# CASR Part 121 Key Operational Changes with Suggested Text

### Guide to using this document

This document is intended to assist persons who will conduct air transport operations under Part 121 of CASR to prioritise their actions to transition to the new flight operations regulations. It highlights the key changes in Part 121 affecting those operations (compared with the rules in force up to 2 December 2021), describes who is affected by each key change and what operators have to do. Unless otherwise stated, ‘operators’ means operators under CASR Part 121, excluding Subpart 121.Z. For operations under Subpart 121.Z, refer to regulations 121.765 to 121.780, and also the Part 135 Key Operational Changes document.

#### Suggested operator action

Part 119 of CASR provides the underpinning organisational regime for the air transport regulations. Operators should review their existing manuals against the Part 119 key changes document before reviewing their manuals against the key operational changes for Part 121.

In this version of the document we have added a column titled ‘suggested text’. It contains additional information for use by operators when updating their existing procedures, including suggested text, which may include notes or instructions on how to use it. In most cases, modification will be required to suit operator circumstances.

This column also identifies requirements for which:

* no text is required to be inserted into your existing manuals, for example due to the rule being administrative only
* no suggested text is provided, if it is not practical for CASA to provide generic sample text that would be usable by most operators.

It has been anticipated that operators will take advantage of the deferrals available to them and sample text has not been provided for the deferred provisions at this time.

Consistent with the terms of the CEO Declaration that must be signed and provided to CASA by 1 December 2021 in order to continue operations on 2 December 2021, CASA expects operators to use their best endeavours to understand and address the changes (including by updating their documented procedures) needed to operate safely under the new rules from 2 December 2021.

#### Guidance material

For guidance relating to specific regulatory provisions, refer to the [Part 121 AMC/GM](https://www.casa.gov.au/part-121-australian-air-transport-operations-larger-aeroplanes-amc-gm) document.

Further guidance information on Part 121 of CASR can be found [here](https://www.casa.gov.au/search-centre/rules/part-121-casr-australian-air-transport-operations-larger-aeroplanes).

#### Document structure

This document is structured as follows:

|  |  |  |
| --- | --- | --- |
| Section | Description | Page |
| [Colour coded key to changes](#_Colour_coded_key) | Key changes are colour coded, for example new requirements are shaded a light blue. | 2 |
| [Summary of deferred provisions](#_Summary_of_deferred) | Two tables summarise key Part 121 changes that are being deferred beyond the 2 December 2021 flight operations regulations commencement date. The deferrals apply to certain operators, as previously communicated. You should not rely on them unless you are sure they apply to your operations. | 3 |
| [Key changes in force from 2 December 2021](#_Key_changes_in)  | This section details the key operational changes applicable from 2 December 2021 and identifies requirements that are deferred for certain operators. | 5 |
| [Compliance no later than 2 March 2023](#_Compliance_no_later) | This section identifies the Part 121 requirements that are deferred until 2 March 2023 that relate to flight crew experience and training and checking. The deferrals apply to certain operators only and are subject to conditions set out in CASA EX83/21 – Part 121 and Part 91 of CASR – Supplementary Exemptions and Directions Instrument 2021 (CASA EX83/21) and CASA EX87/21 – Flight Operations Regulations – SMS, HFP&NTS and T&C Systems – Supplementary Exemptions and Directions Instrument 2021 (CASA 87/21). | 25 |
| [Compliance no later than 4 December 2023](#_Compliance_no_later_1) | This section identifies the Part 121 requirement that is deferred until 4 December 2023 that relates to minimum equipment lists. The deferral applies to certain operators only and is subject to conditions set out in CASA EX83/21. | 32 |

### Colour coded key to changes

#### 67 key changes, characterised as follows:

42 rules with new requirements (5 overlap an existing requirement with significant change). These requirements may not be in an operator’s existing manual.

16 rules with requirements that carry over an existing requirement with significant change (5 overlap a new requirement). These requirements may be in an operator’s existing manual.

 1 rule with administrative changes that affect operators. The changes may require adjustments to text in an operator’s existing manual.

 8 rules with requirements covering existing rule topics but the new rule is less restrictive, therefore no suggested text is provided in this document.

### Summary of deferred provisions

#### Compliance no later than 2 March 2023

| Regnumber | Regulation title | Who the deferral applies to |
| --- | --- | --- |
| 121.480 | Experience(flight crew) | An operator who, immediately before 2 December 2021:* held an AOC, or was an early applicant for an AOC or an AOC variation, that authorised regular public transport operations, or charter operations, or aerial work (air ambulance) operations, in the aeroplane, and
* was subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations, or for an aeroplane used in the operations, and
* had an operations manual, or a training and checking manual, which included operator pairing procedures or requirements.
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| 121.480 | Experience (flight crew) | An operator who, immediately before 2 December 2021:* held an AOC, or was an early applicant for an AOC or an AOC variation, that authorised charter operations or aerial work (air ambulance) operations, and
* was not subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for an aeroplane used in the operations.
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| 121.485 | Competence (flight crew) |
| 121.495 | Pilot in command |
| 121.555 | Meeting initial training requirements |
| 121.560 | Meeting conversion training requirements |
| 121.565 | Command training requirements |
| 121.575 | Holding valid Part 121 proficiency check | An operator who, immediately before 2 December 2021:* held an AOC, or was an early applicant for an AOC or an AOC variation, that authorised charter operations or aerial work (air ambulance) operations, and
* was not subject to a requirement under subregulation 217 (1) of CAR to provide a training and checking organisation for the operations or for an aeroplane used in the operations.
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| 121.580 | Part 121 proficiency check |
| 121.585 | Holding valid line check |
| 121.590 | Line check requirements |
| 121.595 | Holding valid refresher check |
| 121.600 | Refresher training and checking requirements |
| 121.605 | Holding valid annual emergency and safety equipment check |
| 121.610 | Annual emergency and safety equipment training and checking requirements |
| 121.615 | Holding valid 3 yearly emergency and safety equipment check  |
| 121.620 | The 3 yearly emergency and safety equipment training and checking requirements  |

