Australia

Supplement
Annex 8
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Annex Reference	State Reference	Difference Level	State Difference
Aeroplane	Civil Aviation Safety Regulations 1998 (CASR) Dictionary	Less protective or partially implemented not implemented	The definition of aeroplane does not include power-assisted sailplane.
Airworthy	CASR Part 42.015(2)	Less protective or partially implemented not implemented	The definition currently applies to Part 42 only.
Anticipated operating conditio	Nil	Less protective or partially implemented not implemented	Australian legislation does not define anticipated operating conditions.
Appropriate airworthiness requ	CASR 21.017	Different in character or other means of compliance	Australian aviation legislation does not include a separate definition of 'appropriate airworthiness requirements' but regulation 21.017 of CASR designates 'applicable airworthiness standards' which are the detailed airworthiness codes for of aircraft, engine and propeller.
Configuration (as applied to t	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define configuration (as applied to the aeroplane).
Continuing airworthiness	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define 'continuing airworthiness'.
Design landing mass	CASR 23.001, CASR 25.001, CASR 27.001, CASR 29.001	Different in character or other means of compliance	Australia has adopted US Airworthiness Standards Federal Aviation Regulation (FAR) 23-35, which uses the term Design take-off weight.
Design take-off mass	CASR 23.001, CASR 25.001, CASR 27.001, CASR 29.001	Different in character or other means of compliance	Australia has adopted US Airworthiness Standards FAR 23-35, which uses the term Design take-off weight.
Design taxiing mass	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define design taxiing mass.
Discrete source damage	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define discrete source damage.
Final approach and take-off ar	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Final approach and take-off area (FATO).
Human factors principles	CASR Dictionary Part 1	Different in character or other means of compliance	Australian definition defines human factor principles as those concerned with the minimisation of human error and its consequences by optimising the relationships within systems between people, activities and equipment.

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Human performance	CASR Part 145 Manual of Standards (MOS) A.12	Less protective or partially implemented not implemented	The human performance definition in the MOS relates to maintenance only.
Landing surface	CASR Part 139 MOS (s3.01)	Different in character or other means of compliance	Australian legislation does not define 'Landing surface' but instead, uses 'Landing area'.
Limit loads	CASR 23.001, CASR 25.001, CASR 27.001, CASR 29.001, CASR 31.001	Less protective or partially implemented not implemented	Australia has adopted US Airworthiness Standards FAR 23-35, which uses the term Limit loads.
Maintenance	Civil Aviation Act 1988 s.3	More exacting or exceeds	Australian definition is more encompassing as it covers the notion of maintenance on aircraft and associated parts of an aircraft.
Maintenance	Civil Aviation Act 1988 s.3	Less protective or partially implemented not implemented	Australian definition does not clarify that maintenance is physical performance of tasks on an aircraft or associated parts of an aircraft.
Maintenance organization's pro	CASR 145.010(1) - definition of exposition	Different in character or other means of compliance	The CASR uses the term 'exposition' which has the same meaning as the 'maintenance organization's procedures manual'.
Maintenance records	CASR 42.015(1) - definition of maintenance record.	Different in character or other means of compliance	Maintenance record is defined as the record that contains the information required under CASR 42.395 and 42.400. CASR 42.395 and 42.400 set out the content of the maintenance records which includes the details of maintenance carried out.
Maintenance release	CASR Dictionary Part 1	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 8.
Modification	Nil	Less protective or partially implemented not implemented	Australian legislation does not define Modification.
Organization responsible for t	nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Organization responsible for the type design.
Orphan aircraft type	nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Orphan aircraft type.
Performance Class 1 helicopter	CASR Part 29 (incorporating FAR Part 29 and EASA CS-29 FAR 29.49 to 29.87	Less protective or partially implemented not implemented	Australian aviation legislation does not define Performance Class 1 helicopter.
Performance Class 2 helicopter	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Performance Class 2 helicopter.

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Performance Class 3 helicopter	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Performance Class 3 helicopter.
Powerplant	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Powerplant.
Pressure-altitude	Nil	Less protective or partially implemented not implemented	Australian legislation does not define Pressure-altitude.
Repair	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not include the definition for 'repair'. Australian legislation relies on the common meaning of the term.
Satisfactory evidence	Part 21 of CASR, CASR 11.056	Different in character or other means of compliance	Australian aviation legislation does not define satisfactory evidence, however Australian legislation requires CASA to be satisfied that any approval is safe on the basis of evidence as required by the legislation.
Standard atmosphere	CASR 23.001, CASR 25.001, CASR 27.001, CASR 29.001, CASR 33.001, CASR 1.003 and CASR 21.039	Different in character or other means of compliance	Australia has adopted US Airworthiness Standards FAR 23-35, which uses the term Standard Atmosphere. Additionally, CASR 21.039, which uses the term is modified from FAR 21.039.
State of Design	nil	Less protective or partially implemented not implemented	Australian legislation does not define ‘State of Design’.
State of Design of Modificatio	nil	Less protective or partially implemented not implemented	Australian legislation does not define ‘State of Design of Modification’.
State of Manufacture	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define state of manufacture.
Take-off surface	Nil	Less protective or partially implemented not implemented	Australian aviation legislation does not define Take-off surface, but does define runway.
1.1	CASR Part 21 Advisory Circulars: AC 21.13, AC 21.15, AC 21.30 and AC 21.31, Type Certificate Procedures Manual - 1.1	Less protective or partially implemented not implemented	Australia does not comply with sections 1.2.6 and 1.2.7

