Australia

Supplement
Annex 6
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Annex Reference	State Reference	Difference Level	State Difference
Aerial work	Part 1 of the CASR Dictionary (Vol 5 of the CASR)	Different in character or other means of compliance	Australia legislation defines aerial work operation as external load, dispensing or task specialist operations, but does not include other aerial work applications which may exist.
Aerodrome	Civil Aviation Act 1988, section 3	More exacting or exceeds	Australia further limits this definition to areas that are authorised for use as an aerodrome by the regulations.
Aerodrome operating minima	Nil	Different in character or other means of compliance	Australia does not define aerodrome operating minima, but the terms take-off minima and landing minima are defined. When AOM is used it has the same meaning as ICAO definition.
Agreement summary	Civil Aviation Act 1988, section 4A	Different in character or other means of compliance	"Agreement summary" is not a defined term in Australian legislation.
Aircraft operating manual	Part 1 of the CASR Dictionary (Vol 5 of CASR – definition of aircraft flight manual instructions), Clause 37 of Part 2 of the CASR Dictionary (Vol 5 of CASR – definition of flight manual).	Different in character or other means of compliance	Australian legislation uses the terms ‘aircraft flight manual instructions’ and ‘flight manual’.
Aircraft tracking	Nil	Less protective or partially implemented not implemented	Definition not specified in legislation
Air operator certificate (AOC)	Civil Aviation Act 1988, section 3	Different in character or other means of compliance	Australian legislation defines AOC in terms of the Australian Civil Aviation Act, but its use has no practical difference
Altimetry system error (ASE)	Nil	Less protective or partially implemented not implemented	ASE is not specifically defined in Australian legislation, the term ASE is defined in the AIP as Altimetry system error but Altimetry system error is not defined.
Appropriate airworthiness requ	Nil	Less protective or partially implemented not implemented	Australian legislation does not specifically define the term ‘appropriate airworthiness requirements’ but uses the term applicable airworthiness standards in a similar way.
Appropriate ATS authority	Nil	Less protective or partially implemented not implemented	Not implemented in legislation
Contaminated runway	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation does not define the term contaminated runway, but defines the word contaminated, where a runway is contaminated if more than 25% is covered by water or slush (>3 mm), loose snow (>20 mm) or compacted snow or ice.

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Continuing airworthiness	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but defines instructions for continuing airworthiness which has no practical difference.
Continuing airworthiness recor	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but its use is as per ICAO definition.
Crew member	Part 1 of the CASR Dictionary (Vol 5 of CASR)	More exacting or exceeds	Australian legislation further defines crew member to carry out a function related to the operation, maintenance, use or safety of the aircraft, who has been trained for the function, including those being trained, tested or auditing the same.
Cruise relief pilot	CASR 61.010 CASR 61.L.6	Different in character or other means of compliance	Cruise relief pilot is not specifically defined in Australian legislation but its use is as per ICAO definition and the privileges and limitations are clearly set out.
Current flight plan (CPL)	Nil	Less protective or partially implemented not implemented	Not implemented in legislation
EDTO critical fuel	CASR Part 121 Manual of Standards (MOS) section 7.06	Different in character or other means of compliance	Australian legislation does not define the term EDTO critical fuel, but does use the term when describing various scenarios.
Emergency locator transmitter	Nil	Less protective or partially implemented not implemented	Australian legislation does not define the term emergency locator transmitter, but uses the term and abbreviation as per ICAO definition. In practice there is no difference.
Engine	Nil	Less protective or partially implemented not implemented	Engine not defined in Australian legislation, but its use is as per ICAO definition, hence no practical difference.
Enhanced vision system (EVS)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define enhanced vision system, but the abreviation EVS is defined as enhanced vision system. In practice there is no difference.
Extended diversion time operat	CASR Part 121 Manual of Standards (MOS) section 1.04(1)	Less protective or partially implemented not implemented	Australian legislation does not include two or more turbine engines in the definition, but in practice there is no difference.
Fatigue	CAO 48.1 (Instrument 2019) Section 6.1	Less protective or partially implemented not implemented	Australian legislation defines fatigue in the context of a Flight Crew Member not all persons conducting safety related operational duties, but in practice there is no difference.
Fatigue Risk Management System	CAO 48.1 (Instrument 2019) Section 6.1	Different in character or other means of compliance	Australian legislation defines this term as a system that contains required elements that is appropriate for the operation and approved by CASA, but in practice there is no difference.

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Filed flight plan (FPL or eFPL	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)	Different in character or other means of compliance	Australian legislation definition does not specify the requirement to be licenced, but limits to pilots or flight engineer. In practice there is no difference.
Flight data analysis	Nil	Less protective or partially implemented not implemented	Australian legislation does not define flight data analysis, but any use of the term or FDAP is as per ICAO definition. In practctice there is no difference.
Flight duty period	Civil Aviation Order 48.1 (Instrument 2019) Section 6.1	Different in character or other means of compliance	Australian legislation ends flight duty period at the end of all duties associated with the flight or 15 minutes after the end of the flight, whichever is the latter.
Flight manual	Clause 37 of Part 2 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.
Flight recorder	Nil	Less protective or partially implemented not implemented	Australian legislation does not define flight recorder, but uses the phrase flight data recorder. In practice there is no difference.
Flight safety documents system	Part 1 of the CASR Dictionary (Vol 5 of CASR – definition of Exposition)	Different in character or other means of compliance	Australian legislation does not currently contain this definition but instead defines the term exposition.
Flight simulation training dev	CASR 61.010	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
Flight time — aeroplanes	CASR 61.010 CAO 48.1 (6) CAO 48.1 (Instrument 2019) Section 6.1	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
General aviation operation	Nil	Different in character or other means of compliance	Australian legislation does not define general aviation operation, however in Australia, general aviation is a loose term used to describe any operation that is not an airline (RPT) operation. In Australia, general aviation does not differentiate between a commercial or private operation.
Ground handling	NIl	Less protective or partially implemented not implemented	Australian legislation does not define this phrase. In its use there is no practical difference.
Human Factors principles	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. In practice there is no difference.

