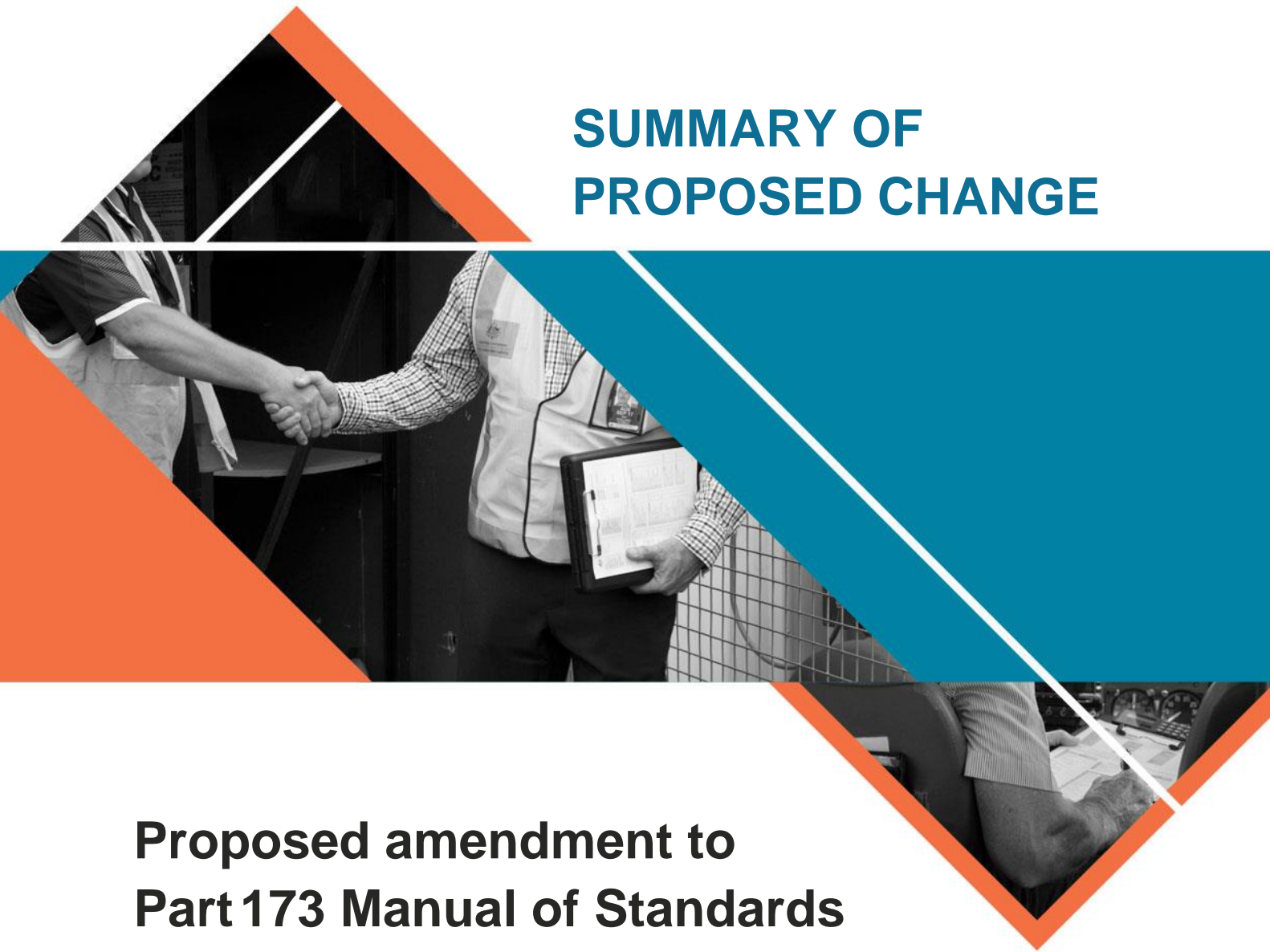




# SUMMARY OF PROPOSED CHANGE



## Proposed amendment to Part 173 Manual of Standards Terminal Instrument Flight Procedure (TIFP) flight revalidation interval

Manual of Standards Part 173 Amendment Instrument 2022 (No. 1)

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PROPOSED AMENDMENT TO PART 173 MANUAL  
OF STANDARDS TERMINAL INSTRUMENT  
FLIGHT PROCEDURE (TIFP) FLIGHT  
REVALIDATION INTERVAL

## Introduction

Part 173 of the Civil Aviation Safety Regulations 1998 (CASR) provides the regulations that apply to the design of Terminal Instrument Flight Procedures (TIFP) by a certified procedure design organisation (PDO). CASA's regulatory framework, in particular Part 173 of CASR, is designed to achieve and maintain the strategic objectives of ICAO in relation to the safe, regular instrument flight operations at all aerodromes where instrument flight procedures are carried out.

