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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
Acrobatic flight	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation does not define or use the term acrobatic flight, but uses the term aerobatic. Its use is equivalent to this ICAO definition.
Advisory airspace	Nil	Less protective or partially implemented not implemented	Australia legislation does not define or use the term advisory airspace
Aerodrome traffic zone	CASR 91.360	Different in character or other means of compliance	Australian legislation uses the defined term "in the vicinity of" an aerodrome, or direct references to the circuit area of an aerodrome, instead of aerodrome traffic zone
Aeronautical Information Publi	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australia does not define this term in this exact manner but achieves an equivalent result
Aeronautical station (RR S1	Nil	Different in character or other means of compliance	Australia does use this term and instead requires contact to be made with the relevant air traffic service directly
Airborne collision avoidance s	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australia legislation defines this term differently however it achieves an equivalent result
Air traffic control clearance	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australia defines air traffic control clearance with reference to a person performing ATC duties to achieve the same outcome.
Approach control unit	Nil	Different in character or other means of compliance	Australian legislation does not define this term but common usage is equivalent to ICAO definition
Appropriate ATS authority	Nil	Different in character or other means of compliance	Australian legislation does not define this term but defines ATS provider, which is equivalent.
Appropriate authority	Part 1 of the CASR Dictionary (Vol 5 of the CASR)	Different in character or other means of compliance	Australian legislation does not define or use this term. Instead, it uses a combination of the defined terms 'national aviation authority', 'State of the operator' and 'State of registry' to achieve an equivalent effect.
Area control centre	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Command and control (C2) link	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
C2 Link	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.



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Controlled flight	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Current flight plan	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Data link communications	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Detect and avoid	Nil	Different in character or other means of compliance	Australian legislation does not define this term but does define the term see and avoid (alerted & unalerted) which has an equivalent meaning, but limited to a visual context.
Filed flight plan	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Flight crew member	Part 1 of the CASR Dictionary (Vol 5 of CASR)	More exacting or exceeds	Australian legislation defines this term as a pilot or flight engineer assigned to carry out duties, however it achieves an equivalent result.
Flight information centre	Nil	Less protective or partially implemented not implemented	Australian legislation does not define or use this term.
Flight level	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result.
Ground visibility	AIP GEN 2.2.1	More exacting or exceeds	Australian legislation's definition only includes reports by an accredited observer, not an automated system.
IFR	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result.
IFR flight	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result.
IMC	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term as meteorological conditions other than VMC, however it achieves an equivalent result.
Operator	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term as per ICAO definition or the holder of the AOC or certificate, however it achieves an equivalent result.

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Pilot-in-command	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines this term without reference to the owner, however it achieves an equivalent result.
Pressure-altitude	Nil	Different in character or other means of compliance	Australian legislation does not define this term, but uses the term standard pressure to achieve an equivalent result.
Radiotelephony	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Remote pilot	CASR Part 101 Manual of Standards (MOS) section 1.04 (2)	Different in character or other means of compliance	Australian legislation defines this term as the holder of a remote pilot licence or someone training for a licence.
Remote pilot station	CASR Part 101 Manual of Standards (MOS) section 1.04 (2)	Different in character or other means of compliance	Australian legislation defines this term as the place from which an RPA is operated by a RePL.
Remotely piloted aircraft (RPA)	CASR Part 101 Manual of Standards (MOS) section 1.04 (2)	Different in character or other means of compliance	Australian legislation does not directly define this term, but defines RPA as a remotely piloted aircraft, other than a balloon or a kite.
Remotely piloted aircraft syst	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation does not directly define this term, but defines RPAS as per ICAO definition
Repetitive flight plan (RPL)	AIP GEN 2.2.1	Different in character or other means of compliance	Australian legislation defines this term as per ICAO definition, but does not use the abbreviation RPL as repetitive flight plan. RPL has various other meanings in the Australian ruleset
RPA observer	Nil	Different in character or other means of compliance	Australian legislation does not currently define RPA observer, but uses the term trained visual/relevant observer to achieve the same result.
Safety-sensitive personnel	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term
Signal area	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Special VFR flight	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
Taxiing	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.