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Human performance	CASR Part 145 Manual of Standards (MOS) section 145.A.12	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
Isolated aerodrome	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this phrase, but where used relies on the plain English meaning. Australia uses a related concept called remote islands.
Large aeroplane	CASR 121.005 (Larger aeroplane)	Less protective or partially implemented not implemented	Australian legislation has replaced the reference to large or small with the 5 700 kg MTOW limit, to avoid confusion with larger 121 or smaller 135 aeroplanes.
Low-visibility operations (LVO	Part 1 of the CASR Dictionary (Vol 5 of CASR) AIP GEN 2.2.1	Different in character or other means of compliance	Australian legislation relates low-visibility operations to approaches below CAT I criteria and take-offs below 550m visibility. Where a CAT I criteria decision height not lower than 200ft and visibility not less than 800M or RVR not less than 550M.
Maintenance programme	CASR 42.015(1)	Different in character or other means of compliance	Australian legislation relates a maintenance programme to the approved maintenance program for aircraft operating under an AOC or any large aircraft. In practice there is no difference.
Master minimum equipment list	CASR 91.925	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
Maximum diversion time	CASR Part 121 Manual of Standards (MOS) section 1.04 (1)	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
Maximum mass	Part 1 of the CASR Dictionary (Vol 5 of CASR) (maximum take-off weight) AIP GEN 2.2.1 (maximum take-off weight)	Different in character or other means of compliance	Australian legislation does not define this term, but uses the term maximum weight in regard to rotor craft performance classes, or more commonly maximum take-off weight
Minimum equipment list (MEL)	CASR 91.925	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
Modification	Nil	Less protective or partially implemented not implemented	Australian legislation does not define modification, but in practice the use of modification is as per ICAO meaning.
Obstacle clearance altitude (O	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term, however in practice there is no difference as the CASR uses it as per the ICAO definition.

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Operational flight plan	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. In practice there is no difference.
Operations manual	Part 1 of the CASR Dictionary (Vol 5 of CASR – definition of exposition)"	Different in character or other means of compliance	Australian legislation uses the term exposition in place of operations manual for commercial air transport operations
Operator	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. In practice there is no difference.
Operator's maintenance control	CAR 42ZY	Different in character or other means of compliance	Australian legislation defines this term differently, however it achieves an equivalent result. In practice there is no difference.
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 differently, however it achieves an equivalent result. In practice there is no difference.
Point of no return	Nil	Less protective or partially implemented not implemented	Australia does not define this term but in practice there is no difference.
Preliminary flight plan (PFP)	Nil	Less protective or partially implemented not implemented	Not implemented in legislation
Pressure-altitude	Nil	Less protective or partially implemented not implemented	Australian legislation does not define pressure altitude but in practice there is no difference.
Repair	Nil	Less protective or partially implemented not implemented	Australian legislation does not define repair but in practice there is no difference.
Required communication perform	CASR Part 91 Manual of Standards (MOS) section 11.09 (1A)	More exacting or exceeds	Australian legislation defines this term more exactly, however it achieves an equivalent result. In practice there is no difference.
Required surveillance performa	CASR Part 91 Manual of Standards (MOS) section 11.09 (1A)	Different in character or other means of compliance	Australian legislation defines this term more exactly, however it achieves an equivalent result. In practice there is no difference.
Rest period	Nil	Less protective or partially implemented not implemented	Australian legislation does not define rest period, but when used it only applys to flight crew members, but in practice there is no difference.
Runway visual range (RVR)	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation define this term differently, however it achieves an equivalent result. Note that Australian RVR's are manually measured, not by automatic means. In practice the use of RVR's is no different.

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Safe forced landing	CASR 135.015	Less protective or partially implemented not implemented	This term is not defined in Australian legislation, but a suitable forced landing area is defined and uses a similar principle.
Small aeroplane	CASR 135.015 (Smaller aeroplane)	Less protective or partially implemented not implemented	Australian legislation has replaced the reference to large or small with the 5 700 kg MTOW limit, to avoid confusion with larger 121 or smaller 135 aeroplanes.
Specific approval	Nil	Less protective or partially implemented not implemented	Australia legislation does not define the term specific approval, but does define approved..
State of the Aerodrome	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term.
Synthetic vision system (SVS)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term.
Target level of safety (TLS)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term.
Threshold time	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term, but does specify a concept for threshold distance, which is actually a time. In practice Australia refers to a threshold distance as a time in minutes.
Total vertical error (TVE)	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term.
Wet runway	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 where wet runway is not dry or contaminated, while dry has no visible moisture and contaminated includes more than 3mm of water. In practice there is no difference.
3.1.3	CASR 121.160, CASR 135.135	Different in character or other means of compliance	Australian legislation requires the operator to take responsibility for operational control by specifying the operator must outline who may exercise operational control in the operator’s exposition
3.1.4	CASR 121.160 CASR 135.135	Less protective or partially implemented not implemented	Australian legislation does not require operational control to be limited to the pilot in command, flight dispatcher or operational control officer, but requires the operator's exposition to include procedures to determine how and by whom it is to be exercised. In practise this is no different to ICAO.

