

# Aeronautical Information Manual

## Explanation of Changes

Effective: December 2, 2021

- a. **1-1-8. NAVAID SERVICE VOLUMES**
- 1-1-17. GLOBAL POSITIONING SYSTEM (GPS)**
- 1-1-18. WIDE AREA AUGMENTATION SYSTEM (WAAS)**
- 1-2-3. USE OF SUITABLE AREA NAVIGATION (RNAV) SYSTEMS ON CONVENTIONAL PROCEDURES AND ROUTES**
- 2-1-2. VISUAL GLIDESLOPE INDICATORS**
- 3-5-8. WEATHER RECONNAISSANCE AREA (WRA)**
- 4-1-3. FLIGHT SERVICE STATIONS**
- 4-1-14. AUTOMATIC FLIGHT INFORMATION SERVICE (AFIS) – ALASKA FSS ONLY**
- 4-5-9. FLIGHT INFORMATION SERVICE– BROADCAST (FIS-B)**
- 5-1-1. PREFLIGHT PREPARATION**
- 5-1-3. NOTICE TO AIRMEN (NOTAM) SYSTEM**
- 5-5-1. GENERAL**
- 7-1-5. PREFLIGHT BRIEFING**
- 7-1-9. FLIGHT INFORMATION SERVICES (FIS)**
- 7-6-3. OBSTRUCTIONS TO FLIGHT**
- 7-6-12. LIGHT AMPLIFICATION BY STIMULATED EMISSION OF RADIATION (LASER) OPERATIONS AND REPORTING ILLUMINATION OF AIRCRAFT**
- 10-2-1. OFFSHORE HELICOPTER OPERATIONS**

This editorial change complies with the Federal Women’s Program (FWP) suggestions. The acronym NOTAM is updated from Notice to Airmen to the more applicable term Notice to Air Missions, which is inclusive of all aviators and missions.

- b. **1-1-9. INSTRUMENT LANDING SYSTEM (ILS)**

Discussion within the PARC Pilot–Controller Procedures and Systems Integration (PCPSI) work group resulted in a recommendation to further clarify the ILS Expanded Service Volume (ESV) and include a new figure that better explains how pilots can identify an ILS ESV when consulting a charted instrument procedure.

- c. **1-1-17. GLOBAL POSITIONING SYSTEM**

The NOTAM subparagraph (g) was deleted so as not to duplicate. There is a specific NOTAM paragraph (5-1-3) that explains NOTAMs in detail. A few paragraphs were moved to supplement the RAIM paragraph. Lastly, in an effort to clarify guidance and to ensure it supports what is currently being charted in regards to the missed approach waypoint (MAWP) and the missed approach holding waypoint (MAHWP), a clearer depiction and a minor correction on how Fly–by (FB) and Fly–over (FO) waypoints are used and depicted on approach charts.

- d. **1-1-19. GROUND BASED AUGMENTATION SYSTEM (GBAS) LANDING SYSTEM (GLS)**

This change is a complete rewrite of paragraph 1-1-19 to eliminate much of the technical descriptions and to focus on the operational functions and descriptions of the GLS system. Emphasis was concentrated on GLS similarity to ILS, operational description and additional attention to familiarity with standard service volumes of GLS procedures.