#### Compliance no later than 4 December 2023

| Regnumber | Regulation title | Who the deferral applies to |
| --- | --- | --- |
| 121.060 | Operator to have minimum equipment list for certain flights | An operator of an aeroplane who, immediately before 2 December 2021 held an AOC, or was an early applicant for an AOC or an AOC variation, that:* authorised charter operations, or aerial work (air ambulance) operations, in the aeroplane, and
* did not authorise regular public transport operations in the aeroplane.
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### Key changes in force from 2 December 2021

| Regnumber | Regulation title | 121MOS | Old rule/ref | Regulatory context comment and overview of actions (where necessary) | Suggested text |
| --- | --- | --- | --- | --- | --- |
| 121.020 | Permitted categories of aeroplanes |  | CAR 207CAO 82.3 subsection 6 | Existing rule topic but new rule is less restrictive for operators Allows the Part 121 MOS to specify an additional category. | No text required |
| 121.025 | Aeroplane to be flown under the IFR |  |  | A new requirement for operators and the pilot in command BackgroundPreviously there were options for certain operators that will become Part 121 operators to fly under the VFR. Under this new rule all Part 121 operations (that are not Subpart 121.Z operations) must be conducted under the IFR. Visual approaches can still be conducted, just as an IFR flight. RequirementEnsure that all operations are conducted under the IFR. Transitional arrangements These are being developed in conjunction with CASA’s policy review of the Part 135/121 seat break issue. | No suggested text provided. Operators should insert a section or amend the section in their manual where the category of operations is mandated to state that operations are to be IFR only. |
| 121.030 | Flights further than the 60 minute distance |  | CAO 82.0 subsection 3  | A new requirement for operators and the pilot in commandExisting rule topic but new rule is less restrictive for turbine-engine aeroplanesBackgroundCarries over an existing requirement with minimal change for piston-engine aeroplanes. Introduces the terms ‘60-minute distance’ and ‘threshold distance’ in place of ‘threshold time’. Formalises EDTO requirements. RequirementsIntroduces specific requirements for procedures to be in the exposition, and aerodrome and operational control requirements.Removes the requirement for specific EDTO approval for turbine-engine aeroplanes above 5,700 kg and replaces it with a prescriptive limit.For flights further than the 60-minute distance, include in your exposition procedures for:* dispatching the flight, and
* providing updated information relating to the adequate aerodrome to flight crew during flight.

For a flight that is further than the 60-minute distance but not further than the threshold distance, ensure the requirements set out in subregulation 121.030 (2) are met. | No suggested text provided. Current EDTO operators should review the provision. |
| 121.040 | Flight distance limitation over water |  |  | A new requirement for operators who operate certain aeroplanes with a MOPSC of more than 30RequirementFor an aeroplane that has a MOPSC of more than 30 that does not comply with the ditching standards for the aeroplane, ensure it does not operate over water at a distance further from land than that prescribed in subregulation 121.040 (3). | No suggested text provided. Current EDTO operators should review the provision. |
| 121.050 | Ferrying an aeroplane with one engine inoperative |  | CAO 29.8 | A new requirement for operatorsBackgroundThe practice previously permitted by CAO 29.8 is not permitted by Part 121.RequirementAn aeroplane must not be ferried with one engine inoperative on a flight that is a Part 121 operation.  | No suggested text provided. If the practice was previously allowed by the operator, operators should the section in their manual to prohibit it. |
| 121.065 | Duty statement to be available to crew |  | CAO 20.11 subsection 11 | A new requirement for operatorsBackgroundExtends the requirement to all duties. RequirementEnsure that a statement of a crew member’s duties for a flight is made available to the crew member before they begin to carry out their duties for the flight.  | No suggested text provided. Operators may have statements in their manuals and this may be acceptable provided the operator ensures the crew member has had access to the statement. |
| 121.070 | Availability of checklists |  | CAR 232CAO 20.13 | Existing rule topic but new rule is less restrictive for operators Removes the requirement for a check system to be approved. | No text required |
| 121.100 | Keeping and updating documents etc. | 3.03 |  | A new requirement for operatorsBackgroundContains new requirements to have the passenger list available on the ground and new prescriptive requirements for the exposition.RequirementsFor passenger transport operations, include procedures in your exposition for:* keeping the passenger list accessible to a person on the ground for the duration of a flight, and
* providing updated information to such a person during the flight if the list requires updating.
 | **Note 1**: The passenger list is the only document specified in the MOS reference. The easiest method is to use a form that includes the information required by regulation 121.110.**Note 2**: Operations manuals should have procedures for operations staff to manage the list, including who is responsible and the methods of retention and communication.Passenger listsFor multi-sector flights where passenger details are known, the flight crew will prepare a passenger list using Form XXX on paper or electronically and forward it to operations. If a suitable company representative is available on the ground at the point of departure who can forward it to operations, the crew may leave the list with this person.If a flight is planned into an area where normal channels of communication such as mobile reception for email or text do not exist before take-off, or are unlikely to exist, the company satellite phone is to be carried.Changes to previous passenger lists or submission of new lists are to be made using the satellite phone.The operations personnel in receipt of the passenger list must have the passenger list immediately available to AMSA or another recognised search and rescue authority (such as the Police) for search and rescue purposes at all times during the flight of the aircraft. |
| 121.105 | Journey logs |  |  | A new requirement for operators and the pilot in commandBackgroundIntroduced to align with ICAO requirements. Provides flexibility for information to be included in another document or readily available source.RequirementsFor each flight:* prepare a journey log that contains the information in subregulations 121.105 (3) and (5), and a place for PIC verification
* comply with the pre-flight and post-flight completion of journey log requirements
* carry the journey log on the aeroplane (subregulation 121.085 (1) and Part 121 MOS 3.01).