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1.1	CASR Part 21 Advisory Circulars: AC 21.13, AC 21.15, AC 21.30 and AC 21.31, Type Certificate Procedures Manual- 1.1	Less protective or partially implemented not implemented	Australia does not comply with sections 1.2.6 and 1.2.7. Australia understands that viable alternatives to halon are not available. Australia relies on the design standards promulgated by the US FAA and other national aviation authorities. The provisions of 1.2.7 are only applicable to aircraft types for which application for a Type Certificate is made on or after 31 December 2024. Remotely Piloted aircraft provisions not applicable until 2026.
1.2.6	CASR 23.001, 25.001, 29.001 FARs 23.1197, 25.1197, 29.1197	Less protective or partially implemented not implemented	Extinguishing agents that are not listed in the Annex A, Group II of the Montreal Protocol on Substance that Deplete the Ozone Layer, 8th Edition 2009 will continue to be used in the aircraft fire suppression or extinguishing systems in the engines and auxiliary power unit, until viable alternatives are available in the state of manufacture.
1.3.2	Nil	Less protective or partially implemented not implemented	No applicable legislation. Under review.
1.5.1	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
1.5.2	nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
1.5.3	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
1.5.4	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
1.6.1	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
1.6.2	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
1.6.3	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.

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1.7.3	CASR 21.133	Less protective or partially implemented not implemented	For 2.4.5, Australia complies with 2.4.5(a) through CASR 21.133 but does not comply with 2.4.5(b) or (c). For 4.2.2 Australia does not comply.
1.7.4	Nil	Less protective or partially implemented not implemented	No regulation or procedures in place.
2.4.2	Nil	Less protective or partially implemented not implemented	Currently not legislated. Under review.
2.4.5	a) CASR 21.133, b) Nil, c) Nil	Less protective or partially implemented not implemented	a) No Difference. b) Less protective or partially implemented or not implemented. CASA currently does not have procedures that comply with b). c) Less protective or partially implemented or not implemented. CASA currently does not have procedures that comply with c).
3.2.4	CASR Part 21 Subpart 21.H, AC 21.2 & 21.3, 21.6, Certificates of Airworthiness Manual	More exacting or exceeds	Australian legislation requires that the aircraft meets all Australian certification standards, including the airworthiness design standard applied in the state of design. An Export Certificate of Airworthiness or the most recent Certificate of Airworthiness must be supplied.
3.6.4	Civil Aviation Regulation 1988 (CAR) 43, CAR 38, CAR 37.	Different in character or other means of compliance	Australian legislation requires inspection, assessment and certification by an appropriately rated licenced aircraft maintenance engineer (LAME) before permission is granted to resume flight.
4.2.1.2	Civil Aviation Act 1988 s.11, CASR 139. a) CASA Airworthiness Directive Manual Section 7.1 (Publication and Distribution of Airworthiness Directives), Activity 1.9 (Distribute AD), b) CASA Defect Reporting Manual, Chapter 4 (Overarching defect reporting process) and Airworthiness Directives Manual, Section 3.1 (Development for Publication).	Less protective or partially implemented not implemented	The CASA Airworthiness Directive Manual Section 7.1 does not require CASA to transmit an airworthiness directive for an engine or a propeller to the type certificate holder for the aircraft.
4.2.1.4	Nil	Less protective or partially implemented not implemented	No legislation or procedures in place that require an agreement.
4.2.1.5	CAR 38 and CASA Airworthiness Directive Manual Section 10.1 (Confidential Material).	Less protective or partially implemented not implemented	Procedures in the manual provide for receipt and distribution of foreign State of Design airworthiness directives containing sensitive aviation security information but does not address distribution of Australian ADs.

