Australia

Supplement
Annex 6
Part or Volume : 3

19-November-2025

Annex Reference	State Reference	Difference Level	State Difference
Aerial work	Part 1 of the Civil Aviation Safety Regulations 1998 (CASR) Dictionary (Vol 5 of CASR), CASR 138.010	Different in character or other means of compliance	Australian legislation does not define aerial work, but does define aerial work operations with reference to, external load, dispensing and task specialist operations, which achieves an equivalent outcome.
Agreement summary	Civil Aviation Act 1988 - Section 4A	Different in character or other means of compliance	The term agreement summary is not defined in Australian legislation, but the transfering of functions is handled similarly.
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’.
Alternate heliport	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation does not define alternate heliport, but defines and uses the term alternate aerodrome the same as ICAO and this includes any reference to heliports.
Approach and landing phase — h	Part 1 of the CASR Dictionary (Vol 5 of CASR), CASR Part 133 Manual of Standards, chapter 10, sections 10.01, 10.04, 10.05, 10.06, 10.36 and 10.40	Different in character or other means of compliance	Australian legislation does define approach and landing phase for helicopters, however the term Approach and landing and baulked landing stage is used instead.
Appropriate airworthiness requ	CASR 21.017	Different in character or other means of compliance	Australian legislation does not specifically define the term ‘appropriate airworthiness requirements' but regulation 21.017 of the CASR clearly specifies the airworthiness requirements for different classes of aircraft.
Appropriate ATS authority	Nil	Less protective or partially implemented not implemented	Not implemented in legislation.
Commercial air transport opera	Part 2 of the CASR Dictionary (Vol 5 of CASR) Clause 3.	Different in character or other means of compliance	Australian legislation defines the term air transport operation, as passenger, cargo and medical transport for hire and reward.
Congested area	Part 1 of the CASR Dictionary (Vol 5 of CASR) (populous area)	Different in character or other means of compliance	Australian legislation does not define congested area but achieves an equivalent result.
Congested hostile environment	Part 1 of the CASR Dictionary (Vol 5 of CASR) (populous area), CASR 133.010	Different in character or other means of compliance	Australia does not define this term in this exact manner but achieves an equivalent result.
Continuing airworthiness recor	CASR 42.015	Less protective or partially implemented not implemented	The definition in regulation 42.015 of CASR is more exacting but the term is not used or defined in the Civil Aviation Regulations 1988 (CAR).

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Continuous descent final appro	AIP GEN 2.2.1, AIP ENR 1.5 paragraph 2.4.3.	Different in character or other means of compliance	Australian legislation defines CDFA, but does not specifically include CDFA to the circling altitude.
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.
Elevated heliport	CASR Part 133 Manual of Standards (MOS) section 10.33, Advisory Circular 139.R-01	More exacting or exceeds	Australian legislation uses the term elevated aerodrome which has no practicable difference to this ICAO definition. Australian legislation requires rotorcraft operating in Performance Class 1 to clear the structure edge by 4.5 m.
Emergency locator transmitter	CASR Part 91 Manual of Standards (MOS) Division 26.12	Different in character or other means of compliance	Australian legislation does not define the term emergency locator transmitter, but uses the term and abbreviation as per ICAO definition. Automatic ELT and Survival ELT are defined and in practice there is no practical difference in this concept.
Engine	Nil	Different in character or other means of compliance	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	Australia does not define enhanced vision system, but the abbreviation 'EVS' is defined as enhanced vision system.
En-route phase	CASR Part 133 Manual of Standards (MOS) Chapter 10.	Different in character or other means of compliance	Australian legislation does not define "enroute phase" but instead uses the term "enroute stage" and requires the rotorcraft to achieve a 50 ft per minute rate of climb one-engine inoperative (OEI).
Fatigue	Civil Aviation Order (CAO) 48.1 (Instrument 2019) Section 6.1	Different in character or other means of compliance	Australian legislation defines fatigue in the context of a Flight Crew Member (FCM) not all persons conducting safety related operational duties.
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. eFPL has not been implemented in legislation re FF-ICE services.
Flight duty period	Civil Aviation Order (CAO) 48.1 (Instrument 2019) Section 6.1	More exacting or exceeds	Australian legislation requires a fifteen-minute period after the flight has ended before the flight duty period ends as a minimum.
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.

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Flight time — helicopters	CASR 61.010	Different in character or other means of compliance	Australian legislation defines flight time for helicopters or powered-lift aircraft as "duration of flight" which has no practicable difference to this ICAO definition.
General aviation operation	Nil	Different in character or other means of compliance	General aviation is not specifically defined in Australian legislation, but its use usually describes non-airline operations.
Ground handling	Nil	Less protective or partially implemented not implemented	Ground handling is not defined in Australian legislation but is used in reference to training required for ground handling agents in various functions. (CASR 133.115)
Helideck	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australia includes a ship as a possible location of a helideck.
Heliport	Advisory Circular 139.R-01, CASR 91.410(3)	Different in character or other means of compliance	Australian legislation does not define heliport, but heliports are included in the defintion of an aerodrome in the Civil Aviation Act 1988, this is also supported by subregulation 91.410(3) of CASR.
Heliport operating minima	CASR Part 173 Manual of Standards (MOS) section 8.1.8	Different in character or other means of compliance	Australian legislation does not define this term but uses aerodrome operating minima (AOM). There is no practical difference in its use.
Hostile environment	CASR 133.010	Different in character or other means of compliance	Australian legislation does not define 'hostile environment', but does define suitable forced landing area, which has a similar outcome. See CASR 133.010 and 135.015.
Human Factors principles	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Wording in the Australian Legislation definitions is slightly different to ICAO but the intent is the same.
Instrument meteorological cond	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Use is equivalent to ICAO definition. Australian legislation defines IMC as meteorological conditions other than VMC, where VMC criteria is defined in the CASR Part 91 MOS Section 2.07.
Integrated survival suit	Nil	Less protective or partially implemented not implemented	Australian legislation does not define 'Integrated Survival Suit'.
Maintenance release	CAR 2, CAR 43	Different in character or other means of compliance	CASR does not use the term ‘maintenance release’ and instead uses the term ‘certificate of release to service’ which is equivalent to the maintenance release defined in Annex 6. CAR uses the term maintenance release and it defines it under regulation 2. However, the maintenance release in CAR is different in character.