Regulation 173.095 - Validation of TIFPs, states that a PDO must ensure that each TIFP is validated by CASA. The Part 173 Manual of Standards (MOS), paragraph 6.1.4.2., requires that all TIFPs are revalidated by CASA at intervals not exceeding three years.

## Purpose and scope of the proposed amendments

The revalidation of TIFP at certified aerodromes and approved helicopter landing sites is completed in 18 missions over three years, each mission covering a different geographical region.

ICAO Doc 9906, Volume 5 details the recommendations for the validation of TIFP and provides guidance for conducting flight validations, including safety, flyability and design accuracy. Flight validation is one of the final quality assurance steps in the TIFP design process prior to publication. The purpose of flight validations, as shown in MOS 173 and ICAO Doc 9906, is to:

- verify database information, including confirmation of critical data such as runway threshold coordinates
- check all obstacles that affect the safety of the procedure (including the identification of any unknown obstacles)
- assess the 'flyability' of the procedure
- confirm the aerodrome infrastructure supports the TIFP in accordance with Part 139 and Part 173 of CASR
- confirm that chart presentation of the TIFP is clear, suitable and in accordance with charting conventions.

For quality assurance purposes Part 173 MOS stipulates the processes to be followed and completed in designing a TIFP. These processes are supported by ICAO Annex 11, ICAO Doc 8618 - PANS-Aircraft Operations Vol. I, II & III and ICAO Doc 9906 - Quality Assurance Manual for Flight Procedure Design and include:

- independent verification of the design by a second qualified designer
- validation flight check of the procedure by CASA
- on-going maintenance of the published procedure by the PDO
- revalidation by CASA every three years.

ICAO recommends that all TIFP are revalidated at intervals not exceeding five years:

- Annex 11 APPENDIX 7. STATE RESPONSIBILITIES CONCERNING AN INSTRUMENT FLIGHT PROCEDURE DESIGN SERVICE:  

6. A State shall ensure that maintenance and periodic review of instrument flight procedures for aerodromes and airspace under the authority of the State are conducted. Each State shall establish an interval for periodic review of instrument flight procedures **not exceeding five years**.
- ICAO Doc 8168 Vol II PANS-Aircraft Operations (PANS-OPS) Part I — Section 2, Chapter 4, Paragraph 4.4.3:  

Published procedures shall be subjected to a periodic review, including validation (4.6), to ensure that they continue to comply with changing criteria, to confirm continued adequate obstacle clearance and that they meet user requirements. The individual States shall establish the interval for periodic review of instrument flight procedures according to the needs of the State. **The maximum interval for this review is five years.**

## Principle change that would occur

Paragraph 6.1.4.2. of the Part 73 MOS requires that all TIFPs are revalidated by CASA at intervals not exceeding three years.

In line with ICAO Annex 11 and ICAO Doc 8618 - PANS-Aircraft Operations (PANS-OPS) Vol. II, CASA propose to amend Chapter 6 paragraph 6.1.4.2. of the Part 173 to the effect TIFPs are revalidated at intervals **not exceeding 5 years**.

## Impact on industry

CASA believes that these changes do not impose any new obligations on PDOs, aerodrome operators or airspace users.

## Safety risk analysis

Certified aerodrome operators are required to establish Obstacle Limitation Surfaces (OLS), monitor obstacles in the OLS and conduct obstacle surveys. Additionally, an aerodrome operator is responsible for monitoring the PANS-OPS airspace and must advise CASA in the event of an actual or proposed OLS penetration, and the TIFP procedure designer (PDO) in the event of an actual or proposed penetration into the PANS-OPS airspace. The enforceable requirements for annual obstacle surveys, aerodrome reporting officers and NOTAM services, all support appropriate monitoring and reporting of obstacles for safe TIFP operations.

Also, Subpart 175.E of CASR, allows Airservices Australia to collect obstacle data from such aerodrome operators, including with published TIFP, as well as obstacle owners and Commonwealth, State, Territory or local government authorities. This ensures that CASA, through Airservices, can request more obstacle data if considered necessary.

Since the establishment of the CASA revalidation program, very few safety issues have been identified with TIFP. Therefore, CASA assesses that extending the existing TIFP flight revalidation interval from three years to five years, has minimal safety risk and impact, considering the relatively new requirements for operator monitoring.

## Regulation impact statement

In line with normal practice, CASA will submit a regulation impact statement to the Office of Best Practice Regulation (OBPR) for their assessment once the feedback from this consultation has been assessed and any necessary policy changes have been determined.

## Closing date for comment

CASA will consider all comments received as part of this consultation process and incorporate changes as appropriate. Comments on the proposed amendment to paragraph 6.1.4.2. of the Part 173 MOS should be submitted through the online response form by close of business 22 July 2022.