



# Australian Government

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## Civil Aviation Safety Authority

Instrument number CASA EX88/20

I, WARREN CRAIG MARTIN, Executive Manager, Regulatory Services & Surveillance, a delegate of CASA, make this instrument under regulation 178 of the *Civil Aviation Regulations 1988* and regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

**[Signed C. Martin]**

Craig Martin  
Executive Manager  
Regulatory Services & Surveillance

5 June 2020

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### **CASA EX88/20 — Lowest Safe Altitude (Qantas Airways) Instrument 2020**

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#### **1 Name**

This instrument is *CASA EX88/20 — Lowest Safe Altitude (Qantas Airways) Instrument 2020*.

#### **2 Repeal of CASA 112/17**

Instrument CASA 112/17, *Determination, exemption and direction — lowest safe altitude (Qantas Airways)*, is repealed.

#### **3 Definition**

In this instrument:

***published lowest safe altitude*** has the meaning given by subregulation 178 (7) of CAR, as in force from time to time.

#### **4 Application**

This instrument applies in relation to Qantas Airways Limited, ARN 216147 (*Qantas*), if it operates an aircraft (the *aircraft*) that is flown along a route segment for which there is a:

- (a) published lowest safe altitude; or
- (b) method of calculating a lowest safe altitude that is determined by CASA under paragraph 178 (6) (a) of CAR.

#### **5 Determination — route segments for which there is no published lowest safe altitude**

- (1) For paragraph 178 (6) (a) of CAR, the pilot in command of the aircraft may use the following methods of calculating an en route lowest safe altitude (the ***determined methods***):
  - (a) the Jeppesen Grid Minimum Off Route Altitude (MORA) method; or

(b) the Digital Terrain method.

- (2) If the pilot in command of the aircraft calculates the lowest safe altitude using a determined method, the pilot is not required to calculate the lowest safe altitude in accordance with a method set out in the schedule to instrument CASA 32/97, *Determination under paragraph 178 (1) (b) of the Civil Aviation Regulations*.

**6 Exemption — route segments for which there is a published lowest safe altitude**

- (1) The pilot in command of the aircraft is exempt from compliance with subregulation 178 (1) of CAR to the extent that the subregulation prescribes the method for calculating the lowest safe altitude.
- (2) Subject to subregulation 178 (4) of CAR, the exemption in subsection (1) is subject to the condition that the pilot in command of the aircraft must not fly the aircraft at a height that is less than the lower of:
- (a) the published lowest safe altitude for the route segment; or
  - (b) the lowest safe altitude calculated in accordance with the determined methods.

**7 Direction — operations manual**

Qantas must not implement any change to the operations manual that affects the calculation of an en route lowest safe altitude unless the change has been required in writing by CASA or approved in writing by CASA.

**8 Repeal of this instrument**

This instrument is repealed at the end of 31 May 2023.

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