Identified shortcoming and interim solutionThis regulation requires that entries for certain items need to be made at a time that is not appropriate or is unduly restrictive. CASA EX83/21 provides that certain log entries may be made not later than as soon as reasonably practicable after the flight ends. The relevant entries relate to the time the flight begins, the place of arrival, and incidents and observations during the flight. Refer to sections 7 and 8 of CASA EX83/21 for conditions of the exemptions. | **Note**: This provision introduces a new title for information most likely already captured by operators. The simplest method is to combine the information on one form.Journey logThe flight crew must complete a journey log for all flights. The journey log information required is outlined on the combined operational flight plan journey log/ form. The crew must complete items marked with an asterisk \* on this form pre-flight and must complete all items on the form as soon as practicable after the flight ends and save it to the company records management system.\*Operators should specify on the form which items are to be entered pre-flight. |
| 121.110 | Passenger lists |  | CAR 139CAO 20.16.1 subsection 7 | Carries over an existing requirement with significant change for operators who will conduct passenger transport operations or medical transport operationsBackgroundIntroduces a new requirement for the number of infants to be recorded. Note that this regulation only requires the preparation of the list, there is no requirement for retention at the departure aerodrome (replaced with requirement for retention by the operator).RequirementWhen a passenger transport or medical transport flight begins, ensure a passenger list (or other document or readily available source) contains the information mentioned in subregulation 121.110 (2). | No suggested text provided. Operators should ensure their passenger list pro-forma is updated to the new requirement. |
| 121.115 | Flight preparation forms for flights that begin or end outside Australian territory |  | CARs 139 and 233 | Carries over an existing requirement with significant change for operators and the pilot in commandBackgroundPrevious rules consolidated and enhanced. Forms will require updating to meet the prescriptive requirements in the new regulations.RequirementAt the commencement of a flight that begins or ends outside Australia, ensure a flight preparation form has been prepared and certified by the PIC that they are satisfied of the matters mentioned in subregulation 121.115 (3). | No suggested text provided.Operators carrying out foreign flights will already have procedures and should update the forms to meet the new requirements – administrative change only. |
| 121.130 | Information about search and rescue services |  |  | A new requirement for operatorsBackgroundIntroduced to align with ICAO requirements and ensure pilots have the correct information regarding SAR services.RequirementProvide a means for ensuring that when a flight begins, information about SAR services relevant to the flight is readily accessible to the flight crew members for the flight. | **Note 1**: An operator’s current manuals may include document carriage requirements. Information about search and rescue services is in the ERSA, which is part of AIP. If AIP is not already in the operator’s list of required documents it could be added. Otherwise, this suggested text could be used to replace the existing list.Documents to be carried on flightsThe following documents and manuals must be carried on all flights. Electronic copies are acceptable for the following:* The applicable aircraft flight manual (AFM) and supplements (if applicable)
* Aircraft checklists
* Parts of the exposition relating to crew duties and conduct of the flight
* Instructions for use of computerised navigation equipment (if fitted)
* Minimum equipment list
* Maps, charts and AIP or equivalent for the flight
* Flight technical log or maintenance release or equivalent Form XXXX
* The operational flight plan/journey log for the flight Form XXXX
* Passenger list (if passengers are carried) Form XXXX
* Aerodrome data for the departure, destination and alternate (if not in AIP)
* The flight notification (if required) for the flight \*
* The weight and balance documents for the flight \*
* NOTAMS and AIS briefing for the flight \*
* Weather forecasts for the planned route and any alternate \*
* Identification and procedures for any person on board that requires special consideration during flight or evacuation \*
* SMS reporting Form XXXX \*.

Hard copies of the following are required:* The flight crew licences and medical certificates for all flight crew members
* A photographic identification document issued by a government authority or a passport for all flight crew members
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| 121.135 | Information about emergency and survival equipment | 3.04 |  | A new requirement for operatorsBackgroundIntroduced to align with ICAO requirements and ensure correct information is available to the SAR services.RequirementProvide a means for ensuring that when a flight begins, the information prescribed by section 3.04 of the Part 121 MOS is available for immediate communication to a rescue coordination centre. | **Note 1**: The MOS lists the information required about each item. Flight notification forms have areas where the information can be recorded. Operators should direct the flight crew to complete the flight notification and leave a copy with the operator.**Note 2**: a survival ELT can substitute for an automatic ELT unless a life raft is required by Part 91 MOS in which case it must have either 2 survival ELT’s or one of each of an automatic and survival ELT. Refer 91 MOS division 26.12.Operators may already have information on this topic. The existing text could be amended, or this complete section could be added.Information about emergency and survival equipmentThe flight crew are to ensure that the following information is included on a flight plan and that a copy of the plan is provided to operations prior to departure. This document could be provided via email, text or in hard copy. Where a SARTIME for arrival is submitted instead of a flight plan or flight note, the crew must ensure the following information is directly provided to operations:* **Life raft**

The number, colour and type of the life raft carried must be entered into the flight notification. The life raft must have the capacity to carry each adult and child on the aeroplane and be equipped with a survivor locator light and a portable emergency locator transmitter. * **Signalling device**

The number, colour and type of any signalling device carried must be entered into the flight notification.* **First aid kit**

The flight crew must ensure that at least one first aid kit of a type sufficient for the aircraft passenger complement is serviceable and present prior to flight. Details of the contents of the kit are to be entered into the appropriate section of the flight notification for the flight.* **Survival ELT**

The type and frequency of the transmitter carried must be entered into the flight notification.* **Water as an item of survival equipment**

The amount of water carried as part of the survival equipment is to be entered into the appropriate section of the flight notification for the flight. |
| 121.140 | Crew activities necessary for safe operation |  |  | A new requirement for operators and crew membersBackgroundIntroduces a requirement for all operators to have sterile cockpit rules.RequirementsFor Part 121 operators - ensure that during the specified phases of flight, crew members are not required to carry out activities other than those necessary for the safe operation of the aeroplane.For crew members - ensure that during the specified phases of flight, you do not carry out activities other than those necessary for the safe operation of the aeroplane. | Sterile cockpit procedure during critical phases of flightThe flight crew shall only perform duties essential to the aircraft’s safety during each of the following critical phases of flight: * from immediately prior to the start procedure until above the LSALT
* from immediately prior to TOPD checks until the after landing checks are complete
* at all times when in the terminal area of controlled airspace or the movement area of a controlled aerodrome.

During these periods, activities such as eating, non-essential conversation, completing documentation or non-essential data entry are not to be performed. |
| 121.145 | Competence of ground support personnel |  |  | A new requirement for operators with personnel who carry out ground support duties for a flightBackgroundClarifies operator responsibilities regarding ground personnel that were not specified in previous rules.RequirementEnsure that, prior to a member of your personnel carrying out a ground support duty for a flight, they have successfully completed the required training and been assessed as competent to carry out the duty.**Note:** Refer to Subpart 119.J for associated record keeping requirements. | **Note:** Ground support personnel do not necessarily need to be encompassed by the operator’s training and checking system.Ground support personnelGround support personnel are people coming into physical contact with an aircraft for a flight. These include:* loaders and baggage handlers
* persons who tow the aircraft
* others as required.

The HOFO will ensure that all ground support personnel have received training in and found competent to carry out their assigned duties safely. This training and assessment can be carried out by a pilot authorised to fly the aircraft. |
| 121.150 | Duty statement to be available to ground support personnel |  | CAO 20.11 subsection 11 | A new requirement for operators with personnel who carry out ground support duties for a flightBackgroundNot currently a requirement (extends the CAO 20.11 requirement to ground crew).RequirementEnsure that a member of the operator’s personnel assigned to carry out ground support duties for a flight is given a statement of their duties for that flight before they begin to carry out the duties. | No suggested text provided.Operators may have statements in their manuals and this may be acceptable provided the operator ensures the person has had access to the statement. |
| 121.160 | Operational control |  |  | A new requirement for operatorsBackgroundRequires the operator to formalise their arrangements where responsibilities for certain matters might be shared between the PIC and certain other ground-based operator staff (such as a person performing flight dispatch duties). RequirementInclude in your exposition the procedures for determining how operational control for a flight is to be exercised and by whom, for example:* who is responsible for the initiation, continuation, diversion or termination of a flight, and
* the duties to be carried out when exercising the responsibilities.

