



**FAA  
Airports  
Errata Sheet for Advisory Circular 150/5300-13A, Airport Design, Consolidated Change 1**

*Last Update: July 24, 2019*

This errata sheet logs content and/or coding errors identified after the Consolidated AC was signed on February 26, 2014. 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	Boeing CMG values	Appendix 1, pp224-225; 747-400, 747-400ER, 747-8, 747-8F, 767-300, 767-300ER, 767-300ERW, 767-400ER, 777-300, 777-300ER	Updated.	3/10/2014
2	Footnote wording	Table 3-5 and Appendix 7, footnotes 5 & 6, p94 & p281	Clarified wording.	3/19/2014
3	Parallel taxiway value	Table 3-4 p90, paragraph 405 p129	3/4-1 Statute mile value reverted to "required" and paragraph value changed from "3/4 mile" to "one mile"	3/25/2014
4	Request to include Canadian Regional Jet data	Appendix 1 pp225-228	Expanded Bombardier listings.	3/18/2014
5	Graphically show 4:1	Figure 3-23 p83, Figure 4-33 p162	Clarification	5/5/2014
6	Remove gap between runway edge marking and runway centerline of a secondary runway and the edge marking of a crossing primary runway.	Figure 3-6 p56	Synchronize with 150/5340-1L	5/5/2014
7	Update TDG values.	Appendix 1, p222 & p224	Update TDG	6/4/2014
8	More detailed language to capture the start of approach and departure surface elevation with respect to the runway end/pavement elevation.	p48 303b(1), p49 Figure 3-2 note 2, p52 303c(1)	Clarified wording.	6/6/2014 8/11/2014
9	Metric conversion error	page 187, para 621.a(1)	changed 122m to 730m	6/24/2014
10	Footnote 12	pages 94 and 281	Remove visibility reference	7/22/2014
11	Changed ADG-IV to ADG-III	Figure 4-31 p158	Correct reference	8/21/2014
12	Added Departure End of Runway (DER) information.	paragraph 102 definitions p5 paragraph 303.c(1) p52	Clarification	8/21/2014

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13	Corrected Taxilane Wingtip Clearance for ADG III	Table 4-1	Changed 27 ft to 22 ft	11/17/2016
14	The phrase "or extension" is removed to avoid misapplication of the design criterion for Runway Visibility Zone (RVZ) which only applies to runways that physically intersect. That is, RVZ is not applicable to non-intersecting runways.	Paragraph 305(c)(1)	Removed "or extension"	5/25/2017
15	Update link to permalink.	Table 3-4, and throughout document (all 9 links)	In the first footnote of Table 3-4, the link to the TERPS order (Order 8260.3) goes to version B...and version D is the current version.	4/17/2018
16	Broken link	Chapter 1, page 30, paragraph 108.f(22), Transportation Security Administration document, Recommended Security Guidelines for Airport Planning and Construction, <a href="http://www.tsa.gov/sites/default/files/assets/pdf/airport_security_design_guidelines.pdf">http://www.tsa.gov/sites/default/files/assets/pdf/airport_security_design_guidelines.pdf</a> .	Replaced link with <a href="https://www.sskies.org/images/uploads/subpage/PARAS_0004.Recommended_Security_Guidelines.FinalReport.v2.pdf">https://www.sskies.org/images/uploads/subpage/PARAS_0004.Recommended_Security_Guidelines.FinalReport.v2.pdf</a>	7/15/2019
17	Broken link	Chapter 1, page 30, paragraph 108.f(23), Transportation Security Administration Information Publication A-001, Security Guidelines for General Aviation Airports, <a href="http://www.tsa.gov/sites/default/files/assets/pdf/Intermodal/security_guidelines_for_general_aviation_airports.pdf">http://www.tsa.gov/sites/default/files/assets/pdf/Intermodal/security_guidelines_for_general_aviation_airports.pdf</a> .	Replaced link with <a href="https://www.tsa.gov/sites/default/files/2017_ga_security_guidelines.pdf">https://www.tsa.gov/sites/default/files/2017_ga_security_guidelines.pdf</a>	7/15/2019