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Maximum mass	Nil	Different in character or other means of compliance	Australian legislation does not define this term but uses the term maximum weight in regard to rotorcraft performance classes, or more commonly maximum take-off weight.
Modification	Nil	Less protective or partially implemented not implemented	Australian legislation does not include the definition of 'modification'.
Non-congested hostile environm	Part 1 of the CASR Dictionary (Vol 5 of CASR) - Definitions (populous area), CASR 133.010	Different in character or other means of compliance	Australian legislation does not define "Non-congested hostile environment" but does define and use the terms populous area (congested) and suitable forced landing area (non-hostile) in regard to rotorcraft performance. See CASR Part 133 MOS Chapter 10.
Non-hostile environment	CASR 133.010	Different in character or other means of compliance	Australian legislation does not define "non-hostile environment", but does define suitable forced landing area, which has a similar outcome. See CASR 133.010 and 135.015.
Offshore operations	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation uses the term 'offshore operations' but it is not defined. Rather it defines 'offshore installation' and 'specialised helicopter operation' in the CASR Dictionary to achieve an equivalent result.
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.
Point of no return	Advisory Circular AC 91-15	Different in character or other means of compliance	'Point of no return' not defined in Australian legislation, but its use is as per ICAO definition, hence no practical difference.
Preliminary flight plan (PFP)	Nil	Less protective or partially implemented not implemented	Not implemented in legislation.
Repair	Nil	Less protective or partially implemented not implemented	Australian legislation does not define ‘repair’, but CASR Part 21 implements the ICAO definition.
Rest period	Civil Aviation Orders 48.1	Different in character or other means of compliance	Australia defines this term differently however it achieves an equivalent result.
Safe forced landing	CASR 133.010 & 135.015	Different in character or other means of compliance	This term is not defined in Australian legislation, but the 'suitable forced landing area' is defined and uses similar principle.
Series of flights	Nil	Less protective or partially implemented not implemented	Australian legislation does not define a 'series of flights' but does refer to a 'series of flights' in the definition of 'tour of duty'.

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Specific approval	Part 1 of the CASR Dictionary (Vol 5 of CASR) (approved)	Different in character or other means of compliance	Australia does not define the term 'specific approval'. It defines the term “approved’ which means approved by CASA. Therefore, any approval document in an operations specification is an approval specifically issued by CASA for the purpose.
State of the Aerodrome	Nil	Less protective or partially implemented not implemented	Not defined in Australian legislation. Used in practice.
State of the Operator	Nil	Less protective or partially implemented not implemented	Not defined in Australian legislation. Used in practice.
State of the principal locatio	Nil	Less protective or partially implemented not implemented	Australia does not define this term.
Synthetic vision system (SVS)	Nil	Less protective or partially implemented not implemented	Not defined in Australian legislation although the term is found in common use.
Take-off and initial climb pha	Nil	Less protective or partially implemented not implemented	Australian legislation does not define this term but does refer to 'take-off and initial climb stage' when discussing rotorcraft performance which has an equivalent outcome.
Take-off decision point (TDP)	CASR Part 133 Manual of Standards (MOS) section 10.01	Different in character or other means of compliance	Australian legislation defines this term in different words, but for practical purposes they have the same meaning. The note applying the term to Performance Class 1 is omitted.
Visual meteorological conditio	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Different in character or other means of compliance	Australian legislation defines VMC differently but its use is equivalent to this ICAO definition.
1.1.3	CASR 133.125	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.
1.1.4	CASR 133.125	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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1.1.8	CASR 133.270(2)(d)	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.
1.3.1	CASR 119.195, CASR Part 91 Manual of Standards (MOS) section 26.33	Different in character or other means of compliance	Air transport operators of rotorcraft with a maximum take-off weight exceeding 7 000 kg, or more than 9 passenger seats with a requirement to carry a flight data recorder (FDR). FDR requirements specify turbine powered rotorcraft.
1.3.3	Civil Aviation Act 1988 Section 32AO and 32AP, CASR 42.1105, Part 6 Transport Safety Investigation Act 2003 (TSI Act)	Less protective or partially implemented not implemented	Section 32AP of the Act 1988 does not permit the release of CVR data to SMS investigations. 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.
1.3.4	Civil Aviation Act 1988 Sections 32AN, 32AO and 32AP. CASR 42.1105 Part 6 TSI Act 2003	Different in character or other means of compliance	Protection of CVR recordings/transcripts only. Section 32AP of the Act 1988 does not permit the release of CVR data to SMS investigations. Definition of CVR as per Section 32AO of the Act 1988 captures recording of sounds or images, or sounds and images of persons on the flight deck of an aircraft. .CASA does not define in the Act Class B and Class C AIR or AIRS, but it would be captured under the definition of CVR
1.3.5	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.
2.2.1.3.1	CASR 119.205 and 119.220	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.
2.2.1.5	Nil	Less protective or partially implemented not implemented	Even though this standard is implemented in practice, it has not been incorporated into national regulations

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2.2.1.6	Nil	Less protective or partially implemented not implemented	Australia does not require the issuance of different operations specifications for each separate aircraft type/model. Some simple aircraft are grouped such as aircraft within licensing based single engine or multi-engine class groups. Additionally, Australia's implementation of this standard has not been incorporated into national regulations.
2.2.1.7	Nil	Different in character or other means of compliance	Australia does not require the issuance of different operations specifications for each separate aircraft type/model. Some simple aircraft are grouped such as aircraft within licensing based single engine or multi-engine class groups. Additionally, Australia's implementation of this standard has not been incorporated into national regulations. There is normally no differentiation between passenger and cargo in air transport operations on the Australian AOC. If an operation is to be limited to cargo only that will be specified on the AOC.
2.2.3.1	Civil Aviation Act section 28BH, CASRs 119.205, 119.215, 133.050, 133.090, 133.095, 133.125, 133.130, 133.145, 133.150, 133.160, 133.170, 133.175, 133.180, 133.195, 133.210, 133.215, 133.230, 133.245, 133.250, 133.255, 133.260, 133.265, 133.270, 133.275, 133.280, 133.285, 133.290, 133.350, 133.370, 133.385, 133.390, 133.400, 133.415	Less protective or partially implemented not implemented	Australia does not specifically require an operations manual to contain all the content stated in Appendix 8.
2.2.3.2	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.
2.2.8.1.1	CASR 91.315	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".
2.2.8.1.2	Nil	Less protective or partially implemented not implemented	Australia does not specify these requirements in legislation.