Details of these procedures as they relate to determining operational control for an EDTO flight of an aeroplane must be included in an application for EDTO approval, in accordance with section 2.11 of the Part 121 MOS. | **Note**: This new requirement only affects operators who may employ and nominate persons other than the pilot to exercise the functions mentioned in the definition.No suggested text provided. |
| 121.170 | Flight preparation (Part 121 alternate aerodromes) requirements | Ch 4 |  | New requirements for operators and the pilot in commandBackgroundA significantly different alternate aerodrome concept based on ICAO and other comparable regulator provisions, but with some specific alleviations for Australian conditions:* introduces different criteria for when an alternate must be selected compared to the criteria for when an aerodrome can be held as an alternate
* introduces the concept of isolated aerodromes and take-off alternate aerodromes
* removes requirements based on specific Australian remote islands
* includes existing aerodrome lighting conditions.

RequirementEnsure that the requirements relating to flight preparation and alternate aerodromes for a flight, as prescribed by Chapter 4 of the Part 121 MOS, are met. | No suggested text provided.  |
| 121.200 | Stabilised approach requirements |  |  | A new requirement for operatorsBackgroundIntroduced to recognise common safety practices since the old rules were created.RequirementInclude in your exposition procedures for conducting stabilised approaches to land at an aerodrome. | The suggested text provided represents common industry practice. Operators can customise the text provided or use previously published procedures. Where marked ‘XX’, operators should insert figures relevant to their operation and aeroplane requirements.Stabilised approach criteriaThe flight crew must fly a stabilised approach to land at an aerodrome. A stabilised approach means:By 1000ft AGL:* Aircraft either in level flight or on descent with less than XX ft/min sink rate; and
* Below first stage flap/gear extension speed whichever is higher; and
* Not accelerating.

From 500 ft AGL on the descent:* Aircraft on the correct flight path and only small changes in heading/pitch/power are required to maintain it, and
* Speed is not more than VREF + XX knots indicated airspeed and not less than VREF, and
* Aircraft is in the correct landing configuration, and
* Sink rate is no greater than XX ft/min, and
* Power setting is appropriate for the aircraft configuration.

**Note**: To be considered stable, Instrument landing system (ILS) and RNAV (GNSS) approaches must be within XX of the glideslope and localizer and wings must be level below XX feet (except for minor corrections of < 5 deg AOB).Unstable approachAn immediate missed approach must be executed if the above criteria are exceeded below 1,000 feet above airport elevation in IMC or below 500 feet above airport elevation in VMC. |
| 121.210 | Procedures to determine information about aerodromes |  | CAO 82.1 App1 para 2.5 CAO 82.3 subsections 5 and 5A | Existing rule topic but new rule is less restrictive, particularly for current RPT operators BackgroundA merging of previous rules. Identified shortcoming and interim solutionCASA EX83/21 provides an exemption for a take-off or landing at a water aerodrome. An operator is exempt from the requirement in paragraph 121.210 (1) (a), but only to the extent that the operator’s exposition must include procedures to determine the location of the aerodrome’s windsocks, as mentioned in paragraph 121.210 (2) (e)). Refer to section 10 of CASA EX83/21 for full details and the condition of the exemption. | No suggested text provided. |
| 121.235 | Fuel requirements |  | CARs 220, 233 and 234 CAO 20.2 subsection 6 | Carries over an existing requirement with significant change for operators and the pilot in commandBackgroundA carry over of existing rules. Specific Part 121 provisions supersede Part 91 provisions. Consequential changes are made to the fuel rules due to the changes to the alternate aerodrome rules.RequirementEnsure that the requirements relating to fuel for aeroplanes prescribed in Chapter 7 of the Part 121 MOS are met.  | No suggested text provided.Operators to incorporate changes brought about by changed alternate aerodrome requirements. |
| 121.245 | Application of Division 121.D.7 |  |  | Introduces a significant administrative change for operators and the pilot in command for passenger transport operations or medical transport operationsBackgroundProvides an administrative distinction for passenger transport and medical transport. The regulation introduces a distinction between passenger transport and medical transport operations as opposed to cargo transport operations.RequirementEnsure you comply with the requirements prescribed in Division 121.D.7 for passenger transport operations and medical transport operations, as applicable to your operation. | No text required |
| 121.250 | Carriage of restricted persons |  |  | A new requirement for operatorsBackgroundNot specifically covered in the previous rules.RequirementInclude in your exposition:* a statement about whether you will, or will not, carry restricted persons
* if you will carry restricted persons – the procedures for their carriage, including how you will inform each crew member about the carriage of the restricted person/s.

