



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Detroit Airports District Office  
11677 South Wayne Road  
Suite 107  
Romulus, MI 48174

MDOT

**RECEIVED**

JUL 25 2016

**Aviation Services  
Division**

July 22, 2016

Mr. Karl Randall, Manager of Aviation  
Oakland County International Airport  
6500 Patterson Parkway  
Waterford, MI 48327

Dear Mr. Randall:

Oakland County International Airport (PTK), Pontiac, Michigan  
Future AIP Project  
Rehabilitation of Taxiway C and Connectors  
Conditional Approval of Modification of General Provisions Section 50-06

Enclosed is one conditionally approved copy of the General Provisions Section 50-06 of Advisory Circular 150/5370-10G Modification of Standard request for the Rehabilitation of Taxiway C and Connectors project at Oakland County International Airport.

This modification is approved conditioned upon following the stipulation that the contractor is allowed to review the Engineer's staking to ensure they will be able to successfully complete the project and previous conditions as attached with the submittal.

Please be aware that this conditional approval only applies to the subject project.  
If you have any questions concerning this letter please contact me at (734)229-2915 or at [irene.porter@faa.gov](mailto:irene.porter@faa.gov).

Sincerely,

**ORIGINAL SIGNED BY**

Irene R. Porter  
Program Manager  
Federal Aviation Administration  
Detroit Airports District Office

cc: Michigan DOT – Office of Aeronautics



**FAA GREAT LAKES REGION  
 MODIFICATION OF AIRPORT DESIGN STANDARDS  
 COMPLETE FORM IN CONJUNCTION WITH THE USER GUIDE**

<b>BACKGROUND</b>		
1. AIRPORT: Oakland County International	2. LOCATION (CITY,STATE): Waterford Township, Michigan	3. LOC ID: PTK
4. EFFECTED RUNWAY/TAXIWAY: Not applicable	5. APPROACH (EACH RUNWAY): Not applicable	6. AIRPORT REF. CODE (ARC): Not applicable
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): Not applicable		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD(S) BEING MODIFIED (CITE REFERENCE DOCUMENT): FAA Advisory Circular 150/5370-10G General Provisions Section 50-06 Construction Layout and Stakes		
9. STANDARD/REQUIREMENT: Contractor Staking		
10. DESCRIPTION OF PROPOSED MODIFICATION: Replace contractor staking with engineer staking. The Engineer will retain the layout of horizontal and vertical control as previously required. The Contractor will remain responsible for replacing damaged stakes.		
11. EXPLAIN WHY STANDARD(S) CANNOT BE MET:  The Engineer will be responsible for all staking requirements on the project. The contractual requirements of engineer staking in Michigan is as follows:  The Consultant (Engineer) is responsible for the construction surveying required to accomplish the contract work. This includes laying out the job, setting benchmarks and grade stakes, taking cross section elevations, and laying out the location and elevation of runway and taxiway lighting and navigational aids. The field method of staking is to be determined by the Consultant, as long as adequate project contro is provided to allow the contractor to comply with project plans and specifications.  If applicable, permanent runway centerline monuments and approach surface markers shall be replaced by the contractor, at the runway alignment control points, and approach surface locations set by the Consultant. Requirements for the locations and installation of these markers must be shown in the construction plans.		
12. DISCUSS ALL VIABLE ALTERNATIVES:  There are only two viable alternatives for this section, contractor staking or engineer staking for construction layout.		
13. ASSURANCE THAT MTS WILL PROVIDE AS OUTLINED IN THE 'USER GUIDE':  This modification will not affect the quality of the project but rather only the party that is performing the construction layout and staking.		
<b>ATTACH ADDITIONAL SHEETS AS NECESSARY – INCLUDE SKETCH/PLAN</b>		

# FAA GREAT LAKES REGION MODIFICATION OF AIRPORT DESIGN STANDARDS

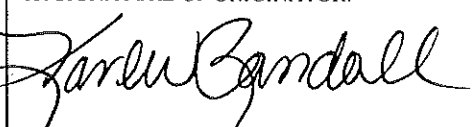
14. Skip to Question 15 if request is not for a Modification To Material Standards or Construction Methods.

### CHECK WHEN APPLICABLE

<input type="checkbox"/>	Modifications to materials standards is requested because locally available materials cannot meet the requirements of that standard.
<input checked="" type="checkbox"/>	Modifications to construction methods standards will result in cost savings and/or greater efficiency.
<input type="checkbox"/>	Bids have already been received for this project.

IF ANY OF THE ABOVE IS CHECKED PLEASE PROVIDE ADDITIONAL DETAILS.

This modification will allow Oakland County Airports to continue with the efficient survey system currently used by MDOT on other airport projects. It will also keep coordination issues between the engineer and contractor to a minimum allowing for a more efficient project. The engineers also have a better understanding of the plans and will be able to more efficiently layout the project.

