The recently completed runway reconstruction has resulted in a runway capable of supporting aircraft with a single wheeled main gear weighing as much as 27,000 pounds. It should also support dual wheeled gear aircraft weighing as much as 75,000 but the pavement thickness is only 3 inches instead of the 4 inches required for the larger dual wheeled aircraft, weighing more than 30,000 pounds.

Please note that the taxiways and aprons have not been reconstructed to the same level. These surfaces were originally designed to support 12,500 pound single wheeled gear aircraft which equates to about 18,000 dual wheel gear.

The design is based upon a worst case California Bearing Ration (CBR) factor. Since the pavement's subgrade is not usually in its worst condition (saturated) the pavements can often handle loads for which it was not designed. **Landing heavier aircraft at the airport is up to the pilot's discretion and they can be liable for pavement damage resulting from aircraft loading pavement failures.**