

## **AIRPORT DESIGN/ CONSTRUCTION GUIDANCE LETTER 94-02**

**SUBJECT:** Recommendations for Writing Modifications of Airport Design, Construction and Equipment Standards.

**PURPOSE:** To present guidance in preparing and approval for modification of standards.

### **DISCUSSION:**

FAA Order 5300.1F, Approval Level for Modification of Agency Airport Design and Construction Standards, will be followed when defining and implementing modification of standards. All modifications of standards shall be documented to adequately justify acceptable levels of safety, economy, durability, and workmanship.

Modification of standards are applicable only for the standards contained in the Advisory Circulars per Order 5100.38A, paragraph 1534. When a change is needed to accommodate local conditions, the modification action should be initiated.

Within the approval level stated in Order 5300.1F and the authority delegated by Airports Division, the ADO Manager may approve modifications to design and construction standards if it is determined the modification will provide acceptable levels of safety, economy, durability, and workmanship.

A log will be maintained at each Airports District Office (ADO) which identifies the standard modified, approval date, and file location of the approval documentation. A copy of the log for design standards shall be sent to ANM-610 at the end of each fiscal year.

**Modification of Design Standards:** Coordination with affected divisions must be accomplished before the modification is approved. As a minimum, this includes coordination with the regional Flight Standards, Air Traffic, and Airway Facilities Divisions and requires concurrence by the division managers or their designated representatives. Approved modification of design standards is required for any substandard airport layout item that is reflected on a new or revised airport layout plan (ALP) at the time of the plan's approval unless; (1) there is a development project programmed in the current fiscal year to eliminate the substandard condition or (2) the item is already covered by an existing modification of design standards that is still valid. Development projects that require modification of design standards should also include the revision of the ALP to reflect the substandard item(s) if it is not already shown on an approved plan. Normally, the modification of design standard coordination and approval memorandum with detailed information on the modification(s) should be coordinated together with the draft revised ALP drawing that reflects and lists the status of all modification of design standards at the airport. This combined package is coordinated as an NRA case since it involves an ALP. In cases where an acceptable modification of design standard cannot be approved, the ALP approval must be conditioned on the airport sponsor taking appropriate action within a reasonable time period (by a specific date) to eliminate the substandard condition or, as a minimum, to bring it up to a level where an acceptable modification can be approved. The level of acceptability in terms



Action: Sample Modification of Standards  
\_\_\_\_\_ Airport

Date \_\_\_\_\_

From: Civil Engineer, \_\_\_\_\_ Airports District Office  
To: Files

1. Facility Standard Affected: FAA Advisory Circular AC: 150/5340-19, Taxiway Centerline Lighting System, paragraph 4d.

2. Extent of Modification: The standard for normal taxi exits requires the taxiway centerline lights terminate at the edge of the runway. A normal taxiway exit is implied to be a taxiway with an exit radius of less than 1,200 feet. It is proposed to install taxiway centerline lights at the north entrance to Runway 16L from the edge of the runway to the center of the runway, thus violating paragraph 4d.

3. Discussion of Conditions Requiring Modification: The Flight Standards District Office has investigated an incident where an aircraft pilot had initiated take off operations on the left side of the runway during low visibility conditions. Their investigation concluded that this was not an isolated event, but has happened on other occasions. They recommend that the taxiway centerline lights on the north end of Runway 16L be continued from the edge of the runway to the centerline to provide guidance to aircraft during low visibility operations.

4. Effect and Duration of Modification: We have determined that the modification will provide an acceptable level of safety, economy, durability, and workmanship. This modification of standards is approved indefinitely, provided the use of Runway 16L/34R is unchanged.

\_\_\_\_\_ Project Manager

CONCUR \_\_\_\_\_  
Manager, Flight Standards Division Date \_\_\_\_\_

CONCUR \_\_\_\_\_  
Manager, Airways Facilities Division Date \_\_\_\_\_

CONCUR \_\_\_\_\_  
Manager, Air Traffic Division Date \_\_\_\_\_

APPROVED \_\_\_\_\_  
Manager, ADO Date \_\_\_\_\_

cc: ANM-620