CONSULTATION DRAFT (3 October 2025)

Part 121 (Australian Air Transport Operations—Larger Aeroplanes) Amendment Manual of Standards 2025

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make the following Manual of Standards.

Dated October 2025

Pip Spence
Director of Aviation Safety

CONSULTATION DRAFT

Contents

1 Name

This instrument is the *Part 121 (Australian Air Transport Operators—Larger Aeroplanes) Amendment Manual of Standards 2025.*

2 Commencement

This instrument commences on the day after it is registered.

3 Authority

This instrument is made under the *Civil Aviation Safety Regulations 1998*.

4 Schedules

Schedule 1 amends the *Part 121 (Australian Air Transport Operations—Larger Aeroplanes) Manual of Standards 2020.*

Schedule 1—Amendments

Part 121 (Australian Air Transport Operations—Larger Aeroplanes) Manual of Standards 2020

[1] Subsection 1.04(1)

insert

APV means any of the following approach procedures with vertical guidance:

(a) RNP APCH – LNAV/VNAV;

(b) RNP APCH – LPV (decision height at or above 250 ft);

(c) RNP AR APCH – RNP 0.x.

Note: For a RNP AR APCH procedure the minima is represented as RNP 0.x where 0.x refers to the RNP value specific to the final approach segment.

LOC means localiser.

NDB means non-directional beacon.

NPA means any of the following non-precision approach procedures:

(a) NDB, VOR or LOC;

(b) RNP APCH – LNAV;

(c) RNP APCH – LP.

PA means any of the following precision approach procedures:

(a) ILS (not including CAT II or CAT III);

(b) GLS;

(c) RNP APCH – LPV (decision height below 250 ft).

RNP AR DP means the navigation specification prescribed by paragraph 22.01(b) of the Part 91 Manual of Standards, for the purposes of paragraph 91.660(1)(a) of CASR.

[2] Paragraph 4.08(1)(b)

substitute

(b) during the flight:

(i) if an exception in subsection (2) or (3) ceases to apply to the flight; or

(ii) unless the exception in subsection (4) applies to the flight.

[3] Subsection 4.10(3)

omit

subsection (1)

insert

subsection (2)

[4] Paragraph 4.10(3)(b)

omit

in subsection 4.08(3)

insert

in paragraphs 4.08(3)(a) to (d)

[5] Paragraph 4.10(3)(b)

omit

in that subsection

insert

in subsection 4.08(3)

[6] Subsection 4.11(1)

omit

item of the table 4.11

insert

item of table 4.11

[7] Subsection 4.11(1), table 4.11, after table item 2

insert

2A	The aerodrome has at least 2 operational authorised instrument approach procedures, each of which provides a straight-in approach procedure to a single runway	A height of 400 ft above the height required by the instrument approach procedure with the second lowest: (a) MDA or MDH, or (b) DA or DH	Visibility of 1 500 m above the visibility required by the instrument approach procedure with the second lowest: (a) MDA or MDH; or (b) DA or DH

[8] After subsection 4.11(2)

insert

(3) Despite subsections (1) and (2), an aerodrome may be planned for use as:

(a) an en-route alternate aerodrome; or

(b) a destination alternate aerodrome;

for a flight if that aerodrome meets the requirements in paragraphs 4.08(3)(a) to (d), applied as if a reference to an aerodrome in subsection 4.08(3) were a reference to the en route alternate aerodrome, or destination alternate aerodrome, planned for the flight.

[9] Subsection 4.12(1)

omit

this section

insert

subsections (2) and (3)

[10] Subsection 4.12(1)

after

isolated destination aerodrome

insert

, unless the exception in subsection (6) applies

[11] After subsection 4.12(3)

insert

Note: See section 1.04 for the definition of ***critical point***.

[12] Subsection 4.12(5), the note

omit

[13] After subsection 4.12(5)

insert

(6) It is an exception to the requirements in subsections (2) and (3) if:

(a) a destination alternate aerodrome is planned for the flight; and

(b) the destination alternate fuel carried on board the aeroplane for the purposes of paragraphs 7.05(1)(b), (2)(b) and (3)(b) is the destination alternate fuel required by subsection 7.02(5).

