

Explanation of Changes

Basic

Effective: February 9, 2012

a. 2-1-6. Runway Status Light (RWSL) System

This change make minor editorial and system updates

b. 2-1-7. Stand-Alone Final Approach Runway Occupancy Signal (FAROS)

This new paragraph explains the Stand-Alone Final Approach Runway Occupancy Signal (FAROS) system.

c. 4-1-20. Transponder Operation

This change explains that transponders should be turned on prior to moving on the airport surface - as opposed to "as soon as possible".

d. 4-3-23. Use of Aircraft Lights

This change aligns the AIM guidance on the use of aircraft lights with AC 120-74A.

e. 4-4-3. Clearance Items

This change adds language to inform pilots of what to expect from controllers concerning clearance limits and associated phraseology.

f. Chapter 4 Air Traffic Control, Section 7. Operational Policy/Procedures for the Gulf of Mexico 50 NM Lateral Separation Initiative

This new section describes the Operational Policy/Procedures for the Gulf of Mexico 50 NM Lateral Separation Initiative.

g. 5-3-7. Minimum Turning Altitude (MTA)

This new paragraph explains to pilots that the published minimum enroute altitude (MEA) may not be sufficient for obstacle clearance when a turn is required over a fix, NAVAID, or waypoint, and that they need to use MTAs when indicated.

h. 5-5-16. RNAV and RNP Operations

This change provides guidance for the definition of "established" for RNAV and RNP operations.

i. 7-1-8. Telephone Information Briefing Service (TIBS)

"Continuous" was deleted from the first sentence since TIBS recordings have never been continuous. The recording is always heard from the beginning, not joined in progress. Content was consolidated among sub-paragraphs and changes made due to the way TIBS are produced and a consolidation of FSS facilities outside Alaska. Expanded information was added to indicate where specific TIBS telephone numbers may be located.

j. 7-1-10. Inflight Weather Broadcasts

This change adds additional notes to concerning HIWAS in relation to Weather Advisory Broadcasts by ARTCC's and terminal facilities and a statement to sub-paragraph b advising pilots to contact FSS with questions about weather different than forecasted or apparent errors in the HIWAS broadcast. Editorial changes were also made for clarification.

k. 7-1-21. PIREPS Relating to Airframe Icing

This change addresses the change to the icing intensity definitions, quantifiable icing rates, and an updated replacement for current terminology. It would also help satisfy NTSB Safety recommendations A-96-51 and -060.

l. Entire publication.

In compliance with FAA Order 1000.36, FAA Writing Standards, as a word of requirement, "must" is replacing the word "shall."

m. Entire publication.

Now that Flight Service Stations (FSS) nationwide are using modern automated operational systems, there is no longer a need for identifying certain sites as "automated." Therefore, the term has been removed from the publication.

n. Entire publication.

Editorial/format changes were made where necessary, to include recent organization name changes. Revision bars were not used when changes are insignificant in nature.