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2.2.8.3	CASR Part 173 MOS – section 8.1.6.2A and Table 8-1A AIP GEN 2.2-17 CASR 91.307	Different in character or other means of compliance	Australia has not amended the description of the types of category III precision approaches to reflect the change in the definitions of CAT IIIA, CAT IIIB and CAT IIIC to generic category Iii form in the SARPs, however our minimum decision heights and RVRs are the same as those specified. From the minima, Australia does not permit a continued approach operation without the required visual reference for the approach. Approaches with a visibility of less than 75m RVR are not applicable in the Australian environment.
2.2.9.1	CASR 133.Division 133.D6, 119.205(h)	Different in character or other means of compliance	Australian legislation does not specifically require oil records to be maintained in this exact manner but achieves an equivalent result.
2.2.9.2	CASR 119.245, 133.185, 133.135 CASR Part 133 Manual of Standards (MOS) Section 4.01, 4.02 and 6.05	Different in character or other means of compliance	Australian legislation has no specific requirement to record oil usage. Fuel usage must be recorded on the operational flight plan which must be retained for 3 months.
2.2.12	Nil	Less protective or partially implemented not implemented	Australian legislation does not require ditching certification. Part 133 MOS section 11.51 which applies to a flight of a rotorcraft over water, (other than a rotorcraft designed to take-off from and land on water), which is a passenger transport operation requires the fitment of emergency floatation systems for such operations.
2.3.1	CASR Part 133 Manual of Standards (MOS) Capter 3. CASR 133.085	Different in character or other means of compliance	Australian legislation only requires flights that begin or end out of Australia to have a signed flight preparation form
2.3.3.1	CASR 133.135	Less protective or partially implemented not implemented	Australian legislation does not require VFR flights by day remaining within 50 nautical miles of the departure aerodrome to prepare an operational flight plan.
2.3.4.2.1	Part I of the CASR Dictionary (Vol 5 of CASR), CASR 91.235. CASR Part 91 Manual of Standards (MOS) Section 8.02, 8.04 and 8.08.	More exacting or exceeds	In principle Australia agrees with (a), however, we do not use the term reasonable certainty, but provide presciptive criteria that defines what would provide reasonable certainty. Australian legislation does not refer specifically to a set of procedures for calculation of a PNR when a heliport is isolated. It instead requires an alternate to be carried in such situations for IFR operations when conditions are below the stipulated alternate minima or in the case where the destination may not be available for other reasons.

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2.3.4.2.2	CASR 91.235 CASR 91.235, CASR Part 91 Manual of Standards (MOS) Section 8.04	Different in character or other means of compliance	For an aerodrome/heliport to be nominated as an alternate, forecast visibility and cloud base must meet a higher specified standard than operating minima
2.3.4.2.3	CASR 91.235, CASR Part 91 Manual of Standards (MOS) Chapter 8	Less protective or partially implemented not implemented	Australian legislation only requires a single alternate that is a suitable destination for the flight which is at or above aerodrome alternate minima as per the Instrument Approach Plate.
2.3.5.3	AIP ENR 1.5-5, CASR 91.307, 91.315, Part 91 Manual of Standards (MOS), Chpt 15, MOS 173.8.1.9	More exacting or exceeds	Australia specifies the incremental value to be added to the operating minima in addition to this operators may increase this further
2.3.7.1	CASR 133.195	Less protective or partially implemented not implemented	Australia does not prohibit the replenishment of oxygen or passengers embarking or disembarking whilst refuelling is being conducted
2.3.7.2	CASR 133.195, AC 91 - 25 v1.0	Less protective or partially implemented not implemented	Australian legislation does not require passengers to be briefed but are required to ensure passenger safety while performing refuelling operations.
2.3.7.5	CASR 91.495 and 133.195, AC 91 - 25 v1.0	Different in character or other means of compliance	Australia does not prohibit fuelling with AVGAS whilst passengers are onboard if an operator has a specific approval to do so from CASA.
2.3.7.6	CASR 91.495, 91.510, 133.195, AC 91 - 25 v1.0 and Part 1 of the CASR Dictionary	Different in character or other means of compliance	Australia does not prohibit fuelling with AVGAS whilst passengers are onboard
2.3.8.2	CASR Part 133 Manual of Standards (MOS) Section 11.34	Less protective or partially implemented not implemented	Australia has more exacting requirements for flight crew, has no difference for other crew and is less protective for passengers.
2.4.1.1	CASR 91.307, 133.165, 91.235, 133.145, CASR Part 91 Manual of Standards (MOS) Section 8.04, 15.03	Different in character or other means of compliance	Australia defines the term aerodrome which includes a heliport. A flight with no destination alternate can continue to destination if advised that weather is below the alternate minima but not below the landing minima if within 30 minutes of the ETA.
2.4.1.2	CASR 91.310, CASR Part 91 Manual of Standards (MOS) Section 16.02, 16.03	Different in character or other means of compliance	Australia defines the term aerodrome which includes a heliport.
2.4.1.3	CASR 91.310, CASR Part 91 Manual of Standards (MOS) Section 16.02, 16.03.	Different in character or other means of compliance	Australia defines the term aerodrome which includes a heliport.

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2.6.1	CASR 119.180, 119.205, 133.125 and 133.140	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.
2.6.2	CASR 119.180, 119.205, 133.125 and 133.140	Different in character or other means of compliance	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 operators exposition as per CASR 119.205. Training in human factors and NTS required
2.8.1	Civil Aviation Order 48.1 Instrument 2019	Less protective or partially implemented not implemented	Australian legislation does not regulate the management of cabin crew fatigue.
2.8.2	Civil Aviation Order 48.1 Instrument 2019 Appendix 7	Less protective or partially implemented not implemented	Australian legislation does not regulate the management of cabin crew fatigue.
2.8.3	Civil Aviation Order 48.1 Instrument 2019 Section 14.6	Less protective or partially implemented not implemented	Australian legislation does not regulate the management of cabin crew fatigue.
3.1.2	CASR 133 Subpart F CASR Part 133 Manual of Standards (MOS) Chapter 10, Division 3 and 4.	Less protective or partially implemented not implemented	Australian legislation defines PC1 and PC2 which fully comply with this Standard, but PC3 is only required to minimise the time over a populous area where a suitable forced landing is not available. PC2 with exposure also allows a short period of time where a suitable forced landing area is not available.
3.1.4	CASR 133 Subpart F CASR Part 133 Manual of Standards (MOS) Chapter 10	Different in character or other means of compliance	IMC PC3 operations modelled on the requirements of section 3.4 are only permitted for cargo only operations. All IFR Passenger transport operations must be PC2 with exposure or above for take-off and landing and PC1 for en-route operations.
3.2.7.1.3	CASR 133 Subpart F CASR Part 133 Manual of Standards (MOS), sections 10.26, 10.41, 10.42, 10.43 & 10.44	Different in character or other means of compliance	Australia's PC3 operations utilise the requirements of 3.1.3 to which 3.1.2 is subject to with respect to routes and diversion that permit a safe forced landing to be executed.
3.2.7.2.2	CASR 133.040, CASR 133 Subpart F CASR Part 133 Manual of Standards (MOS), sections 10.43 & 10.44	Different in character or other means of compliance	Australia's PC3 operations utilise the requirements of 3.1.3 to which 3.1.2 is subject to with respect to routes and diversion that permit a safe forced landing to be executed.

