e. 4–4–9. VFR/IFR FLIGHTS
5–1–16. RNAV AND RNP OPERATIONS
5–4–5. MINIMUM VECTORING ALTITUDE (MVA)

This change rewrites the notes in off route obstruction clearance altitude (OROCA) related paragraphs, to incorporate updated terminology and enable a better understanding of how OROCA is utilized.

f. 4–6–4. FLIGHT PLANNING INTO RVSM AIRSPACE
5–1–1. PREFLIGHT PREPARATION
5–1–4. FLIGHT PLAN – VFR FLIGHTS
5–1–6. FLIGHT PLAN – DEFENSE VFR (DVFR) FLIGHTS
5–1–7. COMPOSITE FLIGHT PLAN (VFR/IFR FLIGHTS)
5–1–8. FLIGHT PLAN (FAA FORM 7233–1) – DOMESTIC IFR FLIGHTS
5–1–9. INTERNATIONAL FLIGHT PLAN (FAA FORM 7233–4) – IFR FLIGHTS (FOR DOMESTIC OR INTERNATIONAL FLIGHTS)
APPENDIX 4. FAA FORM 7233–4 – INTERNATIONAL FLIGHT PLAN
APPENDIX 5. FAA FORM 7233–1 – FLIGHT PLAN

The following changes are required to align the order with current operational procedures. These changes also support the standardized use of FAA Form 7233–4, International Flight Plan, and inform stakeholders that legacy procedures may be used by parties that do not have the necessary equipment to adhere to the new ICAO forms and or procedures.

g. 5–1–3. NOTICE TO AIRMEN (NOTAM) SYSTEM

GPS NOTAM and receiver autonomous integrity monitoring (RAIM) information is currently located in the overview section of the AIM/AIP. This change consolidates all of the NOTAM information into one procedures section and updates current NOTAM language. This update references how to report GPS anomalies, as well as edits two tables with example NOTAMS on GPS testing and pseudo–random satellite numbers.

h. 5–1–17. COLD TEMPERATURE OPERATIONS

This change replaces paragraph 5–1–17 Cold Temperature Operations guidance and preflight planning information being updated to reflect the two temperature limitations that may be found on an FAA produced instrument approach procedure (IAP). The new paragraph also directs operators to Chapter 7 to review the information on cold temperature altimetry errors and current procedures for CTA and baro–VNAV temperature limitations.

i. 5–2–7. DEPARTURE RESTRICTIONS, CLEARANCE VOID TIMES, HOLD FOR RELEASE, AND RELEASE TIMES

A recent change to FAA Order JO 7110.65 requires that ATC give a pilot departing from an airport without an operating control tower a departure release, a hold for release, or a release time when issuing the departure clearance. This AIM change reflects the change made to FAA Order JO 7110.65 and clarifies pilot and controller responsibilities.

j. 5–2–8. DEPARTURE CONTROL
5–2–9. INSTRUMENT DEPARTURE PROCEDURES (DP) – OBSTACLE DEPARTURE PROCEDURES (ODP), STANDARD INSTRUMENT DEPARTURES (SID), AND DIVERSE VECTOR AREAS (DVA)
5–5–6. RADAR VECTORS
5–5–14. INSTRUMENT DEPARTURES

This change adds a statement that diverse vector areas (DVAs) cannot be used concurrently with a standard instrument departure (SID) when the SID is included as part of the instrument flight rules (IFR) clearance, and addresses a new requirement imposed on ATC that pilots will receive an amended clearance if departure procedures are changed from SIDs to DVAs and vice versa.

k. 5–2–9. INSTRUMENT DEPARTURE PROCEDURES (DP) – OBSTACLE DEPARTURE PROCEDURES (ODP), STANDARD INSTRUMENT DEPARTURES (SID), AND DIVERSE VECTOR AREAS (DVA)

Instructions and clarity were added for pilots to remain within the visual climb over airport (VCOA) specified visibility when departing an airport instrument flight rules (IFR) using VCOA.

l. 5–4–5. INSTRUMENT APPROACH PROCEDURE (IAP) CHARTS
5–5–4. INSTRUMENT APPROACH
5–5–5. MISSED APPROACH

This change renames paragraph 5–4–5m7(f) from Hot and Cold Temperature Limitations to Published