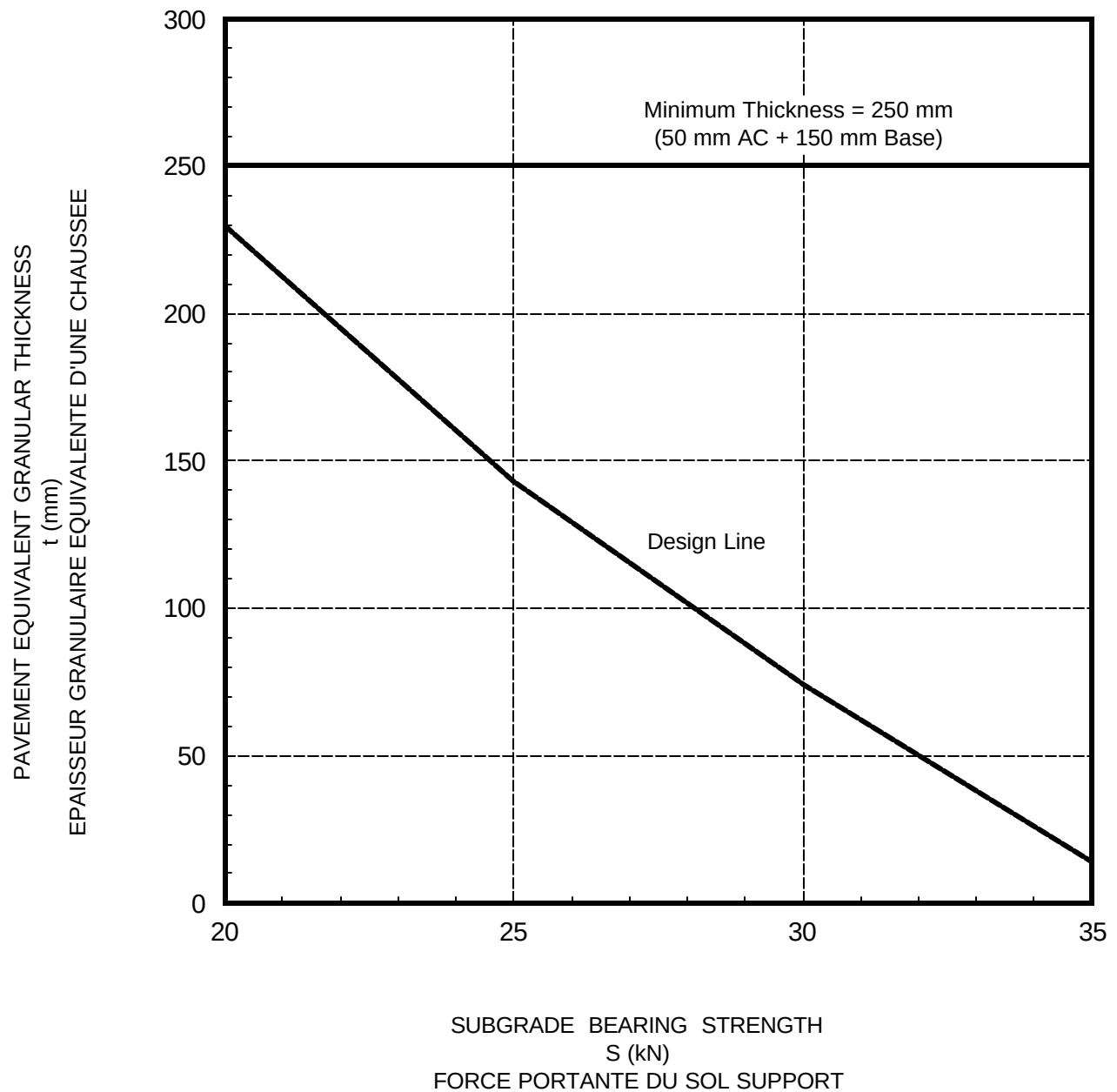
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DC-9-41, 50, 51	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	1.17		



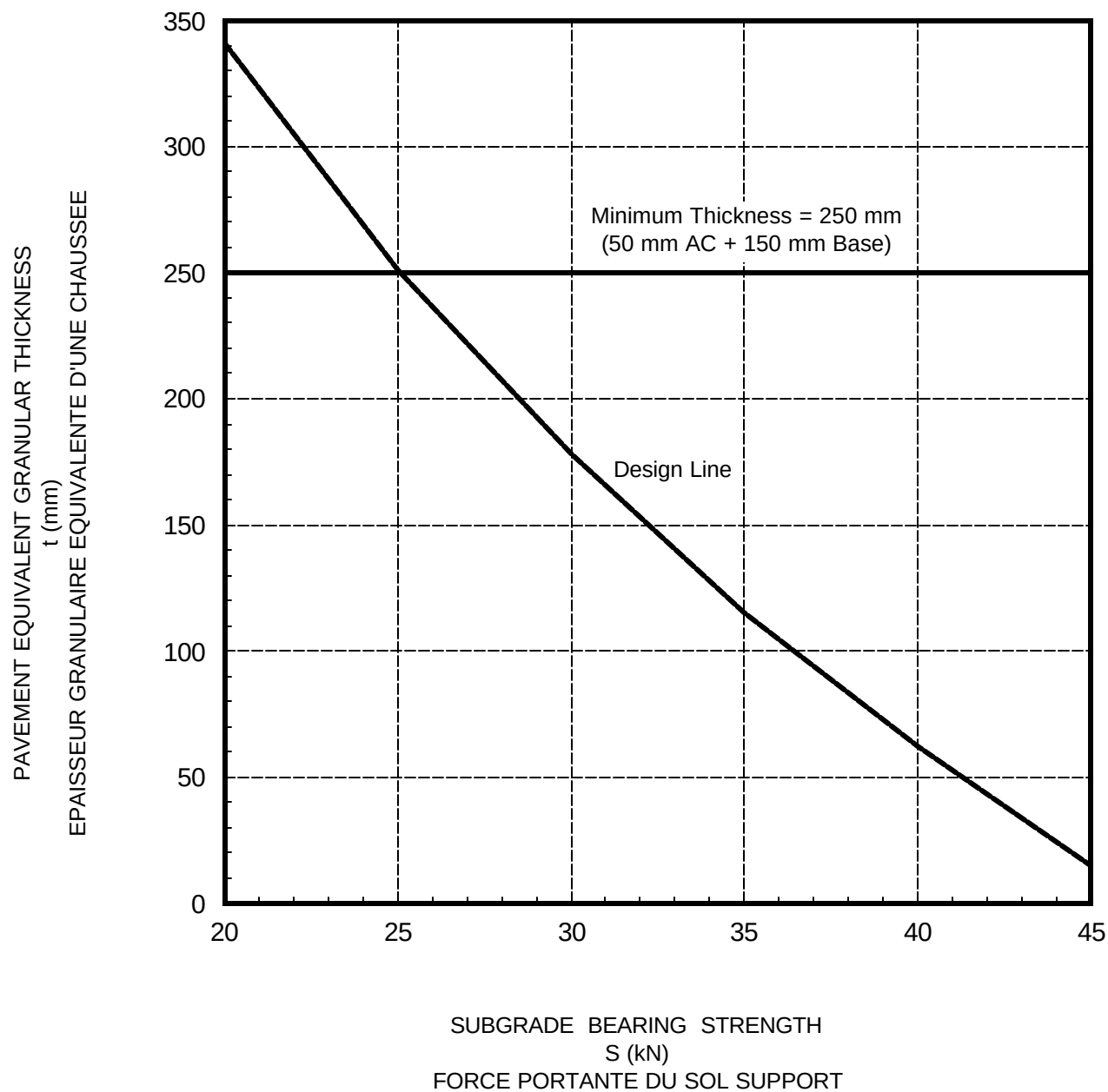
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC1 Chipmunk
Operating Weight (kN) Poids d'Operation	10	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.21	

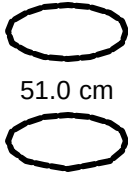


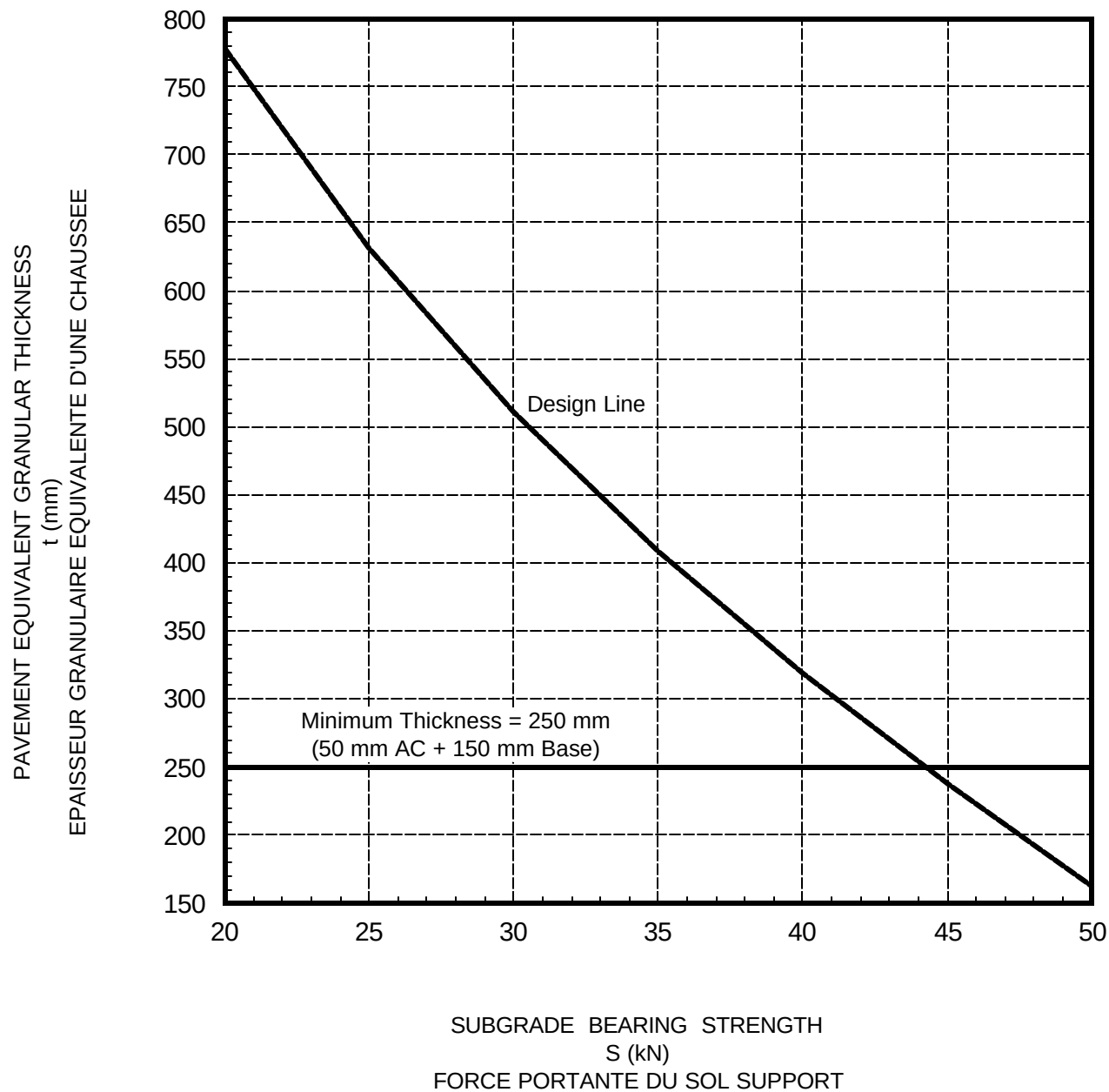
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC2 Beaver
Operating Weight (kN) Poids d'Operation	25	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.17	



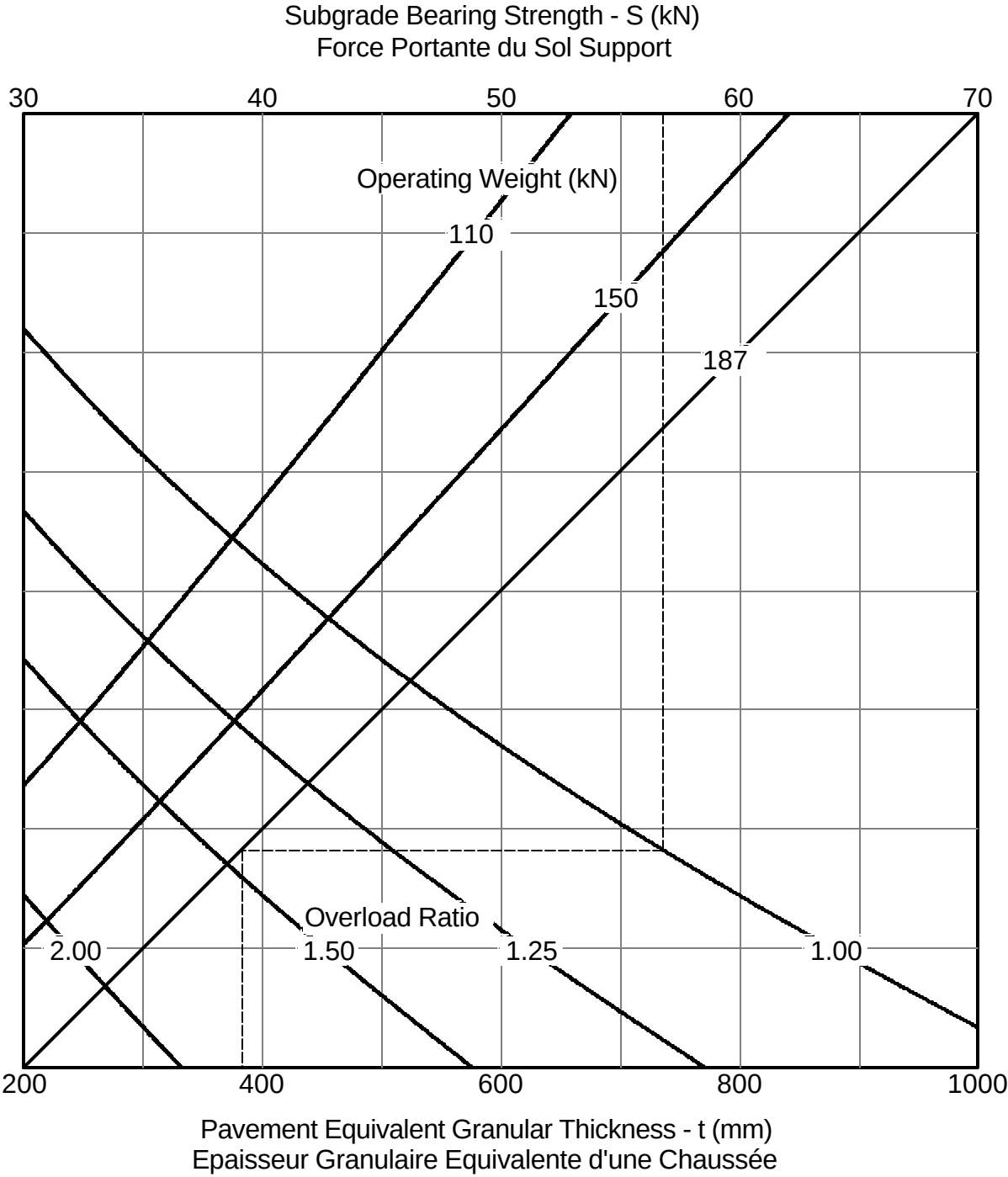
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC3 Otter
Operating Weight (kN) Poids d'Operation	36	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.20	



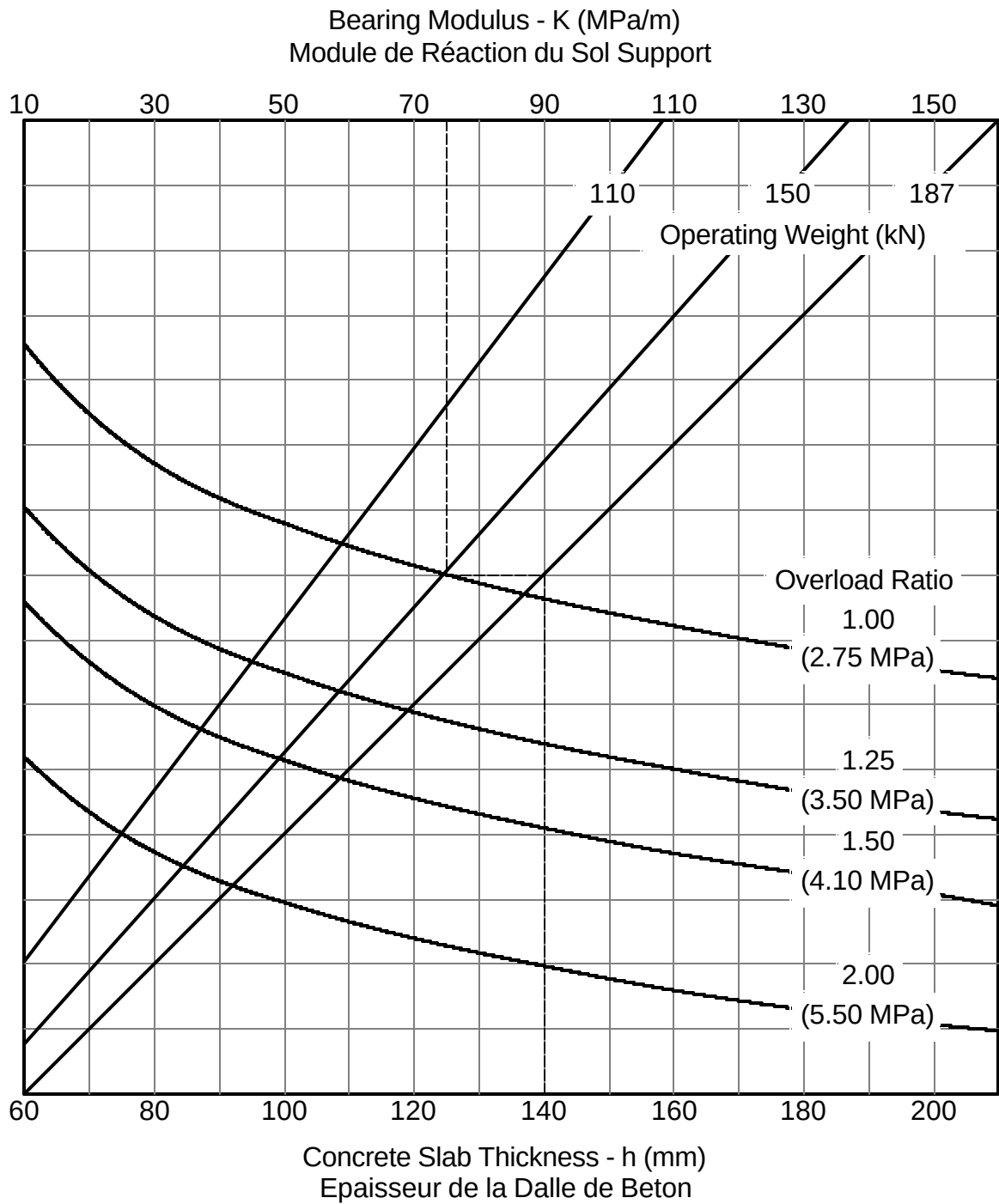
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC4 Caribou
Operating Weight (kN) Poids d'Operation	130	
% Load on One Main Gear % Poids sur Atterrisseur Principal	43.0	
Tire Pressure (MPa) Pression des Pneus	0.28	



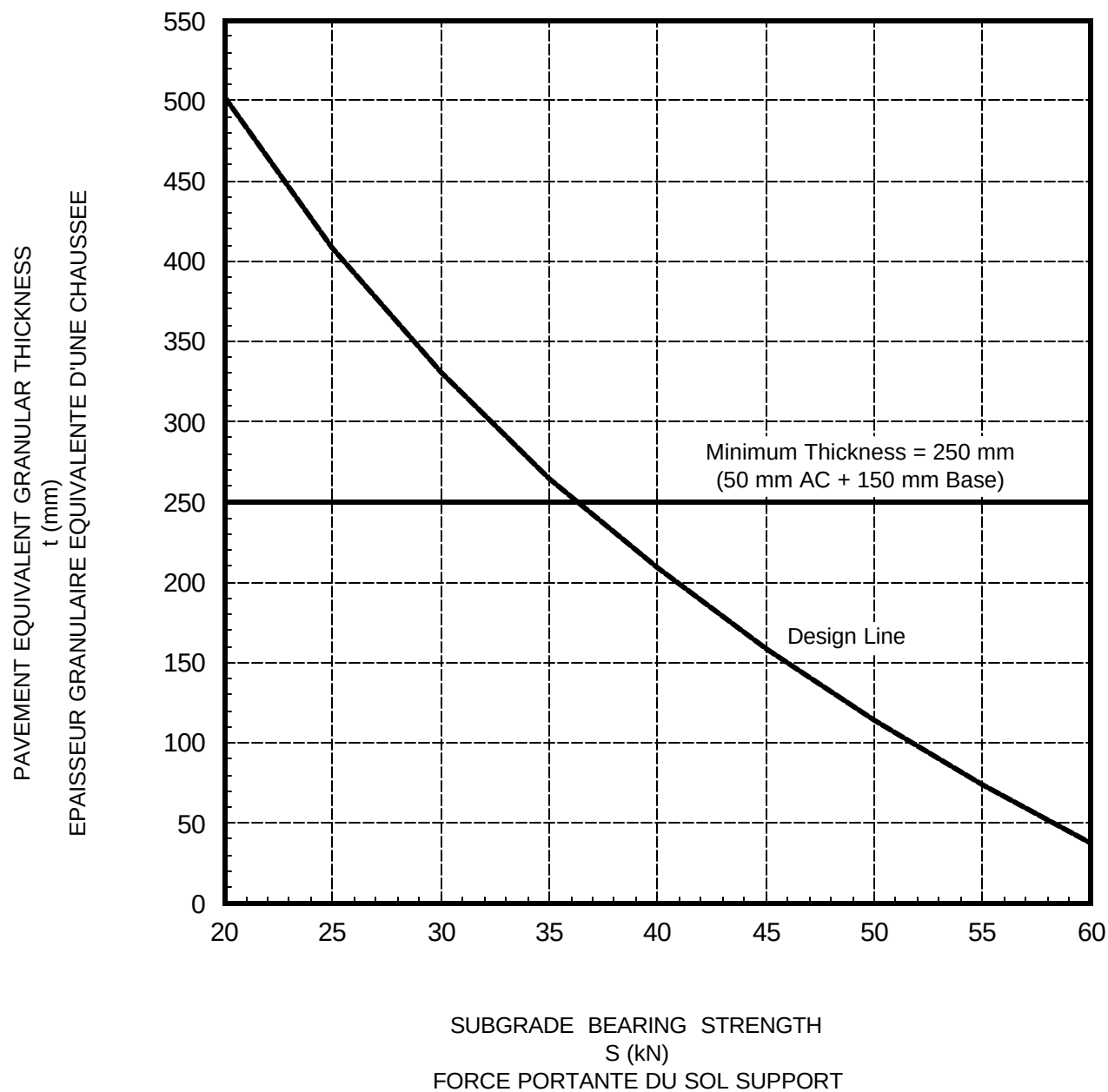
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC5 Buffalo	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	510 mm	
Tire Pressure (MPa) Pression des Pneus	0.41		



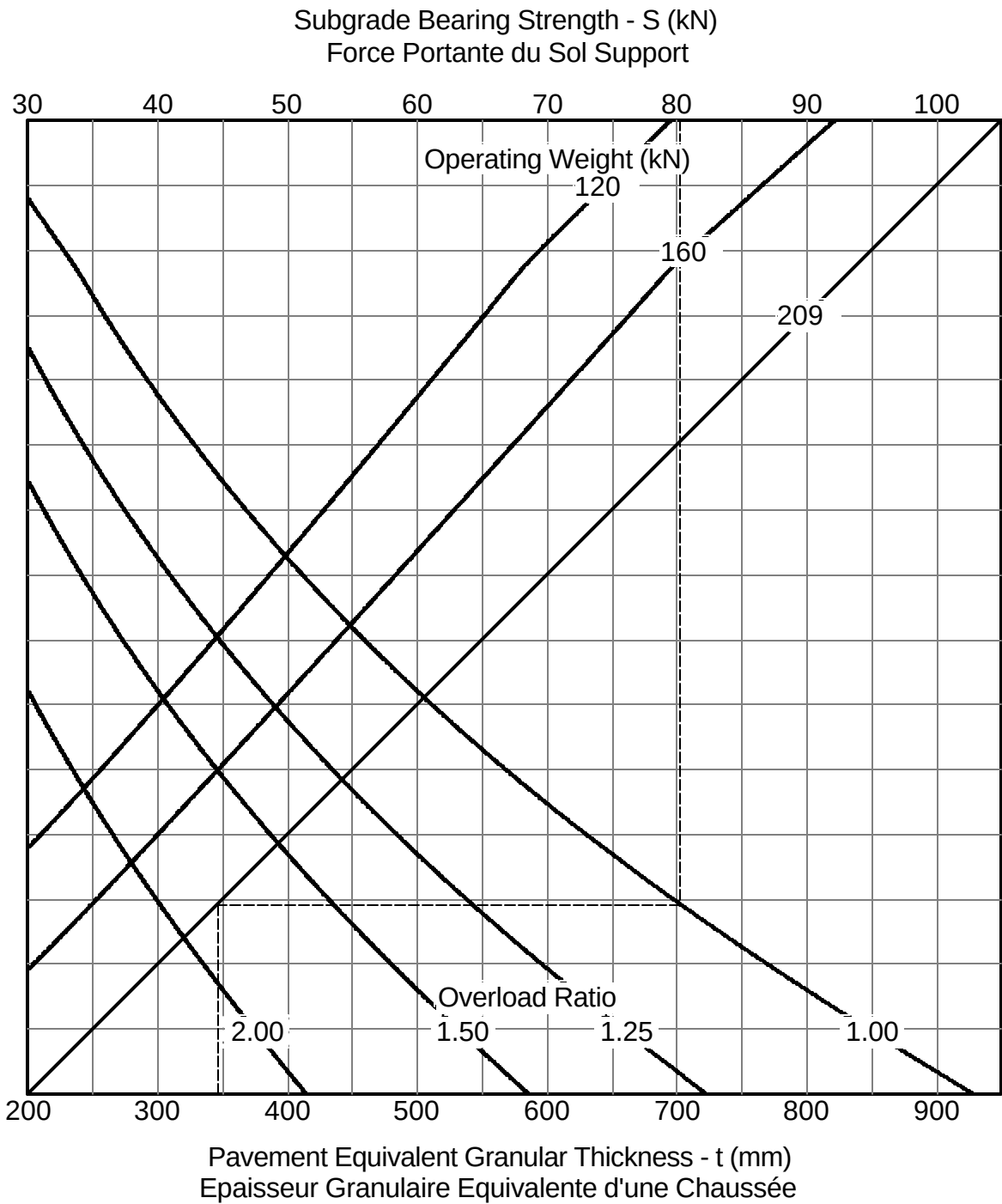
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DHC5 Buffalo	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	510 mm	
Tire Pressure (MPa) Pression des Pneus	0.41		



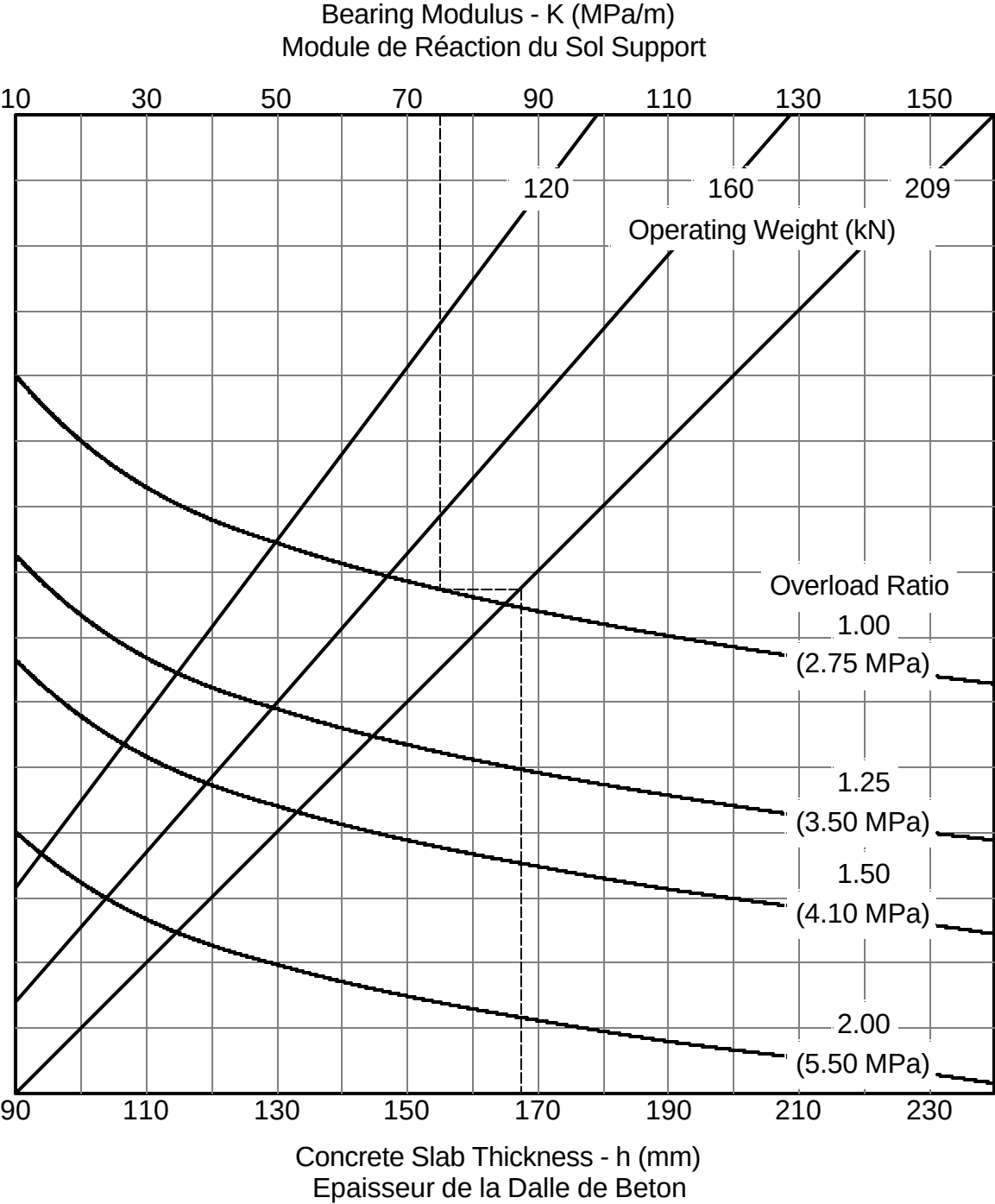
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		DHC6 Twin Otter Srs 300
Operating Weight (kN) Poids d'Operation	56	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.26	



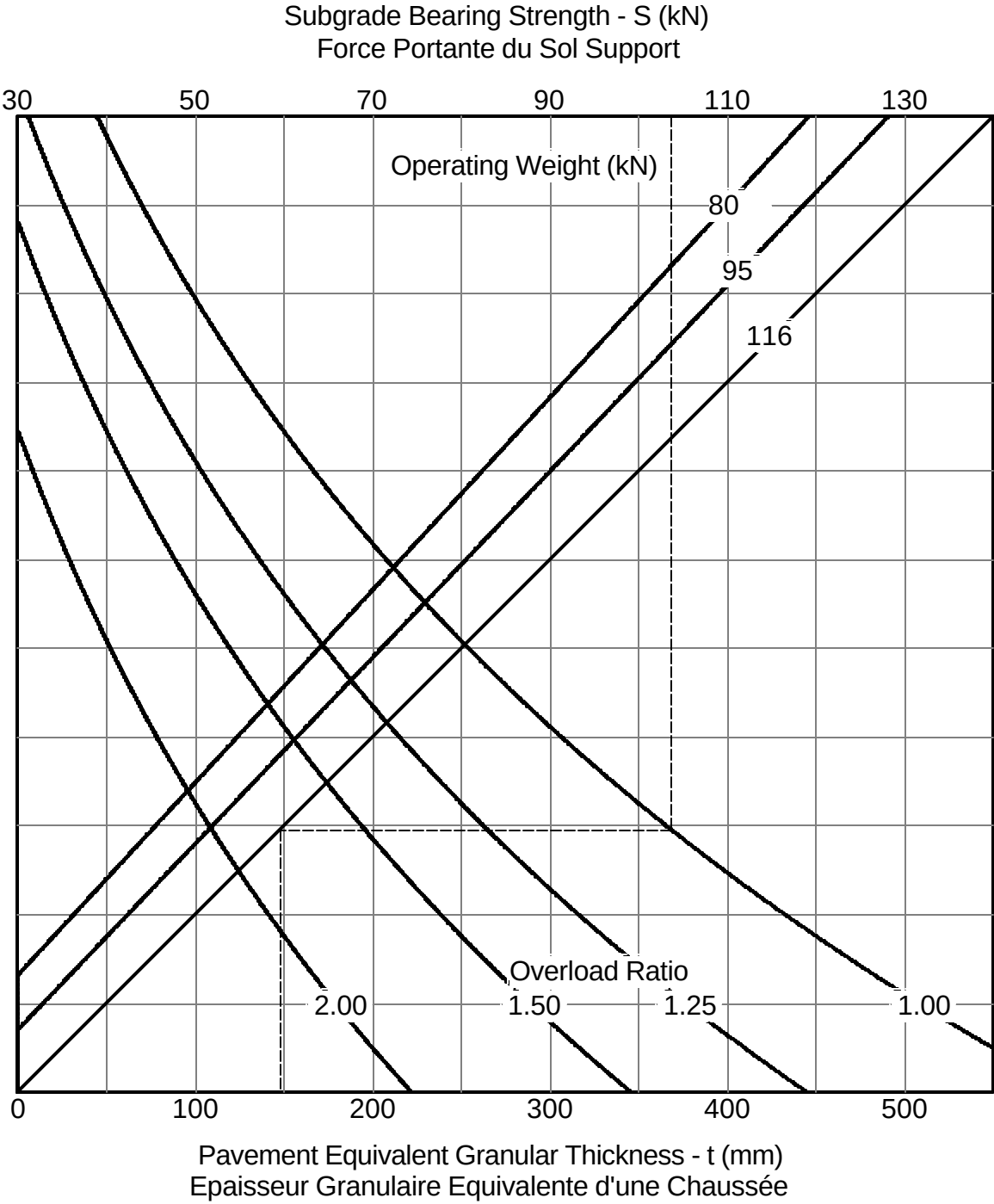
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHC7 Dash 7	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.74		



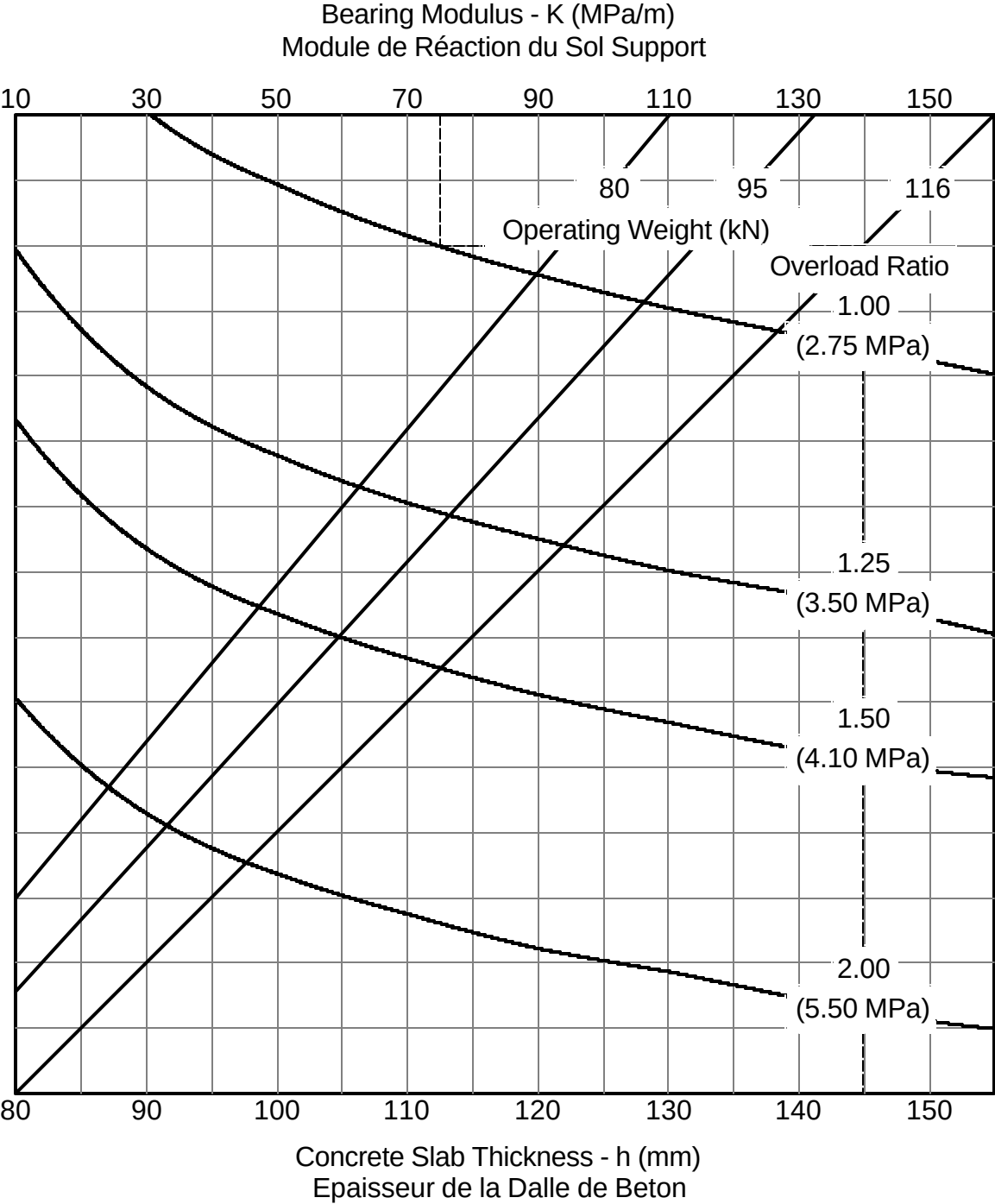
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DHC7 Dash 7	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.8	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.74		



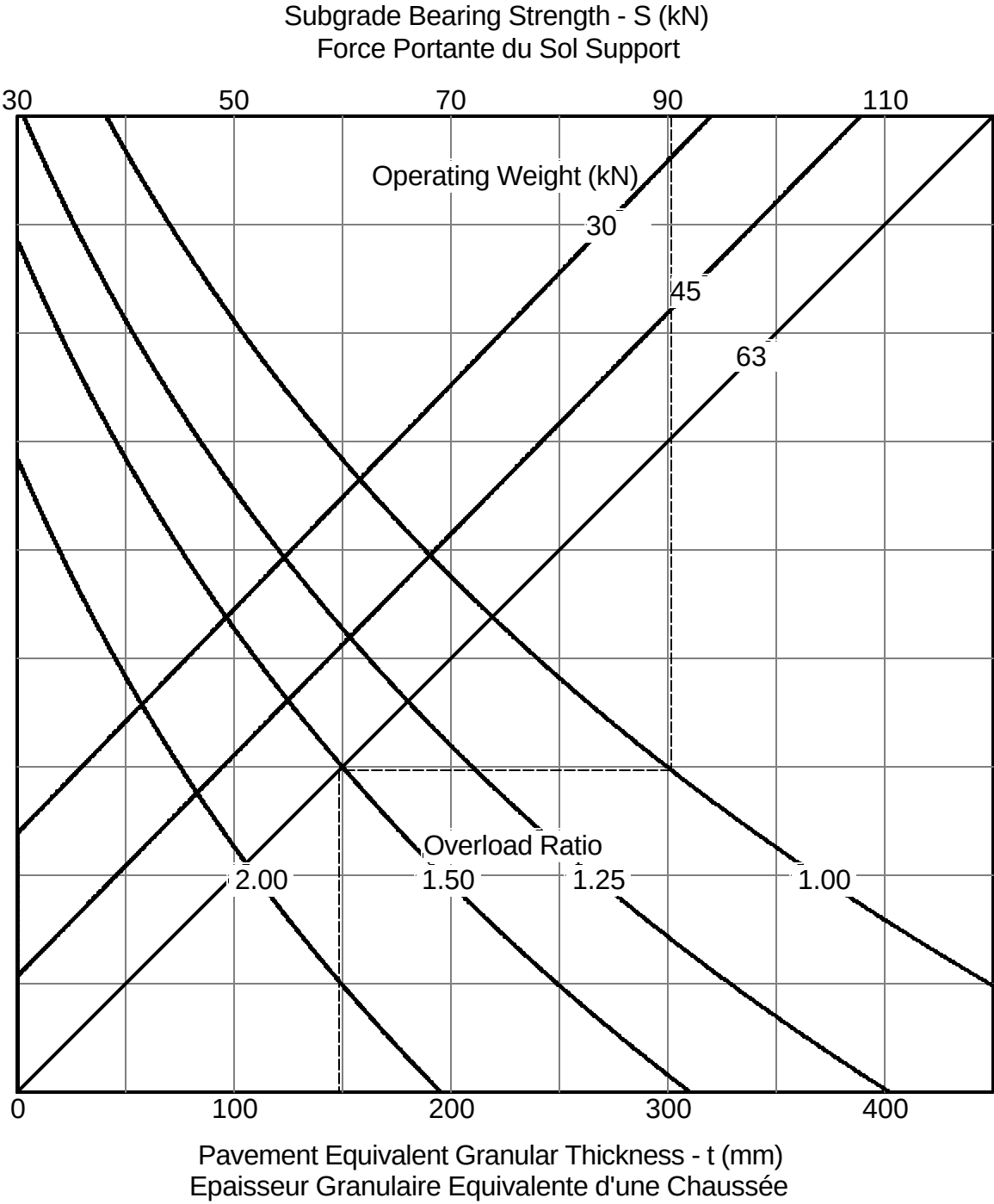
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		DHS-2 Conair Firecat
% Load on Main Gear % Poids sur Atterrisseur Principal	48.8	
Tire Pressure (MPa) Pression des Pneus	0.62	



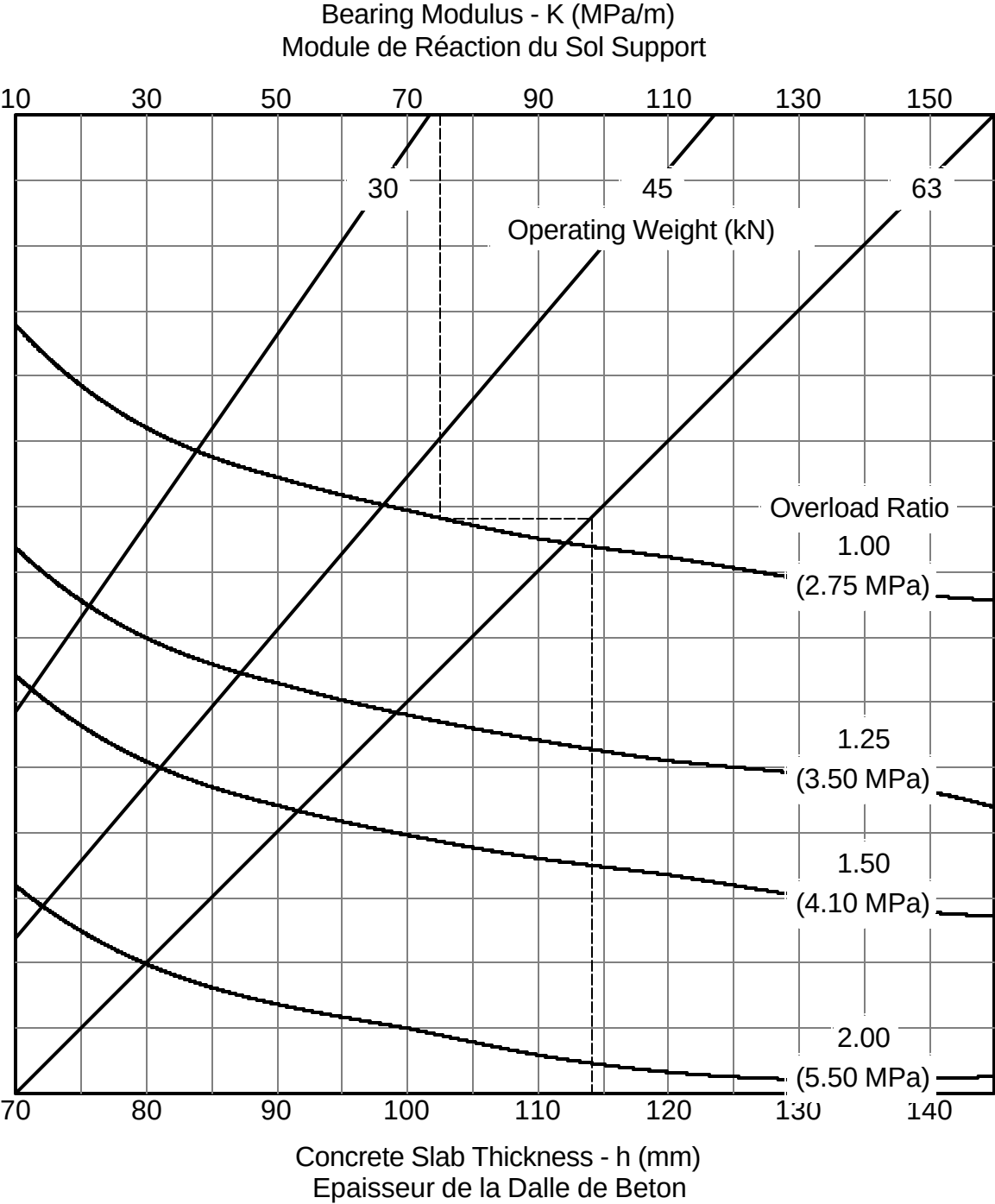
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		DHS-2 Conair Firecat
% Load on Main Gear % Poids sur Atterrisseur Principal	48.8	
Tire Pressure (MPa) Pression des Pneus	0.62	



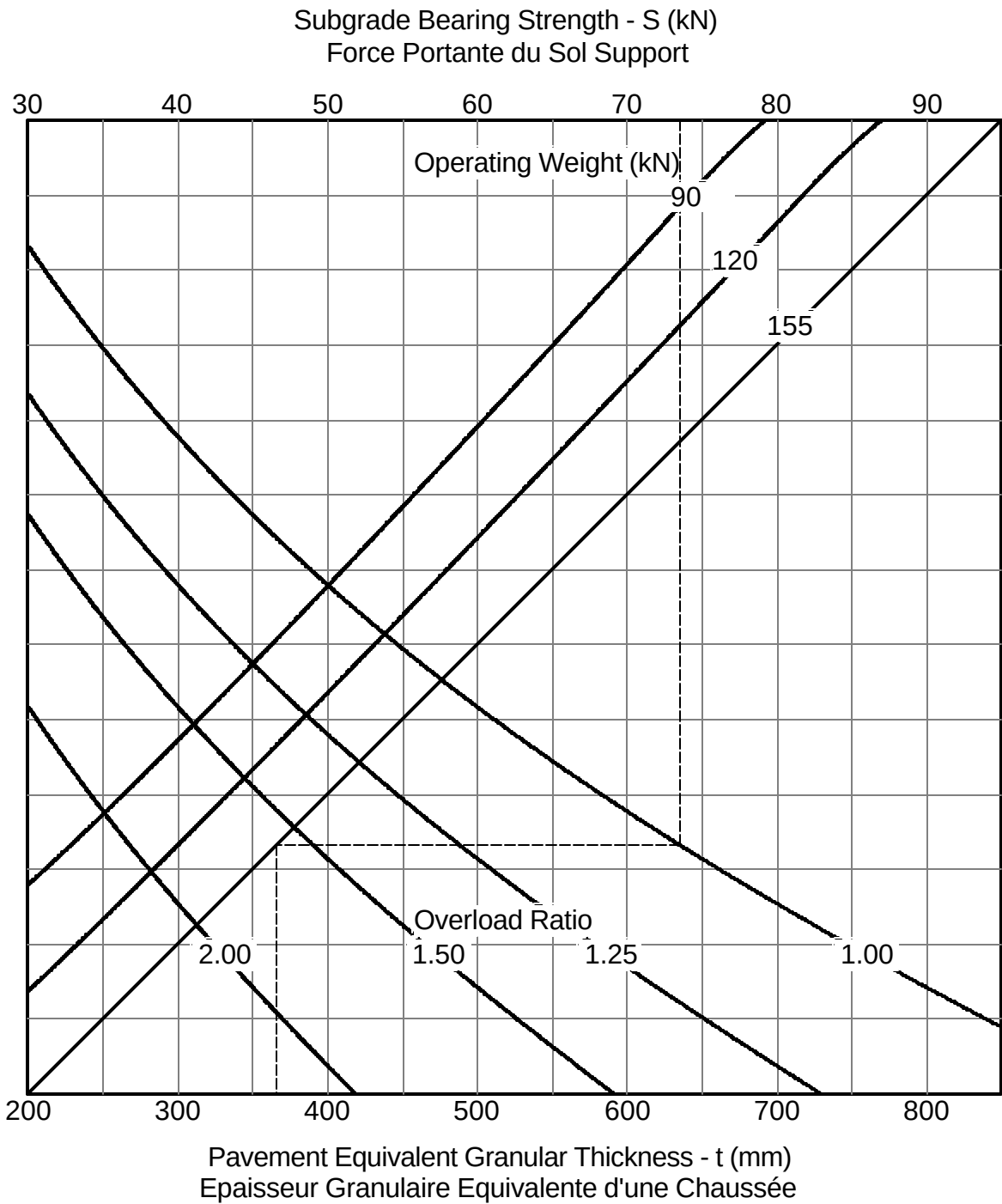
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier 228 Series
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.90	



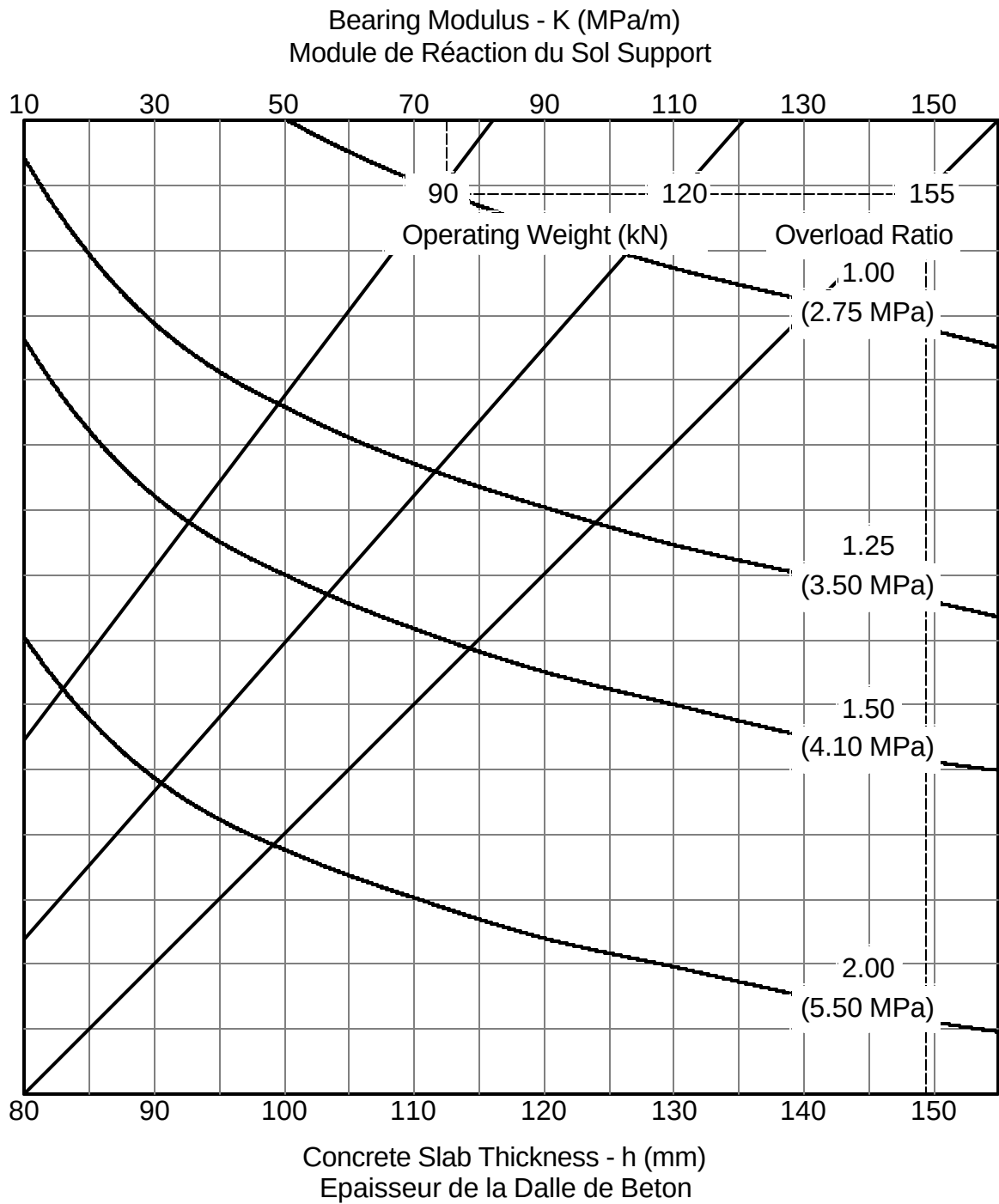
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier 228 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5		
Tire Pressure (MPa) Pression des Pneus	0.90		



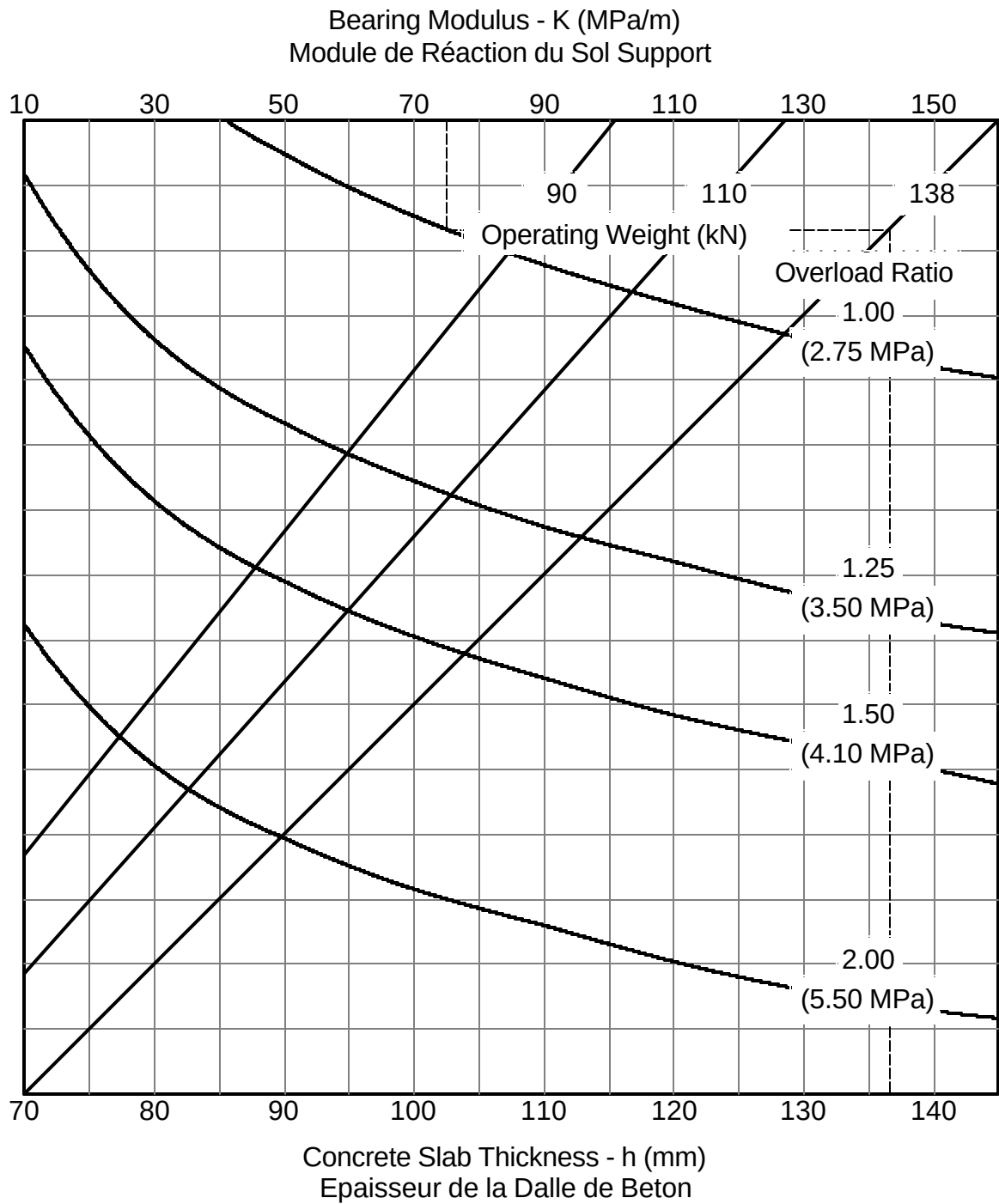
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier 328 Jet	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.4	410 mm	
Tire Pressure (MPa) Pression des Pneus	1.13		



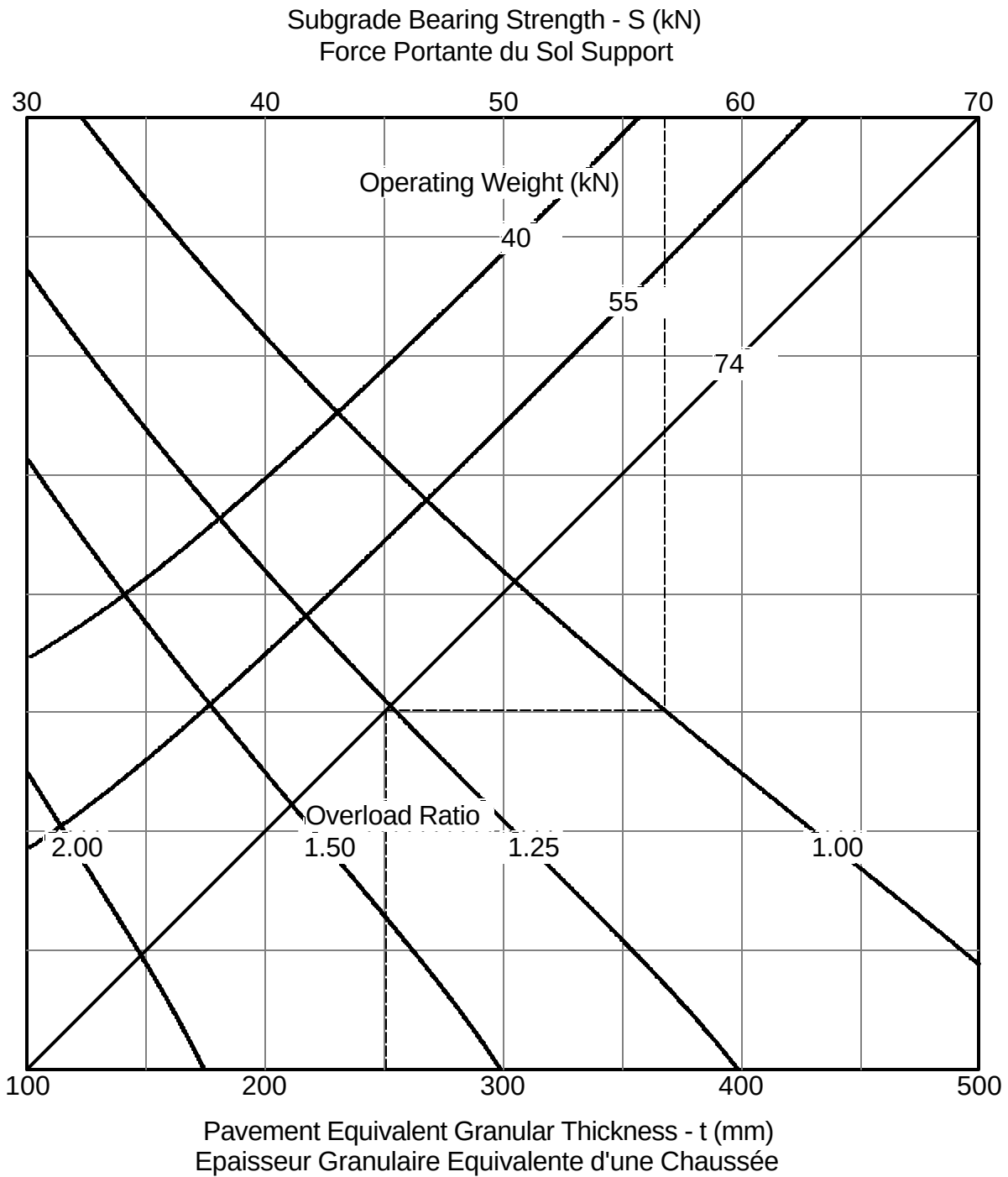
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier 328 Jet	
% Load on Main Gear % Poids sur Atterrisseur Principal	46.4	410 mm	
Tire Pressure (MPa) Pression des Pneus	1.13		



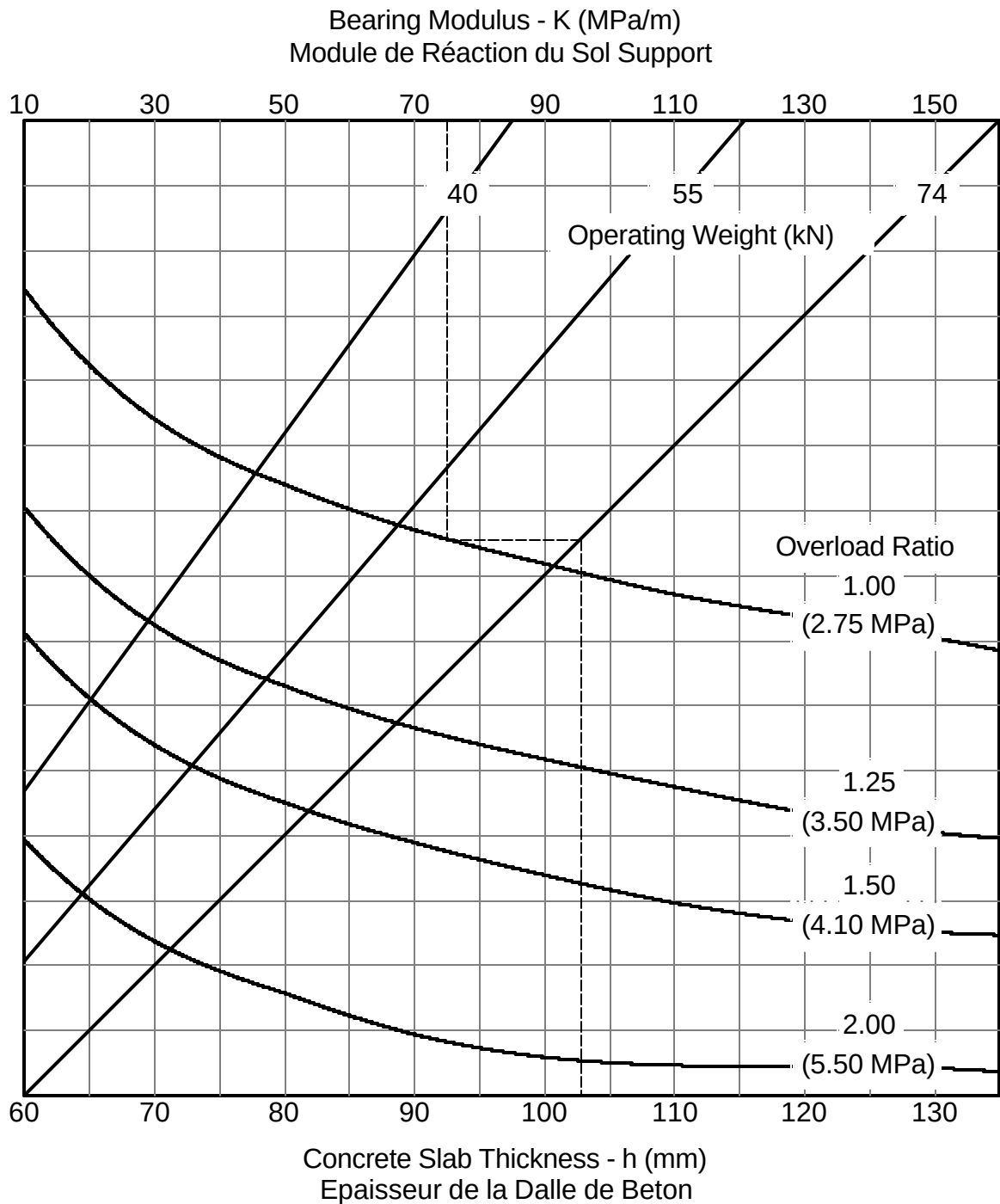
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier 328-110 (Turboprop)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	410 mm	
Tire Pressure (MPa) Pression des Pneus	0.80		



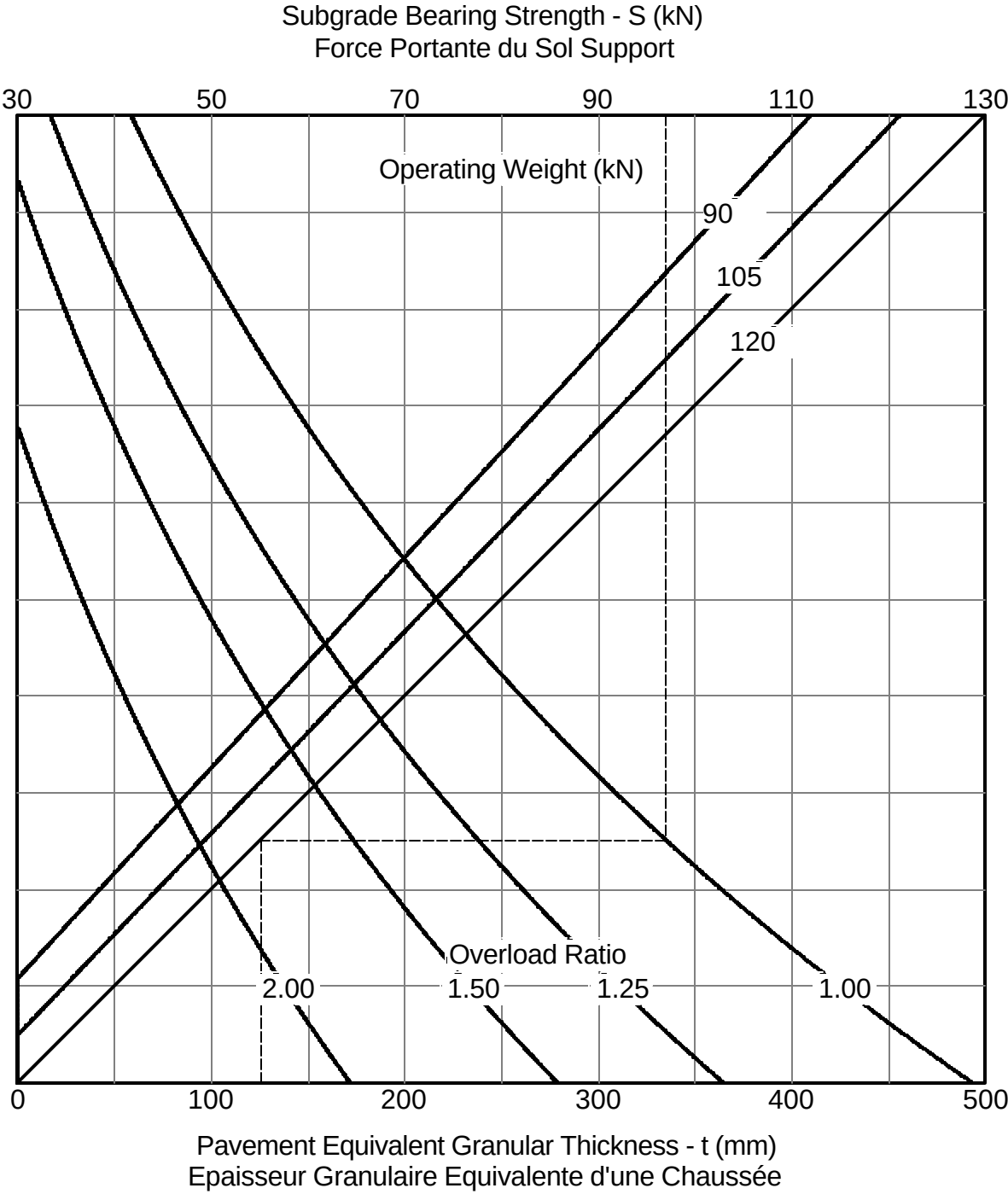
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Dornier SA227	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	290 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



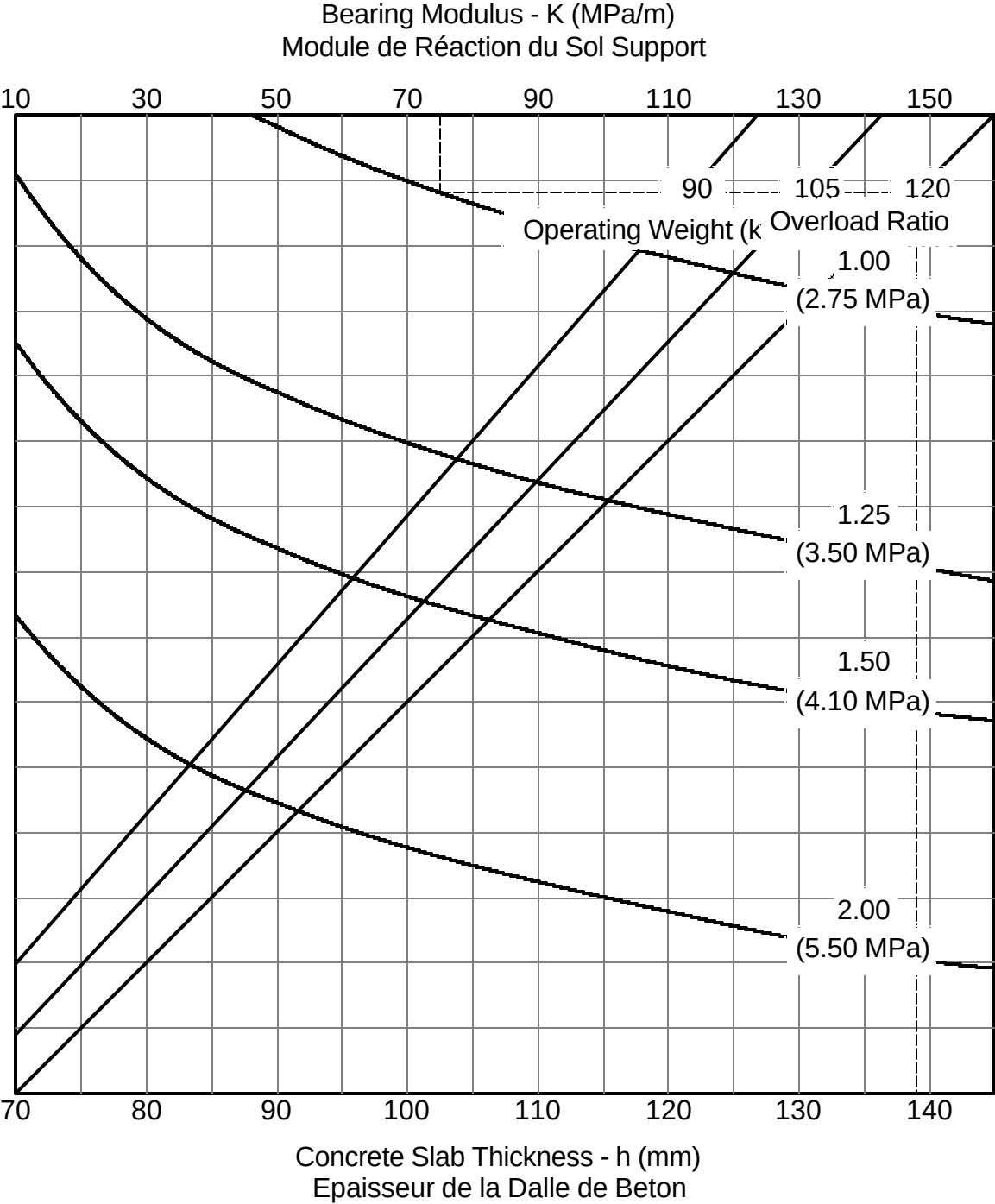
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Dornier SA227	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	290 mm	
Tire Pressure (MPa) Pression des Pneus	0.73		



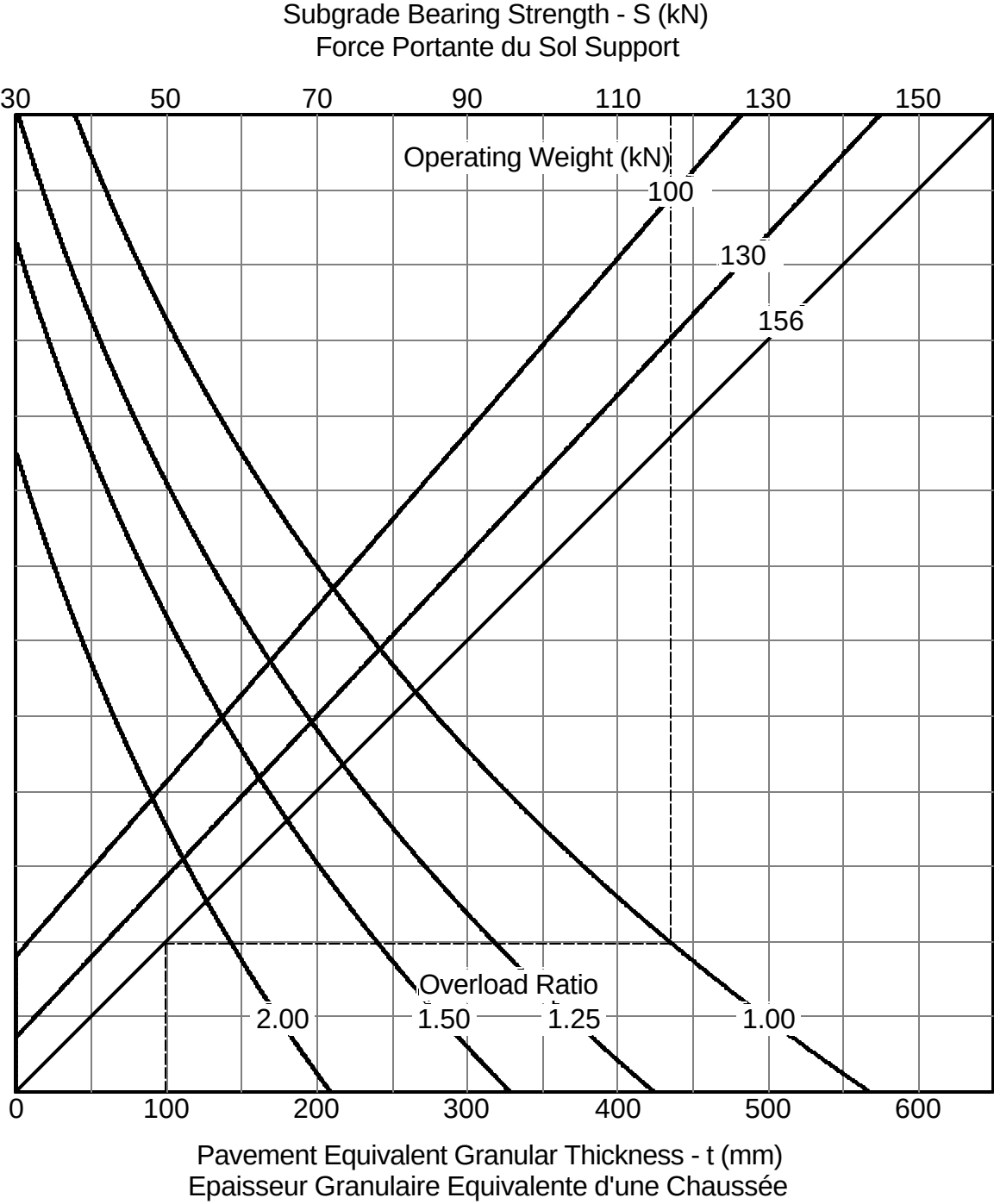
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Douglas A-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



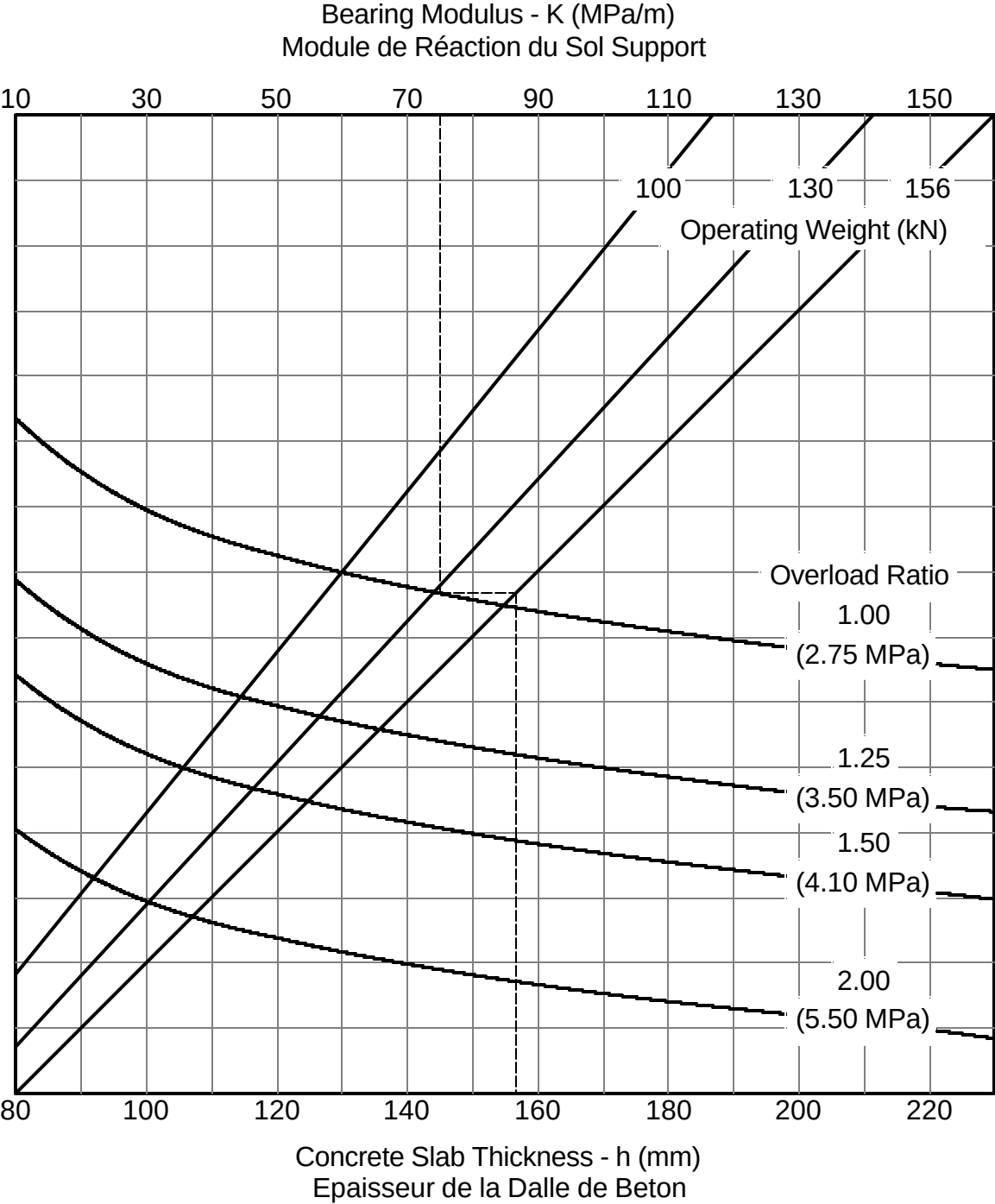
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Douglas A-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



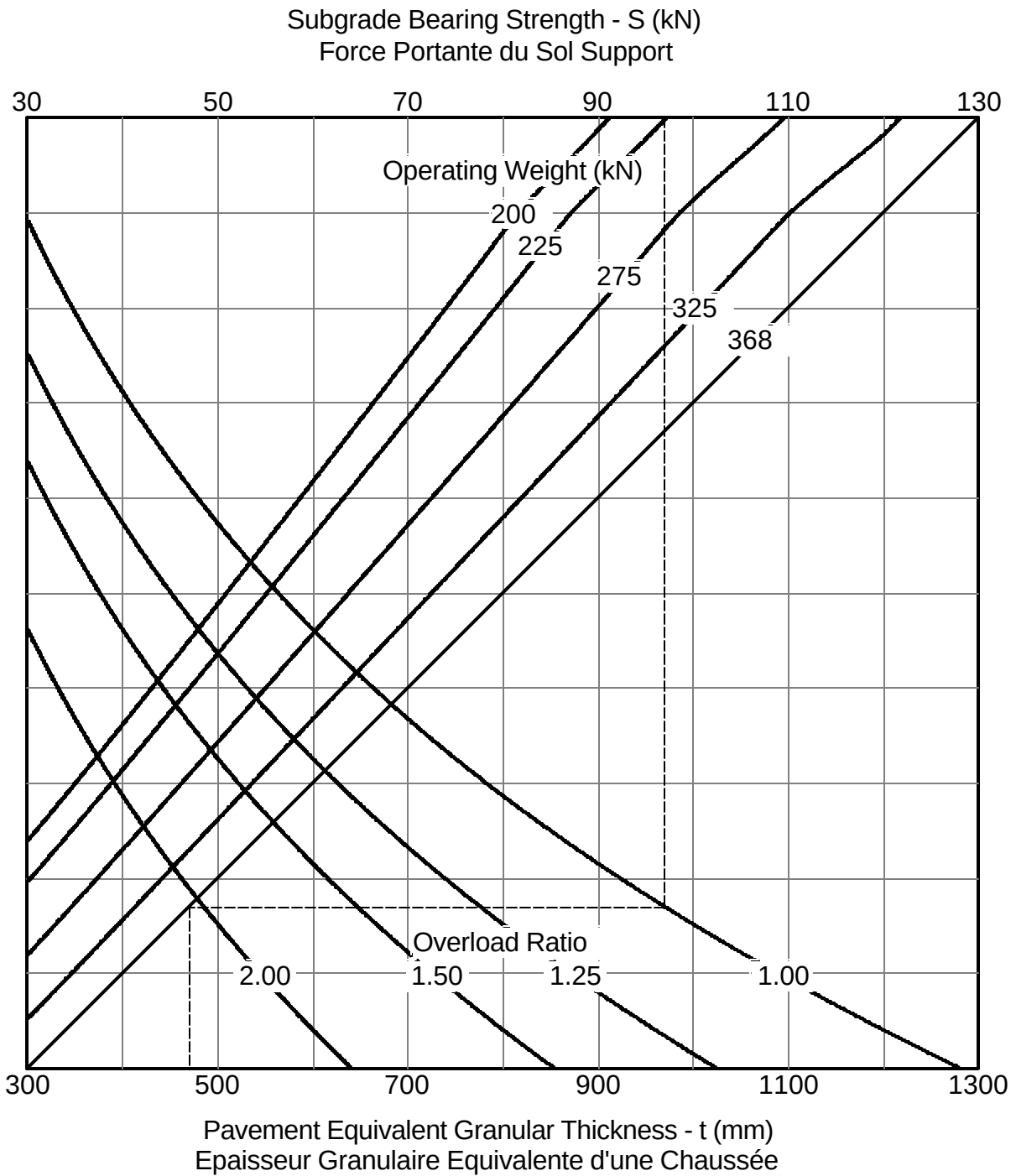
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Douglas B-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



