

Aeronautical Information Manual

Explanation of Changes

Effective: December 31, 2020

a. 1-1-8. NAVIGATIONAL AID (NAVAID) SERVICE VOLUMES

This paragraph has been completely rewritten. Significant changes include an updated explanation of Standard Service Volumes (SSVs) and how they are used in a PBN NAS, revised tables that incorporate new classes of VOR and DME, and new graphics depicting the new SSVs have been placed appropriately with corresponding text.

b. 1-1-9. INSTRUMENT LANDING SYSTEM (ILS)

4-1-3. FLIGHT SERVICE STATIONS

7-1-2. FAA WEATHER SERVICES

7-1-5. PREFLIGHT BRIEFING

7-1-8. TELEPHONE INFORMATION BRIEFING SERVICES (TIBS)

7-1-9. TRANSCRIBED WEATHER BROADCAST (TWEB) (ALASKA ONLY)

7-5-6. MOUNTAIN FLYING

APPENDIX 3. ABBREVIATIONS/ACRONYMS

This change removes references to TIBS and TWEB as these services are no longer provided by Flight Service.

c. 1-1-18. WIDE AREA AUGMENTATION SYSTEM (WAAS)

5-1-9. INTERNATIONAL FLIGHT PLAN (FAA FORM 7233-4) IFR FLIGHTS (FOR DOMESTIC OR INTERNATIONAL FLIGHTS)

5-3-1. ARTCC COMMUNICATIONS

This change removes references to Multi-Function Transport Satellite (MTSAT).

d. 2-1-6. RUNWAY STATUS LIGHT (RWSL) SYSTEM

2-1-7. STAND-ALONE FINAL APPROACH RUNWAY OCCUPANCY SIGNAL

This change deletes verbiage to Final Approach Runway Occupancy Signal (FAROS) and Runway Intersection Light (RIL) systems content, including revision of figures representing their removal.

e. 5-4-13. SIMULTANEOUS APPROACHES TO PARALLEL RUNWAYS

5-4-16. SIMULTANEOUS CLOSE PARALLEL PRM APPROACHES AND SIMULTANEOUS OFFSET INSTRUMENT APPROACHES (SOIA)

The minimum distance between parallel runways that permits simultaneous independent approaches has been reduced from 3000 feet to 2500 feet, along with the need for high update rate surveillance. Figures that address this issue have been updated to reflect this change. This revision will update FIG 5-4-20 and FIG 5-4-23.

f. 6-1-1. PILOT RESPONSIBILITY AND AUTHORITY

Because these systems are programmed to make decisions that would normally fall upon the pilot-in-command and deviate as necessary to save lives and property, this change is to make the controller aware that an emergency autoland system or an emergency descent mode system may be in control of the aircraft.

g. 7-1-14. PROCEDURES FOR WEATHER DEVIATIONS AND OTHER CONTINGENCIES IN OCEANIC CONTROLLED AIRSPACE

This change deletes inflight contingency procedures which will be out of date in subparagraph 7-1-14 c. The procedures will be updated in the AIP, where they belong.

h. Editorial Changes

Editorial changes include the removal of a reference to a canceled Advisory Circular in paragraph 4-1-10. Another editorial change updates U.S. State Department contact information in paragraph 5-6-8. An editorial change removes an unnecessary “is” in paragraph 4-5-7. Finally, a reference to “56 weeks” in paragraph 9-1-4 was corrected to “56 days.”

i. Entire Publication

Additional editorial/format changes were made where necessary. Revision bars were not used because of the insignificant nature of these changes.