

| <u><b>Annex Reference</b></u>         | <u><b>State Reference</b></u>   | <u><b>Difference Level</b></u>                           | <u><b>State Difference</b></u>   |
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| <b>Acrobatic flight</b>               | Part 1 of the CASR Dictionary (Vol 5 of CASR)   | Different in character or other means of compliance      | Australian legislation does not define or use the term acrobatic flight, but uses the term aerobatic. Its use is equivalent to this ICAO definition.   |
| <b>Advisory airspace</b>              | Nil   | Less protective or partially implemented not implemented | Australia legislation does not define or use the term advisory airspace  |
| <b>Aerodrome control service</b>      | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of aerodrome control service) | Different in character or other means of compliance      | Australian legislation refers to air traffic control or an aerodrome control service for situations where Annex 2 refers to aerodrome control tower.   |
| <b>Aerodrome control tower</b>        | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of aerodrome control service) | Different in character or other means of compliance      | Australian legislation refers to air traffic control or an aerodrome control service for situations where Annex 2 refers to aerodrome control tower.   |
| <b>Aerodrome traffic zone</b>         | CASR 91.360   | Different in character or other means of compliance      | Australian legislation uses the defined term "in the vicinity of" an aerodrome, or direct references to the circuit area of an aerodrome, instead of aerodrome traffic zone  |
| <b>Aeronautical Information Publi</b> | Part 1 of the CASR Dictionary (Vol 5 of CASR)   | Different in character or other means of compliance      | Australia does not define this term in this exact manner but achieves an equivalent result   |
| <b>Aeronautical station (RR S1</b>    | Nil   | Different in character or other means of compliance      | Australia does use this term and instead requires contact to be made with the relevant air traffic service directly  |
| <b>Airborne collision avoidance s</b> | Part 1 of the CASR Dictionary (Vol 5 of CASR)   | Different in character or other means of compliance      | Australia legislation defines this term differently however it achieves an equivalent result   |
| <b>Air traffic control clearance</b>  | Part 1 of the CASR Dictionary (Vol 5 of CASR)   | Different in character or other means of compliance      | Australia defines air traffic control clearance with reference to a person performing ATC duties to achieve the same outcome.  |
| <b>Air traffic control unit</b>       | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of air traffic control)       | Different in character or other means of compliance      | Australian legislation refers to air traffic control for situations where Annex 2 refers to air traffic control unit.  |
| <b>Air traffic services unit</b>      | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of Air Traffic Services)      | Different in character or other means of compliance      | Australian legislation refers to Air Traffic Services for situations where Annex 2 refers to air traffic services unit.  |
| <b>Airway</b>                         | Civil Aviation Act 1988, section 2  | More exacting or exceeds                                 | Australian legislation defines airway as a designated path in an air route identified by an area of specified width on the surface of the earth, which is more exacting as it expands the definition of airway beyond control areas into all airspace types. |

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| <b>Approach control unit</b>         | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of air traffic control) | Different in character or other means of compliance      | Australian legislation refers to air traffic control for situations where Annex 2 refers to approach control unit.   |
| <b>Appropriate ATS authority</b>     | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of air traffic control) | Different in character or other means of compliance      | Australian legislation refers to Air Traffic Services for situations where Annex 2 refers to appropriate ATS authority. Additionally, some variances from the rules of the air can only be authorised by Australia's civil aviation authority, not the provider of air traffic services. |
| <b>Appropriate authority</b>         | Part 1 of the CASR Dictionary (Vol 5 of the CASR)                                 | Different in character or other means of compliance      | Australian legislation does not define or use this term. Instead, it uses a combination of the defined terms 'national aviation authority', 'State of the operator' and 'State of registry' to achieve an equivalent effect.   |
| <b>Area control centre</b>           | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of air traffic control) | Different in character or other means of compliance      | Australian legislation refers to air traffic control for situations where Annex 2 refers to area control centre.   |
| <b>Ceiling</b>                       | AIP GEN 2.2.1   | Different in character or other means of compliance      | Australian legislation defines 'cloud ceiling' with the same meaning and usage as the ICAO definition for ceiling.   |
| <b>Clearance limit</b>               | Nil   | Different in character or other means of compliance      | Australian legislation does not define this term but instead requires air traffic control clearances to be followed, and aircraft operations at controlled aerodromes and in controlled airspace to be conducted in accordance with the authorised aeronautical information (AIP).       |
| <b>Command and control (C2) link</b> | Nil   | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.  |
| <b>C2 Link</b>                       | Nil   | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.  |
| <b>Controlled flight</b>             | Nil   | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.  |
| <b>Current flight plan (CPL)</b>     | Nil   | Less protective or partially implemented not implemented | Not implemented in legislation   |
| <b>Data link communications</b>      | Nil   | Different in character or other means of compliance      | Australian legislation refers to datalink operations for situations where Annex 2 refers to data link communications.  |