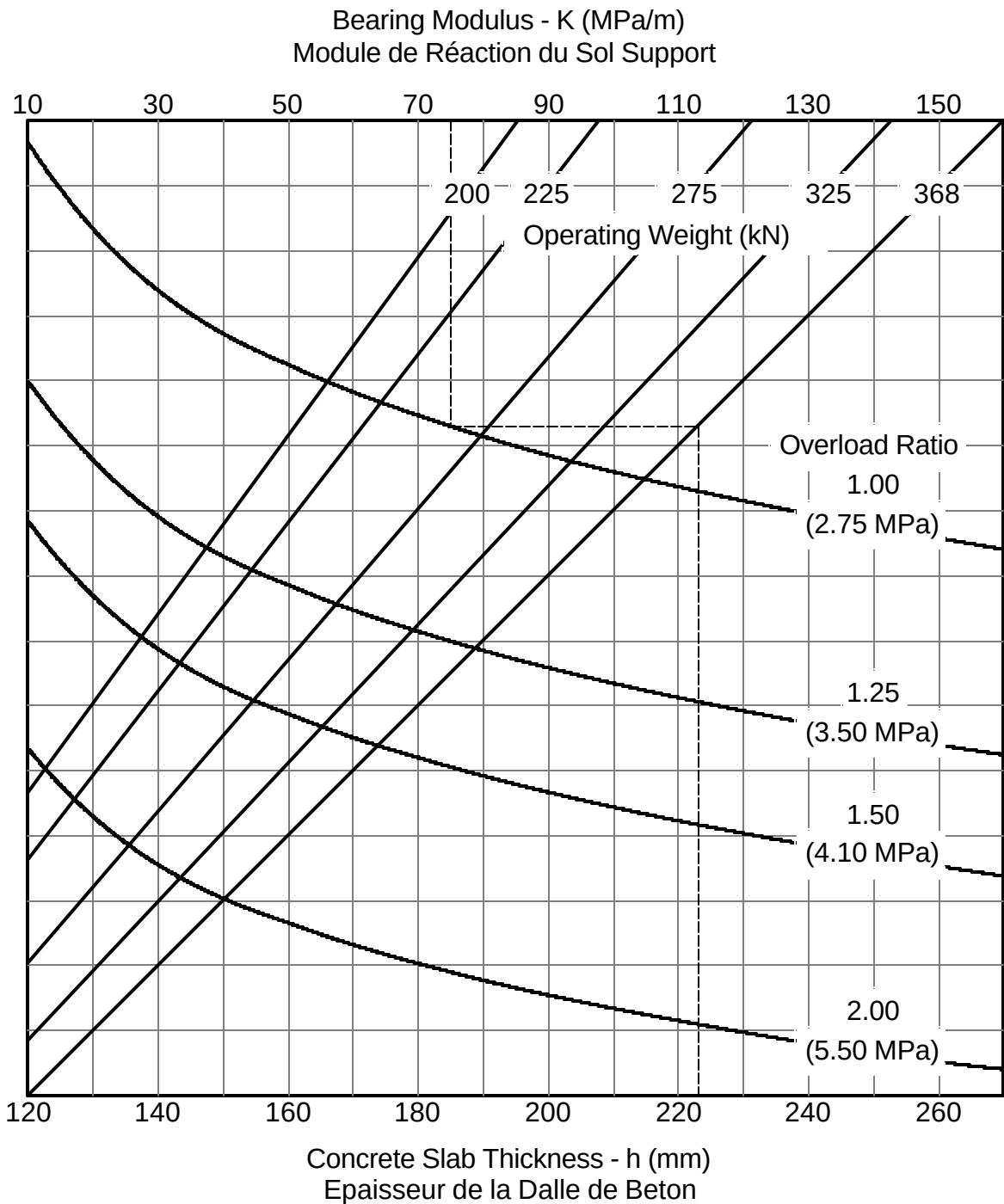
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Douglas B-26 Invader
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



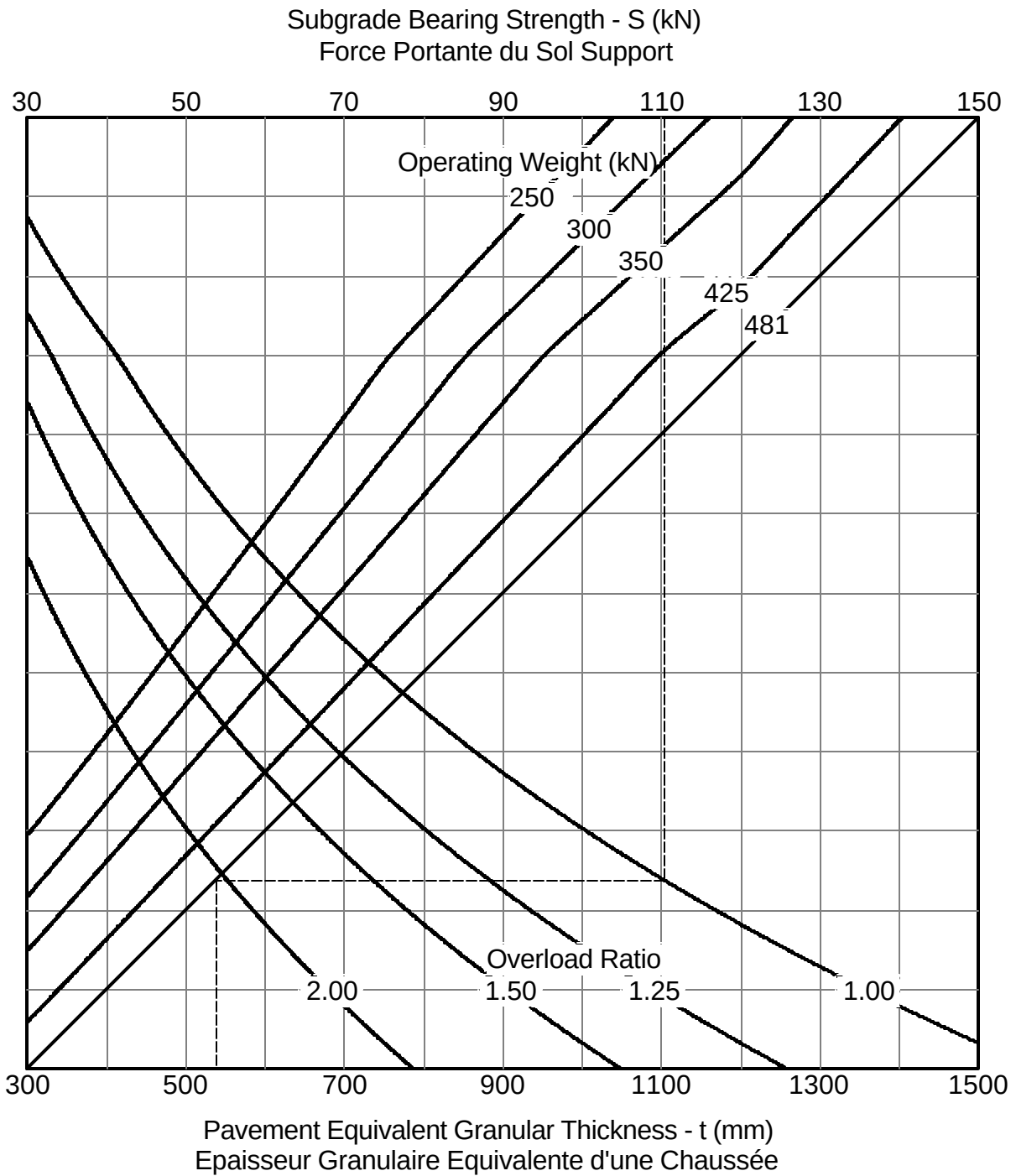
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer 170, 175	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



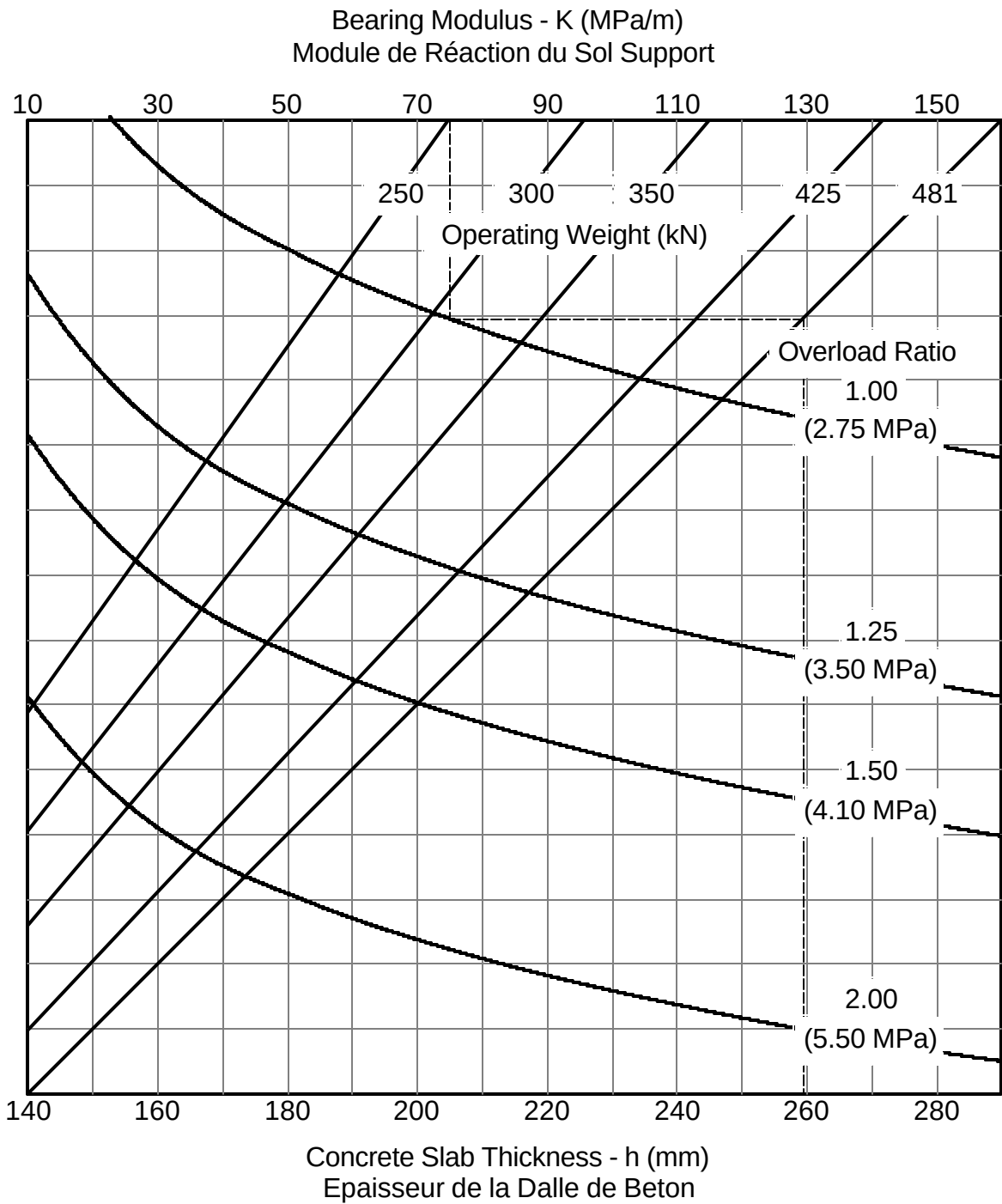
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer 170, 175	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



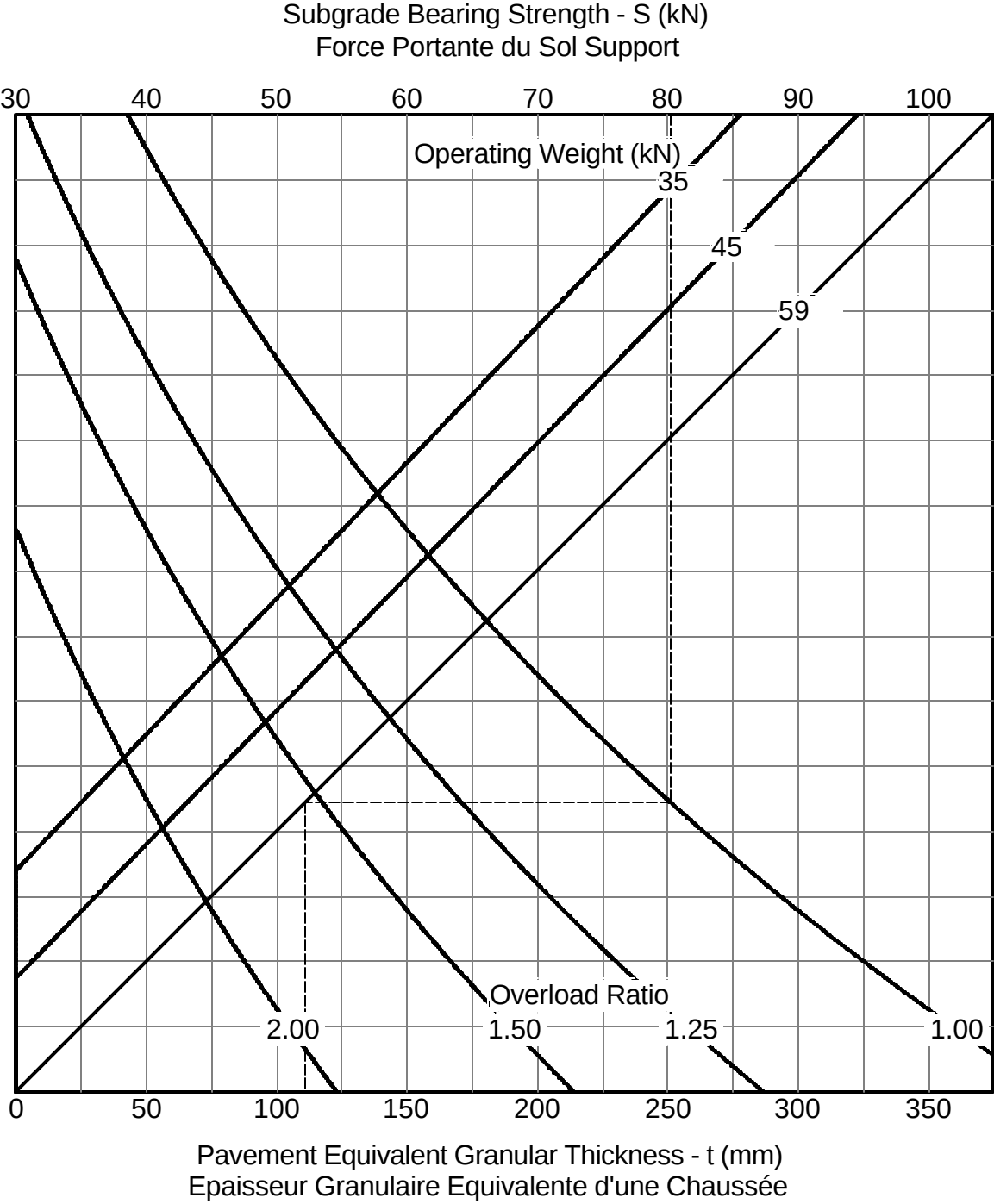
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer 190, 195	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



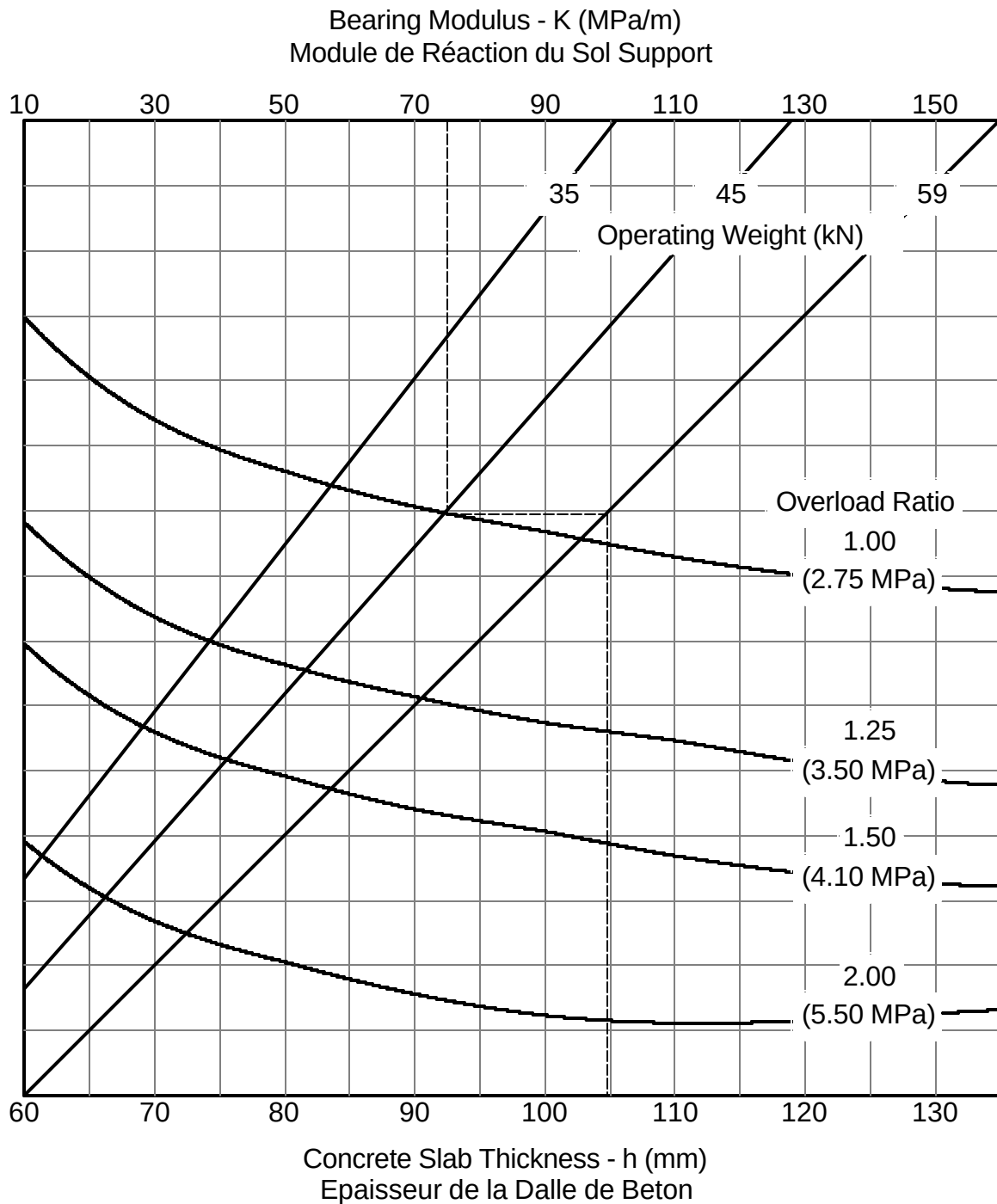
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer 190, 195	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	600 mm	
Tire Pressure (MPa) Pression des Pneus	1.10		



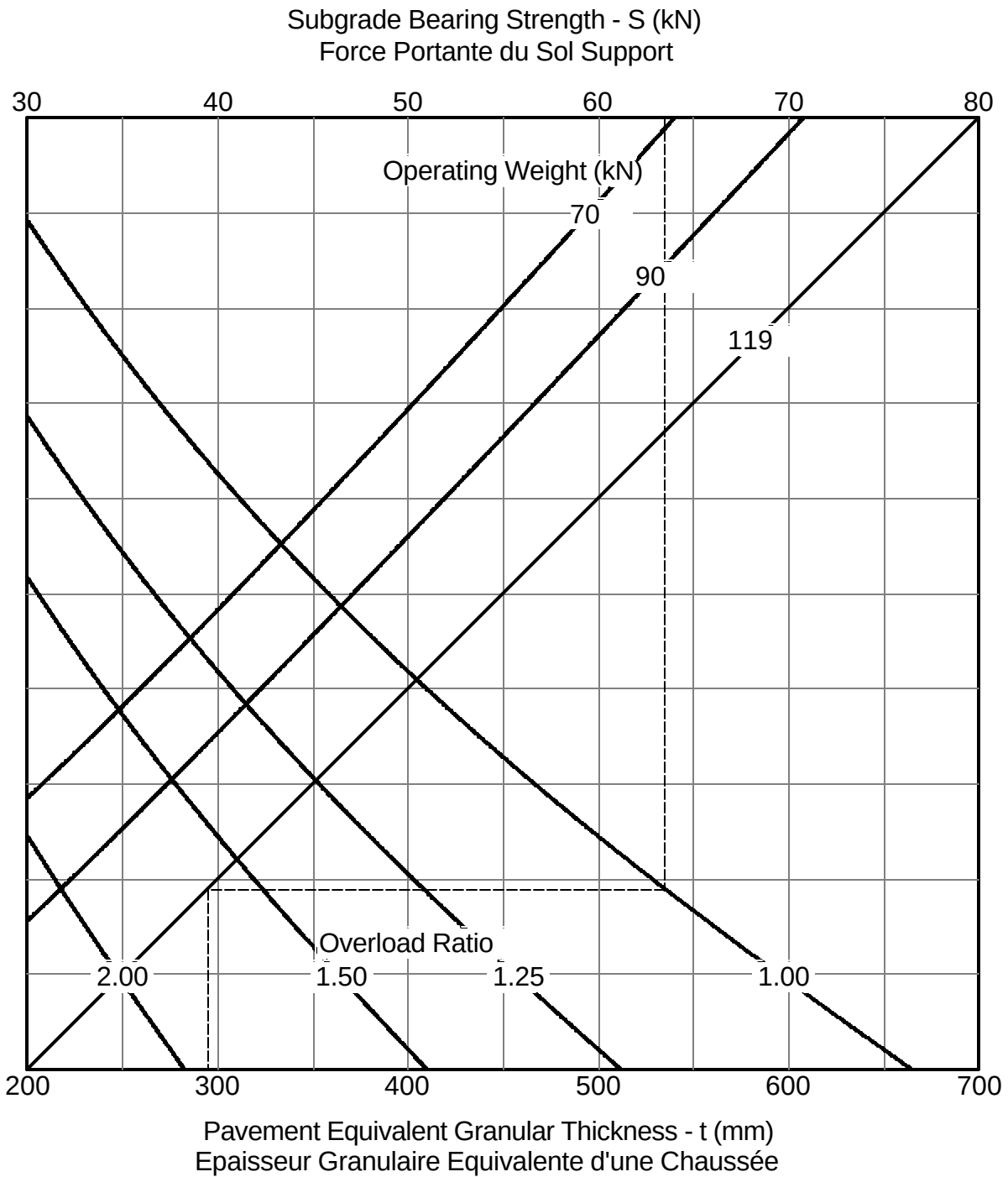
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer EMB-110 Bandeirante
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.62	



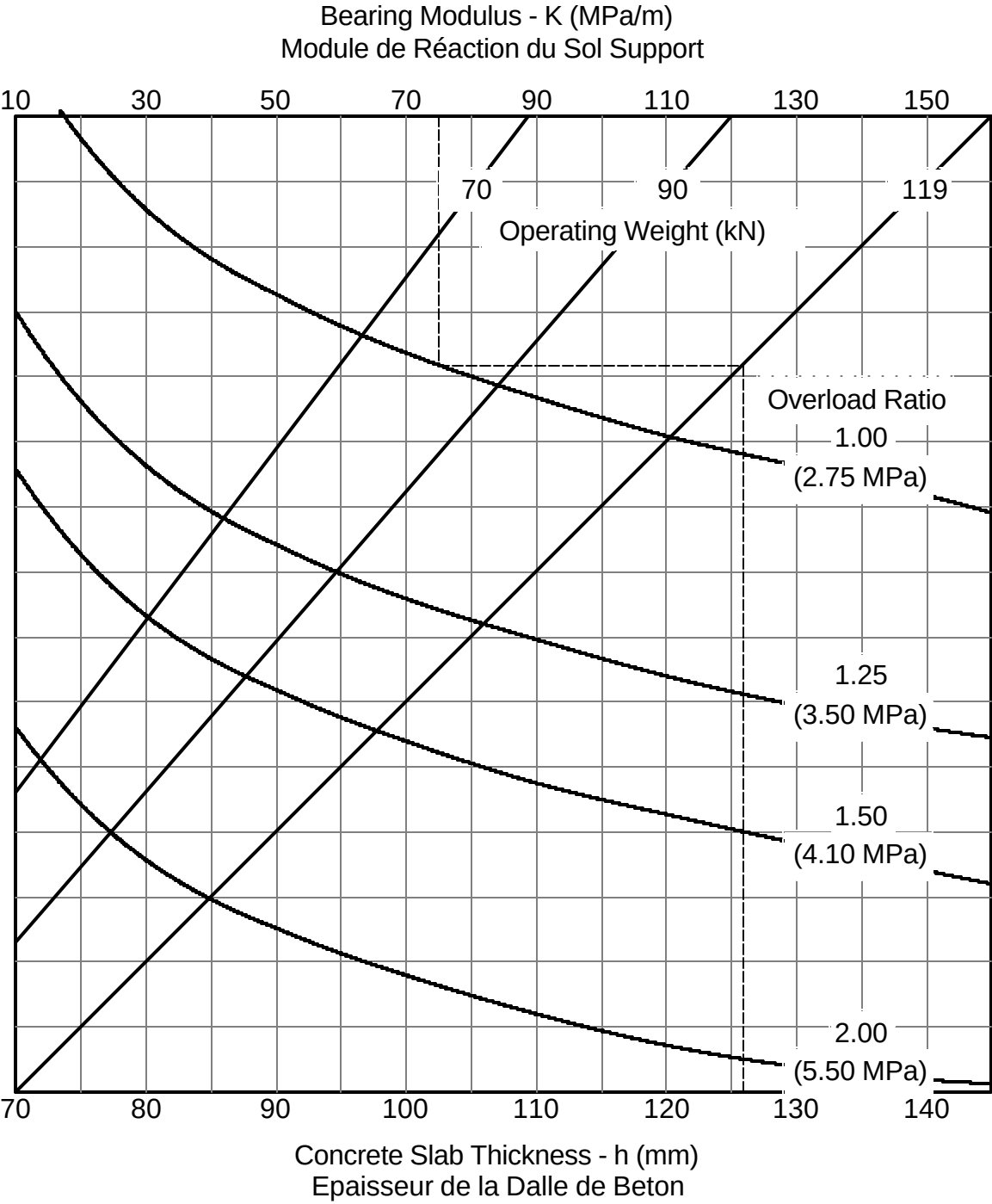
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer EMB-110 Bandeirante
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.62	



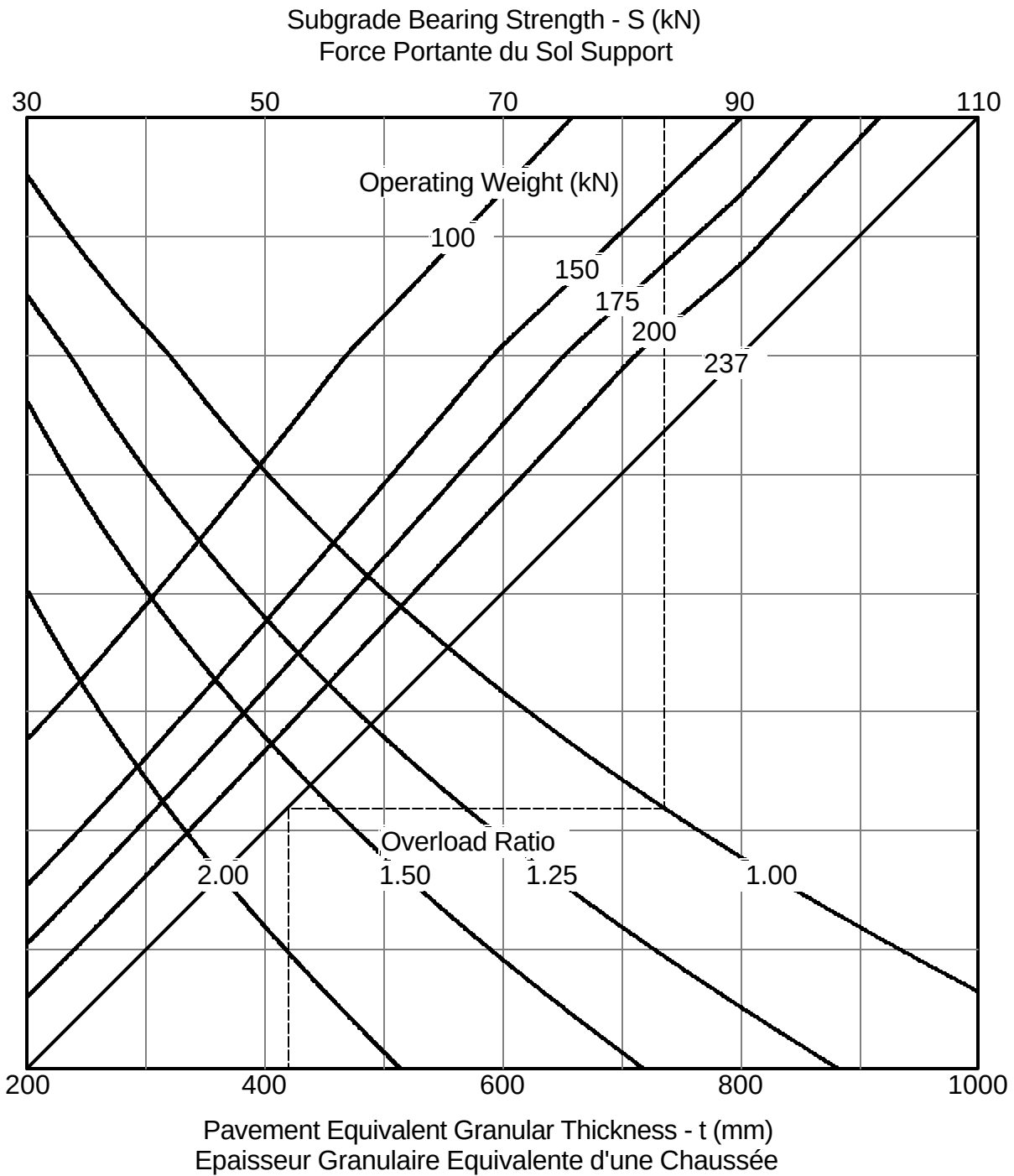
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer EMB-120 Brasilia	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.76		



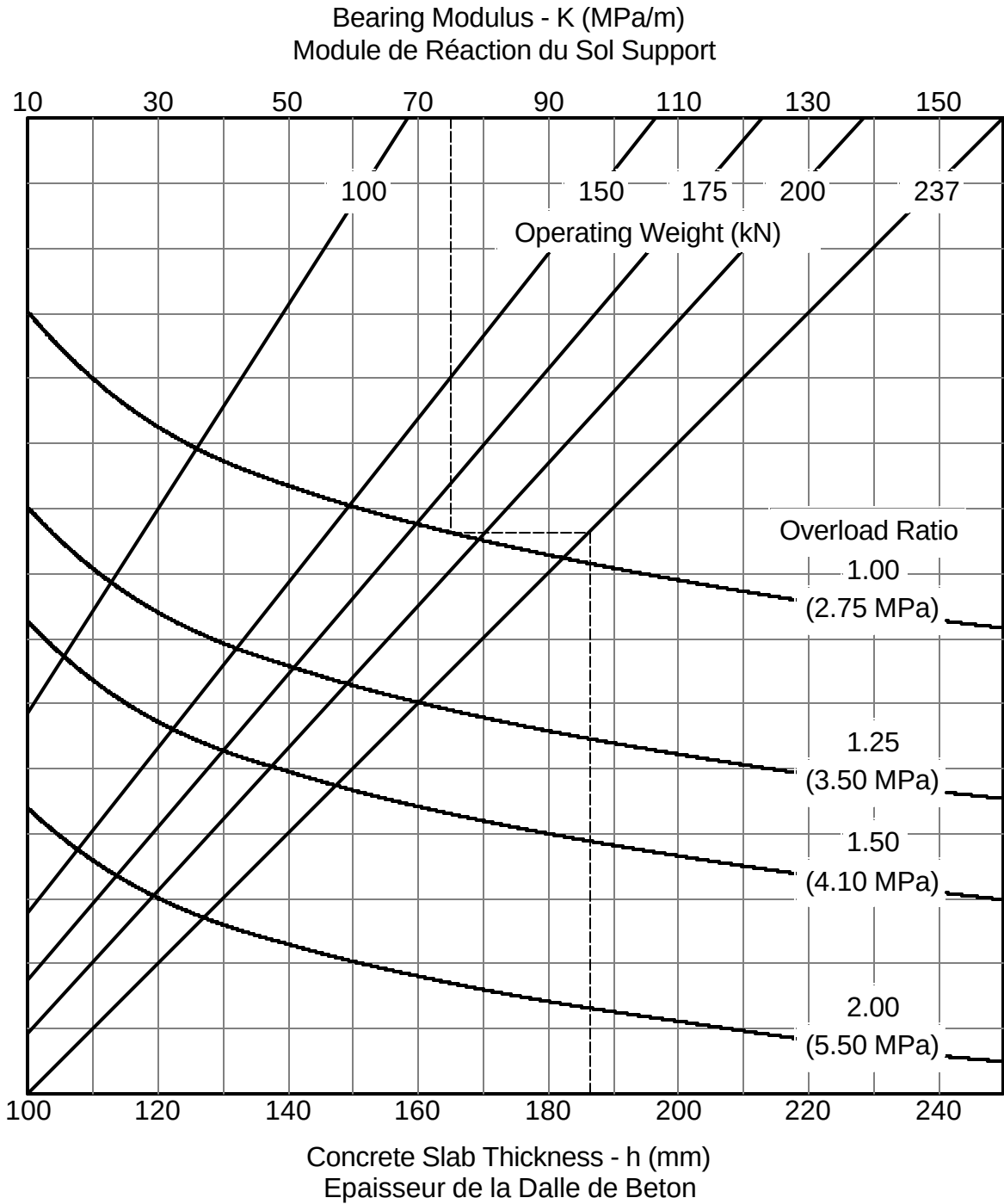
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer EMB-120 Brasilia	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.76		



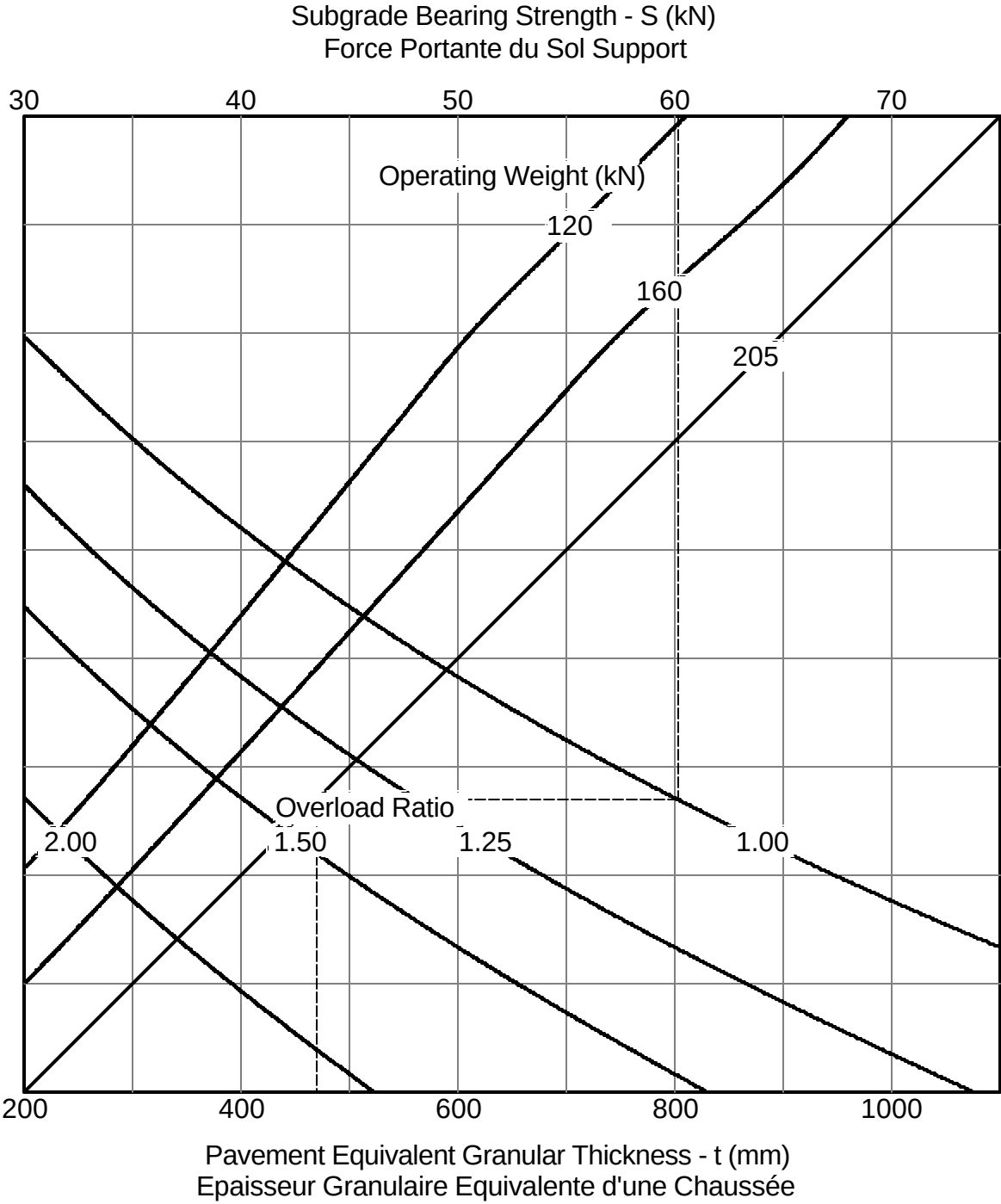
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Embraer ERJ-145 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.90		



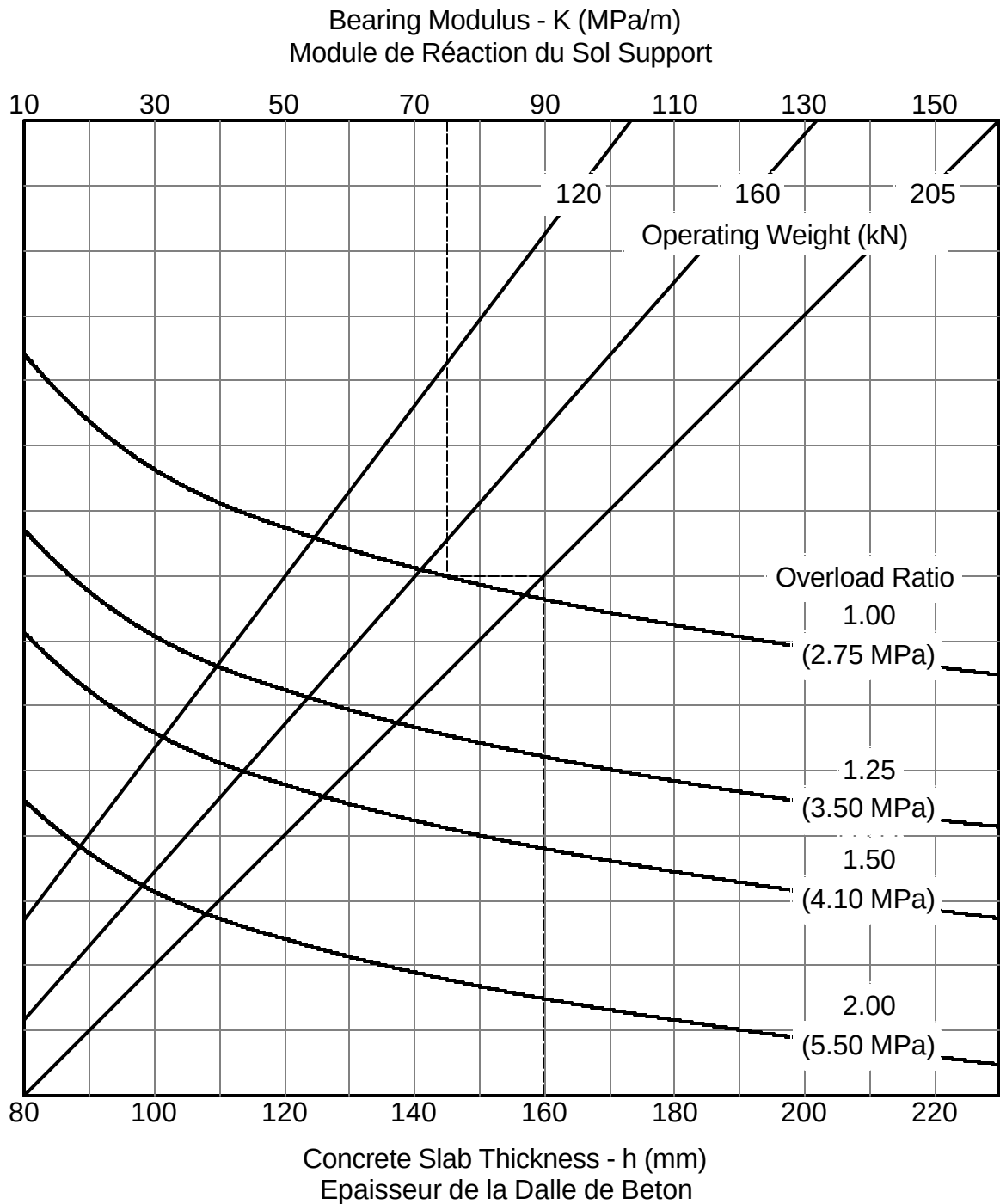
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Embraer ERJ-145 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	400 mm	
Tire Pressure (MPa) Pression des Pneus	0.90		



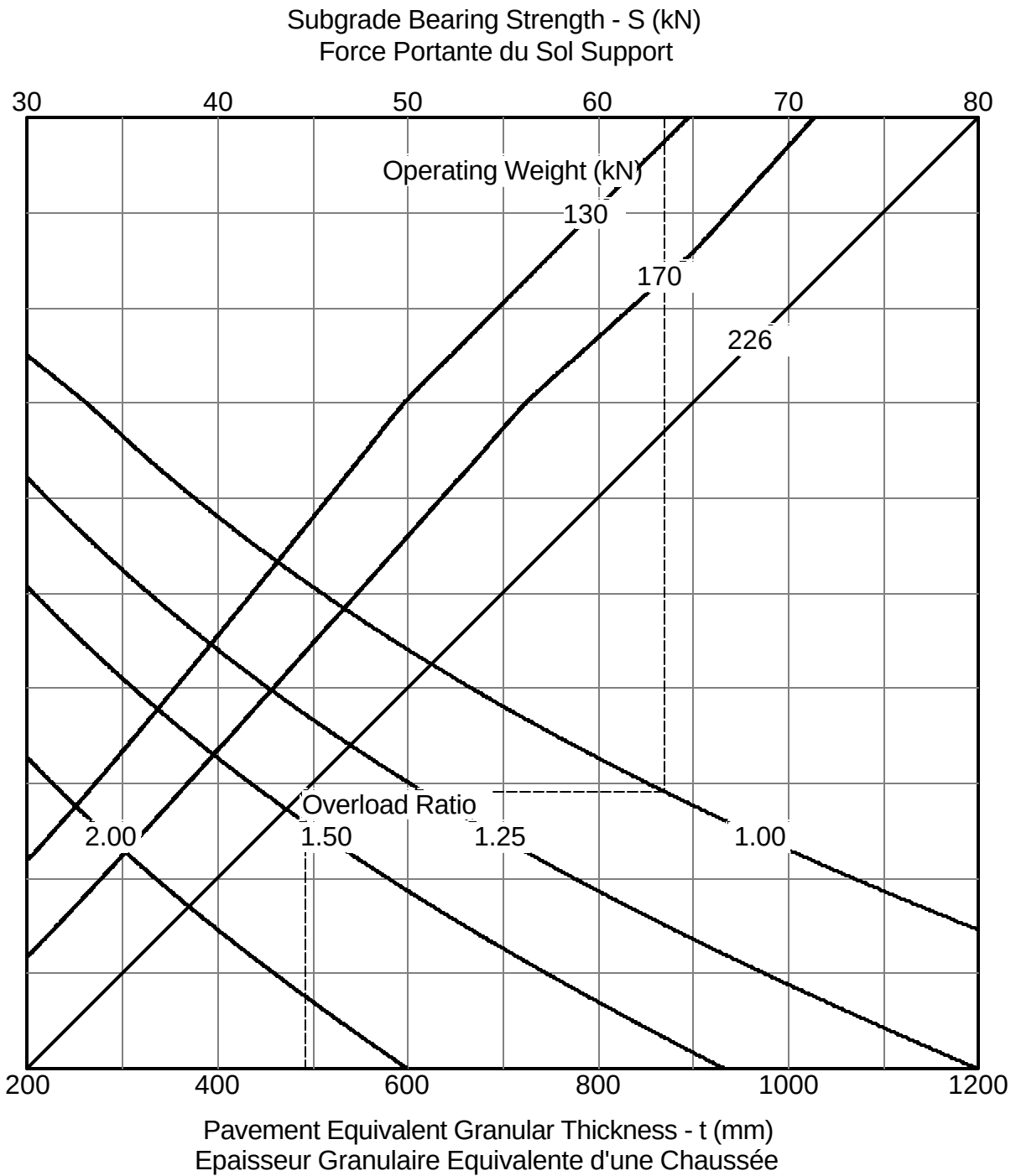
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



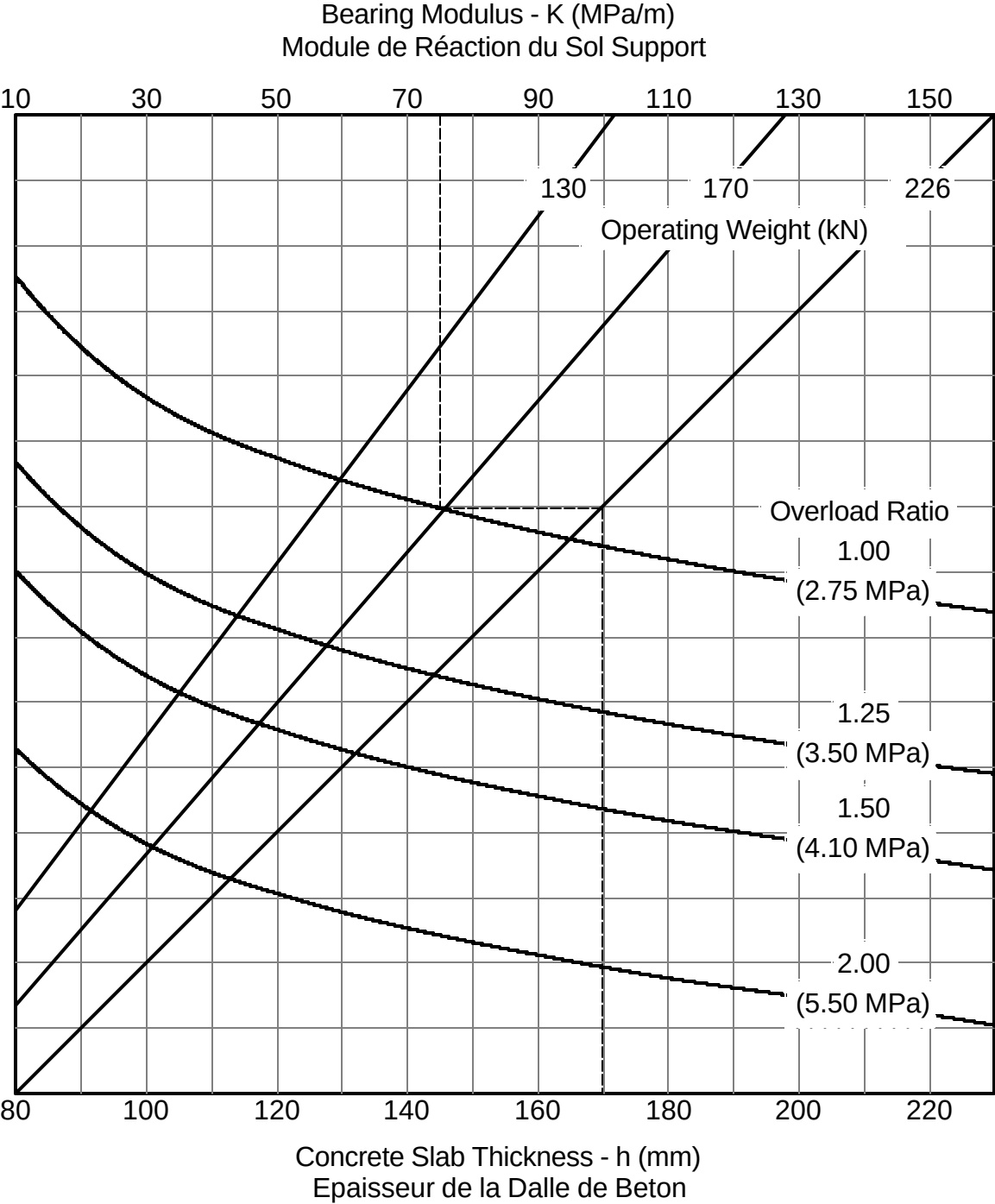
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 50	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



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		

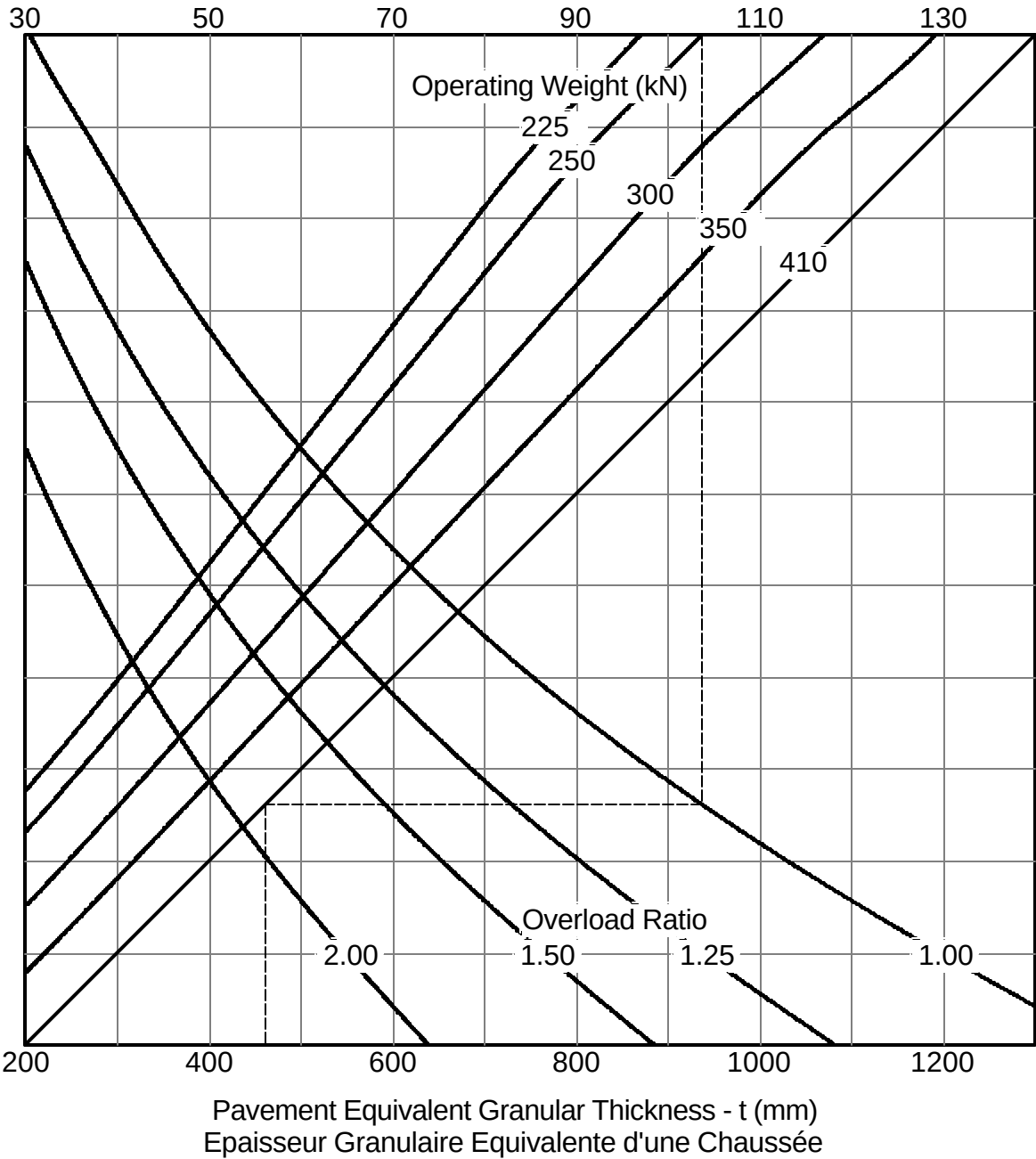


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 60	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.62		

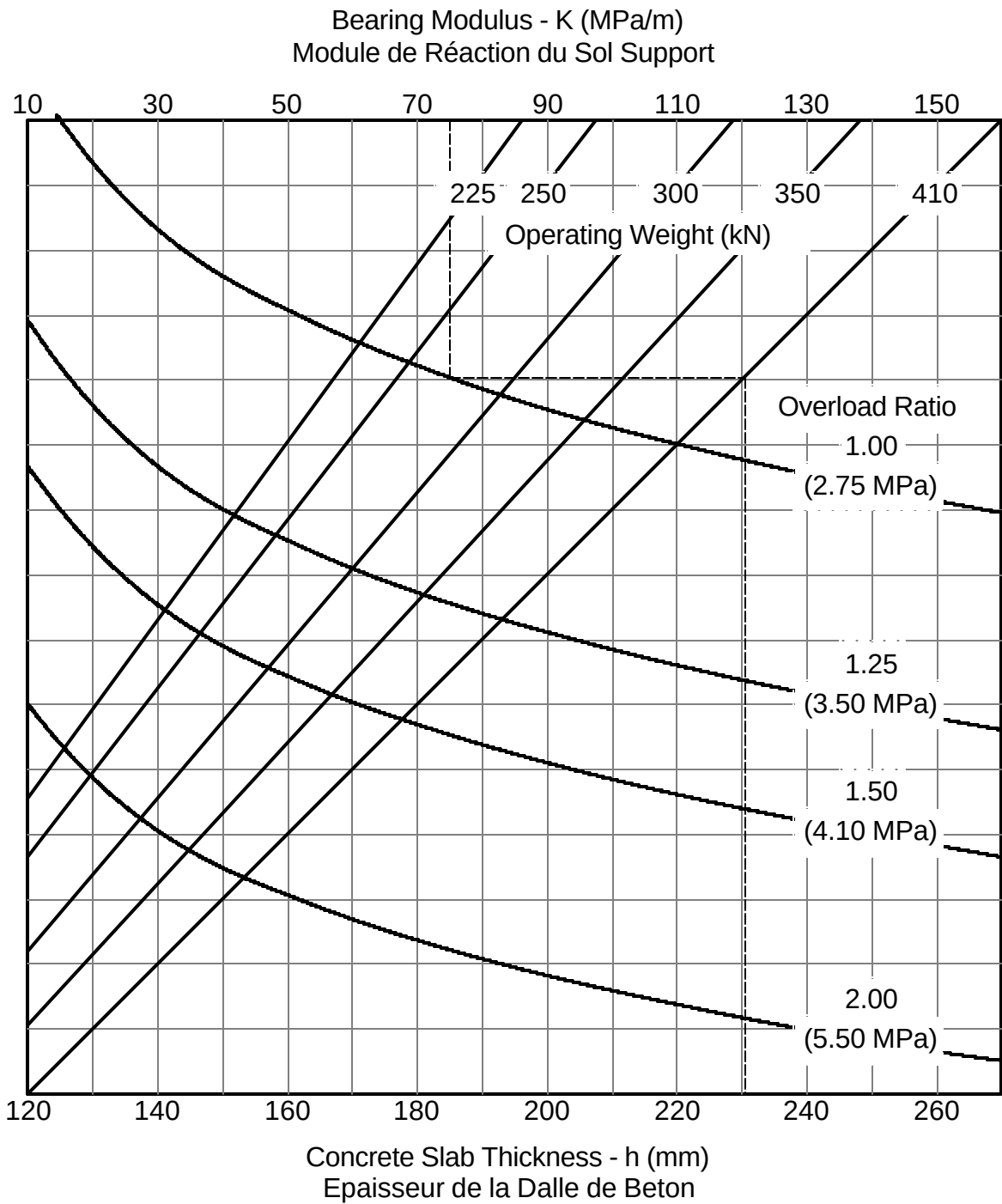


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker 70	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	584 mm	
Tire Pressure (MPa) Pression des Pneus	0.81		

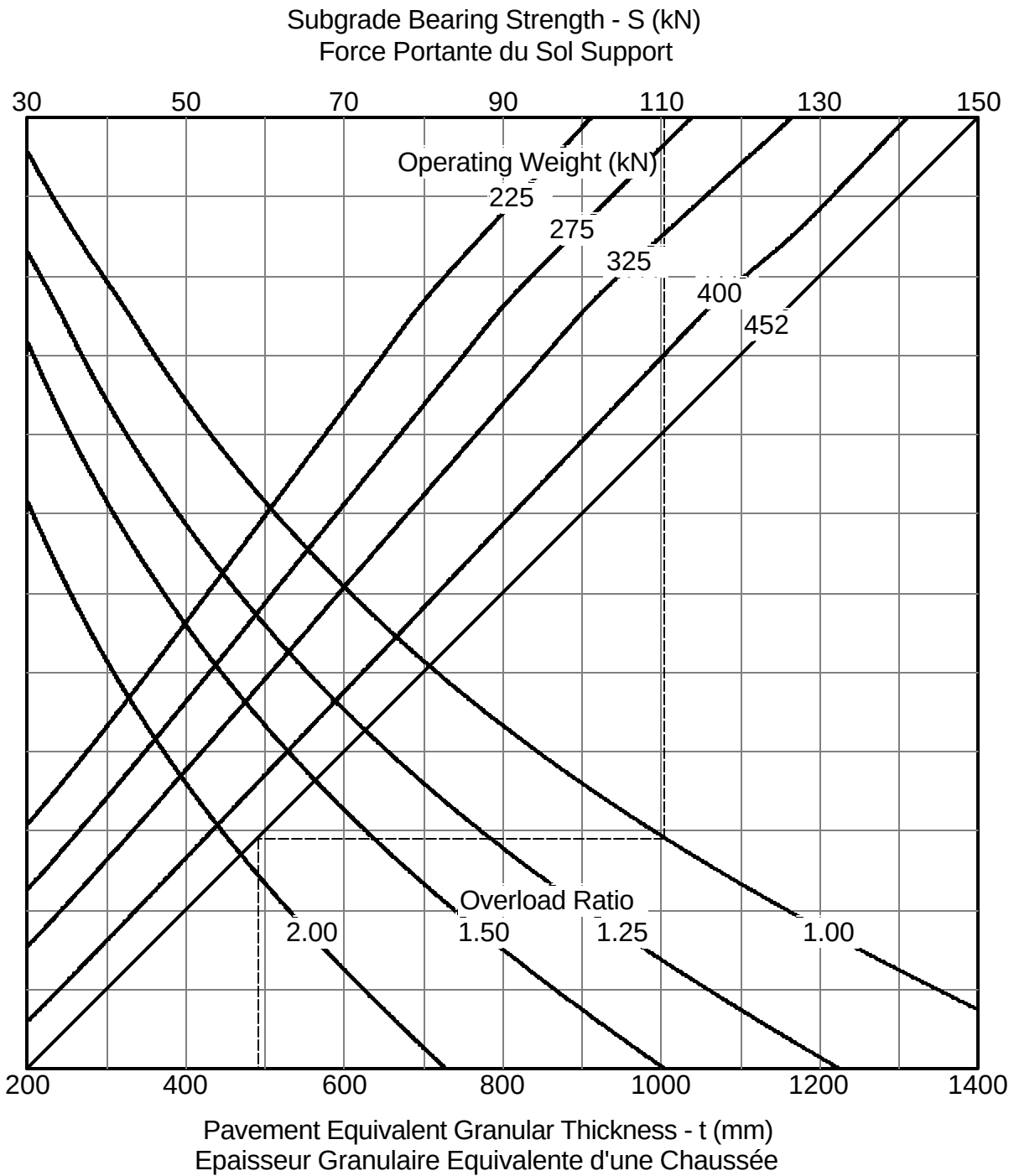
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



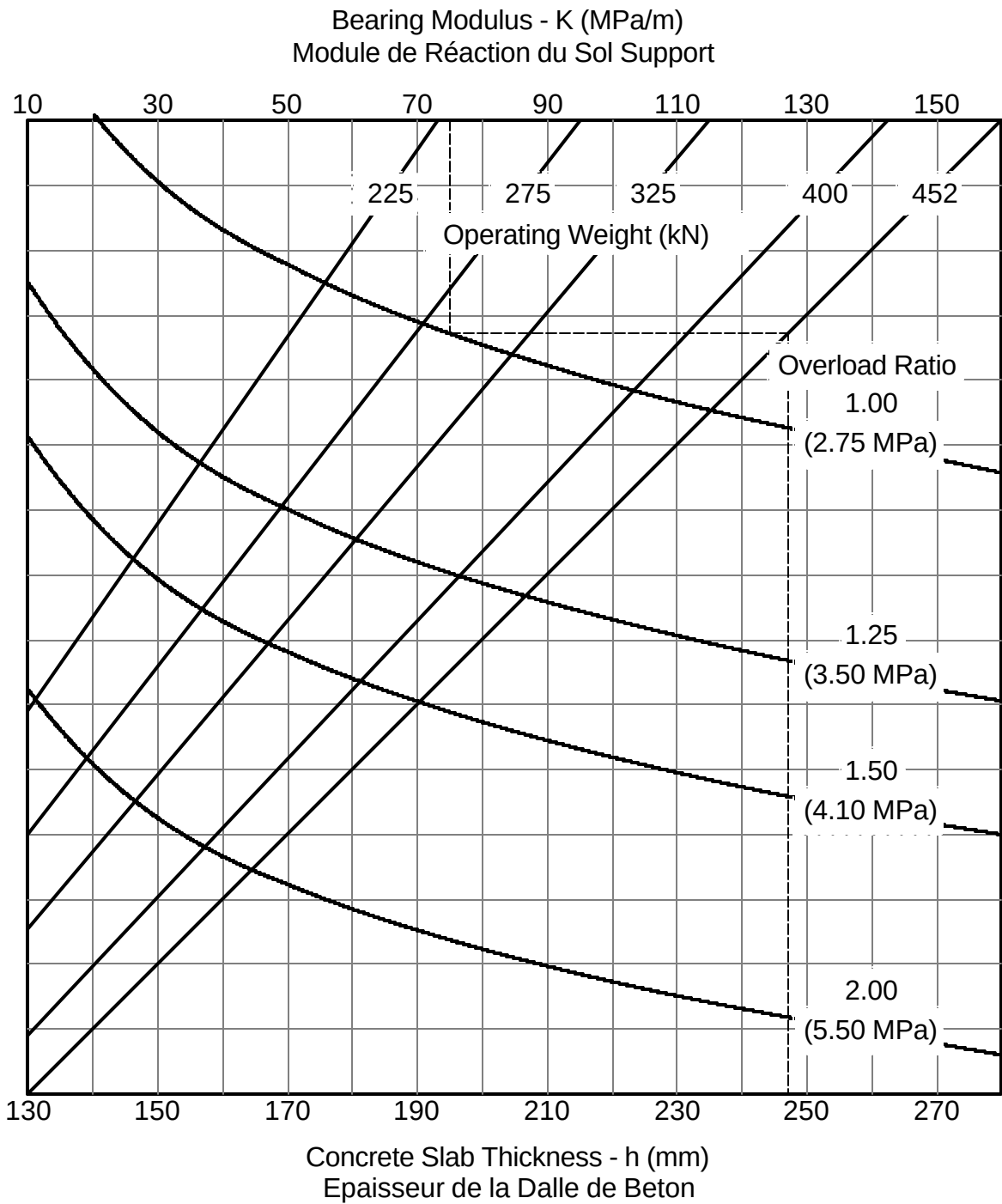
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 70	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	584 mm	
Tire Pressure (MPa) Pression des Pneus	0.81		



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		

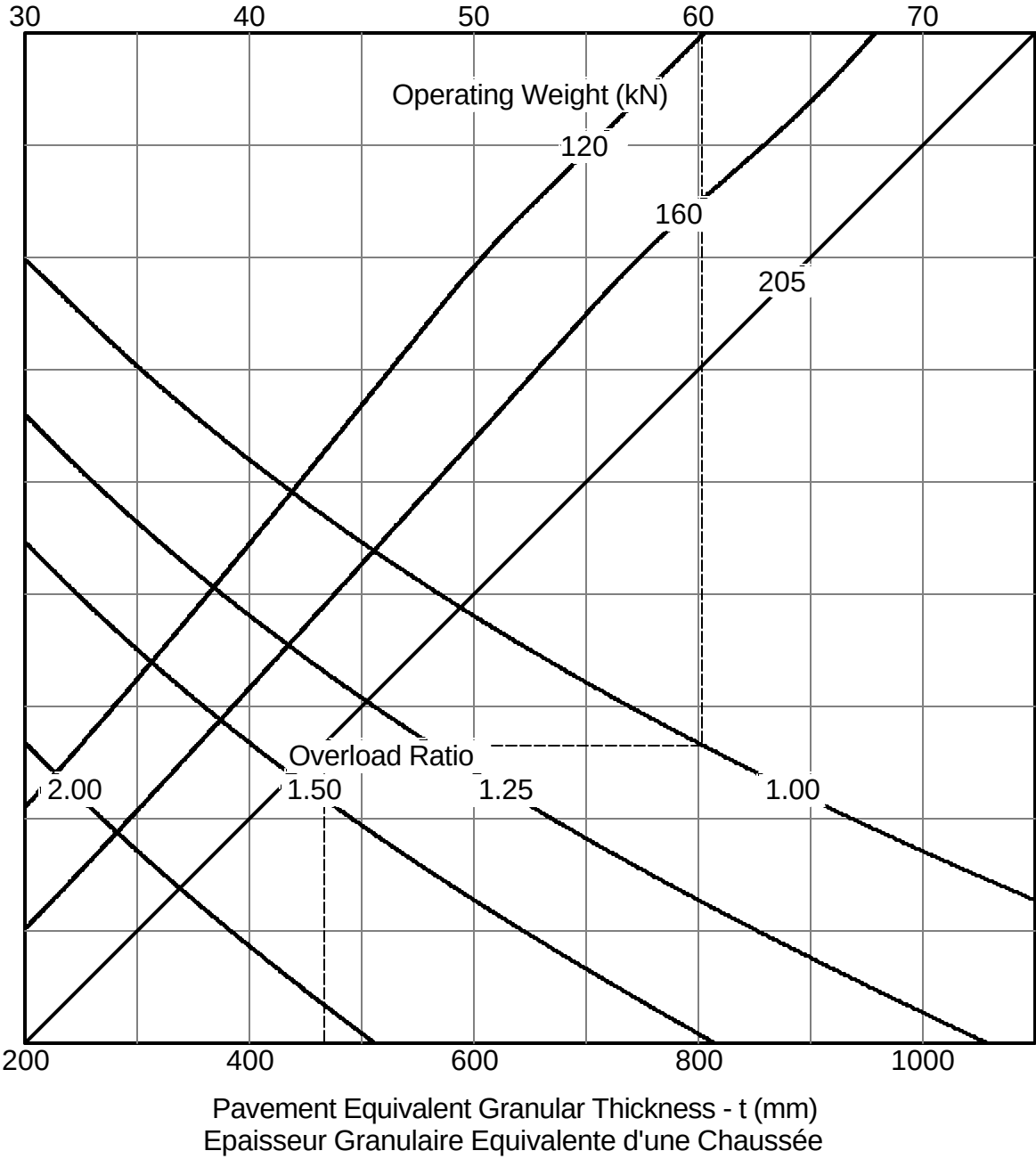


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker 100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	587 mm	
Tire Pressure (MPa) Pression des Pneus	0.94		

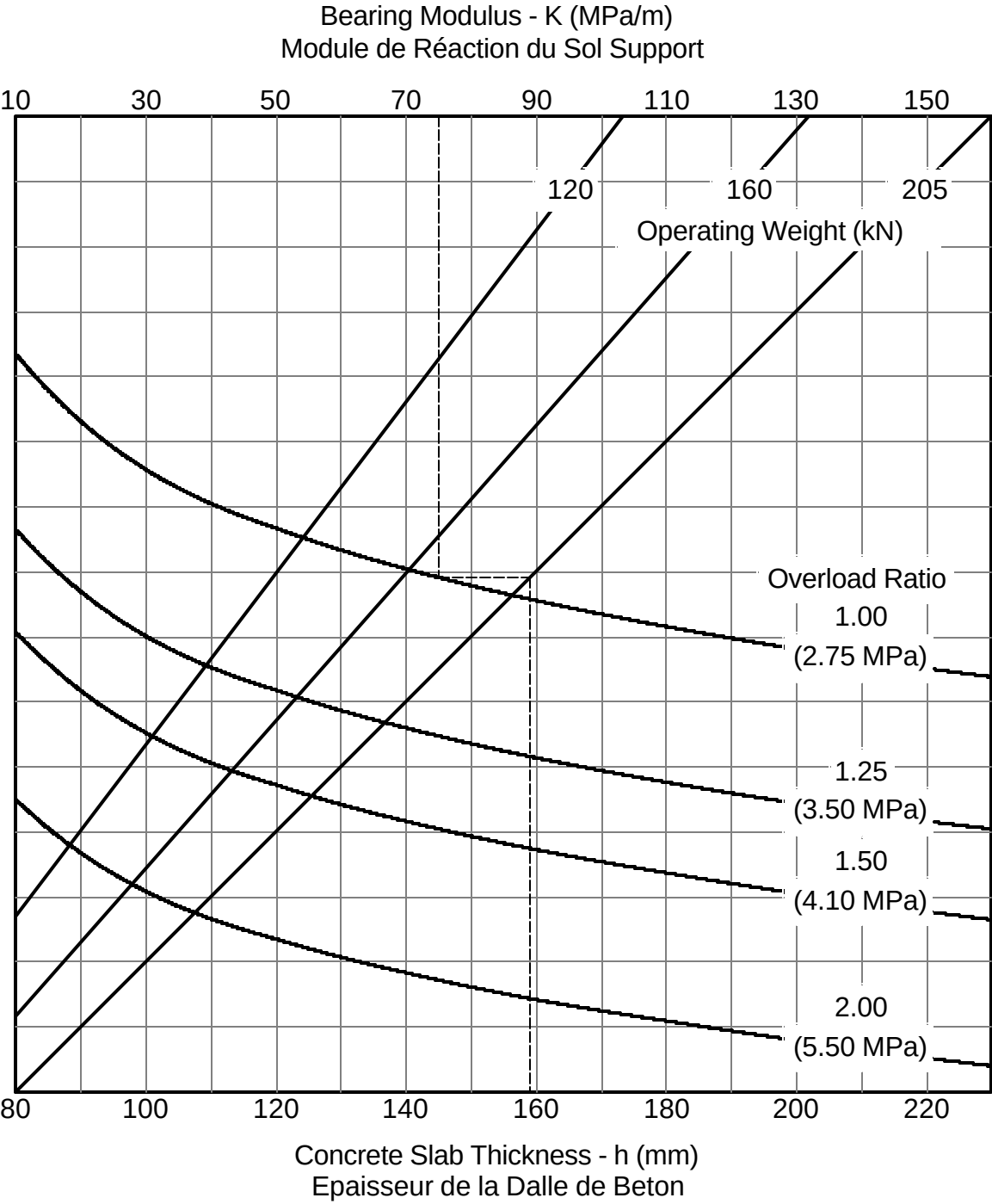


Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker F27 Friendship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.57		

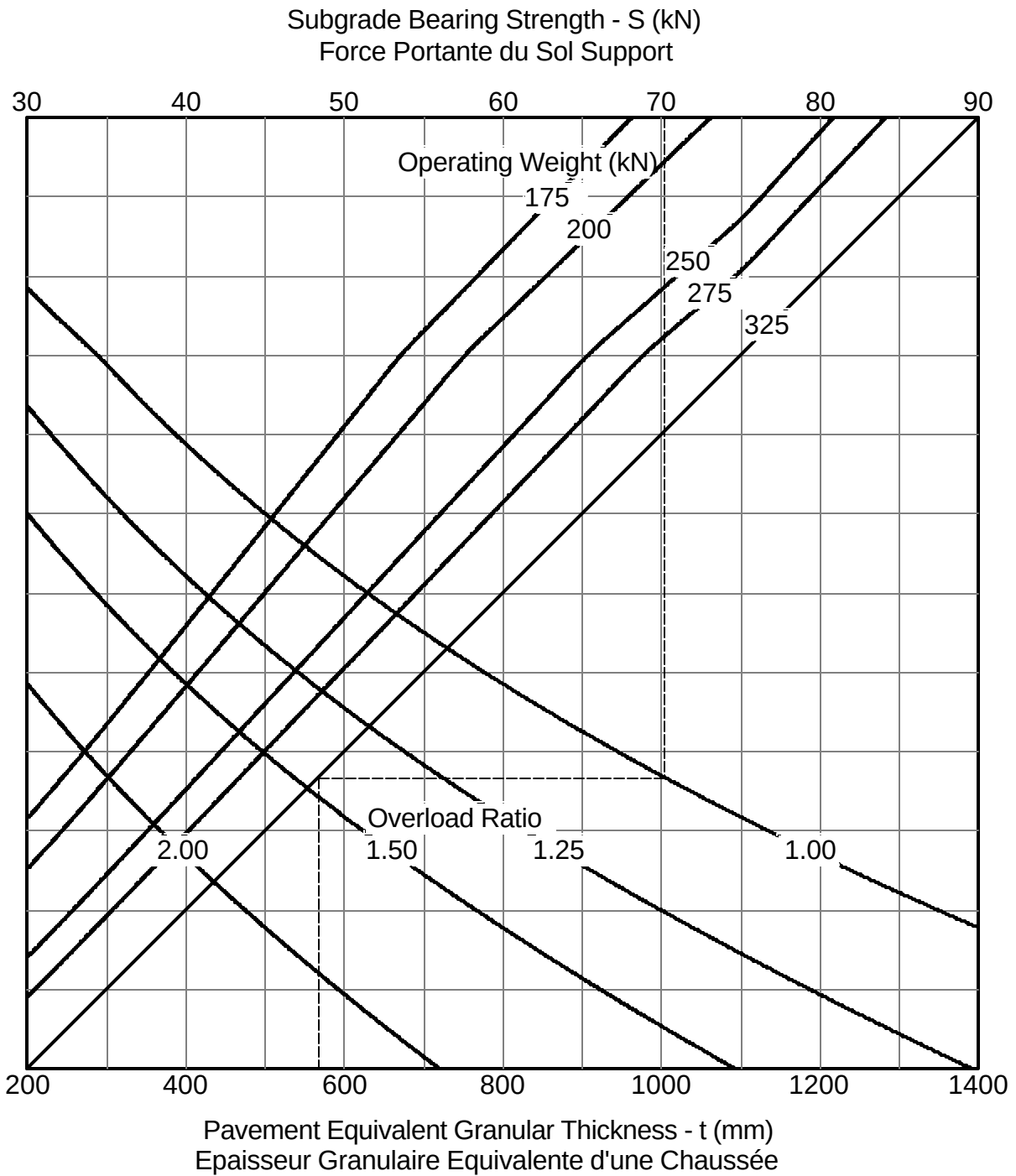
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support



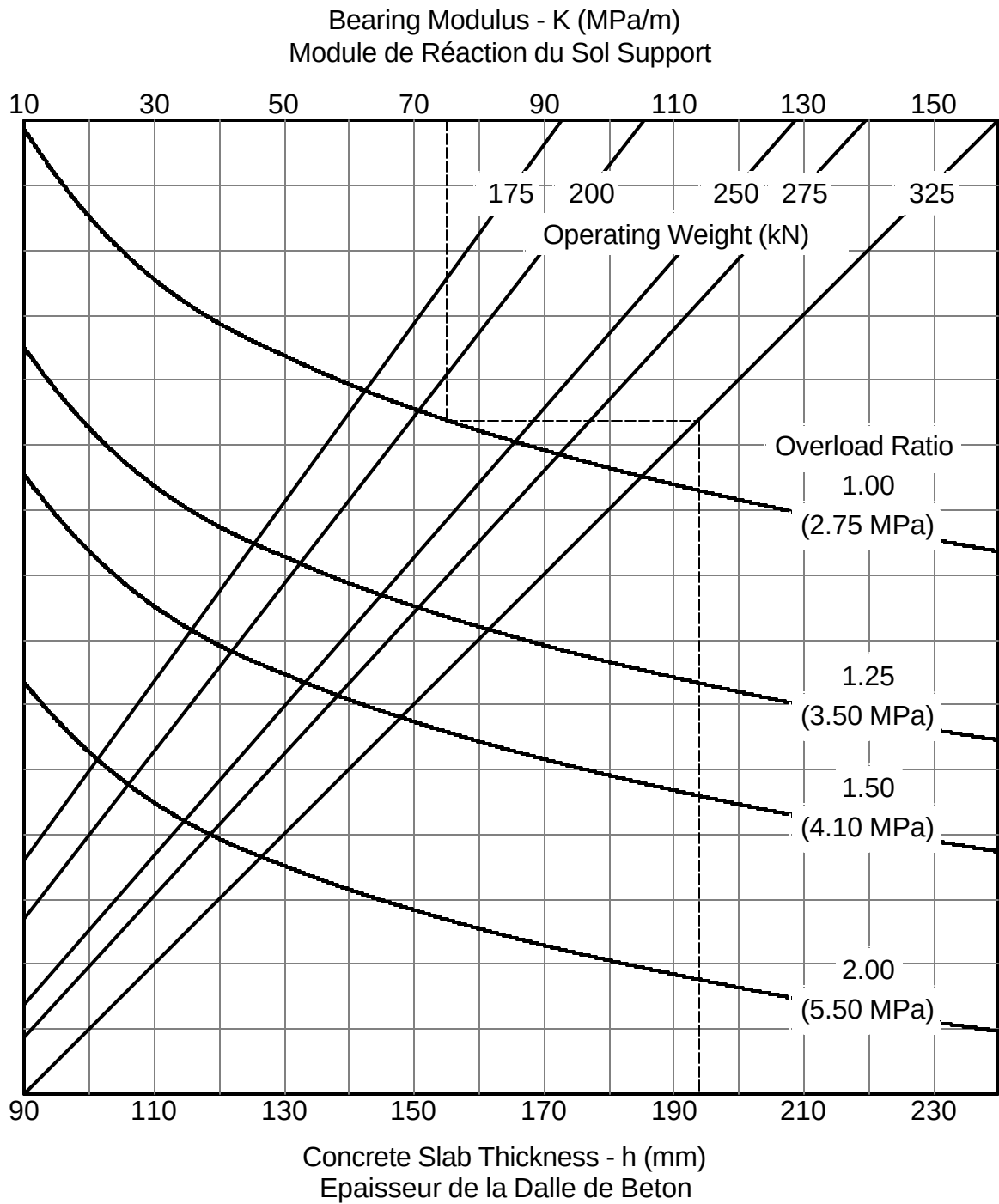
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker F27 Friendship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	450 mm	
Tire Pressure (MPa) Pression des Pneus	0.57		



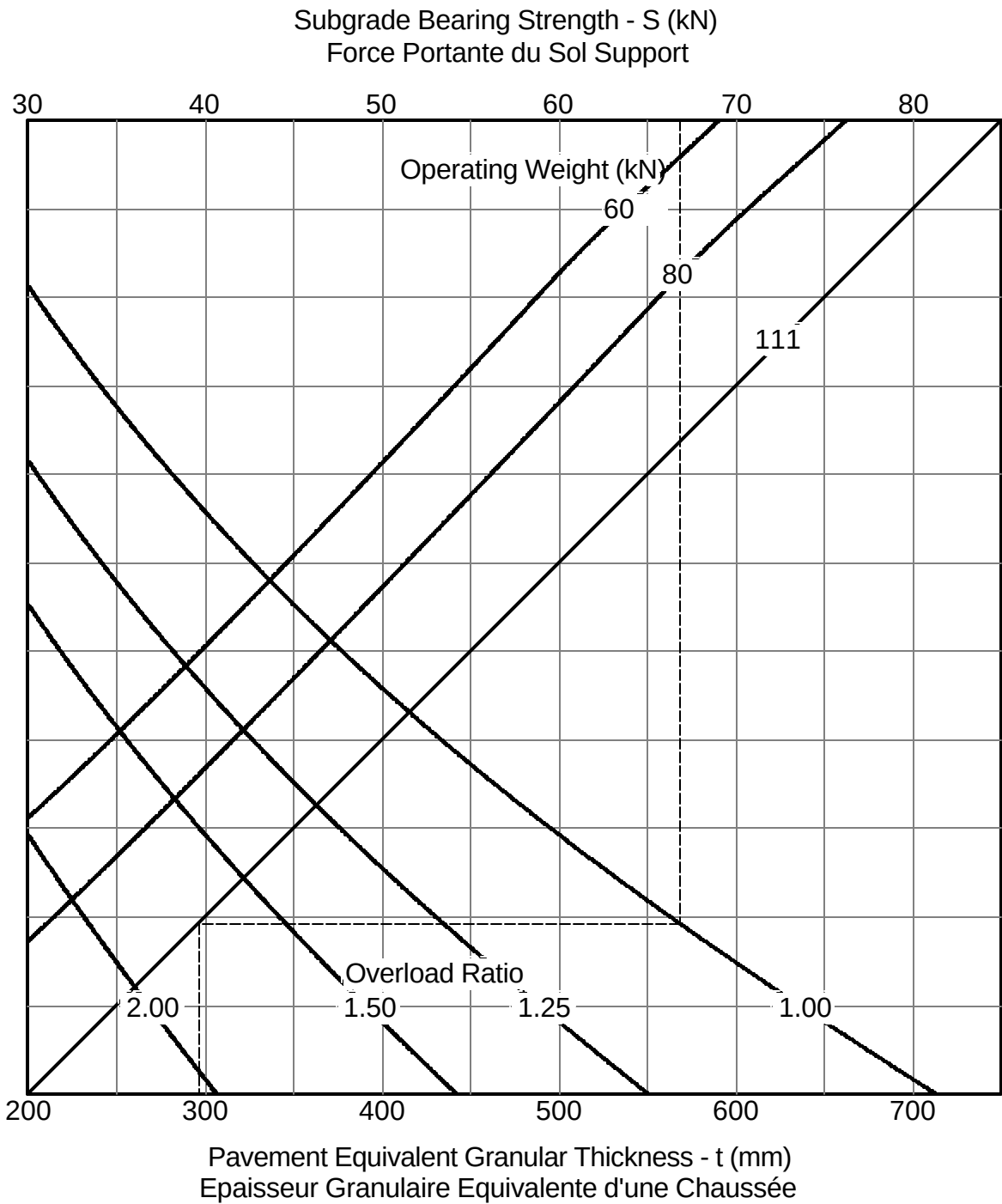
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Fokker F28 Fellowship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



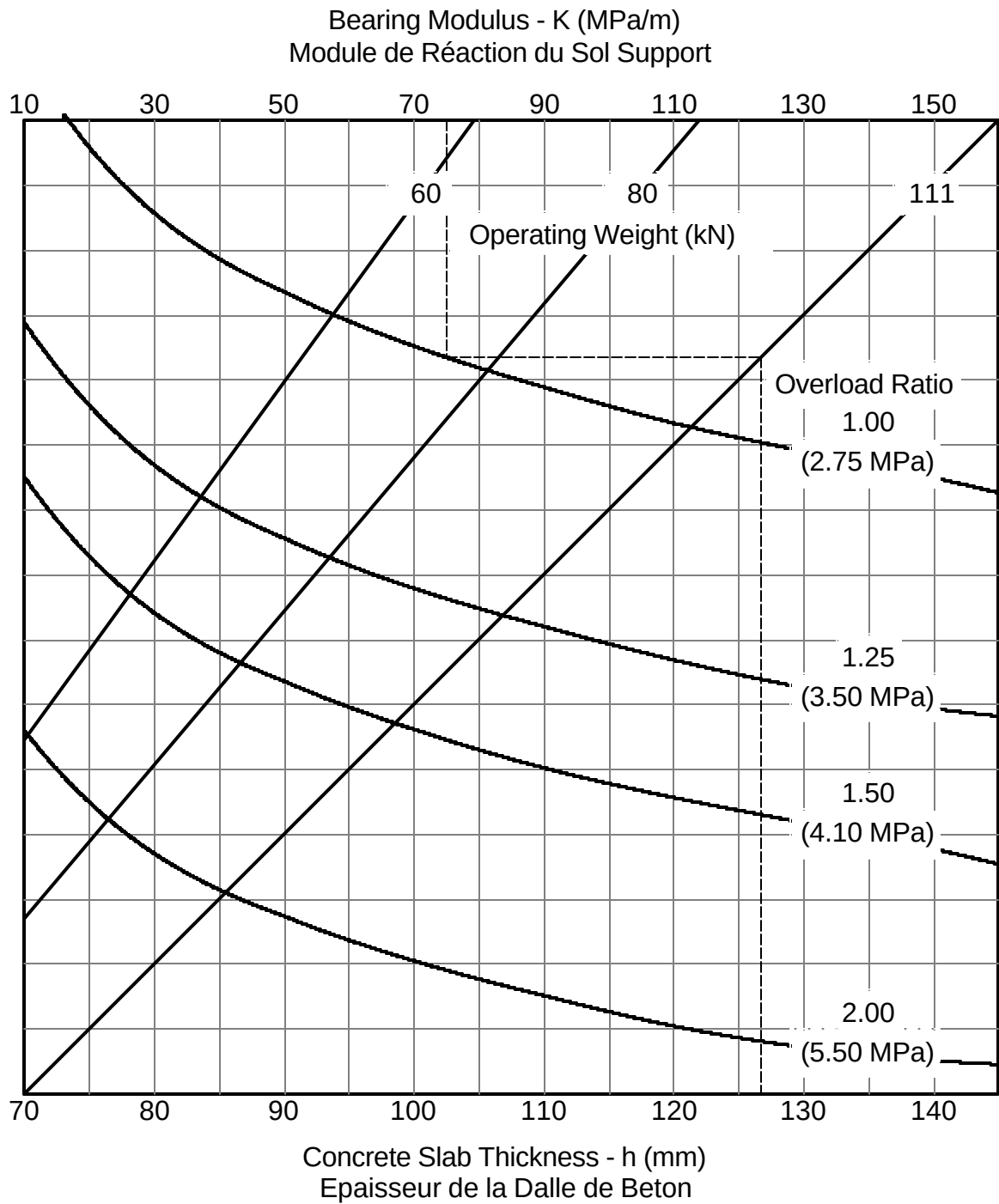
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Fokker F28 Fellowship	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	550 mm	
Tire Pressure (MPa) Pression des Pneus	0.53		