**Note:** *restricted person* is defined in Part 1 of the CASR Dictionary. | **Note 1**: Simple option for prohibition. Points to dictionary for definition – if definition changes exposition need not be changed. Operators could include definition of they choose. **Note 2**: Operators to develop procedures if restricted persons carried.Carriage of restricted personsRestricted persons must not be carried on aircraft operated by [Sample Aviation]. A restricted person is defined in the CASR dictionary. |
| 121.315 | Hand‑held fire extinguishers | 11.52 |  | A new requirement for operatorsBackgroundNot specifically covered in the previous rules.Requirement Include in your exposition, for each configuration of the aeroplanes you operate, a description of: * the location of each hand-held fire extinguisher required by Subpart 121.K to be fitted to or carried on the aeroplane, and
* the extinguishing agent in each of the extinguishers.
 | No suggested text provided. Operators may have statements in their manuals about fire extinguishers and this should be amended to include the location and extinguishing agent for each of the aeroplane configurations operated. Details are in the MOS. |
| 121.320 | Procedures relating to first‑aid kits | 11.53 |  | A new requirement for operatorsBackgroundNot specifically covered in the previous rules. The number required are specified in the Part 121 MOS.RequirementFor an aeroplane that is, or will be, used to conduct a flight for which one or more first-aid kits is required, include in your exposition:* procedures to ensure first-aid kits required under Subpart 121.K meet the requirements outlined in subparagraphs 121.320 (2) (a) (i) – (iii)
* procedures for inspecting the first-aid kits and replacing items in the first-aid kits, and
* a list of the minimum contents of each first-aid kit.
 | No suggested text provided. Operators may have statements in their manuals about first aid kits and this should be amended to include a procedure to meet the requirements in 121.320. Minimum contents should be in the kit and simple inspection and replenishment regimes should be published.  |
| 121.325 | Procedures relating to universal precaution kits | 11.55 |  | A new requirement for operators who will conduct passenger transport operations or medical transport operationsBackgroundRelates to a new equipment requirement in the Part 121 MOS. Applies to passenger transport and medical transport operations.RequirementFor an aeroplane that is, or will be, used to conduct a flight for which one or more universal precaution kits are required, include in your exposition:* procedures for inspecting the universal precaution kits required under Subpart 121.K
* procedures for replacing items in the universal precaution kits, and
* a list of the minimum contents of each universal precaution kit for the aeroplane.
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| 121.330 | Procedures relating to emergency medical kits | 11.54 |  | A new requirement for certain operators who will conduct passenger transport operations or medical transport operations in aeroplanes with MOPSC > 30 BackgroundRelates to a new equipment requirement in the Part 121 MOS. Applies to certain passenger transport operations and medical transport operations (refer to section 11.54 of the Part 121 MOS).RequirementFor an aeroplane that is, or will be, used to conduct a flight for which an emergency medical kit is required, include in your exposition:* procedures for inspecting and replacing items in the emergency medical kit
* procedures for the administration and supply of prescription medicines, including ensuring prescription medicines are administered only under a medical practitioner’s authority, and
* a list of the minimum contents of the emergency medical kit.
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| 121.335 | Life‑saving equipment for life rafts | 11.62 |  | Carries over an existing requirement with significant change for operators who are required to carry one or more life raftsBackgroundFormalises existing practice, however some operators might not have specifically stated this in their operations manuals.RequirementFor an aeroplane that is, or will be, used to conduct a flight for which one or more life rafts are required (section 11.62 of the Part 121 MOS), include in your exposition a list of the minimum life-saving equipment carried on the aeroplane for each life raft. |  |
| 121.385 | CASA approvals relating to take-offs and landings |  |  | A new requirement for operators who will conduct 3D instrument approaches with an approach path angle of 4.5 degrees or moreBackgroundIntroduces a specific requirement for approval of steep approaches.RequirementPrior to conducting a 3D instrument approach with an approach path angle of 4.5 degrees or more, ensure you hold an approval under regulation 121.010 to conduct the approach and landing. | No suggested text provided.Operators who conduct these approaches will require approval. |
| 121.390 | Performance data |  |  | A new requirement for operators and the pilot in commandBackgroundIntroduces requirements to ensure appropriate performance data is available and meets international standards. Performance data from other sources may be approved by CASA under regulation 121.010.RequirementsBefore a flight begins, ensure the performance data in the aircraft flight manual instructions for the aeroplane complies with Annex 8 to the Chicago Convention or data approved by CASA. When calculating an aeroplane’s performance for a flight, ensure that only approved performance data is used. | No suggested text provided.Operators should verify the compliance status of any performance data. |
| 121.395 | Take‑off performance | Chpt 9Div 1 | CAO 20.7.1BCAO 20.7.4 | Carries over an existing requirement with significant change for some operators and the pilot in commandBackgroundEmpowers the Part 121 MOS to set requirements relating to take-off performance. The provisions are a modernised version of CAO 20.7.1B, and changes relate mostly to the presentation of the information. Generally for aeroplanes above 5700kg, the same requirements exist; however, a thorough review is recommended. For propeller driven aeroplanes less than 5700kg, Division 1A of Chapter 9 of the Part 121 MOS is applicable and amalgamates previous provisions of CAO 20.7.4 with some new requirements.RequirementEnsure the requirements prescribed by the Part 121 MOS in relation to take-off performance are met.  | No suggested text provided.Operators should review the MOS provision for any changes. |
| 121.420 | Landing performance | Chpt 9 Div 2 | CAO 20.7.1BCAO 20.7.4 | Carries over an existing requirement with significant change for some operators and the pilot in commandBackgroundEmpowers the Part 121 MOS to set requirements relating to landing performance. The provisions are a modernised version of CAO 20.7.1B, and changes relate mostly to the presentation of the information. Generally, for aeroplanes above 5700kg, the same requirements exist; however, a thorough review is recommended. For propeller driven aeroplanes less than 5700kg, the Part 121 MOS introduces additional requirements than the previous provisions of CAO 20.7.4.RequirementEnsure the requirements prescribed by the Part 121 MOS in relation to landing performance are met. | No suggested text provided.Operators should review the MOS provision for any changes. |
| 121.430 | Procedures relating to inoperative engines |  | CAO 20.7.1B subsection 14 | A new requirement for operators currently operating 3 and 4-engine aeroplanesBackgroundCarries over existing requirements and enhances the requirement in clause 14 of CAO 20.7.1B. Introduces a requirement to account for 2 failed engines in 3 or 4-engine aeroplanes.RequirementInclude in your exposition:* procedures to allow the aeroplane’s flight path to meet the requirements in subregulation 121.430 (2) if one engine becomes inoperative during take-off and the take-off is continued, and
* if you operate a 3-engine or 4-engine aeroplane — procedures to follow if 2 engines become inoperative during flight.
 | No suggested text provided.Operators should review the regulation and incorporate any required procedures. |
| 121.500 | Co-pilots |  |  | A new requirement for operators and co-pilotsBackgroundFormalises existing practices not currently mentioned in law.RequirementEnsure that when a flight begins, a flight crew member assigned to duty as co-pilot is qualified under regulation 121.500 to carry out the duties assigned to them.Exemption for existing CAR 217 operatorsAn exemption provides for the correction of an erroneous cross-reference in paragraph 121.475 (2) (f) and the conduct of supervised line flying by co-pilots and cruise relief co-pilots. Each flight crew member must be qualified under paragraph 121.475 (2) (f), but a reference in that paragraph to regulation 121.490 is instead taken to be regulation 121.505.In relation to the requirements in regulations 121.500 and 121.505, when performing supervised line flying each co-pilot or cruise relief co-pilot must do so in accordance with the requirements of the operator’s training and checking system.Refer to section 12 of CASA EX83/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.515 | Knowledge of route and aerodromes |  | CARs 218 and 219 | Existing rule topic but new rule is less restrictive for operatorsA significant simplification of existing practices. | No suggested text provided.Less restrictive. |
| 121.530 | Credit for checks, qualifications, training, and experience |  |  | Existing rule topic but new rule is less restrictive for operators Introduces credits for completion of checks, qualifications, training and experience in an aeroplane of one type rating to be applied to a check, qualification, training and experience in a similar aeroplane. | No suggested text provided.Less restrictive. |
| 121.535 | Relief of pilot in command |  | CAR 224 | A new requirement for operators and the pilot in commandBackgroundNot previously stipulated in regulations, however, formalises existing practices. RequirementsEnsure that if a PIC delegates the conduct of a flight, the delegation is to only:* a pilot qualified under regulation 121.495 as pilot in command for the flight, or
* for flight above FL200 – a pilot who meets the requirements in subregulation 121.535 (4).