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3.1.5	CASR 91.680 CASR 121.125	Different in character or other means of compliance	Australian legislation requires the pilot-in-command to report emergencies but allows operators to define how this can be done by other crew however it achieves an equivalent result.
3.1.8	CASR 121.475(2)(f) and CASR 135.380(2)(c)	Less protective or partially implemented not implemented	Operators are only obligated to ensure flight crew members have an appropriate flight crew licence. There is no specific obligation relating to language proficiency
3.3.1	CASR 119.195	Less protective or partially implemented not implemented	Australian legislation requires FDAP for aircraft with a MTOW more than 27,000kg.
3.3.2	CASR 119.195	Less protective or partially implemented not implemented	Australia has not yet implemented the requirement of standard 3.3.2 b). For standard 3.3.2 a), Australia does not have a specific rule requiring these aeroplanes to be equipped with a means to support an FDAP, but the requirement for such support is inherent in the requirement for operators of such aeroplanes to have an FDAP for these aeroplane operations.
3.3.3	CASR 119.190	Less protective or partially implemented not implemented	Australian legislation mandates the operator of aeroplanes with a maximum take-off weight of more than 27,000kgs must have a flight data analysis program. Australia has not required operators of the aeroplanes mentioned in standard 3.3.2 b) to have an FDAP for these aeroplanes.
3.3.5	CASR 119.195 Civil Aviation Act 1988, Part III, Division 3C	Less protective or partially implemented not implemented	Australia has directed that people who report data to a FDAP must be protected but has not directed that every data source be protected
3.3.6	Civil Aviation Act 1988 Part IIIB CASR 42.1105	Less protective or partially implemented not implemented	Australia permits the use of recordings of sound or images of persons on the flight deck of an aircraft in certain civil and criminal proceedings as outlined in the Civil Aviation Act. Whilst there are protections in place, they are less protective than the Standard requires.
3.3.7	Civil Aviation Act 1988 Section 32AO Civil Aviation Act 1988 Section 32AP Transport Safety Investigation Act 2003, Part 6 CASR 42.1105	Different in character or other means of compliance	Australian legislation does not permit the release of CVR data to SMS investigations. CVR as defined by Australian legislation Class B and Class C AIR or AIRS recordings.

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3.3.8	CASR 119.205	Different in character or other means of compliance	Australian legislation, instead of requiring a flight safety documents system, requires operators to have an exposition that contains details of each plan, process, procedure, program and system implemented by the operator to safely conduct and manage their air transport operations in compliance with the civil aviation legislation
3.5.1	Nil	Less protective or partially implemented not implemented	Australia has not implemented legislation requiring operators to establish aircraft tracking capabilities.
3.5.2	Nil	Less protective or partially implemented not implemented	Australia has not implemented legislation requiring operators to establish aircraft tracking capabilities.
3.5.3	Nil	Less protective or partially implemented not implemented	Australia has not implemented legislation requiring operators to establish aircraft tracking capabilities.
3.5.4	Nil	Less protective or partially implemented not implemented	Australia has not implemented legislation requiring operators to establish aircraft tracking capabilities.
3.5.5	Nil	Less protective or partially implemented not implemented	Australia does not require an operator to establish procedures for the retention of aircraft tracking data.
4.1.3	CASR 91.675	Different in character or other means of compliance	Australian legislation requires hazards to be reported by the pilot-in-command however it achieves an equivalent result.
4.1.5	CASR 119.190	Less protective or partially implemented not implemented	Australian legislation requires the operator to have an SMS which has processes for risk assessment.
4.1.6	CASR 119.205(1)(h)	Different in character or other means of compliance	Australian legislation requires all processes needed to safely conduct operations to be included in the exposition which achieves an equivalent result.
4.2.1.3.1	CASR 119.205	Different in character or other means of compliance	Australia does not promulgate this specific standard, but requires operator policies and procedures to apply to all personnel who are employees of the operator, or persons engaged by the operator to provides services.
4.2.1.5	Nil	Different in character or other means of compliance	Australian legislation does not specify what needs to be included on an AOC, but has been modelled on the ICAO template.
4.2.1.7	Nil	Different in character or other means of compliance	Australian AOC's and operations specifications did not conform to the ICAO template until after 2 Dec 2021.

