

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
<b>Aerodrome</b>	CASR Subpart 175.100, CAA 1988	Different in character or other means of compliance	Australia defines aerodrome as an area of land or water (including any buildings, installations and equipment), the use of which as an aerodrome is authorised under the regulations, being such an area intended for use wholly or partly for the arrival, departure and movement of aircraft.
<b>Aircraft stand</b>	CASR Subpart 175.100, MOS Part 139	Different in character or other means of compliance	Australia uses aircraft parking position which is defined as an open-air designated area on an apron for parking an aircraft.
<b>Airway</b>	CASR Subpart 175.100, CAA 1988	Different in character or other means of compliance	Australia defines airway as a designated path in an air route identified by an area of specified width on the surface of the earth.
<b>Danger area</b>	CASR Subpart 175.100, ASR 2007	Different in character or other means of compliance	Australia defines a danger area as an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times. Military Operating Area is a type of danger area for which access conditions apply to some aircraft.
<b>Final approach and take-off area</b>	CASR Subpart 175.100, CASR Part 1	Different in character or other means of compliance	Australia defines final approach and take-off area for the operation of a rotorcraft at an aerodrome, means the area of the aerodrome: (a) from which a take-off is commenced; or (b) over which the final phase of approach to hover is completed
<b>Final approach fix or point</b>	CASR Subpart 175.100	Different in character or other means of compliance	Australia differentiate between fix and point based on operations.
<b>Flight level</b>	CASR Subpart 175.100, CASR Part 1	Different in character or other means of compliance	Australia defines a flight level as a reference to a flight level followed by a number, in relation to the flight of an aircraft, is a reference to the altitude at which the aircraft's altimeter, if it were adjusted to a reading on the subscale of 1013.2 hectopascals, would show an altitude in feet of 100 times that number.
<b>Heliport</b>	CASR Subpart 175.100, CASR Part 1	Different in character or other means of compliance	Australia uses the term helicopter landing area for heliport.
<b>Heliport reference point (HRP)</b>	CASR Subpart 175.100	Different in character or other means of compliance	Australia uses aerodrome reference point for both aerodromes and helicopter landing areas.
<b>Human Factors principles</b>	CASR Subpart 175.100, CASR Part 1	Different in character or other means of compliance	Australia defines human factor principles as matters concerned with the minimisation of human error and its consequences by optimising the relationships within systems between people, activities and equipment.

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<b>Manoeuvring area</b>	CASR Subpart 175.100, CAA 1988	Different in character or other means of compliance	Australia defines manoeuvring area as that part of an aerodrome to be used for the take-off and landing of aircraft and for the movement of aircraft associated with take-off and landing, but does not include any part of an aerodrome to be used: (a) for the purpose of enabling passengers to board aircraft or disembark from aircraft; (b) for loading cargo on to aircraft or unloading cargo from aircraft; or (c) for refuelling, parking or carrying out maintenance on aircraft.
<b>Marking</b>	CASR Subpart 175.100, Part 139 MOS	Different in character or other means of compliance	Australia defines marking as a symbol or group of symbols displayed on the surface of the movement area of an aerodrome to convey surface movement, or aeronautical, information.
<b>Minimum sector altitude (MSA)</b>	CASR Subpart 175.100, Part 91 MOS	Different in character or other means of compliance	Australia defines MSA as the lowest usable altitude that provides at least 300 m (or 1 000 ft) clearance above all objects within a circle or a sector of a circle of radius 46 km (25 NM) or 18.5 km (10 NM) centred on a significant point.
<b>Navigation specification</b>	CASR Subpart 175.100, CASR Part 1	Different in character or other means of compliance	Australia defines navigation specification as a set of aircraft and aircrew requirements needed to support PBN operations within a defined airspace, being either: (a) RNAV specification which is a navigation specification based on area navigation that does not include the requirement for on-board performance monitoring and alerting, and is designated by the prefix RNAV, for example, RNAV 5, RNAV 1; or (b) RNP specification which is a navigation specification based on area navigation that includes the requirement for on-board performance monitoring and alerting, and is designated by the prefix RNP, for example, RNP 2, RNP APCH.
<b>Precision approach procedure</b>	CASR Subpart 175.100, Part 91 MOS	Different in character or other means of compliance	Australia defines precision approach procedure as an IAP based on an ILS, an MLS, a GLS or an SBAS CAT I, and which is designed for 3D instrument approach operations.
<b>Runway-holding position</b>	CASR Subpart 175.100, Part 139 MOS	Different in character or other means of compliance	Australia defines a runway holding position as a designated position at a controlled aerodrome that is provided to protect a runway, an obstacle limitation surface, or an ILS or MLS critical or sensitive area, at which taxiing aircraft and vehicles must stop and hold, unless otherwise authorised by the aerodrome control tower.

