U. S. Department
of Transportation

**Federal Aviation
Administration**

Great Lakes Region
Illinois, Indiana, Michigan
Minnesota, North Dakota,
Ohio, South Dakota,
Wisconsin

2300 East Devon Avenue
Des Plaines, Illinois 60018

POLICY AND PROCEDURES MEMORANDUM - AIRPORTS DIVISION

NUMBER: 5320.1G

DATE: **FEB 13 2001**

SUBJECT: General Processing of Modifications to Agency Airport Design and Construction Standards

CANCELLATION: PPM 5320.1F, dated February 26, 1996

REFERENCE: FAA Order 5300.1F, Approval Level for Modification of Agency Airport Design and Construction Standards

Advisory Circular (AC) 150/5300-13, Airport Design

Advisory Circular 150/5100-13A, Development of State Standards for Nonprimary Airports

Advisory Circular 150/5345-53, Airport Lighting Equipment Certification program.

Great Lakes Region Planning and Coordination Procedures - Desk Guide

FAA Authorization Act, Recodified a 49 USC Section 47105

FAA Authorization Act, Recodified a 49 USC Section 47114(d)(5) as amended by P.L. 106-181 (April 2000)

APPENDIX 1. Changes from prior PPM

APPENDIX 2. Sample Consultant Request Letter for AAS-1 Approval with Checklist

APPENDIX 3. 49 USC Section 47105(c) and 49 USC 47114(d)(5)

APPENDIX 4. Modification to Standards Approval Authority Table

1. Background. Generally, Airports District Offices (ADO)/block grant states may approve all design and construction standards except for those standards set forth in paragraphs 2.c. and 3.a. of this Policy and Procedures Memorandum (PPM), which have been specifically retained by the Office of

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Block Grant States (through ADO's)
Other State Aviation Directors (information through ADO's)

Airport Safety and Standards, AAS-1, or delegated to the Manager, Airports Division, AGL-600 (runway safety area (RSA) will not meet standards). Coordination with other AGL divisions should not be initiated until the ADO/block grant state has received concurrence of AAS-1, when applicable. On certificated airports, coordination with AGL-620 is to determine the applicability of FAR Part 139 requirements [See paragraph 2.f.]. Authority to approve airport design and construction standard modifications is delegated to the ADOs/block grant states by separate policy documents, i.e., Delegation of Authority, Order GL 1100.55A, dated October 1, 1990.

AGL-620 has an oversight responsibility through audit or evaluation of the modifications that are being approved, to assure consistent and prudent use of the approval authority, to assist the ADOs/block grant states with the coordination of more complex proposals, and to provide advice and assistance as may be required by the ADOs/block grant states. FAA Order 5300.1F, dated June 30, 2000, provides the guidance for processing modifications to design and construction standards in the Great lakes Region, except as specifically limited by this PPM.

2. Policy – Design Standards Modifications

a. Variances to the current FAA design standards for an RSA will be the subject of an RSA determination in accordance with FAA Order 5200.8. Also, see PPM 5300.4A, “General Guidance on Runway/Taxiway Safety Areas”.

NOTE: FAA encourages any state/sponsor/consultant who may wish to propose special research and development demonstration activity in association with an AIP investment project. These activities are generally initial proposals to AAS-1 through the Great Lakes Region, Airports Division. The Great Lakes Region, Airports Division places a high priority on any AAS-1 endorsement to include R&D demonstration activity in any AIP project. All R&D project costs (testing equipment, monitoring, and etc.) may not be eligible for federal funding and may be the responsibility of the state/sponsor/consultant.

b. FAA airport design standards represent the minimum requirements and recommendations for safe airport operations PLUS a safety margin based upon airport research and past agency experiences. These FAA airport design standards are contained in the advisory circulars listed in Paragraph 34 of the Grant Assurances and are binding for an airport sponsor via the grant agreement subject to FAA RSA determinations and an FAA approved Airport Layout Plan (ALP) which represent the “Agency Standard for that airport”. However, FAA RSA determinations and modifications to standards will always take precedence over the approved ALP. The approved ALP will take precedence over the Airport Certification Manual (ACM)/Airport Certification Specifications (ACS), however the safety areas in the ACM/ACS will meet FAR Part 139 requirements.

