

**Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS, Doc 8168)**

**VOLUME I – Flight Procedures**

**6th Edition, Amendment 11**

**VOLUME II – Construction of Visual and Instrument Flight Procedures**

**7th Edition, Amendment 10**

**VOLUME III – Aircraft Operating Procedures**

**1st Edition, Amendment 3**

Reference	State Reference	Level of implementation of SARPs	Details of Difference	Comments
<b>VOLUME I</b>				
Part II, Section 5, 1.3.6.2	AIP GEN 2.2 and DAP	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	Nil
Part II, Section 5, 1.6	AIP GEN 2.2 and DAP	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	
Part II, Section 5, Attachment B, 7.2.6	AIP GEN 2.2 and DAP	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	Nil
<b>VOLUME II</b>				
Part I, Section 4, 3.2.1	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	Nil
Part I, Section 4, 3.2.2	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	Nil
Part I, Section 4, 3.2.8	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	Nil
Part I, Section 4, 4.3.2.2	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	
Part I, Section 4, 5.5.3	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	Nil
Part I, Section 4, 5.5.4	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	Nil
Part I, Section 4, 9.4.2.1 a)	Aeronautical Information Publication (AIP) Departures and Approach Procedures (DAP) LEGEND 0-4 and 0-5	Different in Character or other means of compliance	Segment Minimum Safe Altitudes is published on Australian instrument approach charts.	Nil
Part I, Section 4, 9.4.3.1	AIP GEN 2.2 and DAP	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	
Part II, Section 1, 1.7.2.1.1, and 3.7.2.1.1	AIP GEN 2.2 and DAP	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	
Part III, Section 3, 6.1.4	Part 173 MOS 1.1.1.2 (a) (i)	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	Nil
Part III, Section 3, 6.1.4.1 and Note	Part 173 MOS 1.1.1.2 (a) (i)	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	Nil
Part III, Section 3, 6.1.4.2	Part 173 MOS 1.1.1.2 (a) (i)	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	Nil

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Part III, Section 3, 6.1.4.3	Part 173 MOS 1.1.1.2 (a) (i)	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	Nil
Part III, Section 3, 6.8.2	AIP GEN 2.2 and DAP	Different in Character or other means of compliance	MDA/H, not OCA/H, is published on Australian instrument approach charts.	
<b>VOLUME III</b>				
Section 10, Chapter 1 and 2, all paragraphs	Nil	Less protective or partially implemented/not implemented	Australia has not implemented the ICAO Annex 6 SARPs related to aircraft distress tracking. Australia intends to consult with the affected industry from late 2024 to mid 2025 with implementation to be decided following the consultation activities.	
Definition of Filed flight plan	Part 91 Manual of Standards (MOS) subsections 9.02 (1), 11.13 (1) and 11.15 (1); AIP GEN 2.2.1	Less protective or partially implemented/not implemented	Partially implemented. Australian legislation requires submission of flight plans in accordance with procedures published in the authorised aeronautical information, and for aircraft operations at controlled aerodromes and in controlled airspace to be conducted in accordance with the authorised aeronautical information. The AIP (authorised aeronautical information) defines filed flight plan generally in accordance with the PANS-OPS definition. However, Australia has not yet implemented FF-ICE or the abbreviation eFPL.	Nil