

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
<b>Accredited medical conclusion</b>	CASR 67.180	Different in character or other means of compliance	Not defined in legislation but implemented in practice
<b>Adapted competency model</b>	nil	Less protective or partially implemented not implemented	This definition is not currently defined in Australia's legislation.
<b>Aeroplane</b>	CASR 61.025	More exacting or exceeds	For flight crew licensing purposes, the definition of aeroplane is limited to those with flight controls in all 3 axes.
<b>Aircraft required to be operat</b>	CASR 61.010	Less protective or partially implemented not implemented	Term not specifically defined in Australian legislation
<b>Airmanship</b>	Nil	Less protective or partially implemented not implemented	Not currently defined in legislation.
<b>Appropriate airworthiness requ</b>	CASR 21.017	Different in character or other means of compliance	Australian legislation does not specifically define the term 'appropriate airworthiness requirements' but regulation 21.017 clearly specifies the airworthiness requirements for different class of aircraft
<b>Approved training</b>	CASR 61.010, 92.240, 141.010, 142.015, 143.015, sub-pt 145.B, sub-pt 147.B	Different in character or other means of compliance	Australia does not specify define 'approved training', but has equivalent definitions that identify training that is or must be authorised or approved
<b>Approved training organization</b>	CASR 61.010, 92.140, 141.010, 142.015, 143.015, sub-pt 145.B, sub-pt 147.B	Different in character or other means of compliance	Australia does not define 'approved training organisation', but has equivalent definitions or specifications that identify training organisations that is or must be authorised or approved
<b>Command and control (C2) link</b>	Part 101 MOS	Different in character or other means of compliance	Not specifically defined in Australian legislation but implied in the Part 101 MOS definition of RPAS (which is the ICAO definition of RPAS).
<b>Commercial air transport opera</b>	CASR Dictionary	Different in character or other means of compliance	Australia uses the term 'air transport operation'
<b>Competency</b>	Part 65 MOS- s1.2	Different in character or other means of compliance	Competency is formally defined only for ATS personnel licensing.
<b>Competency-based training and</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation.
<b>Competency standard</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation

<u>Annex Reference Conditions</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation. Described in competency standards as a range of variables.
<b>Credit</b>	MOS Part 147.A.07	Different in character or other means of compliance	Not specifically defined in legislation'
<b>Cross-country</b>	CASR 61.010	Different in character or other means of compliance	Different in character.'Cross-country flight' in Australian legislation means a flight along a pre-planned route during which the pilot uses geometry, topography or radio navigation aids to determine the aircraft's position and course.
<b>Detect and avoid</b>	Nil	Less protective or partially implemented not implemented	Not specifically defined in legislation.
<b>Dual instruction time</b>	CASR Dictionary	Different in character or other means of compliance	Australia equivalently defines 'dual flight', which means flight conducted while receiving training from a pilot instructor occupying a flight control seat in an aircraft that is fitted with fully functional dual controls.
<b>Error</b>	Nil	Less protective or partially implemented not implemented	Not specifically defined in legislation.
<b>Error management</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation.
<b>Flight procedures trainer</b>	CASR Dictionary	Different in character or other means of compliance	The term flight procedures trainer is not defined and the concept is covered by the definition of Flight simulation training device.
<b>Flight simulation training dev</b>	CASR 61.010	Less protective or partially implemented not implemented	RPAS part of the definition currently not included in legislation.
<b>Flight simulator</b>	CASR Dictionary.	Less protective or partially implemented not implemented	Australian legislation does not contain the descriptions of RPAS devices.
<b>Flight time — aeroplanes</b>	CAR 2, CASR 61.010, 61.070, 61.080	Different in character or other means of compliance	There is no specific definition 'flight-time -aeroplanes'. Australia's definition for 'flight time' covers the specific situation described in the ICAO definition.

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Flight time — remotely piloted	Part 101 MOS s1.04	Less protective or partially implemented not implemented	In Australia, flight time, for an RPA operation, means: (a) for the flight of an RPA that is an aeroplane — the time from the moment the aeroplane begins to move under the control of the remote pilot in preparation for flight, until the moment the aeroplane comes to rest at the end of the flight; and (b) for the flight of an RPA that is an aircraft in 1 of the following categories, namely, helicopter (multirotor class) category, helicopter (single rotor class) category, or RPA powered lift category — the time from the moment the aircraft's rotor blades start turning under the control of the remote pilot in preparation for flight, until the moment the rotor blades stop turning after the aircraft comes to rest at the end of the flight; and (c) for the flight of an airship — the time from the moment the airship is released from its mooring under the control of the remote pilot in preparation for flight, until the moment the airship is tethered at the end of the flight.
<b>Glider flight time</b>	CASR 61.010, 61.070 & 61.080	Different in character or other means of compliance	There is no specific definition 'glider flight-time'. Australia's definition for 'flight time' covers the specific situation described in the ICAO definition.
<b>Handover</b>	Part 101 MOS s5.08	Different in character or other means of compliance	No specific definition, however the handover procedure described in legislation equates to the definition.
<b>ICAO competency framework</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Instrument flight time</b>	CASR 61.105	Less protective or partially implemented not implemented	Partially implemented. 'Instrument flight time' is not specifically defined for remote pilots.
<b>Licensing Authority</b>	Nil	Less protective or partially implemented not implemented	There is no specific definition for 'Licensing authority'
<b>Likely</b>	Nil	Less protective or partially implemented not implemented	Australian legislation does not specifically define the term likely.
<b>Maintenance</b>	CA Act s.3	More exacting or exceeds	Maintenance means any task required to ensure, or that could affect, the continuing airworthiness of an aircraft or aeronautical product, including any one or combination of overhaul, repair, inspection, replacement of an aeronautical product, modification or defect rectification.