(1) A modification to a design standard, outside the ALP approval process or through the ALP approval process, may involve a reduction in the margin of safety, while maintaining a safe acceptable operational environment. If there is any dispute the RSA determination and a modification to FAA design standards will always govern, irrespective of any other document. All RSA determinations and/or modification to FAA design standards **must** be included on the approve ALP and airport owners should be encouraged to

incorporate them into the ACM/ACS, for airports certificated under FAR Part 139.

(2) AC 150/5300-13, Tables 2-1, 2-2, 2-3, 3-1, 3-2, 3-3, 4-1, 4-2, and 4-3 depict the **FAA design standards** for various items based on airplane design groups. These same design standards are listed in the extreme right column on the example design program printout (see Appendix 11, of the AC).

(a) The values for taxiway and taxilane separations and clearances derived from the formulas on the bottom of Tables 2-3, 4-1, and 4-3, provide for an **acceptable level of safety**. However, prior to implementing these operationally acceptable values, a modification to standards shall be processed in accordance with this PPM. The computer program shown in Appendix 11 may be used to calculate these values in lieu of the formulas. The values, depicted in the column to the left of the design standards (extreme right column), on the computer design program printout, will provide an acceptable level of safety for the specified conditions, including the type of aircraft.

(b) The separation standards presented in Tables 2-1, 2-2, and 2-3, of the AC, may need to be increased with airport elevation to meet the runway safety area (RSA) and runway obstacle free zone (OFZ) standards. The inner-transitional OFZ varies with airport elevation for precision instrument runways serving large airplanes, as described in paragraph 306., of the AC.

(c) The RSA width design standard for airport reference codes of C-I and C-II is 400 feet and for C-III through C-VI, as well as aircraft in approach category D, the RSA width design standard is 500 feet (See Note 4, Table 3-3 of the AC). The design program printout depicts the appropriate RSA width design standard in the extreme right-hand column.

(d) Paragraph 306 suggests that taxiing, holding, and parked aircraft may be permitted if the aircraft does not penetrate the runway OFZ as defined, i.e., the OFZ is the most restrictive criterion. However, other design standards and criteria may place more restrictive runway separation criteria on taxiing, holding, and parked aircraft than the runway OFZ standard. The following restrictions may be **more critical than the runway OFZ** standard:

1. Paragraph 209 provides taxiway and taxilane separations that would not allow any part of an aircraft, on the taxiway/taxilane centerline, to be within the RSA or to penetrate the runway OFZ.

2. Tables 2-1 and 2-2 provide the separation standards for parked aircraft that can be more restrictive than the runway OFZ.

3. It is possible for aircraft to penetrate TERPS criteria for approach and departure clearance planes even though the aircraft does not penetrate the runway OFZ. These TERPS violations may result in minimum changes and/or the denial of certain approach and departure procedures. The Chicago Flight Procedures Office (CHI FPO) through an aeronautical airspace study must determine the impacts, due to violations of TERPS criteria.

(e) Table 2-4 provides standard dimensions for runway protection zones (RPZs) that enhance the protection of people and property on the ground. The standard RPZ dimensions vary with the visibility minimums for the runway end and therefore do not always correspond to a specific FAR Part 77 approach surface. FAR Part 77 obstruction standards help us to identify obstructions. RPZs identify areas that require land use controls in addition to the object clearing criteria of paragraph 211. The RPZ may be different for each runway end. Also, separate approach and departure RPZs may be necessary when declared distances are utilized (See Appendix 14). It is possible for a single runway end to have two different RPZs (approach and departure), a separate FAR Part 77 approach surface, and a threshold siting surface (Appendix 2). The land acquisition and object clearing requirements for the RPZ and approach protection are set forth in PPM 5300.1B, “Runway Protection Zone and Airport Object Clearing Policy”.

(f) Paragraph 503 “Line of Sight Standards”. If it can be determined that a 24 hour ATCT will be provided at an airport without any variances in the future, there is no feasible alternative, and a satisfactory level of safety will be provided then a modification to the line-of-sight standard may be approved.

