

Aeronautical Information Manual

Explanation of Changes

Effective: June 17, 2021

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

This change is to edit the following text and add an additional figure to clarify that charted procedures with localizer coverage outside the Standard Service Volume (SSV) have been validated and approved by flight inspection.

b. 1-1-13. USER REPORTS REQUESTED ON NAVAID OR GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) PERFORMANCE OR INTERFERENCE

1-2-4. PILOTS AND AIR TRAFFIC CONTROLLERS RECOGNIZING INTERFERENCE OR SPOOFING

The change to paragraph 1-2-4 is a complete rewrite. It was necessary to update information regarding uses and affected systems during GPS outages. The changes to paragraph 1-1-13 incorporate a paragraph title change, a correction to previous paragraph numbering, and a partial rewrite. This will aid in more extensive reporting requests to enable better analysis of outage events.

c. 4-1-11. DESIGNATED UNICOM/MULTI-COM FREQUENCIES

Over the Continental United States and Coastal Waters 123.4 MHz and 123.45 MHz are reserved by the Federal Communications Commission (FCC) for stations individually licensed to commercial aircraft and accessory manufacturers to use as flight test frequencies. Aircraft may only communicate with their associated company ground stations and these frequencies may not be used for air-to-air communications of any sort. In order to bring attention to the proper usage of 123.4 MHz and 123.45 MHz, this change adds these frequencies to TBL 4-1-3, Other Frequency Usage Designated by the FCC, along with the description of their use and the note that they are not for air-to-air communication.

d. 4-2-3. CONTACT PROCEDURES

In order to prevent confusion with the proper use of the frequency 123.4 MHz, this editorial change removes 123.4 as the generic ATC frequency used in this paragraph and the EXAMPLE following the paragraph, and substitutes a different generic ATC frequency.

e. 5-1-1. PREFLIGHT PREPARATION

5-1-2. FOLLOW IFR PROCEDURES EVEN WHEN OPERATING VFR

7-1-2. FAA WEATHER SERVICES

7-1-5. PREFLIGHT BRIEFING

This change inserts language in the Aeronautical Information Manual that pilots do not need to call Flight Service in order to obtain a regulatory compliant briefing and encourages pilots to self-brief before calling a flight service station.

f. 5-4-6. APPROACH CLEARANCE

5-4-9. PROCEDURE TURN AND HOLD-IN-LIEU OF PROCEDURE TURN

The proposed change adds subparagraph 5-4-6e8 regarding arrival holding patterns and removes the current note after 5-4-9a5 which currently addresses arrival holding patterns inappropriately as hold-in-lieu of procedure turn.

g. 5-4-23. VISUAL APPROACH

This change updates Aeronautical Information Manual (AIM) guidance concerning multiple visual approaches to parallel runways at the same airport.

h. 6-2-4. EMERGENCY LOCATOR TRANSMITTER (ELT)

This change removes reference to the satellite monitoring of ELTs transmitting on 121.5 MHz and 243.0 MHz. This update also focuses on the advantages of ELTs which transmit on 406 MHz.

i. 6-4-3. REESTABLISHING RADIO CONTACT

7-1-24. MICROBURSTS

This change reflects the removal of the term ARINC and reflects the addition of new communication relay

call signs due to corporate changes in the company name.

j. APPENDIX 2. VOLCANIC ACTIVITY REPORTING FORM (VAR)

This change is to replace the out of date Volcanic Activity Reporting Form (VAR) in Appendix 2 with the updated Volcanic Activity Reporting Form (VAR).

k. Editorial Changes

Editorial changes include the deletion of obsolete Low Altitude Alert System (LAAS) content in paragraph 4-1-16, an updated FIG 7-1-14, and updated URL links. Also, outdated references to the National Flight Data Center (NFDC) were removed.

l. Entire Publication

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