

# Introduction of PCR at RSI –

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ASPIG/7

Riyadh, April 2025



مطار البحر الأحمر الدولي  
Red Sea Int'l Airport



Introduction

Red Sea International Airport (RSIA) under GACAR 139 Version 9.0 & Ref. to ICAO Annex 14, 2.6.2 was required to make available the bearing strength information of all its pavements in the aerodrome using the new Aircraft Classification Rating – Pavement Classification Rating (ACR-PCR) method.

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<b>GACAR PART 139 – CERTIFICATION, AUTHORIZATION AND OPERATION OF AERODROMES</b>		
<i>Note – Refer Appendix E-1 for guidance on Standard Method for reporting the bearing strength of the pavement in terms of the Pavement Classification Number (PCN). (Applicable until 27 November 2024).</i>		
(a) Criteria to regulate the use of a pavement by an aircraft with an ACN higher than the PCN reported (overload operations) for that pavement in accordance with §139.213 (b) and §139.213 (c) must be as below:		
(1) For flexible pavements, occasional movements by aircraft with ACN not exceeding 10 per cent above the reported PCN;		
(2) For rigid or composite pavements, in which a rigid pavement layer provides a primary element of the structure, occasional movements by aircraft with ACN not exceeding 5 per cent above the reported PCN;		
(3) If the pavement structure is unknown, the 5 per cent limitation must apply; and		
(4) The annual number of overload movements must not exceed approximately 5 per cent of the total annual aircraft movements.		
<i>Note: Also refer ICAO Annex 14 Volume I, Attachment A.20 and ICAO Doc 9157 Part 3 – Pavements, Chapter 2.</i>		
(b) The bearing strength of a pavement intended for aircraft of apron (ramp) mass equal to or less than 5,700 kg must be made available by reporting the following information:		
(1) Maximum allowable aircraft mass; and		
(2) Maximum allowable tire pressure.		
Example: 4,000 kg/0.50 mPa.		
<b>§ 139.213 Strength of Pavements. (Applicable as of 28 November 2024)</b>		
(a) The bearing strength of a pavement must be determined.		
(b) The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg must be made available using the aircraft classification rating-pavement classification rating (ACR-PCR) method by reporting all of the following information:		
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GACAR Part 139	UNCONTROLLED DOCUMENT WHEN DOWNLOADED	VERSION 9.0
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<b>GACAR PART 139 – CERTIFICATION, AUTHORIZATION AND OPERATION OF AERODROMES</b>		
(1) Pavement classification rating (PCR) and numerical value;		
(2) Pavement type for ACR-PCR determination;		
(3) Subgrade strength category;		
(4) Maximum allowable tire pressure category or maximum allowable tire pressure value; and		
(5) Evaluation method.		
(c) The PCR reported must indicate that aircraft with an aircraft classification rating (ACR) equal to or less than the reported PCR may operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s).		
<i>Note:— Different PCRs may be reported if the strength of the pavement is subject to significant seasonal variation.</i>		
(d) The ACR of an aircraft must be determined in accordance with the standard procedures associated with the ACR-PCR method.		
(e) For the purposes of determining the ACR, the behavior of a pavement must be classified as equivalent to a rigid or flexible construction.		
(f) Information on pavement type for ACR-PCR determination, subgrade strength category, maximum allowable tire pressure category and evaluation method must be reported using the following codes:		
(1) Pavement type for ACR-PCR determination:		
Rigid pavement	Code	R
Flexible pavement		F
(2) Sub-grade strength category		
High strength, characterized by $k' = E = 200$ MPa and representing all E values equal to or above 150 MPa for rigid or flexible pavements.	Code	A
Medium strength, characterized by $E = 120$ MPa and representing a range in E values equal to or above 100 MPa and strictly less than 150 MPa MPa for rigid or flexible pavements.		B
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<b>GACAR PART 139 – CERTIFICATION, AUTHORIZATION AND OPERATION OF AERODROMES</b>		
Low strength, characterized by $E = 80$ MPa and representing a range in E values equal to or above 60 MPa and strictly less than 100 MPa MPa for rigid or flexible pavements.		C
Ultra Low strength, characterized by $E = 50$ MPa and representing all E values strictly less than 60 MPa for rigid or flexible pavements.		D
(3) Maximum allowable tire pressure category:		
	Code	
Unlimited: no pressure limit		W
High: pressure limited to 1.75 MPa		X
Medium: pressure limited to 1.25 MPa		Y
Low: pressure limited to 0.50 MPa		Z
(4) Evaluation method:		
	Code	
Technical evaluation: representing a specific study of the pavement characteristics and types of aircraft which the pavement is intended to serve.		T
Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use.		U
(g) Criteria to regulate the use of a pavement by an aircraft with an ACR higher than the PCR reported for that pavement in accordance with §139.213 (b) and §139.213 (c) must be as below:		
(1) For flexible and rigid pavements, occasional movements by aircraft with ACR not exceeding 10 percent above the reported PCR should not adversely affect the pavement; and		
(2) The annual number of overload movements must not exceed approximately 5 percent of the total annual movements excluding light aircraft.		
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Annex 14 – Aerodromes	Volume I
<b>2.6 Strength of pavements</b> <i>Applicable as of 28 November 2024.</i>	
2.6.1 The bearing strength of a pavement shall be determined.	
2.6.2 The bearing strength of a pavement intended for aircraft of apron (ramp) mass greater than 5 700 kg shall be made available using the aircraft classification rating-pavement classification rating (ACR-PCR) method by reporting all of the following information:	
a) pavement classification rating (PCR) and numerical value;	
b) pavement type for ACR-PCR determination;	
c) subgrade strength category;	
d) maximum allowable tire pressure category or maximum allowable tire pressure value; and	
e) evaluation method.	
<i>Note.— Guidance on reporting and publishing of PCRs is contained in the Aerodrome Design Manual (Doc 9157, Part 3).</i>	
2.6.3 The PCR reported shall indicate that aircraft with an aircraft classification rating (ACR) equal to or less than the reported PCR may operate on the pavement subject to any limitation on the tire pressure or aircraft all-up mass for specified aircraft type(s).	
<i>Note.— Different PCRs may be reported if the strength of the pavement is subject to significant seasonal variation.</i>	
2.6.4 The ACR of an aircraft shall be determined in accordance with the standard procedures associated with the ACR-PCR method.	
<i>Note.— The standard procedures for determining the ACR of an aircraft are given in the Aerodrome Design Manual (Doc 9157, Part 3). For convenience, dedicated software is available on the ICAO website for computing any aircraft ACR at any mass on rigid and flexible pavements for the four standard subgrade strength categories detailed in 2.6.6 b) below.</i>	
2.6.5 For the purposes of determining the ACR, the behaviour of a pavement shall be classified as equivalent to a rigid or flexible construction.	
2.6.6 Information on pavement type for ACR-PCR determination, subgrade strength category, maximum allowable tire pressure category and evaluation method shall be reported using the following codes:	
a) Pavement type for ACR-PCR determination:	
Rigid pavement	Code R
Flexible pavement	F
<i>Note.— If the actual construction is composite or non-standard, include a note to that effect (see example 2 below).</i>	
3/11/22	2-6