1. Non-intersecting runways **should** be designed so that the runway safety areas do not overlap. If RSA’s intersect, the runway visibility zone described in paragraph 503, of AC 150/5300-13, **should** be applied using a theoretical intersection point. This point could be determined by extending the runway centerlines to a point of intersection.

2. When the OFZ of a non-intersecting runway violates the OFZ of another runway the runway visibility zone described in paragraph 503, of AC 150/5300-13, **must** be applied using a theoretical intersection point. This point **must** be determined by extending the runway centerlines to a point of intersection.

c. Modification to standards for siting navigational or lighting aids that are common to the facilities and equipment (F&E) program and standards for marking, lighting, and signing on runways, taxiways, and aprons require approval by the Office of Airport Safety and Standards (AAS-1) through the Great Lakes Region, Airports Division, Safety/Standards Branch, AGL-620. The ADOs/block grant states will not issue approval or denial for any of these modifications without communication from AAS-1.

d. Airport development under the AIP shall conform to FAA design standards, whenever possible.

(1) For a specific project, where unique local conditions preclude compliance with airport design standards, modifications to these standards may be approved by the ADOs/block grant states, except for RSA’s (see PPM 5300.4A) and those items reserved for AAS-1 approval (See paragraph 2.c. above).

(2) Approval of the modification of a design standard is contingent on the assurance that the modification will provide an acceptable level of safety, and provide an economical and feasible alternative.

e. Modifications to design standards that are not normally depicted on the ALP and have been successfully used on a previous FAA funded airport project, with prior FAA approval, may be used on subsequent projects without further FAA action and are considered to have specific FAA approval provided:

(1) The airport owner (or designated agent) verifies that the proposed project conditions are similar to those of the project for which FAA previously approved a modification.

(2) The airport owner (or designated agent) include on the project plans or in the project specifications a certification that the proposed modification to standards was previously approved by FAA on (specific date) for an FAA funded project which had similar conditions requiring the same modification as the proposed project.

f. If a certificated airport wishes to deviate from an FAA design standard as an alternative means of complying with a Part 139 requirement, the airport owner must document the justification for the modification, the proposed methods to provide an acceptable level of safety, and why the AC standard cannot be achieved.

(1) The Airport Certification/Safety Inspector, in consultation with the ADO and other appropriate regional staff, will make a determination of acceptability.

(2) Deviations from AC standards will be allowed only in unique circumstances where a clear need dictates, and where FAA believes an acceptable level of safety will be achieved.

g. AAS-1 shall approve **all state and local design standards** for use on federally funded projects (see paragraph 4).

3. Policy – Construction Methods and Material Specification Modifications

a. Modification to standards in the following areas requires prior consultation by the proponent directly with the Office of Airport Safety and Standards (AAS-1) through the Great Lakes Region, Airports Division, AGL-620. The ADOs/block grant states will not issue approval or denial for a modification of any of the following areas without communication from AAS-1.

(1) Construction methods and material specifications, to be used in aircraft operational areas of the airport, for which AAS-1 has not previously approved a modification for use within the region.

(2) Equipment specifications listed in AC 150/5345-53, Airport Lighting equipment Certification Program.

(3) Criteria used to **control the quality or determine the acceptability** of materials and finished products.

(a) Quality control criteria include all the tests performed to determine if adjustments to operations are necessary to stay within specification limits. They include the following: aggregate gradation within tolerance for subbase, base, and surface courses; asphalt content for bituminous mixes; slump and air content for concrete mixes.

(b) Acceptance testing includes all criteria and the tests performed to determine acceptability of the material or finished product and includes the following: density and thickness for subgrade, subbase, base and bituminous pavement; flexural strength and thickness for concrete pavement; and surface tolerances for subbase, base and surface courses and use of nuclear gauge for density acceptance in lieu of cores or borings. For example, use of a nuclear gauge for density acceptance of P-401 Plant Mix Bituminous Pavements, in lieu of taking cores, is currently not acceptable, although use of a nuclear gauge is acceptable for P-152, P-154, P-208, and P-209 (see Appendix 4).

