

Modifications to Standards

Transition from Order 5300.1F to 5300.1G

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**Federal Aviation
Administration**



Discussion Points

Order 5300.1 F & Draft 5300.1G

Definitions:

- Modification of Standards
- Construction Standards
- Material Standards
- Regional or State Standards

Laws and Regulations:

- Airport and Airway Improvement Act
- Airport Improvement Program
- Passenger Facility Charge

Policy:

- Policy Purpose
- Policy Highlights

Approval Authority:

- Headquarter Approval
- Regional/ADO Approval



Definitions

Modification of Standards:

- Nonconformance with FAA standards.
- Does not include RSA dimensional standards (Order 5200.8).
- Applicable to airport design, construction, or equipment.
- Results in lower costs, greater efficiency, or is necessary to accommodate an unusual local condition.
- Adopted on a case-by-case basis.

Construction standards as they relate to materials:

Material standards:

Regional (or State) standards:



Definitions

Modification of Standards:

Construction standards as they relate to materials:

- Installation methods.
- Construction tolerances.

Material standards:

Regional (or State) standards:



Definitions

Modification of Standards:

Construction standards as they relate to materials:

Material standards:

- Procurement of materials.
- Approval of materials.

Regional (or State) standards:



Definitions

Modification of Standards:

Construction standards as they relate to materials:

Material standards:

Regional (or State) standards:

- Alternative standards.
- Can be approved by Region/ADO without further documentation.
- Regional Modification Notice F-1 (G is to be released very shortly)
 - Use G for FY-2015 Grants

http://www.faa.gov/airports/northwest_mountain/engineering/construction_resources/



Laws and Regulations

Airport and Airway Improvement Act:

Airport Improvement Program:

Passenger Facility Charge:



**RSA Requirements are
Under Order 5200.8**



Laws and Regulations

Airport and Airway Improvement Act:

- 48 USC 47105(b)(3) requires compliance with FAA standards.
- An application for a project grant under this subchapter 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 approaches.

Airport Improvement Program:

Passenger Facility Charge:



Laws and Regulations

Airport and Airway Improvement Act:

Airport Improvement Program:

- Grant Assurance No. 34 – Policies, Standards, and Specifications requires Sponsors to *“carry out the project in accordance with policies, standards, and specifications approved by the Secretary....”*
- Grant Assurance No. 29 – Airport Layout requires Sponsors to maintain an updated ALP. Changes to the airport that do not meet FAA standards require FAA approval of any proposed Modification of Standards regardless of source of funds for the project.

Passenger Facility Charge:



Laws and Regulations

Airport and Airway Improvement Act:

Airport Improvement Program:

Passenger Facility Charge:

- Title 14 CFR Part 158, Passenger Facility Charges, Appendix A states, *“The public agency hereby assures and certifies, with respect to this project that:...It will carry out the project in accordance with FAA airport design, construction, and equipment standards and specifications contained in advisory circulars current on the date of project approval.”*



Policy Purpose (Order 5300.1)

Establish a process for the:

- Initiation;
- Revision;
- Coordination; and
- Management of

Modification of Standards (MOS) applicable to airport:

- Design;
- Construction; and
- Equipment projects.



When to Consider a MOS?

MOS for Material Specifications:

- Only when materials cannot meet the requirements of the specification.

MOS for Construction Method Standards:

- Only when they result in cost savings and/or greater efficiency without sacrificing safety or useful life.

MOS for Equipment or Design Standards

- Only when justified by unusual local conditions.

General Deviations from AC 150/5370-10

- To ensure conformance with local laws and regulations.



Items to Keep in Mind

Modifications aren't the permanent solution:

- MOS do not run in perpetuity.
- Project specific deviations normally remain in effect for the life-cycle of the applicable project.
- Airport geometry modifications expire no later than 5 years from final approval (Airport Sponsor can reapply).

Sponsor can't Mod a Mod:

- Changes after approval require submittal of a new MOS.

Cost is not the only consideration:

- Do not issue MOS to compensate for lack of necessary planning or budgeting.



Highlights of What is Coming

Transition 5300.1F to 5300.1G

Electronic submittal process being developed:

- Sponsors will upload their request electronically through AGIS and it will then be routed electronically.
- Sponsor will have the ability to delegate the upload of the Modification of Standards to their staff or consultant.
- Order 5300.1G is planned to include specific instructions regarding the upload process.

Revised Order will make roles clearer:

- The revised Order helps clarify roles and limitations of the various levels within the FAA.



Approval Authority

Headquarter Approval:

Accomplished by the Director of Airport Safety and Standards, AAS-1 or their designee. Apply to modifications associated with:

- Runway to parallel taxiway separations.
- Airplane Design Group VI.
- Standards for siting navigational or lighting aids.
- Standards for marking, lighting, and signs on airport runways, taxiways, and aprons.
- AC 150/5345, Airport Lighting Equipment Certification Program.
- New construction methods or material specifications, or where there is no previous Modification of Standards approved.
- Quality Control Criteria.
- Acceptance Testing.



Approval Authority

Regional Approval:

Accomplished by the Regional Division Manager or their designee (ADO Managers). Apply to modifications associated with:

- Airport Design Standards (AC 150/5300-13) except those requiring Headquarter approval.
- Modifications of airport equipment standards on a case-by-case basis when it provides acceptable level of safety and is economically feasible.
- Construction or material specifications with previous Headquarter approval.
- Modifications based on Engineering Briefs until standard is revised.
- Modifications to AD 150/5370-10 to make them consistent with local laws and regulations except those requiring Headquarter Approval.



Quick Question

Given:

AC 150/5300-13A Requires RWY to TWY Separation of

225 feet for B-I with Visual Approach

240 feet for B-II with Visual Approach

Airport usage has changed Design Aircraft from B-I to B-II.

Sponsor is planning a pavement maintenance project.

Question:

Since the airport was originally designed for B-I, do we have to transition from B-I to B-II?



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Critical (Design) Aircraft – The most demanding aircraft with at least 500 annual operations that operates, or is expected to operate, at the airport. (AC 150/5070-6B)

cc. Design Aircraft. An aircraft with characteristics that determine the application of airport design standards for a specific runway, taxiway, taxilane, apron, or other facility (such as Engineered Materials Arresting System [EMAS]). This aircraft can be a specific aircraft model or a composite of several aircraft using, expected, or intended to use the airport or part of the airport. (Also called “critical aircraft” or “critical design aircraft.”) (AC 150/5300-13A)

YES



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Question:

Does this situation require a Modification of Standard?



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Question:

Does this situation require a Modification of Standard?

Any nonconformance with Federal Aviation Administration (FAA) standards, other than dimensional standards for runway safety areas (RSAs), applicable to airport design, construction, or equipment project resulting in lower costs, greater efficiency or the need to accommodate an unusual local condition on a specific project through approval on a case-by-case basis. (Proposed language for Order 5300.1F)

RWY to TWY separation no longer conforms to AC 150/5300-13A based on the Critical (Design) Aircraft.

YES



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Question:

How long is the Modification of Standard good for?



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Airport usage has changed Design Aircraft from B-I to B-II.

Sponsor is planning a pavement maintenance project.

Question:

How long is the Modification of Standard good for?

Approvals of Modifications of Standards normally remain in effect for the life-cycle of the applicable project. However, all Modification of Standards associated with airport geometry expire no later than 5 years from final approval at which time the Airport Sponsor can reapply if necessary. (Proposed language for Order 5300.1F)

5 YEARS



Discussion

