



**FAA  
Airports**

## **Errata Sheet for Advisory Circular 150/5370-10G, Standards for Specifying Construction of Airports**

*Last Update: 5/13/2016*

This errata sheet logs content and/or coding errors identified after the AC was signed on July 21, 2014. These errors have been corrected in the PDF version of the AC available on the FAA website.

<b>#</b>	<b>Description of Correction</b>	<b>Location in Document</b>	<b>Rationale</b>	<b>Date Error Corrected</b>
1	Corrects last sentence of cover sheet paragraph 4 to reference paragraph 3 instead of paragraph 2.	Cover sheet par. 4	Corrects incorrect reference to paragraph 2.	7/13/2015
2	Replaces "\$250,000" with "\$500,000" and removes the words "and the FAA prior to or" in the first sentence of the last paragraph.	Par. 100-01	Corrects amount and clarifies FAA's role in QA workshop.	7/13/2015
3	Removes second paragraph in the Engineering Note at the end of par. P-101-3.2.	Par. P-101-3.2 Engineering Note	Clarifies use and removes an incorrect reference.	7/13/2015
4	Corrects numbering of par. P-101-3.9.1, Preparation of Cracks in Flexible Pavement, to P-101-3.9.	Par. P-101-3.9.1	Corrects issue of two paragraphs numbered 101-3.9.1. The first should be 101-3.9.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
5	Corrects numbering of paragraph P-158-6.5.	Par. P-158-6.5	Corrects the appearance of the first number of the paragraph number (1) on the previous line.	7/13/2015
6	Replaces the reference to ASTM C112 with C117 at the end of the first sentence in the “Sampling and testing for gradation” subparagraph a.	Par. P-209-2.2.a	Corrects erroneous reference to ASTM C112.	7/13/2015
7	Revises last paragraph of Engineering Note to read: “The use of state highway department specifications for airfield pavements subject to aircraft loading by aircraft > 12,500 pounds and less than 60,000 pounds requires a modification to standards in accordance with FAA Order 5100.1.”	Par. P-401-1.1, Engineering Note	Clarifies text to be consistent with FAA Order 5300.1 and other “P” specs.	7/13/2015
8	In the last paragraph before Table 1, which starts “The JMB for each mixture shall be in effect . . .”, revises the third sentence to read: “After the initial production JMF has been approved by the Engineer and a new or modified JMF is required for whatever reason, the subsequent cost of the Engineer’s approval of the new or modified JMF, including a new test strip when required by the engineer, will be borne by the Contractor.”	Par. P-401-3.2	Clarifies that if a new test strip is required, the contractor bears the cost.	7/13/2015
9	Removes the word “maximum” from the last sentence of the first paragraph of the Engineering Note so the sentence now reads: “The aggregate size should be	Par. P-401-3.2 (below Table 3, first version)	Corrects mistaken presence of the word “maximum”.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
	no greater than 1/4 the lift thickness to be constructed.”			
10	Revises the text directly below Table 3 to read: “The Engineer is only to specify Gradation 3 for leveling course, airfield shoulders, and roadways.”	Par. P-401-3.2 (below Table 3, showing Gradations 1-3)	Clarifies when Gradation 3 can be specified.	7/13/2015
11	Replaces last sentence of Engineering Note with the following: “The use of state highway department specifications for airfield pavements subject to aircraft loading by aircraft > 12,500 pounds and less than 60,000 pounds requires a modification to standards in accordance with FAA Order 5100.1.”	Par. P-403-101, Engineering Note	Clarifies text to be consistent with FAA Order 5300.1 and other “P” specs.	7/13/2015
12	Adds new first paragraph to Engineering Note that reads: “This specification is intended to be used for the surface course for airfield rigid pavements subject to aircraft loadings of gross weights greater than 12,500 pounds (5670 kg) and is to apply within the limits of the pavement designed for full load bearing capacity.”	Par. P-501-1.1, Engineering Note	Clarifies text to be consistent with FAA Order 5300.1 and other “P” specs.	7/13/2015
13	Replace last sentence of Engineering Note with the following: “The use of state highway department specifications for airfield pavements subject to aircraft loading by aircraft > 12,500 pounds and less than	Par. P-501-1.1, Engineering Note	Clarifies text to be consistent with FAA Order 5300.1 and other “P” specs.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
	60,000 pounds requires a modification to standards in accordance with FAA Order 5100.1.”			
14	In the table “Limits for Deleterious Substances in Coarse Aggregate for Concrete”, corrects the text in the ASTM column for Chert (less than 2.40 Sp Gr.) to read “2.40” instead of “2.0”.	Par. P-501-2.1c	Fixes a typographic error.	7/13/2015
15	Replaces the first paragraph of the Engineering Note to read: “The Engineer shall specify a minimum flexural strength for airport pavements between 600 psi and 700 psi (4136 kPa and 4826 kPa) per ASTM C78. However, if local materials utilized consistently produce above the lower design strength limit, the Engineer may allow a flexural design strength of greater than 700 psi (4826 kPa) with approval of the FAA. Refer to AC 150/5320-6.”	Par. P-501-3.2, Engineering Note	Clarifies text to allow 600 to 700 psi and to be consistent with AC 150/5320-6, which is being updated to provide similar clarification.	7/13/2015
16	Revises the second sentence of Note 2 under the Price Adjustment Schedule table to read: “However, if the Engineer and the FAA have decided to allow the rejected lot to remain in accordance with Section 50-02 after the Engineer and Contractor agree in writing that the lot shall not be removed, it shall be paid for at 50% of the contract unit price and the total project payment limitation shall be reduced by the amount withheld for the rejected lot.”	Par. P-501-8.1a, Price Adjustment Schedule	Clarifies that the decision must include the FAA and incorporates the reference to Section 50-02.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