(4) AAS-1 shall approve **all state and local construction standards** for use on federally funded projects (see paragraph 4).

b. The ADO/block grant state may approve all construction methods and material specification modifications to construction standards that have not been reserved for approval by AAS-1. These approvals are contingent on the assurance that the modification to construction standards will provide an economical and feasible alternative, will provide a product that conforms to FAA acceptance criteria, and will perform for its intended design life, based on historical data. This approval authority includes but is not necessarily limited to:

(1) Those addressed in engineering briefs,

(2) Those local construction methods, practices or material specifications that are routinely and successfully utilized in that area and have been previously found acceptable by the AAS-1.

(3) Those FAA non-standard construction methods and material specifications covered by ASTM and AASHTO specifications that have been successfully used during previous airport construction in similar applications (in the sole judgment of the ADO/block grant state).

(4) Any other construction method or material specification modification, which in the judgment of the ADO/block grant state, is to primarily "…accommodate unique local conditions…", except for those items reserved for approval by AAS-1.

(5) Any material specification when locally available materials cannot meet the requirements of that standard, except those standards reserved for AAS-1 approval.

(6) All modifications to the FAA standard specifications, except those reserved for approval by AAS-1. Examples include, but are not limited to:

(a) Approving modification to aggregate gradation and bandwidths, aggregate material test (soundness, abrasion, fracture faces, etc.).

(b) Approving construction equipment and methods, which are not first time, experimental or controversial.

(c) Weather limitations.

(7) The General Provisions of AC 150/5370-10 may be approved, if necessary to make them compliant with local laws and regulations.

c. Modifications to a construction method and material specification with prior FAA approval and that has been successfully used on a previous FAA funded airport project may be used on subsequent projects without further FAA approval provided:

(1) The airport owner (or designated agent) verifies that the proposed project conditions are similar to those of the project for which FAA previously approved a modification.

(2) The airport owner (or designated agent) include on the project plans or in the project specifications, a certification that the proposed modification to standards was previously approved by FAA on (specific date) for an FAA funded project which has similar conditions requiring the same modification as the proposed project.

e. Modifications to construction methods and material specifications that have been previously approved by FAA and adopted as “local Standards” must be revised to be consistent with national standards and the precepts of this PPM at the next regularly scheduled revision of that adopted standard.

4. State design, construction methods, and material specification standards may be developed for airports that are not primary airports in accordance with 49 USC 47105 (c) and AC 150/5100-13A, Development of State Standards for Nonprimary Airports. State highway specifications may be permitted for airfield pavement construction at nonprimary airports in accordance with 49 USC 47114(d)(5) as amended by P.L. 106-181 (April 2000).

a. AAS-1 must approve all state standards.

b. State standards approved by AAS-1 must be updated periodically and reflect FAA standards where applicable.

5. Procedures – Design Standard Modifications

a. The following procedures will be followed by the ADOs/block grant states in processing a request for modifications to airport design standards:

(1) Review the request for consistency with the current approved ALP. If the current approved ALP incorporates RSA determinations for all runways at the airport, the proposal is consistent with that ALP, and approval is not retained by AAS-1 a modification is not applicable. This review shall include a determination that the ALP provides a safe operating environment for aircraft.

(2) Requests for design standard modifications shall normally be requested during the design phase of the project. Request for design modifications shall not be accepted after completion of construction.

(3) In an attempt to achieve standardization, modifications to the AC standards should only be allowed in unique circumstances where a clear need dictates them and where FAA believes an acceptable level of safety will be achieved. For airports with a FAR Part 139 Certificate, other means of compliance not in accordance with AC standards that are acceptable to the Administrator, the airport operator shall be encouraged to document the modification to standards or RSA determination in the Airport Certification Manual/Specifications. For airports with a FAA Part 139 Certificate some AC standards are not subject to "other means of compliance acceptable to the Administrator." Modifications to these AC's (current edition) require AAS-1 approval. The AC's are as follows:

(a) AC 150/5340-1, Standards for Airport Marking

(b) AC 150/5340-4, Installation Details for Runway Centerline Touchdown Zone Lighting Systems

(c) AC 150/5340-18, Standards for Airport Sign Systems

(d) AC 15-5340-24, Runway and Taxiway Edge Lighting System

(e) AC 150/5340-28, Low Visibility Taxiway Lighting Systems

(f) AC 150/5345-12, Specification for Airport and Heliport Beacon.

