



Australian Government

Civil Aviation Safety Authority

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 91.040, 121.015, 133.020 and 135.025 of the *Civil Aviation Safety Regulations 1998*.

[DRAFT ONLY — NOT FOR SIGNATURE]

Pip Spence
Director of Aviation Safety

[Month] 2025

Parts 91, 121, 133 and 135 Manuals of Standards Amendment Instrument 2025

1 Name

This instrument is the *Parts 91, 121, 133 and 135 Manuals of Standards Amendment Instrument 2025*.

2 Commencement

This instrument commences on the day after it is registered.

3 Amendment of Part 91, Part 121, Part 133 and Part 135 Manuals of Standards

Each Manual of Standards mentioned in the title of a Schedule to this instrument is amended in accordance with the Schedule.

Schedule 1 Part 91 Manual of Standards

[1] After section 26.26

insert

26.26A Radio altimeters

- (1) This section applies from the beginning of 1 April 2026.
- (2) Each radio altimeter fitted to an aeroplane used for the conduct of any of the following instrument approach operations must comply with the requirements for tolerance to radio frequency interference specified for a “radio altimeter tolerant airplane” in FAA Airworthiness Directive AD 2023-10-02 (*FAA AD 2023-10-02*) as existing on 26 May 2023:
 - (a) a low-visibility approach;
 - (b) a Required Navigation Performance Authorization Required (RNP AR) instrument approach operation.

Note 1 In FAA AD 2023-10-02, a “radio altimeter tolerant airplane” is defined for the purposes of the AD as “one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g) (1) (i) and (ii) of this AD, using a method approved by the FAA.”.

Note 2 26 May 2023 is the date FAA AD 2023-10-02 was published in the Federal Register of the United States Government.

- (3) Each radio altimeter fitted to a rotorcraft used for the conduct of any of the following instrument approach operations must comply with the requirements for tolerance to radio frequency interference specified for a “radio altimeter tolerant rotorcraft” in FAA Airworthiness Directive AD 2023-11-07 (*FAA AD 2023-11-07*) as existing on 22 June 2023:

- (a) a low-visibility approach;
- (b) a Required Navigation Performance Authorization Required (RNP AR) instrument approach operation.

Note 1 In FAA AD 2023-11-07, a “radio altimeter tolerant rotorcraft” is defined for the purposes of the AD as “one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g) (1) (i) and (ii) of this AD, using a method approved by the FAA.”.

Note 2 22 June 2023 is the date FAA AD 2023-11-07 was published in the Federal Register of the United States Government.

Schedule 2 Part 121 Manual of Standards

[1] After section 11.20

insert

11.20A Radio altimeters

From the beginning of 1 April 2026, each radio altimeter fitted to an aeroplane used for the conduct of any of the following instrument approach operations must comply with the requirements for tolerance to radio frequency interference specified for a “radio altimeter tolerant airplane” in FAA Airworthiness Directive AD 2023-10-02 (*FAA AD 2023-10-02*) as existing on 26 May 2023:

- (a) a low-visibility approach;
- (b) a Required Navigation Performance Authorization Required (RNP AR) instrument approach operation.

Note 1: In FAA AD 2023-10-02, a “radio altimeter tolerant airplane” is defined for the purposes of the AD as “one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD, using a method approved by the FAA.”.

Note 2: 26 May 2023 is the date FAA AD 2023-10-02 was published in the Federal Register of the United States Government.

Schedule 3 Part 133 Manual of Standards

[1] After section 11.17

insert

11.17A Radio altimeters

From the beginning of 1 April 2026, each radio altimeter fitted to a rotorcraft used for the conduct of any of the following instrument approach operations must comply with the requirements for tolerance to radio frequency interference specified for a “radio altimeter tolerant rotorcraft” in FAA Airworthiness Directive AD 2023-11-07 (*FAA AD 2023-11-07*) as existing on 22 June 2023:

- (a) a low-visibility approach;
- (b) a Required Navigation Performance Authorization Required (RNP AR) instrument approach operation.

Note 1: In FAA AD 2023-11-07, a “radio altimeter tolerant rotorcraft” is defined for the purposes of the AD as “one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD, using a method approved by the FAA.”.

Note 2: 22 June 2023 is the date FAA AD 2023-11-07 was published in the Federal Register of the United States Government.

Schedule 4 Part 135 Manual of Standards

[1] After section 11.21

insert

11.21A Radio altimeters

From the beginning of 1 April 2026, each radio altimeter fitted to an aeroplane used for the conduct of any of the following instrument approach operations must comply with the requirements for tolerance to radio frequency interference specified for a “radio altimeter tolerant airplane” in FAA Airworthiness Directive AD 2023-10-02 (**FAA AD 2023-10-02**) as existing on 26 May 2023:

- (a) a low-visibility approach;
- (b) a Required Navigation Performance Authorization Required (RNP AR) instrument approach operation.

Note 1: In FAA AD 2023-10-02, a “radio altimeter tolerant airplane” is defined for the purposes of the AD as “one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD, using a method approved by the FAA.”.

Note 2: 26 May 2023 is the date FAA AD 2023-10-02 was published in the Federal Register of the United States Government.