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4.2.1.6	Nil	Less protective or partially implemented not implemented	The Airworthiness Directive Procedures Manual currently does not include procedures for the transmission of sensitive aviation security information to the authorities in States of Registry.
4.2.2.2	Nil	Less protective or partially implemented not implemented	Australia implements mechanisms, under Airworthiness Protocol AIM.04 and related work instructions, for making available MCAI related to a modification or repair for which Australia is the State of Design of Modification.
4.2.2.3	Australia currently does not have legislation or procedures in place to ensure the existence of such an agreement	Less protective or partially implemented not implemented	Australia currently does not have legislation or procedures in place to ensure the existence of such an agreement.
4.2.3	Nil	Less protective or partially implemented not implemented	No legislation or procedures in place that requires an agreement.
4.2.4.2	CASR 145.030(1)	Less protective or partially implemented not implemented	Australia yet to establish legislation and associated process for accepting the approval of a maintenance organisation issued by another Contracting State.
4.2.4.4	Nil	Less protective or partially implemented not implemented	Currently there is no legislation or procedure that require CASA as the State of Registry to transmit sensitive aviation security information to the authorities in States of Design.
4.2.5	CASR 21.003, 42.270, 42.375, 42.380 and 42.390. CAR 51, 51A and 52A.	More exacting or exceeds	Australian legislation requires defect information to be submitted for all aircraft regardless of maximum certificated take-off mass of the aircraft. Service difficulty reports can be lodged on-line.
6.2.3	CASR 145.035(1)&(2)	Different in character or other means of compliance	Certificate issued by CASA from the centralised database includes all the information required by this standards. However, Australian legislation does not require all the information required under the standards to be included in the certificate.
6.2.3.1	CASR 145.035	Less protective or partially implemented not implemented	Certificate issued by CASA from the centralised database includes all the information required by the template except telephone, email contact details for the organisation and the date of original issue of the certificate. Also, the format is slightly different and varies from certificate to certificate.

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6.2.6	Nil	Less protective or partially implemented not implemented	Australia yet to establish legislation and associated process for recognition of the approval of a maintenance organisation issued by another Contracting State.
6.3.3	CASR 145.080	Different in character or other means of compliance	The regulation does not specifically require provision of copies of the amendment to all parties as the intent of regulation is that the up-to-date exposition (procedures manual) be always made available to parties that need access to the exposition.
1.1.3	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) 14 CFR 23.3(d) 14 CFR 23 and 25, CS 25.1, CS 23.1	Different in character or other means of compliance	The adopted US FARs claim difference in character or other means of compliance. The adopted CS claims no difference.
1.2	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) 14 CFR 25.107, 25.111, 25.121, 25.123, CS 25.121(a), CS 23.1(a)(2)	Different in character or other means of compliance	FAR 25 implies that the aeroplane shall have not less than two engines.
1.3.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS 25), FAR 25.1501	Different in character or other means of compliance	The adopted FAR 25 claim a 'Difference in character or other means of compliance'. The adopted EASA CS-25 claims no difference. This ICAO provision requires that operating limitations be established that include a margin of safety to render the likelihood of accidents arising therefrom to be extremely remote. The United States requires operating limitations to be established for safe operation but does not require a specific assessment that these limitations provide a safety margin that ensures the likelihood of an accident arising therefrom is extremely remote.
2.2.3	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR Part 25 - 25.101, 25.1583, 25.1585, 25.1587, CS-25 - 25.1587, CS-23 - 23.237, 23.1587.	Less protective or partially implemented not implemented	When using EASA CS standard: Scheduling of landing distance with runway slope is not required. Performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS-23 complies except that performance is not scheduled for variations in water surface conditions, density of water and strength of current. CS/JAR 23.237 requires that the allowable water surface conditions and any necessary water handling procedures for seaplanes be established. However, factors on landing distance are applied by operational rules, where appropriate.

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3.5	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) 14 CFR 25.471, 25.487, 25.489, 25.491, 25.493, 25.495, 25.497, 25.499, 25.503, 25.507, 25.509, 25.511, 25.519, & 25.521, CS 25.471-519, CS 23.471-537	Less protective or partially implemented not implemented	The adopted FAR 25 claims no difference. The adopted CS-25 claims less protective or partially implemented or not implemented. CS 25 does not contain specifications for water loads but large flying-boats are not under development. Would this happen EASA would develop the necessary special conditions in accordance with Part-21.
4.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) 14 CFR 25.601, 25.1309, CS-25 25.601, CS-23 23.601	Less protective or partially implemented not implemented	The adopted FAR 25 claims no difference. The adopted CS-25 is less protected or partially implemented or not implemented. When using CS, the added sentence "They shall also observe human factors principles" is not fully complied with.
4.1.6	CASR Part 25. CASR 21.16 and 21.17 allow CASA to add special conditions to the certification standards. CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) - a) 14 CFR 25.671(a), 25.679, 25.685 b) 14 CFR 25.1309 c) 14 CFR 25.831, 25.841, 25.857, 25.1322, 25.1419 d) 14 CFR 25.773 e) 14 CFR 25.1309, 25.1585 f) 14 CFR 25.853, 25.856. g) h) & i) 25.857.	Less protective or partially implemented not implemented	For the adopted CS, the differences related to security standards have been removed by the amendment of CS 25.795 introduced by Amendment 9 to CS-25 effective 12 August 2010. After this date the new security provisions are applicable to new applications for type certification as well as already certificated types subjected to certification of significant changes to TC (application of changed product rule Part 21A.101). The FAA does not have similar requirements relative to paragraphs b), f), g), h) and i). The FAA published a notice to amend the U.S. regulations with the purpose of eventually meeting the intent of these provisions for new designs. However, the amendment will not be retroactive, and will apply to airplanes for which application for certification is submitted after the effective dates of the future amendment. For b), the FAA does not have a specific requirement for physical separation of systems. However, physical separation is considered in the means of compliance to various regulations such as 25.1309, 25.901(c) and 25.903(d). For g), h) and i), the FAA does not have specific requirements to consider the effects of explosions or incendiary devices. For CS, less protective for paragraphs (b), (g), (h) and (i). Protection against explosive and incendiary devices was not requested in the applicable airworthiness codes (JAR-25, CS-25) effective within the time span of the applicability of this provision of Part IIIA (from 12 March 2000 until 2 March 2004.)

