

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
MODIFICATION OF AIRPORT STANDARDS

BACKGROUND		
1. AIRPORT: Bethel Airport	2. LOCATION(CITY,STATE): Bethel, Alaska	3. LOC ID: BET
4. EFFECTED RUNWAY/TAXIWAY: RW 1R/19L	5. APPROACH (EACH RUNWAY): <input type="checkbox"/> PIR <input checked="" type="checkbox"/> NPI <input type="checkbox"/> VISUAL	6. AIRPORT REF. CODE (ARC): B-II
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Beechcraft King Air 200, and Beechcraft 1900		
MODIFICATION OF STANDARDS		
8. TITLE OF STANDARD BEING MODIFIED (CITE REFERENCE DOCUMENT): Standards for Specifying Construction of Airports		
9. STANDARD/REQUIREMENT: P-220, various subsections (see attached spreadsheet)		
10. PROPOSED: See attached spreadsheet		
11. EXPLAIN WHY STANDARD CANNOT BE MET (FAA ORDER 5300.1F): See attached spreadsheet		
12. DISCUSS VIABLE ALTERNATIVES (FAA ORDER 5300.1F): Adopt a specification that is totally consistent with FAA AC 150/5370-10H.		
13. STATE WHY MODIFICATION WOULD PROVIDE ACCEPTABLE LEVEL OF SAFETY, ECONOMY, DURABILITY, AND WORKMANSHIP (FAA ORDER 5300.1F): The proposed modifications will provide a product that will meet or exceed FAA standards for acceptance, and the finished product will for its intended design life. Based on historical data, the proposed modification of specification will provide acceptable levels of safety, economy, durability, and workmanship. (see attached spreadsheet)		
ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN		

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MODIFICATION: 150/5370-10H, P-220		LOCATION: BET, Bethel Airport		PAGE 2 OF 2	
14. SIGNATURE OF ORIGINATOR: Barbara Beaton		15. ORIGINATOR'S ORGANIZATION: State of Alaska – DOT&PF		16. TELEPHONE: 907-269-0617	
17. DATE OF LATEST FAA SIGNED ALP: 4/7/2017					
18. ADO RECOMMENDATION:		19. SIGNATURE:		20. DATE:	
21. FAA DIVISIONAL REVIEW (ATO, FS):					
ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR	
COMMENTS:					
22. AIRPORTS' DIVISION ACTION:					
DATE:	SIGNATURE:		TITLE:		
23. AAS-100 FINAL ACTION:		19. SIGNATURE:		20. DATE:	
<input type="checkbox"/> UNCONDITIONAL APPROVAL		<input type="checkbox"/> CONDITIONAL APPROVAL		<input type="checkbox"/> DISAPPROVAL	
CONDITIONS:					

USER'S GUIDE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
AIRPORT IMPROVEMENT PROGRAM
MODIFICATION OF AIRPORT DESIGN STANDARDS FORM

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. THE ADO 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 SIGNATURE OF AIRPORT AUTHORITY REPRESLNTATIVE.
15. SELF-EXPLANATORY.
16. SELF-EXPLANATORY.
17. SELF-EXPLANATORY.
- 18-23. TO BE COMPLETED BY FAA.