

Aeronautical Information Manual

Explanation of Changes

Effective: October 12, 2017

**a. 1–1–9. Instrument Landing System (ILS)
5–4–20. Approach and Landing Minimums**

This change updates guidance to improve clarity and to be consistent with information contained in FAA Order JO 7110.65, Air Traffic Control, Paragraph 3–7–5, Precision Approach Critical Area.

b. 2–3–5. Holding Position Markings

This change, created in response to the Runway Safety Council #34 Call to Action, emphasizes the need for pilots to stop at holding position markings and updates the language throughout the paragraph. As such, several instances of “should” and “supposed to” are replaced by the word “must” with regard to the requirement for aircraft to stop at holding position markings.

**c. 3–5–7. Special Air Traffic Rules (SATR) and
Special Flight Rules Area (SFRA)
Appendix 3. Abbreviations**

This change introduces SATR, makes reference to 14 CFR 93, and explains SFRA. It provides information needed to help pilots better understand their responsibilities regarding SATR and SFRA.

**d. 3–5–8. Weather Reconnaissance Area
(WRA)
Appendix 3. Abbreviations**

This change introduces, defines, and explains WRAs to better inform air traffic control and pilots of WRAs in general and weather reconnaissance/research aircraft operations.

**e. 4–1–21. Airport Reservation Operations and
Special Traffic Management Programs**

This change updates guidance to be consistent with FAA Order JO 7210.3, Paragraph 17–13–4, Airport Reservation Office. This change states that standby lists are not maintained; and that flights with declared emergencies do not require reservations. It also updates contact information.

**f. 5–4–5. Instrument Approach Procedure
(IAP) Charts**

This change clarifies the use of stepdown fixes on approaches. This change also aligns our guidance with that issued by the International Civil Aviation Organization (ICAO).

**g. 5–4–22. Use of Enhanced Flight Vision
Systems (EFVS) on Instrument Approaches**

This change reflects the expansion of EFVS operations explained in the December 2016 EFVS Rule. It also adds figures that depict the two types of EFVS operations.

**h. 7–1–4. Graphical Forecasts for Aviation
(GFA)**

This change introduces new GFA products which replace outdated textual area forecasts. These products are expected to maximize operational benefits to users and enhance the safety of the National Airspace System.

**i. 7–1–11. Weather Observing Programs
7–1–30. International Civil Aviation Orga-
nization (ICAO) Weather Formats
Appendix 3. Abbreviations**

This change informs pilots of Automated Lightning Detection and Reporting System (ALDARS) reporting capabilities so they are able to properly interpret the weather observations, that include thunderstorms (TS) and cloud-to-ground lightning, detected by ALDARS. Specifically, the following codes should be used: “TS” when cloud-to-ground lightning is detected within 5 NM of the Airport Reference Point (ARP), “VCTS” when cloud-to-ground lightning is between 5–10 NM of the ARP, and “LTG DSNT” in Remarks when cloud-to-ground lightning is detected between 10–30 NM of the ARP.

**j. 7–1–13. ATC Inflight Weather Avoidance
Assistance**

This change deletes the reference to composite airspace, and specifically to North Pacific (NOPAC) and Central East Pacific (CEPAC) routes. Weather