Aeronautical Information Manual

Explanation of Changes

Effective: November 10, 2016

a. 2−1−2. Visual Glideslope Indicators

Based on a request made at the Aeronautical Charting Forum, the safe obstruction clearance provided by the visual glide path of the precision approach path indicator is now 3.4 NM from the runway threshold, rather than 4 SM.

b. 4−1−13. Automatic Terminal Information Service (ATIS)

This change updates the content and structure of subparagraph b to reflect the current METAR format and to be in congruence with material in FAA Order JO 7110.65, Air Traffic Control, Paragraph 2−1−3, Content.

c. 4−3−11. Pilot Responsibilities When Conducting Land and Hold Short Operations (LAHSO)

FIG 4−3−7 has been updated to accurately reflect the runway orientation.

d. 4−4−12. Speed Adjustments
5−5−9. Speed Adjustments

This change indicates that controllers are now allowed to use 5 knot increments when making speed adjustments.

e. 4−6−1. Applicability and RVSM Mandate (Date/Time and Area)
4−6−3. Aircraft and Operator Approval Policy/Procedures, RVSM Monitoring and Data-bases for Aircraft and Operator Approval
4−6−5. Pilot RVSM Operating Practices and Procedures
4−6−7. Guidance on Wake Turbulence
4−6−10. Procedures for Accommodation of Non−RVSM Aircraft

This change reflects updated Reduced Vertical Separation Minimum (RVSM) policy and procedures and supports changes to Advisory Circular 91−85A, Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum Airspace.

This change also updates the FAA's RVSM website address.

f. 5−1−9. International Flight Plan (FAA Form 7233−4)−IFR Flights (For Domestic or International Flights)

The International Civil Aviation Organization (ICAO) has replaced the designation of Minimum Navigation Performance Specification (MNPS) with the designation North Atlantic (NAT) High Level Airspace (HLA), assigned to qualifier code "X." Airframes that currently have MNPS authorization will be allowed to operate in the NAT HLA under that authorization until 2020. All who wish to operate in the NAT HLA, who are not grandfathered in under MNPS, will need an RNP 4 or RNP 10 approval. TBL 5−1−4, Aircraft COM, NAV, and Approach Equipment Qualifiers, is updated to provide the new definition for the qualifier code "X."

g. 5−2−8. Instrument Departure Procedures (DP)−Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)

This change clarifies that air traffic control (ATC) cannot modify crossing altitudes and/or speed restrictions on ODPs, as they are needed to ensure obstacle avoidance.

h. 5−4−5. Instrument Approach Procedure Charts

This change provides guidance to pilots regarding what to expect from ATC when receiving assigned altitudes below the terminal arrival area (TAA).

i. 5−4−6. Approach Clearance

This change adds "Cancel Approach Clearance" to inform the pilot that a previously issued approach clearance is canceled. ATC will also include additional instructions if necessary.

j. 5−4−14. Parallel ILS Approaches (Dependent)

This change introduces the use of 1.5 NM radar separation diagonally on simultaneous dependent approaches when runway centerlines are separated by

more than 3,600 feet but no more than 8,300 feet. There are no additional conditions or procedures required when utilizing the 1.5 NM minimum separation standard. The application of 1.5 NM diagonal minima ensures aircraft remain staggered on adjacent approaches and reduces the risk of collision from aircraft inadvertently deviating from the final approach course.

k. 9–1–4. General Description of Each Chart Series

This change describes the new Caribbean Visual Flight Rule (VFR) Aeronautical Chart series and introduces the new Alaska VFR Wall Planning Chart. Examples of these charts have been provided as well.

l. Pilot/Controller Glossary

Terms have been added, deleted, or modified within this glossary. Please refer to page PCG–1 for more details.

m. Entire publication.

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