

ERRATA SHEET

SUBJECT: Aeronautical Information Manual (AIM), Effective July 31, 2008.

This errata sheet transmits a revised Page Control Chart and pages for AIM Change 1, effective July 31, 2008.

REMOVE PAGES	DATED	INSERT PAGES	DATED
Page Control Chart	7/31/08	Page Control Chart	7/31/08
-		5-4-9 through 5-4-16	2/14/08
5-4-51	7/31/08	5-4-51	7/31/08
5-4-52	2/14/08	5-4-52	7/31/08

Attachment

AIM Change 1
Page Control Chart
July 31, 2008

REMOVE PAGES	DATED	INSERT PAGES	DATED
Checklist of Pages CK-1 through CK-6	2/14/08	Checklist of Pages CK-1 through CK-6	7/31/08
Table of Contents i through vii	2/14/08	Table of Contents i through vii	7/31/08
Table of Contents viii	2/14/08	Table of Contents viii	2/14/08
Table of Contents ix and x	2/14/08	Table of Contents ix and x	7/31/08
1-1-37 through 1-1-41	2/14/08	1-1-37 through 1-1-41	7/31/08
1-2-5 through 1-2-8	2/14/08	1-2-5 and 1-2-6	7/31/08
2-3-25	2/14/08	2-3-25	2/14/08
2-3-26	2/14/08	2-3-26	7/31/08
2-3-29	2/14/08	2-3-29	2/14/08
2-3-30	2/14/08	2-3-30	7/31/08
4-1-7	2/14/08	4-1-7	2/14/08
4-1-8 through 4-1-22	2/14/08	4-1-8 through 4-1-23	7/31/08
4-5-17	2/14/08	4-5-17	2/14/08
4-5-18	2/14/08	4-5-18	7/31/08
4-6-1	2/14/08	4-6-1	2/14/08
4-6-2	2/14/08	4-6-2	7/31/08
5-2-5 through 5-2-8	2/14/08	5-2-5 through 5-2-9	7/31/08
5-3-11	2/14/08	5-3-11	7/31/08
5-3-12	2/14/08	5-3-12	2/14/08
5-4-5	2/14/08	5-4-5	2/14/08
5-4-6 and 5-4-7	2/14/08	5-4-6 and 5-4-7	7/31/08
5-4-8	2/14/08	5-4-8	2/14/08
5-4-17	2/14/08	5-4-17	2/14/08
5-4-18 through 5-4-51	2/14/08	5-4-18 through 5-4-52	7/31/08
7-5-1	2/14/08	7-5-1	2/14/08
7-5-2 through 7-5-13	2/14/08	7-5-2 through 7-5-13	7/31/08
10-2-15	2/14/08	10-2-15	2/14/08
10-2-16	2/14/08	10-2-16 and 10-2-17	7/31/08
Appendix 4-1 through 4-5	2/14/08	Appendix 4-1 through 4-5	7/31/08
PCG-1	2/14/08	PCG-1	7/31/08
PCG A-3	2/14/08	PCG A-3	2/14/08
PCG A-4 through A-16	2/14/08	PCG A-4 through A-16	7/31/08
Index I-1 through I-12	2/14/08	Index I-1 through I-12	7/31/08

FIG 5-4-3
Modified Basic "T"