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3.2.7.3.3	CASR 133 Subpart F CASR Part 133 Manual of Standards (MOS), section 10.43	Different in character or other means of compliance	Australia's PC3 operations utilise the requirements of 3.1.3 to which 3.1.2 is subject to with respect to routes and diversion that permit a safe forced landing to be executed
3.4.1	CASR 133.335, CASR Subpart F CASR Part 133 Manual of Standards (MOS), Chapter 10	Different in character or other means of compliance	IIMC PC3 operations modelled on the requirements of section 3.4 are only permitted for cargo only operations. All IFR Passenger transport operations must be PC2 with exposure or above for take-off and landing and PC1 for en-route operations.
3.4.2	CAR 39, CAR 42L, 42M CASR 133.335. CASR Part 133 Manual of Standards (MOS), Chapter 10, Section 10.26, 10.29(4). Division 3 and 4	Different in character or other means of compliance	Under Australian Legislation cargo only operations are permitted in single engine IFR certified helicopters. IFR passenger transport operations permitted in a Category A rotorcraft, in PC2WE or higher performance class
3.4.3	CAR 39, 42L, 42M CASR 133.335, 133.340	Less protective or partially implemented not implemented	Australia only permits cargo transport operations in IMC in PC3. Australia does not require engine trend monitoring for operations in IMC
3.4.4	Nil	Less protective or partially implemented not implemented	Australian legislation does not specifically require vibration health monitoring of the tail rotor
4.1.3	CASR 91.930, 91.935, 133.035 CASR Part 133 Manual of Standards (MOS), Section 3.01	Different in character or other means of compliance	Australian legislation requires the carriage of an MEL for an IFR flight or a flight that begins or ends outside of Australia.
4.1.5.1	Section 4A of the Civil Aviation Act 1988, CEO Regulatory Policy – PN008-2010	Different in character or other means of compliance	Current legislation does not use the term agreement summary or equivalent document in its procedures. Therefore, the helicopter cannot carry a certified true copy of this document. A CEO Policy is an interim measure.
4.1.5.2	Civil Aviation Act 1988 Section 4A. Management of Article 83 Bis Applications CEO PN008-2010	Different in character or other means of compliance	Australia, if it is the State of Registry, registers the Article 83 bis Agreement with the Council of ICAO. At this point the procedure does not include the agreement summary document so this cannot be made available to an inspector. A CEO Policy is an interim measure.
4.1.5.3	Civil Aviation Act 1988 Section 4A. Management of Article 83 Bis Applications CEO PN008-2010	Different in character or other means of compliance	Australia, if if is the State of registry, registers the Article 83 bis Agreement with the Council of ICAO. At this point the procedure does not include the agreement summary document. A CEO Policy is an interim measure.
4.1.5.4	Management of Article 83 Bis Applications CEO PN008-2010	Different in character or other means of compliance	Australia does not include the agreement summary in it's procedures. A CEO Policy is an interim measure.

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4.2.2	CASR 133.360, 133.240, CASR Division 91.D.7 CASR Part 133 Manual of Standards (MOS), Chapters 7, 9 and 11	Less protective or partially implemented not implemented	Australian legislation does not require the carriage of a universal precaution kit or spare fuses but first-aid kits will be required from 2 Dec 2023
4.2.3	CASR 133.050, 133.060, CASR Part 133 Manual of Standards (MOS), Section 3.01, Part 133 AMC-GM	Different in character or other means of compliance	Australian legislation does not require the carriage of the operations manual. The relevant sections of the exposition must be available to crew members before flight. However, the note to section 3.01 outlines "An exposition that meets the requirements in subsection (2) could be carried on board instead of the flight manual".
4.2.4.1	CASR 90.605(5)	Less protective or partially implemented not implemented	Australian legislation requires the exterior marking of emergency exits, without referring specifically to "break in points". The common practice is to mark the break-in points in either red or yellow to contrast the background. They are also marked with words.
4.2.4.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not refer to the marking of "break in" points however the general practice is to mark any break-in points as per the ICAO requirement.
4.3.1.1.1	TSO C51, TSCO C84 Civil Aviation Order 103.19 Instrument 2007 Section 2.2. CASR Part 133.360, CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7	Less protective or partially implemented not implemented	Australian legislation does not refer to FDRs by Type, but specifies the parameters to be recorded. Only Helicopters over 5700kg are required to have an FDR
4.3.1.1.2	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7	Less protective or partially implemented not implemented	Australian legislation currently requires FDRs for helicopters with a MTOW of greater than 5700kgs, turbine powered and certified after July 1965. Does not refer to passenger numbers. Australia only requires th FDR to record 20 parameters
4.3.1.1.3	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7	Less protective or partially implemented not implemented	Australian legislation currently requires FDRs only for helicopters with a MTOW of greater than 5700kgs turbine powered and certified after 1965. Parameters required to be recorded specified, however, not all parameters specified are recorded, engine power or configuration and operation not required by CAO.
4.3.1.1.4	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7	Less protective or partially implemented not implemented	Australia currently does not require all turbine engine helicopters with a maximum certified take-off mass over 2250 kg, up to and including 3175 kg to be fitted with FDR/AIR or ADRS. Australian legislation does not refer to FDRs by type.

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4.3.1.1.5	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7	Less protective or partially implemented not implemented	Australia currently does not require all helicopters of a maximum certificated take-off mass of 3175 kg or less to be fitted with FDR, AIR's or an ADRS. Australian legislation does not refer to FDRs by type.
4.3.1.1.6	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7. Civil Aviation Order 103.19 Instrument 2007	Less protective or partially implemented not implemented	Australian legislation currently requires FDRs only for helicopters with a MTOW of greater than 5700kgs turbine powered and certified after 1965. Current legislation does not require all the listed parameters in Appendix 4. (E)TSO-C124a requires 30 parameters and CAO 103.19 requires 20 parameters.
4.3.1.1.7	CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7. Civil Aviation Order 103.19 Instrument 2007	Less protective or partially implemented not implemented	Australian legislation currently requires FDRs only for helicopters with a MTOW of greater than 5700kgs turbine powered and certified after 1965. Current legislation does not require all the listed parameters in Appendix 4. (E)TSO-C124a requires 30 parameters and CAO 103.19 requires 20 parameters.
4.3.1.3	CAO 103.20	More exacting or exceeds	FDR type not specified. Legislation requires data to be retained for the last 25 hours rather than 10 hours of operation
4.3.2.1.1	Civil Aviation Order 103.20 Instrument 2007 CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7.	Different in character or other means of compliance	Australian legislation requires CVRs to be fitted to all helicopters with a MTOW greater than 5700kgs (airworthiness is first issued on or after 1 July 1965). CVR must be approved by CASA.
4.3.2.1.2	CASR Part 133 Manual of Standards (MOS), Chapter 11 Div 7. Civil Aviation Order 103.19 Instrument 2007	Less protective or partially implemented not implemented	Australian legislation does not require CVRs for helicopters over 3175Kg and less than 5700 Kg but requires CVRs to be fitted to all helicopters with a MTOW greater than 5700kgs (airworthiness is first issued on or after 1 July 1965).
4.3.2.2	Civil Aviation Order 103.20 Instrument 2007	Less protective or partially implemented not implemented	Australian legislation permits the use of analogue recorders meeting FAA TSO C84. No requirement to discontinue use of magnetic recorders by January 2016.
4.3.2.3	Civil Aviation Order Instrument 2007 Section 103.20	Less protective or partially implemented not implemented	No provision in legislation from 1 January 2016 for helicopters required to be equipped with a CVR capable of retaining the last two hours of operation. Current requirements are the last 30 minutes must be retained.
4.3.3.1.1	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of datalink messages from 2016