Include in your exposition the required knowledge of the route of a flight for a co-pilot who has been delegated the conduct of the flight above FL200. | No suggested text provided.Operators should review the regulation and incorporate any required procedures. |
| 121.540 | Pilot in command and co-pilot—recent experience requirements |  | CAO 82.0 clause 8B | Carries over an existing requirement with significant change for existing charter and aerial work (air ambulance) operators and their flight crewBackgroundMerges existing RPT requirements in CAO 82.0.8B into all Part 121 air transport. Aligns co-pilot with PIC and aligns recency with Part 61. RequirementEnsure that a pilot is not assigned to duty as PIC or co-pilot without meeting the recent experience requirements for the flight.Exemption for existing CAR 217 operatorsExisting CAR 217 operators are exempt from the requirements in subregulations 121.475 (1) and (5), but only to the extent of the flight crew requirements mentioned in paragraphs 121.475 (2) (h) to (m). These include the recent experience requirements under regulation 121.540. The operator must hold a CASA approval under regulation 121.010 and each flight crew member must be successfully participating in the operator’s training and checking system. Refer to section 12 of CASA EX83/21 for full details and conditions of the exemptions. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.555 | Meeting initial training requirements | 12.02 to 12.12 | CAR 217 | Carries over an existing requirement with significant change (specificity of topics in the Part 121 MOS) for existing CAR 217 operatorsBackgroundFormalises and prescriptively requires topics to be covered during initial training, which is the training conducted to take a licensed pilot and convert them to the operator’s procedures that are not aircraft specific. This is a new term, with different intent than previous informal industry understanding. Incorporates expanded specific training not previously stipulated. For a CAR 217 operator, most of the requirements should already be occurring.RequirementEnsure that when a flight begins, each flight crew member for the flight meets the initial training requirements.Exemption for existing CAR 217 operatorsExisting CAR 217 operators are exempt from the requirements in subregulations 121.475 (1) and (5), but only to the extent of the flight crew requirements mentioned in paragraphs 121.475 (2) (h) to (m). These include the initial training requirements under regulation 121.555. The operator must hold a CASA approval under regulation 121.010 and each flight crew member must be successfully participating in the operator’s training and checking system. Refer to section 12 of CASA EX83/21 for full details and conditions of the exemptions.Transitional requirementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.560 | Meeting conversion training requirements | 12.13 to 12.18 | CAR 217 | Carries over an existing requirement with significant change (specificity of topics in the Part 121 MOS) for existing CAR 217 operatorsBackgroundFormalises and prescriptively requires topics to be covered during conversion training, which is the training conducted specific to an aircraft to take a licensed pilot and convert them to the operator’s procedures. This is a new term with different intent than previous informal industry use. For a CAR 217 operator, most of the requirements should already be occurring.RequirementEnsure that when a flight begins, each flight crew member for the flight meets the conversion training requirements.Exemption for existing CAR 217 operatorsExisting CAR 217 operators are exempt from the requirements in subregulations 121.475 (1) and (5), but only to the extent of the flight crew requirements mentioned in paragraphs 121.475 (2) (h) to (m). These include the conversion training requirements under subregulations 121.560 (1) and (2). The operator must hold a CASA approval under regulation 121.010 and each flight crew member must be successfully participating in the operator’s training and checking system. Refer to section 12 of CASA EX83/21 for full details and conditions of the exemptions.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.565 | Command training requirements |  | CAR 217 | Carries over an existing requirement with significant change (specificity of topics) for existing CAR 217 operatorsBackgroundFormalises the topics to be covered and steps to be taken as part of command training. For existing CAR 217 operators, these matters are being covered as part of the CAR 217 syllabi. For existing non‑CAR 217 operators that are conducting operations in single-pilot type certificated aircraft with a single pilot, this would be a new requirement.RequirementEnsure that command training for pilots includes the prescribed training, supervised line flying and checks.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.580 | Part 121 proficiency check | 12.22 | CAO 82.0App 8B CAR 217 | Carries over an existing requirement with significant change (specificity of topics in the Part 121 MOS) for existing CAR 217 operatorsBackgroundA specific new requirement to conduct proficiency checks effectively twice a year on a rolling basis that include normal, abnormal and emergency operating procedures for those aircraft. The things to be checked are similar to those that previously applied to an RPT operator.Many operators, especially those using simulators, previously conducted these checks twice a year as well. CAO 82.0 required this frequency of checks for RPT operators.Check pilots for proficiency checks can hold either an examiner rating or an approval under regulation 121.010. RequirementEnsure that Part 121 proficiency checks for pilots and flight engineers meet the requirements prescribed by regulation 121.580 and Division 5 of Chapter 12 of the Part 121 MOS.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.585 | Holding valid line check |  | CAR 217 | Existing rule topic but new rule is less restrictiveBackgroundSpecific requirement to conduct a line check on an annual basis. Many operators previously conducted a line check on an annual or bi-annual basis.Relaxes the requirement for a line check pilot to hold a formal approval.RequirementFor a line check to be valid, ensure the prescribed requirements are met.