Chapter 2	Annex 14 – Aerodromes
b) Subgrade strength category:	
High strength, characterized by $E = 200$ MPa and representing all E values equal to or above 150 MPa, for rigid and flexible pavements.	Code A
Medium strength, characterized by $E = 120$ MPa and representing a range in E values equal to or above 100 MPa and strictly less than 150 MPa, for rigid and flexible pavements.	B
Low strength, characterized by $E = 80$ MPa and representing a range in E values equal to or above 60 MPa and strictly less than 100 MPa, for rigid and flexible pavements.	C
Ultra-low strength, characterized by $E = 50$ MPa and representing all E values strictly less than 60 MPa, for rigid and flexible pavements.	D
c) Maximum allowable tire pressure category:	
	Code
Unlimited: no pressure limit	W
High: pressure limited to 1.75 MPa	X
Medium: pressure limited to 1.25 MPa	Y
Low: pressure limited to 0.50 MPa	Z
<i>Note.— See Note 3 to 10.2.1 where the pavement is used by aircraft with tire pressures in the upper categories.</i>	
d) Evaluation method:	
	Code
Technical evaluation: representing a specific study of the pavement characteristics and the types of aircraft which the pavement is intended to serve.	T
Using aircraft experience: representing a knowledge of the specific type and mass of aircraft satisfactorily being supported under regular use.	U
<i>Note.— The following examples illustrate how pavement strength data are reported under the ACR-PCR method. Further guidance on this topic is contained in the Aerodrome Design Manual (Doc 9157, Part 3).</i>	
<i>Example 1.— If the bearing strength of a rigid pavement, resting on a medium-strength subgrade, has been assessed by technical evaluation to be PCR 760 and there is no tire pressure limitation, then the reported information would be:</i>	
PCR 760 / R / B / W / T	
<i>Example 2.— If the bearing strength of a composite pavement, behaving like a flexible pavement and resting on a high-strength subgrade, has been assessed by using aircraft experience to be PCR 550 and the maximum allowable tire pressure is 1.25 MPa, then the reported information would be:</i>	
PCR 550 / F / A / Y / U	
<i>Note.— Composite construction.</i>	
2.6.7 <b>Recommendation.</b> — Criteria should be established to regulate the use of a pavement by an aircraft with an ACR higher than the PCR reported for that pavement in accordance with 2.6.2 and 2.6.3.	
<i>Note.— Attachment A, Section 19, details a simple method for regulating overload operations while the Aerodrome Design Manual (Doc 9157), Part 3, includes the descriptions of more detailed procedures for evaluation of pavements and their suitability for restricted overload operations.</i>	
2-7	3/11/22

Introduction:

ICAO Doc 9157 –  
  
Part 3, Chapter 3, Sec. 3 –  
  
This gives provides  
guidance on the design of  
pavements, including  
their characteristics, and  
on evaluating and  
reporting on the bearing  
strengths of pavements...  
including the ACR-PCR  
Method.

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## Introduction

This ACR-PCR method replaced the ACN-PCN Method as the official ICAO pavement rating system by November 28, 2024.

This method was developed in cooperation with ICAO Aerodromes Pavement Expert Group (APEG).

The method uses similar concepts as the ACN-PCN method; however, the ACR-PCR method:

- Is based on fully layered elastic analysis,
- Uses uniform & standard subgrade categories for both flexible and rigid pavement, and
- Eliminates the use of alpha factor, layer equivalency factors top of base , etc.

This slide presentation provides an insight and details into the ACR-PCR method used at Red Sea International Airport.



## Introduction

The ACR and PCR are defined as follows:

1. ACR is a number that expresses the relative structural effect of an aircraft on different pavement types for specified standard subgrade strengths based on the combined result of aircraft wheel loads, tyre pressures and landing gear geometry. The ACR is published by aircraft manufacturers.
2. PCR is a number expressing the bearing strength of a pavement for unrestricted operations.
3. The PCR is computed based on the accumulated pavement damage produced by entire traffic mix (CDF Concept)
4. The (subgrade) cumulative damage factor (CDF) is the amount of the structural fatigue life of a pavement which has been used up. It is expressed as the ratio of applied load repetitions to allowable load repetitions to failure, or, for one airplane and constant annual departures.

