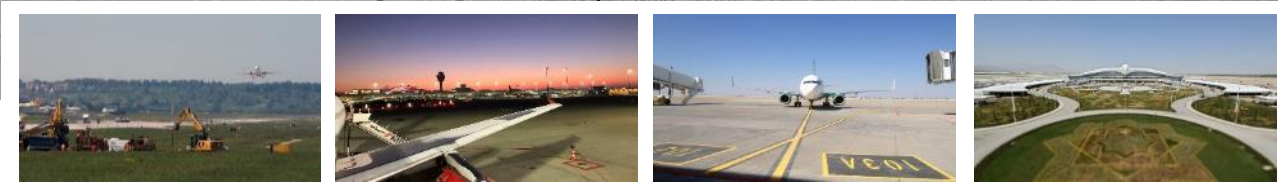


Your Partner for Airfield Pavements

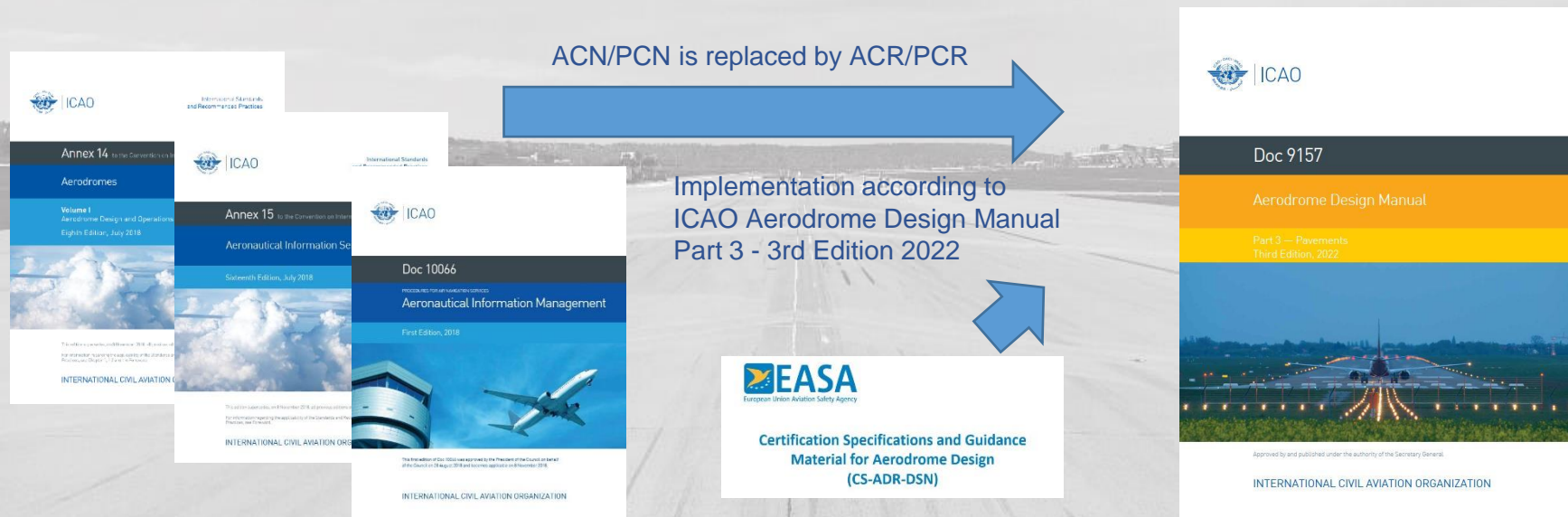


Conversion of AIP-reporting from PCN to PCR

INDUCEMENT

ICAO/EASA:

With the expiry of the transitional period, the pavement bearing strength of an aircraft operating area must now be reported in the AIP based on a PCR value



THE IMPLEMENTATION RAISES QUESTIONS

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 existing pavement
and only report the PCR value for new plots ?

WHY A NEW REPORTING METHOD ?

WHAT ARE THE BENEFITS ?

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

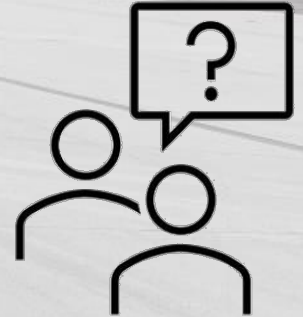
ACR-PCR method is linked with the pavement design

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



We provide answers

CONTACT US :

Mr. Günther Dziddek

Tel: +49 711 351452 31

Mail: guenther.dziddek@airport-consult.com

WWW.AIRPORT-CONSULT.COM

