Australian Government

Civil Aviation Safety Authority

I, JOHN FRANCIS McCORMICK, Director of Aviation Safety, on behalf of CASA, make this instrument under paragraph 9 (1) (c) of the *Civil Aviation Act 1988*, the definition of ***Manual of Standards*** in regulation 173.010 of the *Civil Aviation Safety Regulations 1998* (***CASR 1998***) and under, and for, Part 173 of CASR 1998.

[Signed John F. McCormick]
John F. McCormick
Director of Aviation Safety

18 April 2011

Manual of Standards Part 173 Amendment Instrument (No. 1) 2011

1 Name of instrument

This instrument is the *Manual of Standards Part 173 Amendment Instrument (No. 1) 2011*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of the Manual of Standards Part 173

Schedule 1 amends the Manual of Standards (MOS) Part 173 — Standards Applicable to the Provision of Instrument Flight Procedure Design.

Schedule 1 Amendments

[1] Subsection 8.1.6.1

after

procedures

insert

, other than precision approach Category II or III,

[2] Subsection 8.1.6.2

after

procedures

insert

, other than precision approach Category II or III

[3] Subsection 8.1.6.2, Table 8-1

substitute

Table 8-1: Minimum visibility

Lighting and Marking	Category I		
	DH (ft)	**RVR (m)**	**VIS (m)**
High intensity approach lighting (***HIAL***) (900 m length), high intensity runway lighting (***HIRL***), and runway markings, as specified in Manual of Standards (MOS) Part 139 for a precision approach runway Category I	200-250	550	800
	>250	1,000	1,200
Short HIAL or approved approach lighting system, HIRL, and runway marking as above	HIAL <900 m and >740 m		
	200-250	800	800
	For other HIAL length or other approved approach lighting systems		
	>250	1,000	1,200
Approved lighting and marking not mentioned above	>250	1,500	1,500

[4] After subsection 8.1.6.2 (including Table 8-1)

insert

8.1.6.2A **Minimum Values for precision approach Category II and III procedures.** For an approach type mentioned in column 1 of Table 8-1A, the minimum visibility values approved for precision approach Category II or III procedures are those in column 2 of the Table which, subject to the aerodrome capability conditions mentioned in column 3 of the Table, correspond to the approach type.

Table 8-1A: Category II and III minimum visibility based on aerodrome capability

Approach type	Minimum runway visual range (*RVR*) (metres)	Aerodrome capability
Precision approach Category II	350	Precision approach runway Category II. Precision approach Category II and III lighting system. Touchdown Zone (TDZ) RVR sensor and at least 1 RVR sensor at either the MID point or END zone. Airport meets Manual of Standards (MOS) Part 139 requirements for surface movement with an RVR ≥ 350 m.
	300	Precision approach runway Category II or III. Precision approach Category II and III lighting system. TDZ RVR sensor and at least 1 RVR sensor at either the MID point or END zone. Airport meets Manual of Standards (MOS) Part 139 requirements for surface movement with an RVR < 350 m.
Precision approach Category IIIA	175	Precision approach runway Category III. Precision approach Category II and III lighting system. RVR sensors at all zones. Airport equipped for surface movement in RVR < 350 m.
Precision approach Category IIIB	75	
Precision approach Category IIIC	Not applicable in the Australian environment.	

[5] Subsection 8.1.7.2

omit

not be less than

insert

not be less than any of the following

[6] Paragraph 8.1.7.2 (d)

omit

Category 1

insert

Category I

[7] After paragraph 8.1.7.2 (d)

insert

(e) threshold elevation plus 100 ft for precision approach Category II procedures.