The system is structured so that a pavement with a particular PCR value can support, without weight restrictions, an aircraft that has an ACR value equal to or less than the pavement's PCR value.

ACR is the Aircraft Classification Rating and PCR is the Pavement Classification Rating.



## Introduction

Additional points to note:

- The ACR-PCR system follows the proposed amendment to GACAR § 139.213 Strength of Pavements. (Applicable as of 28 November 2024, replacing the current ACN-PCN system (Also refer to ICAO Annex 14).
- An aircraft having an ACR equal to or less than the PCR can operate on the pavement subject to any limitation on the tire pressure (similar to the ACN-PCN).
- The ACR-PCR system ensures that both aircraft and pavement can be utilized to their maximum extend without detrimental effects.
- According to the Aerodrome Design Manual, Part 3 the method is meant only for publication of pavement strength data in the Aeronautical Information Publication (AIPs).
- The ACR has been developed for two types of pavements, flexible and rigid, and for four levels of subgrade strength categories. The PCR has the same types of pavements and four levels of subgrade strengths.

	CAT A High	CAT B Medium	CAT C Low	CAT D Ultra-low
ACR (flexible & rigid)	E = 200 MPa	E = 120 MPa	E = 80 MPa	E = 50 MPa
ACN (flexible)	CBR 15	CBR 10	CBR 6	CBR 3
ACN (rigid)	K = 150 MN/m3	K = 80 MN/m3	K = 40 MN/m3	K = 20 MN/m3

## Background

- Core principles of ACR-PCR same as ACN-PCN
- ICAO Task Group: ACI World, US FAA, DGAC France, Boeing and Airbus



## ICAO - ACR-PCR Journey to Implementation

## Key Features in summary

- The ACR-PCR method is meant only for the publication of pavement strength data in aeronautical information publications (AIPs)
- It is not intended for the design or evaluation of pavements
- It does not require the use of a specific method by the aerodrome operator
- It shifts the emphasis from the evaluation of pavements to the evaluation of the load rating of aircraft (ACR)
- Includes a standard procedure for the evaluation of the load rating of aircraft
- The strength of a pavement is reported in terms of the load rating of the aircraft on an unrestricted basis
- The PCR is also a number which represents the load-bearing strength of the pavement in terms of the highest ACR which can be accepted on the pavement for unrestricted use.
- Unrestricted operations does not mean unlimited operations
  - ✓ *It refers to the relationship of the PCR to the aircraft ACR and it is permissible for an aircraft to operate without weight restrictions (subject to tire pressure limitations) when the PCR is greater than or equal to the ACR*





## Summary of What is not Changing?

- **ACR will still need to be calculated on the basis**
  - ✓ Aircraft weight
  - ✓ Subgrade Strength based on 4 categories A, B, C and D
  - ✓ Type of pavement, Flexible and Rigid
- **PCR will still be declared on the basis of 5 attributes:**
  - ✓ Number linked to ACR
  - ✓ Pavement Type
  - ✓ Subgrade Strength
  - ✓ Tyre Pressure Limitation
  - ✓ Type of declaration
- **The comparison of ACR and PCR similar to the core principle of the ACN-PCN method has not changed:**
  - ✓ If  $ACR \leq PCR$ , the aircraft can operate on the pavement without restriction
  - ✓ If  $ACR > PCR$ , the aircraft may be excluded, or may be allowed to operate subject to weight and/or frequency limitations



## Summary of What is Changing

- The procedures and models used for determining the ACR and PCR have changed
- Based on rational models allowing the calculation of pavement mechanical response (surface deflections, internal stresses, strains within the pavement) induced by surface traffic loads from **Layered Elastic Analysis (LEA)**
  - ✓ Not CBR or Westergaard methods
- Pavement damage is quantified based on a specific damage model, using as an input these responses (especially strains for flexible pavements and stresses for rigid pavements)
- Use of the Cumulative Damage Factor (CDF) concept
- The CDF is:
  - The amount of structural fatigue life of a pavement that has been used up.
  - Expressed as the ratio of applied load repetitions to allowable load repetitions to failure.
- Damage from multiple aircraft types can be accounted for by summing the CDF for each aircraft in the traffic mix in the application of Miner's rule for the prediction of fatigue life in structures.



