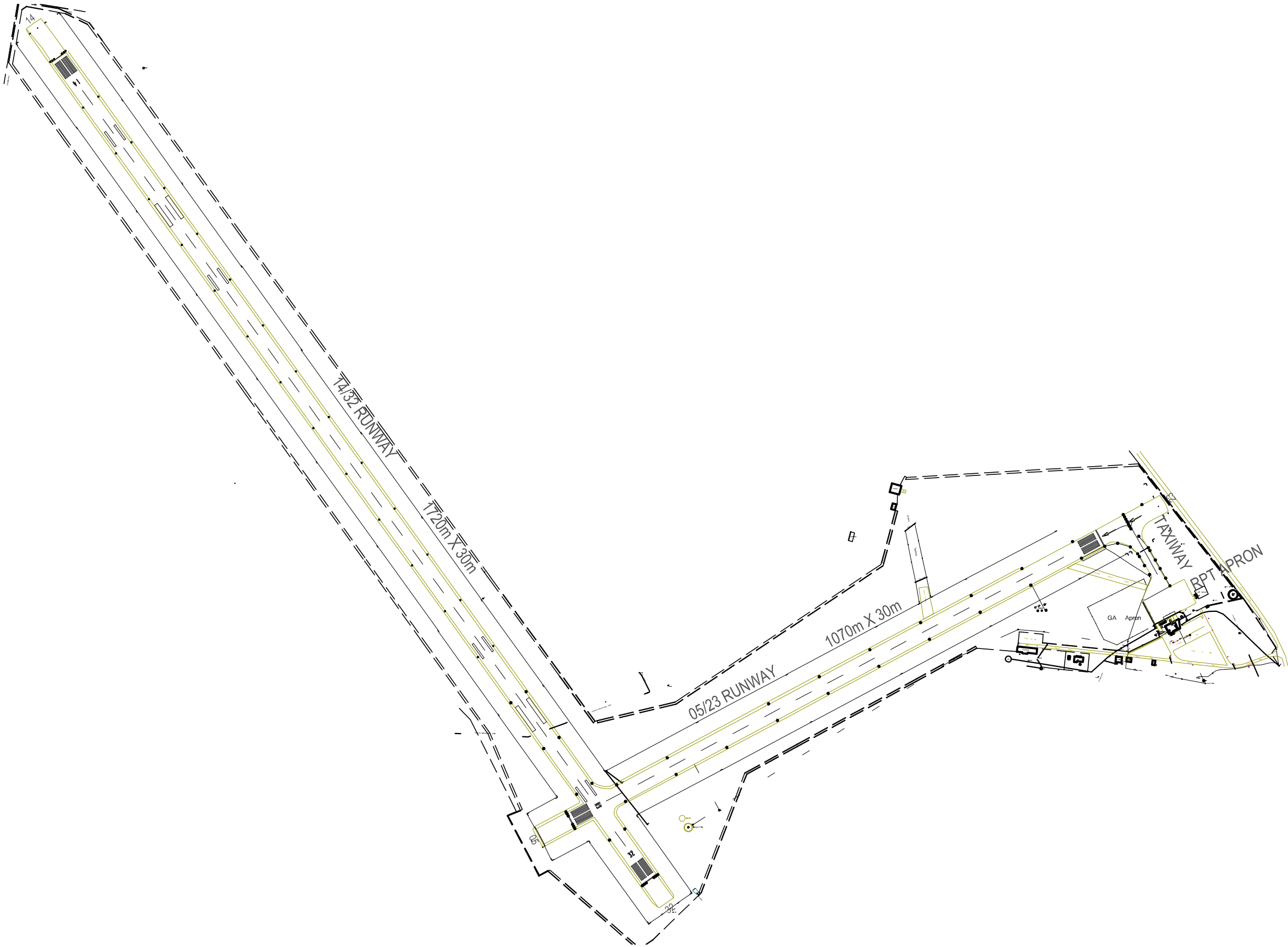


# Appendix A

## Figures



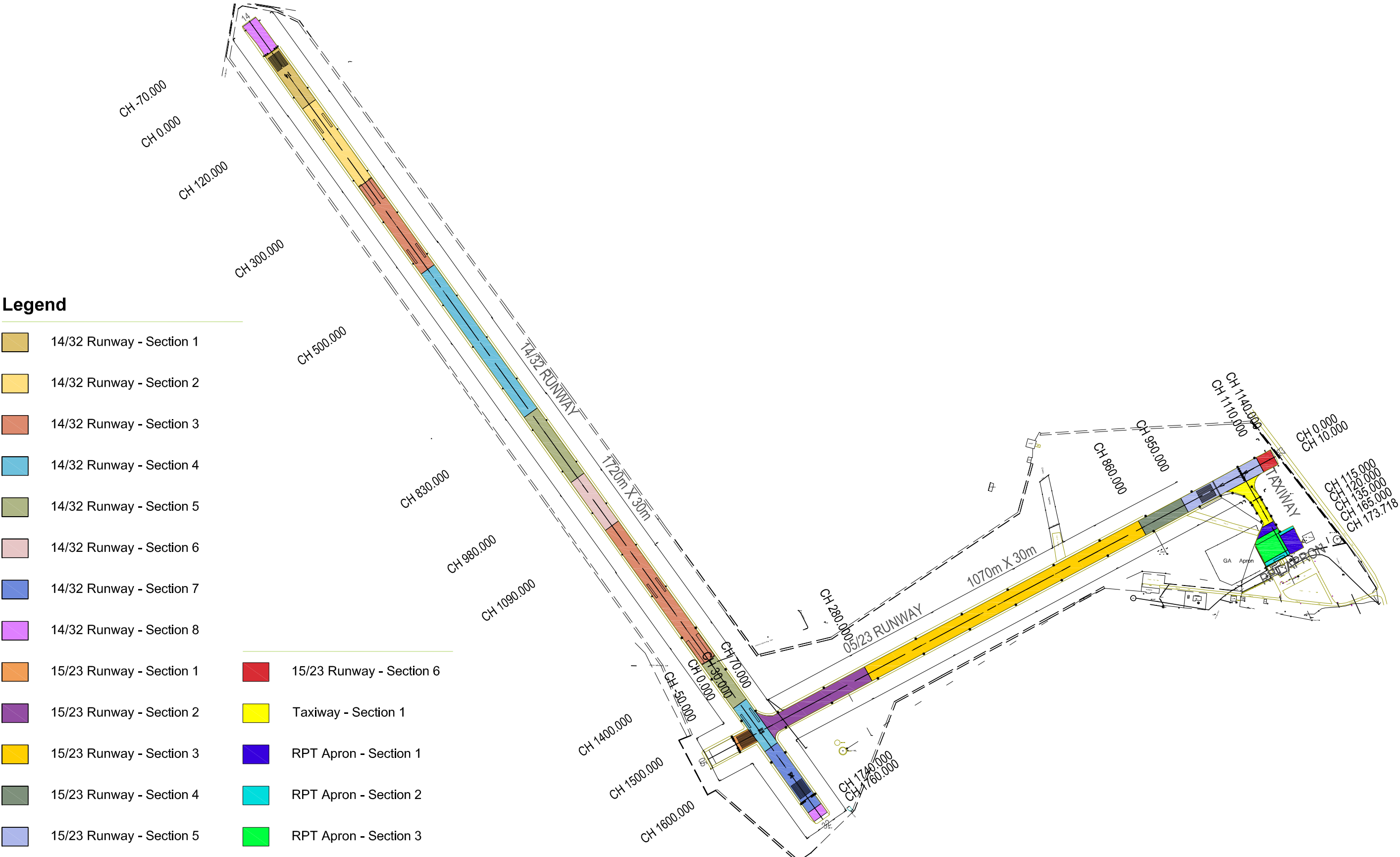
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**Flinders Island Aerodrome**

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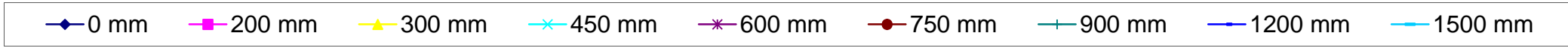
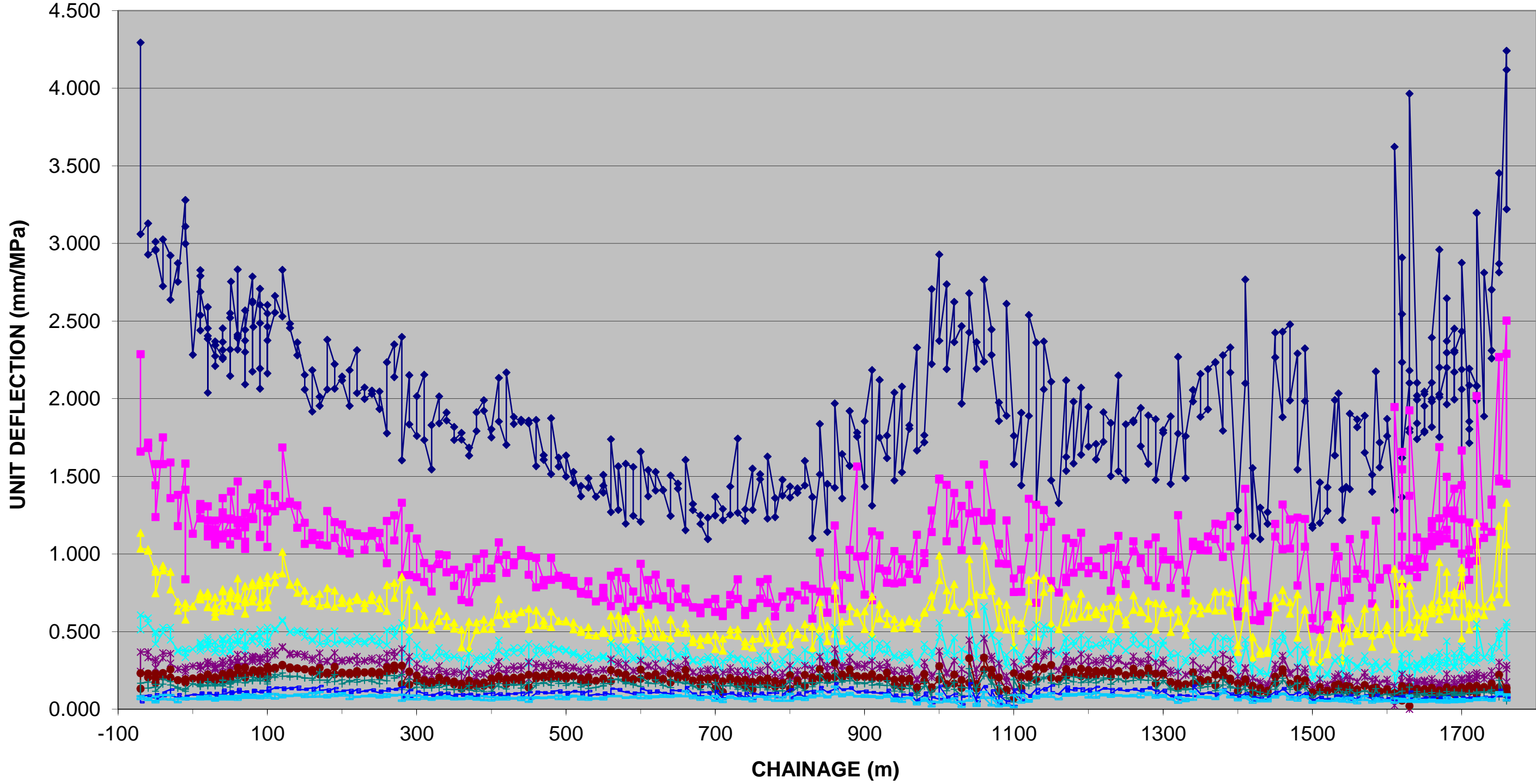
Layout Plan

Figure 1

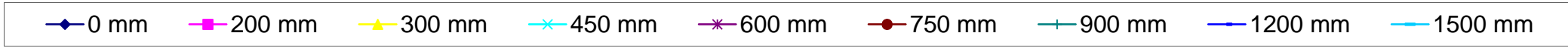
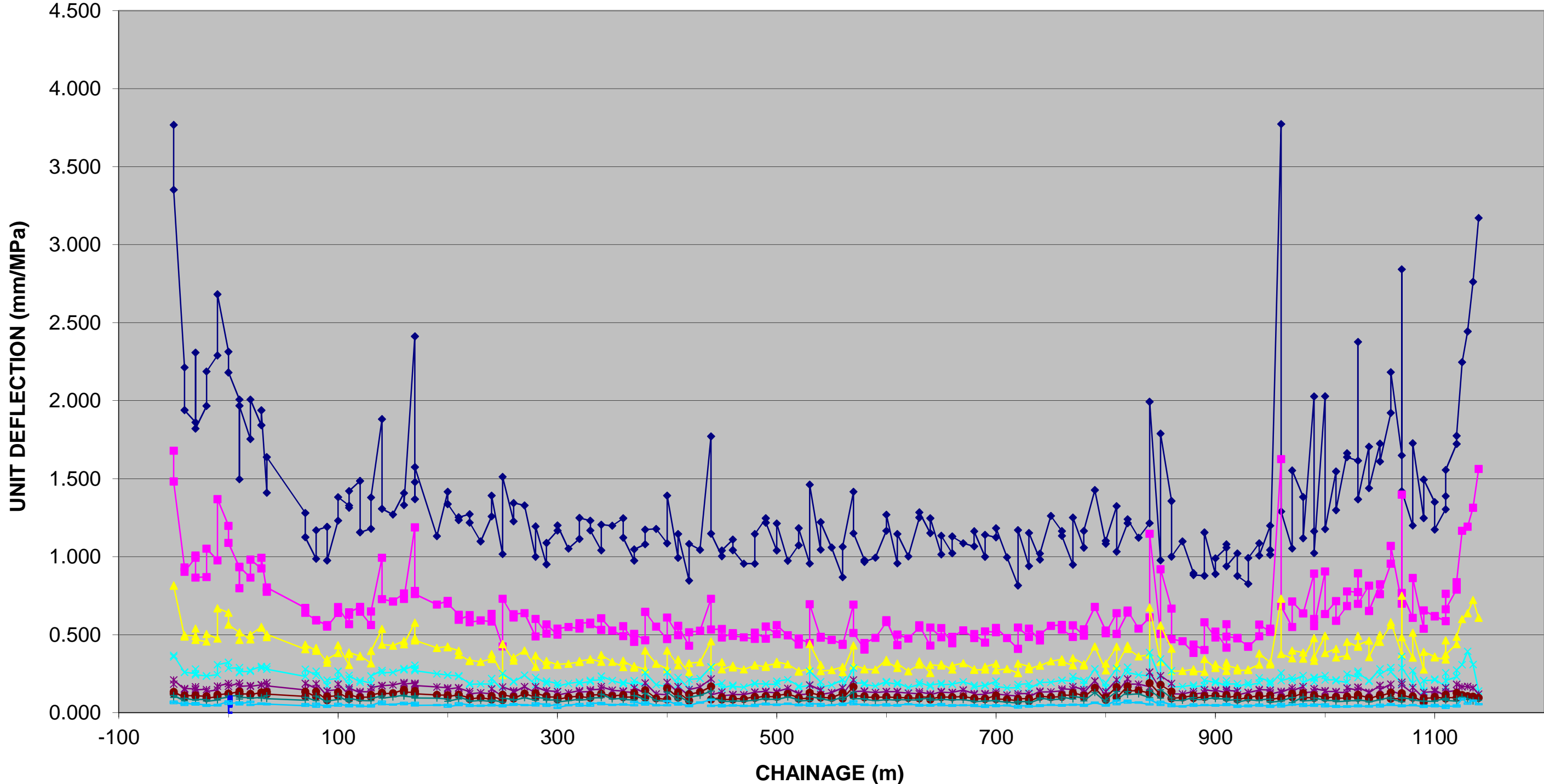


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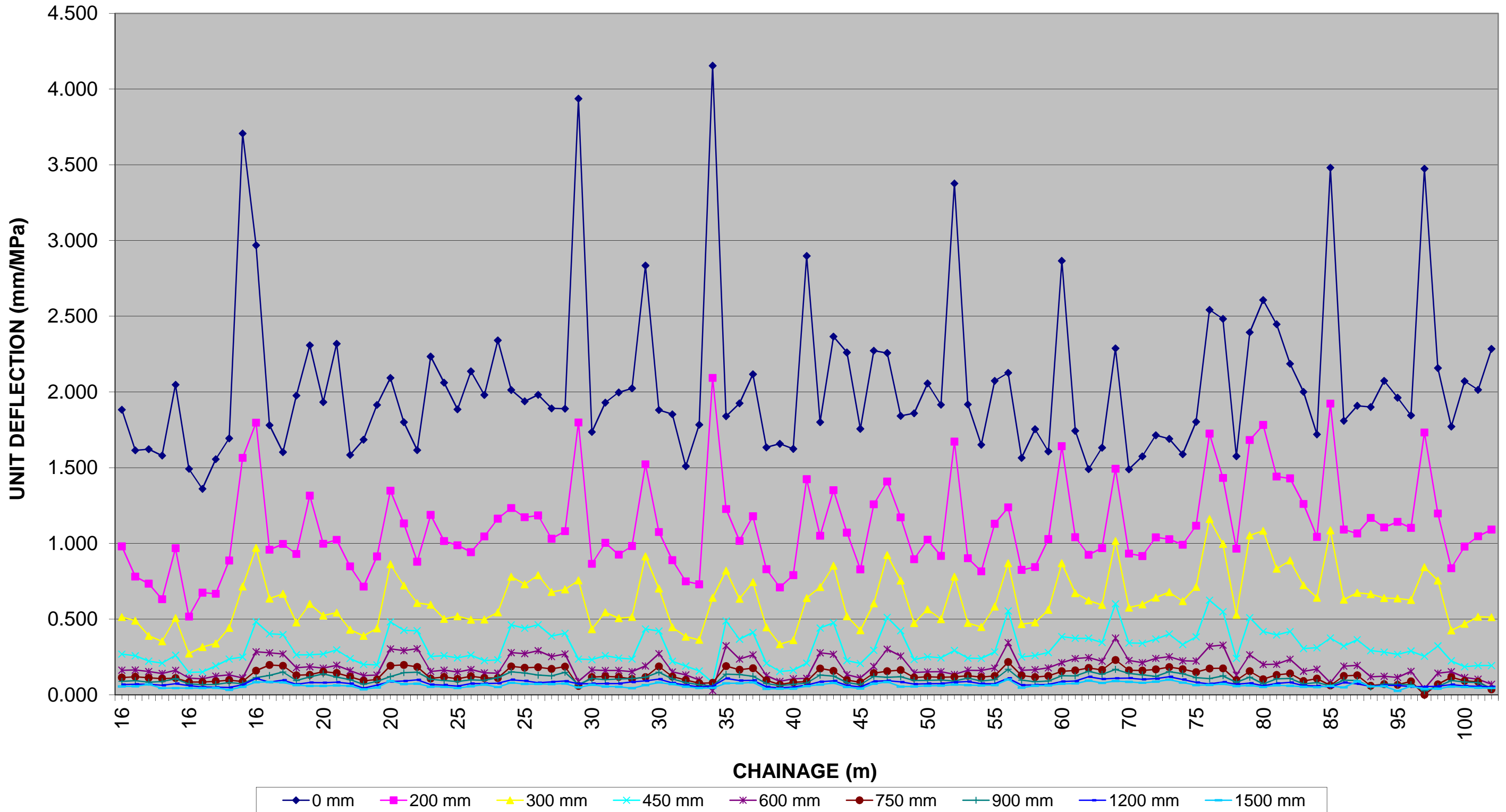
**FIGURE 3 - FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**



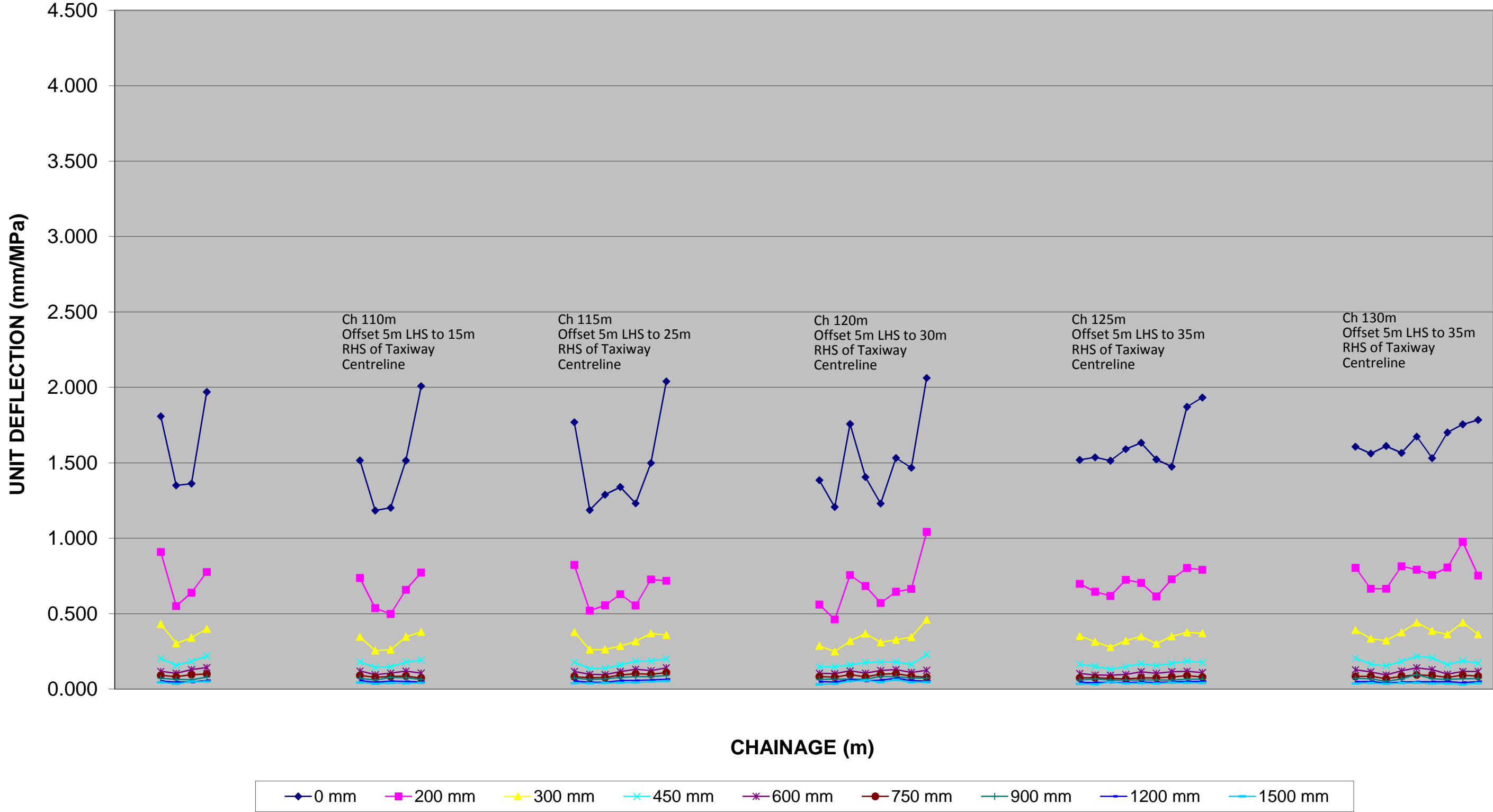
**FIGURE 4 - FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**



**FIGURE 5 - FLINDERS ISLAND AERODROME  
TAXIWAY A UNIT DEFLECTIONS**

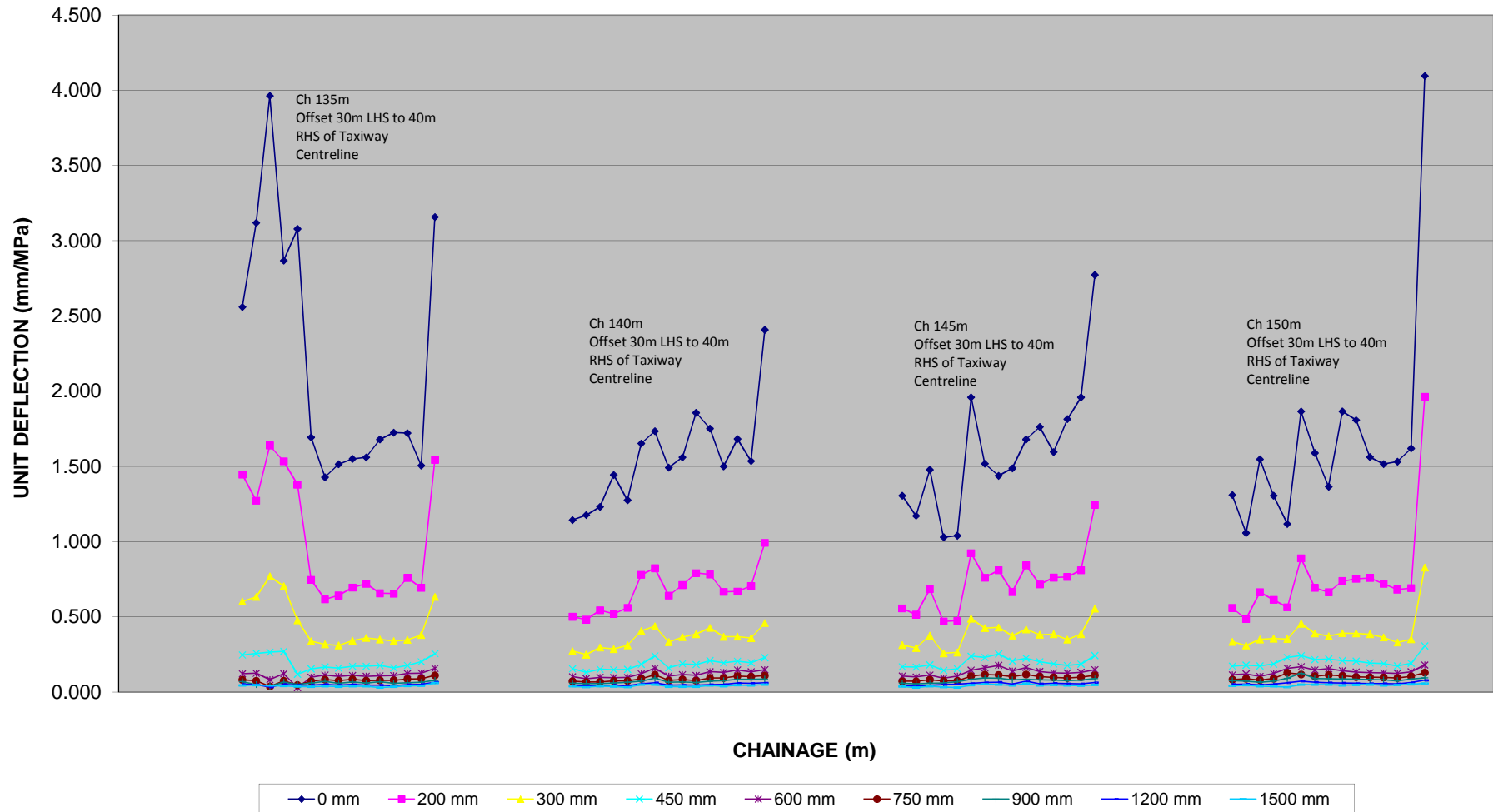


**FIGURE 6a - FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**



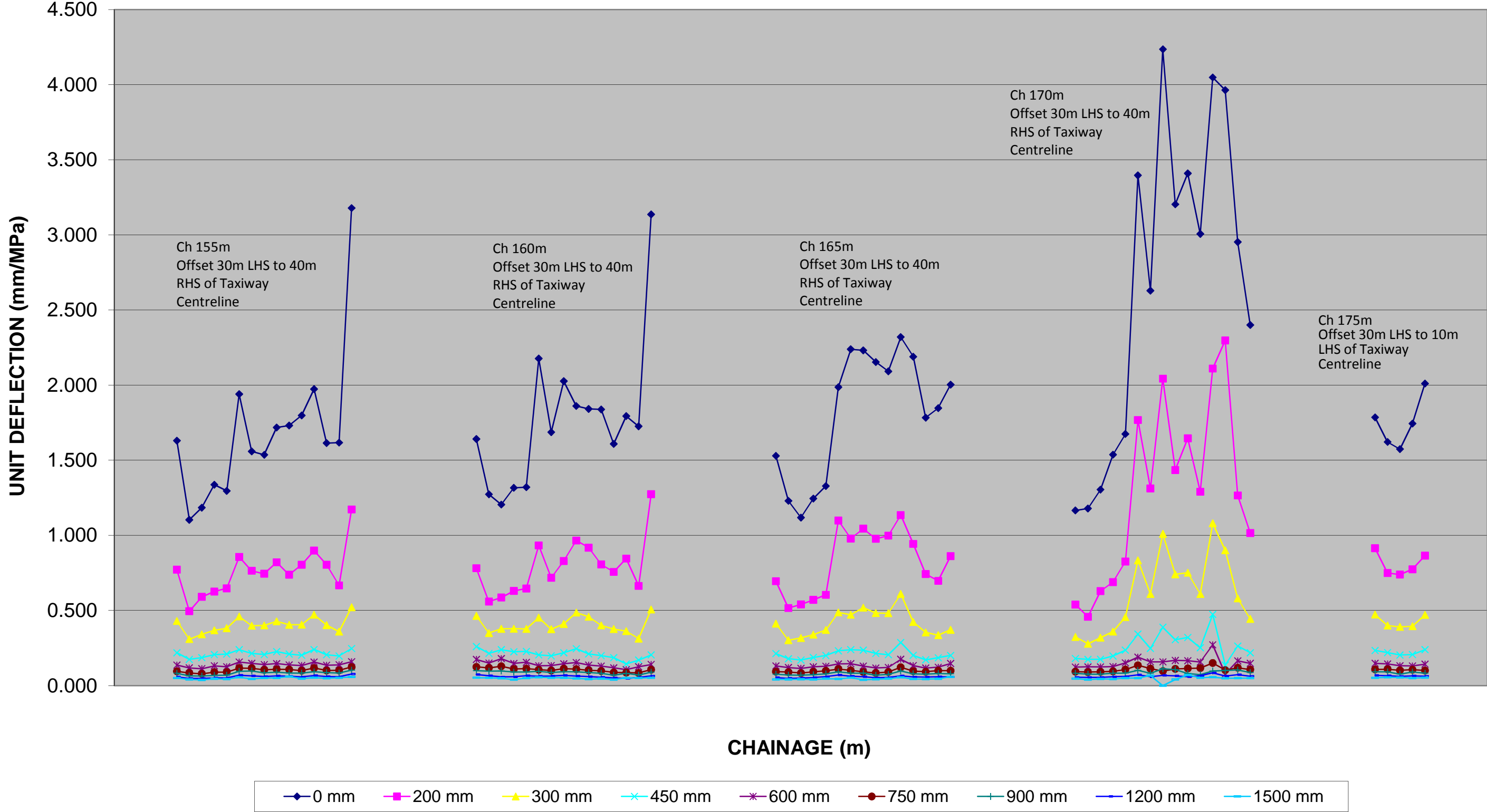


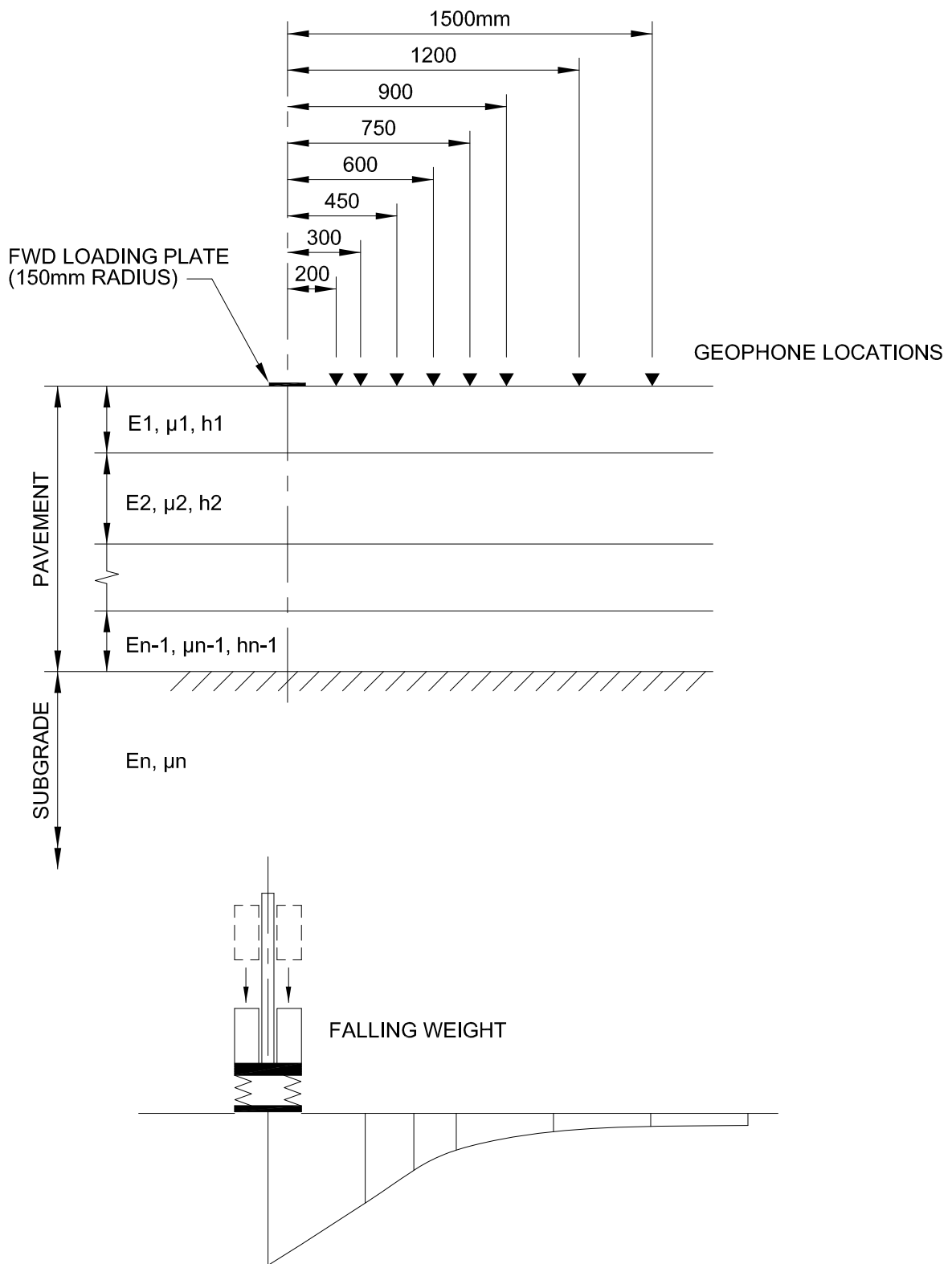
**FIGURE 6b - FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**



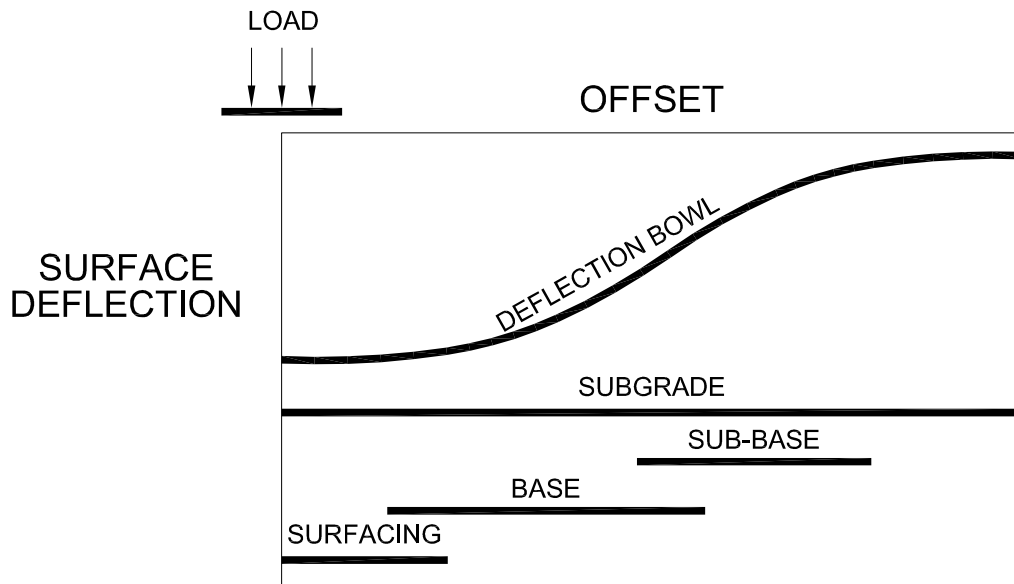


**FIGURE 6c - FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**

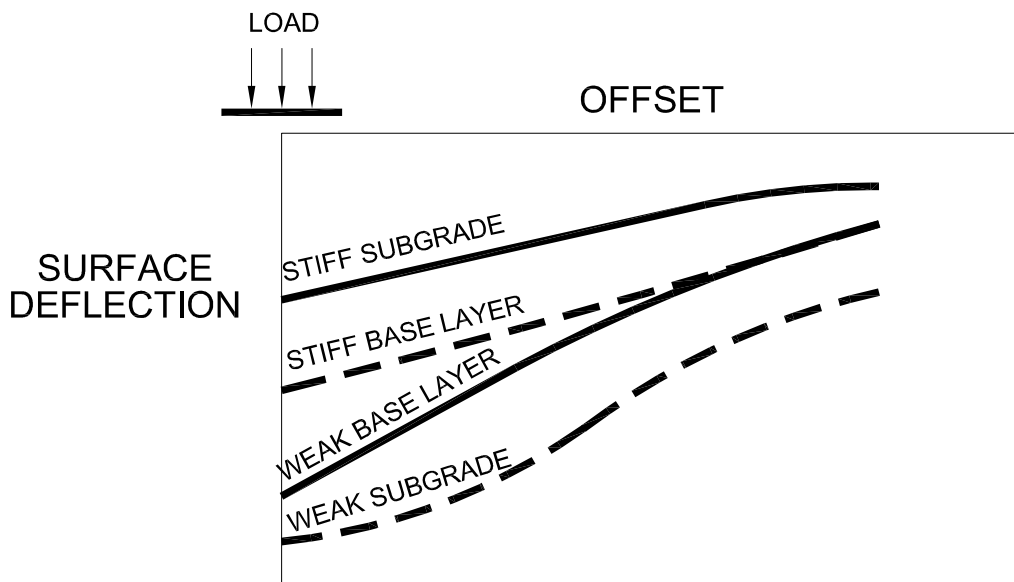




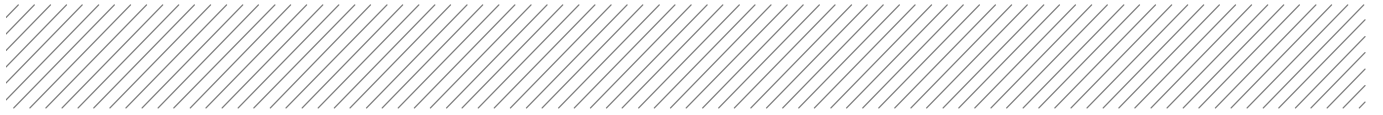
TYPICAL DEFLECTION PAVEMENT  
SHAPE UNDER FWD LOAD



(a) INFLUENCE OF PAVEMENT LAYERS ON DEFLECTION BOWL



(b) INFLUENCE OF SUBGRADE AND BASE STIFFNESSES ON DEFLECTION BOWL



# Appendix B

# Geotechnical Investigation

# Report



**TASMAN**  
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**GEOTECHNICAL INVESTIGATION  
FLINDERS ISLAND AERODROME  
WHITEMARK**

Prepared for: **Aurecon**

Date: 9 August 2012

Prepared by: Dr Wayne Griffioen

Document Reference: TG12028/1 - 04report Rev01



**TASMAN**  
geotechnics

9 August 2012

Aurecon  
Level 12, 60 Albert Road  
SOUTH MELBOURNE VIC 3205

Attention: Mr Simon Oakley

**RE: Geotechnical Investigation Flinders Island Aerodrome Whitemark**

Tasman Geotechnics is pleased to present this revised report on a geotechnical investigation undertaken at Flinders Island Aerodrome, Whitemark, Tasmania. The revision incorporates comments and clarifications requested by Aurecon.

If you have any questions regarding this report, please do not hesitate to contact the undersigned.

For and on behalf of Tasman Geotechnics Pty Ltd

Dr Wayne Griffioen  
Senior Geotechnical Engineer

Distribution: 1 copy Aurecon  
1 copy Flinders Island Aerodrome

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### Appendices

Appendix A Borehole Logs and Perth Sand Penetrometer Data

Appendix B Laboratory Test Certificates



## Abbreviations

BH	Borehole
CBR	California Bearing Ratio
DCP	Dynamic Cone Penetrometer
LL	Liquid Limit
PI	Plasticity Index ( = Liquid Limit – Plastic Limit)
PL	Plastic Limit
PP	Pocket Penetrometer
PSP	Perth Sand Penetrometer
USCS	Unified Soil Classification System

## **1 INTRODUCTION**

Tasman Geotechnics was commissioned by Aurecon to carry out a geotechnical investigation of the existing runways, taxiway and apron at Flinders Island Aerodrome, Whitemark.

This report presents the results of the fieldwork, laboratory testing and our interpretation of the data.

## **2 SCOPE OF WORK**

The scope of work for the geotechnical investigation involved both a fieldwork component and laboratory testing.

### **2.1 Fieldwork**

The fieldwork was carried out from Tuesday 5 June to Thursday 7 June 2012 by two Engineering Geologists from Tasman Geotechnics. Mr Geoff Grace was present during the fieldwork, providing air traffic management while the fieldwork was being carried out.

The scope of work originally suggested by Aurecon included 25 test locations. The fieldwork comprised drilling 23 boreholes (BH1 to BH23) using a Bobcat mounted auger rig (300mm diameter) at locations as identified on the Aurecon site plan. Actual locations were determined by measuring wheel and confirmed by Mr Grace. Coordinates at each test location were determined using hand held GPS.

Two borehole locations, as proposed in the original scope, were not carried out at the request of Mr Geoff Grace, as they were located in an area of the taxiway recently reconstructed.

Insitu testing comprised Perth Sand Penetrometer (PSP) tests by counting blows per 150mm to determine the sand density and clay consistency. Pocket penetrometer tests were conducted on relatively undisturbed lumps of clay where encountered.

Engineering logs of the boreholes and the PSP results are presented in Appendix A, and discussed in Section 3. The positions of boreholes are shown on a site plan in Figures 1 and 2. The borehole labels on the figures and on the logs include the chainage and offset side from the centreline (E = east, C = centre, W = west, etc). Table 1 summarises the borehole locations.

Disturbed and bulk soil samples were taken of the various materials encountered in the boreholes. The soil samples were freighted to Tasman Geotechnics' office in Launceston.