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4.2.3.1	Civil Aviation Act section 28BH, CASRs 119.205, 119.215, 121.035, 121.080, 121.120, 121.125, 121.160, 121.165, 121.185, 121.195, 121.200, 121.210, 121.215, 121.220, 121.225, 121.240, 121.250, 121.255, 121.270, 121.295, 121.300, 121.305, 121.310, 121.315, 121.320, 121.325, 121.330, 121.335, 121.340, 121.345, 121.350, 121.355, 121.360, 121.430, 121.440, 121.475, 121.495, 121.500, 121.505, 121.515, 121.525, 121.535, 121.670, 121.675, 121.680, 121.690, 121.700, 135.060, 135.100, 135.105, 135.135, 135.140, 135.155, 135.160, 135.165, 135.170, 135.175, 135.195, 135.200, 135.205, 135.220, 135.240, 135.250, 135.255, 135.285, 135.295, 135.300, 135.305, 135.310, 135.315, 135.320, 135.325, 135.360, 135.380, 135.395, 135.400, 135.410, 135.420, 135.450, 135.465	Less protective or partially implemented not implemented	Australia does not specifically require an operations manual to contain all the content stated in Appendix 2
4.2.3.2	Civil Aviation Act section 27AB, CASR 119.090, CASR 119.095, CASR 119.100	Different in character or other means of compliance	Australia categorises operations manual changes into a system of significant changes that require approval and non-significant changes that require notification for later review and acceptance.
4.2.7.1	CASR 121.190 CASR 135.	Different in character or other means of compliance	Australian legislation does not require the operator of Smaller aeroplanes (CASR Part 135) to establish lowest safe altitudes, whilst for operators of larger aeroplanes (CASR Part 121) it is required to be established.
4.2.7.2	CASR 121.190 CASR 119.205(1)(h) AIP GEN 3.3 paragraph 4	Different in character or other means of compliance	Australian legislation does not require the operator to specify methods to determine lowest safe altitudes, but does publish this method in the AIP.
4.2.7.3	CASR Part 173 – Instrument Flight Procedure Design MOS Part 173 -– Chapter 8 Design Standards, 8.2 Lowest Safe Altitude	Different in character or other means of compliance	Australian legislation details the method and approves expositions that contain procedures for safe operation.
4.2.7.4	AIP GEN 3.3 paragraph 4 CASR Part 173 Manual of Standards (MOS) section 8.2	Different in character or other means of compliance	Australian legislation details the method but uses the terminology lowest safe altitude.
4.2.8.1.1	CASR 91.315 AC 91-11	Less protective or partially implemented not implemented	Australia only authorises operational credits in the kinds of limited circumstances referred to in ICAO Doc 9365 "other than standard Category I operations" and "other than standard Category II operations"

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4.2.8.1.2	Advisory Circular 91-11	Less protective or partially implemented not implemented	Australia does not specify these requirements in State rules.
4.2.8.1.3	CASR 91.307, Part 91 Manual of Standards (MOS) Chapter 15 AC 91-11	More exacting or exceeds	For landing, Australia does not authorise operational credits in circumstances with minima above those related to low visibility operations.
4.2.8.2	Nil	Less protective or partially implemented not implemented	Australia does not require operators to take account of these specific factors. Instead, they are included as recommendations in guidance material
4.2.8.3	CASR 91.307 (3) CASR 173 MOS section 8.1.6.2A & 8.1.7.2 AIP GEN 2.2 definition of instrument approach procedure (IAP) and instrument runway	More exacting or exceeds	Australia futher divides CAT III into a, b and c, but otherwise there is no practicle difference.
4.2.8.4	CASR 91.315 CASR 91 MOS section 15.04 & 15.09 AIP ENR 1.5 paragraph 4.2	Different in character or other means of compliance	Australian legislation uses different words to achieve the same outcome. In practice there is no difference.
4.2.8.5	CASR 91.315 CASR 91 MOS section 15.04	Different in character or other means of compliance	Australia approves foreign aircraft to conduct LVOs by exemption to standard minima. Australian operators need to apply for exemption to conduct LVOs.
4.2.9	Nil	Different in character or other means of compliance	Australian legislation does not specifically require the operator to determine safe margins for threshold crossing heights, but does require the operator to have operational procedures for low-vis, take-off and landing minima to achieve a safe outcomes.
4.2.10.1	CASR 121.175 & 121.235 CASR 135.145 & 135.215	Different in character or other means of compliance	Australian legislation requires a safe margin of fuel to be available after flight by specifying requirements for operational flight plans and fuel requirements.
4.2.10.2	CASR 91.460	Different in character or other means of compliance	Australian legislation requires sufficient oil to complete the flight safely.
4.2.12.2	CASR 121.285 CASR Part 121 Manual of Standards (MOS) section 8.03 CASR 135.280 CASR Part 135 Manual of Standards (MOS) section 9.02	Different in character or other means of compliance	Australian legislation is more specific but covers all emergency equipment, including any carried for collective use.
4.2.12.3	CASR 91.220, 91.575 & 91.580	Different in character or other means of compliance	Australian legislation is outcome based and requires operators and pilot-in-command to be responsible for safety, while requiring passengers to comply with safety directions.

