Instrument number CASA EX112/17

I, GRAEME MILLS CRAWFORD, Aviation Group Manager, a delegate of CASA, make this instrument under the Civil Aviation Regulations 1988 and the Civil Aviation Safety Regulations 1998.

[Signed G.M. Crawford]
Graeme M. Crawford
Aviation Group Manager
15 August 2017

Determination, exemption and direction — lowest safe altitude (Qantas Airways)

1 Repeal of CASA 107/17
Instrument CASA 107/17 is repealed.

2 Definitions
In this instrument:

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

3 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 for determining a lowest safe altitude that is determined by CASA under paragraph 178 (6) (a) of CAR.

4 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.

5 Exemption: route segments for which there is a published lowest safe altitude

(1) For regulation 11.160 of CASR, 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) For regulation 11.205, subject to subregulation 178 (4) of CAR, the exemption 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.

6 Direction: operations manual

For regulation 11.245 of CASR, 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.

7 Repeal of this instrument

This instrument is repealed at the end of 31 July 2020.