

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION  
 NORTHWEST MOUNTAIN REGION  
 AIRPORT IMPROVEMENT PROGRAM

**MODIFICATION OF AIRPORT DESIGN STANDARDS**

BACKGROUND		
1. AIRPORT:	2. LOCATION(CITY,STATE):	3. LOC ID:
4. EFFECTED RUNWAY/TAXIWAY:	5. APPROACH (EACH RUNWAY): <input type="checkbox"/> PIR <input type="checkbox"/> NPI <input type="checkbox"/> VISUAL	6. AIRPORT REF. CODE (ARC):
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY):		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): <b>Federal Aviation Administration, Advisory Circular (AC) 150/5370-10G, Standards for Specifying Construction of Airports. Item P-403 Section 403-5.2 Acceptance Criteria.</b>		
9. STANDARD/REQUIREMENT: <b>403-5.2b(5)</b> <b>(5) Grade. Grade shall be evaluated on the first day of placement and then every [ ] to allow adjustments to paving operations if measurements do not meet specification requirements. The Contractor must submit the survey data to the Engineer by the following day after measurements have been taken.</b>		
10. PROPOSED: <b>Replace the first sentence of this section as follows:</b> <b>(5) Grade. The Port will verify the finished surface of asphalt using Port-supplied survey crews.</b>		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1E): <b>Currently in AC 150/5370-10G the contractor is required to provide survey to the Owner. Any delay in this survey being provided can lead to additional paving being performed when portions are out of compliance with the specifications.</b>		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1E): <b>In addition to Port provided survey, allowing the contractor to continue to perform the survey, or getting a third party to perform the survey are alternatives. Neither of these alternatives allow the information to be transmitted to the engineer as quickly.</b>		

Appendix 2

13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1E):

**If the contractor provides the survey data, there is a lag in the information getting back to the Port in a timely manner. With Port survey providing this service, the Engineer is able to immediately review the data before the next day's operations begin. This allows areas that do not meet specification requirements to be identified, and solutions formulated before additional product is placed, possibly also out of compliance. This service can help the contractor as well, possibly identifying a process that is out of compliance on their end.**

**The Port of Portland pays for this survey to be completed, so FAA requirements are met at no additional cost to the FAA.**

**ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN**

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MODIFICATION:		LOCATION:		PAGE 2 OF 2	
14. SIGNATURE OF ORIGINATOR:		15. ORIGINATOR'S ORGANIZATION:		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	

Appendix 2

COMMENTS:		
22. AIRPORTS' DIVISION FINAL ACTION:		
<input type="checkbox"/> UNCONDITIONAL APPROVAL	<input type="checkbox"/> CONDITIONAL APPROVAL	<input type="checkbox"/> 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.

## Appendix 2

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 SIGNATURE OF AIRPORT AUTHORITY REPRESENTATIVE.

15. SELF-EXPLANATORY.

16. SELF-EXPLANATORY.

17. SELF-EXPLANATORY.

18. TO BE COMPLETED BY FAA