[14] Paragraph 4.19(2)(d)

omit

[15] Subsection 4.19(6), table 4.19 (cell at table item 1, column 1)

substitute

An APV or PA

[16] Subsection 4.19(6), table 4.19 (cell at table item 2, column 1)

substitute

An NPA that does not involve the conduct of a circling manoeuvre

[17] Subsection 4.19(6), table 4.19 (cell at table item 3, column 1)

substitute

An NPA that involves the conduct of a circling manoeuvre

[18] After table 4.19

insert

Note: See the definitions of ***APV*** (approach procedures with vertical guidance), ***NPA*** (non-precision approach procedures) and ***PA*** (precision approach procedures) in subsection 1.04(1).

[19] Subsection 7.02(4)

after

isolated destination aerodrome,

insert

and the aeroplane is operated without a destination alternate aerodrome,

[20] After subsection 7.02(4)

insert

(5) If the planned destination aerodrome for a flight of the aeroplane is an isolated destination aerodrome, and a destination alternate aerodrome is planned for the flight, the ***destination alternate fuel*** is:

(a) the amount of fuel required to enable the aeroplane to meet the requirements in paragraphs (1)(a) to (f); and

(b) any supplementary fuel required to allow an aeroplane that suffers engine failure or loss of pressurisation at the missed approach point at the destination aerodrome, whichever results in the greater subsequent fuel consumption, to:

(i) proceed to an alternate aerodrome; and

(ii) fly for 15 minutes at a holding speed at 1 500 ft above the aerodrome elevation in ISA conditions; and

(iii) make an approach and landing.

[21] Subsection 7.05(5)

substitute

Diversion to planned destination alternate aerodrome

(5) Subsection (6) applies if:

(a) the planned destination aerodrome for a flight is not an isolated destination aerodrome; and

(b) the aeroplane, for the flight:

(i) has been unable to land at the planned destination aerodrome; and

(ii) is diverting to the planned destination alternate aerodrome.

[22] Subsection 9.04(2B)

omit

In subsection (2A)

insert

In subsections (2A) and (5)

[23] Paragraph 9.04(3)(b)

omit

300 m

insert

370 m

[24] Subsection 9.04(5)

substitute

Alternative net take-off area requirements

(4A) Subsection (5) applies only in relation to the flight of an aeroplane for which the requirements mentioned in section 9.04A are met.

(5) For the purposes of subsection (2), the distance is that which does not exceed the following, subject to the limitations mentioned in subsections (5A) and (5B):

(a) 90 m plus (0.0625 x D);

(b) if the aeroplane has a wingspan less than 60 m—the distance worked out using the formula:

(half the wingspan of the aeroplane) + 60 m + (0.0625 x D).

(5A) For subsection (5), if the portion of the flight from the departure end of the runway to the lowest safe altitude for the route can be conducted with a navigation specification of RNP 0.2 or better, the distance mentioned in paragraph (5)(a) or (b) is limited to a maximum of 370 m.

(5B) For subsection (5), if the portion of the flight from the departure end of the runway to the lowest safe altitude for the route can be conducted with a navigation specification of more than RNP 0.2, the distance mentioned in paragraph (5)(a) or (b) is limited to a maximum of the distance in nautical miles (converted to metres) of the navigation specification RNP value approved for the aeroplane.

Note: The reference to "RNP 0.2 or better" includes RNP capability that is more accurate than RNP 0.2, for example, RNP 0.15 which has a smaller RNP number value. Conversely, "more than RNP 0.2" refers to an RNP capability that is less accurate, for example, RNP 0.3 which has a larger RNP number value.

(5C) In subsection (5B):

approved for the aeroplane, in relation to the navigation specification RNP value, means the RNP specification RNP value that the aeroplane is approved for by at least one of the following:

(a) the aircraft flight manual for the aeroplane;

(b) a document approved under Part 21 of CASR as part of, or based on, an airworthiness assessment;

(c) if the aeroplane is a foreign-registered aircraft—a document approved in writing by the national aviation authority of the aircraft's State of registry or State of the operator.