**Table 1. Summary of Borehole Locations**

<b>Borehole Reference</b>	<b>Location (runway, chainage, offset side)</b>	<b>Coordinates</b>
BH1	N-S runway, 45m, E	583824mE, 5562547mN
BH2	N-S runway, 215m, W	583911mE, 5562400mN
BH3	N-S runway, 430m, E	584046mE, 5562233mN
BH4	N-S runway, 645m, W	584158mE, 55620527mN
BH5	N-S runway, 860m, E	584296mE, 5561886mN
BH6	N-S runway, 1075m, W	584412mE, 5561702mN
BH7	N-S runway, 1290m, E	584549mE, 5561540mN
BH8	N-S runway, 1505m, W	584659mE, 5561364mN
BH9	N-S runway, 1675m, C	5848014mE, 5561175mN
BH10	E-W runway, 15m, S	584678mE, 5561286mN
BH11	E-W runway, 265m, N	584896mE, 5561418mN
BH12	E-W runway, 535m, S	585129mE, 5561529mN
BH13	E-W runway, 805m, N	585361mE, 5561669mN
BH14	E-W runway, 1010m, S	585543mE, 55617487mN
BH15	E-W runway, 1120m, N	585640mE, 5561820mN
BH16	Taxiway, 40m, E	585645mE, 5561734mN
BH17	Taxiway, 105m, W	585655mE, 5561702mN
BH18	Apron	585667mE, 5561667mN
BH19	Apron	585675mE, 5561657mN
BH20	Apron	585703mE, 5561671mN
BH21	Apron	585645mE, 5561651mN
BH22	Apron	585668mE, 5561645mN
BH23	Apron	585696mE, 5561638mN

## 2.2 Laboratory Testing

Soil samples were selected by Tasman Geotechnics for laboratory testing. The testing was conducted by ADG Laboratories in Launceston. The laboratory test schedule is summarized in Table 2.

Laboratory test certificates are presented in Appendix B (please note: the sample references on the certificates refer to TP rather than BH).

**Table 2. Summary of Laboratory Tests Requested**

Borehole Reference	Depth	Atterberg Limits	Particle Size Distribution	Insitu Moisture Content	% Passing 75- $\mu$ m	Compaction & CBR
BH2	1.0 to 1.15m				✓	
BH3	0.1 to 0.3		✓	✓		
BH4	0.3 to 0.4m		✓	✓		
BH6	0.7 to 0.9m				✓	
BH7	0.1 to 0.2m		✓	✓		
BH10	0.2 to 0.3m		✓	✓		
BH10	0.65 to 0.75m		✓			
BH12	0.3 to 0.4m		✓	✓		
BH12	0.7 to 1.1m	✓	✓	✓		✓
BH15	0.5 to 0.7m	✓	✓	✓		✓
BH20	0.4 to 1.0m	✓	✓	✓		✓
BH21	0.05 to 0.2m		✓			
BH21	0.3 to 0.7m	✓	✓	✓		✓

### 3 RESULTS

#### 3.1 Geology

The surface geology is taken from the 1:250,000 scale Geology of Northeast Tasmania map (Mineral Resources Tasmania).

The site is underlain by Quaternary aged sediments consisting mainly of sand. An outcrop of Tertiary aged basalt is mapped along the shore to the north west of the runway, and Neoproterozoic mudstone is mapped south of the Pats River.

#### 3.2 Subsurface Conditions

Table 3 summarises the observed subsurface conditions at each borehole.

**Table 3. Summary of Borehole Observations**

Borehole Reference	Location (runway, chainage, offset side)	Layer Thickness (mm)			Subgrade Material
		Wearing Course	Base Course	Subgrade	
BH1	N-S runway, 45m, E	50	150	>1300	Sand
BH2	N-S runway, 215m, W	50	500	>1000	Sand
BH3	N-S runway, 430m, E	50	600	>600	Sand
BH4	N-S runway, 645m, W	50	350	>800	Sand
BH5	N-S runway, 860m, E	50	100	>1050	Sand (HW granite)
BH6	N-S runway, 1075m, W	50	400	>750	Sand
BH7	N-S runway, 1290m, E	50	550	>300	Sand
BH8	N-S runway, 1505m, W	50	250	>900	Sand
BH9	N-S runway, 1675m, C	50	350	>800	Sand over clayey sand
BH10	E-W runway, 15m, S	50	550	>600	Clayey sand
BH11	E-W runway, 265m, N	50	350	>800	Clayey sand
BH12	E-W runway, 535m, S	50	450	>700	Gravelly sand
BH13	E-W runway, 805m, N	50	350	>800	Gravelly sand over sandy clay
BH14	E-W runway, 1010m, S	50	350	400	Gravelly sand over sandy clay
BH15	E-W runway, 1120m, N	50	150	>1000	Sand over clayey sand
BH16	Taxiway, 40m, E	50	250	>900	Sand over clayey sand
BH17	Taxiway, 105m, W	50	150	>1000	Sand over clayey sand
BH18	Apron	50	150	>1000	Clayey sand
BH19	Apron	50	250	>900	Clayey sand
BH20	Apron	50	350	>800	Clayey sand
BH21	Apron	50	200	>950	Sandy clay
BH22	Apron	50	150	>1000	Sandy clay
BH23	Apron	50	200	>950	Sandy clay

### 3.2.1 Pavement

The boreholes encountered a thin layer of pavement, comprising about 50mm of asphalt overlying 150mm to 350mm of base course (average thickness from 23 boreholes is 310mm). No sub-base was identified in the boreholes. At several locations (such as BH3 and BH10) the pavement thickness appears to increase to more than 0.5m. These may be associated with low points in the topography that were raised with the base course.

Based on laboratory testing, the base course is described as a silty gravelly sand (Unified Soil Classification System symbol SM). No testing for Atterberg Limits was conducted on the fines in the base course, as they are assessed to be non-plastic.

### 3.2.2 Natural Soils

The subsurface conditions encountered in the boreholes can be broadly divided into two zones:

- Zone 1 (BH1 to BH8 and BH12): sand extend to at least 1m below the runway level. Based on PSP tests, the sand is medium dense to dense, and contains thin layers (up to 100mm thick) of grey clay.

- Zone 2 (BH9 to BH11 and BH13 to BH23): sand (and base course) extend to less than 1m below the runway level, and are underlain by clayey sand/sandy clay (27% to 53% sand). The clayey sand/sandy clay contains medium plasticity fines and is very stiff to hard. Near the airport terminal building, the pavement appears to be constructed directly on the clayey sand/sandy clay.

Figure 2 shows the approximate boundary between the two zones.

### 3.2.3 Groundwater

Wet sands were observed in boreholes BH1, BH2 and BH6. The wet conditions typically occur from about 0.9m below the runway level.

Groundwater inflow was observed at 1.1m and 1.5m below the runway level in BH1 and BH2, respectively.

It is probable that groundwater flow occurs as perched flow on the thin clay layers and on the underlying clayey sand/sandy clay. The permanent groundwater level is likely to be close to the depth at which inflow was observed, given the low-lying nature of the area and the proximity to the coast.

### 3.3 Laboratory Test Results

The laboratory test results are summarized in Table 4, by grouping the soils by their type (base course, sand or "clay"). Results for soaked CBR are discussed in Section 3.4.

**Table 4. Summary of Laboratory Test Results, Grouped by Soil Type**

Soil Type	Borehole	Depth	USCS	% Gravel	% Sand	% Fines	LL	PL	PI	Nat MC
Base course	BH3	0.1 to 0.3	SM	35	50	15				5.9
	BH4	0.3 to 0.4m	SM	28	53	19				5.2
	BH7	0.1 to 0.2m	SM	30	51	19				6.2
	BH10	0.2 to 0.3m	SP	32	68	0				8.5
	BH12	0.3 to 0.4m	SM	32	49	19				4.9
	BH21	0.05 to 0.2m	SM	25	58	17				
Sand	BH2	1.0 to 1.15m	SM	95		4.9				
	BH6	0.7 to 0.9m	SM	73		27.3				
	BH12	0.7 to 1.1m	SM	7	75	18	NP	NP		6.3
Clayey sand	BH10	0.65 to 0.75m	SC	1	52	47				
	BH15	0.5 to 0.7m	SC	6	48	46	28	15	13	14.8
	BH20	0.4 to 1.0m	SC	5	49	46	50	21	29	15.1
	BH21	0.3 to 0.7m	CH	7	29	64	60	25	35	20.4

### 3.4 Subgrade CBR

The CBR of the clayey sand/sandy clay subgrade was estimated using a number of direct and indirect test methods. The methods were as follows, and the results are summarized in Table 5:

**PSP Tests:** Strictly speaking, the PSP should be used for sand and the Dynamic Cone Penetrometer (DCP) on cohesive soils. During the fieldwork, we consistently used the PSP, counting blows per 150mm, at each borehole (see Appendix A for PSP results). The equivalent DCP blow count (in blows/50mm) was calculated in two steps:

1. Calculating an equivalent density index from the PSP results (found to be medium dense to dense); and
2. Calculating the equivalent DCP blows from the equivalent density index

Both correlations were based on in-house correlations. The equivalent DCP blow counts for the clays was calculated to be between 3 and 5 blows/50mm.

**Soil Stiffness:** Pocket penetrometer results for the insitu clays ranged from about 400kPa to more than 600kPa. Based on our experience, the insitu CBR can be calculated from pocket penetrometer resistance as follows:

$$\text{CBR} = \text{PP}/50 \text{ to } \text{PP}/25$$

Where PP is the pocket penetrometer resistance in kPa.

**Laboratory Testing:** Samples of the clayey sand/sandy clay were prepared at 100% Maximum Dry Density (Standard Compaction) prior to conducting 4-day soaked CBR tests.

**Calculated CBR:** The Country Roads Board (now VicRoads) published a correlation between 4-day soaked CBR (at Standard Compaction) and various soil properties such as grading, Plasticity Index and Linear Shrinkage (see also MRWA, 2010). The method is limited to soils having more than 75% passing the 2.36mm sieve. In this instance, the method was applied to the results for the natural subgrade encountered in the present investigation.

**Table 5. Subgrade CBR Results**

Borehole	Depth	USCS	CBR Derivation			
			4-day Soaked	Calculated CBR	PSP	Soil Stiffness
BH10	0.65 to 0.75m	SC	-	6	14 to 22	8 to 24
BH12	0.7 to 1.1m	SM	30	23		
BH15	0.5 to 0.7m	SC	3	11		
BH20	0.4 to 1.0m	SC	3.5	7		
BH21	0.3 to 0.7m	CH	4	6		

### 3.5 Base Course CBR

No soaked CBR tests were conducted on the base course material. The CBR was estimated using the Country Roads Board method described in Section 3.4. Strictly speaking, the method is not applicable, as the base course has typically 25 to 35% gravel, while the method is limited to materials with more than 75% passing the 2.36mm (ie less than 25% gravel). Therefore results summarized in Table 6 for the base course should be used with caution.

**Table 6. Base Course Calculated CBR Results**

Borehole	Depth	USCS	Calculated CBR <sup>1</sup>
BH3	0.1 to 0.3m	SM	34
BH4	0.3 to 0.4m	SM	30
BH7	0.1 to 0.2m	SM	30
BH10	0.2 to 0.3m	SP	30
BH12	0.3 to 0.4m	SM	31
BH21	0.05 to 0.2m	SM	26

Note: 1 the calculation strictly speaking only applies to material with more than 75% passing the 2.36mm sieve.



## 4 DISCUSSION & RECOMMENDATIONS

### 4.1 Subgrade CBR

The subgrade materials in Zone 2 range from high plasticity sandy clay (eg in BH21) to clayey sand with medium plasticity fines (eg in BH15). Notwithstanding the diverse materials, the soaked CBR ranges from 3% to 4%.

The range of CBR from the various calculation methods, varies from 3% (from 4-day soaked laboratory test) to 24% (inferred from pocket penetrometer stiffness).

A design subgrade CBR value of 3.5% is recommended for pavements to be constructed on the clayey sand/sandy clay in Zone 2.

In the absence of laboratory testing on the silty sand subgrade (Zone 1), we recommend using a CBR consistent with the presumptive values published by Austroads (2012). Table 5.4 in "Guide to Pavement Technology Part 2: Pavement Structural Design" provides typical CBR values of 10 to 18 for sand with fair to poor drainage. Given the silty nature of the subgrade, the soaked CBR of the silty sand will be dependent on the moisture content. Assuming the water table can be maintained at least 0.5m below the subgrade level, a nominal value of 8 may be adopted.

Some additional test pitting may be required to more accurately delineate the boundary between the zones in the area between boreholes BH8 and BH13.

### 4.2 Base Course CBR

Based on the results presented in Table 5, a nominal CBR value of 25% may be assigned to the base course materials, based on the calculated CBR.

Table 7 compares the base course material with (Tasmanian) Department of Infrastructure, Energy and Resources (DIER) specifications for Base A, Base B and Subbase 1 for use in roads. The results show that the base course material has an over-representation of sand to be suitable as Base B. The absence of plastic fines means that the base course has little cohesion which may lead to poor insitu performance. Also, the calculated CBR is less than that required for Base B.

No testing for wet/dry strength variation, or flakiness index, or secondary mineralization has been carried out.

Therefore, we recommend that the insitu base course material is considered as Subbase 1 quality.

**Table 7. Comparison of Insitu Base Course with DIER Specification**

Parameter		Base A (19mm)	Base B	Subbase 1	Observed range
AS Sieve Size	19mm	95 – 100	68 – 100	52 – 100	100
	9.5mm	66 – 80	50 – 100	40 – 100	99 – 100
	4.75mm	47 – 61	38 – 90	30 – 100	81 – 95
	2.36mm	33 – 45	28 – 60	22 – 75	65 – 75
	0.425mm	14 – 21	14 – 30	12 – 40	28 – 46
	0.075mm	5 – 10	7 – 20	6 – 26	0 – 19
Liquid Limit		<25	25 (max)	35 (max)	NP
Plasticity Index		<4	6 (max)	12 (max)	NP
CBR		Not defined	80 (min)	30 (min)	26 – 34

### **4.3 Groundwater**

The groundwater level was encountered at about 0.9m below runway level in Zone 1. Groundwater levels will fluctuate with season and rainfall. No monitoring of groundwater levels has been undertaken for this investigation.

In the absence of long-term groundwater level data, we recommend assuming a saturated subgrade. Construction of table drains to about 0.3m below natural ground level is recommended to control surface runoff and reduce the likelihood of the base course becoming saturated.

The use of vibration equipment on saturated sand should not be allowed, as the groundwater may cause liquefaction of the sands. Therefore, construction should occur in summer when groundwater levels are likely to be lowest.

## **5 REFERENCES**

Austrroads (2012) "Guide to Pavement Technology Part 2: Pavement Structural Design", Publication AGPT02-12.

Department of Infrastructure, Energy and Resources (2012) "Road Specification, R40 Pavement Base & Subbase".

Main Roads WA (2010) Engineering Road Note 9 "Procedure for the Design of Flexible Pavements".



**TASMAN**  
geotechnics

## **Important information about your report**

**These notes are provided to help you understand the limitations of your report.**

### **Project Scope**

Your report has been developed on the basis of your unique project specific requirements as understood by Tasman Geotechnics at the time, and applies only to the site investigated. Tasman Geotechnics should be consulted if there are subsequent changes to the proposed project, to assess how the changes impact on the report's recommendations.

### **Subsurface Conditions**

Subsurface conditions are created by natural processes and the activity of man.

A site assessment identifies subsurface conditions at discreet locations. Actual conditions at other locations may differ from those inferred to exist, because no professional, no matter how qualified, can reveal what is hidden by earth, rock and time.

Nothing can be done to change the conditions that exist, but steps can be taken to reduce the impact of unexpected conditions. For this reason, the services of Tasman Geotechnics should be retained throughout the project, to identify variable conditions, conduct additional investigation or tests if required and recommend solutions to problems encountered on site.

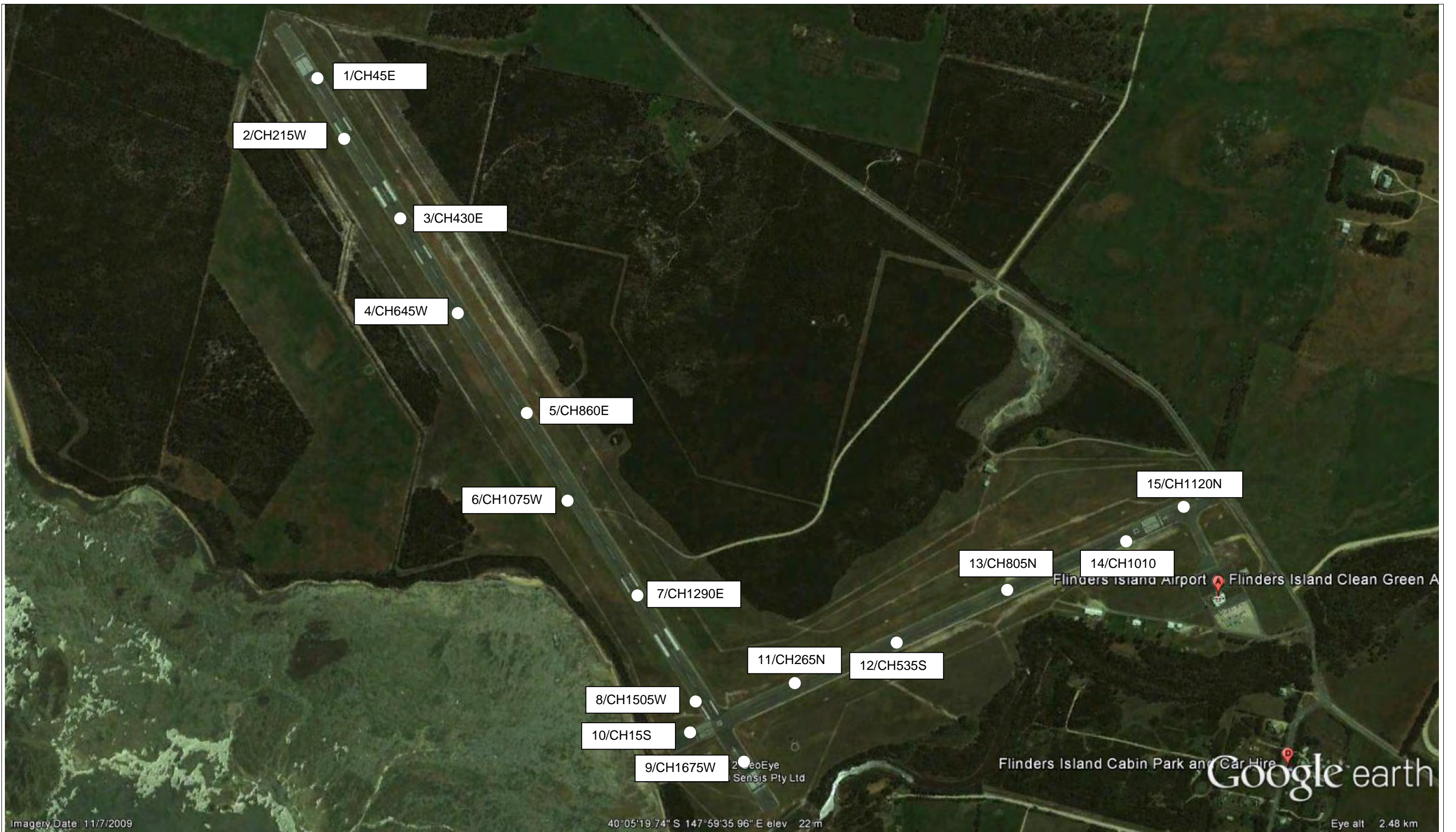
### **Advice and Recommendations**

Your report contains advice or recommendations which are based on observations, measurements, calculations and professional interpretation, all of which have a level of uncertainty attached.

The recommendations are based on the assumption that subsurface conditions encountered at the discreet locations are indicative of an area. This can not be substantiated until implementation of the project has commenced. Tasman Geotechnics is familiar with the background information and should be consulted to assess whether or not the report's recommendations are valid, or whether changes should be considered.

The report as a whole presents the findings of the site assessment, and the report should not be copied in part or altered in any way.





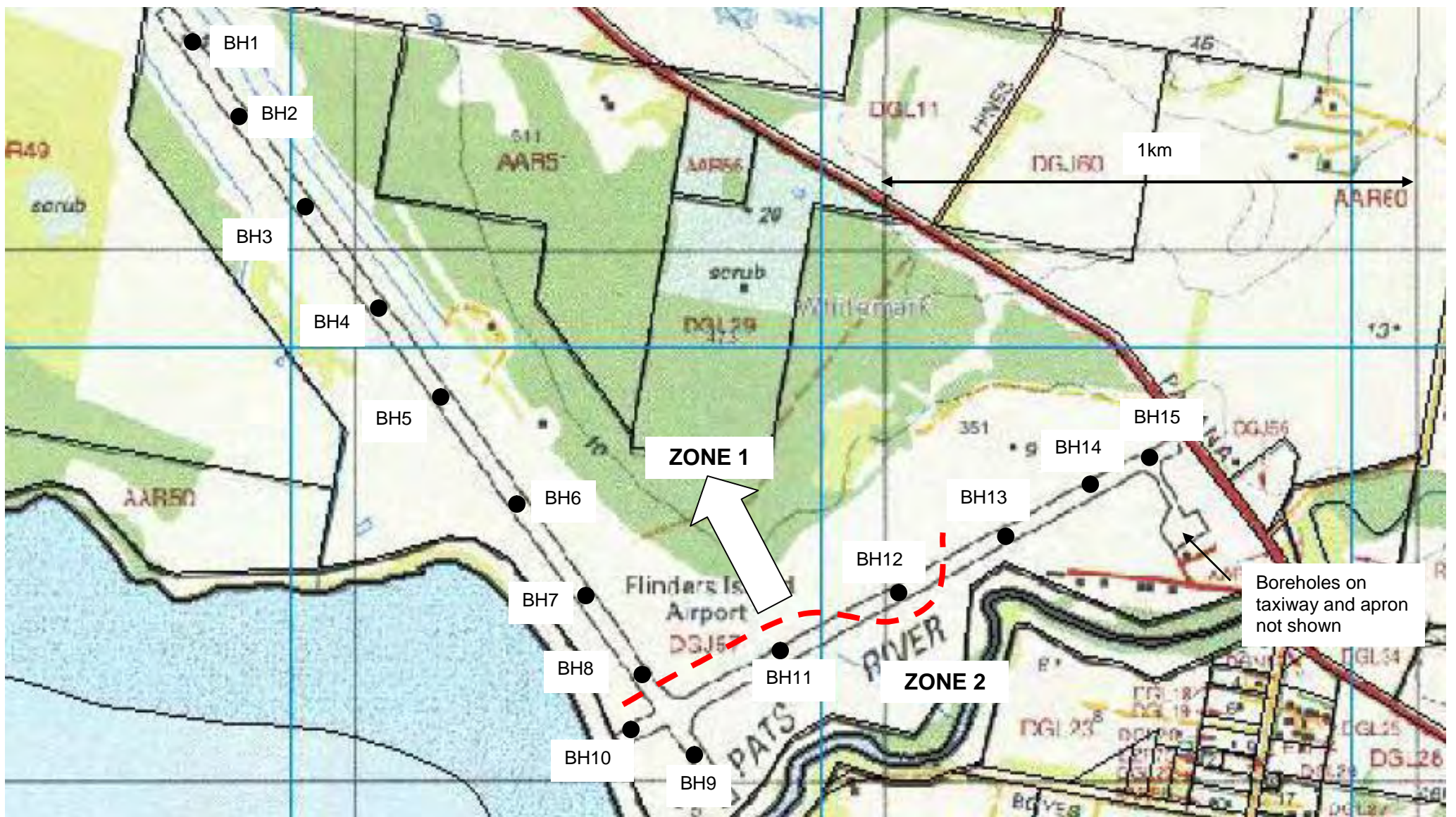
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date	<b>21-06-2012</b>		title:	<b>Site Layout and Borehole Locations</b>
scale	<b>NTS</b>		project no:	<b>TG12028/1 – 04report</b>
original size	<b>A3</b>		figure no:	<b>FIGURE 1</b>





drawn	<b>FH</b>		client:	<b>Aurecon</b>
approved	<b>WG</b>		project:	<b>Geotechnical Investigation Flinders Island Aerodrome</b>
date	<b>21-06-2012</b>		title:	<b>Site Layout and Borehole Locations</b>
scale	<b>NTS</b>		project no:	<b>TG12028/1 – 04report</b>
original size	<b>A3</b>		figure no:	<b>FIGURE 2</b>





drawn	<b>WG</b>
approved	<b>WG</b>
date	<b>25/6/12</b>
scale	<b>As shown</b>
original size	<b>A4</b>



client:	<b>Aurecon</b>	
project:	<b>Geotechnical Investigation Flinders Island Aerodrome</b>	
title:	<b>Site Layout and Subsurface Zones</b>	
project no:	<b>TG12028/1 – 04report</b>	figure no: <b>FIGURE 3</b>

# **Appendix A**

## **Borehole Logs and Perth Sand Penetrometer Data**



Soils are described in accordance with the Unified Soil Classification System (USCS), as shown in the following table.

**FIELD IDENTIFICATION**

COARSE GRAINED SOILS	more than 50% of material less than 63mm is larger than 0.075mm	GRAVELS	GW	Well graded gravels and gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels and gravel-sand mixtures, little or no fines
		GRAVELLY SOILS	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines
		SANDS	SW	Well graded sands and gravelly sands, little or no fines
			SP	Poorly graded sands and gravelly sands, little or no fines
		SANDY SOILS	SM	Silty sand, sand-silt mixtures, non-plastic fines
			SC	Clayey sands, sand-clay mixtures, plastic fines

				DRY STRENGTH	DILATANCY	TOUGHNESS	
FINE GRAINED SOILS	more than 50% of material less than 63mm is less than 0.075mm	SILT & CLAY, liquid limit less than 50%	ML	Inorganic silts, very fine sands or clayey fine sands	None to low	Quick to slow	None
			CL	Inorganic clays or low to medium plasticity, gravelly clays, sandy clays and silty clays	Medium to high	None to very slow	Medium
		OL	Organic silts and organic silty clays of low plasticity	Low to medium	Slow	Low	
		SILT & CLAY, liquid limit greater than 50%	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts	Low to medium	Slow to none	Low to medium
			CH	Inorganic clays of high plasticity, fat clays	High	None	High
			OH	Organic clays of medium to high plasticity	Medium to high	None to very slow	Low to medium
PEAT		Pt	Peat muck and other highly organic soils				

**Particle size descriptive terms**

Name	Subdivision	Size
Boulders		>200mm
Cobbles		63mm to 200mm
Gravel	coarse	20mm to 63mm
	medium	6mm to 20mm
	fine	2.36mm to 6mm
Sand	coarse	600µm to 2.36mm
	medium	200µm to 600µm
	fine	75µm to 200µm

**Consistency of cohesive soils**

Term	Undrained strength	Field guide
Very soft VS	<12kPa	A finger can be pushed well into soil with little effort
Soft S	12 - 25kPa	Easily penetrated several cm by fist
Firm F	25 - 50kPa	Soil can be indented about 5mm by thumb
Stiff St	50-100kPa	Surface can be indented but not penetrated by thumb
Very stiff VSt	100-200kPa	Surface can be marked but not indented by thumb
Hard H	>200kPa	Indented with difficulty by thumb nail
Friable Fb	-	Crumbles or powders when scraped by thumb nail

**Moisture Condition**

Dry (D)	Looks and feels dry. Cohesive soils are hard, friable or powdery. Granular soils run freely through fingers.
Moist (M)	Soil feels cool, darkened in colour. Cohesive soils are usually weakened by moisture presence, granular soils tend to cohere.
Wet (W)	As for moist soils, but free water forms on hands when sample is handled

**Density of granular soils**

Term	Density index
Very loose	<35%
Loose	15 to 35%
medium dense	35 to 65%
Dense	65 to 85%
Very dense	>85%

Cohesive soils can also be described relative to their plastic limit, ie: <Wp, =Wp, >Wp

The plastic limit is defined as the minimum water content at which the soil can be rolled into a thread 3mm thick.

**Minor Components**

Term	Proportions	Observed properties
Trace of	Coarse grained: <5% Fine grained: <15%	Presence just detectable by feel or eye. Soil properties little or no different to general properties of primary component.
With some	Coarse grained: 5-12% Fine grained: 15-30%	Presence easily detected by feel or eye. Soil properties little different to general properties of primary component.



# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH2/CH215W

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0583911 E  
5562400 N

Date : 5/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow/brown, fine subrounded gravel, with non plastic fines	M	MD		
Hand auger							SM	SILTY SAND, trace of medium, angular gravel, light grey with layers (100mm) dark grey, coarse sand in between	M	D		
					D			sand becomes white, medium grained				trace of clay, light green
								Terminated at 1.55m. Still going	W	L		

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH3/CH430E**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0584046 E  
5562233 N

**Date :** 5/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
					D	0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, yellow/brown, fine subrounded gravel, with non plastic fines	M	MD	granite boulder	
Hand auger						0.50						trace of brown clay, low-medium plasticity
						0.75	SM	SILTY SAND, fine grained, black, some fine gravel becomes light grey	M	L		
					D	1.00					VL	
						1.25		sand becomes yellow and coarse				cobbles
						1.50		Terminated at 1.25. Still going				
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH4/CH645W**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0584158 E  
55620527 N

**Date :** 5/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
						0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	MD		
					D	0.50	SM	SILTY SAND, fine medium grained, dark grey trace of gravel	D	D	organics, cemented	
					D	1.00	SM	SILTY SAND, fine grained, grey	D	L		
						1.25		Terminated at 1.2m. Still going				
						1.50						
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no.** BH5/CH860E

**Sheet no.** 1 of 1  
**Job no.** TG12028/1

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0584296 E  
5561886 N

**Date :** 5/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	MD		
						0.25	SP	Highly weathered granite, showing as medium coarse sand/gravel with traces of plastic fines	M	D		
						0.50						
						0.75						
						1.00	SM	SAND, fine grained with traces of fine-medium gravel, subrounded, dark grey-black	M	D		
				D								
						1.25		Terminated at 1.2m. Still going.				
						1.50						
						1.75						
						2.00						

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH6/CH1075W

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0584412 E  
5561702 N

Date : 5/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	MD		
							SM	GRAVELLY SAND, medium grained, subrounded grav	D	D		
							SM	SILTY SAND, fine grained, light grey	M	MD		
					D				M-W			
							SM	SILTY SAND, grey trace of coarse gravel, high proportion of fines	M	L	MD	
								Terminated at 1.2m. Still going.				



**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH7/CH1290E**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0584549 E  
5561540 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
					D	0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	D		
						0.50						
						0.75	SM	SILTY SAND, medium grained, brown, trace of medium grained gravel, subrounded	M	D-MD	trace of clay cobble	
						1.00		Terminated at 0.9m due to auger refusal on cobbles				
						1.25						
						1.50						
						1.75						
						2.00						

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH8/CH1505W

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0584659 E  
5561364 N

Date : 6/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
						0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	MD		
						0.50	SM	SILTY SAND, fine-medium grained, black, some fine gravel	M	D	organics	
						0.75	SM	SILTY SAND, medium grained, yellow, trace of gravel	M	D		
						1.00	CL	SILTY CLAY, low plasticity, grey/green	M	St		
					1.25			Terminated at 1.2m. Still going.				
					1.50							
					1.75							
					2.00							

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH9/CH1675C

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 05848014 E  
5561175 N

Date : 5/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
					D	0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	L		
						0.50	SM	SILTY SAND, fine grained, dark brown	M	D		
					D	0.75	SC	CLAYEY SAND, fine grained, low-medium plasticity fines, brown-orange mottled, trace of gravel	M	VSt-H	pp = 400 kPa	
						1.00						
						1.25		Terminated at 1.2m. Still going.				
						1.50						
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH10/CH15S**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0584678 E  
5561286 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								SP	ASPHALT			
					D	0.25		SP	GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel	M	MD	
					D	0.50		SC	CLAYEY SAND, fine to medium grained, medium plasticity fines, orange-grey mottled	M	VSt	pp = 400 kPa
						0.75						
						1.00						
						1.25			Terminated at 1.2m. Still going.			
						1.50						
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no.** BH11/CH265N

**Sheet no.** 1 of 1  
**Job no.** TG12028/1

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0584896 E  
5561418 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow, fine subrounded gravel, with non plastic fines	M	MD		
					D		SC	CLAYEY SAND, fine to medium grained, medium plasticity fines, orange-grey mottled, trace of gravel	M	H	pp = 570 kPa pp > 600 kPa	
								Terminated at 1.2m. Still going.				



**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH13/CH805N**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0585361 E  
5561669 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							0.25	SM SILTY GRAVELLY SAND, fine to medium grained, yellow fine subrounded gravel, non plastic fines	M	MD VD	very compact layer, close to auger refusal	
					Bs		0.50	SM GRAVELLY SAND, fine grained, yellow-orange, fine subrounded gravel, with non plastic fines	M	D		
							0.75	CL SANDY CLAY, low-medium plasticity, grey-orange mottled	M	H	pp > 600 kPa	
					D		1.00					
						1.25		Terminated at 1.2m. Still going.				
						1.50						
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no.** BH14/CH1010S

**Sheet no.** 1 of 1  
**Job no.** TG12028/1

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0585543 E  
55617487 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
						0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, yellow fine subrounded gravel, non plastic fines	M	L		
					D	0.50	SM	GRAVELLY SAND, very fine, yellow/brown, fine-medium gravel, trace of non plastic fines	M	D		
						0.75		Terminated at 0.7m due to auger refusal in very hard clay				
						1.00						
						1.25						
						1.50						
						1.75						
						2.00						



**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH15/CH1120N**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0585640 E  
5561820 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow fine subrounded gravel, non plastic fines	M	MD		
						0.25	SM	SAND, fine grained, grey white	M D	D H		cemented
					Bs	0.50	SC	CLAYEY SAND, fine to medium grained, low plasticity fines, light brow/grey	M	St-VSt		trace of organics
						0.75						
						1.00						
						1.25		Terminated at 1.2m. Still going.				
						1.50						
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH16/CH40E**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0585645 E  
5561734 N

**Date :** 6/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	GRAVELLY SAND, fine to medium grained, white, fine subrounded gravel, non plastic fines	M	L		
							SM	SILTY SAND, fine grained, dark brown	M	D		
							SC	CLAYEY SAND, fine to medium grained, orange-grey mottled, low plasticity fines, trace of gravel	M	H	pp = 500 kPa	
					D			Terminated at 1.2m. Still going.				

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH17/CH105W

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0585655 E  
5561702 N

Date : 7/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, brown, fine subrounded gravel, non plastic fines	M	MD		
						0.25	SM	SAND, fine grained, brown, some gravel	D	MD		
					D	0.50	SC	CLAYEY SAND, fine to medium grained, orange-grey green mottled, low plasticity fines	M	VSt-H	pp = 450 kPa	
					0.75							
					1.00							
					1.25			Terminated at 1.2m. Still going.				
					1.50							
					1.75							
					2.00							

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

**Borehole no. BH18**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0585667 E  
5561667 N

**Date :** 7/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, brown, fine subrounded gravel, non plastic fines	M	MD		
					D		SC	CLAYEY SAND, fine to medium grained, grey-green mottled, low plasticity fines	M	VSt-H	pp = 450 kPa	
								Terminated at 1.2m. Still going.				

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH19

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0585675 E  
5561657 N

Date : 7/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
						0.25	SM	SILTY GRAVELLY SAND, fine to medium grained, brown, fine subrounded gravel, non plastic fines	M	MD		
					D	0.50	SC	CLAYEY SAND, fine to medium grained, green-orange mottled, medium plasticity fines	M	VSt-H	pp = 480 kPa	
						0.75						
						1.00						
						1.25		Terminated at 1.2m. Still going.				
						1.50						
						1.75						
						2.00						

**ENGINEERING BOREHOLE LOG**



**TASMAN**  
geotechnics

**Borehole no. BH20**

**Sheet no. 1 of 1**  
**Job no. TG12028/1**

**Client :** Aurecon  
**Project :** Flinders Island Aerodrome  
**Location :** 0585703 E  
5561671 N

**Date :** 7/6/12  
**Logged By :** AC/FH

**Drill model :** Bobcat, skid steer  
**Hole diameter :** 300mm

**Slope :** deg  
**Bearing :** deg

**RL Surface :**  
**Datum :**

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, brown, fine subrounded gravel, non plastic fines	M	MD		
					Bs		SC	CLAYEY SAND, fine to medium grained, orange-grey/green mottled, medium plasticity fines	M	H	pp = 570 kPa	
								Terminated at 1.2m. Still going.				

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH21

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0585645 E  
5561651 N

Date : 7/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
					D		SM	SILTY GRAVELLY SAND, fine to medium grained, brown, fine subrounded gravel, non plastic fines	M	MD		
					Bs		CH	SANDY CLAY, high plasticity, grey with orange mottles	M	VSt-H	pp = 420 kPa	
								Terminated at 1.2m. Still going.				

# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH22

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0585668 E  
5561645 N

Date : 7/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow/brown, fine subrounded gravel, non plastic fines	M	MD		
					Bs		CL	SANDY CLAY, medium plasticity, grey/green with orange mottles, some gravel	M	VSt	pp = 450 kPa	
								becomes orange				
								Terminated at 1.2m. Still going.				



# ENGINEERING BOREHOLE LOG



**TASMAN**  
geotechnics

Borehole no. BH23

Sheet no. 1 of 1  
Job no. TG12028/1

Client : Aurecon  
Project : Flinders Island Aerodrome  
Location : 0585696 E  
5561638 N

Date : 7/6/12  
Logged By : AC/FH

Drill model : Bobcat, skid steer  
Hole diameter : 300mm

Slope : deg  
Bearing : deg

RL Surface :  
Datum :

Method	Penetration				Notes Samples Tests	Water	Graphic Log	Classification	Material Description	Moisture Condition	Consistency density, index	Structure, additional observations
	1	2	3	4								
Power auger								ASPHALT				
							SM	SILTY GRAVELLY SAND, fine to medium grained, yellow fine subrounded gravel, non plastic fines	M	MD		
							CL	SANDY CLAY, medium plasticity, green/orange mottled, some gravel	M	VSt	cobbles in top of clay	
					D			becomes grey/orange mottled  becomes grey	M	H S	pp = 500 kPa	
								Terminated at 1.2m. Still going.				

