This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

Designation: D5340 – 23

Standard Test Method for Airport Pavement Condition Index Surveys[1]

This standard is issued under the fixed designation D5340; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers the determination of airport pavement condition through visual surveys of asphalt-surfaced pavements, including porous friction courses and plain or reinforced jointed portland cement concrete pavements, using the Pavement Condition Index (PCI) method of quantifying pavement condition.

1.2 The PCI is a measurement of the collective judgement of pavement maintenance engineers. It directly relates to M&R needs and indirectly to pavement structural integrity and functional condition indicators. The PCI is not intended to replace the direct measurement of roughness, structural capacity, texture, or friction.

1.3 The PCI for airport pavements was developed by the U.S. Army Corps of Engineers through the funding provided by the U.S. Air Force (**1-3**).[2] It is further verified and adopted by FAA (**4**) and the U.S. Naval Facilities Engineering Command (**5**).

1.4 The values stated in inch-pound units are to be regarded as standard. The values given in parentheses are mathematical conversions to SI units that are provided for information only and are not considered standard.

1.5 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.* Specific precautionary statements are given in Section 6.

1.6 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Terminology

2.1 *Definitions of Terms Specific to This Standard:*

2.1.1 *additional sample*—a sample unit inspected in addition to the random sample units to include nonrepresentative sample units in the determination of the pavement condition. This includes very poor or excellent samples that are not typical of the section and sample units which contain an unusual distress such as a utility cut. If a sample unit containing an unusual distress is chosen at random, it should be counted as an additional sample unit and another random sample unit should be chosen. If every sample unit is surveyed, then there are no additional sample units.

2.1.2 *asphalt concrete (AC) surface*—aggregate mixture with an asphalt cement binder. This term also refers to surfaces constructed of coal tars and natural tars for purposes of this test method.

2.1.3 *pavement branch*—a branch is an identifiable part of the pavement network that is a single entity and has a distinct function. For example, each runway, taxiway, and apron areas are separate branches.

2.1.4 *pavement condition index (PCI)*—a numerical rating of the pavement condition that ranges from 0 to 100, with 0 being the worst possible condition and 100 being the best possible condition.

2.1.5 *pavement condition rating*—a verbal description of pavement condition as a function of the PCI value. Fig. 1 shows two examples of PCI rating scales.

2.1.6 *pavement distress*—external indicators of pavement deterioration caused by loading, environmental factors, or construction deficiencies, or a combination thereof. Typical distresses are cracks, rutting, and weathering of the pavement surface. Distress types and severity levels detailed in Appendix X1 for AC and Appendix X2 for PCC pavements must be used to obtain an accurate PCI value.

2.1.7 *pavement sample unit*—a subdivision of a pavement section that has a standard size range: 20 contiguous slabs (±8 slabs if the total number of slabs in the section is not evenly divided by 20, or to accommodate specific field condition) for PCC airfield pavement and 5000 contiguous square feet (±2000 ft^2 (450 ± 180 m^2) if the pavement is not evenly divided by 5000, or to accommodate specific field condition) for AC airfield pavement and porous friction surfaces.

[1] This test method is under the jurisdiction of ASTM Committee E17 on Vehicle - Pavement Systems and is the direct responsibility of Subcommittee E17.42 on Pavement Management and Data Needs.

Current edition approved July 1, 2023. Published July 2023. Originally approved in 1998. Last previous edition approved in 2020 as D5340 – 20. DOI: 10.1520/D5340-23.

[2] The boldface numbers in parentheses refer to a list of references at the end of the text.

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