## Summary of What is Changing

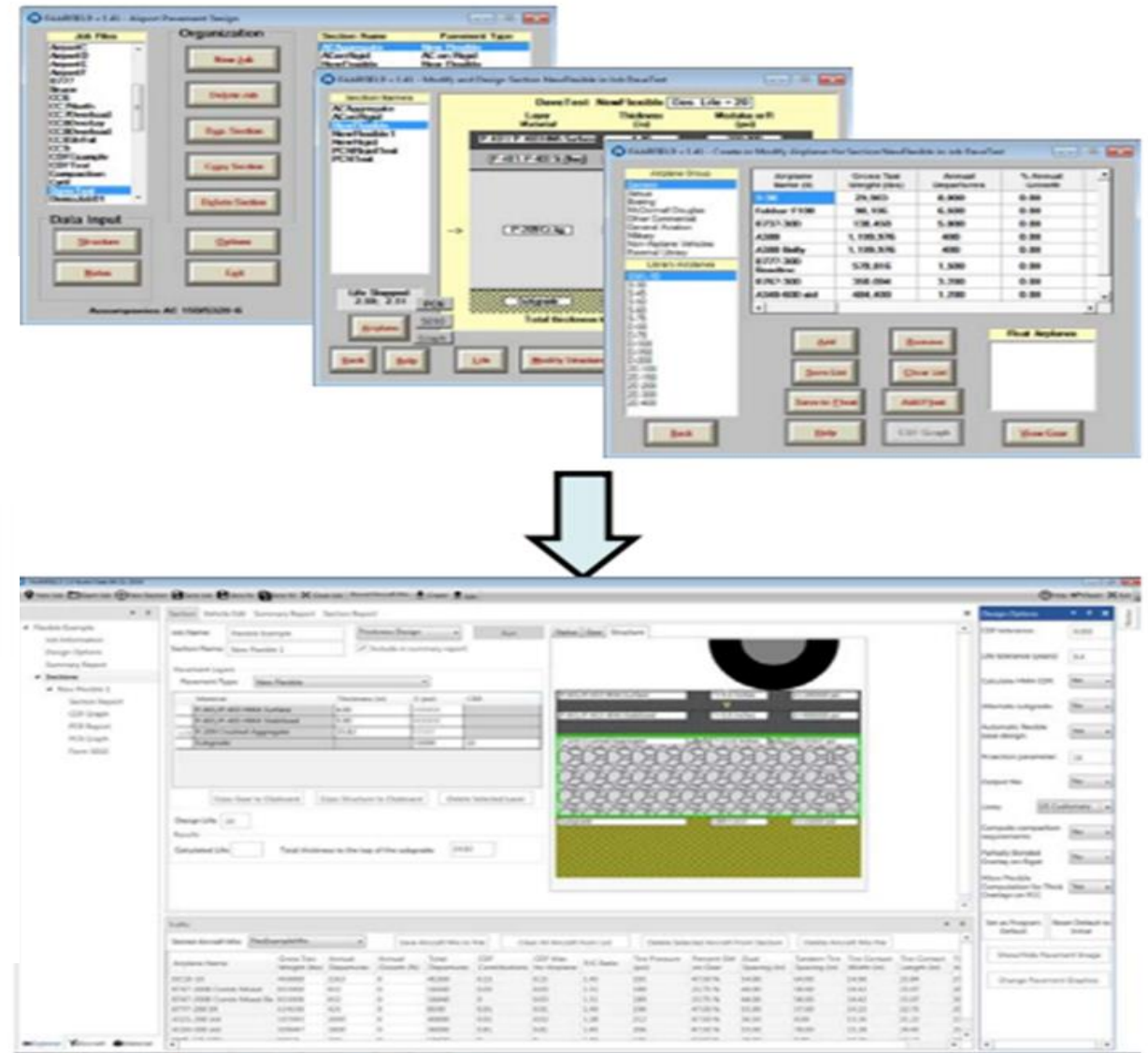
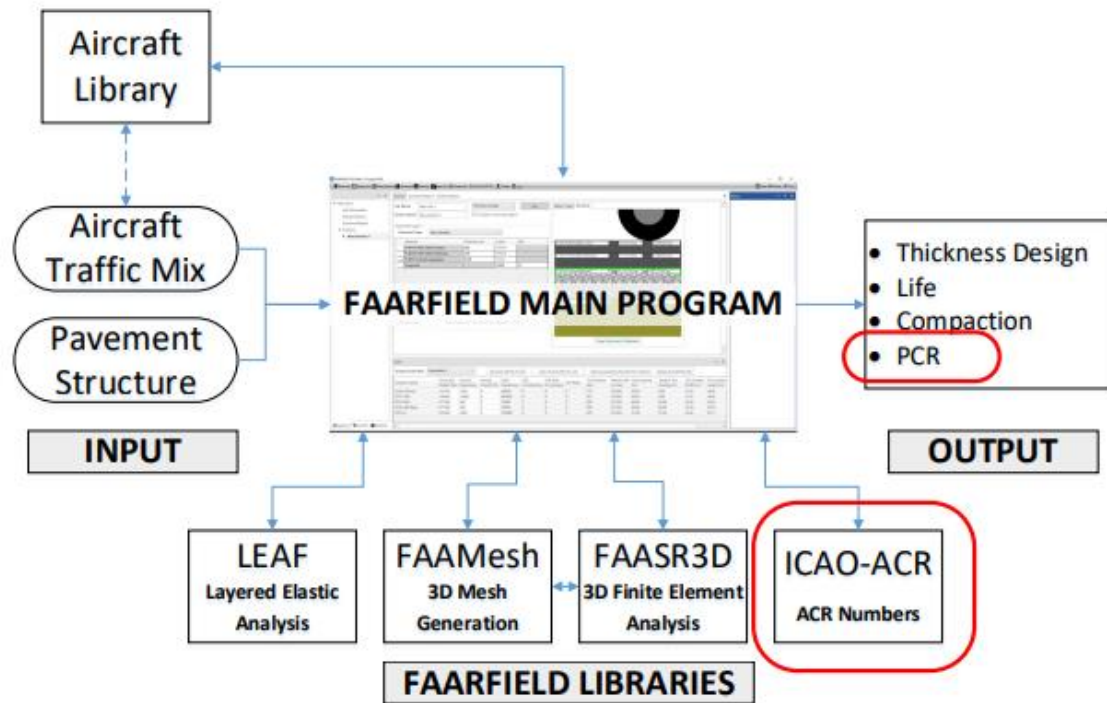
- Same subgrade categories apply to both flexible and rigid pavements, and
- The grouping of subgrades with a standard value at the mid-range of each group, considered to be entirely adequate as follows:

Subgrade Category	Flexible and Rigid Pavement Subgrade Characteristic E Modulus
A - High	200 MPa
B - Medium	120 MPa
C - Low	80 MPa
D – Ultra Low	50 MPa