Project no TG12028/1

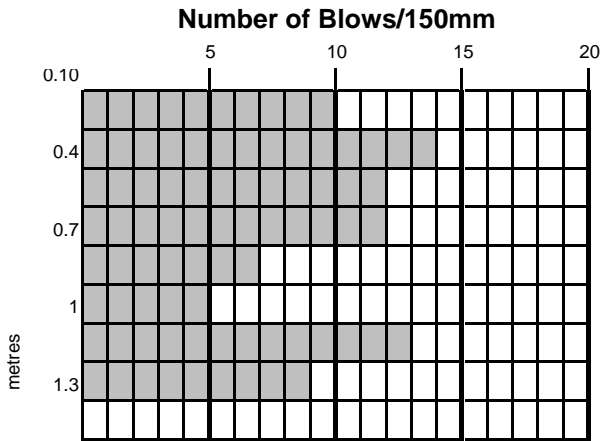


# PERTH SAND PENETROMETER PENETROMETER TESTING

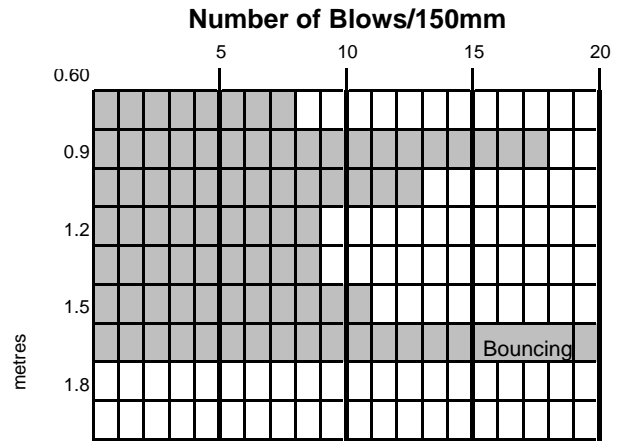
**client** Aurecon  
**project** Flinders Island Aerodrome  
**location** Whitemark



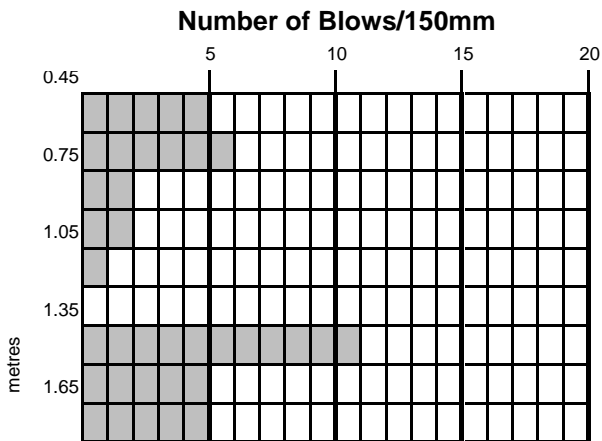
**performed by** FH  
**date** 5-7/06/2012  
**Surface RL** runway



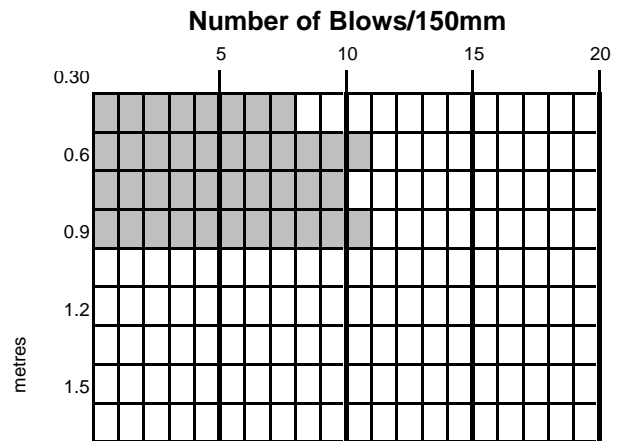
**Location 1/CH45E**



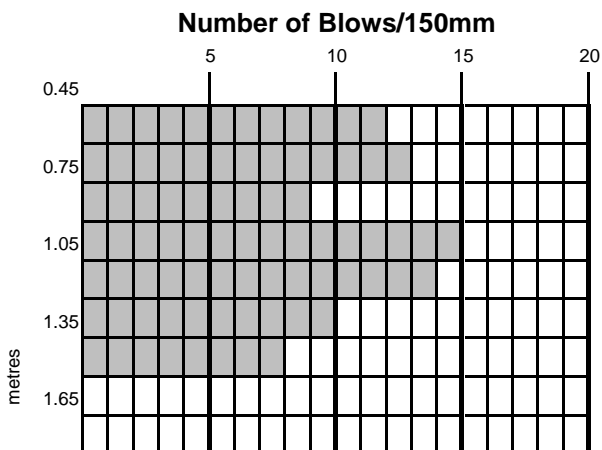
**Location 2/CH215W**



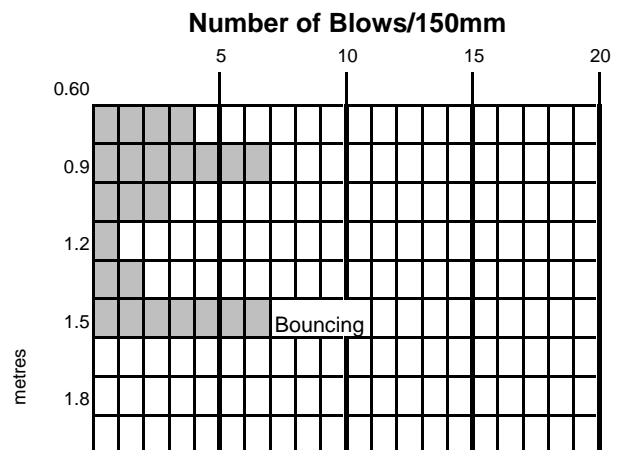
**Location 3/CH430E**



**Location 4/CH645W**



**Location 5/CH860E**



**Location 6/CH1075W**

Project no TG12028/1

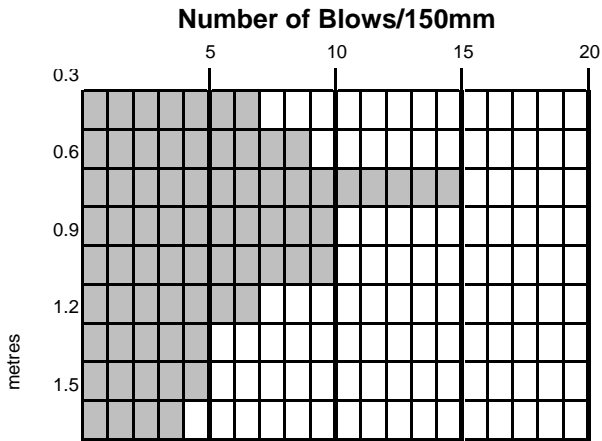


# PERTH SAND PENETROMETER PENETROMETER TESTING

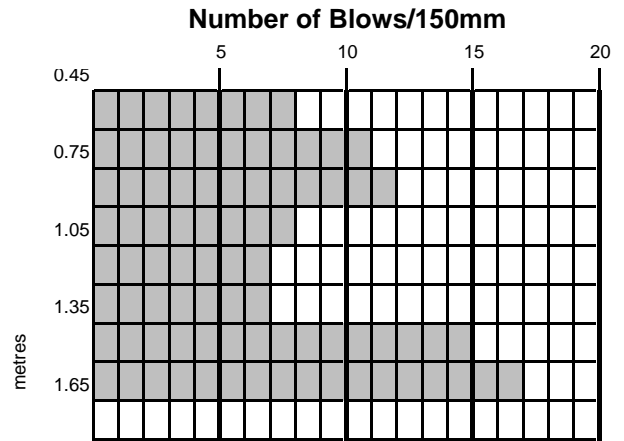
client Aurecon  
project Flinders Island Aerodrome  
location Whitemark

**TASMAN**  
geotechnics

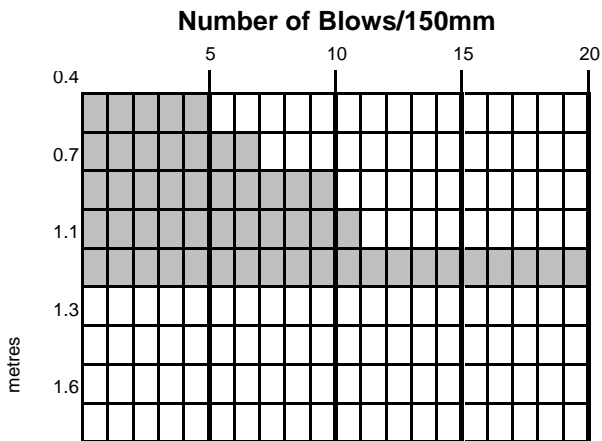
performed by FH  
date 5-7/06/2012  
Surface RL runway



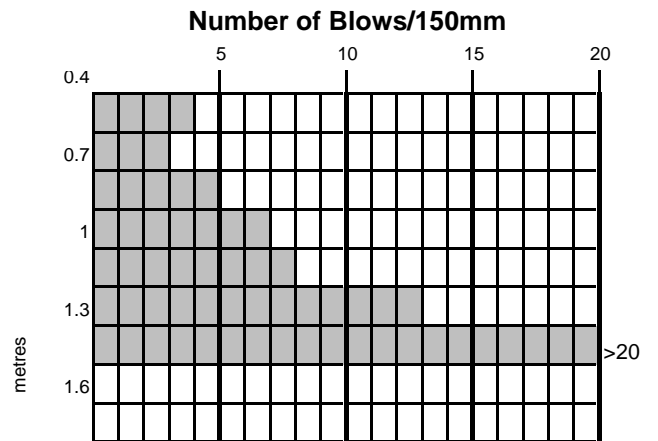
Location 7/CH1290E



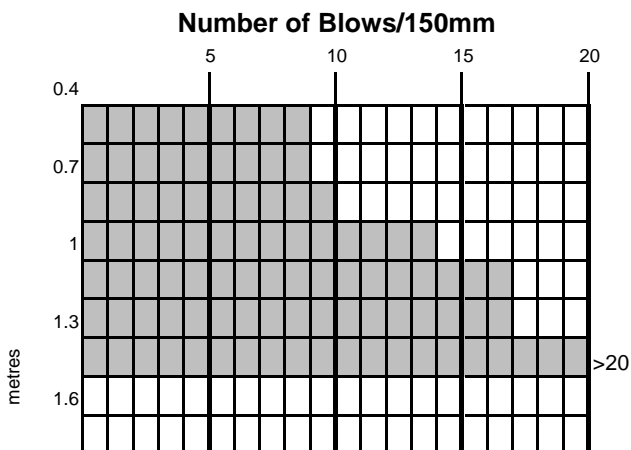
Location 8/CH1505W



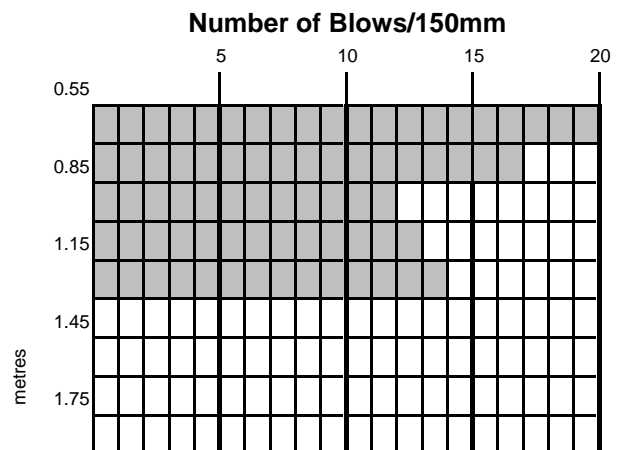
Location 9/CH1675W



Location 10/CH15S



Location 11/CH265N



Location 12/CH535S

Project no TG12028/1

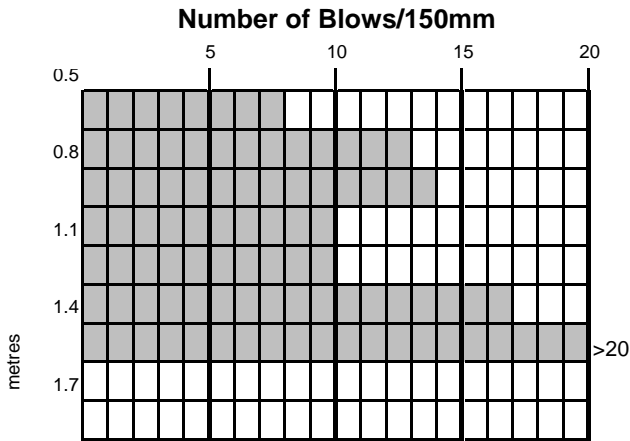


# PERTH SAND PENETROMETER PENETROMETER TESTING

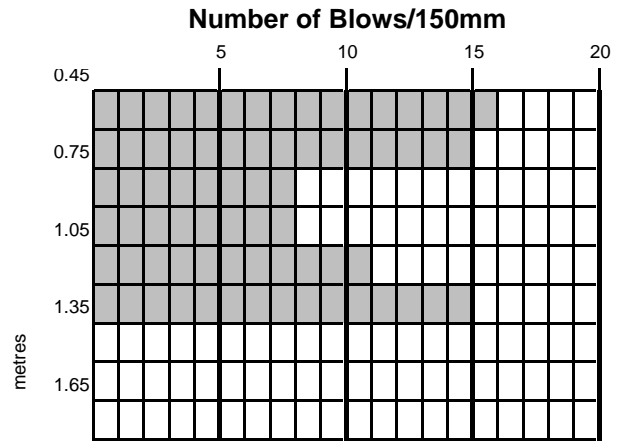
**client** Aurecon  
**project** Flinders Island Aerodrome  
**location** Whitemark

**TASMAN**  
geotechnics

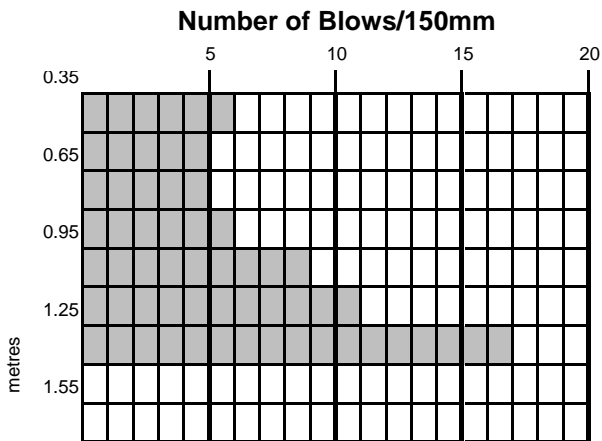
**performed by** FH  
**date** 5-7/06/2012  
**Surface RL** runway



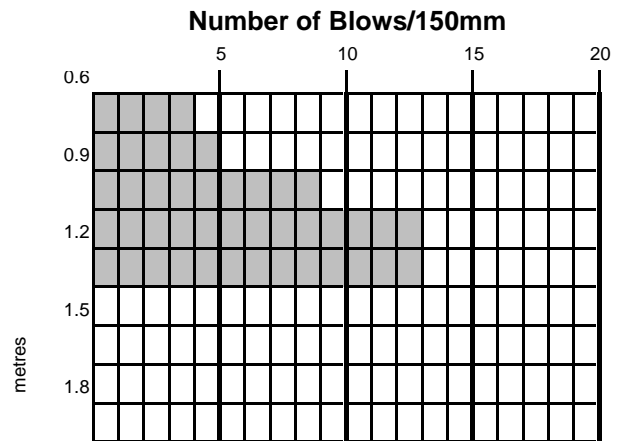
**Location 13/CH805N**



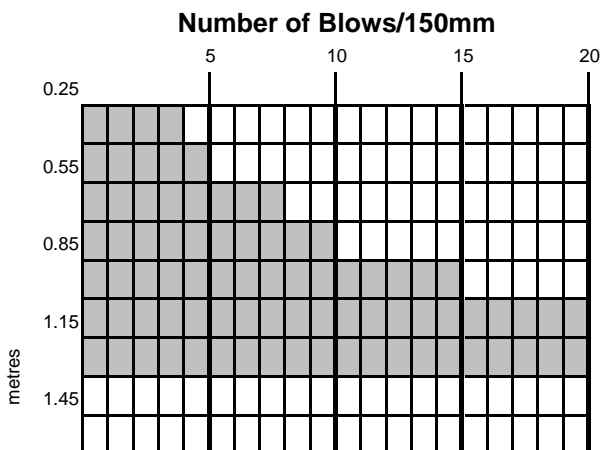
**Location 14/CH1010S**



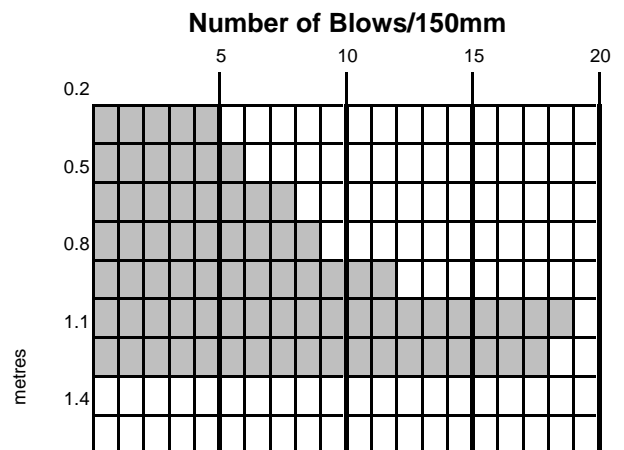
**Location 15/CH1120N**



**Location 16/CH40E**



**Location 17/CH105W**



**Location 18/Apron**

Project no TG12028/1

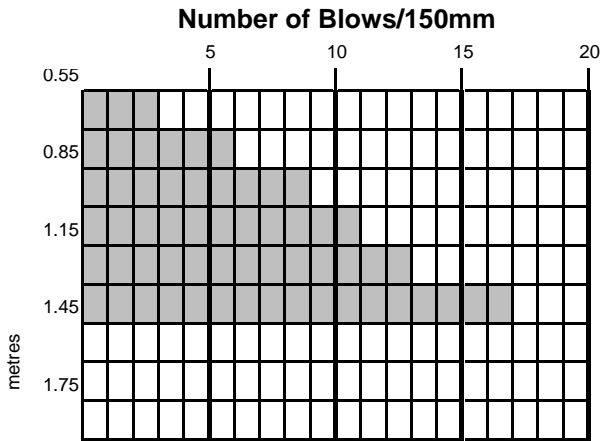


# PERTH SAND PENETROMETER PENETROMETER TESTING

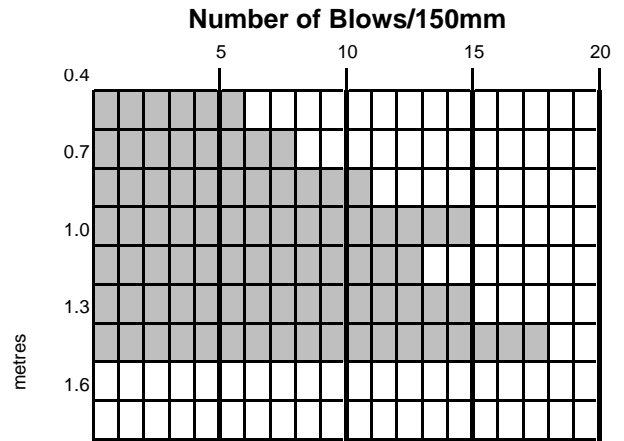
**client** Aurecon  
**project** Flinders Island Aerodrome  
**location** Whitemark

**TASMAN**  
geotechnics

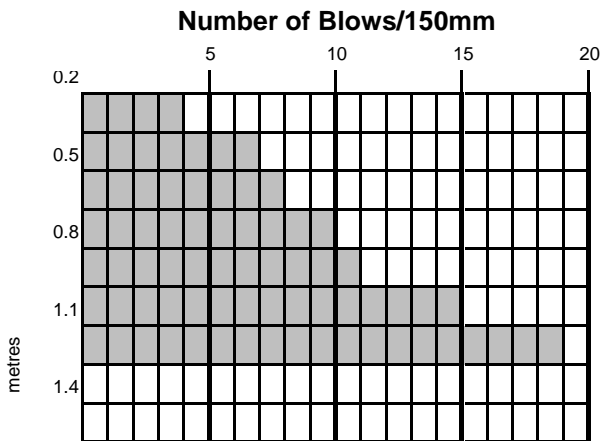
**performed by** FH  
**date** 5-7/06/2012  
**Surface RL** runway



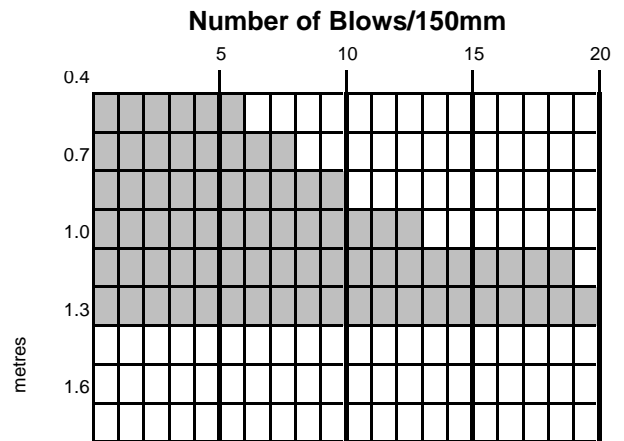
Location 19/Apron



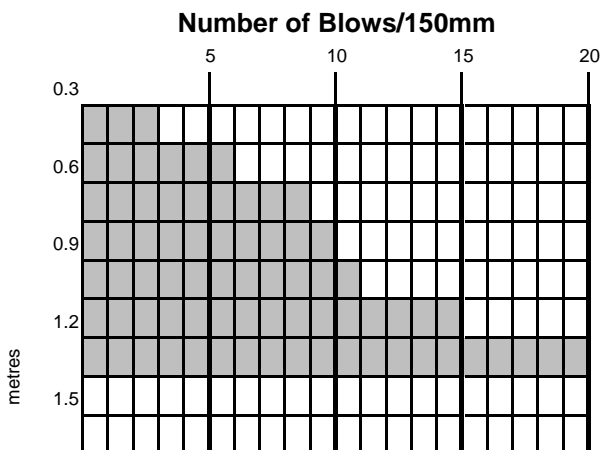
Location 20/Apron



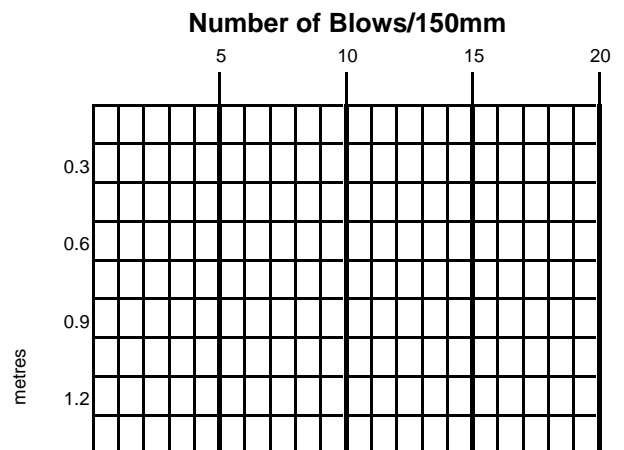
Location 21/Apron



Location 22/Apron



Location 23/Apron



Location

# **Appendix B**

## **Laboratory Test Certificates**

# ADG LABORATORIES

materials testing laboratories

7 Derby Street Mowbray

Ph (03) 63261266 Fax (03) 63261566

ACN 117 593 254

client	<b>Tasman Geotechnics</b>
project	<b>TG12028/1</b>
location	<b>Flinders Island Aerodrome</b>
project no	<b>M540</b>
date received	<b>21/6/12</b>
date tested	<b>9/7/12</b>
sampled by	<b>Client</b>
test report No	<b>M540/AH</b>

laboratory No.	L12/422	h	a	b		
test pit No.		<b>TP # 2 1.0-1.15m</b>	<b>TP # 3 0.1-0.3m</b>	<b>TP # 4 0.3-0.4m</b>		
material description		Grey Sand	Grey/Brown Silty Sand / Gravel	Light Brown Silty Sand/Gravel		
Test description	Test Method <b>AS 1289</b>	Results			units	
Liquid Limit	3.1.1	<b>NR</b>	<b>NR</b>	<b>NR</b>	%	
Plastic Limit	3.2.1				%	
Plasticity Index	3.3.1				%	
Linear Shrinkage	3.4.1				%	
75 Micron Wash	1141.11	<b>4.9</b>	<b>NR</b>	<b>NR</b>	%	
Moisture Content	2.1.1	<b>NR</b>	<b>5.9</b>	<b>5.2</b>	%	
Particle Size Distribution	3.6.1	<b>NR</b>				
mm						
finer than					%	
100					%	
75					%	
37.5					%	
26.5					%	
19					%	
13.2			<b>100</b>	<b>100</b>	%	
9.5			<b>99</b>	<b>99</b>	%	
6.7			<b>97</b>	<b>97</b>	%	
4.75			<b>89</b>	<b>92</b>	%	
2.36			<b>65</b>	<b>72</b>	%	
1.18			<b>43</b>	<b>53</b>	%	
0.600			<b>32</b>	<b>41</b>	%	
0.425			<b>28</b>	<b>37</b>	%	
0.300			<b>25</b>	<b>33</b>	%	
0.150			<b>19</b>	<b>25</b>	%	
0.075			<b>15</b>	<b>19</b>	%	

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	NATA's accreditation requirements.		
	Accredited for compliance with ISO/IEC 17025		
Laboratory Accreditation No 15466			

# ADG LABORATORIES

materials testing laboratories

7 Derby Street Mowbray

Ph (03) 63261266 Fax (03) 63261566

ACN 117 593 254

client	<b>Tasman Geotechnics</b>
project	<b>TG12028/1</b>
location	<b>Flinders Island Aerodrome</b>
project no	<b>M540</b>
date received	<b>21/6/12</b>
date tested	<b>9/7/12</b>
sampled by	<b>Client</b>
test report No	<b>M540/AI</b>

laboratory No.	L12/422	g	c	i	
test pit No.		<b>TP # 6 0.7-0.9m</b>	<b>TP # 7 0.1-0.2m</b>	<b>TP #10 0.65-0.75m</b>	
material description		Light Grey Silty Sand	Light Brown Silty Sandy Gravel	Light Brown Silty Sandy Gravel	
Test description	Test Method <b>AS 1289</b>	Results			units
Liquid Limit	3.1.1	<b>NR</b>	<b>NR</b>	<b>NR</b>	%
Plastic Limit	3.2.1				%
Plasticity Index	3.3.1				%
Linear Shrinkage	3.4.1				%
75 Micron Wash	1141.11	<b>27.3</b>	<b>NR</b>	<b>NR</b>	%
Moisture Content	2.1.1	<b>NR</b>	<b>6.2</b>	<b>NR</b>	%
Particle Size Distribution	3.6.1	<b>NR</b>			
mm		<b>NR</b>			
finer than					%
100					%
75					%
37.5					%
26.5					%
19					%
13.2			<b>100</b>		%
9.5			<b>99</b>		%
6.7			<b>97</b>		%
4.75			<b>91</b>	<b>100</b>	%
2.36			<b>70</b>	<b>99</b>	%
1.18			<b>52</b>	<b>93</b>	%
0.600			<b>42</b>	<b>79</b>	%
0.425			<b>37</b>	<b>71</b>	%
0.300			<b>33</b>	<b>64</b>	%
0.150			<b>24</b>	<b>53</b>	%
0.075			<b>19</b>	<b>47</b>	%

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# ADG LABORATORIES

materials testing laboratories

7 Derby Street Mowbray

Ph (03) 63261266 Fax (03) 63261566

ACN 117 593 254

client	<b>Tasman Geotechnics</b>
project	<b>TG12028/1</b>
location	<b>Flinders Island Aerodrome</b>
project no	<b>M540</b>
date received	<b>21/6/12</b>
date tested	<b>9/7/12</b>
sampled by	<b>Client</b>
test report No	<b>M540/AJ</b>

laboratory No.	L12/422	d	e	m	
test pit No.		<b>TP # 10 0.2-0.3m</b>	<b>TP # 12 0.3-0.4m</b>	<b>TP #12 0.7-1.1m</b>	
material description		Grey Silty Sand Gravel	Brown Silty Sand Gravel	Light Brown Silty Clayey Sand	
Test description	Test Method <b>AS 1289</b>	Results			units
Liquid Limit	3.1.1	<b>NR</b>	<b>NR</b>	<b>NA</b>	%
Plastic Limit	3.2.1			<b>NA</b>	%
Plasticity Index	3.3.1			<b>non plastic</b>	%
Linear Shrinkage	3.4.1			<b>0</b>	%
75 Micron Wash	1141.11	<b>NR</b>	<b>NR</b>	<b>NR</b>	%
Moisture Content	2.1.1	<b>8.5</b>	<b>4.9</b>	<b>NR</b>	%
Particle Size Distribution	3.6.1				
mm					
finer than					%
100					%
75					%
37.5					%
26.5					%
19					%
13.2			<b>100</b>		%
9.5		<b>100</b>	<b>99</b>	<b>100</b>	%
6.7		<b>99</b>	<b>96</b>	<b>99</b>	%
4.75		<b>81</b>	<b>91</b>	<b>99</b>	%
2.36		<b>68</b>	<b>68</b>	<b>93</b>	%
1.18		<b>56</b>	<b>50</b>	<b>80</b>	%
0.600		<b>47</b>	<b>39</b>	<b>59</b>	%
0.425		<b>35</b>	<b>35</b>	<b>49</b>	%
0.300		<b>16</b>	<b>31</b>	<b>40</b>	%
0.150		<b>11</b>	<b>24</b>	<b>26</b>	%
0.075			<b>19</b>	<b>18</b>	%

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	<p>Laboratory Accreditation No 15466</p>		

# ADG LABORATORIES

materials testing laboratories

7 Derby Street Mowbray

Ph (03) 63261266 Fax (03) 63261566

ACN 117 593 254

client	<b>Tasman Geotechnics</b>
project	<b>TG12028/1</b>
location	<b>Flinders Island Aerodrome</b>
project no	<b>M540</b>
date received	<b>21/6/12</b>
date tested	<b>9/7/12</b>
sampled by	<b>Client</b>
test report No	<b>M540/AK</b>

laboratory No.	L12/422	i	j	f		
test pit No.		<b>TP # 15 0.5-0.7m</b>	<b>TP # 20 0.4-1.0m</b>	<b>TP #21 0.05-0.2m</b>		
material description		Light Brown/Grey Silty Sandy Clay	Grey/Brown Sandy Clay	Grey Silty Sandy Gravel		
Test description	Test Method <b>AS 1289</b>	Results			units	
Liquid Limit	3.1.1	<b>28</b>	<b>50</b>	<b>NR</b>	%	
Plastic Limit	3.2.1	<b>15</b>	<b>21</b>		%	
Plasticity Index	3.3.1	<b>13</b>	<b>29</b>		%	
Linear Shrinkage	3.4.1	<b>7</b>	<b>10.5</b>		%	
75 Micron Wash	1141.11	<b>NR</b>	<b>NR</b>	<b>NR</b>	%	
Moisture Content	2.1.1	<b>NR</b>	<b>NR</b>	<b>NR</b>	%	
Particle Size Distribution	3.6.1					
mm						
finer than 100					%	
75					%	
37.5					%	
26.5					%	
19					%	
13.2		<b>100</b>	<b>100</b>	<b>100</b>	%	
9.5		<b>98</b>	<b>99</b>	<b>99</b>	%	
6.7		<b>97</b>	<b>99</b>	<b>98</b>	%	
4.75		<b>97</b>	<b>97</b>	<b>95</b>	%	
2.36		<b>94</b>	<b>95</b>	<b>75</b>	%	
1.18		<b>90</b>	<b>89</b>	<b>63</b>	%	
0.600		<b>81</b>	<b>76</b>	<b>54</b>	%	
0.425		<b>74</b>	<b>69</b>	<b>46</b>	%	
0.300		<b>66</b>	<b>62</b>	<b>34</b>	%	
0.150		<b>53</b>	<b>51</b>	<b>20</b>	%	
0.075		<b>46</b>	<b>46</b>	<b>17</b>	%	

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Laboratory Accreditation No 15466			

# ADG LABORATORIES

materials testing laboratories

7 Derby Street Mowbray

Ph (03) 63261266 Fax (03) 63261566

ACN 117 593 254

client	<b>Tasman Geotechnics</b>
project	<b>TG12028/1</b>
location	<b>Flinders Island Aerodrome</b>
project no	<b>M540</b>
date received	<b>21/6/12</b>
date tested	<b>9/7/12</b>
sampled by	<b>Client</b>
test report No	<b>M540/AL</b>

laboratory No.	L12/422	k			
test pit No.		<b>TP # 21 0.3-0.7m</b>			
material description		Light Brown/Grey Silty Sandy Clay			
Test description	Test Method <b>AS 1289</b>	Results			units
Liquid Limit	3.1.1	<b>60</b>			%
Plastic Limit	3.2.1	<b>25</b>			%
Plasticity Index	3.3.1	<b>35</b>			%
Linear Shrinkage	3.4.1	<b>12</b>			%
75 Micron Wash	1141.11	<b>NR</b>			%
Moisture Content	2.1.1	<b>NR</b>			%
Particle Size Distribution	3.6.1				
mm					
finer than 100					%
75					%
37.5					%
26.5					%
19					%
13.2					%
9.5					%
6.7		<b>100</b>			%
4.75		<b>99</b>			%
2.36		<b>93</b>			%
1.18		<b>84</b>			%
0.600		<b>76</b>			%
0.425		<b>72</b>			%
0.300		<b>69</b>			%
0.150		<b>66</b>			%
0.075		<b>64</b>			%

	This document is issued in accordance with	Approved Signatory  B Cuthbertson	date of issue <b>11/7/12</b>
	NATA's accreditation requirements.		
	Accredited for compliance with ISO/IEC 17025		
Laboratory Accreditation No 15466			

# ADG LABORATORIES

## SOAKED CBR TEST AS 1289 6.1.1

materials testing laboratories

7 Derby Street Mowbray

ph 63261266 fx 63261566

ACN 117 593 254

client	Tasman Geotechnics		
project	TG12028/1		
location	Flinders Island Aerodrome		
date received	21/6/12		
date tested	9/7/12		
sample identification	TP 12 0.7-1.1m	TP 15 0.5-0.7m	
sampled by	client	client	
sample description	Light Brown Silty Clayey Sand	Light Brown/Grey Silty Sandy Clay	
test report no	443/AM		

compaction details 1			
test method	AS 1289 5.1.1 Standard Compaction		
sample identification	L12/422e	L12/422I	
maximum dry density	t/m <sup>3</sup>	2.03	1.82
optimum moisture content %		8.8	15.5
field moisture content	%	6.3	14.8
compaction details 2			
required density ratio for remoulding %		100	100
retained 19mm (not replaced) %		0	0
specimen details before soaking			
dry density ratio	%	100	101
moisture ratio	%	94	95
test details			
period of soaking	days	4	4
moisture content top 30mm	%	10.3	21.3
surcharge mass	kgs	4.5	4.5
<b>C.B.R. VALUE</b>		<b>30</b>	<b>3.0</b>
penetration	mm	5.0	5.0

remarks



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Laboratory Accreditation No 15466

Approved signatory  
B Cuthbertson

11/7/12  
date of issue

# ADG LABORATORIES

## SOAKED CBR TEST AS 1289 6.1.1

materials testing laboratories

7 Derby Street Mowbray

ph 63261266 fx 63261566

ACN 117 593 254

client	Tasman Geotechnics	
project	TG12028/1	
location	Flinders Island Aerodrome	
date received	21/6/12	
date tested	9/7/12	
sample identification	TP 20 0.4-1.0m	TP 21 0.3-0.7m
sampled by	client	client
sample description	Grey/Brown Silty Sandy Clay	Light Brown/Grey Silty Sandy Clay
test report no	443/AN	

compaction details 1			
test method	AS 1289 5.1.1 Standard Compaction		
sample identification	L12/422j	L12/422k	
maximum dry density	t/m <sup>3</sup>	1.79	1.65
optimum moisture content %		16.2	20.5
field moisture content	%	15.1	20.4
compaction details 2			
required density ratio for remoulding %		100	100
retained 19mm (not replaced) %		0	0
specimen details before soaking			
dry density ratio	%	101	100
moisture ratio	%	91	100
test details			
period of soaking	days	4	4
moisture content top 30mm	%	21.2	29.1
surcharge mass	kgs	4.5	4.5
<b>C.B.R. VALUE</b>		<b>3.5</b>	<b>4.0</b>
penetration	mm	2.5	2.5

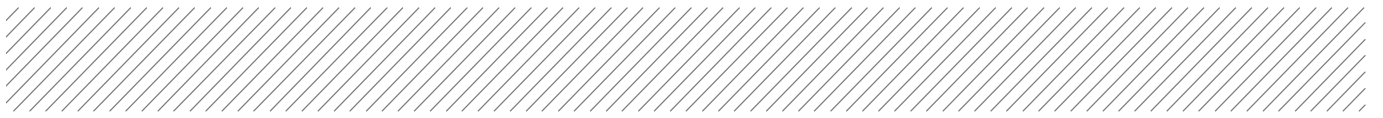
remarks



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11/7/12  
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# Appendix C

## FWD Test Deflections – 14/32 Runway

**FLINDERS ISLAND AERODROME**  
**14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
1	14/6/2012	1545	-18.75	821.6	472.1	299.7	188.5	124	85.7	65.3	45.7	42.1
2	14/6/2012	1585	-15	1248.4	697.3	378.5	174.6	111.6	80	76	52.6	39.9
3	14/6/2012	1535	-11.25	1167.9	565	332.4	191.7	129.8	92.9	76.9	50.5	39.8
4	14/6/2012	1550	-11.25	813.9	411.3	251.8	136.4	89	62.9	50.5	35.2	26.8
5	14/6/2012	-70	-7.5	2464.6	1312.6	651.9	293.4	140.1	75.7	48.3	25.2	38
6	14/6/2012	-50	-7.5	1699.9	827.5	508.2	279.5	177.2	115.6	82.6	41.4	25.6
7	14/6/2012	-40	-7.5	1563.9	1004.6	530.9	283.1	189.4	121.4	92.9	48.9	37.3
8	14/6/2012	-20	-7.5	1649.3	792.3	396.8	218.1	148	107.6	81	42.2	26.2
9	14/6/2012	-10	-7.5	1882.1	908.2	392.4	221.9	145.3	101.4	66.4	36.8	41.9
10	14/6/2012	10	-7.5	1623.3	739.4	429.4	246.8	162	111.9	83	53.2	40.3
11	14/6/2012	20	-7.5	1407.9	750.1	428.3	243.8	166	119.1	90.7	53.4	37.1
12	14/6/2012	30	-7.5	1305.3	697.5	414	247.1	165.3	118.3	92.2	51.2	36.1
13	14/6/2012	40	-7.5	1300.7	703.6	400.5	241.5	167.1	121.6	95.3	55	49.5
14	14/6/2012	50	-7.5	1329.7	701.5	427.3	265.1	186.8	135	104.4	64.7	40.3
15	14/6/2012	60	-7.5	1384.5	641.6	409.1	254.6	175.6	133.7	108.5	64.9	35.4
16	14/6/2012	70	-7.5	1473.9	725	454.7	284.9	199.1	154	117.8	65.1	55.1
17	14/6/2012	80	-7.5	1599.6	782.5	468.8	269.4	195.9	136	105.6	52.5	42
18	14/6/2012	90	-7.5	1554.3	798.1	478	294.8	192.2	144	104.8	61.9	41.2
19	14/6/2012	100	-7.5	1462.8	742.3	468.1	287.4	200.4	148.8	116.9	69.9	49.3
20	14/6/2012	110	-7.5	1466.4	732.1	469.6	298.8	215.5	153.4	128.4	78.4	40.1
21	14/6/2012	120	-7.5	1452	750.9	502.1	325.2	228.5	161.7	134.2	79.9	44
22	14/6/2012	140	-7.5	1308.9	671.2	430.7	283.1	203.9	151.3	122.2	83.1	50.7
23	14/6/2012	150	-7.5	1235.9	689.3	438.8	288	202	148	115.3	72	45.3
24	14/6/2012	170	-7.5	1155.1	642.4	426.8	286.1	207.8	152.8	137.9	85.9	63.2
25	14/6/2012	190	-7.5	1275.9	691.5	438.6	288.6	208.1	156.9	128.1	78	54.8
26	14/6/2012	200	-7.5	1229.6	585.2	392.8	256.5	180.7	131.5	109	64.7	50.9
27	14/6/2012	220	-7.5	1327.1	649.5	416.1	268.1	194.4	140.9	110	72.9	46
28	14/6/2012	230	-7.5	1189.6	639.7	393	250.5	179.3	135.5	106.9	67.5	48.4
29	14/6/2012	250	-7.5	1109.8	598.1	373.2	237.2	168.1	124.5	93.8	60.9	43.4
30	14/6/2012	270	-7.5	1348.4	716.8	467.2	299.8	211.9	161.3	124.6	72.4	51.2
31	14/6/2012	280	-7.5	1376.3	763.3	489.5	318.5	223	160.9	127.8	81.3	53.2
32	14/6/2012	300	-7.5	1010.6	488	311.6	194.4	140.2	102.9	81.5	50.1	36.6
33	14/6/2012	310	-7.5	1236.6	540.7	345.9	209	148.3	107.4	85.9	58.9	46.2
34	14/6/2012	330	-7.5	1156.4	572.3	363.5	226.9	160.3	116.9	91.6	61.3	44.6
35	14/6/2012	350	-7.5	1043.4	515.7	319.9	193.9	131.8	91.8	72.1	48.1	36.7
36	14/6/2012	360	-7.5	1021.8	499	294.2	187.7	134.7	94.7	72.1	55.2	37.2
37	14/6/2012	380	-7.5	1028.6	470.6	293	177.4	118.1	85.2	66.6	46.3	35.9
38	14/6/2012	390	-7.5	1142.3	575.2	331.6	195.8	128.5	86.5	65.3	47.3	34.1

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
39	14/6/2012	410	-7.5	1225.1	616.4	406.9	254.1	176.1	121.7	94.2	58.3	43.1
40	14/6/2012	430	-7.5	1054.4	543.2	353.8	227	158.3	116.5	92.7	56.8	39.5
41	14/6/2012	440	-7.5	1062	568.9	359.3	227.7	159.9	118.2	91.6	60.7	44.1
42	14/6/2012	460	-7.5	898.4	450.8	311.4	202.4	152.4	114	89.1	58.5	41.6
43	14/6/2012	470	-7.5	938.8	477	327.2	221.9	161.8	122.8	95.6	62.7	41.3
44	14/6/2012	490	-7.5	897.3	492.6	326.9	219.9	166.5	125	103.1	68.7	50.5
45	14/6/2012	510	-7.5	837.1	455.9	295.5	202.6	153.1	121.5	98.7	66.9	47
46	14/6/2012	520	-7.5	787.4	433.5	294.2	194.9	144.8	113.2	91.3	64	46.5
47	14/6/2012	540	-7.5	785.7	398.6	271.9	187.1	138.5	105.1	80.7	55	38.9
48	14/6/2012	550	-7.5	826.6	434.6	282.2	197.4	146.5	111.4	87.4	53.5	36.9
49	14/6/2012	570	-7.5	737.2	408.2	283.1	207.6	165	132.1	111.2	74.1	48.1
50	14/6/2012	590	-7.5	895.3	435.1	292	193.3	140.3	108	93.5	55.9	43.4
51	14/6/2012	600	-7.5	693.6	401.7	261.7	186.2	141.4	112.6	84	59.9	41.2
52	14/6/2012	620	-7.5	808.3	409.1	268.3	188.6	142.9	111.9	94.3	61.9	45
53	14/6/2012	630	-7.5	811.2	401.8	265.8	186.6	138.1	110.2	88	59.4	52.1
54	14/6/2012	650	-7.5	833.8	416.6	283.2	194.3	147.9	114.3	99.6	68.4	48.4
55	14/6/2012	670	-7.5	758.6	376.4	248.8	177.4	134.7	104.4	86.2	57.6	40.9
56	14/6/2012	680	-7.5	716.4	355.1	237.8	163.1	119.3	90.7	72.1	47.9	35.6
57	14/6/2012	700	-7.5	716.7	360	222.9	146.6	102.4	75.5	62	39.9	31.3
58	14/6/2012	710	-7.5	740	344	216.6	134.7	93.7	63.3	58.6	39.6	26.5
59	14/6/2012	730	-7.5	1000.7	480.3	295.1	182.4	123.7	93	73.1	48.9	40.1
60	14/6/2012	750	-7.5	889.5	392.1	228.7	141.9	97.9	73.5	57.1	38.9	29.4
61	14/6/2012	760	-7.5	850.2	409.2	261.7	178.1	135.9	101	80.6	54.5	46.7
62	14/6/2012	780	-7.5	780.6	378.7	245.9	171.3	132.4	104.1	79.8	60.3	47.4
63	14/6/2012	790	-7.5	848	416.7	249.8	164.4	117.6	88	68	44.3	31.9
64	14/6/2012	810	-7.5	816.3	422.4	278.1	179.1	128.2	98.6	80	54.2	38.2
65	14/6/2012	830	-7.5	784.5	444.8	305.5	200.2	150.1	117.7	98.1	68	50.4
66	14/6/2012	840	-7.5	868.4	434.2	299.2	198.6	152.1	115.7	99	68.8	50
67	14/6/2012	860	-7.5	818.8	408.1	279.9	194.7	148.2	119	101.1	74	56.2
68	14/6/2012	870	-7.5	780.1	370.2	253.6	181.5	143.6	116.2	100.1	71.5	48.4
69	14/6/2012	890	-7.5	1008.2	897.5	356.8	224.7	157.8	118.6	93.5	62.2	47.2
70	14/6/2012	910	-7.5	1253.9	657.2	418.4	260.6	178.7	130.1	103.4	63.1	48.5
71	14/6/2012	920	-7.5	1217.6	642.6	387.6	243.5	164.6	116	95.2	59.4	41.5
72	14/6/2012	940	-7.5	1170.9	585	333.3	190.7	125.1	88.3	67.3	43	30.1
73	14/6/2012	950	-7.5	1192.5	554.7	321.6	181.8	118.7	83.4	63.9	39.5	27.5
74	14/6/2012	970	-7.5	1336.6	644.8	319.7	164.8	107.2	72.1	51.4	28.4	18.6
75	14/6/2012	990	-7.5	1553.1	734.4	422	214.2	126.1	74.7	45	22.4	10.3
76	14/6/2012	1000	-7.5	1680.7	849.1	477.4	266	160.7	110.2	82.9	37.6	25.6