(4) Upon finding the request acceptable, the ADO/block grant state will initiate the coordination process (if determined appropriate by the ADOs/block grant states, some modifications will not require any coordination with regional divisions). All requests for modifications from national/regional design standards shall be forwarded directly to the other divisions. Coordination with the other operating divisions will be effected as set forth in paragraph 13 of the "Desk Guide". Refer to paragraph 5.b., of this PPM, for AAS-1 coordination.

NOTE: Any modification to design standards which may result in a request for exemption to an aircraft operational rule or the establishment of an instrument flight procedure are of special interest to the Flight Standards (AGL-205), Flight Procedures Office (CHI FPO), and Air Traffic Division (AGL-500). The ADO/block grant state should highlight any known concerns in this area.

(5) In order to minimize reviews, proposed modifications to design standards will be identified in the transmittal letters accompanying airport layout and construction plans that are submitted for airspace coordination. Appropriate justification by the Sponsor (including costs) for the approval of the design modification will be included in the transmittal.

(6) If the coordinated review of the proposal reveals no objections, the modification may be approved. All recommendations regarding reasonableness of cost will be made by the Sponsor, and will be included in the original package coordinated with CHI FPO/AGL-205/470/520. The ADO/block

grant state will provide expert advisory comment on the sponsor's proposal when forwarding to the other divisions. In providing advice regarding whether the cost is reasonable, some factors to be considered by the Sponsor are:

(a) Future role of the airport.

(b) Cost versus benefit of conformance as opposed to modification of the design standards.

(c) Level of present and future aeronautical activity at the airport.

(7) The approved modifications to design standards shall be included in the ALP approval per PPM 5050.5.

b. If the modification to design standards requires approval by AAS-1, per paragraph 2.c., the ADO/block grant state will direct the proponent to submit the proposal to AAS-1 through AGL-620. Prior to the ADO issuing approval or denial for these modifications, communication must be received form AAS-1. A sample letter for the airport owner's/consultant's request to AAS-1 through AGL-620 is included as Appendix 5.

6. Procedures – Construction Method and Material Specification Modifications

a. Airport owners/consultants who desire a modification to a construction method or a material specification that requires (in the sole judgment of the ADO/block grant state) AAS-1 approval in accordance with paragraph 3.a., shall be referred by the ADO/block grant state, with the necessary guidance, to the appropriate AAS Division or individual for approval/advice/assistance, through AGL-620 of the Great Lakes Region, Airports Division. A sample letter for airport owner's/consultant's request to the AAS Division AAS is included as Appendix 5. Upon receipt of AAS-1 approval/advice/assistance and the sponsor/consultant documentation, the ADO/block grant state may consider the appropriateness of a modification action. The ADO/block grant state will issue the appropriate approval/denial to the airport owner/consultant.

b. The following procedures will be followed in the Great Lakes Region to handle requests for modifications to airport construction methods and material specifications not requiring AAS-1 approval:

(1) The ADO/block grant state may approve first-time use of non-standard construction methods and material specifications that are covered in paragraph 3.b. (1) through (7).

(2) The airport owner (or authorized agent) must be agreeable to use a non-standard construction method and/or material specification and must request, in writing, a modification to standards from the ADO/block grant state.

(3) The ADO/block grant state shall review the written proposal and issue the FAA appropriate approval/denial to the airport owner (or authorized agent).

(4) A modification to an airport construction method and material specification is not required for subsequent use of non-standard construction method and material specification for similar applications provided the airport owner (or authorized agent) appropriately document the similar condition [see paragraph 3.c.].