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<b>Medical assessor</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Medical examiner</b>	CASR Dictionary	Different in character or other means of compliance	Difference in character. Australia defines 'designated aviation medical examiner' and 'designated aviation ophthalmologist'.
<b>Monitoring</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Observable behaviour (OB)</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Performance criteria</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Pilot (to)</b>	CASR 61.010	More exacting or exceeds	The Australian verb definition for 'pilot'exceeds the ICAO definition by also meaning 'to occupy a flight control seat in an aircraft during flight.'
<b>Pilot flying (PF)</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Quality system</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Rated air traffic controller</b>	Nil	Less protective or partially implemented not implemented	Definition not implemented in legislation
<b>Remote co-pilot</b>	Nil	Less protective or partially implemented not implemented	Currently not defined in Australian Legislation. Australia defines observer in Part 101 MOS 5.04(e )
<b>Remote flight crew member</b>	Nil	Less protective or partially implemented not implemented	Currently not defined in Australian Legislation.
<b>Remote pilot</b>	Part 101 MOS s1.04	Less protective or partially implemented not implemented	Australian legislation defines a remote pilot as a holder of a remote pilot licence.
<b>Remote pilot station (RPS)</b>	Part 101 MOS s1.04	Less protective or partially implemented not implemented	Australian legislation defines remote pilot station (RPS) meaning the place from which an RPA is operated by a RePL holder.
<b>Remotely piloted aircraft (RPA)</b>	CASR 101.021	Less protective or partially implemented not implemented	Australian Legislation defines an RPA that is a remotely piloted aircraft, other than the following: (a) a balloon; (b) a kite; (c) a model aircraft.

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Remotely piloted aircraft syst	CASR Dictionary	Less protective or partially implemented not implemented	Australian legislation does not include reference to any other component as specified in the type design (if any) but rather, any other system elements as may be required at any point during the operation of the aircraft.
Rendering (a licence) valid	Nil	Different in character or other means of compliance	Currently not defined in Australian Legislation.
Rotorcraft	CASR Dictionary	Different in character or other means of compliance	In Australia, rotorcraft means means: (a) a helicopter; or (b) a gyroplane; or (c) a powered-lift aircraft. specific.
Sign a maintenance release (to	Nil	Less protective or partially implemented not implemented	Currently not defined in Australian Legislation.
Solo flight time — remotely pi	Nil	Less protective or partially implemented not implemented	Currently not defined in Australian legislation. Australia captures solo flight time - remotely piloted aircraft systems within CASR 101.295(c) eligibility for remote pilot licence.
State safety programme (SSP)	Nil	Less protective or partially implemented not implemented	Currently not defined in Australian legislation.
Threat	Nil	Less protective or partially implemented not implemented	Currently not defined in Australian legislation.
Threat management	Nil	Less protective or partially implemented not implemented	Definition not defined in legislation.
1.2.1.4	CASR 101.252	Less protective or partially implemented not implemented	Australian legislation requires that a person must produce a remote pilot licence for inspection when demanded by an authorised person. This does not specifically include international air operations, however international operations are not yet applicable in Australia.
1.2.2.3.1	Nil	Less protective or partially implemented not implemented	Australia has no common licensing regulations with other States
1.2.2.3.2	Nil	Less protective or partially implemented not implemented	Australia has no common licensing regulations with other States
1.2.2.3.2.1	Nil	Less protective or partially implemented not implemented	Australia has no common licensing regulations with other States.

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1.2.2.4	CASR 61.290, sub-pts 61.G, 61.H, 61I, 61J, 61.K, CAR Part 5 (Balloon)	Different in character or other means of compliance	Australian legislation does not provide for rendering valid other licences, but provides for the granting of a Certificate of Validation. However, Australian regulations authorise the issue/granting of an equivalent Australian licence where the overseas licence meets all Australian legislative requirements.
1.2.4.1	CASR Part 67 CASR 61.235(2)(C), 61.405, 61.410(2) and 61.415(3) CAR Div 5.2	Different in character or other means of compliance	An applicant for a licence is not required to hold a current medical certificate at the time of applying for the licence.
1.2.4.4	CASR 67.205	Different in character or other means of compliance	Australia use the term relevant examination which, additional to those performed by designated medical examiners, includes examinations for purpose that may not be specific to the application for aviation certification by persons other than designated medical examiners as referred to in 1.2.4.4. The period of validity is open to reference to such examination dates.
1.2.4.4.1	CASR 67.210-67.225	Less protective or partially implemented not implemented	Australian Legislation permits the validity of a Medical Assessment to be maximum of 12 months.
1.2.4.5	CASR 61.010, 61.405, 61.410(2), 61.415(3), 61.160, 65.035, 67.205, CAR Div 5.2	Less protective or partially implemented not implemented	A pilot is authorised to exercise the privileges of a private pilot licence in a recreational aircraft if they hold a current recreational aviation medical practitioner's certificate. This medical certification is not valid if private pilot wishes to fly in a Contracting State other than Australia. They are then required to hold a current class 2 medical. RPAS pilots currently not required to hold medical certification, SARP is currently not applicable.
1.2.4.6.2	CASR 67.045	Different in character or other means of compliance	Australia has no particular provision in legislation for this requirement but DAME are required to undertake training or demonstrate competence in Aviation medicine
1.2.4.8.2	CASR 67.060, 67.080	Less protective or partially implemented not implemented	Australia has no provision for this requirement
1.2.4.9	CASR 11.260, 67.165, Instrument of Delegation CASA 426/05	Different in character or other means of compliance	Australian delegation permits medical assessment to be made by persons not meeting requirement of a medical assessor as defined in Doc 8984 para 1.2.13. Assessors have procedures and guidelines to assist with issuing medicals. More complex cases are referred to CASA State medical Drs.

