

Aeronautical Information Manual

Explanation of Changes

Effective: February 28, 2019

a. Preface: AIM Basic Flight Information and ATC Procedures

5-1-1. Preflight Preparation

5-1-3. Notice to Airmen (NOTAM) System

7-1-5. Preflight Briefing

This change advises NAS users of the removal of Part 1, FDC NOTAMS, from the Notices to Airmen Publication (NTAP); and provides a more accurate means of obtaining that information.

b. 1-1-19. Ground Based Augmentation System (GBAS) Landing System (GLS)

Due to discussions in related industry and government forums, this change provides expanded explanations regarding approach service volumes (both textual and diagram) for standardization. FIG 1-1-8, GLS Standard Approach Service Volume, is also added.

c. 1-2-1. General

1-2-2. Required Navigation Performance (RNP)

5-2-9. Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP), Standard Instrument Departures (SID), and Diverse Vector Areas (DVA)

5-4-1. Standard Terminal Arrival (STAR) Procedures

5-4-5. Instrument Approach Procedure (IAP) Charts

There was not enough adequate information concerning Performance-Based Navigation (PBN) and Advanced Required Navigational Performance (A-RNP) available to flight crews and operators in the AIM. This expansion in the description and advantages of these navigation specifications (NavSpecs) will provide better guidance as to what A-RNP is, how it will be applied, and its applicability in the PBN NAS. Additional information is being added to better clarify NavSpecs, RNP, and PBN understanding in AIM Chapter 1. Associated paragraph changes are necessary to ensure harmonization between all the paragraphs in the AIM.

Please note that some material in paragraph 1-2-2 has been moved but the information is the same.

d. 2-1-2. Visual Glideslope Indicators

This change aligns the AIM and the graphical depiction of the Pulsating Visual Approach Slope Indicator (PVASI) to portray the on glide path indication as either a steady white or alternating red and white light. This reflects the two types of PVASI systems that are available for installation.

e. 3-4-9. Obtaining Special Use Airspace Status

5-1-1. Preflight Preparation

5-1-3. Notice to Airmen (NOTAM) System

5-1-16. RNAV and RNP Operations

Appendix 3. Abbreviations/Acronyms

This change addresses the FAA's discontinuation of the Direct Users Access Terminal System (DUATS) II contract, including vendors CSRA and Lockheed Martin.

f. 4-1-16. Safety Alert

This change expands the description of the minimum safe altitude warning (MSAW) function to include en route radar facilities. A new section is added to alert pilots that the MSAW function may be inhibited by radar facilities for airspace overlying non-US terrain where accurate terrain and obstacle clearance data is unavailable.

g. 4-3-21. Practice Instrument Approaches

This change clarifies that separation services should only be required during the missed approach segment of a visual flight rules (VFR) practice approach if they were required procedurally during the approach segment, as detailed by FAA Order JO 7110.65, Air Traffic Control, paragraph 4-8-11 a. 2. This change aligns the AIM with guidance in the 7110.65.

h. 4-4-16. Traffic Alert and Collision Avoidance System (TCAS I & II)

This change clarifies and expands the TCAS II actions to help pilots better grasp TCAS. Please note the some information has been rearranged for ease of understanding.

i. 4–5–7. Automatic Dependent Surveillance–Broadcast (ADS–B) Services

This change emphasizes that an aircraft's ADS–B Flight Identification (FLT ID) must match the aircraft identification annotated in the filed flight plan to receive air traffic services. It also adds the term and acronym, Call Sign Mis–Match (CSMM), for consistency with FAA Order JO 7110.65.

j. 5–1–8. Flight Plan (FAA Form 7233–1) – Domestic IFR Flights

This change updates pilot guidance to incorporate air traffic control (ATC) procedures for GNSS–equipped aircraft operating on area navigation (RNAV) air traffic service (ATS) routes and on random point–to–point and random impromptu routes in airspace in which ATC procedures are applied, excluding oceanic airspace. This change also incorporates the use of the term GNSS in place of RNAV for space–based positioning and navigation systems.

k. 5–1–8. Flight Plan (FAA Form 7233–1) – Domestic IFR Flights

This change adds guidance that allows the navigation provided by GPS as an acceptable alternative to Great Circle Routes. This change is for aircraft equipped with latitude/longitude coordinate navigation capability flying random routes at and above FL 390 within the conterminous United States.

l. 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)

5–1–11. Flights Outside the U.S. And U.S. Territories

Appendix 3. Abbreviations/Acronyms

This change deletes obsolete references to Interna-

tional Flight Information Manual (IFIM) in paragraphs 5–1–8 and 5–1–9 as well as Appendix 3. This change retitles paragraph 5–1–11. The change to subparagraph 5–1–11d removes the obsolete reference to IFIM and replaces it with a reference to the appropriate AIP (of the foreign location). The change to subparagraph 5–1–11e removes obsolete references to foreign NOTAM information and adds a reference to the FAA's Prohibitions, Restrictions, and Notices website. The change to subparagraph 5–1–11f clarifies customs notification to foreign locations and also removes all outdated and obsolete customs information. This change also adds subparagraph 5–1–11h which provides a pointer reference for entry requirements into U.S. territorial airspace.

m. 5–3–4. Airways and Route Systems

This change deletes the NOTE regarding Advisory Circular 90–100A which is no longer useful.

n. 5–4–5. Instrument Approach Procedure (IAP) Charts

This change more succinctly describes when a vertical descent angle (VDA) is published. It also addresses VDA charting differences that may occur between the FAA and commercial chart and database purveyors.

o. 7–1–2. FAA Weather Services

7–1–5. Preflight Briefing

7–1–8. Telephone Information Briefing Service (TIBS)

This change documents that Telephone Information Briefing Services (TIBS) will only be provided by Alaska Flight Service Stations.

p. Entire publication.

Editorial/format changes were made where necessary. Revision bars were not used when changes are insignificant in nature.