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.605 | Holding valid annual emergency and safety equipment check |  | CAR 217CAO 20.11subsection 12 | Carries over an existing requirement with significant change for existing CAR 217 operatorsBackgroundCurrent requirements in CAO 20.11 are for annual checks. Part 121 pushes some matters out to 3-yearly intervals, and more prescriptively states the requirements.RequirementFor an annual emergency and safety equipment check to be valid, ensure the prescribed requirements are met.Exemption for existing CAR 217 operatorsExisting CAR 217 operators are exempt from the requirements in subregulations 121.475 (1) and (5), but only to the extent of the flight crew requirements mentioned in paragraphs 121.475 (2) (h) to (m). These include the recurrent training and checking requirements mentioned in subregulation 121.570 (1), which refers to regulation 121.605. The operator must hold a CASA approval under regulation 121.010 and each flight crew member must be successfully participating in the operator’s training and checking system. Refer to section 12 of CASA EX83/21 for full details and conditions of the exemptions.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.610 | Annual emergency and safety equipment training and checking requirements | 12.25 to 12.29 | CAO 20.11 subsection 12CAR 217 | Carries over an existing requirement with significant change for existing CAR 217 operatorsBackgroundCurrent requirements in CAO 20.11 are for annual checks. Part 121 pushes some matters out to 3-yearly intervals, and more prescriptively states the requirements.RequirementEnsure that annual emergency and safety equipment training and checking for flight crew members meets the prescribed requirements.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.615 | Holding valid 3 yearly emergency and safety equipment check |  | CAO 20.11 subsection 12CAR 217 | Carries over an existing requirement with significant change for existing CAR 217 operatorsBackgroundCurrent requirements in CAO 20.11 are for annual checks. Part 121 relaxes the timing interval to 3 years for some matters, but with an increased practical training requirement for others (especially in relation to fire training).RequirementFor a 3 yearly emergency and safety equipment check to be valid, ensure the prescribed requirements are met.Exemption for existing CAR 217 operatorsExisting CAR 217 operators are exempt from the requirements in subregulations 121.475 (1) and (5), but only to the extent of the flight crew requirements mentioned in paragraphs 121.475 (2) (h) to (m). These include the recurrent training and checking requirements mentioned in subregulation 121.570 (1), which refers to regulation 121.615.The operator must hold a CASA approval under regulation 121.010 and each flight crew member must be successfully participating in the operator’s training and checking system. Refer to section 12 of CASA EX83/21 for full details and conditions of the exemptions.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.620 | The 3 yearly emergency and safety equipment training and checking requirements | 12.30 to 12.32 | CAO 20.11 subsection 12CAR 217 | Carries over an existing requirement with significant change for existing CAR 217 operatorsBackgroundThese requirements reduce the current annual requirement to a 3-yearly requirement, but with an increased practical training requirement in some cases (especially in relation to fire training).RequirementEnsure that 3 yearly emergency and safety equipment training and checking for flight crew members meets the prescribed requirements.Transitional arrangementsThe requirement to have a training and checking system is deferred for operators not currently subject to CAR 217. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.745 | Minimum age (of cabin crew when they are optionally carried) |  |  | A new requirement for Part 121 operatorsBackgroundA new requirement that formalises existing practice.RequirementEnsure cabin crew members for a flight are 18 years of age or older. | No suggested text provided.For the purposes of this document it is presumed operators do not have cabin crew members.Operators who have cabin crew members should review this provision. |
| 121.750 | Annual emergency and safety equipment check (of cabin crew when they are optionally carried) |  | CAO 20.11 subsection 12 | Existing rule topic but new rule is less restrictive Carries over existing requirements and removes the requirement for a person to hold an approval to conduct this kind of training or check where cabin crew are optionally carried. | No suggested text provided.For the purposes of this document it is presumed operators do not have cabin crew members.Operators who have cabin crew members should review this provision. |
| 121.765 | At least 2 pilots required for certain IFR flights |  |  | A new requirement for operators who will conduct operations in single-engine aeroplanes under Subpart 121.ZBackgroundRequirements are a compromise solution between the current RPT and charter requirements. RequirementFor an IFR flight carrying more than 9 passengers, ensure that the flight crew includes at least 2 pilots.Transitional arrangements These are being developed in conjunction with CASA’s policy review of the Part 135/121 seat break issue. | No suggested text provided.Information regarding transitional arrangements for this provision is under development. |
| 121.770 | Trend monitoring systems required for certain VFR flights by day |  |  | A new requirement for operators who will conduct operations in single-engine aeroplanes under Subpart 121.Z Transitional arrangements These are being developed in conjunction with CASA’s policy review of the Part 135/121 seat break issue. | No suggested text provided.Information regarding transitional arrangements for this provision is under development. |
| 121.775 | Terrain awareness and warning system |  |  | A new requirement for operators who will conduct operations in single-engine aeroplanes under Subpart 121.Z (piston-engine aeroplanes)Carries over an existing requirement with significant change for operators who will conduct operations in single-engine aeroplanes under Subpart 121.Z (turbine-engine aeroplanes)BackgroundIncreases the standard for turbine-engine aeroplanes to Class A from the current Class B+. Introduces a new requirement for piston-engine aeroplanes to have Class B. Transitional arrangements These are being developed in conjunction with CASA’s policy review of the Part 135/121 seat break issue. | No suggested text provided.Information regarding transitional arrangements for this provision is under development. |
| 121.780 | Aircraft not to be flown under the VFR at night |  | CAO 82.3 paragraph 7.4 | A new requirement for operators who will conduct operations in single-engine aeroplanes under Subpart 121.Z and who currently conduct charter operationsBackgroundContains a simplified version of CAO 82.3 paragraph 7.4 for aeroplanes currently conducting RPT. RequirementEnsure that a flight is not conducted under the VFR at night. | No suggested text provided.Information regarding transitional arrangements for this provision is under development. |