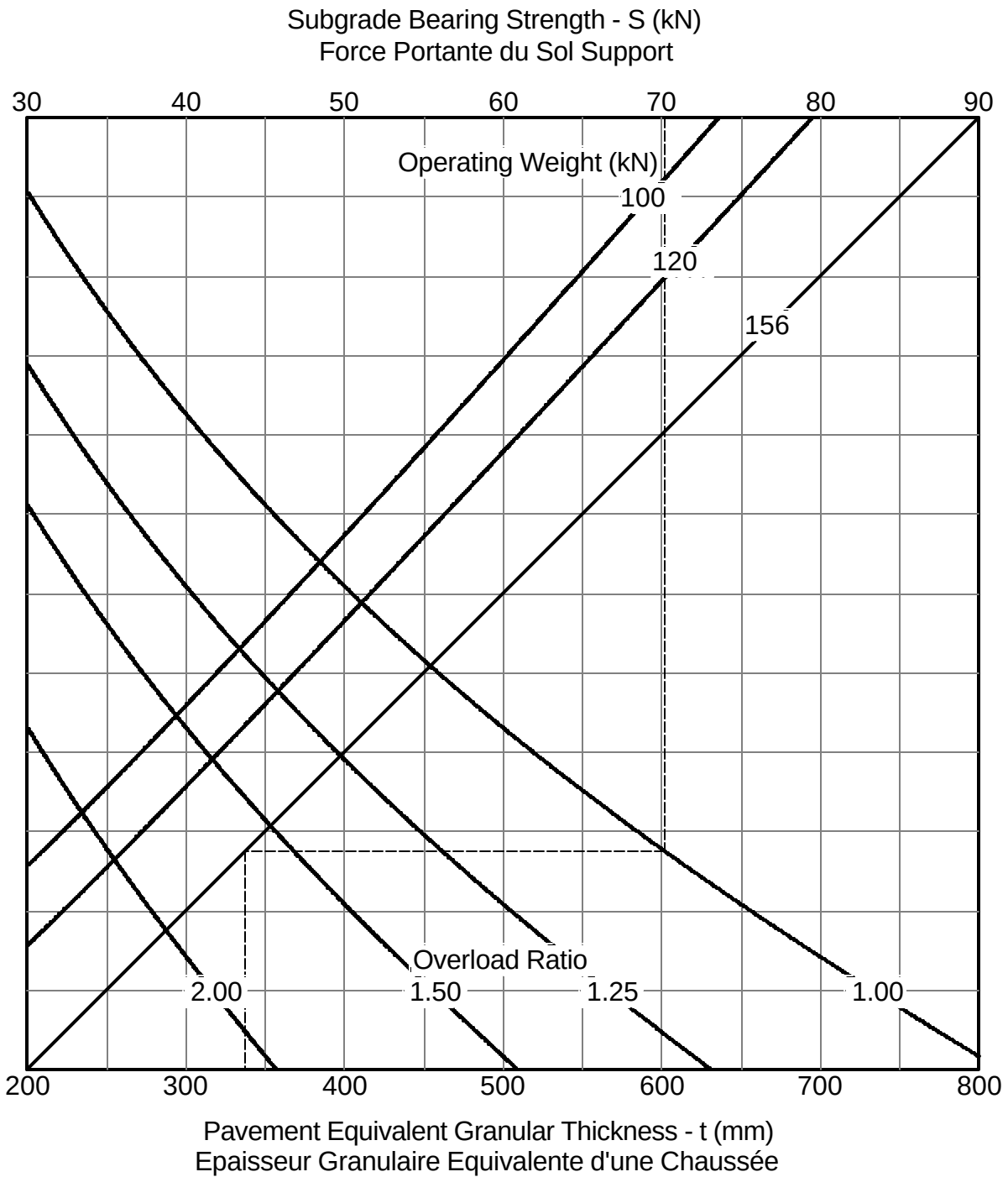
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream G100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



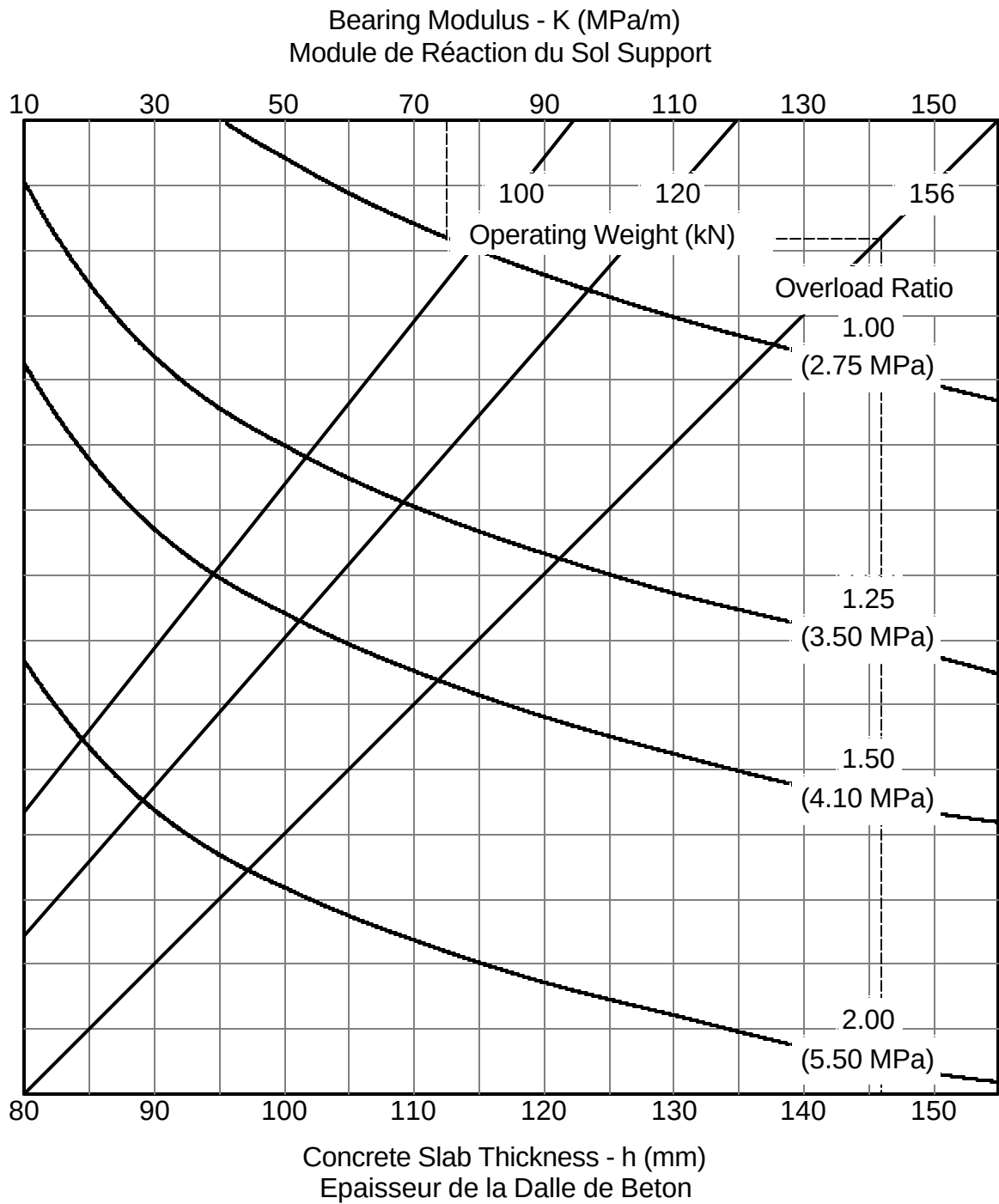
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream G100	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



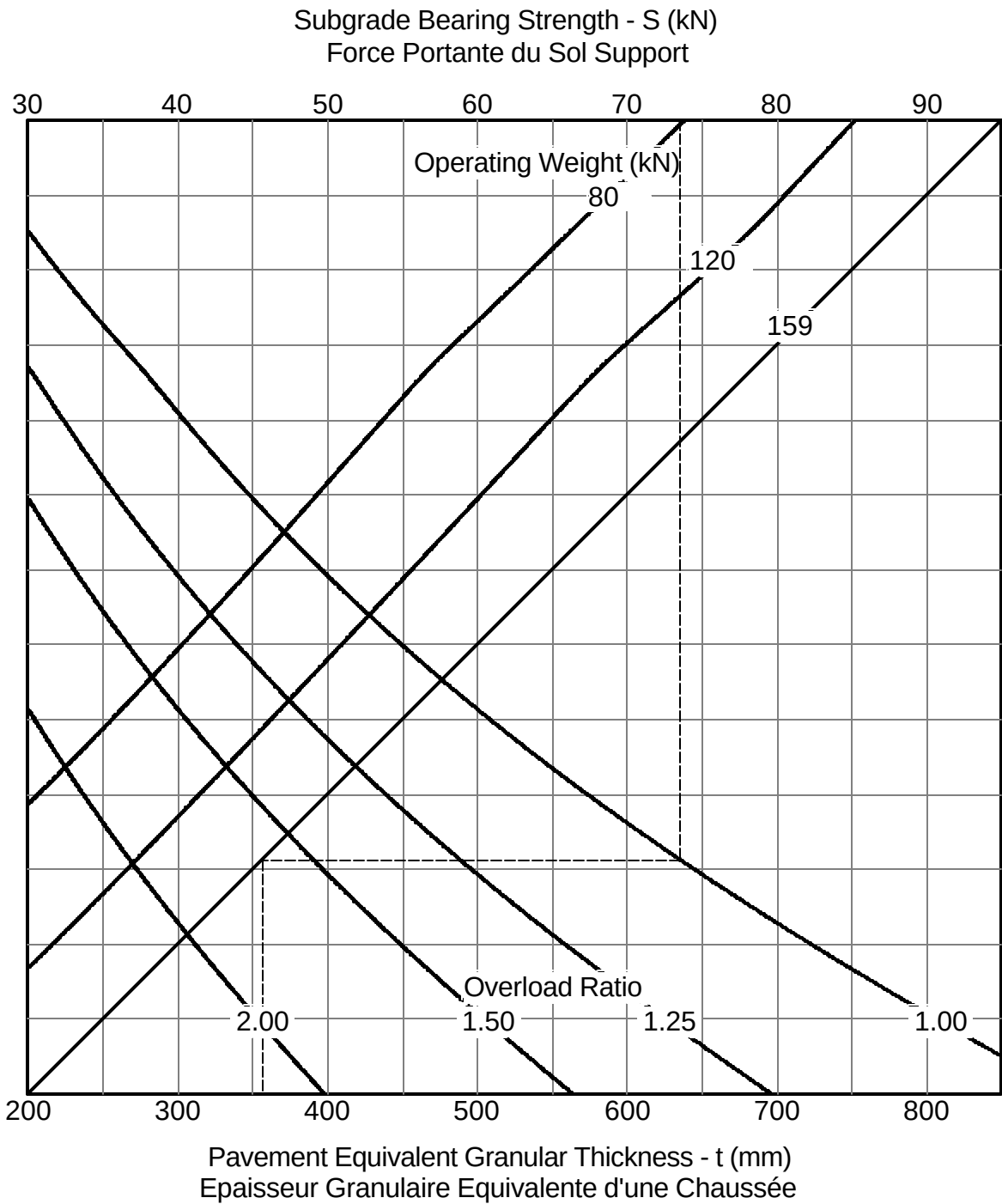
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream G159	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



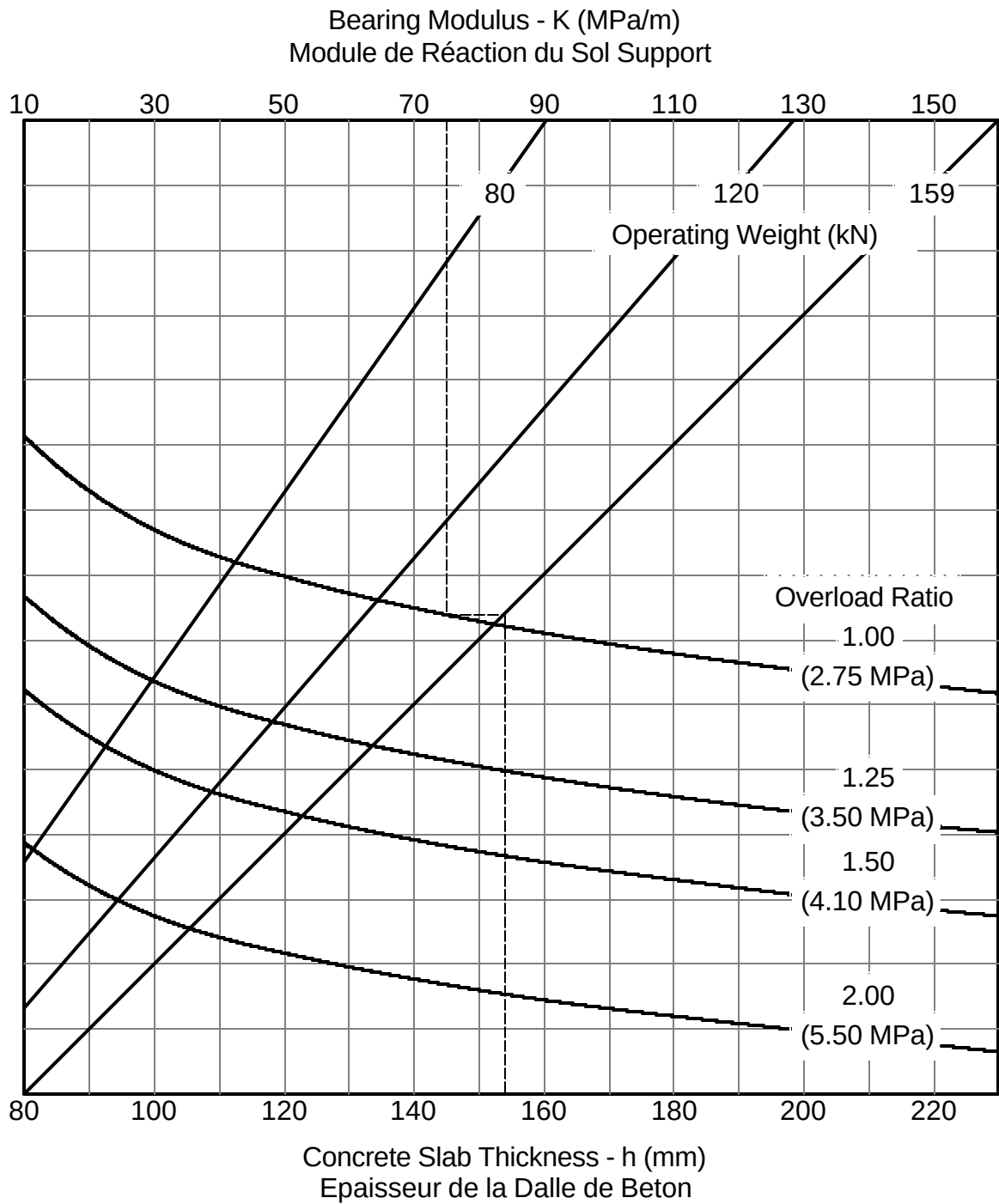
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream G159	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	420 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



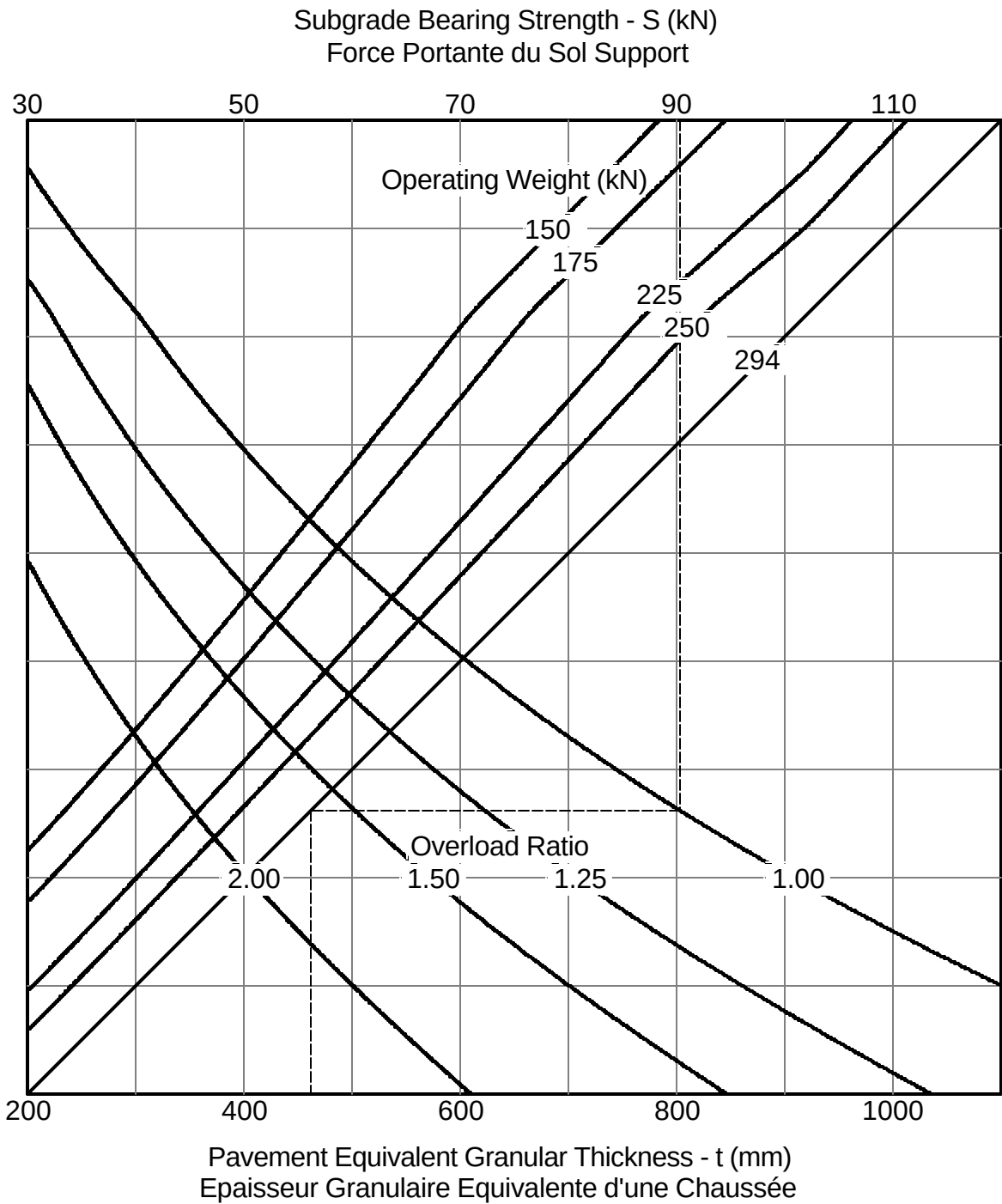
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream G200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



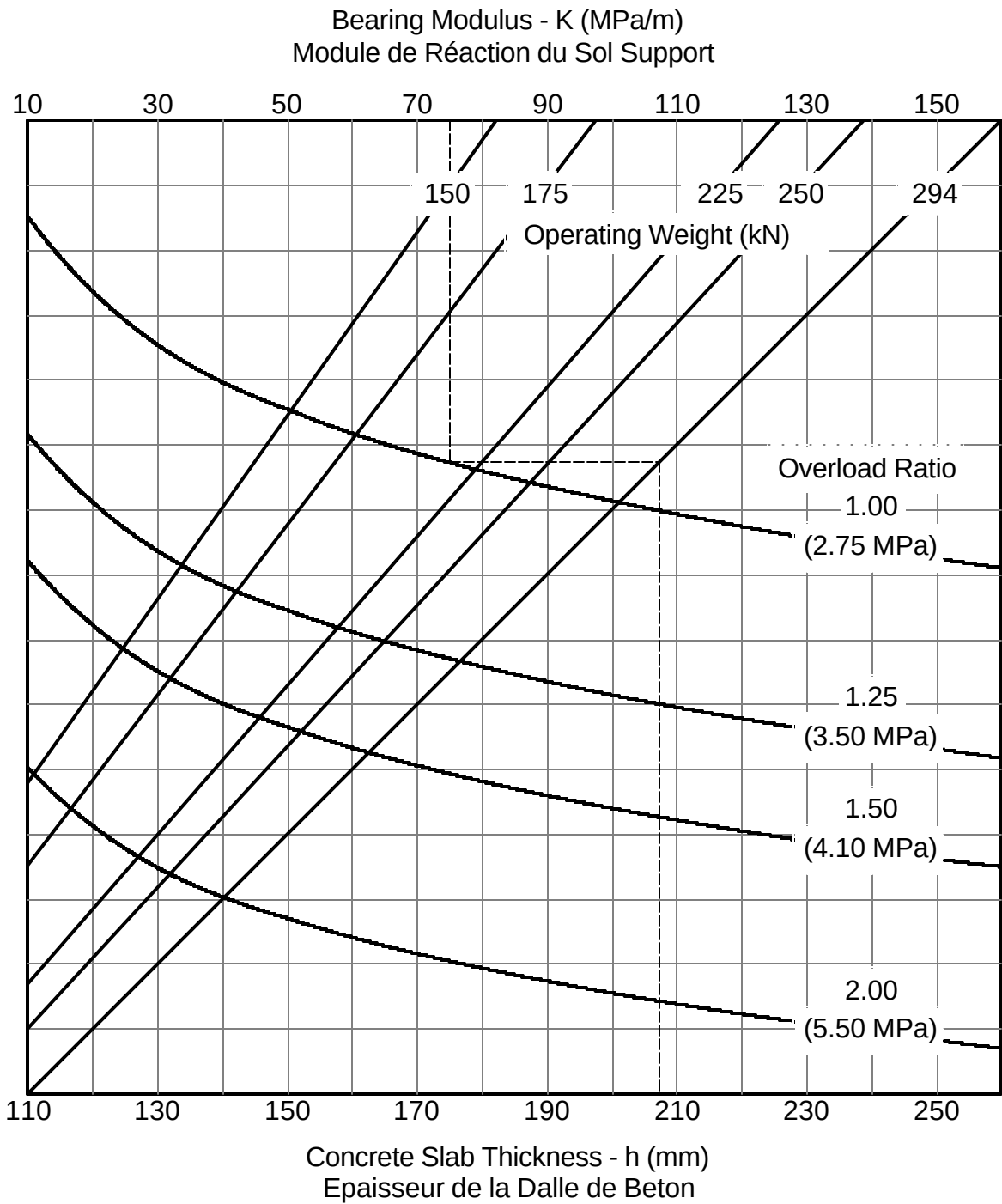
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream G200	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	340 mm	
Tire Pressure (MPa) Pression des Pneus	0.86		



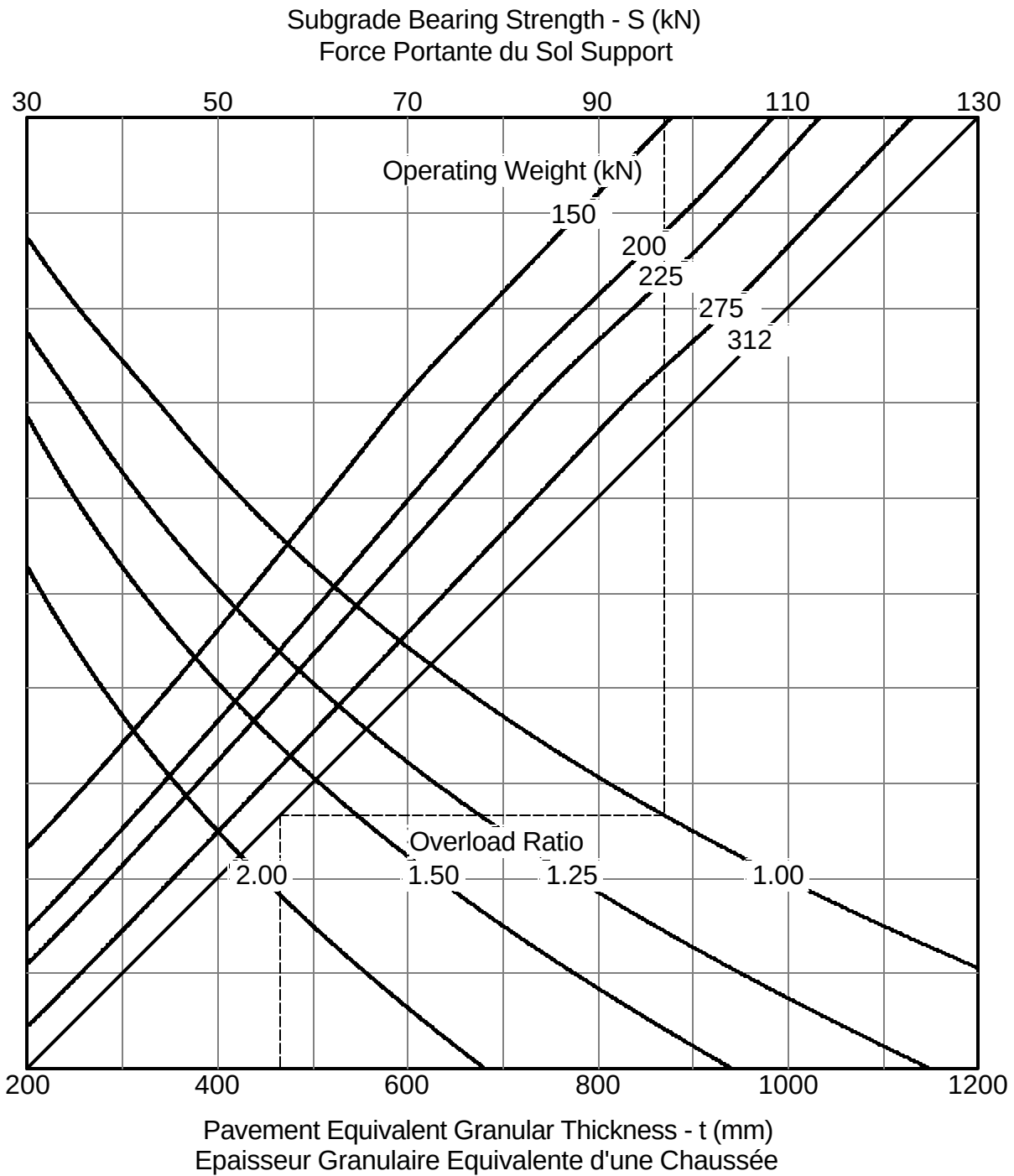
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream II	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



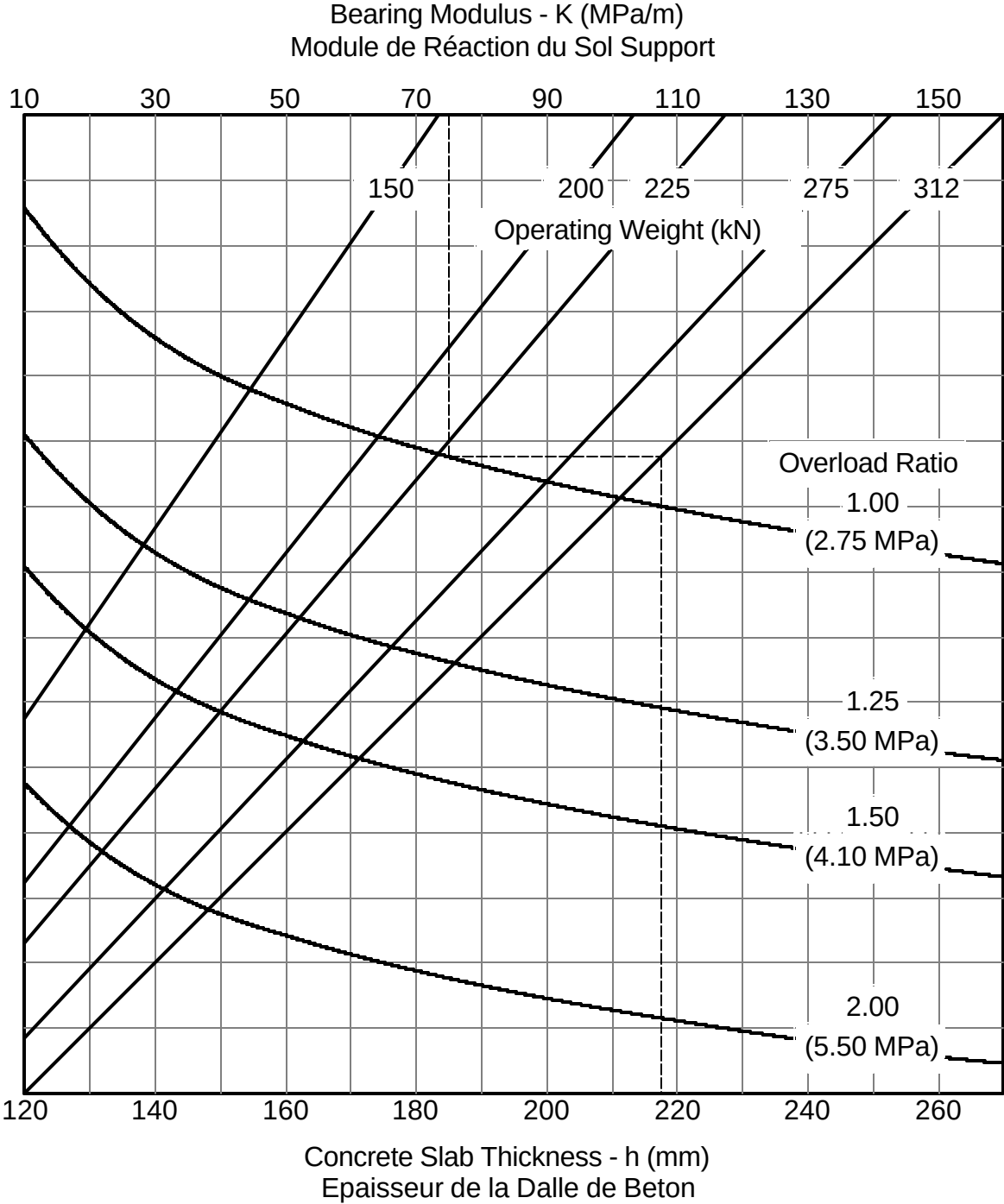
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream II	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.04		



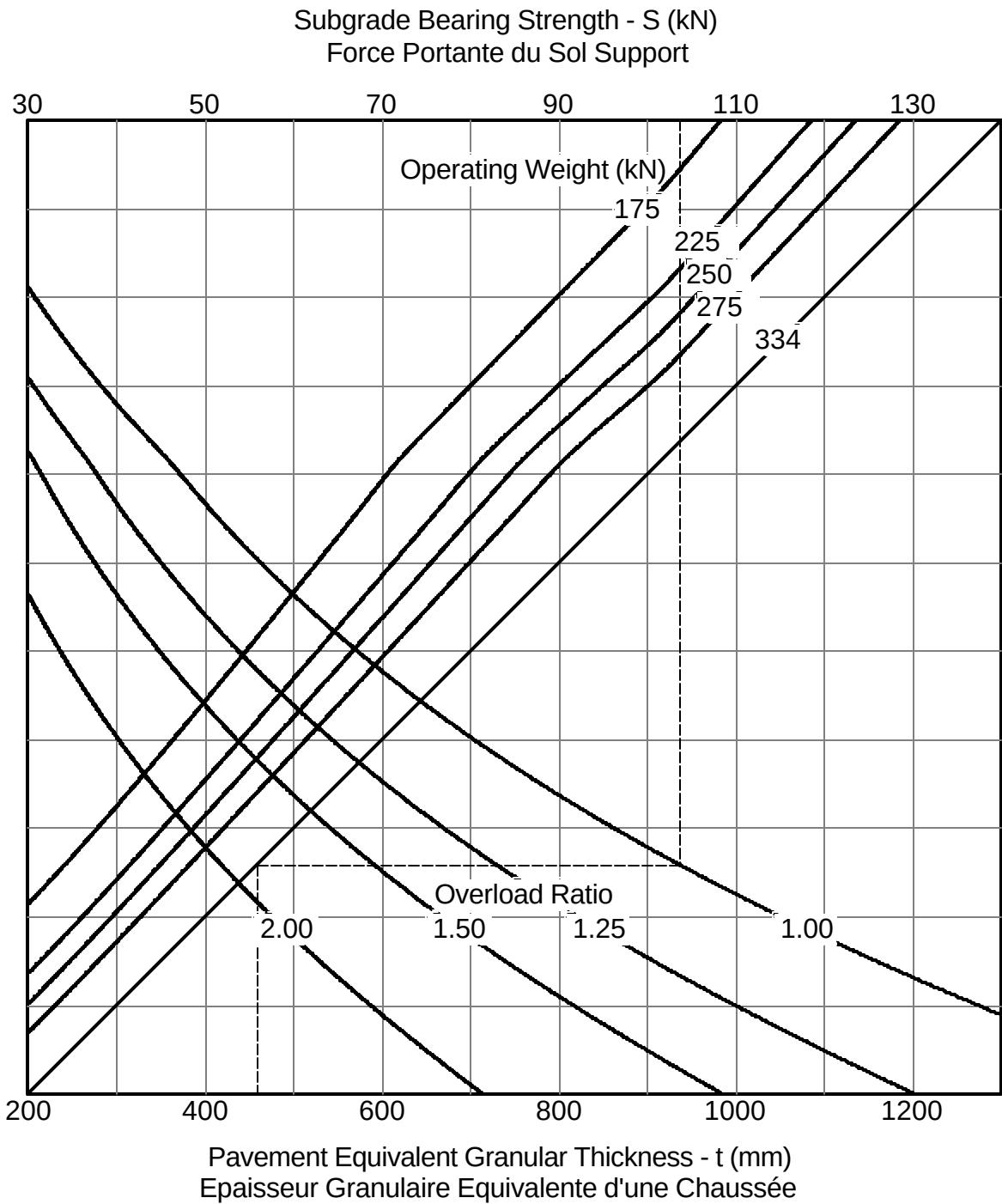
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream III	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



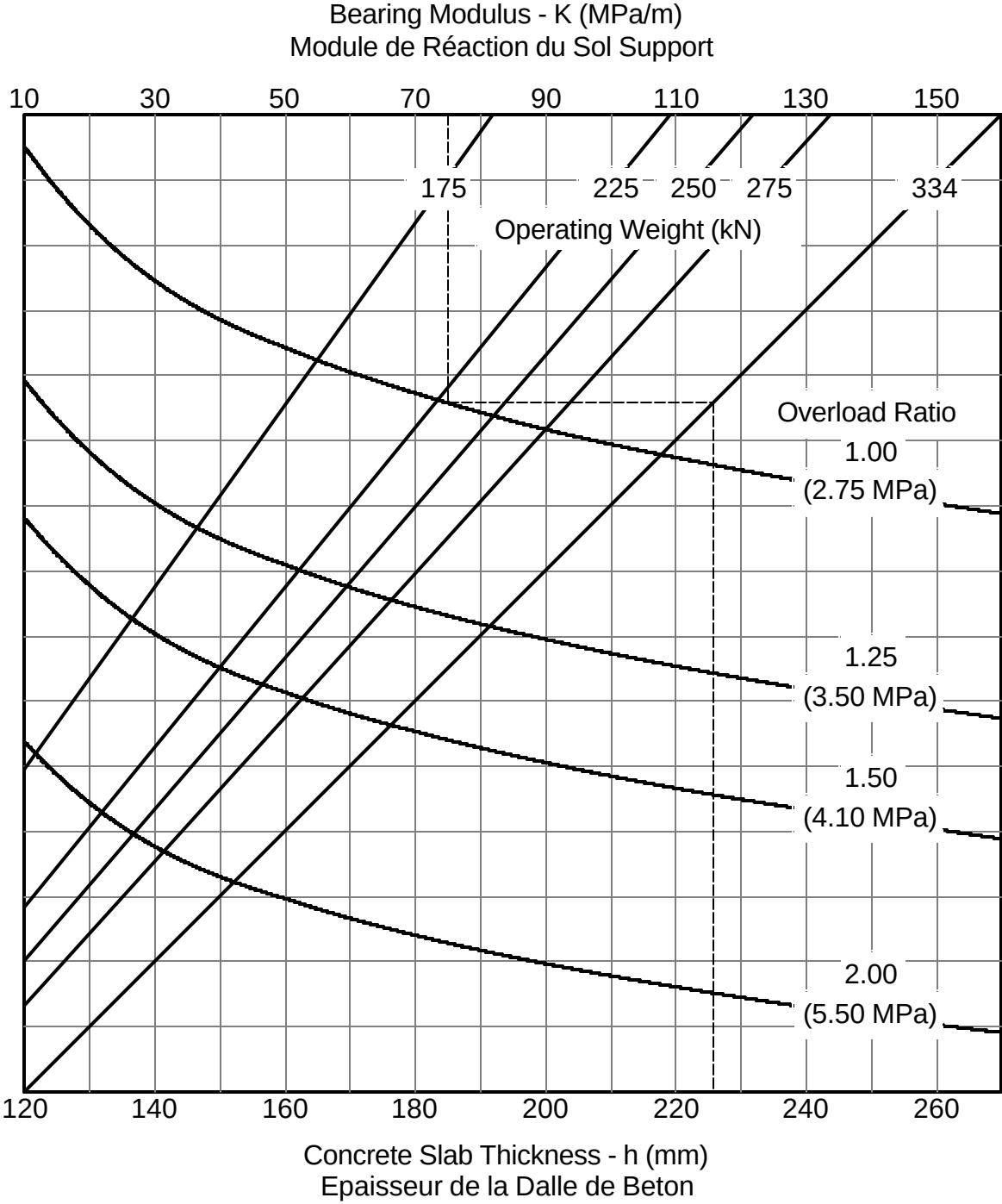
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream III	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



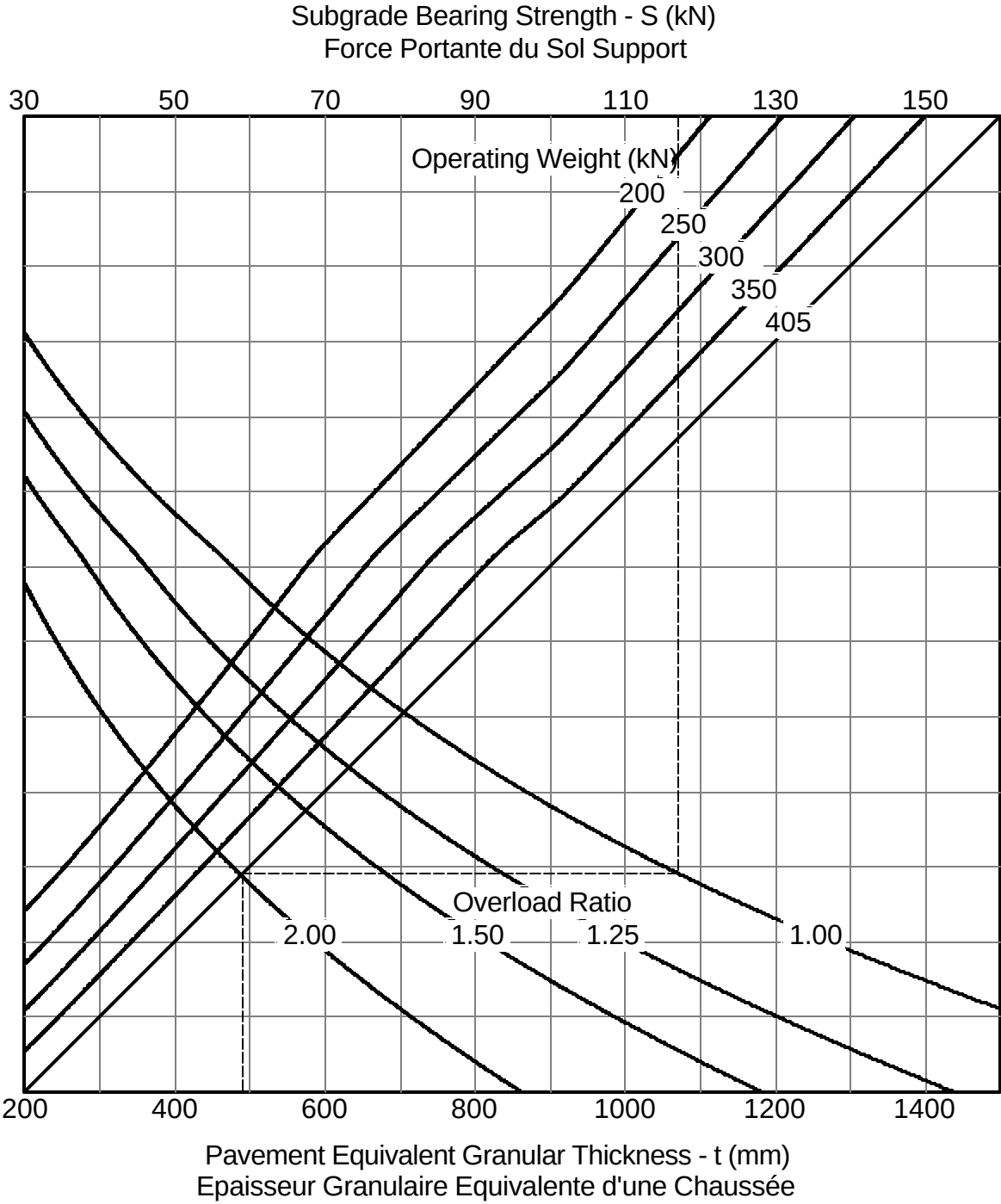
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream IV	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



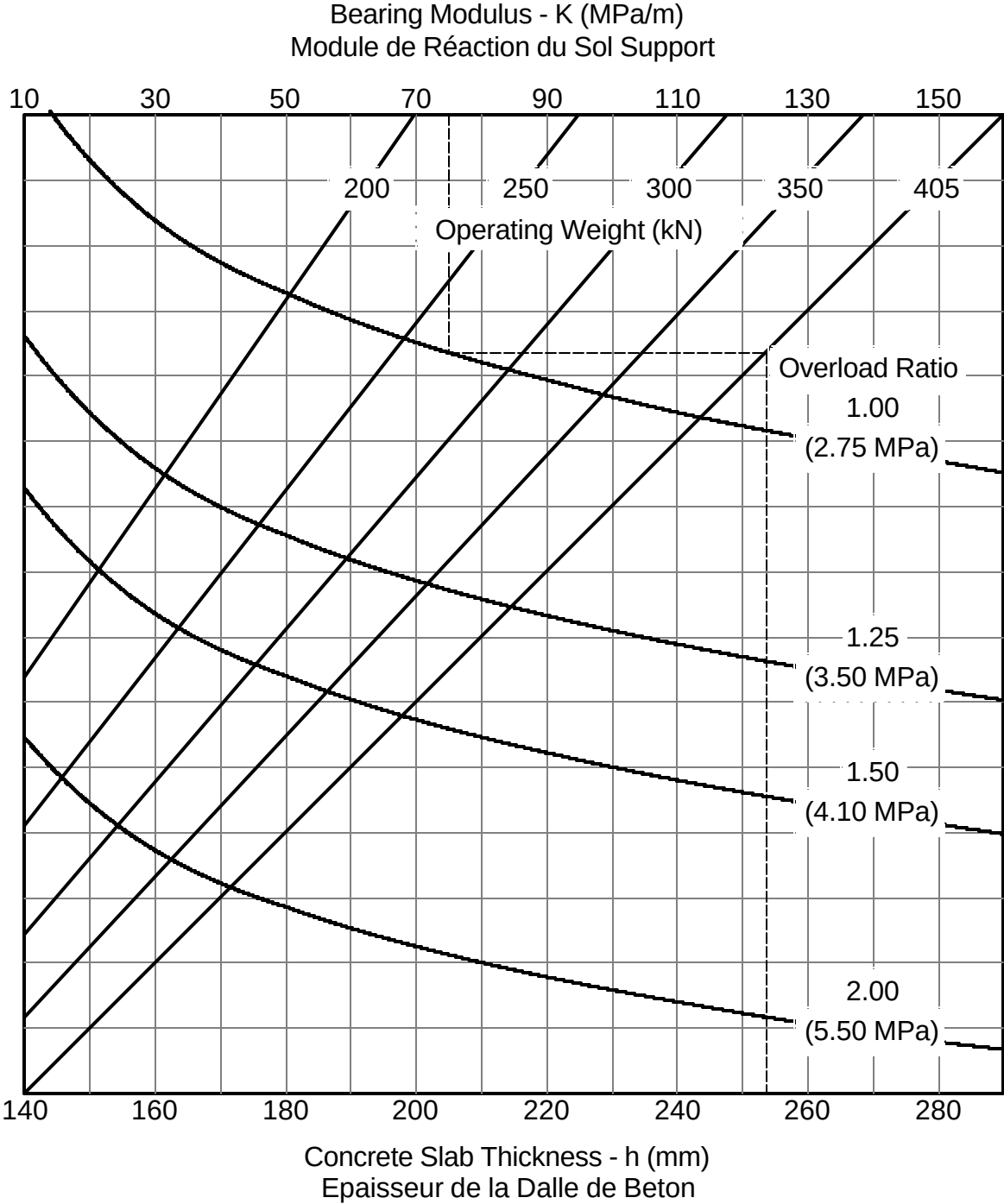
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream IV	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.21		



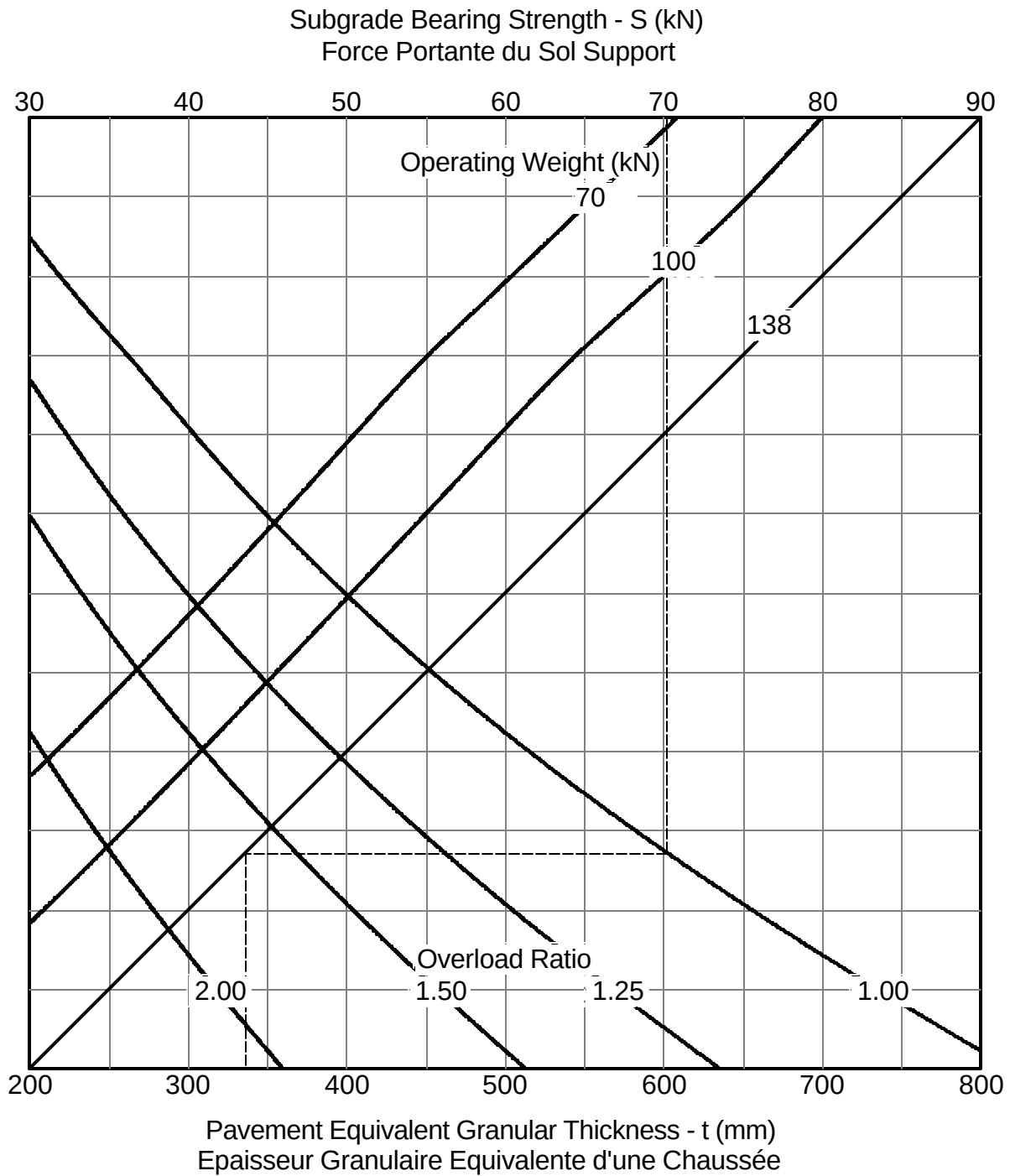
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Gulfstream V	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.37		



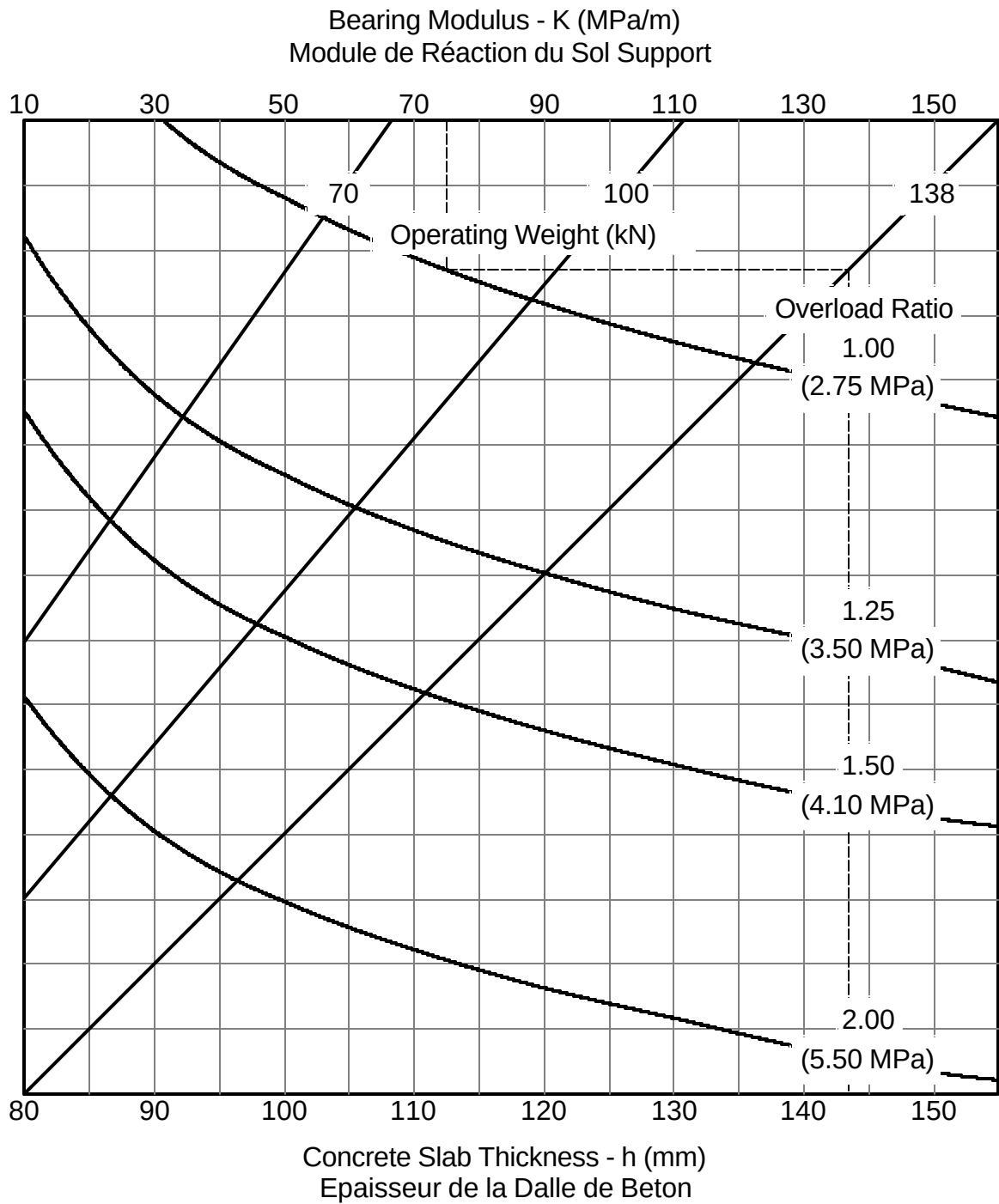
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Gulfstream V	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	1.37		



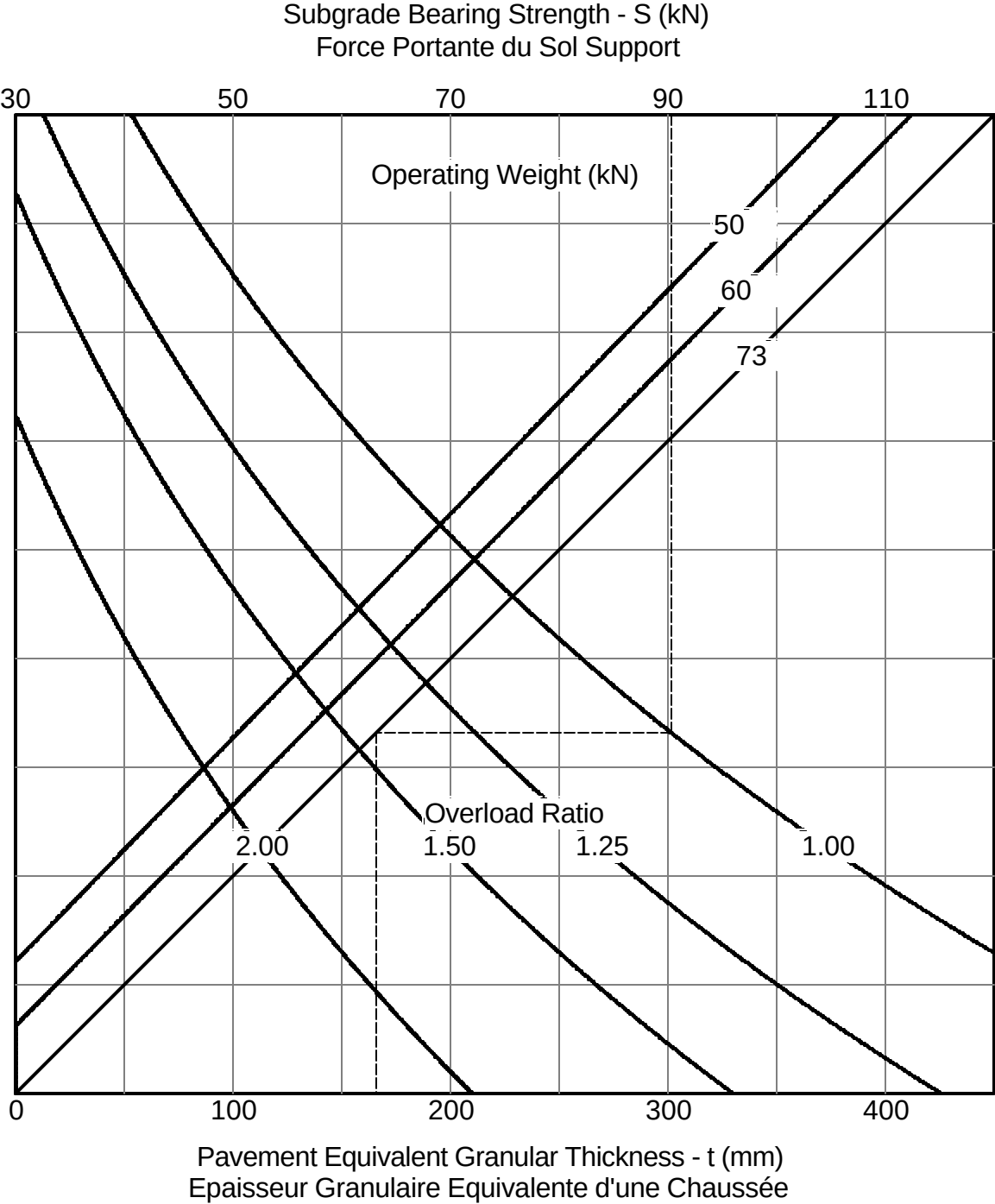
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hawker 1000 (BAe 1000A)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



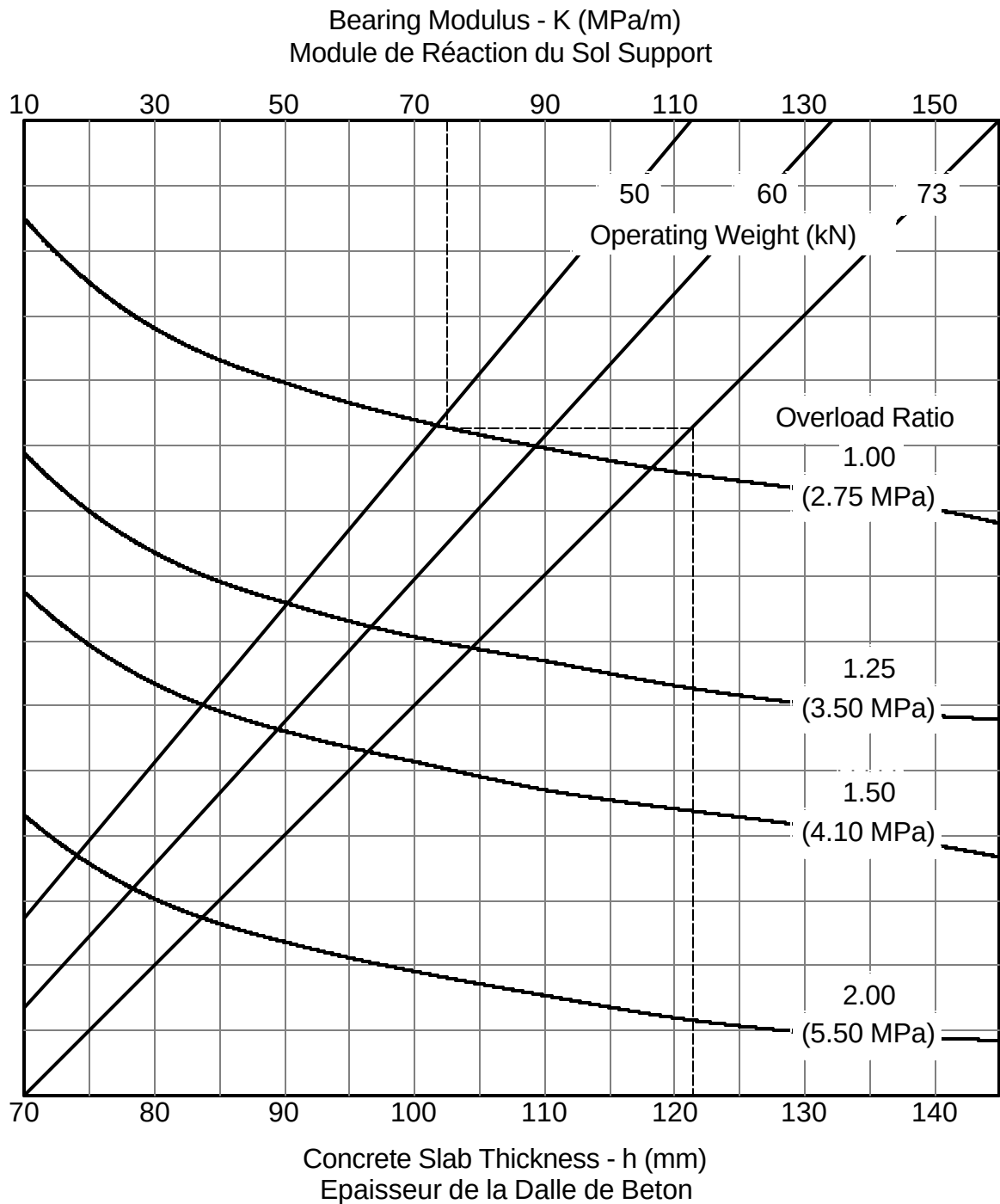
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hawker 1000 (BAe 1000A)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



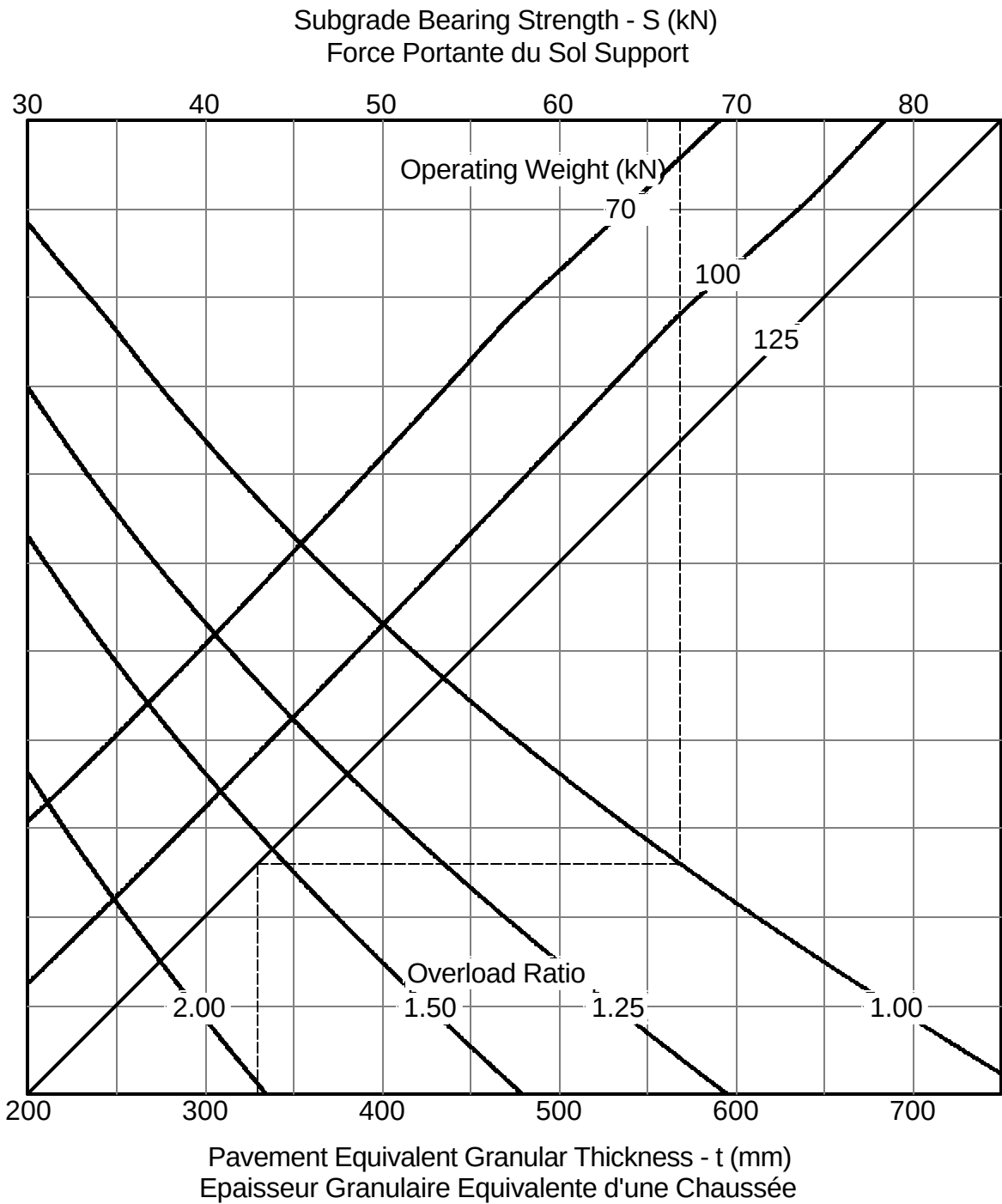
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hawker 400 XP (Beech 400A)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.86	



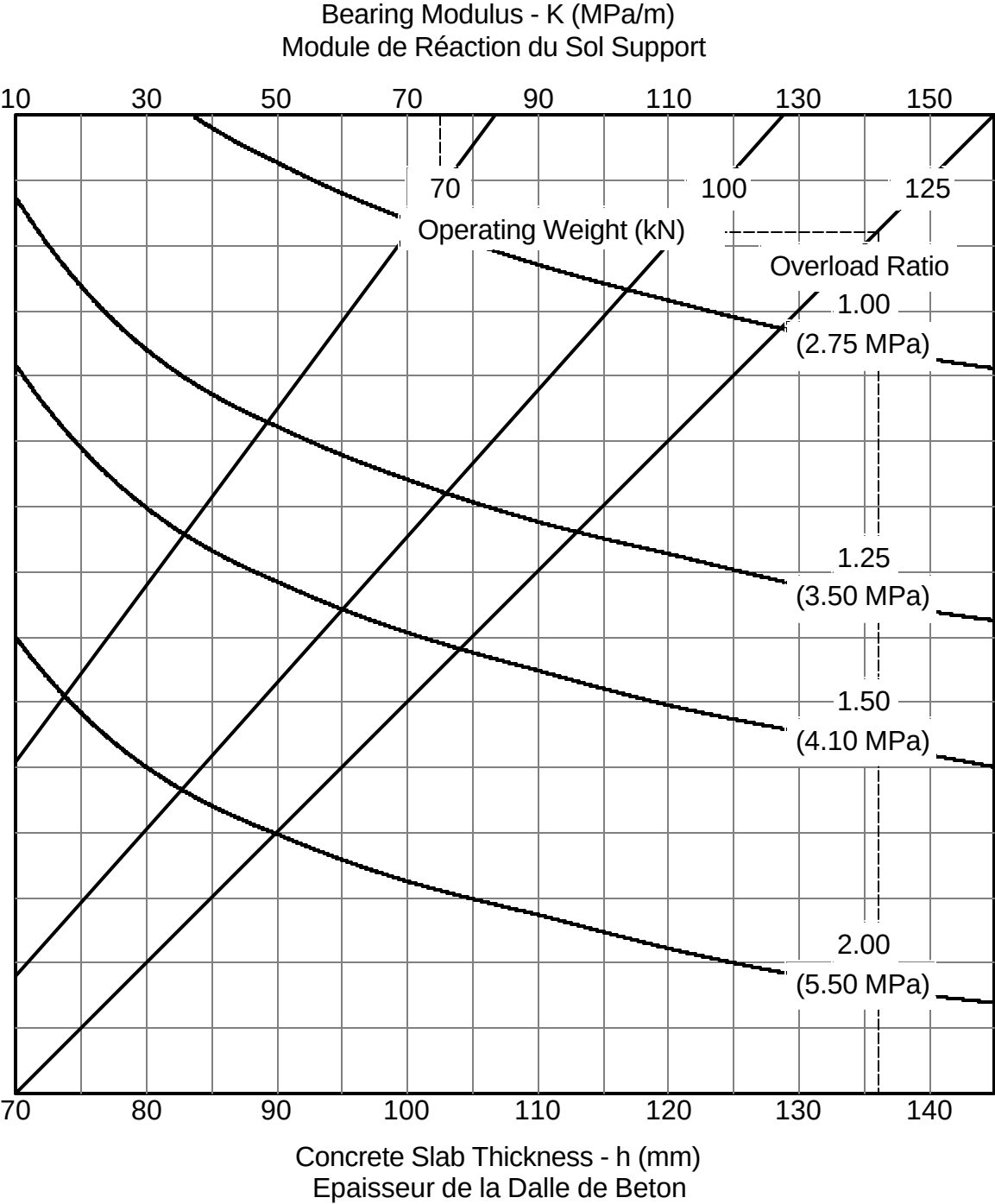
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hawker 400 XP (Beech 400A)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.86	



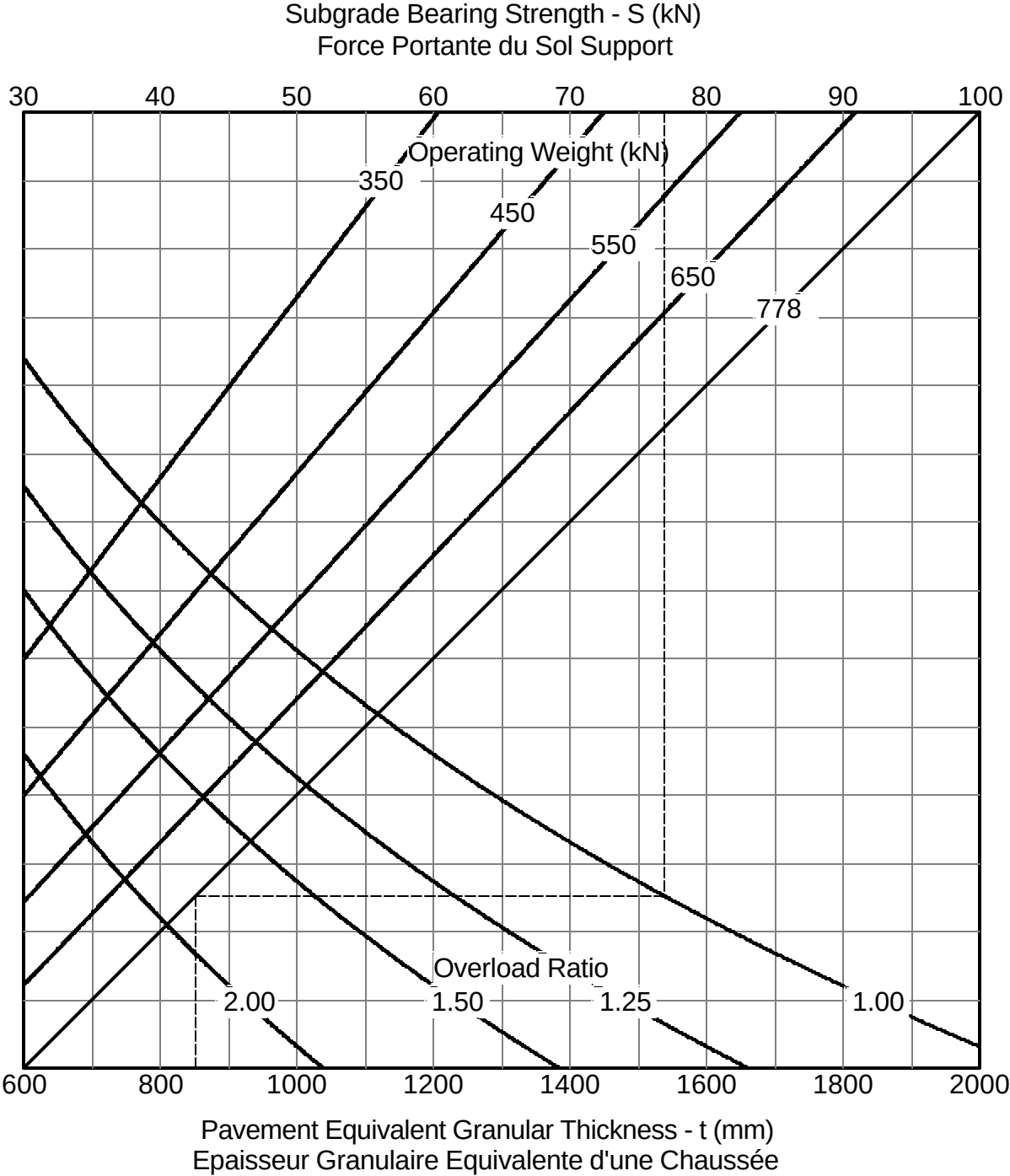
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hawker 800, 800XP	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



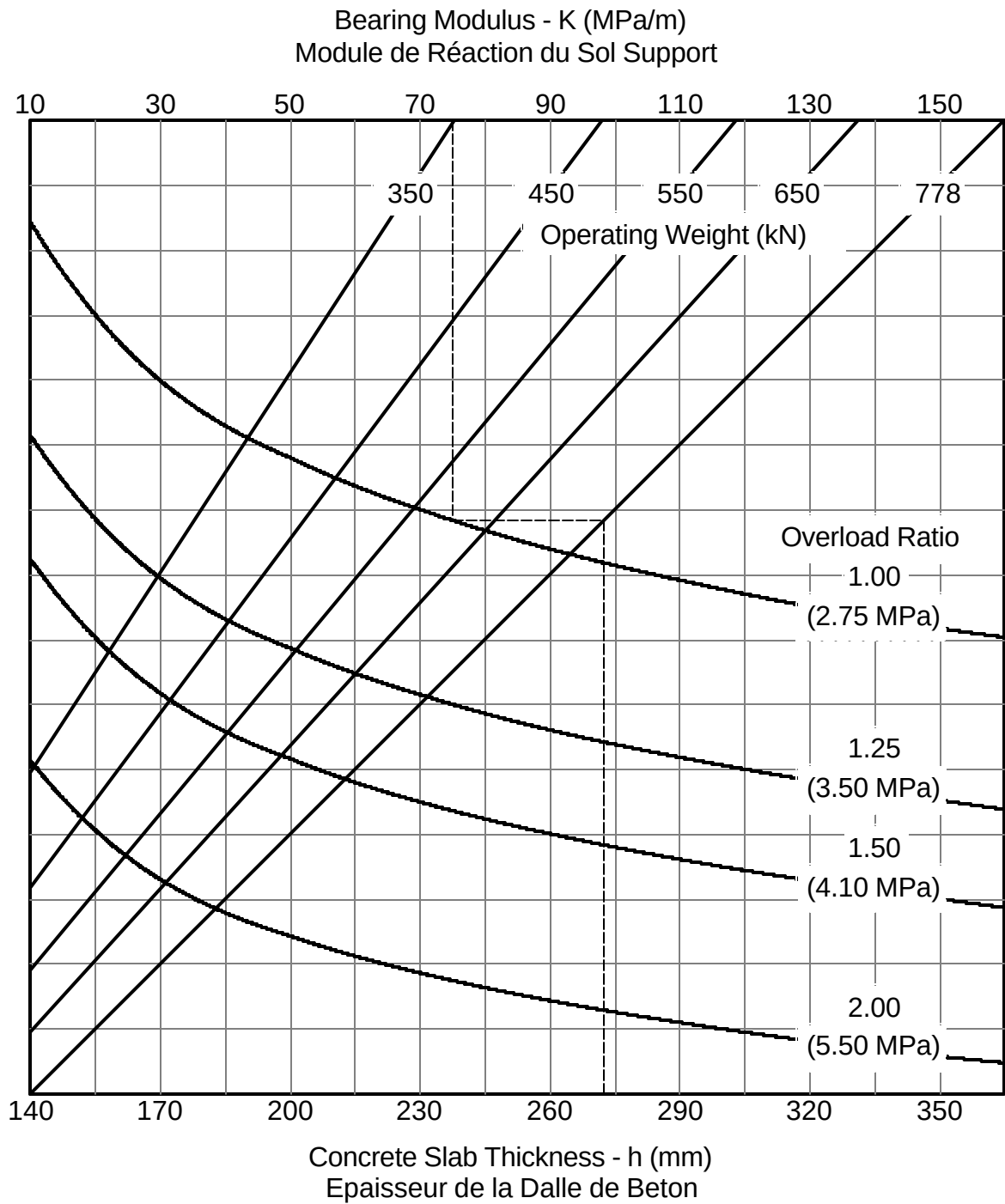
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hawker 800, 800XP	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



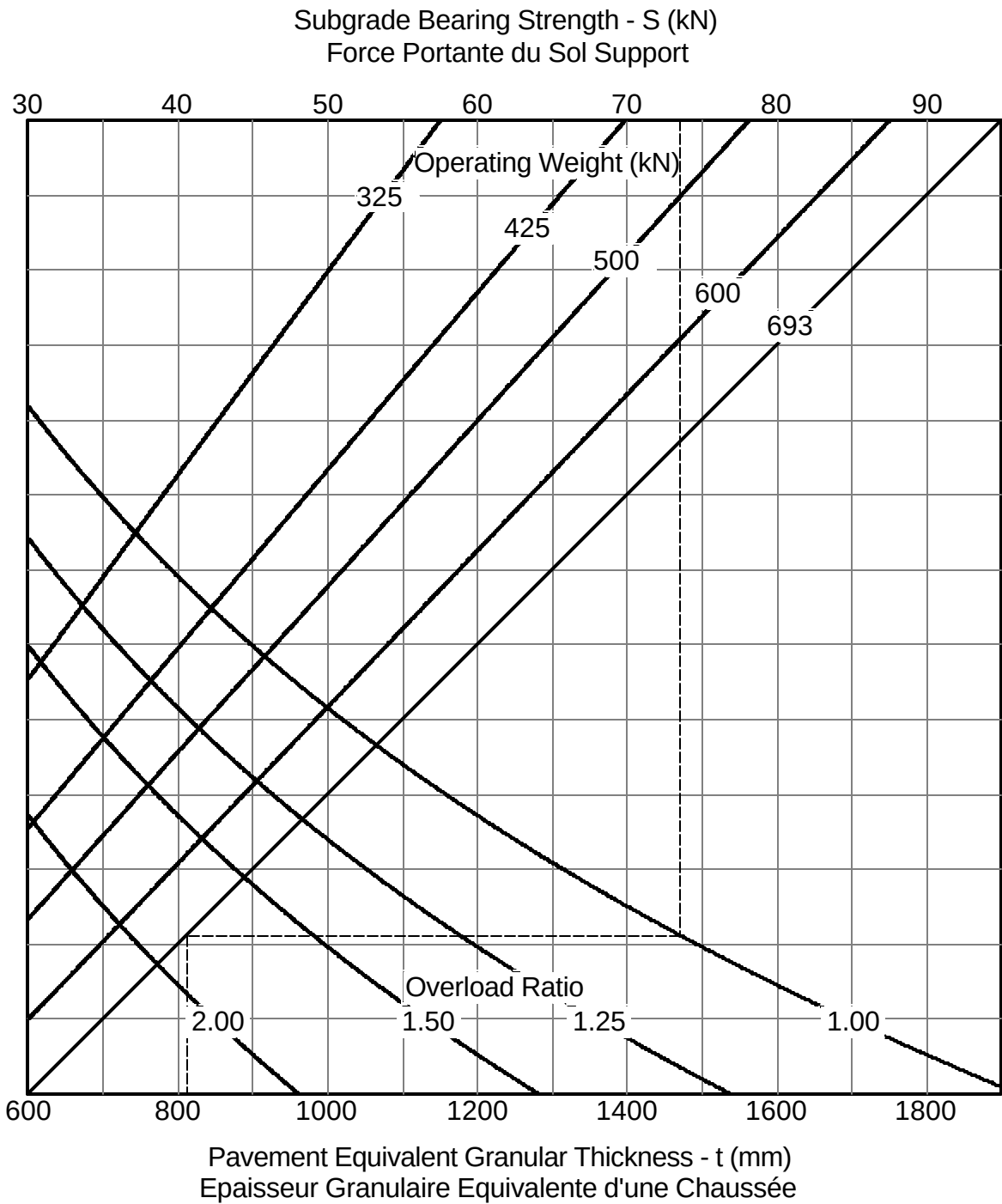
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hercules C-130 (Military)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.67		



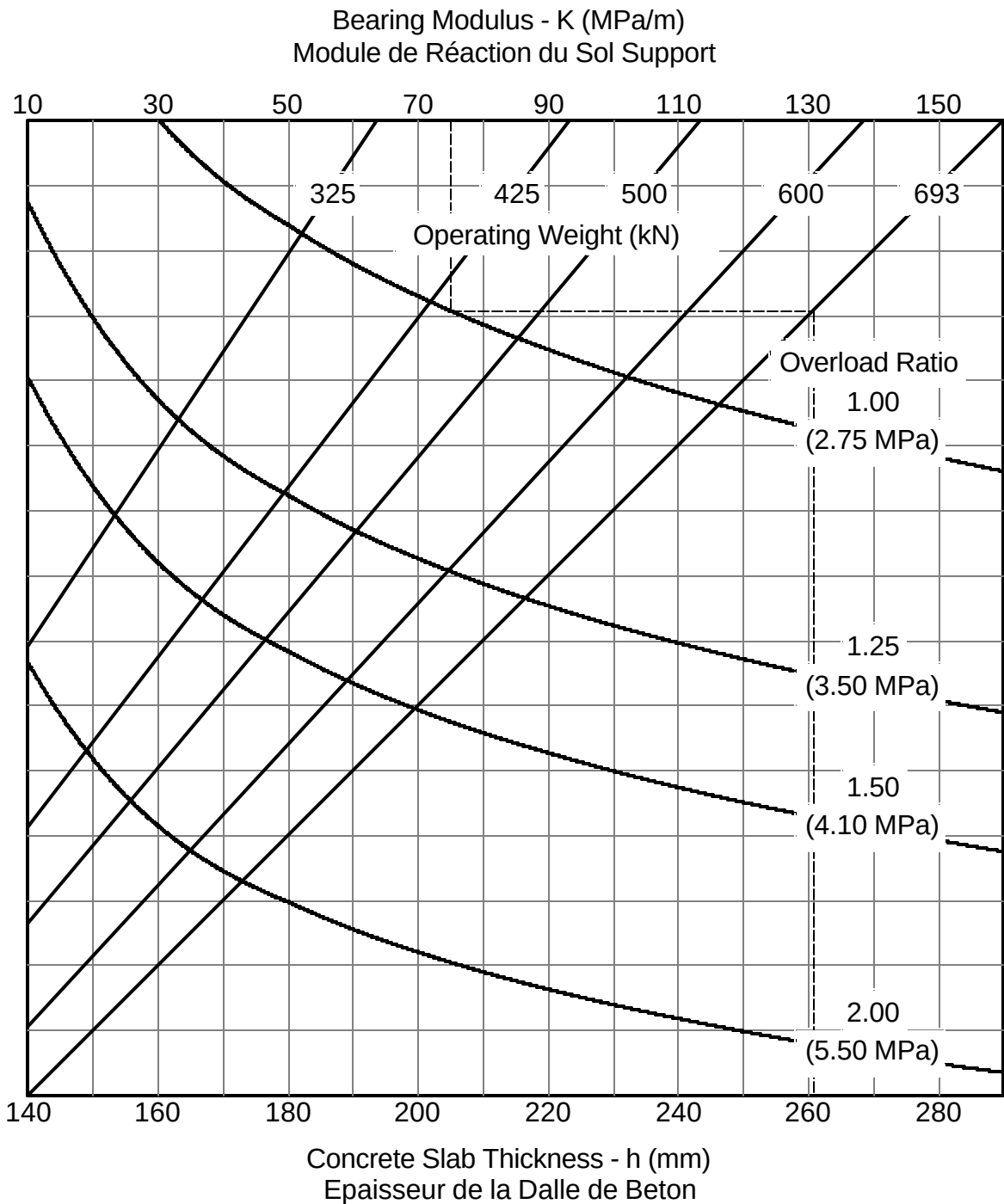
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hercules C-130 (Military)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.67		



