

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

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**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.