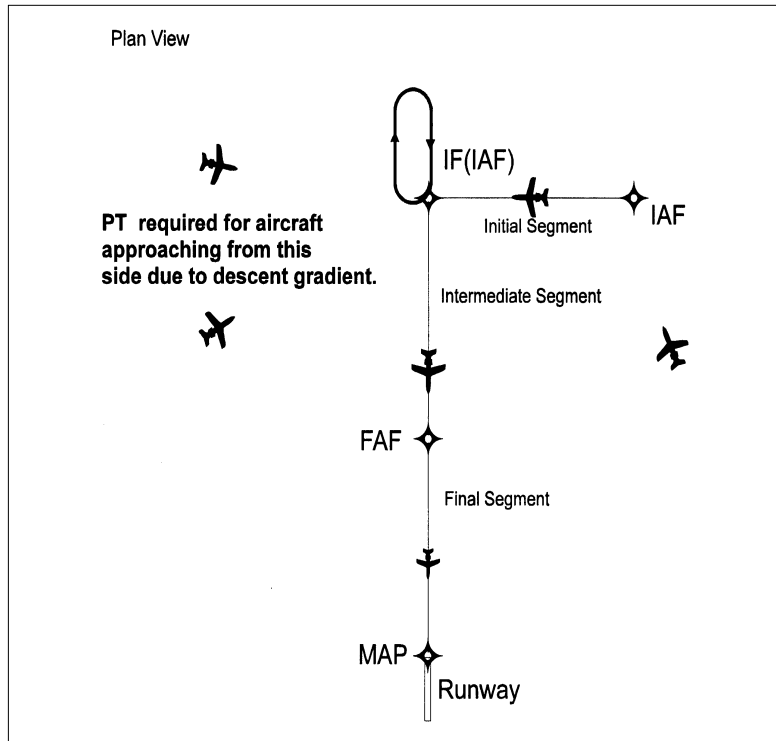


FIG 5-4-4
Modified "T" Approach to Parallel Runways

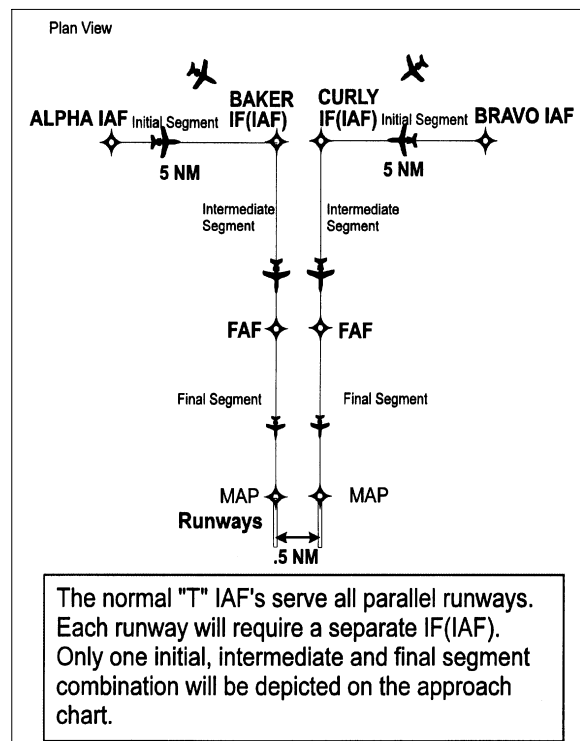


FIG 5-4-5
“T” Approach with Common IAFs to Parallel Runways