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| Detect and avoid                | Nil  | Different in character or other means of compliance      | Australian legislation does not define this term but does define the term see and avoid (alerted & unalerted) which has an equivalent meaning, but limited to a visual context. |
| Estimated time of arrival       | Nil  | Less protective or partially implemented not implemented | Australia does not define this term in its legislation.   |
| Expected approach time          | Nil  | Less protective or partially implemented not implemented | Australia does not define this term in its legislation.   |
| Filed flight plan (FPL or eFPL) | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| Flight crew member              | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | More exacting or exceeds                                 | Australian legislation defines this term as a pilot or flight engineer assigned to carry out duties, however it achieves an equivalent result.                                  |
| Flight information centre       | Part 1 of the CASR Dictionary (Vol 5 of CASR) (definition of flight information service) | Different in character or other means of compliance      | Australian legislation refers to flight information service for situations where Annex 2 refers to flight information centre.   |
| Flight level                    | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | Australian legislation defines this term differently, however it achieves an equivalent result.   |
| Ground visibility               | AIP GEN 2.2.1  | More exacting or exceeds                                 | Australian legislation's definition only includes reports by an accredited observer, not an automated system.   |
| IFR                             | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | Australian legislation defines this term differently, however it achieves an equivalent result.   |
| IFR flight                      | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | Australian legislation defines this term differently, however it achieves an equivalent result.   |
| IMC                             | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | Australian legislation defines this term as meteorological conditions other than VMC, however it achieves an equivalent result.   |
| Operator                        | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | Australian legislation defines this term as per ICAO definition or the holder of the AOC or certificate, however it achieves an equivalent result.                              |
| Pilot-in-command                | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | Australian legislation defines this term without reference to the owner, however it achieves an equivalent result.  |

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| <b>Pressure-altitude</b>               | Nil  | Different in character or other means of compliance      | Australian legislation does not define this term, but uses the term standard pressure to achieve an equivalent result.                                    |
| <b>Radiotelephony</b>                  | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| <b>Remote pilot</b>                    | CASR Part 101 Manual of Standards (MOS) section 1.04 (2) | Different in character or other means of compliance      | Australian legislation defines this term as the holder of a remote pilot licence or someone training for a licence.                                       |
| <b>Remote pilot station</b>            | CASR Part 101 Manual of Standards (MOS) section 1.04 (2) | Different in character or other means of compliance      | Australian legislation defines this term as the place from which an RPA is operated by a RePL.  |
| <b>Remotely piloted aircraft (RPA)</b> | CASR Part 101 Manual of Standards (MOS) section 1.04 (2) | Different in character or other means of compliance      | Australian legislation does not directly define this term, but defines RPA as a remotely piloted aircraft, other than a balloon or a kite.                |
| <b>Remotely piloted aircraft syst</b>  | Part 1 of the CASR Dictionary (Vol 5 of CASR)            | Different in character or other means of compliance      | Australian legislation does not directly define this term, but defines RPAS as per ICAO definition  |
| <b>RPA observer</b>                    | Nil  | Different in character or other means of compliance      | Australian legislation does not currently define RPA observer, but uses the term trained visual/relevant observer to achieve the same result.             |
| <b>Safety-sensitive personnel</b>      | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term  |
| <b>Signal area</b>                     | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| <b>Special VFR flight</b>              | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| <b>Taxiing</b>                         | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| <b>Terminal control area</b>           | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but does define the abbreviation TMA as a terminal control area. Usage is equivalent to ICAO definition. |
| <b>Traffic avoidance advice</b>        | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| <b>VFR</b>                             | Part 1 of the CASR Dictionary (Vol 5 of CASR)            | More exacting or exceeds                                 | Australian legislation's definition includes references for balloons, airships and other aircraft.  |