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8.4.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) - 14 CFR 91.209, 14 CFR 121.323, 14 CFR 25.1385, 25.1387, 25.1389, 25.1391, 25.1395, 25.1397 & 25.1401, CS 25.1385-1401 & CS 23.1385-1401	Less protective or partially implemented not implemented	ICAO requires that airplanes operating on the movement area of an airport shall have airplane lights of such intensity, colour, fields of coverage and other characteristics to furnish personnel on the ground with as much time as possible for interpretation and for subsequent manoeuvre necessary to avoid a collision. The adopted FAR 25 has no such requirement. The adopted CS-25 claims no difference to this requirement.
8.4.2	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) 14 CFR 25.1381, CS 25.1383, 1401, 1403 & CS 23.1383, 1401	Less protective or partially implemented not implemented	The adopted FAR 25 is less protective or partially implemented or not implemented. The adopted CS-25 claims no difference. This provision addresses the lights' effect on outside observers in reference to "harmful dazzle." The adopted FAR 25 regulations do not address the effect of aircraft lights on outside observers. However, visibility to other pilots and the lights' effect on the flight crew are addressed.
9.2	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.1541 to 25.1545, FAR 25.1549, 25.1563	Different in character or other means of compliance	The adopted FAR 25 does not explicitly meet this requirement, but the guidance material associated with FAR 25 does. The adopted CS-25 claims no difference.
11.1.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), 14 CFR 25.795, CS 25.772, 25.795	Less protective or partially implemented not implemented	The adopted US FARs are no different to this requirement. The adopted CS are less protective, partially implemented or not implemented. Not covered (except for pilots compartment doors) by the applicable airworthiness codes (JAR-25, CS-25).
11.4	CASR 25 (incorporating FAR Part 25 & EASA CS-25), FAR 25.795(C)(3), CS-25 25.795	Less protective or partially implemented not implemented	The adopted FAR 25 does not have similar requirements. The adopted CS-25 claims no difference.
2.2.3	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.101	Less protective or partially implemented not implemented	Australia has not implemented this standard. The Australian regulations rely on FAA and EASA certification standards (23.1581 and 25.1581, and related) which do not include the new requirements at the current time.
2.2.4.2	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.101	Less protective or partially implemented not implemented	Australia has not implemented this standard. The Australian regulations rely on FAA and EASA certification standards (23.1581 and 25.1581, and related) which do not include the new requirements at the current time.
2.2.5	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.111-121	Less protective or partially implemented not implemented	Australia has not implemented this standard. The Australian regulations rely on FAA and EASA certification standards (23.1581 and 25.1581, and related) which do not include the new requirements at the current time.

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2.2.7.1	CASR 21.017, CASR 23.001, CASR 25.001	Less protective or partially implemented not implemented	Australia has not implemented the Amendment 105-B aircraft certification performance data enhancements.
2.2.7.2	CASR 21.017, CASR 23.001, CASR 25.001	Less protective or partially implemented not implemented	Australia has not implemented the Amendment 105-B aircraft certification performance data enhancements.
2.2.7.3	CASR 21.017, CASR 23.001, CASR 25.001	Less protective or partially implemented not implemented	Australia has not implemented the Amendment 105-B aircraft certification performance data enhancements.
2.4.2.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.201, 25.203, 25.207	Less protective or partially implemented not implemented	Australian legislation references FAR 25 and JAR 25 and these do not explicitly refer to stall warning with one power-unit inoperative. Australia has adopted the applicable FAR 25 and JAR 25. Civil aeroplanes above 5700 kg maximum take-off weight (MTOW) are not designed or manufactured in Australia.
3.1.2	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), 14 CFR 25.571, CS-23 and CS-25 Subpart C	Less protective or partially implemented not implemented	The adopted U.S. FARs are different in character or means of compliance. The adopted CS Standard is less protective or partially implemented or not implemented. The adopted CS Standard does not specifically address hazardous failure conditions in relation to fatigue.
3.7	CASR Part 25 (incorporating FAR Regulations - FAR 25 & EASA CS-25), 14 CFR 25.561, 25.562, 25.563, 25.571(e), a) 25.631, 25.783, 25.785, 25.787, 25.789, 25.801, 25.803, CS 25.561-563, 631, CS 23.561-562, 23.775	Less protective or partially implemented not implemented	The adopted FAR 23 and FAR 25 have no difference to this requirement. The adopted CS-23 and CS-25 are less protective, partially implemented or not implemented. Only bird impact on windshield is required for CS-23 Commuter. Certification with ditching provisions is not required per CS-23 and CS-25. Some ditching design provisions are provided in CS-25 (25.801) which include investigating the probable behaviour of the aeroplane in a water landing. However, these provisions are applicable only under request if the applicant seeks certification for ditching. CS-23 does not include equivalent ditching provisions.
3.8.2	CASR Part 25 (incorporating FAR regulations FAR 25 & EASA CS-25), 14 CFR 25.571, FAA Advisory Circular 25.571-1D, CS-25 - 25.571, CS-23 - 23.571-575	Less protective or partially implemented not implemented	The adopted FAR 25 is less protective or partially implemented or not implemented. The adopted CS-25 is no different to this requirement.