17	Adds the word “two” to the final sentence of the paragraph so it reads “The minimum course thickness shall be one inch (25mm) and the maximum course thickness shall not exceed two inches (50 mm).”	Par. P-601-1.1	Fixes a typographic error.	7/13/2015
18	In the first paragraph under Table 1, (1) deletes the second sentence (“The application rate of hydrated lime shall be a minimum of 1% by weight of the mix”) and (2) revises the first sentence to read: “The use of hydrated lime or a liquid anti-strip agent may be required for all hot mix asphalt produced for the project.”	Par. P-601-3.2	Corrects the text to indicate that hydrated lime is not required but may be needed.	7/13/2015
19	Revises the last sentence of the Engineering Note to read: “A typical asphalt pavement candidate is one with a structural condition index (SCI) deduct value of less than 10 and a PCI equal to or greater than 60.”	Par. P-608-1.1, Engineering Note (p. 391)	Fixes a typographic error.	7/13/2015
20	Changes the first paragraph of the Engineering Note to read: “Locally available sand or abrasive material may be available that is slightly outside of the gradation requirements listed below. These may be submitted for review and approval by the Engineer. It is recommended to obtain concurrence for use by the seal coat manufacturer; and the Engineer and manufacturer’s field representative should verify acceptance during application of test sections	Par. P-608-2.1, Engineering Note	Clarifies the responsibilities of the Engineer and the Manufacturer’s representative.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
	indicated under paragraph 608-3.2.”			
21	In the “Limits” column of the table “Emulsion Residue by Distillation or Evaporation Tests”, changes the item that reads “50 dmm minimum” to “50 dmm maximum”.	Par. P-608-2.2	Fixes a typographic error.	7/13/2015
22	Changes the first paragraph to read: “A qualified manufacturer’s representative shall be present in the field to assist the Contractor in applying test areas and/or test sections to determine the appropriate application rate of both emulsion and sand to be approved by the Engineer.”	Par. P-608-3.2	Clarifies the responsibilities of the Engineer and Manufacturer’s representative.	7/13/2015
23	After the first paragraph, adds the following Engineering Note: “If the Engineer has experience and is knowledgeable with the material, procedures, and equipment described in the specification, for test areas described in P-608-3.2.a. the varying application rates recommended by the qualified manufacturer’s representative can be provided from a site visit which the representative observe pavement condition within one month prior to application.”	Par. P-608-3.2, Engineering Note	Clarifies the responsibilities of the Engineer and Manufacturer’s representative.	7/13/2015
24	In the first sentence, changes the word “specified” to “advised” and adds “acceptable to the” before the word “Engineer”.	Par. P-608-3.2a	Clarifies the responsibilities of the Engineer and Manufacturer’s representative.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
25	In the first sentence, changes the word “stipulated” to “recommended” and adds “acceptable to the” before the word “Engineer”.	Par. P-608-3.2b	Clarifies the responsibilities of the Engineer and Manufacturer’s representative.	7/13/2015
26	In the second sentence, removes the words “from the seal coat Manufacturer” and changes the word “certified” to “qualified”.	Par. P-608-5.2	Clarifies the responsibilities of the Engineer and Manufacturer’s representative.	7/13/2015
27	In the first paragraph, removes the sentence that read: “Crushed stone aggregate shall have a durability factor, as determined by ASTM C666, greater than or equal to 95.”	Par. P-610-2.2	Removes sentence that was inadvertently left in. Requirements were included in new paragraph 610-2.2.1, Aggregate susceptibility to durability (D) cracking; and if deleted sentence remained, it would contract the new requirements.	7/13/2015
28	Revises paragraph title to read “Admixtures and supplementary cementitious material”.	Par. P-610-2.6	Adds in supplementary cementitious material, which was inadvertently not included.	7/13/2015
29	Adds a new paragraph P-610-2.6e:  <b>Fly ash.</b> Fly ash shall meet the requirements of ASTM C618, with the exception of loss of ignition, where the maximum shall be less than 6%. Fly ash for use in mitigating alkali-silica reactivity shall have a Calcium Oxide (CaO) content of less than 13%.	Par. P-610-2.6e	Adds in supplementary cementitious material, which was inadvertently not included; ASTM C618 is already referenced under Material Requirements at the end of the section.	7/13/2015
30	Changes titanium dioxide minimum to “8%”.	Par. P-620-2.2 c (1)(a)	Fixes a typographic error.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
31	Changes titanium dioxide minimum to “1%”.	Par. P-620-2.2 c (1)(b)	Fixes a typographic error.	7/13/2015
32	Changes shore hardness to “60”.	Par. P-620-2.2 c (8)	Fixes a typographic error.	7/13/2015
33	Changes (1) the second sentence of the first paragraph to replace “without” with “minimizing”; (2) the third paragraph to read: “[ At least 24 hours prior to remarking existing markings, [ loose ] existing markings must be removed such that [ 75% ][ 90% ][ 100% ] of the [ loose ] existing markings are removed. After removal, the surface shall be cleaned of all residue or debris either with sweeping or blowing with compressed air or both. ]”; and (3) the first clause of the third paragraph to read: “Prior to the application of any markings”.	Par. P-620-3.3	Adds brackets to reflect the paint removal option and clarifies the removal of loose markings.	7/13/2015
34	Adds new second and fourth paragraphs to the Engineering Note.	Par. P-620-3.3, Engineering Note	Clarifies how to incorporate paint removal, differentiating between removal of loose markings when remarking and removal of markings.	7/13/2015
35	Changes second sentence of the first paragraph to read: “The thermoplastic coal tar emulsion shall be manufactured as a complete product and tested at the manufacturing plant for material certification.”	Par. P-629-2.1	Clarifies material certification requirements.	7/13/2015