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1.2.4.11	Australian Privacy Act 1988	Different in character or other means of compliance	Australia does not have specific aviation legislation covering the confidentiality of medical records however, as a Government Agency, CASA and the industry delegates (DAME etc.) working for CASA are bound by the rules of the Privacy Act which ensure confidentiality of information.
1.2.4.11.1	Australian Privacy Act 1988	Different in character or other means of compliance	Australia does not have specific aviation legislation covering the confidentiality of medical records however, as a Government Agency, CASA is bound by the rules of the Privacy Act which ensure confidentiality of information.
1.2.5.2	CASR Part 67 Subpart C	Different in character or other means of compliance	The interval between medical examinations in Australia is: Class 1 = 12 months, over 60 = 6 months Class 2 = up to Age 40 = 48 months, Over 40 Class 2 = 24 months Class 3 = 24 months.
1.2.5.2.2	CASR 67.205 DAME Handbook 6.7	Less protective or partially implemented not implemented	The interval between two medical fitness reports is as follows: for an ATPL, 12 months when the licence holder is less than 60 years of age, and 6 months when 60 and over. For a CPL, 12 months and 6 months when 60 and over. There is no current differentiation between single pilot or multi pilot commercial operations carrying passengers in Australian Aviation medical legislation.
1.2.5.2.6	CASR 67.C	Less protective or partially implemented not implemented	Australian regulations do not specify a maximum period or frequency of deferrals.
1.2.6.1	CASR 67.265-270 CASR 99.E.2	Different in character or other means of compliance	This Standard applies only to licences which require medical certification and, as a consequence, does not apply to Aircraft Maintenance Engineers. Australia's relevant periods are: Class 1, 7 days Class 2 and 3, 30 days
1.2.6.1.1	CASR 67.010, 67.265 CASR 99.E	Different in character or other means of compliance	This Standard applies only to licences which require medical certification and, as a consequence, does not apply to Aircraft Maintenance Engineers. Australia's relevant periods are: Class 1, 7 days Class 2 and 3, 30 days
1.2.6.1.2	CASR 67.265 CASR 99.E	Different in character or other means of compliance	This Standard applies only to licences which require medical certification and, as a consequence, does not apply to Aircraft Maintenance Engineers.



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1.2.8.4	CASR 66.015(2) (j) & (ja) Part 66 MOS 66.6, 66.A.25, 66.A.30, Appendix IV, Appendix VIII CASR 147.030(3)	Less protective or partially implemented not implemented	Not implemented for RPAS maintenance personnel.
1.2.8.6	Nil	Less protective or partially implemented not implemented	The flight operations officer and flight dispatcher roles are not implemented in legislation.
1.2.9.1	CASR 61.160, 61.255, 61.422, 64.015, 65.070. CAR 83. Part 65 MOS ch 4 & 13, Part 101 MOS div 2.1.	Less protective or partially implemented not implemented	For flight crew licensing, pilots who have not demonstrated language proficiency are limited to operations within Australian territory. All flight crew are tested at the ICAO Annex 1 standard before being issued a new licence. Australia does not licence aeronautical station operators.
1.2.9.2	CASR 61.160(b)(ii), 61.1352, Part 61 MOS, CAR 83 for aircraft pilots and Glider Pilots. CAR 5.09(1)(a) for balloon pilot.	More exacting or exceeds	Applicants for flight engineer and glider pilot licences are required to meet the same standards as pilots therefore exceed the SARP. Balloon pilots are required to hold a flight radiotelephone licence if they use radiotelephony equipment - refer to CAR 83, 5.61 and 5.62. Balloon and glider pilots operating only within Australia and complying with the requirements of the respective oversighting body (Gliding Federation of Australia and Australian Ballooning Federation) are required to comply with 1.2.9.2
2.1.1.1	CA Act s20AB, CASR 61.112, 61.375(2), 61.145, CAR Part 5	Different in character or other means of compliance	In addition to the ICAO standard, Australia also requires the applicant to be assessed as a fit and proper person to hold the licence. Subject to sub-regulation (2), CASA must issue a flight crew licence to an applicant, if, and only if, the applicant: (a) possesses a knowledge of the English Language that is sufficient to enable him or her to exercise safely the authority given by the licence; and (b) is qualified to hold the licence; and (c) is a fit and proper person to hold the licence. Australia does not differentiate an Airship licence by volume.
2.1.1.4	Nil	Less protective or partially implemented not implemented	Not implemented in legislation
2.1.3.1	CASR 61.020 CASR 61 sub-pt L	Different in character or other means of compliance	Alternative class ratings are prescribed together with design feature endorsements for land and sea aircraft.
2.1.4.2	CASR 61.135 & 61.140	Less protective or partially implemented not implemented	The regulations do not set a validity time on the authorisation.





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2.1.5.2	CASR 61.L.5 CASR 61 MOS Sections 2,4 & NTS 1-2 of Vol2 - Aircraft Rating Standards PART 61 MOS Section 1.6 & 3.2 of Vol 3 - Human Factors principles PART 61 MOS Section 4 of sch 2 - Aircraft Rating Standards CAO 40.7 for balloons CASR 61.080, divs 61.B.2, B.4 Part 61 MOS schs 1, 2, 3, 5 & 8	Less protective or partially implemented not implemented	Not all type ratings on aeroplanes include all upset prevention and recovery training as prescribed in DOC 10011. Standards for the approval of FSTDs for upset prevention and recovery training have not been set.
2.1.5.3	CASR 61.B, MOS 61 FCL Procedures Manual CASR 61.810, 61.200 and divs 61.B.2, 61.B.3 and 61.B.4 Part 61 MOS schs 1, 2, 5 & 8	More exacting or exceeds	The regulations include flight instruction requirements in addition to skill and knowledge requirements. Additional differences training is required where it is prescribed for particular model variants of the type.
2.1.9.2	CASR 61.010, 61.085 and CASR Dictionary	Less protective or partially implemented not implemented	Co-pilot flight time can be credited in full, irrespective of the aircraft certification. The aircraft must be capable of being flown as a multi-crew operation including multi-crew equipment and SOPs.
2.1.10	CAR 224A applies to domestic and international commercial passenger carrying operations.	Less protective or partially implemented not implemented	The age limit for pilots of aircraft engaged in international air transport operations for remuneration or hire is not implemented. All Australian Commercial air transport operation pilots over the age of 60 undergo enhanced risk evaluation through extra medical and flight review requirements.
2.2.3	CASR 61.114	Less protective or partially implemented not implemented	Legislation requires a student pilot to have either a current class 2 medical or current recreational aviation medical practitioner's certificate or receive a medical exemption for the flight of which the latter two are a lessor standard than a Medical Class 2. A student pilot may conduct a solo flight if he or she holds a current class 2 medical assessment, a current recreational aviation medical practitioner's certificate or holds a medical exemption.
2.3.1.2	CASR 61.515 Div 61.B.3, 61.515(2)(a) Part 61 MOS schs 1, 3 & 4	Less protective or partially implemented not implemented	The aeronautical knowledge standards in 2.3.1.2 are published for all category ratings except airship and powered-lift aircraft.
2.3.1.3	CASR Div 61.B.2, Div 61.B.4, 61.515(2)(b), Part 61 MOS schs 1, 2, 5 & 8 of Part 61 MOS	Less protective or partially implemented not implemented	The practical flight standards in 2.3.1.3 are published for all category ratings except airship and powered-lift aircraft.