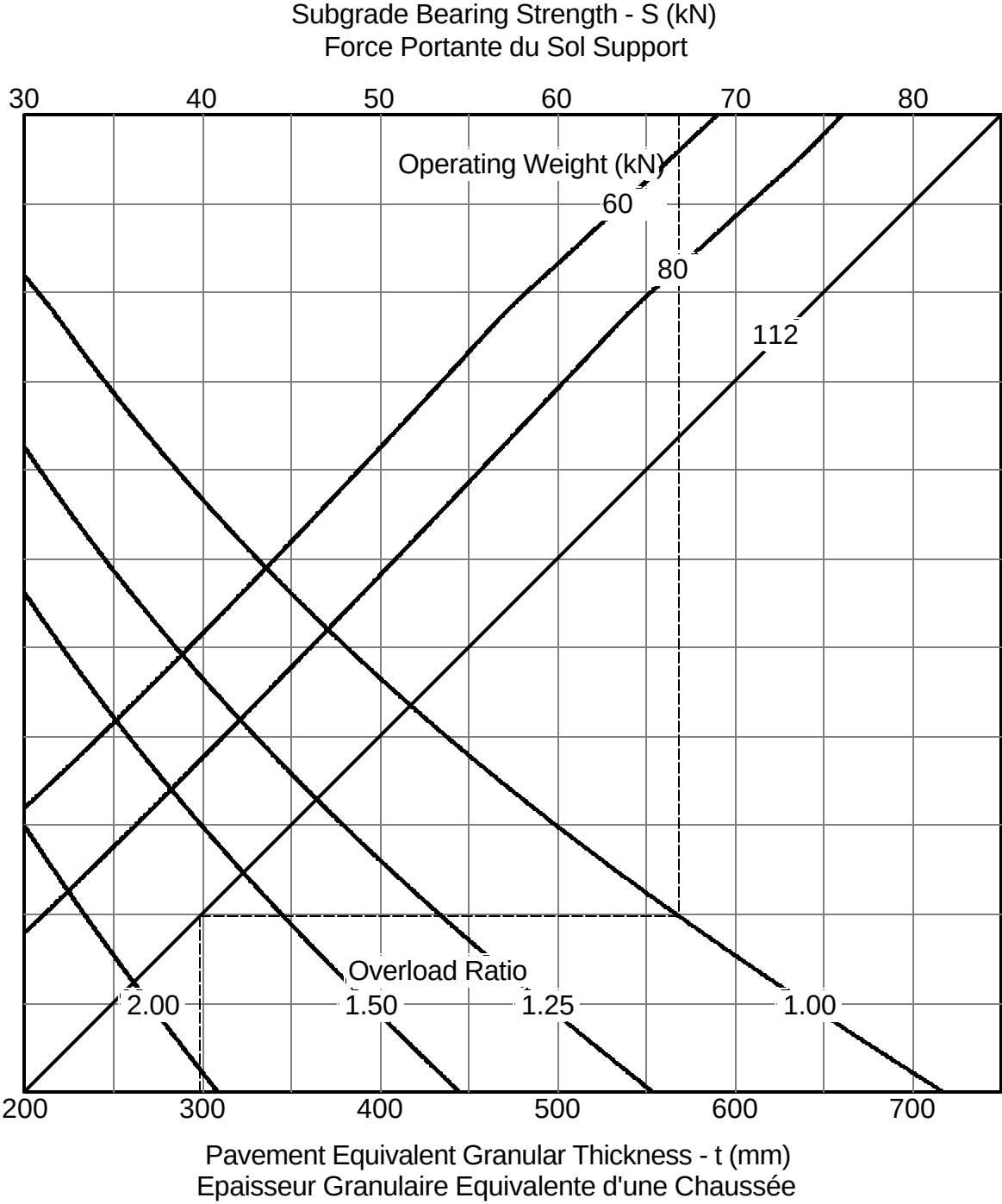
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Hercules L-100 (Commercial)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.74		



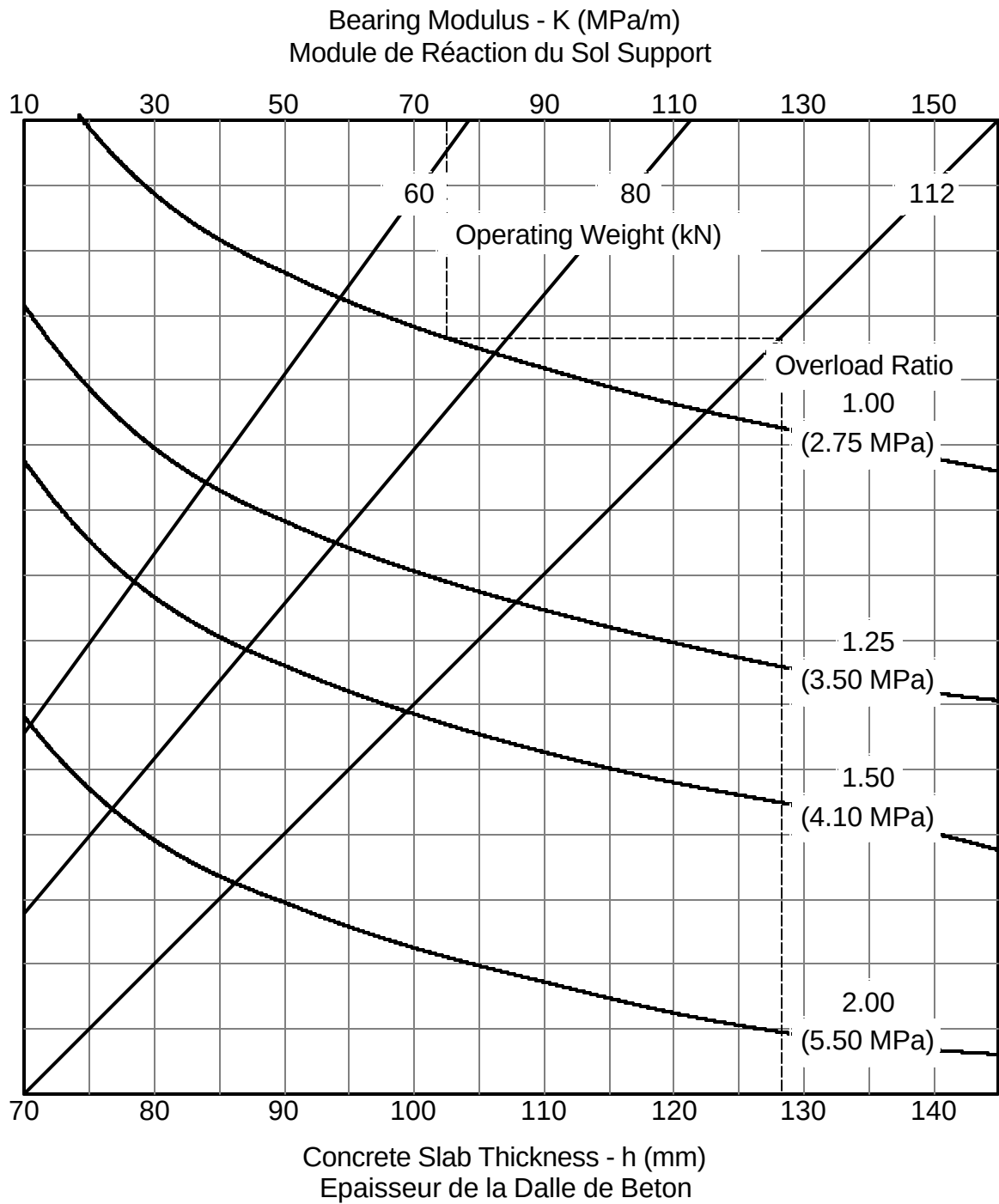
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Hercules L-100 (Commercial)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1524 mm 	
Tire Pressure (MPa) Pression des Pneus	0.74		



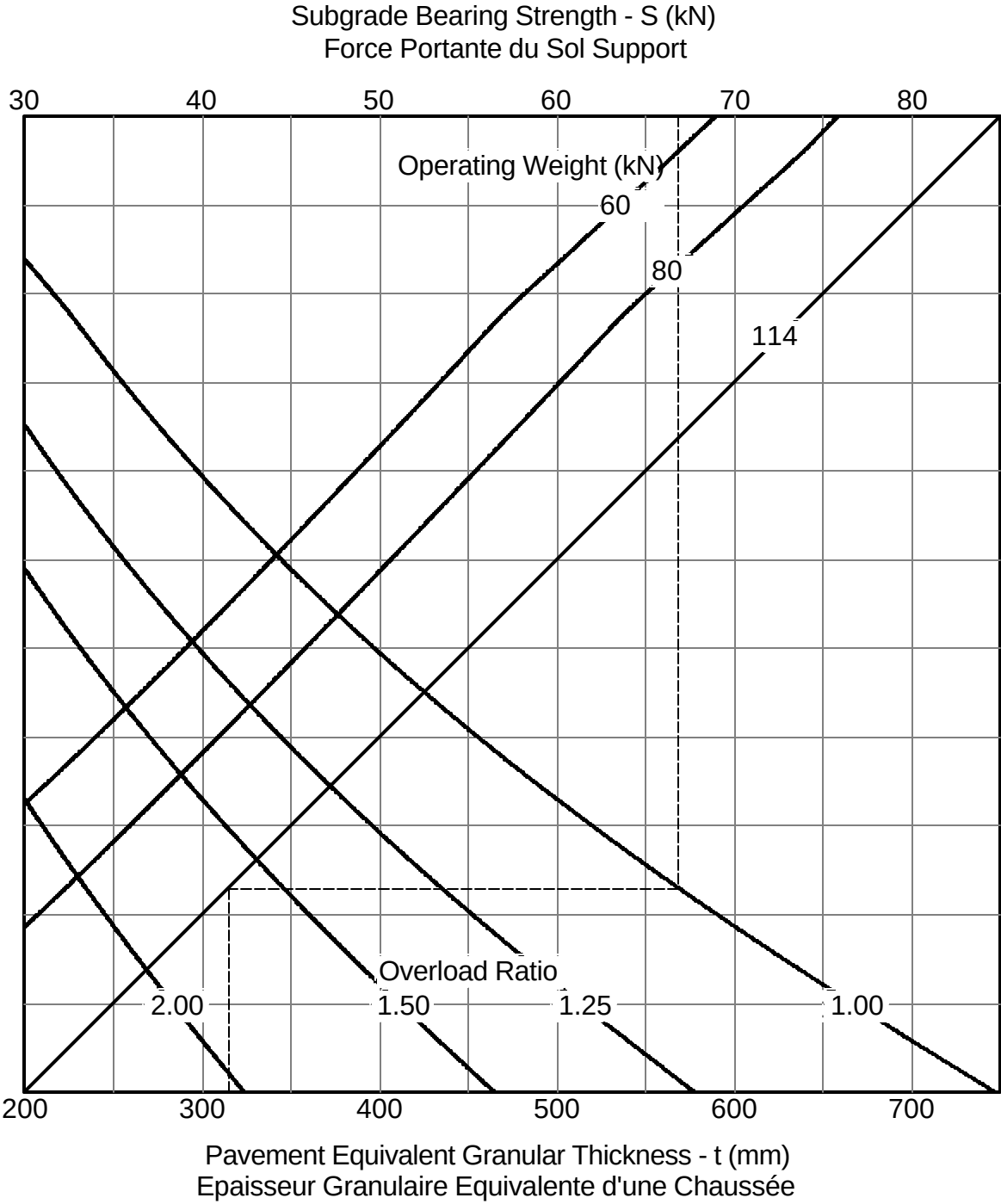
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		HS/BAe 125 (All Series to 600)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



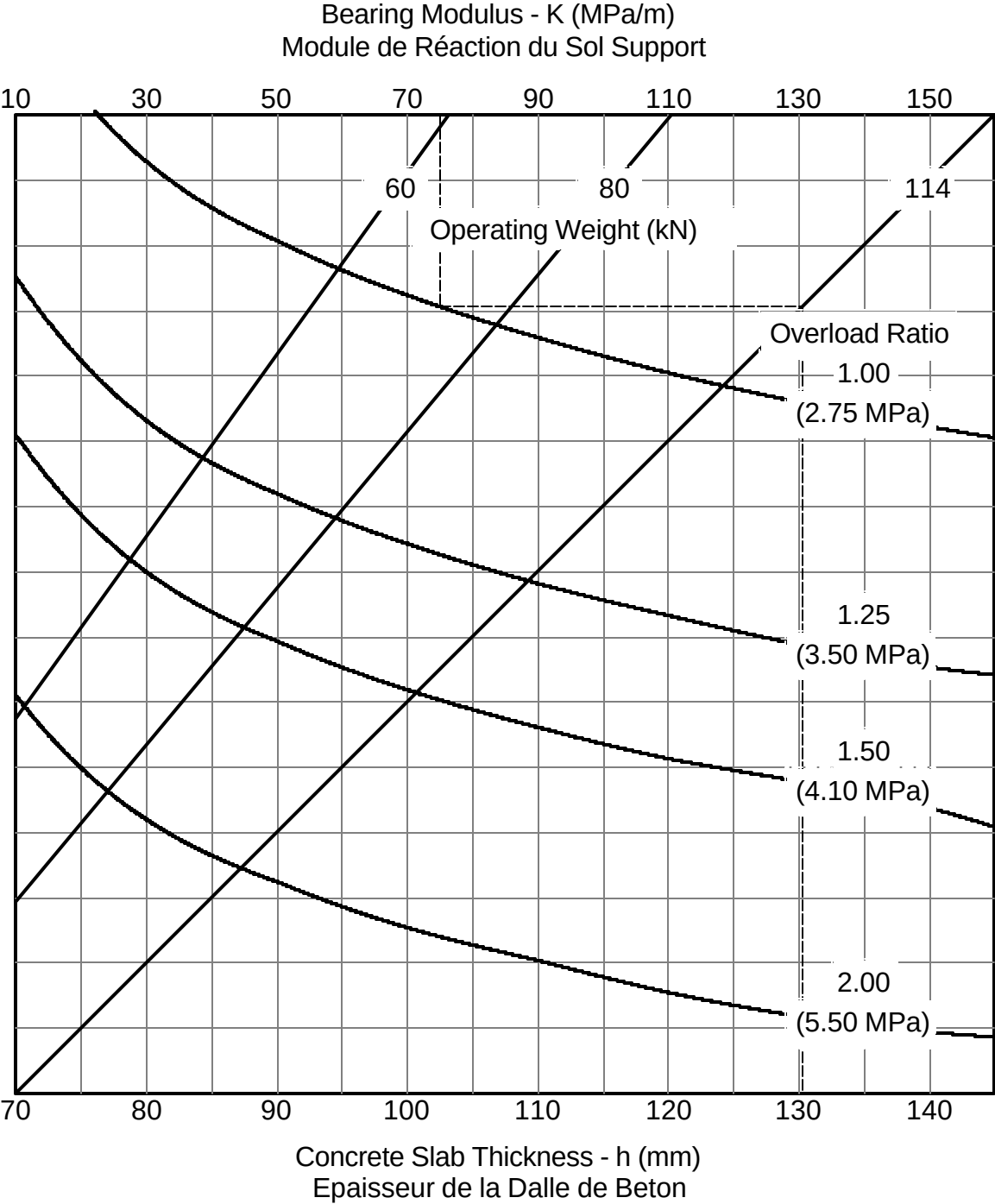
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		HS/BAe 125 (All Series to 600)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



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		

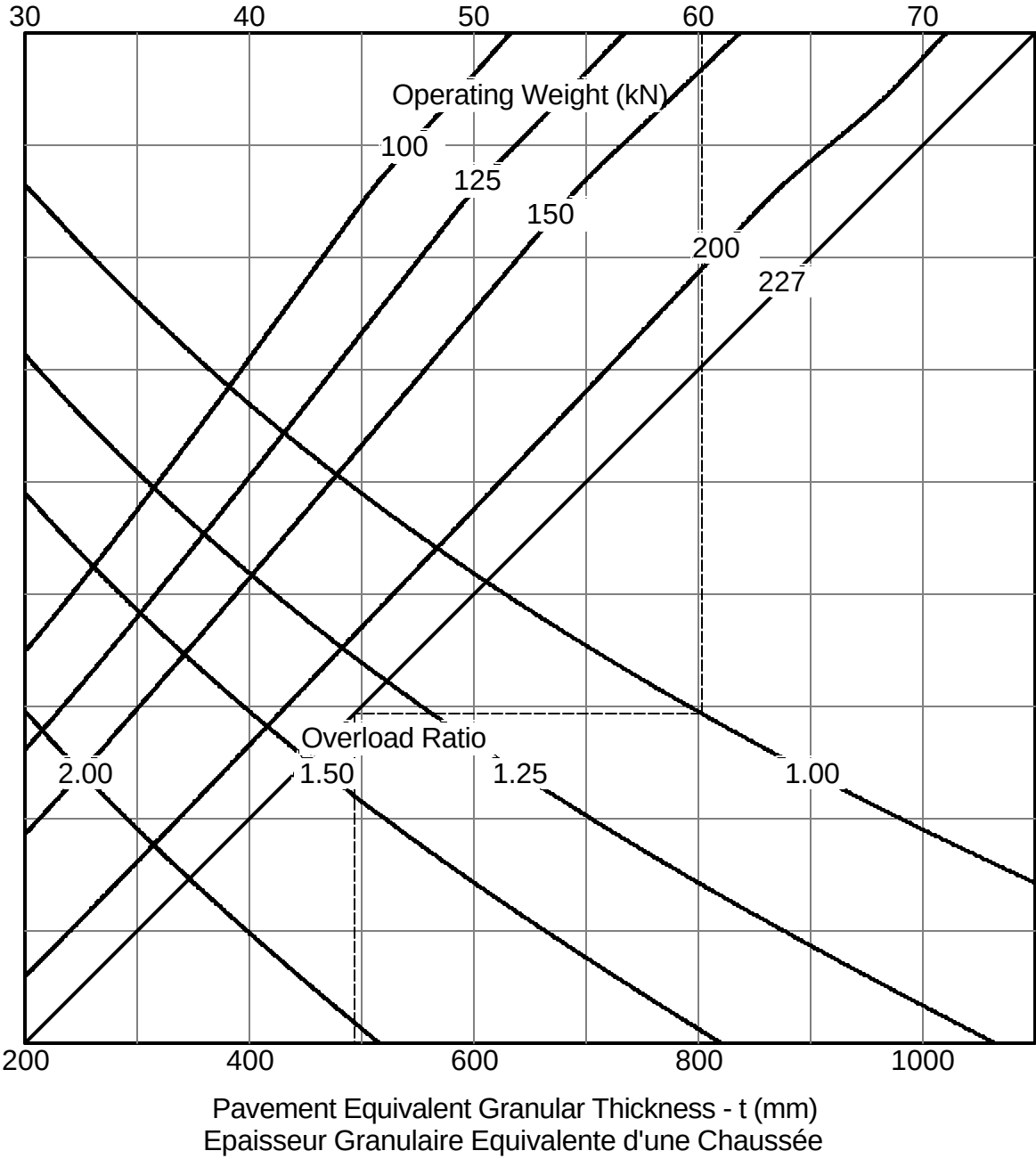


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		HS/BAe 700	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	320 mm	
Tire Pressure (MPa) Pression des Pneus	0.88		

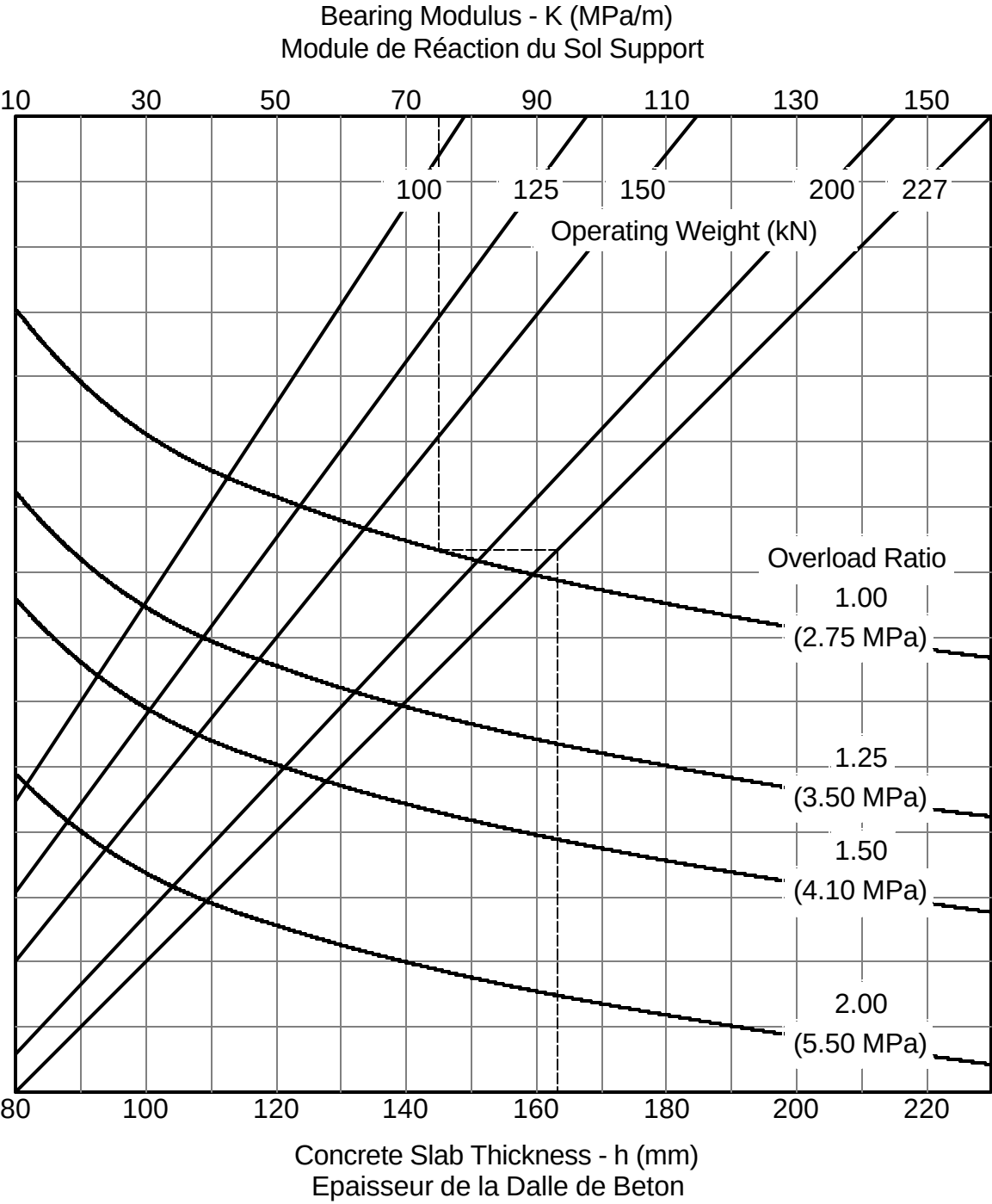


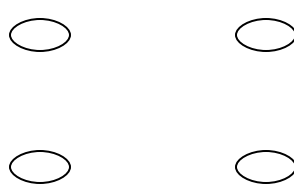
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		HS/BAe 748	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	480 mm	
Tire Pressure (MPa) Pression des Pneus	0.51		

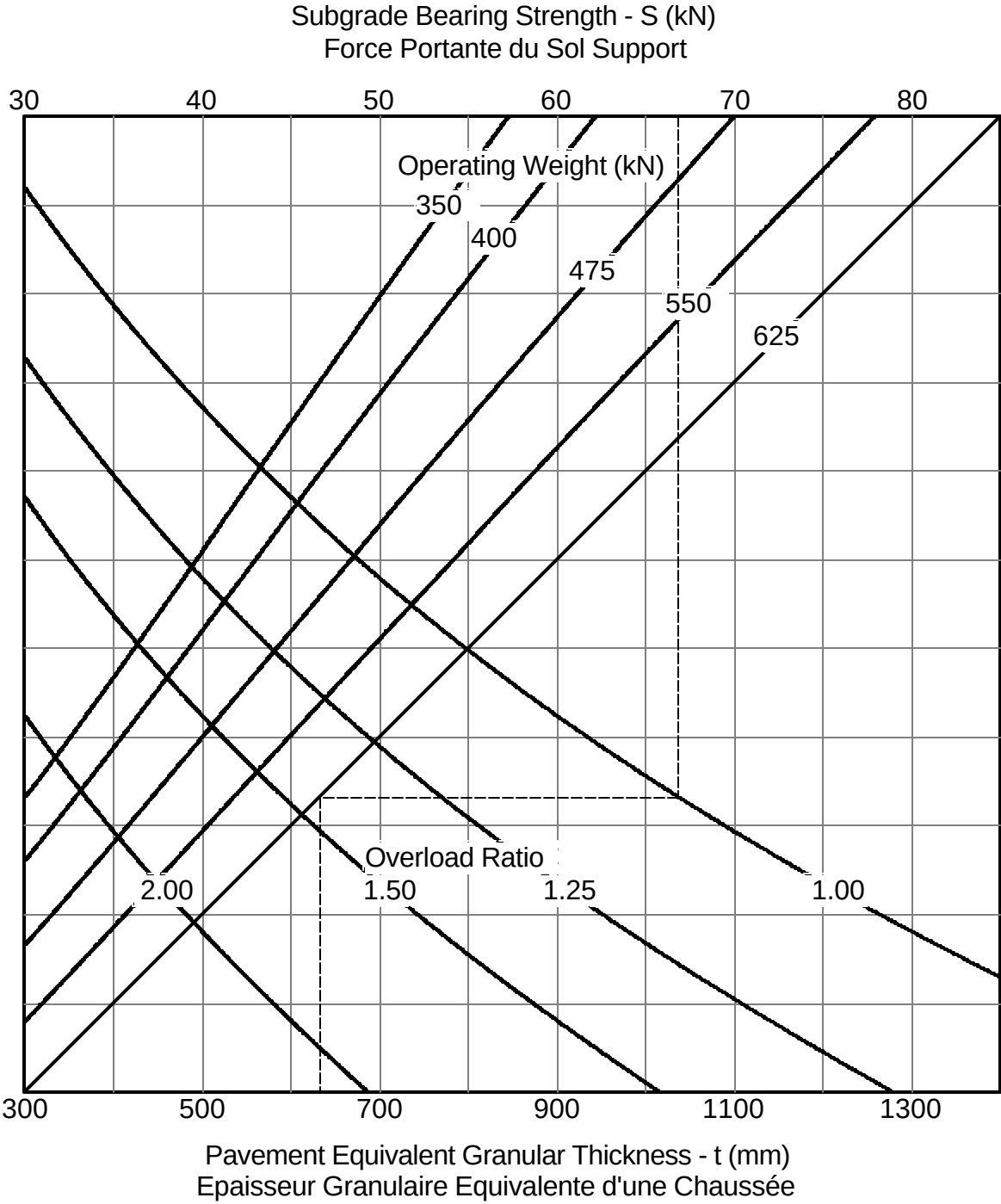
Subgrade Bearing Strength - S (kN)
Force Portante du Sol Support

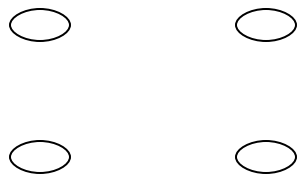


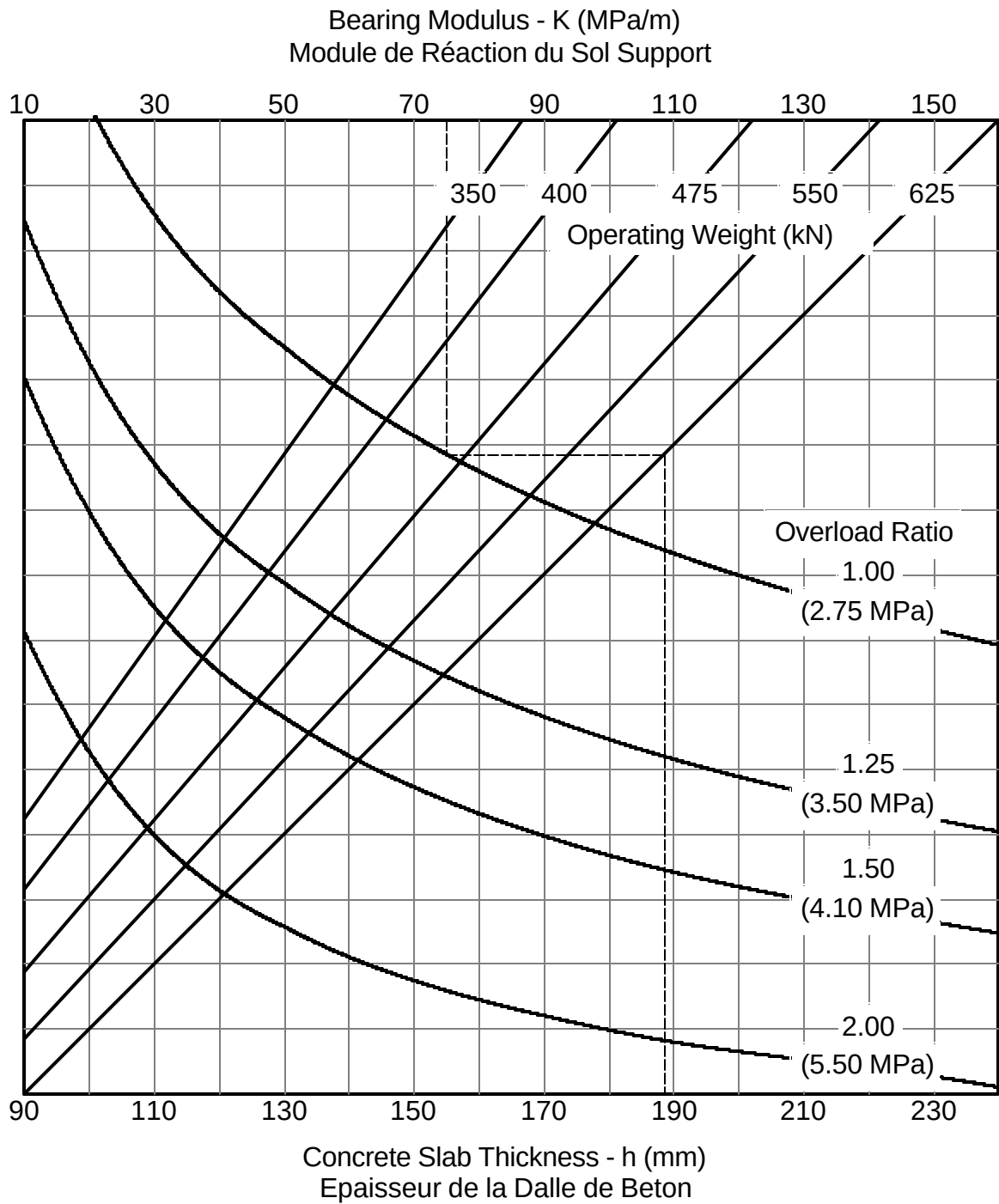
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		HS/BAe 748	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	480 mm	
Tire Pressure (MPa) Pression des Pneus	0.51		

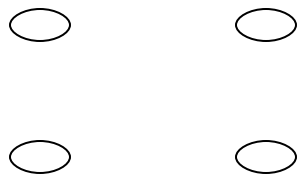


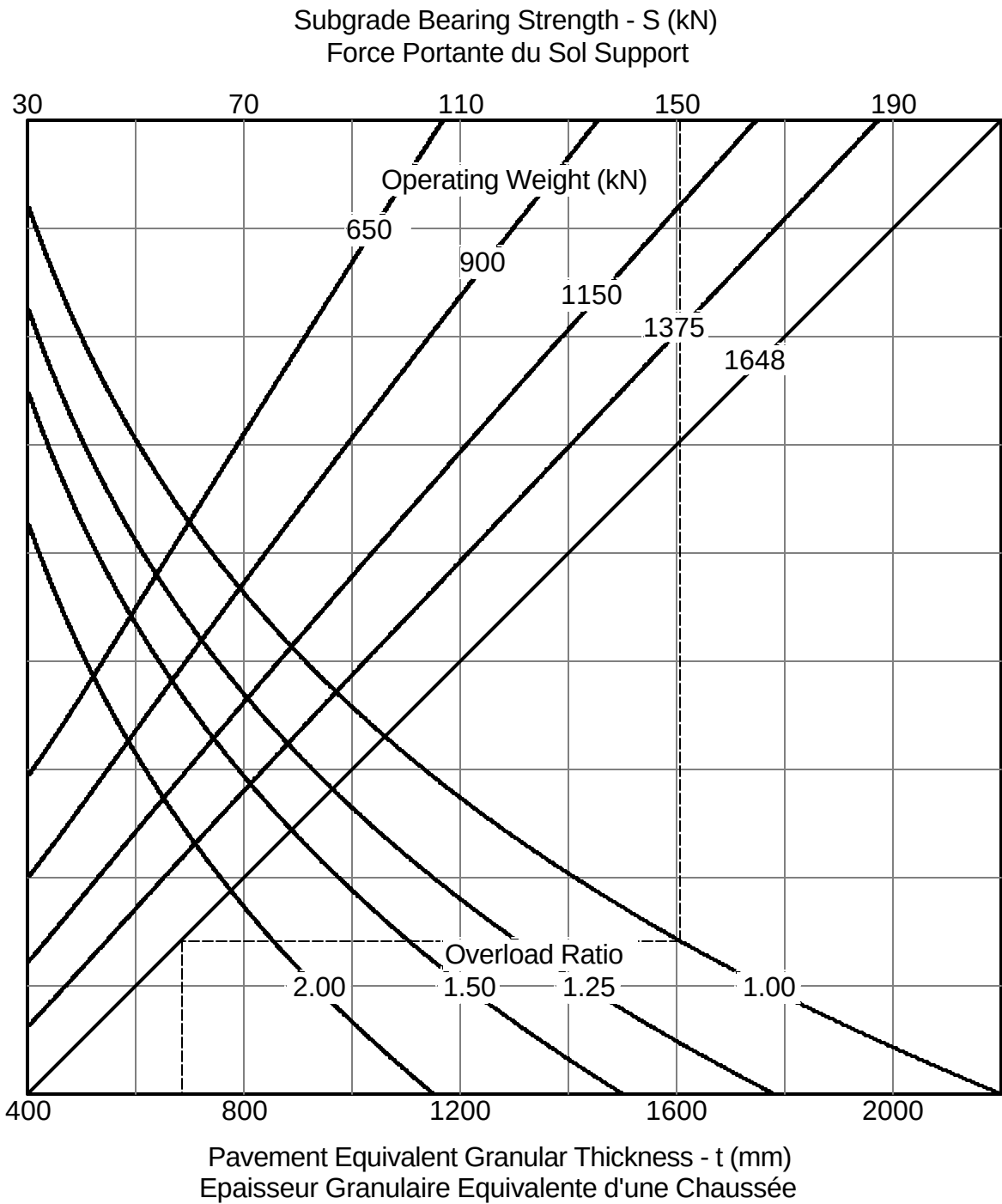
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-18	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	770 mm	1050 mm 
Tire Pressure (MPa) Pression des Pneus	0.80		

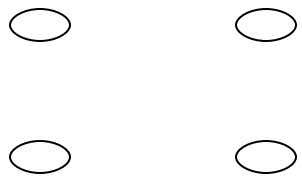


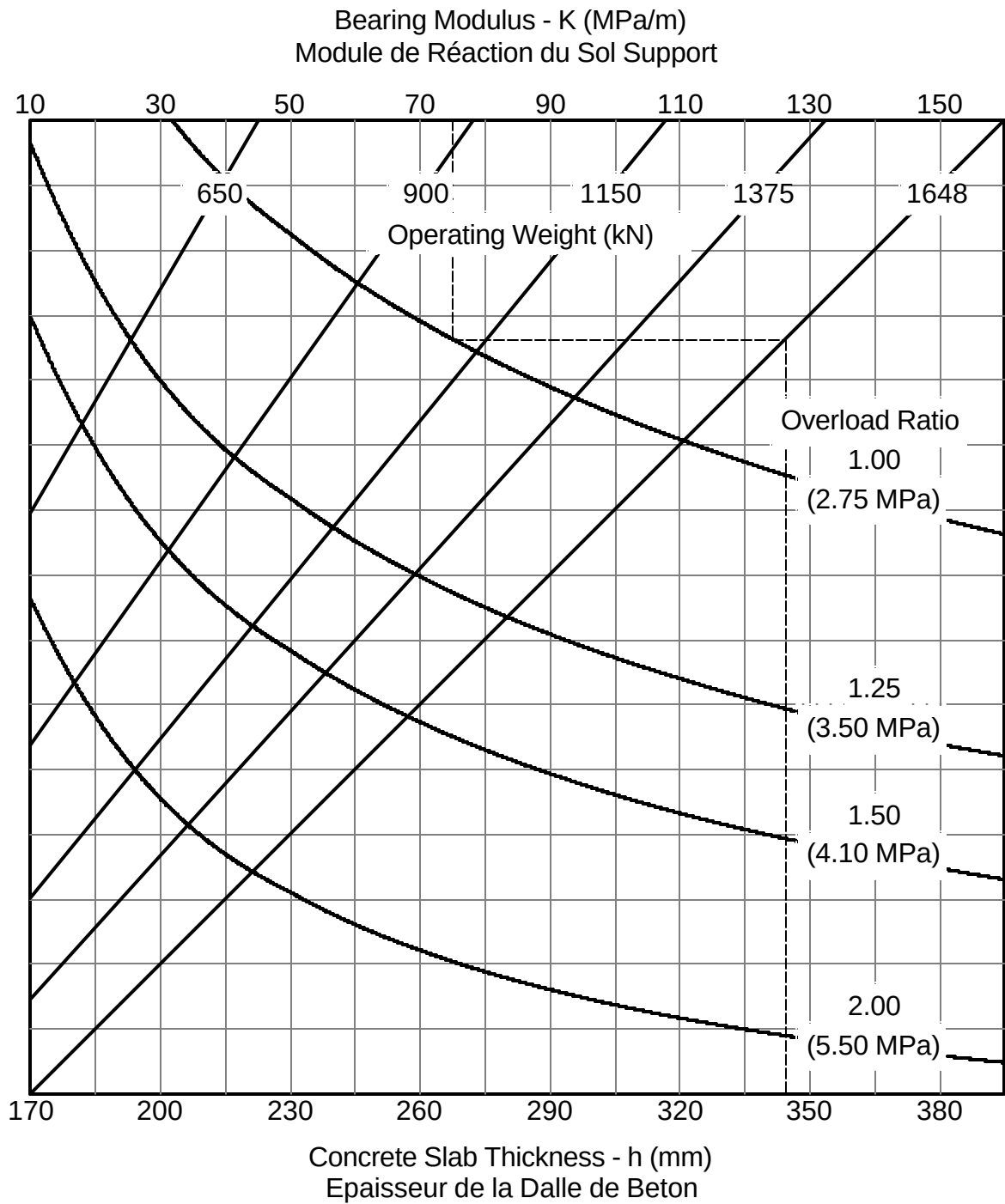
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-18	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	770 mm	1050 mm 
Tire Pressure (MPa) Pression des Pneus	0.80		



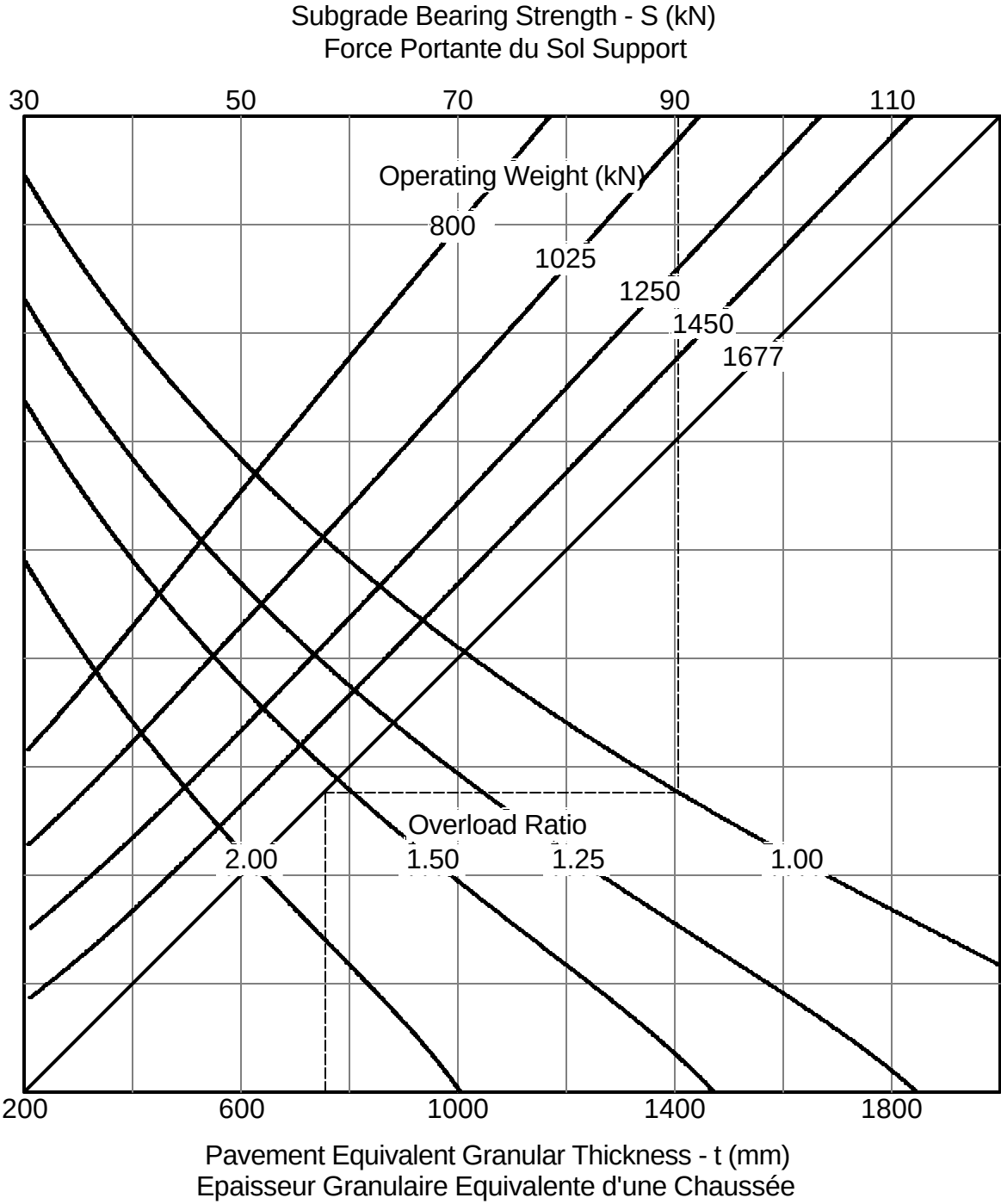
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-62, 62M	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	800 mm	1650 mm 
Tire Pressure (MPa) Pression des Pneus	1.65		



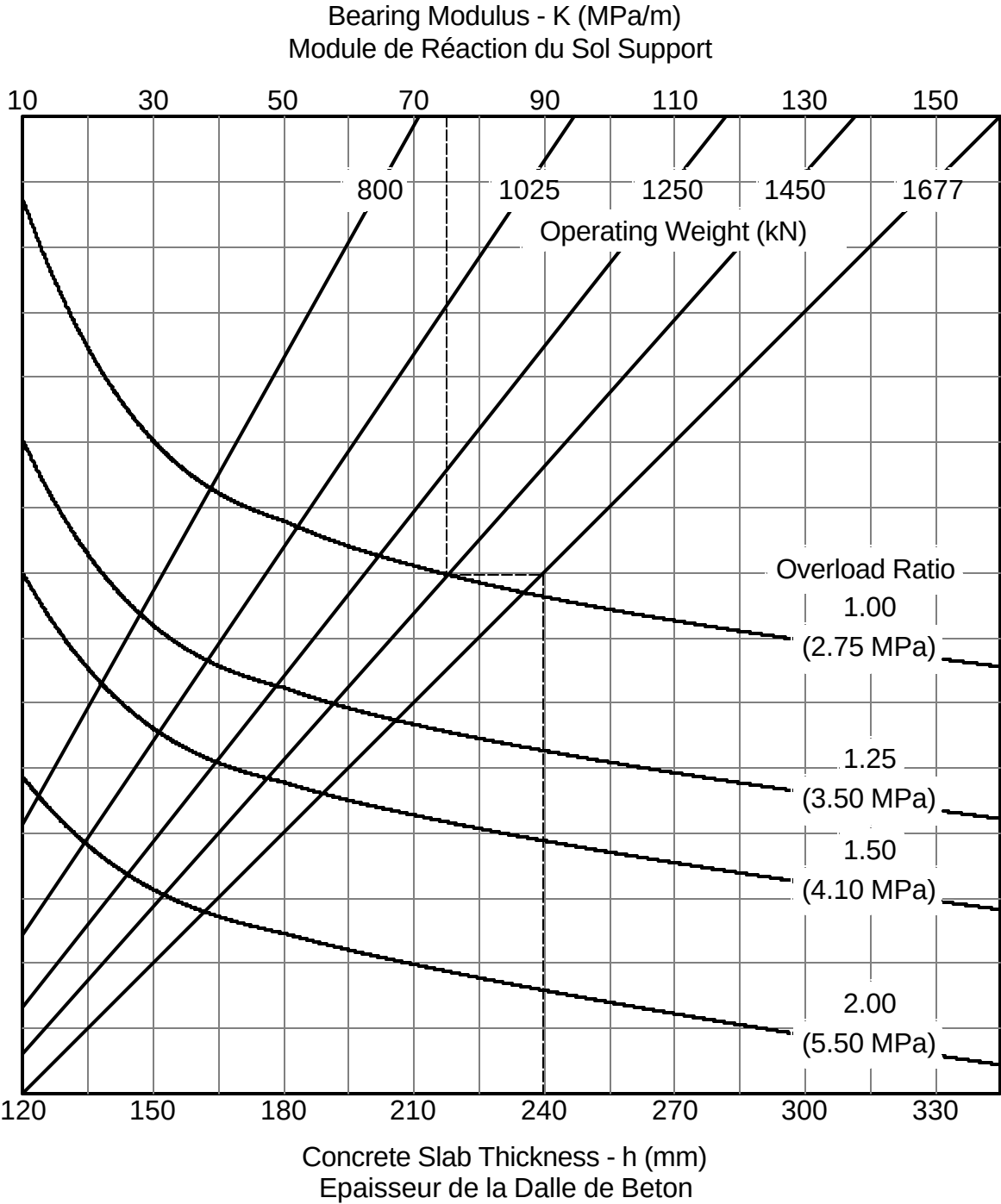
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-62, 62M	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	800 mm	1650 mm 
Tire Pressure (MPa) Pression des Pneus	1.65		



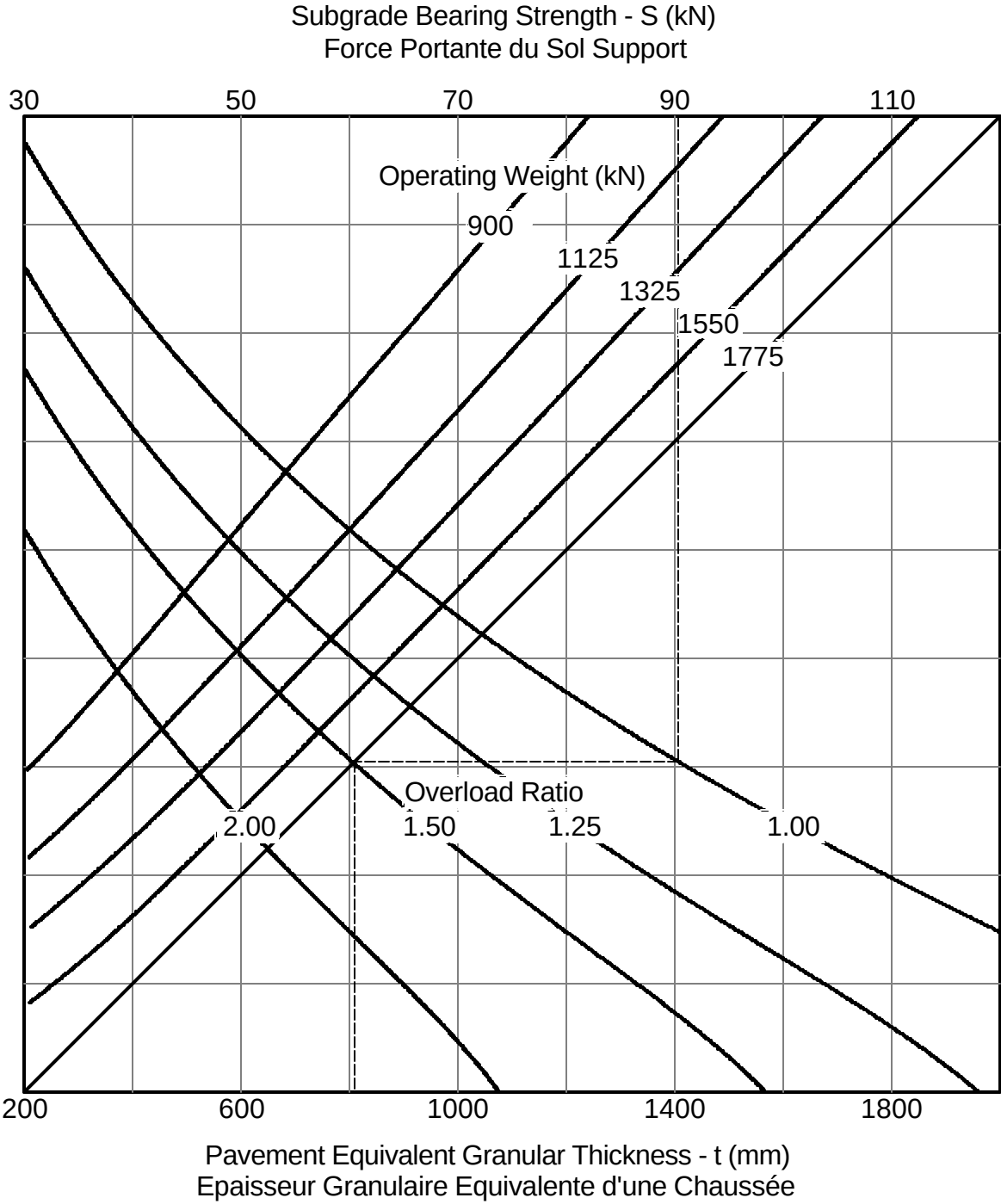
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-76T	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm
Tire Pressure (MPa) Pression des Pneus	0.64		



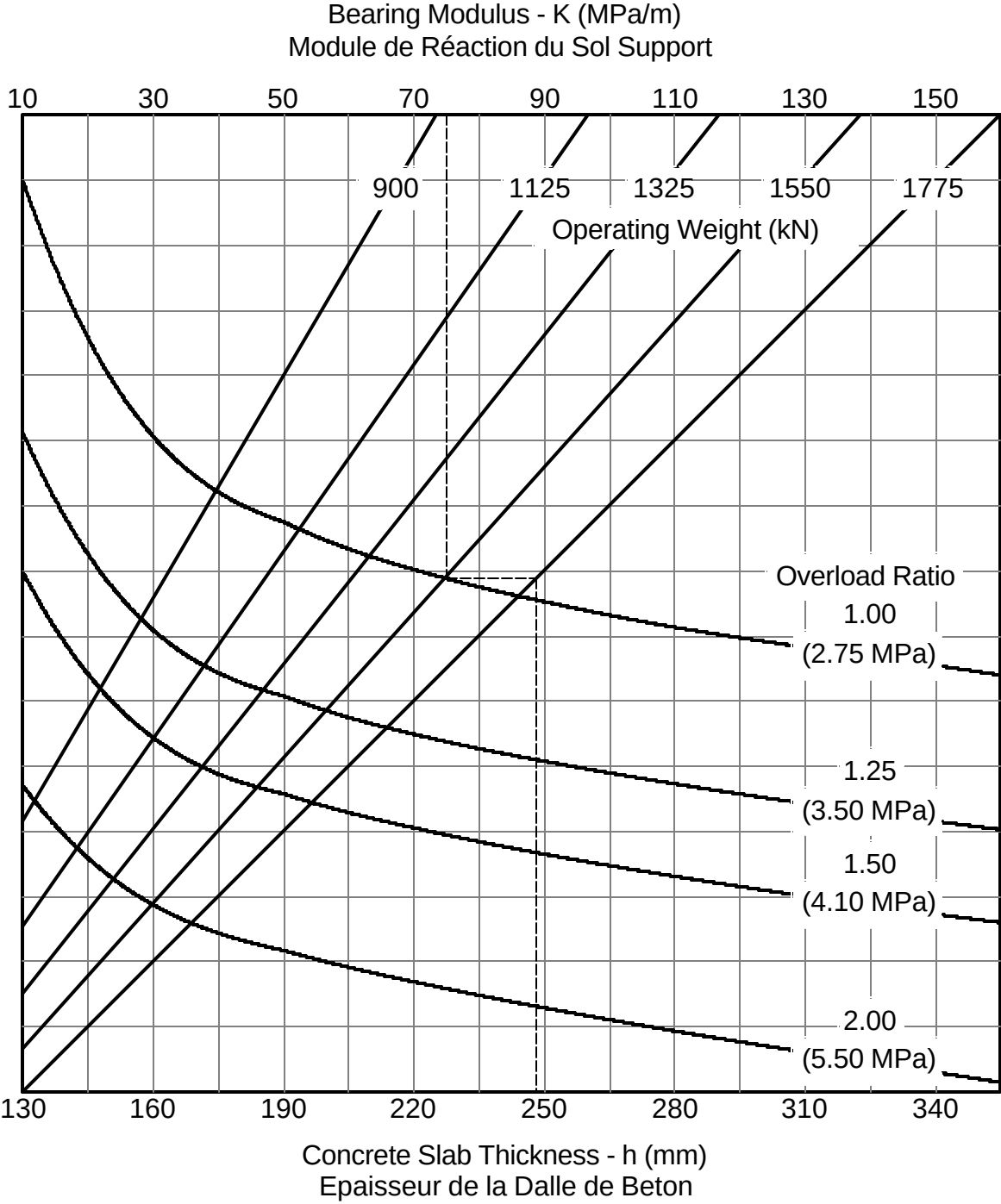
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-76T	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm ○ ○ ○ ○ ○
Tire Pressure (MPa) Pression des Pneus	0.64		

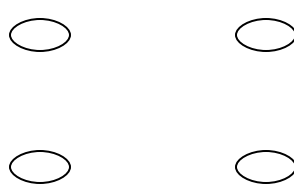


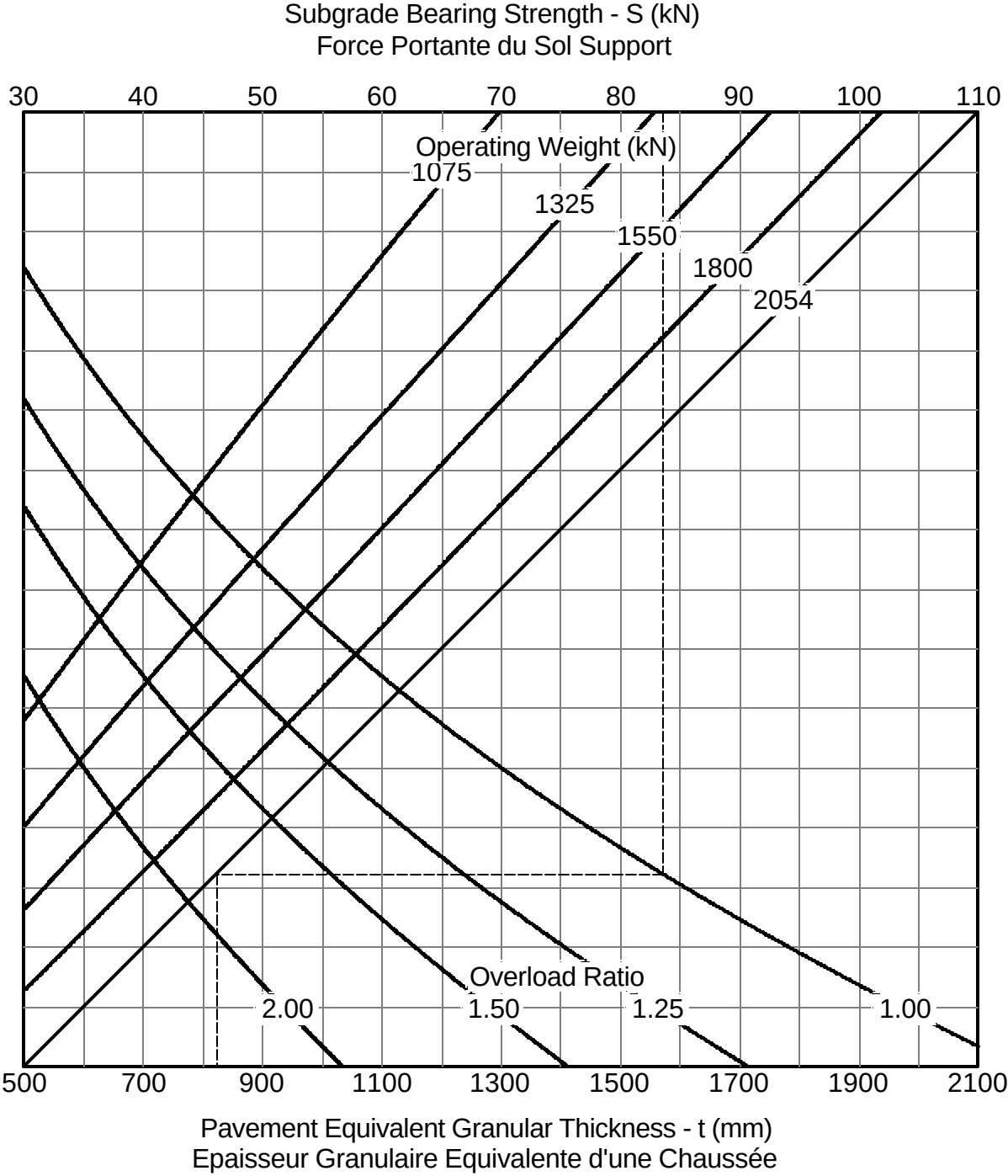
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-76TD	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm
Tire Pressure (MPa) Pression des Pneus	0.66		



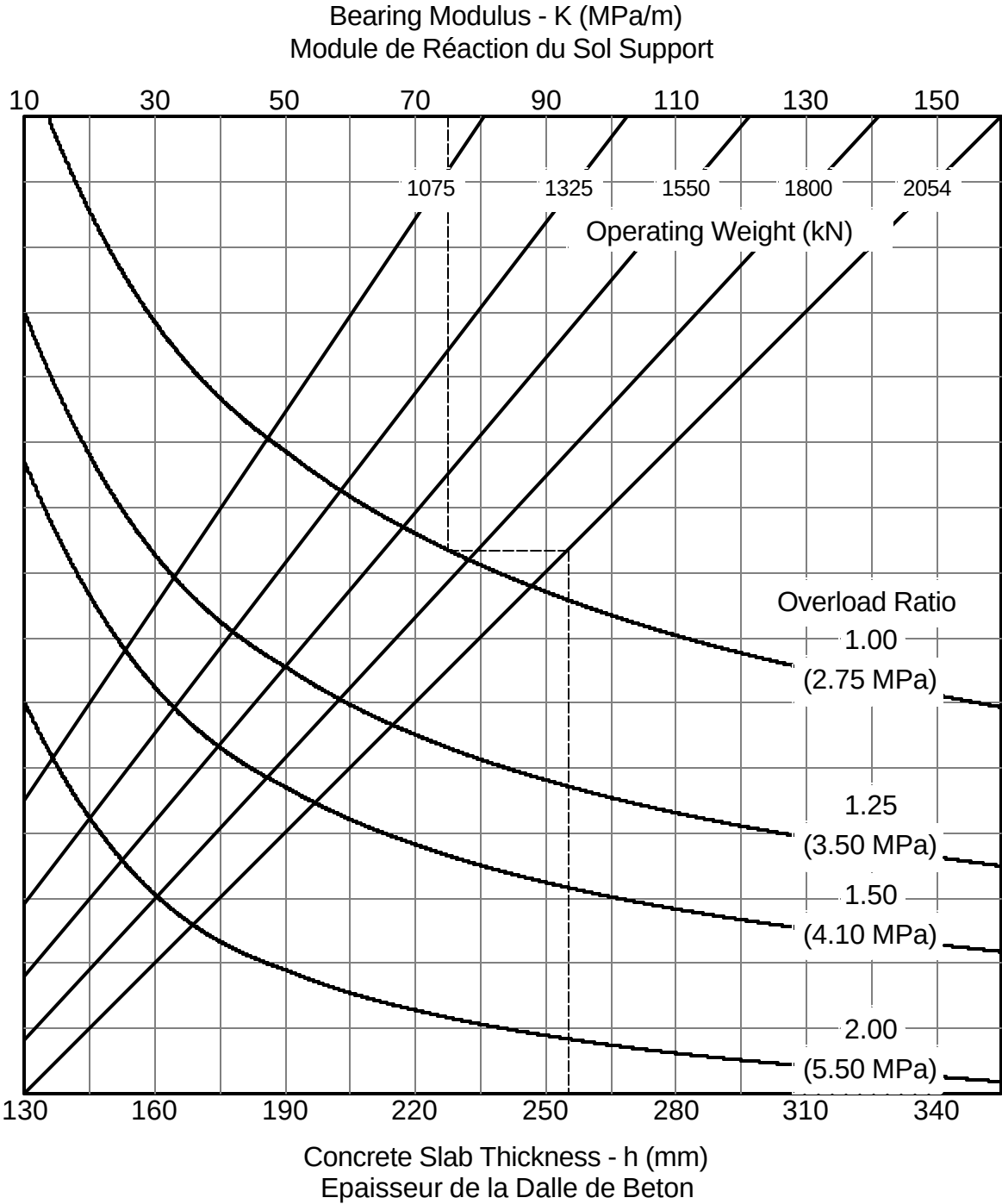
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-76TD	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.0	2060 mm	2580 mm
Tire Pressure (MPa) Pression des Pneus	0.66		



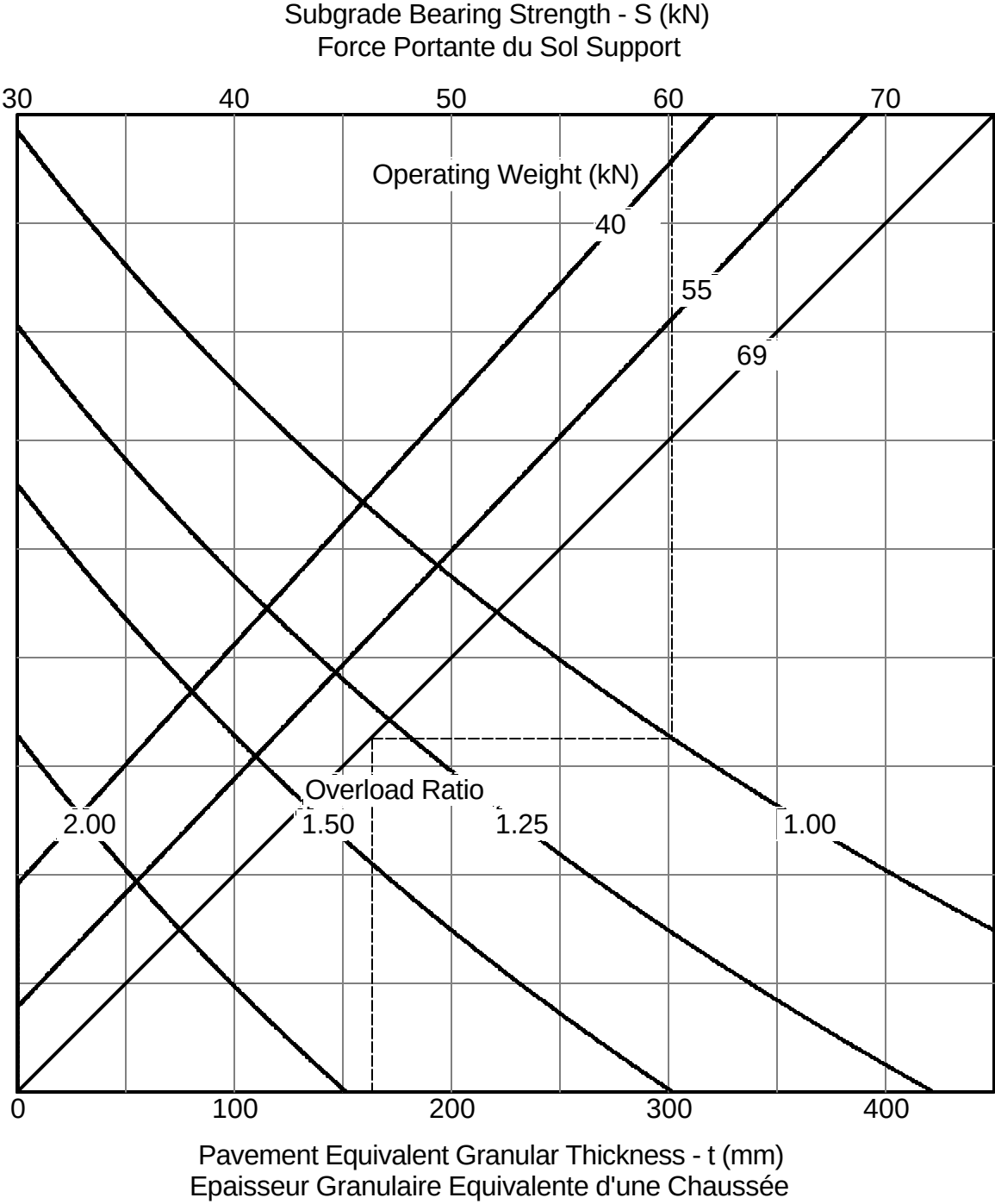
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Ilyushin IL-86	
% Load on Main Gear % Poids sur Atterrisseur Principal	31.2	1250 mm	1490 mm 
Tire Pressure (MPa) Pression des Pneus	0.88		



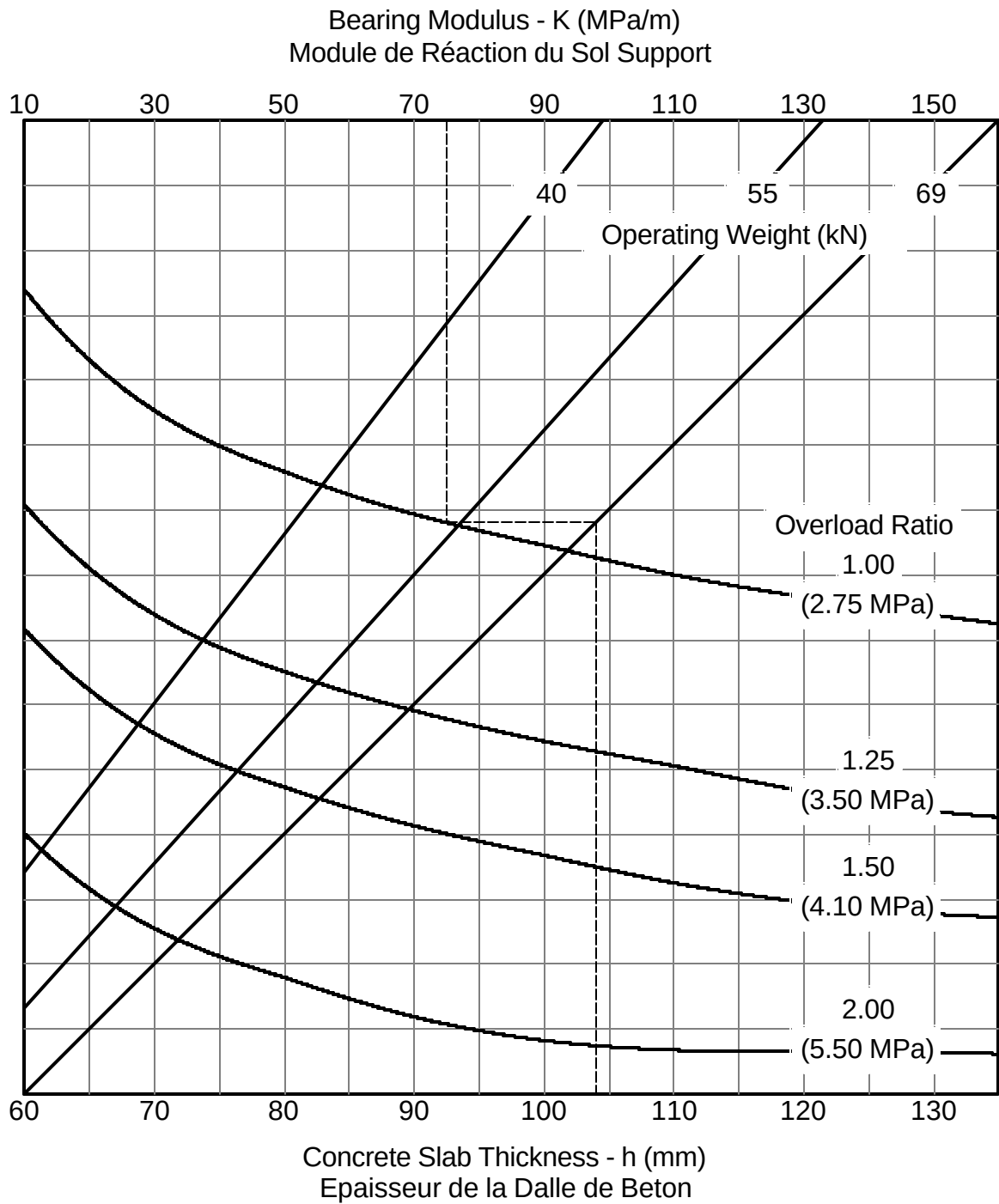
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Ilyushin IL-86	
% Load on Main Gear % Poids sur Atterrisseur Principal	31.2	1250 mm	1490 mm
Tire Pressure (MPa) Pression des Pneus	0.88		



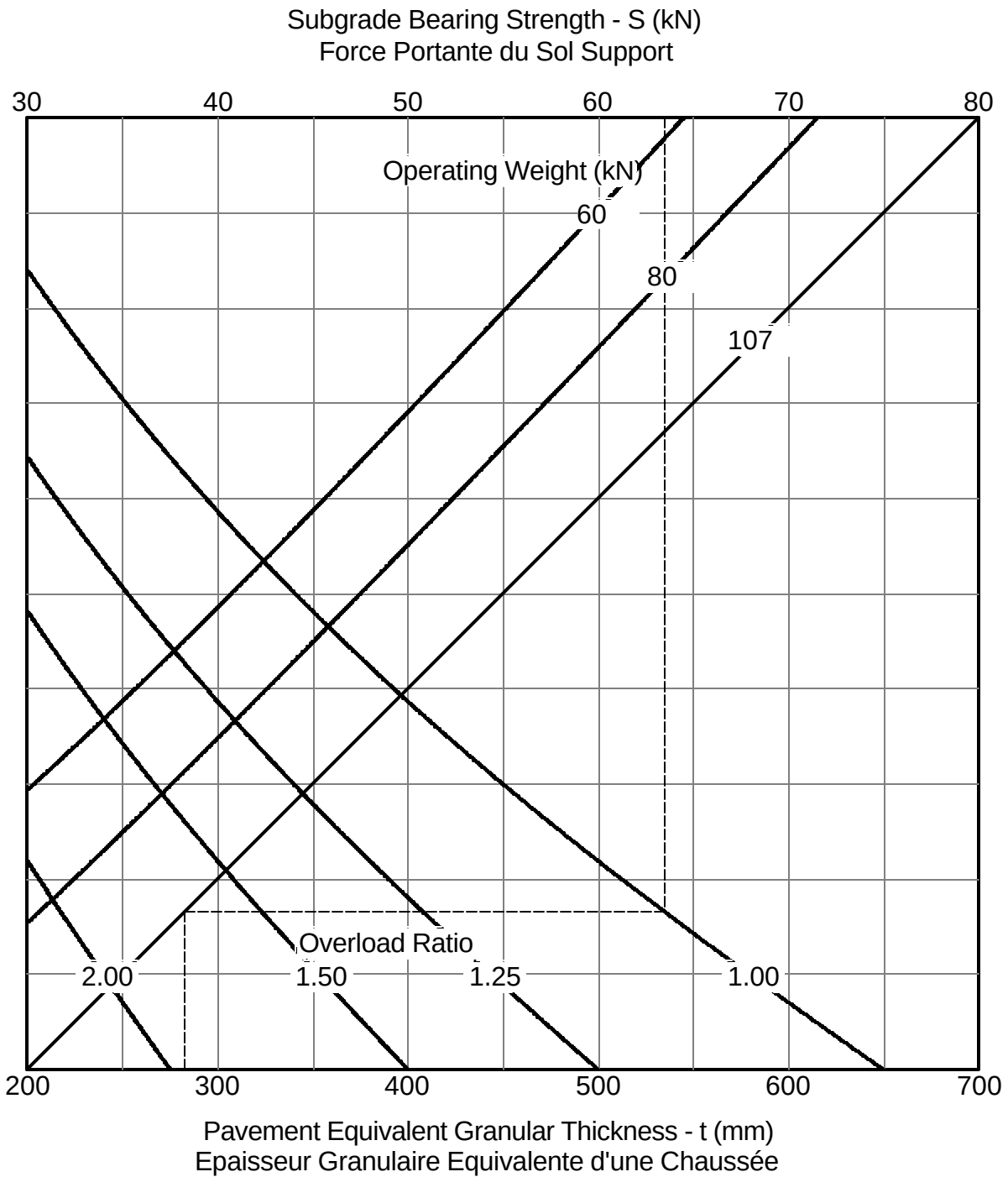
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Jetstream 31, 32 (BAe)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.39	



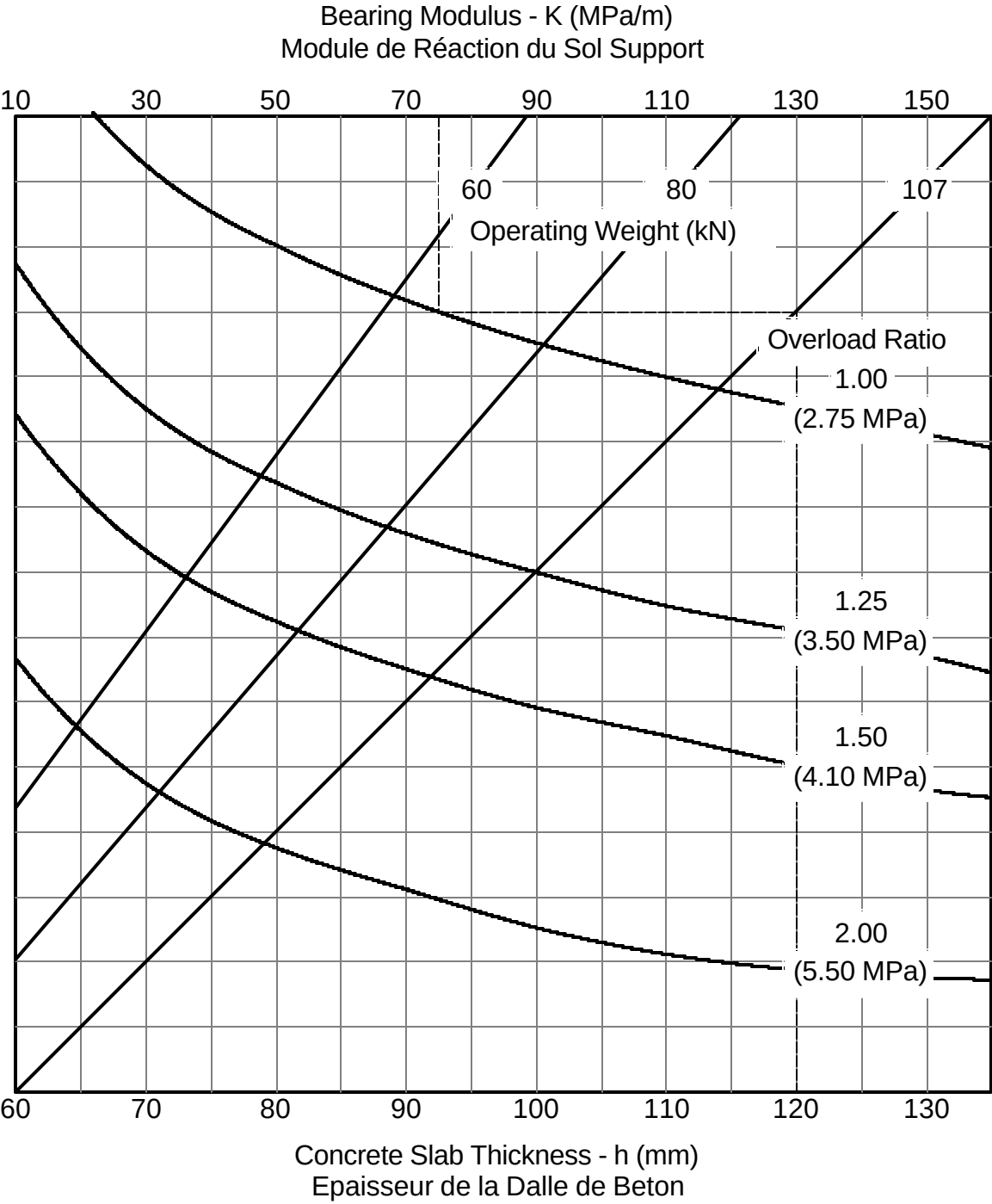
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Jetstream 31, 32 (BAe)
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.39	



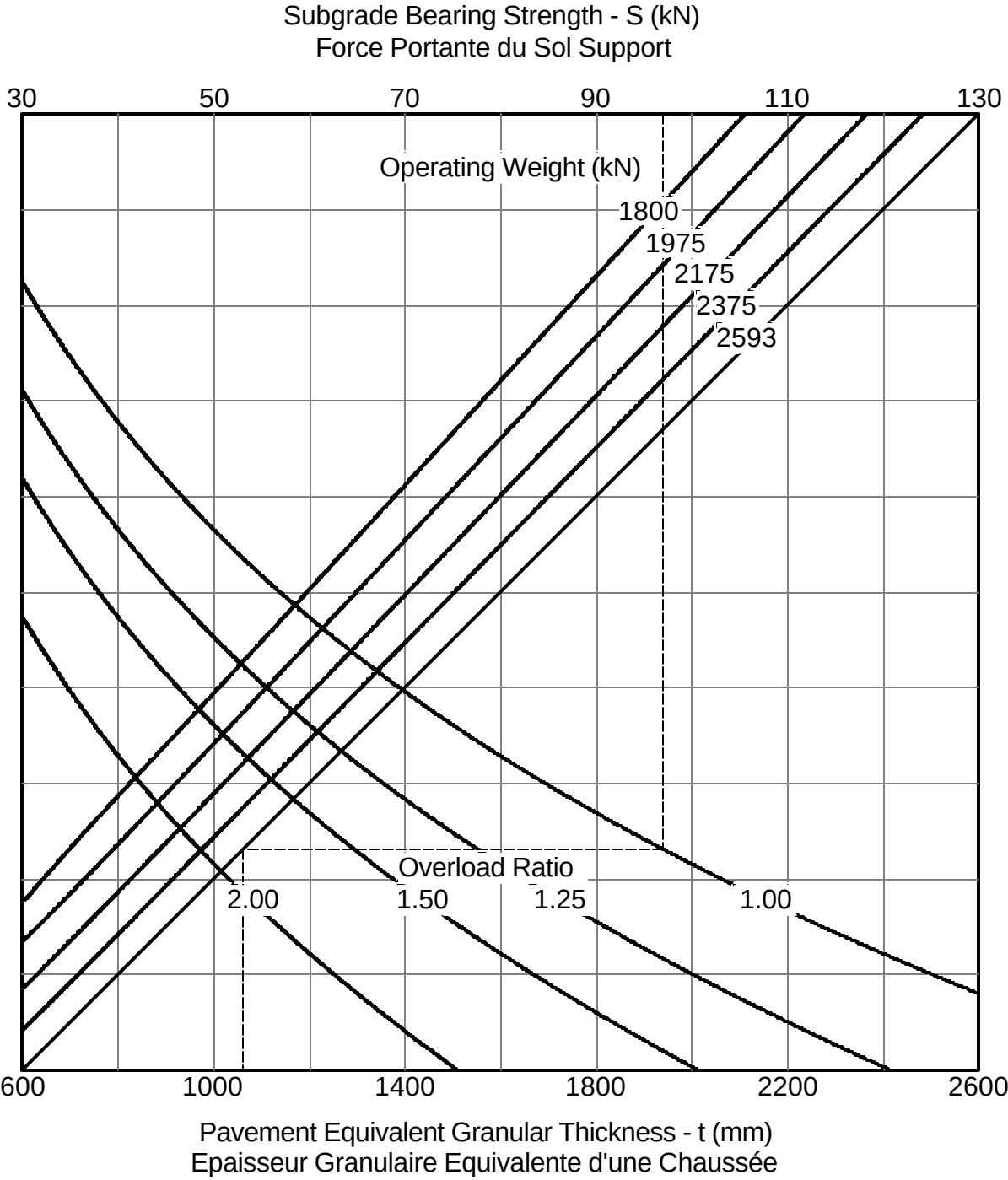
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Jetstream 41 (BAe)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	402 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		

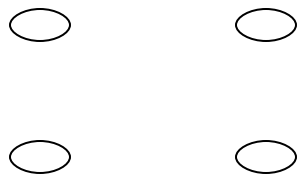


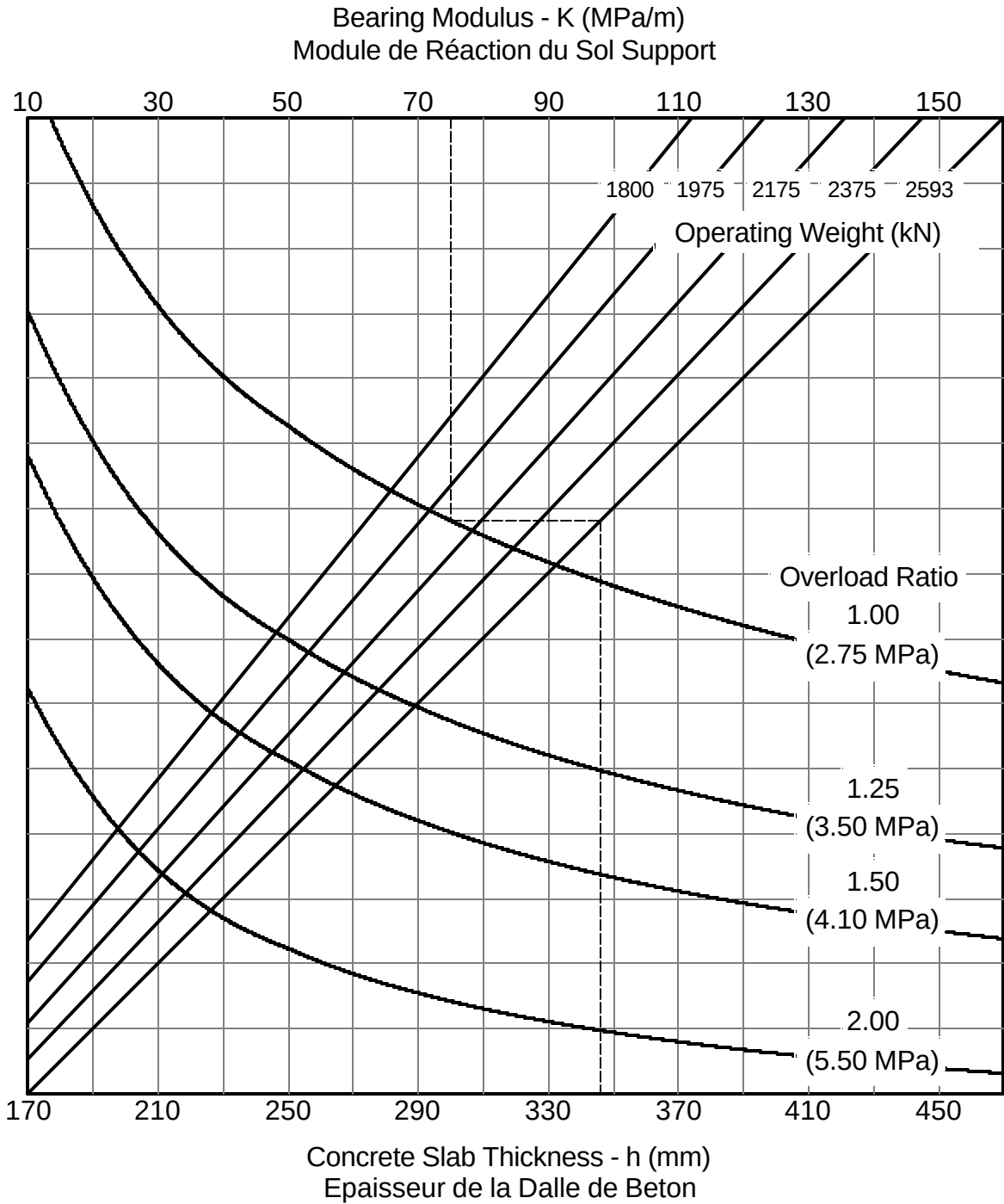
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Jetstream 41 (BAe)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	402 mm	
Tire Pressure (MPa) Pression des Pneus	0.83		



