

j. 5-2-2. Automated Pre-Departure Clearance Procedures

This change revises the logon procedure for automated pre-departure clearance procedures via Controller Pilot Data Link Communications-Departure Clearance (CPDLC-DCL).

k. 5-4-13. ILS Approaches to Parallel Runways

5-4-14. Parallel ILS Approaches (Dependent)

5-4-15. Simultaneous (Parallel) Independent ILS/RNAV/GLS Approaches

5-4-16. Simultaneous Close Parallel ILS PRM/RNAV PRM/GLS PRM Approaches and Simultaneous Offset Instrument Approaches (SOIA)

This change incorporates updates to the design of simultaneous approaches that have been instituted, including revising the No Transgression Zone relative to simultaneous close parallel approaches. In addition, the use of different types of approaches for simultaneous operations has been made more inclusive. The PRM pilot training video has been

replaced with a new slide presentation which contains numerous items not presently addressed in the AIM, including a reformatted Attention All Users Page.

l. 7-1-14. ATC Inflight Weather Avoidance Assistance

After testing and evaluation, the Weather and Radar Processor (WARP) Program Office, AJM-33, in conjunction with the Weather Engineering Team, AJW-176, discovered that 26 dBZ is the optimum Moderate threshold for the Selectable Mosaic Generator (SMG), as opposed to 30 dBZ. Therefore, this change adjusts the threshold for "LIGHT" to (<26 dBZ) and "MODERATE" to (26 to 40 dBZ) to comply with those findings.

m. 7-5-13. Flying in Flat Light and White Out Conditions

This change adds Brown Out conditions to the AIM to align with other published guidance.

n. Entire publication.

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