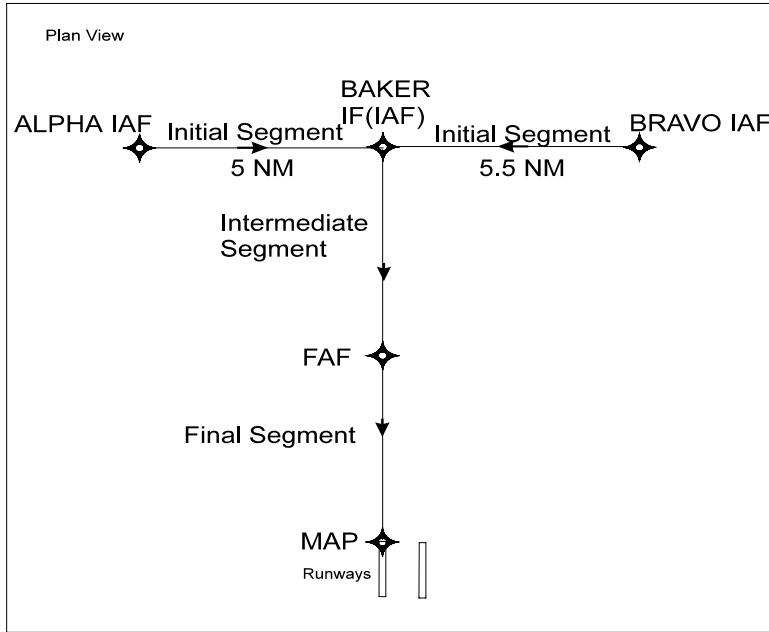


FIG 5-4-6
“T” Approach with Common IAFs to Parallel Runways

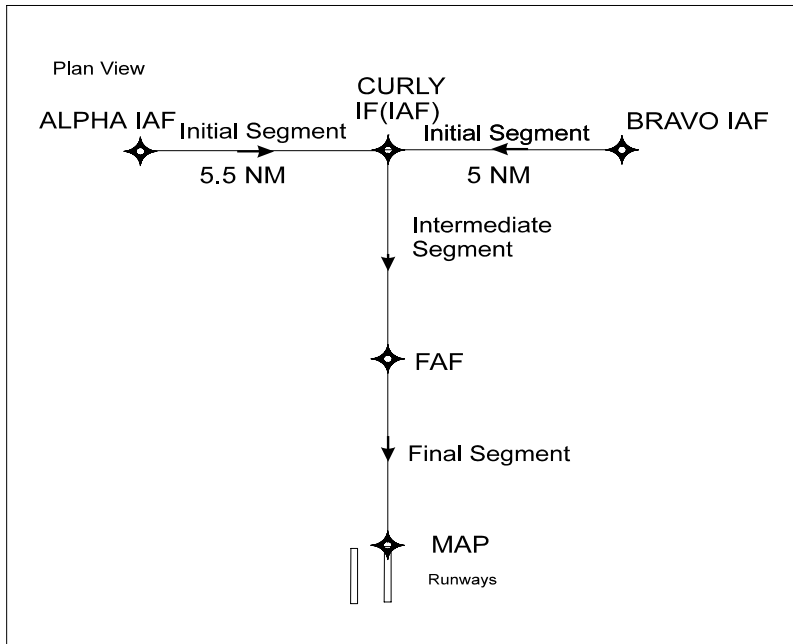
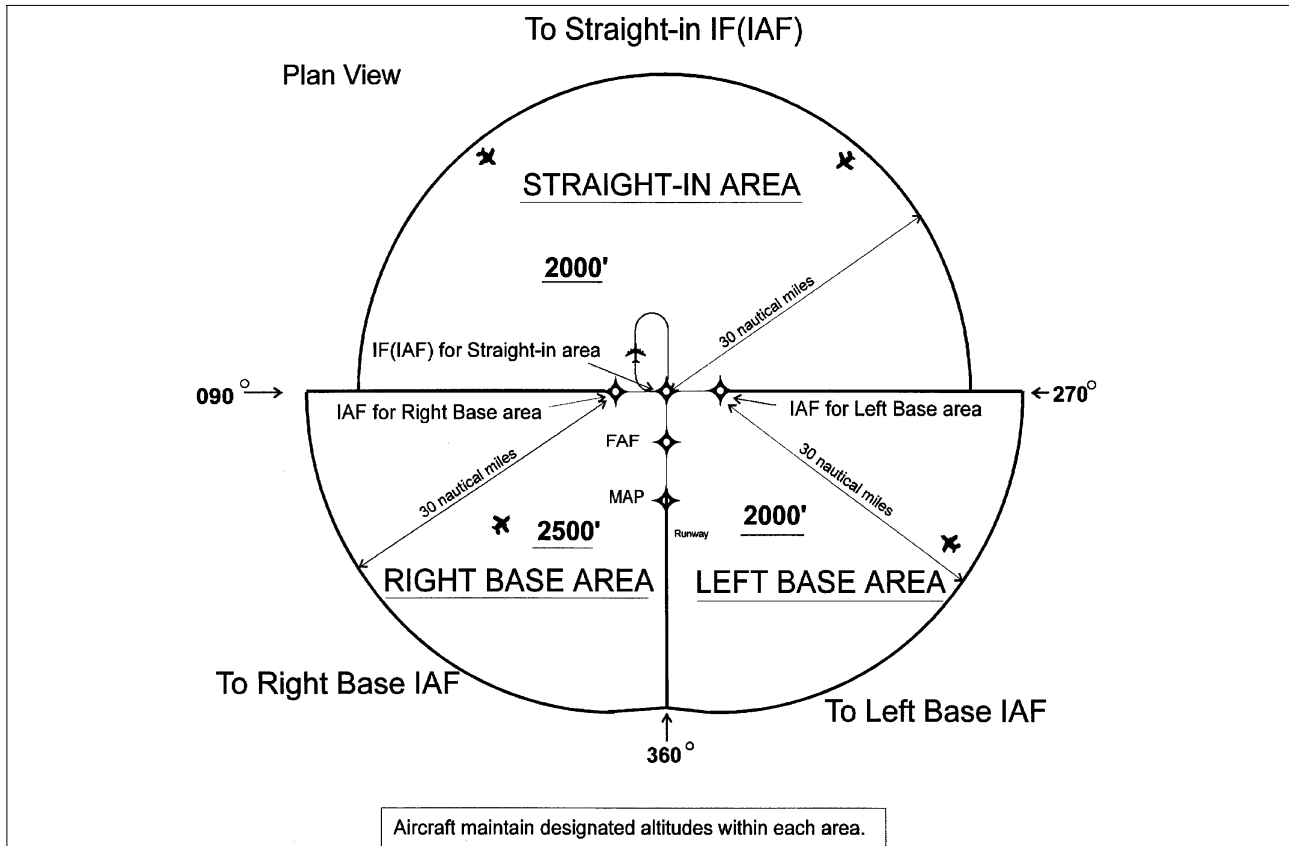


