

Aeronautical Information Manual

Explanation of Changes

Effective: December 2, 2021

- a. 1-1-8. NAVAID SERVICE VOLUMES**
- 1-1-17. GLOBAL POSITIONING SYSTEM (GPS)**
- 1-1-18. WIDE AREA AUGMENTATION SYSTEM (WAAS)**
- 1-2-3. USE OF SUITABLE AREA NAVIGATION (RNAV) SYSTEMS ON CONVENTIONAL PROCEDURES AND ROUTES**
- 2-1-2. VISUAL GLIDESLOPE INDICATORS**
- 3-5-8. WEATHER RECONNAISSANCE AREA (WRA)**
- 4-1-3. FLIGHT SERVICE STATIONS**
- 4-1-14. AUTOMATIC FLIGHT INFORMATION SERVICE (AFIS) – ALASKA FSS ONLY**
- 4-5-9. FLIGHT INFORMATION SERVICE– BROADCAST (FIS-B)**
- 5-1-1. PREFLIGHT PREPARATION**
- 5-1-3. NOTICE TO AIRMEN (NOTAM) SYSTEM**
- 5-5-1. GENERAL**
- 7-1-5. PREFLIGHT BRIEFING**
- 7-1-9. FLIGHT INFORMATION SERVICES (FIS)**
- 7-6-3. OBSTRUCTIONS TO FLIGHT**
- 7-6-12. LIGHT AMPLIFICATION BY STIMULATED EMISSION OF RADIATION (LASER) OPERATIONS AND REPORTING ILLUMINATION OF AIRCRAFT**
- 10-2-1. OFFSHORE HELICOPTER OPERATIONS**

This editorial change complies with the Federal Women's Program (FWP) suggestions. The acronym NOTAM is updated from Notice to Airmen to the more applicable term Notice to Air Missions, which is inclusive of all aviators and missions.

- b. 1-1-9. INSTRUMENT LANDING SYSTEM (ILS)**

Discussion within the PARC Pilot-Controller Procedures and Systems Integration (PCPSI) work group resulted in a recommendation to further clarify the ILS Expanded Service Volume (ESV) and include a new figure that better explains how pilots can identify an ILS ESV when consulting a charted instrument procedure.

- c. 1-1-17. GLOBAL POSITIONING SYSTEM**

The NOTAM subparagraph (g) was deleted so as not to duplicate. There is a specific NOTAM paragraph (5-1-3) that explains NOTAMs in detail. A few paragraphs were moved to supplement the RAIM paragraph. Lastly, in an effort to clarify guidance and to ensure it supports what is currently being charted in regards to the missed approach waypoint (MAWP) and the missed approach holding waypoint (MAH-WP), a clearer depiction and a minor correction on how Fly-by (FB) and Fly-over (FO) waypoints are used and depicted on approach charts.

- d. 1-1-19. GROUND BASED AUGMENTATION SYSTEM (GBAS) LANDING SYSTEM (GLS)**

This change is a complete rewrite of paragraph 1-1-19 to eliminate much of the technical descriptions and to focus on the operational functions and descriptions of the GLS system. Emphasis was concentrated on GLS similarity to ILS, operational description and additional attention to familiarity with standard service volumes of GLS procedures.

e. 4-4-9. VFR/IFR FLIGHTS**5-1-16. RNAV AND RNP OPERATIONS****5-4-5. MINIMUM VECTORING ALTITUDE (MVA)**

This change rewrites the notes in off route obstruction clearance altitude (OROCA) related paragraphs, to incorporate updated terminology and enable a better understanding of how OROCA is utilized.

f. 4-6-4. FLIGHT PLANNING INTO RVSM AIRSPACE**5-1-1. PREFLIGHT PREPARATION****5-1-4. FLIGHT PLAN – VFR FLIGHTS****5-1-6. FLIGHT PLAN – DEFENSE VFR (DVFR) FLIGHTS****5-1-7. COMPOSITE FLIGHT PLAN (VFR/IFR FLIGHTS)****5-1-8. FLIGHT PLAN (FAA FORM 7233-1) – DOMESTIC IFR FLIGHTS****5-1-9. INTERNATIONAL FLIGHT PLAN (FAA FORM 7233-4) – IFR FLIGHTS (FOR DOMESTIC OR INTERNATIONAL FLIGHTS)****APPENDIX 4. FAA FORM 7233-4 – INTERNATIONAL FLIGHT PLAN****APPENDIX 5. FAA FORM 7233-1 – FLIGHT PLAN**

The following changes are required to align the order with current operational procedures. These changes also support the standardized use of FAA Form 7233-4, International Flight Plan, and inform stakeholders that legacy procedures may be used by parties that do not have the necessary equipment to adhere to the new ICAO forms and or procedures.

g. 5-1-3. NOTICE TO AIRMEN (NOTAM) SYSTEM

GPS NOTAM and receiver autonomous integrity monitoring (RAIM) information is currently located in the overview section of the AIM/AIP. This change consolidates all of the NOTAM information into one procedures section and updates current NOTAM language. This update references how to report GPS anomalies, as well as edits two tables with example NOTAMS on GPS testing and pseudo-random satellite numbers.