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| <b>Visibility</b>                     | Part 1 of the CASR Dictionary (Vol 5 of CASR)  | Different in character or other means of compliance      | In Australian legislation, visibility means the ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.   |
| <b>Visual line-of-sight (VLOS) op</b> | Nil  | Less protective or partially implemented not implemented | Australian legislation does not define this term but common usage is equivalent to ICAO definition.   |
| <b>2.1.1</b>                          | CASR 91.010 and 91.015   | Less protective or partially implemented not implemented | Australia requires its aircraft to comply with the most restrictive of its rules or the foreign country rules in a foreign country. Australia only requires its aircraft to comply with Annex 2 over the high seas.   |
| <b>2.2</b>                            | CASR 91.270  | More exacting or exceeds                                 | Australia does not permit some aircraft to operate under the IFR (such as CASR Part 103 sport aircraft and CASR Part 131 balloons and hot air airships).  |
| <b>2.5</b>                            | Civil Aviation Act 1988 section 24<br>CASR 91.520, 99.015, 99.115,<br>99.040 & 99.030      | Different in character or other means of compliance      | Australia has a specific equivalent rule for crew members (CASR 91.520) but uses a broad non-specific provision for other safety-sensitive personnel (section 24 of the Act) combined with comprehensive rules regarding testing for performance affecting substances on an ongoing basis (DAMP). |
| <b>3.1.2</b>                          | CASR 91.055  | Less protective or partially implemented not implemented | This standard has not been implemented.   |
| <b>3.1.4</b>                          | CASR 91.190 CASR Part 105<br>CASR Subpart 137.D CASR Part 138 Part 138 Manual of Standards | Less protective or partially implemented not implemented | Information and advice from air traffic services units outside controlled airspace is not required but specific clearance is required in controlled airspace.   |
| <b>3.1.5</b>                          | CASR 91.210 CASR Part 103<br>CASR Part 138 Part 138 Manual of Standards                    | Less protective or partially implemented not implemented | Information and advice from air traffic services units outside controlled airspace is not required but specific clearance is required in controlled airspace.   |
| <b>3.1.6</b>                          | CASA Instruments 263/02, 11/17,<br>36/19 & 84/18   | Less protective or partially implemented not implemented | Information and advice from air traffic services units outside controlled airspace is not required but specific clearance is required in controlled airspace. An advisory radio call outside controlled airspace is required to be made by the pilot of a parachute jumping aircraft.             |
| <b>3.1.7</b>                          | CASR 61.1145, 61.1155, 91.185  | Less protective or partially implemented not implemented | Australia does not require advice or clearance from an air traffic services unit.   |

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| 3.1.8                  | CASR 91.055 & 91.205 Part 1 of the CASR Dictionary (Vol 5 of CASR)                | Different in character or other means of compliance      | Pilots in command are required to not operate their aircraft in a manner that causes a hazard to other aircraft and aircraft 'flying in formation' (a defined term) are required to have a pre-arrangement in place. The defined term incorporates the conditions in this standard except that separation distances are not specified. Instead, the requirement is that aircraft are in formation if they are so close to each other that any change in height, heading or airspeed of any aircraft used for station-keeping results in a need for one or more of the other aircraft to manoeuvre to maintain station or avoid a collision. |
| 3.1.9                  | CASR 101.055 & Subpart 101.F  | Less protective or partially implemented not implemented | Australia permits the operation of some 'Excluded RPA' by unlicensed operators. Other commercial operators are licensed. Australia will permit some commercial RPAS to be operated without a licence (Excluded RPA). Other commercial RPAS, which don't fall into a category of IFR, international, or carrying out airport operations, will be subject to similar licensing requirements as currently exist.   |
| 3.1.10                 | CASR 101.055 & Subpart 101.E  | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 3.1.11                 | CASR 91.255, 91.260, CASR Part 91 Manual of Standards (MOS) section 11.20 & 11.21 | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 3.2                    | CASR 91.325, 91.330 (2), 91.335 (5) & (6)   | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 3.2.1                  | CASR 91.055 CASR 91.375   | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 3.2.2.1                | CASR 91.335 (4)   | Less protective or partially implemented not implemented | Australian legislation does not specifically require wake turbulence to be taken into account but otherwise achieves a similar outcome while using different wording.   |
| 3.2.2.4                | CASR 91.335 (2)   | Less protective or partially implemented not implemented | Australian legislation does not specifically define an overtaking aircraft but otherwise achieves the same outcome while using different wording.   |
| 3.2.2.7.2              | CASR 91.365 (2)(a&b) & (3)  | More exacting or exceeds                                 | Australian legislation also specifically mentions runways without marked holding positions but otherwise achieves the same outcome while using different wording.   |