### Compliance no later than 2 March 2023

| Regnumber | Regulation title | 121MOS | Old rule/ref | Regulatory context comment and overview of actions (where necessary) |  |
| --- | --- | --- | --- | --- | --- |
| 121.480 | Experience(flight crew) |  | CAO 82.3 App 4CAR 217 | A new requirement for operators who were required to have a training and checking organisation immediately before 2 December 2021 and their flight crew(operators who had an operations manual, or a training and checking manual, which included operator pairing procedures or requirements)BackgroundEnhances requirements in CAO 82.3, introduces sectors, and specifies experience in line operations. RequirementFor each flight, ensure that at least one pilot occupying a pilot seat has the prescribed experience. Transitional arrangementsThe requirement that at least one pilot must have the experience required by paragraph 121.480 (1) (b) and subregulations 121.480 (2) and (3) is deferred until 2 March 2023 for the above operators. Operators must continue to comply with their existing operator pairing procedures or requirements, and include those procedures or requirements in their exposition. Any changes to the procedures or requirements must be approved by CASA.Refer to Part 5 of CASA EX83/21 for the definition of *operator pairing procedures or requirements* and for full conditions and directions. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.480 | Experience(flight crew) |  | CAO 82.3 App 4CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021 and their flight crewTransitional arrangementsFor existing charter and aerial work (air ambulance) operators the requirement to have a training and checking system is deferred until 2 March 2023, or until they commence scheduled air transport operations or the use of an aeroplane that would have required a training and checking organisation under CAR 217, if earlier. Operators are required to give CASA their proposed training and checking system exposition content, with an application for its approval, by not later than the end of 2 September 2022. Operators must obtain CASA’s written approval of that content by not later than the end of 1 March 2023.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.485 | Competence(flight crew) |  | CARs 217, 218, 219 and 253 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021BackgroundCodifies a current requirement only apparent through an amalgam of current requirements, such as CAR 218, 219 and 253. RequirementEnsure that prior to a flight crew member being assigned to duty for a flight, they have been assessed as competent to perform the duties assigned to them for the flight.Transitional arrangementsThe element of this regulation that requires a training and checking system is deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.495 | Pilot in command |  | CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators (who were not required to have a training and checking organisation immediately before 2 December 2021) and the pilot in commandRequirementsEnsure that when a flight begins, a flight crew member assigned to duty as pilot in command is qualified under regulation 121.495 to carry out the duties assigned to them.Include in your exposition the minimum flying experience requirements for all aeroplanes you operate for Part 121 operations.Transitional arrangementsThe requirement to have a training and checking system, and the specific command training referred to in paragraph 121.495 (1) (b), is deferred until 2 March 2023 for existing charter and aerial work (air ambulance) operators. (Other elements of regulation 121.495 formalise existing CAR 217 practices that can be readily complied with by charter and aerial work (air ambulance) operators.)Refer to Part 7 of CASA EX87/21 for conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.555 | Meeting initial training requirements | 12.02 to 12.12 | CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators (who were not required to have a training and checking organisation immediately before 2 December 2021) and their flight crewRequirementIntroduces a new [requirement](#Heading2).Transitional requirementsThe requirement to have a training and checking system, and the initial training requirements under regulation 121.555, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.560 | Meeting conversion training requirements | 12.13 to 12.18 | CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators (who were not required to have a training and checking organisation immediately before 2 December 2021) and their flight crewRequirementIntroduces a new [requirement](#Heading1).Transitional arrangementsThe requirement to have a training and checking system, and the conversion training requirements under regulation 121.560, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.565 | Command training requirements |  | CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators (who were not required to have a training and checking organisation immediately before 2 December 2021) and their flight crewRequirementIntroduces a new [requirement](#Heading1).Transitional arrangementsThe requirement to have a training and checking system, and the command training requirements under regulation 121.565, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.575 | Holding valid Part 121 proficiency check |  | CAO 82.0 App 8BCAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021BackgroundIntroduces a specific new requirement to conduct proficiency checks effectively twice a year on a rolling basis that include normal, abnormal and emergency procedures for those aircraft. The things to be checked are similar to those previously applied to an operator conducting RPT.Many operators, especially those using simulators, previously conducted these checks twice a year as well. CAO 82.0 required this frequency of checks for RPT operators.Check pilots for proficiency checks can hold either an examiner rating or an approval under regulation 121.010.RequirementFor a Part 121 proficiency check to be valid, ensure the prescribed requirements are met.Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.575, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.580 | Part 121 proficiency check | 12.22 | CAO 82.0App 8B CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021RequirementIntroduces a new [requirement](#Heading7).Transitional arrangementsThe requirement to have a training and checking system, and the Part 121 proficiency check requirements under regulation 121.580, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.585 | Holding valid line check |  |  | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021BackgroundSpecific new requirement to conduct a line check on an annual basis. Many operators previously conducted a line check on an annual or bi-annual basis.Relaxes the requirement for a line check pilot to hold a formal approval.RequirementFor a line check to be valid, ensure the prescribed requirements are met.Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.585, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.590 | Line check requirements |  |  | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021BackgroundSpecific new requirement to conduct a line check on an annual basis. Many operators previously conducted a line check on an annual or bi-annual basis.RequirementEnsure that line checks for pilots and flight engineers meet the prescribed requirements.Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.590, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.595 | Holding valid refresher check |  | CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021BackgroundThis regulation specifically imposes a requirement for an annual refresher check on aeroplane systems and flight crew duties (amongst other non-pure flying matters). These matters have been commonly assessed by operators as part of the two checks per year and the Part 121 rule does not stop operators continuing to combine this check with another check event. RequirementFor a refresher check to be valid, ensure the prescribed requirements are met.Transitional requirementsThe requirement to have a training and checking system, and the requirements under regulation 121.595, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.600 | Refresher training and checking requirements |  | CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021BackgroundSets common standards for refresher training that were not previously stated in law or consistently applied during AOC applications.RequirementEnsure that refresher training and checking for flight crew members meets the prescribed requirements.Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.600, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.605 | Holding valid annual emergency and safety equipment check |  | CAR 217CAO 20.11subsection 12 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021RequirementIntroduces a new [requirement](#Heading6).Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.605, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.610 | Annual emergency and safety equipment training and checking requirements | 12.25 to 12.29 | CAO 20.11 subsection 12CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021RequirementIntroduces a new [requirement](#Heading5).Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.610, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.615 | Holding valid 3 yearly emergency and safety equipment check |  | CAO 20.11 subsection 12CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021RequirementIntroduces a new [requirement](#Heading4).Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.615, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |
| 121.620 | The 3 yearly emergency and safety equipment training and checking requirements | 12.30 to 12.32 | CAO 20.11 subsection 12CAR 217 | A new requirement for existing charter and aerial work (air ambulance) operators who were not required to have a training and checking organisation immediately before 2 December 2021RequirementIntroduces a new [requirement](#Heading3).Transitional arrangementsThe requirement to have a training and checking system, and the requirements under regulation 121.620, are deferred until 2 March 2023 for operators not currently subject to CAR 217.Refer to Part 7 of CASA EX87/21 for full details and conditions of the exemption. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |

### Compliance no later than 4 December 2023

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| --- | --- | --- | --- | --- | --- |
| Regnumber | Regulation title | 121 MOS | Old rule/ref | Regulatory context comment and overview of actions (where necessary) |  |
| 121.060 | Operator to have minimum equipment list for certain flights |  | CAO 20.18 clauses 10.3 and 10.4 | A new requirement for existing charter and aerial work (air ambulance) operators BackgroundThis regulation introduces a new requirement for existing charter and aerial work (air ambulance) operators for aeroplanes used in those operations (a minimum equipment list was optional under CAO 20.18 for charter operators).RequirementsEnsure the following in relation to the minimum equipment list for each aeroplane:* the MEL includes the required content and is approved (Divisions 91.Y.1 and 91.Y.2 and Part 91 MOS Chapter 28)
* you comply with the MEL and any included conditions, limitations, and operational procedures (Part 121 MOS 11.04)
* applications for a variation of the MEL are made in accordance with Division 91.Y.3
* the MEL is carried on the aeroplane (subregulation 121.085 (1) and Part 121 MOS 3.01).

Transitional arrangementsAn exemption applies to operators who were not required to have an MEL for an aeroplane immediately before 2 December 2021, i.e. the aeroplane was being used for charter or aerial work (air ambulance) operations only. The exemption will cease to have effect if the operator starts using the aeroplane for scheduled air transport operations (which would be a ‘significant change’ needing CASA approval), or at the end of 3 December 2023, whichever is the earlier. Refer to section 6 of CASA EX83/21 for full details. | No suggested text provided.For the purposes of this document it is presumed operators are taking advantage of this deferral. |