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4.3.3.1	CASR 119.245 CASR 121.115 & 121.175 CASR 135.095 & 135.145	Less protective or partially implemented not implemented	Australian legislation only requires the pilot in command to sign the flight preparation form when the flight begins or ends outside Australian territory.
4.3.4.1.2	CASR 121.170 CASR Part 121 Manual of Standards (MOS) section 4.07 CASR 135.180	Less protective or partially implemented not implemented	Australian legislation complies with this SARP for larger aeroplanes (Part 121), but is more flexible for smaller aeroplanes (Part 135)..
4.3.4.2	CASR 91.240 Section 9.02 of Part 91 Manual of Standards CASR 121.175 Section 5.01 of the Part 121 Manual of Standards	Different in character or other means of compliance	Australia has not yet implemented FF-ICE and therefore PFP are not yet used. Australian legislation is compliant for Part 121 operations, but does not have EDTO or enroute alternates for Part 135 operations.
4.3.4.3.1	CASR 91.240 Section 9.02 of Part 91 Manual of Standards (MOS) CASR 121.170 CASR Part 121 Manual of Standards (MOS) section 4.08 CASR 135.185 CASR 135.190 CASR Part 135 Manual of Standards (MOS) section 5.01 CASR Part 91.235 CASR Part 135 Manual of Standards (MOS) section 5.01 CASR Part 91.235 CASR Part 91 Manual of Standards (MOS) Division 8.2	Less protective or partially implemented not implemented	Australia has not yet implemented FF-ICE and therefore PFP are not yet used. Australian legislation is mostly compliant for Part 121 operations, but only requires separate runways for aerodromes not in Australian territory. Part 135 operations only require destination alternates due to weather, navigation or lighting requirements
4.3.4.3.2	CASR 91.240 Section 9.02 of Part 91 Manual of Standards (MOS) CASR 121.170 CASR Part 121 Manual of Standards (MOS) section 4.10	Less protective or partially implemented not implemented	Australia has not yet implemented FF-ICE and therefore PFP are not yet used. Australian legislation is compliant for Part 121 operations, but does not comply for Part 135 operations, where two destination alternate aerodromes are not required.
4.3.4.4	CASR 121.170 CASR Part 121 Manual of Standards (MOS) section 4.21	Less protective or partially implemented not implemented	Australian legislation is compliant for Part 121 operations, but does not comply for Part 135 operations, where operational variations are not included in legislation.
4.3.5.1	CASR Part 121.025 CASR Part 135.225 CASR Part 91.273 CASR Part 91 Manual of Standards (MOS) Section 8.04	More exacting or exceeds	Australian legislation is not compliant for Part 121 operations where VFR flights are not permitted. Part 135 operations are compliant.
4.3.5.2	CASR Part 121.170 CASR Part 135.155 CASR Part 91.307 CASR Part 91 Manual of Standards (MOS) Chapter 15	Different in character or other means of compliance	Australian legislation is essentailly compliant for Part 121 and most Part 135 operations with an equivalent outcome by using take-off and landing minima requirements.

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4.3.5.3	CASR Part 121.170 CASR Part 135.155 CASR Part 91.307 CASR Part 91 Manual of Standards (MOS) Section 15.10	Different in character or other means of compliance	Australia does not require operators to specify appropriate incremental values since these incremental values are promulgated by Australia for all operators. Operators have the option to increase these State specified values.
4.3.5.4	CASR Part 121.170 CASR Part 121 Manual of Standards (MOS) section 4.05 CASR Part 91.230 CASR Part 91 Manual of Standards (MOS) Chapter 7	More exacting or exceeds	Australian legislation establishes an estimated time of use values for aerodrome types for all operations.
4.3.6.3	CASR Part 121.235 CASR Part 121 Manual of Standards (MOS) Section 7.02 CASR Part 121 Manual of Standards (MOS) Section 7.05 CASR Part 135.215 CASR Part 135 Manual of Standards (MOS) Section 7.04 CASR Part 135 Manual of Standards (MOS) Section 7.02	Less protective or partially implemented not implemented	Australian legislation is compliant for Part 121 operations, but does not comply for Part 135 operations, where two destination alternate aerodromes are not required, nor does Part 135 permit operations to isolated destination aerodromes.
4.3.6.4	CASR Part 121.235 CASR Part 121 Manual of Standards (MOS) Chapter 7 CASR Part 135.215 CASR Part 135 Manual of Standards (MOS) Chapter 7	Less protective or partially implemented not implemented	Australia does not intend to mandate that operators round-up final reserve fuel values to an easily recalled figure.
4.3.6.5	CASR Part 121.235 CASR Part 121 Manual of Standards (MOS) Section 7.02 CASR Part 121 Manual of Standards (MOS) Section 7.05 CASR Part 135.215 CASR Part 135 Manual of Standards (MOS) Section 7.04 CASR Part 135 Manual of Standards (MOS) Section 7.02	Less protective or partially implemented not implemented	Australian legislation is compliant for Part 121 operations, but does not comply for Part 135 operations, where two destination alternate aerodromes are not required, nor does Part 135 permit operations to isolated destination aerodromes
4.3.10.1	CASR Part 121.035 CASR Part 121 Manual of Standards (MOS) Section 2.06 CASR Part 121 Manual of Standards (MOS) Section 2.07	Less protective or partially implemented not implemented	Australia has applied the time capability of the CFSS as limitation for EDTO operations only.
4.4.1.1	CASR Part 121.170 CASR Part 121 Manual of Standards (MOS) section 4.08 CASR Part 135.155 CASR Part 135.190 CASR Part 91.307 CASR Part 91 Manual of Standards (MOS) section 15.10	Different in character or other means of compliance	Australia does not require operators to specify appropriate incremental values since these incremental values are promulgated by Australia for all operators. Operators have the option to increase these State specified values.
4.4.1.2	CASR Part 91.310 CASR Part 91 Manual of Standards (MOS) Chapter 16	Less protective or partially implemented not implemented	Australia only implements an approach ban for runways equipped with electronic means of measuring RVR and with an air traffic control service.

