

3 NEW STANDS FOR C17 AIRCRAFTS AT PÁPA AIRBASE



Client:

NATO Airlift Management Agency

Concrete pavement:

22 000 m² load bearing concrete pavement
33 cm thick, 5.00 m x 6.00 m slabs
20 cm thick Ckt-T2 cement stabilized sandy-gravel
for base course

Asphalt pavement:

3 500 m² asphalt paved shoulder
11 cm thick asphalt, 20 cm thick Ckt-T2 cement
stabilized sandy-gravel for base course

New or renewed markings: 900 m²

Apron and taxiway markings

Floodlighting

Airfield ground lighting and modernization of
equipment for transformer stations

Rainwater drainage system for the treatment of de-
icing fluid contamination

Low current design

Time of design: 2009–2010

During the project the following sectoral design
works were completed:

- geodesy, geotechnical engineering
- airport design (pavement, markings)
- hydraulic engineering (pavement structure
dewatering, water treatment)
- high voltage power supply (airfield ground
lighting)
- low power
- organization

The design task was to create 3 C-17 aircraft
stands (apron C-17) next to the taxiways A and D.
The concrete pavement had to be designed with
the appropriate thickness and with uniform fall
conditions like the existing apron.

The new apron was built to complement the old
Apron K and Apron L at Pápa Airport at the
junction of TWY D parallel taxiway, and TWY A
taxiway.

According to ICAO and NATO APPROVED
CRITERIA AND STANDARDS FOR AIRFIELDS,
the following data were taken into account to
determine the size of the 3 C-17 aircraft stands
(apron):

Designing aircraft (C-17):

wingspan:	51,77 m	
length:	53,04 m	
Width of taxiway:		23,00 m
Width of taxiway safety area:		50,50 m

Accordingly, the length of the area required for the
3 C-17 aircraft is 210 m.

Overall width: 179 m.

The aircrafts drive into the stand with a power-in /
power-out motion and leave the stands on the D
and A taxiways.

Services:

Design for approval
Construction design
As-built design