**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
77	14/6/2012	1020	-7.5	1505.8	799.1	462.3	264.2	179.4	128.1	99.8	56.6	39.9
78	14/6/2012	1030	-7.5	1416	751.3	357.7	173.9	114.2	78.9	51.1	17.9	8.7
79	14/6/2012	1050	-7.5	1258.8	622.8	352.1	188.1	118.7	76.8	58.5	29.5	18.4
80	14/6/2012	1070	-7.5	1403.9	725.2	454.4	273.4	184.2	125.8	92.5	44.4	14.8
81	14/6/2012	1080	-7.5	1065.8	538.7	301.7	167.5	102.8	64.7	45.1	19.1	10.3
82	14/6/2012	1100	-7.5	1011.2	433	236.3	119.8	66.4	41.9	25.9	11.9	8
83	14/6/2012	1110	-7.5	1095.3	516.2	317.9	177.5	114.2	76.9	56.9	34.1	25.1
84	14/6/2012	1130	-7.5	1355.1	756.1	494.8	311.7	214.4	156.3	119.7	74.3	48.6
85	14/6/2012	1150	-7.5	1210.8	693	448.4	295.3	216.2	163.5	132.8	87.7	58.6
86	14/6/2012	1170	-7.5	1215.7	631.2	417.6	264.4	198	148.6	121	83.5	56.8
87	14/6/2012	1180	-7.5	1137.2	614.3	389.7	251.4	180.5	133	101.4	70.3	51.2
88	14/6/2012	1190	-7.5	1189	652.3	427.8	273.8	203.6	149.9	114.9	76.5	58.1
89	14/6/2012	1210	-7.5	980.8	521	351.5	236.5	179.3	142	112.7	82.5	60.7
90	14/6/2012	1230	-7.5	1058.4	596.3	382.3	249.7	187.1	137.2	112.7	73.9	53.9
91	14/6/2012	1240	-7.5	1233.4	641	414.3	266.4	187.6	141.1	111.1	76	51.4
92	14/6/2012	1260	-7.5	1067.9	583.8	368.1	242	175.9	131.1	106.5	72.8	52.1
93	14/6/2012	1270	-7.5	1113.6	557	359.1	238.4	169.8	126.5	108.5	66.4	44.3
94	14/6/2012	1290	-7.5	1072.2	635.1	391.9	243	173	130.9	102.6	67.7	50.7
95	14/6/2012	1310	-7.5	1082.4	553.3	358.2	208	143.6	101	77.2	48.4	37.3
96	14/6/2012	1320	-7.5	1019.4	534.3	324.8	204.8	137.5	95.4	66.4	37.6	24.3
97	14/6/2012	1340	-7.5	1180.3	602.6	366.5	213.7	138.6	95.3	75.6	47.8	35.5
98	14/6/2012	1350	-7.5	1239.8	608.2	380.9	224.5	153.1	108.8	88	56.6	45.5
99	14/6/2012	1370	-7.5	1283.4	685.9	435.1	269.6	182.4	127.3	97.2	56.9	39.9
100	14/6/2012	1390	-7.5	1337.4	713.6	430	259.2	183.6	113.2	83.9	57.9	44.4
101	14/6/2012	1400	-7.5	674.5	360.8	237.2	164.9	121.8	95.7	78	50.7	38
102	14/6/2012	1420	-7.5	641.5	329.4	190.9	114.1	78.5	57.2	47.9	31.4	24.1
103	14/6/2012	1430	-7.5	628.7	326.4	215.4	141.9	102	78.4	62.4	41.9	29.5
104	14/6/2012	1450	-7.5	1391.9	684.6	412.7	250.9	166.2	120.7	103	64.8	48.2
105	14/6/2012	1470	-7.5	1422.7	701.5	395	204.1	135.7	94.6	73.6	51.7	46.6
106	14/6/2012	1480	-7.5	1315.1	708.3	425.2	235.4	153.9	111.8	96.9	60.9	42.9
107	14/6/2012	1500	-7.5	680.5	337	210.4	127	87	62.6	46.2	34	25.9
108	14/6/2012	1510	-7.5	838	451.8	268.4	161.8	111.7	82.1	64.8	45.4	33.1
109	14/6/2012	1530	-7.5	1142.7	599.6	352	180.6	109.1	72	56.4	39.4	30.9
110	14/6/2012	1560	-7.5	1071.4	516.3	288.7	160.1	102.4	67	51.8	34.5	22.4
111	14/6/2012	1580	-7.5	867.1	449.3	271.9	163.1	108.5	76.2	57.9	40.1	29.9
112	14/6/2012	1590	-7.5	986.2	486	277.5	147.7	97.6	66.2	47.3	39.8	35.6
113	14/6/2012	1610	-7.5	735.1	389.2	222	132.2	87.4	59.7	47.3	30.7	24.4
114	14/6/2012	1620	-7.5	1282.9	638.1	377.3	204	129.2	85.1	66.9	48.9	37.8

**FLINDERS ISLAND AERODROME**  
**14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
115	14/6/2012	1630	-7.5	1206.2	559.8	321.7	156.9	99.1	69.9	52.1	36.8	28.9
116	14/6/2012	1640	-7.5	1206.7	635.2	348.5	169.9	97.7	63.8	44.8	31.3	26.9
117	14/6/2012	1650	-7.5	1029	618.6	372.8	184.7	104.2	72.5	56.4	41.6	33.6
118	14/6/2012	1660	-7.5	1207.6	670.6	388.4	179.5	92.7	63.2	53.1	40	32.4
119	14/6/2012	1670	-7.5	1699	968.9	544.5	210	82.2	48	47	36.4	29.9
120	14/6/2012	1680	-7.5	1263	723.2	383.4	171.7	99.7	63.5	46.8	39.2	33.2
121	14/6/2012	1690	-7.5	1406.6	815.4	435.4	154.4	75.3	55.9	63.7	31.2	26.3
122	14/6/2012	1700	-7.5	1397.1	828.3	507.2	231.6	114.1	64.6	55.9	36.4	27.1
123	14/6/2012	1710	-7.5	1035	478.3	294.6	173.9	115.3	79	59.9	42.6	32.3
124	14/6/2012	1720	-7.5	1195.9	548.7	307.8	171.3	112.5	79.6	62	43.6	34.7
125	14/6/2012	1740	-7.5	1325.9	655.7	414.7	230.9	141.3	94.2	71.4	45.8	36.4
126	14/6/2012	1750	-7.5	1981.8	1301.7	678.8	289.7	144.4	75.7	45.1	47.6	55.6
127	13/6/2012	-60	-3.75	1795.9	985.5	591.3	337	212.2	131.6	100.6	51.2	34.7
128	13/6/2012	-30	-3.75	1677.1	912.5	507.8	302	205.5	147.1	102.1	72.5	52.1
129	13/6/2012	0	-3.75	1310.5	649	381	221.8	159.9	113.5	94.7	54.2	38.3
130	13/6/2012	10	-3.75	1601.9	758.7	408.9	227	157.6	114.7	87.3	55.9	42.2
131	13/6/2012	20	-3.75	1380.1	666.9	417.9	264.7	176.1	122.7	88.5	58.9	49.6
132	13/6/2012	30	-3.75	1359.4	608.1	342.3	210.4	148.5	107.7	85.5	54.3	37.1
133	13/6/2012	40	-3.75	1408.1	727.9	444	260.8	176.7	127.7	104.9	65.8	44.3
134	13/6/2012	50	-3.75	1232.1	609.1	362.4	216.3	147.6	105.5	82.2	53.5	36.8
135	13/6/2012	60	-3.75	1378.1	699.3	422.2	252.9	176.5	126.2	99.2	60.7	41.4
136	13/6/2012	70	-3.75	1320.3	694.7	405.5	233.3	158.9	117.1	97	59.8	42.4
137	13/6/2012	80	-3.75	1248.4	706.1	398.1	250.4	183.1	137	104.5	64	44.1
138	13/6/2012	90	-3.75	1185	644.5	376.8	242.3	174.3	127.3	106.6	63.6	45.6
139	13/6/2012	100	-3.75	1241.7	599.8	377	234.7	171.7	124.2	100.5	60.8	42.8
140	13/6/2012	130	-3.75	1425.5	766.8	464	284.4	206.3	154.5	122.8	79.1	50
141	13/6/2012	160	-3.75	1100.8	624.9	392.4	258.5	188.8	144.8	114.3	78.8	59.5
142	13/6/2012	180	-3.75	1182.4	605.5	388.2	242.4	175.6	135.5	107.5	72.8	51.6
143	13/6/2012	210	-3.75	1121.4	576.3	373.4	241.6	182.5	134.4	106.2	71.1	50.9
144	13/6/2012	240	-3.75	1165.5	658.5	423.9	268.3	188.1	139	108.5	72.7	52.6
145	13/6/2012	260	-3.75	1020.6	539.8	363.4	236.7	176.2	136.1	105.2	67.5	45.3
146	13/6/2012	290	-3.75	1234.5	669.7	442.4	267.6	194.6	139.1	110.9	71	50.1
147	13/6/2012	320	-3.75	886.8	434.9	294	191.5	140.1	101.8	80.2	52.6	39.4
148	13/6/2012	340	-3.75	1096.8	569.2	344.1	206.4	139	106.1	88.1	60.5	47.7
149	13/6/2012	370	-3.75	966.8	524.6	323.9	206.8	147	106.5	88.5	56.7	46.5
150	13/6/2012	400	-3.75	1004.7	519.6	322.6	210.7	149.7	113.7	88.7	59.9	44.9
151	13/6/2012	420	-3.75	977.2	503.8	317	191.8	131.6	93.4	74.4	49.6	36.6
152	13/6/2012	450	-3.75	1067.2	566	371.4	242.2	174.6	127.4	100	62.8	42.6

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
153	13/6/2012	480	-3.75	869.3	478.5	304.3	201.9	148.7	112.7	88	60.1	43.2
154	13/6/2012	500	-3.75	860	460.5	324.4	219.2	160.9	122.6	95.4	63.7	45.1
155	13/6/2012	530	-3.75	819.7	473.1	303.1	207.9	151.4	117.7	92.8	67	42.2
156	13/6/2012	560	-3.75	728.9	381.2	262.5	178.9	136.3	103.5	94.9	54.5	47.9
157	13/6/2012	580	-3.75	686.1	362.8	258.9	182.1	141.2	109.7	93.8	63.3	42
158	13/6/2012	610	-3.75	787.4	386.3	281.6	201.6	157.6	123.1	98.5	67.7	48.4
159	13/6/2012	640	-3.75	714.7	376.4	262.6	177.6	135.3	98.9	79.3	57	45.4
160	13/6/2012	660	-3.75	662.1	394.7	283.2	200.5	156.4	117.5	93.6	63.9	47.6
161	13/6/2012	690	-3.75	628.6	389	256.4	183.3	139.8	110	92.7	62.5	46.3
162	13/6/2012	720	-3.75	719.9	387.9	274.8	185	139.1	107.9	86.1	58	42.8
163	13/6/2012	740	-3.75	696.6	363.6	233.7	150	111	83.4	67.8	43	36.4
164	13/6/2012	770	-3.75	704.5	393	247.2	161.9	118.4	89.7	71.2	47.3	36.1
165	13/6/2012	800	-3.75	823.2	434.7	301.1	211.3	162.2	126	104.3	73.5	56
166	13/6/2012	820	-3.75	827.6	401.9	265.6	170.2	123	86.5	68.3	45	34.6
167	13/6/2012	850	-3.75	655.3	356.8	252.2	179	140.5	113.2	95.5	63.2	46.5
168	13/6/2012	880	-3.75	899.6	485.9	325.3	220.5	167.4	124.5	104.8	75.8	53.5
169	13/6/2012	900	-3.75	823.2	424.1	297.1	203.2	153.4	119.3	97.2	68.2	51.4
170	13/6/2012	930	-3.75	928.7	467.6	314.8	207.3	154.5	112.4	87.9	60.3	46.2
171	13/6/2012	960	-3.75	1049.8	535	325.2	200.6	138.3	98.5	75.8	53.1	42.2
172	13/6/2012	980	-3.75	986.7	576.4	356.5	214.5	148.7	105.7	84.2	51.2	32
173	13/6/2012	1010	-3.75	1570.9	829.5	439.9	214.7	135.9	92.9	79.9	46.8	34.1
174	13/6/2012	1040	-3.75	1393.2	724.1	398.5	203.3	127	97.4	77.7	48.7	32.2
175	13/6/2012	1060	-3.75	1284.8	696.4	422.4	263.3	188.9	146.8	122.4	85.4	63.4
176	13/6/2012	1090	-3.75	1085	536.8	294.5	158.3	99.4	71	52.3	29.3	15
177	13/6/2012	1120	-3.75	1084.5	634	399.2	248.1	168.2	116.7	86.6	51.9	32.9
178	13/6/2012	1140	-3.75	1182.7	673.4	433.5	278.2	198.7	150	118.6	77	53.6
179	13/6/2012	1170	-3.75	881.4	486.2	322.2	211.7	159.9	120.7	95.8	65.6	50.3
180	13/6/2012	1200	-3.75	1117.3	548.1	384.6	256.5	192.6	144.4	111.5	74.6	56.6
181	13/6/2012	1220	-3.75	989.5	495.6	337.7	231.9	174	136.3	109.7	76.5	55
182	13/6/2012	1250	-3.75	847.7	462.8	313.6	217.2	162.3	125.2	101.6	68.2	49.7
183	13/6/2012	1280	-3.75	907.5	476.4	335.3	222.4	173.1	132.6	106.6	76.7	53.7
184	13/6/2012	1300	-3.75	1021.5	584.4	389.3	253.1	182.3	131.6	106.2	71.2	51.5
185	13/6/2012	1330	-3.75	854.5	427.9	275.2	174.7	127.8	92	77.1	51	30
186	13/6/2012	1360	-3.75	1108.6	586.8	372.3	217.7	146.8	103.5	83.7	60.4	45.2
187	13/6/2012	1380	-3.75	1029.8	563	365.3	224.3	160.2	121.5	89.3	60	59.9
188	13/6/2012	1410	-3.75	1204.7	623.8	374.5	225.6	151.6	110.5	84.9	58.4	46.6
189	13/6/2012	1440	-3.75	685.5	358.7	208	127.5	87	61.5	48.2	36.9	29.4
190	13/6/2012	1460	-3.75	1079.9	591.3	399.2	251.8	179.1	133.6	104.2	73.3	55.7

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
191	13/6/2012	1490	-3.75	1138.8	600.9	369	219.2	149	107.5	87.9	59.9	47.7
192	13/6/2012	1520	-3.75	733.4	342.8	203.3	125.8	91.5	68.6	53.4	38.2	29.7
193	13/6/2012	1540	-3.75	812.1	401	245.2	149.5	101.4	75.8	58	43.5	32.7
194	13/6/2012	1570	-3.75	1085.3	645.4	372.3	196.9	134.7	89.3	67.3	51.3	48.7
195	13/6/2012	1600	-3.75	1009.6	515	311	174.7	109.8	73.8	55.9	36.8	29.7
196	13/6/2012	1620	-3.75	1461.2	886.6	481.9	167.4	53.3	53.3	42.6	42.4	35.7
197	13/6/2012	1630	-3.75	1251.9	789.2	457.2	205.6	116.9	82.2	82.3	65.9	49.8
198	13/6/2012	1640	-3.75	1144.3	555	304	166.2	104.7	75.2	65.1	36.1	36.9
199	13/6/2012	1650	-3.75	1174.4	619.5	342.3	180.9	107.8	73.7	57.4	36.3	26.9
200	13/6/2012	1660	-3.75	1043.6	619.2	375.7	196.6	112.4	78.7	61.7	43.9	35
201	13/6/2012	1670	-3.75	1007	621	361.5	161.3	91.1	64.8	48	40.6	31.5
202	13/6/2012	1680	-3.75	1127.1	631.4	369.9	173.8	87.2	65.3	50.7	39.6	25.1
203	13/6/2012	1690	-3.75	1145.5	612.7	344.3	160	91	64.5	52.8	43.4	35
204	13/6/2012	1700	-3.75	1256	702.1	422.7	194.7	109.3	72.2	57.1	43.2	35.6
205	13/6/2012	1710	-3.75	984.4	546.3	343.8	190.7	113	75.4	58	42.8	33.6
206	13/6/2012	1720	-3.75	1193.8	616.5	355.2	196.1	122.2	81.9	59.1	39	39.2
207	13/6/2012	1730	-3.75	1083.2	633.5	347.5	191.6	125.1	81.9	64.8	46	42.3
208	13/6/2012	1760	-3.75	2434.3	1436.5	763.9	320.6	149.1	63.1	30.2	42.7	54.7
209	13/6/2012	-50	0	1728.4	906.2	518.9	287.4	185.5	131.6	91.9	55.2	46.8
210	13/6/2012	-10	0	1721.6	480.4	331.8	191.3	135.4	98	76.6	49.4	40.3
211	13/6/2012	10	0	1456.9	705.3	406.4	233.9	161.8	117.6	90.4	60	46.7
212	13/6/2012	20	0	1486.2	697.6	431.9	255.4	173.6	127.8	102.8	60.5	42.8
213	13/6/2012	30	0	1268.9	622.5	359.1	210.7	145.8	106.9	90.2	54.1	34.6
214	13/6/2012	40	0	1294.9	631.4	365.7	206.9	137.3	107.2	85.5	50.2	39.7
215	13/6/2012	50	0	1463.9	705.5	411.8	238.1	160	117	92.9	65.9	45.2
216	13/6/2012	60	0	1372.4	686.4	416.2	253.3	180.5	133.3	108.2	68.9	49.3
217	13/6/2012	70	0	1201.4	592.7	353.6	217.6	155.6	122.6	98.4	64.6	46.4
218	13/6/2012	80	0	1502.5	711.2	414.4	252.7	177	134	106.8	71.4	53.3
219	13/6/2012	90	0	1259.6	636.5	396.8	243.4	173.6	130.7	104.2	65.5	50
220	13/6/2012	100	0	1494.7	693.8	407.1	233.9	161.5	116.8	93.5	60	52.5
221	13/6/2012	110	0	1527.8	787.9	495.9	293.2	200.9	149.3	117.7	80	56.2
222	13/6/2012	150	0	1181.8	611.2	401	266.9	193.5	147.4	115.2	75.4	54.5
223	13/6/2012	190	0	1184.8	633.3	379.2	242.3	177.5	129.4	102	64.9	49.3
224	13/6/2012	230	0	1147.3	589.9	373.4	242.8	177.6	136	106.4	67.6	47.6
225	13/6/2012	270	0	1227.7	624.1	412.2	269.6	193.4	144.3	114.7	74.4	52.5
226	13/6/2012	310	0	995.4	470.4	307	185.1	129.1	92.3	77.7	51.5	39.1
227	13/6/2012	350	0	995.6	456.2	298.3	194.2	139.8	102.7	73.4	54.1	40.9
228	13/6/2012	390	0	1103.5	484.7	297.8	181.6	131.5	99.1	80.9	56.5	47.7

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
229	13/6/2012	430	0	1080.4	531.9	334.1	209	145.9	108.2	88.1	58.7	39.7
230	13/6/2012	470	0	922.4	458.3	309.2	209.5	154.5	116.8	99	59.2	42.5
231	13/6/2012	510	0	877.7	474.3	320.9	209.4	156.1	122	97.8	66	49.7
232	13/6/2012	550	0	801.3	412.2	284.1	189.9	145.3	112.9	85.9	61.7	43.1
233	13/6/2012	590	0	715.1	378.4	265.7	183.9	142.7	111.6	90.1	61.5	45.7
234	13/6/2012	630	0	809.4	417.5	277	192.1	144.3	112.1	88.5	59.9	45.8
235	13/6/2012	670	0	736.1	376.2	261	182.5	137.2	106.2	85.7	56	50.4
236	13/6/2012	710	0	698.8	360.9	261.3	177.9	135.3	103.3	86.7	54.8	37.1
237	13/6/2012	750	0	737.1	374.7	259.5	179.6	134.4	101.4	84.4	57.4	41.7
238	13/6/2012	790	0	790	415.7	271.5	185.1	134.7	97.2	82	55.1	43.1
239	13/6/2012	830	0	632.9	335.1	226.4	163.6	126.7	103	83.6	59.3	44.2
240	13/6/2012	870	0	943.6	495.8	323.5	218.4	161	128.8	105.8	72.9	54.9
241	13/6/2012	910	0	752.3	403.6	279.9	191.7	143.8	112.5	88.7	61.5	45.5
242	13/6/2012	950	0	876.2	468.9	301.8	203	142.3	111.5	81.4	54.2	38.3
243	13/6/2012	990	0	1276.3	654.8	378.7	190.7	117.6	80.7	64.9	44.2	27.9
244	13/6/2012	1030	0	1129.5	588	361.5	221.5	147.8	107.3	81.3	46.2	28.2
245	13/6/2012	1070	0	1309.9	697.9	438.4	276.1	195.1	146.1	107.9	69.8	42.3
246	13/6/2012	1110	0	827.8	433.8	291	200.2	148	119.5	99.5	68.4	51.5
247	13/6/2012	1150	0	846.3	473.4	317.9	212.6	158	116	96.8	62.6	45.7
248	13/6/2012	1190	0	940.6	526.9	342.4	221.3	163.8	121.6	98.2	63.4	53.9
249	13/6/2012	1230	0	862.2	438	296.7	203.4	150.7	120.1	92	58.4	45.9
250	13/6/2012	1270	0	972.3	540.9	365.3	242.3	177.7	132.9	108.7	73.5	57.6
251	13/6/2012	1310	0	832.8	448.7	286.1	189.1	132.8	96.2	72.9	50.5	37.1
252	13/6/2012	1350	0	1081.5	587.8	354.6	207.8	134.3	97.7	78.6	57.5	44.8
253	13/6/2012	1390	0	1244.9	601.6	396	224	149.7	103.6	78.9	52.3	46.2
254	13/6/2012	1430	0	745.1	349.7	205.1	133.3	92.9	66.6	49.5	34.4	34.2
255	13/6/2012	1470	0	1141.4	594.4	353.8	205.1	129	92.7	81.8	45.6	36.2
256	13/6/2012	1510	0	688.3	293.7	175.9	114.7	86	65.7	54.7	38.7	30.8
257	13/6/2012	1550	0	1092.3	628.6	336.3	179.9	117.9	83.4	73.6	52.3	41.7
258	13/6/2012	1590	0	894.2	480	279.6	151.9	96.6	66.2	50.9	35.4	28.4
259	13/6/2012	1620	0	784.5	458.1	283.9	160.1	104	72.2	55	38.4	28.1
260	13/6/2012	1630	0	1024.1	512.5	298.1	161.4	104.2	70.2	50.5	37.3	33.3
261	13/6/2012	1640	0	1159.2	524.8	294.9	155	94.7	65.1	51	36.4	29
262	13/6/2012	1650	0	1023.2	589.9	352.5	170.4	102.2	71.5	58.9	43.2	34.2
263	13/6/2012	1660	0	1147.2	603.5	366.7	188.8	100.1	67.3	53.7	43.9	34.9
264	13/6/2012	1670	0	1263.7	706	404	189.3	98.1	67	53.6	40.6	29.8
265	13/6/2012	1680	0	1318	859.5	508.2	250.9	129.9	80.8	65.9	47	42.7
266	13/6/2012	1690	0	1246.3	705.9	425.4	206.2	113.2	72.5	58.8	42.5	36.9

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
267	13/6/2012	1700	0	1182.3	575.7	343.5	173.9	109.7	80	62.4	44.2	37.2
268	13/6/2012	1710	0	1063.7	535.9	340	192.7	127.3	85	58.9	43.1	34
269	13/6/2012	1720	0	1161.2	618.2	385.8	219.6	134	86.1	63.6	43.3	36.7
270	13/6/2012	1750	0	1647.1	852.7	424.9	225.8	126.3	81.1	65.8	62.4	62.6
271	13/6/2012	-70	3.75	1756.6	952.7	593.8	348.2	211.4	132.9	95.7	48.4	48
272	13/6/2012	-40	3.75	1737	906.2	513	301.1	208.4	133.9	111.3	61.8	52.3
273	13/6/2012	-20	3.75	1580.5	676.9	364.9	212.9	148.4	106.6	76.8	55.5	39.2
274	13/6/2012	10	3.75	1400.4	749.9	423.9	241.8	161	118.2	93.3	62	43.7
275	13/6/2012	20	3.75	1169.9	638.8	377.2	222.2	153.3	108.9	85.7	50.9	38.6
276	13/6/2012	30	3.75	1346.6	664.8	379.6	224.3	156.3	115	92.4	59.5	41.8
277	13/6/2012	40	3.75	1357.6	780.6	436.1	254.6	179.2	130.4	108.2	72.2	46.5
278	13/6/2012	51	3.75	1581.1	804.5	438.5	242.8	172.5	126.9	96.3	60.7	47.9
279	13/6/2012	60	3.75	1625.7	842.2	483.7	285.1	202	153.5	117.4	74.6	49
280	13/6/2012	70	3.75	1362.7	619.8	355	217.7	158.9	122.5	97.9	65.1	50.9
281	13/6/2012	81	3.75	1414	702.9	420.8	267.8	193.3	145	118.4	70.4	48.5
282	13/6/2012	90	3.75	1427.7	783.6	458.9	267.9	191.2	141.7	114.4	67.8	48.1
283	13/6/2012	100	3.75	1414.6	831.7	491.1	301.8	212.1	156.7	122.7	81	55.8
284	13/6/2012	120	3.75	1624.5	967.4	581.7	330	230.8	164.2	121.8	71.6	52.3
285	13/6/2012	140	3.75	1356.2	752.9	471	291.2	204.7	150.1	121.3	72.7	54.3
286	13/6/2012	170	3.75	1121.9	609.3	382.2	241.2	175.5	128.4	107.5	68.6	46.9
287	13/6/2012	200	3.75	1215.5	682.8	410.7	252.3	176.5	135.8	93.5	68.2	59.1
288	13/6/2012	220	3.75	1169.1	641	404.5	249.7	170.5	129.1	99.9	62.3	45.1
289	13/6/2012	250	3.75	1174.3	651	408.5	259.8	190.4	136.6	109.2	68.1	50.3
290	13/6/2012	280	3.75	920.5	495	308.2	190.8	127.9	92.6	72.6	43.4	31.7
291	13/6/2012	300	3.75	1157	631	384	237.1	167.8	124	98	65.5	50.1
292	13/6/2012	330	3.75	1056.8	536.2	326.5	199	141	100	79.8	52.9	39.9
293	13/6/2012	360	3.75	996.7	403.7	229.5	134.4	95.2	75.9	65.8	50.3	38.5
294	13/6/2012	380	3.75	1097.4	555.4	320.8	188.9	132	97.1	77.5	52.6	40.9
295	13/6/2012	410	3.75	1064.1	553.8	348.7	216.4	147.9	110.8	83.7	52.9	36.7
296	13/6/2012	440	3.75	1069.9	588.6	362	208.2	146.7	101.7	77.8	45.6	33.9
297	13/6/2012	460	3.75	1069.4	560.1	365.2	229.8	168.3	124.5	95.6	64.4	44.3
298	13/6/2012	490	3.75	930.1	485.4	325.6	223.5	163.3	118.2	95.4	61.5	38
299	13/6/2012	520	3.75	825.3	427.3	286.1	185	131.6	102.4	82.1	52.8	36.7
300	13/6/2012	550	3.75	866	448.4	294.5	193.7	144.9	113.2	94.6	60.5	41.4
301	13/6/2012	570	3.75	898.2	507.7	345.9	233.8	174.3	134.2	108.9	69.2	48.5
302	13/6/2012	600	3.75	951.8	537.8	371.9	250.3	180.2	146.9	118.9	75.7	54.1
303	13/6/2012	620	3.75	877.3	497.8	331.9	228.8	168.2	130.2	108.6	68.7	47.4
304	13/6/2012	650	3.75	815.5	407.4	286	202.3	156.9	123.8	101	69.5	51.6

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
305	13/6/2012	680	3.75	685.4	375.5	262.8	183.4	141.4	113.4	91.5	62.6	44.4
306	13/6/2012	700	3.75	785.6	407.6	274.8	190.1	145.5	116.3	98.6	67.4	48.3
307	13/6/2012	730	3.75	726.6	407.9	271.6	188.8	141.8	108.9	86	58.5	39.1
308	13/6/2012	760	3.75	868.5	470.6	306.8	198.1	144.3	108.6	89.6	61.1	46.5
309	13/6/2012	780	3.75	710.3	343.2	223.2	146.7	109.6	83.4	66.9	45	31.9
310	13/6/2012	810	3.75	800.6	421	282.3	189.9	142.5	106.7	87.8	60	42.4
311	13/6/2012	840	3.75	1054.4	579.4	396.1	267.4	194.6	147.9	127.2	82.1	65.4
312	13/6/2012	860	3.75	1130.5	679.3	458.7	301.4	222.6	171	133.6	95.4	83.3
313	13/6/2012	890	3.75	1022.4	564.1	358.8	231.6	165.3	122.4	98.8	64.6	47.6
314	13/6/2012	920	3.75	1005	520.1	335.6	218.5	151.9	115.4	89.3	59.6	45.9
315	13/6/2012	940	3.75	846	464.7	300.1	198.3	144.2	109	85	53.4	39
316	13/6/2012	970	3.75	956.1	479.7	298.2	172	112.8	80.2	57.6	34.3	24.3
317	13/6/2012	1000	3.75	1362	852.5	568.5	319.1	215.2	158.8	131.3	86.1	56.5
318	13/6/2012	1020	3.75	1357.1	686.2	382.7	198.6	131.4	94.5	73.1	44.5	26
319	13/6/2012	1050	3.75	1357	728.9	424.1	234.8	148.4	92.9	80.5	44.4	12.4
320	13/6/2012	1080	3.75	1134	612	399.9	250.5	169.4	117.4	88.5	50	31.9
321	13/6/2012	1100	3.75	905.8	483.3	331.1	227	174.1	132.9	108.5	73	52
322	13/6/2012	1130	3.75	759.6	393.6	269	186.4	142.3	108.4	89.9	58.5	40.9
323	13/6/2012	1160	3.75	762.6	431.1	295.6	203.6	144.4	111.4	91.1	56.2	37.3
324	13/6/2012	1180	3.75	908.3	504.9	336.7	233.9	176.1	137.1	119.8	77.2	54.8
325	13/6/2012	1210	3.75	923.3	527.3	365.3	236.9	170.6	125.8	97.5	62.3	43.1
326	13/6/2012	1240	3.75	879.9	533.3	362.9	242.5	180	138.1	112.2	72.2	51.1
327	13/6/2012	1260	3.75	1061.5	621.1	421.3	272.8	195.7	150	117.6	75.1	48.7
328	13/6/2012	1290	3.75	848.4	455	294.1	186.8	131.2	95.3	72.9	50	42.9
329	13/6/2012	1320	3.75	1302.5	716.9	368.9	141.1	99.6	80.2	67.8	52.8	43.8
330	13/6/2012	1340	3.75	1138.1	619.5	402.1	248.5	178.9	135.9	121.8	87	66.1
331	13/6/2012	1370	3.75	1281.1	628.9	365.3	206.3	129.5	88.5	68.6	50	37.7
332	13/6/2012	1400	3.75	734.8	342.8	211.7	124.6	85.2	67.2	53.8	41.7	33.5
333	13/6/2012	1420	3.75	891.9	420.8	267.1	165.6	114.8	86.1	70.8	45.4	38.2
334	13/6/2012	1450	3.75	1300.6	638.5	376.4	205.9	135.8	96.4	73.2	51.8	43.3
335	13/6/2012	1480	3.75	886.3	457.6	265.3	157	109.2	80.1	62.2	43.2	32.6
336	13/6/2012	1500	3.75	670.7	297.6	176.3	109.2	75.5	54.6	44.1	30.8	24.4
337	13/6/2012	1530	3.75	938.3	485.3	299	178.2	120.8	87.4	57.5	50.3	37.2
338	13/6/2012	1560	3.75	1043	482.1	277.9	151.9	100.6	73.5	61	42.3	34
339	13/6/2012	1580	3.75	804.3	391	231.4	127.9	76.1	54.5	42.7	30.4	24.8
340	13/6/2012	1610	3.75	2079.4	1117.5	519.2	82.6	13.9	45.5	56.5	46.1	40.2
341	13/6/2012	1620	3.75	1669.6	951.6	455.9	133.6	52	31.8	40.3	37.7	30.8
342	13/6/2012	1630	3.75	1037.1	516.4	295.3	157.2	97.4	67.5	55.9	36.1	29.2

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
343	13/6/2012	1640	3.75	1057.3	546.5	293.9	147.4	91.1	63.5	49	33.9	28.9
344	13/6/2012	1650	3.75	1120.8	598	350.4	177.3	91.2	61	58	42.1	29
345	13/6/2012	1660	3.75	1137.5	638.1	369.8	155.5	82.5	63	50.1	43.1	35.5
346	13/6/2012	1670	3.75	1164.1	630.2	332.8	141.1	73.3	53.4	47.9	35.8	25.2
347	13/6/2012	1680	3.75	1518.5	663	370.4	154.2	74.1	53.2	49.8	37.2	29.1
348	13/6/2012	1690	3.75	1325.9	734.7	423.1	189.2	97.5	65.9	55.6	42.7	27.4
349	13/6/2012	1700	3.75	832	456.3	261.7	144.6	86.2	61	50.1	35.4	27.3
350	13/6/2012	1710	3.75	1197.2	589.7	349.5	186	110.4	77.9	57.9	40.8	31.8
351	13/6/2012	1720	3.75	1141.2	607.1	353.8	187.8	111.4	77.7	56.4	40.4	34.1
352	13/6/2012	1740	3.75	1296.9	775.8	380.3	180.6	103.5	70.8	59.9	37.9	35.2
353	13/6/2012	1760	3.75	1848.7	834	395.2	190.4	100.9	60.5	42.7	34.5	33.6
354	14/6/2012	-60	7.5	1681.1	965.4	586.1	317.7	190.7	117.6	77.6	45.7	40.2
355	14/6/2012	-50	7.5	1695.8	710.4	429	241.1	152.9	97.5	66.6	39.5	30.4
356	14/6/2012	-30	7.5	1513.5	780.5	443	256.1	169.7	117.5	89.3	51.2	36
357	14/6/2012	-10	7.5	1784.4	811.4	375.8	210.3	155.1	110.8	73.3	48.6	36.7
358	14/6/2012	10	7.5	1543.7	738.1	417.5	216.5	145.9	105.6	85.4	51.8	36.5
359	14/6/2012	20	7.5	1368.9	649.7	380.4	237.8	173.2	128.8	101.1	59.3	38.8
360	14/6/2012	30	7.5	1345.6	645.7	374.6	223.2	152.1	112	88.7	51.5	32.6
361	14/6/2012	40	7.5	1328.2	645.8	377.1	221.8	154.7	111	88.1	51.6	36.4
362	14/6/2012	50	7.5	1447.3	651.4	374.5	211.6	144.8	113.7	93.8	56.4	37.6
363	14/6/2012	60	7.5	1329.7	654	383.7	238.4	172	128.9	103.5	66.8	44.2
364	14/6/2012	70	7.5	1402.4	672.2	395	239.9	174.5	129.4	98.1	61.4	43.3
365	14/6/2012	80	7.5	1509	776.4	458.3	269.5	188.3	137.5	109.5	67	44
366	14/6/2012	90	7.5	1495.3	753.3	469.5	272.8	185.7	134.2	104.3	65.9	46.4
367	14/6/2012	100	7.5	1363.6	697.9	403	247.6	172.2	127	102.9	67.5	49.9
368	14/6/2012	130	7.5	1409.4	759.1	460.2	286.5	201.2	149.6	118.7	74.8	49.9
369	14/6/2012	160	7.5	1253.1	651.2	408.6	252.6	181.4	137.5	106.7	66.5	46.3
370	14/6/2012	180	7.5	1365.6	732.5	447.7	262.9	179.2	129.9	99.5	64.4	43.9
371	14/6/2012	210	7.5	1253.1	654.5	399.5	252.5	180.1	128.9	101.3	60.1	38.2
372	14/6/2012	240	7.5	1177.4	641.1	403.1	251.2	179.5	132.4	102.4	67.5	48.5
373	14/6/2012	260	7.5	1282.5	696.3	459.1	291.7	205.9	155.1	124.2	75.8	55.4
374	14/6/2012	290	7.5	1053.1	496	294.7	175.5	119.9	90.9	70.9	43.9	37.5
375	14/6/2012	320	7.5	1050.5	519.4	315.5	190.4	124.7	91.8	78.5	49.5	35.5
376	14/6/2012	340	7.5	1067.7	506.4	308	186.9	127	101.3	73.1	55.5	39.6
377	14/6/2012	370	7.5	938	395.1	225.7	140.3	104.7	82.8	72.1	53	39.2
378	14/6/2012	400	7.5	1035.4	483.8	296.3	180.6	122.6	89.2	65.8	46.2	32.9
379	14/6/2012	420	7.5	1244.6	569.8	351.3	212.4	148.2	111.3	89.8	56.6	44.5
380	14/6/2012	450	7.5	1057.3	497.1	295.6	169.2	112.7	80.1	62.4	39.5	27.6

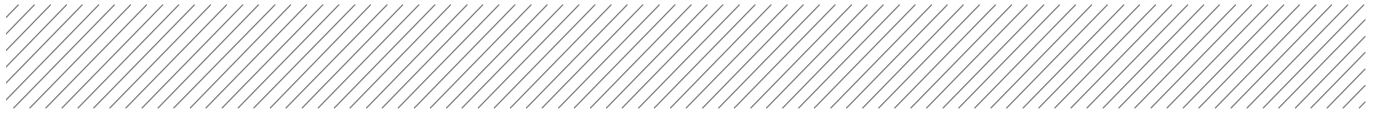


**FLINDERS ISLAND AERODROME  
14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
381	14/6/2012	480	7.5	1075.6	559.7	360.8	238.7	171.4	131.5	103	65.4	45.5
382	14/6/2012	500	7.5	938	486	327.2	214.2	150.6	113	87.8	53.9	37
383	14/6/2012	530	7.5	853.8	424.9	274.4	183.7	138.4	98.8	76.6	50.4	35.3
384	14/6/2012	560	7.5	998.2	493.6	345.9	245.8	185.1	145.1	108.5	76	48.4
385	14/6/2012	580	7.5	907	485.3	337.5	227.6	168	127.8	100.7	63.8	42.5
386	14/6/2012	610	7.5	884.2	477.2	319.4	220.7	162.5	122.5	95.8	60.1	41.2
387	14/6/2012	640	7.5	863.7	467	332.3	232.3	171.8	130.6	108.3	69.9	49.6
388	14/6/2012	660	7.5	921.3	445.9	317.5	233.2	182.8	145.1	101.3	82.1	66.5
389	14/6/2012	690	7.5	707.8	394.8	269.1	193.9	148.2	114.4	90.4	59.3	42.6
390	14/6/2012	720	7.5	823.6	421.9	293.7	204.4	153.3	115.4	93.9	61.8	47
391	14/6/2012	740	7.5	738.8	348.3	250	183.9	141	108.9	88.8	59.4	40.3
392	14/6/2012	770	7.5	934	480.9	326	214.5	161.8	113.3	89.5	59.5	45.9
393	14/6/2012	800	7.5	782.9	375.3	239.8	146.8	103.3	75	58.2	41	31.3
394	14/6/2012	820	7.5	918	457.1	314.2	218.8	161.4	126.8	97.1	62.9	41.7
395	14/6/2012	850	7.5	833	434.7	308.3	217.6	161.6	121.4	98	63.4	44.3
396	14/6/2012	880	7.5	1102.5	589.4	381	257.9	191.8	147.4	117.3	80.8	59.4
397	14/6/2012	900	7.5	1064.5	565.7	362.3	236.3	165.9	121.2	93.9	62.3	46
398	14/6/2012	930	7.5	1011.5	511.2	355.2	240.1	173.2	134.6	105.9	71.5	54.3
399	14/6/2012	960	7.5	1037.1	500	333.7	210.5	151.7	111.7	87.6	57.9	41.3
400	14/6/2012	980	7.5	1013.2	540.7	360.9	239.7	173.6	130.1	100	60.8	40
401	14/6/2012	1010	7.5	1257.9	620.8	368.1	202	130.3	90.1	68.4	40.5	28.4
402	14/6/2012	1040	7.5	1537.4	829.9	555.7	352.2	255.7	188.3	150.1	96.5	67.1
403	14/6/2012	1060	7.5	1588	904.5	604.5	379.9	262.4	190.9	139.8	81.4	42.4
404	14/6/2012	1090	7.5	1498.9	697.6	386.7	200.6	123.8	71.1	42	17	14.1
405	14/6/2012	1120	7.5	1457.4	778.3	478.2	284.5	182.7	129.4	94	45.7	27.9
406	14/6/2012	1140	7.5	1359.5	736.5	484.5	307.1	207.3	153.6	112.6	70.1	46.4
407	14/6/2012	1170	7.5	932.8	469.7	322.2	227.3	173.9	131.3	110.2	74.8	52.6
408	14/6/2012	1200	7.5	971.3	502.9	342.6	225.1	163.5	123.5	99.7	64.3	43.7
409	14/6/2012	1220	7.5	1097.9	590.5	377.9	258	188.6	142.5	115.9	77.3	51.9
410	14/6/2012	1250	7.5	1053.1	515	329.4	218.4	162.5	126.4	103.4	70.3	47.9
411	14/6/2012	1280	7.5	1086.5	609.9	400.1	268.1	198	150.9	125.3	80.9	60
412	14/6/2012	1300	7.5	1031.8	553.4	355.3	236.1	168.5	127.7	105.5	65.1	45.9
413	14/6/2012	1330	7.5	1009.3	474.9	300.8	185.3	126.3	91.3	71.4	50.2	38.3
414	14/6/2012	1360	7.5	1257	638.8	374.6	220	145.3	107.6	93.7	62.1	42.2
415	14/6/2012	1380	7.5	1308.6	681.8	435.4	263.6	202.5	143.3	109.9	73.3	71.4
416	14/6/2012	1410	7.5	1588.3	814.4	477.8	256.1	153.5	99.5	72.7	51.2	41.5
417	14/6/2012	1440	7.5	728.3	380.4	222.7	128.3	93.4	68.6	58.4	44.4	36.7
418	14/6/2012	1460	7.5	1395.6	757	441.4	279.4	198.5	147.8	114.2	78.2	56.9

**FLINDERS ISLAND AERODROME**  
**14/32 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
419	14/6/2012	1490	7.5	1333.5	703.2	368.4	203.6	137	91.2	80.6	51.5	45.6
420	14/6/2012	1520	7.5	820	347.3	212.8	132.2	91.7	68.3	52.3	37.2	31.1
421	14/6/2012	1540	7.5	699.5	299.2	180.2	112.6	85.8	69.2	49	37.6	28.9
422	14/6/2012	1570	7.5	948.8	500.9	282.3	172.7	118.7	86	68.5	48.3	34.8
423	14/6/2012	1600	7.5	1073.3	520.8	292.4	158.8	95.6	68.5	54.9	40.5	33.6
424	14/6/2012	1620	7.5	929.3	530.8	288.3	146.8	87.6	62.9	48.6	35.4	28.3
425	14/6/2012	1630	7.5	2275.4	1104.7	429.1	14.1	0	12	46.2	38.5	28.4
426	14/6/2012	1640	7.5	998.4	488.3	269.9	152.4	96.9	70.2	56.7	37.6	30.8
427	14/6/2012	1650	7.5	1165.2	526.6	284.1	146.6	87.9	61.7	51.4	35.4	28.2
428	14/6/2012	1660	7.5	1374.1	695.1	354.6	156.9	79.7	57.4	43.4	33	28.5
429	14/6/2012	1670	7.5	1153.7	645.9	377.9	172.3	95.8	69.6	59	43.9	33
430	14/6/2012	1680	7.5	1361.2	734.1	428.7	197.4	102	66.5	56	39.6	28.8
431	14/6/2012	1690	7.5	1319.4	709.4	394.6	156.1	81.9	58.6	49.4	39.4	32.5
432	14/6/2012	1700	7.5	1650.5	956.3	523.3	217.2	99.8	59	52.5	40.8	38
433	14/6/2012	1710	7.5	1259.2	690.1	390.7	185.4	99.3	64.5	57.4	41.9	29.9
434	14/6/2012	1720	7.5	1834.7	1157.7	687.8	315.1	125.6	55.4	63.6	40.5	39.7
435	14/6/2012	1730	7.5	1613.6	675	380.4	190	112	76.5	60.8	43.2	34.7
436	14/6/2012	1740	7.5	1551.2	756.5	384	190.4	115.8	80.1	64.1	45.2	32
437	14/6/2012	1750	7.5	1615.2	841.8	466.2	259.6	173.7	127.3	106.8	71.4	56.6
438	14/6/2012	1760	7.5	2363.7	1314.2	609.4	304.9	161.5	78.3	34.4	44.6	51.3



