



August 11, 2005

BRAC Commission

Mr. Tim MacGregor
BRAC Commission
Washington, DC

AUG 11 2005

Received

Dear Tim,

The 1999 Key Field runway overlay was engineered specifically for the KC-135R tanker operations at maximum gross weight. The attached letter from Jim Hall of Applied Research Associates in Vicksburg, MS documents the criteria to which the overlay was designed and constructed. The runway overlay was constructed in excess of this specification.

Background on design:

The Key Field runway overlay was constructed under a Military Cooperative Construction agreement. The Meridian Airport Authority paid for the design while the Air Guard paid for the overlay. The design was to the standards set by the Air Guard pavements team from Minot, ND. They required us to design to the Air Force Medium Load Design mentioned in Mr. Hall's letter. This design exceeds the requirements of the KC-135R.

Runway History:

Tankers began using our runway without restriction in 1992, some 7 years before the overlay. Our runway showed no signs of distress, but we planned an overlay due to the age of the asphalt surface course. The engineering assessment for this overlay recommended some strengthening, which was accomplished in 1999. The runway shows no distress after the overlay, proving our runway was adequate before, and certainly is more than adequate after the strengthening overlay.

Based on the design, the construction and real-life experience, we are confident our runway will easily handle the KC-135R and more.

Additional Information in our documentation:

There is some additional information in our book we provided in New Orleans and to you and Mr. McRee during our recent meeting. This information is found in Tab 2, Index 1, on the fourth page after the table of contents. For convenience this page is attached to this email.

The maximum twin tandem load limit in the IFR Supplement is set by me as the Airport Manager. The 290,000 pounds is the load limit established prior to my tenure as Airport Manager and should have been changed after the overlay project was completed. I will submit the change for the IFR Supp to reflect Dr. Hall's recommendations.

The PCN found in the BRAC data was established in 1978. It was not updated by us in 1999 as the civilian users do not need a PCN number. In fact, the first time I had heard of a PCN was in relation to BRAC 2005. Since, I've found that testing required to establish a PCN would cost between 10 and 20,000 dollars. We can get this testing done, but it is not something a civilian airfield normally does.

Thank you very much for allowing us to address this issue. Please advise if you need any information.

Sincerely,

A handwritten signature in cursive script, appearing to read "Tom Williams".

Tom Williams, AAE
President
Meridian Airport Authority