

MDOT – Office of Aeronautics

Modification of Standards Question and Answer from June 10, 2015 email:

(Q1) If the only changes we have to a technical spec are to the “method of measurement” and “basis of payment” sections of the spec, is a mod of standard necessary?

(A1) As long as you are only changing the “method of measurement” and “basis of payment” sections a MOS is not required.

(Q2) Do we need a modification of standard for any change to an FAA spec (no matter how big or small, whether deletion, modification or addition)? Or will we just need a review and approval of the project specs from the FAA? We need this answered for both technical specs and general provisions.

(A2) Please refer to the AC 150/5370-10, first page, 4. Changes, additions and deletions to the FAA Standard Specifications, changes are permitted as long as they are not modifying the construction standards in the AC. The general understanding is if you are adding further clarification to the FAA spec but not changing the technical intent you should not need a MOS. Engineering judgment needs to come into play here but if there are any doubts then send it through as a MOS approval request.

(Q3) If a modification of standard is needed, what is the process for getting approvals? We need this answered for both technical specs and general provisions.

(A3) Each technical spec and the GP will need a MOS cover form including the appropriate justification. This form can be found at http://www.faa.gov/airports/great_lakes/engineering/. All SBG MOS will come through our office to the appropriate PM and all primary MOS will be directed to the FAA ADO PM. If the State prefers to modify the standards in this Advisory Circular (AC), the FAA recommends following the guidance in AC 150/5100-13, “Development of State Standards for Nonprimary Airports”. Due to the complexity of reviewing State standards, please allow sufficient time for the FAA’s review. Please keep in mind State Standards approved under AC 150/5100-13 is limited to non-primary airports. For modifications at primary airports, requests must be submitted separately and must meet the requirements of FAA Order 5300.1, “Modifications to Agency Airport Design, Construction, and Equipment Standards.” The above mentioned website is the correct form to use for MOS submittals.

(Q4) What format should we use when submitting specs for FAA review? We need this answered for both technical specs and general provisions.

(A4) The format to use for track changes is strikeout to remove FAA language and italic or highlight for additional consultant added language. If it is too difficult to show all of the justification in the MOS request form, please feel free to use bubbles/comments off to the side of each page of the spec to discuss the justification for each of the changes.

(Q5) For technical specs that are not available from the FAA (L-125 and D-711 are examples), what will be the process for approving these for use in a project? Once approved in a project, can it be used in other future projects?

(A5) Where there are items of work that do not have a corresponding FAA technical construction spec, the designer is within their limits to set up the project specific construction

spec and it does not need FAA approval. Be sure to follow any applicable AC's which relate to the item of work and make sure they are eligible items of work to include in the project. Please keep in mind there are other AC's which provide specifications that need to be followed. For example: AC 150/5320-6 provides guidance on engineering fabrics and says "The fabric should have a minimum tensile strength of at least 90 pounds (41 kg) when tested in accordance with ASTM D 4632 and a density in the range of 3 to 5.5 ounces per square yard." This is a requirement if the project is funded with federal grant monies.