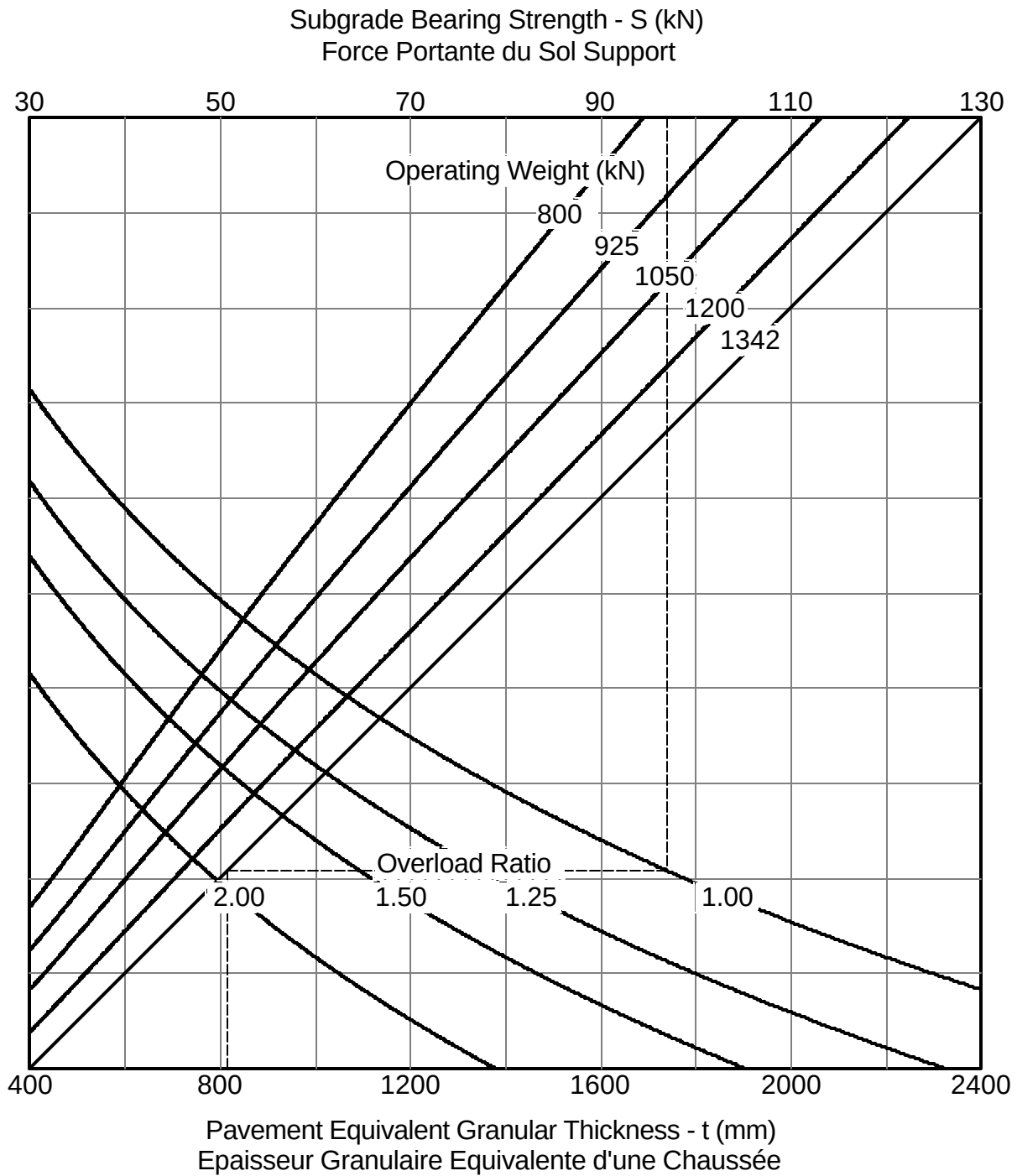
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		KC-10 (McDonnell Douglas)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.22		○ ○

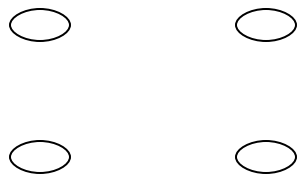


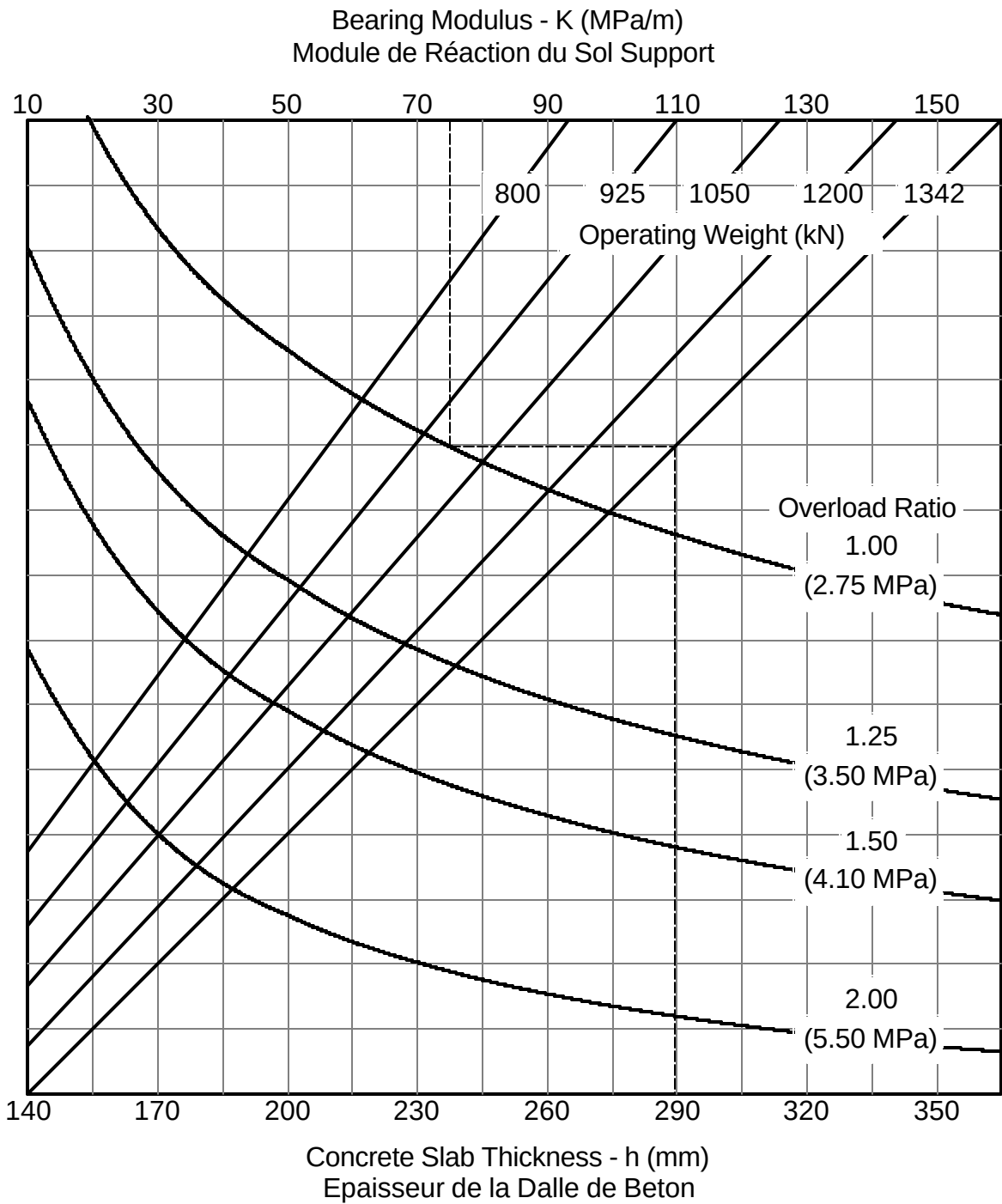
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		KC-10 (McDonnell Douglas)	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm 
Tire Pressure (MPa) Pression des Pneus	1.22		

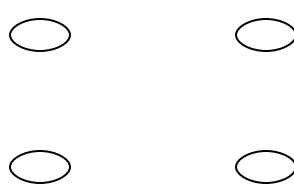


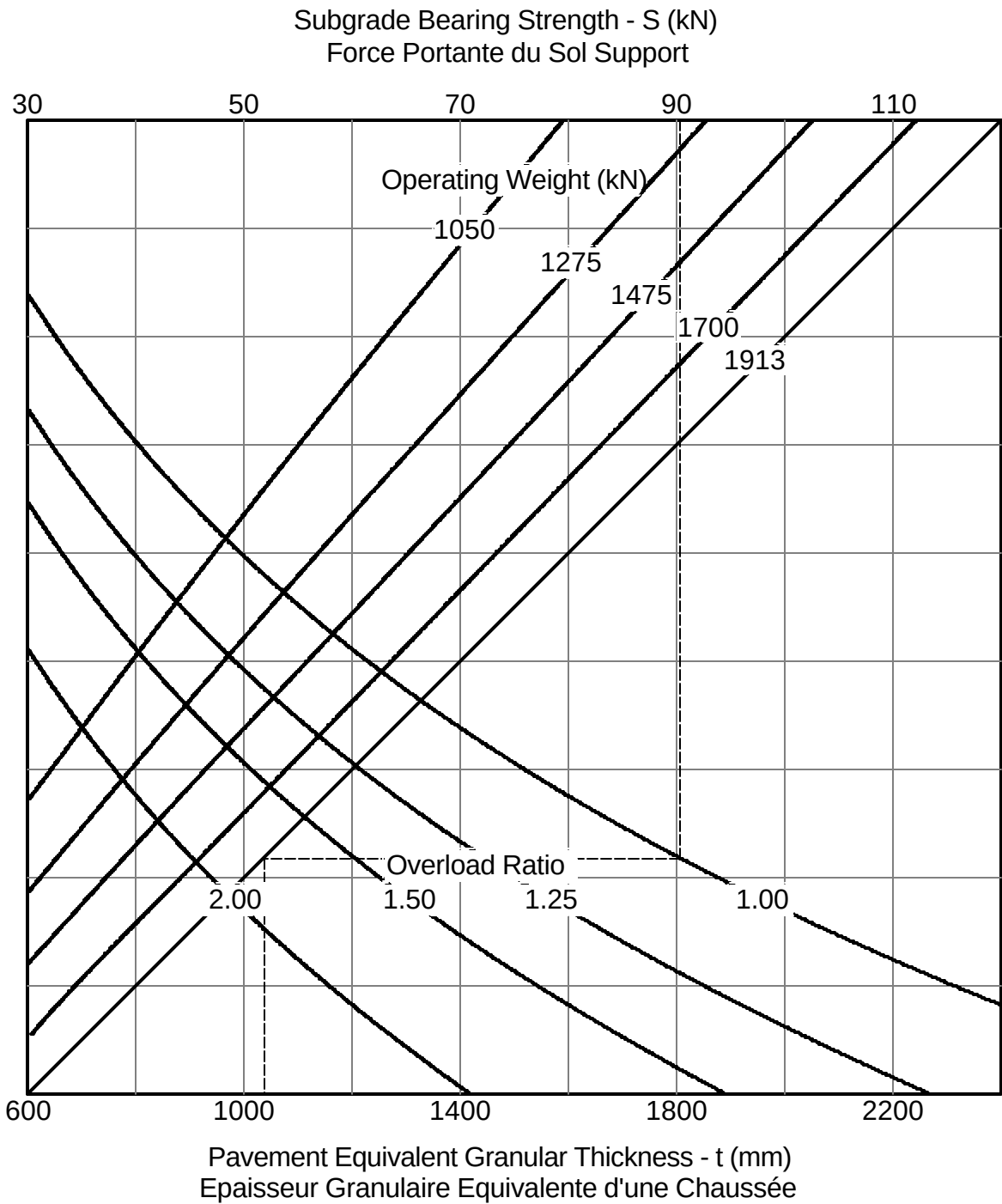
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		KC-135 Stratotanker	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	960 mm	1540 mm
Tire Pressure (MPa) Pression des Pneus	1.38		



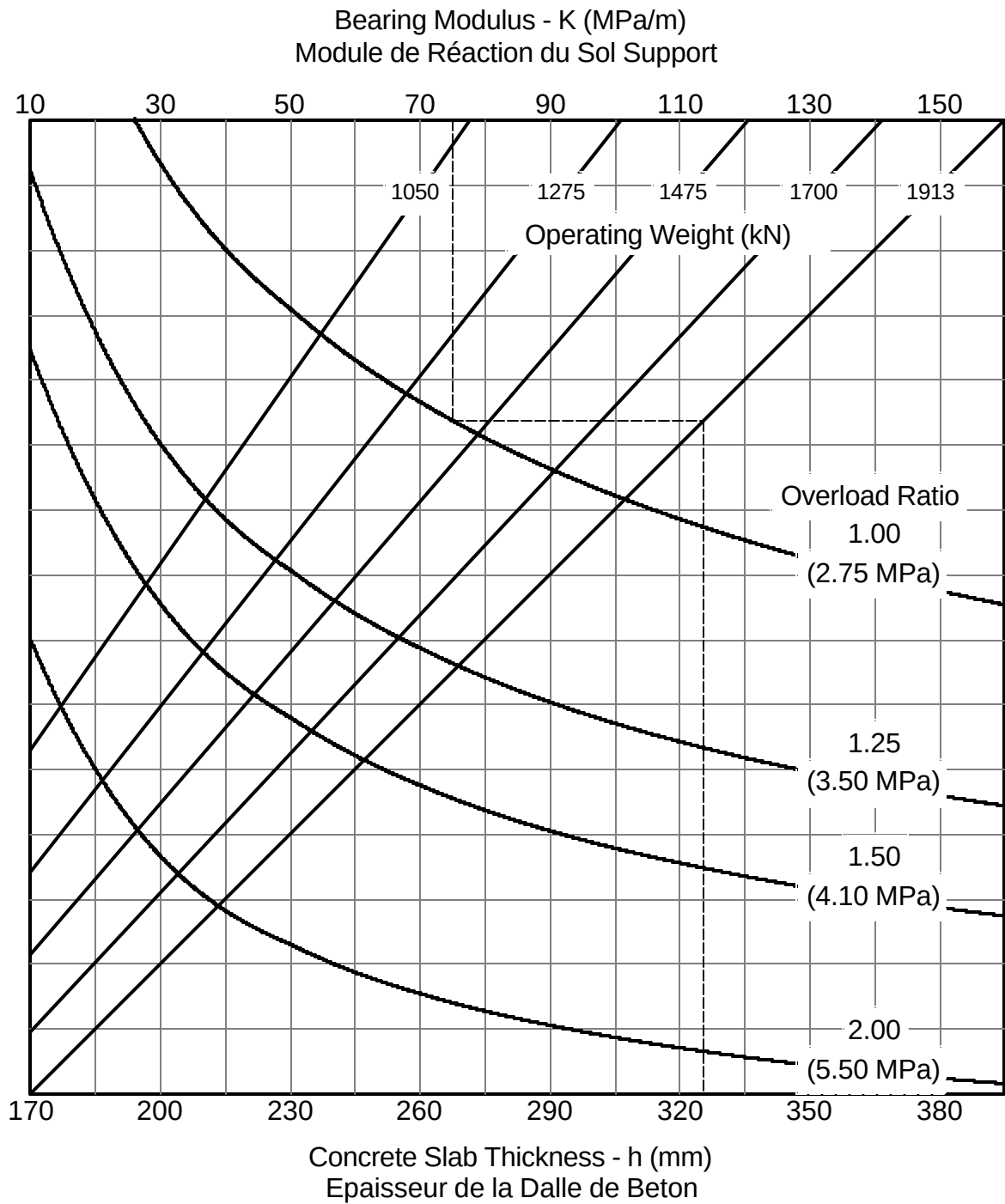
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		KC-135 Stratotanker	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	960 mm	1540 mm 
Tire Pressure (MPa) Pression des Pneus	1.38		

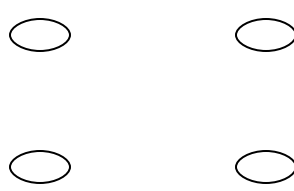


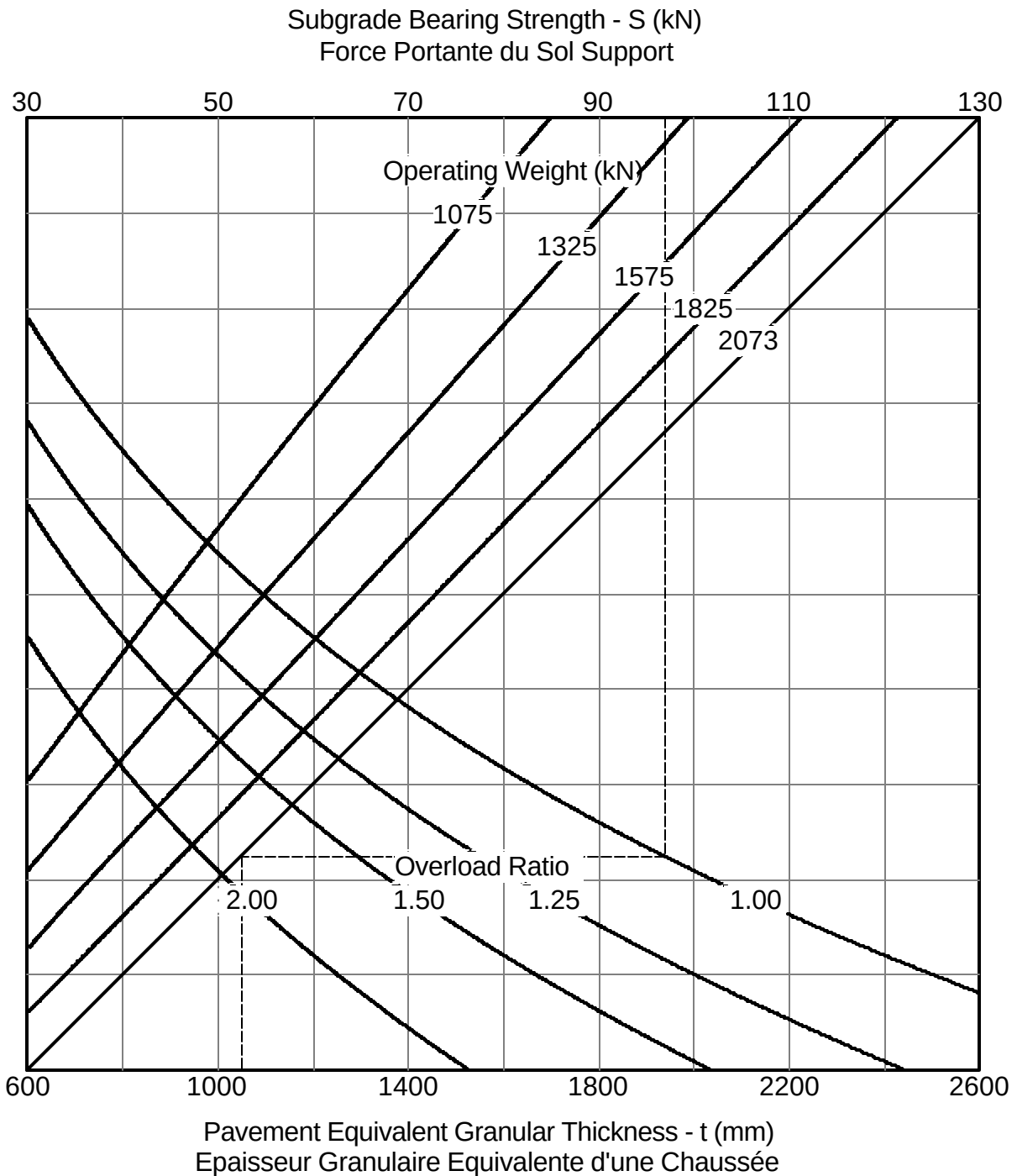
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		L-1011-1 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		

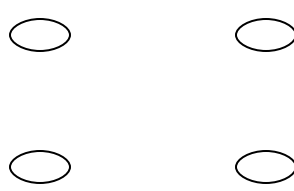


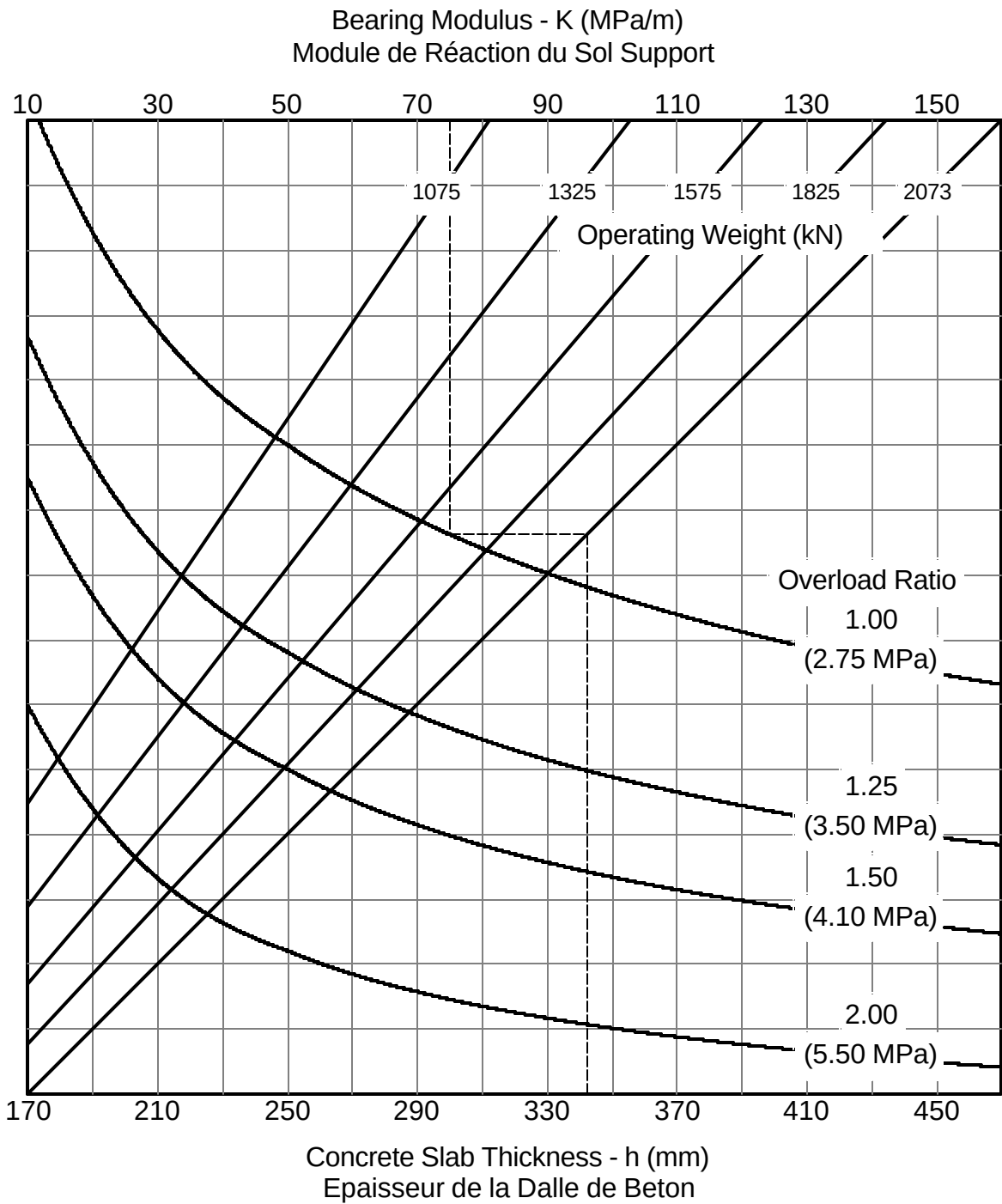
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		L-1011-1 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm
Tire Pressure (MPa) Pression des Pneus	1.35		

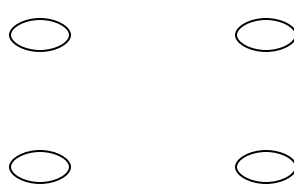


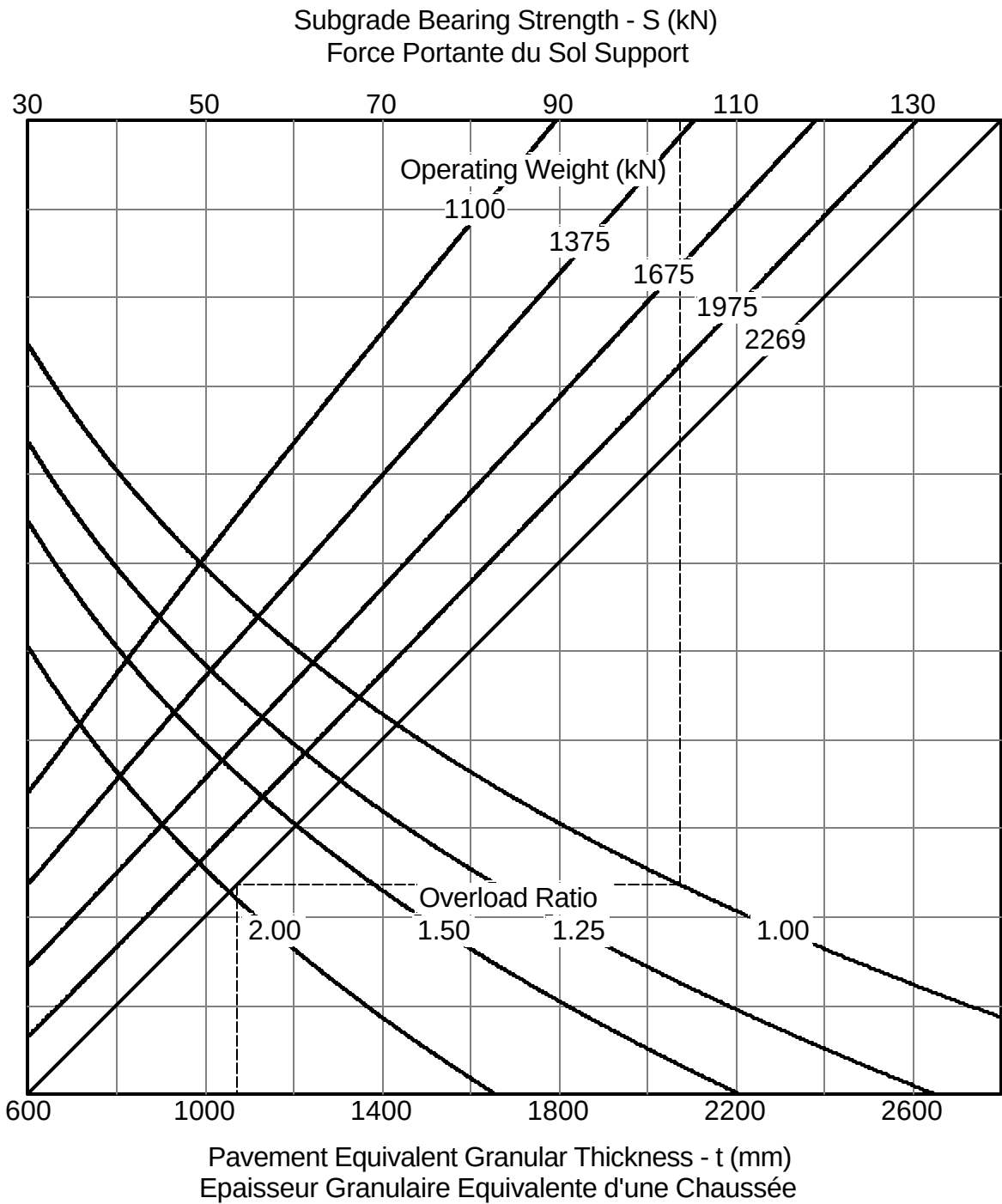
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		L-1011-100, 200 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		



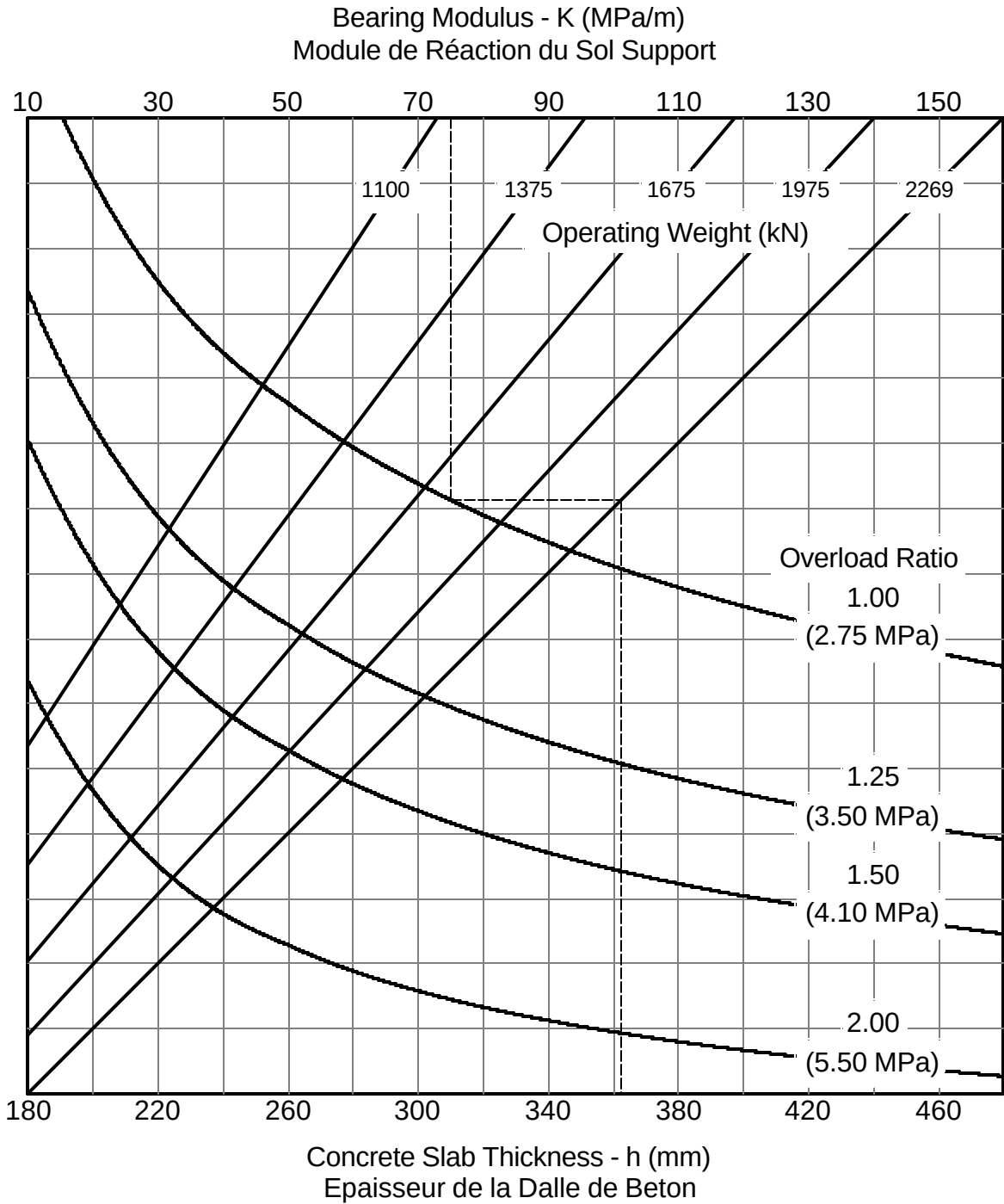
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		L-1011-100, 200 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		

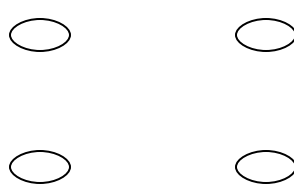


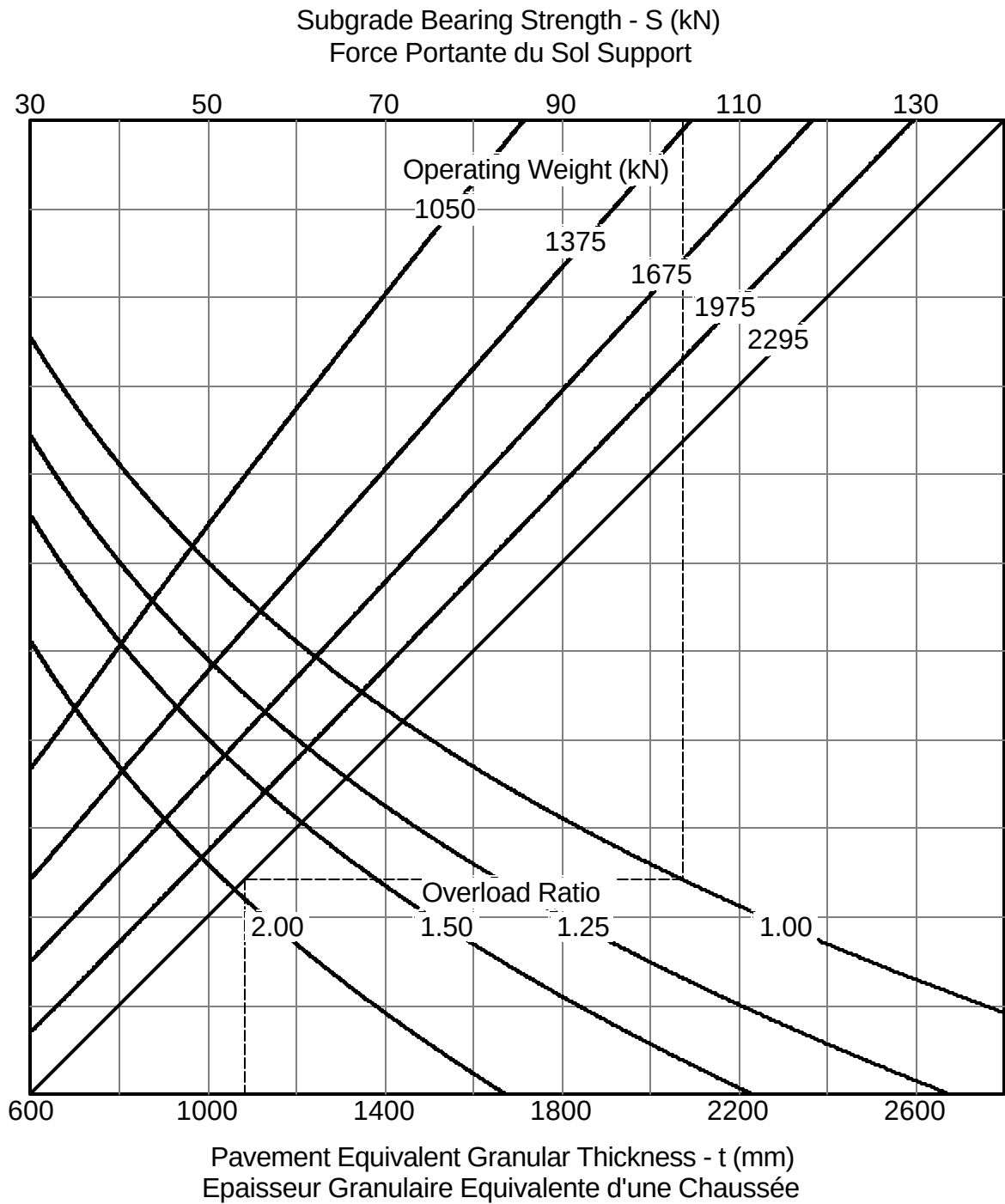
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		L-1011-250 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		



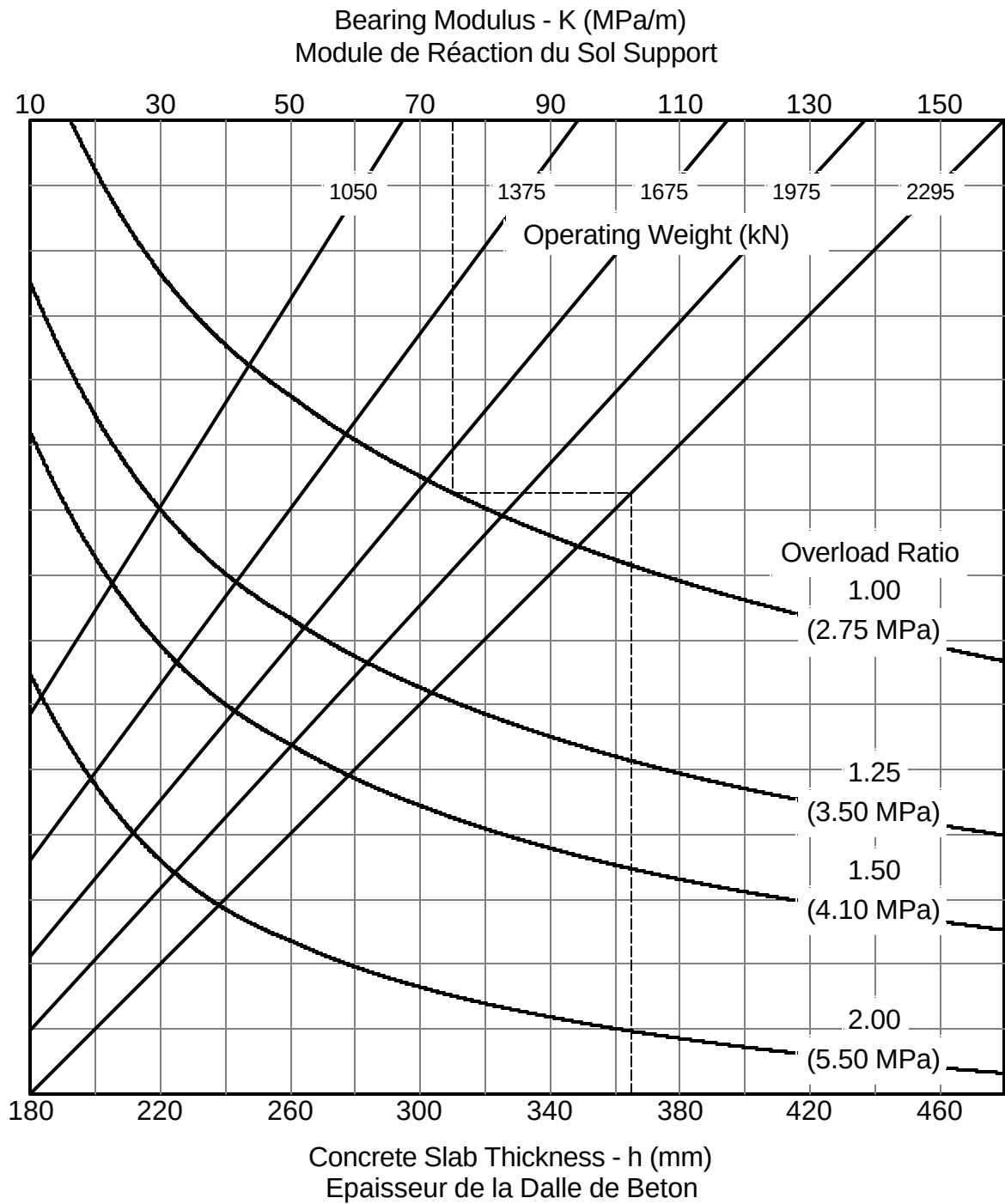
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		L-1011-250 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm
Tire Pressure (MPa) Pression des Pneus	1.35		



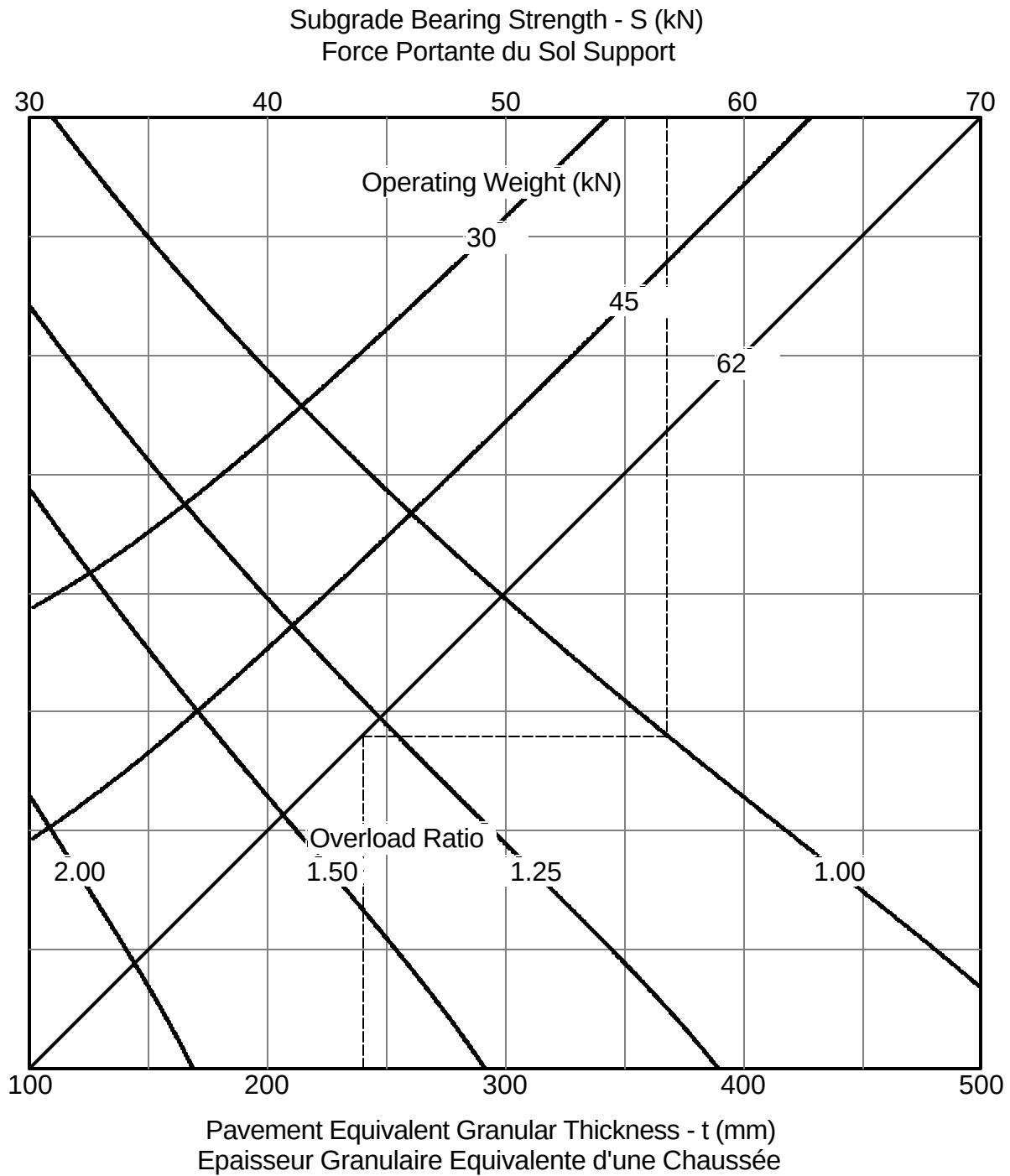
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		L-1011-500 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm 
Tire Pressure (MPa) Pression des Pneus	1.35		



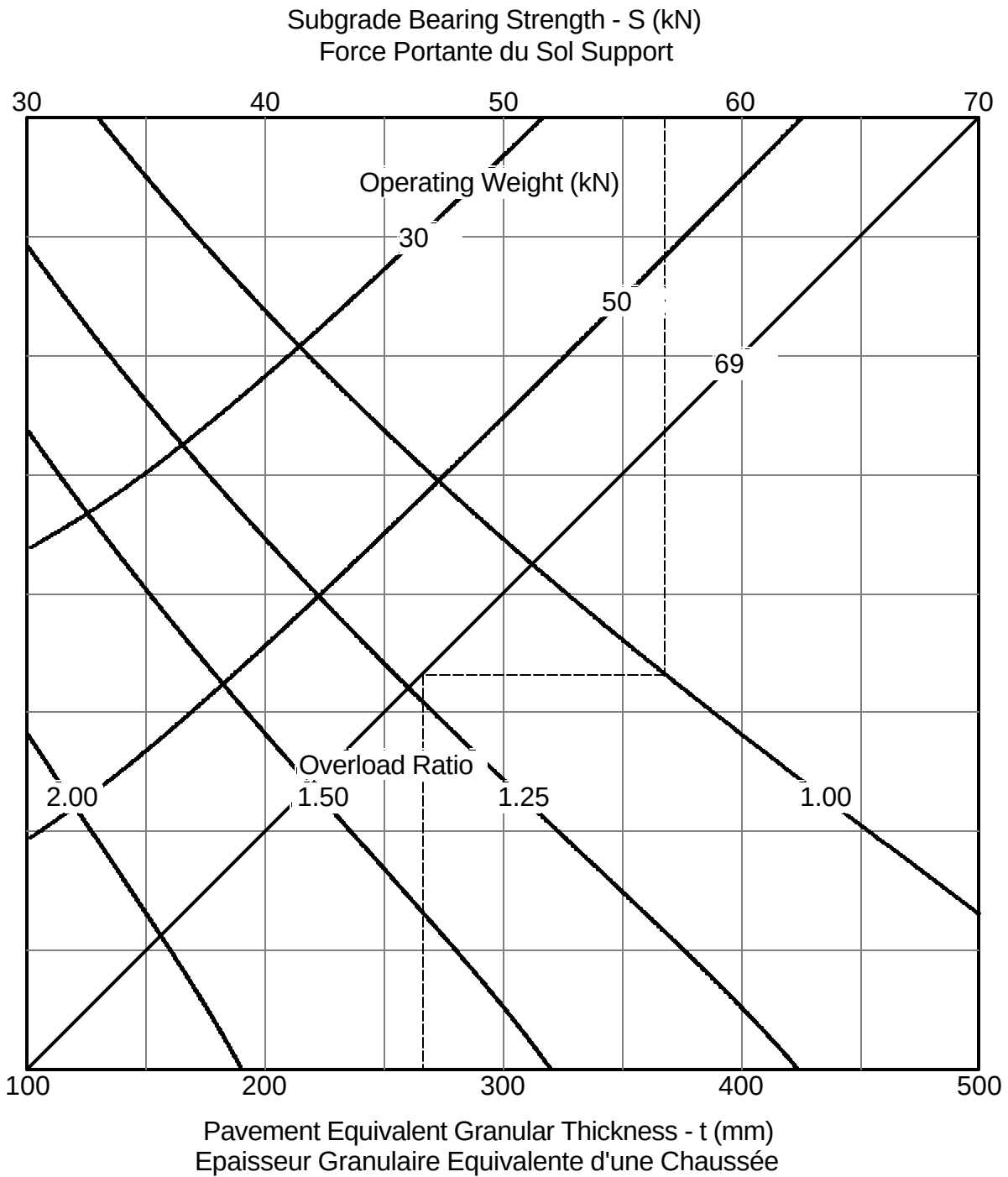
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		L-1011-500 Tristar	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.6	1321 mm	1778 mm
Tire Pressure (MPa) Pression des Pneus	1.35		



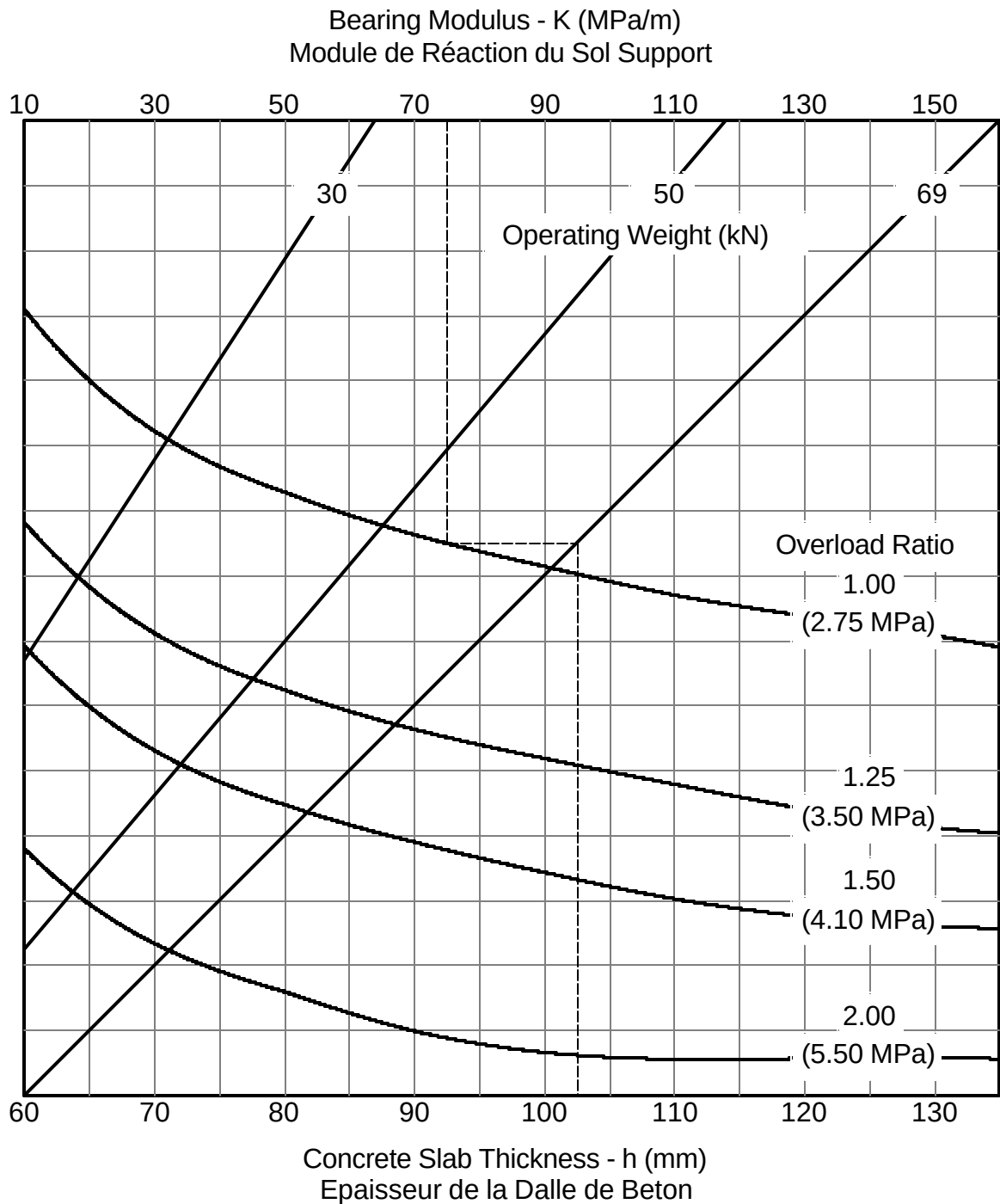
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 24F (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



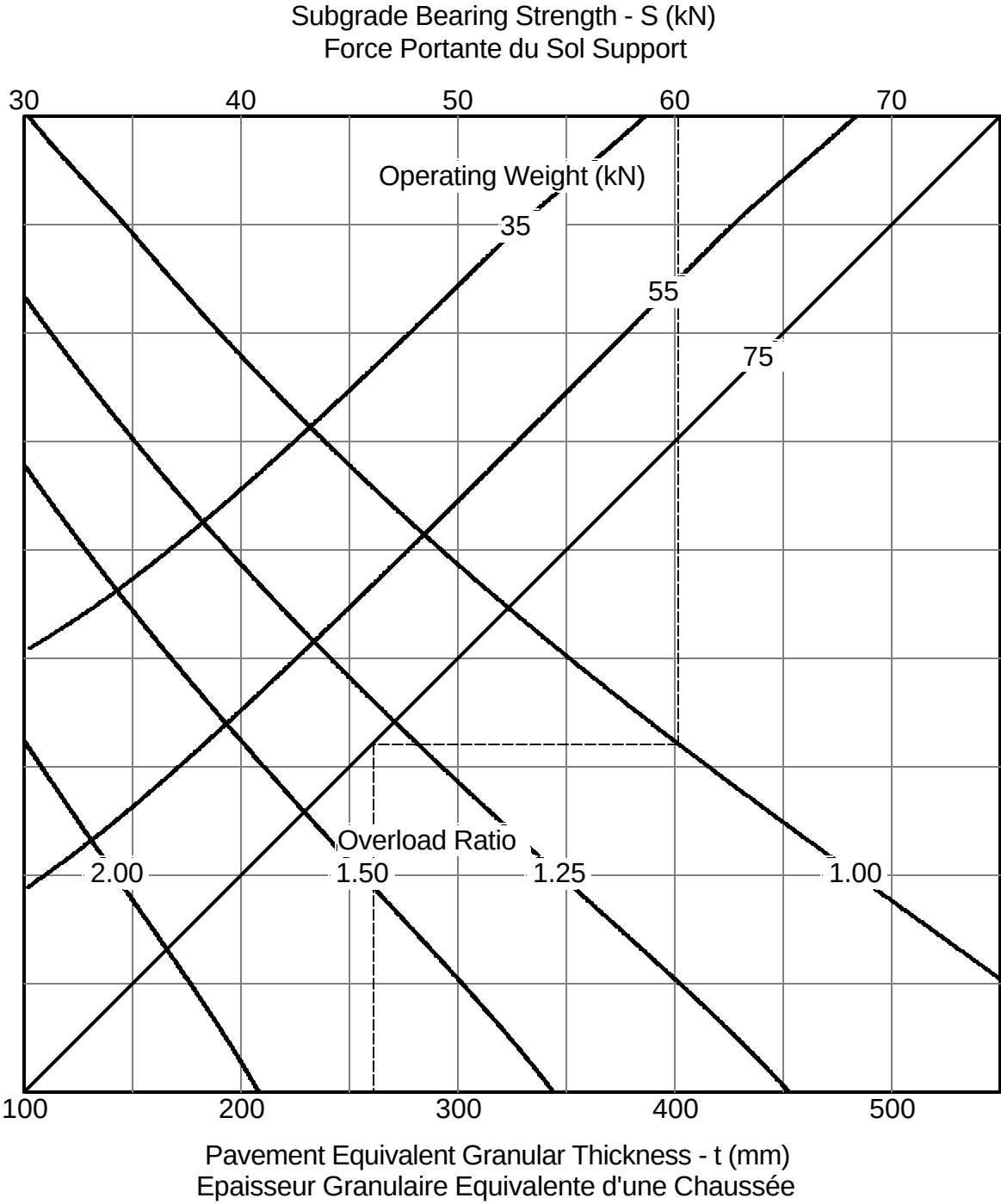
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 25D, 25F (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



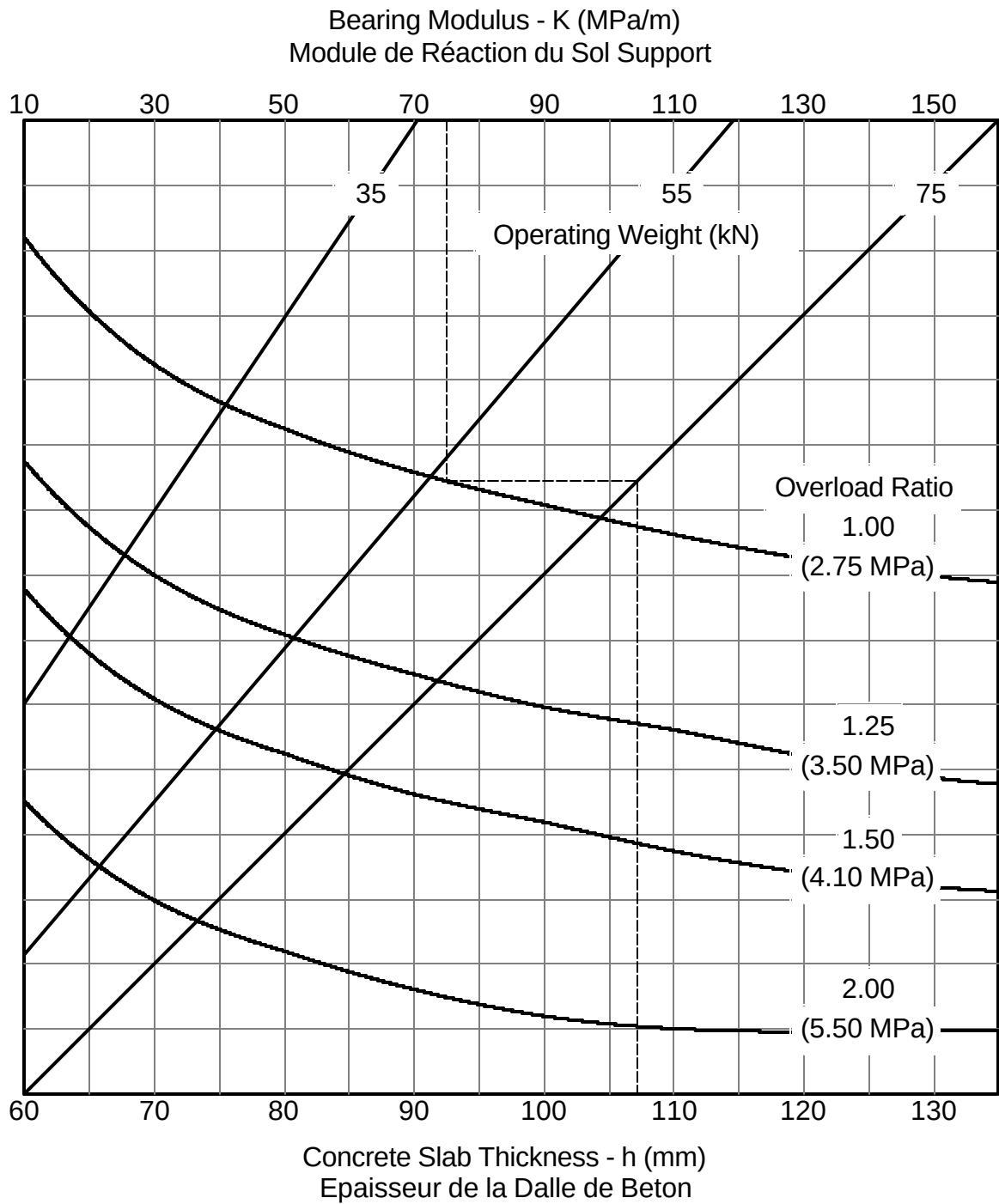
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Learjet 25D, 25F (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



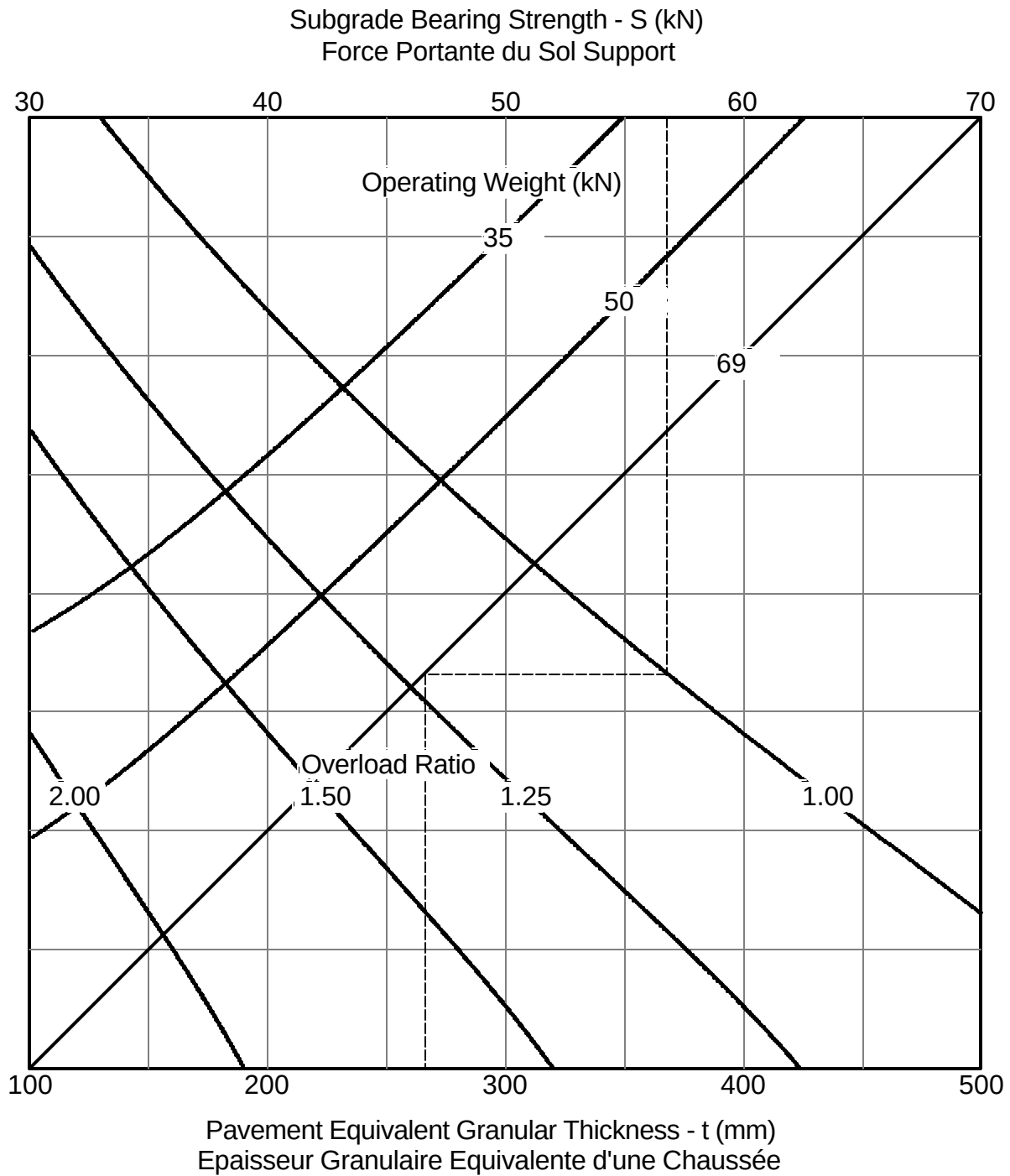
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 25G (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



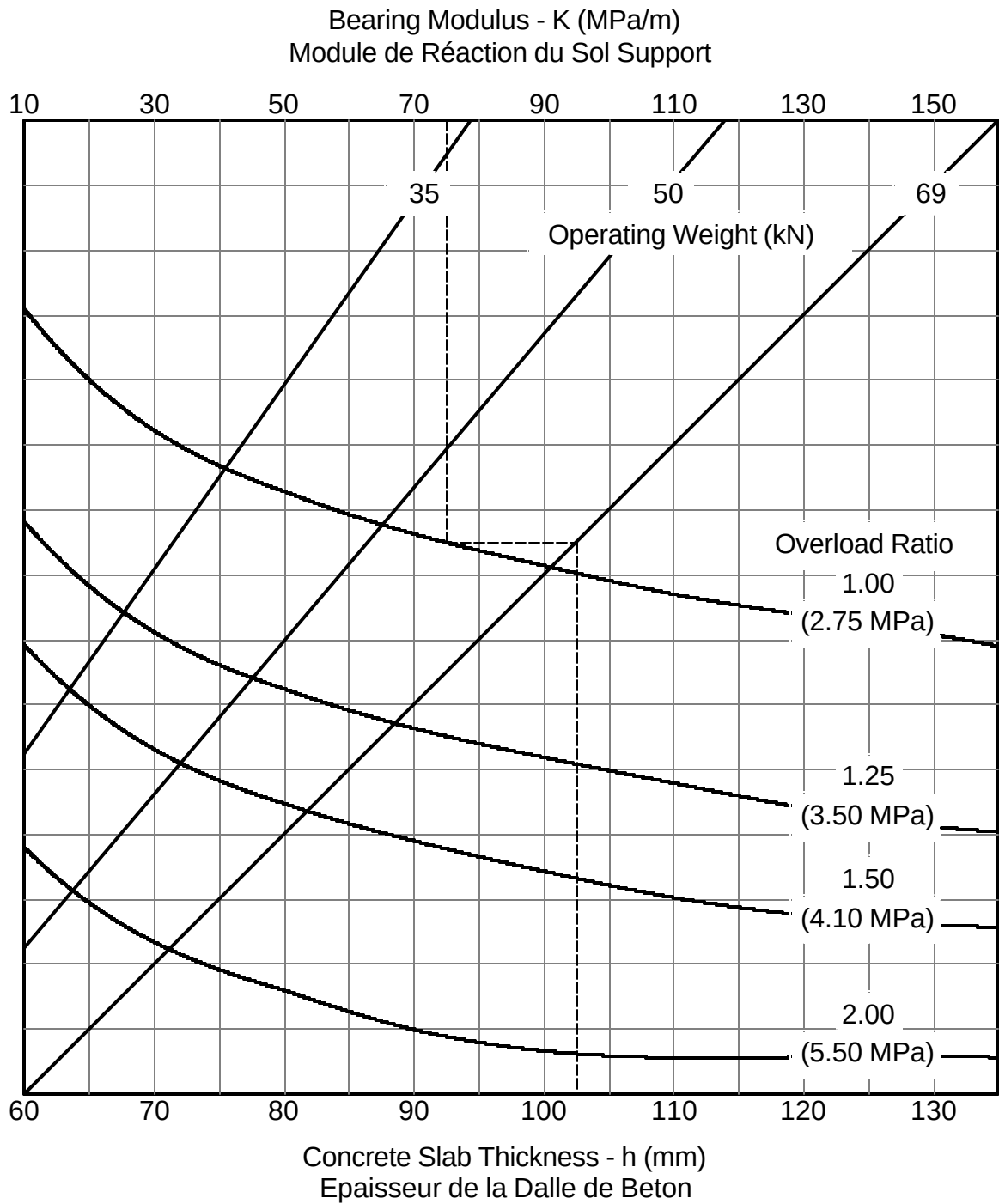
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Learjet 25G (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



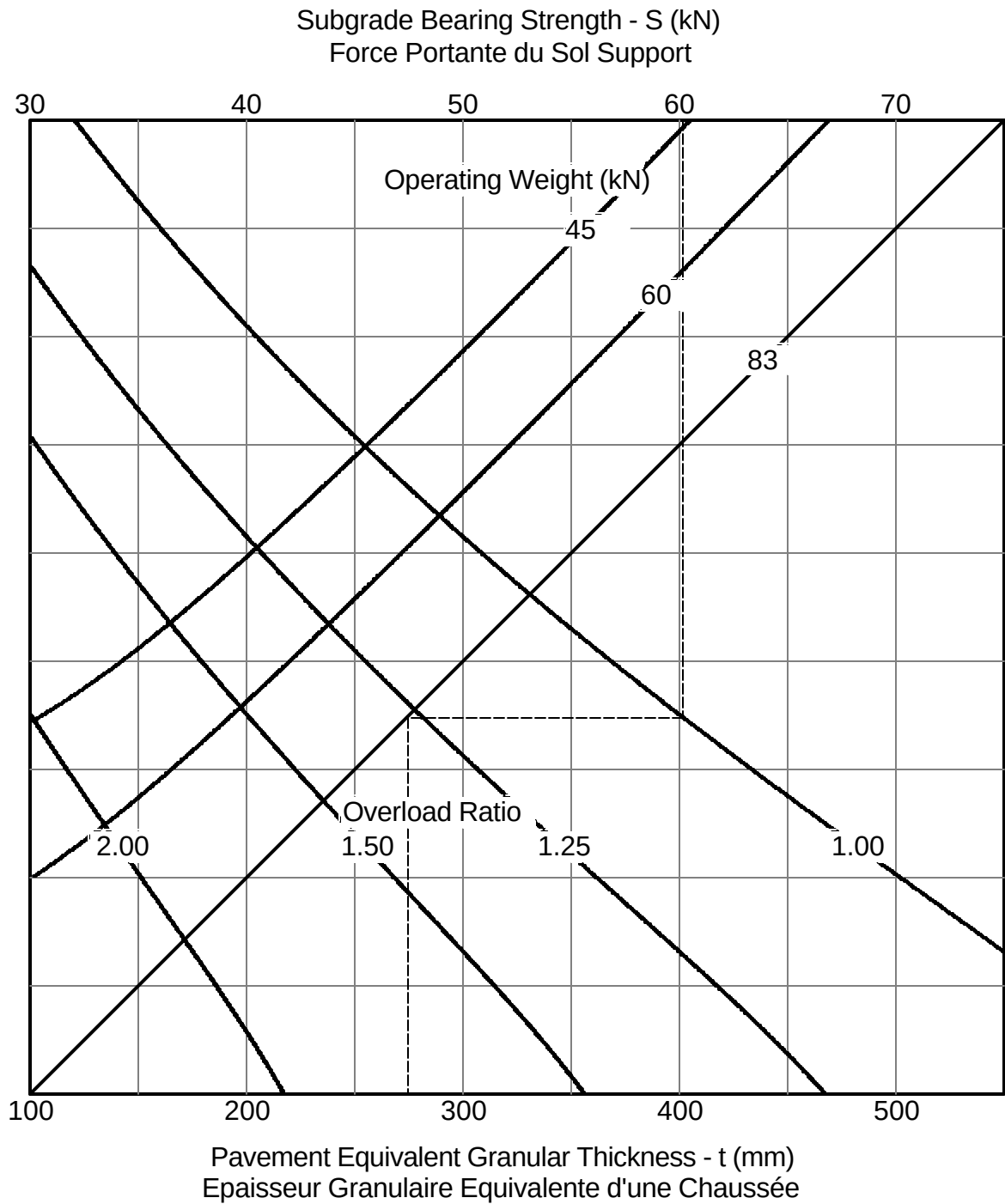
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 28, 29 (Longhorn)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



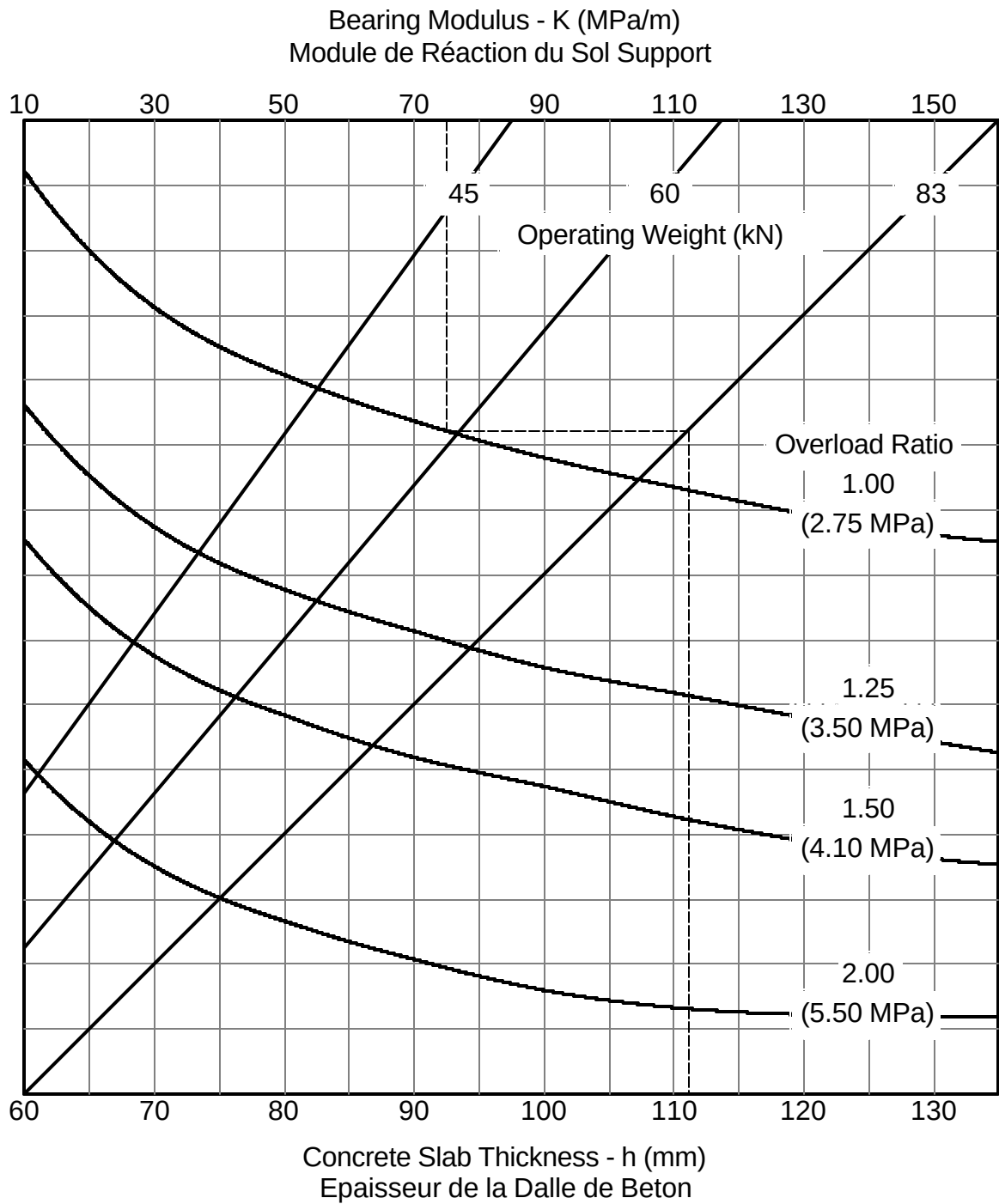
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Learjet 28, 29 (Longhorn)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	250 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



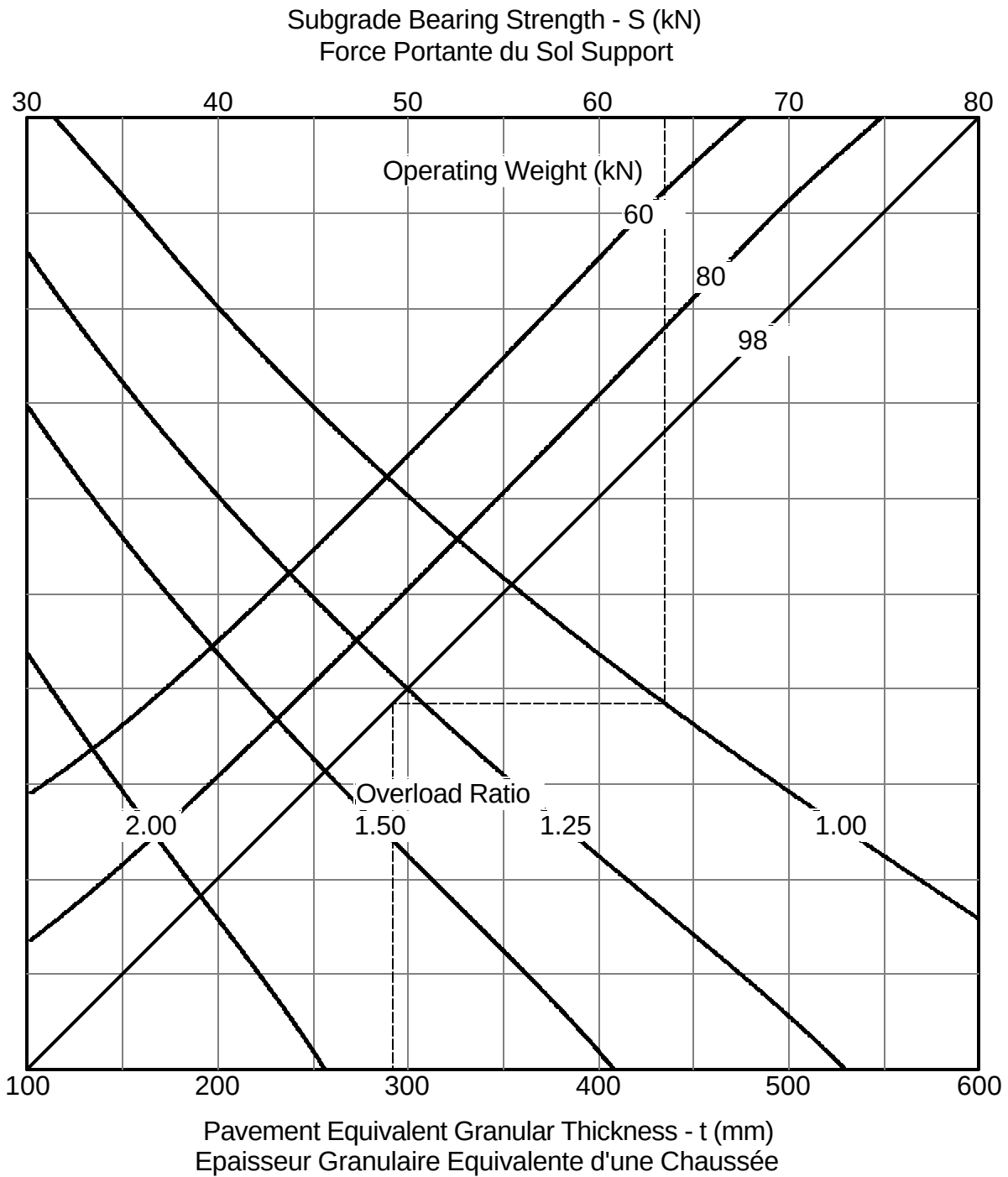
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 31A, 35A, 36A	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



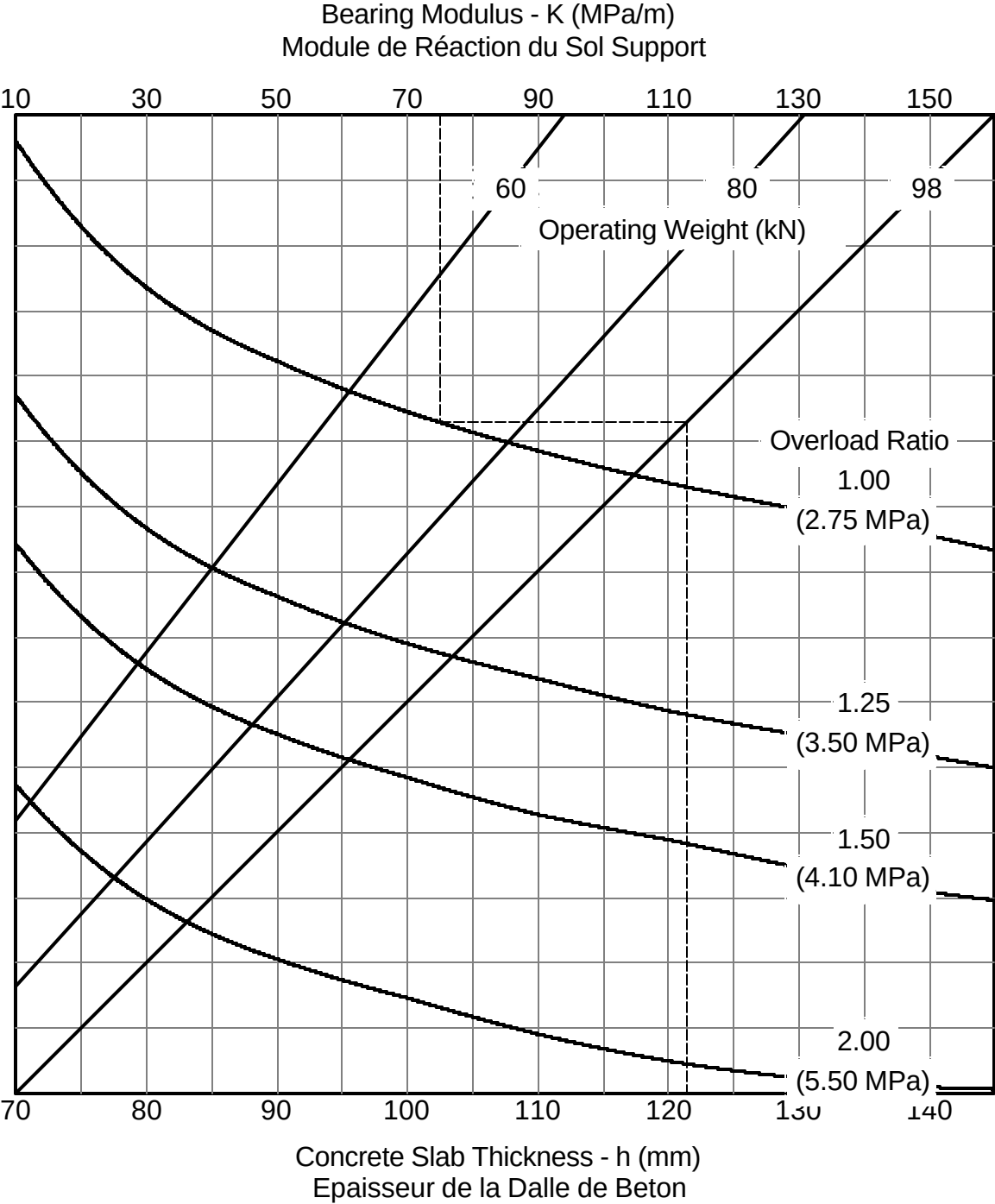
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Learjet 31A, 35A, 36A	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



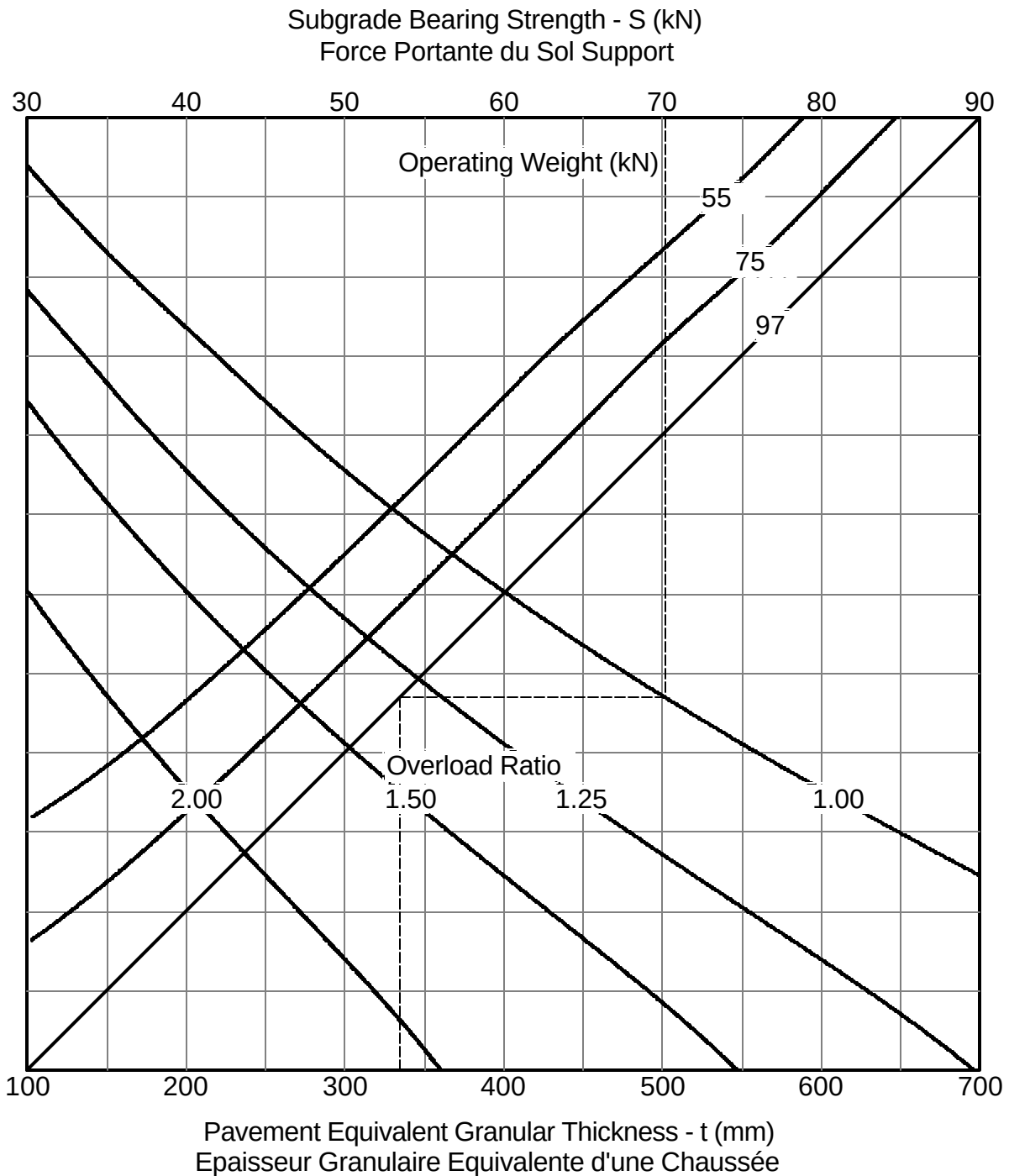
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 40, 45, 45XR	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



