
Chapter 1—Preliminary

1.01 Name

- (1) This instrument is the *Part 121 (Australian Air Transport Operations—Larger Aeroplanes) Manual of Standards 2020*.
- (2) This instrument may also be cited as:
 - (a) the Part 121 Manual of Standards; or
 - (b) the Part 121 MOS.

1.03 Authority

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

Note: CASA may issue a Manual of Standards for Part 121 (Australian air transport operations—larger aeroplanes): see regulation 121.015 of CASR.

1.04 Definitions

Note: A number of expressions used in this instrument are defined in the Dictionary at the end of the *Civil Aviation Safety Regulations 1998*, or in section 3 of the *Civil Aviation Act 1988*. Some definitions in the Dictionary have been included in section 1.04, or another provision of this instrument, for ease of reference.

- (1) In this instrument:

ACAS means airborne collision avoidance system.

accelerate stop distance available means the length of the take-off run available plus the length of the stopway.

actual landing distance: see subsection 9.13(1).

additional fuel means the supplementary amount of fuel required to allow an aeroplane that suffers engine failure or loss of pressurisation at the most critical point along a route, whichever results in the greater subsequent fuel consumption, to:

- (a) proceed to an alternate aerodrome; and
- (b) fly for 15 minutes at a holding speed at 1 500 ft above the aerodrome elevation in ISA conditions; and
- (c) make an approach and landing.

adequate aerodrome: see Part 1 of the CASR Dictionary.

ADF means automatic direction finder.

aerodrome forecast means:

- (a) for an aerodrome in Australian territory—an authorised weather forecast for the aerodrome issued by the Bureau of Meteorology, that is labelled as a “TAF”; and