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4.1.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.601 to 25.607, FAR 25.613 to 25.625. 14 CFR 23.601, 23.603, 23.609, 23.619 through 23.627 and 23.641 through 23.659, CS 25.601, 1302 CS 23.601	Less protective or partially implemented not implemented	The adopted FAR 23 and 25 are no different to this requirement. The adopted CS-23 and CS-25 are less protective, partially implemented or not implemented. The sentence 'consider Human Factors principles' is not fully complied with in the adopted CS-23 and CS-25 standards.
4.1.6	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.611, 23.611, CS-25 - 25.611, CS-23 - 23.611	Less protective or partially implemented not implemented	The adopted FAR 23 and FAR 25 are less protective or partially implemented or not implemented. The adopted CS-23 and CS-25 are no different to this requirement. On 28 November 2008, the FAA adopted new regulations that meet the intent of these provisions. However, Part IIIB applies to airplanes with a date of application of 2 March 2004 or later, but the U.S. requirements apply to airplanes with a date of application of 28 November 2008, or later.
4.2	CASR Part 25 (which incorporates by reference the USA's 14 CFR Part 25 and EASA's certification specification CS-25), CASR Part 90 - 90.265 Cargo compartments for aeroplanes engaged in scheduled air transport operations, Part 90 Manual of Standards	Less protective or partially implemented not implemented	Australian airworthiness standards do not currently fully implement the cargo compartment fire protection requirements in the standard 4.2(1). Australian airworthiness standards do not currently require the inclusion, in the aircraft flight manual, of the information outlined in the standard 4.2(4).
4.3	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.629 and 25.1529	Less protective or partially implemented not implemented	The adopted FAR 25 is less protective, partially implemented or not implemented. The adopted CS-25 is no different to this requirement. The U.S. does not have specific requirements addressing allowable limits for aero-dynamic control surfaces and how those limits are to be monitored. The FAA issued policy to establish a means of compliance for 25.629 that addresses this issue.
4.5.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 5.581, 25.954 & 25.1316	Less protective or partially implemented not implemented	FAR 25 does not contain specific requirements for electrical bonding. FAR 25 does not address protection of persons coming into contact with an aeroplane on the ground or in the water.

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5.3.5.6	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.1181- 25.1207, a) FAR 25.1181 to 25.1191, b) FAR 25.1183 to 25.1189, c) FAR 25.1203, d) FAR 25.1195 to 25.1201	Less protective or partially implemented not implemented	The adopted FAR 25 is less protective, partially implemented or not implemented. The adopted CS-25 is no different to this requirement. The adopted FAR 25 does not meet 5.3.5.5b) which imposes “fireproof or shielded from the effects of the fire” requirement on all sources of flammable fluid in the regions specified. 14 CFR 25.1183(a) and (b) provide exceptions to this requirement for items such as an integral oil sump of less than 25-quart capacity on a reciprocating engine, lines, fittings and components which are already approved as part of a type certificated engine and vent and drain lines, and their fittings, whose failure will not result in, or add to, a fire hazard.
6.4.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25) - 14 CFR 23.1385, 23.1387, 23.1389, 23.1391, 23.1395, 23.1397, 23.1401, CS-25 - 25.1385-1401 & CS-23 - 23 1385-1401	Less protective or partially implemented not implemented	The adopted FAR 25 is less protective, partially implemented or not implemented. The adopted CS-25 is no different to this requirement. ICAO requires that airplanes operating on the movement area of an airport shall have airplane lights of such intensity, colour, fields of coverage, and other characteristics to furnish personnel on the ground with as much time as possible for interpretation and for subsequent manoeuvre necessary to avoid a collision. The U.S. FAR has no such requirement.
6.5	CASR Part 25 (incorporating USA FAR Part 25 and EASA CS-25), FAR 25.1309, 25.1353(a) and 25.1431(c)	Less protective or partially implemented not implemented	Australian requirements do not address electromagnetic interference from external sources. High Intensity Radiated Fields (HIRF) are addressed by 'special conditions' but only for flight critical systems, not flight essential systems.
7.2.1	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), FAR 25.1541, 25.1545, 25.1549, 25.1563	Less protective or partially implemented not implemented	The adopted FAR 25 is different in character or other means of compliance. The adopted CS-25 is no different to the requirement. ICAO requires that limitations are expressed in suitable units and corrected if necessary. This requirement is only found in guidance material and not in the regulations. U.S. advisory material states that the flight manual units should be consistent with the flight deck instrumentation, placards and other measuring devices for a particular airplane.

