

**FAQs:**

[Aerodromes](#), [Aerodromes \(ADR\)](#), [Regulations](#)

**Question:**

**ADR.18 When is EASA going to implement the new Aircraft Classification Rating – Pavement Classification Rating (ACR–PCR) method?**

**Answer:**

In 2020, the International Civil Aviation Organization (ICAO) adopted with Amendment 15 to its Annex 14, Volume I ‘Aerodromes — Aerodrome Design and Operations’, **a new method for expressing and calculating the bearing strength of a pavement, called the ACR-PCR**. A transition period of 4 years has been set by ICAO, and the new method will become applicable on 28 November 2024, replacing the current Aircraft Classification Number – Pavement Classification Number (ACN–PCN) method.

**The applicability of the ACR-PCR method in the European Union Aviation Safety Agency (EASA) Member States has been deferred to a later date, and there is currently ongoing work to transpose the new method in the European Union (EU) regulatory framework.**

Following the questions received from stakeholders, EASA has prepared [guidance](#) to support them in their efforts to implement the new ACR-PCR method. The guidance:

- provides information on the steps and planned time frame for the transposition of the new method in the EU regulatory framework;
- presents recommended actions to the competent authorities, aerodrome operators, and aeronautical information services (AIS) providers to ensure compliance with the new method;
- details the two acceptable methods to determine the PCR values:
  - the technical evaluation method, which represents a study, or
  - ‘using the aircraft experience’ method, which represents a knowledge of the specific type and mass of aircraft being satisfactorily supported under regular use; and
- includes examples for the calculation of the ACR and PCR values.

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**Link:**

<https://www.easa.europa.eu/bg/faq/140472>