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Terminal control area	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but does define the abbreviation TMA as a terminal control area. Usage is equivalent to ICAO definition.
Traffic avoidance advice	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
VFR	Part 1 of the CASR Dictionary (Vol 5 of CASR)	More exacting or exceeds	Australian legislation's definition includes references for balloons, airships and other aircraft.
Visual line-of-sight (VLOS) op	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but common usage is equivalent to ICAO definition.
2.1.1	CASR 91.010 and 91.015	Less protective or partially implemented not implemented	Australia requires its aircraft to comply with the most restrictive of its rules or the foreign country rules in a foreign country. Australia only requires its aircraft to comply with Annex 2 over the high seas.
2.2	CASR 91.270	More exacting or exceeds	Australia does not permit some aircraft to operate under the IFR (such as CASR Part 103 sport aircraft and CASR Part 131 balloons and hot air airships).
2.5	Civil Aviation Act 1988 section 24 CASR 91.520, 99.015, 99.115, 99.040 & 99.030	Different in character or other means of compliance	Australia has a specific equivalent rule for crew members (CASR 91.520) but uses a broad non-specific provision for other safety-sensitive personnel (section 24 of the Act) combined with comprehensive rules regarding testing for performance affecting substances on an ongoing basis (DAMP).
3.1.2	CASR 91.055	Less protective or partially implemented not implemented	This standard has not been implemented.
3.1.4	CASR 91.190 CASR Part 105 CASR Subpart 137.D CASR Part 138 Part 138 Manual of Standards	Less protective or partially implemented not implemented	Information and advice from air traffic services units outside controlled airspace is not required but specific clearance is required in controlled airspace.
3.1.5	CASR 91.210 CASR Part 103 CASR Part 138 Part 138 Manual of Standards	Less protective or partially implemented not implemented	Information and advice from air traffic services units outside controlled airspace is not required but specific clearance is required in controlled airspace.
3.1.6	CASA Instruments 263/02, 11/17, 36/19 & 84/18	Less protective or partially implemented not implemented	Information and advice from air traffic services units outside controlled airspace is not required but specific clearance is required in controlled airspace. An advisory radio call outside controlled airspace is required to be made by the pilot of a parachute jumping aircraft.

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3.1.7	CASR 61.1145, 61.1155, 91.185	Less protective or partially implemented not implemented	Australia does not require advice or clearance from an air traffic services unit.
3.1.8	CASR 91.055 & 91.205 Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Pilots in command are required to not operate their aircraft in a manner that causes a hazard to other aircraft and aircraft 'flying in formation' (a defined term) are required to have a pre-arrangement in place. The defined term incorporates the conditions in this standard except that separation distances are not specified. Instead, the requirement is that aircraft are in formation if they are so close to each other that any change in height, heading or airspeed of any aircraft used for station-keeping results in a need for one or more of the other aircraft to manoeuvre to maintain station or avoid a collision.
3.1.9	CASR 101.055 & Subpart 101.F	Less protective or partially implemented not implemented	Australia permits the operation of some 'Excluded RPA' by unlicensed operators. Other commercial operators are licensed. Australia will permit some commercial RPAS to be operated without a licence (Excluded RPA). Other commercial RPAS, which don't fall into a category of IFR, international, or carrying out airport operations, will be subject to similar licensing requirements as currently exist.
3.1.10	CASR 101.055 & Subpart 101.E	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.1.11	CASR 91.255, 91.260, CASR Part 91 Manual of Standards (MOS) section 11.20 & 11.21	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2	CASR 91.325, 91.330 (2), 91.335 (5) & (6)	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2.1	CASR 91.055 CASR 91.375	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2.2.1	CASR 91.335 (4)	Less protective or partially implemented not implemented	Australian legislation does not specifically require wake turbulence to be taken into account but otherwise achieves a similar outcome while using different wording.
3.2.2.4	CASR 91.335 (2)	Less protective or partially implemented not implemented	Australian legislation does not specifically define an overtaking aircraft but otherwise achieves the same outcome while using different wording.

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3.2.2.7.2	CASR 91.365 (2)(a&b) & (3)	More exacting or exceeds	Australian legislation also specifically mentions runways without marked holding positions but otherwise achieves the same outcome while using different wording.
3.2.3.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.22 & 26.24	Different in character or other means of compliance	Australian legislation also requires anti-collision lights to be fitted by day. While any light can be turned off if they cause a hazard to any aircraft, where the Manual of Standards allows for this. Otherwise Australian legislation achieves the same outcome while using different wording.
3.2.3.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.22 & 26.24	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2.3.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.22 (1)	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2.3.4	CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.22 (1)	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2.3.5	CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.22 (1)	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.2.4	CASR 91.720	More exacting or exceeds	Australian legislation does not allow for a competent observer to supplement the pilots vision, otherwise Australian legislation achieves the same outcome while using different wording.
3.2.5	CASR 91.375, 91.380 & 91.385	Less protective or partially implemented not implemented	Australian legislation allows for turns within the circuit to be as published and tailwind take-offs as per the flight manual, otherwise Australian legislation achieves the same outcome while using different wording.
3.2.6.1	CASR 91.055	Less protective or partially implemented not implemented	Australian legislation is more general in nature, otherwise Australian legislation achieves the same outcome while using different wording.
3.2.6.1.4	CASR 91.340 & 91.350	Less protective or partially implemented not implemented	Australian legislation achieves the same outcome while using different wording.
3.2.6.2	CASR 91.345	Less protective or partially implemented not implemented	Australian legislation requires compliance with international regulations specifically while operating, but does not specifically mention displaying lights when on the water.



