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Information on the Planned Implementation of the ICAO ACR-PCR at European Certificated Aerodromes in Ireland

Background:

ICAO Amendment 15 to Annex 14 Volume I (Aerodromes – Aerodrome Design and Operations), EASA Guidance for the Implementation of the New Aircraft Classification Rating (ACR) – Pavement Classification Rating (PCR) method in EASA Member States.

General:

With Amendment 15 to ICAO Annex 14, Volume I, ICAO adopted a new method for expressing and calculating the bearing strength of runway, taxiway and apron pavement, i.e. ACR-PCR (Aircraft Classification Rating – Pavement Classification Rating) method.

The ACR-PCR method is more accurate as it determines the impact that each aircraft produces on a pavement. The expected benefits are optimized use of pavement, reduced maintenance needs and costs and a reduction of greenhouse gas emission by better management of pavement life cycle.

The reported and published Pavement Classification Rating (PCR) indicates that aircraft with an Aircraft Classification Rating (ACR) equal to or less than the reported PCR may operate on the pavement subject to any limitation on the tyre pressure or aircraft all-up mass for specified aircraft type(s).

The changes comprise in particular:

- New terms and definitions: Aircraft Classification Rating (ACR); Pavement Classification Rating (PCR).
- A new method for evaluating the pavement strength, based on an evaluation of the types and mass of aircraft satisfactorily being supported under regular use.

Note: There is no mathematical correlation between the previous ICAO ACN-PCN system and the new ACR-PCR method.

Promulgation of PCR information in AIP Ireland:

During the course of 2026, operators of certificated aerodromes will arrange for the amendment of the applicable sections and charts within AIP Ireland to report runway, taxiway and apron pavement strength information in PCR format.

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