

**Standards Manual
Myanmar**



SMM-FPD

Flight Procedure Design

Published by
Air Navigation Safety Division

First Edition
January, 2010

**Department of Civil Aviation
Ministry of Transport, Myanmar**

**Safety Standards Manual
Myanmar**



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FOREWORD

The Air Navigation Safety Division of the Department of Civil Aviation Myanmar is set up and tasked under delegated authority from the Minister for Transport to be responsible for the safety regulation of air navigation services in Myanmar. The Air Navigation Safety Division is also responsible for developing and promulgating appropriate, clear and concise aviation safety standards.

This Manual spells out the standards and requirements to be met by the Flight Procedure Design Organization and instrument flight procedure designers for the design and maintenance of instrument flight procedures. The standards and requirements in this Manual are based mainly on ICAO Document 8168, (Procedures for Air Navigation Services, Aircraft Operations [PANS-OPS]), and with such modifications as may be determined by the Air Navigation Safety Division to be applicable in Myanmar.

Readers should refer to the applicable provisions in the Myanmar Civil Aviation Requirements, together with this Manual, to ascertain the requirements of, and the obligations imposed by or under, Myanmar Aircraft Act. From time to time, the Air Navigation Safety Division may wish to supplement the standards and requirements in this Manual in the form of Safety Directives, Safety Publications or Information/Advisory Circulars. Where appropriate, such publications or circulars will be incorporated into this Manual by amendment.

Amendments to this Standards Manual Myanmar –Flight Procedure Design are the responsibility of the Division Head of the Air Navigation Safety Division, who is acting under delegated powers from the Minister for Transport. Readers should forward advice of errors, inconsistencies or suggestions for improvement to this Manual to the addressee stipulated below.

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DEFINITIONS

flight procedure. A published procedure used by aircraft flying in accordance with the visual and instrument flight rules which is designed to achieve and maintain an acceptable level of safety in operations and includes a visual approach procedure, an instrument approach procedure, a standard instrument departure, a planned departure route and a standard instrument arrival.

flight procedure design organization. Referring to an organization responsible for the design and maintenance of flight procedures.

flight procedure designer. A person who has acquired and maintained the required competency level to design flight procedures in accordance with the applicable criteria.

Instrument approach procedure. A series of pre-determined manoeuvres by reference to flight instruments with specific protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

Instrument flight procedure. A published procedure used by aircraft flying in accordance with the instrument flight rules which is designed to achieve and maintain an acceptable level of safety in operations and includes an instrument approach procedure, a standard instrument departure, a planned departure route and a standard instrument arrival.

Standard instrument departure. A designated instrument flight rule (IFR) departure route linking the aerodrome or a specific runway of the aerodrome with a specified significant point, normally on a designated ATS route, at which the enroute phase of a flight commences.

Planned departure route. A notified instrument flight rule departure (IFR) route linking the aerodrome or a specific runway of the aerodrome with a specified significant point, normally on the boundary of controlled airspace associated with the aerodrome.

Standard instrument arrival. A designated instrument flight rule arrival (IFR) route linking a significant point, normally on an ATS route, with a point from which a published instrument approach procedure can be commenced.

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ABBREVIATIONS

AFS	Aeronautical Fixed Services
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Services
ATC	Air Traffic Control
ATS	Air Traffic Services
ATM	Air Traffic Management
CRC	Cyclic Redundancy Check
CRM	Collision Risk Model
FIR	Flight Information Region
FP	Flight Procedure
ICAO	International Civil Aviation Organization
IFP	Instrument Flight Procedure
IFR	Instrument Flight Rules
MCAR	Myanmar Civil Aviation Requirements
OJT	On-the-job Training
PANS-OPS	Procedure for Air Navigation Services – Aircraft Operations
SSMM	Standards Manual Myanmar

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CHAPTER 1. INTRODUCTION

1.1 General

1.1.1 The Standards Manual Myanmar - Flight Procedure Design provides standards and requirements for the design and maintenance of flight procedures (FP). This is to ensure that all published IFP intended for use by aircraft operating under instrument flight rules (IFR) in Myanmar flight information region (FIR) meet ICAO requirements for instrument flight procedures.

1.1.2 The Flight Procedure Design Organization shall ensure that the quality and safety of the procedure design product are assured through the review, verification, coordination and validation at appropriate points in the process, so that corrections could be made at the earliest opportunity in the process.

1.1.3 In the interest of safety, the Flight Procedure Design Organization shall implement the provisions in PANS-OPS in a consistent manner, using processes that will minimize the possibility of errors, identify errors that do occur before they impact safety, and provide for continuous improvement of the procedure design process in order to eliminate or reduce future errors.