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2.3.1.4	CASR 61.235(2)(c), 61.420, 61.1300(3)(b)	Less protective or partially implemented not implemented	The applicant is not required to hold a current class 2 medical assessment at the time of applying for the licence. The requirement is applied when the applicant takes the licence skills test. An applicant is eligible to take a skills test in an aircraft only if they hold a class 2 medical assessment or an exemption.
2.3.2.1	CAR 2(1), CASR 61.505	Different in character or other means of compliance	Remuneration is not a determinant for exercising the privileges of a licence.
2.3.4.1.1	CASR 61.515(2)(d), 61.530, 61.550.	Less protective or partially implemented not implemented	Australia allows flight time in other aircraft categories to be counted towards total flight time. Minimum hours of flight time are required in helicopters is 30. Experience in a tethered helicopter and a flight simulation training device is permitted. 2.3.3.1.1.1 applies - the applicant must have at least 30 hours of flight time as pilot of a helicopter
2.3.4.2.1	CASR Div 61.B.2, 61.475, Div 61.H.2, Div 61.H.3, 61.515(2)(b), 61.530(1) 61.550, Part 61 MOS Vol 2, schs 1 & 2	Different in character or other means of compliance	Regulation does not prescribe minimum dual instruction time
2.3.5.1.1	CASR 61.555	Less protective or partially implemented not implemented	Australia allows some of the flight time to be flight time from a different aircraft category. Minimum flight time is still required in powered lift aircraft of 20 hrs. Up to 10 hours of experience in a tethered helicopter and a flight simulation training device is permitted.
2.3.5.2	CASR 61.555 Part 61 MOS Vol 2 CASR div 61.B.2, 61.515(2)(b) and 61.555(1)	Less protective or partially implemented not implemented	Dual flight time from an authorised instructor in aircraft type not legislated but must complete at least 20hrs of flight time in a powered lift aircraft. The Regulation does not prescribe minimum dual instruction time. Competency standards have not been prescribed for powered-lift pilot licensing Flight standards have not been legislated.
2.3.6.2	CASR 61.510 CASR 61.555 PART 61 MOS Vol 2 CASR 61.B.2 and 61.515(2)	Less protective or partially implemented not implemented	Competency standards have not been prescribed for airship pilot licensing
2.4.1.2	CASR 61.B.3, 61.580(2)(a) Part 61 MOS Vol 2- schs 1, 3 & 4	Less protective or partially implemented not implemented	The aeronautical knowledge standards in 2.4.1.1 are published for all category ratings except airship and powered-lift aircraft.

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2.4.1.4	CASR 61.415, 61.235(2)(c) 61.1300(3)(b)	Less protective or partially implemented not implemented	An applicant for a commercial pilot licence is not required to hold a current class 1 medical assessment at the time of applying for the licence. The requirement is applied when the applicant takes the licence flight test in an aeroplane. An applicant is eligible to take a flight test in an aircraft if they hold a class 1 medical assessment or an exemption.
2.4.2.1	CASR 61.415 CASR 61 sub-pt I CASR 61.415 and 61.570 CAR 2(1) and (7)	Different in character or other means of compliance	The holder of a commercial pilot licence with airship category is not authorised to pilot an airship under the IFR without an instrument rating or private instrument rating. The holder of a commercial pilot licence is not authorised to pilot, as pilot in command, any of the following: (a) a multi-crew aircraft in a charter or regular public transport operation; (b) an aeroplane certificated for single-pilot operation, that has a maximum, certificated take-off weight of more than 5,700 kgs, in a regular public transport operation; or (c) a turbo-jet aeroplane with a maximum certificated take-off weight of more than 3,500 kg in a regular public transport operation.
2.4.3.1.1	CASR 61.590(1), 61.590(2), 61.610(1), 61.610(2)	Less protective or partially implemented not implemented	Credit for experience in an FSTD is limited to 10 hours
2.4.3.1.1.1	CASR 61.590(1), 61.590(3), 61.590(4), 61.610(1), 61.610(2) and 61.610(3) CASR sub-pt 61.O	Different in character or other means of compliance	Pilots exercising the privileges of their licence at night must hold a night VFR rating or an instrument rating. Pilots must have completed 1 hour of dual and 1 hour of solo night circuits instead of 5 take-offs and landings as pilot in command at night
2.4.3.2.1	CASR 61.580(2)(b)61.B.2, Part 61 MOS schs 1 & 2	Less protective or partially implemented not implemented	Practical flight standards are published for all category ratings except airship and powered-lift aircraft.
2.4.3.2.2	CASR 61.580(2)(b)and 61.B.2 CASR PART 61 MOS Schedule 1 & 2	Different in character or other means of compliance	CPL knowledge standards include UPRT principles
2.4.4.1.1	CASR 61.580(2)(d), 61.595, 61.615	Less protective or partially implemented not implemented	Up to 10 hours of experience in a tethered helicopter and a flight simulation training device is permitted. 2.4.4.1.2 applies to an applicant who requires 150 hours of flight time; they must have at least 70 hours of flight time as pilot of a helicopter. The remaining hours can be in aircraft of any other category. Licences that are not compliant with 2.4.4.1.1 include an appropriate remark.