# Appendix D

## FWD Test Deflections – 05/23 Runway

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
439	15/6/2012	70	-15.00	734.8	385.5	233.5	133.1	83.9	59.6	45.7	32.3	25.4
440	15/6/2012	-50	-7.50	2162.5	964	468.5	205.3	105.2	69.8	56.2	45.6	35.4
441	15/6/2012	-30	-7.50	1068	570.1	282.4	143.6	87.5	61.6	45.5	32.9	29.7
442	15/6/2012	-20	-7.50	1128.3	499.3	261.6	135.2	85.4	60.2	48	33.3	27.7
443	15/6/2012	0	-7.50	1328.1	687.6	367.9	184.9	107.7	70.3	57.5	45.2	40.9
444	15/6/2012	10	-7.50	1151.9	534.8	295.5	165.9	108.6	77.4	62.5	45.9	37.2
445	15/6/2012	20	-7.50	1006.4	497.2	269.8	152.2	99.5	68.8	54.5	35.8	39.5
446	15/6/2012	35	-7.50	809.4	444.8	277.8	169	110.8	76.2	62.9	42.3	31.8
447	15/6/2012	90	-7.50	683.7	322	183.8	99.9	62.1	46	39.3	28.2	22
448	15/6/2012	110	-7.50	761.9	325.7	175.2	102.7	66.5	50.8	41.1	30.2	24.1
449	15/6/2012	120	-7.50	852.9	388.9	207.2	111.6	73.6	54.9	45.8	33.5	26.3
450	15/6/2012	140	-7.50	1080.2	569.6	308.4	155.1	100	73.6	61.1	49.1	40.7
451	15/6/2012	170	-7.50	1384.3	681.8	331.3	174.4	108.3	74.7	57.4	48.1	35.9
452	15/6/2012	200	-7.50	812.6	411.3	243.6	138.8	91.2	64.2	50	37.4	28.5
453	15/6/2012	220	-7.50	730.3	358.3	189.8	107.5	77.5	54.5	44.3	33.5	28.4
454	15/6/2012	250	-7.50	583.4	243.8	138.4	82.8	59.2	46.4	38.3	27.8	23.8
455	15/6/2012	280	-7.50	573.5	280.2	168.4	102.9	72.3	56.4	46.2	33.8	26.8
456	15/6/2012	300	-7.50	669.7	286.9	176.8	108.2	77.8	57.1	47.1	36.2	29
457	15/6/2012	330	-7.50	706.4	331.4	195.7	114.5	78.1	55	48.6	36.2	26.3
458	15/6/2012	360	-7.50	715	281.6	167.9	106.4	79.3	65	53.1	38	30.3
459	15/6/2012	380	-7.50	619.3	266.7	160.1	97	71.5	54.5	48.3	37.3	29.9
460	15/6/2012	410	-7.50	570	285.2	174.2	104.1	74.6	55.9	47.2	35.5	29.6
461	15/6/2012	440	-7.50	1016.7	418.6	262.3	168.4	124.5	96.1	79.3	59.1	47
462	15/6/2012	460	-7.50	636.7	292.5	173	101.1	65.5	48.5	41.3	31.7	26.9
463	15/6/2012	490	-7.50	715.2	272.4	168.4	105.5	78.3	61.2	52.6	38.8	33.2
464	15/6/2012	520	-7.50	616	251.3	154.3	98.5	70.3	55.3	47.4	34.5	27.4
465	15/6/2012	540	-7.50	599.5	276.2	176.2	113.5	83	63.7	52.7	36.7	31.9
466	15/6/2012	570	-7.50	812.6	398	247.2	164.2	120.5	95.1	75.7	52.9	41.7
467	15/6/2012	600	-7.50	669.5	333.4	194.5	114.4	77.5	57.6	47.8	35.3	30.3
468	15/6/2012	620	-7.50	574.7	273.1	152.5	92.9	71.9	54.9	47.3	35.7	30.9
469	15/6/2012	650	-7.50	582.4	276.9	173.1	107.9	77.5	59.9	48.4	36.3	32
470	15/6/2012	680	-7.50	612	274.4	159.9	101	70	52.9	42.5	32.9	27.7
471	15/6/2012	700	-7.50	644.8	295.8	180.4	115.8	76.2	63.2	45.5	30.2	27.2
472	15/6/2012	730	-7.50	539.4	278.6	170.4	107.1	70.7	52.1	40.4	30.2	25.1
473	15/6/2012	760	-7.50	668	322.7	196.5	119.5	80.5	58.3	50	33.8	26.2
474	15/6/2012	780	-7.50	607.3	283.6	178.9	118.5	85.2	62.8	53.8	36.1	28.9
475	15/6/2012	810	-7.50	760.3	366	242.9	162.5	120.7	94.4	78	56.7	44.9
476	15/6/2012	840	-7.50	697.3	350.2	213.6	134.5	95.1	72	55.4	39.7	30.2

**FLINDERS ISLAND AERODROME**  
**05/23 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
477	15/6/2012	860	-7.50	778.4	383.1	235.8	154.8	107.3	77.5	54.2	45.4	30.5
478	15/6/2012	890	-7.50	504	230.6	150.4	99.5	73	58.1	48.1	34.7	27.8
479	15/6/2012	910	-7.50	606.9	239.3	153.5	97.1	73.8	58.5	50.2	34.9	27.9
480	15/6/2012	920	-7.50	586.2	275.3	164.3	106.5	80.1	61.7	48.2	33.6	25.8
481	15/6/2012	940	-7.50	623.6	281	177.2	109.1	82.8	62.5	44.1	35.2	29.8
482	15/6/2012	950	-7.50	688	297.3	184.4	115.3	82.9	63.2	50	33.2	25.8
483	15/6/2012	970	-7.50	604	315.1	200	128.7	91.2	69.4	55.8	37.3	30.1
484	15/6/2012	990	-7.50	1163	511.4	274.3	129.9	76.8	55.6	45.5	32.4	28.3
485	15/6/2012	1000	-7.50	1164.1	519.7	283.1	136.5	81	56.2	46	35.8	30.4
486	15/6/2012	1020	-7.50	954.3	392.4	209.4	111.6	73.4	53.9	42.2	29.8	22.4
487	15/6/2012	1030	-7.50	927.2	443.8	242.6	130.1	82.3	55	44	31	23.9
488	15/6/2012	1050	-7.50	990	472.1	285.9	161.1	100.6	64.9	47.7	35.1	29.1
489	15/6/2012	1070	-7.50	946.2	400.6	215	108.1	66.6	51.2	39.8	32.6	25.1
490	15/6/2012	1080	-7.50	688.4	348.9	202.8	107.2	70.9	55.4	48.6	38.3	27.7
491	15/6/2012	1100	-7.50	774.8	354.3	206.4	119.9	77.8	54.6	41.5	30.9	23.8
492	15/6/2012	1110	-7.50	748.5	336.8	195.9	96.1	62.1	52.1	53.1	26.5	18.3
493	15/6/2012	1125	-7.50	1289.7	669.2	344.3	176.8	95.1	64.5	57.9	0	51.2
494	14/6/2012	-40	-3.75	1270	534.2	280.4	149.1	85.6	55.8	43.7	33.8	28.7
495	14/6/2012	-10	-3.75	1314.6	560.6	272.7	139.9	83.8	58.8	46.6	32.7	27
496	14/6/2012	30	-3.75	1057.6	530.4	316	170.6	102.2	74.4	56.4	40	33.1
497	14/6/2012	80	-3.75	566.2	340.1	227.7	136.6	88.6	58.9	43.9	28.8	22.6
498	14/6/2012	100	-3.75	706.8	366.8	219.4	126.7	85	61.5	48.2	34.2	26.2
499	14/6/2012	130	-3.75	676.9	322.5	181.7	108.4	76.5	57	44	31	23.3
500	14/6/2012	160	-3.75	807.9	439	263.6	162.1	110.9	84.1	64.7	44.2	35.8
501	14/6/2012	170	-3.75	848.1	448.2	268.2	162.5	105.7	79.5	61.4	37.6	30.5
502	14/6/2012	210	-3.75	708.2	360.7	228.1	135.6	92.1	65.6	50.6	35.3	28.1
503	14/6/2012	240	-3.75	722.1	335.4	197.6	104.8	68.9	48.6	41.2	30.7	26.9
504	14/6/2012	260	-3.75	704	350	191.6	115.6	79.9	58.2	48.7	36	28.8
505	14/6/2012	290	-3.75	545.4	291.1	175.2	108.1	79.3	60.4	51.4	39	30.3
506	14/6/2012	320	-3.75	639.3	309.5	186.4	112.8	81	60.4	50	39.7	32
507	14/6/2012	340	-3.75	597.5	304.6	187.1	119.6	87	66.3	55.4	42.1	35.4
508	14/6/2012	370	-3.75	559.5	260.7	166	104.2	74	57.2	47.3	36	27.6
509	14/6/2012	400	-3.75	623.6	271	160.8	95.1	65.7	48.8	42.2	31.5	27.3
510	14/6/2012	420	-3.75	486.1	246	148.9	87.7	61.9	44.3	38.8	28.9	24.4
511	14/6/2012	450	-3.75	575.5	307.9	185.7	108.9	75.8	56.3	44.8	33.1	27.9
512	14/6/2012	480	-3.75	548.4	271.5	173.6	108.6	75.1	58.7	46.6	39.7	24.6
513	14/6/2012	500	-3.75	596.8	289	179.8	103.8	73	58.4	49.3	37.5	29.8
514	14/6/2012	530	-3.75	549	256.7	162.9	100.8	68.8	52.6	44.8	32.1	26.2

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
515	14/6/2012	560	-3.75	498.7	253	168.4	121.4	91.4	71.5	56.9	42.4	32.9
516	14/6/2012	580	-3.75	561	232.7	161.7	108.8	79.4	60.6	51.5	36	30
517	14/6/2012	610	-3.75	549.3	248.5	164.7	105	77.5	55.2	45.8	32.2	26.3
518	14/6/2012	640	-3.75	660.8	246.6	146.3	96.6	69	56.1	52.6	31.3	28.2
519	14/6/2012	660	-3.75	586.5	255.2	158.2	104.4	73.6	57	46.8	35.3	25.8
520	14/6/2012	690	-3.75	573.4	257.7	158.7	101.6	67.9	51.9	42.8	28.5	21.9
521	14/6/2012	720	-3.75	468	234.8	145.7	91.2	61.2	43.5	35.3	28	19.5
522	14/6/2012	740	-3.75	563	266.1	174.7	109.6	79	58.9	49.8	34	24.7
523	14/6/2012	770	-3.75	544.5	278.5	174.2	115.4	85.4	63.5	50.1	34.1	29.2
524	14/6/2012	800	-3.75	621.2	302.1	155.4	92	62.6	47.1	39.9	31	26.5
525	14/6/2012	820	-3.75	697.5	368.3	246.9	167	124	97	77.9	55.3	43.3
526	14/6/2012	850	-3.75	560.3	289.9	187.3	121.3	86.6	65.4	53.7	37.5	28.7
527	14/6/2012	880	-3.75	513.5	219.8	159.5	102	77.7	63.2	55.8	40.4	30.5
528	14/6/2012	900	-3.75	510	276.3	164.6	110.9	78.9	62.5	55.2	38.3	26.4
529	14/6/2012	930	-3.75	474.3	244	156.6	109.2	74.6	55.6	47.3	31.7	26
530	14/6/2012	960	-3.75	2165.4	932.6	419.4	146	78.1	54	42.7	31.1	32.6
531	14/6/2012	980	-3.75	793.5	365.4	221.3	136.9	95.9	72.2	58	40.5	31.2
532	14/6/2012	1010	-3.75	887.3	410.2	235.1	121.3	77.9	57.7	45.2	31.9	24.2
533	14/6/2012	1040	-3.75	978.9	467.4	265.2	118.3	75.3	53.9	41.2	29.6	22.8
534	14/6/2012	1060	-3.75	1102.9	547.9	322.5	166.1	105.3	73.9	56.4	38.3	31
535	14/6/2012	1090	-3.75	715.8	309.1	158.7	80	53.5	37.8	41.8	23.9	21.9
536	14/6/2012	1120	-3.75	988.5	452.5	252.6	132.2	81.5	55.2	42.3	31.6	23.2
537	14/6/2012	1140	-3.75	1819.9	896.6	349.1	79.7	68.5	54.6	45.6	40.2	31.3
538	14/6/2012	-30	0.00	1324.9	577.8	309.6	160.6	95.4	63.5	48.5	38	35.6
539	14/6/2012	10	0.00	858.7	457.9	267.6	147.5	97.6	68.9	50.6	41.2	30.2
540	14/6/2012	70	0.00	645.6	367	250.1	159.8	107.6	76.8	56.8	38.9	31.3
541	14/6/2012	110	0.00	753.8	360.6	216.3	125.3	84.5	60.1	48	33.6	23.4
542	14/6/2012	150	0.00	729.2	409.2	246.9	148.4	101.8	71.6	57.9	38.4	29.6
543	14/6/2012	190	0.00	649.6	397.8	238.3	143.2	94.4	65.1	53.7	36.6	27.8
544	14/6/2012	230	0.00	630	339.2	187.3	105.6	73.3	55.4	45.1	32.5	25.7
545	14/6/2012	270	0.00	762.6	365.9	228.4	137.8	95.7	70.3	54.5	37.2	28
546	14/6/2012	310	0.00	603.5	315.3	180.2	107.8	72.5	57.3	43.9	31.1	27.6
547	14/6/2012	350	0.00	687.8	301.8	187	118	82.5	61.6	50.5	39.2	28.9
548	14/6/2012	390	0.00	676.2	316.4	180.3	103.2	69.2	53.1	44.5	33.4	27.5
549	14/6/2012	430	0.00	599.2	301.3	185.9	125.5	94.2	75.2	63.9	46.1	37.5
550	14/6/2012	470	0.00	548.4	277	159.1	93.7	66.1	50.6	41.9	30.7	25
551	14/6/2012	510	0.00	558.6	284.5	178.1	121.5	89.3	69	58	40.2	33
552	14/6/2012	550	0.00	607.5	267.8	156.8	101.7	73.9	55	44.7	34	28.2

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
553	14/6/2012	590	0.00	570.5	275.5	158.6	98	73.8	56.9	44.4	35	27.1
554	14/6/2012	630	0.00	717.7	312.8	177.2	103.9	69.6	53	46.5	33.8	28.3
555	14/6/2012	670	0.00	623.1	302.9	182.1	113.3	83.3	59.3	47.8	33.2	27.1
556	14/6/2012	710	0.00	572	274.4	161	91.4	64.7	49	38.6	28.3	26.7
557	14/6/2012	750	0.00	724.2	319.4	188.9	111.8	76.7	57.3	47.5	35.7	28.4
558	14/6/2012	790	0.00	819	389	243.6	160.7	117	91.4	74.3	48.4	36.8
559	14/6/2012	830	0.00	643.7	309.3	206.9	139.3	105.3	81.4	69	48.4	37
560	14/6/2012	870	0.00	630.2	262.9	153.3	96.2	69.1	55.8	45.3	31.4	23.1
561	14/6/2012	910	0.00	619.8	325.9	184.5	117.2	84.9	64.7	53.4	38.7	30.4
562	14/6/2012	950	0.00	598.5	309.4	183.2	108.1	73.8	51.6	41.9	26.3	23.6
563	14/6/2012	990	0.00	667.2	344.7	190.7	112.3	76.7	54.8	44.5	34.1	25.6
564	14/6/2012	1030	0.00	1363.9	512.7	283	152.6	93	62.2	47	31.7	26.6
565	14/6/2012	1070	0.00	1631.3	802.2	430	207.2	111.9	71.6	52.2	34.4	26.7
566	14/6/2012	1110	0.00	796.6	437.5	266.2	146.8	92.3	65.8	49.1	33.4	26.9
567	14/6/2012	-50	3.75	1924.2	850.5	466.8	210.9	120.5	76.7	63.2	47.3	40.4
568	14/6/2012	-20	3.75	1255.3	603.5	289.4	134.4	78.2	53.6	42.1	31.5	25.6
569	14/6/2012	0	3.75	1251.8	624.3	323.8	163.2	97.2	69.6	61.6	34.4	33.2
570	14/6/2012	20	3.75	1151.9	563.2	286.8	155.8	96.8	65.7	52.5	36.7	28.3
571	14/6/2012	35	3.75	940.2	460.3	288	159.5	98.3	68.2	51.6	37.9	31.8
572	14/6/2012	90	3.75	560.2	316.1	196.4	120.2	80.4	59.9	42.9	32	25.2
573	14/6/2012	120	3.75	663.4	371.6	209.2	118.4	77.6	56.7	44.3	29.5	23.5
574	14/6/2012	140	3.75	750	417.4	250.4	147.2	99.1	69.3	53.5	39.4	31
575	14/6/2012	170	3.75	785.4	445	275.4	159.8	103.1	69.9	53.3	39	30.5
576	14/6/2012	200	3.75	767.7	401.1	240.5	138	86.8	59.4	41.6	31.1	22.1
577	14/6/2012	220	3.75	699.2	332.7	192.9	104.1	69.8	50.3	41.8	29.7	24.9
578	14/6/2012	250	3.75	867.4	419.1	252.1	144.4	94.7	65.7	53	37.3	27.3
579	14/6/2012	280	3.75	685.2	345.2	210.1	129.2	95.2	71.2	57.2	42.2	34.1
580	14/6/2012	300	3.75	689	309.2	178	97.1	64.8	48.2	39.6	22.4	17.9
581	14/6/2012	330	3.75	670.7	325.8	197.3	119.4	84	64.9	53.9	40.5	33.9
582	14/6/2012	360	3.75	643.5	318.3	191.2	111.2	77.5	57.4	48.3	35.5	29.6
583	14/6/2012	380	3.75	673.5	371.1	228.4	147	109.3	82.8	71.5	47.5	38.1
584	14/6/2012	410	3.75	657.2	319.7	195.7	129.2	95.5	74.6	61.5	44.2	34.6
585	14/6/2012	440	3.75	658.6	305.5	168.6	98.7	64.9	48.6	53	33	24.8
586	14/6/2012	460	3.75	597.9	282.9	166.7	96.4	66.9	51.8	43.5	32.3	27
587	14/6/2012	490	3.75	699.2	316.7	173.8	105.3	75.9	59.3	49.2	37.3	30.3
588	14/6/2012	520	3.75	678.3	272.9	151	93.3	66.6	51.4	43.1	36.6	29.7
589	14/6/2012	540	3.75	700.7	278.8	152.9	93.5	66.4	56.2	50.7	36.3	25.8
590	14/6/2012	570	3.75	659.8	293.6	173.9	108.8	77.9	62.7	51.3	38.8	31.5

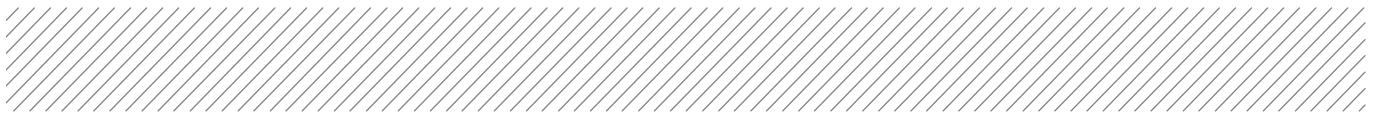
**FLINDERS ISLAND AERODROME**  
**05/23 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
591	14/6/2012	600	3.75	728.1	340	186.8	110.9	77.3	57.7	48.2	36.4	26.7
592	14/6/2012	630	3.75	737.2	321	188.8	111.4	76.3	58.4	50.3	38	26.3
593	14/6/2012	650	3.75	651	311.6	178.3	102.9	75.4	57.2	48.6	34.6	27.3
594	14/6/2012	680	3.75	667.3	288.9	157	93.9	66.5	50.1	40.7	29.4	24.6
595	14/6/2012	700	3.75	678.4	312.1	156.3	95.9	68.6	50.4	42.4	31.3	24.3
596	14/6/2012	730	3.75	661.2	309.6	160.4	89.2	57.9	42.1	35.5	27.5	22.4
597	14/6/2012	760	3.75	650.7	305.9	187.3	119	87.3	64.9	57	38.6	28.2
598	14/6/2012	780	3.75	668.9	306.3	173.4	102.3	73.2	55.8	43	33	25.7
599	14/6/2012	810	3.75	592.2	289.4	173.7	102.8	72.9	55.5	46.7	34.5	31.5
600	14/6/2012	840	3.75	1143.9	657.9	387.4	221	148.9	108.9	82.4	59.2	48.2
601	14/6/2012	860	3.75	574.3	270.5	152.6	94.4	68.6	52.6	45.1	31.7	24.3
602	14/6/2012	890	3.75	662.8	332.3	197.4	119.5	84.1	61.5	49.4	36	28.2
603	14/6/2012	920	3.75	503.3	273.6	155.1	93.2	65	48.8	39.1	29.2	21.7
604	14/6/2012	940	3.75	578	324	217.8	127.9	84.9	58.6	46.7	32.8	25.5
605	14/6/2012	970	3.75	891.3	408.6	228.9	117.9	80.8	57.3	37.6	33.8	29.1
606	14/6/2012	1000	3.75	675.8	363.2	219.4	120.3	78.2	54.7	44.1	29.5	23.6
607	14/6/2012	1020	3.75	940.2	446	260.5	141.7	90.9	59.9	44.7	29.1	23
608	14/6/2012	1050	3.75	923.9	435.8	260.5	140.5	85.1	60.4	47.6	32.4	23.3
609	14/6/2012	1080	3.75	991.1	495.2	293.8	154.7	92.9	60.4	46.8	33	27.6
610	14/6/2012	1100	3.75	673.4	355.2	203	123.9	83.4	57.9	43.3	31	28.4
611	14/6/2012	1130	3.75	1402.6	684.5	366.2	225.4	96.5	61.1	51.2	35.8	33.4
612	15/6/2012	-40	7.50	1112.9	518.2	285	148.6	88.8	63.3	53.6	38.6	36.2
613	15/6/2012	-30	7.50	1045.4	497.4	267.6	138.9	84.6	61.5	48.7	36.8	32.5
614	15/6/2012	-10	7.50	1539.5	785.6	384.2	176.3	97.7	65.5	50.8	39.1	28.3
615	15/6/2012	10	7.50	1129.1	536.9	294.9	150.7	96.9	68.8	56.7	42.3	32.9
616	15/6/2012	30	7.50	1112.6	569.8	312.9	163.8	103.4	69.5	53.7	38.9	33.3
617	15/6/2012	80	7.50	671	339.8	238	152	106	77.9	60.8	39.1	32.7
618	15/6/2012	100	7.50	792.9	388.5	248	152.4	105	75.2	60	37.1	32.4
619	15/6/2012	110	7.50	815.2	369.4	222	137.1	90.8	66.6	52.2	36.7	28.7
620	15/6/2012	130	7.50	791.8	372	227.1	135.1	91.9	65	53.1	35.3	26.5
621	15/6/2012	160	7.50	764	418.4	251.9	158.1	105.7	75.6	60.8	38.7	31.2
622	15/6/2012	170	7.50	903.6	436.3	266.1	154.8	99.9	69.7	54.1	37.5	26.8
623	15/6/2012	210	7.50	718.8	342.1	212.8	133.3	90.3	65.3	58.2	39.1	34.2
624	15/6/2012	240	7.50	798.5	363.4	215.4	125.5	87.7	60.9	46.7	35.4	29.1
625	15/6/2012	260	7.50	771.4	362.6	203.2	113.3	75.5	52.3	46	34.3	31.8
626	15/6/2012	290	7.50	624.4	324.2	190	115.6	80.2	57.9	46.2	32.8	25.5
627	15/6/2012	320	7.50	716.4	329.2	190.1	108.4	76.1	59.1	46.2	33.4	25.9
628	15/6/2012	340	7.50	691.4	347.6	212.4	134.2	95.6	69.7	68.2	45.1	32



**FLINDERS ISLAND AERODROME  
05/23 RUNWAY MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
629	15/6/2012	370	7.50	600.7	289.8	171.4	117.6	91.4	72.1	62.9	47.7	39.2
630	15/6/2012	400	7.50	798.8	349.9	228.5	149.3	111	89.2	75.9	53.5	42.5
631	15/6/2012	420	7.50	620.5	295.8	182.4	122.4	85	68	56.4	34.4	26.7
632	15/6/2012	450	7.50	596.7	276.3	159.2	90	62.6	48.8	41.7	32.1	23.9
633	15/6/2012	480	7.50	657.2	294.6	175.4	106.4	75.2	55	45	34.4	28.9
634	15/6/2012	500	7.50	696.1	322	186.9	115.9	77.3	62.8	48	37.4	28.7
635	15/6/2012	530	7.50	838.8	399	252.8	152.5	101.8	73.3	58.5	40.7	32.9
636	15/6/2012	560	7.50	610.2	249.7	149	92.1	67.4	52	48.4	36.8	28.8
637	15/6/2012	580	7.50	555	256.6	159.8	103.8	77.6	56.5	49.2	35.8	28.5
638	15/6/2012	610	7.50	657.7	287.4	180.9	109.6	75.6	55.9	48.4	38	28.1
639	15/6/2012	640	7.50	715.5	313.4	175.8	102.1	65.4	48.6	46.1	34.8	26.1
640	15/6/2012	660	7.50	647.9	279.1	173.3	105.2	74.9	57	47.9	36.1	27.4
641	15/6/2012	690	7.50	654.6	299.2	168.8	99.1	70.1	50.6	41.9	30.5	26.1
642	15/6/2012	720	7.50	671.8	313.3	180.9	103.7	69.3	50.9	41.5	31.3	25.1
643	15/6/2012	740	7.50	585.3	287.3	173	111.5	76.1	60.4	54	34	27.1
644	15/6/2012	770	7.50	717.9	321	200.8	133	95.9	73	60	40.9	29.3
645	15/6/2012	800	7.50	632	292.1	180.8	109.7	77.6	56.4	47.4	34.1	27
646	15/6/2012	820	7.50	711.8	375.4	235.2	147.8	105	79.8	67	48.8	37.3
647	15/6/2012	850	7.50	1026.4	527.9	321	197.6	136.4	102.3	84.6	57	39.9
648	15/6/2012	880	7.50	506.6	250.3	152.3	95.9	68.9	53.9	48.4	35.3	25.2
649	15/6/2012	900	7.50	568.2	298.4	177.7	115.4	82.5	62.3	51.8	37.8	27.9
650	15/6/2012	910	7.50	538.9	279.6	171.9	105.1	80.9	55.6	45	30.1	31.7
651	15/6/2012	930	7.50	569.3	242.3	159.2	101.9	74.1	56.1	47.9	32.1	23.7
652	15/6/2012	950	7.50	581.1	300.5	177.8	103.5	68.5	49.2	38.7	27.6	21.5
653	15/6/2012	960	7.50	739.9	392.2	216.1	117.9	74.9	54.2	42.8	28.4	23.1
654	15/6/2012	980	7.50	642	365.4	198.8	110	73.3	55.6	43.3	30.1	24.6
655	15/6/2012	990	7.50	587	318.9	203.7	127.1	88.4	64.9	53.9	38	30
656	15/6/2012	1010	7.50	745.4	338	203.5	117.3	75.2	52.6	40.8	28.9	21.5
657	15/6/2012	1030	7.50	785.1	399.9	248.7	146	93.5	65.9	47.7	31.4	24.8
658	15/6/2012	1040	7.50	826	374.4	204.7	114.9	72.8	50.7	39.2	27.8	23.8
659	15/6/2012	1060	7.50	1252.7	613.2	333.3	150.1	80.2	51.8	49.9	35.8	28.4
660	15/6/2012	1070	7.50	814.9	440.3	277.9	164.9	103.2	63.8	55.5	30.1	24.4
661	15/6/2012	1090	7.50	857.5	375.7	223.9	117.8	74.7	52.6	42.4	32.9	25.5
662	15/6/2012	1110	7.50	892.8	380.2	214.1	118	76.2	55.4	45.2	31.5	24.6
663	15/6/2012	1120	7.50	1018.5	480.5	278.9	156.7	104.2	72.6	51	35.3	26.5
664	15/6/2012	1135	7.50	1585	754.1	414.2	177.4	91.6	59	43.1	32.2	44.6



# Appendix E

## FWD Test Deflections – Taxiway A

**FLINDERS ISLAND AERODROME  
TAXIWAY A MEASURED DEFLECTIONS**

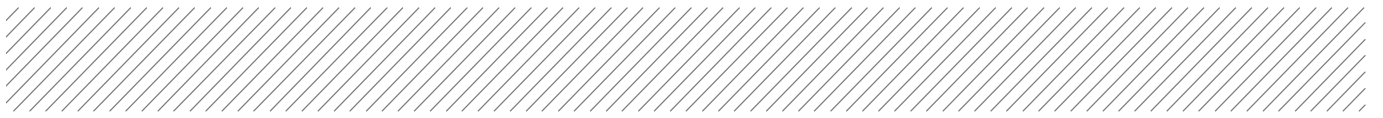
Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
665	15/6/2012	16	-16.00	1080.4	562.1	294.5	154.2	93	65.3	51.2	38.6	31.5
666	15/6/2012	20	-14.00	1134.3	533.9	273.9	151.7	102.5	73.8	54.1	40	36.5
667	15/6/2012	16	-12.00	926.7	448.3	280.8	148.1	93.8	68.4	53.7	39.8	32.4
668	15/6/2012	20	-10.00	1325.1	755.3	344.5	151.5	106.2	76	67.6	46.4	33.4
669	15/6/2012	16	-8.00	931	421.1	223.4	127.3	88.4	64.2	47.6	39.9	39.1
670	15/6/2012	25	-8.00	1282.2	681.6	341	145.3	88.6	61.7	58.6	38.6	30.6
671	15/6/2012	20	-6.00	1109.3	572.2	300.3	154.6	101.5	87.5	79.4	45.7	33.7
672	15/6/2012	30	-6.00	2259.3	1032.4	433.5	135.3	51.2	33.3	38.7	41.8	28
673	15/6/2012	16	-4.00	906.5	362.1	202.6	120	80.6	60.9	50	35.8	25.3
674	15/6/2012	25	-4.00	1183	583	287.8	148.5	93.5	67.5	54.2	37	30
675	15/6/2012	35	-4.00	1063.5	510.5	256	127	86.7	68.9	60.2	45.2	40.2
676	15/6/2012	45	-4.00	1297.8	614.9	297.9	129.3	76.2	55.6	46.3	35.3	29.1
677	15/6/2012	55	-4.00	1100.3	517.5	272.1	138.3	93	72.3	63.2	50.4	36.5
678	15/6/2012	65	-4.00	1000.6	597	385.5	214.3	137.5	92.4	71.3	51.9	42.8
679	15/6/2012	75	-4.00	911.8	568.9	355	189.9	128.8	97	80.1	58	46.1
680	15/6/2012	85	-4.00	1254.8	820.3	508.8	240.1	134.9	80.5	61.6	46.9	34
681	15/6/2012	95	-4.00	1126	655.7	365.2	153.6	65.8	38.2	39.5	35.6	15
682	15/6/2012	20	-2.00	1330.4	587.2	311.4	170.4	111.7	82.8	66.8	47.7	35.3
683	15/6/2012	30	-2.00	996.1	496.3	248.6	133.2	93.8	67.3	61.6	42.1	37.7
684	15/6/2012	40	-2.00	937.9	476.3	255.7	119.5	72.7	55	42.7	30.3	22.6
685	15/6/2012	50	-2.00	1067.1	514.2	271.4	133.7	84.2	65.1	54.4	40.6	31.5
686	15/6/2012	60	-2.00	898.2	473.5	268.1	143.3	92.7	72.7	55.1	36.5	26.8
687	15/6/2012	70	-2.00	854.6	535.1	330.4	196.6	130.2	92.8	81.3	63.3	49.1
688	15/6/2012	80	-2.00	904.2	553.6	303.5	138.2	74.7	55	47	40.1	33.2
689	15/6/2012	90	-2.00	1038.3	626.4	360.3	184.5	108.6	71.5	55.4	46.5	28
690	15/6/2012	16	0.00	1175	555.4	290.8	149.8	92.7	63.1	60.7	42	25.7
691	15/6/2012	20	0.00	909.3	486.4	246.7	137.4	91.6	68.3	57.4	42.3	33.5
692	15/6/2012	25	0.00	1081.8	566.6	297.9	139.9	86.5	60.6	50.3	32.7	25.3
693	15/6/2012	30	0.00	1107.5	575.9	312.6	148.5	92	69.6	57.5	42.4	31.6
694	15/6/2012	35	0.00	866	429.9	220.3	109.2	75.4	56	46.6	36.6	31
695	15/6/2012	40	0.00	951.4	407.3	191.7	88.5	51.1	38.4	34.5	26.2	22.8
696	15/6/2012	45	0.00	1007.8	475.4	244.8	118.7	64.1	47.7	38.5	29.4	23.9
697	15/6/2012	50	0.00	1180	587.6	324	144.2	87.3	68	54.7	42.1	34.1
698	15/6/2012	55	0.00	947.4	468.1	256.6	137.8	92.1	67.2	52.5	42	35.3
699	15/6/2012	60	0.00	1006.7	483.9	274.1	148.7	94.8	67.3	49.8	37.4	34.3
700	15/6/2012	65	0.00	855.1	530.8	357.1	214.2	141.1	101.9	88.8	68.2	53.2
701	15/6/2012	70	0.00	903.7	526	342.3	195.4	121.9	91.9	75.7	58.5	45.3
702	15/6/2012	75	0.00	1034.4	640.6	409	219.1	127.8	85.7	64.8	46.9	36.8

**FLINDERS ISLAND AERODROME  
TAXIWAY A MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
703	15/6/2012	80	0.00	1374.2	965.6	603.8	292.1	151.9	89.2	66.7	44.4	35.3
704	15/6/2012	85	0.00	1148.2	723.5	415.2	175.5	88.8	52.5	41.1	34.9	30.2
705	15/6/2012	90	0.00	1095.6	611.2	386.6	209.1	111.2	73.8	54.2	41.5	50.7
706	15/6/2012	95	0.00	1058.6	632.4	359.2	165.8	88.9	50.9	38.8	31.1	32.3
707	15/6/2012	30	2.00	1146	531.5	290.4	139.3	92.4	67.7	59.7	42.5	30.7
708	15/6/2012	40	2.00	932.2	453.5	207.1	93	60.8	47.1	39.6	29.4	23.3
709	15/6/2012	50	2.00	1099.1	526.6	286.4	139.9	87.7	66.4	55.9	42.4	34.9
710	15/6/2012	60	2.00	922	590.3	321.7	160.3	102.2	71.4	52.1	39.1	35.5
711	15/6/2012	70	2.00	984	596.8	368.4	211	137.9	96.2	69.3	60.9	49.6
712	15/6/2012	80	2.00	1496.1	1022.6	621.5	239.6	114.7	59.2	41.2	33.9	29.4
713	15/6/2012	90	2.00	1090.9	670.3	381.6	167.4	68.3	34.4	29.4	32.2	31.8
714	15/6/2012	200	2.00	1016.4	480	243.9	128.5	87.5	66.6	53.9	38.4	31.4
715	15/6/2012	16	4.00	856.1	296.5	155.9	85	62.9	48	41.5	34.6	25.2
716	15/6/2012	25	4.00	1226.3	540.7	284.9	150.5	95.8	70.4	56.5	42.2	32.3
717	15/6/2012	35	4.00	1023.6	419	208.5	90.1	56	44.1	38	29.4	25.4
718	15/6/2012	45	4.00	1304.3	722.2	346.3	168.2	107.7	81.9	69.8	50.7	41.9
719	15/6/2012	55	4.00	1189.9	648.4	334.4	162.4	101.6	71.7	57.2	41.7	36.9
720	15/6/2012	65	4.00	936.7	556.1	340.3	198	127.2	94.3	77.5	59.8	44.8
721	15/6/2012	75	4.00	1459.4	989.7	666.4	358.5	183.4	99.6	61	41.4	37.3
722	15/6/2012	85	4.00	987	598.2	368.1	178.3	97.2	61.3	46.2	33.7	28.7
723	15/6/2012	95	4.00	1994.4	994.4	483.2	145.8	23.4	0	14.9	30.6	22.7
724	15/6/2012	20	6.00	967.2	410.3	222.8	114.9	72.5	52.7	39.5	24.9	20.3
725	15/6/2012	30	6.00	1161.2	563.5	294.4	135.6	87.5	60.1	61.5	48.7	24.6
726	15/6/2012	40	6.00	1663.5	817	366.8	119.7	62.4	50.4	44.2	37	32.7
727	15/6/2012	50	6.00	1938.3	959.2	447.3	167.8	77.3	67.6	52.2	47.7	38.5
728	15/6/2012	60	6.00	1644.7	942.1	498.6	220.7	121.7	89.2	72.3	50.2	41.5
729	15/6/2012	70	6.00	970.3	590	388.9	230.4	144.3	105	87.6	68.1	57.5
730	15/6/2012	80	6.00	1404.5	826.9	477.7	227	115.9	75.3	60.6	43.4	36.2
731	15/6/2012	90	6.00	1190.2	634.2	366.5	161.5	70.4	40.4	40.4	36	32.1
732	15/6/2012	16	8.00	780.8	387.3	181	86.3	60.4	48.2	38.4	29.5	25.3
733	15/6/2012	25	8.00	1136.4	600.2	285	129.3	83	63.6	54.8	42.8	38.8
734	15/6/2012	35	8.00	2384.2	1200.9	367.7	46.3	15.5	45.2	33.4	32.6	25.9
735	15/6/2012	45	8.00	1295.4	808.3	529.4	293.1	172.6	89.7	66.5	53.3	48.8
736	15/6/2012	55	8.00	1220.7	710.1	498.7	317.7	197.4	124	96.9	62.8	57.7
737	15/6/2012	65	8.00	1313.1	857.1	583.2	344.9	215.1	132	96.2	62.7	52.4
738	15/6/2012	75	8.00	1425.1	822.1	572.1	315.1	188.2	100.3	71.8	48.4	40.9
739	15/6/2012	85	8.00	1998	1103.4	623.6	215	46	35.6	34.2	29.7	33.6
740	15/6/2012	95	8.00	1238.2	687	433.3	185	82	39.8	31.8	32.3	22.8

**FLINDERS ISLAND AERODROME  
TAXIWAY A MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
741	15/6/2012	20	10.00	1098.4	524.4	251.6	113.2	74.7	57.8	50.7	36.4	27.5
742	15/6/2012	30	10.00	1626.8	873.7	524.6	249.4	109.4	67.3	66.3	53.1	36.7
743	15/6/2012	40	10.00	1033.5	603	408.1	253.1	159.3	99.6	74.5	49.6	38.7
744	15/6/2012	16	12.00	892.8	382.9	194.5	109.8	70.9	51	39.4	28.9	26.1
745	15/6/2012	25	12.00	1343.4	667.6	312.4	132.3	81.9	63.6	65.2	43.5	29.1
746	15/6/2012	35	12.00	1055.6	703.8	470.5	279.6	185.7	108.8	78	62.1	43.5
747	15/6/2012	45	12.00	1057.3	672.3	433	242.7	146.7	93.6	68.3	48.8	31
748	15/6/2012	25	14.00	1155.5	708.1	447.3	264.8	160	107.8	86.8	56.9	45.6
749	15/6/2012	35	14.00	1104.7	583.8	363.3	210.6	135.2	95	76.7	53.9	43.6
750	15/6/2012	40	14.00	1357.6	775.7	489.2	273	153.7	90.8	70.6	52.7	44.6
751	15/6/2012	16	16.00	972	508.9	253.7	135.2	75.1	55.6	46.1	27.9	18.7
752	15/6/2012	25	16.00	1112.2	672.7	419.1	252.1	156.1	102.6	82.8	52.7	40.8
753	15/6/2012	35	16.00	1215.1	676.6	427	236.3	151.5	100.9	70	54.6	46.8
754	15/6/2012	20	18.00	1201	773.5	494.4	276.6	174	109.9	68.7	50.5	52.2
755	15/6/2012	30	18.00	1079.2	617.3	402.7	241.5	156.2	107.7	85.5	59.3	46.6
756	15/6/2012	16	20.00	2127.6	897.8	410.4	143.2	63.9	50.1	41.7	38.3	30.1
757	15/6/2012	25	20.00	1137.1	679.8	453.1	265.4	167	104.5	74.5	46	40.8
758	15/6/2012	25	22.00	1085.8	591.3	389.5	222.2	145.1	98.1	71.7	49	40.5
759	15/6/2012	16	24.00	1703.8	1031.8	556.6	277.4	163.1	91.4	65.4	61.6	48.1
760	15/6/2012	25	24.00	1084.5	620.2	399.3	233.1	154.7	107.1	84.9	51.9	42.4
761	15/6/2012	20	26.00	1033.4	649.5	414.1	244.1	167.4	113.4	83.9	52.4	40.4
762	15/6/2012	16	28.00	1021.7	549.7	365	231.4	158.9	113	73.2	48.3	48.5
763	15/6/2012	20	30.00	927	504.5	348.3	242.7	174.7	105.7	85.9	56.8	41.6
764	15/6/2012	16	32.00	919.4	571.5	382.6	227.9	155	110	86.2	55.2	46.6