1.2 Standards Manual Myanmar - Flight Procedure Design

1.2.1 This Manual should be read in conjunction with:-

- a) ICAO Doc 8168 Volumes I and II - Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS)
- b) ICAO Doc 9368 – IFP Construction Manual
- c) ICAO Doc 9371 – Template Manual
- d) ICAO Doc 9724 – CRM Manual
- e) ICAO Doc 9365 – All Weather Operations Manual
- f) ICAO Doc 9613 – Manual of Required Navigation Performance (RNP)
- g) ICAO Doc 9573 – RNAV Operations
- h) ICAO Doc 9674 – World Geodetic System 1984 (WGS 84) Manual
- i) ICAO Doc 8697 – Aeronautical Chart Manual
- j) ICAO Annex 4 – Aeronautical Charts
- k) ICAO Annex 5 – Units of Measurement
- l) ICAO Annex 6 – Aircraft Operations
- m) ICAO Annex 14 Vol. I – Aerodromes
- n) ICAO Annex 14 Vol. II – Heliports
- o) ICAO Annex 15 – Aeronautical Information Services

1.2.2 In this Manual, standards are preceded by the word “shall”, whereas recommended practices are preceded by the word “should”. The Flight Procedure Design Organization shall comply with all standards at all times and should endeavour to comply with all recommended practices.

1.2.3 In addition to the manual of standards, the following may also be issued as and when required to supplement the manual of standards:-

- a) Safety Directive – this is a mandatory requirement to be complied by the Flight Procedure Design Organization. It is published for purposes of immediate promulgation of local standards and recommended practices in response to, but not limited to, amendments to the ICAO documents. The Safety Directives will be incorporated into subsequent amendment of the SMM-FPD.

- b) Safety Publication – this is published for purposes of promulgating supplementary guidance materials to the standards and recommended practices in the SMM-FPD. The publications are intended to provide recommendations and guidance to illustrate a means, but not necessarily the only means, of complying with the SMM-FPD. Safety Publications may explain certain regulatory requirements by providing interpretive and explanatory materials.
- c) Information Circular – this is published for purposes of bringing to the attention of the Flight Procedure Design Organization educational materials related to aviation safety. The publications could be initiated as a result of ICAO State letters which do not require immediate changes to local regulations, new safety initiatives or international best practices as identified by the Air Navigation Safety Division. The Flight Procedure Design Organization is encouraged to review and adopt the material if practicable. Where appropriate, the material in the publications may be incorporated into subsequent amendments of the SMM-FPD.

1.2.4 When the Flight Procedure Design Organization is not able to comply with any standards specified or referenced in this Manual, the Flight Procedure Design Organization shall apply to Air Navigation Safety Division for exemption or deviation from the relevant standards. Applications shall be supported in writing with the reasons for such exemption or deviation including any safety assessment or other studies undertaken, and where appropriate, an indication of when compliance with the current standards can be expected.

1.2.5 When the Flight Procedure Design Organization is not able to comply with any recommended practices specified or referenced in this Manual, the Flight Procedure Design Organization shall notify the Air Navigation Safety Division of the noncompliance or deviation with the supporting reason including any safety assessment or other studies undertaken, and where appropriate, an indication of when compliance with the current recommended practices can be expected.

1.2.6 Any exemption or deviation granted to the Flight Procedure Design Organization shall also be recorded in the operations manual. The operations manual shall also contain the details of the exemption or deviation, such as the reason that the exemption or deviation was requested and any resultant limitations or conditions imposed.

CHAPTER 2.

FLIGHT PROCEDURE DESIGN ORGANIZATION**2.1 Organization**

2.1.1 The Flight Procedure Design Organization shall maintain an appropriate instrument design office to enable the Flight Procedure designer to carry on design work in instrument flight procedures in accordance with the requirements set out in this Manual.

2.1.2 The Flight Procedure Design Organization shall ensure that the designs of instrument flight procedure are in accordance with:-

- a) applicable standards set out or referred to in ICAO Doc 8168; and
- b) applicable standards as set out in this Manual.

2.1.3 The Flight Procedure Design Organization shall make provisions for a person(s) trained in IFP design to check and verify independently the plans of each instrument flight procedure designed.

Note – A reference to verifying an instrument flight procedure is a reference to the process of checking the procedure (including all data, computations and drawings for the procedure) in accordance to the applicable standards set out in the SMM-FPD.

2.2 Flight Procedure Design Manual

2.2.1 The Flight Procedure Design Organization shall develop and maintain an operations manual. The operations manual shall serve to demonstrate how the service provider will comply with the requirements set out in the SMM-FPD.

