



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
Accident	Transport Safety Investigation Act 2003: ss 3, 18, 19 and 23; Transport Safety Investigation Regulations 2021, regulations ss 5, 6, 7 and 11.	Different in character or other means of compliance	Australia requires reporting of 'transport safety matters', which are equivalent to those contained in the Annex 11 definition of an accident.
Air traffic service	CASR Dictionary	Different in character or other means of compliance	Air traffic service means a service of a kind mentioned in Annex 11, other than a certified air/ground radio service.
Danger area	CASR Dictionary, Airspace Regulations 2007 ss 6 & 7	Different in character or other means of compliance	Australia also designates some danger areas as 'military operating areas'. Flight within military operating areas may be subject to conditions.
Human Factors principles	CASR Dictionary	Different in character or other means of compliance	In Australia, human factors principles means principles concerned with the minimisation of human error and its consequences by optimising the relationships within systems between people, activities and equipment.
Incident	Transport Safety Investigation Act 2003: ss 3, 18, 19 and 23; Transport Safety Investigation Regulations 2021, regulations ss 5, 6, 7 and 11.	Different in character or other means of compliance	Australia requires reporting of 'transport safety matters', which are equivalent to those contained in the Annex 11 definition of an incident.
Runway visual range (RVR)	CASR Dictionary	Different in character or other means of compliance	Runway visual range means the range, measured using an electronic instrument, over which the pilot of an aircraft on the centre line of a runway can see the runway surface markings or the lights delineating the runway or identifying its centre line.
2.6.3	Airspace Regulations 2007 s5, Part 91 MOS s4.02, Part 172 MOS	Different in character or other means of compliance	Australia applies the following speed limitations to both IFR & VFR aircraft within Class D airspace: 1.200kt IAS – at or below 2,500ft AAL within 4NM of the primary Class D aerodrome (see note 1); or 2.250kt IAS – in other Class D airspace below 10,000ft AMSL. Note 1: If traffic conditions permit, ATC may approve a pilot's request to exceed the 200kt speed limit to a max limit of 250kt unless the pilot informs ATC a higher minimum speed is an operational requirement. Australian policy for Class D airspace applies.
2.11.3.2	Airspace Regulations 2007 s5, CASR 172.065	Different in character or other means of compliance	Australian airspace is established in some CTA with a base of 500FT
2.11.3.2.1	Airspace Regulations 2007 s5, CASR 172.065	Different in character or other means of compliance	Australian airspace is established in some CTA with a base of 500FT
2.11.3.2.2	Airspace Regulations 2007 s5, CASR 172.065	Different in character or other means of compliance	While generally compliant with this recommendation, lower limits of some control areas coincide with an IFR cruising level.



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2.13.4	CASR 172.065	Less protective or partially implemented not implemented	Not implemented. Australia does not differentiate between RNAV and conventional ATS routes in its use of route designators
2.14.1	Nil	Less protective or partially implemented not implemented	Not implemented. Change-over points are not used in Australia.
2.14.2	Nil	Less protective or partially implemented not implemented	Not implemented. Change-over points are not used in Australia.
2.28.1	CASR 172.065	Less protective or partially implemented not implemented	Partially implemented. Australia has adopted only the standards for Fatigue Risk Management System (FRMS), as provided for in subparagraph 2.28.1 b). Australia does not prescribe scheduled limits as provided for in subparagraph 2.28.1 a).
2.28.2	CASR 172.065	Less protective or partially implemented not implemented	Partially implemented. Australia accepts only an FRMS as the means for an ATS provider to manage its fatigue-related safety risks.
2.28.3	CASR 172.065	Less protective or partially implemented not implemented	Partially implemented. Australia accepts only an FRMS as the means for an ATS provider to manage its fatigue-related safety risks.
2.28.4	CASR 172.065 Part 172 MOS Ch 4	Less protective or partially implemented not implemented	Partially implemented. Australia does not approve an ATS provider's FRMS. Instead, Australia requires the ATS provider to have an FRMS that meets standards equivalent to those specified for an FRMS in Section 2.28 and Appendix 6 of Annex 11.
2.31.2	CASR 172.065	More exacting or exceeds	The English language is used exclusively in air traffic service communications
2.33.1	Airspace Regulations 2007 ss 6 & 7	Different in character or other means of compliance	Australia also designates some danger areas as 'military operating areas'. Flight within military operating areas may be subject to conditions.
2.33.3	Airspace Regulations 2007 ss 6 & 7	Different in character or other means of compliance	Australia does not prefix identifications with nationality letters. Australia allocates the letter M for identifying military operating areas.
2.34	CASR 173.090, 173.145, Part 173 MOS Ch5	Different in character or other means of compliance	Australian regulations do not require a quality management system but instead require a Safety Management System and procedures for verifying design work.
3.3.3	Nil	Less protective or partially implemented not implemented	Australia does not record background communication.



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3.7.1.1	CASR 172.065, Part 172 MOS Ch 11	Different in character or other means of compliance	In addition to issuing a pilot with a specific ATC clearance, ATC may also authorise an aircraft to enter Class D airspace by establishing 2-way communications with it.
3.7.3.3	Nil	Less protective or partially implemented not implemented	There is no specific legislation requiring vehicle drivers operating on the manoeuvring area to read back ATC instructions. However, in practice ATS will require vehicle drivers to read back instructions to enter, hold short of, cross and operate on any operational runway or taxiway.
3.10.1	CASR 172.065	Less protective or partially implemented not implemented	Partially implemented. Displays utilised for surveillance services provide safety related alerts and warnings as recommended. Some non-surveillance towers are provided situational awareness displays for position information only. These displays are not capable of displaying safety related alerts and warnings
4.2.2	CASR 172.065, Part 172 MOS s11.1	Less protective or partially implemented not implemented	Partially implemented. In Class E and Class G airspace, a VFR aircraft is provided specific information concerning collision hazards (traffic information) only if: a. the aircraft is within surveillance system coverage and b. the pilot is receiving a surveillance information service (the aircraft is identified).
4.3.2.3	Nil	Less protective or partially implemented not implemented	HF operational flight information service (OFIS) broadcasts are not provided in Australia.
4.3.2.4	Nil	Less protective or partially implemented not implemented	HF operational flight information service (OFIS) broadcasts are not provided in Australia.
4.3.4.8	CASR 172.065	Different in character or other means of compliance	ATIS broadcasts may exceed 30 seconds.
4.3.7	CASR 172.065, Part 172 MOS s11.1	Less protective or partially implemented not implemented	Partially implemented. Transition level is not transmitted on ATIS.
6.1.3.3	CASR 172.095	Less protective or partially implemented not implemented	ATC can monitor HF, but not transmit directly
6.2.2.3.1	CASR 172.095	Less protective or partially implemented not implemented	Australia does not achieve instantaneous communications with respect to SARP 6.2.2.2.1 a) and 6.2.2.2.2 a) - communications with military units.



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7.1.3.3	Nil	Less protective or partially implemented not implemented	Not implemented. Units providing approach control service are not equipped with surface wind display(s), but are provided with wind information by other means.
7.1.3.4	Nil	Less protective or partially implemented not implemented	Not implemented. Aircraft on final approach are usually transferred to the aerodrome control frequency, who can then provide RVR information.