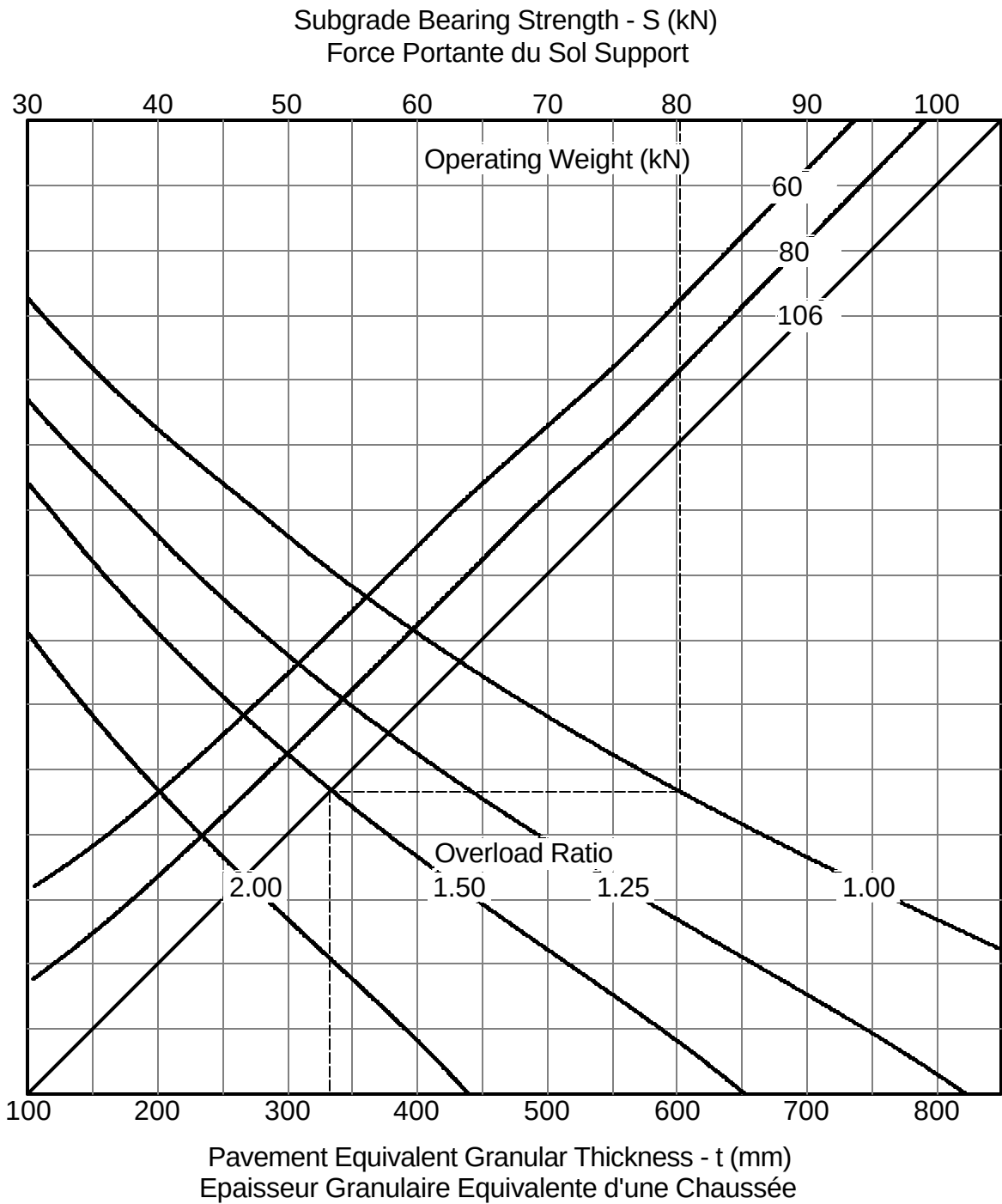
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Learjet 40, 45, 45XR	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	0.79		



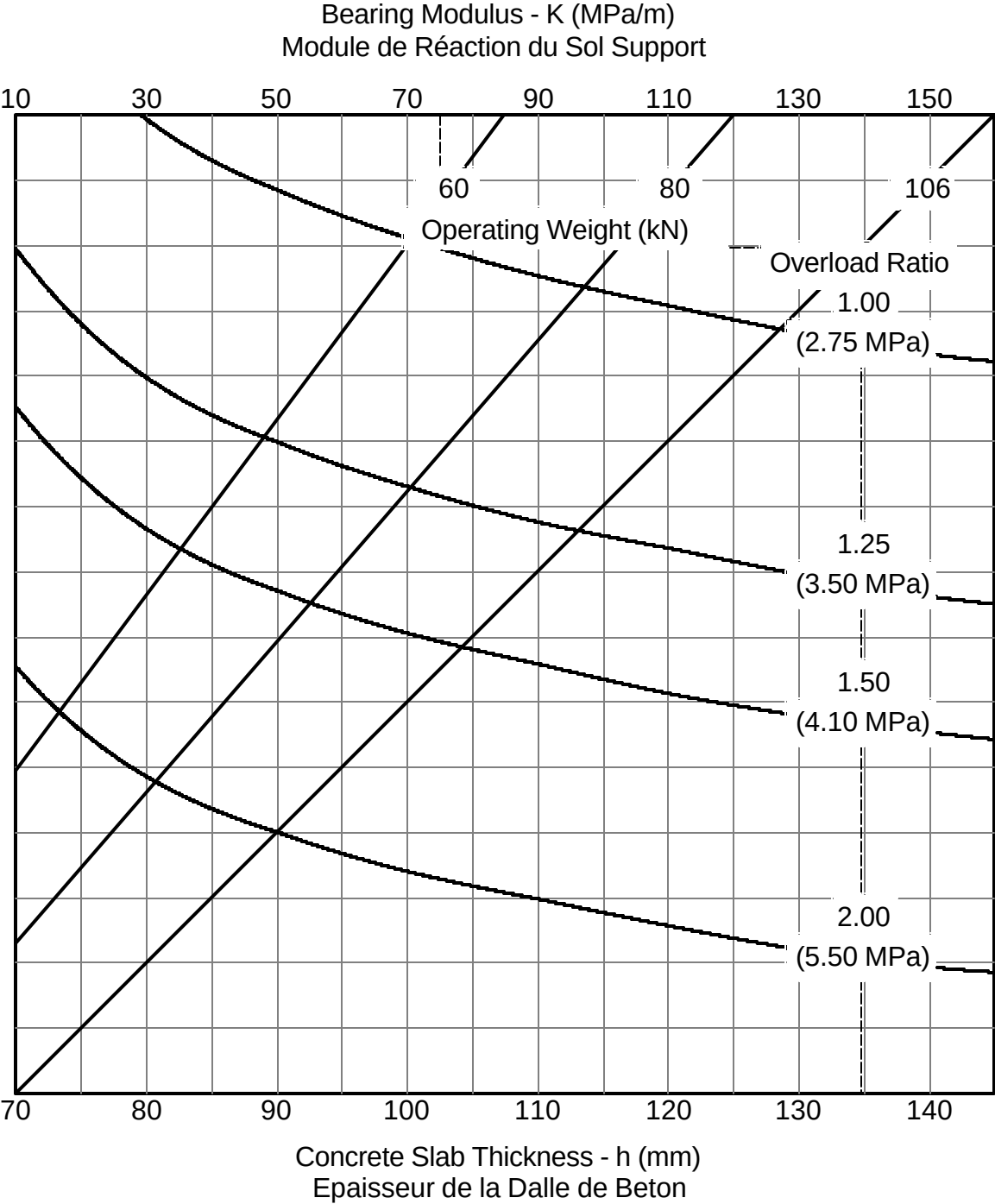
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 55B, 55C	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	1.24		



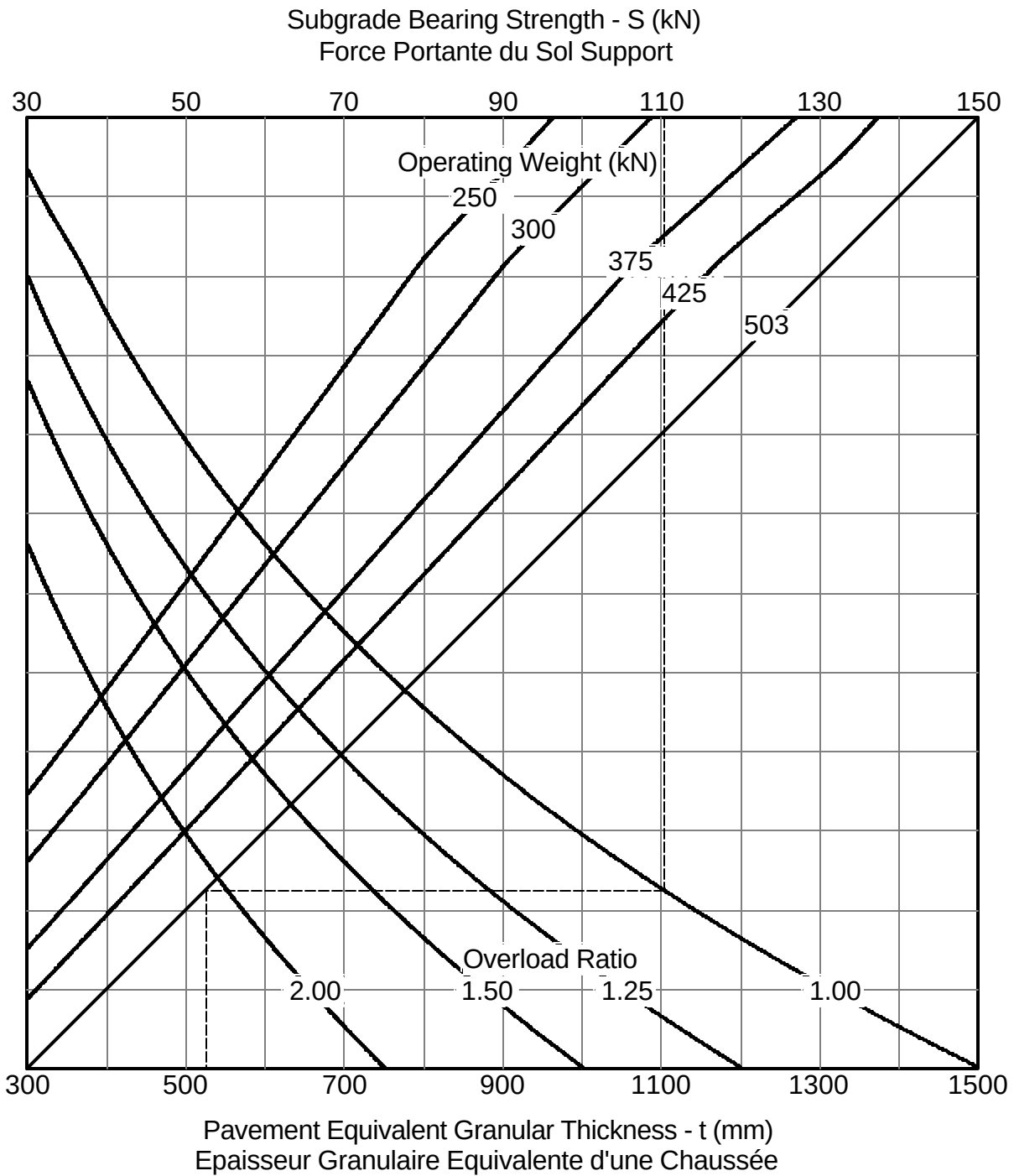
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Learjet 60 (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	1.48		



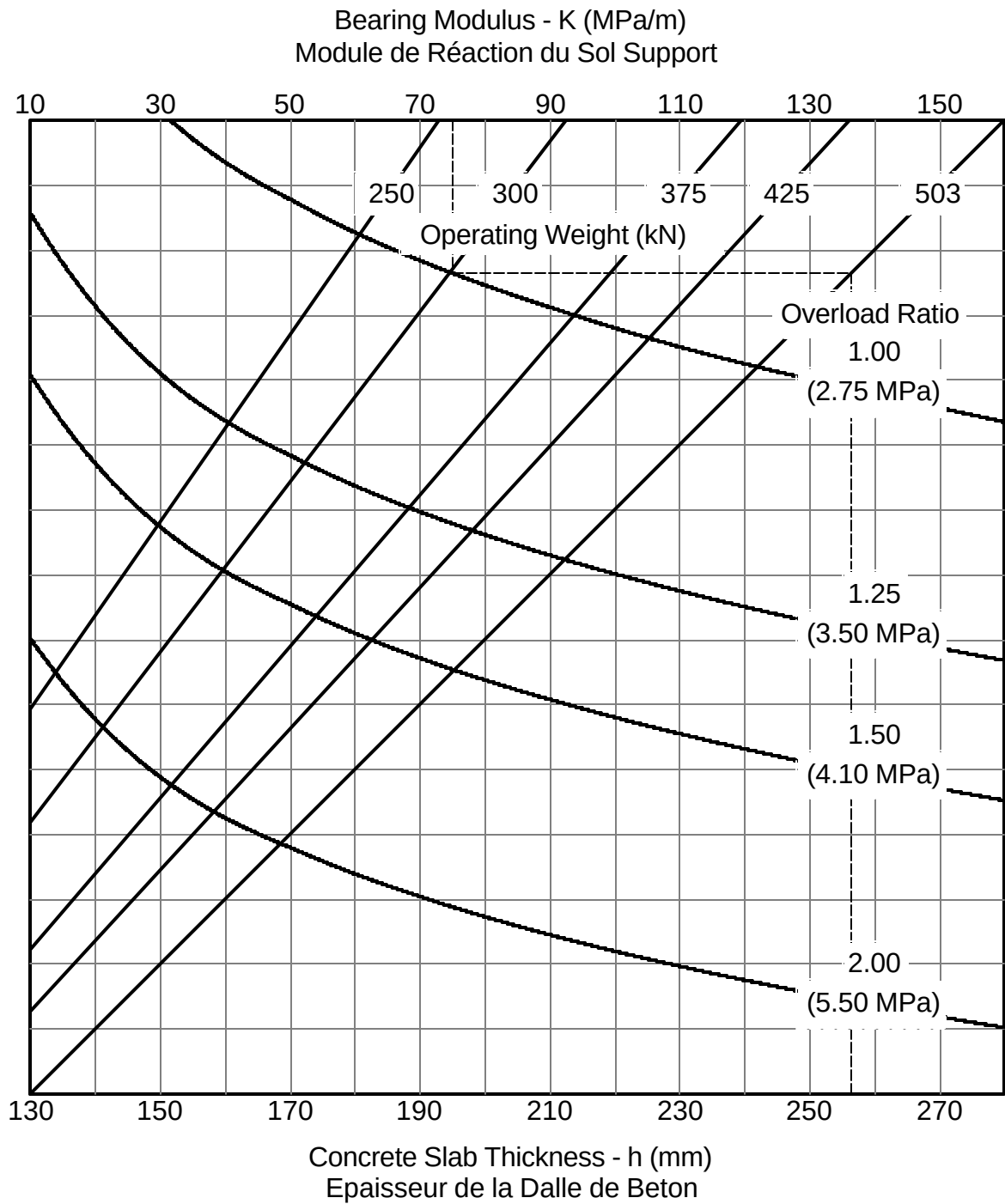
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Learjet 60 (Bombardier)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	280 mm	
Tire Pressure (MPa) Pression des Pneus	1.48		



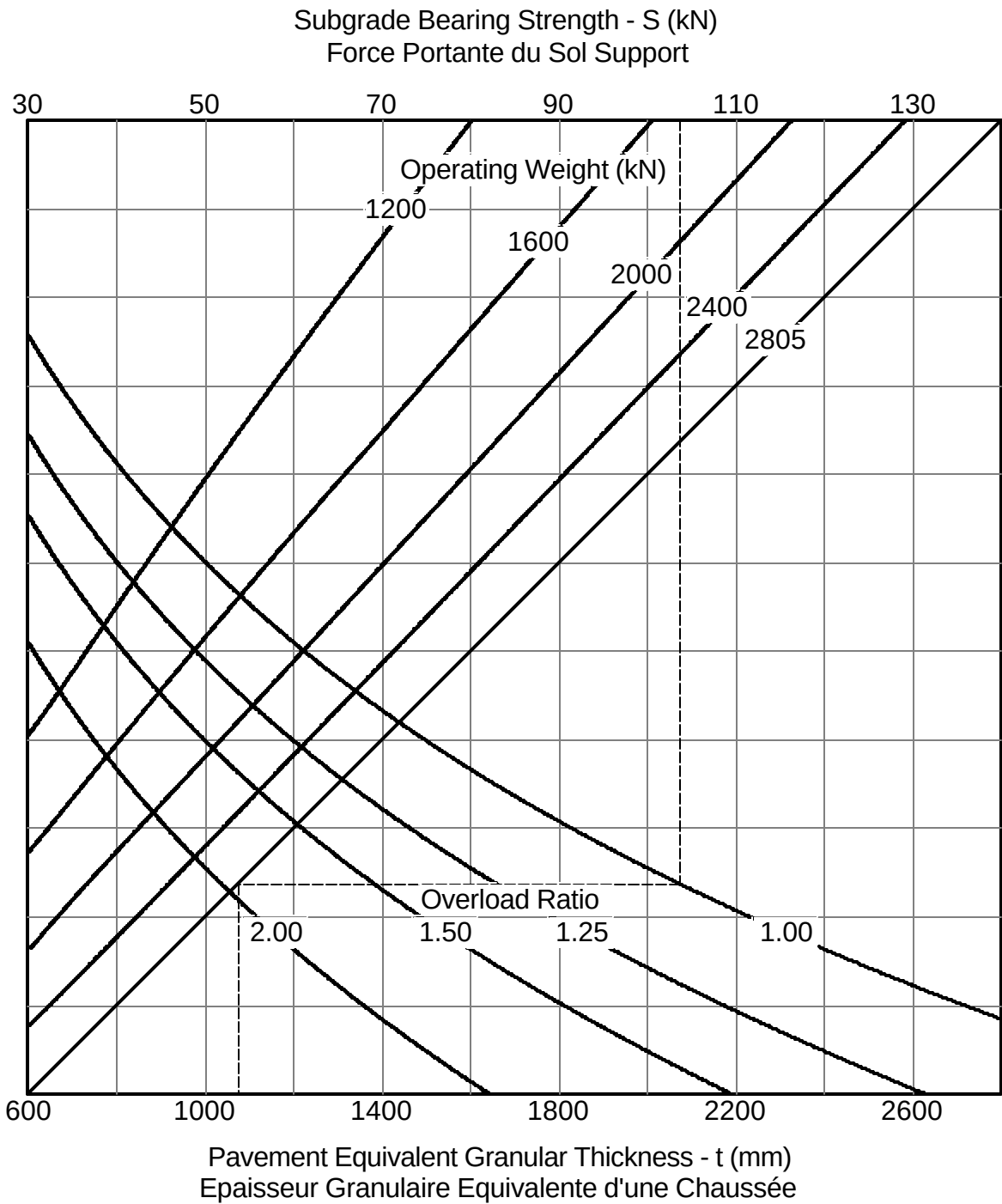
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Lockheed 188 Electra	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	0.95		



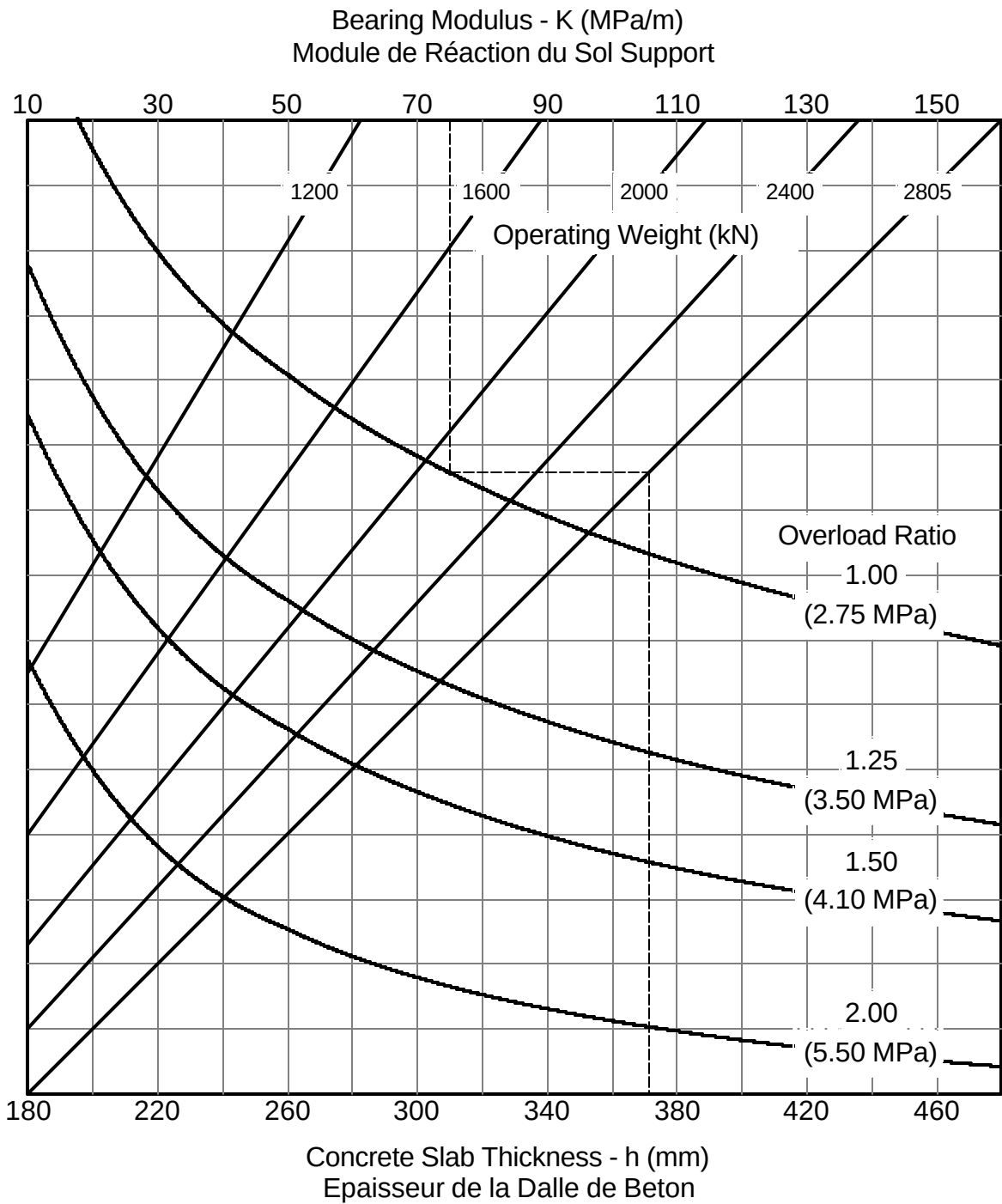
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Lockheed 188 Electra	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	660 mm	
Tire Pressure (MPa) Pression des Pneus	0.95		



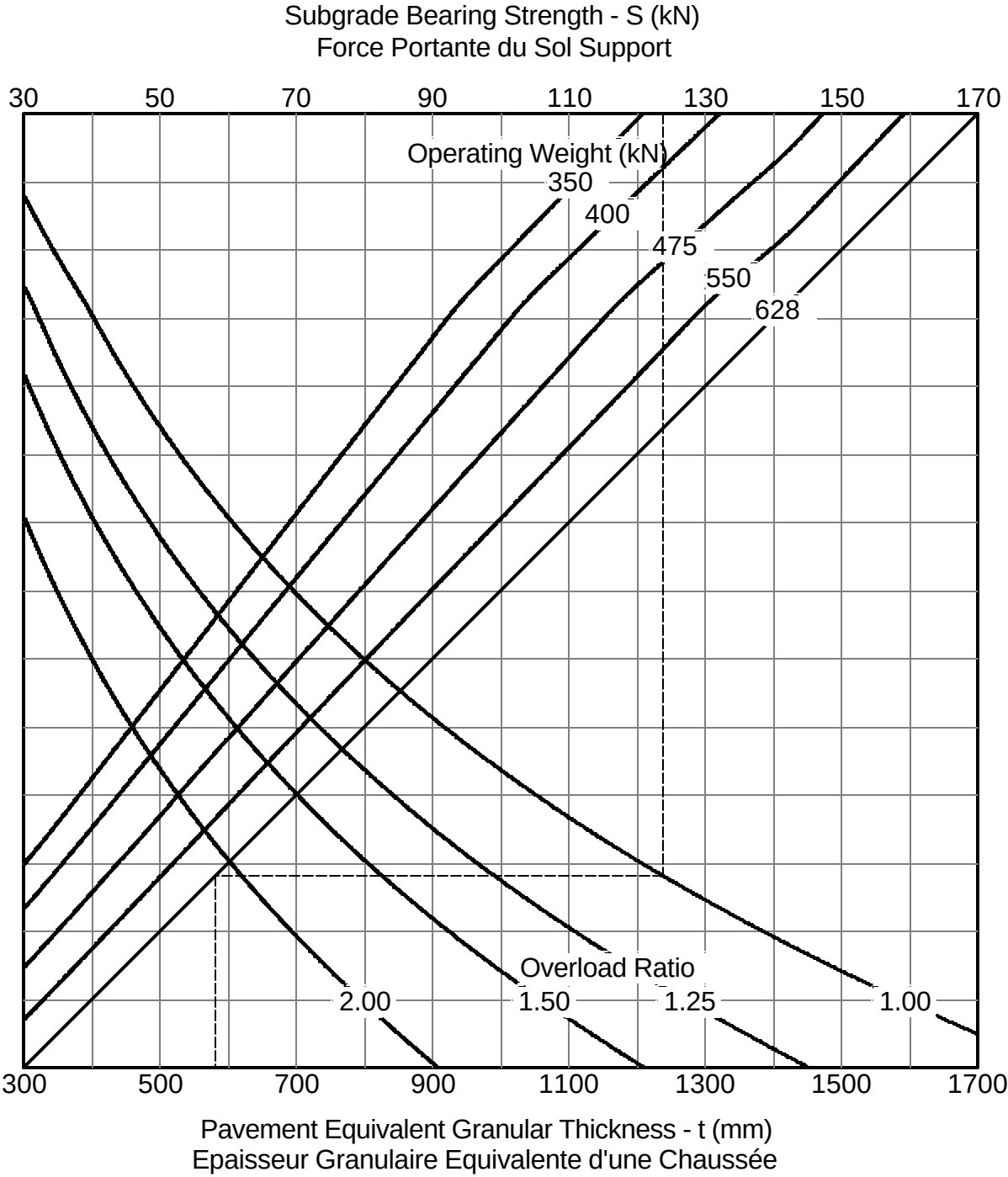
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-11	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm ○ ○
Tire Pressure (MPa) Pression des Pneus	1.38		○ ○



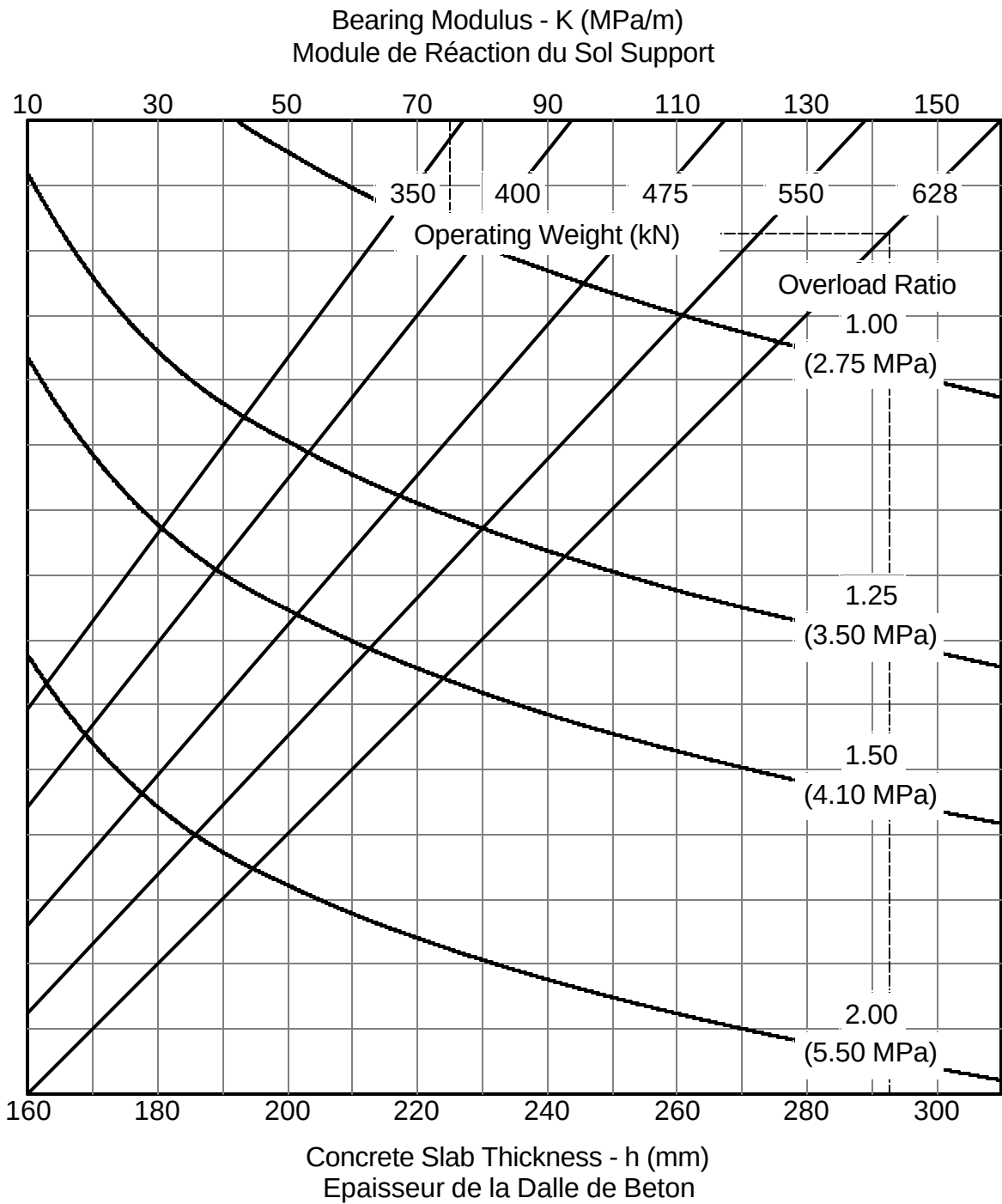
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-11	
% Load on Main Gear % Poids sur Atterrisseur Principal	39.0	1372 mm	1626 mm
Tire Pressure (MPa) Pression des Pneus	1.38		



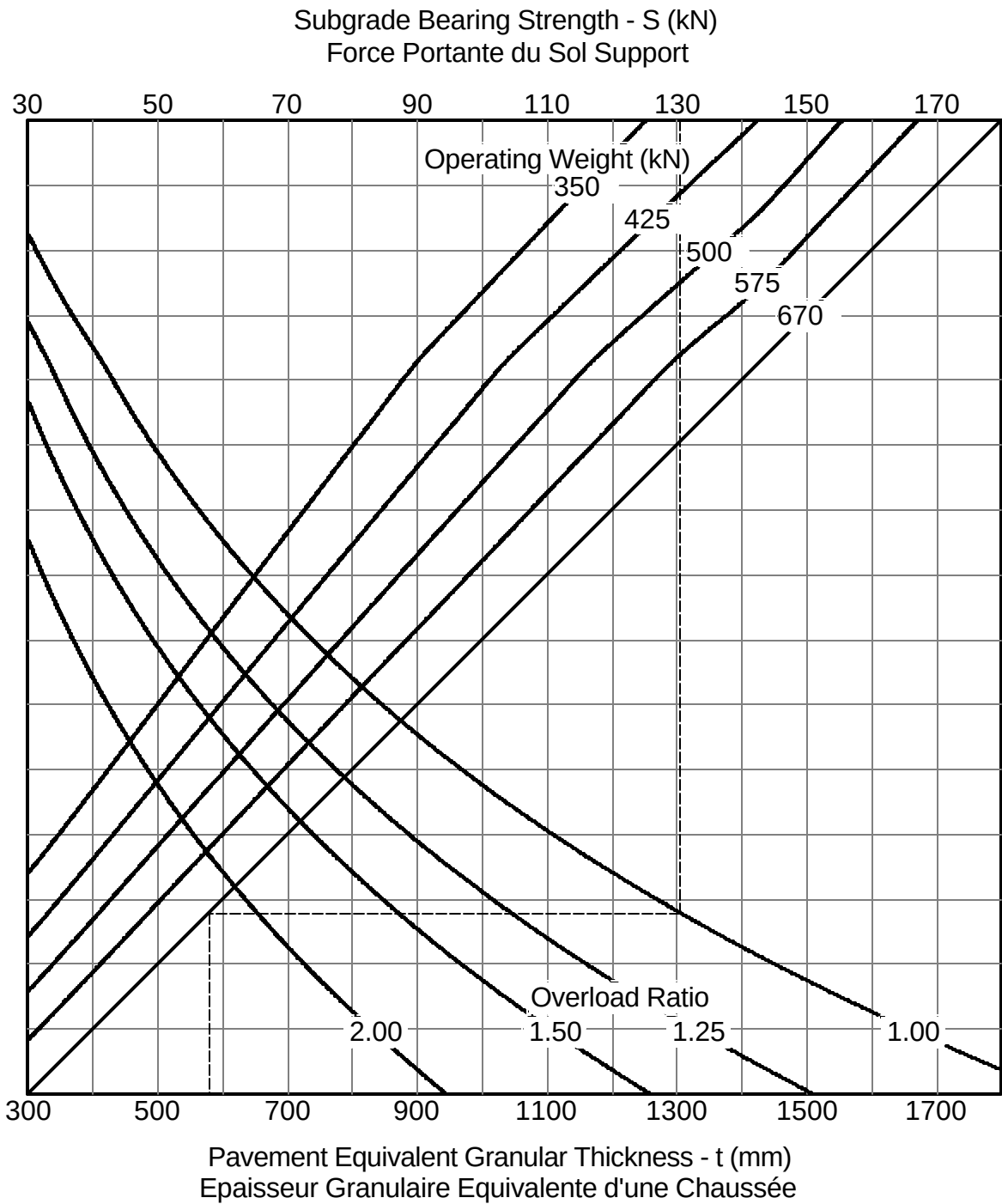
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-81	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



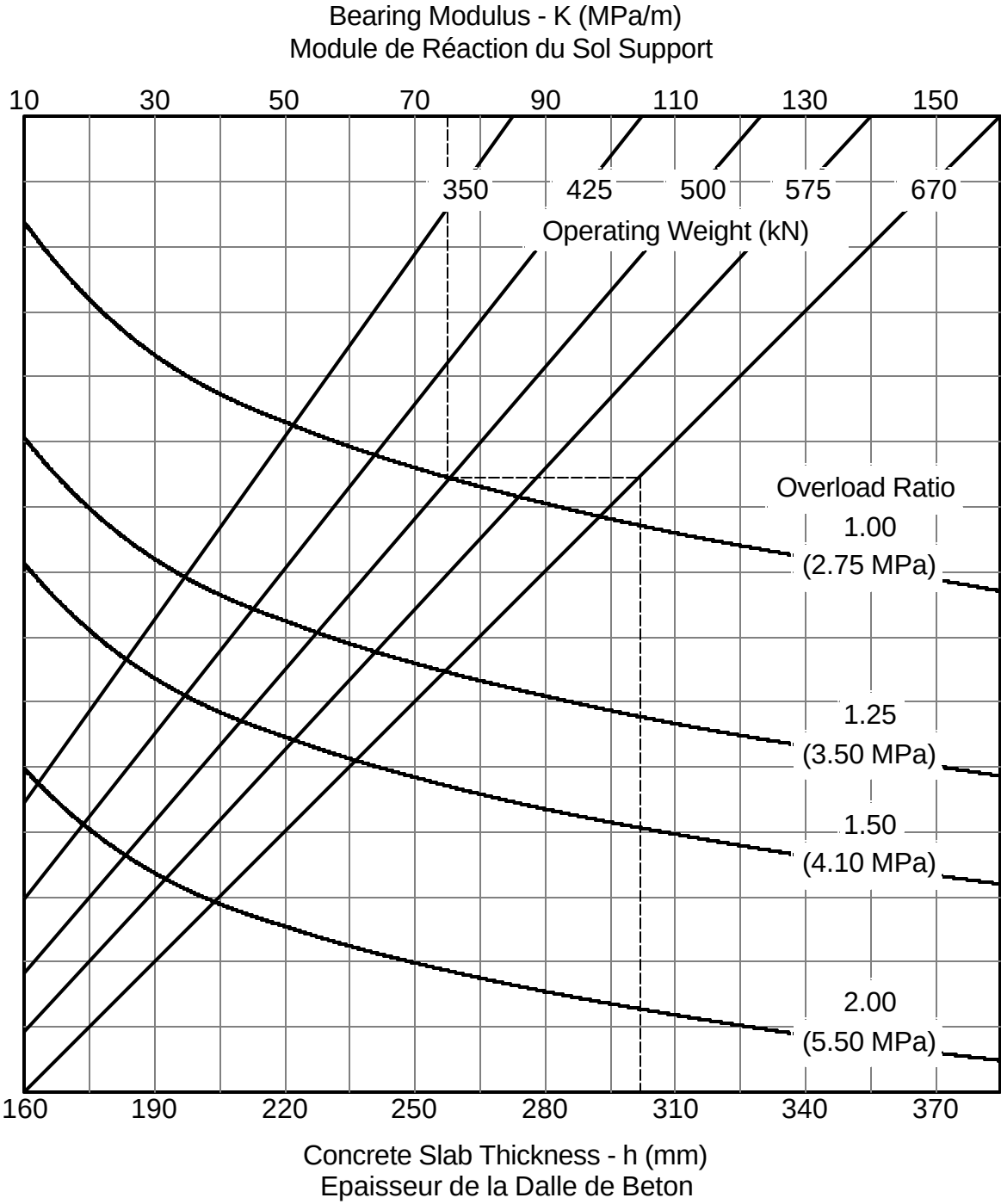
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-81	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



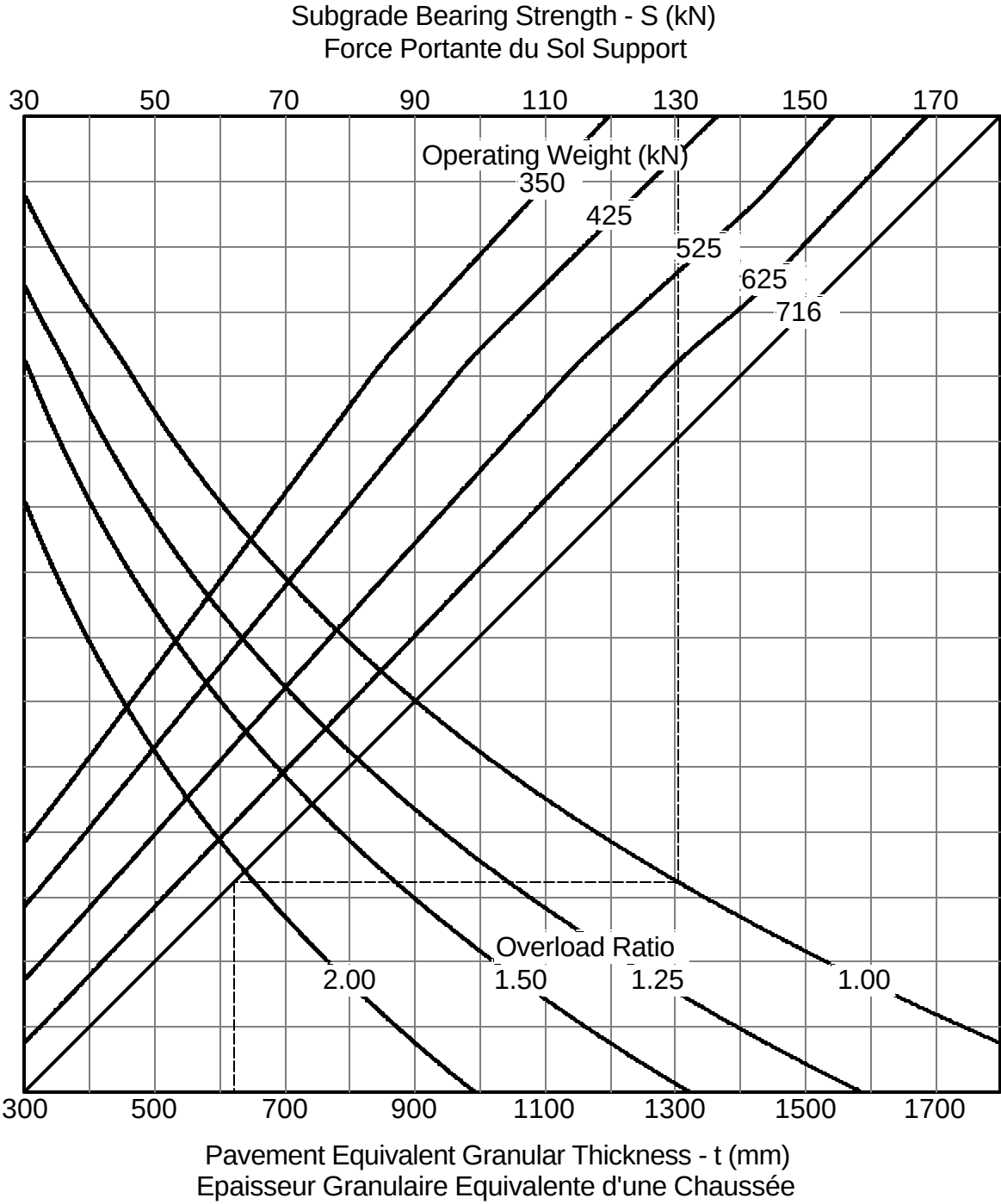
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-82	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



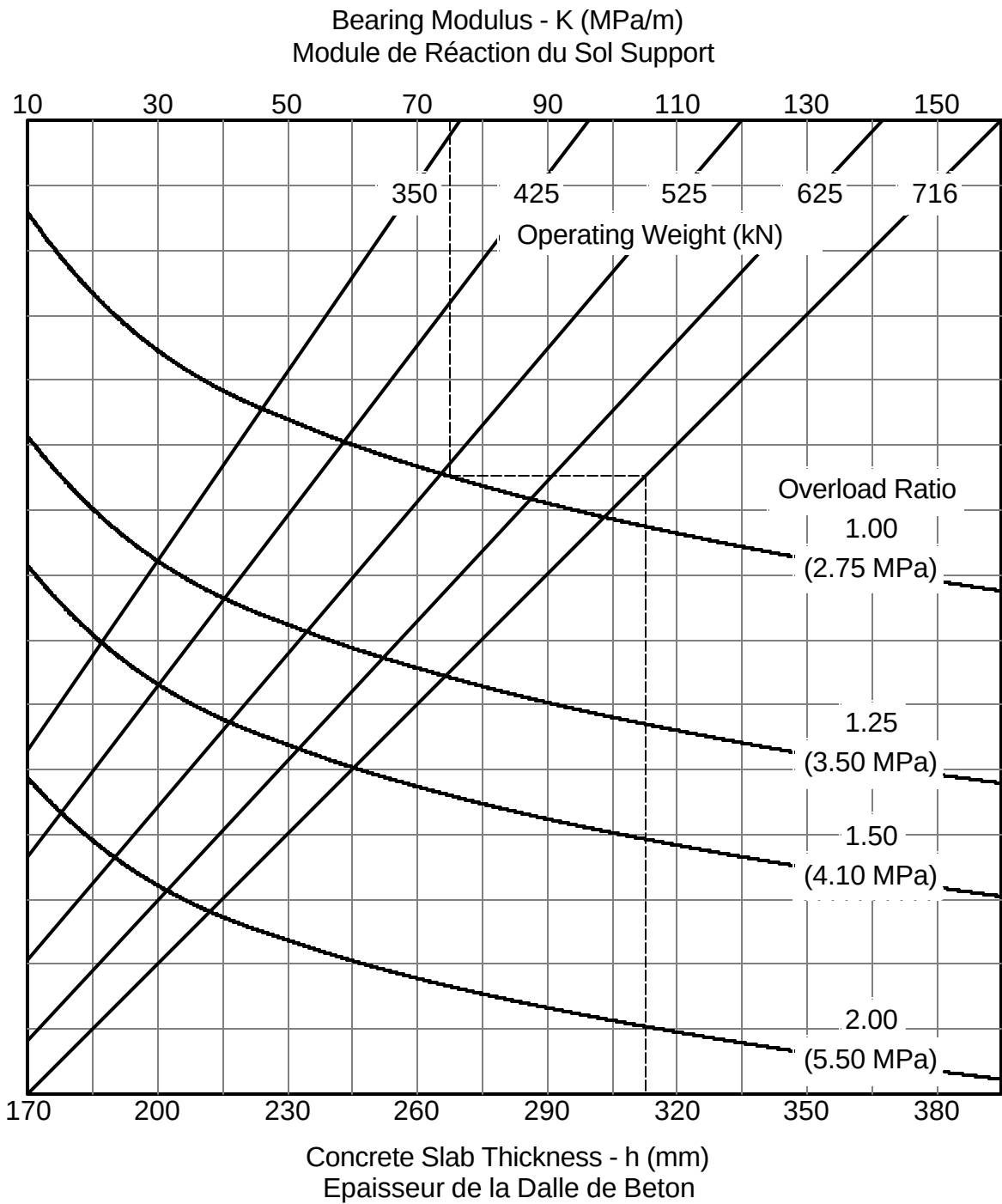
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-82	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



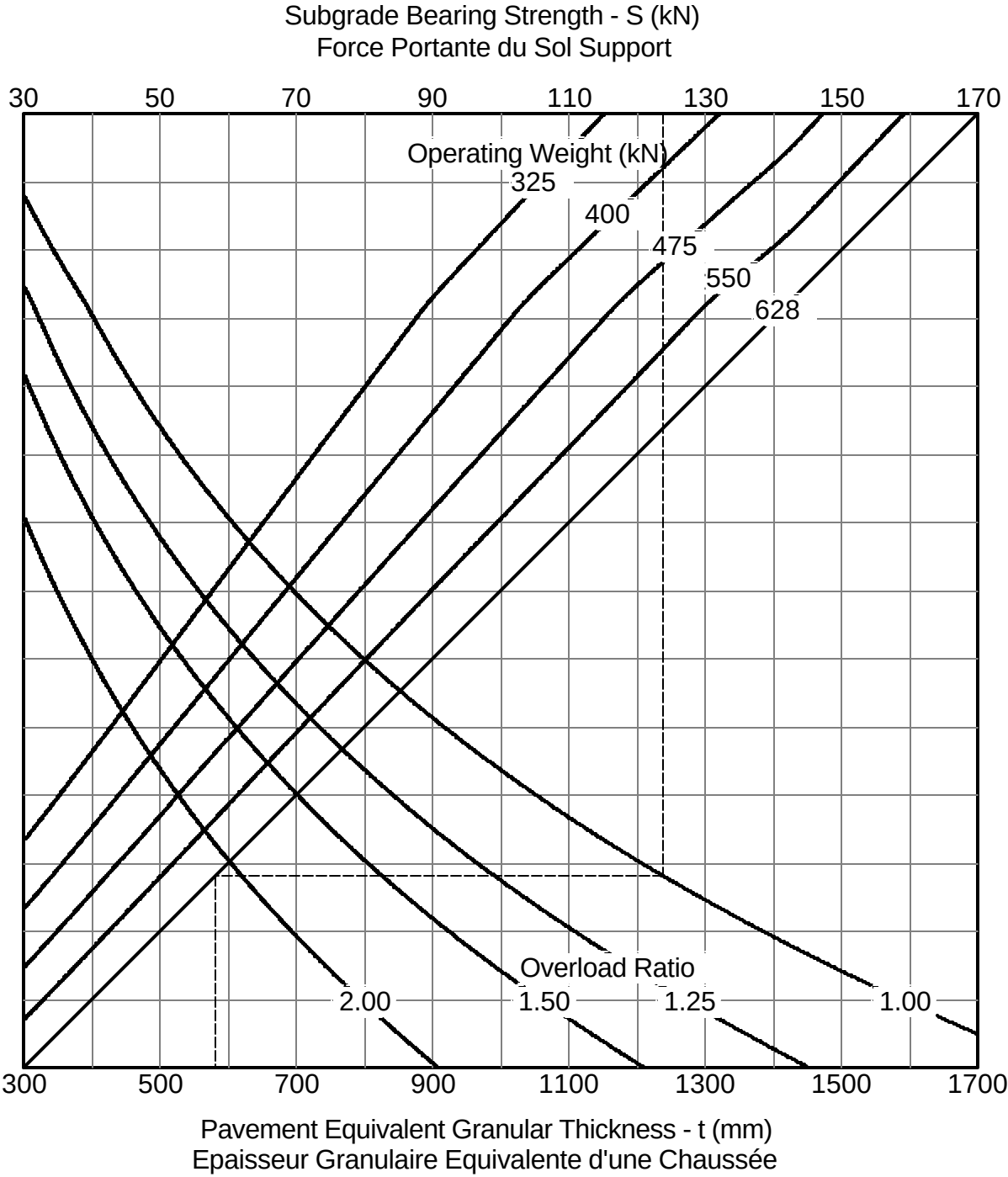
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-83	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



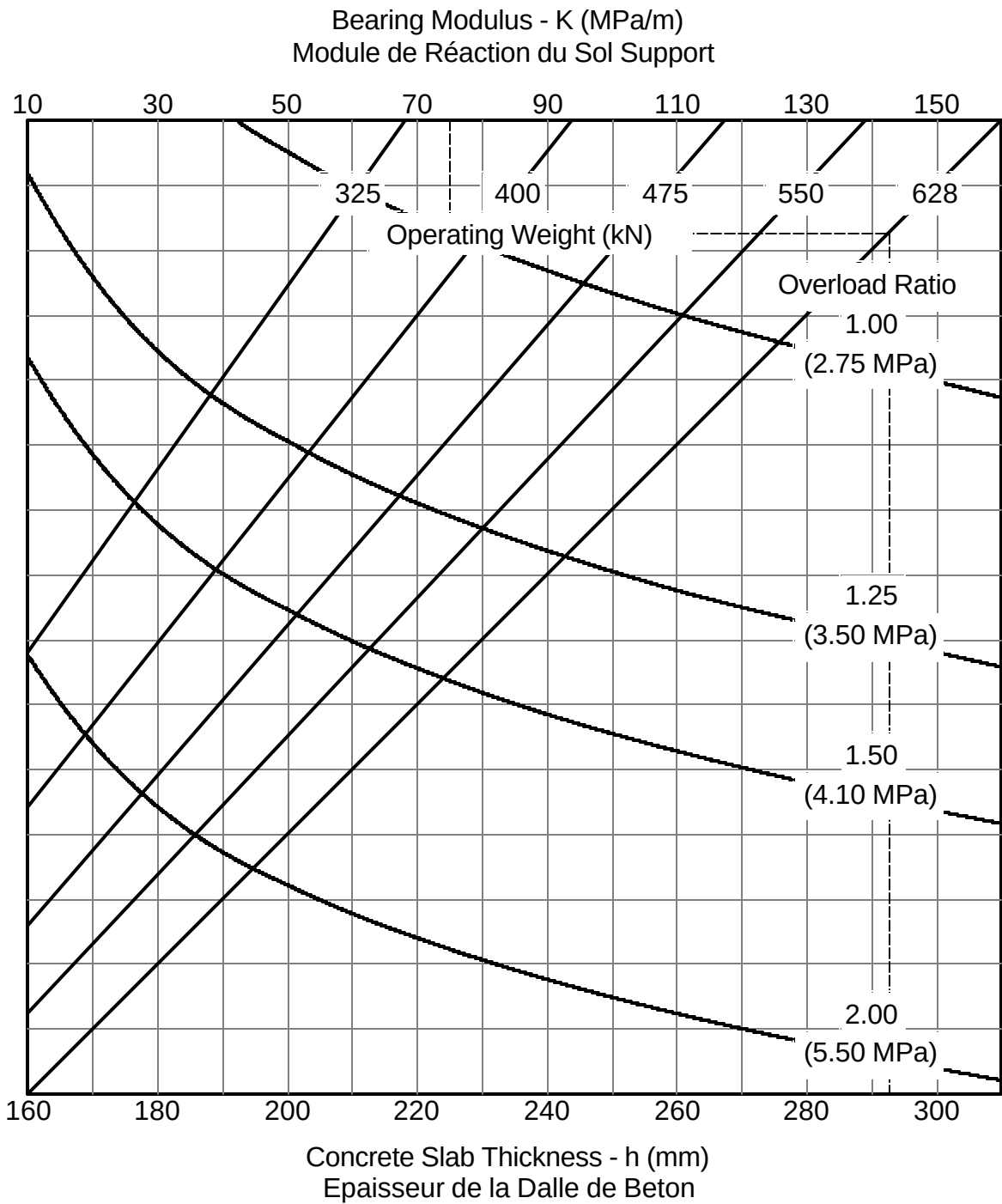
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-83	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



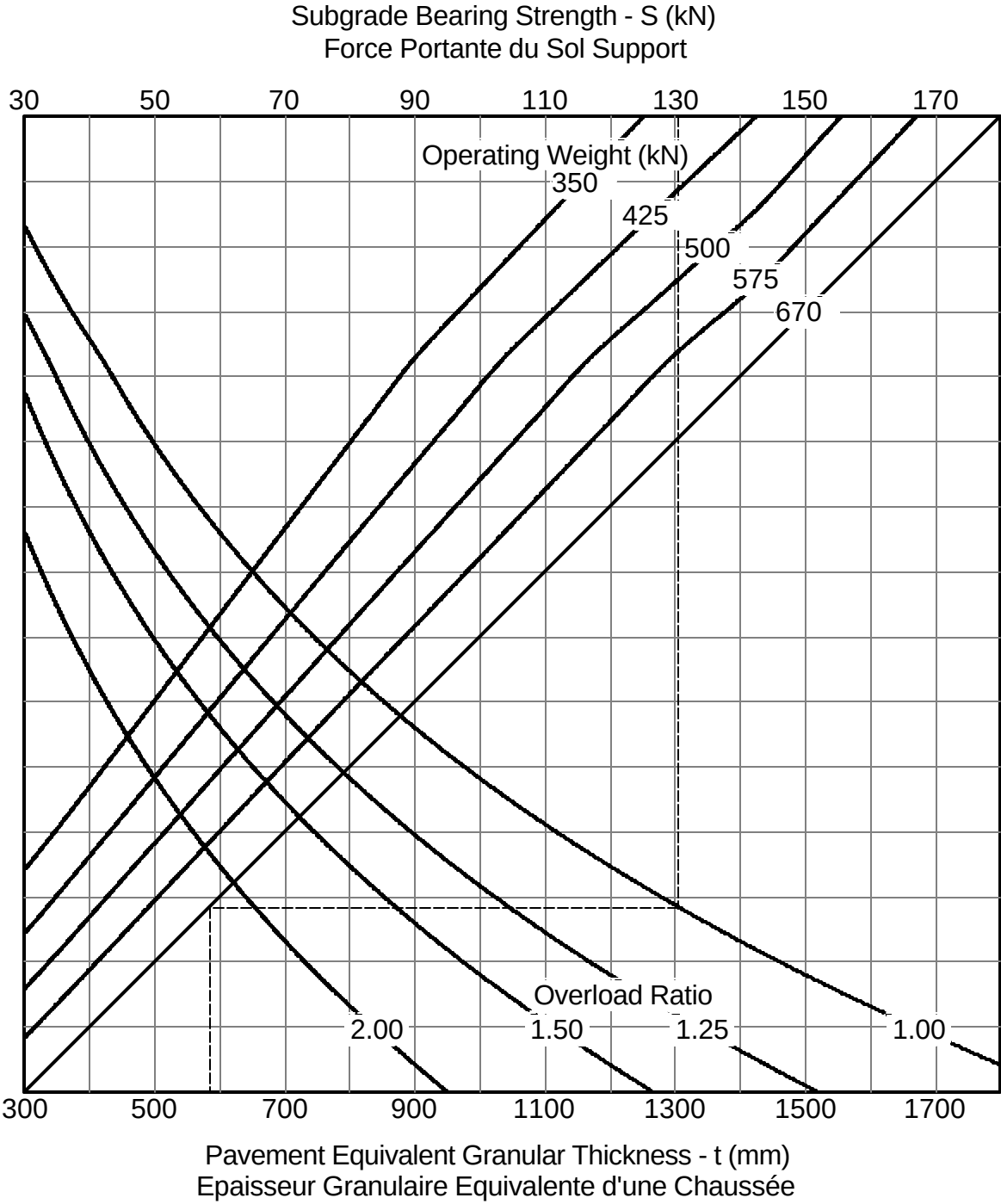
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-87	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



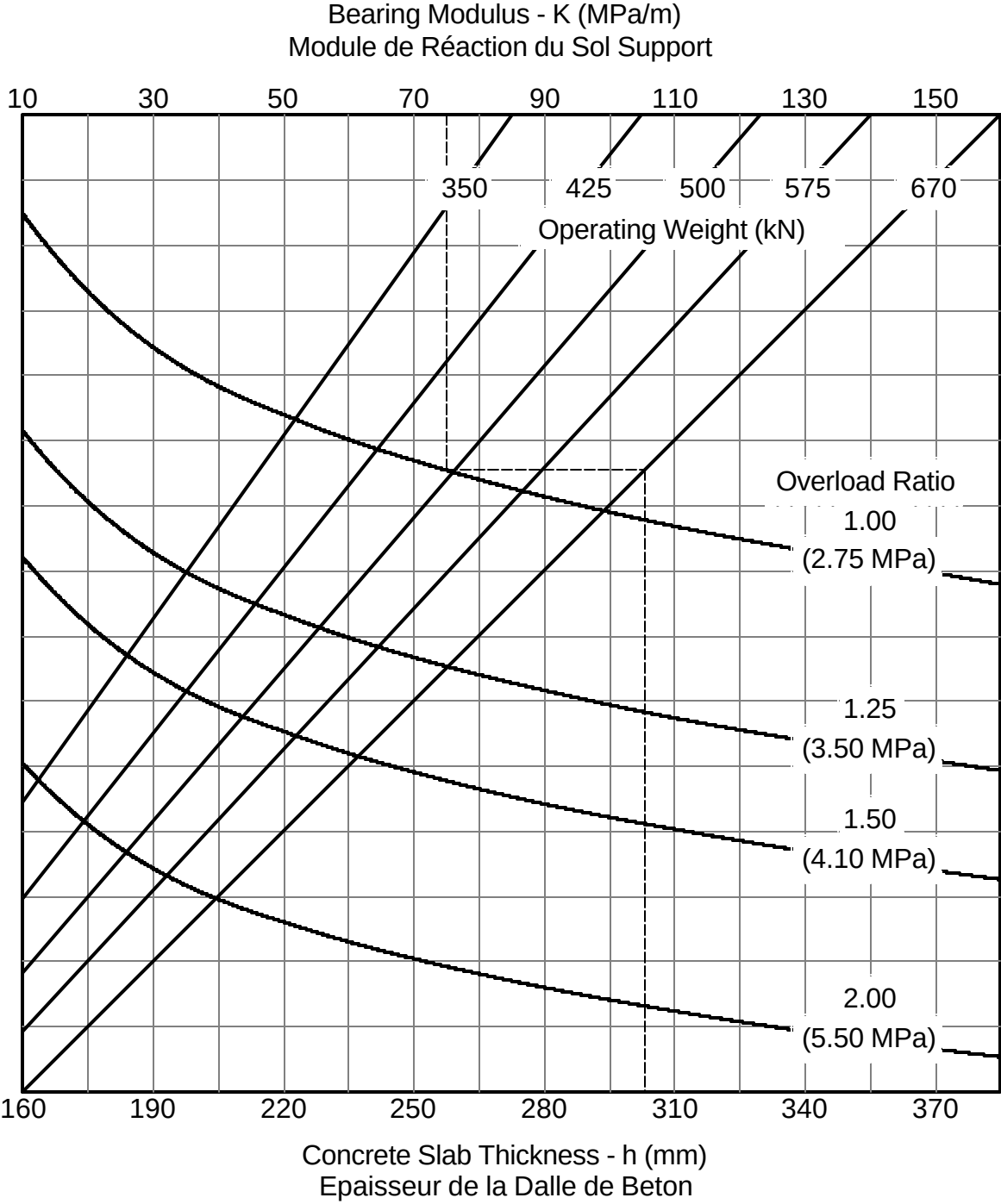
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-87	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



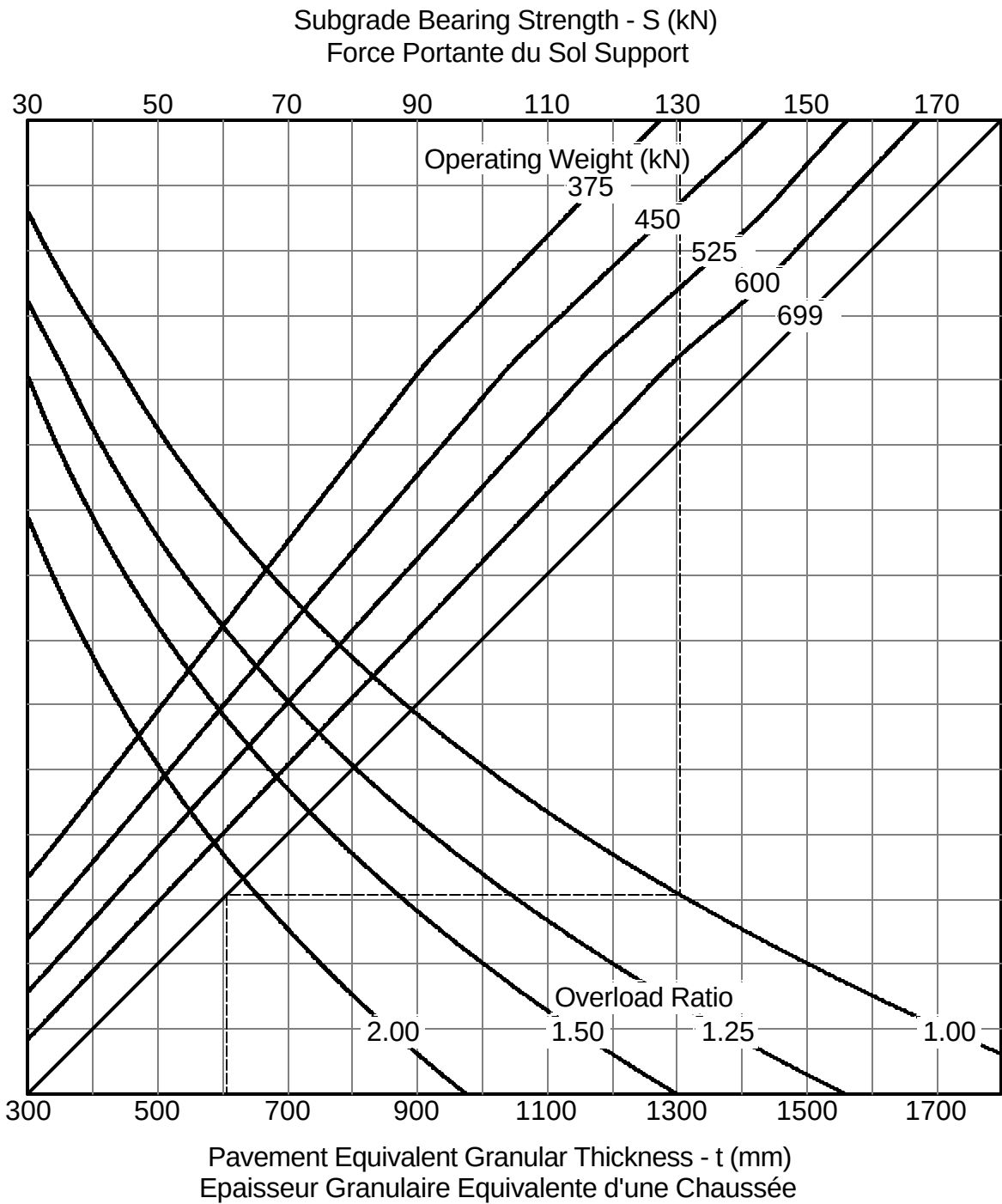
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-88	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



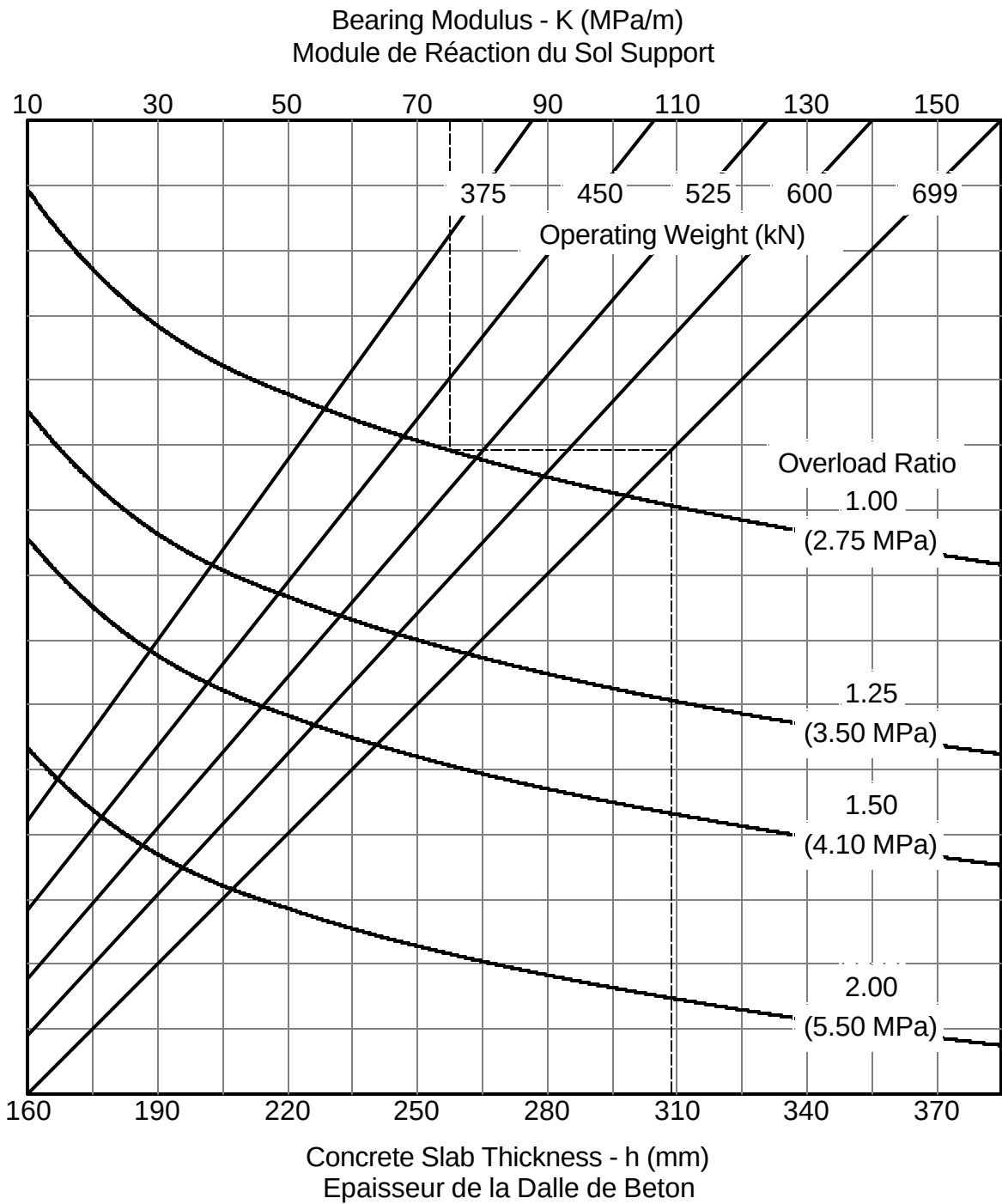
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-88	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.9	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



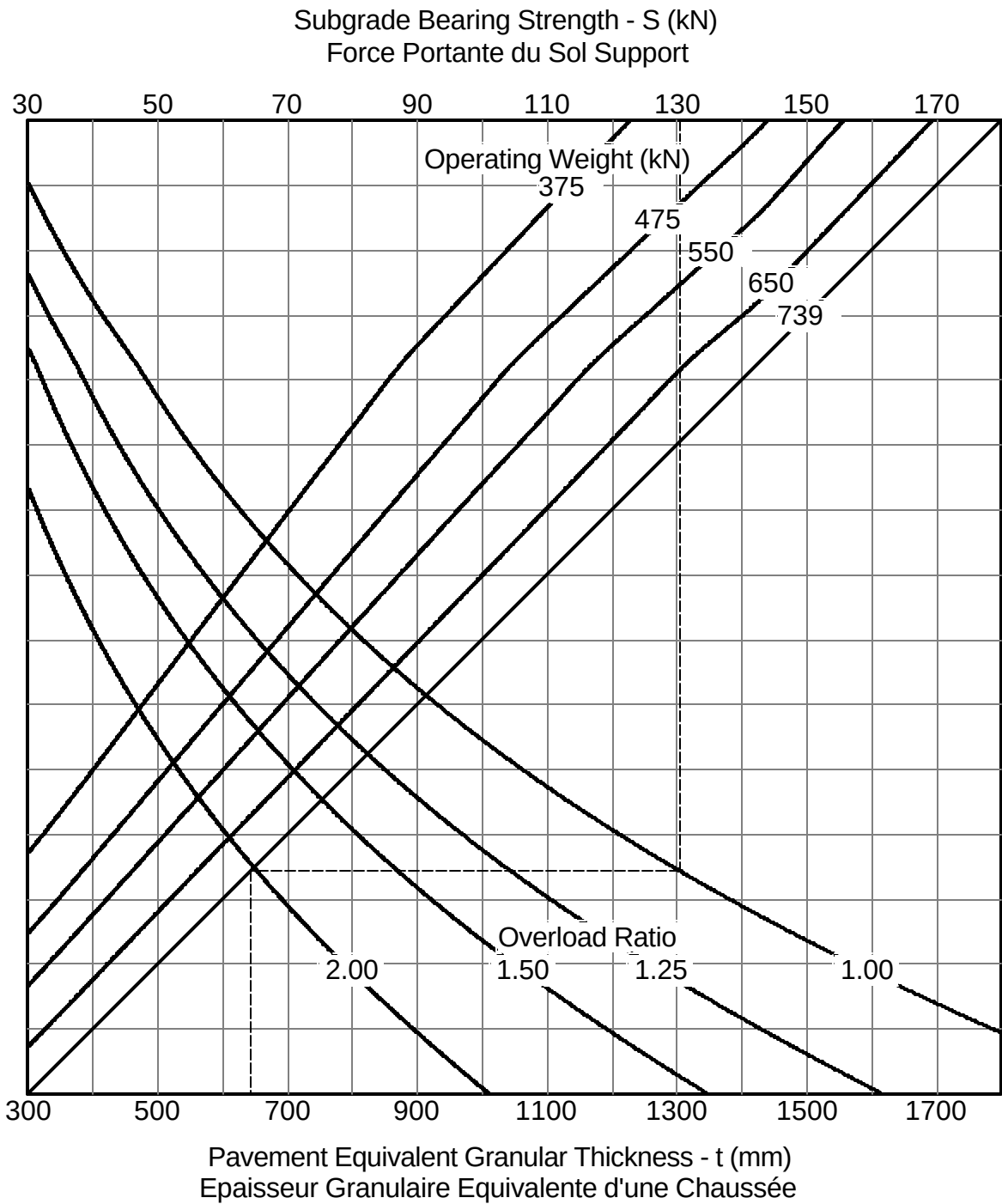
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-90-30	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



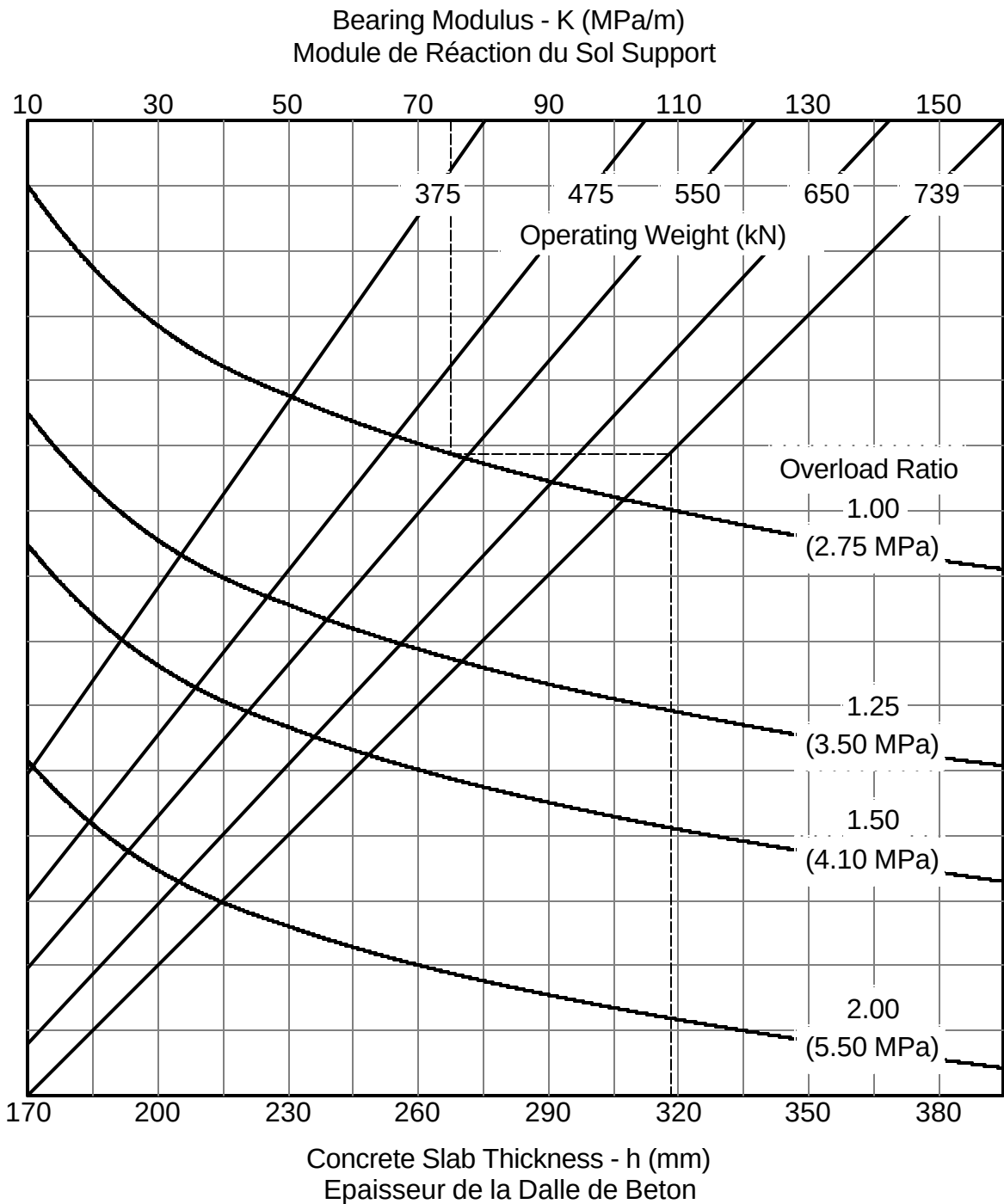
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-90-30	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



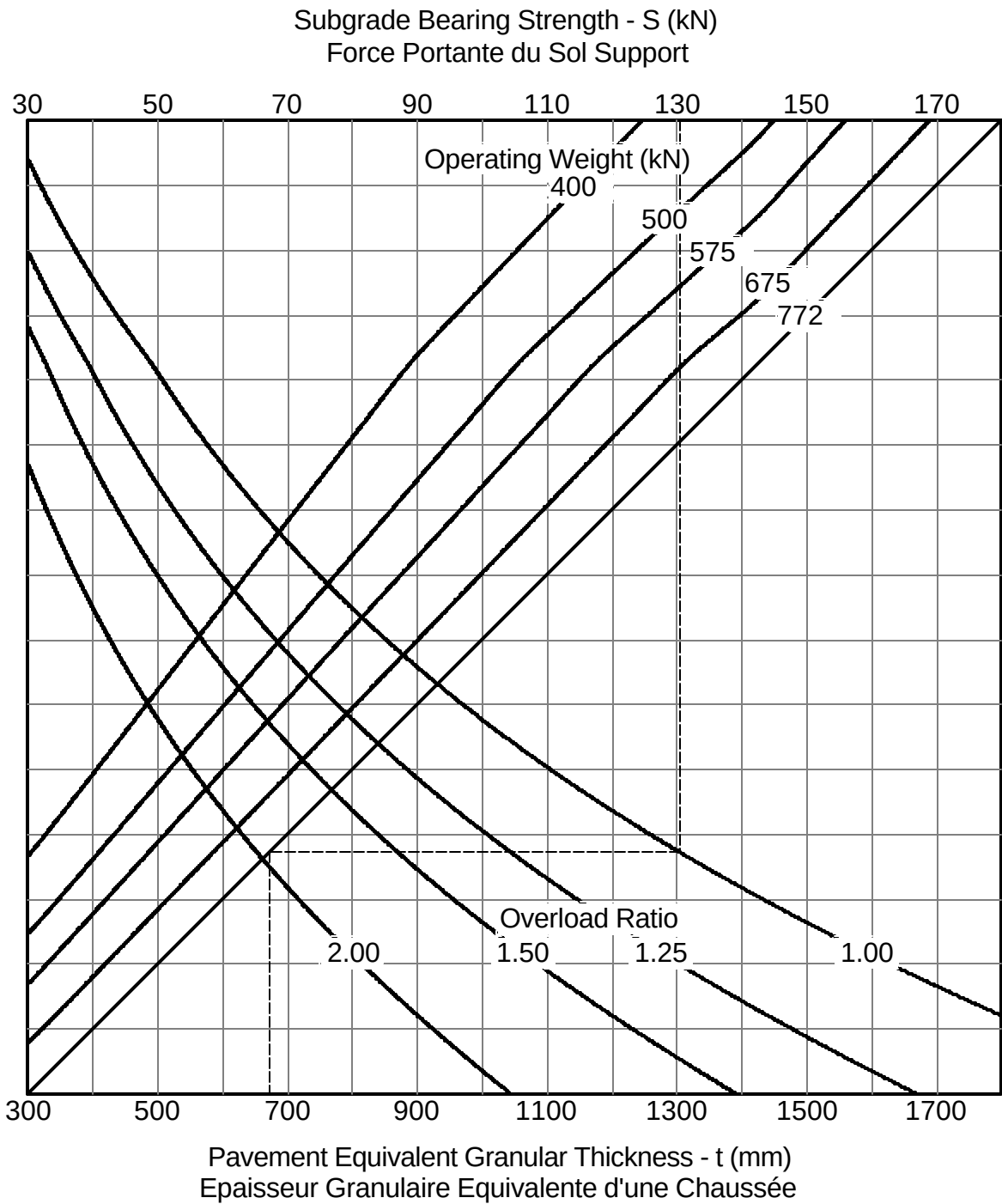
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-90-30ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



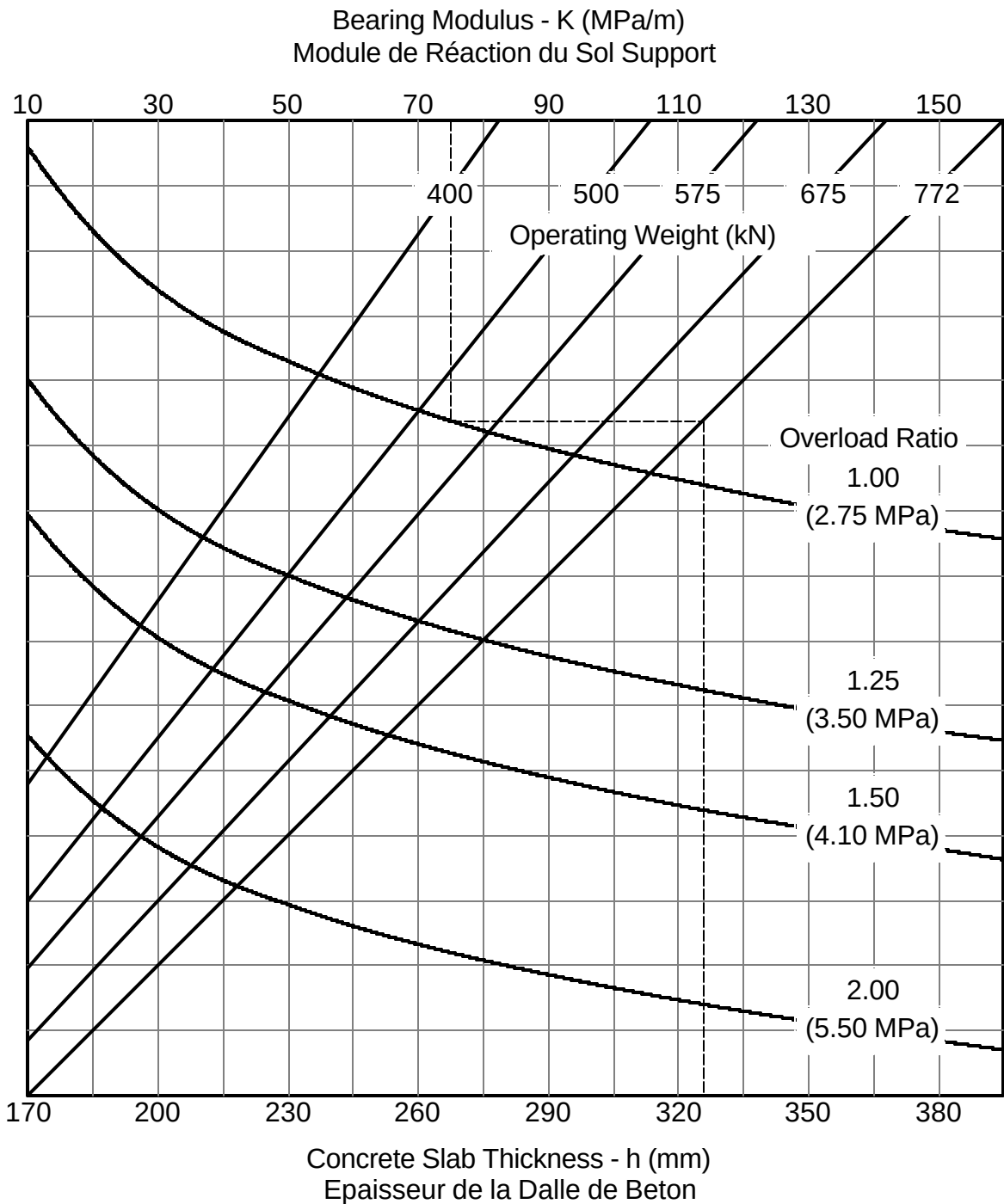
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-90-30ER	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



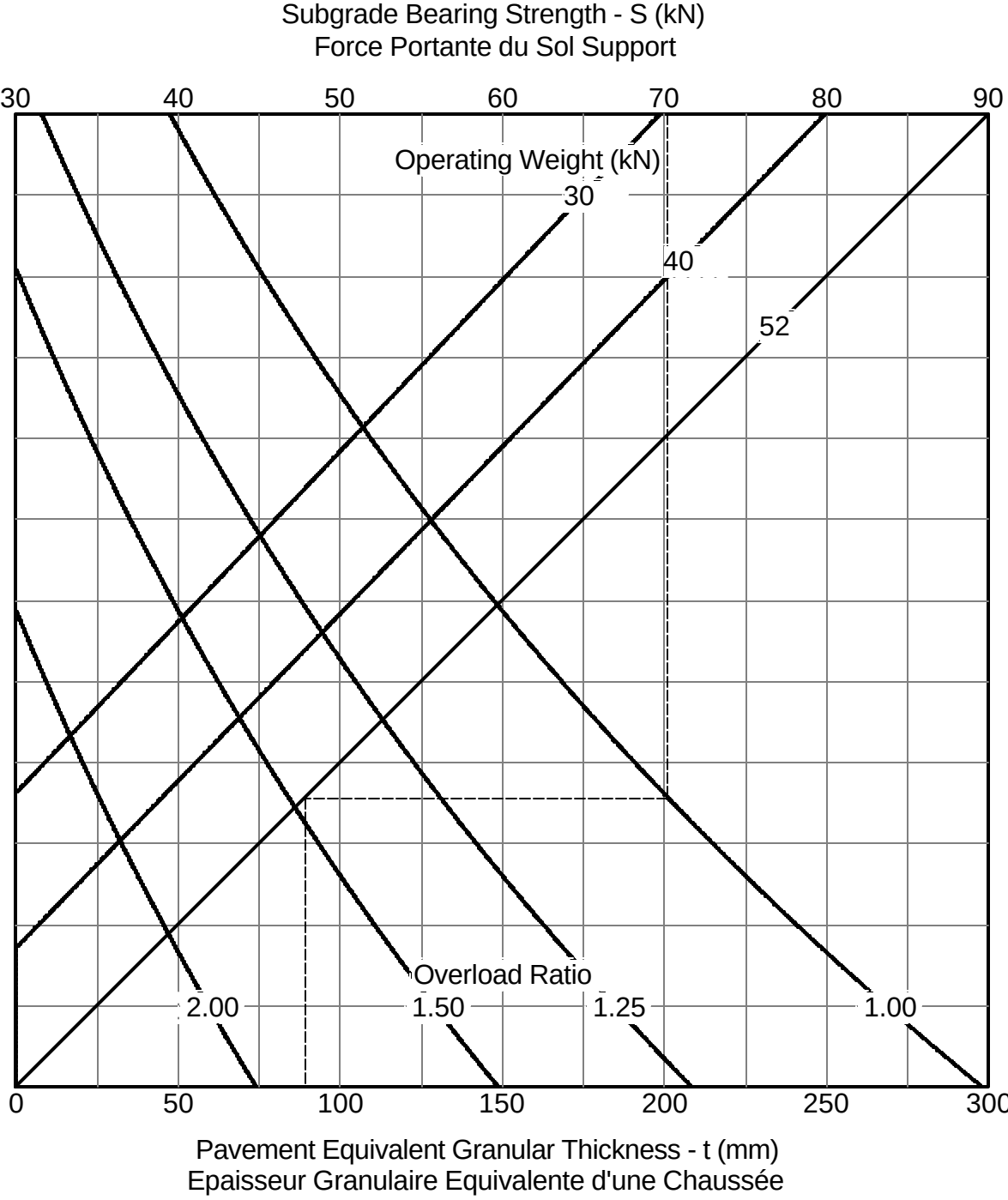
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		MD-90-50, 55	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