Annex Reference	State Reference	Difference Level	State Difference
4.3.3.1.2	nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link messages from 2016
4.3.3.1.3	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link messages.
4.3.3.2	nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of datalink messages from 2016
4.3.3.3	nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of datalink messages from 2016
4.3.4.1	Civil Avaiatin Order Instrument 2007 Section 103.19-2.3, 2.12, and 103.20-3.5,	Less protective or partially implemented not implemented	Recorders must meet FAA TSO C51a and TSO C84 which meets EUROCAE ED-112 FDRs installed as per para 2.3 of CAO 103.19 do not meet the fire protection requirement of Annex 6 due to requirement to fit of TSO-C51a. Crash worthiness requirements for CVRs are met by para 3.5 of CAO 103.20. CVRs installed as per para 2.3 of CAO 103.20 do not meet the fire protection requirement due to requirements to fit TSO-C84
4.3.4.4	CASR Part 21 AC 21-24	Less protective or partially implemented not implemented	New generation aircraft are equipped with FDRS type certificated under the ARINC 647A standard which complies with this recommendation. Older aircraft that are not fitted with FDRs under the ARINC standard may still use paper-based reporting systems.
4.4.2	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.06, CASR Part 133 Manual of Standards (MOS), Chapter 11, Div 5.	Different in character or other means of compliance	Rather than the requirement for 2 landing lights, a single light is acceptable if it has 2 seperately energised illumination sources.
4.4.2.1	nil	Less protective or partially implemented not implemented	Australian equipment standards do not require one of the landing lights to be trainable at least in the vertical plane.

Annex Reference	State Reference	Difference Level	State Difference
4.5.1	CASR 133.010, 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.51.	Different in character or other means of compliance	Required for single engine helicopters when operated beyond auto rotational gliding distance from land. Required for all rotorcraft regardless of perfromance class operating to helidecks which will have an approach and landing or baulked landing stage, or a take off and initial climb stage, over water. Required outside of these requirements for multi-engine rotorcraft (regardless of performance class) not operated with a performance capability in which they can with one engine inoperative reach a suitable forced landing area on land. accordance with one-engine operative accountability. Australian legislation does not specify a distance from land for fitting flotation systems when operating in performance class 1 and only applies to passenger transport operations.
4.5.2.1	Civil Aviation Orders (CAO) 29.11 CASR 133.010, 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.11, 11.49, 11.50.	Less protective or partially implemented not implemented	In Multi-engine helicopter operations Life rafts are not required to be carried unless a helicopter flies beyond 50 NM or 30 minutes flying time from land, whichever is less. The overload criteria in para 4.5.2.1(c) is not incorporated into Civil Aviation Orders 20.11 Section 5.2, but is covered in the new legislation. Australian legislation does not refer to performance classes of helicopters. It requires life jackets to be carried but does not refer to survival suits.
4.5.2.2	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.49.	Different in character or other means of compliance	Australian legislation requires the wearing of the lifejacket for the described circumstances other than for take-off and landing at an aerodrome; and (b) the rotorcraft is flown in accordance with a navigational procedure that is normal; (i) for the take-off, or take-off and initial climb, stage of the flight; or (ii) from 1 000 ft during the approach and landing, or baulked landing stage of the flight.
4.5.2.2.1	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.49.	Different in character or other means of compliance	Australian legislation requires life jackets to be worn but does not refer to integrated survival suits.
4.5.2.3	Civil Aviation Orders (CAO) 20.11 CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.49, 11.50.	Less protective or partially implemented not implemented	Life rafts are not required to be carried unless a helicopter proceeds beyond the permitted distance of 100NM or 30 minutes flight time from land, whichever is less. However life jackets must be worn and emergency flotation system fitted to the helicopter.

Annex Reference	State Reference	Difference Level	State Difference
4.5.2.5	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.02(1)	More exacting or exceeds	Australia requires compliance with ATSO-1C13a which requires the life preserver to meet the standards of FAA TSO C13g which requires electric illumination, plus the fitment of a whistle to the jacket.
4.5.2.6	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.50	Less protective or partially implemented not implemented	Australian legislation will not require rafts to be deployed by remote control until the transitional requirements have expired in December 2023.
4.5.2.7	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.50	Less protective or partially implemented not implemented	Australian legislation will not require rafts to be deployed by remote control until the transitional requirements have expired in December 2023.
4.5.2.8	CASR 133.360, CASR Part 133 Manual of Standards (MOS), Section 11.50	Less protective or partially implemented not implemented	Australian legislation will not require rafts to be deployed by remote control or with mechanical assistance until the transitional requirements have expired in December 2023.
4.5.3.2	CASR 133.100, 133.105, 133.260, CASR Part 133 Manual of Standards (MOS), Section 11.11.	Different in character or other means of compliance	Australian legislation does not refer to specific provisions for Offshore Operations and Survival suits. Australian legislation requires the carriage of appropriate survival equipment for sustaining life when there is a requirement to carry a life raft.
4.7.1	Civil Aviation Order 20.11(6) CASR 133.360, CASR Part 133 , Manual of Standards (MOS), Sections 11.41 and 11.45	Different in character or other means of compliance	Performance class 1 and 2 is not described in Australian legislation for the carriage of ELTs.
4.7.2	Civil Aviation Order 20.11(6) CASR 133.360, CASR Part 133 , Manual of Standards (MOS), Sections 11.41 and 11.45	Different in character or other means of compliance	Performance class 3 is not described in Australian legislation for the carriage of ELTs.
4.10.1	Instrument Number DASR 4/1994 and AIP GEN 1.5 section 4, CASR 133.250, 133.360, CASR Part 133 CASR Part 133 Manual of Standards (MOS) Section 11.20, 11.21.	Different in character or other means of compliance	Australian legislation applies only to passenger and medical transport operations on IFR flights in rotorcraft above 5700kg.
4.15.1	CASR 133..015, 133.325, CASR Part 133 Manual of Standards (MOS) Section 10.13	Less protective or partially implemented not implemented	Australia does not require CAT helicopters in excess of 3175 kg take-off mass or configured for more than 9 passengers to be fitted with a vibration, health and usage monitoring system (VHUMS). Australian legislation does require rotorcraft operating in PC2WE to be fitted with a usage moniotoring system.
4.16	Nil	Less protective or partially implemented not implemented	Australia does not specify these criteria in State rules.