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4.4.1.3	CASR Part 91.310 CASR Part 91 Manual of Standards (MOS) Chapter 16	Less protective or partially implemented not implemented	Australia only implements an approach ban for runways equipped with electronic means of measuring RVR and with an air traffic control service.
4.4.2.1	CASR Part 91.255 CASR Part 91.675 CASR Part 91 Manual of Standards (MOS) section 11.13	Different in character or other means of compliance	Pilots are required to comply with the aeronautical information publication (AIP) requirements relating to controlled aerodromes. The AIP states pilots should advise ATS about any deterioration or improvement of reported runway surface conditions, deceleration, and/or directional control. Pilots are also required to report hazards to the safety of air navigation that they become aware of, provided that the pilot reasonably believes the information is not published in the AIP/NOTAM.
4.4.4.4	CASR Part 91.550	More exacting or exceeds	Australian legislation requires that seatbelts and shoulder harness's are securely fastened.
4.4.7	CASR 91.240 Section 9.03 of Part 91 Manual of Standards (MOS) CASR 91.215	Different in character or other means of compliance	Australia has not yet implemented FF-ICE and therefore does not distinguish in its rules between FPL and CPL. Australian legislation does not permit operational control to be established by other than the pilot-in-command. PIC is responsible for liaison with ATC directly with respect to any changes to the ATS flight plan
4.4.8.1	CASR Part 139.065	Less protective or partially implemented not implemented	Australian legislation permits aerodromes utilised for air transport operations including instrument flight operations to be unlicensed and hence have no published IAP.
4.4.11	CASR Part 91 Manual of Standards paragraph 25.02(3)(a) CASR Part 121.420 CASR Part 121 Manual of Standards (MOS) Section 9.13 CASR Part 135.350 CASR Part 135 Manual of Standards (MOS) section 10.17	Less protective or partially implemented not implemented	Pilots are required to ensure that landings are able to be safely conducted, having regard to all the circumstances of the proposed landing or take-off (including the prevailing weather conditions). Australia does not specifically mention taking into account runway surface conditions in legislation, but multiple requirements more broadly require taking into account landing weather conditions and in some cases specific requirements exist regarding whether the runway is dry, wet or contaminated.
4.5.5	CASR Part 121.105 CASR Part 135.085 CASR Part 91.120	Less protective or partially implemented not implemented	Australian legislation is mostly compliant except that the application is only for flights that begin or end outside Australian territory.

Annex Reference	State Reference	Difference Level	State Difference
4.6.1	CASR 119.180, 119.205, 121.160, 121.180, 135.135 and 135.150	Less protective or partially implemented not implemented	Not implemented in legislation. The functions of a flight operations officer/flight dispatcher are the responsibility of the AOC holder. Where employed, their duties and responsibilities are contained in the operator's exposition as per CASR 119.205. Training in human factors and NTS are required for such persons.
4.6.2	Nil	Less protective or partially implemented not implemented	Flight operations/Dispatcher is not specifically defined or required under current Australian legislation.
4.7.1.1	CASR Part 121.030 CASR Part 121 Manual of Standards (MOS) Chapter 2 CASR Part 135.035 CASR Part 135 Manual of Standards (MOS) Chapter 2	Less protective or partially implemented not implemented	Australia does not implement this standard for Part 135 operations.
4.7.1.2	CASR Part 121.030 CASR Part 121 Manual of Standards (MOS) Chapter 2 CASR Part 135.035 CASR Part 135 Manual of Standards (MOS) Chapter 2	Different in character or other means of compliance	Australian legislation does not fully comply. Operational control is retained solely by the PIC.
4.7.2.5	CASR Part 121.035 CASR Part 121 Manual of Standards (MOS) Chapter 2	Different in character or other means of compliance	Australia does not require operators to specify aerodrome operating minima since these values are promulgated by Australia for all operators. Operators have the option to increase these State specified values.
4.7.2.7	CASR Part 121.035 CASR Part 121 Manual of Standards (MOS) Chapter 2	More exacting or exceeds	Australian legislation gives no 'grandfather' rights to aircraft authorised prior to 1986. All aircraft have to comply
4.9.1	CASR Part 121.475 CASR Part 135 Division D.7	Less protective or partially implemented not implemented	Part 121 legislation is compliant, however Australian legislation permits Part 135 operations, subject to certain limitations to conduct single pilot IFR and Night operations without specific approval.
4.9.2	CASR Part 121.475 CASR Part 135.005 CASA EX97/22 – Part 121 – Single Pilot Aeroplane (MOPSC 10-13) Operations – Exemptions Repeal, Remake, and Direction Instrument 2022	Less protective or partially implemented not implemented	Part 121 legislation is compliant, however, Part 135 operations are permitted up to 13 seating configuration and MTOW up to 8618kg subject to exemption instrument.
4.10.1	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
4.10.2	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.

