

DCN: 7389



ALABAMA AIR NATIONAL GUARD

117th Air Refueling Squadron

106th Air Refueling Squadron

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106ARS/CCE

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Note: 459's coming

BRAC Commission

AUG 11 2005

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Nationwide ANG Airfield Comparison

5-10-05

Airport	Runway Length	PCN	Elevation	Weight Bearing	Max Weight	Max Weight
March ARB, CA KRIV	13,300	PCN 45	1,535	86	104	over 120
Birmingham IAP, AL KBHM	12,000	350,000	644	82	over 120	over 120
Lincoln Airport, NE KLNK	12,901	400,000	1,219	81	104	over 120
Fairchild AFB, WA KSKA	13,901	550,000	2,462	72	97	115
Bangor IAP, ME KBGR	11,440	400,000	192	70	102	118
Rickenbacker IAP, OH KLCK	12,102	380,000	744	68	102	118
Pease Int'l Tradeport, NH KPSM	11,321	443,000	100	57	102	118
Portland, OR KPDJ	11,000	360,000	30	45	100	117
McConnell AFB, KS	12,000	PCN 73	1,371	45	97	113
Pittsburgh IAP, PA KPIT	11,500	350,000	1,204	27	95	111
McGuire AFB, NJ KQWI	10,001	PCN 50	131	-9	91	109
Scott AFB, IL KBLV	10,000	605,000	459	-17	88	106
General Mitchell IAP, WI KMKE	9,690	350,000	723	-25	84	104
Niagara Falls IAP, NY KIAG	9,829	240,000	589	-31	79	104
Salt Lake IAP, UT KSLC	12,400	350,000	4,227	-38	75	95
Phoenix-Sky Harbor IAP, AZ KPHX	11,489	280,000	1,135	N/A - Temp Out of Range	84*	111**
McGhee-Tyson IAP, TN KTYS	9,005	350,000	981	N/A - Temp Out of Range	46	97
Selfridge ANGB, MI KMTC	9,000	PCN 54	579	N/A - Temp Out of Range	37	95
Forbes Field, KS KFOE	12,802	280,000	1,078	N/A - Weight Bearing	N/A - Weight Bearing	over 120
Meridian IAP, MS KMEI	10,003	290,000	297	N/A - Weight Bearing	N/A - Weight Bearing	99
Sioux City, IA KSUX	9,002	220,000	1,098	N/A - Weight Bearing	N/A - Weight Bearing	N/A - Weight Bearing

* Restricted to 10,300' runway weight bearing restriction
 ** May use 11,489' runway

Performance based on best available runway.
 Factors affecting performance:
 Runway length, Runway slope,
 pressure altitude and temperature

Pavement/Aircraft classification system—The ICAO standard method of reporting pavement strengths. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). ACN values (provided in Table 1.) relate aircraft characteristics to a runway's load bearing capability, expressed as a PCN. An aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitations on the tire pressure. Refer to DOD Flight Information Publication (Enroute) for an airfield's specific PCN.

AFPAM10-1403 18 DEC 2005

KC-135 ACN=54 for March