FIG 5-4-7
TAA Area



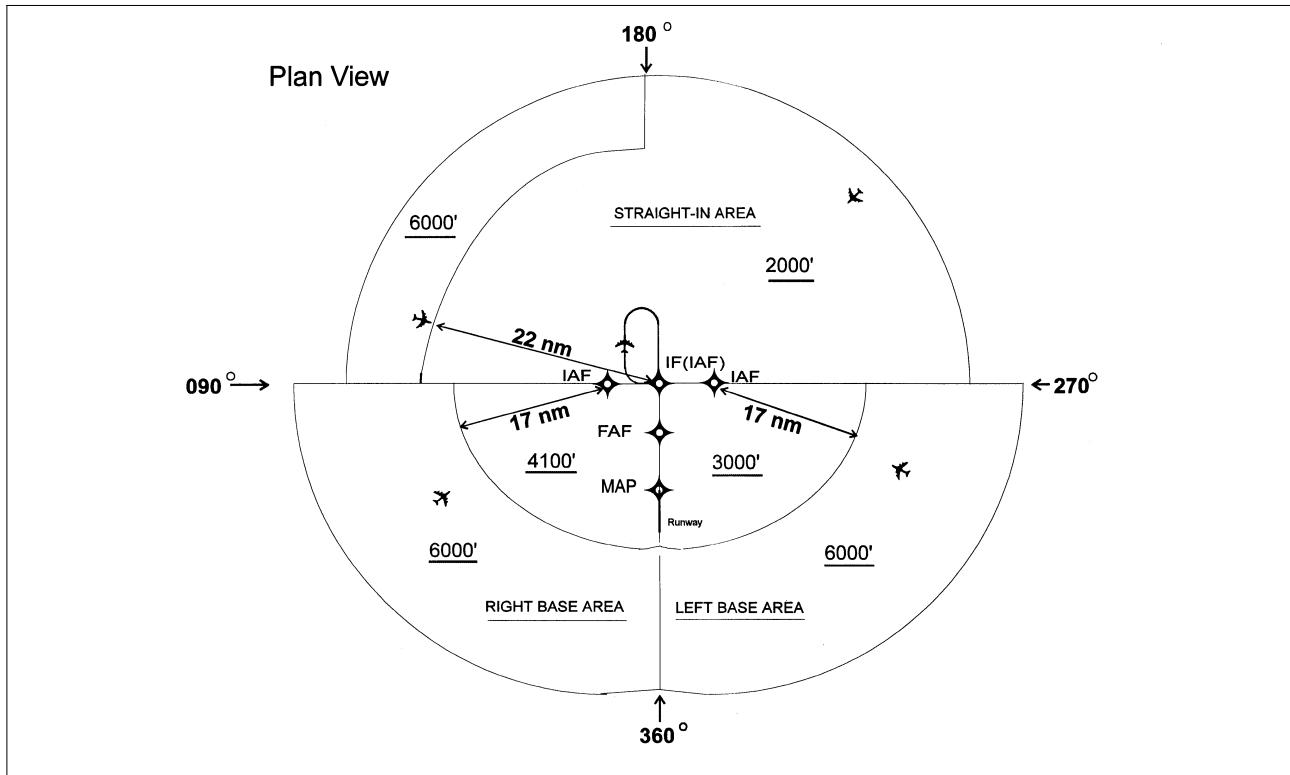
5. The standard TAA consists of three areas defined by the extension of the IAF legs and the intermediate segment course. These areas are called the straight-in, left-base, and right-base areas. (See FIG 5-4-7). TAA area lateral boundaries are identified by magnetic courses TO the IF (IAF). The straight-in area can be further divided into pie-shaped sectors with the boundaries identified by magnetic courses TO the IF (IAF), and may contain stepdown sections defined by arcs based on RNAV distances (DME or ATD) from the IF (IAF). The right/left-base areas can only be subdivided using arcs based on RNAV distances from the IAFs for those areas. Minimum MSL altitudes are charted within each of these defined areas/subdivisions that provide at least 1,000 feet of obstacle clearance, or more as necessary in mountainous areas.

(a) Prior to arriving at the TAA boundary, the pilot can determine which area of the TAA the aircraft will enter by selecting the IF (IAF) to determine the magnetic bearing TO the center IF (IAF). That bearing should then be compared with the published bearings that define the lateral boundaries of the TAA

areas. Using the end IAFs may give a false indication of which area the aircraft will enter. This is critical when approaching the TAA near the extended boundary between the left and right-base areas, especially where these areas contain different minimum altitude requirements.

(b) Pilots entering the TAA and cleared by air traffic control, are expected to proceed directly to the IAF associated with that area of the TAA at the altitude depicted, unless otherwise cleared by air traffic control. Cleared direct to an Initial Approach Fix (IAF) without a clearance for the procedure does not authorize a pilot to descend to a lower TAA altitude. If a pilot desires a lower altitude without an approach clearance, request the lower TAA altitude. If a pilot is not sure of what they are authorized or expected to do by air traffic, they should ask air traffic or request a specific clearance. Pilots entering the TAA with two-way radio communications failure (14 CFR Section 91.185, IFR Operations: Two-way Radio Communications Failure), must maintain the highest altitude prescribed by Section 91.185(c)(2) until arriving at the appropriate IAF.

