

Aeronautical Information Manual

Explanation of Changes

Effective: September 5, 2024

a. 1-2-4. RECOGNIZING, MITIGATING, AND ADAPTING TO GPS INTERFERENCE (JAMMING OR SPOOFING)

This change provides additional guidance and recommendations for jamming and/or spoofing of Global Positioning System (GPS) and reiterates the need for pilots' reporting of events.

b. 3-5-2. MILITARY TRAINING ROUTES

This change adds explanatory material on Special Military Advisory Routes (SMARs).

c. 4-4-12. SPEED ADJUSTMENTS

5-4-1. STANDARD TERMINAL ARRIVAL PROCEDURES

This change adds language to clarify that any published speed, including a chart note speed, is canceled when aircraft are vectored or deviate off of a procedure.

d. 4-4-12. SPEED ADJUSTMENTS

This change is being made to align ICAO language with NAS orders and procedures by removing "turbojet" as the only aircraft that can be assigned a Mach number speed.

e. 4-5-2. AIR TRAFFIC CONTROL RADAR BEACON SYSTEM (ATCRBS)

APPENDIX 3. ABBREVIATIONS/ACRONYMS

This change removes the note in subparagraph 4-5-2c; FIG 4-5-3 and FIG 4-5-4 that illustrate the old systems; and references to Automated Radar Terminal System in Appendix 3, Abbreviations/Acronyms.

f. 5-4-5. INSTRUMENT APPROACH PROCEDURES (IAP) CHARTS

This change corrects the inconsistency between documents and charting to reflect the current method of procedure titling.

g. Editorial Changes

An editorial change to subparagraph 5-1-1d corrects the time frame for updating Section Charts from 6 months to 56 days.

h. Entire Publication

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