2.2.2 The Flight Procedure Design Organization shall:-

- a) keep the operations manual in a readily accessible form;
 - b) ensure that the Flight Procedure designer has ready access to the operations manual;
- and
- c) amend the operations manual whenever necessary to keep its content up to date.

2.2.3 The Flight Procedure Design Organization shall submit a copy of the operations manual to Air Navigation Safety Division.

2.3 Resource Requirements

2.3.1 The Flight Procedure Design Organization shall provide and maintain facilities for the design work on instrument flight procedures. This would include:

- a) having available equipment appropriate for the design, design verification, flight validation, and maintenance of the types of instrument flight procedures;
- b) access to relevant and current data including, but not limited to, aeronautical data, land contour data, and obstacle data for the design, design verification, flight verification, and maintenance of the instrument flight procedures; and
- c) ready access to copies of relevant documentation comprising technical standards, practices, and instructions, and any other documentation that may be necessary for the design, design verification, flight validation, and maintenance of the types of instrument flight procedure.

2.3.2 If an aeronautical database and aeronautical data is required for designing an instrument flight procedure, the Flight Procedure Design Organization shall ensure the integrity of the database and the data. The data used shall be current, traceable, and meets the required level of verifiable accuracy for the design.

2.4 Documents and Records Control System

2.4.1 The Flight Procedure Design Organization shall establish and put into effect, a system for controlling documents and records relating to the instrument flight procedures on which the designer

carries on design work, including the policies and procedures for making, amending, preserving and disposing of those documents and records.

2.4.2 The Flight Procedure Design Organization shall, at request from Air Navigation Safety, make the documents and records, or copies of them or extracts from them, available for inspection by Air Navigation Safety Division.

CHAPTER 3.

**FLIGHT PROCEDURE DESIGNER
QUALIFICATIONS AND TRAINING****3.1 Flight Procedure Designer Qualifications**

3.1.1 The Flight Procedure Design Organization shall ensure that a person designing or amending a flight instrument procedure demonstrates required competency level for flight procedure design. Flight Procedure designers shall acquire and maintain this competency level through training and supervised on-the-job training (OJT). This is to ensure that the quality assurance in the procedure design process and its output, including the quality of aeronautical information/data, meets the requirements of ICAO Annex 4 – Aeronautical Charts and Annex 15 – Aeronautical Information Services.

3.2 Training for Flight Procedure Designers

3.2.1 The training for Flight Procedure designers shall include an initial training and recurrent training at periodic intervals.

3.2.2 The Flight Procedure Design Organization shall ensure that the Flight Procedure designer is able to demonstrate a basic level of competency in initial training that includes at least the following elements:-

- a) knowledge of information contained in ICAO Doc 8168 – PANS-OPS, and other related ICAO provisions relevant to procedure designs; and
- b) skills in the design of procedures.

3.2.3 The Flight Procedure Design Organization shall ensure that the Flight Procedure designer is able to demonstrate a basic level of competency in recurrent training that includes at least the following elements:-

- a) knowledge about updates in ICAO provisions and other provisions pertaining to procedure design; and
- b) maintenance and enhancement of knowledge and skills in the design of procedures.

3.2.4 OJT is aimed at permitting the new Flight Procedure designer to integrate his basic knowledge with actual practice. The Flight Procedure Design Organization shall ensure that new Flight Procedure designers undergo an adequate, supervised OJT.

3.2.5 The competency of the Flight Procedure designer shall be subject to periodic verification by Air Navigation Safety Division to ensure continued compliance with the requirements in this manual.

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CHAPTER 4.

PROCEDURE DESIGN INFORMATION ACQUISITION**4.1 Information Acquisition**

4.1.1 Current and complete survey data and information is crucial to the design of safe IFP. The Flight Procedure Design Organization shall ensure that the survey and subsequent Flight Procedure design activities are controlled and monitored by a person(s) trained in procedure design.

4.1.2 In the obstacle survey for procedure design, the Flight Procedure designer shall consider that:

- a) all obstacles be accounted for. Items, such as trees and heights of tall buildings shall be accounted for either by physical examination of the site or by addition of a suitable margin above terrain contours; and
- b) the accuracy of the vertical and horizontal data obtained may be adjusted by adding an amount equal to the specified survey error to the height of all measured obstructions and by making a corresponding adjustment for specified horizontal error.