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
36	Changes first sentence to read: "The Contractor shall furnish the manufacturer's certification that each consignment of thermoplastic coal tar emulsion shipped to the project meets the requirements indicated in 629-2.1 and elsewhere in this specification."	Par. P-629-2.2	Clarifies material certification requirements.	7/13/2015
37	Deletes last sentence in the second paragraph.	Par. P-629-3.2	Clarifies material certification requirements.	7/13/2015
38	In the first sentence, removes the word "bid" before "submittal" and changes the phrase "through field testing by/for using agencies" to read "through field testing by independent testing laboratory for using agencies".	Par. P-632-2.2a	Corrects erroneous addition of the word "bid" and adds back the words "independent testing laboratory."	7/13/2015
39	In the first sentence, removes the word "bid" before "submittal".	Par. P-632-2.1c	Corrects erroneous addition of the word "bid".	7/27/2015
40	Change reference to American Wood Preservers Association (AWPA) to American Public Works Association (APWA).	Par. L-108-2.12	Corrects erroneous reference.	4/29/2016
41	Change reference to American Wood Preservers Association (AWPA) to American Public Works Association (APWA).	Par. L-110-2.8	Corrects erroneous reference.	4/29/2016
42	Removes bold from clause text that should be	Par. 90-06	Change makes it more clear which clauses the Owner	5/13/2016

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
	inserted for Options 1, 2, and 3.		should insert, depending on the Option selected.	