# Appendix F

## FWD Test Deflections – RPT

### Apron

**FLINDERS ISLAND AERODROME  
RPT APRON MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
765	15/6/2012	135	-30.00	1468.8	830.4	345.5	141.5	69.4	46.7	39.8	29.2	25.6
766	15/6/2012	140	-30.00	656.3	287.3	155.9	88.8	58.4	41.2	33.5	25.1	21.5
767	15/6/2012	145	-30.00	749.4	319.5	179	96.6	60.9	41.3	33.6	24.2	21.4
768	15/6/2012	150	-30.00	752.1	320.5	191.6	98.6	65.3	47.2	43	29.5	23.5
769	15/6/2012	155	-30.00	935.9	442.7	246.6	125.6	78.3	54.8	47	33.4	29
770	15/6/2012	160	-30.00	942	448.3	266.7	149.3	99.9	71.6	56.8	42.4	30.1
771	15/6/2012	165	-30.00	877.7	398.7	236.8	122.1	75	53.4	43.5	30.7	23.7
772	15/6/2012	170	-30.00	669	309.4	185.6	103.6	70.5	53.3	46.8	31.6	26.5
773	15/6/2012	175	-30.00	1024.4	524.7	271.3	134.3	84.9	61.9	52.4	38.9	30
774	15/6/2012	135	-25.00	1790.6	730.1	362.9	147.2	71.5	43.1	28.5	28	26.4
775	15/6/2012	140	-25.00	675.3	276.2	143	75.4	50.7	38	31.9	24.2	18.6
776	15/6/2012	145	-25.00	672.3	295.4	168.6	95.1	57.4	41.3	30.8	22.3	17
777	15/6/2012	150	-25.00	607.1	279.2	177.8	102.6	69.1	50.9	41.9	30.6	26
778	15/6/2012	155	-25.00	633.4	284.2	177.3	100	67.7	48.1	37.1	27.4	23.8
779	15/6/2012	160	-25.00	730.8	321	200.8	122.7	86.1	67.5	55.4	37.8	29.6
780	15/6/2012	165	-25.00	705.9	296.3	173.1	102.7	68.6	51.7	40.4	27.6	23.7
781	15/6/2012	170	-25.00	676.7	262.7	159.3	100	71.6	51.7	43.7	31.5	22.9
782	15/6/2012	175	-25.00	930.9	430.1	229.4	126	82.8	62.4	52.4	37.5	31.3
783	15/6/2012	135	-20.00	2275	940.7	441.4	151.8	47.2	21.2	22.1	19.3	24.7
784	15/6/2012	140	-20.00	706.8	312.2	169.9	86.8	56.1	38.3	32.3	23.7	22
785	15/6/2012	145	-20.00	848.5	392.5	215.1	103.9	64.4	46.5	33.7	25.1	22.4
786	15/6/2012	150	-20.00	888.3	381.2	200.8	99.4	59.9	45.9	37.7	27.3	21.6
787	15/6/2012	155	-20.00	680	339	195.6	106.6	64.3	45.1	36.4	27.1	21.7
788	15/6/2012	160	-20.00	691.2	336.5	217	136.9	102.9	73.6	56	33.1	28
789	15/6/2012	165	-20.00	641.8	309.7	181.9	97.6	65.6	47.9	39.4	28.7	24.1
790	15/6/2012	170	-20.00	748.5	360.7	183.1	100.5	71.5	52.8	43.3	31.5	25.5
791	15/6/2012	175	-20.00	903.2	424	224	117	75.6	58.1	43.7	35.1	31
792	15/6/2012	135	-15.00	1646.1	880.4	404.2	155.5	69.9	42.9	37.1	29	23
793	15/6/2012	140	-15.00	828.6	298.6	164.3	85.4	54.4	42	34.7	26.1	21.2
794	15/6/2012	145	-15.00	590.7	268.9	147.7	82.9	52.9	42.8	34.7	28.2	18.9
795	15/6/2012	150	-15.00	749.3	351.8	204.1	107.1	70.8	51.1	41.7	30	21.5
796	15/6/2012	155	-15.00	767.4	359.3	211.4	118.4	75.4	51.5	39.1	29.4	25.8
797	15/6/2012	160	-15.00	755.2	361.7	217.5	129.3	84.6	63.3	51.7	33.6	22.6
798	15/6/2012	165	-15.00	714.5	327.5	194.5	107.5	72.2	52.7	41.7	30.7	23.2
799	15/6/2012	170	-15.00	882	395.4	205.9	113.1	72.8	54.8	47.2	33.6	25
800	15/6/2012	175	-15.00	1001.2	444.4	226.7	118.5	75.1	60.7	51.8	37	28.7
801	15/6/2012	135	-10.00	1767.1	792	273.7	67.6	16.9	26.7	29.2	26.3	21
802	15/6/2012	140	-10.00	731.9	321.3	178.1	86.5	55.5	42.9	37.3	24.4	18.5

**FLINDERS ISLAND AERODROME  
RPT APRON MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
803	15/6/2012	145	-10.00	596.8	271.8	151.3	88.3	60.6	42.4	39.4	30.1	17.3
804	15/6/2012	150	-10.00	641.3	322.9	202.4	131.6	90.2	73.1	52.4	35.1	18.7
805	15/6/2012	155	-10.00	743.6	371.6	219	120.5	71.7	51.4	39.5	29.6	24.9
806	15/6/2012	160	-10.00	757.9	370.8	216.5	130.6	89	64.6	51.8	37.5	28.4
807	15/6/2012	165	-10.00	762.2	346.9	212.2	114.8	73.8	56.6	44.8	34.2	26.3
808	15/6/2012	170	-10.00	960.9	474.2	261.8	135.1	86.8	61.1	47.6	34.9	28.5
809	15/6/2012	175	-10.00	1153.7	496.4	269.9	136.9	81.7	57.7	47.2	36.1	30.2
811	15/6/2012	105	-5.00	1037.7	521.3	247.1	116.8	67.4	52.1	41.1	30.1	25.7
812	15/6/2012	110	-5.00	870.2	422.8	199	103.7	68.6	51.6	41.5	32.2	25.1
813	15/6/2012	115	-5.00	1015.1	472	217	102.7	67.1	46.9	41.6	30.6	22.5
814	15/6/2012	120	-5.00	795.1	321.4	163.9	84.7	59.8	47.4	36.5	28	17.8
815	15/6/2012	125	-5.00	872	400.2	202.1	94.5	59.3	42.3	34	25.3	19.9
816	15/6/2012	130	-5.00	922.2	461.4	224.2	117.6	73.6	47.8	40.7	27.4	20.9
817	15/6/2012	135	-5.00	971.6	428.2	194.2	88.5	56.3	41.6	34.2	26.5	19.9
818	15/6/2012	140	-5.00	948	447.3	233.2	105.7	69.5	51	41.5	30.9	28.2
819	15/6/2012	145	-5.00	1124.6	529.5	280.1	136.6	83.6	61	48.6	32.8	26.1
820	15/6/2012	150	-5.00	1070.6	510.1	261.1	138.7	96.8	67.4	71.9	40.9	28.4
821	15/6/2012	155	-5.00	1113.3	491.7	263.9	136.9	89.8	66.7	54.6	39.7	31.7
822	15/6/2012	160	-5.00	1249.4	535.7	259.7	117.3	75.7	60.8	54.8	36	31.7
823	15/6/2012	165	-5.00	1140.4	630.5	279.8	133.1	82.8	63.1	52.7	40.5	25.3
824	15/6/2012	170	-5.00	1949.4	1014.7	478.5	196.6	108.5	77.8	58.1	40.8	28.5
826	15/6/2012	105	0.00	774.9	315.7	173.2	90	59.9	46.8	36.9	26.5	20.1
827	15/6/2012	110	0.00	679.3	307.8	146.4	82.2	54.7	45	34	25.6	19.8
828	15/6/2012	115	0.00	681.3	298.3	149.5	77.3	55.7	43.3	35.7	25.7	21.6
829	15/6/2012	120	0.00	692.6	264.5	143	84.1	58.3	45.1	37.7	27.3	20.2
830	15/6/2012	125	0.00	881.9	370.1	179.5	86.3	53.2	43	38.3	24.4	17.9
831	15/6/2012	130	0.00	895.8	381.5	191.3	95	65.3	48.9	39.3	28.7	23.3
832	15/6/2012	135	0.00	819.9	353.8	181.8	95.6	64.9	47.3	40.4	29.4	22
833	15/6/2012	140	0.00	995.7	472.3	250.4	138.1	90.9	65.7	52.7	35.5	28.2
834	15/6/2012	145	0.00	871.4	436.5	244.1	132	92.1	66.7	53.1	36.3	30
835	15/6/2012	150	0.00	912.4	397.7	223.5	123.6	83.8	61	51.2	37.4	27.8
836	15/6/2012	155	0.00	894.5	438.4	228.5	122.8	85.1	66.4	55.9	37.3	25.5
837	15/6/2012	160	0.00	968.3	411.9	215.2	113.9	76.6	57.7	49.9	36.4	29.9
838	15/6/2012	165	0.00	1284.9	561.6	270.7	137.3	83.7	58.6	47.4	36	30.2
839	15/6/2012	170	0.00	1508.4	753	349.6	142.4	90.7	65	46.9	33.7	38.3
841	15/6/2012	105	5.00	781.6	366.9	195	104.7	74	54.4	35.1	27	28.4
842	15/6/2012	110	5.00	689.7	285.7	149.7	85	60.2	47.9	44.6	30.1	22.9
843	15/6/2012	115	5.00	739.8	318.6	150.7	79.1	54.4	43.6	38.8	25.8	23



**FLINDERS ISLAND AERODROME  
RPT APRON MEASURED DEFLECTIONS**

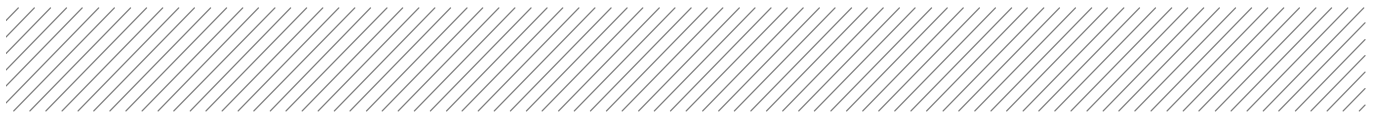
Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
844	15/6/2012	120	5.00	1008.7	434	182.8	91.4	69.3	54.7	37.9	35.5	30.2
845	15/6/2012	125	5.00	868.8	354.5	159.4	75.4	52.8	40.5	33.8	26.4	27
846	15/6/2012	130	5.00	924.4	381.4	184.6	88.6	53.7	39.2	28.9	22.2	19.8
847	15/6/2012	135	5.00	869.2	368.8	178	91.2	59.4	43.3	33	26.1	20.8
848	15/6/2012	140	5.00	856.4	368	191	91.9	60.8	44.2	36.9	26	20.7
849	15/6/2012	145	5.00	825.2	464.9	246.4	145.4	101.9	65	53	37.6	28.2
850	15/6/2012	150	5.00	783.6	381.1	213	125.9	88.8	65.1	50.9	35.7	28.4
851	15/6/2012	155	5.00	881.8	427.2	229.6	118.8	80.2	60	48.7	34.5	28.8
852	15/6/2012	160	5.00	1162.9	475.9	235.6	125.2	83.3	64.8	52.9	38.9	29.9
853	15/6/2012	165	5.00	1280.5	599.3	297.6	135.1	74.2	52.3	47.7	34	22
854	15/6/2012	170	5.00	2431	1172.6	579.5	223	90.5	55.4	64.3	39	0
855	15/6/2012	105	10.00	1130.6	445.5	229.3	125.9	81.5	57.1	45	32.6	28.4
856	15/6/2012	110	10.00	869.5	377.6	198.8	102.6	68.2	49.8	43.4	28.8	21.9
857	15/6/2012	115	10.00	768.4	361.1	163.4	91.4	66.4	53.6	44.6	32.2	23.8
858	15/6/2012	120	10.00	806.8	392.2	210.6	101	60.6	46.3	37.2	30.7	32.8
859	15/6/2012	125	10.00	912.7	416	183.4	84.7	55.4	38.7	34.2	24.7	21.3
860	15/6/2012	130	10.00	898.6	467.1	215.6	104.7	69.3	48.5	38.7	26.6	23.2
861	15/6/2012	135	10.00	889.9	398.2	195.8	98.2	63.5	48.7	38.5	28.8	22.1
862	15/6/2012	140	10.00	895.3	408.5	209.2	107.9	66.5	48	38.4	26.8	19.9
863	15/6/2012	145	10.00	854	381.8	214.4	118.4	80	59.1	46.6	29.8	25.1
864	15/6/2012	150	10.00	1070.9	423.1	224.8	120.1	81.3	61.6	49.3	34.3	25.8
865	15/6/2012	155	10.00	986.1	471	245.3	130	83.9	62.2	51.4	37.2	29.3
866	15/6/2012	160	10.00	1068.3	554	278.8	140.8	88.2	62.8	52.7	36.6	27.3
867	15/6/2012	165	10.00	1236	560.8	277	122.8	67.1	48.1	39.8	29.7	23.9
868	15/6/2012	170	10.00	1838.6	823.5	425.1	174.9	96.2	63.6	60.8	37.2	23.2
869	15/6/2012	110	15.00	1152.9	443.2	217.6	110.4	60.7	41.1	36.4	27	23.8
870	15/6/2012	115	15.00	706.7	317.9	181.6	105.5	75.3	58.6	47.7	32.6	24.9
871	15/6/2012	120	15.00	706	327.7	177.8	103.1	70.8	56.8	48	34.1	26.4
872	15/6/2012	125	15.00	936.8	404.1	200.4	96.8	65.6	42.5	34.6	26.6	22.5
873	15/6/2012	130	15.00	960.9	454.4	253.1	124.3	80.6	54.2	55.6	27.4	23.5
874	15/6/2012	135	15.00	895.5	413.4	206.2	98.1	60.2	43.6	34.3	25.8	21.6
875	15/6/2012	140	15.00	1066	453.9	221.5	104.9	63.4	43.6	36.3	25.7	20.2
876	15/6/2012	145	15.00	964.1	483.2	239.3	128.9	93.6	67.3	48.9	41.2	32.4
877	15/6/2012	150	15.00	1037.8	432.4	223.5	117.9	76.3	57.2	48.2	32.8	27.6
878	15/6/2012	155	15.00	993.5	423.4	232.3	120.3	78.9	61.4	48	35.9	34.6
879	15/6/2012	160	15.00	1057.2	526.8	262.8	120.9	78.4	58.6	50	34.2	24.6
880	15/6/2012	165	15.00	1200.5	573.1	276.3	117.9	69.3	51.8	42.8	31.2	26.3
881	15/6/2012	170	15.00	1956.6	944.5	431.3	184.1	95.1	65.7	45.9	33.9	40.4

**FLINDERS ISLAND AERODROME  
RPT APRON MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
882	15/6/2012	115	20.00	860.1	417.2	211.7	106.9	70.1	56	47	34.5	27.7
883	15/6/2012	120	20.00	879.3	370.2	187.3	102.9	74	58.4	47.3	41.1	35.4
884	15/6/2012	125	20.00	873.8	352.1	172.7	89.2	59.7	42.7	34.8	25	21
885	15/6/2012	130	20.00	878.9	434.5	221.2	119.2	73.9	51.5	39	27.8	21
886	15/6/2012	135	20.00	964	376.5	200.7	101.1	61.8	44.6	39.3	26.6	17.1
887	15/6/2012	140	20.00	1005.4	448.7	244.8	120.2	77.7	53.7	41.3	28.1	24.8
888	15/6/2012	145	20.00	1011.9	410.8	218.6	115.9	78.1	58.6	46.8	31	24.8
889	15/6/2012	150	20.00	896.5	435.4	220.5	110.6	73.6	56.2	47.7	32.3	28.8
890	15/6/2012	155	20.00	1032	461.5	232.6	115.9	76.7	56.9	47.5	32.9	26.7
891	15/6/2012	160	20.00	1054.8	462.7	229.6	114.5	74.7	56.1	46.9	31.9	26.4
892	15/6/2012	165	20.00	1331.3	651.4	350.4	164.6	100.3	69.9	55.6	37.3	31.6
893	15/6/2012	170	20.00	1725.3	740.3	349.7	144.4	89.8	66.7	41.3	37.9	29.7
894	15/6/2012	115	25.00	1170.6	411.8	205.5	114.8	80.5	62.7	51.7	37.3	30.4
895	15/6/2012	120	25.00	842	380.9	197.8	93.6	63.1	49	41.8	32	25.8
896	15/6/2012	125	25.00	846.5	417.8	200.2	97	65.6	45.5	34.1	27.3	24.5
897	15/6/2012	130	25.00	976.1	462.4	207.7	92.8	56.7	44.1	36.9	28.1	20.9
898	15/6/2012	135	25.00	990	375.6	194.4	92.7	63	44.8	33	24.3	20
899	15/6/2012	140	25.00	861	382.3	210.8	111.3	74.7	53.3	43.2	28.9	22.2
900	15/6/2012	145	25.00	916	436.6	220.4	107.5	73	55.8	45.7	33.5	27
901	15/6/2012	150	25.00	869.8	412.5	208.1	108.2	72.6	55.4	46.5	32.1	25.5
902	15/6/2012	155	25.00	1132.9	515.7	270.7	138.1	89.9	67.2	53	38.1	30.2
903	15/6/2012	160	25.00	923	434.3	215.9	106.9	67.9	50.3	39.6	29.5	23
904	15/6/2012	165	25.00	1256.6	541	243	115.3	76.2	54.9	45	32.9	25.1
905	15/6/2012	170	25.00	2323.6	1211.1	619.9	271.9	155.6	86.1	55.7	48.6	32.1
906	15/6/2012	120	30.00	1183.5	597.8	264.3	131.2	71.5	45	41.4	30.3	26.2
907	15/6/2012	125	30.00	1073.8	460.2	215.9	106.2	67.5	50.8	38.2	29	23.9
908	15/6/2012	130	30.00	1007.2	560.8	253.7	107.4	66.7	53.1	39.2	24.7	17.7
909	15/6/2012	135	30.00	988.2	435.9	199.3	101.2	70.4	49.4	35.4	28.6	23
910	15/6/2012	140	30.00	965.6	383.7	211.6	117.2	83.8	61	48.4	33.8	25.9
911	15/6/2012	145	30.00	1041.2	439.2	200.3	101.2	71.8	53.4	43.5	32	24.9
912	15/6/2012	150	30.00	879.1	391.1	188.7	99.4	71.3	53.7	42.6	31.3	26.8
913	15/6/2012	155	30.00	926.4	461.8	231.3	117.9	77.4	57.7	49.6	34.6	28
914	15/6/2012	160	30.00	1029.5	484.9	208	82.8	60.7	49.5	46.7	27	29.1
915	15/6/2012	165	30.00	1023.6	426.1	203.3	98.5	66.8	52.9	43.4	32.7	24.7
916	15/6/2012	170	30.00	2274.8	1318.7	517	78.1	44.5	59	57.8	36.4	28
917	15/6/2012	125	35.00	1109.4	453.6	212.4	101.6	62.7	45.6	37.4	29	23.1
918	15/6/2012	130	35.00	1023.9	431.9	208.3	98.3	67.2	48.7	39.6	28.6	22.7
919	15/6/2012	135	35.00	864.2	397.7	217.4	115.3	72	50.9	37.1	29.3	24.3

**FLINDERS ISLAND AERODROME  
RPT APRON MEASURED DEFLECTIONS**

Test No.	Date	Chainage	Offset	Measured Deflection (mm * 10 <sup>-3</sup> ) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
920	15/6/2012	140	35.00	881.1	404.1	206	112	76.8	58.4	48.1	33.6	25.4
921	15/6/2012	145	35.00	1124.7	465	221	106.2	75.1	56.5	45.1	31.6	24.1
922	15/6/2012	150	35.00	929.5	396.6	201.1	109.5	77.5	59.8	50	36	29.5
923	15/6/2012	155	35.00	928.3	382.5	206.2	113.2	79.3	58.4	47.8	33.6	29.8
924	15/6/2012	160	35.00	990.1	380.9	179.4	97.2	72	48.6	40	31.3	28.9
925	15/6/2012	165	35.00	1059.7	400.3	192.7	106.4	70.4	57.2	46.2	33.8	25.9
926	15/6/2012	170	35.00	1694.3	726.1	333.1	150.9	94.3	68.3	59.4	41.3	28.3
927	15/6/2012	135	40.00	1812.5	885.7	362.8	146.5	89.9	63.6	44.2	37.3	34.4
928	15/6/2012	140	40.00	1382.2	569	263.4	131.4	85.4	62.8	49.8	35	28.9
929	15/6/2012	145	40.00	1591.7	713.8	319	139	85.3	64.1	51.8	36.2	27.1
930	15/6/2012	150	40.00	2350.8	1126.2	475	175.9	103.4	73.9	53.8	45	33.1
931	15/6/2012	155	40.00	1824.1	673	299.7	141.5	91.1	71	58.9	44	33.5
932	15/6/2012	160	40.00	1799.9	731.4	290.8	117.1	80.4	60.7	51.3	36.8	30
933	15/6/2012	165	40.00	1149.3	494.6	213.3	114.8	84.2	56.8	45	32.9	33.6
934	15/6/2012	170	40.00	1377.7	582.9	254.6	125.4	84.9	61.1	50.2	35.8	28.7



# Appendix G

## Unit Deflections – 14/32

### Runway

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
1	14/6/2012	1545	-18.75	1.453	0.835	0.530	0.333	0.219	0.152	0.116	0.081	0.074
2	14/6/2012	1585	-15.00	2.208	1.233	0.670	0.309	0.197	0.142	0.134	0.093	0.071
3	14/6/2012	1535	-11.25	2.066	0.999	0.588	0.339	0.230	0.164	0.136	0.089	0.070
4	14/6/2012	1550	-11.25	1.440	0.728	0.445	0.241	0.157	0.111	0.089	0.062	0.047
5	14/6/2012	-70	-7.50	4.360	2.322	1.153	0.519	0.248	0.134	0.085	0.045	0.067
6	14/6/2012	-50	-7.50	3.007	1.464	0.899	0.494	0.313	0.204	0.146	0.073	0.045
7	14/6/2012	-40	-7.50	2.766	1.777	0.939	0.501	0.335	0.215	0.164	0.086	0.066
8	14/6/2012	-20	-7.50	2.917	1.402	0.702	0.386	0.262	0.190	0.143	0.075	0.046
9	14/6/2012	-10	-7.50	3.329	1.607	0.694	0.393	0.257	0.179	0.117	0.065	0.074
10	14/6/2012	10	-7.50	2.871	1.308	0.760	0.437	0.287	0.198	0.147	0.094	0.071
11	14/6/2012	20	-7.50	2.490	1.327	0.758	0.431	0.294	0.211	0.160	0.094	0.066
12	14/6/2012	30	-7.50	2.309	1.234	0.732	0.437	0.292	0.209	0.163	0.091	0.064
13	14/6/2012	40	-7.50	2.301	1.245	0.708	0.427	0.296	0.215	0.169	0.097	0.088
14	14/6/2012	50	-7.50	2.352	1.241	0.756	0.469	0.330	0.239	0.185	0.114	0.071
15	14/6/2012	60	-7.50	2.449	1.135	0.724	0.450	0.311	0.237	0.192	0.115	0.063
16	14/6/2012	70	-7.50	2.607	1.282	0.804	0.504	0.352	0.272	0.208	0.115	0.097
17	14/6/2012	80	-7.50	2.830	1.384	0.829	0.477	0.347	0.241	0.187	0.093	0.074
18	14/6/2012	90	-7.50	2.749	1.412	0.846	0.521	0.340	0.255	0.185	0.109	0.073
19	14/6/2012	100	-7.50	2.588	1.313	0.828	0.508	0.354	0.263	0.207	0.124	0.087
20	14/6/2012	110	-7.50	2.594	1.295	0.831	0.529	0.381	0.271	0.227	0.139	0.071
21	14/6/2012	120	-7.50	2.568	1.328	0.888	0.575	0.404	0.286	0.237	0.141	0.078
22	14/6/2012	140	-7.50	2.315	1.187	0.762	0.501	0.361	0.268	0.216	0.147	0.090
23	14/6/2012	150	-7.50	2.186	1.219	0.776	0.509	0.357	0.262	0.204	0.127	0.080
24	14/6/2012	170	-7.50	2.043	1.136	0.755	0.506	0.368	0.270	0.244	0.152	0.112
25	14/6/2012	190	-7.50	2.257	1.223	0.776	0.511	0.368	0.278	0.227	0.138	0.097
26	14/6/2012	200	-7.50	2.175	1.035	0.695	0.454	0.320	0.233	0.193	0.114	0.090
27	14/6/2012	220	-7.50	2.348	1.149	0.736	0.474	0.344	0.249	0.195	0.129	0.081
28	14/6/2012	230	-7.50	2.104	1.132	0.695	0.443	0.317	0.240	0.189	0.119	0.086
29	14/6/2012	250	-7.50	1.963	1.058	0.660	0.420	0.297	0.220	0.166	0.108	0.077
30	14/6/2012	270	-7.50	2.385	1.268	0.826	0.530	0.375	0.285	0.220	0.128	0.091
31	14/6/2012	280	-7.50	2.435	1.350	0.866	0.563	0.394	0.285	0.226	0.144	0.094
32	14/6/2012	300	-7.50	1.788	0.863	0.551	0.344	0.248	0.182	0.144	0.089	0.065
33	14/6/2012	310	-7.50	2.187	0.956	0.612	0.370	0.262	0.190	0.152	0.104	0.082
34	14/6/2012	330	-7.50	2.046	1.012	0.643	0.401	0.284	0.207	0.162	0.108	0.079
35	14/6/2012	350	-7.50	1.846	0.912	0.566	0.343	0.233	0.162	0.128	0.085	0.065
36	14/6/2012	360	-7.50	1.807	0.883	0.520	0.332	0.238	0.168	0.128	0.098	0.066
37	14/6/2012	380	-7.50	1.820	0.832	0.518	0.314	0.209	0.151	0.118	0.082	0.064
38	14/6/2012	390	-7.50	2.021	1.017	0.587	0.346	0.227	0.153	0.116	0.084	0.060

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
39	14/6/2012	410	-7.50	2.167	1.090	0.720	0.449	0.312	0.215	0.167	0.103	0.076
40	14/6/2012	430	-7.50	1.865	0.961	0.626	0.402	0.280	0.206	0.164	0.100	0.070
41	14/6/2012	440	-7.50	1.879	1.006	0.636	0.403	0.283	0.209	0.162	0.107	0.078
42	14/6/2012	460	-7.50	1.589	0.797	0.551	0.358	0.270	0.202	0.158	0.103	0.074
43	14/6/2012	470	-7.50	1.661	0.844	0.579	0.393	0.286	0.217	0.169	0.111	0.073
44	14/6/2012	490	-7.50	1.587	0.871	0.578	0.389	0.295	0.221	0.182	0.122	0.089
45	14/6/2012	510	-7.50	1.481	0.806	0.523	0.358	0.271	0.215	0.175	0.118	0.083
46	14/6/2012	520	-7.50	1.393	0.767	0.520	0.345	0.256	0.200	0.162	0.113	0.082
47	14/6/2012	540	-7.50	1.390	0.705	0.481	0.331	0.245	0.186	0.143	0.097	0.069
48	14/6/2012	550	-7.50	1.462	0.769	0.499	0.349	0.259	0.197	0.155	0.095	0.065
49	14/6/2012	570	-7.50	1.304	0.722	0.501	0.367	0.292	0.234	0.197	0.131	0.085
50	14/6/2012	590	-7.50	1.584	0.770	0.517	0.342	0.248	0.191	0.165	0.099	0.077
51	14/6/2012	600	-7.50	1.227	0.711	0.463	0.329	0.250	0.199	0.149	0.106	0.073
52	14/6/2012	620	-7.50	1.430	0.724	0.475	0.334	0.253	0.198	0.167	0.109	0.080
53	14/6/2012	630	-7.50	1.435	0.711	0.470	0.330	0.244	0.195	0.156	0.105	0.092
54	14/6/2012	650	-7.50	1.475	0.737	0.501	0.344	0.262	0.202	0.176	0.121	0.086
55	14/6/2012	670	-7.50	1.342	0.666	0.440	0.314	0.238	0.185	0.152	0.102	0.072
56	14/6/2012	680	-7.50	1.267	0.628	0.421	0.289	0.211	0.160	0.128	0.085	0.063
57	14/6/2012	700	-7.50	1.268	0.637	0.394	0.259	0.181	0.134	0.110	0.071	0.055
58	14/6/2012	710	-7.50	1.309	0.609	0.383	0.238	0.166	0.112	0.104	0.070	0.047
59	14/6/2012	730	-7.50	1.770	0.850	0.522	0.323	0.219	0.165	0.129	0.086	0.071
60	14/6/2012	750	-7.50	1.573	0.694	0.405	0.251	0.173	0.130	0.101	0.069	0.052
61	14/6/2012	760	-7.50	1.504	0.724	0.463	0.315	0.240	0.179	0.143	0.096	0.083
62	14/6/2012	780	-7.50	1.381	0.670	0.435	0.303	0.234	0.184	0.141	0.107	0.084
63	14/6/2012	790	-7.50	1.500	0.737	0.442	0.291	0.208	0.156	0.120	0.078	0.056
64	14/6/2012	810	-7.50	1.444	0.747	0.492	0.317	0.227	0.174	0.142	0.096	0.068
65	14/6/2012	830	-7.50	1.388	0.787	0.540	0.354	0.266	0.208	0.174	0.120	0.089
66	14/6/2012	840	-7.50	1.536	0.768	0.529	0.351	0.269	0.205	0.175	0.122	0.088
67	14/6/2012	860	-7.50	1.448	0.722	0.495	0.344	0.262	0.211	0.179	0.131	0.099
68	14/6/2012	870	-7.50	1.380	0.655	0.449	0.321	0.254	0.206	0.177	0.126	0.086
69	14/6/2012	890	-7.50	1.783	1.588	0.631	0.397	0.279	0.210	0.165	0.110	0.083
70	14/6/2012	910	-7.50	2.218	1.163	0.740	0.461	0.316	0.230	0.183	0.112	0.086
71	14/6/2012	920	-7.50	2.154	1.137	0.686	0.431	0.291	0.205	0.168	0.105	0.073
72	14/6/2012	940	-7.50	2.071	1.035	0.590	0.337	0.221	0.156	0.119	0.076	0.053
73	14/6/2012	950	-7.50	2.109	0.981	0.569	0.322	0.210	0.148	0.113	0.070	0.049
74	14/6/2012	970	-7.50	2.364	1.141	0.566	0.292	0.190	0.128	0.091	0.050	0.033
75	14/6/2012	990	-7.50	2.747	1.299	0.746	0.379	0.223	0.132	0.080	0.040	0.018
76	14/6/2012	1000	-7.50	2.973	1.502	0.844	0.471	0.284	0.195	0.147	0.067	0.045

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
77	14/6/2012	1020	-7.50	2.664	1.414	0.818	0.467	0.317	0.227	0.177	0.100	0.071
78	14/6/2012	1030	-7.50	2.505	1.329	0.633	0.308	0.202	0.140	0.090	0.032	0.015
79	14/6/2012	1050	-7.50	2.227	1.102	0.623	0.333	0.210	0.136	0.103	0.052	0.033
80	14/6/2012	1070	-7.50	2.483	1.283	0.804	0.484	0.326	0.223	0.164	0.079	0.026
81	14/6/2012	1080	-7.50	1.885	0.953	0.534	0.296	0.182	0.114	0.080	0.034	0.018
82	14/6/2012	1100	-7.50	1.789	0.766	0.418	0.212	0.117	0.074	0.046	0.021	0.014
83	14/6/2012	1110	-7.50	1.937	0.913	0.562	0.314	0.202	0.136	0.101	0.060	0.044
84	14/6/2012	1130	-7.50	2.397	1.337	0.875	0.551	0.379	0.276	0.212	0.131	0.086
85	14/6/2012	1150	-7.50	2.142	1.226	0.793	0.522	0.382	0.289	0.235	0.155	0.104
86	14/6/2012	1170	-7.50	2.150	1.117	0.739	0.468	0.350	0.263	0.214	0.148	0.100
87	14/6/2012	1180	-7.50	2.012	1.087	0.689	0.445	0.319	0.235	0.179	0.124	0.091
88	14/6/2012	1190	-7.50	2.103	1.154	0.757	0.484	0.360	0.265	0.203	0.135	0.103
89	14/6/2012	1210	-7.50	1.735	0.922	0.622	0.418	0.317	0.251	0.199	0.146	0.107
90	14/6/2012	1230	-7.50	1.872	1.055	0.676	0.442	0.331	0.243	0.199	0.131	0.095
91	14/6/2012	1240	-7.50	2.182	1.134	0.733	0.471	0.332	0.250	0.197	0.134	0.091
92	14/6/2012	1260	-7.50	1.889	1.033	0.651	0.428	0.311	0.232	0.188	0.129	0.092
93	14/6/2012	1270	-7.50	1.970	0.985	0.635	0.422	0.300	0.224	0.192	0.117	0.078
94	14/6/2012	1290	-7.50	1.897	1.123	0.693	0.430	0.306	0.232	0.181	0.120	0.090
95	14/6/2012	1310	-7.50	1.915	0.979	0.634	0.368	0.254	0.179	0.137	0.086	0.066
96	14/6/2012	1320	-7.50	1.803	0.945	0.575	0.362	0.243	0.169	0.117	0.067	0.043
97	14/6/2012	1340	-7.50	2.088	1.066	0.648	0.378	0.245	0.169	0.134	0.085	0.063
98	14/6/2012	1350	-7.50	2.193	1.076	0.674	0.397	0.271	0.192	0.156	0.100	0.080
99	14/6/2012	1370	-7.50	2.270	1.213	0.770	0.477	0.323	0.225	0.172	0.101	0.071
100	14/6/2012	1390	-7.50	2.366	1.262	0.761	0.459	0.325	0.200	0.148	0.102	0.079
101	14/6/2012	1400	-7.50	1.193	0.638	0.420	0.292	0.215	0.169	0.138	0.090	0.067
102	14/6/2012	1420	-7.50	1.135	0.583	0.338	0.202	0.139	0.101	0.085	0.056	0.043
103	14/6/2012	1430	-7.50	1.112	0.577	0.381	0.251	0.180	0.139	0.110	0.074	0.052
104	14/6/2012	1450	-7.50	2.462	1.211	0.730	0.444	0.294	0.214	0.182	0.115	0.085
105	14/6/2012	1470	-7.50	2.517	1.241	0.699	0.361	0.240	0.167	0.130	0.091	0.082
106	14/6/2012	1480	-7.50	2.326	1.253	0.752	0.416	0.272	0.198	0.171	0.108	0.076
107	14/6/2012	1500	-7.50	1.204	0.596	0.372	0.225	0.154	0.111	0.082	0.060	0.046
108	14/6/2012	1510	-7.50	1.482	0.799	0.475	0.286	0.198	0.145	0.115	0.080	0.059
109	14/6/2012	1530	-7.50	2.021	1.061	0.623	0.319	0.193	0.127	0.100	0.070	0.055
110	14/6/2012	1560	-7.50	1.895	0.913	0.511	0.283	0.181	0.119	0.092	0.061	0.040
111	14/6/2012	1580	-7.50	1.534	0.795	0.481	0.289	0.192	0.135	0.102	0.071	0.053
112	14/6/2012	1590	-7.50	1.745	0.860	0.491	0.261	0.173	0.117	0.084	0.070	0.063
113	14/6/2012	1610	-7.50	1.300	0.688	0.393	0.234	0.155	0.106	0.084	0.054	0.043
114	14/6/2012	1620	-7.50	2.269	1.129	0.667	0.361	0.229	0.151	0.118	0.086	0.067

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
115	14/6/2012	1630	-7.50	2.134	0.990	0.569	0.278	0.175	0.124	0.092	0.065	0.051
116	14/6/2012	1640	-7.50	2.135	1.124	0.616	0.301	0.173	0.113	0.079	0.055	0.048
117	14/6/2012	1650	-7.50	1.820	1.094	0.659	0.327	0.184	0.128	0.100	0.074	0.059
118	14/6/2012	1660	-7.50	2.136	1.186	0.687	0.318	0.164	0.112	0.094	0.071	0.057
119	14/6/2012	1670	-7.50	3.005	1.714	0.963	0.371	0.145	0.085	0.083	0.064	0.053
120	14/6/2012	1680	-7.50	2.234	1.279	0.678	0.304	0.176	0.112	0.083	0.069	0.059
121	14/6/2012	1690	-7.50	2.488	1.442	0.770	0.273	0.133	0.099	0.113	0.055	0.047
122	14/6/2012	1700	-7.50	2.471	1.465	0.897	0.410	0.202	0.114	0.099	0.064	0.048
123	14/6/2012	1710	-7.50	1.831	0.846	0.521	0.308	0.204	0.140	0.106	0.075	0.057
124	14/6/2012	1720	-7.50	2.115	0.971	0.544	0.303	0.199	0.141	0.110	0.077	0.061
125	14/6/2012	1740	-7.50	2.345	1.160	0.734	0.408	0.250	0.167	0.126	0.081	0.064
126	14/6/2012	1750	-7.50	3.506	2.303	1.201	0.512	0.255	0.134	0.080	0.084	0.098
127	13/6/2012	-60	-3.75	3.177	1.743	1.046	0.596	0.375	0.233	0.178	0.091	0.061
128	13/6/2012	-30	-3.75	2.967	1.614	0.898	0.534	0.364	0.260	0.181	0.128	0.092
129	13/6/2012	0	-3.75	2.318	1.148	0.674	0.392	0.283	0.201	0.168	0.096	0.068
130	13/6/2012	10	-3.75	2.834	1.342	0.723	0.402	0.279	0.203	0.154	0.099	0.075
131	13/6/2012	20	-3.75	2.441	1.180	0.739	0.468	0.312	0.217	0.157	0.104	0.088
132	13/6/2012	30	-3.75	2.405	1.076	0.605	0.372	0.263	0.191	0.151	0.096	0.066
133	13/6/2012	40	-3.75	2.491	1.288	0.785	0.461	0.313	0.226	0.186	0.116	0.078
134	13/6/2012	50	-3.75	2.179	1.077	0.641	0.383	0.261	0.187	0.145	0.095	0.065
135	13/6/2012	60	-3.75	2.438	1.237	0.747	0.447	0.312	0.223	0.175	0.107	0.073
136	13/6/2012	70	-3.75	2.335	1.229	0.717	0.413	0.281	0.207	0.172	0.106	0.075
137	13/6/2012	80	-3.75	2.208	1.249	0.704	0.443	0.324	0.242	0.185	0.113	0.078
138	13/6/2012	90	-3.75	2.096	1.140	0.667	0.429	0.308	0.225	0.189	0.113	0.081
139	13/6/2012	100	-3.75	2.196	1.061	0.667	0.415	0.304	0.220	0.178	0.108	0.076
140	13/6/2012	130	-3.75	2.522	1.356	0.821	0.503	0.365	0.273	0.217	0.140	0.088
141	13/6/2012	160	-3.75	1.947	1.105	0.694	0.457	0.334	0.256	0.202	0.139	0.105
142	13/6/2012	180	-3.75	2.092	1.071	0.687	0.429	0.311	0.240	0.190	0.129	0.091
143	13/6/2012	210	-3.75	1.984	1.019	0.661	0.427	0.323	0.238	0.188	0.126	0.090
144	13/6/2012	240	-3.75	2.062	1.165	0.750	0.475	0.333	0.246	0.192	0.129	0.093
145	13/6/2012	260	-3.75	1.805	0.955	0.643	0.419	0.312	0.241	0.186	0.119	0.080
146	13/6/2012	290	-3.75	2.184	1.185	0.783	0.473	0.344	0.246	0.196	0.126	0.089
147	13/6/2012	320	-3.75	1.569	0.769	0.520	0.339	0.248	0.180	0.142	0.093	0.070
148	13/6/2012	340	-3.75	1.940	1.007	0.609	0.365	0.246	0.188	0.156	0.107	0.084
149	13/6/2012	370	-3.75	1.710	0.928	0.573	0.366	0.260	0.188	0.157	0.100	0.082
150	13/6/2012	400	-3.75	1.777	0.919	0.571	0.373	0.265	0.201	0.157	0.106	0.079
151	13/6/2012	420	-3.75	1.729	0.891	0.561	0.339	0.233	0.165	0.132	0.088	0.065
152	13/6/2012	450	-3.75	1.888	1.001	0.657	0.428	0.309	0.225	0.177	0.111	0.075



**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
153	13/6/2012	480	-3.75	1.538	0.846	0.538	0.357	0.263	0.199	0.156	0.106	0.076
154	13/6/2012	500	-3.75	1.521	0.815	0.574	0.388	0.285	0.217	0.169	0.113	0.080
155	13/6/2012	530	-3.75	1.450	0.837	0.536	0.368	0.268	0.208	0.164	0.119	0.075
156	13/6/2012	560	-3.75	1.289	0.674	0.464	0.316	0.241	0.183	0.168	0.096	0.085
157	13/6/2012	580	-3.75	1.214	0.642	0.458	0.322	0.250	0.194	0.166	0.112	0.074
158	13/6/2012	610	-3.75	1.393	0.683	0.498	0.357	0.279	0.218	0.174	0.120	0.086
159	13/6/2012	640	-3.75	1.264	0.666	0.465	0.314	0.239	0.175	0.140	0.101	0.080
160	13/6/2012	660	-3.75	1.171	0.698	0.501	0.355	0.277	0.208	0.166	0.113	0.084
161	13/6/2012	690	-3.75	1.112	0.688	0.454	0.324	0.247	0.195	0.164	0.111	0.082
162	13/6/2012	720	-3.75	1.273	0.686	0.486	0.327	0.246	0.191	0.152	0.103	0.076
163	13/6/2012	740	-3.75	1.232	0.643	0.413	0.265	0.196	0.148	0.120	0.076	0.064
164	13/6/2012	770	-3.75	1.246	0.695	0.437	0.286	0.209	0.159	0.126	0.084	0.064
165	13/6/2012	800	-3.75	1.456	0.769	0.533	0.374	0.287	0.223	0.184	0.130	0.099
166	13/6/2012	820	-3.75	1.464	0.711	0.470	0.301	0.218	0.153	0.121	0.080	0.061
167	13/6/2012	850	-3.75	1.159	0.631	0.446	0.317	0.249	0.200	0.169	0.112	0.082
168	13/6/2012	880	-3.75	1.591	0.860	0.575	0.390	0.296	0.220	0.185	0.134	0.095
169	13/6/2012	900	-3.75	1.456	0.750	0.526	0.359	0.271	0.211	0.172	0.121	0.091
170	13/6/2012	930	-3.75	1.643	0.827	0.557	0.367	0.273	0.199	0.155	0.107	0.082
171	13/6/2012	960	-3.75	1.857	0.946	0.575	0.355	0.245	0.174	0.134	0.094	0.075
172	13/6/2012	980	-3.75	1.745	1.020	0.631	0.379	0.263	0.187	0.149	0.091	0.057
173	13/6/2012	1010	-3.75	2.779	1.467	0.778	0.380	0.240	0.164	0.141	0.083	0.060
174	13/6/2012	1040	-3.75	2.464	1.281	0.705	0.360	0.225	0.172	0.137	0.086	0.057
175	13/6/2012	1060	-3.75	2.273	1.232	0.747	0.466	0.334	0.260	0.217	0.151	0.112
176	13/6/2012	1090	-3.75	1.919	0.950	0.521	0.280	0.176	0.126	0.093	0.052	0.027
177	13/6/2012	1120	-3.75	1.918	1.121	0.706	0.439	0.298	0.206	0.153	0.092	0.058
178	13/6/2012	1140	-3.75	2.092	1.191	0.767	0.492	0.351	0.265	0.210	0.136	0.095
179	13/6/2012	1170	-3.75	1.559	0.860	0.570	0.374	0.283	0.214	0.169	0.116	0.089
180	13/6/2012	1200	-3.75	1.976	0.970	0.680	0.454	0.341	0.255	0.197	0.132	0.100
181	13/6/2012	1220	-3.75	1.750	0.877	0.597	0.410	0.308	0.241	0.194	0.135	0.097
182	13/6/2012	1250	-3.75	1.500	0.819	0.555	0.384	0.287	0.221	0.180	0.121	0.088
183	13/6/2012	1280	-3.75	1.605	0.843	0.593	0.393	0.306	0.235	0.189	0.136	0.095
184	13/6/2012	1300	-3.75	1.807	1.034	0.689	0.448	0.322	0.233	0.188	0.126	0.091
185	13/6/2012	1330	-3.75	1.512	0.757	0.487	0.309	0.226	0.163	0.136	0.090	0.053
186	13/6/2012	1360	-3.75	1.961	1.038	0.659	0.385	0.260	0.183	0.148	0.107	0.080
187	13/6/2012	1380	-3.75	1.822	0.996	0.646	0.397	0.283	0.215	0.158	0.106	0.106
188	13/6/2012	1410	-3.75	2.131	1.103	0.662	0.399	0.268	0.195	0.150	0.103	0.082
189	13/6/2012	1440	-3.75	1.213	0.635	0.368	0.226	0.154	0.109	0.085	0.065	0.052
190	13/6/2012	1460	-3.75	1.910	1.046	0.706	0.445	0.317	0.236	0.184	0.130	0.099