FIG 5-4-8
Sectored TAA Areas

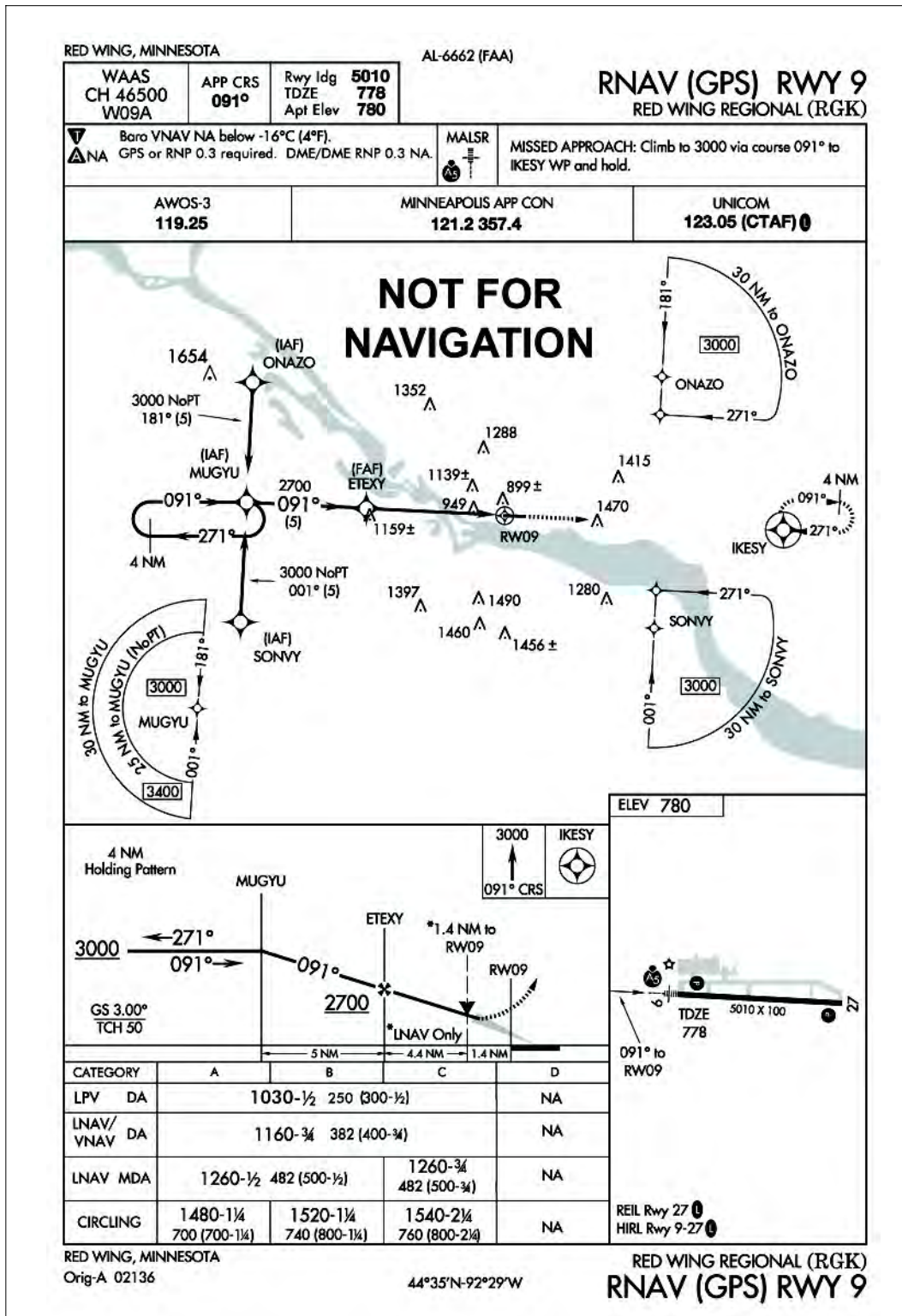


(c) Depiction of the TAA on U.S. Government charts will be through the use of icons located in the plan view outside the depiction of the actual approach procedure. (See FIG 5-4-9). Use of icons is necessary to avoid obscuring any portion of the “T” procedure (altitudes, courses, minimum altitudes, etc.). The icon for each TAA area will be located and oriented on the plan view with respect to the direction of arrival to the approach procedure, and will show all TAA minimum altitudes and sector/radius subdivisions for that area. The IAF for each area of the TAA is included on the icon where it appears on the approach, to help the pilot orient the icon to the approach procedure. The IAF name and the distance of the TAA area boundary from the IAF are included on the outside arc of the TAA area icon. Examples here are shown with the TAA around the approach to aid pilots in visualizing how the TAA corresponds to the approach and should not be confused with the actual approach chart depiction.

(d) Each waypoint on the “T”, except the missed approach waypoint, is assigned a pronounceable 5-character name used in air traffic control communications, and which is found in the RNAV databases for the procedure. The missed approach waypoint is assigned a pronounceable name when it is not located at the runway threshold.