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2.4.4.1.1.1	CASR div 61.B.2, 61.515(2)(b), 61.530(1) and 61.550(1) Part 61 MOS schs 1 & 2 CASR sub-pt 61.O	Less protective or partially implemented not implemented	Licences that are not compliant with 2.4.4.1.1.1 include an appropriate remark. Pilots exercising the privileges of their licence at night must hold a night VFR rating or instrument rating. Pilots must have completed 1 hours of dual and 1 hour of solo night circuits instead of 5 take-offs and landings as pilot in command at night.
2.4.4.2	CASR div 61.B.2 and 61.580(2)(b) Part 61 MOS schs 1,2 & 9	Different in character or other means of compliance	Refer to 2.4.4.1.1 Under 61.615 some applicants are not required to have instrument instruction time. Licences that are not compliant with 2.4.4.1.1.1 include an appropriate remark.
2.4.5.1.1	CASR 61.600 & 61.620	Different in character or other means of compliance	Australia allows flight time that can be counted from other aircraft types than that of powered lift to the total required. Minimum powered lift hours are required is 140 (integrated approved) and 50hrs. Total aeronautical experience is the same. Up to 10 hours of experience in a tethered helicopter and a flight simulation training device is permitted.
2.4.5.1.2	CASR 61.600 & 61.620 CASR sub-pt 61.O	More exacting or exceeds	Pilots exercising the privileges of their licence at night must hold a night VFR rating or instrument rating. Pilots must have completed 1 hours of dual and 1 hour of solo night circuits instead of 5 take-offs and landings as pilot in command at night
2.4.5.2	CASR 61.580 CASR div 61.B.2 and 61.580(2)(b)	Less protective or partially implemented not implemented	Competency standards have not been prescribed for powered-lift aircraft pilot licensing.
2.4.6.2	CASR 61.B.2 61.580(2)(b)	Less protective or partially implemented not implemented	Competency standards have not been prescribed for airship pilot licensing.
2.5.1.2	CASR Part 61.655	Different in character or other means of compliance	Implementation is via a national competency framework.
2.5.1.2.1.1	CASR Part 61.655	Different in character or other means of compliance	Implementation is via a national competency framework.
2.5.1.2.2	CASR Part 61.655	Different in character or other means of compliance	Implementation is via a national competency framework.



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2.5.1.3	CASR 61.235(2)(c) and 61.1300(3)(b)	Less protective or partially implemented not implemented	An applicant for a multi-crew pilot licence is not required to hold a current class 1 medical assessment at the time of applying for the licence. The requirement is applied when the applicant takes the licence flight test. An applicant is eligible to take a flight test in an aircraft only if they hold a class 1 medical assessment or an exemption. This doesn't apply if the flight test is conducted in a flight simulator.
2.5.2.1	CASR 61.635	Different in character or other means of compliance	The licence holder is not authorised to exercise the privileges of a private pilot licence
2.5.2.2	CASR 61.635	Different in character or other means of compliance	The licence holder is not authorised to conduct single-pilot operations
2.5.2.3	CASR 61.635	Different in character or other means of compliance	The licence holder is not authorised to conduct single-pilot operations.
2.5.3.3	CASR Part 61.655 and CASR Part 61 MOS	Different in character or other means of compliance	Implementation is via a national competency framework.
2.5.4.2	CASR Part 61.655 and CASR Part 61 MOS	Different in character or other means of compliance	Implementation is via a national competency framework.
2.6.1.2.2	CASR div 61.B.3 and 61.700(3)(a) Part 61 MOS sch 1, 3 and 4	Less protective or partially implemented not implemented	Knowledge standards have not been prescribed for the powered-lift aircraft category.
2.6.1.3.1	CASR divs 61.B.2 and 61.B.4, 61.700(3)(b) and (c) Part 61 MOS schs 1, 2, 5 and 8	Less protective or partially implemented not implemented	Competency standards have been prescribed for all aircraft categories except airships and powered-lifts.
2.6.1.3.1.1	CASR divs 61.B.2 and 61.B.4, 61.700(3)(b) & (c) Part 61 MOS schs 1, 2, 5 and 8	Different in character or other means of compliance	An applicant is required to demonstrate competency in a multi-engine turbine powered aeroplane that is operated with two pilots.
2.6.1.4	CASR 61.235(2)(c) and 61.1300(3)(b)	Less protective or partially implemented not implemented	An applicant for a airline transport pilot licence is not required to hold a current class 1 medical assessment at the time of applying for the licence. The requirement is applied when the applicant takes the licence flight test in an aeroplane. An applicant is eligible to take a flight test in an aircraft if they hold a class 1 medical assessment or an exemption.
2.6.2.2	CASR 61.665 & 61.675	Less protective or partially implemented not implemented	The standard is applied to IFR operations only.
2.6.5.2	CASR div 61.B.2 and 61.700(3)(b)	Less protective or partially implemented not implemented	Competency standards have not been prescribed for powered-lift aircraft pilot licensing.