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
191	13/6/2012	1490	-3.75	2.014	1.063	0.653	0.388	0.264	0.190	0.155	0.106	0.084
192	13/6/2012	1520	-3.75	1.297	0.606	0.360	0.223	0.162	0.121	0.094	0.068	0.053
193	13/6/2012	1540	-3.75	1.437	0.709	0.434	0.264	0.179	0.134	0.103	0.077	0.058
194	13/6/2012	1570	-3.75	1.920	1.142	0.659	0.348	0.238	0.158	0.119	0.091	0.086
195	13/6/2012	1600	-3.75	1.786	0.911	0.550	0.309	0.194	0.131	0.099	0.065	0.053
196	13/6/2012	1620	-3.75	2.585	1.568	0.852	0.296	0.094	0.094	0.075	0.075	0.063
197	13/6/2012	1630	-3.75	2.215	1.396	0.809	0.364	0.207	0.145	0.146	0.117	0.088
198	13/6/2012	1640	-3.75	2.024	0.982	0.538	0.294	0.185	0.133	0.115	0.064	0.065
199	13/6/2012	1650	-3.75	2.077	1.096	0.605	0.320	0.191	0.130	0.102	0.064	0.048
200	13/6/2012	1660	-3.75	1.846	1.095	0.665	0.348	0.199	0.139	0.109	0.078	0.062
201	13/6/2012	1670	-3.75	1.781	1.098	0.639	0.285	0.161	0.115	0.085	0.072	0.056
202	13/6/2012	1680	-3.75	1.994	1.117	0.654	0.307	0.154	0.116	0.090	0.070	0.044
203	13/6/2012	1690	-3.75	2.026	1.084	0.609	0.283	0.161	0.114	0.093	0.077	0.062
204	13/6/2012	1700	-3.75	2.222	1.242	0.748	0.344	0.193	0.128	0.101	0.076	0.063
205	13/6/2012	1710	-3.75	1.741	0.966	0.608	0.337	0.200	0.133	0.103	0.076	0.059
206	13/6/2012	1720	-3.75	2.112	1.091	0.628	0.347	0.216	0.145	0.105	0.069	0.069
207	13/6/2012	1730	-3.75	1.916	1.121	0.615	0.339	0.221	0.145	0.115	0.081	0.075
208	13/6/2012	1760	-3.75	4.306	2.541	1.351	0.567	0.264	0.112	0.053	0.076	0.097
209	13/6/2012	-50	0.00	3.057	1.603	0.918	0.508	0.328	0.233	0.163	0.098	0.083
210	13/6/2012	-10	0.00	3.045	0.850	0.587	0.338	0.240	0.173	0.135	0.087	0.071
211	13/6/2012	10	0.00	2.577	1.248	0.719	0.414	0.286	0.208	0.160	0.106	0.083
212	13/6/2012	20	0.00	2.629	1.234	0.764	0.452	0.307	0.226	0.182	0.107	0.076
213	13/6/2012	30	0.00	2.245	1.101	0.635	0.373	0.258	0.189	0.160	0.096	0.061
214	13/6/2012	40	0.00	2.291	1.117	0.647	0.366	0.243	0.190	0.151	0.089	0.070
215	13/6/2012	50	0.00	2.590	1.248	0.728	0.421	0.283	0.207	0.164	0.117	0.080
216	13/6/2012	60	0.00	2.428	1.214	0.736	0.448	0.319	0.236	0.191	0.122	0.087
217	13/6/2012	70	0.00	2.125	1.048	0.625	0.385	0.275	0.217	0.174	0.114	0.082
218	13/6/2012	80	0.00	2.658	1.258	0.733	0.447	0.313	0.237	0.189	0.126	0.094
219	13/6/2012	90	0.00	2.228	1.126	0.702	0.431	0.307	0.231	0.184	0.116	0.088
220	13/6/2012	100	0.00	2.644	1.227	0.720	0.414	0.286	0.207	0.165	0.106	0.093
221	13/6/2012	110	0.00	2.703	1.394	0.877	0.519	0.355	0.264	0.208	0.142	0.099
222	13/6/2012	150	0.00	2.091	1.081	0.709	0.472	0.342	0.261	0.204	0.133	0.096
223	13/6/2012	190	0.00	2.096	1.120	0.671	0.429	0.314	0.229	0.180	0.115	0.087
224	13/6/2012	230	0.00	2.029	1.043	0.661	0.429	0.314	0.241	0.188	0.120	0.084
225	13/6/2012	270	0.00	2.172	1.104	0.729	0.477	0.342	0.255	0.203	0.132	0.093
226	13/6/2012	310	0.00	1.761	0.832	0.543	0.327	0.228	0.163	0.137	0.091	0.069
227	13/6/2012	350	0.00	1.761	0.807	0.528	0.344	0.247	0.182	0.130	0.096	0.072
228	13/6/2012	390	0.00	1.952	0.857	0.527	0.321	0.233	0.175	0.143	0.100	0.084

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
229	13/6/2012	430	0.00	1.911	0.941	0.591	0.370	0.258	0.191	0.156	0.104	0.070
230	13/6/2012	470	0.00	1.632	0.811	0.547	0.371	0.273	0.207	0.175	0.105	0.075
231	13/6/2012	510	0.00	1.553	0.839	0.568	0.370	0.276	0.216	0.173	0.117	0.088
232	13/6/2012	550	0.00	1.417	0.729	0.503	0.336	0.257	0.200	0.152	0.109	0.076
233	13/6/2012	590	0.00	1.265	0.669	0.470	0.325	0.252	0.197	0.159	0.109	0.081
234	13/6/2012	630	0.00	1.432	0.739	0.490	0.340	0.255	0.198	0.157	0.106	0.081
235	13/6/2012	670	0.00	1.302	0.665	0.462	0.323	0.243	0.188	0.152	0.099	0.089
236	13/6/2012	710	0.00	1.236	0.638	0.462	0.315	0.239	0.183	0.153	0.097	0.066
237	13/6/2012	750	0.00	1.304	0.663	0.459	0.318	0.238	0.179	0.149	0.102	0.074
238	13/6/2012	790	0.00	1.397	0.735	0.480	0.327	0.238	0.172	0.145	0.097	0.076
239	13/6/2012	830	0.00	1.120	0.593	0.400	0.289	0.224	0.182	0.148	0.105	0.078
240	13/6/2012	870	0.00	1.669	0.877	0.572	0.386	0.285	0.228	0.187	0.129	0.097
241	13/6/2012	910	0.00	1.331	0.714	0.495	0.339	0.254	0.199	0.157	0.109	0.080
242	13/6/2012	950	0.00	1.550	0.829	0.534	0.359	0.252	0.197	0.144	0.096	0.068
243	13/6/2012	990	0.00	2.258	1.158	0.670	0.337	0.208	0.143	0.115	0.078	0.049
244	13/6/2012	1030	0.00	1.998	1.040	0.639	0.392	0.261	0.190	0.144	0.082	0.050
245	13/6/2012	1070	0.00	2.317	1.235	0.775	0.488	0.345	0.258	0.191	0.123	0.075
246	13/6/2012	1110	0.00	1.464	0.767	0.515	0.354	0.262	0.211	0.176	0.121	0.091
247	13/6/2012	1150	0.00	1.497	0.837	0.562	0.376	0.279	0.205	0.171	0.111	0.081
248	13/6/2012	1190	0.00	1.664	0.932	0.606	0.391	0.290	0.215	0.174	0.112	0.095
249	13/6/2012	1230	0.00	1.525	0.775	0.525	0.360	0.267	0.212	0.163	0.103	0.081
250	13/6/2012	1270	0.00	1.720	0.957	0.646	0.429	0.314	0.235	0.192	0.130	0.102
251	13/6/2012	1310	0.00	1.473	0.794	0.506	0.335	0.235	0.170	0.129	0.089	0.066
252	13/6/2012	1350	0.00	1.913	1.040	0.627	0.368	0.238	0.173	0.139	0.102	0.079
253	13/6/2012	1390	0.00	2.202	1.064	0.700	0.396	0.265	0.183	0.140	0.093	0.082
254	13/6/2012	1430	0.00	1.318	0.619	0.363	0.236	0.164	0.118	0.088	0.061	0.060
255	13/6/2012	1470	0.00	2.019	1.051	0.626	0.363	0.228	0.164	0.145	0.081	0.064
256	13/6/2012	1510	0.00	1.218	0.520	0.311	0.203	0.152	0.116	0.097	0.068	0.054
257	13/6/2012	1550	0.00	1.932	1.112	0.595	0.318	0.209	0.148	0.130	0.093	0.074
258	13/6/2012	1590	0.00	1.582	0.849	0.495	0.269	0.171	0.117	0.090	0.063	0.050
259	13/6/2012	1620	0.00	1.388	0.810	0.502	0.283	0.184	0.128	0.097	0.068	0.050
260	13/6/2012	1630	0.00	1.812	0.907	0.527	0.286	0.184	0.124	0.089	0.066	0.059
261	13/6/2012	1640	0.00	2.051	0.928	0.522	0.274	0.168	0.115	0.090	0.064	0.051
262	13/6/2012	1650	0.00	1.810	1.043	0.624	0.301	0.181	0.126	0.104	0.076	0.060
263	13/6/2012	1660	0.00	2.029	1.068	0.649	0.334	0.177	0.119	0.095	0.078	0.062
264	13/6/2012	1670	0.00	2.235	1.249	0.715	0.335	0.174	0.119	0.095	0.072	0.053
265	13/6/2012	1680	0.00	2.331	1.520	0.899	0.444	0.230	0.143	0.117	0.083	0.076
266	13/6/2012	1690	0.00	2.205	1.249	0.752	0.365	0.200	0.128	0.104	0.075	0.065

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

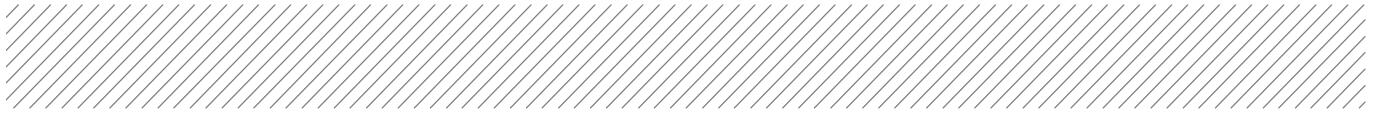
Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
267	13/6/2012	1700	0.00	2.091	1.018	0.608	0.308	0.194	0.142	0.110	0.078	0.066
268	13/6/2012	1710	0.00	1.882	0.948	0.601	0.341	0.225	0.150	0.104	0.076	0.060
269	13/6/2012	1720	0.00	2.054	1.094	0.682	0.388	0.237	0.152	0.113	0.077	0.065
270	13/6/2012	1750	0.00	2.914	1.508	0.752	0.399	0.223	0.143	0.116	0.110	0.111
271	13/6/2012	-70	3.75	3.107	1.685	1.050	0.616	0.374	0.235	0.169	0.086	0.085
272	13/6/2012	-40	3.75	3.073	1.603	0.907	0.533	0.369	0.237	0.197	0.109	0.093
273	13/6/2012	-20	3.75	2.796	1.197	0.645	0.377	0.263	0.189	0.136	0.098	0.069
274	13/6/2012	10	3.75	2.477	1.327	0.750	0.428	0.285	0.209	0.165	0.110	0.077
275	13/6/2012	20	3.75	2.069	1.130	0.667	0.393	0.271	0.193	0.152	0.090	0.068
276	13/6/2012	30	3.75	2.382	1.176	0.671	0.397	0.276	0.203	0.163	0.105	0.074
277	13/6/2012	40	3.75	2.401	1.381	0.771	0.450	0.317	0.231	0.191	0.128	0.082
278	13/6/2012	51	3.75	2.797	1.423	0.776	0.429	0.305	0.224	0.170	0.107	0.085
279	13/6/2012	60	3.75	2.876	1.490	0.856	0.504	0.357	0.272	0.208	0.132	0.087
280	13/6/2012	70	3.75	2.411	1.096	0.628	0.385	0.281	0.217	0.173	0.115	0.090
281	13/6/2012	81	3.75	2.501	1.243	0.744	0.474	0.342	0.256	0.209	0.125	0.086
282	13/6/2012	90	3.75	2.525	1.386	0.812	0.474	0.338	0.251	0.202	0.120	0.085
283	13/6/2012	100	3.75	2.502	1.471	0.869	0.534	0.375	0.277	0.217	0.143	0.099
284	13/6/2012	120	3.75	2.874	1.711	1.029	0.584	0.408	0.290	0.215	0.127	0.093
285	13/6/2012	140	3.75	2.399	1.332	0.833	0.515	0.362	0.266	0.215	0.129	0.096
286	13/6/2012	170	3.75	1.985	1.078	0.676	0.427	0.310	0.227	0.190	0.121	0.083
287	13/6/2012	200	3.75	2.150	1.208	0.726	0.446	0.312	0.240	0.165	0.121	0.105
288	13/6/2012	220	3.75	2.068	1.134	0.716	0.442	0.302	0.228	0.177	0.110	0.080
289	13/6/2012	250	3.75	2.077	1.152	0.723	0.460	0.337	0.242	0.193	0.120	0.089
290	13/6/2012	280	3.75	1.628	0.876	0.545	0.338	0.226	0.164	0.128	0.077	0.056
291	13/6/2012	300	3.75	2.047	1.116	0.679	0.419	0.297	0.219	0.173	0.116	0.089
292	13/6/2012	330	3.75	1.869	0.948	0.578	0.352	0.249	0.177	0.141	0.094	0.071
293	13/6/2012	360	3.75	1.763	0.714	0.406	0.238	0.168	0.134	0.116	0.089	0.068
294	13/6/2012	380	3.75	1.941	0.982	0.567	0.334	0.233	0.172	0.137	0.093	0.072
295	13/6/2012	410	3.75	1.882	0.980	0.617	0.383	0.262	0.196	0.148	0.094	0.065
296	13/6/2012	440	3.75	1.893	1.041	0.640	0.368	0.259	0.180	0.138	0.081	0.060
297	13/6/2012	460	3.75	1.892	0.991	0.646	0.406	0.298	0.220	0.169	0.114	0.078
298	13/6/2012	490	3.75	1.645	0.859	0.576	0.395	0.289	0.209	0.169	0.109	0.067
299	13/6/2012	520	3.75	1.460	0.756	0.506	0.327	0.233	0.181	0.145	0.093	0.065
300	13/6/2012	550	3.75	1.532	0.793	0.521	0.343	0.256	0.200	0.167	0.107	0.073
301	13/6/2012	570	3.75	1.589	0.898	0.612	0.414	0.308	0.237	0.193	0.122	0.086
302	13/6/2012	600	3.75	1.684	0.951	0.658	0.443	0.319	0.260	0.210	0.134	0.096
303	13/6/2012	620	3.75	1.552	0.881	0.587	0.405	0.298	0.230	0.192	0.122	0.084
304	13/6/2012	650	3.75	1.443	0.721	0.506	0.358	0.278	0.219	0.179	0.123	0.091

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
305	13/6/2012	680	3.75	1.212	0.664	0.465	0.324	0.250	0.201	0.162	0.111	0.079
306	13/6/2012	700	3.75	1.390	0.721	0.486	0.336	0.257	0.206	0.174	0.119	0.085
307	13/6/2012	730	3.75	1.285	0.722	0.480	0.334	0.251	0.193	0.152	0.103	0.069
308	13/6/2012	760	3.75	1.536	0.832	0.543	0.350	0.255	0.192	0.158	0.108	0.082
309	13/6/2012	780	3.75	1.256	0.607	0.395	0.259	0.194	0.148	0.118	0.080	0.056
310	13/6/2012	810	3.75	1.416	0.745	0.499	0.336	0.252	0.189	0.155	0.106	0.075
311	13/6/2012	840	3.75	1.865	1.025	0.701	0.473	0.344	0.262	0.225	0.145	0.116
312	13/6/2012	860	3.75	2.000	1.202	0.811	0.533	0.394	0.302	0.236	0.169	0.147
313	13/6/2012	890	3.75	1.809	0.998	0.635	0.410	0.292	0.217	0.175	0.114	0.084
314	13/6/2012	920	3.75	1.778	0.920	0.594	0.387	0.269	0.204	0.158	0.105	0.081
315	13/6/2012	940	3.75	1.497	0.822	0.531	0.351	0.255	0.193	0.150	0.094	0.069
316	13/6/2012	970	3.75	1.691	0.849	0.527	0.304	0.200	0.142	0.102	0.061	0.043
317	13/6/2012	1000	3.75	2.409	1.508	1.006	0.564	0.381	0.281	0.232	0.152	0.100
318	13/6/2012	1020	3.75	2.401	1.214	0.677	0.351	0.232	0.167	0.129	0.079	0.046
319	13/6/2012	1050	3.75	2.400	1.289	0.750	0.415	0.263	0.164	0.142	0.079	0.022
320	13/6/2012	1080	3.75	2.006	1.083	0.707	0.443	0.300	0.208	0.157	0.088	0.056
321	13/6/2012	1100	3.75	1.602	0.855	0.586	0.402	0.308	0.235	0.192	0.129	0.092
322	13/6/2012	1130	3.75	1.344	0.696	0.476	0.330	0.252	0.192	0.159	0.103	0.072
323	13/6/2012	1160	3.75	1.349	0.763	0.523	0.360	0.255	0.197	0.161	0.099	0.066
324	13/6/2012	1180	3.75	1.607	0.893	0.596	0.414	0.312	0.243	0.212	0.137	0.097
325	13/6/2012	1210	3.75	1.633	0.933	0.646	0.419	0.302	0.223	0.172	0.110	0.076
326	13/6/2012	1240	3.75	1.556	0.943	0.642	0.429	0.318	0.244	0.198	0.128	0.090
327	13/6/2012	1260	3.75	1.878	1.099	0.745	0.483	0.346	0.265	0.208	0.133	0.086
328	13/6/2012	1290	3.75	1.501	0.805	0.520	0.330	0.232	0.169	0.129	0.088	0.076
329	13/6/2012	1320	3.75	2.304	1.268	0.653	0.250	0.176	0.142	0.120	0.093	0.077
330	13/6/2012	1340	3.75	2.013	1.096	0.711	0.440	0.316	0.240	0.215	0.154	0.117
331	13/6/2012	1370	3.75	2.266	1.112	0.646	0.365	0.229	0.157	0.121	0.088	0.067
332	13/6/2012	1400	3.75	1.300	0.606	0.374	0.220	0.151	0.119	0.095	0.074	0.059
333	13/6/2012	1420	3.75	1.578	0.744	0.472	0.293	0.203	0.152	0.125	0.080	0.068
334	13/6/2012	1450	3.75	2.301	1.129	0.666	0.364	0.240	0.171	0.129	0.092	0.077
335	13/6/2012	1480	3.75	1.568	0.809	0.469	0.278	0.193	0.142	0.110	0.076	0.058
336	13/6/2012	1500	3.75	1.186	0.526	0.312	0.193	0.134	0.097	0.078	0.054	0.043
337	13/6/2012	1530	3.75	1.660	0.858	0.529	0.315	0.214	0.155	0.102	0.089	0.066
338	13/6/2012	1560	3.75	1.845	0.853	0.492	0.269	0.178	0.130	0.108	0.075	0.060
339	13/6/2012	1580	3.75	1.423	0.692	0.409	0.226	0.135	0.096	0.076	0.054	0.044
340	13/6/2012	1610	3.75	3.678	1.977	0.918	0.146	0.025	0.080	0.100	0.082	0.071
341	13/6/2012	1620	3.75	2.953	1.683	0.806	0.236	0.092	0.056	0.071	0.067	0.054
342	13/6/2012	1630	3.75	1.835	0.913	0.522	0.278	0.172	0.119	0.099	0.064	0.052

**FLINDERS ISLAND AERODROME  
14/32 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
343	13/6/2012	1640	3.75	1.870	0.967	0.520	0.261	0.161	0.112	0.087	0.060	0.051
344	13/6/2012	1650	3.75	1.983	1.058	0.620	0.314	0.161	0.108	0.103	0.074	0.051
345	13/6/2012	1660	3.75	2.012	1.129	0.654	0.275	0.146	0.111	0.089	0.076	0.063
346	13/6/2012	1670	3.75	2.059	1.115	0.589	0.250	0.130	0.094	0.085	0.063	0.045
347	13/6/2012	1680	3.75	2.686	1.173	0.655	0.273	0.131	0.094	0.088	0.066	0.051
348	13/6/2012	1690	3.75	2.345	1.300	0.748	0.335	0.172	0.117	0.098	0.076	0.048
349	13/6/2012	1700	3.75	1.472	0.807	0.463	0.256	0.152	0.108	0.089	0.063	0.048
350	13/6/2012	1710	3.75	2.118	1.043	0.618	0.329	0.195	0.138	0.102	0.072	0.056
351	13/6/2012	1720	3.75	2.019	1.074	0.626	0.332	0.197	0.137	0.100	0.071	0.060
352	13/6/2012	1740	3.75	2.294	1.372	0.673	0.319	0.183	0.125	0.106	0.067	0.062
353	13/6/2012	1760	3.75	3.270	1.475	0.699	0.337	0.178	0.107	0.076	0.061	0.059
354	14/6/2012	-60	7.50	2.974	1.708	1.037	0.562	0.337	0.208	0.137	0.081	0.071
355	14/6/2012	-50	7.50	3.000	1.257	0.759	0.426	0.270	0.172	0.118	0.070	0.054
356	14/6/2012	-30	7.50	2.677	1.381	0.784	0.453	0.300	0.208	0.158	0.091	0.064
357	14/6/2012	-10	7.50	3.156	1.435	0.665	0.372	0.274	0.196	0.130	0.086	0.065
358	14/6/2012	10	7.50	2.731	1.306	0.739	0.383	0.258	0.187	0.151	0.092	0.065
359	14/6/2012	20	7.50	2.421	1.149	0.673	0.421	0.306	0.228	0.179	0.105	0.069
360	14/6/2012	30	7.50	2.380	1.142	0.663	0.395	0.269	0.198	0.157	0.091	0.058
361	14/6/2012	40	7.50	2.349	1.142	0.667	0.392	0.274	0.196	0.156	0.091	0.064
362	14/6/2012	50	7.50	2.560	1.152	0.662	0.374	0.256	0.201	0.166	0.100	0.067
363	14/6/2012	60	7.50	2.352	1.157	0.679	0.422	0.304	0.228	0.183	0.118	0.078
364	14/6/2012	70	7.50	2.481	1.189	0.699	0.424	0.309	0.229	0.174	0.109	0.077
365	14/6/2012	80	7.50	2.669	1.373	0.811	0.477	0.333	0.243	0.194	0.119	0.078
366	14/6/2012	90	7.50	2.645	1.333	0.831	0.483	0.328	0.237	0.184	0.117	0.082
367	14/6/2012	100	7.50	2.412	1.235	0.713	0.438	0.305	0.225	0.182	0.119	0.088



# Appendix H

## Unit Deflections – 05/23

### Runway

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
439	15/6/2012	70	-15.00	1.300	0.682	0.413	0.235	0.148	0.105	0.081	0.057	0.045
440	15/6/2012	-50	-7.50	3.825	1.705	0.829	0.363	0.186	0.123	0.099	0.081	0.063
441	15/6/2012	-30	-7.50	1.889	1.008	0.500	0.254	0.155	0.109	0.080	0.058	0.053
442	15/6/2012	-20	-7.50	1.996	0.883	0.463	0.239	0.151	0.106	0.085	0.059	0.049
443	15/6/2012	0	-7.50	2.349	1.216	0.651	0.327	0.191	0.124	0.102	0.080	0.072
444	15/6/2012	10	-7.50	2.038	0.946	0.523	0.293	0.192	0.137	0.111	0.081	0.066
445	15/6/2012	20	-7.50	1.780	0.880	0.477	0.269	0.176	0.122	0.096	0.063	0.070
446	15/6/2012	35	-7.50	1.432	0.787	0.491	0.299	0.196	0.135	0.111	0.075	0.056
447	15/6/2012	90	-7.50	1.209	0.570	0.325	0.177	0.110	0.081	0.070	0.050	0.039
448	15/6/2012	110	-7.50	1.348	0.576	0.310	0.182	0.118	0.090	0.073	0.053	0.043
449	15/6/2012	120	-7.50	1.509	0.688	0.367	0.197	0.130	0.097	0.081	0.059	0.047
450	15/6/2012	140	-7.50	1.911	1.008	0.546	0.274	0.177	0.130	0.108	0.087	0.072
451	15/6/2012	170	-7.50	2.449	1.206	0.586	0.308	0.192	0.132	0.102	0.085	0.064
452	15/6/2012	200	-7.50	1.437	0.728	0.431	0.246	0.161	0.114	0.088	0.066	0.050
453	15/6/2012	220	-7.50	1.292	0.634	0.336	0.190	0.137	0.096	0.078	0.059	0.050
454	15/6/2012	250	-7.50	1.032	0.431	0.245	0.146	0.105	0.082	0.068	0.049	0.042
455	15/6/2012	280	-7.50	1.014	0.496	0.298	0.182	0.128	0.100	0.082	0.060	0.047
456	15/6/2012	300	-7.50	1.185	0.508	0.313	0.191	0.138	0.101	0.083	0.064	0.051
457	15/6/2012	330	-7.50	1.250	0.586	0.346	0.203	0.138	0.097	0.086	0.064	0.047
458	15/6/2012	360	-7.50	1.265	0.498	0.297	0.188	0.140	0.115	0.094	0.067	0.054
459	15/6/2012	380	-7.50	1.095	0.472	0.283	0.172	0.126	0.096	0.085	0.066	0.053
460	15/6/2012	410	-7.50	1.008	0.504	0.308	0.184	0.132	0.099	0.083	0.063	0.052
461	15/6/2012	440	-7.50	1.798	0.740	0.464	0.298	0.220	0.170	0.140	0.105	0.083
462	15/6/2012	460	-7.50	1.126	0.517	0.306	0.179	0.116	0.086	0.073	0.056	0.048
463	15/6/2012	490	-7.50	1.265	0.482	0.298	0.187	0.139	0.108	0.093	0.069	0.059
464	15/6/2012	520	-7.50	1.090	0.445	0.273	0.174	0.124	0.098	0.084	0.061	0.048
465	15/6/2012	540	-7.50	1.060	0.489	0.312	0.201	0.147	0.113	0.093	0.065	0.056
466	15/6/2012	570	-7.50	1.437	0.704	0.437	0.290	0.213	0.168	0.134	0.094	0.074
467	15/6/2012	600	-7.50	1.184	0.590	0.344	0.202	0.137	0.102	0.085	0.062	0.054
468	15/6/2012	620	-7.50	1.017	0.483	0.270	0.164	0.127	0.097	0.084	0.063	0.055
469	15/6/2012	650	-7.50	1.030	0.490	0.306	0.191	0.137	0.106	0.086	0.064	0.057
470	15/6/2012	680	-7.50	1.083	0.485	0.283	0.179	0.124	0.094	0.075	0.058	0.049
471	15/6/2012	700	-7.50	1.141	0.523	0.319	0.205	0.135	0.112	0.080	0.053	0.048
472	15/6/2012	730	-7.50	0.954	0.493	0.301	0.189	0.125	0.092	0.071	0.053	0.044
473	15/6/2012	760	-7.50	1.182	0.571	0.348	0.211	0.142	0.103	0.088	0.060	0.046
474	15/6/2012	780	-7.50	1.074	0.502	0.316	0.210	0.151	0.111	0.095	0.064	0.051
475	15/6/2012	810	-7.50	1.345	0.647	0.430	0.287	0.214	0.167	0.138	0.100	0.079
476	15/6/2012	840	-7.50	1.233	0.619	0.378	0.238	0.168	0.127	0.098	0.070	0.053



**FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
477	15/6/2012	860	-7.50	1.377	0.678	0.417	0.274	0.190	0.137	0.096	0.080	0.054
478	15/6/2012	890	-7.50	0.892	0.408	0.266	0.176	0.129	0.103	0.085	0.061	0.049
479	15/6/2012	910	-7.50	1.074	0.423	0.272	0.172	0.131	0.103	0.089	0.062	0.049
480	15/6/2012	920	-7.50	1.037	0.487	0.291	0.188	0.142	0.109	0.085	0.059	0.046
481	15/6/2012	940	-7.50	1.103	0.497	0.313	0.193	0.146	0.111	0.078	0.062	0.053
482	15/6/2012	950	-7.50	1.217	0.526	0.326	0.204	0.147	0.112	0.088	0.059	0.046
483	15/6/2012	970	-7.50	1.068	0.557	0.354	0.228	0.161	0.123	0.099	0.066	0.053
484	15/6/2012	990	-7.50	2.057	0.905	0.485	0.230	0.136	0.098	0.080	0.057	0.050
485	15/6/2012	1000	-7.50	2.059	0.919	0.501	0.241	0.143	0.099	0.081	0.063	0.054
486	15/6/2012	1020	-7.50	1.688	0.694	0.370	0.197	0.130	0.095	0.075	0.053	0.040
487	15/6/2012	1030	-7.50	1.640	0.785	0.429	0.230	0.146	0.097	0.078	0.055	0.042
488	15/6/2012	1050	-7.50	1.751	0.835	0.506	0.285	0.178	0.115	0.084	0.062	0.051
489	15/6/2012	1070	-7.50	1.674	0.709	0.380	0.191	0.118	0.091	0.070	0.058	0.044
490	15/6/2012	1080	-7.50	1.218	0.617	0.359	0.190	0.125	0.098	0.086	0.068	0.049
491	15/6/2012	1100	-7.50	1.371	0.627	0.365	0.212	0.138	0.097	0.073	0.055	0.042
492	15/6/2012	1110	-7.50	1.324	0.596	0.347	0.170	0.110	0.092	0.094	0.047	0.032
493	15/6/2012	1125	-7.50	2.281	1.184	0.609	0.313	0.168	0.114	0.102	0.000	0.091
494	14/6/2012	-40	-3.75	2.247	0.945	0.496	0.264	0.151	0.099	0.077	0.060	0.051
495	14/6/2012	-10	-3.75	2.325	0.992	0.482	0.247	0.148	0.104	0.082	0.058	0.048
496	14/6/2012	30	-3.75	1.871	0.938	0.559	0.302	0.181	0.132	0.100	0.071	0.059
497	14/6/2012	80	-3.75	1.002	0.602	0.403	0.242	0.157	0.104	0.078	0.051	0.040
498	14/6/2012	100	-3.75	1.250	0.649	0.388	0.224	0.150	0.109	0.085	0.060	0.046
499	14/6/2012	130	-3.75	1.197	0.570	0.321	0.192	0.135	0.101	0.078	0.055	0.041
500	14/6/2012	160	-3.75	1.429	0.777	0.466	0.287	0.196	0.149	0.114	0.078	0.063
501	14/6/2012	170	-3.75	1.500	0.793	0.474	0.287	0.187	0.141	0.109	0.067	0.054
502	14/6/2012	210	-3.75	1.253	0.638	0.403	0.240	0.163	0.116	0.090	0.062	0.050
503	14/6/2012	240	-3.75	1.277	0.593	0.350	0.185	0.122	0.086	0.073	0.054	0.048
504	14/6/2012	260	-3.75	1.245	0.619	0.339	0.204	0.141	0.103	0.086	0.064	0.051
505	14/6/2012	290	-3.75	0.965	0.515	0.310	0.191	0.140	0.107	0.091	0.069	0.054
506	14/6/2012	320	-3.75	1.131	0.547	0.330	0.200	0.143	0.107	0.088	0.070	0.057
507	14/6/2012	340	-3.75	1.057	0.539	0.331	0.212	0.154	0.117	0.098	0.074	0.063
508	14/6/2012	370	-3.75	0.990	0.461	0.294	0.184	0.131	0.101	0.084	0.064	0.049
509	14/6/2012	400	-3.75	1.103	0.479	0.284	0.168	0.116	0.086	0.075	0.056	0.048
510	14/6/2012	420	-3.75	0.860	0.435	0.263	0.155	0.109	0.078	0.069	0.051	0.043
511	14/6/2012	450	-3.75	1.018	0.545	0.328	0.193	0.134	0.100	0.079	0.059	0.049
512	14/6/2012	480	-3.75	0.970	0.480	0.307	0.192	0.133	0.104	0.082	0.070	0.044
513	14/6/2012	500	-3.75	1.056	0.511	0.318	0.184	0.129	0.103	0.087	0.066	0.053
514	14/6/2012	530	-3.75	0.971	0.454	0.288	0.178	0.122	0.093	0.079	0.057	0.046

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
515	14/6/2012	560	-3.75	0.882	0.448	0.298	0.215	0.162	0.126	0.101	0.075	0.058
516	14/6/2012	580	-3.75	0.992	0.412	0.286	0.192	0.140	0.107	0.091	0.064	0.053
517	14/6/2012	610	-3.75	0.972	0.440	0.291	0.186	0.137	0.098	0.081	0.057	0.047
518	14/6/2012	640	-3.75	1.169	0.436	0.259	0.171	0.122	0.099	0.093	0.055	0.050
519	14/6/2012	660	-3.75	1.037	0.451	0.280	0.185	0.130	0.101	0.083	0.062	0.046
520	14/6/2012	690	-3.75	1.014	0.456	0.281	0.180	0.120	0.092	0.076	0.050	0.039
521	14/6/2012	720	-3.75	0.828	0.415	0.258	0.161	0.108	0.077	0.062	0.050	0.034
522	14/6/2012	740	-3.75	0.996	0.471	0.309	0.194	0.140	0.104	0.088	0.060	0.044
523	14/6/2012	770	-3.75	0.963	0.493	0.308	0.204	0.151	0.112	0.089	0.060	0.052
524	14/6/2012	800	-3.75	1.099	0.534	0.275	0.163	0.111	0.083	0.071	0.055	0.047
525	14/6/2012	820	-3.75	1.234	0.651	0.437	0.295	0.219	0.172	0.138	0.098	0.077
526	14/6/2012	850	-3.75	0.991	0.513	0.331	0.215	0.153	0.116	0.095	0.066	0.051
527	14/6/2012	880	-3.75	0.908	0.389	0.282	0.180	0.137	0.112	0.099	0.071	0.054
528	14/6/2012	900	-3.75	0.902	0.489	0.291	0.196	0.140	0.111	0.098	0.068	0.047
529	14/6/2012	930	-3.75	0.839	0.432	0.277	0.193	0.132	0.098	0.084	0.056	0.046
530	14/6/2012	960	-3.75	3.830	1.650	0.742	0.258	0.138	0.096	0.076	0.055	0.058
531	14/6/2012	980	-3.75	1.404	0.646	0.391	0.242	0.170	0.128	0.103	0.072	0.055
532	14/6/2012	1010	-3.75	1.570	0.726	0.416	0.215	0.138	0.102	0.080	0.056	0.043
533	14/6/2012	1040	-3.75	1.732	0.827	0.469	0.209	0.133	0.095	0.073	0.052	0.040
534	14/6/2012	1060	-3.75	1.951	0.969	0.570	0.294	0.186	0.131	0.100	0.068	0.055
535	14/6/2012	1090	-3.75	1.266	0.547	0.281	0.142	0.095	0.067	0.074	0.042	0.039
536	14/6/2012	1120	-3.75	1.749	0.800	0.447	0.234	0.144	0.098	0.075	0.056	0.041
537	14/6/2012	1140	-3.75	3.219	1.586	0.618	0.141	0.121	0.097	0.081	0.071	0.055
538	14/6/2012	-30	0.00	2.344	1.022	0.548	0.284	0.169	0.112	0.086	0.067	0.063
539	14/6/2012	10	0.00	1.519	0.810	0.473	0.261	0.173	0.122	0.090	0.073	0.053
540	14/6/2012	70	0.00	1.142	0.649	0.442	0.283	0.190	0.136	0.100	0.069	0.055
541	14/6/2012	110	0.00	1.333	0.638	0.383	0.222	0.149	0.106	0.085	0.059	0.041
542	14/6/2012	150	0.00	1.290	0.724	0.437	0.263	0.180	0.127	0.102	0.068	0.052
543	14/6/2012	190	0.00	1.149	0.704	0.422	0.253	0.167	0.115	0.095	0.065	0.049
544	14/6/2012	230	0.00	1.114	0.600	0.331	0.187	0.130	0.098	0.080	0.057	0.045
545	14/6/2012	270	0.00	1.349	0.647	0.404	0.244	0.169	0.124	0.096	0.066	0.050
546	14/6/2012	310	0.00	1.068	0.558	0.319	0.191	0.128	0.101	0.078	0.055	0.049
547	14/6/2012	350	0.00	1.217	0.534	0.331	0.209	0.146	0.109	0.089	0.069	0.051
548	14/6/2012	390	0.00	1.196	0.560	0.319	0.183	0.122	0.094	0.079	0.059	0.049
549	14/6/2012	430	0.00	1.060	0.533	0.329	0.222	0.167	0.133	0.113	0.082	0.066
550	14/6/2012	470	0.00	0.970	0.490	0.281	0.166	0.117	0.090	0.074	0.054	0.044
551	14/6/2012	510	0.00	0.988	0.503	0.315	0.215	0.158	0.122	0.103	0.071	0.058
552	14/6/2012	550	0.00	1.075	0.474	0.277	0.180	0.131	0.097	0.079	0.060	0.050

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**

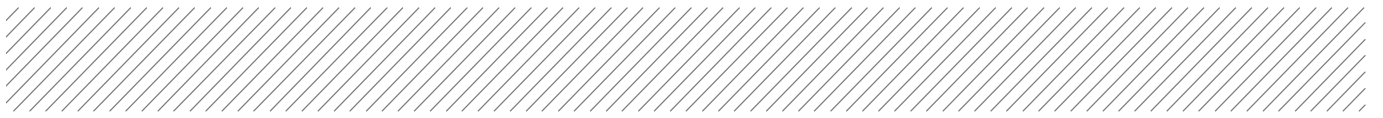
Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
553	14/6/2012	590	0.00	1.009	0.487	0.281	0.173	0.131	0.101	0.079	0.062	0.048
554	14/6/2012	630	0.00	1.270	0.553	0.313	0.184	0.123	0.094	0.082	0.060	0.050
555	14/6/2012	670	0.00	1.102	0.536	0.322	0.200	0.147	0.105	0.085	0.059	0.048
556	14/6/2012	710	0.00	1.012	0.485	0.285	0.162	0.114	0.087	0.068	0.050	0.047
557	14/6/2012	750	0.00	1.281	0.565	0.334	0.198	0.136	0.101	0.084	0.063	0.050
558	14/6/2012	790	0.00	1.449	0.688	0.431	0.284	0.207	0.162	0.131	0.086	0.065
559	14/6/2012	830	0.00	1.139	0.547	0.366	0.246	0.186	0.144	0.122	0.086	0.065
560	14/6/2012	870	0.00	1.115	0.465	0.271	0.170	0.122	0.099	0.080	0.056	0.041
561	14/6/2012	910	0.00	1.096	0.576	0.326	0.207	0.150	0.114	0.094	0.068	0.054
562	14/6/2012	950	0.00	1.059	0.547	0.324	0.191	0.131	0.091	0.074	0.047	0.042
563	14/6/2012	990	0.00	1.180	0.610	0.337	0.199	0.136	0.097	0.079	0.060	0.045
564	14/6/2012	1030	0.00	2.413	0.907	0.501	0.270	0.165	0.110	0.083	0.056	0.047
565	14/6/2012	1070	0.00	2.886	1.419	0.761	0.367	0.198	0.127	0.092	0.061	0.047
566	14/6/2012	1110	0.00	1.409	0.774	0.471	0.260	0.163	0.116	0.087	0.059	0.048
567	14/6/2012	-50	3.75	3.404	1.504	0.826	0.373	0.213	0.136	0.112	0.084	0.071
568	14/6/2012	-20	3.75	2.221	1.068	0.512	0.238	0.138	0.095	0.074	0.056	0.045
569	14/6/2012	0	3.75	2.214	1.104	0.573	0.289	0.172	0.123	0.109	0.061	0.059
570	14/6/2012	20	3.75	2.038	0.996	0.507	0.276	0.171	0.116	0.093	0.065	0.050
571	14/6/2012	35	3.75	1.663	0.814	0.509	0.282	0.174	0.121	0.091	0.067	0.056
572	14/6/2012	90	3.75	0.991	0.559	0.347	0.213	0.142	0.106	0.076	0.057	0.045
573	14/6/2012	120	3.75	1.173	0.657	0.370	0.209	0.137	0.100	0.078	0.052	0.042
574	14/6/2012	140	3.75	1.327	0.738	0.443	0.260	0.175	0.123	0.095	0.070	0.055
575	14/6/2012	170	3.75	1.389	0.787	0.487	0.283	0.182	0.124	0.094	0.069	0.054
576	14/6/2012	200	3.75	1.358	0.710	0.425	0.244	0.154	0.105	0.074	0.055	0.039
577	14/6/2012	220	3.75	1.237	0.589	0.341	0.184	0.123	0.089	0.074	0.053	0.044
578	14/6/2012	250	3.75	1.534	0.741	0.446	0.255	0.168	0.116	0.094	0.066	0.048
579	14/6/2012	280	3.75	1.212	0.611	0.372	0.229	0.168	0.126	0.101	0.075	0.060
580	14/6/2012	300	3.75	1.219	0.547	0.315	0.172	0.115	0.085	0.070	0.040	0.032
581	14/6/2012	330	3.75	1.186	0.576	0.349	0.211	0.149	0.115	0.095	0.072	0.060
582	14/6/2012	360	3.75	1.138	0.563	0.338	0.197	0.137	0.102	0.085	0.063	0.052
583	14/6/2012	380	3.75	1.191	0.656	0.404	0.260	0.193	0.146	0.126	0.084	0.067
584	14/6/2012	410	3.75	1.163	0.566	0.346	0.229	0.169	0.132	0.109	0.078	0.061
585	14/6/2012	440	3.75	1.165	0.540	0.298	0.175	0.115	0.086	0.094	0.058	0.044
586	14/6/2012	460	3.75	1.058	0.500	0.295	0.171	0.118	0.092	0.077	0.057	0.048
587	14/6/2012	490	3.75	1.237	0.560	0.307	0.186	0.134	0.105	0.087	0.066	0.054
588	14/6/2012	520	3.75	1.200	0.483	0.267	0.165	0.118	0.091	0.076	0.065	0.053
589	14/6/2012	540	3.75	1.239	0.493	0.270	0.165	0.117	0.099	0.090	0.064	0.046
590	14/6/2012	570	3.75	1.167	0.519	0.308	0.192	0.138	0.111	0.091	0.069	0.056

