

# FAA ALASKA REGION

## MODIFICATION OF AIRPORT STANDARDS

BACKGROUND ANC_2020_17134 (CONDITIONAL)			
Airport ANC	Location (City, State) ANCHORAGE, AK	LOC ID PANC	
Runway			
Affected Taxiway/TDG			
Design Aircraft (Each Runway/Taxiway)		N/A, Applies to all ADOT airports, Statewide	
AIP Grant Number			
Passenger Charge Code (PFC)			
MODIFICATION OF STANDARDS			
AC Number 150/5370-10H	Chapter Part 5	Paragraph All	Page Num
Title of Standard Being Modified (Cite Reference Document) Standard Specifications for Construction of Airports			AC Published Date 2018-12-21
EB Number --			
Title of Airport Engineering Brief			EB Published Date
Category	Materials		
Sub Category	Other		
<b>1. Standard/Requirement</b> None, no FAA Spec for Foamed Asphalt Stabilized Base Course			
<b>2. Proposed</b> P-318 Foamed Asphalt Stabilized Base Course Updated Statewide MOS			
<b>3. Explain Why Standard Cannot be Met (FAA ORDER 5300.1)</b> There is no FAA standard for foamed asphalt stabilized base course. The specification requirements are based on accepted engineering principles to provide a durable product to meet its intended purpose. See attached spreadsheet for changes made. This supersedes ANC_2018_05674 and renames from P-310 to P-318.			
<b>4. Discuss Viable Alternatives (FAA ORDER 5300.1)</b> None			
<b>5. Explain Why the Modification is Necessary to Conform to Local Laws and Regulations (if Applicable)</b> Not applicable			
<b>6. State Why Modification Would Provide Acceptable Level of Safety, Economy, Durability, and Workmanship (FAA ORDER 5300.1)</b> In the absence of an FAA standard for this element, this specification provides a standard for the material and construction requirements for foamed asphalt stabilized base course. The specification requirements are based on accepted engineering principles to provide a durable product to meet its intended purpose.			
<b>7. Explain any Special Operational Procedures and/or Restrictions Necessary to Accommodate the Modification of Standards</b>			

None			
<b>SPONSOR</b>			
<b>Full Name</b>	<b>Position</b>	<b>Date</b>	
Jenelle Brinkman	Project Manager	04/28/2020	
<b>REGION</b>			
<b>Date of Latest FAA Signed ALP</b>			
02/14/2017			
<b>Recommendation</b>			
Approval			
<b>Full Name</b>	<b>Position</b>	<b>Date</b>	
Kristi Warden	Acting Div Director	05/03/2020	
<b>HEADQUARTERS</b>			
<b>Recommendation</b>			
<b>Full Name</b>	<b>Position</b>	<b>Date</b>	
<b>POST APPROVAL</b>			
<b>Effective Start Date</b>		<b>Post Implementation Complete Date</b>	
05/03/2020			
<b>COORDINATION USERS</b>			
<b>Date</b>	<b>Name</b>	<b>Coordination level</b>	<b>Concur</b>
<b>CONDITIONS</b>			
<b>Date</b>	<b>Condition</b>	<b>ADO</b>	<b>RO</b>
04/29/2020	For each project used; the Geotech needs to establish strength of this material and supporting layers below; and a FAARFIELD design with design life of 20 years is required, with maximum User Defined (P-310) modulus of 100,000 psi.	Not required	Not required
04/29/2020	On each project this specification is used, document aggregate characteristics, aircraft use, test results for modulus when performed, and any other data into a database (i.e. simple excel worksheets) which will assist to validate modulus consistently exceeds 100,000 psi in varying conditions and design, and the specified requirements provide a base course which performs satisfactory for an acceptable time.	Not required	Not required
04/29/2020	Use of ITEM P-310 is approved for use on airports/pavements serving airplanes (ie critical aircraft) 60,000 lbs or less.	Not required	Not required