## ICAO new procedure for ACR / PCR:

## Directly uses FAA FAARFIELD software (Daa Dublin Software)



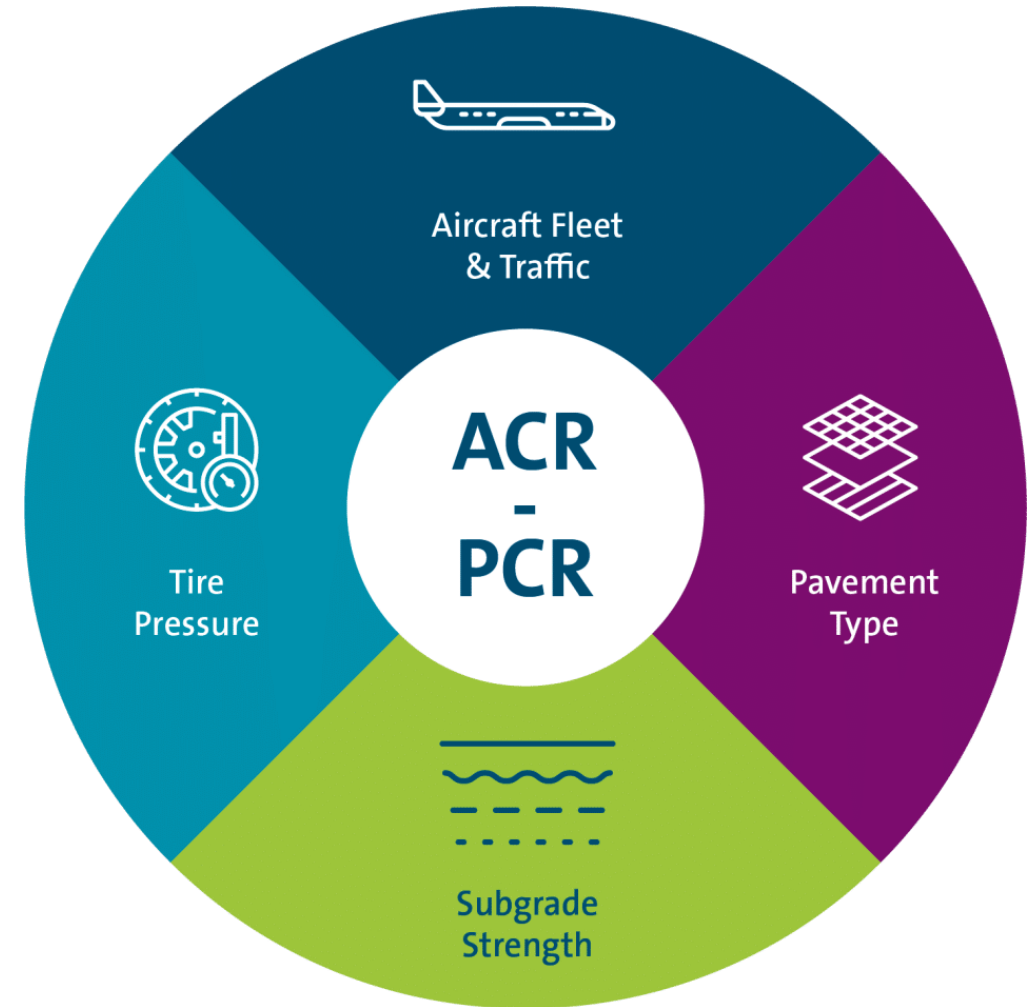


## ICAO new procedure for ACR / PCR:

### Directly uses FAA FAARFIELD software (Daa Dublin Software)

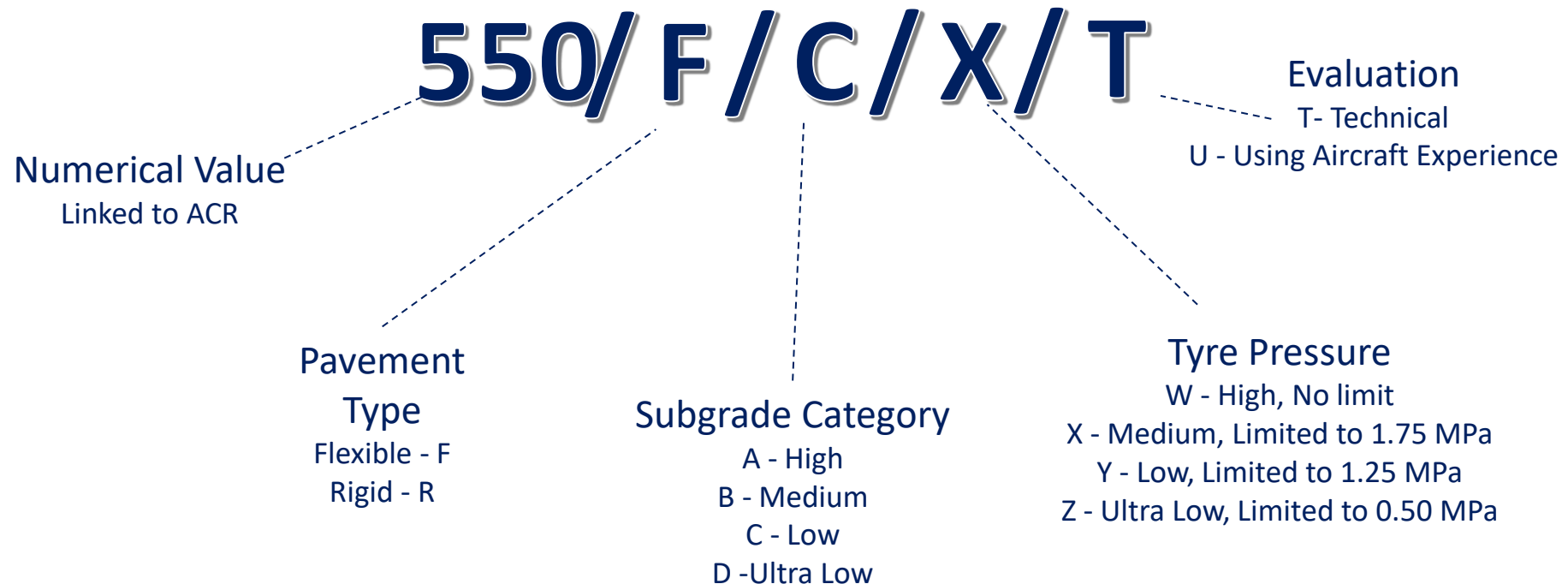
Inputted/Required Data for the ACR- PCR Calculations at RSIA are but not limited to:

