U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST MOUNTAIN REGION

**AIRPORT IMPROVEMENT PROGRAM**

**MODIFICATION OF AIRPORT DESIGN STANDARDS**

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| BACKGROUND |
| 1. AIRPORT:      | 2. LOCATION (CITY, STATE):       | 3. LOC ID:       |
| 4. EFFECTED RUNWAY/TAXIWAY:       | 5. APPROACH (EACH RUNWAY):[ ]  PIR[ ]  NPI[ ]  VISUAL | 6. AIRPORT REF. CODE (ARC):       |
| 7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY):      |
| MODIFICATION OF STANDARDS |
| 8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Federal Aviation Administration, Advisory Circular (AC) 150/5370-10G, Standards for Specifying Construction of Airports. Item P-152 Excavation, Subgrade, and Embankment. |
| 9. STANDARD/REQUIREMENT: Item P-152, Description, Item P-152, Construction Methods, and Item P-152, Method of Measurement. |
| 10. PROPOSED: Add additional sections as follows: To the end of Description:“152-1.4 Contaminated Excavation. Any material or soil that produces a fuel or chemical odor, produces an oil sheen on the surface of water, has staining, contains debris or other visible indicators, or soil designated by the Port as contaminated. See Section 026100, Removal and Disposal of Contaminated Soils.”To the end of Construction Methods:“152-2.12 Environmental Sampling. Environmental sampling will be conducted by the Port in accordance with Section 026100, Removal and Disposal of Contaminated Soils.”To the end of Construction Methods:“152-2.13 Contaminated Excavation. Contaminated soil encounter during excavation shall be handled in accordance with Section 026100, Removal and Disposal of Contaminated Soils.”To the end of Method of Measurement:“152-3.5 Contaminated Material Excavation And Disposal. See Section 026100, Removal and Disposal of Contaminated Soils.” |
| 11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1E): Many of Port of Portland airports have been in service since the mid 1900’s, and many of the airfields at these airports were constructed of either dredge sand or other miscellaneous import fill. Because of the various sources and contents of import fill, years of industrial use, and also aircraft use, pockets of contaminated soil, particularly petroleum based, exist throughout these airfields. Remediation of contaminated soil is required per Department of Environmental Quality (DEQ), and currently no specifications exist in AC 150/5370-10G to address contaminated soil. |
| 12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1E): In the Portland Metro area, there are few locations available to dispose of contaminated soil. Because the contaminated soil is required to be addressed, there are no other viable alternatives for this issue. |
| 13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1E): The addition of this section to FAA AC 150/5370-10G allows the Port of Portland airports to adequately address contaminated soil encountered on a project so that the Port is in compliance with federal regulations requiring remediation of contaminated soil. |
| **ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN** |

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| MODIFICATION: AC 150/5370-10G | LOCATION:       | PAGE 3 OF 3 |
| 14. SIGNATURE OF ORIGINATOR:       | 15. ORIGINATOR’S ORGANIZATION: Port of Portland | 16. TELEPHONE:       |
| 17. DATE OF LATEST FAA SIGNED ALP:       |
| 18. ADO RECOMMENDATION:  | 19. SIGNATURE:  | 20. DATE:  |
| 21. FAA DIVISIONAL REVIEW (AT, AF, FS):  |
| ROUTING SYMBOL | SIGNATURE | DATE | CONCUR | NON-CONCUR |
|  |  |  |  |  |
|  |  |  |  |  |
|  |  |  |  |  |
| COMMENTS:  |
| 22. AIRPORTS’ DIVISION FINAL ACTION:  |
| [ ]  UNCONDITIONAL APPROVAL | [ ]  CONDITIONAL APPROVAL | [ ]  DISAPPROVAL |
| DATE:  | SIGNATURE: | TITLE:  |
| CONDITIONS OF APPROVAL:  |

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ITEMS 1-17 ARE TO BE COMPLETED BY THE AIRPORT SPONSOR(ORIGINATOR). ALL OTHER ITEMS WILL BE COMPLETED BY THE FAA.

THE COMPLETED FORM WILL BE TRANSMITTED BY THE ORIGINATOR TO THE APPLICABLE ADO/AFO. THE ADO/AFO WILL TRANSMIT THE FINAL FAA DETERMINATION TO THE ORIGINATOR.

MODIFICATION TO AIRPORT DESIGN STANDARDS REQUESTS SHOULD INCLUDE SKETCHES OR DRAWINGS WHICH CLEARLY ILLUSTRATE THE NONSTANDARD CONDITION.

 ITEMS

1. LEGAL NAME OF AIRPORT.

2. ASSOCIATED CITY.

3. AIRPORT LOCATION IDENTIFIER (SEE APPROACH PLATES/AIRPORT FACILITY DIRECTORY).

4. IDENTIFY THE RUNWAY(S), TAXIWAY(S) OR OTHER FACILITIES EFFECTED BY THE PROPOSED MODIFICATION TO STANDARDS REQUEST.

5. IDENTIFY THE MOST CRITICAL APPROACH FOR EACH RUNWAY IDENTIFIED IN #4.

6. AIRPORT REFERENCE CODE - SEE PARAGRAPH 2, PAGE 1 AC 150/5300-13(CHANGE 4) - I.E. C-II, B-II, A-I (SMALL).

7. NOTE THE DESIGN AIRCRAFT (ARC OR SPECIFIC AIRCRAFT) FOR EACH

FACILITY IDENTIFIED IN #4. A DESIGN AIRCRAFT MUST MAKE REGULAR USE OF THE FACILITY. NORMALLY, FAA CONSIDERS REGULAR USE TO BE 500 OR MORE ANNUAL INTINERANT OPERATIONS.

IF THE AIRPORT SERVES A WHOLE FAMILY OF AIRCRAFT IN A PARTICULAR GROUP, THE ARC (I.E. B-II) SHOULD BE SPECIFIED. IF, HOWEVER, THE AIRPORT IS USED BY ONLY 1 OR 2 OF A FAMILY OF AIRCRAFT (IX- BEECH KING AIR C90), THE MOST DEMANDING (APPROACH SPEED, WINGSPAN)

AIRCRAFT SHOULD BE SPECIFIED.

8. IDENTIFY THE SPECIFIC NAME OF THE STANDARD THAT IS PROPOSED TO BE MODIFIED FOR THE SUBJECT LOCAL CONDITION.

9. DESCRIBE (WORDS AND NUMBERS) THE DIMENSIONS AND REQUIREMENTS

OF THE STANDARD AS PROVIDED IN AC 150/5300-13.

10. STATE THE PROPOSED MODIFICATION TO THE STANDARD.

11. DISCUSS THE LOCAL CONDITIONS THAT MAKE IT IMPRACTICAL OR

IMPOSSIBLE TO MEET THE STANDARD.

12. IDENTIFY ALTERNATIVES TO THE SUBJECT PROPOSED MODIFICATION,

AND SHOW WHY THESE ALTERNATIVES ARE NOT VIABLE.

13. DISCUSS HOW THE PROPOSED MODIFICATION WOULD IMPACT AIRPORT

SAFETY AND EXPLAIN WHY AN ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP WOULD STILL EXIST.

14. TYPED NAME AND SIGINATURE OF AIRPORT AUTHORITY REPRESELNTATIVE.

15. SELF-EXPLANATORY.

16. SELF-EXPLANATORY.

17. SELF-EXPLANATORY.

18. TO BE COMPLETED BY FAA