



Errata Sheet for Advisory Circular 150/5300-13B Chg 1, Airport Design

Last Update: 4/3/2025

This errata sheet logs content and/or coding errors identified after AC 150/5300-13B Chg 1 was signed on August 16, 2024. These errors have been corrected in the PDF version of the AC available on the FAA website.

#	Description of Correction	Location in Document	Rationale	Date Error Corrected
1	Change "widest TDG" to "widest MGW"	Paragraph 4.2	typo	4/3/2025
2	Change "If this is the case, using the values in Table D-1, provide calculations and/or drawings to the FAA that prove an EAT is not necessary." to "If this is the case, using the values in Table D-1, provide calculations and/or drawings to the FAA that prove an EAT visual screen is not necessary."	Paragraph D.1.4	typo	4/3/2025
3	Note 4 should refer to paragraph 4.7.2	Figure 4-15 note	typo	4/3/2025
4	Change that V_1 label in all cases in Appendix D only, to C_L .	Appendix D	disambiguation	4/3/2025
5	Change "IV" to "VI" in 550 column.	Table L-1	typos	4/3/2025
6	Added "m" to metric conversion.	J.4.3 item 3	typo	4/3/2025
7	Change "Notice to Air Missions" to "Notice to Airmen".	paragraph 3.16.4.2	reversed decision	4/3/2025
8	Adjusted geometry	Figures 4-25 & 4-26	align with text description	4/3/2025
9	Added item 2c "Reconfigure entrance taxiway orientation, if necessary, in accordance with paragraph 4.8.1.1."	paragraph 4.3.5.1	Corrected an inconsistency/conflict with the standard from 4.8.1.1.	4/3/2025
10	Deleted item 2c "A holding position that allows the critical aircraft to hold 90 degrees, ± 15 degrees, to the runway centerline."	paragraph 4.3.5.2	Corrected an inconsistency/conflict with the standard from 4.8.1.1.	4/3/2025
11	Moved subparagraph from paragraph 4.7.2 to 4.7.1.	paragraphs 4.7.1 & 4.7.2	clarification and consistency	4/3/2025