

# OFFICE OF THE HATC

## NATIONAL INFORMATION CIRCULAR

No: NIC 02/2004

<b>Subject</b>	<b>QANTAS FLEET OPERATING SPEEDS Ver 3</b>	
<b>Effective Date</b>	On receipt	Cancellation: 3/05/2004
<b>Units Affected</b>	All Units except GAAP	
<b>Background</b>	<p>Agreed operating parameters with the airlines no longer exist.</p> <p>Qantas have provided us with their latest general operating parameters for the fleet under normal operations. The circuit speeds column is now headed "At 3000agl" instead of "At 10nm to run". The effect is subtle but impacts where a large circuit at 3000ft is undertaken (eg PRM at SYD)</p> <p>Specific operational circumstances may necessitate variations to these speeds. Controllers are reminded that the speed control data contained in MATS appendix 3-1 is guidance material only and pilots may refuse to accept a speed control instruction due to operational requirements.</p> <p>The table over the page provides generic information only. Local agreements are unchanged.</p> <p><b>Note: This NIC cancels NIC 29/2003</b></p>	

Flight Parameters for QANTAS Fleet Operations Ver 3

	<u>Final Approach</u>				<u>Speeds</u>			
Fleet Type	Max Angle of Intercept of Final on a Procedure	Max Angle of Intercept of Final on a Vector	Distance/ Height to be established on Final	to 5000agl	Below 5000agl	At 3000agl	Final – VSA and ILS	Final – IFR Non Prec'n
<b>B737</b>	Prefer max maximum intercept of 90 degrees if other than on a dme arc.  This is not viewed as an inhibitor to design issues that improve efficiency or address specific safety issues	<ul style="list-style-type: none"> <li>• 90° VSA</li> <li>• 30° ILS</li> </ul>	3nm/1000  8nm/2500	<ul style="list-style-type: none"> <li>• 320 max</li> <li>• Min as required by ATC</li> </ul>	<ul style="list-style-type: none"> <li>• 250 max</li> <li>• Min as required by ATC</li> </ul>	210 reducing to Vref + 40 from 10nm	@ 2000ft reduce to landing configuration	Fully configured at 3000
<b>B747</b>		<ul style="list-style-type: none"> <li>• 45° VSA</li> <li>• 30° ILS</li> </ul>	5nm/1500  8nm/2500  NGT VSA not permitted	<ul style="list-style-type: none"> <li>• 340 max</li> <li>• Min as required by ATC</li> </ul>	<ul style="list-style-type: none"> <li>• 250 max</li> <li>• Min as required by ATC</li> </ul>	210 reducing to Vref + 40 from 10nm	@ 2000ft reduce to landing configuration	(140)
<b>B767</b>		<ul style="list-style-type: none"> <li>• 90° VSA</li> <li>• 30° ILS</li> </ul>	3nm/1000  8nm/2500s	<ul style="list-style-type: none"> <li>• 330 max</li> <li>• Min as required by ATC</li> </ul>	<ul style="list-style-type: none"> <li>• 250 max</li> <li>• Min as required by ATC</li> </ul>	210 reducing to Vref + 40 from 10nm	@ 2000ft reduce to landing configuration	(140)
<b>A330</b>		<ul style="list-style-type: none"> <li>• 90° VSA</li> <li>• 30° ILS</li> </ul>	3nm/1000  8nm/2500	<ul style="list-style-type: none"> <li>• 320 max</li> <li>• Min as required by ATC</li> </ul>	<ul style="list-style-type: none"> <li>• 250 max</li> <li>• Min as required by ATC</li> </ul>	210 reducing to 190 – 170 from 10nm	@ 2000ft reduce to landing configuration	(140)

*Note: the above table provides generic information. Specific operational circumstances [eg AIP requirements at Sydney; ATC speed requests; aircraft weight/weather combinations] will give rise to variations to the above. Except for operational circumstances QANTAS does not restrict the pilot's ability to accept max speeds.*