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10.2	CASR Part 25 (incorporating FAR Part 25 and EASA CS-25), CASR Part 25.013, FAR 25.795(c)(1), CS-25 - 25.795(c)(1)	Less protective or partially implemented not implemented	The adopted FAR 25 is less protective, partially implemented or not implemented. The adopted CS-25 is no different to this requirement. On 28 November 2008, the FAA adopted new regulations that meet the intent of these provisions. However, Part IIIB applies to airplanes with a date of application of 2 March 2004 or later, but the U.S. requirements apply to airplanes with a date of application of 28 November 2008, or later.
2.2.2	CASR Part 29 (incorporating USA FAR Part 29 and EASA CS -29), FAR 29.45 to 29.87	Different in character or other means of compliance	The adopted CS-27 and CS-29 has no difference. The adopted FAR 27 and 29 is different in character or other means of compliance. ICAO bases their helicopter classification (Class I, II and III) on performance. The FAA has only two performance classifications (Category A and non-category A). The United States does not have a performance classification equivalent to ICAO performance Class II.
2.2.2.1	CASR Part 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), FAR 29.51, 29.53, CS 29.57, CS 29.45(a), CS 27.51(a)(1), CS 27.67 App C.	Less protective or partially implemented not implemented	The adopted CS-27 and CS-29 are less protective. The adopted FAR 27 and 29 is different in character or other means of compliance. ICAO bases their helicopter classification (Class I, II and III) on performance. The FAA has only two performance classifications (Category A and non-category A (Cat B)). The United States does not have a performance classification equivalent to ICAO performance Class II.
2.2.2.2	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) 14 CFR 29.77, 29.79, CS-29 29.79, CS-27 27.75 App C, 29.65, 27.65 App C.	Less protective or partially implemented not implemented	The adopted CS-27 and CS-29 are less protective. The adopted FAR 27 and 29 is different in character or other means of compliance. ICAO bases their helicopter classification (Class I, II and III) on performance. The FAA has only two performance classifications (Category A and non-category A (Cat B)). The United States does not have a performance classification equivalent to ICAO performance Class II. EASA CS-27 and CS-29 address category A and Category B Helicopters.

Annex Reference	State Reference	Difference Level	State Difference
2.2.3.1	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) - 14 CFR 27.51, 29.51, 29.61, 29.62, 29.63, CS-29 - 29.59, 29.61, 29.62, 29.63, CS-27 App C	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented. These provisions address take-off performance data for all classes of helicopters and require that this performance data include the take-off distance required. However, the United States has not adopted the requirements to present take-off distance for non-category A helicopters. CS-27 and CS-29 address Category A and Category B Helicopters and not Class 1, 2 and 3.
2.2.3.1.1	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) - 14 CFR 29.55, 14 CFR Part 27 Appendix C, CS-29 - 29.55, CS-27 App C	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented. These provisions address take-off performance data for all classes of helicopters and require that this performance data include the take-off distance required. However, the United States has not adopted the requirements to present take-off distance for non-category A helicopters. CS-27 and CS-29 address Category A and Category B Helicopters and not Class 1, 2 and 3.
2.2.3.1.2	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) - 14 CFR 29.55, 14 CFR Part 27 Appendix C, CS-29 - 29.61, CS-27 App C	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 are no different to this requirement. These provisions address take-off performance data for all classes of helicopters and require that this performance data include the take-off distance required. However, the United States has not adopted the requirements to present take-off distance for non-category A helicopters.
2.2.3.1.3	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) - 14 CFR 29.62, 14 CFR Part 27 Appendix C, CS-29 - 29.55, CS-27 App C	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented. These provisions address take-off performance data for all classes of helicopters and require that this performance data include the take-off distance required. However, the United States has not adopted the requirements to present take-off distance for non-category A helicopters. CS-27 and CS-29 address Category A and Category B Helicopters and not Class 1, 2 and 3.