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.7.1.3.1	nil	Less protective or partially implemented not implemented	Australia has no requirement for a private pilot seeking an instrument rating to meet the hearing requirements of a Class 1 medical assessment.
2.7.1.3.2	nil	Less protective or partially implemented not implemented	Australia has no requirement for a private pilot seeking an instrument rating to comply with the requirements of a Class 1 medical assessment.
2.7.4.1	CASR div 61.B.2 61.885, 61.885(2)(b) and 61.905 Part 61 MOS schs 1 and 2	Different in character or other means of compliance	The applicant must have at least 10 hours of dual instrument flight time which may be in an aircraft of the same category or an approved flight simulation training device
2.9.1.5	CASR 61.1530	Less protective or partially implemented not implemented	A pilot can hold a medical exemption if he or she doesn't hold a class 2 medical assessment.
2.10.1.1	CAR 5.138(1)(a)	Less protective or partially implemented not implemented	The minimum age for the CPL(B) is 18 years.
2.10.1.2.1	CAR 5.59, 5.138(d)	Less protective or partially implemented not implemented	Knowledge standards are limited to hot air balloons.
2.10.1.3.1	CAR 5.59, 5.13891)(f) and (g), 5.145 and 5.146	Different in character or other means of compliance	No licence is required for a private pilot (operating free balloon). Commercial pilots are issued with a licence that exceeds ICAO requirements.
2.10.1.3.4	CAR 5.145 CAO 40.7	Different in character or other means of compliance	A CPL(B)licence must be held for commercial operations which requires aeronautical experience of 75 hours in total as Pilot in Command. It is possible for a pilot to obtain a commercial balloon pilot licence with less than 20 hours as pilot in command of a balloon if the pilot requires more than the minimum 40 hours dual training time. However, CAO 40.7 states: 6 Carriage of more than 10 passengers under an AOC. A pilot, whose experience as pilot in command of a balloon in passenger-carrying operations under an AOC is not more than 100 hours, must not carry more than 10 passengers in a balloon of which he or she is the pilot in command, unless approved in writing by CASA to do so.
2.10.1.4	CAR 5.146(b) for CPL Balloons. (CAR 5) Balloon Syllabus of Training Civil Aviation Order 95.54 for Private Balloon operations.	Different in character or other means of compliance	CPL requires higher standard. More detailed requirements are as set out the in the ABF Operations Manual Section 3.3 (3)– Certificates and Endorsements



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.10.1.5	CAR 5.04(2)	Less protective or partially implemented not implemented	An applicant for a CPL(B) is not required to hold a current class 2 medical assessment at the time of applying for the licence. The requirement is applied when the applicant takes the licence flight test in an aeroplane. An applicant is eligible to take a flight test in an aircraft if they hold a class 1 medical assessment or an exemption.
2.11.1.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.1.2	CASR div101.F.3	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.1.3	CASR div 101.F.3	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.1.4	CASR div 101.F.3	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.2.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.2.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.3.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.3.2	Nil	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.3.3	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.3.4	Nil	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.4.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.4.1.1	Nil	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.11.4.1.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.4.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.5.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.5.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.6	CASR 101.F, CASR 60	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.7.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.7.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.3	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.4	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.5	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.6	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.11.8.7	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.11.9	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.12.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.12.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.12.2.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.12.3	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.1.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.1.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.1.3.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.1.3.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.1.4	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.2.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.2.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.3.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.3.2.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.13.3.2.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.3.2.3	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.13.3.2.4	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.1.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.1.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.1.3	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.1.4	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.1.5	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.2.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.2.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.2.3	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.3.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.3.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.1.4	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.



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<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
2.14.2.1	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
2.14.2.2	CASR 101.F	Less protective or partially implemented not implemented	Not implemented in Australian legislation for international IFR operations of RPAS. These operations are not currently conducted.
3.3.1.5	CASR 61.1345	Different in character or other means of compliance	Flight engineer licence holder can have either a class 1 or 2 medical certificate or medical exemption for the exercise of the privileges of the licence.
4.2.1.4	CASR 66.015(2)(f) to (k), 66.015(2)(n) to (p), 66.015(2)(q), 66.015(2)(r) to (t), 66.100.	Different in character or other means of compliance	Australia has a national competency-based training and assessment model for aircraft maintenance personnel. CASA does not provide specific guidance material on the design and development of training programs for aircraft maintenance personnel. All training packages are developed and designed to be encompassed into nationally recognised qualifications that are aligned to the Australian Qualifications Framework.
4.2.3.1	NIL	Less protective or partially implemented not implemented	Standard currently not applicable in legislation.
4.4.1.1	CASR 65.070	Less protective or partially implemented not implemented	The applicant shall be not less than 18 years of age.
4.4.1.3.1	CASR 65.070, Part 65 MOS ch 4 & 5	Less protective or partially implemented not implemented	An applicant for an ATC licence is not required to complete any specified minimum period of satisfactory service under supervision. Eligibility for grant of a licence depends on the applicant completing training for grant of a licence, a rating and a relevant endorsement, including being assessed competent in the ATC function.
4.5.1	CASR 65.075	Different in character or other means of compliance	1. Australia uses a different naming convention for the following air traffic controller ratings: a) approach control procedural rating – called ‘approach control rating’; b) approach control surveillance rating – called ‘approach radar control rating’ c) area control procedural rating – called ‘area control rating’ d) area control surveillance rating – called ‘area radar control rating’ 2. Australia does not issue approach precision radar control ratings.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
4.5.2.2.1	CASR 65.035, 65.080 65.085. Part 65 MOS ch 4 & 5	Different in character or other means of compliance	Australia does not require applicants for ATC licences or ATC ratings to complete any specified minimum period of service under supervision or any minimum number of approaches.
4.5.2.2.2	CASR 65.080	Less protective or partially implemented not implemented	Australia does not specifically require an applicant for an ATC rating to apply for the rating within six months (or any maximum period).
4.5.3.1	CASR 65.075	Different in character or other means of compliance	1. Australia uses a different naming convention for the following air traffic controller ratings: a) approach control procedural rating – called ‘approach control rating’; b) approach control surveillance rating – called ‘approach radar control rating’ c) area control procedural rating – called ‘area control rating’ d) area control surveillance rating – called ‘area radar control rating’. 2. Australia does not issue approach precision radar control ratings.
4.6.1.1	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Flight Operations Officers/ Flight Dispatcher
4.6.1.2	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Flight Operations Officers/ Flight Dispatchers
4.6.1.3.1	Nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Flight Operations Officers/ Flight Dispatchers
4.6.1.3.2	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Flight Operations Officers/ Flight Dispatchers.
4.6.1.4	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Flight Operations Officers/ Flight Dispatchers
4.6.2	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Flight Operations Officers/ Flight Dispatchers.
4.7.1.1	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Aeronautical station operators
4.7.1.2	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Aeronautical station operators.



