



Australian Government

Civil Aviation Safety Authority

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 172.022 of the *Civil Aviation Safety Regulations 1998*.

Pip Spence
Director of Aviation Safety

March 2025

Manual of Standards Part 172 Amendment Instrument 2025 (No. 1)

1 Name of instrument

This instrument is the *Manual of Standards Part 172 Amendment Instrument 2025 (No. 1)*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of the Manual of Standards (MOS) – Part 172

Schedule 1 amends the Manual of Standards Part 172 — Air Traffic Services.

Schedule 1 Amendments

[1] After paragraph 10.4.1.2

insert

10.4.2 Requirements and Procedures for Independent Parallel Approaches

10.4.2.1 In this section, ICAO Doc. 4444 has the same meaning as in section 3.02.

10.4.2.2 Despite paragraphs 1.1.6.1(f) and 10.1.1.1, paragraph 6.7.3.2.4 of ICAO Doc. 4444, and any successor provision with a different paragraph number, as in force from time to time, does not apply in relation to independent parallel approaches.

10.4.2.3 Independent parallel approaches may be conducted to parallel runways if:

- (a) when vectoring an aircraft, the final vector:
 - (i) enables the aircraft to intercept the final approach course or track at an angle not greater than 30 degrees; and
 - (ii) provides at least 1 NM straight flight before the interception; and
- (b) the aircraft's descent to the intercept altitude of the appropriate glide path or vertical path for the selected instrument approach procedure is cleared soon enough to provide a period of level flight to dissipate excess aircraft speed.