Annex Reference	State Reference	Difference Level	State Difference
5.2.2	CASR 91.810, 91.930 CASR Part 91 Manual of Standards (MOS) Section 14.01(2), 14.02(2), 26.04, 28.03(1)(c) C373	Different in character or other means of compliance	In Australian operations MELs are required for IFR flights, and flights that begin or end outside of Australia provided there is a "master minimum equipment list" for the rotorcraft. Australia defines PBN and equipment requirements differently but achieves the same outcome.
6.1.2	CASR 42.030(2)(b) & CASR 42.080, CAR 42ZC–ZD	Less protective or partially implemented not implemented	CASR provided full compliance with the standard but CAR does not require an operator to ensure that there is a maintenance release each time maintenance carried out.
6.2.1	CAR 42ZY, Advisory Circular AC 119-12 v1.0 CASR 42.605	Less protective or partially implemented not implemented	Australian legislation does not require the design of the maintenance control manual to observe human factors principles.
6.5.1	CAR 50, 51, 51B, 52, 52A, CASR 21.003 & CASR 42.C.4	Different in character or other means of compliance	Australian legislation requires all major defects to be reported to CASA
6.7.1	CASR 42.030(2)(b) & 42.725(3). CASR 42.H.3 CASR Part 145 Manual of Standards (MOS) Section 145.A.50	Less protective or partially implemented not implemented	CASR provides full compliance with the standard but CAR does not include a requirement either for the maintenance organisations or for the operator to ensure a maintenance release is issued each time maintenance is carried out by maintenance organisation.
6.7.2	CASR 42.030(2)(b) & 42.725(1). CASR 42.H.3	Less protective or partially implemented not implemented	CASR provides full compliance with the standard but CAR does not include a requirement either for the licence holder or for the operator to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.
6.7.3	CASR 42.760-765	Less protective or partially implemented not implemented	Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the operator to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.
8.1	nil	Less protective or partially implemented not implemented	Australian legislation does not require flight operations officers/flight dispatchers to be licensed

Annex Reference	State Reference	Difference Level	State Difference
8.2	CASR 119 Subpart. E.	Less protective or partially implemented not implemented	Australian legislation does not specify licensing requirements for flight operations officer/flight dispatchers
8.3	CASR 119 Subpart E	Less protective or partially implemented not implemented	CASR Subpart 119.E, requires Flight Dispatchers duties to be detailed in the company operations manual. CAR 213 CASR 119.170 requires trained staff, however, the content of the training course is not specified.
8.4	CASR 119.170.	Less protective or partially implemented not implemented	Australian legislation requires the operator be responsible for the ongoing competence of any persons undertaking the functions of flight planning and flight dispatch.
8.5	CASR 119.170.	Less protective or partially implemented not implemented	Australian legislation requires the operator be responsible for the ongoing competence of any persons undertaking the functions of flight planning and flight dispatch.
9.4.2	CASR 133.075,	Different in character or other means of compliance	Australian legislation does not specify that trip records must be completed in ink or indelible pencil.
12.3	Civil Aviation Act section 23B. CASR 92.040, 92.045, 92.055, 92.085, 92.095, 92.100, 92.105, 92.110, 92.115 and 92.120.	Less protective or partially implemented not implemented	For standard 12.3(a), Australia does require a dangerous goods training program. For standard 12.3(b), Australia does not specify this standard in its rules. Instead, these requirements are included in advisory material and inspector assessment documentation.
12.4.1	Civil Aviation Act section 23B. CASR 92.040, 92.045, 92.055, 92.085, 92.095, 92.100, 92.105, 92.110, 92.115 and 92.120.	Different in character or other means of compliance	For standard 12.4.1(a), Australia does require a dangerous goods training program. For standard 12.4.1(b), Australia does not specify this standard in its rules. Instead, these requirements are included in advisory material and inspector assessment documentation
1.1.5	AIP-ERSA (EMERG) CASR 91.C.5.	Less protective or partially implemented not implemented	This requirement is not defined in CASR Part 91 legislation.
2.2.1.1	CASR 91.315	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".
2.2.1.2	Nil	Less protective or partially implemented not implemented	Australia does not specify these requirements in State rules.
2.6.1	CASR 91.230, 91.235, , CASR Part 91 Manual of Standards (MOS) Section 7.02, 7.03,	More exacting or exceeds	Australian legislation requires that all flights will study authorised weather forecasts and reports before flight commences.

Annex Reference	State Reference	Difference Level	State Difference
2.6.2.2	AIP ENR 1.1. paragraph 10.7.2. CASR 91.230, 91.235, 91.245, CASR Part 91 Manual of Standards (MOS) Section 7.02, 7.03, 8.04(4),	Less protective or partially implemented not implemented	Australian legislation only requires 30 minute time buffers. Australia does not legislate the 2 hour requirement.
2.6.3.1	CASR 91.307, 91.310, 91.315, CASR Part 91 Manual of Standards (MOS) Section 20.6, 15.09, and Chapter 16.0.	Less protective or partially implemented not implemented	Australian legislation does not specifically prohibit the commencement of a flight. Pilot can continue towards aerodrome if on reasonable grounds believes that the weather will be above minima at time of arrival.
2.7.1	CASR 91.235, 91.245, 91.410, CASR Part 91 Manual of Standards (MOS) Section 8.04.	Different in character or other means of compliance	Australia requires all IFR flights to provide an alternate landing location if the weather conditions require it regardless of the destination being isolated. Isolated aerodrome requirement are not specified. A helideck is not suitable as an alternate aerodrome. Australian legislation does not use the term "PNR" but instead defines "point of in-flight replanning" which allows fuel to divert to an en route alternate but not the departure aerodrome and not specifically in relation to an off-shore destination.
2.7.2	CASR 91.235, 91.245, 91.410, CASR Part 91 Manual of Standards (MOS) Section 8.04.	More exacting or exceeds	Australian legislation relating to alternate requirements does not refer specifically to offshore alternates. A helideck is not suitable as an alternate aerodrome.
2.7.3	nil	Less protective or partially implemented not implemented	Australian legislation relating to alternate requirements does not refer specifically to offshore alternates. A helideck is not suitable as an alternate aerodrome.
2.8.2	CASA 29/18 - Civil Aviation (Fuel Requirements) Instrument 2018, CASR 91.455, 91.460, CASR Part 91 Manual of Standards (MOS) Chapter 19.	Different in character or other means of compliance	Australian legislation does not specify an amount of contigency fuel to be carried for rotorcraft.
2.8.3.1	CASA 29/18 - Civil Aviation (Fuel Requirements) Instrument 2018, CASR 91.455, 91.460, CASR Part 91 Manual of Standards (MOS) Chapter 19.	Different in character or other means of compliance	Australian legislation does not specify an amount of contigency fuel to be carried for rotorcraft.
2.8.3.2	CASA 29/18 - Civil Aviation (Fuel Requirements) Instrument 2018, CASR 91.455, 91.460, CASR Part 91 Manual of Standards (MOS) Section 1.07 (Definition of final reserve) and Chapter 19.	Different in character or other means of compliance	Australian legislation does not specify an amount of contigency fuel to be carried for rotorcraft.