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<b>Touchdown and lift-off area (T)</b>	CASR Subpart 175.100, Part 91 MOS	Different in character or other means of compliance	Australia defines the touchdown and lift-off area and is the surface over which the touchdown and lift-off is conducted.
<b>2.1.7</b>	CASR Subpart 175.105	Different in character or other means of compliance	Australia does not orientate all charts to true north.
<b>2.2</b>	CASR Subpart 175.105	Different in character or other means of compliance	Australian charts carry a title to describe their function. Not all charts are titled in accordance with the Annex.
<b>2.3.2</b>	CASR Subpart 175.105	Different in character or other means of compliance	a)Australia charts carry a title to describe their function. Not all charts are titled in accordance with the Annex c) Australian Charts provide an overview of related sheets
<b>2.4.1</b>	CASR Subpart 175.105	Different in character or other means of compliance	Australia uses different symbology for wind turbines. Australia does not publish compass roses on every chart type.
<b>2.4.2</b>	CASR Subpart 175.105	Different in character or other means of compliance	Australian instrument approach charts uses different symbols to represent ground-based navigation aids.
<b>2.5.7</b>	CASR Subpart 175.105	Less protective or partially implemented not implemented	Not all conversionscales appear on all charts.
<b>2.6.2</b>	CASR Subpart 175.105	Less protective or partially implemented not implemented	SID/STAR not to scale, no scale included.
<b>2.10.1</b>	CASR Subpart 175.105	Less protective or partially implemented not implemented	International boundaries not shown on all charts.
<b>2.11.1</b>	CASR Subpart 175.105	Different in character or other means of compliance	Australia publishes charts with colours as indicated in the chart legend.
<b>2.14.1</b>	CASR Subpart 175.105	Different in character or other means of compliance	Exact format depicted in Appendix 2 is not used on Australian charts. Airspace depiction is included in chart legend.
<b>2.15.2</b>	CASR Subpart 175.105	Less protective or partially implemented not implemented	Annual rate of change in Magnetic variation not published.
<b>2.15.3</b>	CASR Subpart 175.105	Different in character or other means of compliance	Australia updates the overall magnetic variation/isogonals at a 5 yearly rate, however instrument procedure charts can be updated when the magnetic variation is affecting the procedure.



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2.18.1.3	CASR Subpart 175.105	Different in character or other means of compliance	Compliant resolution is published in DAH, information displayed on charts is compatible with aircraft FMS however, geoid undulations are not implemented
2.18.2.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not publish the geoid undulation.
3.1	CASR Subpart 175.105	Different in character or other means of compliance	In Australia the aerodrome operator supplies the Aerodrome Obstacle Chart — ICAO Type A as and when required based on user requirements.
4.1	CASR Subpart 175.105	Different in character or other means of compliance	In Australia the aerodrome operator supplies the Aerodrome Obstacle Chart — ICAO Type B as and when required based on user requirements.
5.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not produce the Aerodrome Terrain and Obstacle Chart ICAO (Electronic)
6.1	CASR Subpart 175.105	Different in character or other means of compliance	In Australia the aerodrome operator supplies the the the Precision Approach Terrain Chart — ICAO as and when required based on user requirements.
7.6.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australian high level en-route charts display minimum altitude values in the centre of 4 adjacent quadrilaterals due to scale and to limit chart congestion.
7.9.3.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Not all the ATS components are shown.
7.9.3.1.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	b) Elevation of DME transmitting tower is contained in ERSA FAC. e) ERCH displays name codes and co-ordinates, ERCL displays name codes only, but co-ordinates contained in ERSA. i) Change-over points on route segments are not shown. k) Radio communication facilities listed with their frequencies are shown on ERC Low. Those for ERC High are contained in ERSA. SATVOICE numbers shown in AIP.
8.1	CASR Subpart 175.105	Different in character or other means of compliance	Australia publishes Terminal Area Charts (TAC)
8.6.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Spot elevations and contours not shown.