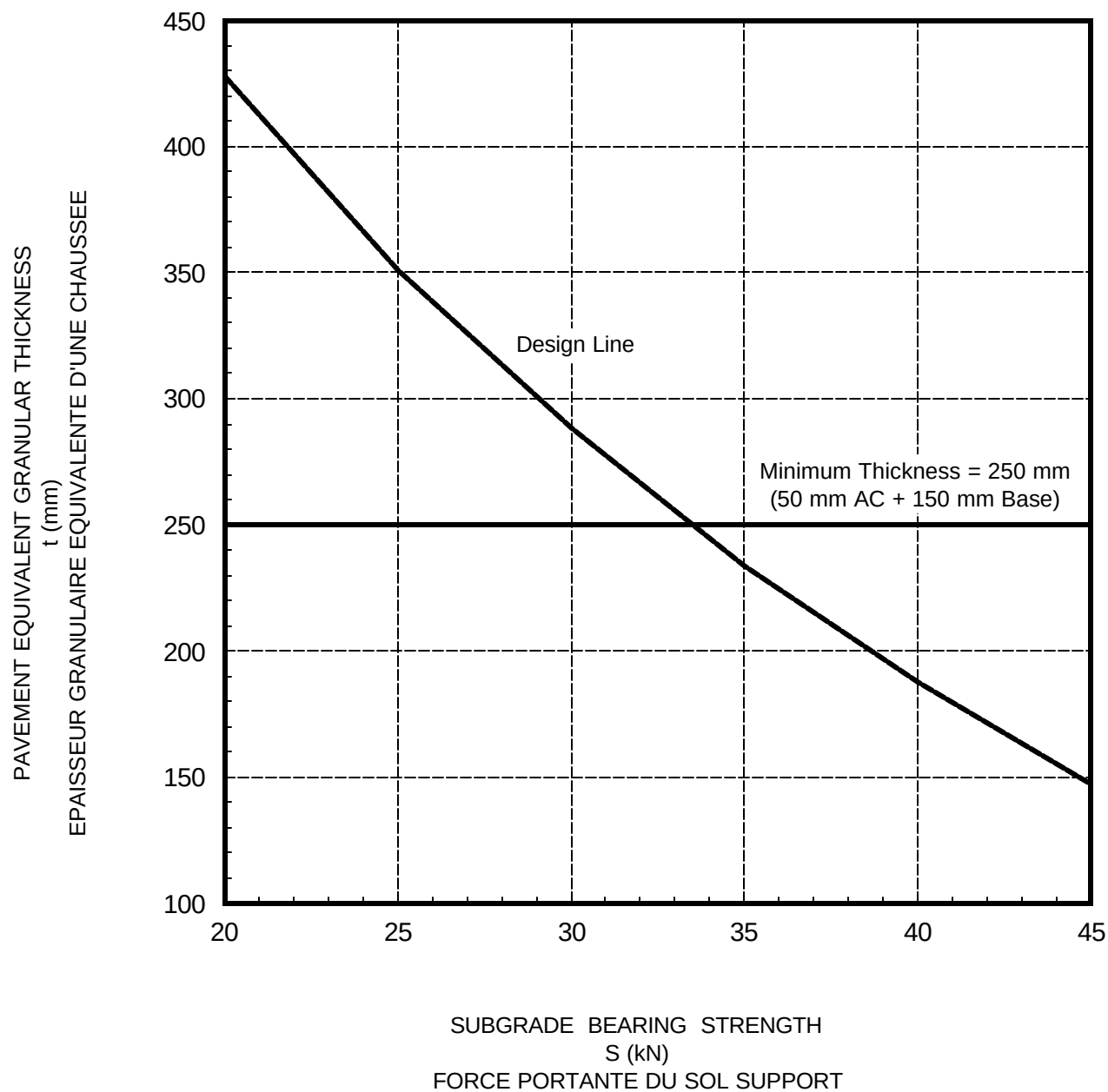
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		MD-90-50, 55	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	714 mm	
Tire Pressure (MPa) Pression des Pneus	1.14		



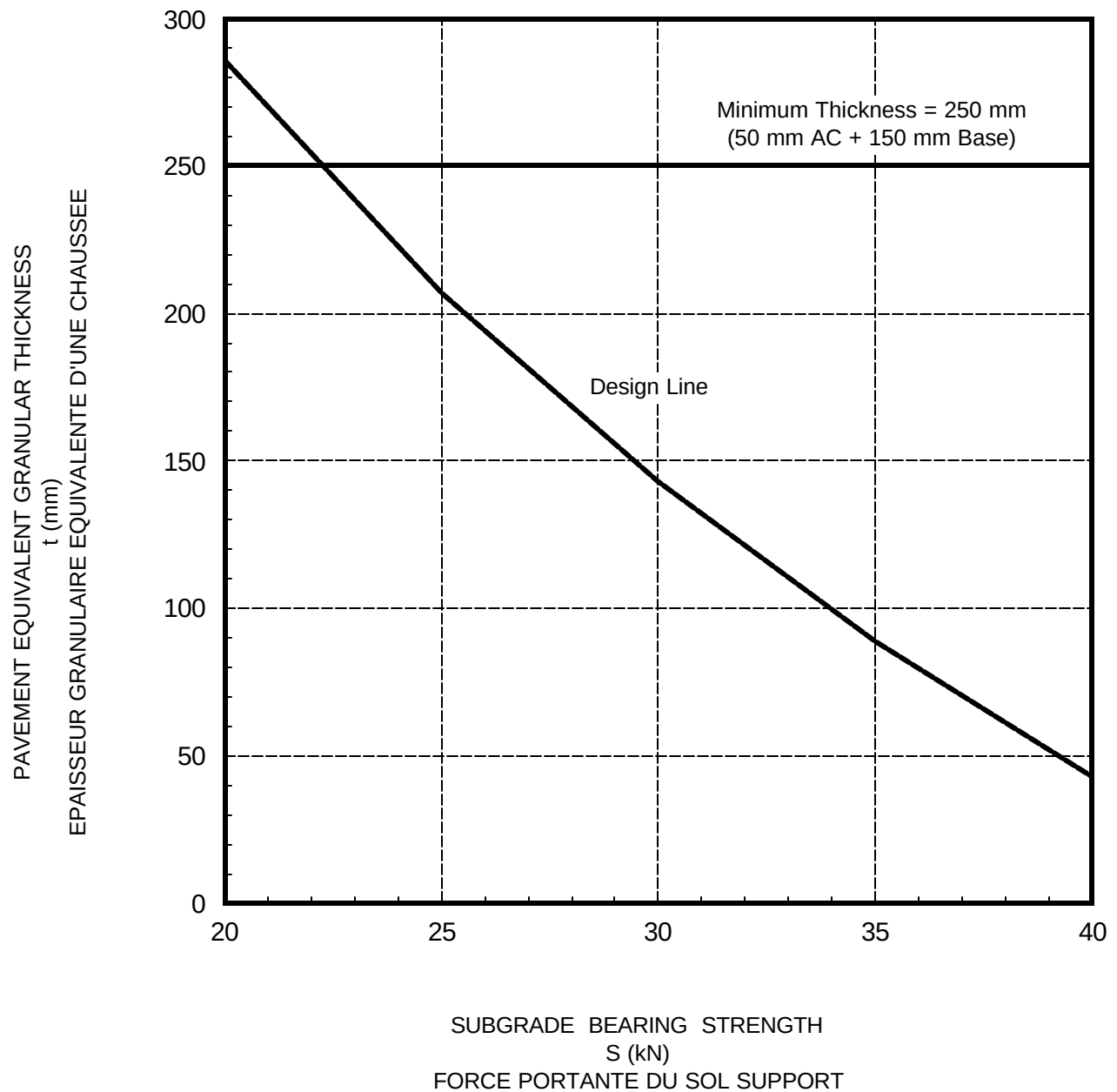
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Mitsubishi MU-2 Series
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



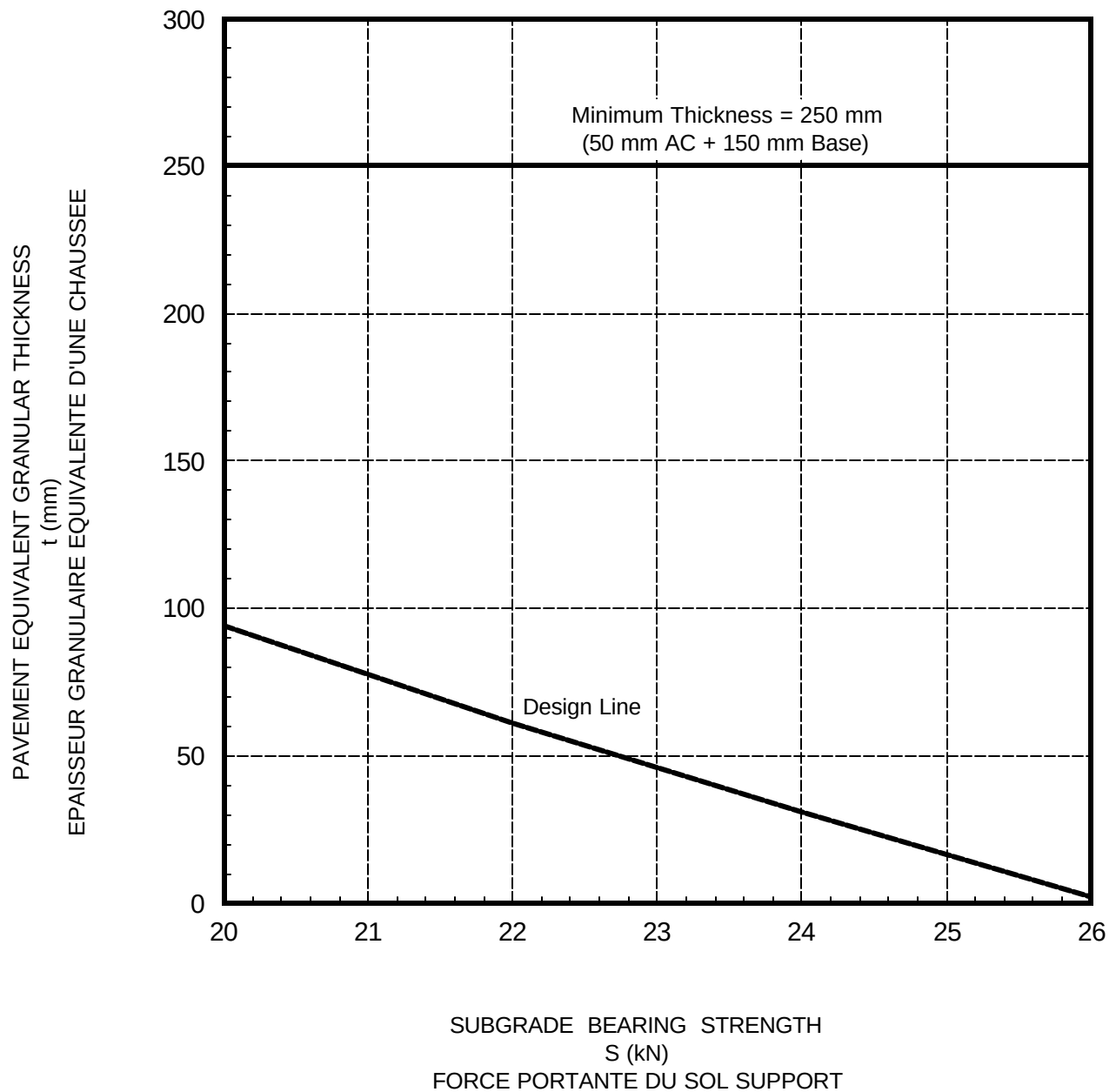
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Piper Aerostar
Operating Weight (kN) Poids d'Operation	29	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.48	



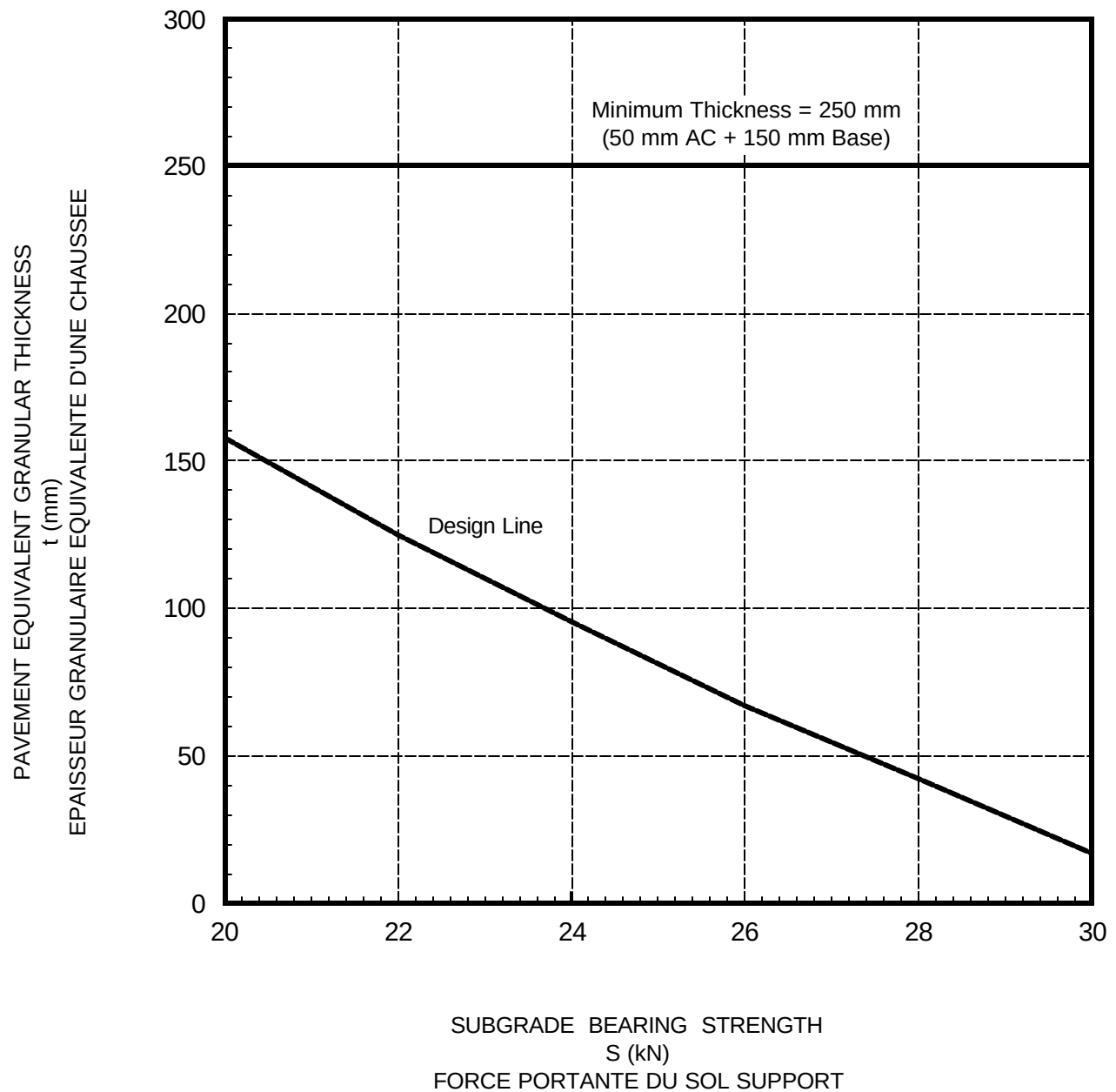
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Apache
Operating Weight (kN) Poids d'Operation	21	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.29	



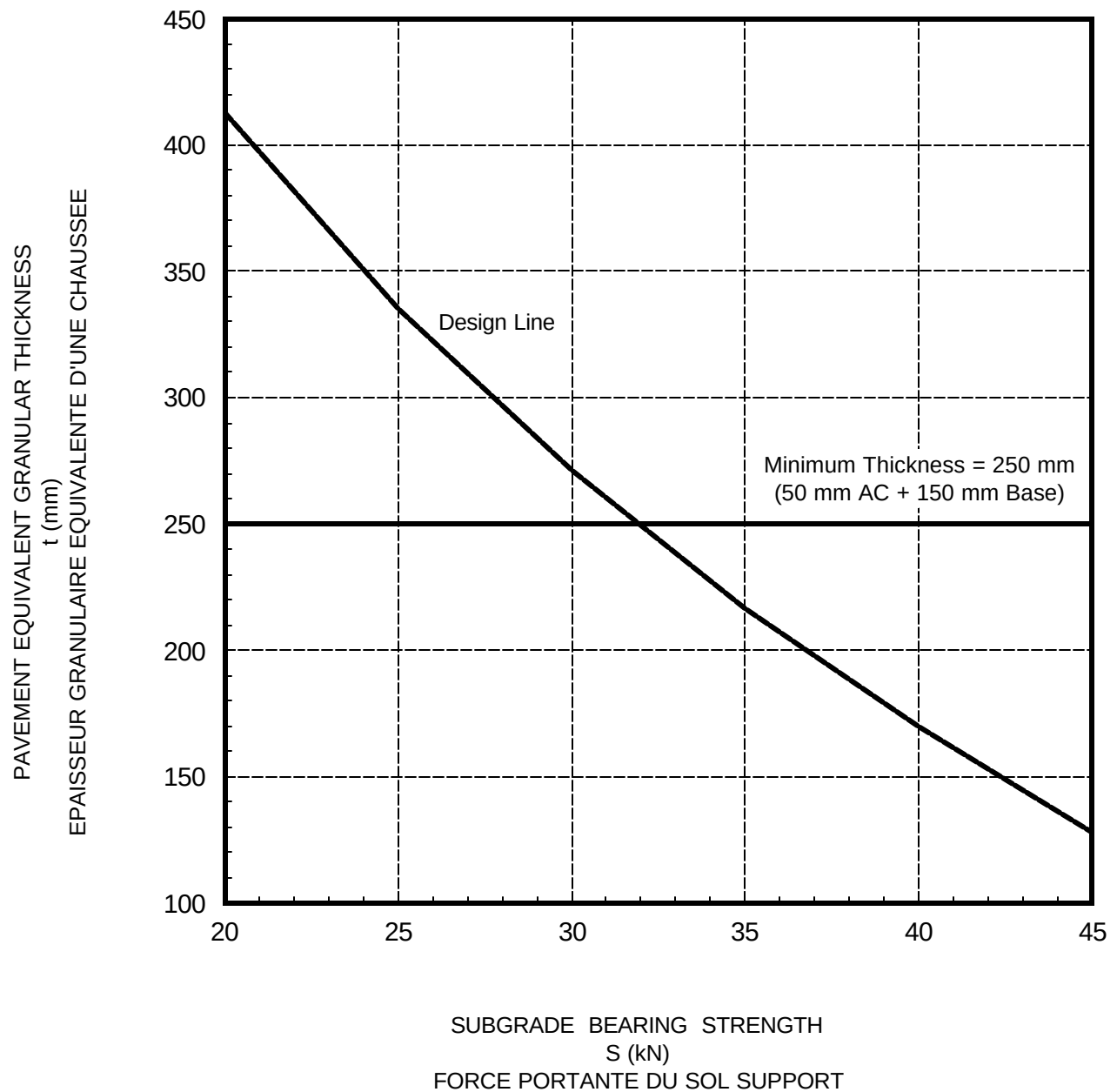
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Archer II, III
Operating Weight (kN) Poids d'Operation	12	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.17	



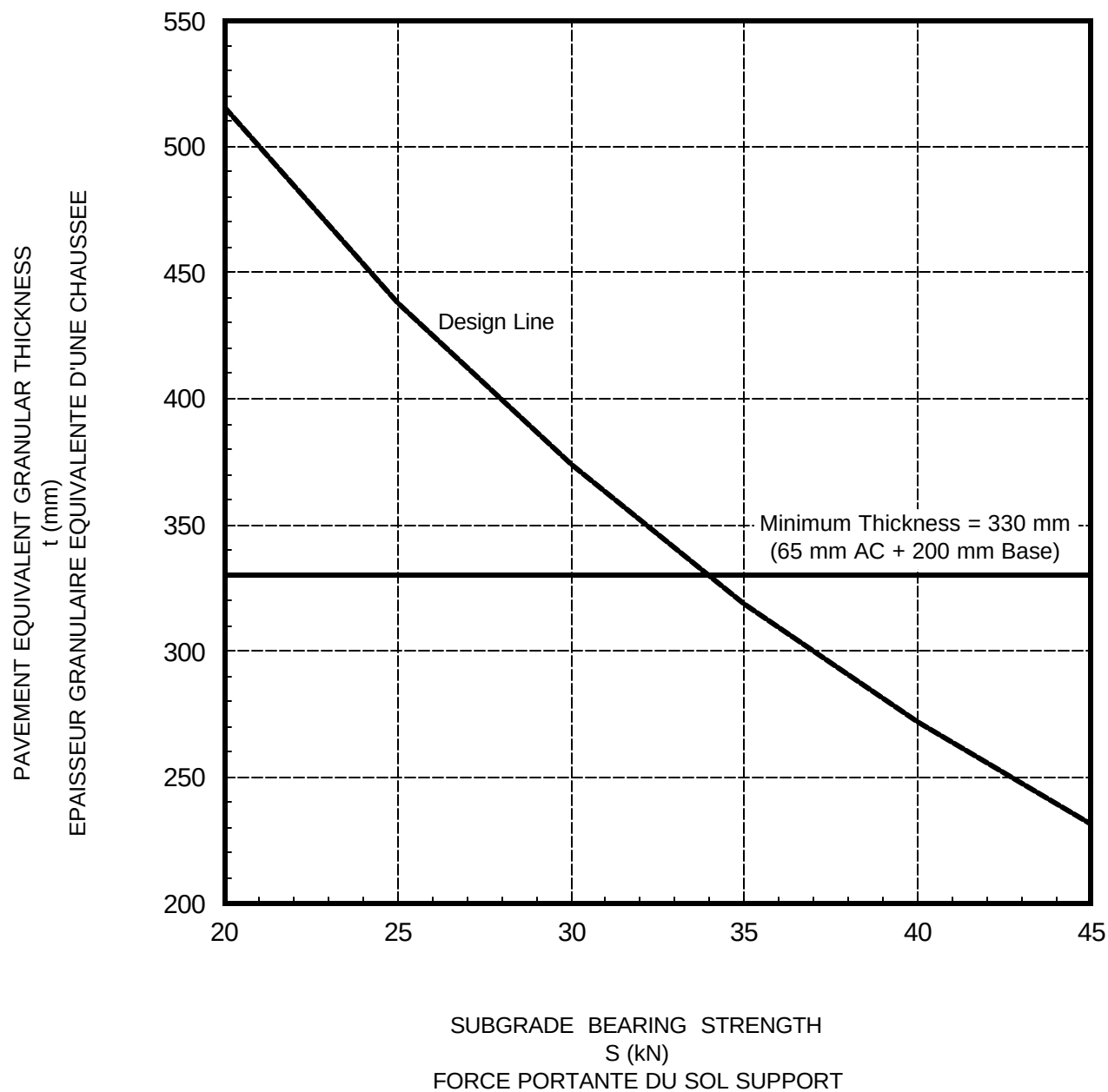
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Arrow III, IV
Operating Weight (kN) Poids d'Operation	14	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.21	



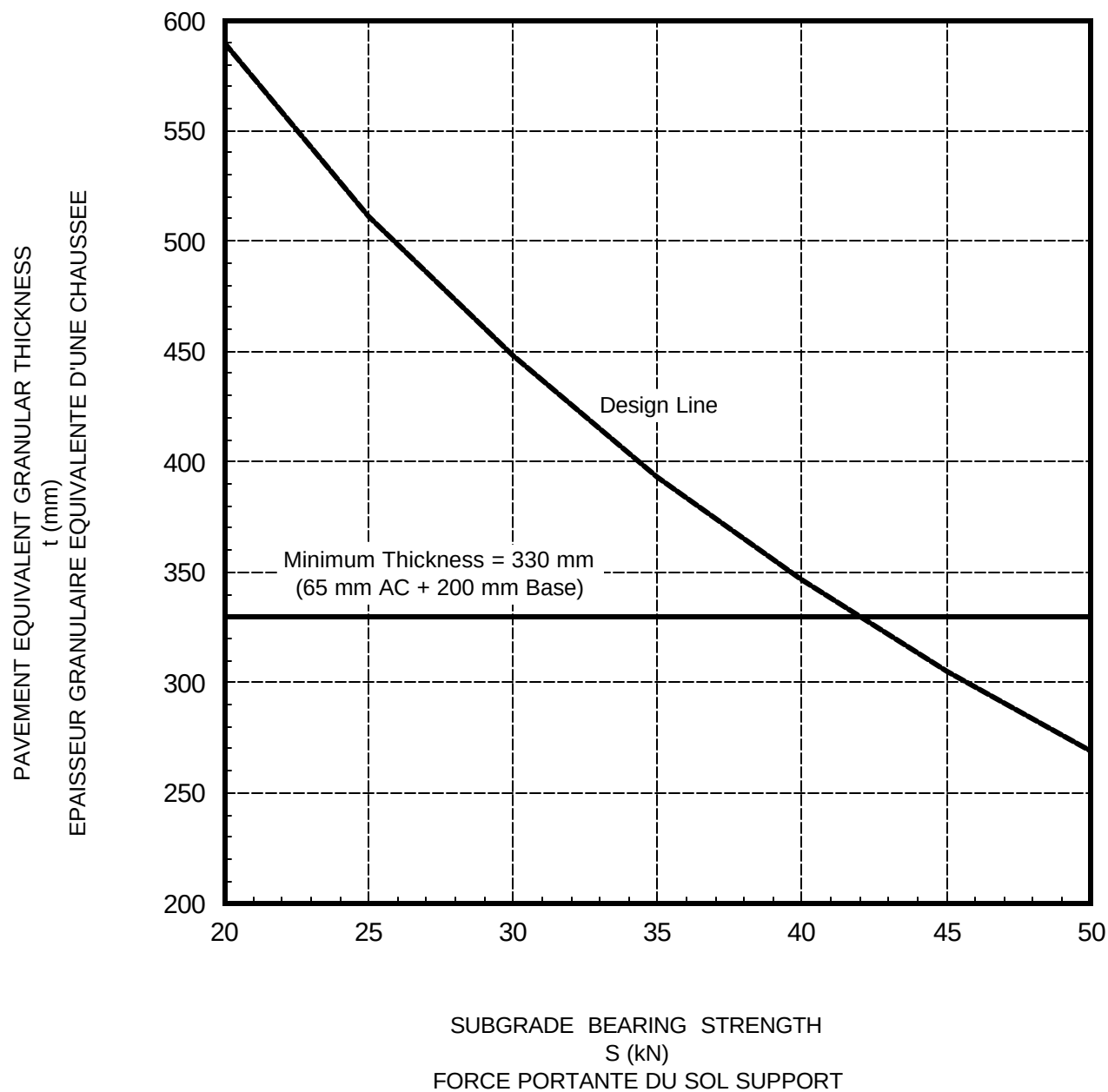
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Aztec
Operating Weight (kN) Poids d'Operation	30	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.42	



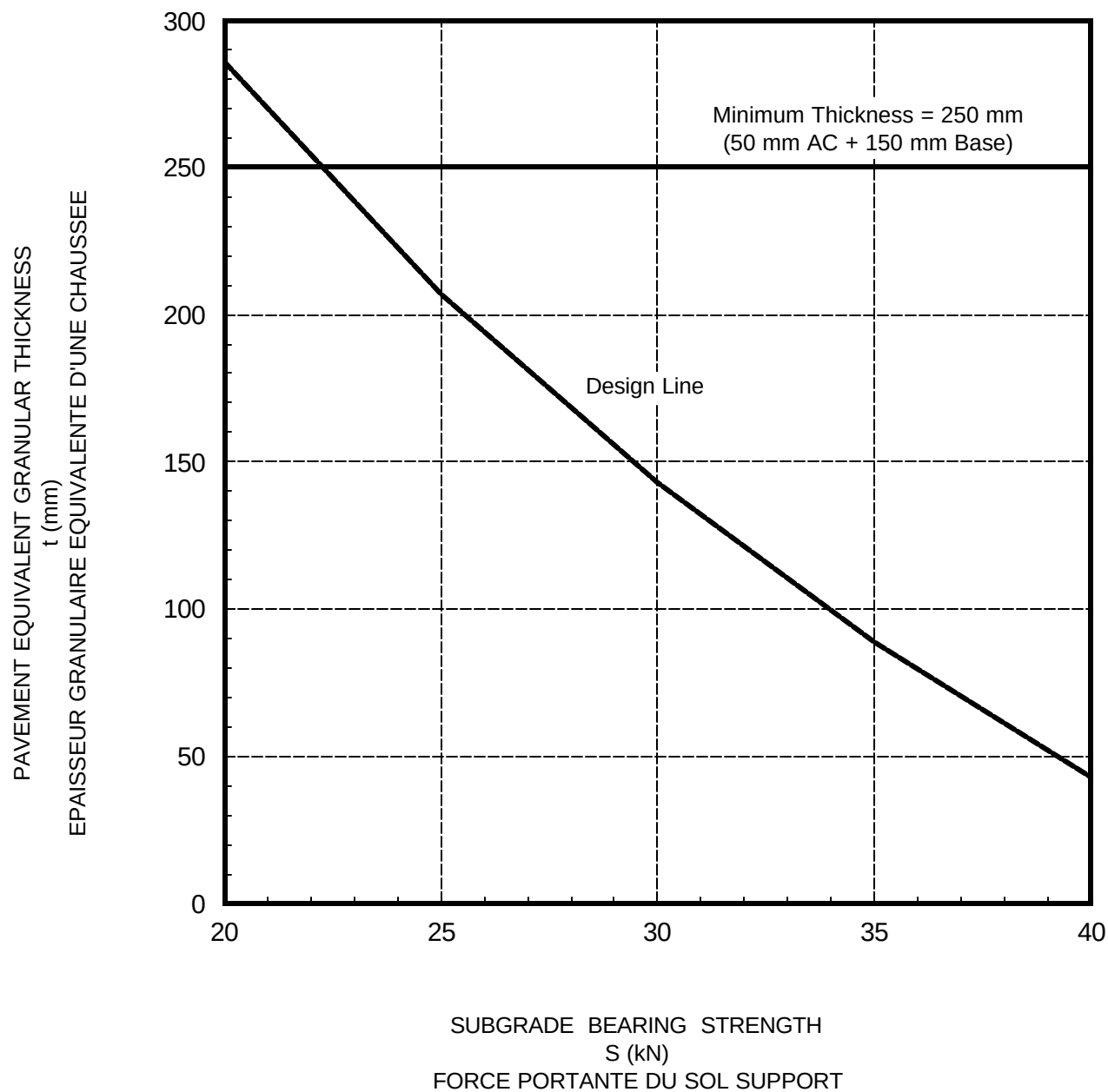
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Cheyenne I, II
Operating Weight (kN) Poids d'Operation	41	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.55	



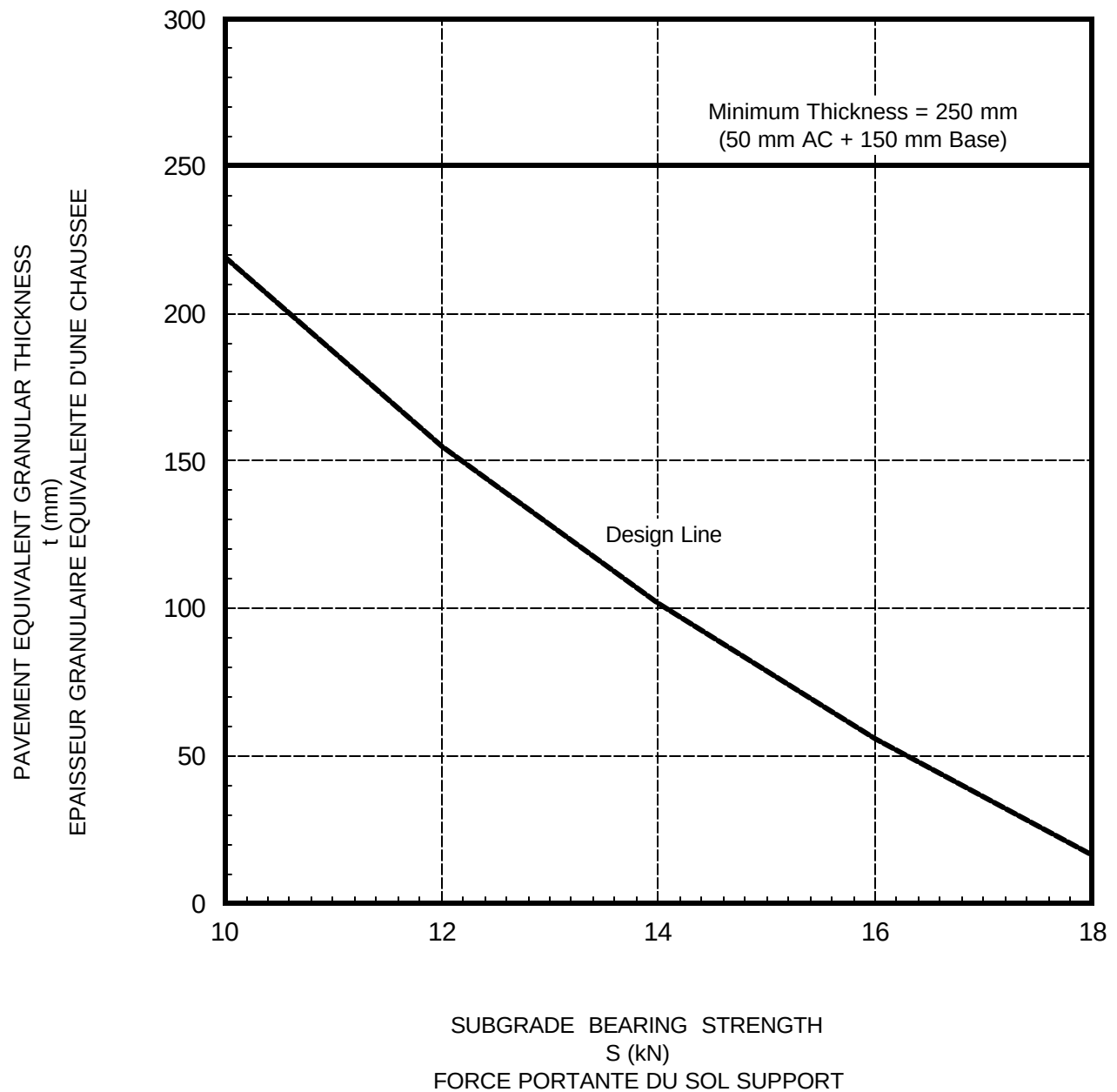
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Piper Cheyenne III
Operating Weight (kN) Poids d'Operation	50	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.69	



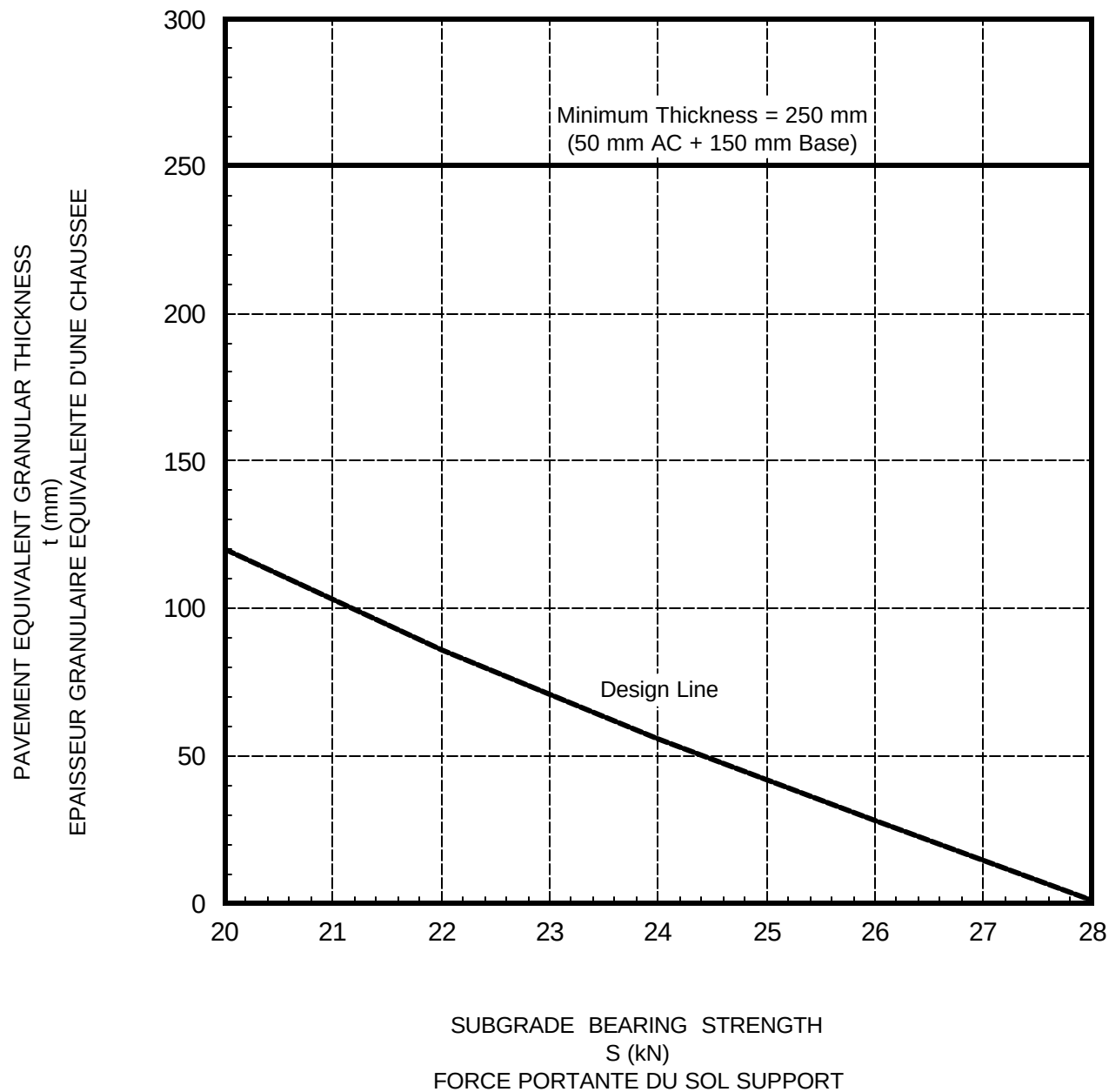
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Commanche
Operating Weight (kN) Poids d'Operation	21	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.29	



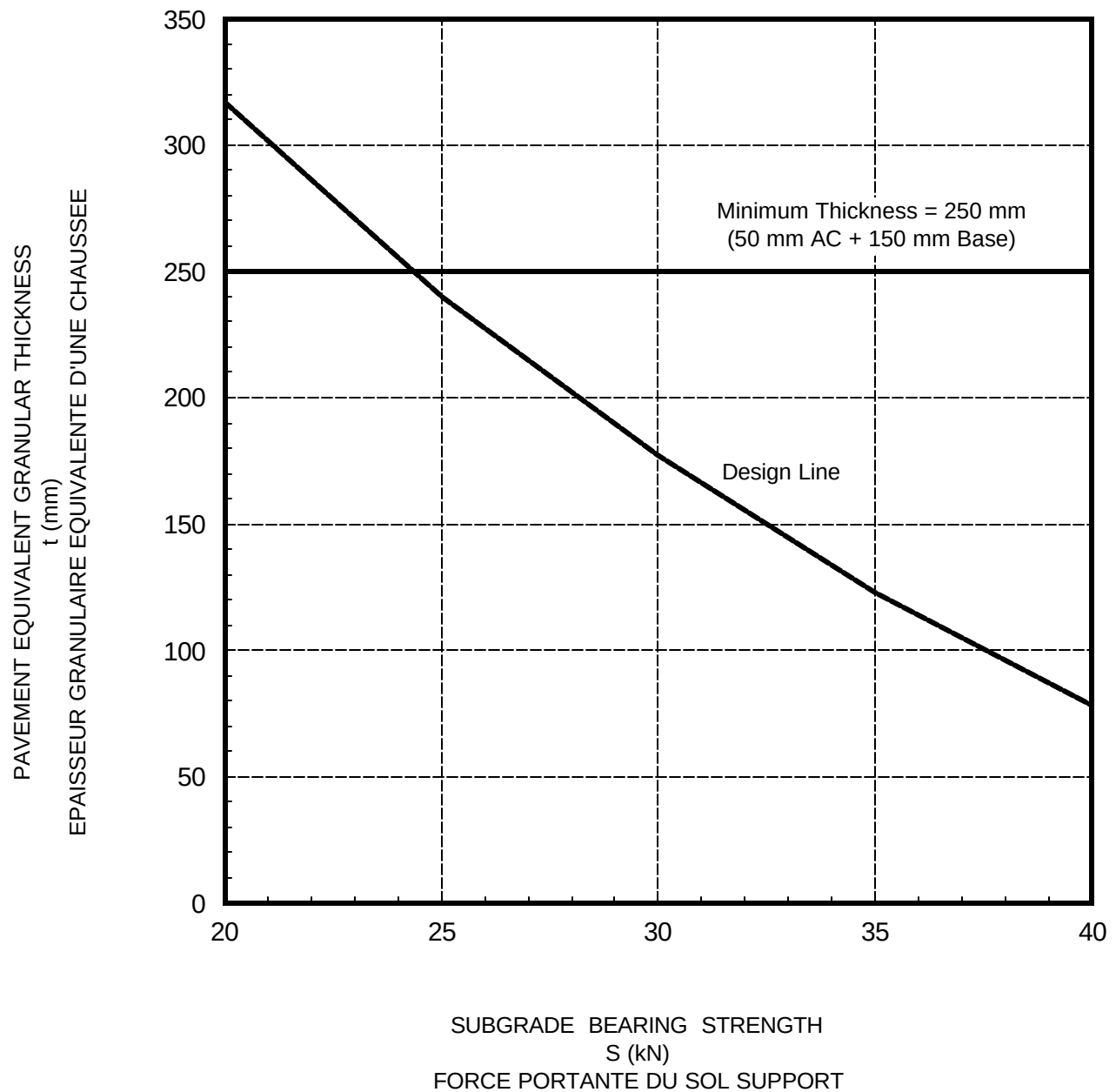
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Cub & Super Cub
Operating Weight (kN) Poids d'Operation	8	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.13	



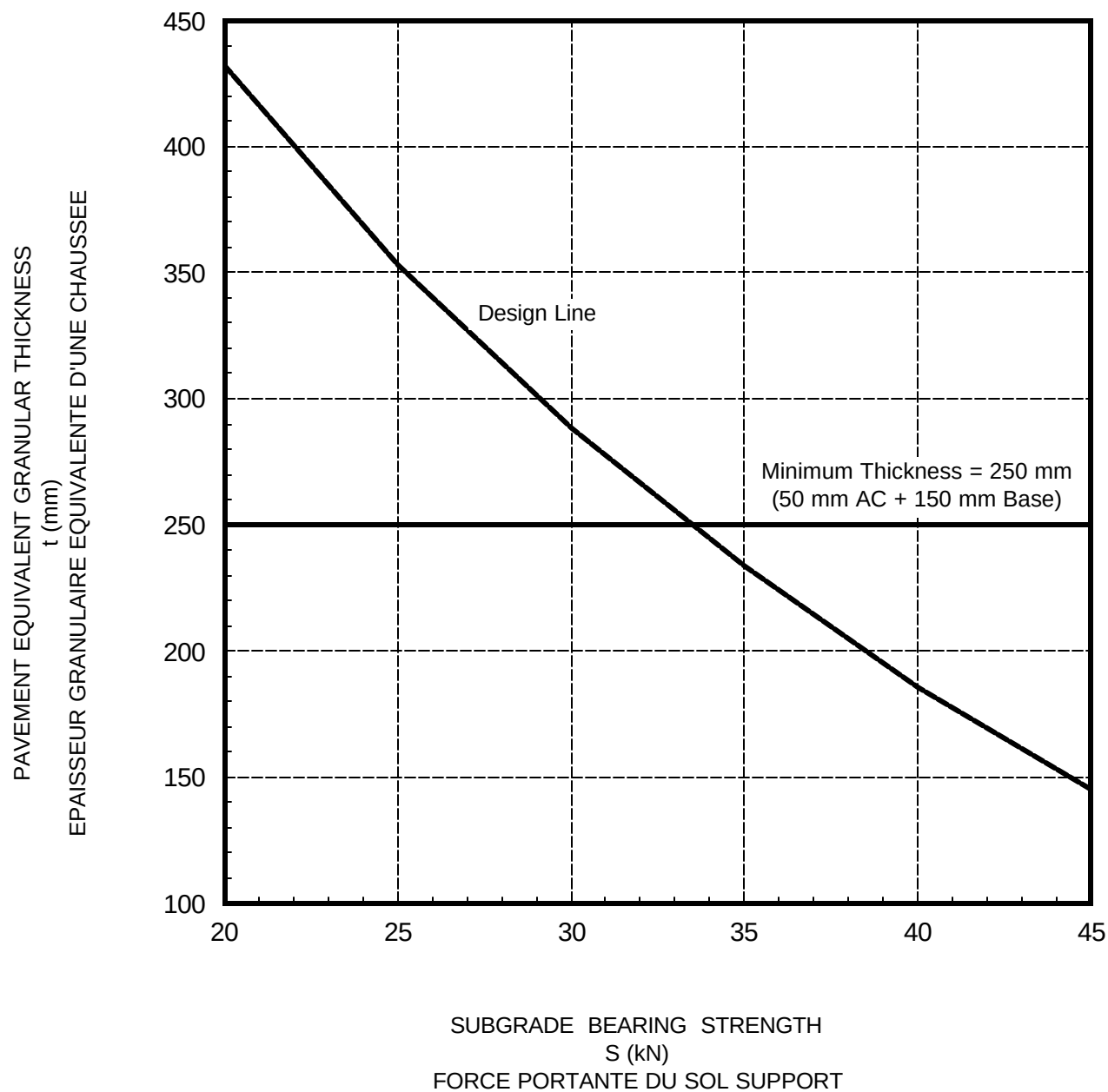
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Dakota
Operating Weight (kN) Poids d'Operation	14	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.17	



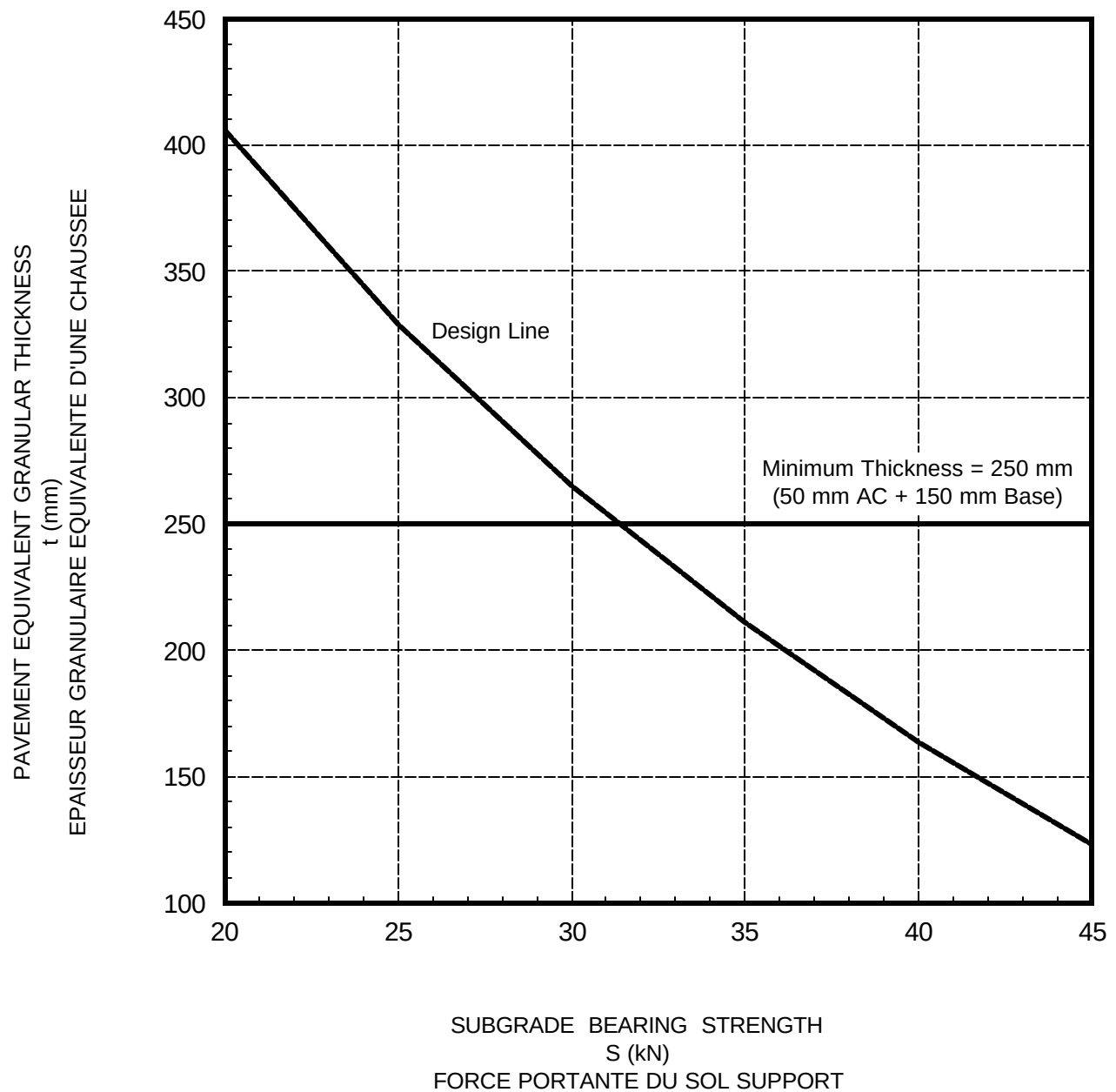
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Malibu, Mirage, Meridian
Operating Weight (kN) Poids d'Operation	21	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.35	



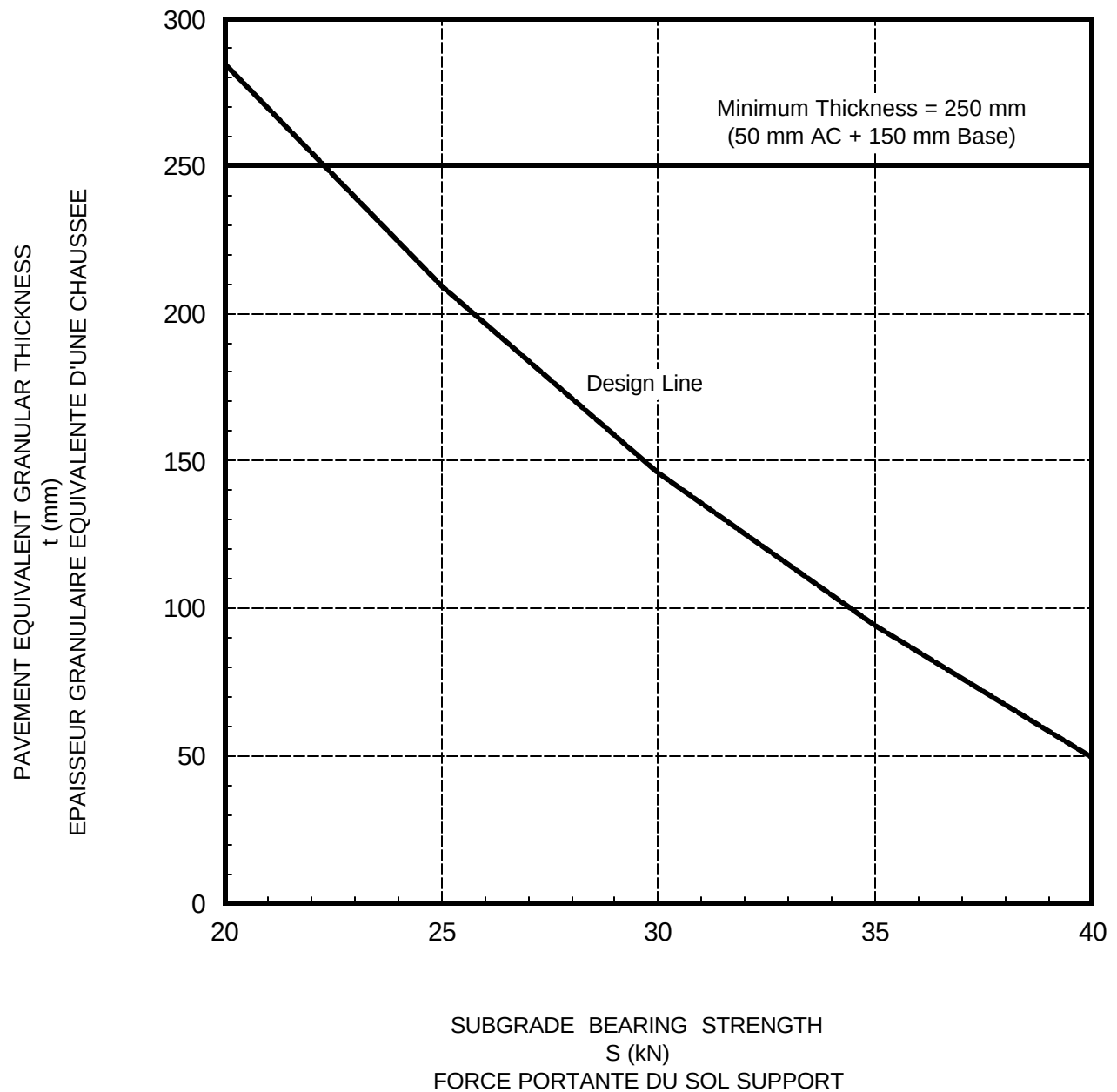
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Mojave
Operating Weight (kN) Poids d'Operation	33	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.42	



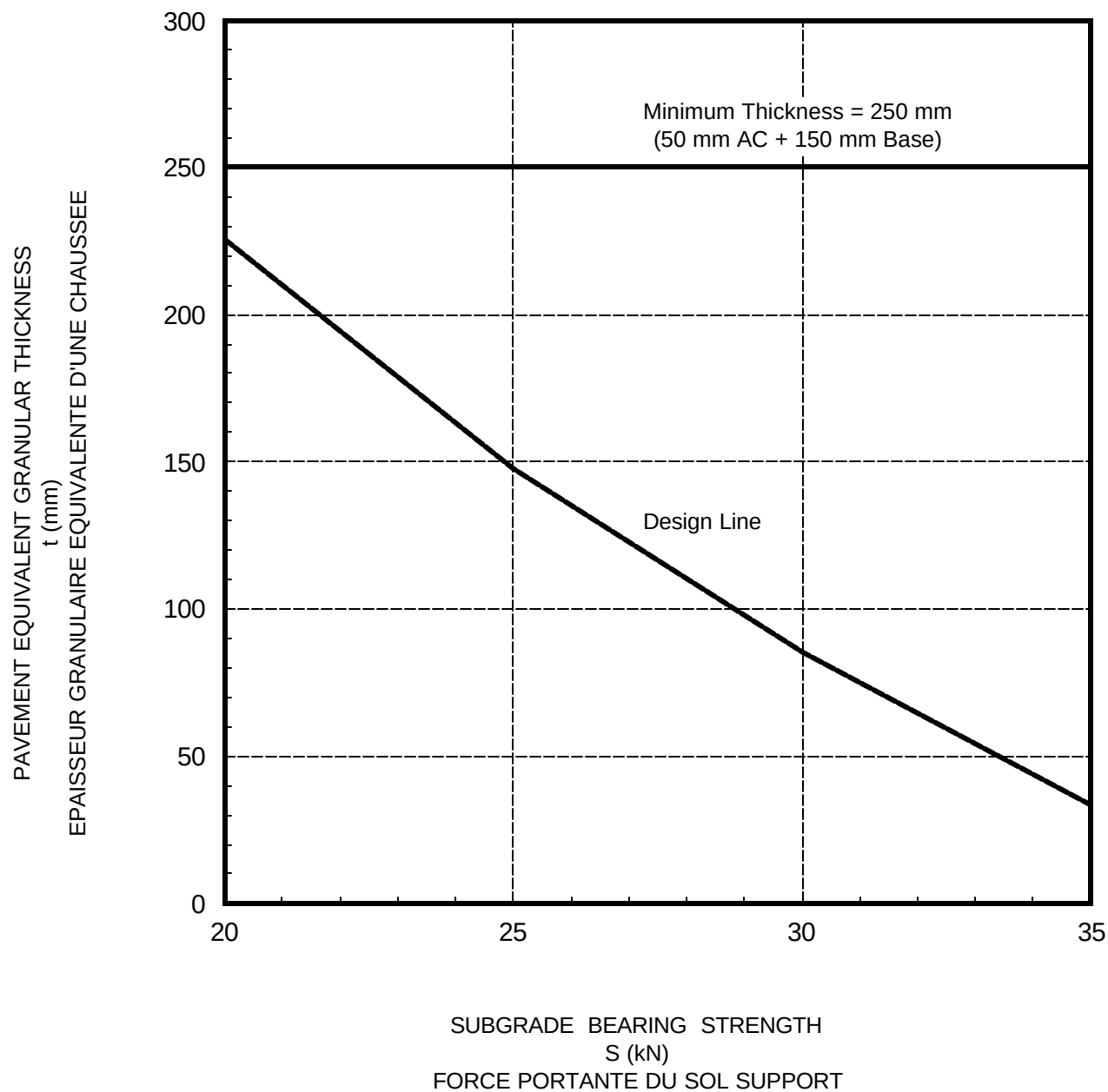
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Navajo
Operating Weight (kN) Poids d'Operation	29	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.42	



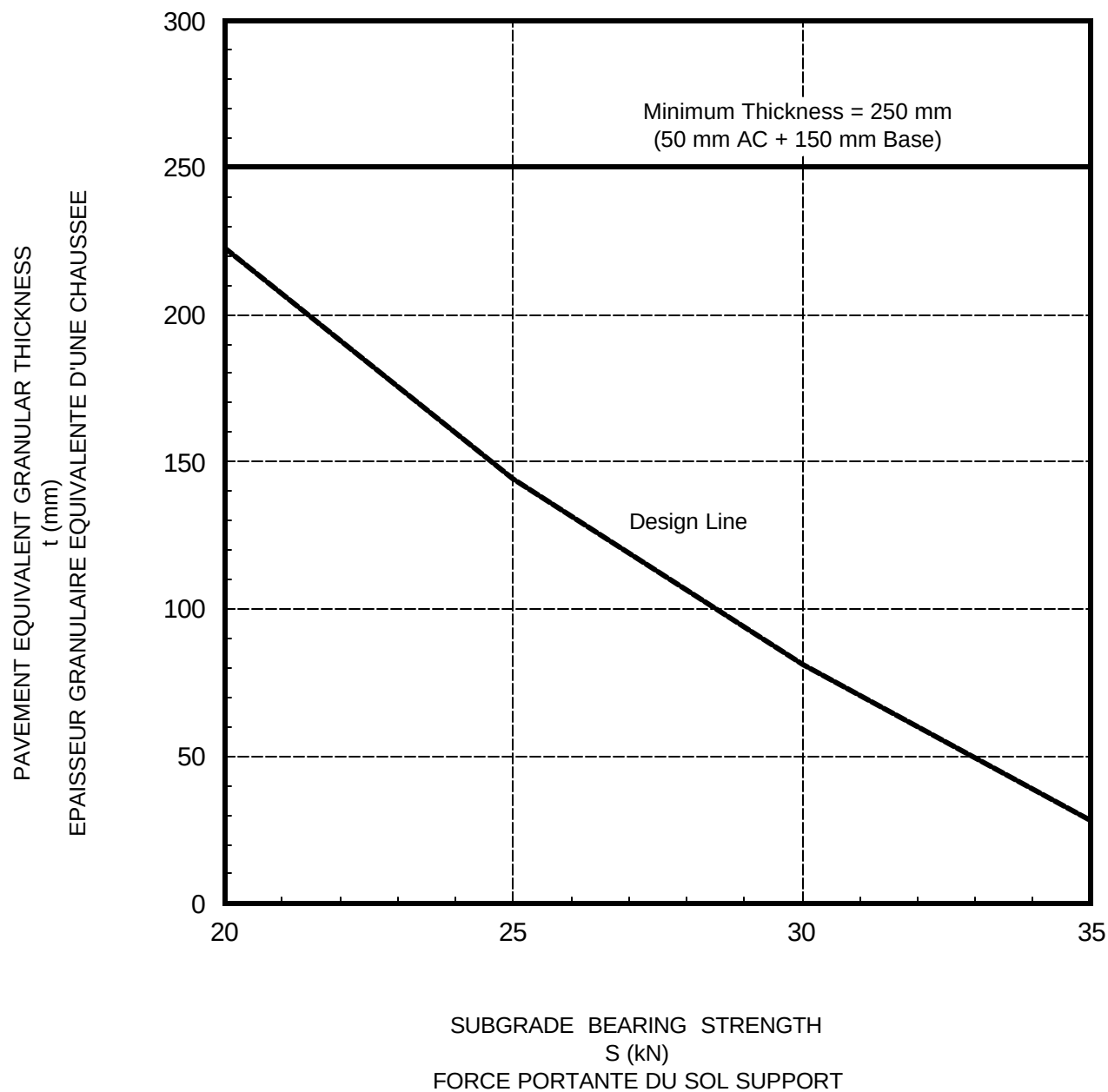
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Saratoga
Operating Weight (kN) Poids d'Operation	16	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



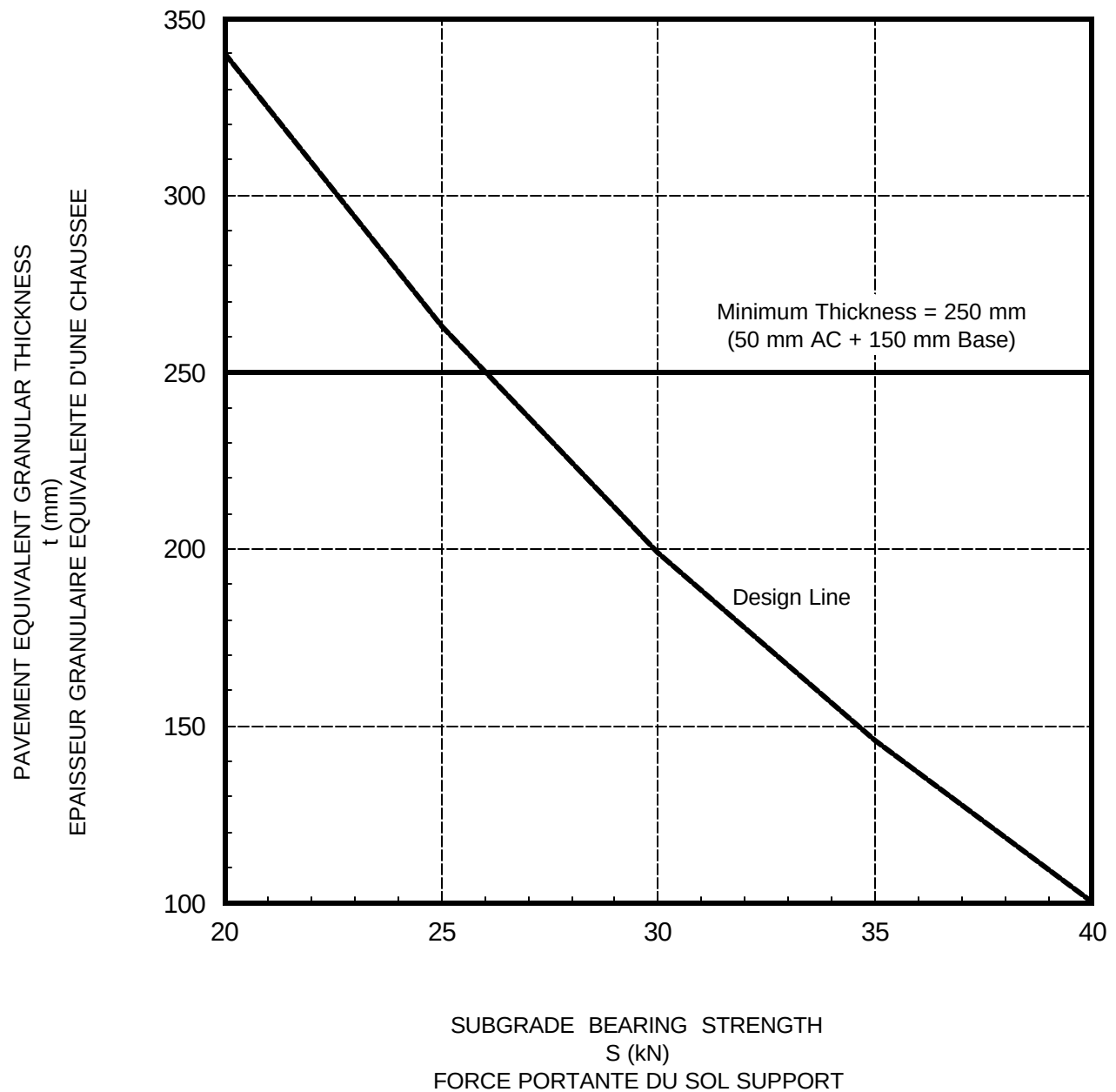
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Saratoga II
Operating Weight (kN) Poids d'Operation	16	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.27	



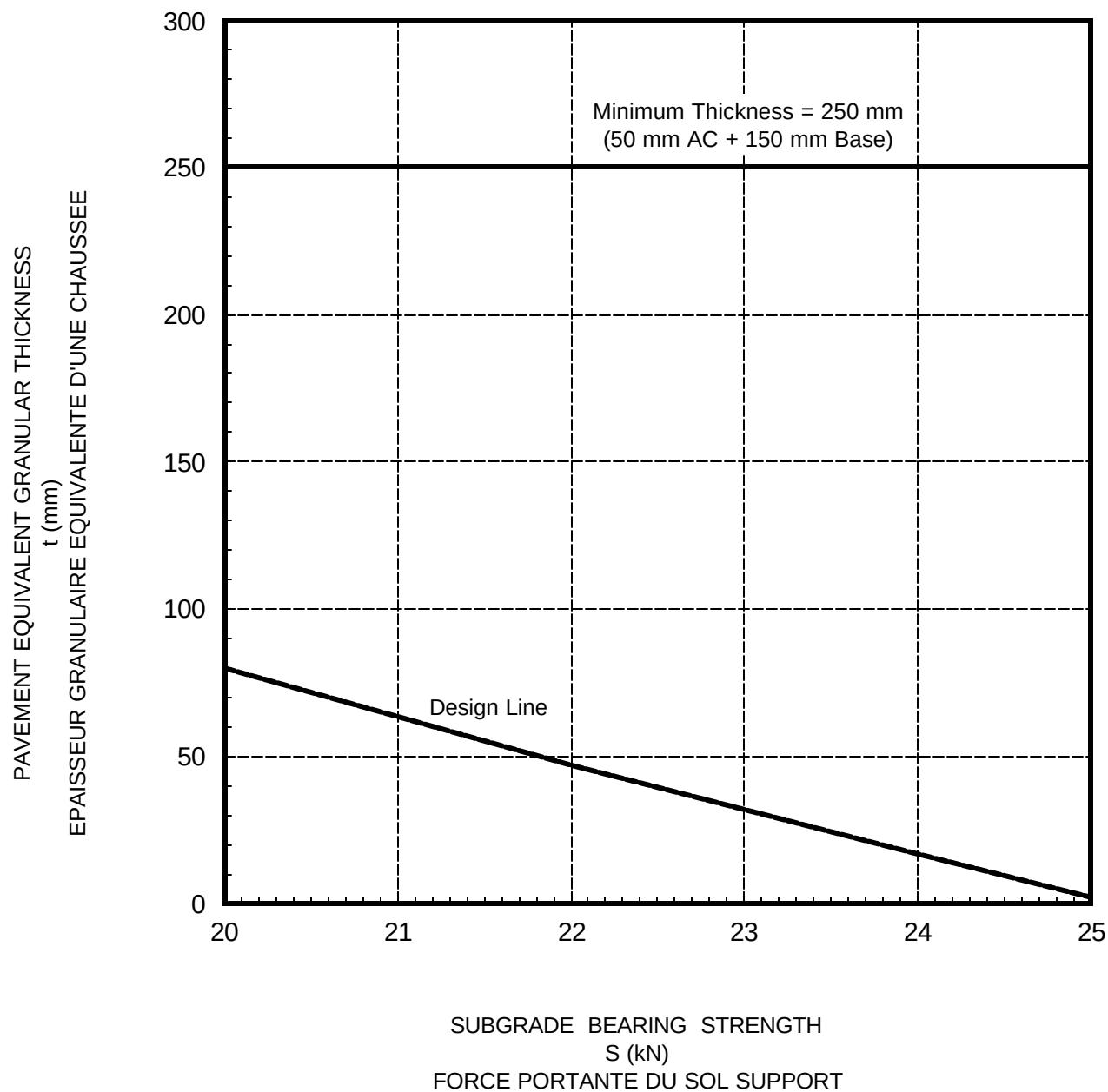
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Seminole
Operating Weight (kN) Poids d'Operation	17	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.25	



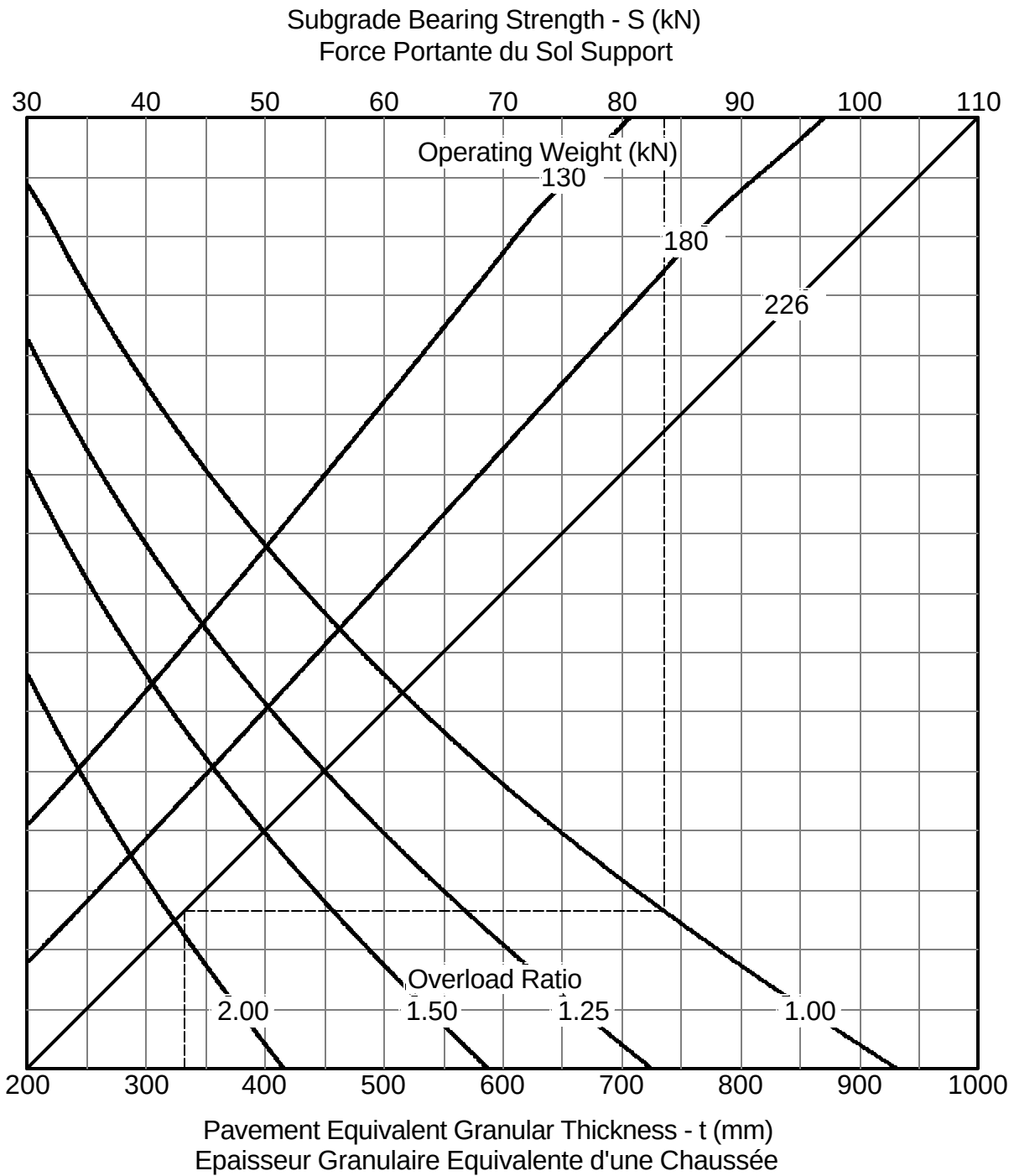
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Seneca III, V
Operating Weight (kN) Poids d'Operation	22	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.38	



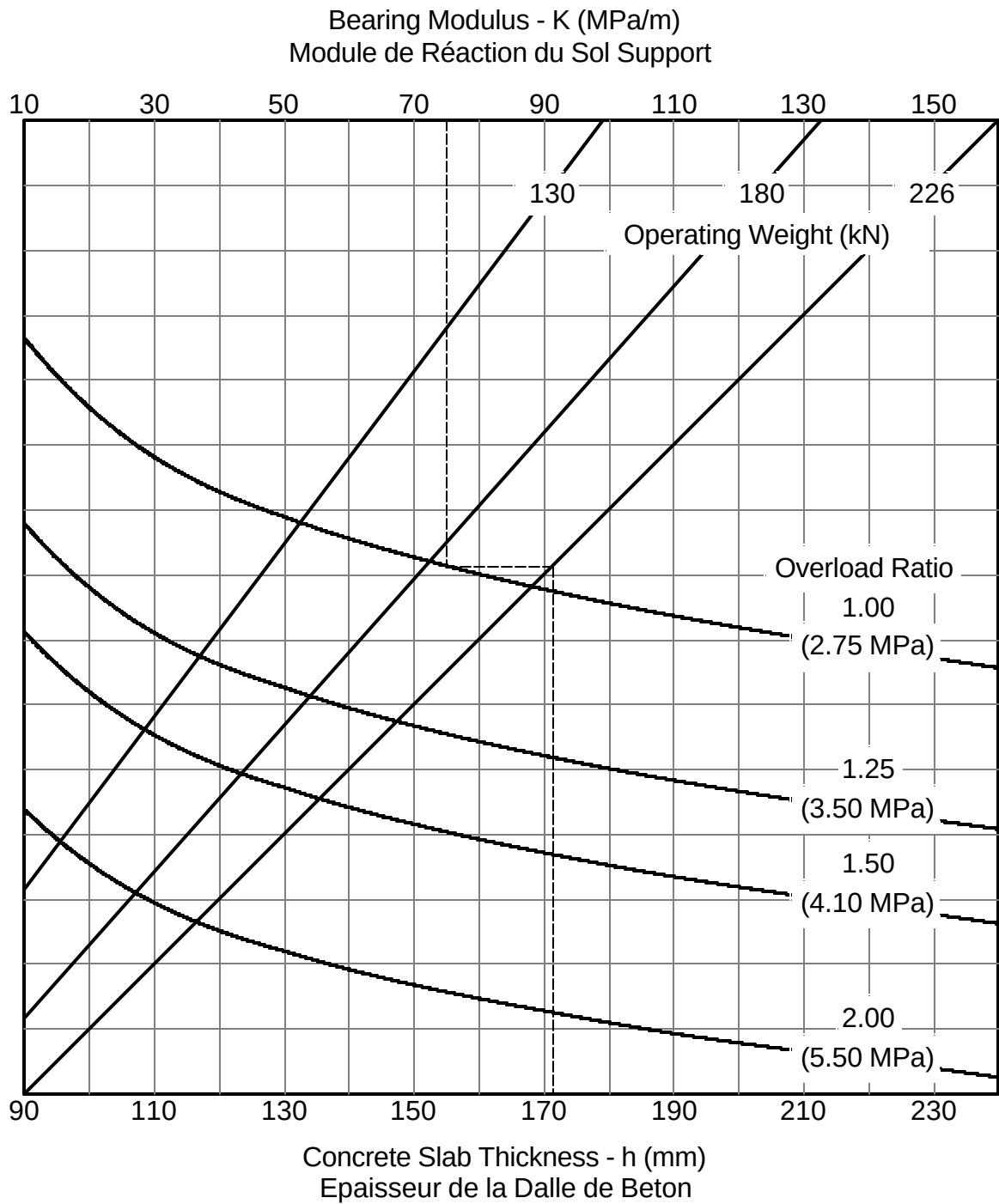
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		Piper Warrior II, III
Operating Weight (kN) Poids d'Operation	11	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.17	



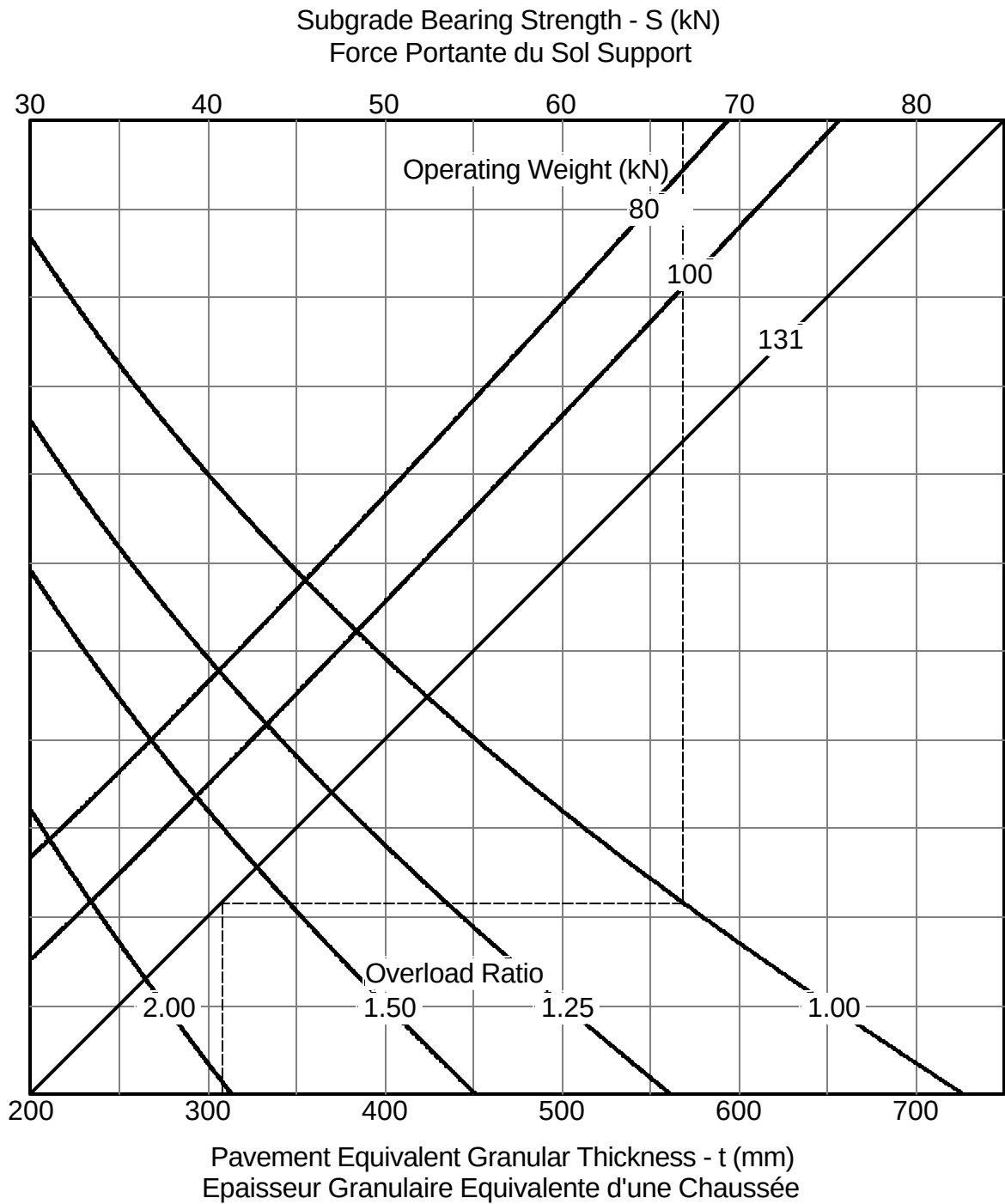
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Saab 2000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	0.69		



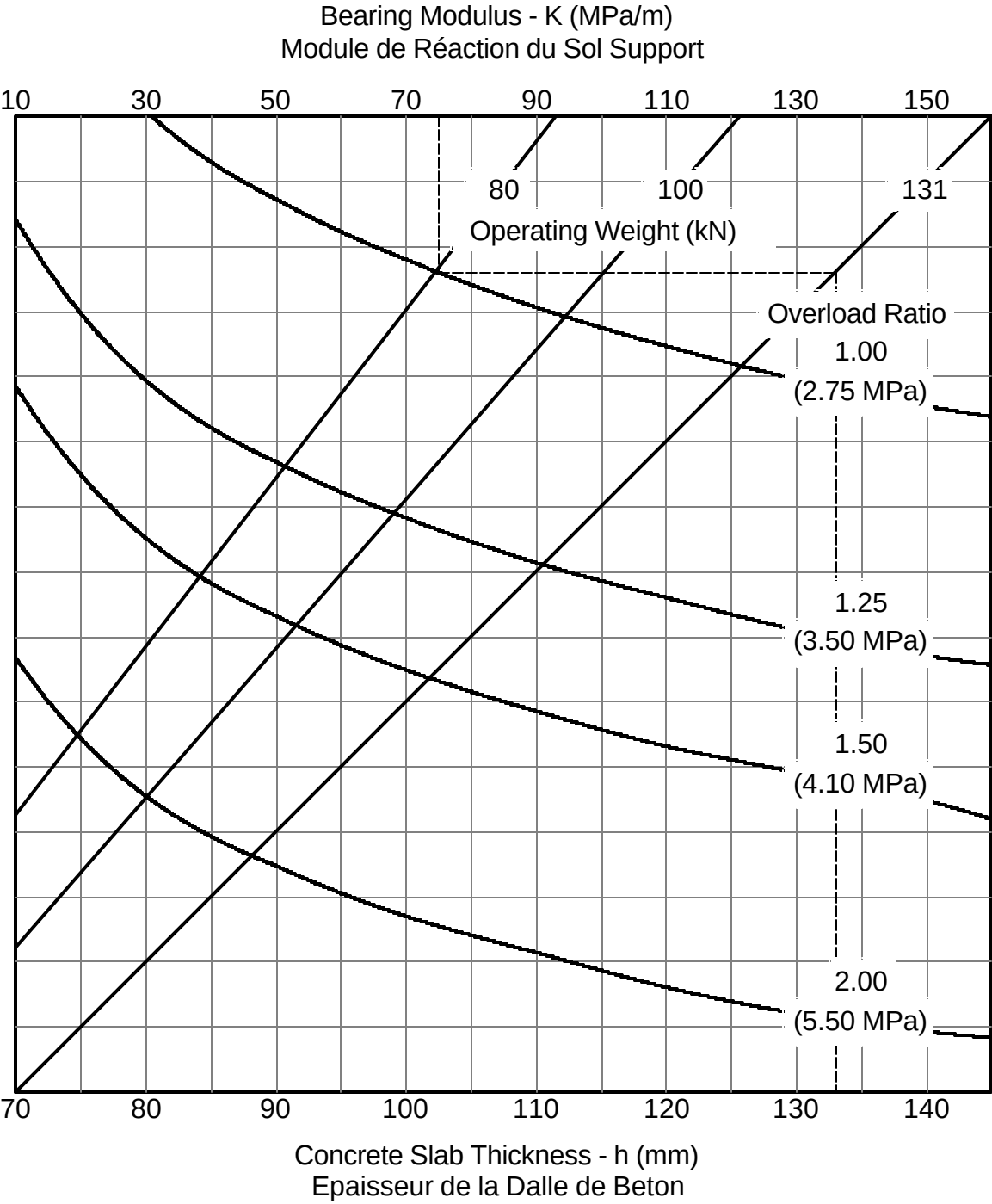
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Saab 2000	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	460 mm	
Tire Pressure (MPa) Pression des Pneus	0.69		