1. Flight Mix – which is based off the data for the mix of aircraft that use the RSIA aerodrome runway and taxiways at RSIA, including:
  1. The Code of the aircraft.
  2. The no of weekly arrival/departure movements.
  3. The number of annual departures.
2. The pavement data for both runways and taxiways, including:
  1. The layer types,
  2. Thickness of these layers.
  3. Modulus of the layer in Mpa.
3. The type of pavement surface – flexible or rigid.
4. Subgrade strength information and details.



## New PCN Method – Pavement Classification Rating (PCR):

A PCR is reported in a five-part format. Apart from the numerical value, notification is also required of the pavement type (rigid or flexible), the subgrade support category, the maximum allowable tyre pressure, and whether the assessment has been made by a technical evaluation or from past experience of aircraft using the pavement.



## RSI Airfield Manual

New PCR shall be calculated and declared for the following:

- Yearly revalidation of the PCR values based on the present pavement strengths
- Yearly revalidation of the PCR values based on the fleet mix (types, numbers of and increased sizes of aircraft operations)
- Major rehabilitation or reconstruction of the aircraft pavement
- Major change of aircraft fleet mix for the aerodrome
- Periodically throughout pavement life as part of pavement management program and if premature structural distress observed on the pavement

*\*\*The Pavement Classification Rating (PCR) of all new or rehabilitated aircraft pavements shall be declared in accordance with the ICAO classification and a PCR map produced \*\**



## RSI Pavements PCR Values:

The table showing the Red Sea International Airport runway pavements PCR values as per:

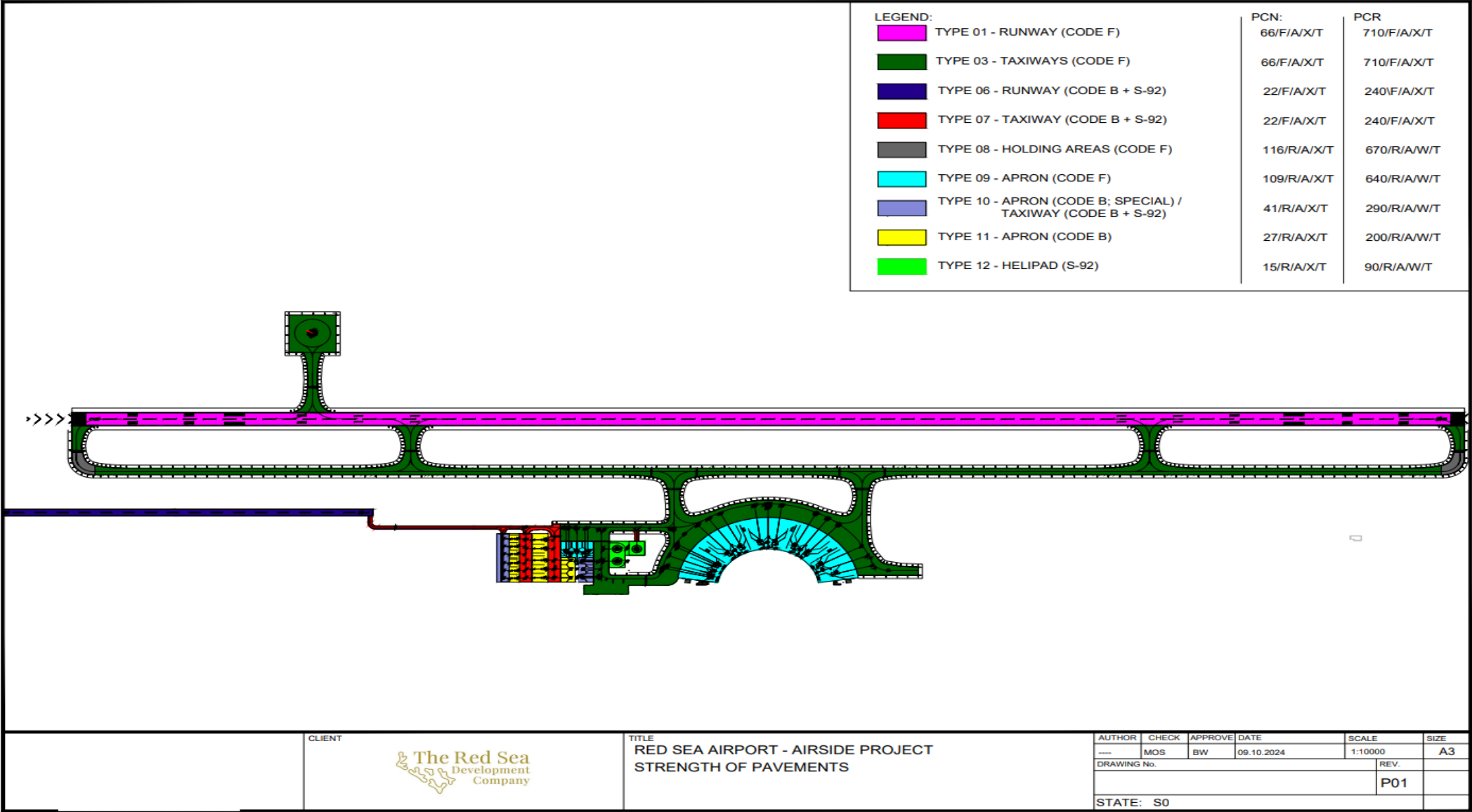
- GACAR 139, Vs.9.0, and
- ICAO Annex 14, Section 2.6.2