15. SIGNATURE OF ORIGINATOR: 	16. PRINTED NAME OF ORIGINATOR Karl W. Randall Manager of Aviation	17. DATE JUNE 10, 2016
18. ORIGINATOR'S ORGANIZATION: Oakland County International Airport	19. TELEPHONE (248) 666-3900	20. E-MAIL randallk@oakgov.com
21. DATE OF LATEST FAA SIGNED ALP: August 9, 2007		

**BELOW IS TO BE COMPLETED BY FAA**

22. ADO RECOMMENDATION: <i>Conditional Approval</i>	23. SIGNATURE: <i>Gene R Porter</i>	24. DATE: <i>6/15/16</i>
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25. FAA DIVISIONAL REVIEW (AT, AF, FS, etc.):

ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR

COMMENTS:

26. AIRPORTS' DIVISION FINAL ACTION: It is the Regional Office's opinion that the request to modify the General Provisions Section 50-06 of AC 150/5370-10G for Oakland County International Airport (PTK) would be acceptable with the condition stated below.

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>UNCONDITIONAL APPROVAL</b>	<b>CONDITIONAL APPROVAL</b>	<b>DISAPPROVAL</b>
DATE: 7/12/2016	SIGNATURE: <i>[Signature]</i>	TITLE: Planning & Programming Branch Manager

CONDITIONS OF APPROVAL:

Approval is based on the sponsor allowing the Contractor to review the Engineer's staking to ensure that they will be able to successfully complete the project.



**FAA GREAT LAKES REGION  
MODIFICATION OF AIRPORT DESIGN STANDARDS  
COMPLETE FORM IN CONJUNCTION WITH THE USER GUIDE**

<b>BACKGROUND</b>		
1. AIRPORT: Lenawee County Airport	2. LOCATION (CITY, STATE): Adrian, Michigan	3. LOC ID: ADG
4. EFFECTED RUNWAY/TAXIWAY: N/A	5. APPROACH (EACH RUNWAY): NA <input type="checkbox"/> PIR <input type="checkbox"/> NPI <input type="checkbox"/> VISUAL	6. AIRPORT REF. CODE (ARC): NA
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): NA		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD(S) BEING MODIFIED (CITE REFERENCE DOCUMENT): Advisory Circular 150/537010G General Provisions Section 50-06 Construction Layout and Stakes		
9. STANDARD/REQUIREMENT: Contractor Staking		
10. DESCRIPTION OF PROPOSED MODIFICATION: Replace Contractor Staking with Engineer Staking. The Engineer will retain the layout of horizontal and vertical control as currently required. The Contractor will remain responsible for replacing damaged stakes.		
11. EXPLAIN WHY STANDARD(S) CANNOT BE MET: The engineer will be responsible for all staking requirements on the project. The contractual requirements for engineer staking in Michigan is as follows:  <p style="margin-left: 20px;">The Consultant is responsible for the construction surveying required to accomplish the contract work. This includes laying out the job, setting benchmarks and grade stakes, taking cross section elevations, and laying out the location and elevation of runway and taxiway lighting and navigational aids. The field method of staking is to be determined by the Consultant, as long as adequate project control is provided to allow the contractor to comply with project plans and specifications.</p> <p style="margin-left: 20px;">If applicable, permanent runway centerline monuments and approach surface markers shall be placed by the contractor, at the runway alignment control points, and approach surface locations set by the Consultant. Requirements for the locations and installation of these markers must be shown in the construction plans.</p>		
12. DISCUSS ALL VIABLE ALTERNATIVES: There are only two viable alternatives for this section, contractor or engineer staking for construction layout.		

13. ASSURANCE THAT MTS WILL PROVIDE AS OUTLINED IN THE "USER GUIDE":

The MTS will not affect the quality of the project, but rather only the party that is completing the construction layout and staking.

ATTACH ADDITIONAL SHEETS AS NECESSARY -- INCLUDE SKETCH/PLAN



## FAA GREAT LAKES REGION MODIFICATION OF AIRPORT DESIGN STANDARDS


14. Skip to Question 15 if request is not for a Modification To Material Standards or Construction Methods.

### CHECK WHEN APPLICABLE

- |                                     |  |
|-------------------------------------|--|
| <input type="checkbox"/>            | Modifications to materials standards is requested because locally available materials cannot meet the requirements of that standard. |
| <input checked="" type="checkbox"/> | Modifications to construction methods standards will result in cost savings and/or greater efficiency.                               |
| <input type="checkbox"/>            | Bids have already been received for this project.  |

IF ANY OF THE ABOVE IS CHECKED PLEASE PROVIDE ADDITIONAL DETAILS.

This modification will allow Michigan airport sponsors to continue with the efficient survey system that is currently in place. It will also keep coordination issues between the engineer and the contractor to a minimum allowing for a more efficient project. The engineers also have a better understanding of the plans and will be able to more effectively layout the project.