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
4.7.1.3	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Aeronautical station operators
4.7.1.4	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Aeronautical station operators.
4.7.1.5	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Aeronautical station operators.
4.7.2	nil	Less protective or partially implemented not implemented	Australia has not implemented a system for licensing Aeronautical station operators.
5.3.2.2	CASR 11.090	Less protective or partially implemented not implemented	Not yet implemented.
6.1.1	CASR 67 Medical	Less protective or partially implemented not implemented	No requirement for remote pilot licence holder to hold medical certificate currently in Australian legislation
6.2.4.4	CASR 67.150(6), 67.155(6), 67.160(6)	More exacting or exceeds	Candidates for an air traffic controller licence who fail an Ishihara 24-plate test are, in practice, not employed by Australia's ATS provider.
6.2.4.4.1	CASR 67.150, 67.155, 67.160	Less protective or partially implemented not implemented	Not specifically included in Australian legislation.
6.2.5.3	DAME handbook	Less protective or partially implemented not implemented	Australia's frequency of audiometry is 5 years irrespective of age
6.2.5.3.1	DAME handbook	Less protective or partially implemented not implemented	Not applicable as Australia requires a test of conversational voice at 2M at each Class 1 examination.
6.2.5.4	CASR 67.160 DAME handbook	Less protective or partially implemented not implemented	Australia's frequency of audiometry is 5 years irrespective of age. Frequency of testing is not legislated
6.2.5.4.1	DAME handbook	Less protective or partially implemented not implemented	Australia requires a test of conversational voice at 2M at each Class 3 examination
6.2.5.5	CASR 67.155	Less protective or partially implemented not implemented	Age limit is not legislated
6.2.5.6	nil	Less protective or partially implemented not implemented	Not specifically defined in legislation

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.3.1.2	CASR 67.205	More exacting or exceeds	The interval between two medical fitness reports is as follows: For an ATPL: 12 months when the licence holder is less than 60 years of age, and 6 months when 60 and over. For a CPL: 12 months (class 1). For a PPL: 48 months when the licence holder is less than 40 years of age, and 24 months when 40 and over (class 2). For an ATC: 24 months (class 3).
6.3.2.2	CASR 67.150 Item 1.4 - 1.6	Less protective or partially implemented not implemented	Australia standards are less encompassing and not consistent with up to date understanding of mental disorder
6.3.2.2.1	CASR 67.150 item 1.4	Less protective or partially implemented not implemented	Not currently legislated. Applicants are assessed to meet a standard that would not allow any safety related incident to occur.
6.3.2.5.1	CASR 67.150 Item 1.9, 67.165, 67.180	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.3.2.6.1	CASR 67.150, 67.180	More exacting or exceeds	CASA requires annual resting ECG after the age of 40 for holder of ATPL and CPL
6.3.2.9	CASR 67.150 Table item 1.12 - 1.13	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.3.2.9.1	CASR 67.150	Less protective or partially implemented not implemented	Routine chest radiography is not required.
6.3.2.12	CASR 67.150 1.12 - 1.13	Less protective or partially implemented not implemented	Currently not legislated. An applicant with active tuberculosis (but not open tuberculosis) may be medically certificated for any class provided there is adequate evidence that he/she is on appropriate therapy and there is no evidence of side effects from the therapy. Applicants with fully treated pulmonary tuberculosis should be aero medically assessed to determine the extent of lung damage/recovery. Assessment by a respiratory physician is required in all cases.
6.3.2.13.1	CASR 67.150 Table item 1.1	Less protective or partially implemented not implemented	There is currently no general guidance information in Australian legislation regarding hernias.
6.3.2.16.1	CASR 67.150 Table item 1.16 & 67.180	Different in character or other means of compliance	Australia standards requires control by diet without use of oral anti-diabetic medication but pilots can have exemption in specific circumstances
6.3.2.17	CASR 67.150 Table item 1.17-1.18	Different in character or other means of compliance	Australia standards refer to enlarged spleen

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.3.2.18	CASR 67.150 Table item 1.19-1.22	Different in character or other means of compliance	Australia standards refer specifically to Syphilis.
6.3.2.21	CASR 67.150 Table item 1.24 & 67.235	Different in character or other means of compliance	Australian legislation refers to 'menstrual disturbance'
6.3.2.21.1	CASR 67.235	Less protective or partially implemented not implemented	Australia does not routinely consider pregnancy to be a cause of medical unfitness until the licence holder reaches 30 weeks of gestation
6.3.2.27	CASR 61.B.5 CASR 67.180	Different in character or other means of compliance	Speech defects are not necessary disqualifying but must be reported. Australia has no provision to refuse certification based on stuttering and speech defects in a medical assessment but is covered in flying operations by english language proficiency requirements in issuing new licences.
6.3.3.2.2	CASR 67.150	Less protective or partially implemented not implemented	Large reflective error or high-index spectacle lenses are not specifically identified in legislation.
6.3.3.2.3	CASR 67.150(3)	Less protective or partially implemented not implemented	Australia does not require 5 yearly ophthalmologist review based on visual acuity alone
6.3.3.6.1	CASR 67.150 67.180	Less protective or partially implemented not implemented	not specifically mentioned in legislation
6.4.2.2	CASR 67.155 Table item 2.4-2.6	Less protective or partially implemented not implemented	Mental disorder is defined as has no established medical history or clinical diagnosis of any of the following conditions, to an extent that is safety-relevant: (a) psychosis; (b) significant personality disorder, (c) significant mental abnormality or neurosis.
6.4.2.2.1	CASR 67.155	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case. DAME clinical guidelines provide guidance.
6.4.2.5.1	CASR 67.155 & 67.180	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.4.2.6	CASR 67.155	Less protective or partially implemented not implemented	Australia legislation does not require an Electrographic examination for Class 2 medical assessments
6.4.2.6.1	NIL	Less protective or partially implemented not implemented	Australia legislation does not require an Electrographic examination for Class 2 medical assessments