Pavement Type	Designation	Code	Surface	Strength	
01	15L/33R (CAT4F)	F	ASPH	PCR	710/F/A/X/T
03	A1	F	ASPH	PCR	710/F/A/X/T
03	A2	F	ASPH	PCR	710/F/A/X/T
03	A3	F	ASPH	PCR	710/F/A/X/T
03	A4	F	ASPH	PCR	710/F/A/X/T
03	A5	F	ASPH	PCR	710/F/A/X/T
03	A6	F	ASPH	PCR	710/F/A/X/T
03	A7	F	ASPH	PCR	710/F/A/X/T
03	A8	F	ASPH	PCR	710/F/A/X/T
03	A10	F	ASPH	PCR	710/F/A/X/T
03	C	F	ASPH	PCR	710/F/A/X/T
03	D	F	ASPH	PCR	710/F/A/X/T
03	E	F	ASPH	PCR	710/F/A/X/T
03	F	F	ASPH	PCR	710/F/A/X/T
06	15L/33R (CAT4F)	B & S92	ASPH	PCR	240/F/A/X/T
07	B	B & S92	ASPH	PCR	240/F/A/X/T
07	G	B & S92	ASPH	PCR	240/F/A/X/T
07	H	B & S92	ASPH	PCR	240/F/A/X/T
08	A9	F	CONC	PCR	670/R/A/W/T
09	APRON	F	CONC	PCR	640/R/A/W/T
10	APRON	B & Specials	CONC	PCR	290/R/A/W/T
10	I	B & S92	CONC	PCR	290/R/A/W/T
11	APRON	B	CONC	PCR	200/R/A/W/T
12	Helipad	S-92	CONC	PCR	90/R/A/W/T



RSI  
Pavements  
PCR

Overall  
Pavement  
Drawing  
for RSI as  
per ICAO.



## RSI Pavements PCR Values:

The result of the conversion from ACN-PCN to ACR-PCR has been confirmed by:

- GACA via their letter shown here, and
- The publishing of the corresponding values in the AIP as shown in the snapshots of the AIP in alignment with the drawing in the previous slide.

AIP SAUDI ARABIA	
AD 2-01ERS	
01ERS AD 2.1 AERODROME LOCATION INDICATOR AND NAME 01ERS - HANAK / Red Sea International	
01ERS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA	
1	ARP coordinates and site at AD N253740 E0370530 1620 M / 544' GEO from THR RWY 33R
2	Direction and distance from (city) 67 KM North from UMLJJ / 12 KM East from HANAK
3	Elevation/Reference temperature 164 FT / 42° C
4	Control indication at AD ELEV PPM 58 FT
5	MAG VAR/Annual change 4° E (2020) / 0.05 increasing
6	Aerodrome Operator, address, telephone, telefax, telex, AFS (Red Sea International Airport) Saudi Arabia – Hanak Tel: +966 145142323 AFS: GERSYDVA eMail: <a href="mailto:gaca@redsea.ae">gaca@redsea.ae</a> / <a href="mailto:flightops@redsea.ae">flightops@redsea.ae</a>
7	Types of traffic permitted (IFR/VFR) IFR/VFR
8	Remarks Controlled AD. PPR PH 72 HR to AP for ops-SKED.
01ERS AD 2.3 OPERATIONAL HOURS	
1	AD Administration SUN - THU 0800 - 1300 (0800-1800 LT)
2	Customs and immigration H24
3	Health and sanitation First Aid available
4	AIS Briefing Office NIL
5	ATS Reporting Office (ARC) NIL
6	MET Briefing Office H24
7	ATS MON-SAT 0700-1800 SUN 0800-1300
8	Fueling H24
9	Handling H24
10	Security H24
11	De-icing NIL
12	Remarks NIL
01ERS AD 2.4 HANDLING SERVICES AND FACILITIES	
1	Cargo handling facilities NIL
2	Fuel/tel types JET A1 SAF / NIL
3	Fueling facilities/capacity Tankers available- delivery rate variable.
4	De-icing facilities NIL
5	Hanger space for visiting aircraft NIL
6	Repair facilities for visiting aircraft NIL
7	Remarks NIL

SAUDI ARABIA

AD 2-01

01ERS AD 2.5 PASSENGER FACILITIES

1	Hotels	Turba Bay Hotel (Red Sea Global Destinations)
2	Restaurants	Food & Beverage
3	Transportation	NIL
4	Medical facilities	First Aid Clinic
5	Bank and Post Office	in HANAK
6	Tourist Office	NIL
7	Remarks	NIL

01ERS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	IC category for fire fighting	CAT 8
2	Rescue equipment	Yes
3	Capability for removal of disabled aircraft	Available Upon Request
4	Remarks	NIL

