INSTRUMENT NUMBER: CASA 139/04

CIVIL AVIATION ACT 1988

CIVIL AVIATION SAFETY REGULATIONS 1998

MANUAL OF STANDARDS PART 173

STANDARDS FOR DESIGN OF TERMINAL INSTRUMENT FLIGHT PROCEDURES

I, WILLIAM BRUCE BYRON, Director of Aviation Safety, on behalf of CASA, issue, in accordance with paragraph 9 (1) (c) of the Civil Aviation Act 1988 and regulation 173.085 of the Civil Aviation Safety Regulations 1998, the following amendment of the Manual of Standards (MOS) Part 173 — Standards Applicable to the Provision of Instrument Flight Procedure Design.

[Signed Bruce Byron]

Bruce Byron
Director of Aviation Safety
and Chief Executive Officer

4 May 2004

Amendment of section 8.1.12 (Australian Differences to ICAO PANS — OPS Vol II)

after paragraph 8.1.12.3, insert

8.1.12.4 Location of missed approach point

8.1.12.4.1 For a runway-aligned approach, the missed approach point (MAPt) must be located at or before the threshold.
8.1.12.4.2 Where the final approach is not aligned with the runway centre line, the optimum location is the intersection of the final approach course and the extended runway centre line.

8.1.12.4.3 The MAPt may be moved closer to the FAF to provide obstacle clearance in the missed approach area provided that the MDA/H is not lower than the altitude/height on the design descent gradient at the MAPt.