4.1.3 The procedure design information shall be coordinated with all relevant stakeholders. As input for the procedure design process the following aspects need to be assessed:-

- a) airport, navigation aid, obstacle, terrain coordinate and elevation data, based on verified surveys and complying with ICAO Annex 11, 14 and 15 requirements;
- b) airspace requirements;
- c) user requirements – the needs of Air Traffic Service provider and operators who will use this procedure;
- d) airport infrastructure such as runway classification, lighting, communications, runway markings, and availability of local altimeter setting;
- e) environmental considerations; and
- f) any other potential issue associated with the procedure.

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CHAPTER 5.

INSTRUMENT FLIGHT PROCEDURE DESIGN PROCESS**5.1 Introduction**

5.1.1 The Instrument Flight Procedure Design process (see Appendix 1) encompasses the acquisition of data, design and promulgation of procedures. It starts with compilation and verification of the many inputs and ends with ground and/or flight validation of the finished product, and documentation for publication.

5.1.2 IFP shall be accompanied by a narrative, which describes the procedure in textual format.

5.2 Procedure Design

5.2.1 Procedures shall be designed according to ICAO Doc 8168 – PANSOPS criteria. Coordination with all concerned parties shall continue throughout the procedure design and validation process to ensure that the procedure meets the needs of the user and the community.

5.2.2 Each new or revised procedure shall be verified by a person(s) trained in procedure design other than the one who designed the procedure, to ensure compliance with applicable criteria.

5.2.3 Published procedures shall be subject to periodic review to ensure that they continue to comply with changing criteria, and meets user requirements. The maximum interval for this review is five years.

5.3 Procedure Design Documentation

5.3.1 The documentation provided by the IFP designer is divided into three categories and includes:

- a) documentation required for publication in the AIP in accordance with ICAO Annexes 4 and 15;
- b) documentation required to maintain transparency concerning the details and assumptions used by the IFP designer, which should include supporting information/data used in the design, such as:
 - i) controlling obstacle for each segment of the procedure;
 - ii) effect of environmental considerations on the design of the procedure;
 - iii) infrastructure assessment;
 - iv) airspace constraints;
 - v) for modifications or amendments to existing procedures, the reasons for any changes; and
 - vi) for any deviation from existing standards, the reasons for such a deviation and details of the mitigations applied to assure continued safe operations.
- c) additional documentation required to facilitate ground and flight validation of the procedure.

5.3.2 All calculations and results of calculations shall be presented in a manner that enables the reader to follow and trace the logic and resultant output. A record of all calculations shall be kept in order to prove compliance to or variation from the standard criteria.

5.3.3 Formulae used during calculation shall be the standard formulae as stated in ICAO Doc 8168 and related ICAO publications. Units of measurement and conversion factors between such units shall be in accordance to ICAO Annexes 4, 5 and 6.

5.3.4 Rounding of results shall follow the standard guidelines in ICAO Doc 8168 and related ICAO publications. Rounding shall only be made at the publication stage to facilitate usable figures on maps and charts. Where rounding is required at earlier stages rounding shall be made to the pessimistic consideration, i.e. obstacles heights rounded up, speeds rounded up, turn altitudes rounded down etc.

5.3.5 All documentation shall undergo a final verification for accuracy and completeness prior to validation and publication.

5.3.6 All documentation shall be retained to assist in recreating the procedure in the future in the case of incidents and for periodic review and maintenance. The periodic retention shall not be less than the operational lifetime of the procedure.

5.4 Ground and Flight Validation

5.4.1 Validation

5.4.1.1 Validation is the necessary final quality assurance step in the procedure design process, prior to publication. The purpose of validation is the verification of all obstacle and navigation data, assessment of flyability of the procedure. Validation normally consists of ground validation and flight validation.

5.4.1.2 Ground validation shall always be undertaken.

5.4.1.3 When ground validation can verify the accuracy and completeness of all obstacle and navigation data considered in the procedure design, and any other factors normally considered in the flight validation, then the flight validation requirement may be dispensed with.

5.4.2 Ground Validation

5.4.2.1 Ground validation is a review of the entire instrument flight procedure package by a person(s) trained in procedure design and with appropriate knowledge of flight validation issues. It is meant to arrest errors in criteria and documentation, and evaluate on the ground, to the extent possible, those elements that will be evaluated in a flight validation. Issues identified in the ground validation should be addressed prior to any flight validation.

5.4.2.2 The ground validation would also determine if flight validation is needed for modifications and amendments to previously published procedures.

5.4.3 Flight Validation

5.4.3.1 Flight validation of instrument flight procedures should be carried out as part of the initial record and should also be included as part of the periodic quality assurance programme. It shall be accomplished by a qualified and experienced flight inspector.