01ERS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

01ERS AD 2.8 APRONS, TAIWAYS AND CHECK LOCATION/POSITIONS DATA

1	Designator	Surface	Strength	
Apron surface and strength	Helicopter Stand	Concrete	FOR 300KAWT	
	Remote Apron (Stands 15-18)	Concrete	FOR 300KAWT	
	Remote Apron (Stands 15-18)	Concrete	FOR 300KAWT	
	Remote Apron (Stands 15-18)	Concrete	FOR 300KAWT	
Passenger Apron	Passenger Apron	Concrete	FOR 300KAWT	
	Passenger Apron	Concrete	FOR 300KAWT	
	Passenger Apron	Concrete	FOR 300KAWT	
	Passenger Apron	Concrete	FOR 300KAWT	
2	Designator of TWY	Width	Surface	Strength
	A	23.00 M	Asphalt	FOR 100KAWT
	A1	23.00 M	Asphalt	FOR 100KAWT
	A2	23.00 M	Asphalt	FOR 100KAWT
	A3	23.00 M	Asphalt	FOR 100KAWT
	A4	23.00 M	Asphalt	FOR 100KAWT
	B	23.00 M	Asphalt	FOR 100KAWT
	C	23.00 M	Asphalt	FOR 100KAWT
	D	23.00 M	Asphalt	FOR 100KAWT
	E	23.00 M	Asphalt	FOR 100KAWT
	E1	15.00 M	Asphalt	FOR 100KAWT
	E2	15.00 M	Asphalt	FOR 100KAWT
	E3	10.00 M	Asphalt	FOR 100KAWT
	E4	10.00 M	Concrete	FOR 100KAWT
	F	23.00 M	Asphalt	FOR 100KAWT
	3			
See Aerodrome Parking/Loading Chart Main Apron 150 FT				
See Aerodrome Parking/Loading Chart Remote Apron 145 FT				
See Aerodrome Parking/Loading Chart Isolated Apron 154 FT				
4				
VOR checkpoints				
NIL				
5				
INS checkpoints				
NIL				

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AD 2-01ERS

6	Remarks	<p>1) TWY A1 and A4 have a concrete holding point</p> <p>2) TWY A1 limited to Code B aircraft</p> <p>3) TWY E for F40 between D2 intersection and E4 intersection</p> <p>4) TWY E wingman max 24m between D2 intersection and E4 intersection</p> <p>5) Runway aircraft stands: 18, 20, 21, 22 and 23 single aircraft/stands</p>
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#### 01ERS AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual positioning guidance system of aircraft stands	Runway markings and signs
2	RWY and TWY markings and LOT	<p>RWY Marking, CL, Side Stripe, ID, Thr, TW, SWY, Pav Thr</p> <p>RWY Lighting, Edge, Runway and Thr</p> <p>RWY Marking, CL, Edge, Holding position</p> <p>TWY Lighting, Edge, Displacement signs</p>
3	Stop bars	AL, A2, A3, A4 and F
4	Other runway protection measures	NIL
5	Remarks	NIL

#### 01ERS AD 2.10 AERODROME OBSTACLES

OBST ID	Designation	OBST type	OBST position	ELEVINGT	Markings/Type, colour	Remarks
	<a href="https://era.sama.gov.sa/era/ast/af/afMainForm.html?ACID=01-01ERS-01ERS">https://era.sama.gov.sa/era/ast/af/afMainForm.html?ACID=01-01ERS-01ERS</a>					
	<a href="https://era.sama.gov.sa/era/ast/af/afMainForm.html?ACID=01-01ERS-01ERS">https://era.sama.gov.sa/era/ast/af/afMainForm.html?ACID=01-01ERS-01ERS</a>					

#### 01ERS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Red Sea MET Office
2	Hours of service	24/7
3	Office responsible for TAF preparation	MET OFFICE Taoud
4	Periods of validity	12 HOURS update 03
5	Trend forecast	TREND
6	Interval of issuance	HOURLY
7	Briefing/consultation provided	<p>MET OFFICE Red Sea</p> <p>Red Sea Briefing Telephone : +96614142334</p> <p>Website : <a href="https://met.gam.gov.sa/kh/eng/index.php">https://met.gam.gov.sa/kh/eng/index.php</a></p> <p>Red Sea Automated Plan : <a href="https://met.gam.gov.sa/kh/eng/index.php">https://met.gam.gov.sa/kh/eng/index.php</a></p> <p>MET OFFICE Red Sea</p> <p>Red Sea Briefing Telephone : +96614142334</p> <p>Website : <a href="https://met.gam.gov.sa/kh/eng/index.php">https://met.gam.gov.sa/kh/eng/index.php</a></p>
8	Flight documentation (Language(s) used)	English
9	Charts and other information available for briefing or consultation	Available NCM Website: <a href="https://met.gam.gov.sa/kh/eng/index.php">https://met.gam.gov.sa/kh/eng/index.php</a>
10	Supplementary equipment available for providing information	NIL
11	ATS units provided with information	RED SEA TOWER
12	Additional information (limitation of service, etc.)	Telephone : +96614142334

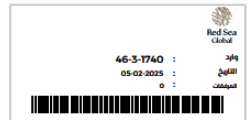


نسخة لسعادة مدير عام سلامة الملاحة الجوية  
سعادة الرئيس التنفيذي لمطار البحر الأحمر الدولي  
السلام عليكم ورحمة الله وبركاته،،،

إشارة إلى خطاب سعادتكم المقيد لدى الهيئة برقم ١٠٣٨١ وتاريخ ٢٠٢٥/٠١/٠٤، بخصوص طلب الموافقة على نشر بيانات (PCR) لمطار البحر الأحمر الدولي بدليل معلومات الطيران السعودي (AIP).  
نفيد سعادتكم أنه لا مانع لدى الهيئة العامة للطيران المدني من نشر بيانات (PCR) لمطار البحر الأحمر الدولي بدليل معلومات الطيران السعودي، وذلك بالتنسيق مع شركة خدمات الملاحة الجوية السعودية.

وتقبلوا وافر التحية والتقدير،،،

مدير عام سلامة المطارات  
علي بن سعود آل ذياب



## RSI Pavements Training:

Additional to the conversion and implementation of the ACR –PCR values for the RSI Airport.

The Airport Operator has embarked on the trainings for key operations & maintenance personnel, with ACI on:

- Aerodrome Pavement Evaluation
- Aerodrome Pavement Design
- Aerodrome Pavement Construction
- Aerodrome Pavement Maintenance



# Thank You



مطار البحر الأحمر الدولي  
Red Sea Int'l Airport