

# Aeronautical Information Manual

## Explanation of Changes

**Effective: April 27, 2017**

### **a. 1-1-3. VHF Omni-directional Range (VOF)**

This change is necessary to increase pilot and controller awareness regarding the VOR Minimum Operating Network.

### **b. 1-1-13. User Reports Requested on NAVAID or Global Navigation Satellite System (GNSS) Performance or Interference**

This change is added to provide clarity regarding user reports requested on NAVAID or GNSS performance or interference.

### **c. 1-2-4. Pilots and Air Traffic Controllers Recognizing Interference or Spoofing**

The GNSS Intentional Interference and Spoofing Study Team (GIISST) recently received a briefing on GPS spoofing and interference. As a result of the discussions that followed that briefing, the GIIST recommended that the AIM and AIP be updated to include information to pilots regarding the dangers of GPS spoofing and interference. Therefore, this paragraph is now added.

### **d. 2-1-6. Runway Status Light (RWSL) System**

### **4-5-5. Airport Surface Detection Equipment Model-X (ASDE-X)**

#### **Appendix 3. Abbreviations/Acronyms**

This change is added to reflect that the FAA Surveillance and Broadcast Services Program Office intends to implement the Airport Surface Surveillance Capability (ASSC) for situational awareness and surveillance of the surface movement area, as well as approach and departure routes, at select airports within the National Airspace System (NAS). ASSC will augment visual observation of landing or departing aircraft, and aircraft or vehicle traffic on the surface movement area.

### **e. 4-1-6. Pilot Visits to Air Traffic Facilities**

This paragraph provides realistic information about pilot visits to Air Traffic Service facilities, but

encourages pilots to participate in pilot/air traffic outreach activities.

### **f. 4-1-7. Operation Take-Off and Operation Rain Check**

The Flight Services Directorate rescinded FAA Order 7230.17, Pilot Education Program – Operation Take-off, which required the amendment of this paragraph to show that Operation Rain Check is still viable.

### **g. 4-1-14. Automatic Flight Information Service (AFIS) – Alaska FSS Only**

### **4-3-8. Braking Action Reports and Advisories**

### **4-3-9. Runway Friction Reports and Advisories**

This change realigns paragraph 4-1-14 for easier reading and corrects a grammatical error for the use of word “breaking” versus “braking.” In paragraph 4-3-8, the reference to “fair” was replaced with “medium.” In addition, new FICON NOTAM terminology was introduced as well as two new braking action classifications that include “Good to Medium” and “Medium to Poor.” Paragraph 4-3-9 (containing Mu reporting) has been removed and replaced with new content that references Runway Condition Assessment reporting procedures.

### **h. 4-4-12. Speed Adjustments**

### **5-2-8. Instrument Departure Procedures – Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)**

### **5-5-9. Speed Adjustments**

Since the introduction “climb via” procedures in April 2014, confusion and frustration within the industry has been communicated. The premise of one size fits all in the use of climb via clearances when departures procedures do not contain published crossing restrictions has not been successful. As a result, action is being taken to restore direction for use of “Maintain” when formulating departure clearances containing SID procedures that do not

contain published crossing restrictions, radar vector SIDs, and those SIDs with a radar vector segment.

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

This change provides pilots with background information concerning duplicate ICAO addresses and explains the importance of ensuring the correct entry of the address.

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

This change removes legacy language no longer used.

**k. 5-1-12. Change in Flight Plan  
5-1-13. Change in Proposed Departure Time**

This change gives flight plan filers guidance on the time parameters for completing flight plan amendments prior to an aircraft's proposed departure time. Additionally, this change amends the time parameter established to delete the proposed departure times from Air Route Traffic Control Centers (ARTCC) from 1 hour to 2 hours.

**l. 5-2-4. Line Up and Wait (LUAW)**

This change expands the definition of LUAW to include the terms "within six flying miles."

**m. 5-2-7. Departure Control**

This change clarifies the requirement for controllers to assign an altitude to an aircraft when they issue an initial heading that takes the aircraft off of a procedure.

**n. 5-3-8. Holding**

This guidance is intended to ensure that aircraft remain within holding protected airspace when RNAV systems are used to fly a holding pattern defined by RNAV or ground-based NAVAIDs. This change also updates recommended helicopter holding speeds and air traffic procedures specific to holding.

**o. 5-5-14. Instrument Departures**

This change clarifies the requirement for controllers to assign an altitude to an aircraft when they issue an initial heading that takes the aircraft off of a procedure. It also adds language inadvertently left off this paragraph when a companion paragraph in FAA Order JO 7110.65, Air Traffic Control, was revised in December 2015.

**p. 5-6-1. National Security and Interception Procedures**

This change adds the consolidation of four FDC NOTAMs that contain special security requirements for aircraft (including civil, foreign, and state) to, from, within, or transiting U.S. territorial airspace; removes obsolete references; and reorganizes and rennumbers multiple paragraphs.

**q. 9-1-1. General**

**9-1-2. Obtaining Aeronautical Charts**

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

**9-1-5. Where and How to Get Charts of Foreign Areas**

**10-1-4. The Gulf of Mexico Grid System**

**Appendix 3. Abbreviations/Acronyms**

This change replaces references to "Aeronautical Navigation Products (AeroNav)" with "Aeronautical Information Services (AIS)" to reflect the organizational name change. The information on how to obtain copies of charts and other publications is also updated.

**r. Appendix 3. Abbreviations/Acronyms**

This change removes legacy language no longer used.

**s. Pilot/Controller Glossary**

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

**t. Entire publication.**

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