Annex Reference	State Reference	Difference Level	State Difference
2.8.3.3	CASA 29/18 - Civil Aviation (Fuel Requirements) Instrument 2018, CASR 91.455, 91.460, CASR Part 91 Manual of Standards (MOS) Chapter 19.	Less protective or partially implemented not implemented	Australian legislation does not define "isolated alternate". Australia requires all IFR flights to provide an alternate landing location if the weather conditions require it regardless of the destination being isolated.
2.10.1	CASR Part 91 Manual of Standards (MOS) Div 26.11, Table 26.43 (2)	Less protective or partially implemented not implemented	Australian legislation requires oxygen for all crew for any period exceeding 30 minutes between 12,300 ft and 14,000 ft, and any period of time above 14,000 ft. For passengers oxygen is required for any period of time above 15,000 ft.
2.10.2	CASR 91.245, CASR Part 91 Manual of Standards (MOS) Sections 10.02 (j)(i), 26.43(2).	Different in character or other means of compliance	Australian legislation does not specifically refer to pressurized helicopters in requirements for oxygen when operating privately (ICAO General Aviation), but does specify oxygen requirements for any aircraft, for any period of time above FL140 for flight crew and FL150 for passengers, see 91 MOS 26.43
2.12	CASR 91.215 & 91.565 & 91.580, CASR Part 91 Manual of Standards (MOS) Section 20.06	Different in character or other means of compliance	Australian legislation does not specifically refer to emergency in flight instructions by the pilot-in-command, but does require safety briefing before flight, the PIC to be responsible for safety during flight and passengers to comply with instructions during flight. In practice there is no difference.
2.15	CASR 91.520, 91.215, 91.565.	Different in character or other means of compliance	Australian legislation does not specifically require the PIC to be responsible for crew members fitness for duty, but requires crew members to be responsible for their own fitness for duty and the PIC to be responsible for safety during flight. In practice there is no difference.If the operator believes that a crew member is unfit the crew member must not be assigned.
2.20	Nil	Less protective or partially implemented not implemented	Australian legislation does not require ditching certification. Hostile environment is not defined.
3.3	CASR 91.795, 91.800, CASR Part 91 Manual of Standards (MOS) Section 24.03, 24.04, 24.05. 25.03, 25.04, 25.05.	Different in character or other means of compliance	Australian legislation does not define congested hostile environment but instead refers to a "populous area" . Requirements are imposed on the PIC to ensure that before using a heliport in a populous area that they can avoid obstacles in flight or people and property on the ground in the event of an engine failure.

Annex Reference	State Reference	Difference Level	State Difference
4.1.3.1	CASR 39.001(1)& AD/General/65 Amdt 5 Hand held portable fire extinguishers CASR 90.150, 91.095, 91.570, 91.545, 91.120, 91.105, 91.110, 91.115, AIP ENR 1.12 Intercept of Civil Aircraft. CASR Part 91 Manual of Standards (MOS) Section 26.54, .	Less protective or partially implemented not implemented	Under Australian legislation for Part 91 operations first aid kits are not required nor are spare fuses. First-aid is required for air transport see 133 MOS 11.47. Journey log required for flights that begin or end outside Australian Territory. Fire extinguishers are only required for transport category.
4.1.4.1	Nil	Less protective or partially implemented not implemented	The colour marking of break-in points is not in legislation, however the common practice is to mark the break-in points in either red or yellow to contrast against the background colour of the helicopter.
4.1.4.2	Nil	Less protective or partially implemented not implemented	The corner markings distance is not required in legislation.
4.2.2.1	Nil	Less protective or partially implemented not implemented	No requirement in legislation for the landing light to be trainable, at least in the vertical plane.
4.3.1	Nil	Less protective or partially implemented not implemented	Australian legislation does not mandate the use of flotation equipment for Part 91 operations.
4.3.2.2	CASR Part 91 Manual of Standards (MOS) Section 26.59	More exacting or exceeds	The person is required to wear the life jacket rather than the jacket just being available.
4.3.2.3	CASR Part 91 Manual of Standards (MOS) Section 26.56.	More exacting or exceeds	Australia requires compliance with ATSO-1C13a which requires the life preserver to meet the standards of FAA TSO C13g which requires electric illumination, plus the fitment of a whistle to the jacket.
4.3.2.4	Nil	Less protective or partially implemented not implemented	No requirement in Part 91 legislation for this provision.
4.3.2.5	Nil	Less protective or partially implemented not implemented	No requirement in Part 91 for this provision in legislation.
4.3.2.6	Nil	Less protective or partially implemented not implemented	No requirement inPart 91 for this provision in legislation
4.5.2.1	CASR 91.245, CASR Part 91 Manual of Standards (MOS) Sections 10.02 (j)(i), 26.43(2)	Different in character or other means of compliance	Australian legislation does not specifically refer to pressurized helicopters in requirements for oxygen when operating privately (ICAO General Aviation), but does specify oxygen requirements for any aircraft, for any period of time above FL140 for flight crew and FL150 for passengers, see 91 MOS 26.43

Annex Reference	State Reference	Difference Level	State Difference
4.7.1.1.1	CASR Part 91 Manual of Standards (MOS) Section 26.33.	Less protective or partially implemented not implemented	Australian legislation currently requires FDRs only for helicopters with a MTOW of greater than 5700kgs turbine powered and certified after July 1965. Does not refer to passenger numbers. Australia only requires th FDR to record 20 parameters
4.7.1.1.2	CASR Part 91 Manual of Standards (MOS) Section 26.33.	Different in character or other means of compliance	Australian legislation currently requires FDRs for helicopters with a MTOW of greater than 5700kgs, turbine powered and certified after July 1965. Does not refer to passenger numbers. Australia only requires the FDR to record 20 parameters
4.7.1.1.3	CASR Part 91 Manual of Standards (MOS) Section 26.33	Less protective or partially implemented not implemented	No standards specified in Australian legislation for helicopters between 3175kg and 5700kg, only aircraft above 5700kg require FDR. FDRs are not specified by Type.
4.7.1.3	Civil Aviation Order 103.19 CASR Part 91 Manual of Standards (MOS) Section 26.33	More exacting or exceeds	FDR type not specified in legislation. Legislation requires data to be retained for the last 25 hours rather than 10 hours of operation.
4.7.2.1.1	Civil Aviation Order 103.20 CASR Part 91 Manual of Standards (MOS) Section 26.34, 26.35, 26.35.	Different in character or other means of compliance	Australian legislation requires CVRs to be fitted to helicopters with a MTOW greater than 5700kgs. Rotor speed not specifically required to be recorded. Pressurised rotorcraft less than 5700kg with more than total of 11 seats with CofA issues after 1 Jan 1988 also required to have CVR.
4.7.2.1.2	Civil Aviation Order 103.20 CASR Part 91 Manual of Standards (MOS) Section 26.34	Less protective or partially implemented not implemented	Australian legislation requires CVRs to be fitted to helicopters with a MTOW greater than 5700kgs. Rotor speed not specifically required to be recorded.
4.7.2.2	Civil Aviation Order 103.20	Less protective or partially implemented not implemented	There are no requirements in legislation for the discontinuing use of magnetic tape and wire CVRs by 1 January 2016.
4.7.2.3	Civil Aviation Order 103.20 CASR Part 91 Manual of Standards (MOS) Section 26.36.	Less protective or partially implemented not implemented	No provision in legislation from 1 January 2016 to record the last 2 hours of operation. Current requirements are the last 30 minutes must be retained.
4.7.3.1.1	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link messages from 2016.
4.7.3.1.2	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link communication messages.

