airport consulting partners GmbH Beratende Ingenieure



Your Partner for Airfield Pavements



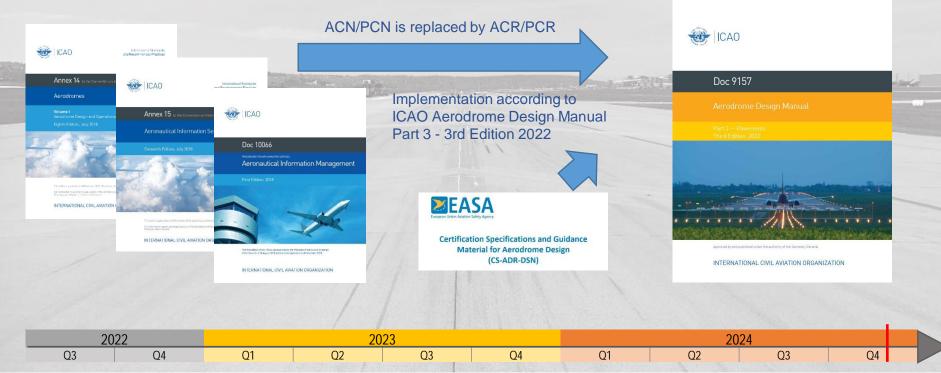
Newsflash: Conversion of AIP reporting from PCN to PCR

INDUCEMENT



ICAO/EASA:

Beginning <u>November 28, 2024</u>, the pavement bearing strength of an aircraft operating area must be reported in the AIP based on a PCR value



THE IMPLEMENTATION RAISES QUESTIONS

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Why is there even a new reporting method for the bearing capacity of the airfield pavement ?

What are the benefits of the new PCR value ?

How to calculate the new PCR value?

Can I simply convert the previous PCN value to a PCR value?

Can I report the PCN value for <u>existing pavement</u> and only report the PCR value for new plots ?

WHY A NEW REPORTING METHOD ? WHAT ARE THE BENEFITS ?



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The new ACR-PCR method is based on LEA "Layered Elastic Analysis".

► LEA was already provided for in the ICAO ADM Part 3 of 1983 → currently 3rd Edition 2022

Today's IT technologies enable the consistent application of Layered Elastic Analysis

- FAA software COMFAA runs out of service
- ACR/PCR is already implemented in FAARFIELD

ACR-PCR method is linked with the pavement design

- calculation is more detailed
- more sustainable development possible due to material optimization

OUR OFFER FOR YOU

With our many years of experience, we offer competent support in the implementation of the new requirement:

- Advice on possible procedures for the redetermination of PCR values to be published
 - Recalculation of the airfield pavement areas
 - Accompaniment of the coordination between authority and airfield operator

TANK - M. L. Mars

- Assistance with necessary procedures for re-determination, e.g. measurements by third parties
 - Support / consulting for traffic forecast



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We provide answers



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CONTACT US :

Mr. Günther Dziddek

Tel: +49 711 351452 31

Mail: guenther.dziddek@airport-consult.com

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WWW.AIRPORT-CONSULT.COM