

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 3: AVIATION SAFETY

**ENHANCING REGIONAL HARMONIZATION FOR THE
IMPLEMENTATION OF AIRCRAFT CLASSIFICATION
RATING (ACR) / PAVEMENT CLASSIFICATION RATING
(PCR) IN THE ASIA-PACIFIC REGION**

(Presented by DGCA of Civil Aviation Authority of Sri Lanka)

INFORMATION PAPER

SUMMARY

This paper highlights the implementation of the new ICAO ACR/PCR methodology for assessing aircraft–pavement compatibility under Annex 14 (Volume 1). While it offers an advanced, performance-based approach for cost-effective and sustainable pavement management, implementation maturity across the Asia-Pacific (APAC) region varies significantly. Differences in technical capabilities, regulatory frameworks, and publication methods have led to regional inconsistencies that could disadvantage international aircraft operators. To maximize the intended benefits of this transition, this paper identifies common regional gaps and proposes coordinated regional actions to ensure a harmonized, consistent approach across APAC Member States.

ENHANCING REGIONAL HARMONIZATION FOR THE IMPLEMENTATION OF AIRCRAFT CLASSIFICATION RATING (ACR) / PAVEMENT CLASSIFICATION RATING (PCR) IN THE ASIA-PACIFIC REGION

1. INTRODUCTION

ICAO has established the ACR/PCR methodology as the internationally accepted means of reporting aerodrome pavement strength as part of the global transition from the ACN/PCN methodology towards a more comprehensive engineering-based pavement classification system. During the transition period, States may continue publishing PCN information in accordance with their national implementation arrangements.

The provisions are contained in Annex 14, Volume I, complemented by procedures in PANS-Aerodromes (Doc 9981) and technical guidance in the Aerodrome Design Manual (Doc 9157 Part 3).

Successful implementation requires coordinated action by Civil Aviation Authorities, aerodrome operators, pavement engineers, AIS/AIM providers and aircraft operators.

The implementation process also requires effective regulatory oversight, establishment of national implementation programmes, availability of reliable pavement engineering data, and appropriate competency of personnel responsible for pavement evaluation and aeronautical information publication. Across APAC, implementation maturity varies considerably, presenting an opportunity for greater regional coordination.

2. DISCUSSION

2.1 Current Situation

Implementation maturity of the ACR - PCR methodology varies considerably across the APAC Region. While some States have completed pavement evaluations and are publishing PCR information, others are implementing the methodology in phases while maintaining transitional publication arrangements. Several States remain in the preparatory stage, focusing on capacity building, pavement data collection, and pavement evaluation, whereas others are still planning implementation and continue to rely on technical assistance from ICAO.

The differing levels of implementation maturity primarily reflect variations in pavement engineering capability, the availability of historical pavement data, institutional arrangements, financial resources, and access to specialized pavement evaluation software. As a result, despite operating within the same ICAO framework established through Annex 14, Volume I, PANS-Aerodromes (Doc 9981), and the Aerodrome Design Manual (Doc 9157 Part 3), the pace of implementation differs significantly among APAC States.

2.2 Identified Regional Gaps

Gap 1 – Absence of a harmonized regional implementation framework

Although ICAO provides global provisions, there is no coordinated APAC transition roadmap, resulting in differing implementation timelines and regulatory approaches.

Gap 2 – Inconsistent publication of pavement information

States publish PCN, PCR or both during transition.

Although transitional publication arrangements may differ among States, greater harmonization of AIP publication practices would improve operational clarity and reduce the potential for inconsistent interpretation by aircraft operators.

Gap 3 – Limited technical capacity

Several States require additional expertise in pavement evaluation, software application and PCR

determination as described in Doc 9157 Part 3.

Gap 4 – Limited regional experience sharing

Valuable implementation experience from advanced States has not yet been systematically shared across the Region.

Gap 5 – Limited arrangements for periodic PCR review

Procedures for reassessment following rehabilitation, maintenance or operational change are not consistently established.

The identified implementation challenges are common to many APAC States and are therefore more appropriately addressed through regional cooperation than through isolated national initiatives. A coordinated regional approach would enhance implementation consistency, improve regulatory harmonization, facilitate international aircraft operations, optimize the use of available technical expertise within the Region, and contribute to the consistent implementation of ICAO Standards and Recommended Practices (SARPs).

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the information contained in this Paper; and
- b) encourage Member States to cooperate through regional technical assistance, information sharing and capacity-building initiatives to facilitate consistent implementation throughout the APAC Region.

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