

CHANGE 5

DATE 5/15/79

ADVISORY CIRCULAR

CHANGE



DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Washington, D.C.

Subject: Change 5 to STANDARDS FOR SPECIFYING CONSTRUCTION OF AIRPORTS--
Explains Use of Guide Specification Format

1. PURPOSE. This Change to the "Notice to Users" explains the use of guide specification format in developing project specifications. It also includes information on the computerized preparation of project specifications.

The Change number and date of changed material is indicated at the top of the page. Because the entire "Notice" has been changed, asterisks appear at the top and bottom of each page.

2. CANCELLATION. The "Foreword" portion of this advisory circular is cancelled.

* PAGE CONTROL CHART

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William V. Vitale

WILLIAM V. VITALE
ACTING DIRECTOR
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NOTICE TO USERS

Projects funded under the Airport Development Aid Program (ADAP) must be developed in accordance with the applicable standards referenced in the Federal Aviation Regulations (FAR) Part 152. The standards contained in this advisory circular relate to materials and methods used in the construction of airports.

Since it is not feasible to provide construction specifications that can be applied to all geographical areas of the United States, its territories and possessions, the standards in this advisory circular should be used as a guide in developing specifications for individual projects or states. The verbatim incorporation of these standards in contract specifications is not practical because of the numerous decisions which must be made by the Engineer regarding local materials, methods, and requirements. For this reason, notes (shown between lines of asterisks) are being added as the guide standards are revised in order to elaborate on the options available to the Engineer when preparing a specification and to ensure that sound engineering judgment is applied.

Appropriate changes and additions required by the notes must be made. Where numbers, words, phrases, or sentences are enclosed in brackets [], a choice or modification must be made. Where blank spaces [**] occur in sentences, the appropriate data must be inserted. Where entire paragraphs are not applicable, they should be deleted entirely. Additional sentences may be added if necessary. The final project specifications should not include notes to the Engineer.

The standards may be used to develop construction specifications for either (1) a particular state, or (2) an individual project.

For state specifications, the necessary choices and engineering judgments should be made to develop the standards into specifications for a particular state. On approval by the FAA, these state specifications may be incorporated in construction contracts by reference. The state specifications must be readily available to all parties interested in such contracts.

For individual projects, construction specifications may be produced by making the necessary choices and engineering judgments and developing the standards into specifications for a particular project.

The standards in this advisory circular have been stored in a word processing system known as COMSPEC (Computer-assisted Specification) and are available to users for computerized preparation of project-tailored specifications. COMSPEC operates on shared-computer facilities and is available in two modes:

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* (1) The "Interactive" mode whereby modifications necessary to develop the standards into project specifications can be relayed to COMSPEC by means of a terminal keyboard located in the user's office. Camera-ready prints of final specifications can be returned to the user, or the specification can be printed at the typewriter.

(2) The "Batch" mode whereby the user forwards marked-up master text to a COMSPEC Service Center for keyboarding, printout, and return of camera-ready pages by mail or messenger for final proofing and printing.

In either mode, the user is able to select sections of the standards, manipulate and alter them as needed, and produce a printed project-tailored specification. Review of project specifications may be facilitated by use of proofmarks to indicate changes to the standards. Information regarding the COMSPEC system may be obtained from FAA airports field offices.

FAA airports field representatives, designated by regional offices, have the authority to approve modifications to standards contained in this advisory circular if the modifications provide acceptable levels of safety, economy, durability, and workmanship and are necessary to meet local conditions. When preparing construction contracts for ADAP projects, the user should contact these FAA representatives to obtain the mandatory provisions (wage, labor, EEO, etc.) that must be included in all ADAP contract proposals. Additional contract clauses may be required to comply with local and state laws relating to advertising, awarding, and administrating construction contracts.

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