Appendix 2

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): ☐ 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 T-901 Seeding.

9. STANDARD/REQUIREMENT:

901-2.3 Fertilizer. Fertilizer shall be standard commercial fertilizers supplied separately or in mixtures containing the percentages of total nitrogen, available phosphoric acid, and water-soluble potash. They shall be applied at the rate and to the depth specified, and shall meet the requirements of applicable state laws. They shall be furnished in standard containers with name, weight, and guaranteed analysis of contents clearly marked thereon. No cyanamide compounds or hydrated lime shall be permitted in mixed fertilizers.

The fertilizers may be supplied in one of the following forms:

a. **A dry, free-flowing fertilizer suitable for application by a common fertilizer spreader;**
b. **A finely-ground fertilizer soluble in water, suitable for application by power sprayers; or**
c. **A granular or pellet form suitable for application by blower equipment.**

Fertilizers shall be [ ] commercial fertilizer and shall be spread at the rate of [ ].

10. PROPOSED:

901-2.3 Fertilizer. Fertilizer shall be standard commercial fertilizers supplied separately or in mixtures containing the percentages of total nitrogen, non-staining iron sucrate, and water-soluble potash. They shall be applied at the rate and to the depth specified, and shall meet the requirements of applicable state laws. They shall be furnished in standard containers with name, weight, and guaranteed analysis of contents clearly marked thereon and in accordance with the labeling requirements of ORS 633. No cyanamide compounds or hydrated lime shall be permitted in mixed fertilizers.

The fertilizer shall be supplied as a finely-ground fertilizer soluble in water, suitable for application by power sprayers.

Fertilizers shall be standard commercial grade, formulated to provide the following elements (percent by weight):

Nitrogen	**25**
Potash	**05**
Iron	**03**

Total nitrogen shall be made up of a 60% slow release nitrogen derived from urea formaldehyde and 40% nitrogen stabilized with a maleic-itoconic copolymer. Fertilizer elements shall be uniformly mixed to ensure even distribution of plant nutrients. The fertilizer shall not contain elements of materials which are detrimental to the soil or plant growth. Provide storage space and weather covers, as needed, to keep products dry until application.

11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1E):

Currently AC 150/5370-10G indicates fertilizer must meet state laws. PDX discharges stormwater into the Columbia Slough. The Columbia Slough is water quality limited for total phosphorous and has State Total maximum Daily Load (TMDL) per Oregon Administrative Rules (OAR) 340-41-442. PDX has a National Pollutant Discharge Elimination permit for industrial stormwater discharges, File Number 107220. In order to comply with the permit requirements PDX has eliminated phosphorus in airfield fertilizer applications.

12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1E):

Ship fertilizer that meets and was tested for the regulations shown in AC 150/5370-10G to the job site, in lieu of using locally available fertilizer.

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

Currently AC 150/5370-10G indicates fertilizer must meet state laws. The proposed fertilizer complies with the local permitting requirements however; it is not tested to the requirements shown in AC 150/5370-10G. Proposed specifications will produce a product that is acceptable to what was intended per AC 150/5370-10G, without the undue burden of finding fertilizer and a testing lab that will provide the federal specifications for additional cost to the project with no additional benefit.

Additionally, specifications in AC 150/5370-10G acknowledge that local fertilizers should be used, indicating it is understood that fertilizer is an item that needs to be based on local regulations as long as minimum federal requirements are met.

ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN

Appendix 2

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

MODIFICATION OF AIRPORT DESIGN STANDARDS

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

COMMENTS:

22. AIRPORTS' DIVISION FINAL ACTION:

☐ UNCONDITIONAL APPROVAL	☐ CONDITIONAL APPROVAL	☐ DISAPPROVAL

DATE:	SIGNATURE:	TITLE:

CONDITIONS OF APPROVAL:

Appendix 2

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

MODIFICATION OF AIRPORT DESIGN STANDARDS

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