



# Federal Aviation Administration

## National Part 139 CertAlert

\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*Advisory\*\*Cautionary\*\*Non-Directive\*\*

**Date:** 9/23/2024 **24-08**

**To:** All Title 14 CFR Part 139 Airport Operators, Airport Operations, FAA Airport Certification Safety Inspectors (ACSIIs)

**Subject:** Pavement Classification Rating (PCR) Reporting

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### 1. Purpose.

This CertAlert reminds airports that all airport sponsors are required to assign gross weight and PCR data to 14 Code of Federal Regulations (CFR) Part 139 air carrier runways by September 30, 2024. As we approach the deadline, many airports have not yet met this requirement.

### 2. Background.

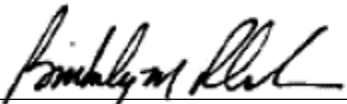
Effective with the publication of AC 150/5335-5D, *Standardized Method of Reporting Airport Pavement Strength - PCR*, the FAA requires all public-use paved runways (focus on air carrier runways) at all 14 CFR Part 139 certificated airports to be assigned gross weight and PCR data by September 30, 2024. The FAA recommends the guidelines and specifications in this AC for reporting airport pavement strength using the standardized Aircraft Classification Rating-Pavement Classification Rating (ACR-PCR) method for all paved runways, taxiways, and aprons at all airports. In an effort to ensure compliance with International Civil Aviation Organization (ICAO) standards, the FAA is reminding airport sponsors of the updated pavement strength reporting deadline.

In addition to this correspondence, each FAA Region and Airport District Office received a memorandum providing guidance for current and future grant activities related to pavement strength reporting. The memorandum also notified the FAA field offices that airport sponsors will be updating the Airport Master Record (AMR) module in Airport Data information Portal (ADIP) with these PCR values.

### 3. Action.

The FAA requires all Part 139 certificated airports to assign gross weight and PCR data to airport pavements as part of projects funded through a federal grant program that includes pavement management, rehabilitation, or reconstruction. This action needs to be completed by September 30, 2024.

Attached is the sponsor letter, dated April 29, 2022, sent out to all part 139 airports informing them of this requirement.

  
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Birkely Rhodes, Manager  
Airport Safety and Operations Division, AAS-300

\_\_\_\_\_  
9/23/2024

Date



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

Office of Airport Safety and Standards

800 Independence Avenue, SW,  
Washington, DC 20591

April 29, 2022

Dear Airport Sponsor:

The intent of this letter is to provide notification that the Federal Aviation Administration (FAA) Office of Airport Safety and Standards (AAS) published Advisory Circular (AC), 150/5335-5D, Standardized Method of Reporting Airport Pavement Strength - PCR on April 29.

The FAA requires that all airport sponsors/operators 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. This data will be reported in the Airport Master Record.

**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.

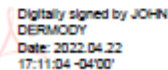
Effective with the publication of AC 150/5335-5D, the FAA requires all public use paved runways at all 14 CFR Part 139 certificated airports to be assigned gross weight and PCR data by September 30, 2024. Furthermore, the FAA requires that all airports assign gross weight and PCR data to airport pavements 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 future reporting deadline. In addition to this correspondence, each FAA Region and Airport District Office received a memorandum providing guidance for current and future grant activities related to pavement strength reporting. The memo also notified the FAA field offices that the airport sponsors will be updating the AMR module in ADIP with PCR values.

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 as the FAA transitions into a new airport pavement strength reporting method.

Sincerely,

JOHN  
DERMODY



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DERMODY  
Date: 2022.04.22  
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John R. Dermody, P.E.  
Director of Airport Safety and Standards