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3.3.1.1	CASR Part 91 Manual of Standards (MOS) section 9.02 (1) AIP ENR 1.10.3.1.1	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording
3.3.1.2	CASR 91.240 CASR Part 91 Manual of Standards (MOS) section 9.02 AIP ENR 1.10.2.21	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.3.1.3	AIP ENR 1.10 section 2	Different in character or other means of compliance	In limited circumstances, Australia permits flight plan submission prior to departure to be transmitted to an air traffic services unit.
3.3.1.4	AIP ENR 1.10 section 2	Less protective or partially implemented not implemented	Australian legislation requires flight details to be submitted only 30 minutes prior and does not stipulate a time limit if submitted during flight, but acceptance is subject to ATS workload.
3.3.4	CASR Part 91 Manual of Standards (MOS) section 9.03 AIP ENR 1.10 paragraph 4.1	Less protective or partially implemented not implemented	Australia does not specifically require changes to fuel endurance to be reported.
3.3.5.1	AIP ENR 1.1 section 10.2.1 CASR Part 91 Manual of Standards (MOS) section 21.05 table item 11 and section 21.06 table item 10	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.3.5.2	Nil	Less protective or partially implemented not implemented	Australia does not specifically require the closing of a flight plan in these circumstances.
3.3.5.3	Nil	Less protective or partially implemented not implemented	Australia does not have a specific rule implementing this standard.
3.3.5.4	Nil	Less protective or partially implemented not implemented	Australia does not have a specific rule implementing this standard.
3.3.5.5	Nil	Less protective or partially implemented not implemented	Australia legislation does not use the term 'arrival report' and, in a similar report, does not require the inclusion of the departure aerodrome or the time of arrival.
3.4.1	CASR 91.670 (3) & (4)	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording, but does allow the signal to be disregarded in the interests of safety.
3.4.2	CASR 91.670 (1)	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.4.3	CASR 91.670 (1) & (2)	More exacting or exceeds	Australian legislation requires any person signalling an aircraft to only use standard signals, which achieves the same outcome.

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3.4.4	CASR 91.670 (1) & (2) CASR 119.170 (4)	Less protective or partially implemented not implemented	Australian legislation does not define a signalman and only requires safety critical personnel to undergo training for aircraft above certain weights, passenger numbers or types of operations.
3.4.5	Nil	Less protective or partially implemented not implemented	Australian legislation does not define a signal man or require a person marshalling an aircraft to wear a fluorescent vest. An operator is responsible for marshalling and staff apparel.
3.4.6	Nil	Different in character or other means of compliance	Australian legislation does not specifically require wands, etc as long as the signals are visual for the pilots.
3.5.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not require a pilot to obtain a time check, but is outcome based by requiring aircraft to have an accurate display of time, either in the aircraft or worn by the pilot.
3.6.1.2	Nil	Less protective or partially implemented not implemented	Australia does not require a report explaining the necessity to be submitted, even if requested by the appropriate air traffic control unit.
3.6.1.3	Nil	Less protective or partially implemented not implemented	Australian legislation does not require potential reclearance routes and destinations to be advised on a flight plan.
3.6.2.1	CASR 91.255 CASR Part 91 Manual of Standards (MOS) section 11.15 & 11.16 AIP ENR 1.1 section 2.2 & 4.6	Different in character or other means of compliance	Australian legislation does not require adherence to the flight plan but does require adherence to the clearance obtained, which achieves a similar outcome while using different wording.
3.6.2.1.1	CASR 91.255 CASR Part 91 Manual of Standards (MOS) section 11.16(2) AIP ENR 1.1 sections 4.4 & 4.6	Different in character or other means of compliance	Australian legislation requires the assigned track to be maintained as closely as possible with the most precise means of guidance as possible, which achieves the same outcome while using different wording.
3.6.2.1.2	Nil	Less protective or partially implemented not implemented	Australia legislation does not promulgate changeover points. but does require the assigned track to be maintained as closely as possible with the most precise means of guidance available.
3.6.2.2	CASR Part 91 Manual of Standards (MOS) section 11.16(2) & Table 21.05(1) items 6 & 5 AIP GEN 3.4 section 7.9	Less protective or partially implemented not implemented	Australian legislation does not exempt ADS-C operations from updating position estimates when more than 2 minutes in error but the AIP does allow for this variation.



