



U.S. Department
of Transportation
**Federal Aviation
Administration**

Office of Airport Safety and Standards

800 Independence Ave., S.W.
Washington, DC 20591

October 17, 2024

Dear Airport Sponsor:

The intent of this letter is to remind airport sponsors of the requirement to report PCR data in accordance with guidance provided in Advisory Circular (AC), 150/5335-5D, Standardized Method of Reporting Airport Pavement Strength – PCR, which was published on April 29, 2022, and to request all remaining reporting be completed by the full applicability date of November 28, 2024.

The transition to PCR reporting was adopted by all ICAO members in 2020 with a full applicability date of November 28, 2024. Effective with the publication of AC 150/5335-5D, the FAA originally required all public use paved runways providing air carrier service at all 14 CFR Part 139 certificated airports to be assigned gross weight and PCR data by September 30, 2024 in a conservative effort to achieve reporting compliance by the full applicability date. Unfortunately, the reporting requirement was not met and as of September 30, 2024 approximately 45% of applicable runways reporting PCR values were reporting in ADIP vice the 100% requirement.

Background:

Since the initial publication of AC 150/5335-5 in 1983, the FAA has provided guidance standardizing the method of reporting pavement strength only to pavements at public use airports with bearing strengths of 12,500 pounds (5,700 kg) or greater using the ICAO standard Aircraft Classification Number – Pavement Classification Number (ACN-PCN) system. In 2009, the International Civil Aviation Organization (ICAO) established a study group to investigate updating the international method of reporting pavement strengths to better align with modern pavement design principles. The study group developed, and ICAO adopted, the Aircraft Classification Rating - Pavement Classification Rating (ACR-PCR) method in July 2020. Similar to the previous Aircraft Classification Number – Pavement Classification Number (ACN-PCN) method, the ACR-PCR method was developed and adopted as an international standard facilitating the exchange of pavement strength information.

Amendment 15 to Annex 14 to the Convention of International Civil Aviation, Aerodromes, requires member states, which includes the United States, to publish information on the strengths of all public use airport pavements in its own Aeronautical Information Publication. The FAA implements this by requiring public use airports report pavement strength information in accordance with ICAO standards in the Airport Master Record (AMR). The AMR is currently updated in the Airport Data and Information Portal (ADIP). This information is published to the National Airspace System Resources (NASR) database and in the Chart Supplements (formerly known as Airport/Facility Directory).

AC 150/5335-5D, Standardized Method of Reporting Airport Pavement Strength – PCR, provides guidance for using the updated standardized ICAO method to report airport runway, taxiway, and apron pavement strength. The ACR-PCR method shares some similarities with the previous ACN-PCN method. For example, it is possible to express the effect of an individual aircraft on different pavements with a single unique number, the Aircraft Classification Rating (ACR). Additionally, a single unique number, the Pavement Classification Rating (PCR), can express the load-carrying capacity of a pavement without specifying a particular aircraft or detailed information about the pavement structure. Similar to a PCN, the PCR is reported as a five-part code with the following information separated by forward slashes: Numerical PCR value / Pavement type / Subgrade category / Allowable tire pressure / Method used to determine the PCR. The PCR numerical value indicates the load-carrying capacity of a pavement in terms of a standard single wheel load.

The FAA requires that all airports assign gross weight and PCR data to airport pavements as part of projects funded with federal grant monies that include pavement management, rehabilitation or reconstruction. In an effort to ensure compliance with ICAO standards, the FAA is notifying and engaging airport sponsors of the updated pavement strength reporting method and ICAO's applicability date of November 28, 2024.

Please direct any questions related to AC 150/5335-5D and reporting PCR values in the AMR to your local ADO and/or Regional FAA point of contact.

Thank you for your attention and assistance to comply with the ICAO applicability date for PCR reporting.

Sincerely,

A handwritten signature in black ink, appearing to read 'John R. Dermody', with a stylized, flowing script.

John R. Dermody, P.E.
Director of Airport Safety and Standards