h. 5-1-17. COLD TEMPERATURE OPERATIONS

This change replaces paragraph 5-1-17 Cold Temperature Operations guidance and preflight

planning information being updated to reflect the two temperature limitations that may be found on an FAA produced instrument approach procedure (IAP). The new paragraph also directs operators to Chapter 7 to review the information on cold temperature altimetry errors and current procedures for CTA and baro-VNAV temperature limitations.

i. 5-2-7. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES

A recent change to FAA Order JO 7110.65 requires that ATC give a pilot departing from an airport without an operating control tower a departure release, a hold for release, or a release time when issuing the departure clearance. This AIM change reflects the change made to FAA Order JO 7110.65 and clarifies pilot and controller responsibilities.

j. 5-2-8. DEPARTURE CONTROL**5-2-9. INSTRUMENT DEPARTURE PROCEDURES (DP) – OBSTACLE DEPARTURE PROCEDURES (ODP), STANDARD INSTRUMENT DEPARTURES (SID), AND DIVERSE VECTOR AREAS (DVA)****5-5-6. RADAR VECTORS****5-5-14. INSTRUMENT DEPARTURES**

This change adds a statement that diverse vector areas (DVAs) cannot be used concurrently with a standard instrument departure (SID) when the SID is included as part of the instrument flight rules (IFR) clearance, and addresses a new requirement imposed on ATC that pilots will receive an amended clearance if departure procedures are changed from SIDs to DVAs and vice versa.

k. 5-2-9. INSTRUMENT DEPARTURE PROCEDURES (DP) – OBSTACLE DEPARTURE PROCEDURES (ODP), STANDARD INSTRUMENT DEPARTURES (SID), AND DIVERSE VECTOR AREAS (DVA)

Instructions and clarity were added for pilots to remain within the visual climb over airport (VCOA) specified visibility when departing an airport instrument flight rules (IFR) using VCOA.

l. 5-4-5. INSTRUMENT APPROACH PROCEDURE (IAP) CHARTS**5-5-4. INSTRUMENT APPROACH****5-5-5. MISSED APPROACH**

This change renames paragraph 5-4-5m7(f) from Hot and Cold Temperature Limitations to Published

Temperature Limitations, and also adds information on the two published temperature limitations. Paragraph 5-5-4 will give a brief description of the two temperature limitations found on the Instrument Approach Procedures (IAPs). Paragraph 5-5-5 will mention the Cold Temperature Airports (CTA) ICON and discuss briefly when to correct and who to contact.

m. 5-4-18. RNP AR (AUTHORIZATION REQUIRED) INSTRUMENT APPROACH PROCEDURES

This change deletes most of this paragraph. All that is necessary in this publication is a brief overview of Required Navigation Performance Authorization Required (RNP AR) and reference to a complete AC dedicated to RNP AR.

n. 5-4-20. APPROACH AND LANDING MINIMUMS

Removes outdated and incorrect verbiage and re-aligns AIM/AIP verbiage with FAA Order 8260.58.

o. 5-6-8. FOREIGN STATE AIRCRAFT OPERATIONS

Guidance for Foreign State Aircraft operating with a Department of State issued Diplomatic Clearance is being added to the Aeronautical Information Manual regarding authorizations to deviate from Automatic Dependent Surveillance-Broadcast (ADS-B) requirements.

p. 7-1-8. INFLIGHT WEATHER ADVISORY BROADCASTS

This change removes Severe Weather Forecast Alerts (AWW) from paragraph 7-1-8, Inflight Weather Advisory Broadcasts, which are not broadcast by Terminal or ARTCC controllers. The change also harmonizes paragraph 7-1-8a Note with FAA Order JO 7110.65, subparagraph 2-6-6b, and adds a Reference to that paragraph.

q. 7-1-24. MICROBURSTS

These changes update the information in this chapter regarding Low Level Wind Shear Alert System (LLWAS), Terminal Doppler Weather Radar (TDWR), and Weather System Processor (WSP).

r. 7-6-16. SPACE LAUNCH AND REENTRY AREA

This change relocates the space launch activity area information that was previously in Chart Supplement publications into the AIM and AIP. The term “space launch activity area” was also updated to the more inclusive “space launch and reentry area.”

s. 9-1-4. GENERAL DESCRIPTION OF EACH CHART SERIES

This change updates frequency of chart production. In cases where annually or biannual updates were made, 56 day chart updates replace those longer update periods, and reduce the NOTAM burden and bring NAS changes to aviators in a timely manner.

t. 10-1-2. HELICOPTER INSTRUMENT APPROACHES

10-1-3. HELICOPTER APPROACH PROCEDURES TO VFR HELIPORTS

Changes were made throughout the section to improve the clarity and provide updated information wherever necessary. Emphasis was concentrated on clarification of language and operational description associated with helicopter instrument approach procedures.

u. 10-1-5. DEPARTURE PROCEDURES

This addition was made to improve the clarity and provide departure information wherever necessary. Emphasis was concentrated on clarification of language and operational description associated with helicopter instrument departure procedures.

v. Editorial Changes

Editorial changes include updates to an out of date reference in paragraph 3-4-1, a formatting fix in paragraph 7-1-13, a math error correction in paragraph 7-3-6, correcting Las Vegas McCarran International to Harry Reid International in paragraph 4-5-5 (TBL 4-5-1), removing an incorrect reference in paragraph 7-4-1, and adding a missing “traffic advisories.”

w. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.