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3.6.2.2.1	AIP GEN 3.4 section 7.2	Different in character or other means of compliance	Australian legislation does not specify automatic data link communications, but ADS-C operation and definitions achieves the same outcome while using different wording.
3.6.2.3	AIP ENR 1.10 paragraph 4	Different in character or other means of compliance	Australian legislation does not specify what to include with change requests, but requires ATS to be advised when flight notification is amended, which achieves a similar outcome.
3.6.2.4	Nil	Less protective or partially implemented not implemented	Australia does not include this rule in its legislation.
3.6.3.1	CASR Part 91 Manual of Standards (MOS) Table 21.05(1) item 4 AIP ENR 1.1. sections 2.10	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.6.3.1.1	AIP GEN 3.4 sections 7.3.1 & 7.5.2	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.6.4	CASR Part 91 Manual of Standards (MOS) Table 21.05(1) item 10 AIP GEN 3.4 paragraph 6.6 table item 8	Different in character or other means of compliance	Australia requires controlled flights to report to ATC when leaving controlled airspace. For all other cessations of a control service, Australian ATC will advise the pilot that the control service has been terminated.
3.6.5.1	CASR 91.635 & 91.405	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.6.5.2	CASR Part 91 Manual of Standards (MOS) section 11.10	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.6.5.2.1	CASR Part 91 Manual of Standards (MOS) section 11.10	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.6.5.2.2	CASR Part 91 Manual of Standards (MOS) section 11.10	Different in character or other means of compliance	Australian legislation requires different times to maintain heading/altitude/speed or assigned vector but otherwise achieves a similar outcome.
3.7.1	CASR 91.680 and 91.810 CASR Part 91 Manual of Standards (MOS) section 26.69(7A) and (7B) AIP ENR 1.13	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
3.7.2	CASR 91.055 and 91.215	Different in character or other means of compliance	Australia legislation does not specifically require these actions to be taken by the pilot in command. Instead, the pilot in command has broad responsibilities to not create hazard to persons or property and ensure the safe operation of the aircraft and the safety of persons and cargo onboard the aircraft.
3.9	CASR Part 91 Manual of Standards (MOS) section 2.07	Less protective or partially implemented not implemented	Australian legislation promulgates lower visibility and distances from cloud for Class D airspace.



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4.3	Nil	Different in character or other means of compliance	Australian legislation promulgates requirements for VFR flights at night over and above general VFR requirements, specifically concerning minimum heights, alternate aerodromes, fuel reserves and flight instruments.
4.4	CASR 91.283 & 91.285	Different in character or other means of compliance	Australian legislation restricts VFR flight in Class A airspace, where Class A lower limits vary, otherwise achieves a similar outcome while using different wording.
4.5	Nil	Less protective or partially implemented not implemented	Australian legislation does not specifically include this requirement. Australia promulgates Class A airspace above either FL180 or FL245 and all VFR flights in Class A airspace require approval, while an approval would not normally be granted to a VFR flight in RVSM airspace above FL290.
4.6	CASR 91.265 & 91.267	Less protective or partially implemented not implemented	Australian legislation considers only 300m radius for areas other than populous and public gatherings.
4.7	CASR 91.275	Less protective or partially implemented not implemented	Australian legislation requires conformance to VFR cruising levels at or above 3,000 ft AMSL or 1,500 ft AGL, whichever is the higher.
4.8	Nil	Different in character or other means of compliance	Australian legislation does not specifically state VFR requirements when they do not differ from general airspace requirements, but Australian legislation achieves the same outcome.
4.9	CASR 91.635 & 91.640	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
4.10	CASR 91.255 CASR Part 91 Manual of Standards (MOS) section 9.02 & 9.03	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
5.1.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Chapter 26	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording. Note that CASR 91.810 is replaced with CASR 121.460 , 133.360 & 135.370 for Australian air transport operations
5.1.2	CASR 91.305 AIP GEN 3.3.4	Different in character or other means of compliance	Australian legislation promulgates minimum safe altitudes for IFR flight which achieves the same outcome while using different wording.
5.1.3.1	CASR Part 91 Manual of Standards (MOS) section 9.03(1)(b) ENR 1.1.2.2.1	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.



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5.1.3.2	Nil	Less protective or partially implemented not implemented	Australian legislation specifies that the decision to cancel IFR is left to the discretion of the pilot-in-command. Some category of operations are required to maintain operations under IFR
5.2.1	Nil	Different in character or other means of compliance	Australian legislation does not specifically state IFR requirements when they do not differ from general airspace requirements, but Australian legislation achieves the same outcome.
5.2.2	CASR Part 91 Manual of Standards (MOS) section 2.09 & 2.10 AIP ENR 1.7.3.1.2	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
5.3.1	CASR 91.290, 91.295 and 91.300	Less protective or partially implemented not implemented	Australian legislation requires conformance to IFR cruising levels when in uncontrolled airspace unless it is not practicable to fly at those levels.
5.3.2	CASR 91.635 & 91.640	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.
5.3.3	CASR Part 91 Manual of Standards (MOS) Table 21.06(1) item 4 AIP ENR 1.1. section 2.10	Different in character or other means of compliance	Australian legislation achieves the same outcome while using different wording.