Instrument number CASA 39/13

I, gerard john campbell, Acting Executive Manager, Operations Division, a delegate of CASA, make this instrument under subregulation 235 (2) of the *Civil Aviation Regulations 1988*.

**[Signed G.J. Campbell]**

Gerard J. Campbell  
Acting Executive Manager  
Operations Division

5 March 2013

Directions under subregulation 235 (2) relating to landing weight and landing distance required

1 Duration

This instrument:

1. commences on the day of registration; and
2. stops having effect, as if it had been repealed by another instrument, at the earlier of:

(i) the coming into effect of the next amendment of subsection 11 of Civil Aviation Order 20.7.1B; or

(ii) 31 August 2013.

2 Application

This instrument applies to Qantas Airways Limited, Aviation Reference Number 216147 (the ***operator***), and pilots employed by the operator, when using the Airbus Operational Landing Distance concept, now referred to by Airbus in the Flight Crew Operations Manual as the in-flight landing distance.

3 Directions

I issue the directions in Schedule 1.

Schedule 1 Directions

1 Definitions

(1) In this Schedule:

***EFB*** means electronic flight bag.

***IFLD*** means the in-flight landing distance which is the actual landing distance required for the actual conditions, aeroplane configuration, runway conditions, and aeroplane system integrity using the deceleration devices planned to be used for the landing. The actual landing distance required is obtained by reference to the IFLD data supplied by the manufacturer either through an approved EFB or the aircraft’s Operations Manual.

(2) When in-flight, except in an emergency, pilots employed by the operator must use the IFLD x 1.15.