15. SIGNATURE OF ORIGINATOR: 	16. PRINTED NAME OF ORIGINATOR Joseph Malak	17. DATE 1/7/2016
18. ORIGINATOR'S ORGANIZATION: Lenawee County Airport	19. TELEPHONE (517) 265-8993	20. E-MAIL <a href="mailto:airport.manager@lenawee.mi.us">airport.manager@lenawee.mi.us</a>
21. DATE OF LATEST FAA SIGNED AIP: November 21, 1995		

**BELOW IS TO BE COMPLETED BY FAA**

22. ADO RECOMMENDATION: <b>CONDITIONAL APPROVAL</b>	23. SIGNATURE: <i>Mark D. Reo</i>	24. DATE: <b>4/22/16</b>
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25. FAA DIVISIONAL REVIEW (AT, AF, FS, etc.):

ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR
AGL-622	<i>[Signature]</i>	03/16/2016	WITH CONDITIONS	

COMMENTS:

26. AIRPORTS' DIVISION FINAL ACTION:

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b><del>UNCONDITIONAL APPROVAL</del></b>	<b>CONDITIONAL APPROVAL</b>	<b><del>DISAPPROVAL</del></b>

DATE: <b>4/22/16</b>	SIGNATURE: <i>[Signature]</i>	TITLE: <b>MANAGER, DET ADO</b>
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CONDITIONS OF APPROVAL:

Conditional Approval granted based on the FAA's forthcoming approval of this section of the State of Michigan's on-going request for the development of State Standards at non-primary public use airports. The Airport Sponsor must understand this request puts the liability for construction staking on the Owner and their Engineer. In addition, AIP does not participate in costs associated with corrective actions due to survey. This is now the liability the Airport Sponsor is now assuming from the contractor.

**FAA GREAT LAKES REGION  
MODIFICATION OF AIRPORT DESIGN STANDARDS  
COMPLETE FORM IN CONJUNCTION WITH THE USER GUIDE**

<b>BACKGROUND</b>		
1. AIRPORT: Gogebic -- Iron County Airport	2. LOCATION (CITY, STATE): Ironwood, Michigan	3. LOC ID: IWD
4. AFFECTED RUNWAY/TAXIWAY: N/A	5. APPROACH (EACH RUNWAY): NA <input type="checkbox"/> PIR <input type="checkbox"/> NPI <input type="checkbox"/> VISUAL	6. AIRPORT REF. CODE (ARC): NA
7. DESIGN AIRCRAFT (EACH RUNWAY/TAXIWAY): NA		
<b>MODIFICATION OF STANDARDS</b>		
8. TITLE OF STANDARD(S) BEING MODIFIED (CITE REFERENCE DOCUMENT): Advisory Circular 150/537010G General Provisions Section 50-06 Construction Layout and Stakes		
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## FAA GREAT LAKES REGION MODIFICATION OF AIRPORT DESIGN STANDARDS

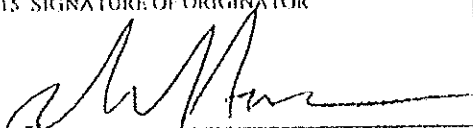
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### CHECK WHEN APPLICABLE

- |                                     |  |
|-------------------------------------|--|
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| <input checked="" type="checkbox"/> | Modifications to construction methods standards will result in cost savings and/or greater efficiency.                               |
| <input type="checkbox"/>            | Bids have already been received for this project.  |

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This modification will allow Michigan airport sponsors to continue with the efficient survey system that is currently in place. It will also keep coordination issues between the engineer and the contractor to a minimum allowing for a more efficient project. The engineers also have a better understanding of the plans and will be able to more effectively layout the project.

15. SIGNATURE OF ORIGINATOR 	16. PRINTED NAME OF ORIGINATOR Michael Harma	17. DATE 01-04-2016
18. ORIGINATOR'S ORGANIZATION Gogebic Iron County Airport	19. TELEPHONE (906) 932-3121	20. E-MAIL airport@gogebic.org
21. DATE OF LATEST FAA SIGNED ALP. December 2, 2011		

**BELOW IS TO BE COMPLETED BY FAA**

22. ADO RECOMMENDATION <b>CONDITIONAL APPROVAL</b>	23. SIGNATURE <i>Mark D. Rees</i>	24. DATE <b>4/22/16</b>
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25. FAA DIVISIONAL REVIEW (AT, AF, FS, etc.):

ROUTING SYMBOL	SIGNATURE	DATE	CONCUR	NON-CONCUR
AGL-622	<i>[Signature]</i>	03/16/2016	WITH CONDITIONS	

COMMENTS:

26 AIRPORTS' DIVISION FINAL ACTION:

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<del>UNCONDITIONAL APPROVAL</del>	CONDITIONAL APPROVAL	<del>DISAPPROVAL</del>

DATE <b>4/22/16</b>	SIGNATURE <i>[Signature]</i>	TITLE <b>Manager, DST ADO</b>
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CONDITIONS OF APPROVAL:

Conditional Approval granted based on the FAA's forthcoming approval of this section of the State of Michigan's on-going request for the development of State Standards at non-primary public use airports. The Airport Sponsor must understand this request puts the liability for construction staking on the Owner and their Engineer. In addition, AIP does not participate in costs associated with corrective actions due to survey. This is now the liability the Airport Sponsor is now assuming from the contractor.