

Aeronautical Information Manual

Explanation of Changes

Effective: February 11, 2010

a. 1-1-9 Instrument Landing System (ILS)

This change updates the definition of ILS minimums to reflect new criteria.

b. 1-2-1. Area Navigation (RNAV)

This change updates the language to reflect new policy regarding not using the word “via” in departure and missed approach instructions.

c. 1-2-3 Use of Suitable Area Navigation (RNAV) Systems on Conventional Procedures and Routes

This change is added to emphasize an exception to policy regarding lateral navigation.

d. 2-1-6 Runway Status Lights (RWSL) System

This change adds the execution of a missed approach to the list of actions that require a pilot to notify the airport traffic control tower.

e. 2-3-5 Holding Position Markings

This change is added to improve upon the clarity of the depicted runway markings.

**f. 4-5-8 Traffic Information Service–Broadcast (TIS–B)
4-5-9 Flight Information Service–Broadcast (FIS–B)**

These changes announce the availability of initial Automatic Dependent Surveillance–Broadcast (ADS–B) Traffic Information Service–Broadcast and Flight Information Services–Broadcast capability, and the deployment of supporting infrastructure in selected areas of the National Airspace System. These changes describe the technology, procedures and approvals, as well as the outage reporting and Notices to Airmen notification process necessary to make use of this new ADS–B capability. Further information about this subject can be found in Advisory Circular 91–83, Automatic Dependent Surveillance–Broadcast (ADS–B)–Essential Services, dated August 25, 2009.

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

This change updates guidance to reflect changes in other regulatory material. Examples are also added for clarity.

h. 5-4-1. Standard Terminal Arrival (STAR), Area Navigation (RNAV) STAR, and Flight Management System Procedures (FMSP) for Arrivals

This change updates the arrival procedures guidance to reflect the elimination of Type A and Type B procedures due to the publication of Advisory Circular 90-100A.

i. 5-4-5 Instrument Approach Procedure Charts

This change updates guidance for single pilot operations, expands the annotation criteria for approaches, and adds “LP” as another type of WAAS approach.

j. 5-4-9 Procedure Turn and Hold-in-Lieu of Procedure Turn

This change provides provides clarification and consistency in the guidance that the procedure must be flown as published. Additional information has been added for clarification.

k. 6-2-7. Search and Rescue

This change updates the contact information for the Alaskan Air Command Rescue Coordination Center.

l. 6-3-4 Special Emergency (Air Piracy)

This change adds information a pilot can expect after an intercept.

m. 7-1-4 Preflight Briefing

References to Local NOTAMs are deleted and specific SUA NOTAMs are listed as either mandatory or upon request briefing items. Also, the “100 NM extension around the flight plan area” is removed as is the redundant remark concerning Military Training Routes, which is contained in the note following the paragraph. This paragraph now mirrors the instructions in FAA Order JO 7110.1Q, Flight Services, paragraph 3-2-1.

**n. 7-6-4 Unidentified Flying Object (UFO) Reports
Appendix 4 Abbreviations/Acronyms**

This change corrects one of the organizations to which UFO/unexplained phenomena activity can be reported. It also includes contact information.

o. 9-1-4 General Description of Each Chart Series

This change updates the graphic illustration for the Enroute Low Altitude Instrument Charts for the Conterminous U.S.