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
591	14/6/2012	600	3.75	1.288	0.601	0.330	0.196	0.137	0.102	0.085	0.064	0.047
592	14/6/2012	630	3.75	1.304	0.568	0.334	0.197	0.135	0.103	0.089	0.067	0.047
593	14/6/2012	650	3.75	1.152	0.551	0.315	0.182	0.133	0.101	0.086	0.061	0.048
594	14/6/2012	680	3.75	1.180	0.511	0.278	0.166	0.118	0.089	0.072	0.052	0.044
595	14/6/2012	700	3.75	1.200	0.552	0.276	0.170	0.121	0.089	0.075	0.055	0.043
596	14/6/2012	730	3.75	1.170	0.548	0.284	0.158	0.102	0.074	0.063	0.049	0.040
597	14/6/2012	760	3.75	1.151	0.541	0.331	0.211	0.154	0.115	0.101	0.068	0.050
598	14/6/2012	780	3.75	1.183	0.542	0.307	0.181	0.129	0.099	0.076	0.058	0.045
599	14/6/2012	810	3.75	1.048	0.512	0.307	0.182	0.129	0.098	0.083	0.061	0.056
600	14/6/2012	840	3.75	2.023	1.164	0.685	0.391	0.263	0.193	0.146	0.105	0.085
601	14/6/2012	860	3.75	1.016	0.478	0.270	0.167	0.121	0.093	0.080	0.056	0.043
602	14/6/2012	890	3.75	1.172	0.588	0.349	0.211	0.149	0.109	0.087	0.064	0.050
603	14/6/2012	920	3.75	0.890	0.484	0.274	0.165	0.115	0.086	0.069	0.052	0.038
604	14/6/2012	940	3.75	1.022	0.573	0.385	0.226	0.150	0.104	0.083	0.058	0.045
605	14/6/2012	970	3.75	1.577	0.723	0.405	0.209	0.143	0.101	0.067	0.060	0.051
606	14/6/2012	1000	3.75	1.195	0.642	0.388	0.213	0.138	0.097	0.078	0.052	0.042
607	14/6/2012	1020	3.75	1.663	0.789	0.461	0.251	0.161	0.106	0.079	0.051	0.041
608	14/6/2012	1050	3.75	1.634	0.771	0.461	0.249	0.151	0.107	0.084	0.057	0.041
609	14/6/2012	1080	3.75	1.753	0.876	0.520	0.274	0.164	0.107	0.083	0.058	0.049
610	14/6/2012	1100	3.75	1.191	0.628	0.359	0.219	0.148	0.102	0.077	0.055	0.050
611	14/6/2012	1130	3.75	2.481	1.211	0.648	0.399	0.171	0.108	0.091	0.063	0.059
612	15/6/2012	-40	7.50	1.969	0.917	0.504	0.263	0.157	0.112	0.095	0.068	0.064
613	15/6/2012	-30	7.50	1.849	0.880	0.473	0.246	0.150	0.109	0.086	0.065	0.057
614	15/6/2012	-10	7.50	2.723	1.390	0.680	0.312	0.173	0.116	0.090	0.069	0.050
615	15/6/2012	10	7.50	1.997	0.950	0.522	0.267	0.171	0.122	0.100	0.075	0.058
616	15/6/2012	30	7.50	1.968	1.008	0.553	0.290	0.183	0.123	0.095	0.069	0.059
617	15/6/2012	80	7.50	1.187	0.601	0.421	0.269	0.188	0.138	0.108	0.069	0.058
618	15/6/2012	100	7.50	1.403	0.687	0.439	0.270	0.186	0.133	0.106	0.066	0.057
619	15/6/2012	110	7.50	1.442	0.653	0.393	0.243	0.161	0.118	0.092	0.065	0.051
620	15/6/2012	130	7.50	1.401	0.658	0.402	0.239	0.163	0.115	0.094	0.062	0.047
621	15/6/2012	160	7.50	1.351	0.740	0.446	0.280	0.187	0.134	0.108	0.068	0.055
622	15/6/2012	170	7.50	1.598	0.772	0.471	0.274	0.177	0.123	0.096	0.066	0.047
623	15/6/2012	210	7.50	1.271	0.605	0.376	0.236	0.160	0.116	0.103	0.069	0.060
624	15/6/2012	240	7.50	1.412	0.643	0.381	0.222	0.155	0.108	0.083	0.063	0.051
625	15/6/2012	260	7.50	1.365	0.641	0.359	0.200	0.134	0.093	0.081	0.061	0.056
626	15/6/2012	290	7.50	1.105	0.573	0.336	0.204	0.142	0.102	0.082	0.058	0.045
627	15/6/2012	320	7.50	1.267	0.582	0.336	0.192	0.135	0.105	0.082	0.059	0.046
628	15/6/2012	340	7.50	1.223	0.615	0.376	0.237	0.169	0.123	0.121	0.080	0.057

**FLINDERS ISLAND AERODROME  
05/23 RUNWAY UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Distance (mm)								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
629	15/6/2012	370	7.50	1.063	0.513	0.303	0.208	0.162	0.128	0.111	0.084	0.069
630	15/6/2012	400	7.50	1.413	0.619	0.404	0.264	0.196	0.158	0.134	0.095	0.075
631	15/6/2012	420	7.50	1.098	0.523	0.323	0.217	0.150	0.120	0.100	0.061	0.047
632	15/6/2012	450	7.50	1.056	0.489	0.282	0.159	0.111	0.086	0.074	0.057	0.042
633	15/6/2012	480	7.50	1.163	0.521	0.310	0.188	0.133	0.097	0.080	0.061	0.051
634	15/6/2012	500	7.50	1.231	0.570	0.331	0.205	0.137	0.111	0.085	0.066	0.051
635	15/6/2012	530	7.50	1.484	0.706	0.447	0.270	0.180	0.130	0.103	0.072	0.058
636	15/6/2012	560	7.50	1.079	0.442	0.264	0.163	0.119	0.092	0.086	0.065	0.051
637	15/6/2012	580	7.50	0.982	0.454	0.283	0.184	0.137	0.100	0.087	0.063	0.050
638	15/6/2012	610	7.50	1.163	0.508	0.320	0.194	0.134	0.099	0.086	0.067	0.050
639	15/6/2012	640	7.50	1.266	0.554	0.311	0.181	0.116	0.086	0.082	0.062	0.046
640	15/6/2012	660	7.50	1.146	0.494	0.307	0.186	0.132	0.101	0.085	0.064	0.048
641	15/6/2012	690	7.50	1.158	0.529	0.299	0.175	0.124	0.090	0.074	0.054	0.046
642	15/6/2012	720	7.50	1.188	0.554	0.320	0.183	0.123	0.090	0.073	0.055	0.044
643	15/6/2012	740	7.50	1.035	0.508	0.306	0.197	0.135	0.107	0.096	0.060	0.048
644	15/6/2012	770	7.50	1.270	0.568	0.355	0.235	0.170	0.129	0.106	0.072	0.052
645	15/6/2012	800	7.50	1.118	0.517	0.320	0.194	0.137	0.100	0.084	0.060	0.048
646	15/6/2012	820	7.50	1.259	0.664	0.416	0.261	0.186	0.141	0.119	0.086	0.066
647	15/6/2012	850	7.50	1.816	0.934	0.568	0.350	0.241	0.181	0.150	0.101	0.071
648	15/6/2012	880	7.50	0.896	0.443	0.269	0.170	0.122	0.095	0.086	0.062	0.045
649	15/6/2012	900	7.50	1.005	0.528	0.314	0.204	0.146	0.110	0.092	0.067	0.049
650	15/6/2012	910	7.50	0.953	0.495	0.304	0.186	0.143	0.098	0.080	0.053	0.056
651	15/6/2012	930	7.50	1.007	0.429	0.282	0.180	0.131	0.099	0.085	0.057	0.042
652	15/6/2012	950	7.50	1.028	0.532	0.315	0.183	0.121	0.087	0.068	0.049	0.038
653	15/6/2012	960	7.50	1.309	0.694	0.382	0.209	0.132	0.096	0.076	0.050	0.041
654	15/6/2012	980	7.50	1.136	0.646	0.352	0.195	0.130	0.098	0.077	0.053	0.044
655	15/6/2012	990	7.50	1.038	0.564	0.360	0.225	0.156	0.115	0.095	0.067	0.053
656	15/6/2012	1010	7.50	1.319	0.598	0.360	0.207	0.133	0.093	0.072	0.051	0.038
657	15/6/2012	1030	7.50	1.389	0.707	0.440	0.258	0.165	0.117	0.084	0.056	0.044
658	15/6/2012	1040	7.50	1.461	0.662	0.362	0.203	0.129	0.090	0.069	0.049	0.042
659	15/6/2012	1060	7.50	2.216	1.085	0.590	0.266	0.142	0.092	0.088	0.063	0.050
660	15/6/2012	1070	7.50	1.441	0.779	0.492	0.292	0.183	0.113	0.098	0.053	0.043
661	15/6/2012	1090	7.50	1.517	0.665	0.396	0.208	0.132	0.093	0.075	0.058	0.045
662	15/6/2012	1110	7.50	1.579	0.673	0.379	0.209	0.135	0.098	0.080	0.056	0.044
663	15/6/2012	1120	7.50	1.802	0.850	0.493	0.277	0.184	0.128	0.090	0.062	0.047
664	15/6/2012	1135	7.50	2.804	1.334	0.733	0.314	0.162	0.104	0.076	0.057	0.079



# Appendix I

## Unit Deflections – Taxiway A

**FLINDERS ISLAND AERODROME  
TAXIWAY A UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
665	16/1/1900	-16	-25	1.911	0.994	0.521	0.273	0.165	0.116	0.091	0.068	0.056
666	20/1/1900	-14	-20	2.006	0.944	0.485	0.268	0.181	0.131	0.096	0.071	0.065
667	16/1/1900	-12	-15	1.639	0.793	0.497	0.262	0.166	0.121	0.095	0.070	0.057
668	20/1/1900	-10	-10	2.344	1.336	0.609	0.268	0.188	0.134	0.120	0.082	0.059
669	16/1/1900	-8	-5	1.647	0.745	0.395	0.225	0.156	0.114	0.084	0.071	0.069
670	25/1/1900	-8	0	2.268	1.206	0.603	0.257	0.157	0.109	0.104	0.068	0.054
671	20/1/1900	-6	5	1.962	1.012	0.531	0.273	0.180	0.155	0.140	0.081	0.060
672	30/1/1900	-6	-25	3.997	1.826	0.767	0.239	0.091	0.059	0.068	0.074	0.050
673	16/1/1900	-4	-25	1.604	0.641	0.358	0.212	0.143	0.108	0.088	0.063	0.045
674	25/1/1900	-4	-20	2.093	1.031	0.509	0.263	0.165	0.119	0.096	0.065	0.053
675	4/2/1900	-4	-20	1.881	0.903	0.453	0.225	0.153	0.122	0.106	0.080	0.071
676	14/2/1900	-4	-15	2.296	1.088	0.527	0.229	0.135	0.098	0.082	0.062	0.051
677	24/2/1900	-4	-15	1.946	0.915	0.481	0.245	0.165	0.128	0.112	0.089	0.065
678	5/3/1900	-4	-10	1.770	1.056	0.682	0.379	0.243	0.163	0.126	0.092	0.076
679	15/3/1900	-4	-10	1.613	1.006	0.628	0.336	0.228	0.172	0.142	0.103	0.082
680	25/3/1900	-4	-5	2.220	1.451	0.900	0.425	0.239	0.142	0.109	0.083	0.060
681	4/4/1900	-4	0	1.992	1.160	0.646	0.272	0.116	0.068	0.070	0.063	0.027
682	20/1/1900	-2	5	2.353	1.039	0.551	0.301	0.198	0.146	0.118	0.084	0.062
683	30/1/1900	-2	-40	1.762	0.878	0.440	0.236	0.166	0.119	0.109	0.074	0.067
684	9/2/1900	-2	-35	1.659	0.843	0.452	0.211	0.129	0.097	0.076	0.054	0.040
685	19/2/1900	-2	-30	1.888	0.910	0.480	0.237	0.149	0.115	0.096	0.072	0.056
686	29/2/1900	-2	-25	1.589	0.838	0.474	0.253	0.164	0.129	0.097	0.065	0.047
687	10/3/1900	-2	-20	1.512	0.947	0.584	0.348	0.230	0.164	0.144	0.112	0.087
688	20/3/1900	-2	-15	1.599	0.979	0.537	0.244	0.132	0.097	0.083	0.071	0.059
689	30/3/1900	-2	-10	1.837	1.108	0.637	0.326	0.192	0.126	0.098	0.082	0.050
690	16/1/1900	0	-5	2.078	0.982	0.514	0.265	0.164	0.112	0.107	0.074	0.045
691	20/1/1900	0	0	1.608	0.860	0.436	0.243	0.162	0.121	0.102	0.075	0.059
692	25/1/1900	0	5	1.914	1.002	0.527	0.247	0.153	0.107	0.089	0.058	0.045
693	30/1/1900	0	-45	1.959	1.019	0.553	0.263	0.163	0.123	0.102	0.075	0.056
694	4/2/1900	0	-40	1.532	0.760	0.390	0.193	0.133	0.099	0.082	0.065	0.055
695	9/2/1900	0	-35	1.683	0.720	0.339	0.157	0.090	0.068	0.061	0.046	0.040
696	14/2/1900	0	-30	1.783	0.841	0.433	0.210	0.113	0.084	0.068	0.052	0.042
697	19/2/1900	0	-25	2.087	1.039	0.573	0.255	0.154	0.120	0.097	0.074	0.060
698	24/2/1900	0	-20	1.676	0.828	0.454	0.244	0.163	0.119	0.093	0.074	0.062
699	29/2/1900	0	-15	1.781	0.856	0.485	0.263	0.168	0.119	0.088	0.066	0.061
700	5/3/1900	0	-10	1.513	0.939	0.632	0.379	0.250	0.180	0.157	0.121	0.094
701	10/3/1900	0	-5	1.599	0.930	0.605	0.346	0.216	0.163	0.134	0.103	0.080
702	15/3/1900	0	0	1.830	1.133	0.723	0.388	0.226	0.152	0.115	0.083	0.065

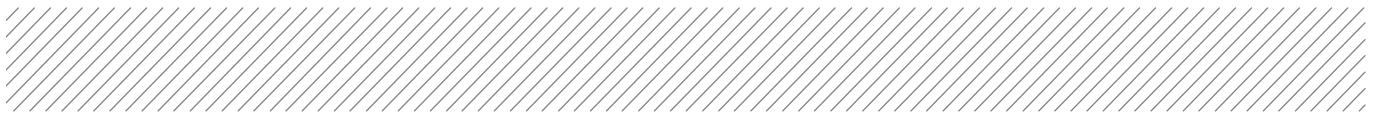
**FLINDERS ISLAND AERODROME  
TAXIWAY A UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
703	20/3/1900	0	5	2.431	1.708	1.068	0.517	0.269	0.158	0.118	0.079	0.062
704	25/3/1900	0	-60	2.031	1.280	0.734	0.310	0.157	0.093	0.073	0.062	0.053
705	30/3/1900	0	-55	1.938	1.081	0.684	0.370	0.197	0.131	0.096	0.073	0.090
706	4/4/1900	0	-50	1.873	1.119	0.635	0.293	0.157	0.090	0.069	0.055	0.057
707	30/1/1900	2	-45	2.027	0.940	0.514	0.246	0.163	0.120	0.106	0.075	0.054
708	9/2/1900	2	-40	1.649	0.802	0.366	0.165	0.108	0.083	0.070	0.052	0.041
709	19/2/1900	2	-35	1.944	0.932	0.507	0.247	0.155	0.117	0.099	0.075	0.062
710	29/2/1900	2	-30	1.631	1.044	0.569	0.284	0.181	0.126	0.092	0.069	0.063
711	10/3/1900	2	-25	1.741	1.056	0.652	0.373	0.244	0.170	0.123	0.108	0.088
712	20/3/1900	2	-20	2.646	1.809	1.099	0.424	0.203	0.105	0.073	0.060	0.052
713	30/3/1900	2	-15	1.930	1.186	0.675	0.296	0.121	0.061	0.052	0.057	0.056
714	18/7/1900	2	-10	1.798	0.849	0.431	0.227	0.155	0.118	0.095	0.068	0.056
715	16/1/1900	4	-5	1.514	0.524	0.276	0.150	0.111	0.085	0.073	0.061	0.045
716	25/1/1900	4	0	2.169	0.956	0.504	0.266	0.169	0.125	0.100	0.075	0.057
717	4/2/1900	4	5	1.811	0.741	0.369	0.159	0.099	0.078	0.067	0.052	0.045
718	14/2/1900	4	-115	2.307	1.278	0.613	0.298	0.191	0.145	0.123	0.090	0.074
719	24/2/1900	4	-110	2.105	1.147	0.592	0.287	0.180	0.127	0.101	0.074	0.065
720	5/3/1900	4	-105	1.657	0.984	0.602	0.350	0.225	0.167	0.137	0.106	0.079
721	15/3/1900	4	-100	2.582	1.751	1.179	0.634	0.324	0.176	0.108	0.073	0.066
722	25/3/1900	4	-95	1.746	1.058	0.651	0.315	0.172	0.108	0.082	0.060	0.051
723	4/4/1900	4	-90	3.528	1.759	0.855	0.258	0.041	0.000	0.026	0.054	0.040
724	20/1/1900	6	-85	1.711	0.726	0.394	0.203	0.128	0.093	0.070	0.044	0.036
725	30/1/1900	6	-80	2.054	0.997	0.521	0.240	0.155	0.106	0.109	0.086	0.044
726	9/2/1900	6	-75	2.943	1.445	0.649	0.212	0.110	0.089	0.078	0.065	0.058
727	19/2/1900	6	-70	3.429	1.697	0.791	0.297	0.137	0.120	0.092	0.084	0.068
728	29/2/1900	6	-65	2.909	1.666	0.882	0.390	0.215	0.158	0.128	0.089	0.073
729	10/3/1900	6	-60	1.716	1.044	0.688	0.408	0.255	0.186	0.155	0.120	0.102
730	20/3/1900	6	-55	2.484	1.463	0.845	0.402	0.205	0.133	0.107	0.077	0.064
731	30/3/1900	6	-50	2.105	1.122	0.648	0.286	0.125	0.071	0.071	0.064	0.057
732	16/1/1900	8	-45	1.381	0.685	0.320	0.153	0.107	0.085	0.068	0.052	0.045
733	25/1/1900	8	-40	2.010	1.062	0.504	0.229	0.147	0.113	0.097	0.076	0.069
734	4/2/1900	8	-35	4.217	2.124	0.650	0.082	0.027	0.080	0.059	0.058	0.046
735	14/2/1900	8	-30	2.291	1.430	0.936	0.518	0.305	0.159	0.118	0.094	0.086
736	24/2/1900	8	-25	2.159	1.256	0.882	0.562	0.349	0.219	0.171	0.111	0.102
737	5/3/1900	8	-20	2.323	1.516	1.032	0.610	0.380	0.233	0.170	0.111	0.093
738	15/3/1900	8	-15	2.521	1.454	1.012	0.557	0.333	0.177	0.127	0.086	0.072
739	25/3/1900	8	-10	3.534	1.952	1.103	0.380	0.081	0.063	0.060	0.053	0.059
740	4/4/1900	8	-5	2.190	1.215	0.766	0.327	0.145	0.070	0.056	0.057	0.040



**FLINDERS ISLAND AERODROME  
TAXIWAY A UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
741	20/1/1900	10	0	1.943	0.928	0.445	0.200	0.132	0.102	0.090	0.064	0.049
742	30/1/1900	10	5	2.878	1.546	0.928	0.441	0.194	0.119	0.117	0.094	0.065
743	9/2/1900	10	-115	1.828	1.067	0.722	0.448	0.282	0.176	0.132	0.088	0.068
744	16/1/1900	12	-110	1.579	0.677	0.344	0.194	0.125	0.090	0.070	0.051	0.046
745	25/1/1900	12	-105	2.376	1.181	0.553	0.234	0.145	0.113	0.115	0.077	0.051
746	4/2/1900	12	-100	1.867	1.245	0.832	0.495	0.328	0.192	0.138	0.110	0.077
747	14/2/1900	12	-95	1.870	1.189	0.766	0.429	0.259	0.166	0.121	0.086	0.055
748	25/1/1900	14	-90	2.044	1.253	0.791	0.468	0.283	0.191	0.154	0.101	0.081
749	4/2/1900	14	-85	1.954	1.033	0.643	0.373	0.239	0.168	0.136	0.095	0.077
750	9/2/1900	14	-80	2.401	1.372	0.865	0.483	0.272	0.161	0.125	0.093	0.079
751	16/1/1900	16	-75	1.719	0.900	0.449	0.239	0.133	0.098	0.082	0.049	0.033
752	25/1/1900	16	-70	1.967	1.190	0.741	0.446	0.276	0.181	0.146	0.093	0.072
753	4/2/1900	16	-65	2.149	1.197	0.755	0.418	0.268	0.178	0.124	0.097	0.083
754	20/1/1900	18	-60	2.124	1.368	0.875	0.489	0.308	0.194	0.122	0.089	0.092
755	30/1/1900	18	-55	1.909	1.092	0.712	0.427	0.276	0.191	0.151	0.105	0.082
756	16/1/1900	20	-50	3.764	1.588	0.726	0.253	0.113	0.089	0.074	0.068	0.053
757	25/1/1900	20	-45	2.011	1.203	0.801	0.469	0.295	0.185	0.132	0.081	0.072
758	25/1/1900	22	-40	1.921	1.046	0.689	0.393	0.257	0.174	0.127	0.087	0.072
759	16/1/1900	24	-35	3.014	1.825	0.985	0.491	0.289	0.162	0.116	0.109	0.085
760	25/1/1900	24	-30	1.918	1.097	0.706	0.412	0.274	0.189	0.150	0.092	0.075
761	20/1/1900	26	-25	1.828	1.149	0.733	0.432	0.296	0.201	0.148	0.093	0.071
762	16/1/1900	28	-20	1.807	0.972	0.646	0.409	0.281	0.200	0.129	0.085	0.086
763	20/1/1900	30	-15	1.640	0.892	0.616	0.429	0.309	0.187	0.152	0.100	0.074
764	16/1/1900	32	-10	1.626	1.011	0.677	0.403	0.274	0.195	0.152	0.098	0.082



# Appendix J

## Unit Deflections – RPT

### Apron

**FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
765	15/6/2012	135	-30.00	2.598	1.469	0.611	0.250	0.123	0.083	0.070	0.052	0.045
766	15/6/2012	140	-30.00	1.161	0.508	0.276	0.157	0.103	0.073	0.059	0.044	0.038
767	15/6/2012	145	-30.00	1.326	0.565	0.317	0.171	0.108	0.073	0.059	0.043	0.038
768	15/6/2012	150	-30.00	1.330	0.567	0.339	0.174	0.116	0.083	0.076	0.052	0.042
769	15/6/2012	155	-30.00	1.656	0.783	0.436	0.222	0.139	0.097	0.083	0.059	0.051
770	15/6/2012	160	-30.00	1.666	0.793	0.472	0.264	0.177	0.127	0.100	0.075	0.053
771	15/6/2012	165	-30.00	1.553	0.705	0.419	0.216	0.133	0.094	0.077	0.054	0.042
772	15/6/2012	170	-30.00	1.183	0.547	0.328	0.183	0.125	0.094	0.083	0.056	0.047
773	15/6/2012	175	-30.00	1.812	0.928	0.480	0.238	0.150	0.109	0.093	0.069	0.053
774	15/6/2012	135	-25.00	3.167	1.291	0.642	0.260	0.126	0.076	0.050	0.050	0.047
775	15/6/2012	140	-25.00	1.195	0.489	0.253	0.133	0.090	0.067	0.056	0.043	0.033
776	15/6/2012	145	-25.00	1.189	0.523	0.298	0.168	0.102	0.073	0.054	0.039	0.030
777	15/6/2012	150	-25.00	1.074	0.494	0.315	0.181	0.122	0.090	0.074	0.054	0.046
778	15/6/2012	155	-25.00	1.120	0.503	0.314	0.177	0.120	0.085	0.066	0.048	0.042
779	15/6/2012	160	-25.00	1.293	0.568	0.355	0.217	0.152	0.119	0.098	0.067	0.052
780	15/6/2012	165	-25.00	1.249	0.524	0.306	0.182	0.121	0.091	0.071	0.049	0.042
781	15/6/2012	170	-25.00	1.197	0.465	0.282	0.177	0.127	0.091	0.077	0.056	0.041
782	15/6/2012	175	-25.00	1.647	0.761	0.406	0.223	0.146	0.110	0.093	0.066	0.055
783	15/6/2012	135	-20.00	4.024	1.664	0.781	0.269	0.083	0.038	0.039	0.034	0.044
784	15/6/2012	140	-20.00	1.250	0.552	0.301	0.154	0.099	0.068	0.057	0.042	0.039
785	15/6/2012	145	-20.00	1.501	0.694	0.380	0.184	0.114	0.082	0.060	0.044	0.040
786	15/6/2012	150	-20.00	1.571	0.674	0.355	0.176	0.106	0.081	0.067	0.048	0.038
787	15/6/2012	155	-20.00	1.203	0.600	0.346	0.189	0.114	0.080	0.064	0.048	0.038
788	15/6/2012	160	-20.00	1.223	0.595	0.384	0.242	0.182	0.130	0.099	0.059	0.050
789	15/6/2012	165	-20.00	1.135	0.548	0.322	0.173	0.116	0.085	0.070	0.051	0.043
790	15/6/2012	170	-20.00	1.324	0.638	0.324	0.178	0.126	0.093	0.077	0.056	0.045
791	15/6/2012	175	-20.00	1.598	0.750	0.396	0.207	0.134	0.103	0.077	0.062	0.055
792	15/6/2012	135	-15.00	2.912	1.557	0.715	0.275	0.124	0.076	0.066	0.051	0.041
793	15/6/2012	140	-15.00	1.466	0.528	0.291	0.151	0.096	0.074	0.061	0.046	0.038
794	15/6/2012	145	-15.00	1.045	0.476	0.261	0.147	0.094	0.076	0.061	0.050	0.033
795	15/6/2012	150	-15.00	1.325	0.622	0.361	0.189	0.125	0.090	0.074	0.053	0.038
796	15/6/2012	155	-15.00	1.357	0.636	0.374	0.209	0.133	0.091	0.069	0.052	0.046
797	15/6/2012	160	-15.00	1.336	0.640	0.385	0.229	0.150	0.112	0.091	0.059	0.040
798	15/6/2012	165	-15.00	1.264	0.579	0.344	0.190	0.128	0.093	0.074	0.054	0.041
799	15/6/2012	170	-15.00	1.560	0.699	0.364	0.200	0.129	0.097	0.083	0.059	0.044
800	15/6/2012	175	-15.00	1.771	0.786	0.401	0.210	0.133	0.107	0.092	0.065	0.051
801	15/6/2012	135	-10.00	3.126	1.401	0.484	0.120	0.030	0.047	0.052	0.047	0.037
802	15/6/2012	140	-10.00	1.295	0.568	0.315	0.153	0.098	0.076	0.066	0.043	0.033

**FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
803	15/6/2012	145	-10.00	1.056	0.481	0.268	0.156	0.107	0.075	0.070	0.053	0.031
804	15/6/2012	150	-10.00	1.134	0.571	0.358	0.233	0.160	0.129	0.093	0.062	0.033
805	15/6/2012	155	-10.00	1.315	0.657	0.387	0.213	0.127	0.091	0.070	0.052	0.044
806	15/6/2012	160	-10.00	1.341	0.656	0.383	0.231	0.157	0.114	0.092	0.066	0.050
807	15/6/2012	165	-10.00	1.348	0.614	0.375	0.203	0.131	0.100	0.079	0.060	0.047
808	15/6/2012	170	-10.00	1.700	0.839	0.463	0.239	0.154	0.108	0.084	0.062	0.050
809	15/6/2012	175	-10.00	2.041	0.878	0.477	0.242	0.145	0.102	0.083	0.064	0.053
810	15/6/2012	100	-5.00	2.103	0.994	0.476	0.188	0.116	0.094	0.086	0.059	0.052
811	15/6/2012	105	-5.00	1.836	0.922	0.437	0.207	0.119	0.092	0.073	0.053	0.045
812	15/6/2012	110	-5.00	1.539	0.748	0.352	0.183	0.121	0.091	0.073	0.057	0.044
813	15/6/2012	115	-5.00	1.796	0.835	0.384	0.182	0.119	0.083	0.074	0.054	0.040
814	15/6/2012	120	-5.00	1.406	0.569	0.290	0.150	0.106	0.084	0.065	0.050	0.031
815	15/6/2012	125	-5.00	1.542	0.708	0.357	0.167	0.105	0.075	0.060	0.045	0.035
816	15/6/2012	130	-5.00	1.631	0.816	0.397	0.208	0.130	0.085	0.072	0.048	0.037
817	15/6/2012	135	-5.00	1.719	0.757	0.344	0.157	0.100	0.074	0.060	0.047	0.035
818	15/6/2012	140	-5.00	1.677	0.791	0.413	0.187	0.123	0.090	0.073	0.055	0.050
819	15/6/2012	145	-5.00	1.989	0.937	0.495	0.242	0.148	0.108	0.086	0.058	0.046
820	15/6/2012	150	-5.00	1.894	0.902	0.462	0.245	0.171	0.119	0.127	0.072	0.050
821	15/6/2012	155	-5.00	1.969	0.870	0.467	0.242	0.159	0.118	0.097	0.070	0.056
822	15/6/2012	160	-5.00	2.210	0.948	0.459	0.207	0.134	0.108	0.097	0.064	0.056
823	15/6/2012	165	-5.00	2.017	1.115	0.495	0.235	0.146	0.112	0.093	0.072	0.045
824	15/6/2012	170	-5.00	3.448	1.795	0.846	0.348	0.192	0.138	0.103	0.072	0.050
825	15/6/2012	100	0.00	2.045	1.063	0.524	0.196	0.104	0.088	0.082	0.057	0.047
826	15/6/2012	105	0.00	1.371	0.558	0.306	0.159	0.106	0.083	0.065	0.047	0.036
827	15/6/2012	110	0.00	1.202	0.544	0.259	0.145	0.097	0.080	0.060	0.045	0.035
828	15/6/2012	115	0.00	1.205	0.528	0.264	0.137	0.099	0.077	0.063	0.045	0.038
829	15/6/2012	120	0.00	1.225	0.468	0.253	0.149	0.103	0.080	0.067	0.048	0.036
830	15/6/2012	125	0.00	1.560	0.655	0.318	0.153	0.094	0.076	0.068	0.043	0.032
831	15/6/2012	130	0.00	1.585	0.675	0.338	0.168	0.116	0.086	0.070	0.051	0.041
832	15/6/2012	135	0.00	1.450	0.626	0.322	0.169	0.115	0.084	0.071	0.052	0.039
833	15/6/2012	140	0.00	1.761	0.835	0.443	0.244	0.161	0.116	0.093	0.063	0.050
834	15/6/2012	145	0.00	1.541	0.772	0.432	0.233	0.163	0.118	0.094	0.064	0.053
835	15/6/2012	150	0.00	1.614	0.703	0.395	0.219	0.148	0.108	0.091	0.066	0.049
836	15/6/2012	155	0.00	1.582	0.775	0.404	0.217	0.151	0.117	0.099	0.066	0.045
837	15/6/2012	160	0.00	1.713	0.729	0.381	0.201	0.135	0.102	0.088	0.064	0.053
838	15/6/2012	165	0.00	2.273	0.993	0.479	0.243	0.148	0.104	0.084	0.064	0.053
839	15/6/2012	170	0.00	2.668	1.332	0.618	0.252	0.160	0.115	0.083	0.060	0.068
840	15/6/2012	100	5.00	2.319	1.108	0.520	0.196	0.071	0.036	0.042	0.053	0.045

**FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
841	15/6/2012	105	5.00	1.383	0.649	0.345	0.185	0.131	0.096	0.062	0.048	0.050
842	15/6/2012	110	5.00	1.220	0.505	0.265	0.150	0.106	0.085	0.079	0.053	0.041
843	15/6/2012	115	5.00	1.309	0.564	0.267	0.140	0.096	0.077	0.069	0.046	0.041
844	15/6/2012	120	5.00	1.784	0.768	0.323	0.162	0.123	0.097	0.067	0.063	0.053
845	15/6/2012	125	5.00	1.537	0.627	0.282	0.133	0.093	0.072	0.060	0.047	0.048
846	15/6/2012	130	5.00	1.635	0.675	0.327	0.157	0.095	0.069	0.051	0.039	0.035
847	15/6/2012	135	5.00	1.538	0.652	0.315	0.161	0.105	0.077	0.058	0.046	0.037
848	15/6/2012	140	5.00	1.515	0.651	0.338	0.163	0.108	0.078	0.065	0.046	0.037
849	15/6/2012	145	5.00	1.460	0.822	0.436	0.257	0.180	0.115	0.094	0.067	0.050
850	15/6/2012	150	5.00	1.386	0.674	0.377	0.223	0.157	0.115	0.090	0.063	0.050
851	15/6/2012	155	5.00	1.560	0.756	0.406	0.210	0.142	0.106	0.086	0.061	0.051
852	15/6/2012	160	5.00	2.057	0.842	0.417	0.221	0.147	0.115	0.094	0.069	0.053
853	15/6/2012	165	5.00	2.265	1.060	0.526	0.239	0.131	0.093	0.084	0.060	0.039
854	15/6/2012	170	5.00	4.300	2.074	1.025	0.394	0.160	0.098	0.114	0.069	0.000
855	15/6/2012	105	10.00	2.000	0.788	0.406	0.223	0.144	0.101	0.080	0.058	0.050
856	15/6/2012	110	10.00	1.538	0.668	0.352	0.181	0.121	0.088	0.077	0.051	0.039
857	15/6/2012	115	10.00	1.359	0.639	0.289	0.162	0.117	0.095	0.079	0.057	0.042
858	15/6/2012	120	10.00	1.427	0.694	0.373	0.179	0.107	0.082	0.066	0.054	0.058
859	15/6/2012	125	10.00	1.614	0.736	0.324	0.150	0.098	0.068	0.060	0.044	0.038
860	15/6/2012	130	10.00	1.590	0.826	0.381	0.185	0.123	0.086	0.068	0.047	0.041
861	15/6/2012	135	10.00	1.574	0.704	0.346	0.174	0.112	0.086	0.068	0.051	0.039
862	15/6/2012	140	10.00	1.584	0.723	0.370	0.191	0.118	0.085	0.068	0.047	0.035
863	15/6/2012	145	10.00	1.511	0.675	0.379	0.209	0.142	0.105	0.082	0.053	0.044
864	15/6/2012	150	10.00	1.894	0.748	0.398	0.212	0.144	0.109	0.087	0.061	0.046
865	15/6/2012	155	10.00	1.744	0.833	0.434	0.230	0.148	0.110	0.091	0.066	0.052
866	15/6/2012	160	10.00	1.890	0.980	0.493	0.249	0.156	0.111	0.093	0.065	0.048
867	15/6/2012	165	10.00	2.186	0.992	0.490	0.217	0.119	0.085	0.070	0.053	0.042
868	15/6/2012	170	10.00	3.252	1.457	0.752	0.309	0.170	0.113	0.108	0.066	0.041
869	15/6/2012	110	15.00	2.039	0.784	0.385	0.195	0.107	0.073	0.064	0.048	0.042
870	15/6/2012	115	15.00	1.250	0.562	0.321	0.187	0.133	0.104	0.084	0.058	0.044
871	15/6/2012	120	15.00	1.249	0.580	0.315	0.182	0.125	0.100	0.085	0.060	0.047
872	15/6/2012	125	15.00	1.657	0.715	0.354	0.171	0.116	0.075	0.061	0.047	0.040
873	15/6/2012	130	15.00	1.700	0.804	0.448	0.220	0.143	0.096	0.098	0.048	0.042
874	15/6/2012	135	15.00	1.584	0.731	0.365	0.174	0.106	0.077	0.061	0.046	0.038
875	15/6/2012	140	15.00	1.886	0.803	0.392	0.186	0.112	0.077	0.064	0.045	0.036
876	15/6/2012	145	15.00	1.705	0.855	0.423	0.228	0.166	0.119	0.086	0.073	0.057
877	15/6/2012	150	15.00	1.836	0.765	0.395	0.209	0.135	0.101	0.085	0.058	0.049
878	15/6/2012	155	15.00	1.757	0.749	0.411	0.213	0.140	0.109	0.085	0.064	0.061

**FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
879	15/6/2012	160	15.00	1.870	0.932	0.465	0.214	0.139	0.104	0.088	0.060	0.044
880	15/6/2012	165	15.00	2.124	1.014	0.489	0.209	0.123	0.092	0.076	0.055	0.047
881	15/6/2012	170	15.00	3.461	1.671	0.763	0.326	0.168	0.116	0.081	0.060	0.071
882	15/6/2012	115	20.00	1.521	0.738	0.374	0.189	0.124	0.099	0.083	0.061	0.049
883	15/6/2012	120	20.00	1.555	0.655	0.331	0.182	0.131	0.103	0.084	0.073	0.063
884	15/6/2012	125	20.00	1.546	0.623	0.305	0.158	0.106	0.076	0.062	0.044	0.037
885	15/6/2012	130	20.00	1.555	0.769	0.391	0.211	0.131	0.091	0.069	0.049	0.037
886	15/6/2012	135	20.00	1.705	0.666	0.355	0.179	0.109	0.079	0.070	0.047	0.030
887	15/6/2012	140	20.00	1.778	0.794	0.433	0.213	0.137	0.095	0.073	0.050	0.044
888	15/6/2012	145	20.00	1.790	0.727	0.387	0.205	0.138	0.104	0.083	0.055	0.044
889	15/6/2012	150	20.00	1.586	0.770	0.390	0.196	0.130	0.099	0.084	0.057	0.051
890	15/6/2012	155	20.00	1.826	0.816	0.411	0.205	0.136	0.101	0.084	0.058	0.047
891	15/6/2012	160	20.00	1.866	0.818	0.406	0.203	0.132	0.099	0.083	0.056	0.047
892	15/6/2012	165	20.00	2.355	1.152	0.620	0.291	0.177	0.124	0.098	0.066	0.056
893	15/6/2012	170	20.00	3.052	1.310	0.619	0.255	0.159	0.118	0.073	0.067	0.053
894	15/6/2012	115	25.00	2.071	0.728	0.364	0.203	0.142	0.111	0.091	0.066	0.054
895	15/6/2012	120	25.00	1.489	0.674	0.350	0.166	0.112	0.087	0.074	0.057	0.046
896	15/6/2012	125	25.00	1.497	0.739	0.354	0.172	0.116	0.080	0.060	0.048	0.043
897	15/6/2012	130	25.00	1.727	0.818	0.367	0.164	0.100	0.078	0.065	0.050	0.037
898	15/6/2012	135	25.00	1.751	0.664	0.344	0.164	0.111	0.079	0.058	0.043	0.035
899	15/6/2012	140	25.00	1.523	0.676	0.373	0.197	0.132	0.094	0.076	0.051	0.039
900	15/6/2012	145	25.00	1.620	0.772	0.390	0.190	0.129	0.099	0.081	0.059	0.048
901	15/6/2012	150	25.00	1.539	0.730	0.368	0.191	0.128	0.098	0.082	0.057	0.045
902	15/6/2012	155	25.00	2.004	0.912	0.479	0.244	0.159	0.119	0.094	0.067	0.053
903	15/6/2012	160	25.00	1.633	0.768	0.382	0.189	0.120	0.089	0.070	0.052	0.041
904	15/6/2012	165	25.00	2.223	0.957	0.430	0.204	0.135	0.097	0.080	0.058	0.044
905	15/6/2012	170	25.00	4.110	2.142	1.097	0.481	0.275	0.152	0.099	0.086	0.057
906	15/6/2012	120	30.00	2.094	1.057	0.468	0.232	0.126	0.080	0.073	0.054	0.046
907	15/6/2012	125	30.00	1.899	0.814	0.382	0.188	0.119	0.090	0.068	0.051	0.042
908	15/6/2012	130	30.00	1.782	0.992	0.449	0.190	0.118	0.094	0.069	0.044	0.031
909	15/6/2012	135	30.00	1.748	0.771	0.353	0.179	0.125	0.087	0.063	0.051	0.041
910	15/6/2012	140	30.00	1.708	0.679	0.374	0.207	0.148	0.108	0.086	0.060	0.046
911	15/6/2012	145	30.00	1.842	0.777	0.354	0.179	0.127	0.094	0.077	0.057	0.044
912	15/6/2012	150	30.00	1.555	0.692	0.334	0.176	0.126	0.095	0.075	0.055	0.047
913	15/6/2012	155	30.00	1.639	0.817	0.409	0.209	0.137	0.102	0.088	0.061	0.050
914	15/6/2012	160	30.00	1.821	0.858	0.368	0.146	0.107	0.088	0.083	0.048	0.051
915	15/6/2012	165	30.00	1.811	0.754	0.360	0.174	0.118	0.094	0.077	0.058	0.044
916	15/6/2012	170	30.00	4.024	2.333	0.915	0.138	0.079	0.104	0.102	0.064	0.050

**FLINDERS ISLAND AERODROME  
APRON UNIT DEFLECTIONS**

Test No.	Date	Chainage	Offset	Unit Deflection (mm/MPa) at Geophone								
				0 mm	200 mm	300 mm	450 mm	600 mm	750 mm	900 mm	1200 mm	1500 mm
917	15/6/2012	125	35.00	1.962	0.802	0.376	0.180	0.111	0.081	0.066	0.051	0.041
918	15/6/2012	130	35.00	1.811	0.764	0.368	0.174	0.119	0.086	0.070	0.051	0.040
919	15/6/2012	135	35.00	1.529	0.703	0.385	0.204	0.127	0.090	0.066	0.052	0.043
920	15/6/2012	140	35.00	1.559	0.715	0.364	0.198	0.136	0.103	0.085	0.059	0.045
921	15/6/2012	145	35.00	1.989	0.823	0.391	0.188	0.133	0.100	0.080	0.056	0.043
922	15/6/2012	150	35.00	1.644	0.702	0.356	0.194	0.137	0.106	0.088	0.064	0.052
923	15/6/2012	155	35.00	1.642	0.677	0.365	0.200	0.140	0.103	0.085	0.059	0.053
924	15/6/2012	160	35.00	1.751	0.674	0.317	0.172	0.127	0.086	0.071	0.055	0.051
925	15/6/2012	165	35.00	1.875	0.708	0.341	0.188	0.125	0.101	0.082	0.060	0.046
926	15/6/2012	170	35.00	2.997	1.284	0.589	0.267	0.167	0.121	0.105	0.073	0.050
927	15/6/2012	135	40.00	3.206	1.567	0.642	0.259	0.159	0.113	0.078	0.066	0.061
928	15/6/2012	140	40.00	2.445	1.007	0.466	0.232	0.151	0.111	0.088	0.062	0.051
929	15/6/2012	145	40.00	2.816	1.263	0.564	0.246	0.151	0.113	0.092	0.064	0.048
930	15/6/2012	150	40.00	4.158	1.992	0.840	0.311	0.183	0.131	0.095	0.080	0.059
931	15/6/2012	155	40.00	3.227	1.190	0.530	0.250	0.161	0.126	0.104	0.078	0.059
932	15/6/2012	160	40.00	3.184	1.294	0.514	0.207	0.142	0.107	0.091	0.065	0.053
933	15/6/2012	165	40.00	2.033	0.875	0.377	0.203	0.149	0.100	0.080	0.058	0.059
934	15/6/2012	170	40.00	2.437	1.031	0.450	0.222	0.150	0.108	0.089	0.063	0.051



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