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8.9.4.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Not all the ATS components are shown.
8.9.4.1.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	b)The elevation of the transmitting antenna of the DME is shown in ERSA. m)Minimum vectoring altitudes are not shown. n) Area speed and level/altitude restrictions are published in the AIP. p) 'flyover' significant points not published.
9.3.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australian SIDS are not drawn to scale.
9.4.1	CASR Subpart 175.105	Different in character or other means of compliance	Australia does not produce SID charts to scale.
9.6.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Culture and topography not shown.
9.9.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not depict Special Use Airspace (SUA) on the SID charts. SUA is not shown on SIDs as charts are not drawn to scale.
9.9.4.1	CASR Subpart 175.105	Different in character or other means of compliance	Not all the ATS components are shown.
9.9.4.1.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	a)2) Route designators not shown. a)5) Not all distances between significant points are included. a)6) Minimum altitudes are not shown on SIDs. b)1) Australia uses abbreviations only. b)4) Geographical coordinates are contained in DAH. b)5) DME elevation data is contained in ERSA FAC. c) Bearing and distance to the reference navaid not always shown. e) Transition altitude/height is not shown on SIDs. f) position and height of close-in obstacles not shown. k) Communications procedures listed in ERSA, and call sign of ATS unit is not shown.
10.3.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australian STAR charts are not produced to scale.
10.4.1	CASR Subpart 175.105	Different in character or other means of compliance	Australia does not produce STAR charts to scale.
10.6.2	CASR Subpart 175.105	Different in character or other means of compliance	Australian STAR charts are not drawn to scale and therefore spot elevations, contour lines and obstacles are not shown.



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10.9.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not depict Special Use Airspace (SUA) on the STAR charts. SUA is not shown on STARs as charts are not drawn to scale.
10.9.4.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Not all the ATS components are shown.
10.9.4.1.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	a)1) Route designators not shown. b)1) Australia only uses abbreviations. b)4) Geographical coordinates are contained in DAH. b)5) The DME data is contained in ERSA FAC. e) Transition altitude/height is not shown on Australian STARs. i) Call sign of ATS unit is not shown.
10.9.4.3	CASR Subpart 175.105	Less protective or partially implemented not implemented	Recommended coding tables available for RNP 1 STARs.
11.3.3.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Distances along the track at significant points are shown in the plain view.
11.7.2	CASR Subpart 175.105	Different in character or other means of compliance	Where contour lines are shown they are grey in the printed document but brown on the online version.
11.7.3	CASR Subpart 175.105	Less protective or partially implemented not implemented	The spot elevations and highest elevations used for some charts in lieu of contour lines.
11.10.1.4	CASR Subpart 175.105	Less protective or partially implemented not implemented	Touch down zone elevations not shown on CAT II/III charts.
11.10.2.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Controlling obstacles not always indicated.
11.10.2.7	CASR Subpart 175.105	Less protective or partially implemented not implemented	OFZ not indicated on Instrument Approach Charts.
11.10.4.1.1	CASR Subpart 175.105	Different in character or other means of compliance	The navaid name is not published, however the identifier, frequency and type is shown on the chart.
11.10.4.3	CASR Subpart 175.105	Different in character or other means of compliance	Australia does not show geographical coordinates for the final approach fix.
11.10.6.5	CASR Subpart 175.105	Less protective or partially implemented not implemented	Ground profile of relief not shown on chart profile view.

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11.10.7.2	CASR Subpart 175.105	Different in character or other means of compliance	OCA/H is not published however minimum decision altitude/height is published.
11.10.8.5	CASR Subpart 175.105	Different in character or other means of compliance	Gradient not shown on chart, angle only, conversion table in DAP legend.
11.10.8.6	CASR Subpart 175.105	Different in character or other means of compliance	TCH is shown on RNAV charts. RDH is shown on ILS/LOC charts. Both values shown to nearest metre or foot only.
11.10.9	CASR Subpart 175.105	Less protective or partially implemented not implemented	No recommended data coding sheets published for non-RNAV procedures.
12.1	CASR Subpart 175.105	Different in character or other means of compliance	Australia publishes the Visual Terminal Chart 1:250,000 scale.
12.4.1	CASR Subpart 175.105	Different in character or other means of compliance	Australia publishes information on a larger area surrounding the aerodrome and subsequently uses a larger sheet size.
12.10.1.1	CASR Subpart 175.105	Different in character or other means of compliance	Aerodrome diagram inset provided for main aerodromes that the VTC covers since more than one aerodrome is presented in the coverage area. Restrictions on landing direction not indicated on charts. Abandoned aerodromes not shown.
12.10.1.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Aerodrome elevation not shown since more than one aerodrome is presented in the coverage area. Aerodrome elevation listed in ERSA.
12.10.5.3	CASR Subpart 175.105	Different in character or other means of compliance	Details of visual approach slope indicators are published in DAP and ERSA since more than one aerodrome may be in the chart coverage area.
13.1	CASR Subpart 175.105	Different in character or other means of compliance	Second sub-para a) to d) Australian helicopter movement requirements for each international aerodrome are contained in ERSA FAC.
13.5	CASR Subpart 175.105	Less protective or partially implemented not implemented	Magnetic variation to the nearest degree is shown, but not the annual change.