Annex Reference	State Reference	Difference Level	State Difference
4.10.3	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
4.10.4	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
4.10.5	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
4.10.6	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
4.10.7	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
4.10.8	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation is mostly compliant but does not regulate the management of cabin crew fatigue.
5.3.2	Nil	Less protective or partially implemented not implemented	Australia has not promulgated any requirements for the consideration of charting accuracy
6.1.5.4	Civil Aviation Act 1988 Part 1. 4A (6) (d), Management of Article 83 Bis Allocations CEO PN008-2010	Different in character or other means of compliance	Information required in appendix 10 para 2 is provided however Australia publishes in a different format
6.3.2.1.2	CASR 135.370(1) and CASR Part 135 Manual of Standards (MOS) section 11.31	Less protective or partially implemented not implemented	One CVR must be fitted to the following: a multi-engine turbine-powered aeroplane that: (i) has an MTOW of 5 700 kg or less; and (ii) is pressurised; and (iii) is type certificated in its country of manufacture for operation with more than 11 seats, including seats specifically designed for the use of crew members; and (iv) was first issued with a certificate of airworthiness after 1 January 1988.
6.3.2.3.1	CASR 121.460(1) and CASR Part 121 Manual of Standards (MOS) section 11.32(b)	Less protective or partially implemented not implemented	Australia requires a CVR to retain its last 30 minutes of operation
6.4.2	CASR 135.230 CASR 121.025	Different in character or other means of compliance	Australia requires all Part 121 operations to be operated under the IFR
6.7.1	CASR 121.460 and CASR Part 121 Manual of Standards (MOS) section 11.41 CASR 135.370 and CASR Part 135 Manual of Standards (MOS) section 11.41	Different in character or other means of compliance	Australia uses cabin pressure altitude measured in feet(ft)

Annex Reference	State Reference	Difference Level	State Difference
6.7.2	CASR 121.460 and CASR Part 121 Manual of Standards (MOS) section 11.40 CASR 135.370 and CASR Part 135 Manual of Standards (MOS) section 11.40	Different in character or other means of compliance	Australia uses cabin pressure altitude measured in feet(ft)
6.17.6	Nil	Less protective or partially implemented not implemented	Australia has not implemented this standard
6.18.1	Nil	Less protective or partially implemented not implemented	Not implemented in legislation
6.18.2	Nil	Less protective or partially implemented not implemented	Not implemented in legislation.
6.18.3	Nil	Less protective or partially implemented not implemented	Not implemented in legislation.
6.19.2	CASR 121.460 and CASR Part 121 Manual of Standards (MOS) section 11.21 CASR 135.370 and CASR Part 135 Manual of Standards (MOS) section 11.22	Less protective or partially implemented not implemented	Australian legislation does not require fitment of ACAS equipment to all aeroplanes with maximum certificated take-off mass less than 5 700 kg
6.21	CASR 121.460 and CASR Part 121 Manual of Standards (MOS) section 11.36 CASR 135.370 and CASR Part 135 Manual of Standards (MOS) section 11.37	Less protective or partially implemented not implemented	Australia requires the equipment to be fitted to all aeroplanes
7.2.9	CASR 91.655	Less protective or partially implemented not implemented	Australia does not legislate the two aircraft requirement.
7.2.10	CASR 91.655	Different in character or other means of compliance	ATC may approve non RVSM approved aircraft to operate in RVSM airspace if traffic conditions allow.
7.3.3	CASR 119.205(1)(h) CASR 121.485 CASR 135.385	Different in character or other means of compliance	Australia has general requirements for training and competency
7.3.4	Nil	Less protective or partially implemented not implemented	Australia does not legislate this requirement
8.2.1	CASR 42.040(1) CASR 42.585(3)(a) CASR 42.650(1)(a) CASR Part 42 Manual of Standard (MOS) section 1.2	Less protective or partially implemented not implemented	Australian legislation does not require the design of the maintenance control manual to observe human factors principles.

Annex Reference	State Reference	Difference Level	State Difference
8.3.1	CASR 42.040(1) CASR 42.585(3)(a) CASR 42.650(1)(a) CASR Part 42 Manual of Standard (MOS) section 1.2	Less protective or partially implemented not implemented	Australian legislation does not require the design of the maintenance control manual to observe human factors principles.
8.4.2	CASR 42.260	More exacting or exceeds	Australian legislation requires retention of those maintenance records that are necessary to establish the continuing airworthiness status of an aeroplane including those required under this standard. The period of retention varies on the type and purpose of the record and not all records have to be kept for 90 days after the withdrawal of relevant aeroplane or component from service.
8.4.3	CASR 42.265	More exacting or exceeds	Australian legislation requires transfer of an aeroplane's maintenance records only if the registered operator of the aeroplane changes. The registered operator of an aeroplane is responsible for the continuing airworthiness of the aeroplane under all circumstances and must possess all the maintenance records. The registered operator of an aircraft must provide access to the records to persons who are involved with the continuing airworthiness of the aircraft. With the change of registered operator, the records must be transferred to the new registered operator.
9.4.3.5	CASR 121.515 CASR 121.080 CASR 135.410 CASR 121.060	Different in character or other means of compliance	Australian legislation does not specify that the PIC must have flown on a route in the last 12 months, but does require the exposition to contain knowledge that is required by the PIC and those sections of the exposition to be available to the crew member for the flight
9.4.3.6	CASR 121.515 CASR 121.080 CASR 135.410 CASR 121.060	Different in character or other means of compliance	Australian legislation does not specify that the PIC must have flown on a route in the last 12 months, but does require the exposition to contain knowledge that is required by the PIC and those sections of the exposition to be available to the crew member for the flight.
10.1	CASR Part 61.005 CASR Part 91.215 CASR Part 121.160 CASR Part 121 Manual of Standards (MOS) section 2.22 CASR Part 135.135	Less protective or partially implemented not implemented	Australian legislation does not permit operational control to be established by other than the pilot-in-command. Australian legislation does not include licensing requirements for Flight Operations/Flight Dispatchers.