Annex Reference	State Reference	Difference Level	State Difference
2.2.3.1.4	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) - 14 CFR 27.51, 14 CFR 29.51, 29.61, 29.62, 29.63, CS-29 - 29.63, 29.65, CS-27 - 27.65 App C	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 are no different to this requirement. These provisions address take-off performance data for all classes of helicopters and require that this performance data include the take-off distance required. However, the United States has not adopted the requirements to present take-off distance for non-category A helicopters.
2.2.3.2	CASR Part 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), FAR 27.67 & 29.67	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are no different to this requirement. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented. This requirement is not covered by the adopted CS-27 and CS-29.
2.2.3.3.1	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) - 14 CFR 29.77, CS-29 - 29.77, CS-27 App C	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are no different to this requirement. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 address Category A and Category B Helicopters and not Class 1, 2 and 3.
3.8	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), FAR 29.571	Different in character or other means of compliance	The adopted FAR 27 and FAR 29 Parts are different in character or other means of compliance. The adopted CS-27 and CS-29 are no different to this requirement.
4.1.8	CASR 21.17, CASR Part 27 & 29 (incorporating USA FAR Part 27 & 29, EASA CS-27 & 29), 14 CFR 27.1529, 29.1529, 14 CFR 27 Appendix A, 14 CFR 29 Appendix A, CS-27 - A27.3(a)(4), CS-29 - A29.3(a)(4)	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are no different to this requirement. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented.
7.4.2	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), 14 CFR 27.1381, 14 CFR 29.1381	Less protective or partially implemented not implemented	The adopted FAR 27 and 29 are less protective, partially implemented or not implemented. The adopted CS-27 and CS-29 are no different to this requirement.
3.1.1	CASR Part 27 and 29 (incorporating USA FAR Part 27 and 29, EASA CS-27 & CS-29), 14 CFR 27.571, 27.573, 27.1529, 14 CFR 29.571, 29.573, 29.1529	Different in character or other means of compliance	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are no different to this requirement.

Annex Reference	State Reference	Difference Level	State Difference
3.1.2	CASR Part 27 and 29 (incorporating USA FAR Part 27 and 29, EASA CS-27 & CS-29) 14 CFR 27.571, 27.573 27.1529 14 CFR 29.571, 29.573 29.1529	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented
3.4	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), FAR 29.301 to 29.309	Different in character or other means of compliance	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are no different to this requirement.
3.10	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), 14 CFR 29.571 to 573, 29.605, 14 CFR 27.605	Different in character or other means of compliance	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are no different to this requirement.
4.1.5	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), FAR 29.605 to 29.610	Different in character or other means of compliance	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are no different to this requirement.
4.2	CASR Part 27 (which incorporates by reference the USA's 14 CFR Part 27 and EASA's certification specification CS-27), CASR Part 29 (which incorporates by reference the USA's 14 CFR Part 29 and EASA's certification specification CS-29), CASR Part 90 Manual of Standards	Less protective or partially implemented not implemented	Australian airworthiness standards do not currently require the inclusion, in the rotorcraft flight manual, of the information outlined in recommended practice 4.2(g).
4.7	CASR Part 29 (incorporating USA FAR Part 29, EASA CS-29), FAR 29.1529 and 29 Appendix A	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented.
7.2.1	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29) FAR 29.1501, 29.1541 to 29.1589 CS 27/29 1503-1523 & 1583	Different in character or other means of compliance	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are no different to this requirement
9.1	CASR Parts 27 and 29 (incorporating USA FAR Parts 27 and 29, EASA CS-27 & CS-29), FAR 29.141, 29.143, 29.671, 29.803	Less protective or partially implemented not implemented	The adopted FAR 27 and FAR 29 are different in character or other means of compliance. The adopted CS-27 and CS-29 are less protective, partially implemented or not implemented.
1.1.1	CASR 21.017, CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23)	Different in character or other means of compliance	CASR Part 23 is stated to be applicable to aeroplanes in the normal, utility, acrobatic and commuter categories but no maximum or minimum weight is specified in the CASR. The maximum weight limit is specified in the following international standards: USA FAR Part 23 and EASA CS-23.

