

Aeronautical Information Manual

Explanation of Changes

Effective: September 13, 2018

a. 4–1–9. Traffic Advisory Practices at Airports Without Operating Control Towers

This change adds a recommended practice instructing pilots to use the correct airport name as identified in appropriate aeronautical publications.

b. 4–1–15. Radar Traffic Information Service

This change modifies the AIM to mirror FAA Order JO 7110.65, Air Traffic Control. The AIM will now state that for an aircraft with Mode C that is unverified, the controller will issue the aircraft's indicated altitude.

c. 5–1–1. Preflight Preparation

This change clarifies that pilots operating under 14 CFR Part 135 without an FAA–assigned three–letter designator must prefix their aircraft designator with the letter “T.” This change also adds references to FAA Order JO 7110.65 and FAA JO Order 7110.10, Flight Services.

d. 5–2–3. Taxi Clearance

This change advises pilots at participating airports that they should contact ATC on the frequency or phone number published in the Chart Supplement U.S. in order to obtain or cancel their Instrument Flight Rules (IFR) clearance.

e. 5–2–8. Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)

This change revises guidance regarding close–in obstacles to reflect charting changes and the location of that information. Information on Diverse Vector Areas (DVA) is also revised for clarity.

f. 5–3–1. ARTCC Communications

This change replaces outdated information about Build 1 with current information regarding Initial Services. It also removes inaccurate information

about Miami ARTCC. Tables listing Controller Pilot Data Link Communications (CPDLC) messages for the U.S. initial services are also included in this change.

Another change to this paragraph adds guidance regarding using only satellite (Inmarsat and Iridium) for CPDLC and Automatic Dependent Surveillance–Contract (ADS–C) purposes. Further, it delineates the proper ICAO Flight Plan Item 10 equipment code to file for the capability.

g. 5–4–1. Standard Terminal Arrival (STAR) Procedures

This change clarifies that once a Descend Via clearance is issued, pilots are allowed to begin a descent while still navigating inbound to a STAR. The previous language was vague, referring simply to pilots “on” STARS.

h. 7–1–2. FAA Weather Services

7–1–3. Use of Aviation Weather Products

7–1–5. Preflight Briefing

This change updates information regarding contract FAA weather services available via the Internet as a primary source for obtaining preflight briefings and filing flight plans. This change also reflects the cancellation of the Direct Users Access Terminal (DUATS II) contract held by Lockheed Martin and CSRA.

i. 9–1–4. General Description of Each Chart Series

This change updates FIG 9–1–14, Chart Supplement U.S. Geographic Areas.

j. Entire publication.

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