



**FAA
Airports**

Errata Sheet for Advisory Circular 150/5340-1L, Standards for Airport Markings

5/20/2014

This errata sheet logs content and/or coding errors identified after the AC was signed on September 27, 2013. 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	Added text to clarify when Part 139 airports need to repaint specific surface markings	Cover Sheet Paragraphs 4(c) , 4(d), 4 (g) and 4(k)	Compliance	1/10/2014
2	Minor enhancements.	Figures 1-4, A-1, A-7, A-8, A-16, A-17, D-13, D-15, D-16	Address typos and provide clarification.	1/10/2014
3	Deleted the phrase "used on runways, taxiways, and holding bays and used to indicate ILS/MLS or precision obstacle free zone (POFZ) critical areas" from item (viii).	Paragraph 1.4a(1)(viii)	Eliminate potential confusion.	1/10/2014
4	Added "Required" to "Black Border" column for enhanced taxiway centerlines, geographic position markings, and surface painted signs for holding position signs.	Table 1-2	Make table consistent with written text.	1/10/2014
5	In "Precision Approach" column heading, changed "Approaches with vertical guidance lower than" to "Approaches with lower than".	Table 2-1	Correct text.	1/10/2014

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6	Replace both instances of "one set of parallel dashed lines is centered" in referenced paragraphs with "a dash is centered".	Paragraphs 3.3d(1) & 3.6d	Make wording more accurate.	1/10/2014
7	Replaced "If the runway holding position marking is not outlined in black, a 6-inch gap is left between the holding position marking and the taxiway edge marking" with the following text from version K: "If the runway holding position marking is not outlined in black, then the taxiway edge markings abut the holding position marking on both sides. That is, the taxiway edge markings abut the solid yellow line on one side and abut the dashed yellow line on the other side."	Paragraph 3.3(d)(3)(ii)	Align paragraph 3.3 with paragraph 4.4.	1/10/2014
8	Revised wording to clarify how to apply Pattern A and Pattern B markings when the distance between them is less than 50 feet.	Paragraph 3.4b(1)	Provide clarification.	1/10/2014
9	Removed "Airports Regional Office or Airports District Office".	Paragraph 3.4(b)(3)	Better identify responsible FAA line of business.	1/10/2014
10	Corrected reference from Figure A-13 to A-14.	Paragraphs 3.6d	Provide more accurate figure reference.	1/10/2014
11	Revised wording in last sentence from "where the enhancement is 150 feet (45.7 m) or less and emerges" to "where the enhancement is 150 feet (45.7 m) or less and merges".	Paragraph 4.3d(2)	Correct text.	1/10/2014
12	In last sentence, changed "emerges" to "merges".	Paragraph 4.3(d)(2)	Fix typo.	1/10/2014
13	Removed the sentence "When a Pattern A marking has been omitted because a Pattern B marking is located within 50 feet of the Pattern A marking location (see paragraph 3.4.b(1)), the Pattern B marking has the SPHPS."	Paragraph 4.5a	Address odd geometries that required Modifications of Standards to cover such paved areas.	1/10/2014

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14	Added the word "Optional" to indicate that the first broken pair of chevrons is an option for painting on stopways of less than 250 feet in length.	Figure A-9	Provide clarification that only full chevrons are required with the option to paint partial chevrons.	1/10/2014
15	Corrected figure to show dash in the holding position marking centered on the taxiway centerline.	Figure A-18	Correct figure.	1/10/2014
16	Corrected numeric value in figure from 50' to 100' maximum for straight sections.	Figure A-23	Correct typos so Paragraph 4.1(c)(1) and Figure A-23 agree.	1/10/2014
17	Change "2-3 feet" to "2-4 feet".	Figure D-15	Consistency.	1/10/2014
18	Corrected "20 [9]" runway threshold measurement to show "20 [6]".	Figure A-8	Correct metric equivalent.	5/20/2014
19	In Detail B, removed the gaps for the runway edge marking and the runway centerline. In Detail A, removed the gap for the runway edge marking.	Figure A-5	Correct figure.	5/20/2014