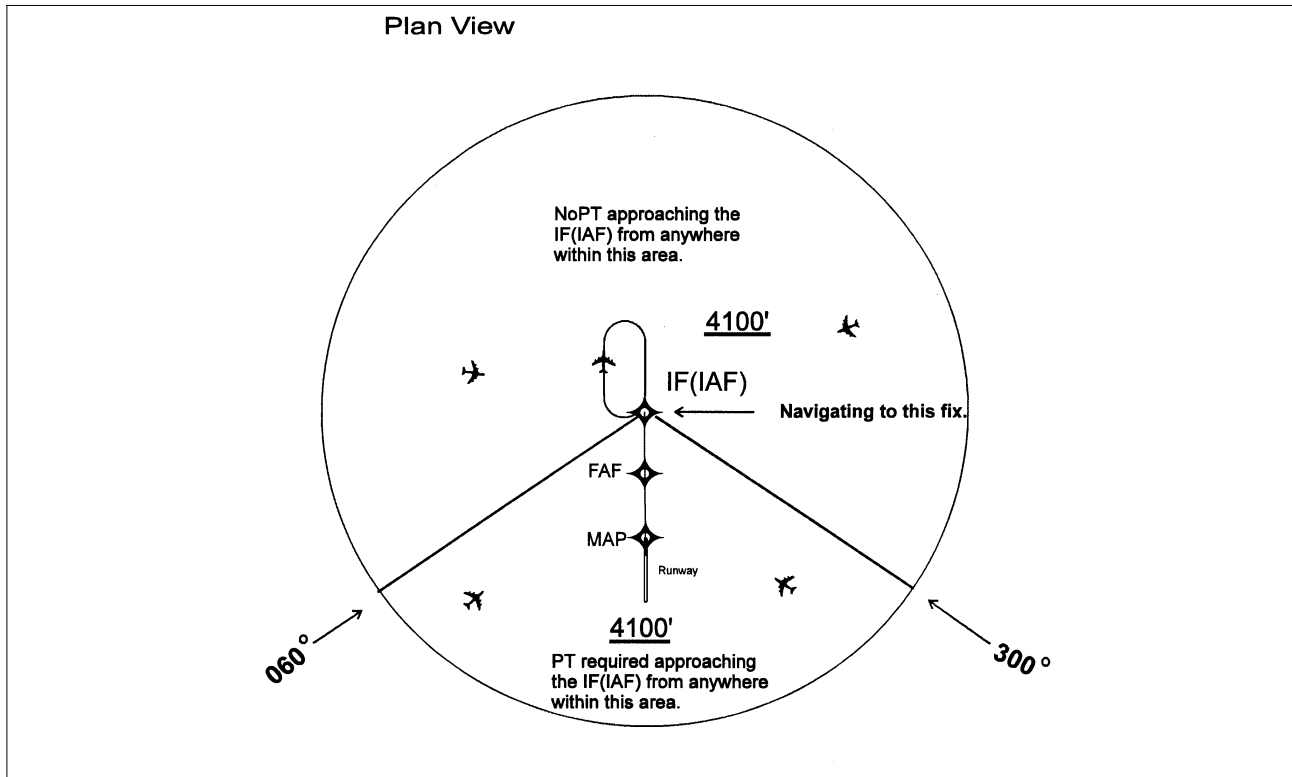
6. Once cleared to fly the TAA, pilots are expected to obey minimum altitudes depicted within the TAA icons, unless instructed otherwise by air traffic control. In FIG 5-4-8, pilots within the left or right-base areas are expected to maintain a minimum altitude of 6,000 feet until within 17 NM of the associated IAF. After crossing the 17 NM arc, descent is authorized to the lower charted altitudes. Pilots approaching from the northwest are expected to maintain a minimum altitude of 6,000 feet, and when within 22 NM of the IF (IAF), descend to a minimum altitude of 2,000 feet MSL until reaching the IF (IAF).

FIG 5-4-9
RNAV (GPS) Approach Chart



NOTE-
This chart has been modified to depict new concepts and may not reflect actual approach minima.

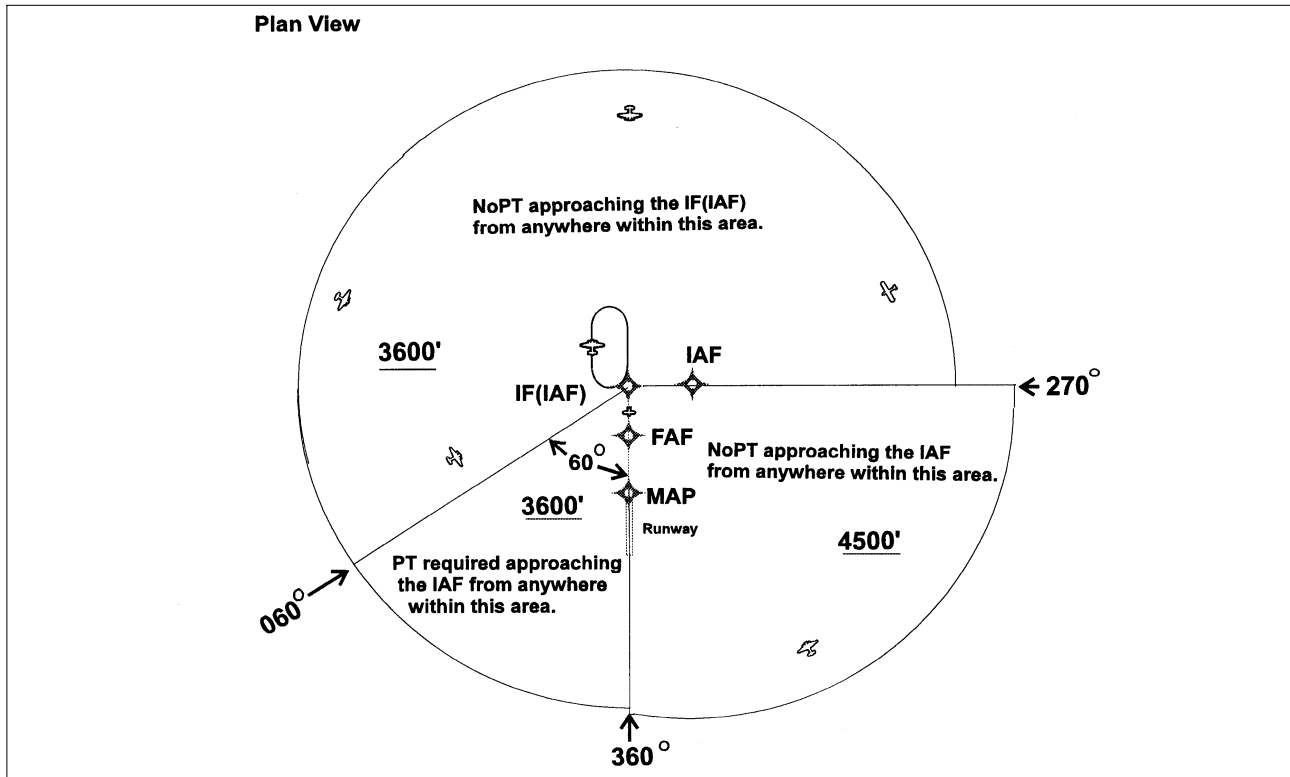
FIG 5-4-10
TAA with Left and Right Base Areas Eliminated