7. Proposal Package for Modifications to Standards - Airport owner's (or authorized agent) requests for modification to standards to accommodate a unique local condition shall contain the following:

a. A list of standards requiring modification and a discussion of why the standards cannot be met.

b. A description of the proposed modifications.

c. A discussion of viable alternatives for accommodating the unique conditions.

d. Assurances that the proposed modifications conform to the requirement of paragraphs 2.d.(2) and 3.b.

8. FAA Approval Letter for a Modification to Standards - All ADO/block grant state and AGL-620 approval letters for modifications, shall contain the following:

a. Date of approval for the modification.

b. Project description and grant number (if appropriate).

c. Conditions requiring the modification.

d. Conditions and rationale for approving the modification.

e. A statement that FAA will not retain a record of the modification and that the **airport owner (or authorized agent) is considered the office of record for the modification**. Failure to retain proper records may require the request for modification to be re-submitted for FAA consideration.

f. Copies of all ADO/block grant state approval letters for modifications shall be forwarded to AGL-620 for entry onto the **Airports Division Modification to Standards File.** It is anticipated AGL-620 will develop a database that airport operators would utilize to determine if FAA previously approved a similar modification and therefore will not require additional FAA action.

Jeri Alles
Manager, Airports Division

APPENDIX 1

CHANGES FROM PRIOR PPM

1. Information contained in FAA Order 5300.1F has been incorporated into this PPM.

2. Format has been changed to enhance clarity and understanding.

3. Deleted appendices 2, 3, 4, 5, and 6 and added new appendices 2, 3, and 4.

APPENDIX 2

SAMPLE CONSULTANT REQUEST LETTER FOR AAS-1 APPROVAL WITH CHECKLIST

(Date)

(For all AAS-1 approvals except for marking, lighting, and sign modifications)
Mr. John Rice
Manager, Engineering Specifications
Division, AAS-200
or
(For AAS-1 approvals of marking, lighting, and sign modifications)
Mr. Bob David
Manager, Airport Safety and Operations
Division, AAS-300
FAA
National Headquarters
800 Independence Avenue, S.W.
Washington, D.C. 20591

THROUGH:

Manager, Safety/Standards Branch, AGL-620

RE: (Airport Name), (Associate City), (State) (brief description of modification to standard, revised construction procedure, or new material), (AIP project No.).

Attached are the Modifications to Standards Checklist and the justification and supporting documentation for the (detailed description of modification of standards, revised construction method, or new material specification) at the (Airport Name).

The subject project is to begin in (month & year) with completion scheduled for (month & year). If you have any questions and/or concerns regarding this, please call our office (telephone number).

Sincerely,
(signature)
(name)
(title)

Great Lakes Region Concurs in the above proposal.

_____ _____
Signature Date

MODIFICATIONS TO STANDARDS CHECKLIST

Checklist For Modification to Standards Requiring Office of Airports Standards (AAS-1) Approval

This checklist shall be completed and attached to all sponsor's requests for a modification of standards that require AAS-1 approval. An explanation must be provided for any item that is not checked on the checklist and not included in the submittal package.

_____ Description of the type of modification of standards per PPM 5320.1G is included.

_____ Description of unique local conditions requiring the modification to standards, revised procedure, or new material is included.

_____ Discussion that explains how (modification, revised procedure, or new material) will provide an economical and feasible alternative is included.

_____ Discussion that explains how (modification, revised procedure, or new material) will provide an acceptable level of safety and service life is included.

_____ Documentation to support that (modification, revised procedure, or new material) was successfully utilized under similar conditions is included.

_____ Discussion that explains previous FAA approvals, Engineering Brief coordination, and coverage by other specification (ASTM, AASHTO, & etc.) is included.

APPENDIX 3

US Code : Title 49, Section 47105

US Code as of: 01/26/98

Sec. 47105. Project grant applications

- (a) Submission and Consultation. - (1) An application for a project grant under this subchapter may be submitted to the Secretary of Transportation by -
  - (A) a sponsor; or
  - (B) a State, as the only sponsor, for an airport development project benefitting 1 or more airports in the State or for airport planning for projects for 1 or more airports in the State if -
    - (i) the sponsor of each airport gives written consent that the State be the applicant;
    - (ii) the Secretary is satisfied there is administrative merit and aeronautical benefit in the State being the sponsor; and (iii) an acceptable agreement exists that ensures that the State will comply with appropriate grant conditions and other assurances the Secretary requires.
      - (2) Before deciding to undertake an airport development project at an airport under this subchapter, a sponsor shall consult with the airport users that will be affected by the project.
      - (3) This subsection does not authorize a public agency that is subject to the laws of a State to apply for a project grant in violation of a law of the State.

