

Aeronautical Information Manual

Explanation of Changes

Effective: March 29, 2018

a. 1–1–13. User Reports Requested on NAVAID or Global Navigation Satellite System (GNSS) Performance or Interference

To better capture failures during outages, this change creates a stronger emphasis on Global Positioning System (GPS) international interference reporting and collection of data.

b. 1–2–4. Pilots and Air Traffic Controllers Recognizing Interference or Spoofing

This change provides information regarding Minimum Operational Network (MON) airports that are being added to the Chart Supplement U.S. in case of GPS interruptions.

c. 3–1–1. General

3–4–1. General

3–4–3. Restricted Areas

3–4–5. Military Operations Areas

3–4–9. Obtaining Special Use Airspace Status

3–5–2. Military Training Routes

These changes clarify that only permanent restricted areas and permanent military operations areas are charted.

d. 4–3–2. Airports With an Operating Control Tower

This change removes the word “leg” from “departure leg.” Changing the term “departure leg” to “departure” will correctly correspond to FIG 4–3–1, Components of a Traffic Pattern, and align with current language in the Aeronautical Information Publication.

e. 4–3–3. Traffic Patterns

This change restructures the paragraph and adds clarifying information needed to help pilots better understand their responsibilities regarding flying in and around airport traffic patterns. It also adds a reference to Advisory Circular (AC) 90–66, Recommended Standards Traffic Patterns for Aeronautical Operations at Airports without Operating

Control Towers, for flight at airports without operating control towers.

f. 4–7–1. Introduction and Background

4–7–2. Lateral Separation Minima applied

4–7–3. Operation on Routes on the Periphery of the Gulf of Mexico CTAs

4–7–4. Provisions for Non-RNP 10 Aircraft (Not Authorized RNP 10 or RNP 4)

4–7–5. Operator Action

4–7–6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators

4–7–7. Flight Planning Requirements

4–7–8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures

This change significantly reorganizes and streamlines the content within this section. Instead of eight sub-sections, the new section will contain six. The key concepts from the old content have been retained throughout the new version. However, excess wording has been eliminated. No new policy information has been added.

g. 5–1–4. Flight Plan – VFR Flights

5–1–6. Flight Plan – Defense (DVFR) Flights

The terms “coastal ADIZ,” “domestic ADIZ,” and “DEWIZ” are obsolete and are no longer a part of the Air Defense Identification Zone (ADIZ) definition, as published in 14 Code of Federal Regulations Part 99. Therefore, those terms are being removed.

h. 5–1–8. Flight Plan (FAA Form 7233–1) – Domestic IFR Flights

5–1–9. International Flight Plan (FAA Form 7233–4) IFR Flights

This change updates references to various advisory circulars.

i. 5–1–9. International Flight Plan (FAA Form 7233–4) IFR Flights

This change removes the “Reserved for RCP” description for the P-Code and includes the P-Code equipment definitions.