7. Just as the underlying “T” approach procedure may be modified in shape, the TAA may contain modifications to the defined area shapes and sizes. Some areas may even be eliminated, with other areas expanded as needed. FIG 5-4-10 is an example of a design limitation where a course reversal is necessary when approaching the IF (IAF) from certain directions due to the amount of turn required at the IF

(IAF). Design criteria require a course reversal whenever this turn exceeds 120 degrees. In this generalized example, pilots approaching on a bearing TO the IF (IAF) from 300° clockwise through 060° are expected to execute a course reversal. The term “NoPT” will be annotated on the boundary of the TAA icon for the other portion of the TAA.

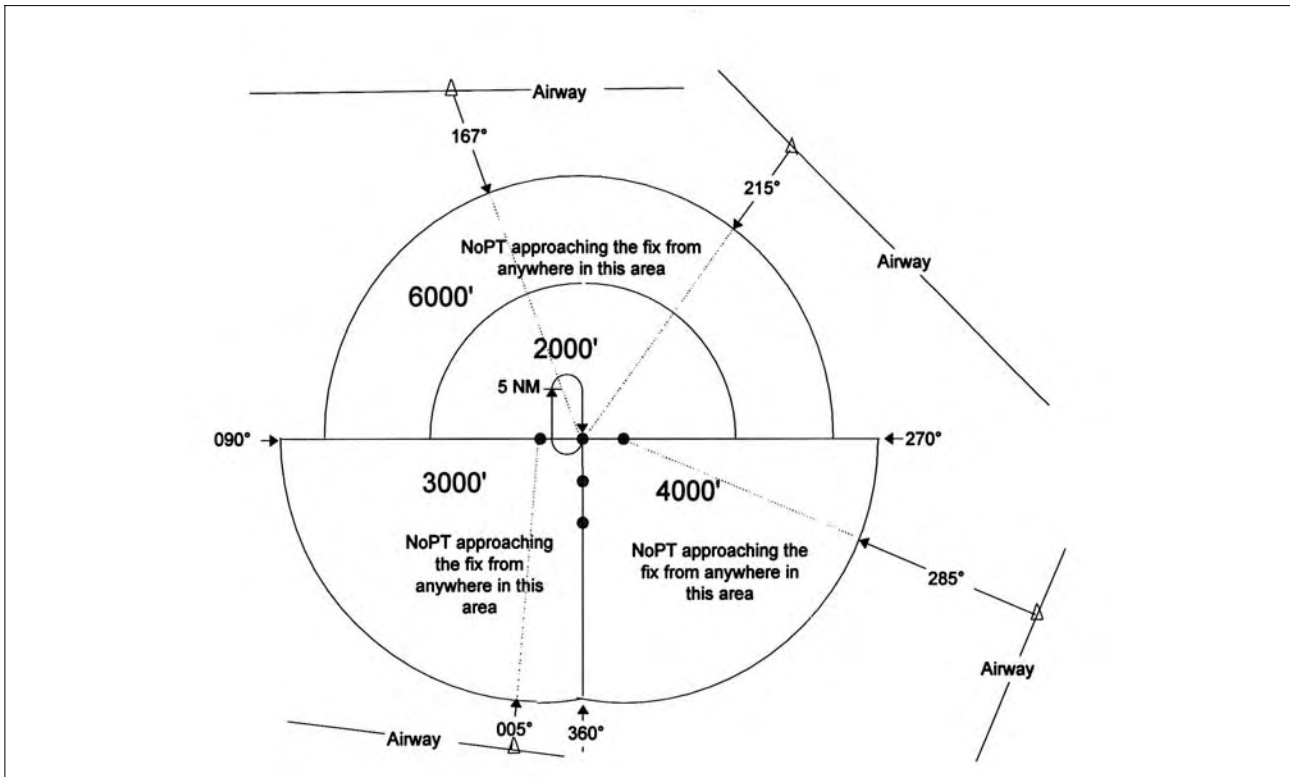
FIG 5-4-11
TAA with Right Base Eliminated



8. FIG 5-4-11 depicts another TAA modification that pilots may encounter. In this generalized example, the right-base area has been eliminated. Pilots operating within the TAA between 360° clockwise to 060° bearing TO the IF (IAF) are expected to execute the course reversal in order to properly align the aircraft for entry onto the intermediate segment.