Operating within navigation specification

(5D) The operator and the pilot in command must ensure that, immediately before commencing take-off, the portion of the flight from the departure end of the runway to the lowest safe altitude for the route can be conducted within the navigation specification used to determine the distance mentioned in paragraph (3)(b) or (4)(b), or subsection (5A) or (5B).

[25] After section 9.04

insert

9.04A Competencies and design requirements—alternative RNP-based engine-out departure procedures

(1) This section sets out requirements for the purposes of subsection 9.04(4A).

(2) The operator of the aeroplane for the flight must be the holder of an approval:

(a) under regulation 91.045 CASR, issued for the purposes of subparagraph 91.660(1)(b)(i) of CASR; or

(b) if the aeroplane is a foreign-registered aircraft—by the national aviation authority of the aircraft's State of registry or State of the operator;

to use a navigation specification of RNP AR DP for a flight of the aeroplane.

Note: RNP AR DP is a prescribed navigation specification under section 22.01 of the Part 91 Manual of Standards and may not be used for a flight without the approvals mentioned: see regulation 91.660 of CASR. "AR" in the term indicates authorisation required and "DP" in the term indicates departure procedure.

(3) The instrument departure procedure used by the operator and the pilot in command of the aeroplane, to meet the requirements in section 9.04 for the flight, must be designed by a person who is the holder of:

(a) a procedure design certificate that is in force, issued by CASA under Part 173 of CASR; or

(b) a procedure design authorisation that is in force, issued by CASA under Part 173 of CASR; or

(c) an authorisation equivalent to one mentioned in paragraph (a) or (b), that is in force, and that was issued by the FAA, EASA, or the national aviation authority of the United Kingdom, New Zealand or Canada.

(4) The design of the instrument departure procedure must:

(a) provide for a flight track that is designed for use by aeroplanes using PBN-based course guidance; and

(b) consider the following matters in relation to flight track:

(i) the ability of a pilot to initiate and maintain a desired speed and bank angle in a turn;

(ii) the effect of wind on the take-off flight path;

(iii) the effect of temperature on turns;

(iv) the effect of terrain proximity on TAWS warning.

(5) The aeroplane must be fitted with a TAWS Class-A (within the meaning of subsection 11.24(1)) that is operative for the flight.

(6) For the purposes of subsection (5), section 11.25 (Flight with inoperative TAWS equipment) does not apply to the flight.

[26] After subsection 9.11(3)

insert

(4) This section is subject to section 9.11A.

[27] After section 9.11

insert

9.11A Wet or contaminated runways if destination alternate aerodrome required—alternative pre-flight landing requirements

(1) Subsection (2) applies if, for a flight of an aeroplane:

(a) an authorised weather forecast indicates that the runway at the planned destination aerodrome, at the aeroplane's estimated time of arrival, may be wet; and

(b) a destination alternate aerodrome is planned for the flight; and

(c) two destination alternate aerodromes are not required to be planned for the flight.

Note: See section 4.10 for when two destination alternate aerodromes must be planned for a flight.

(2) Despite subsection 9.11(1), the operator and the pilot in command of the aeroplane for the flight must ensure that, when the flight begins, the landing distance available at the planned destination aerodrome is at least the landing distance required under subsection 9.10(1).

(3) Subsection (4) applies if, for a flight of an aeroplane:

(a) an authorised weather forecast indicates that the runway at the planned destination aerodrome, at the aeroplane's estimated time of arrival, may be contaminated; and

(b) a destination alternate aerodrome is planned for the flight; and

(c) two destination alternate aerodromes are not required to be planned for the flight.

(4) Despite subsection 9.11(3), the operator and the pilot in command of the aeroplane for the flight must ensure that, when the flight begins, the landing distance available at the planned destination aerodrome is at least the greater of the following:

(a) the landing distance required under subsection 9.10(1);

(b) the required landing distance calculated in accordance with the performance data for the aeroplane under regulation 121.390 of CASR, where the data is specific to operations on contaminated runways.

[28] Subsection 11.24(1), paragraph (a) of the definition of *TAWS-Class A*

omit

(E)TSO-C151b

insert

(E)TSO-C151a

[29] Subsection 11.24(1), paragraph (a) of the definition of *TAWS-Class B*

omit

(E)TSO-C151b

insert

(E)TSO-C151a