- (b) Contents and Form. - An application for a project grant under this subchapter -
  - (1) shall describe the project proposed to be undertaken;
  - (2) may propose a project only for a public-use airport included in the current national plan of integrated airport systems;
  - (3) may propose airport development only if the development complies with standards the Secretary prescribes or approves, including standards for site location, airport layout, site preparation, paving, lighting, and safety of approaches; and (4) shall be in the form and contain other information the Secretary prescribes.

- (c) State Standards for Airport Development. - The Secretary may approve standards (except standards for safety of approaches) that a State prescribes for airport development at nonprimary public-use airports in the State. On approval under this subsection, a State's standards apply to the nonprimary public-use airports in the State instead of the comparable standards prescribed by the Secretary under subsection (b)(3) of this section. The Secretary, or the State with the approval of the Secretary, may revise standards approved under this subsection.

FEB 13 2001

US Code : Title 49, Section 47114(d)(5)

"(5) USE OF STATE HIGHWAY SPECIFICATIONS.—

"(A) IN GENERAL.—The Secretary may permit the use of State highway specifications for airfield pavement construction using funds made available under this subsection at nonprimary airports with runways of 5,000 feet or shorter serving aircraft that do not exceed 60,000 pounds gross weight if the Secretary determines that—

"(i) safety will not be negatively affected; and

"(ii) the life of the pavement will not be shorter than it would be if constructed using Administration standards.

"(B) LIMITATION.—An airport may not seek funds under this subchapter for runway rehabilitation or reconstruction of any such airfield pavement constructed using State highway specifications for a period of 10 years after construction is completed unless the Secretary determines that the rehabilitation or reconstruction is required for safety reasons.

Modifications to Standards Approval Authority Table
Appendix 4

MODIFICATION ITEM	APPROVAL AUTHORITY			
	ADO	Block Grant State	AAS-1	Remarks
I. Design Standards				
A. All design standards including separation and vertical clearances except the following:	X			Coordinate with AGL-620 for FAR Part 139 items
1. Standards for marking, lighting and signing			X	
2. Standards for siting Navaids and lighting aids			X	
3. Electrical equipment specifications listed in AC 150/5345-53			X	
4. State design standards for nonprimary airports (in accordance with 49 USC 47105 (c) and AC 150/500-13A)			X	
II. Construction Methods and Material Specifications				
A. First time use in region			X	
B. Quality control criteria and acceptance testing			X	
C. State construction standards for nonprimary airports (in accordance with 49 USC 47105 (c) and AC 150/500-13A and 49 USC 47114(d)(5) for airfield pavements)			X	
D. Items previously found acceptable by AAS-1:				
1. Addressed in Engineering Briefs	X	X		Copy to AGL-620 & AAS-200
2. Local construction methods and material specifications except those reserved for approval by AAS-1	X	X		Copy to AGL-620 & AAS-200
3. Construction method and material specification needed for unique local condition except those reserved for approval by AAS-1	X	X		Copy to AGL-620 & AAS-200
4. Modification to material specifications when local material cannot meet the standards except those reserved for approval by AAS-1	X	X		Copy to AGL-620 & AAS-200
5. All modifications to standard specifications except those reserved for approval by AAS-1 [modification of aggregate gradation, material tests (soundness, abrasion, fractured faces), construction equipment specifications, and weather limitations]	X	X		Copy to AGL-620 & AAS-200
6. General Provisions of AC 150/5370-10 to meet local laws.	X	X		Copy to AGL-620 & AAS-200
E. Modifications to a construction method or a material specification with prior FAA approval and meets the same field conditions.				If successfully used may be used without further approval (see Para. 3.c. this PPM)