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13.6.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	b) RWY end elevations only are shown. Highest elevation is published. Geometric centre of touch-down and lift off area are not shown. Geoid undulation not published. c) RWY end elevations only are shown. Precision Approach Runway elevations are rounded to nearest FT. Highest elevation is published as in note b. Geometric centre of touch-down not shown. Geoid undulation not published. d) Type of surface, bearing strengths, displaced thresholds and RWY markings are contained in ERSA. f) Geometric centre of threshold isn't published. g) Taxiway depiction and name only shown. k) The boundaries of the air traffic control service are not shown. l) Position of RVR observation site not shown. n) Eye height and VASI angles not shown. r) VOR checkpoints not shown.
13.6.3	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not publish heliport specific charts.
14.5.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Annual rate of change in Magnetic variation is not published
14.6.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	a) Apron Elevation not published b) Aircraft stands properties not published. Reference to specific Apron Chart indicated on the chart for detailed information c) Aircraft stands coordinates not published. Reference to specific Apron Chart indicated on the chart for detailed information d) Taxiway designators published for all TWYs. TWY width and it's physical characteristics not published. g) Taxiway Centreline Points data not published. l) VOR checkpoints not published
15.5.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Magnetic variation to the nearest degree is shown, but not the annual change.
15.6	CASR Subpart 175.105	Less protective or partially implemented not implemented	b) Visual guidance docking systems are not shown. Lighting not shown. d) holding positions, stop bars shown on DAP AD chart. f) taxiway centre line points coordinates not shown, grid is in whole seconds. g) The boundaries of the air traffic control service are not shown. h) Radio communications facilities are displayed on DAP AD charts. k) VOR checkpoints not shown.
16.1	CASR Subpart 175.105	Different in character or other means of compliance	Chart name includes ICAO, although minor differences to the ICAO specifications.

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16.2.1	CASR Subpart 175.105	Different in character or other means of compliance	Different coverage areas are used for Christmas Island (3103), Cocos (Keeling) Island (3164), Lord Howe Island (3358) and (Norfolk Island (3359). Due to the coverage area and land mass it should cover, the chart coverage areas are adjusted.
16.4.3	CASR Subpart 175.105	Different in character or other means of compliance	Chart folded to make title visible in WAC folders.
16.7.9.3	CASR Subpart 175.105	Less protective or partially implemented not implemented	Highest point spot elevations are not shown cleared of hypsometric tinting.
16.7.12.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Wooded areas are not shown on charts.
16.9.2.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia only publish essential information to avoid chart clutter.
16.9.2.3	CASR Subpart 175.105	Different in character or other means of compliance	Unused (still recognisable as aerodrome) and unverified aerodromes symbols are published for reference.
16.9.5.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Elements of Australia's air traffic service system are not shown on WACs.
16.9.5.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	ADIZs are not shown on WACs.
17.1	CASR Subpart 175.105	Different in character or other means of compliance	Australia publishes the Visual Navigation Chart (VNC) 1: 500 000 scale.
17.4.2	CASR Subpart 175.105	Different in character or other means of compliance	Coverage diagram for all Australia showing all charts is featured in the title panel of the charts.
17.4.3	CASR Subpart 175.105	Different in character or other means of compliance	The size of the chart sheets requires different folding than specified.
17.4.4	CASR Subpart 175.105	Different in character or other means of compliance	The VNCs are not quarter sheets of the WAC coverage of the same area.
17.4.5	CASR Subpart 175.105	Different in character or other means of compliance	Australia does not apply the recommended overlap area.
17.6.1.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not reference the corresponding WAC chart.



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17.7.7.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Values of contours are not shown on VNCs.
17.7.9.2	CASR Subpart 175.105	Different in character or other means of compliance	Highest elevation on the chart listed in degrees and minutes. Highest elevation within each 30' grid square also shown.
17.7.9.3	CASR Subpart 175.105	Different in character or other means of compliance	Highest point spot elevations are not shown cleared of hypsometric tinting
17.7.12.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Wooded areas are not shown on charts.
17.9.2.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia only publish essential information to avoid chart clutter.
17.9.2.3	CASR Subpart 175.105	Different in character or other means of compliance	Unverified aerodromes are published for reference.
17.9.5.2	CASR Subpart 175.105	Less protective or partially implemented not implemented	ADIZ not shown on charts.
17.9.6	CASR Subpart 175.105	Different in character or other means of compliance	Frequencies, coded designators and coordinates are shown.
17.9.7.1	CASR Subpart 175.105	Different in character or other means of compliance	Aeronautical ground lights not shown on this chart type.
18.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not produce the aeronautical navigation chart - ICAO small scale.
19.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not produce the plotting chart..
20.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not produce electronic aeronautical chart displays.
21.1.1	CASR Subpart 175.105	Less protective or partially implemented not implemented	Australia does not publish the ATC surveillance minimum altitude chart.