Annex Reference	State Reference	Difference Level	State Difference
1.1.2	CASR 21.017, CASR Part 23 (incorporating USA FAR Part 23 and EASA CS-23)	Different in character or other means of compliance	CASR Part 23 is stated to be applicable to aeroplanes in the normal, utility, acrobatic and commuter categories but no maximum or minimum weight is specified in the CASR. The maximum weight limit is specified in the following international standards: USA FAR Part 23 and EASA CS-23.
1.1.3	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-VLA and EASA CS-23)	Different in character or other means of compliance	CS-VLA is applicable to aeroplanes not exceeding 750 kg. CASR Part 23 allows an aeroplane to be certificated to CS-VLA (providing the aeroplane does not exceed 750 kg).
1.2.1	CASR Part 23 (incorporating USA FAR Part 23 and EASA CS-23), CASR Part 33 (incorporating USA FAR Part 33 and EASA CS-E), CASR Part 35 (incorporating USA FAR Part 35 and EASA CS-P)	Different in character or other means of compliance	The adopted FAR 23 is different in character or other means of compliance. The adopted CS-23 is no different to this requirement.
3.1	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23), 14 CFR 23.1529 and 14 CFR 23 Appendix G, CS-23 Subpart C, 23.1529	Less protective or partially implemented not implemented	The adopted FAR 23 is no different to this requirement. The adopted CS-23 is less protective, partially implemented or not implemented.
6.5	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23), FAR 23.1308, CS 23.1301 to 1309	Different in character or other means of compliance	U.S. regulations do not address electromagnetic interference from external sources. High Intensity Radiated Fields (HIRF) are addressed by Special Conditions but only for flight critical systems, not flight essential systems. EASA has new rules taking into consideration the increased use of critical and essential electrical/electronic systems on aircraft coupled with the development and use of non-metallic structural materials that are more ‘transparent’ to electromagnetic radiation and have low electrical conductivity. These rules were implemented in 2015.
8.5	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23), a) & b) FAR 23.812, c) FAR 23.811, d) FAR 23.812, e) FAR 23.812 & CS 23.811 to 812	Different in character or other means of compliance	For 8.5e) - Fuel tanks must be designed, located, and installed so as to retain fuel. FAR 14 CFR Part 23 does not address the impact of fuel spillage on emergency lighting systems. Only commuter category airplanes are required to install emergency lighting systems.
1.1.1	CASR 21.017, CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23)	Different in character or other means of compliance	CASR Part 23 is stated to be applicable to aeroplanes in the normal, utility, acrobatic and commuter categories but no maximum or minimum weight is specified in the CASR. The maximum weight limit is specified in the following international standards: USA FAR Part 23 and EASA CS-23.

Annex Reference	State Reference	Difference Level	State Difference
1.1.2	CASR 21.017, CASR Part 23 (incorporating USA FAR Part 23 and EASA CS-23)	Different in character or other means of compliance	CASR Part 23 is stated to be applicable to aeroplanes in the normal, utility, acrobatic and commuter categories but no maximum weight is specified in the CASR. The maximum weight limit is specified in the following international standards: USA FAR Part 23 and EASA CS-23 apply to aircraft of less than 8618kg.
1.2.1	CASR Part 23 (incorporating USA FAR Part 23 and EASA CS-23), CASR Part 33 (incorporating USA FAR Part 33 and EASA CS-E), CASR Part 35 (incorporating USA FAR Part 35 and EASA CS-P)	Different in character or other means of compliance	The adopted FAR 23 is different in character or other means of compliance. The adopted CS-23 is no different to this requirement. This ICAO provision requires that operating limitations be established that include a margin of safety to render the likelihood of accidents arising therefrom to be extremely remote. The adopted FAR 23 requires operating limitations to be established for safe operation but does not require a specific assessment that these limitations provide a safety margin that ensures the likelihood of an accident arising therefrom is extremely remote. Australia will further review compliance once USA FARs and EASA CS details are known.
3.1	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23), 14 CFR 23.1529 and 14 CFR 23 Appendix G, CS-23 Subpart C, 23.1529	Less protective or partially implemented not implemented	The adopted FAR 23 is no different to this requirement. The adopted CS-23 is less protective, partially implemented or not implemented. The adopted CS-23 and CS-25 do not mandate the provision of 3.1 structural repair manuals.
4.2	CASR Part 23 (which incorporates by reference the USA's 14 CFR Part 23 and EASA's certification specification CS-23), CASR Part 90 Manual of Standards	Less protective or partially implemented not implemented	Australian airworthiness standards do not currently require the inclusion, in the aircraft flight manual, of the information outlined in recommended practice 4.2 (g)(3).
6.5	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23), 14 CFR 25.1353(a), 25.1431(c)	Less protective or partially implemented not implemented	U.S. regulations do not address electromagnetic interference from external sources. High Intensity Radiated Fields (HIRF) are addressed by Special Conditions but only for flight critical systems, not flight essential systems. EASA has new rules taking into consideration the increased use of critical and essential electrical/electronic systems on aircraft coupled with the development and use of non-metallic structural materials that are more 'transparent' to electromagnetic radiation and have low electrical conductivity. These rules were implemented in 2015.

Annex Reference	State Reference	Difference Level	State Difference
8.5	CASR Part 23 (incorporating USA FAR Part 23, EASA CS-23), a) & b) FAR 23.812, c) FAR 23.811, d) FAR 23.812, e) FAR 23.812 & CS 23.811 to 812	Less protective or partially implemented not implemented	The adopted U.S. FARs are less protective or partially implemented or not implemented. For 8.5(e): The FAA provides requirements for emergency lighting systems in 14 CFR 23.812. These requirements do not address the impact of fuel spillage on emergency lighting systems. Only commuter category airplanes are required to install emergency lighting systems. The adopted CS is no different.
2.2	CASR Parts 35 (incorporating USA FAR Part 35, EASA CS-P), 14 CFR 35.15, CS-P.150	Less protective or partially implemented not implemented	The adopted FAR 35 is less protective, partially implemented or not implemented. The adopted CS-P is no different to this requirement.