Annex Reference	State Reference	Difference Level	State Difference
4.7.3.1.3	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link communication messages
4.7.3.2	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link communication messages.
4.7.3.3	Nil	Less protective or partially implemented not implemented	Australian legislation makes no provision for the recording of data link communication messages.
4.7.4.3	CASR Part 21 & AC 21-24	Less protective or partially implemented not implemented	Australia does not legislate for continued serviceability checks but requires continual functional operation of the equipment.
4.7.4.4	CASR Part 21 & AC 21.24	Less protective or partially implemented not implemented	New generation aircraft are equipped with FDRS type certificated under the ARINC 647A standard which complies with this recommendation. Older aircraft that are not fitted with FDRs under the ARINC standard may still use paper-based reporting systems.
4.8.1	CASR 91 MOS Division 26.12	Less protective or partially implemented not implemented	Australian legislation does not mandate the use of ELT equipment by performance class for Part 91 operations. Flights over land are only required to carry an automatic ELT or a survival ELT.
4.8.2	CASR Part 91 Manual of Standards (MOS) Division 26.12	Less protective or partially implemented not implemented	Australian legislation does not mandate the use of ELT equipment by performance class for Part 91 operations. Flights over land are only required to carry an automatic ELT or a survival ELT.
4.10.1	CASR Part 91 Manual of Standards (MOS) Section 26.41.	Different in character or other means of compliance	Australian legislation only specifies a boom or throat microphone in the case of single-pilot operations under IFR conditions. Headsets and boom microphones are recommended for all aircraft. In practice, virtually all helicopters are equipped to carry and do carry headsets with boom/throat microphones for all crew members.
4.11	Nil	Less protective or partially implemented not implemented	Australia does not specify these criteria in State rules.
4.12.2.2	CASR 91.100. AC 91-17.	Different in character or other means of compliance	Part 91 operations do not require any specific authorisation for EFB use, provided the EFB does not replace any system or equipment required by the civil aviation rules.

Annex Reference	State Reference	Difference Level	State Difference
4.13.1	Civil Aviation Act 1988 Section 4A	Less protective or partially implemented not implemented	Current legislation does not use the term agreement summary or equivalent document in its procedures. Therefore, the helicopter cannot carry a certified true copy of this document.
4.13.2	Civil Aviation Act 1988 Section 4A	Less protective or partially implemented not implemented	CASA, if it is the State of Registry, registers the Article 83 bis Agreement with the Council of ICAO. At this point the procedure does not include the agreement summary document so this cannot be made available to an inspector.
4.13.3	Civil Aviation Act 1988 Section 4A	Different in character or other means of compliance	CASA, if it is the State of Registry, registers the Article 83 bis Agreement with the Council of ICAO. At this point the procedure does not include the agreement summary document.
4.13.4	Civil Aviation Act 1988 Section 4A	Less protective or partially implemented not implemented	Australia does not include the agreement summary in its procedures.
5.1.2	AIP GEN 1.5. section 1. CASR 27.001 and 29.001	More exacting or exceeds	Australian legislation refers to design and certification standards by referencing Part 23 of the FARs, EASA CS VLA or EASA CS 23 for airworthiness, design and certification standards for normal category, utility category, acrobatic category or commuter category aeroplanes, which achieves a similar outcome. For transport category aeroplanes Australian legislation likewise references relevant FAR and EASA regulations for transport category airworthiness standards.
5.1.8	Nil	Less protective or partially implemented not implemented	Australian legislation does not require owners, for non air transport flights (Part 91 operations), to document PBC procedures, specific PBC qualifications/training for crew or additional PBC maintenance requirements. See Part 133 MOS s12 for Australian air transport crew training requirements and AC 91-06 for PBCS guidance.
5.2.1	CASR Part 91 Manual of Standards (MOS) Section 13.02 & 14.02 AIP ENR 1.10 Appendix 2 Item 10	Different in character or other means of compliance	nAustralian legislation requires VFR position fixing at intervals of not more than 30 minut
5.2.2	CASR 91.810, 91.930 CASR Part 91 Manual of Standards (MOS) Section 14.01(2), 14.02(2), 26.04, 28.03(1)(c)	Different in character or other means of compliance	In Australian operations MELs are required for IFR flights, and flights that begin or end outside of Australia provided there is a "master minimum equipment list"for the rotorcraft. Australia defines PBN and equipment requirementts differently, but achieves the same outcome.

Annex Reference	State Reference	Difference Level	State Difference
5.2.4	Nil	Less protective or partially implemented not implemented	Australian legislation does not require owners, for non air transport flights (Part 91 operations), to document PBN procedures, specific PBN qualifications/training for crew or additional PBN maintenance requirements, outside of normal licencing and maintenance requirements.
5.2.6	Part 91 Manual of Standards (MOS) Section 14.02 (4)	Less protective or partially implemented not implemented	Aust leg allows for navigation system failure by defining appropriate procedures.
5.3.2	CASR Part 91 Manual of Standards (MOS) Section 26.68 & 26.68A	Different in character or other means of compliance	Australia does not specify surveillance requirements or capability in terms of an RSP specification or PBS. Instead, Australia specifies the surveillance equipment that must be carried for each type of aircraft operation.
5.3.3	Civil Aviation Order 20.18 CASR Part 91 Manual of Standards (MOS) Section 11.09, 26.04 AIP ENR 2.2.5 AC 91-06	Different in character or other means of compliance	Australia does not specify surveillance requirements or capability in terms of an RSP specification or PBS. Instead, Australia specifies the surveillance equipment that must be carried for each type of aircraft operation.
5.3.4	Nil	Different in character or other means of compliance	Australian legislation does not require owners, for non air transport flights (Part 91 operations), to document PBS procedures, specific PBS qualifications/training for crew or additional PBS maintenance requirements, outside of normal licencing and maintenance requirements. See 133 MOS 12 for Australian air transport crew training requirements and AC 91-06 for PBCS guidance.
6.1.2	CASR 42.030(2)(b) & CASR 42.080, CAR 42ZC–ZD	Less protective or partially implemented not implemented	CASR provided full compliance with the standard but CAR does not require an owner or a lessee to ensure that there is a maintenance release each time maintenance carried out.
6.5.1	CASR 42.030(2)(b) & 42.725(1). CASR 42.H.3 CASR Part 145 Manual of Standards (MOS) Section A.50	Less protective or partially implemented not implemented	CASR provides full compliance with the standard but CAR does not include a requirement either for the maintenance organisations or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out by maintenance organisation.
6.5.2	CASR 42.030(2)(b) & 42.725(3). CASR 42.H.3	Less protective or partially implemented not implemented	CASR provides full compliance with the standard but CAR does not include a requirement either for the licence holder or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.

Annex Reference	State Reference	Difference Level	State Difference
6.5.3	CASR 42.760-765	Less protective or partially implemented not implemented	Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.