Aircraft operating in all other areas from 360° clockwise to 060° bearing TO the IF (IAF) need not perform the course reversal, and the term “NoPT” will be annotated on the TAA boundary of the icon in these areas. TAAs are no longer being produced with sections removed; however, some may still exist on previously published procedures.

FIG 5-4-12
Examples of a TAA with Feeders from an Airway



9. When an airway does not cross the lateral TAA boundaries, a feeder route will be established to provide a transition from the en route structure to the appropriate IAF. Each feeder route will terminate at

the TAA boundary, and will be aligned along a path pointing to the associated IAF. Pilots should descend to the TAA altitude after crossing the TAA boundary and cleared by air traffic control. (See FIG 5-4-12).

k. Pilots should advise ATC if at any point they are unable to continue an approach or lose sight of a preceding aircraft. Missed approaches will be handled as a go-around.

5-4-24. Contact Approach

a. Pilots operating in accordance with an IFR flight plan, provided they are clear of clouds and have at least 1 mile flight visibility and can reasonably expect to continue to the destination airport in those conditions, may request ATC authorization for a contact approach.

b. Controllers may authorize a contact approach provided:

1. The contact approach is specifically requested by the pilot. ATC cannot initiate this approach.

EXAMPLE-
Request contact approach.

2. The reported ground visibility at the destination airport is at least 1 statute mile.

3. The contact approach will be made to an airport having a standard or special instrument approach procedure.

4. Approved separation is applied between aircraft so cleared and between these aircraft and other IFR or special VFR aircraft.

EXAMPLE-
Cleared contact approach (and, if required) at or below (altitude) (routing) if not possible (alternative procedures) and advise.

c. A contact approach is an approach procedure that may be used by a pilot (with prior authorization from ATC) in lieu of conducting a standard or special IAP to an airport. It is not intended for use by a pilot on an IFR flight clearance to operate to an airport not having a published and functioning IAP. Nor is it intended for an aircraft to conduct an instrument approach to one airport and then, when “in the clear,” discontinue that approach and proceed to another airport. In the execution of a contact approach, the pilot assumes the responsibility for obstruction clearance. If radar service is being received, it will automatically terminate when the pilot is instructed to change to advisory frequency.

5-4-25. Landing Priority

A clearance for a specific type of approach (ILS, MLS, ADF, VOR or Straight-in Approach) to an aircraft operating on an IFR flight plan does not mean that landing priority will be given over other traffic. ATCTs handle all aircraft, regardless of the type of flight plan, on a “first-come, first-served” basis. Therefore, because of local traffic or runway in use, it may be necessary for the controller in the interest of safety, to provide a different landing sequence. In any case, a landing sequence will be issued to each aircraft as soon as possible to enable the pilot to properly adjust the aircraft’s flight path.

5-4-26. Overhead Approach Maneuver

a. Pilots operating in accordance with an IFR flight plan in Visual Meteorological Conditions (VMC) may request ATC authorization for an overhead maneuver. An overhead maneuver is not an instrument approach procedure. Overhead maneuver patterns are developed at airports where aircraft have an operational need to conduct the maneuver. An aircraft conducting an overhead maneuver is considered to be VFR and the IFR flight plan is cancelled when the aircraft reaches the initial point on the initial approach portion of the maneuver. (See FIG 5-4-27.) The existence of a standard overhead maneuver pattern does not eliminate the possible requirement for an aircraft to conform to conventional rectangular patterns if an overhead maneuver cannot be approved. Aircraft operating to an airport without a functioning control tower must initiate cancellation of an IFR flight plan prior to executing the overhead maneuver. Cancellation of the IFR flight plan must be accomplished after crossing the landing threshold on the initial portion of the maneuver or after landing. Controllers may authorize an overhead maneuver and issue the following to arriving aircraft:

1. Pattern altitude and direction of traffic. This information may be omitted if either is standard.

PHRASEOLOGY-
PATTERN ALTITUDE (altitude). RIGHT TURNS.

2. Request for a report on initial approach.

PHRASEOLOGY-
REPORT INITIAL.

3. "Break" information and a request for the pilot to report. The "Break Point" will be specified if nonstandard. Pilots may be requested to report "break" if required for traffic or other reasons.

PHRASEOLOGY-
BREAK AT (specified point).
REPORT BREAK.

FIG 5-4-27
Overhead Maneuver