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| <b>3.2.3.1</b>                | CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.22 & 26.24         | Different in character or other means of compliance      | Australian legislation also requires anti-collision lights to be fitted by day. While any light can be turned off if they cause a hazard to any aircraft, where the Manual of Standards allows for this. Otherwise Australian legislation achieves the same outcome while using different wording. |
| <b>3.2.3.2</b>                | CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.22 & 26.24         | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.3.3</b>                | CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.22 (1)              | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.3.4</b>                | CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.22 (1)              | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.3.5</b>                | CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.22 (1)              | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.4</b>                  | CASR 91.720   | More exacting or exceeds                                 | Australian legislation does not allow for a competent observer to supplement the pilots vision, otherwise Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.5</b>                  | CASR 91.375, 91.380 & 91.385  | Less protective or partially implemented not implemented | Australian legislation allows for turns within the circuit to be as published and tailwind take-offs as per the flight manual, otherwise Australian legislation achieves the same outcome while using different wording.   |
| <b>3.2.6.1</b>                | CASR 91.055   | Less protective or partially implemented not implemented | Australian legislation is more general in nature, otherwise Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.6.1.4</b>              | CASR 91.340 & 91.350  | Less protective or partially implemented not implemented | Australian legislation achieves the same outcome while using different wording.  |
| <b>3.2.6.2</b>                | CASR 91.345   | Less protective or partially implemented not implemented | Australian legislation requires compliance with international regulations specifically while operating, but does not specifically mention displaying lights when on the water.   |
| <b>3.3.1.1</b>                | CASR Part 91 Manual of Standards (MOS) section 9.02 (1) AIP ENR 1.10.3.1.1        | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording   |
| <b>3.3.1.2</b>                | CASR 91.240 CASR Part 91 Manual of Standards (MOS) section 9.02 AIP ENR 1.10.2.21 | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |

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| 3.3.4                  | CASR Part 91 Manual of Standards (MOS) section 9.03 AIP ENR 1.10 paragraph 4.1  | Less protective or partially implemented not implemented | Australia does not specifically require changes to fuel endurance to be reported.  |
| 3.3.5.1                | AIP ENR 1.1 section 10.2.1 CASR Part 91 Manual of Standards (MOS) section 21.05 table item 11 and section 21.06 table item 10 | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| 3.3.5.2                | Nil   | Less protective or partially implemented not implemented | Australia does not specifically require the closing of a flight plan in these circumstances.   |
| 3.3.5.3                | Nil   | Less protective or partially implemented not implemented | Australia does not have a specific rule implementing this standard.  |
| 3.3.5.4                | Nil   | Less protective or partially implemented not implemented | Australia does not have a specific rule implementing this standard.  |
| 3.3.5.5                | Nil   | Less protective or partially implemented not implemented | Australia legislation does not use the term 'arrival report' and, in a similar report, does not require the inclusion of the departure aerodrome or the time of arrival.                         |
| 3.4.1                  | CASR 91.670 (3) & (4)   | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording, but does allow the signal to be disregarded in the interests of safety.  |
| 3.4.2                  | CASR 91.670 (1)   | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| 3.4.3                  | CASR 91.670 (1) & (2)   | More exacting or exceeds                                 | Australian legislation requires any person signalling an aircraft to only use standard signals, which achieves the same outcome.   |
| 3.4.4                  | CASR 91.670 (1) & (2) CASR 119.170 (4)  | Less protective or partially implemented not implemented | Australian legislation does not define a signalman and only requires safety critical personnel to undergo training for aircraft above certain weights, passenger numbers or types of operations. |
| 3.4.5                  | Nil   | Less protective or partially implemented not implemented | Australian legislation does not define a signal man or require a person marshalling an aircraft to wear a fluorescent vest. An operator is responsible for marshalling and staff apparel.        |
| 3.4.6                  | Nil   | Different in character or other means of compliance      | Australian legislation does not specifically require wands, etc as long as the signals are visual for the pilots.  |