5.4.3.2 The objectives of the flight validation of instrument flight procedures are to:-

- a) provide assurance that adequate obstacle clearance has been provided;
- b) verify that the navigation data to be published, as well as that used in the design of the procedure, is correct;
- c) verify that all required infrastructure, such as runway markings, lighting, and communications and navigation sources, are in place and operative;
- d) conduct an assessment of flyability to determine that the procedure can be safely flown; and
- e) evaluate the charting, required infrastructure, visibility and other operational factors.

5.4.3.3 Flight validation should be apart from flight inspection. Flight inspection of IFP is required to assure that the appropriate radio navigation aids adequately support the procedure. This is carried out as part of a formal flight inspection programme and is performed by a qualified flight inspector using an appropriately equipped aircraft.

5.4.3.4 The IFP designer shall be the originator of all data applicable to conduct a flight validation provided to the flight inspection operations activity. The IFP designer should be prepared to provide briefings to the flight inspection crews in those cases where flight procedures have unique application or special features.

5.4.3.5 The IFP designer may participate in the initial validation flight to assist in its evaluation and obtain direct knowledge of issues related to the procedure's design from the flight inspection pilot and/or inspector.

CHAPTER 6.

SAFETY ASSESSMENT**6.1 Safety Assessment**

6.1.1 The Flight Procedure Design Organization shall carry out a safety assessment in respect of proposals for new flight procedure designs or any significant changes in a revised procedure. Proposals shall be implemented only when the assessment has shown that an acceptable level of safety will be met.

6.1.2 The safety assessment shall consider relevant factors determined to be safety-significant, including but not limited to:-

- a) types of aircraft and their performance characteristics, including navigation capabilities and navigation performance;
- b) traffic density and distribution;
- c) airspace complexity; ATS route structure and classification of the airspace;
- d) aerodrome layout;
- e) type and capabilities of ground navigation systems;
- f) any significant local or regional data (e.g. obstacles, infrastructures, operational factors, etc).

6.1.3 Safety risk control/mitigation process shall include hazard/consequence identification and safety risk assessment. Once hazards and consequences have been identified and safety risks assessed, the effectiveness and efficiency of existing aviation system defenses relative to the hazards and consequences should be evaluated. As a consequence of this evaluation, existing defenses shall be reinforced, new ones introduced, or both.

6.1.4 As part of the safety assurance, the risk control/ mitigation process shall include a system of feedback. This is to ensure integrity, efficiency and effectiveness of the defenses under the new operational conditions.

6.1.5 The Flight Procedure Design Organization shall ensure that the results and conclusions of the safety assessment and mitigation process of a new or changed procedure are specifically documented, and that this documentation is maintained throughout the life of the instrument flight procedure.

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CHAPTER 7.
DESIGN PUBLICATION

7.1 Publication of Flight Procedures

7.1.1 The Flight Procedure Design Organization shall ensure that flight procedures designs/charts, are provided to the Aeronautical Information Service (AIS) provider for publication in the AIP.

7.1.2 The intended effective date for operational use of the Flight Procedure shall be included in the document narrative.

7.1.3 The designs/charts published in the AIP shall be produced in accordance with the provisions contained in the documents listed below:-

- a) ICAO Annex 4 – Aeronautical Charts;
- b) ICAO Doc 8168 Volumes I and II - Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS);
- c) ICAO Doc 8697 – Aeronautical Chart Manual;
- d) Standards Manual Myanmar – Aeronautical Information Services (SSMM – AIS).

7.1.4 The aeronautical charts included in the AIP shall be kept up-to-date by means of replacement sheets where necessary. Significant amendments or revisions in the Flight Procedure shall be clearly indicated in the revised charts.

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CHAPTER 8.

PROCEDURE DESIGN AUTOMATION**8.1 General**

8.1.1 Procedure design automation tools have the potential to reduce errors in the procedure design process, as well as to standardize the application of the PANS-OPS criteria.

8.1.2 ICAO produces several tools automating elementary portions of the procedure design criteria, where the consequences of error are particularly significant to safety. Included in these tools are the PANS-OPS Obstacle Assessment Surface (OAS) Software and the PANSOPS Software (CD-101), providing a means to evaluate the total risk of impact with an obstacle or the ground on precision approaches.

8.2 Procedural Design Automation

8.2.1 The Flight Procedure Design Organization shall ensure that the software packages used in the design of procedures have been validated. A description of the procedures to be used to ensure that all equipment, including software is operated in accordance with the manufacturer's operating instructions and manuals, shall be made readily available to the Flight Procedure designer.

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APPENDIX 1.
INSTRUMENT FLIGHT PROCEDURE DESIGN PROCESS