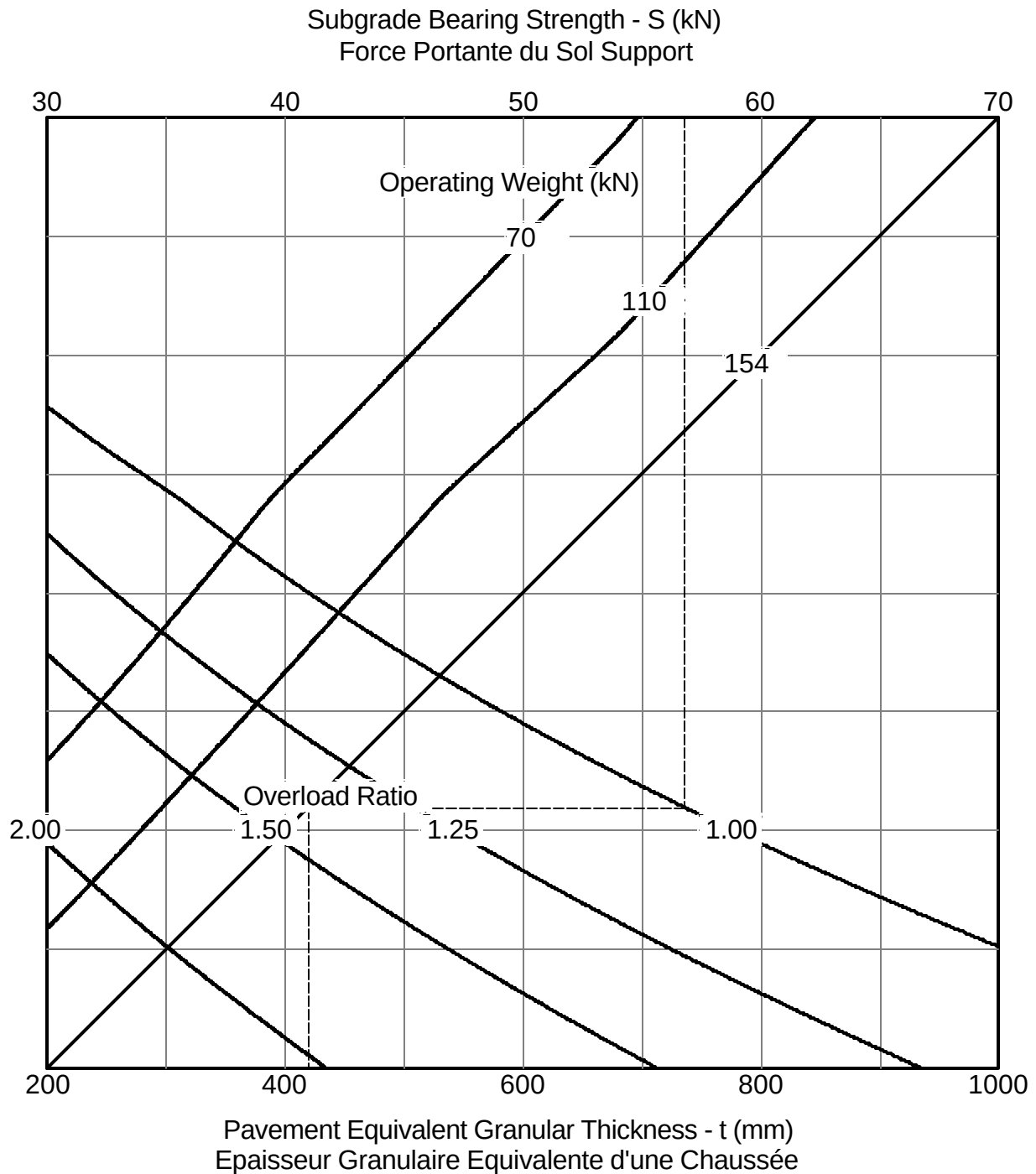
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Saab 340 A, B	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	414 mm	
Tire Pressure (MPa) Pression des Pneus	0.82		



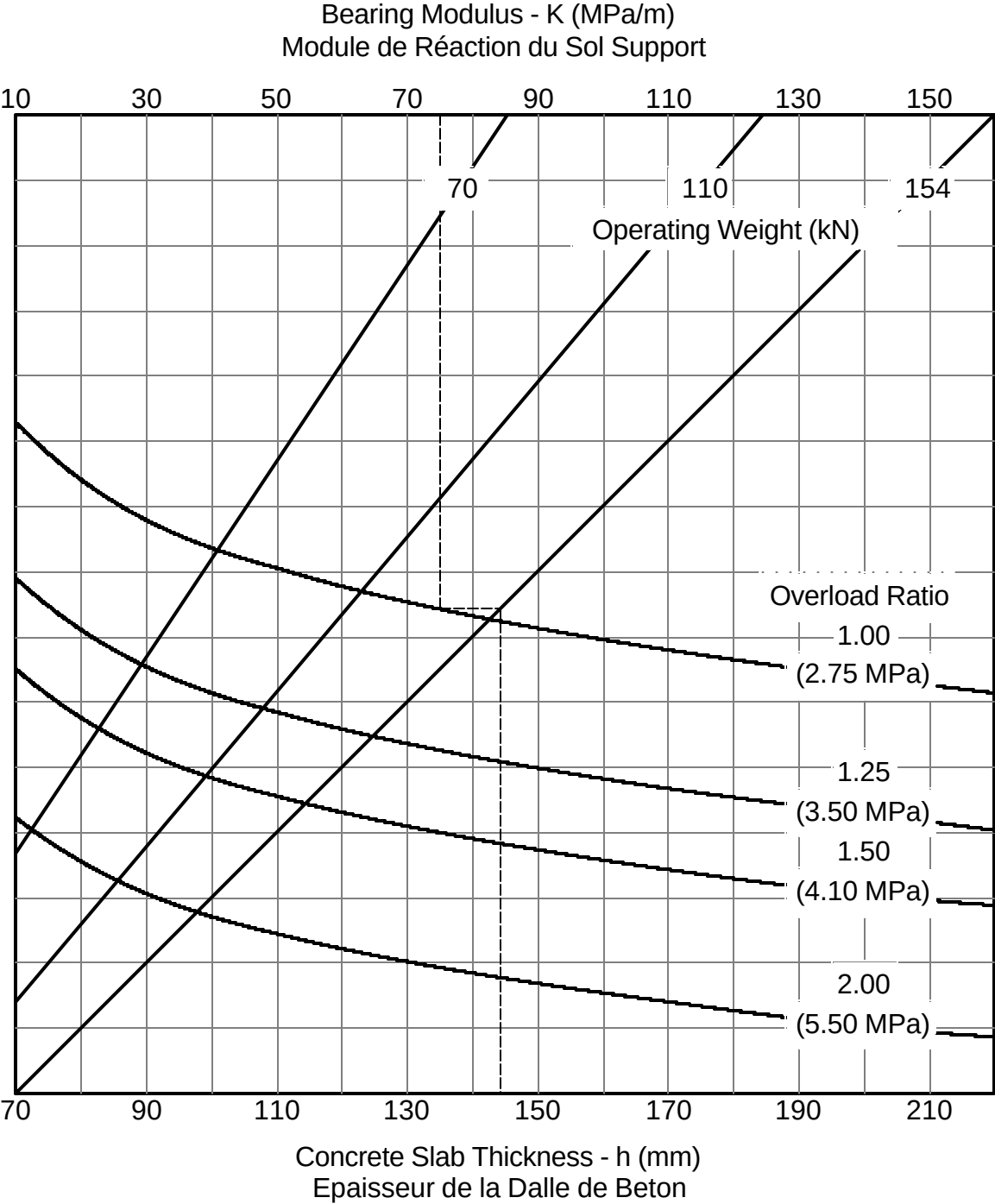
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Saab 340 A, B	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	414 mm	
Tire Pressure (MPa) Pression des Pneus	0.82		



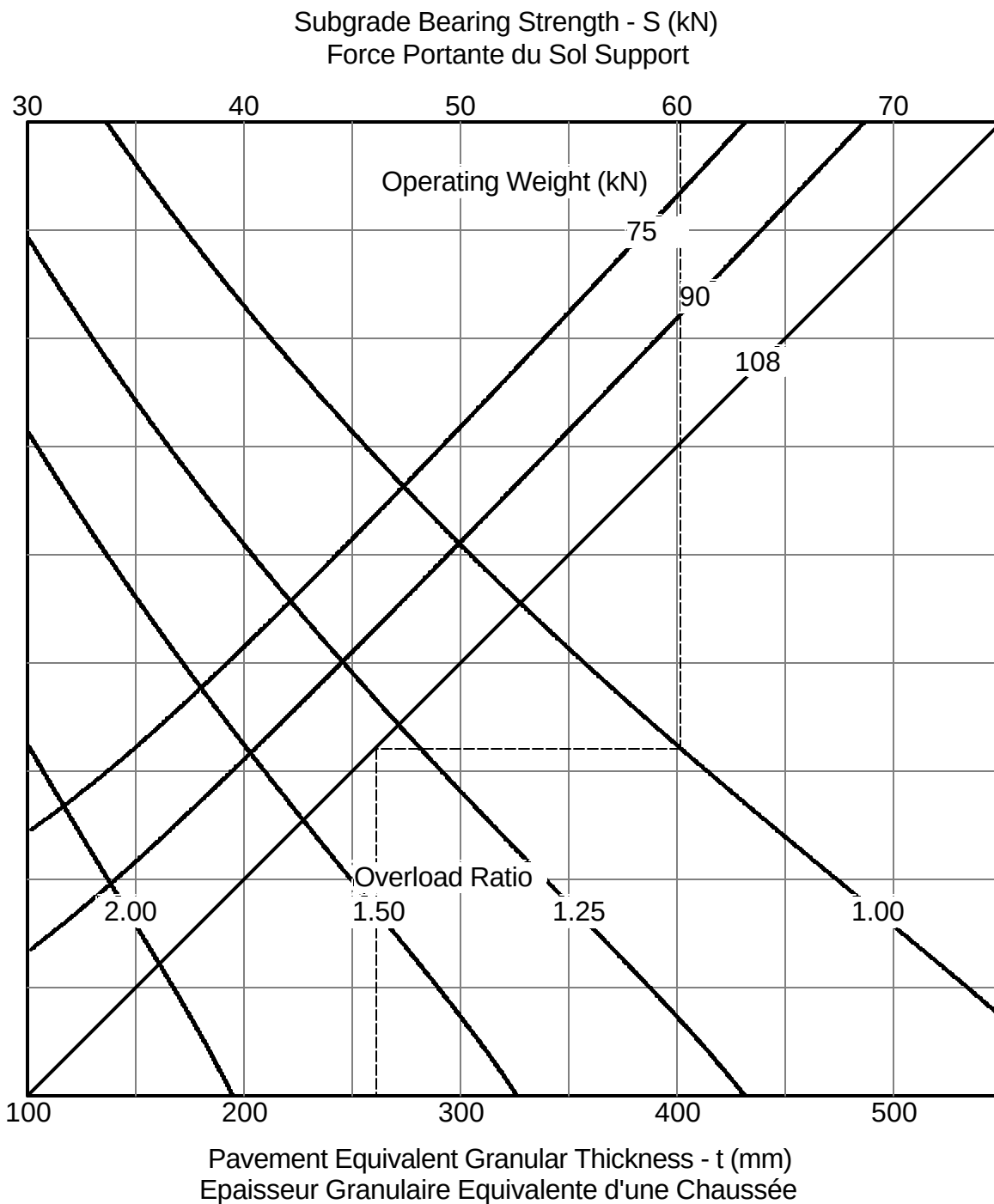
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Sepecat Jaguar (Config 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	341 mm	
Tire Pressure (MPa) Pression des Pneus	0.58		



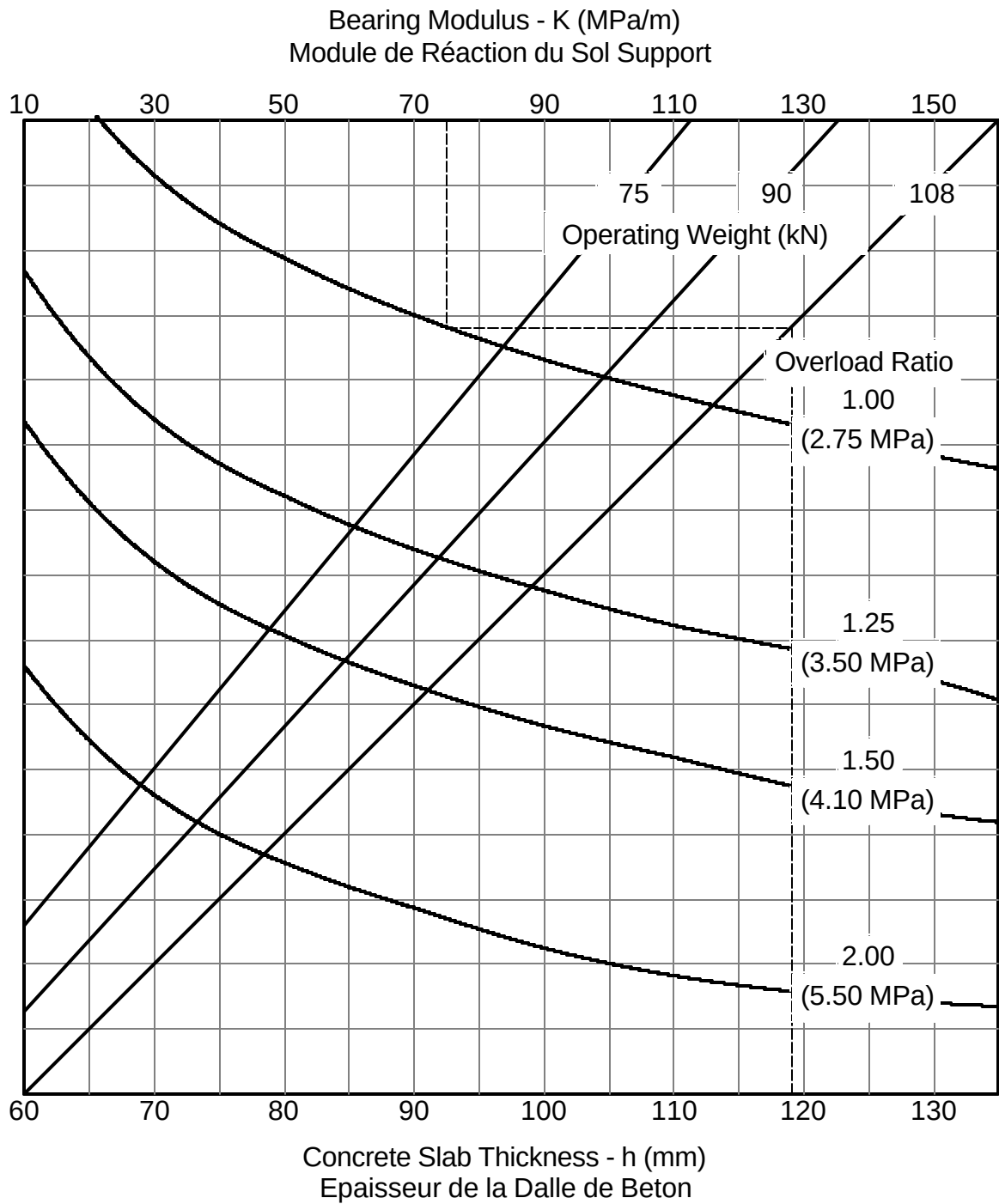
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Sepecat Jaguar (Config 1)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	341 mm	
Tire Pressure (MPa) Pression des Pneus	0.58		



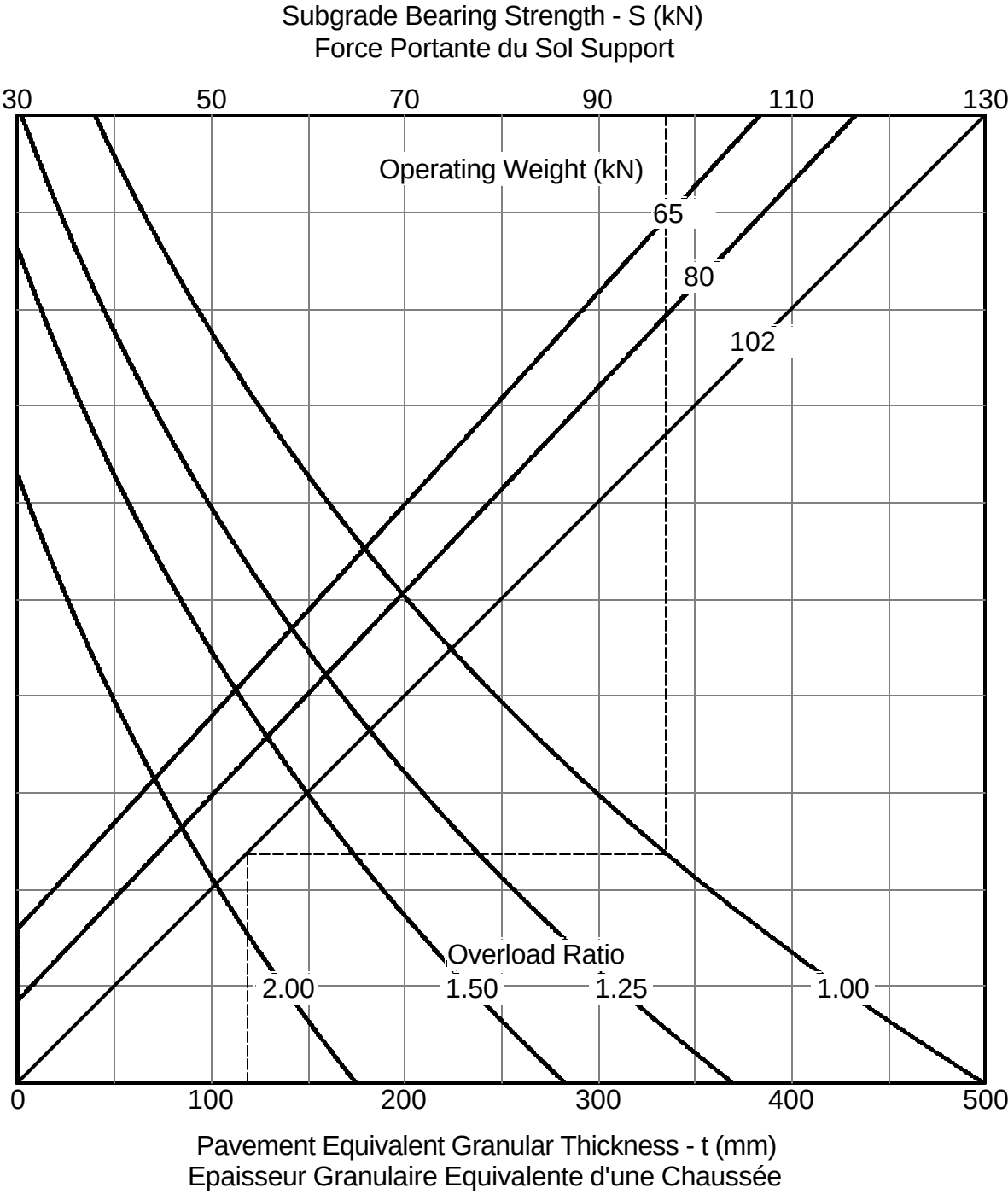
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Sepecat Jaguar (Config 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	341 mm	
Tire Pressure (MPa) Pression des Pneus	0.58		



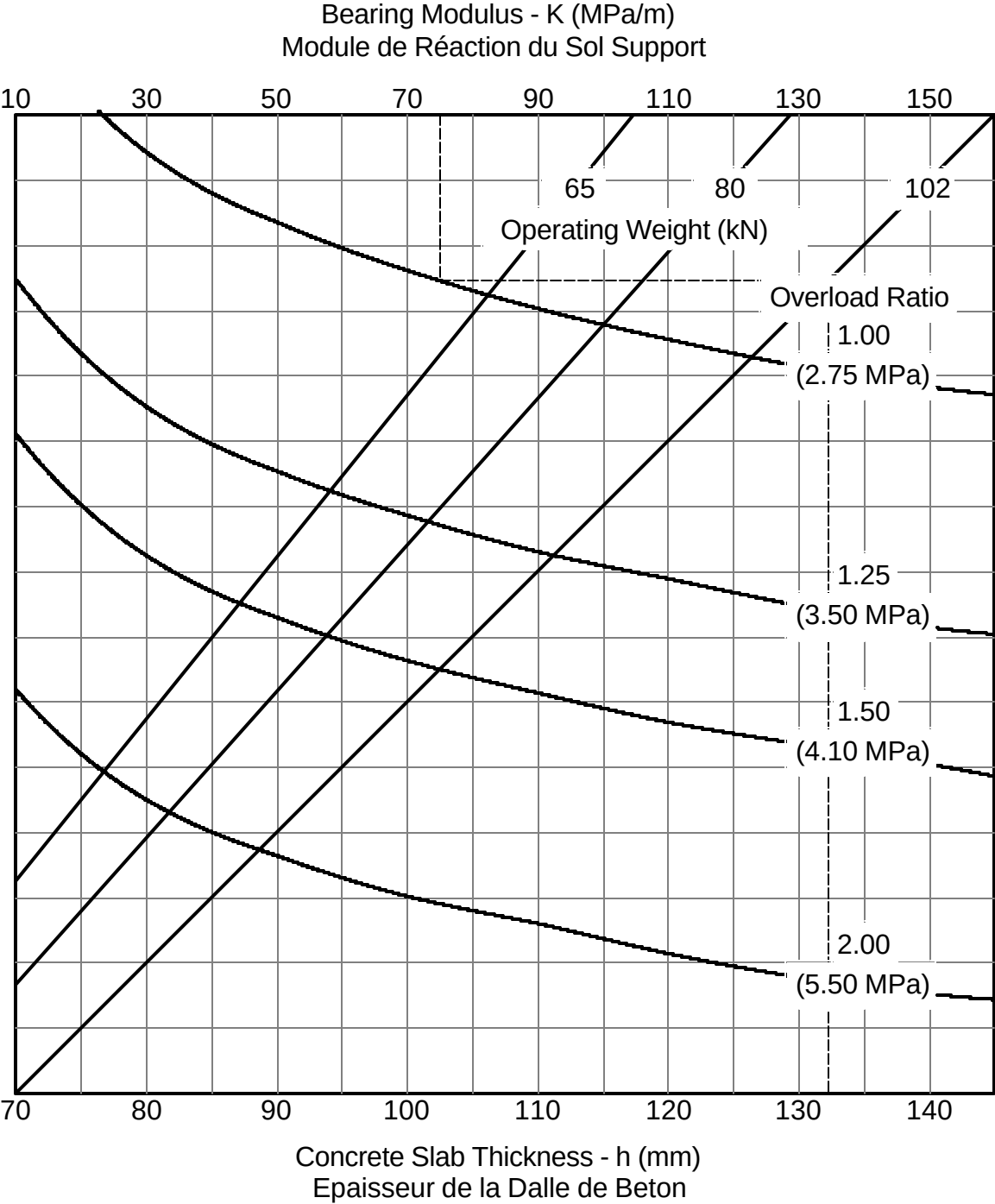
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Sepecat Jaguar (Config 2)	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	341 mm	
Tire Pressure (MPa) Pression des Pneus	0.58		



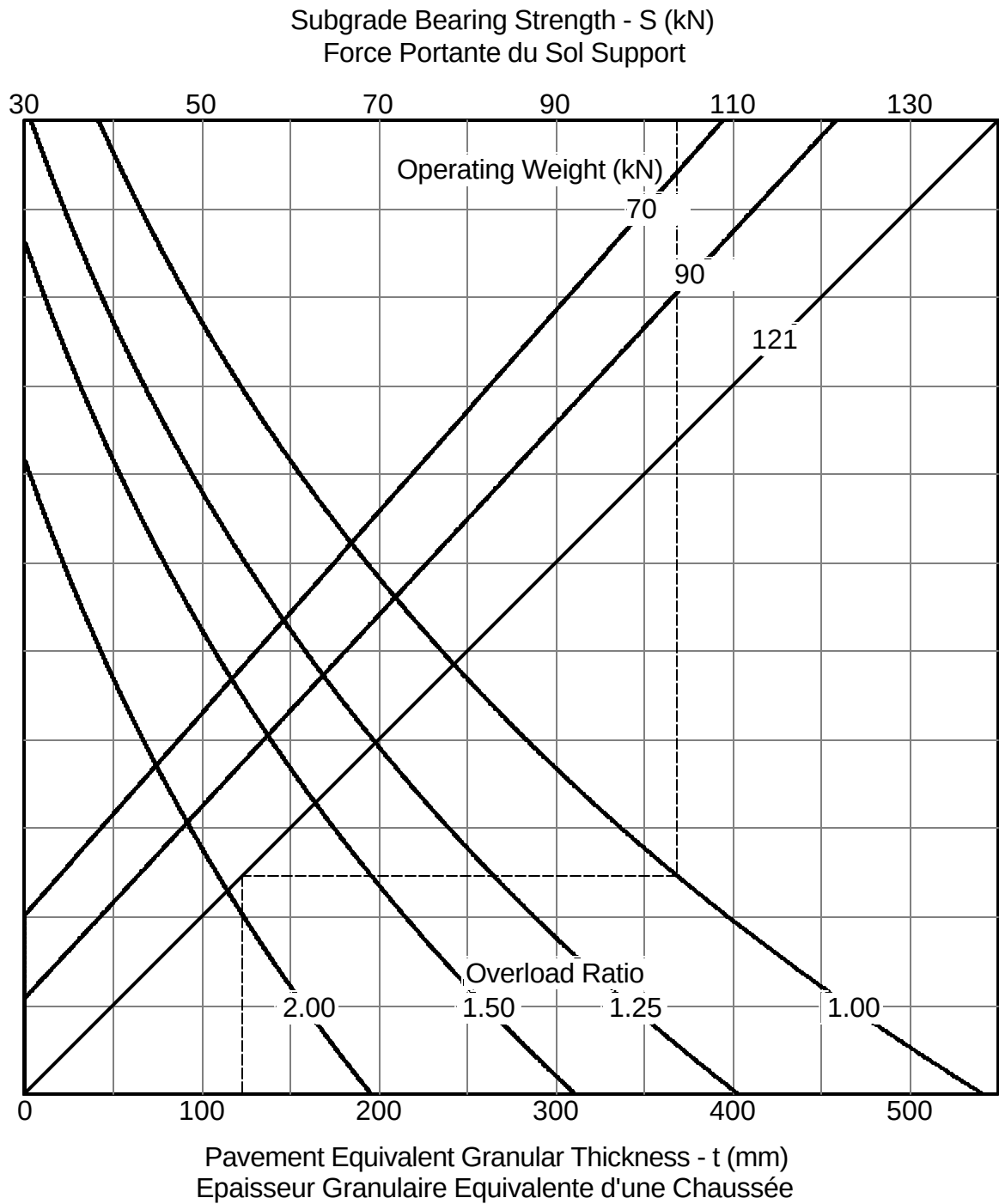
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Shorts 330
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.55	



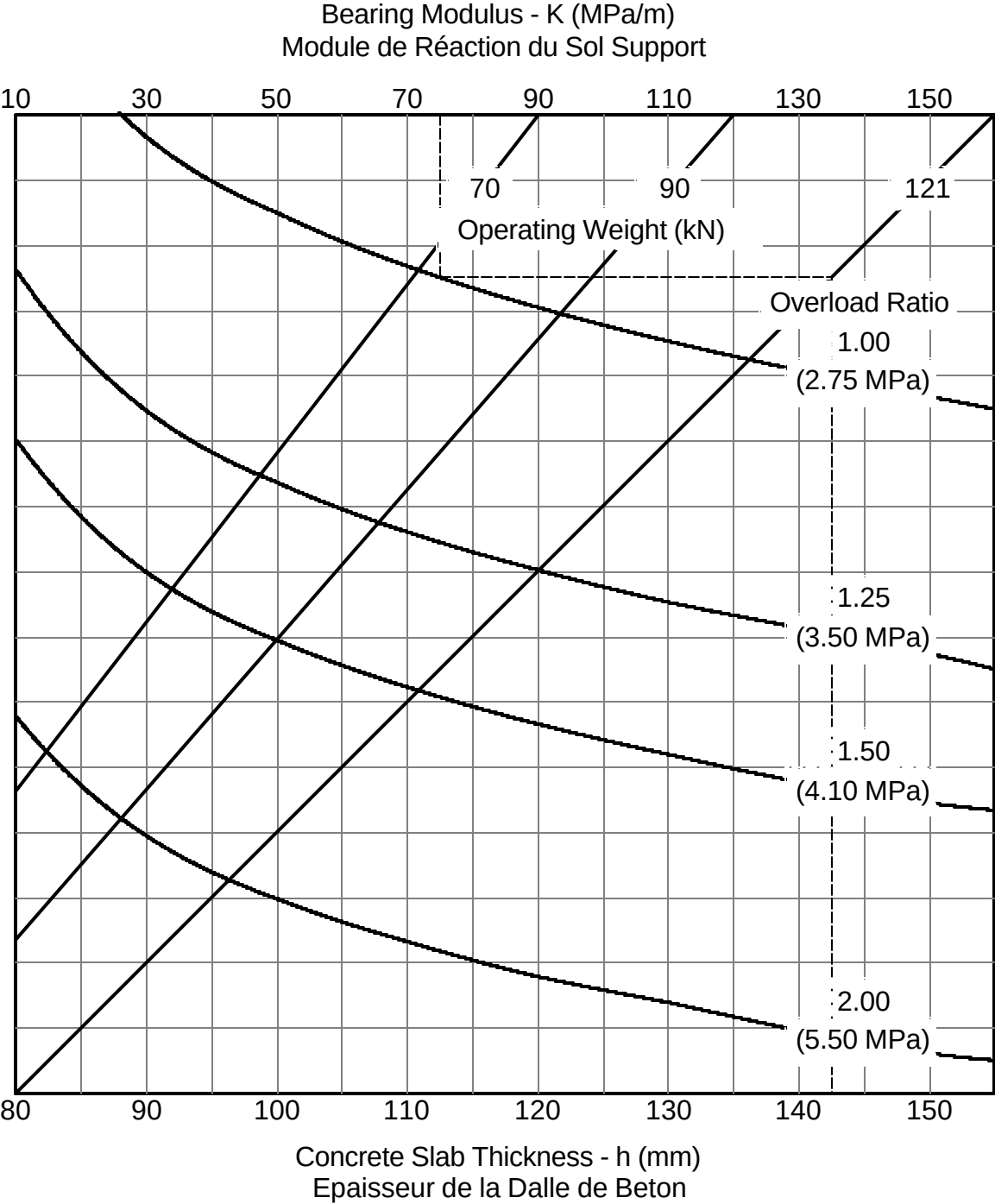
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Shorts 330
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.55	



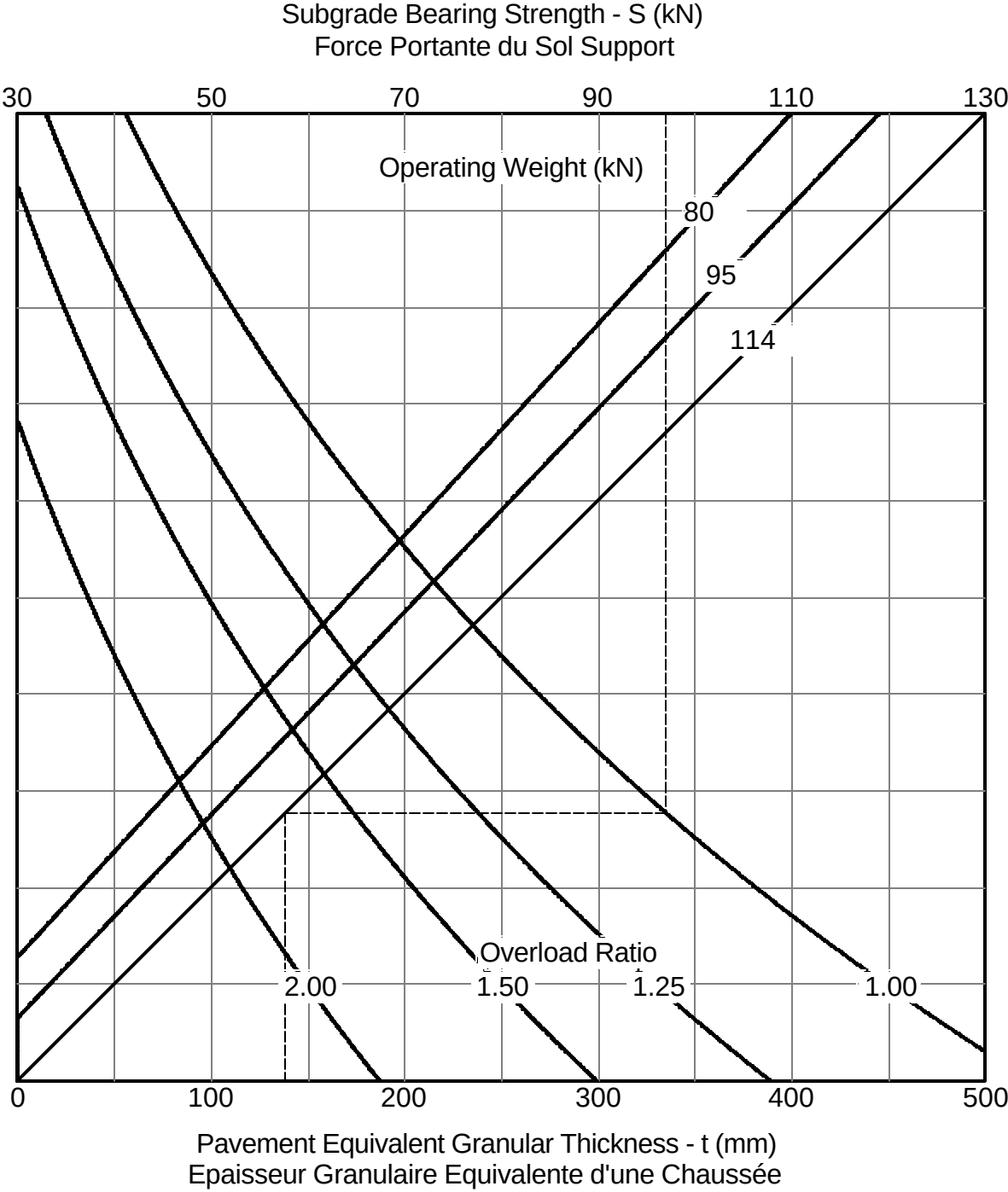
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Shorts 360
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.54	



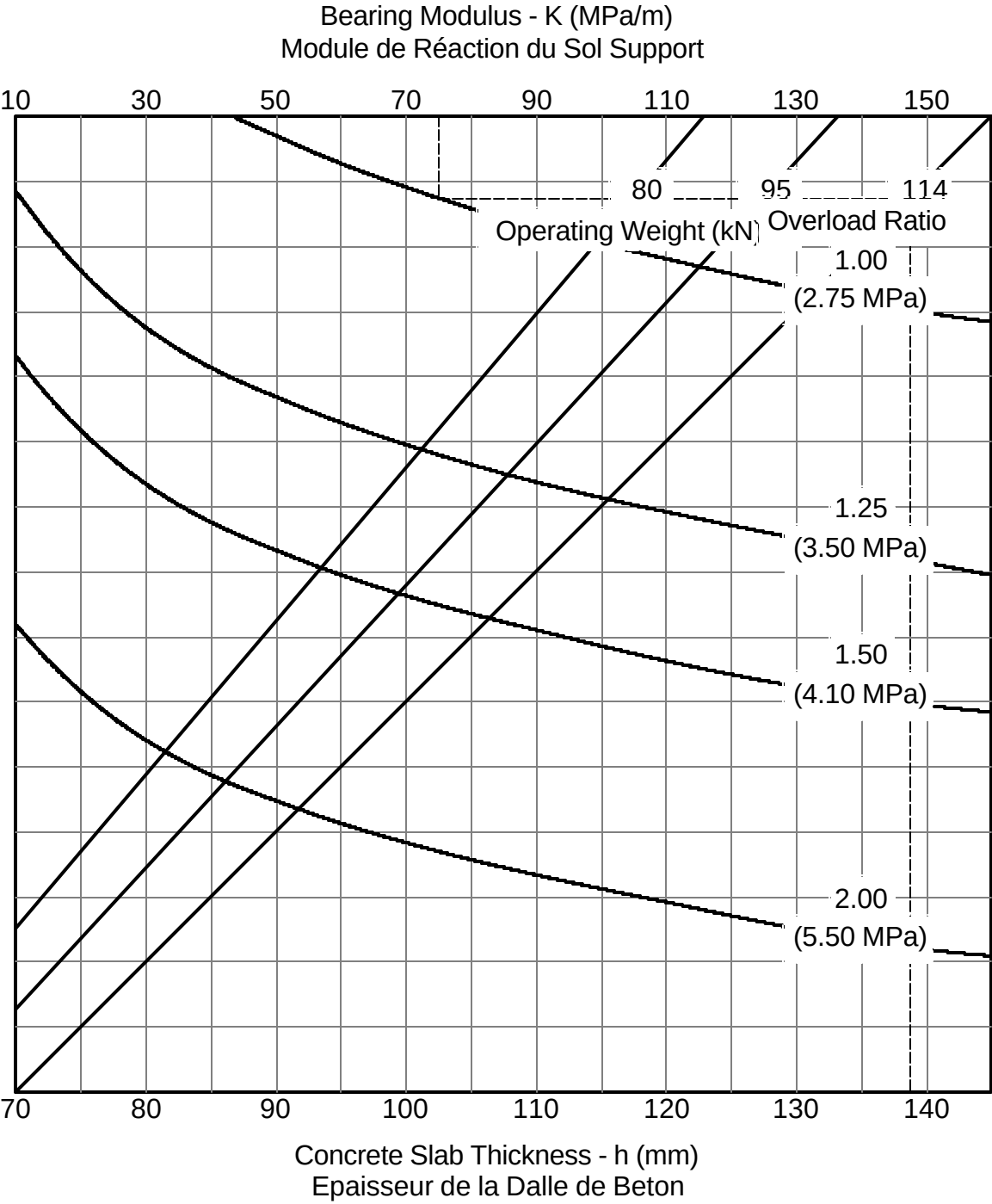
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Shorts 360
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.54	



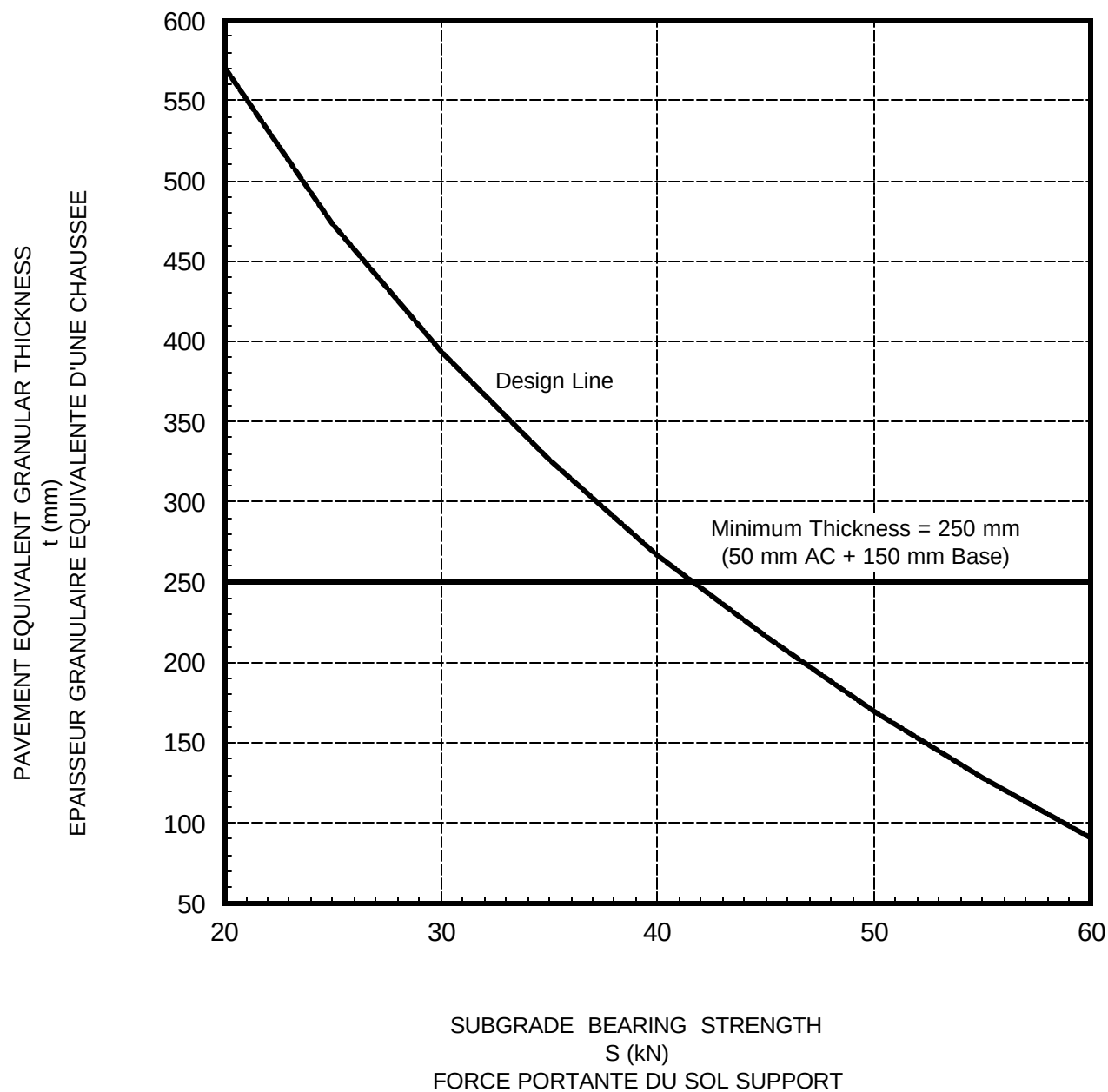
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Shorts Sherpa
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.54	



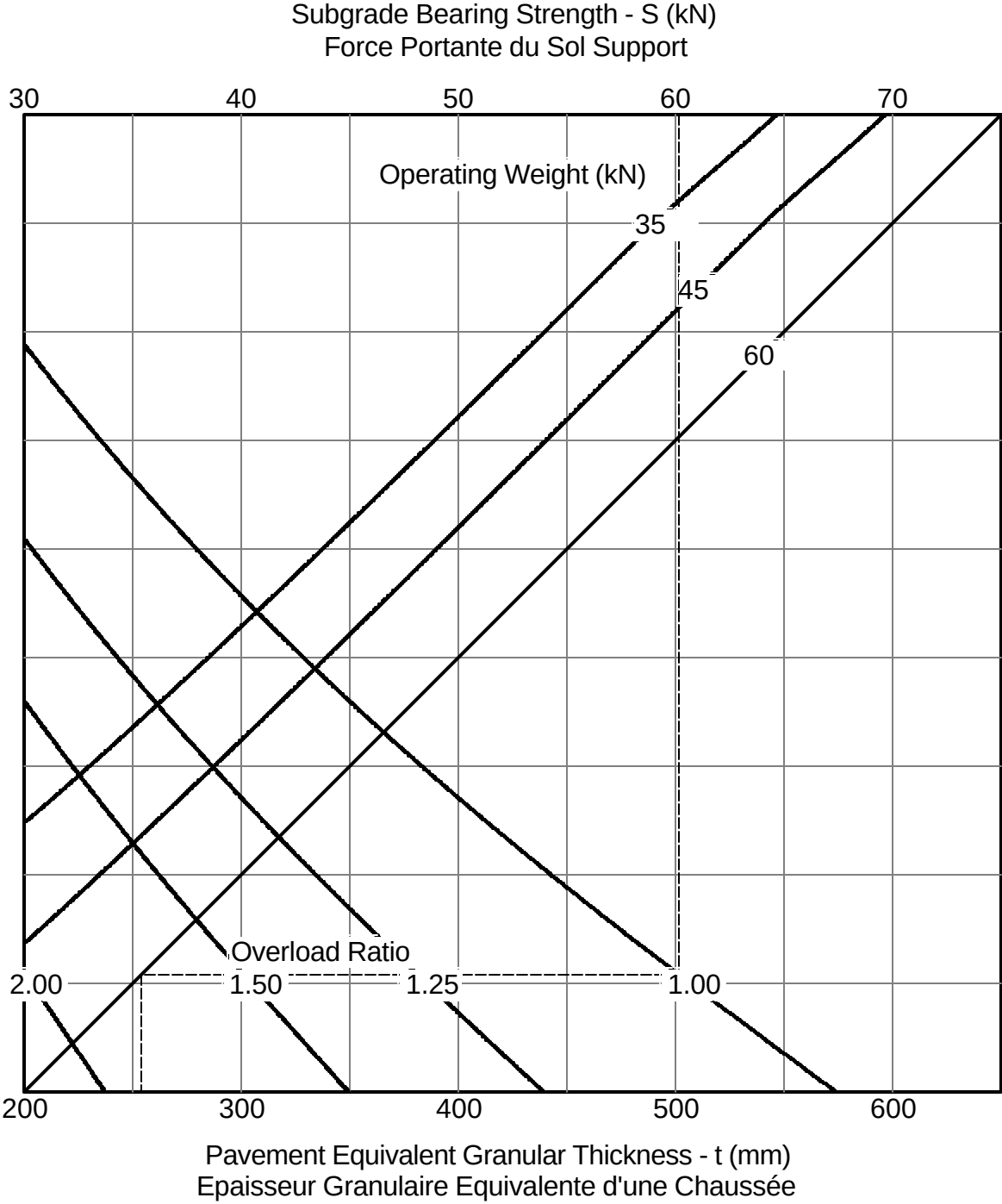
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Shorts Sherpa
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.54	



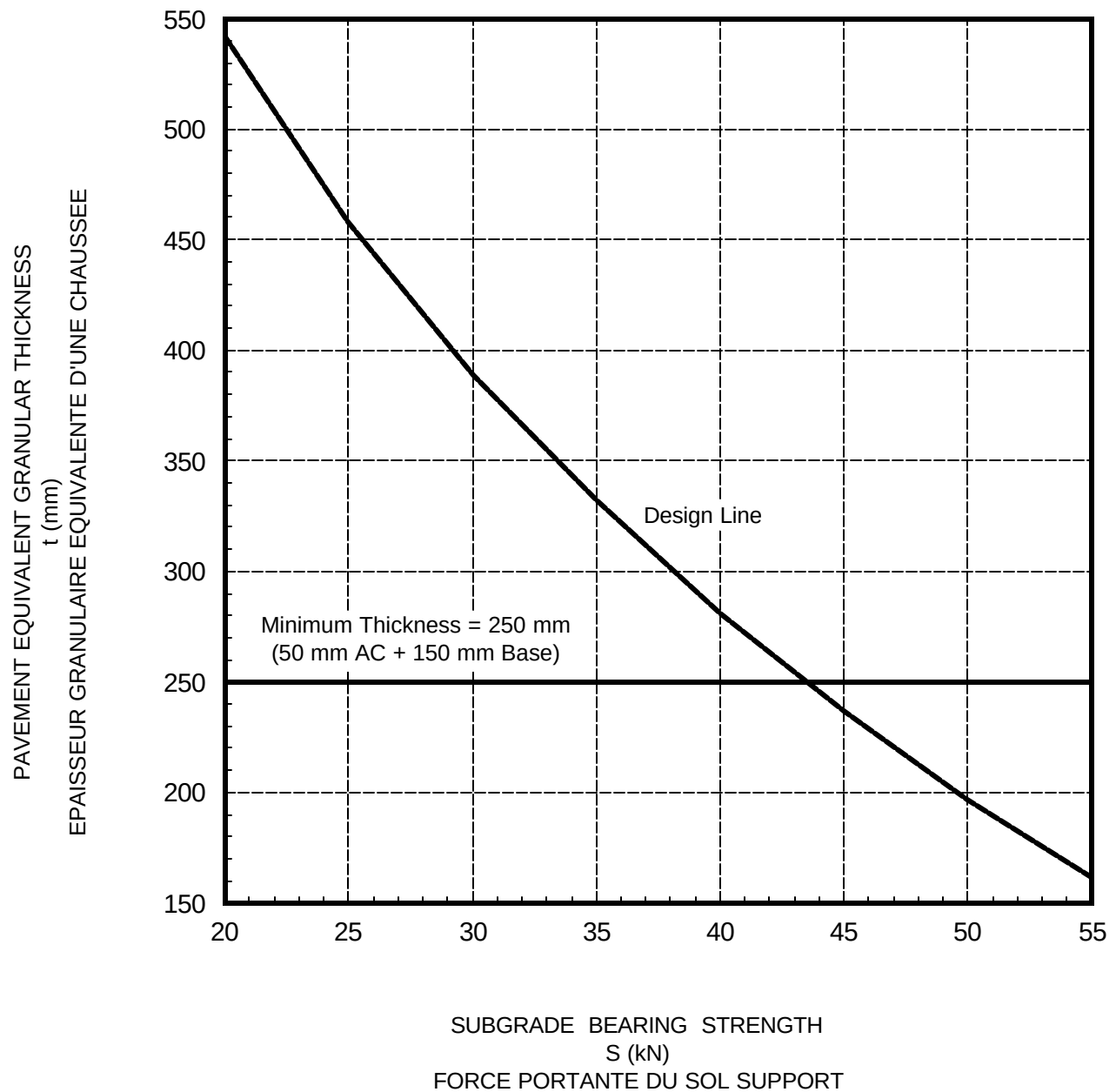
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Shorts Skyvan
Operating Weight (kN) Poids d'Operation	67	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.28	

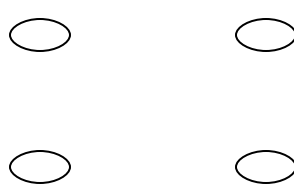


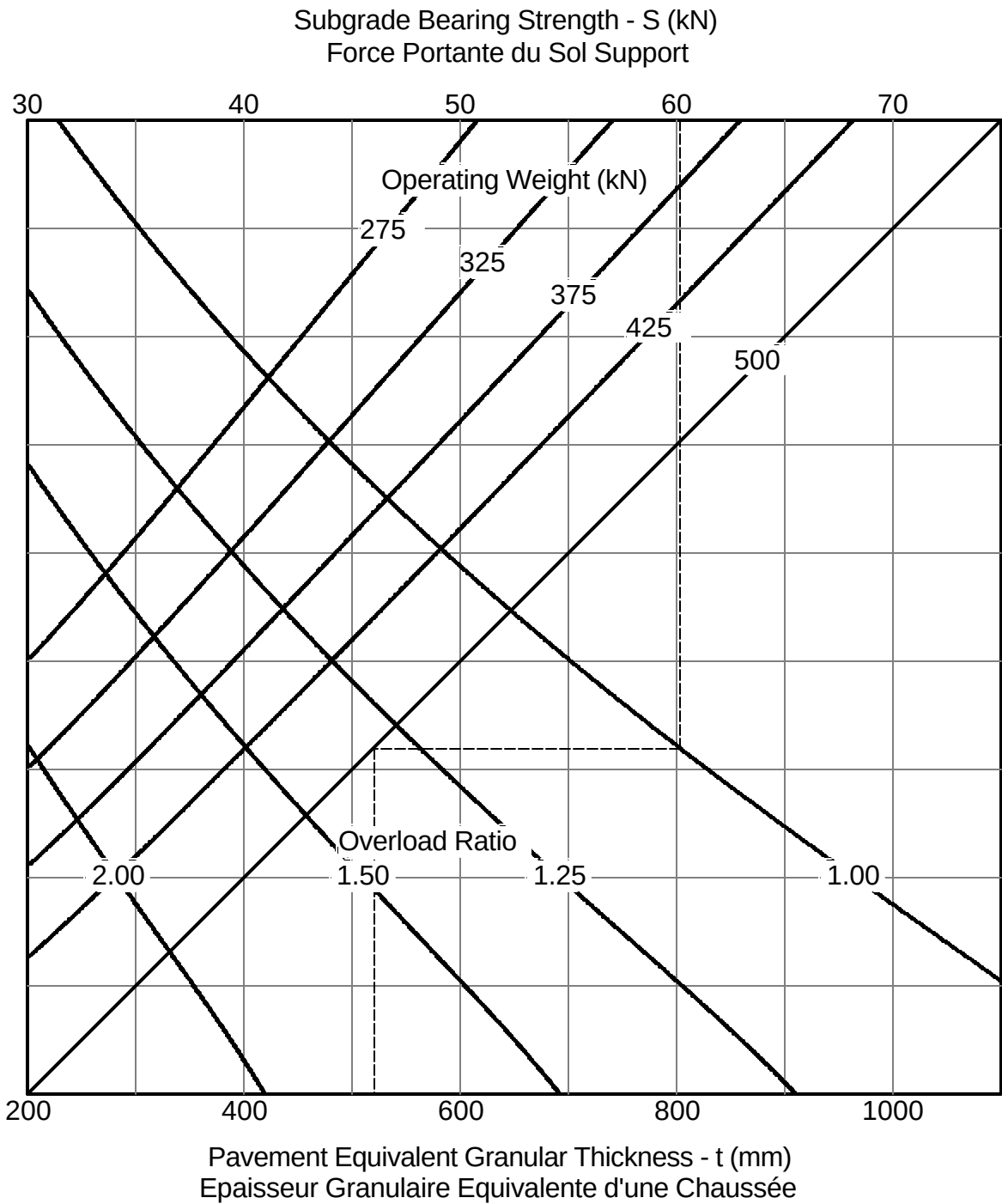
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Swearingen SJ30-2	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	300 mm	
Tire Pressure (MPa) Pression des Pneus	1.07		

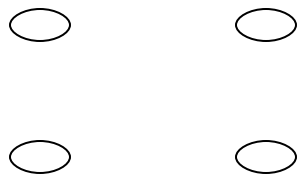


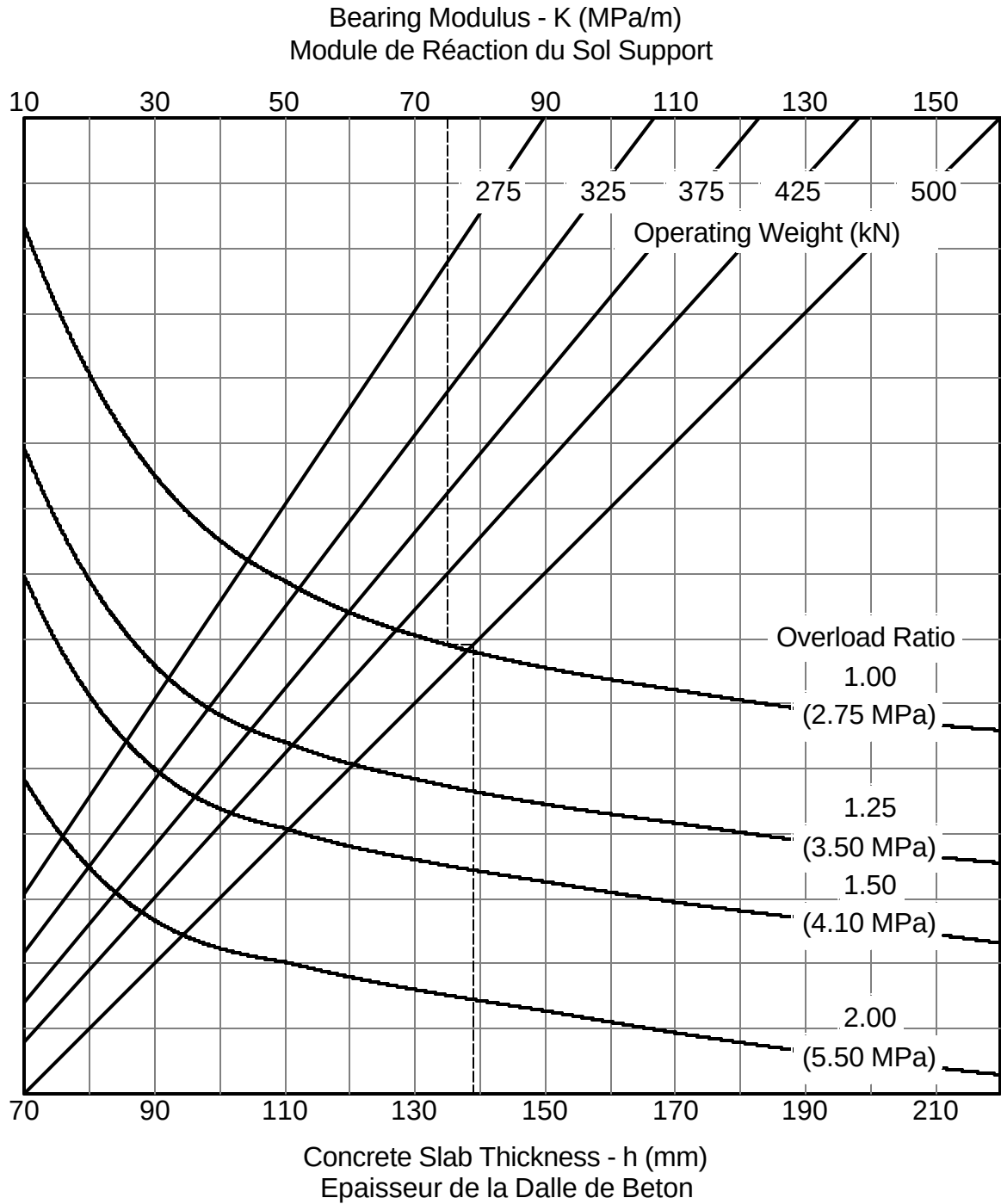
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussee Flexible		T-33 Trainer (CT-133)
Operating Weight (kN) Poids d'Operation	54	
% Load on One Main Gear % Poids sur Atterrisseur Principal	47.5	
Tire Pressure (MPa) Pression des Pneus	0.42	



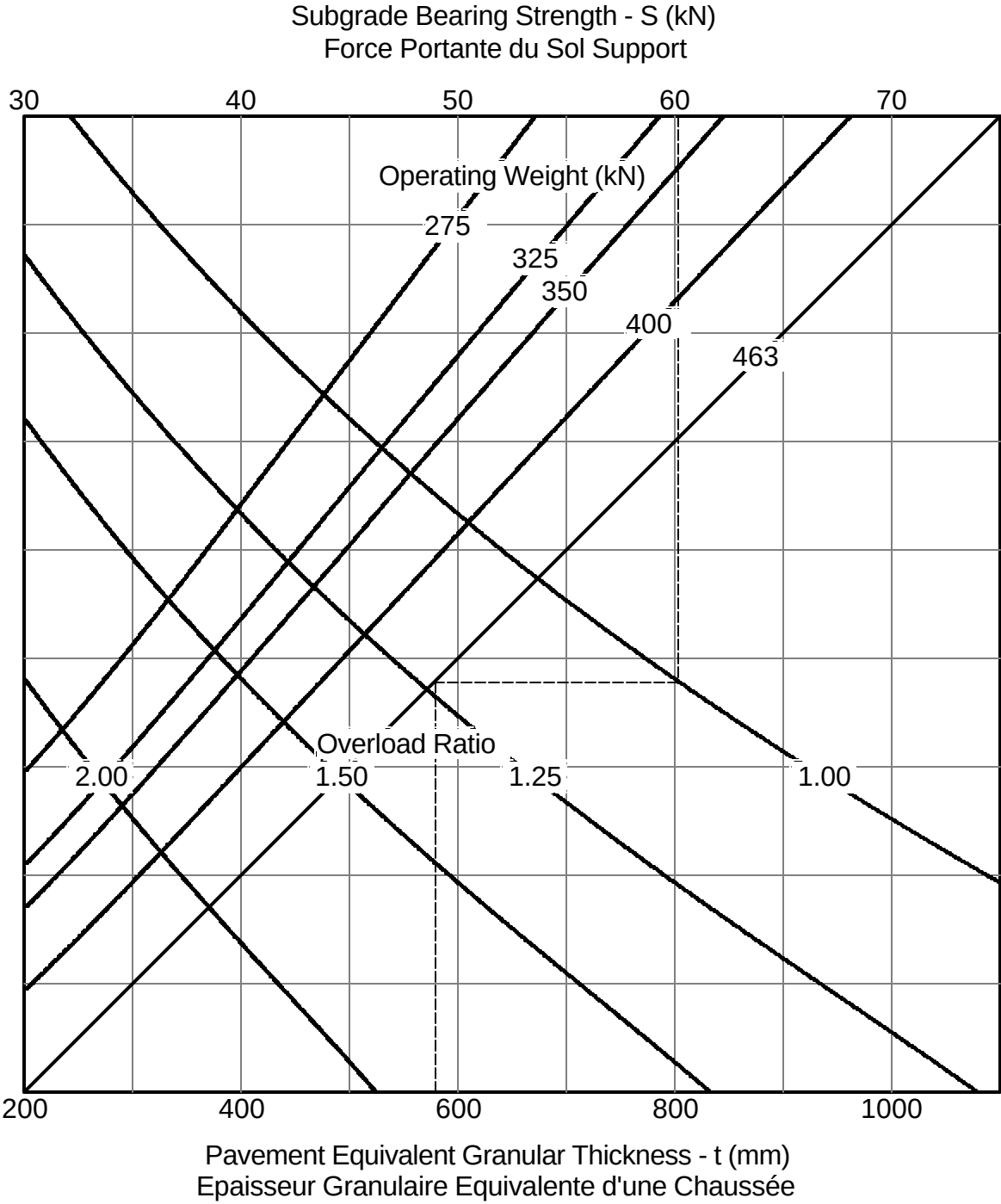
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Transall C-160	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	620 mm	1660 mm 
Tire Pressure (MPa) Pression des Pneus	0.38		



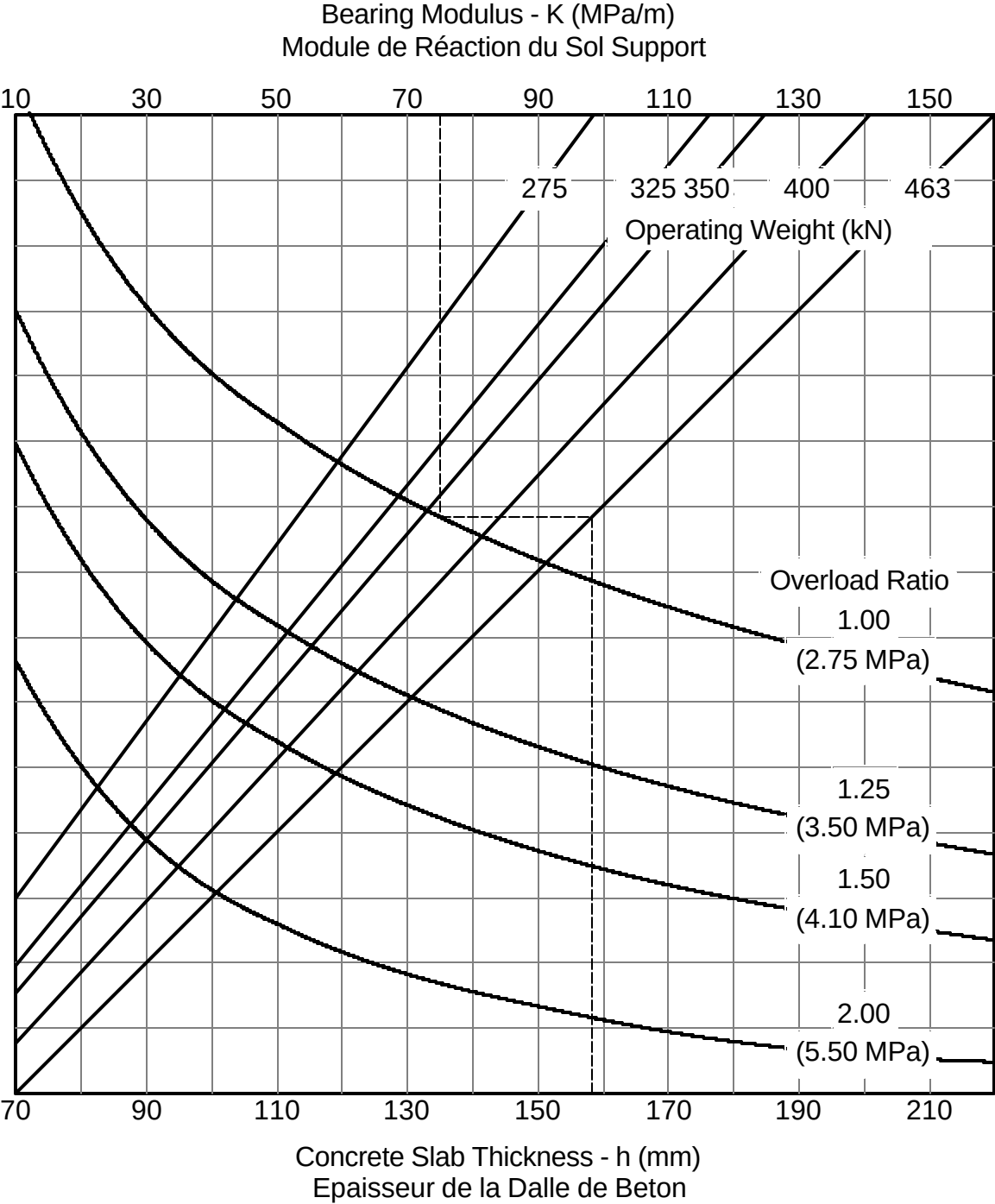
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Transall C-160	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	620 mm	1660 mm 
Tire Pressure (MPa) Pression des Pneus	0.38		



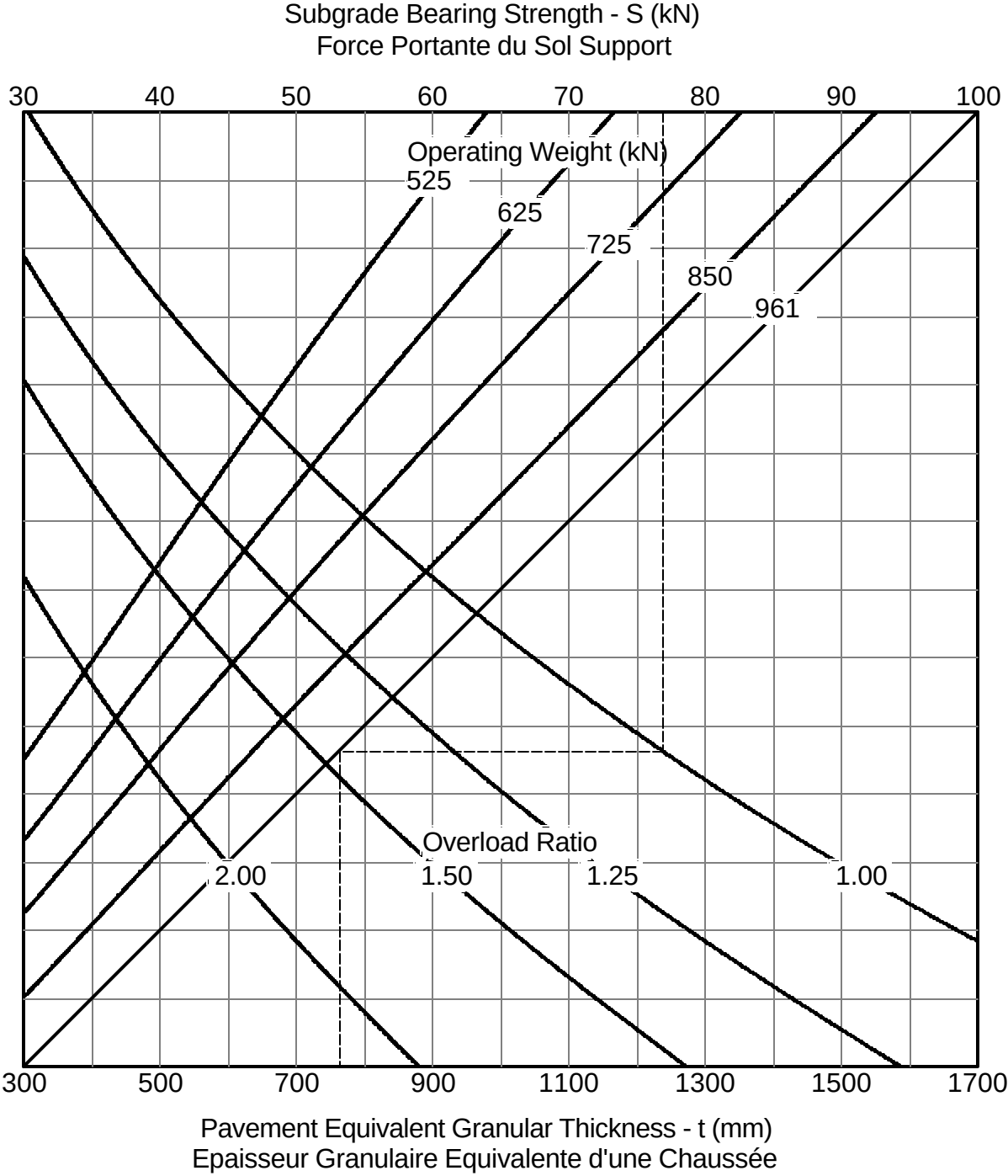
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Tupolev TU-134	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.6	560 mm	990 mm
Tire Pressure (MPa) Pression des Pneus	0.59		

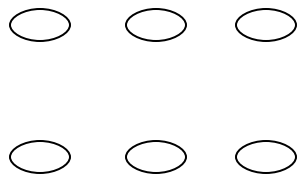


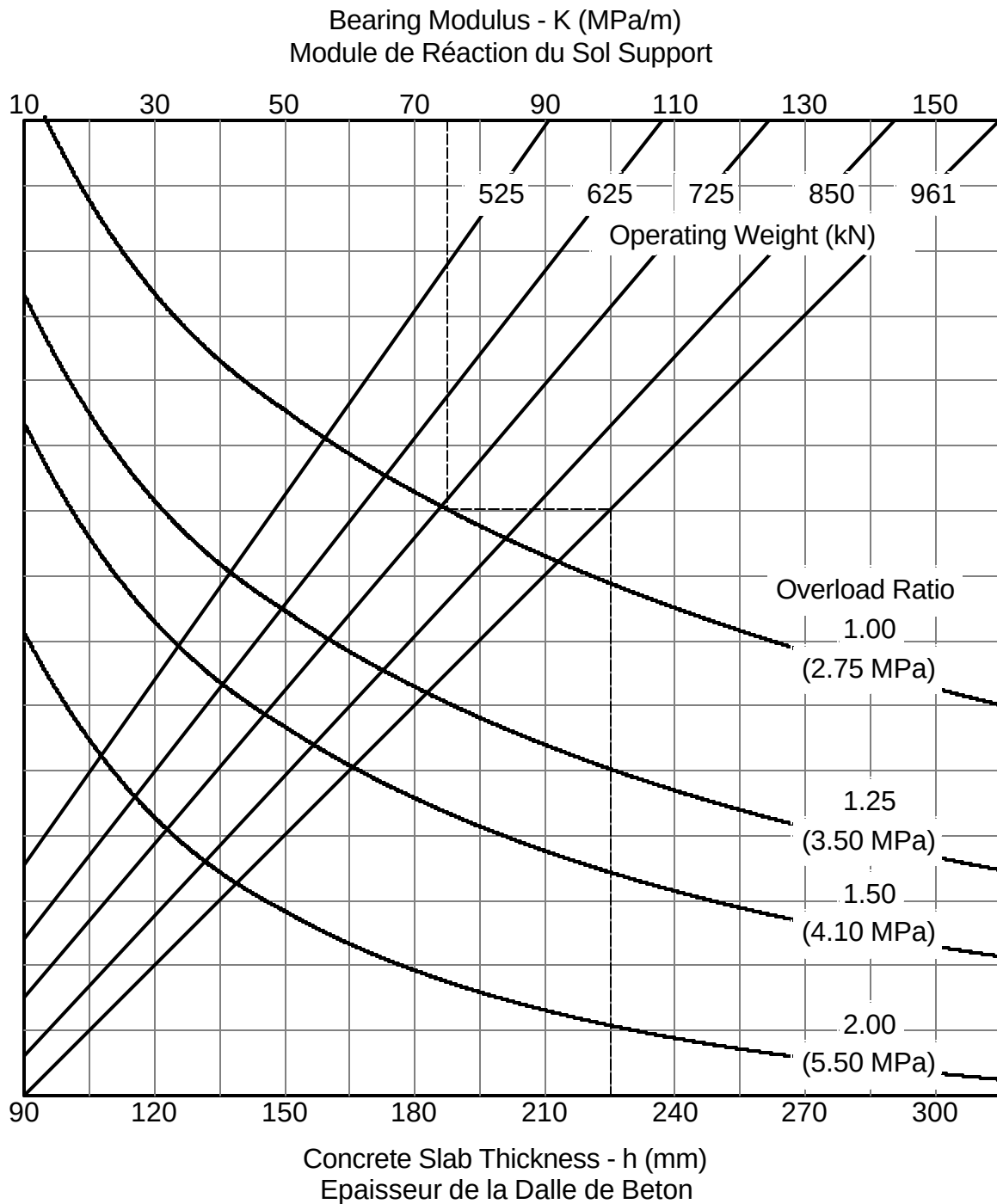
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Tupolev TU-134	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.6	990 mm 560 mm	
Tire Pressure (MPa) Pression des Pneus	0.59		



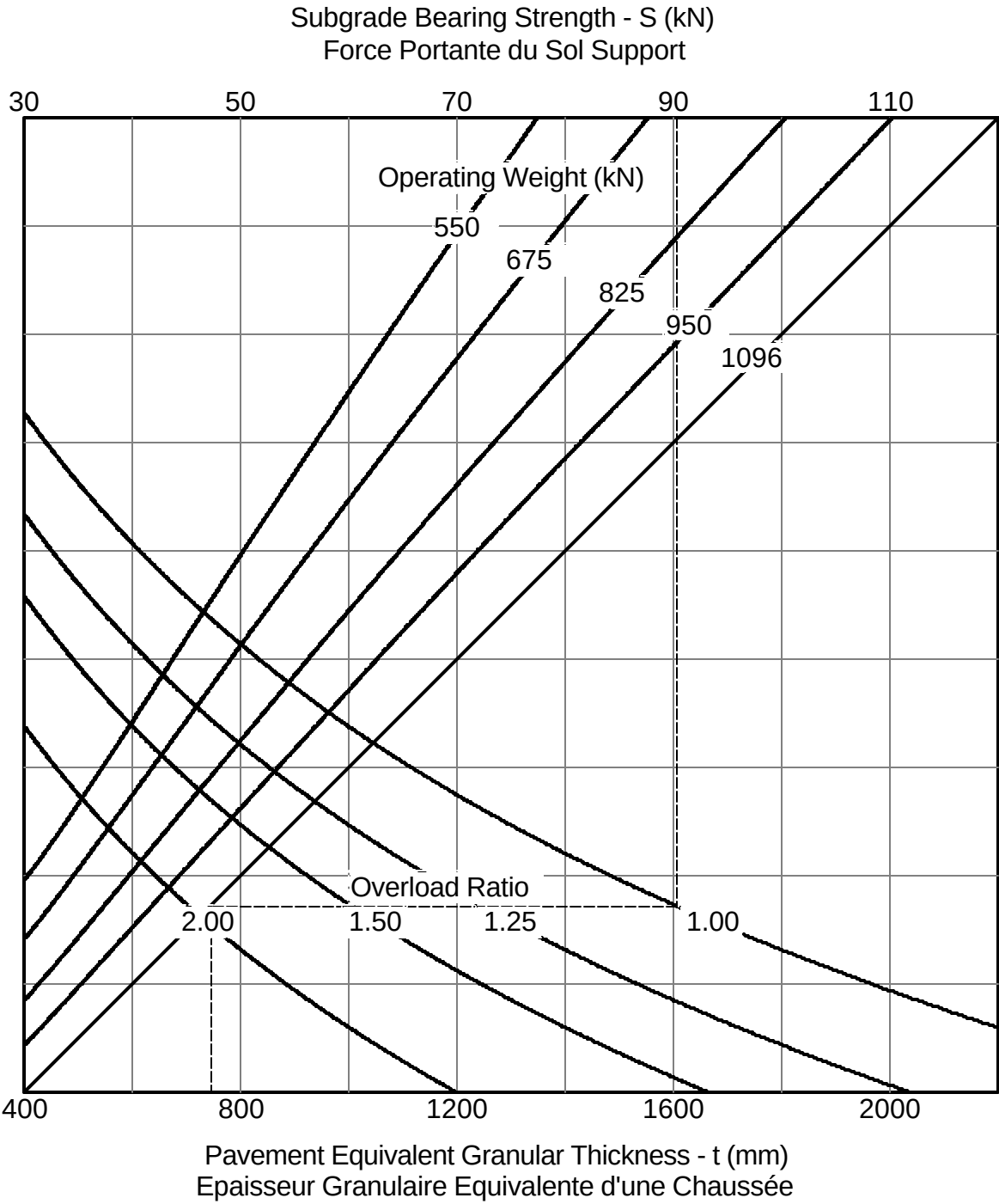
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Tupolev TU-154	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.1	2010 mm 620 mm	
Tire Pressure (MPa) Pression des Pneus	0.93		



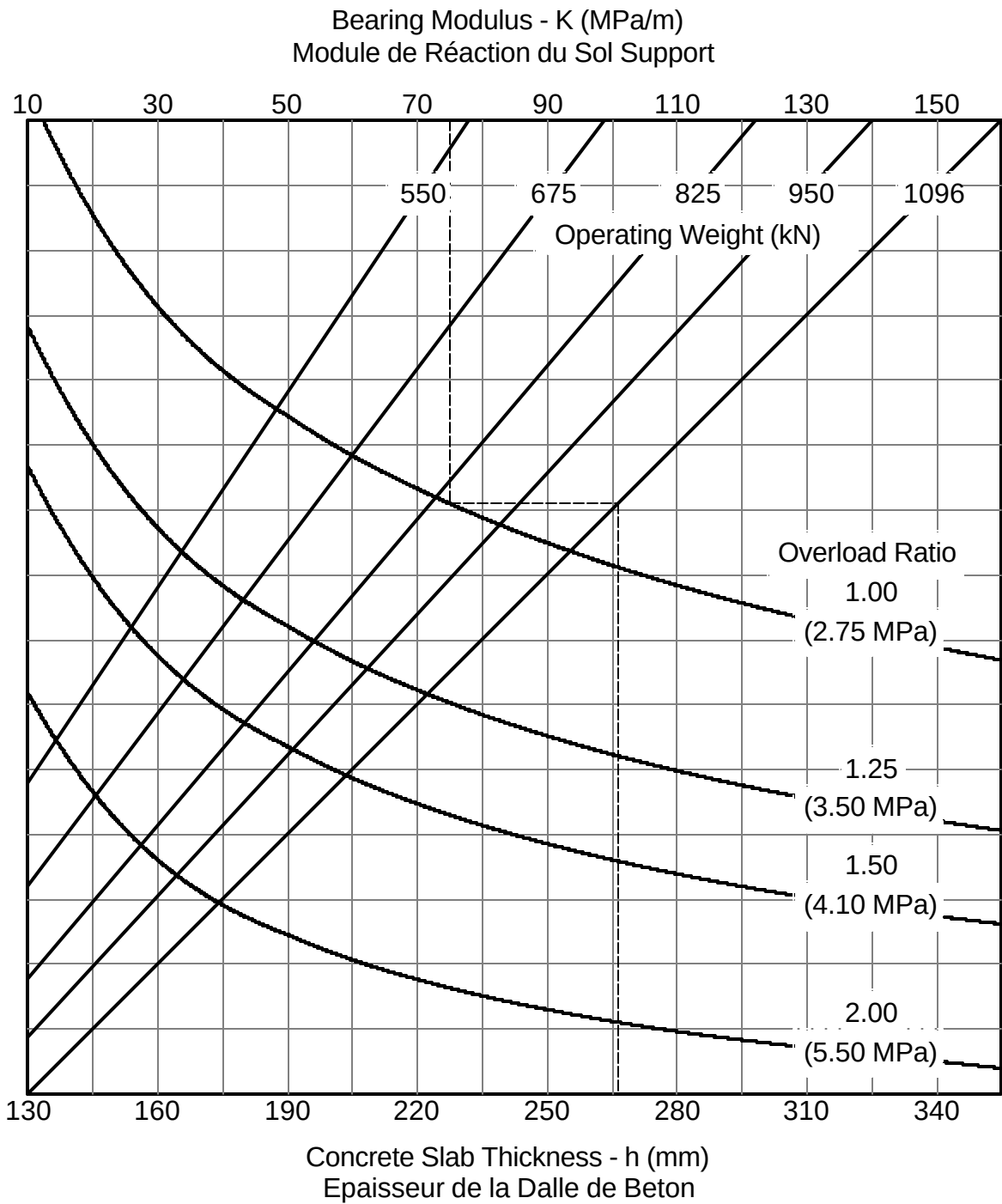
Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Tupolev TU-154	
% Load on Main Gear % Poids sur Atterrisseur Principal	45.1	620 mm	2010 mm 
Tire Pressure (MPa) Pression des Pneus	0.93		

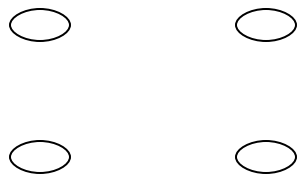


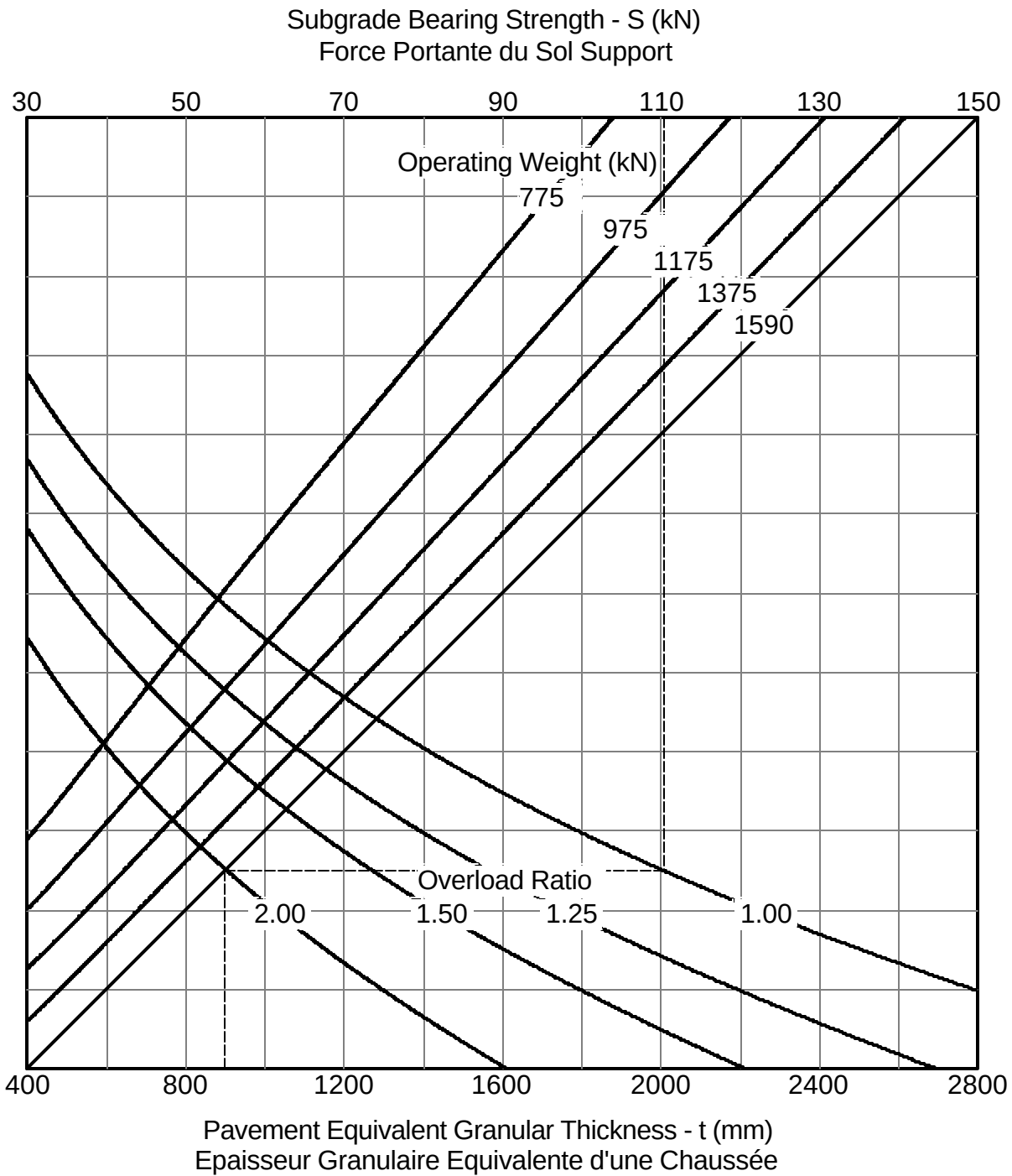
Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		Tupolev TU-204, 214, 224, 234	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	900 mm	1350 mm
Tire Pressure (MPa) Pression des Pneus	1.38		

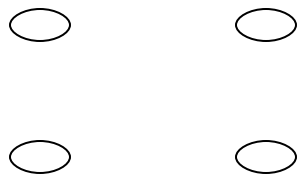


Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		Tupolev TU-204, 214, 224, 234	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.5	1350 mm 900 mm	
Tire Pressure (MPa) Pression des Pneus	1.38		



Flexible Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Flexible		VC 10 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	860 mm	1550 mm 
Tire Pressure (MPa) Pression des Pneus	1.01		



Rigid Pavement Design & Evaluation Chart Abaque de Calcul d'une Chaussée Rigide		VC 10 Series	
% Load on Main Gear % Poids sur Atterrisseur Principal	47.8	860 mm	1550 mm 
Tire Pressure (MPa) Pression des Pneus	1.01		