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| 3.5.2                  | Nil  | Less protective or partially implemented not implemented | Australian legislation does not require a pilot to obtain a time check, but is outcome based by requiring aircraft to have an accurate display of time, either in the aircraft or worn by the pilot.           |
| 3.6.1.2                | Nil  | Less protective or partially implemented not implemented | Australia does not require a report explaining the necessity to be submitted, even if requested by the appropriate air traffic control unit.   |
| 3.6.1.3                | Nil  | Less protective or partially implemented not implemented | Australian legislation does not require potential reclearance routes and destinations to be advised on a flight plan.  |
| 3.6.2.1                | CASR 91.255 CASR Part 91 Manual of Standards (MOS) section 11.15 & 11.16 AIP ENR 1.1 section 2.2 & 4.6 | Different in character or other means of compliance      | Australian legislation does not require adherence to the flight plan but does require adherence to the clearance obtained, which achieves a similar outcome while using different wording.                     |
| 3.6.2.1.1              | CASR 91.255 CASR Part 91 Manual of Standards (MOS) section 11.16(2) AIP ENR 1.1 sections 4.4 & 4.6     | Different in character or other means of compliance      | Australian legislation requires the assigned track to be maintained as closely as possible with the most precise means of guidance as possible, which achieves the same outcome while using different wording. |
| 3.6.2.1.2              | Nil  | Less protective or partially implemented not implemented | Australia legislation does not promulgate changeover points, but does require the assigned track to be maintained as closely as possible with the most precise means of guidance available.                    |
| 3.6.2.2.1              | AIP GEN 3.4 section 7.2  | Different in character or other means of compliance      | Australian legislation does not specify automatic data link communications, but ADS-C operation and definitions achieves the same outcome while using different wording.                                       |
| 3.6.2.3                | AIP ENR 1.10 paragraph 4   | Different in character or other means of compliance      | Australian legislation does not specify what to include with change requests, but requires ATS to be advised when flight notification is amended, which achieves a similar outcome.                            |
| 3.6.2.4                | Nil  | Less protective or partially implemented not implemented | Australia does not include this rule in its legislation.   |
| 3.6.3.1                | CASR Part 91 Manual of Standards (MOS) Table 21.05(1) item 4 AIP ENR 1.1. sections 2.10                | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |
| 3.6.3.1.1              | AIP GEN 3.4 sections 7.3.1 & 7.5.2   | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.  |