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.4.2.6.2	CASR 67.155	Less protective or partially implemented not implemented	Australia legislation does not require an Electrographic examination for Class 2 medical assessments
6.4.2.9	CASR 67.155 Table item 2.12	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.4.2.9.1	CASR 67.155	Less protective or partially implemented not implemented	Not specifically legislated. Routine chest radiography is not required for any class of medical certificate.
6.4.2.12	CASR 67.155 Table item 2.12	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.4.2.13	CASR 67.155 & CASR 67.180	Less protective or partially implemented not implemented	There is currently no general guidance information in Australian legislation.
6.4.2.17	CASR 67.155 Table 2.16-17	Different in character or other means of compliance	Australia standards refer to enlarged spleen.
6.4.2.18	CASR 67.155 2.18-21 DAME Handbook	Different in character or other means of compliance	Australia standards refer specifically to Syphilis
6.4.2.21.1	CASR 67.235	Less protective or partially implemented not implemented	Australia does not routinely consider pregnancy to be a cause of medical unfitness until the licence holder reaches 30 weeks of gestation.
6.4.2.27	CASR 67.180 CASR 61.B.5	Different in character or other means of compliance	Australia has no provision to refuse certification based on stuttering and speech defects in a medical assessment but is covered in flying operations by english language proficiency requirements in issuing new licences
6.4.3.2.2	CASR 67.155	Less protective or partially implemented not implemented	Large reflective error or high-index spectacle lenses are not specifically identified in legislation
6.4.3.2.3	CASR 67.155(3) DAME Handbook and clinical guidelines	Less protective or partially implemented not implemented	Australia does not require 5 yearly ophthalmologist reviews based on visual acuity alone.
6.4.4.2	CASR 67.155 Table 2.28-30 DAME clinical guidelines	Less protective or partially implemented not implemented	Not specifically specified in legislation for class 2 medical, only required to do the conversational voice test.
6.5.1.1	CASR 67.07	Less protective or partially implemented not implemented	Not implemented for remote pilot licences.
6.5.1.2	CASR 67.07	Less protective or partially implemented not implemented	Not implemented for remote pilot licences.



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.5.2.2	CASR 67.160 Table 3.4-3.6	Less protective or partially implemented not implemented	Mental disorder is defined as has no established medical history or clinical diagnosis of any of the following conditions to an extent that is safety relevant: (a) psychosis; (b) significant personality disorder (c) significant mental abnormality or neurosis.
6.5.2.2.1	CASR 67.160	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.5.2.5.1	CASR 67.180	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.5.2.6	CASR 67.180 & CASR 67.160 Table item 3.11	Different in character or other means of compliance	Not specifically legislated but Australian DAME guidance requires applicants to have an ECG test on initial and every 5 years for applicants to the age of 30 years, after which an ECG test is required at 2 yearly intervals. Frequency of Electrocardiography detailed in advisory material.
6.5.2.6.1	CASR 67.180 & CASR 67.160 Table item 3.11	Different in character or other means of compliance	Not specifically legislated but Australian DAME guidance requires applicants to have an ECG test on initial and every 5 years for applicants to the age of 30 years, after which an ECG test is required at 2 yearly intervals. Frequency of Electrocardiography detailed in advisory material.
6.5.2.9	CASR 67.160 Table item 3.12	Less protective or partially implemented not implemented	Not specifically legislated but is assessed case by case.
6.5.2.12	CASR 67.160 Table item 3.12	Less protective or partially implemented not implemented	Currently not legislated. An applicant with active tuberculosis (but not open tuberculosis) may be medically certificated for any class provided there is adequate evidence that he/she is on appropriate therapy and there is no evidence of side effects from the therapy. Applicants with fully treated pulmonary tuberculosis should be aero medically assessed to determine the extent of lung damage/recovery. Assessment by a respiratory physician is required in all cases.
6.5.2.18	CASR 67.160 Table item 3.17-20	Different in character or other means of compliance	Australia standards refer specifically to Syphilis
6.5.2.21.2	CASR 67.235 DAME Handbook	Less protective or partially implemented not implemented	Australia does not routinely consider pregnancy to be a cause of medical unfitness until the licence holder reaches 38 weeks of gestation.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.5.2.26	CASR 65.C.1 CASR 67.180	Different in character or other means of compliance	Australia has no provision to refuse medical certification based on stuttering and speech defects, but controllers are required to meet minimum ICAO language proficiency standards to be issued an ATC licence A medical report may be requested during medical assessment
6.5.3.2	CASR 67.160 table item 3.33 CASR 67.200	Less protective or partially implemented not implemented	There is no requirement for Air Traffic Controllers to have a spare set of correcting spectacles readily available when exercising the privileges of their licence.
6.5.3.2.1	CASR 67.160 (2)	Less protective or partially implemented not implemented	There is no requirement for Air Traffic Controllers to have a spare set of correcting spectacles readily available when exercising the privileges of their licence.
6.5.3.2.2	nil	Less protective or partially implemented not implemented	Large reflective error or high-index spectacle lenses are not specifically identified in legislation.
6.5.3.2.3	CASR 67.160 (3) Dame Handbook and guidance material	Less protective or partially implemented not implemented	Australia does not require 5 yearly ophthalmologist reviews based on visual acuity alone.
6.5.3.4.1	CASR 67.200 CASR 67.165 (5)	Less protective or partially implemented not implemented	There is no requirement for Air Traffic Controllers to have a spare set of correcting spectacles readily available when exercising the privileges of their licence. They must be able to demonstrate proficiency to perform all their duties with one pair.
6.5.3.6.1	CASR 67.180 & 67.160 Table item 3.29	Less protective or partially implemented not implemented	Not specifically referred to in legislation
6.5.4.1.2	CASR 67.160 table item 3.27	Less protective or partially implemented not implemented	Not specifically referred to in legislation