Amendment to the ANO IFPD

Item 1: Please amend the para numbers in Chapter 5 as follows:

Existing para number 5.2 shall be changed to 5.1.1
Existing para number 5.3 shall be changed to 5.1.2
Existing para number 5.4 shall be changed to 5.1.3

Item 2: Please insert a new para as **5.4.1.2** as hereunder:

5.4.1.2 Criterion for designing Instrument Flight Procedures

The PANS OPS Service provider shall:

a) Conduct detailed surveys to identify all potential obstacles within the flight path, including buildings, towers, and natural terrain;
b) Utilize comprehensive obstacle databases to ensure no potential hazards are overlooked.
c) Establish the minimum altitude that provides safe clearance over obstacles;
d) Define surfaces that aircraft must stay above during different phases of flight, such as takeoff, climb, and approach;
e) Develop procedures to ensure safe flight paths in the event of an engine failure, particularly during critical phases like takeoff and initial climb;
f) Calculate aircraft performance to ensure it can maintain safe clearance with one engine inoperative;
g) Conduct flight tests to validate that the designed procedures provide adequate obstacle clearances;
h) Use flight simulators to test and refine procedures before implementation;
i) Maintain detailed records of obstacle analysis and clearance procedures for regulatory review;
j) Use degrees magnetic for bearings, Nautical miles for Longitudinal Distances, Feet for Vertical distances, and Degrees for Rate of turns;
k) Design holding and approach charts on the basis of
i) Maximum TAS of 240 KTS
ii) Minimum TAS of 90 KTS
iii) Still air condition
iv) Racetrack holding pattern

Item 3: Please delete the last Sentence "A sample Directive is attached as Appendix A to this ANO" in para 6.5.

Item 4: Please delete the Appendix A of the ANO IFPD

Item 5: Please replace the existing diagram in para **10.1.4** with the text and diagram below:

The diagram 10.1 in the following page describes the information acquisition process in detail. Starting from design, going through the documentation process, subsequent validation of the information and publication of the processed information are all described in the diagram. This shall be used as guideline for the information acquisition process and its distribution.

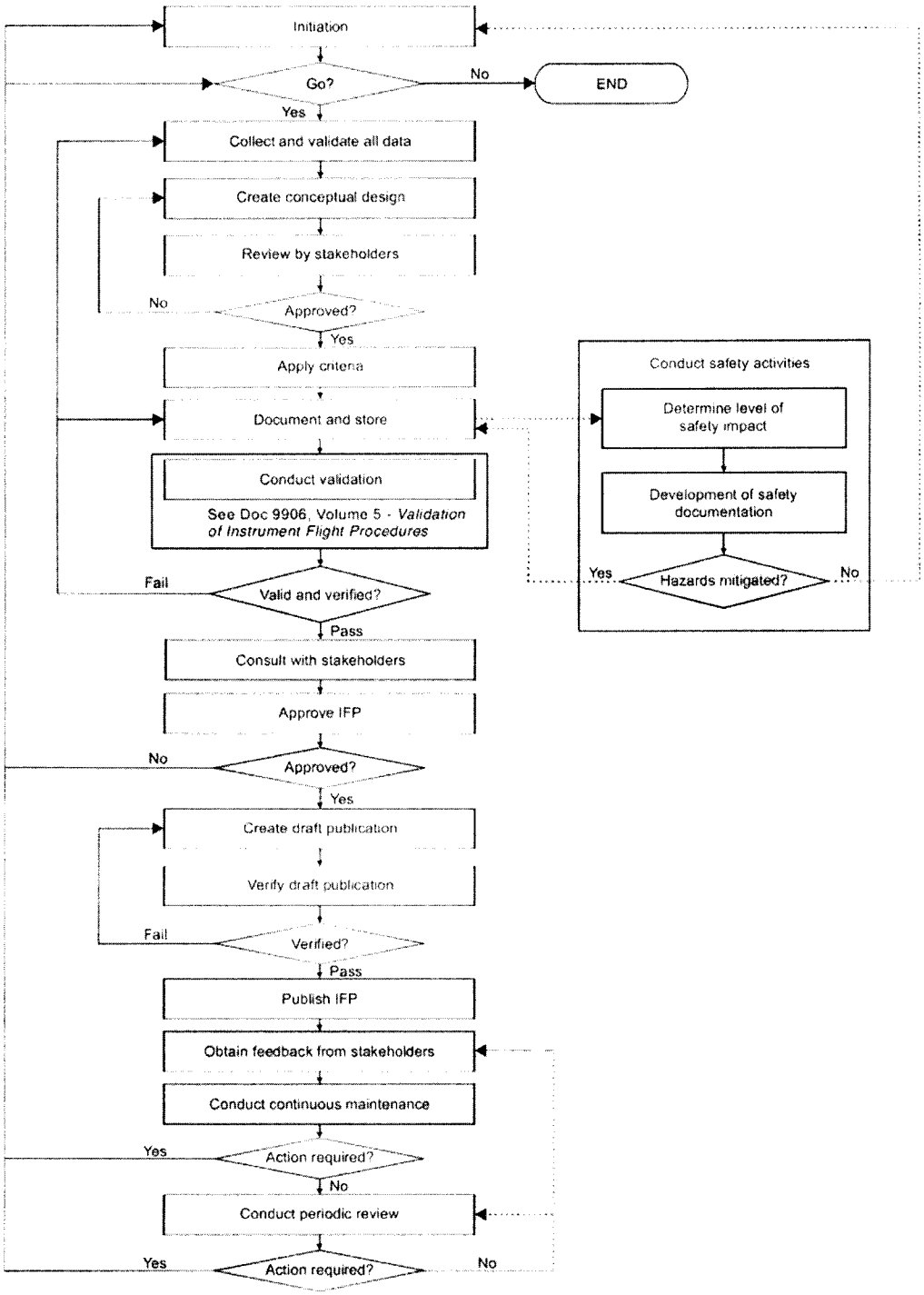

Figure 10.1 Instrument flight procedure process

Item 6: Please insert two new paras **12.4** along with the sub paras and **12.5** as mentioned below:

12.4 Conceptual Design of each Procedure Design 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, and terrain coordinate and elevation data, based on verified surveys and complying with ANO 11, 14 and 15 requirements;

b) airspace requirements;

c) user requirements: needs of air traffic service providers 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.

12.5 The **Conceptual Design** process, including all stakeholder feedback, shall be documented. Coordination with all concerned stakeholders should continue throughout the procedure design and also during the validation process to ensure that the procedure meets the needs of the user and the community stakeholders.

-END-