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| <b>3.6.4</b>                  | CASR Part 91 Manual of Standards (MOS) Table 21.05(1) item 10 AIP GEN 3.4 paragraph 6.6 table item 8  | Different in character or other means of compliance      | Australia requires controlled flights to report to ATC when leaving controlled airspace. For all other cessations of a control service, Australian ATC will advise the pilot that the control service has been terminated.  |
| <b>3.6.5.1</b>                | CASR 91.635 & 91.405  | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| <b>3.6.5.2</b>                | CASR Part 91 Manual of Standards (MOS) section 11.10  | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| <b>3.6.5.2.1</b>              | CASR Part 91 Manual of Standards (MOS) section 11.10  | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| <b>3.6.5.2.2</b>              | CASR Part 91 Manual of Standards (MOS) section 11.10  | Different in character or other means of compliance      | Australian legislation requires different times to maintain heading/altitude/speed or assigned vector but otherwise achieves a similar outcome.   |
| <b>3.7.1</b>                  | CASR 91.680 and 91.810 CASR Part 91 Manual of Standards (MOS) section 26.69(7A) and (7B) AIP ENR 1.13 | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| <b>3.7.2</b>                  | CASR 91.055 and 91.215  | Different in character or other means of compliance      | Australia legislation does not specifically require these actions to be taken by the pilot in command. Instead, the pilot in command has broad responsibilities to not create hazard to persons or property and ensure the safe operation of the aircraft and the safety of persons and cargo onboard the aircraft. |
| <b>3.9</b>                    | CASR Part 91 Manual of Standards (MOS) section 2.07   | Less protective or partially implemented not implemented | Australian legislation promulgates lower visibility and distances from cloud for Class D airspace.  |
| <b>4.3</b>                    | Nil   | Different in character or other means of compliance      | Australian legislation promulgates requirements for VFR flights at night over and above general VFR requirements, specifically concerning minimum heights, alternate aerodromes, fuel reserves and flight instruments.  |
| <b>4.4</b>                    | CASR 91.283 & 91.285  | Different in character or other means of compliance      | Australian legislation restricts VFR flight in Class A airspace, where Class A lower limits vary, otherwise achieves a similar outcome while using different wording.   |
| <b>4.5</b>                    | Nil   | Less protective or partially implemented not implemented | Australian legislation does not specifically include this requirement. Australia promulgates Class A airspace above either FL180 or FL245 and all VFR flights in Class A airspace require approval, while an approval would not normally be granted to a VFR flight in RVSM airspace above FL290.                   |

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| 4.6                    | CASR 91.265 & 91.267   | Less protective or partially implemented not implemented | Australian legislation considers only 300m radius for areas other than populous and public gatherings.  |
| 4.7                    | CASR 91.275  | Less protective or partially implemented not implemented | Australian legislation requires conformance to VFR cruising levels at or above 3,000 ft AMSL or 1,500 ft AGL, whichever is the higher.  |
| 4.8                    | Nil  | Different in character or other means of compliance      | Australian legislation does not specifically state VFR requirements when they do not differ from general airspace requirements, but Australian legislation achieves the same outcome.           |
| 4.9                    | CASR 91.635 & 91.640   | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 4.10                   | CASR 91.255 CASR Part 91 Manual of Standards (MOS) section 9.02 & 9.03       | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 5.1.1                  | CASR 91.810 CASR Part 91 Manual of Standards (MOS) Chapter 26                | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording. Note that CASR 91.810 is replaced with CASR 121.460 , 133.360 & 135.370 for Australian air transport operations |
| 5.1.2                  | CASR 91.305 AIP GEN 3.3.4  | Different in character or other means of compliance      | Australian legislation promulgates minimum safe altitudes for IFR flight which achieves the same outcome while using different wording.   |
| 5.1.3.1                | CASR Part 91 Manual of Standards (MOS) section 9.03(1)(b) ENR 1.1.2.2.1      | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 5.1.3.2                | Nil  | Less protective or partially implemented not implemented | Australian legislation specifies that the decision to cancel IFR is left to the discretion of the pilot-in-command. Some category of operations are required to maintain operations under IFR   |
| 5.2.1                  | Nil  | Different in character or other means of compliance      | Australian legislation does not specifically state IFR requirements when they do not differ from general airspace requirements, but Australian legislation achieves the same outcome.           |
| 5.2.2                  | CASR Part 91 Manual of Standards (MOS) section 2.09 & 2.10 AIP ENR 1.7.3.1.2 | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |



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| <u>Annex Reference</u> | <u>State Reference</u>  | <u>Difference Level</u>                                  | <u>State Difference</u>   |
|------------------------|---|--|---|
| 5.3.1                  | CASR 91.290, 91.295 and 91.300  | Less protective or partially implemented not implemented | Australian legislation requires conformance to IFR cruising levels when in uncontrolled airspace unless it is not practicable to fly at those levels. |
| 5.3.2                  | CASR 91.635 & 91.640  | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |
| 5.3.3                  | CASR Part 91 Manual of Standards (MOS) Table 21.06(1) item 4 AIP<br>ENR 1.1. section 2.10 | Different in character or other means of compliance      | Australian legislation achieves the same outcome while using different wording.   |