

Chapter 4

- Updated paragraph “Weather Sources,” changing “Automated Flight Service Station (AFSS)” to be “Flight Service Station (FSS).” Changed access to Direct User Access Terminal System (DUATS) to be by any pilot rather than only those with a current medical certificate. Updated the internet address for DUATS. Updated references for “DUATS service” to “DUATS II service.” Added information about finding the phone number to use for the Telephone Information Briefing Service (TIBS).
- Changed a reference in paragraph, “Minimum Descent Altitude (MDA), Decision Altitude (DA), and Decision Height (DH)” for Enhanced Flight Vision System (EFVS) to be 14 CFR Part 91 § 91.176.
- Updated figures 4-10a, 4-10b, and 4-10c, which depict EFVS, showing the view during an approach and depicting the operation using EFVS.
- Updated paragraph “Enhanced Flight Vision Systems (EFVS) and Instrument Approaches” incorporating changes to 14 CFR Part 91 and describe the EFVS operation.
- Updated a discussion of RNAV (GPS) approach chart lines of approach minimums in paragraph “Advantages of WAAS Enabled LPV Approaches.”
- Changed reference in paragraph “Missed Approach” for EFVS to be 14 CFR Part 91 § 91.176.
- Deleted figure 4-23 due to outdated information. Renumbered subsequent figures and references.
- Updated paragraph “Maximum Acceptable Descent Rates” regarding descent after visual descent point (VDP).
- Reworded paragraph “Visual Approaches” regarding controller and pilot responsibilities.
- Updated paragraph “ILS Approaches” regarding simultaneous approach operations and moved some of the material to paragraph titled “Simultaneous Approaches to Parallel Runways.”
- Changed paragraph “Approaches to Parallel Runways” to “Simultaneous Approaches to Parallel Runways” and updated regarding the classifications of simultaneous approach operations and operational requirements.
- Changed paragraph “Parallel (Dependent) Approaches” to “Simultaneous Dependent Approaches” and updated regarding dependent approach operations, the minimum separation distances used by ATC, and examples of chart notes.
- Changed paragraph “Simultaneous Parallel Approaches” to “Simultaneous Independent Approaches” and updated regarding simultaneous independent approach operations, aircraft equipment requirements (such as FD or AP), minimum runway spacing, and the lines of minimums that may be used.
- Updated paragraph “Simultaneous Close Parallel Precision Runway Monitor Approaches” regarding Close Parallel simultaneous independent approach operations. An updated list is provided showing differences for precision runway monitor (PRM) approaches compared to other simultaneous approaches, minimum runway spacing has decreased, and (as shown in figure 4-48) RNAV approaches may now be used for simultaneous close parallel operations based on safety studies in the past few years.
- Updated paragraph “Simultaneous Offset Instrument Approaches (SOIAs)” regarding SOIA operations, the types of approaches that are authorized, and the type of surveillance equipment required.
- Updated figure 4-43 depiction of simultaneous approach operations.
- Revised titles for figures 4-43 through 4-49 to match the type of ATC operation and/or the approach name or type that is depicted.
- Updated explanatory note on figure 4-45 showing the range of different simultaneous operations that might apply.
- Revised titles for figures 4-46 and 4-47; updated figures to show examples of simultaneous operations.
- Revised title for figure 4-48 and updated example of a simultaneous close parallel approach and the associated Attention All Users Page.
- Revised title for figure 4-49 and updated example of a simultaneous offset Instrument approach and the associated Attention All Users Page.