Annex Reference	State Reference	Difference Level	State Difference
10.2	CASR Part 61.005 CASR Part 91.215 CASR Part 121.160 CASR Part 121 Manual of Standards (MOS) section 2.22 CASR Part 135.135	Less protective or partially implemented not implemented	Australian legislation does not permit operational control to be established by other than the pilot-in-command. Australian legislation does not include licensing requirements for Flight Operations/Flight Dispatchers.
10.3	CASR Part 61.005 CASR Part 91.215 CASR Part 121.160 CASR Part 121 Manual of Standards (MOS) section 2.22 CASR Part 135.135 CASR Part 119.170	Less protective or partially implemented not implemented	Australian legislation does not permit operational control to be established by other than the pilot-in-command. Australian legislation does not include licensing requirements for Flight Operations/Flight Dispatchers.
10.4	CASR Part 61.005 CASR Part 91.215 CASR Part 121.160 CASR Part 121 Manual of Standards (MOS) section 2.22 CASR Part 135.135 CASR Part 119.170	Less protective or partially implemented not implemented	Australian legislation does not permit operational control to be established by other than the pilot-in-command. Australian legislation does not include licensing requirements for Flight Operations/Flight Dispatchers.
10.5	CASR Part 61.005 CASR Part 91.215 CASR Part 121.160 CASR Part 121 Manual of Standards (MOS) section 2.22 CASR Part 135.135 CASR Part 119.170	Less protective or partially implemented not implemented	Australian legislation does not permit operational control to be established by other than the pilot-in-command. Australian legislation does not include licensing requirements for Flight Operations/Flight Dispatchers.
11.4.1	CASR Part 121.105 CASR Part 135.085 CASR Part 119.250	Less protective or partially implemented not implemented	Australian legislation is mostly compliant except that the application is only for flights that begin or end outside Australian territory and that Standard Roman numerals are not specified
11.4.2	CASR Part 121.105 CASR Part 135.085 CASR Part 119.250	Less protective or partially implemented not implemented	Australian legislation is mostly compliant except that the application is only for flights that begin or end outside Australian territory and that the requirements for the method of recording do not specify ink/indelible pencil.
11.5	CASR 121.135, 121 Manual Of Standards (MOS) 3.04, CASR 135.115, 135 MOS 3.04	More exacting or exceeds	Australian legislation specifies these requirements for all flights, not just international flights.
12.1	CASR 119.210, 121.630-635, CASR 135.040	Different in character or other means of compliance	For Part 121 aeroplanes the Australian legislation is no different to ICAO, see CASR 121.630-635. For Part 135 aeroplanes cabin crew are not specified, but Outcome based compliance with a aeroplane flight manual and operators exposition is required.
13.2.3	Aviation Transport Security Regulations 2005, 4.67	Less protective or partially implemented not implemented	Australia does not require a means for monitoring from the pilot's station of the entire door area.

Annex Reference	State Reference	Difference Level	State Difference
13.2.4	Aviation Transport Security Regulations 2005, 4.68	Less protective or partially implemented not implemented	Australia applies this requirement only to aircraft with more than 30 passenger seats.
13.2.5	Aviation Transport Security Regulations 2005, 4.67	Less protective or partially implemented not implemented	Australia does not require a means for monitoring from the pilot's station of the door area.
13.3	Aviation Transport Security Regulations 2005, 2.21 (c), 2.43 & 4.69 CASR 25.013	Different in character or other means of compliance	Australian legislation requires the aeroplane to be searched prior to flight.
13.6.1	CASR 25.013	Different in character or other means of compliance	There is no Australian requirement for the provision of specialised means of blast attenuation for use at the least-risk bomb location but requires provision of appropriate positioning to minimise effect.
14.2	Civil Aviation Act 1988 s.23, CASR 92.B, CASR 92.C – Training, Advisory Circulars: AC 92.A-01(0), AC 92-01(1), AC 92-02(0), AC 92-03(0), AC 92-04(0). Transport Safety Investigation Regulations 2003 (2.4)(n) (iv).	Different in character or other means of compliance	Australia requires all operators to have dangerous goods training (and programmes) in operators manual, even those that are a "no carry" operator.
15.1	CASR 92	Less protective or partially implemented not implemented	Australia currently has no specific regulations for this requirement. Operators require specific case by case approval. Policy clarification pending
15.2.1	CASR 92	Less protective or partially implemented not implemented	Australia currently has no specific regulations for this requirement. Operators require specific case by case approval. Policy clarification pending.
15.2.2	CASR 92	Less protective or partially implemented not implemented	Australia currently has no specific regulations for this requirement. Operators require specific case by case approval. Policy clarification pending.