ABSTRAK

Bandara Jenderal Besar Soedirman merupakan Bandara pengembangan dari Lanud TNI AU Wirasaba. Bandara Jenderal Besar Soedirman ini akan direncanakan menjadi bandara kelas IIIC, yang sebelumnya adalah Pangkalan Udara Militer tipe C. Bandara Jenderal Besar Soedirman diharapkan dapat melayani pesawat tipe regional Indonesia. Dari bermacam jenis pesawat tersebut akan berpengaruh terhadap tebal perkerasan *Runway*. Terdapat beberapa metode dalam merencanakan tebal perkerasan *Runway* yaitu metode CBR, metode FAA, metode LCN, metode DMG 27, metode *Asphalt Institute* dan metode *Canadian Departement Of Transportation*. Untuk mengetahui tebal perkerasan *Runway* Bandara JB Soedirman dengan menggunkan beberapa metode maka perlu dilakukan perbandingan analisis metode antara metode FAA dengan metode CBR dan metode DMG 27. Berdasarkan hasil analisis dengan menggunakan nilai cbr *subgrade* lapangan sebesar 20,33% besar total tebal perkerasan lentur *Runway* dengan metode FAA sebesar 38 cm (*surface course* 11 cm, *base course* 16 cm dan *subbase course* 11 cm), metode CBR sebesar 36 cm (*surface course* 11 cm, *base course* 16 cm dan *subbase course* 10 cm) dan pada metode DMG 27 untuk jenis HSBBM sebesar 27,5 cm (*surface course* 10 cm, *base course* 12 cm dan *subbase course* 5,5 cm) dan untuk jenis BBM sebesar 32,5 cm (*surface course* 10 cm, *base course* 12 cm dan *subbase course* 10,5 cm). Perbandingan hasil total tebal perkerasan *Runway* dari metode FAA, CBR dan DMG 27 yaitu 7:6:5:4. Metode DMG 27 lebih cocok diterapkan pada Bandara yang memiliki frekuensi penerbangan tinggi.

Kata kunci: *metode FAA, CBR dan DMG 27*

ABSTRACT

Jenderal Besar Soedirman Airport is an airport development of the Indonesian Air Force Base Wirasaba. Jenderal Besar Soedirman Airport will be planned to become a class IIIC airport, which previously was a Type C Military Air Base. Jenderal Besar Soedirman Airport is expected to be able to serve Indonesian regional type aircraft. The various types of aircraft will affect the thickness of the Runway pavement. There are several methods in planning the thickness of the Runway pavement, namely the CBR method, the FAA method, the LCN method, the DMG 27 method, the Asphalt Institute method and the Canadian Department of Transportation method. To find out the thickness of the Runway pavement at JB Sudirman Airport using several methods, it is necessary to compare the method analysis between the FAA method with the CBR method and the DMG 27 method. Based on the results of the analysis using the field subgrade CBR value of 20.33%, the total thickness of the Runway flexible pavement with the FAA method is 38 cm (surface course 11 cm, base course 16 cm and subbase course 11 cm), the CBR method is 36 cm (surface course 11 cm, base course 16 cm and subbase course 10 cm) while the DMG 27 method for the HSBBM type is 27.5 cm (surface course 10 cm, base course 12 cm dan subbase course 5,5 cm) and for the BBM type it is 32.5 cm (surface course 10 cm, base course 12 cm and subbase course 10,5 cm). The comparison of the total thickness of the Runway pavement from the FAA, CBR and DMG 27 methods is 7:6:5: The DMG 27 method is more suitable to be applied to airports that have high flight frequencies.

Keywords : *FAA, CBR dan DMG 27 methods*