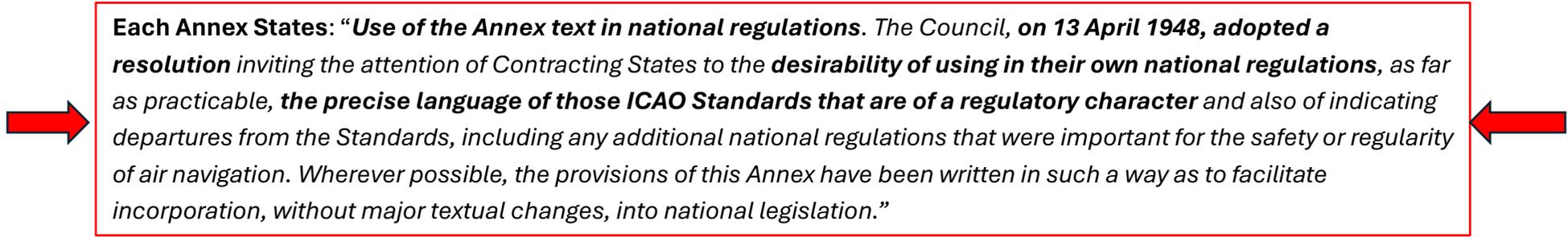


Annex 6 Part II, General Aeroplane Operations – CASA/FAA lodged Differences.

If it wasn't so important it would be humorous. How, after 77 years complying with the Chicago Convention and its Annexes, we still cannot get it right? Why won't government use the text of the Standards as stated by ICAO in the front of each Annex. As well as stating the level of safety.

“Level of Safety. *The Annex should ensure an acceptable level of safety to passengers and third parties (third parties meaning persons on the ground and persons in the air in other aircraft.”*



Each Annex States: *“Use of the Annex text in national regulations. The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the **desirability of using in their own national regulations, as far as practicable, the precise language of those ICAO Standards that are of a regulatory character** and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of air navigation. Wherever possible, the provisions of this Annex have been written in such a way as to facilitate incorporation, without major textual changes, into national legislation.”*

This concept was supported and reinforced by the Australian supported ICAO 1992 Resolution A29-3 - Harmonisation

Note: “Nil” in ‘Australian Reference’ means no reference, whereas “Nil” in ‘Differences’ columns means ‘no differences’ are lodged.

It is interesting to read the USA notification of differences compared to Australia’s differences. Our legislation, instead of harmonising, goes out of its way to implement non-aviation terminology and processes and create a unique system that will never be recognised globally. No wonder GA is in a mess.

Also note the ‘not defined’, ‘use different words’, and other such terms used in lodging differences. No wonder we are out of step globally.

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The following are Annex 6 Part II definitions and references to Annex requirements.

Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
Abbreviations			
Advanced aircraft	Nil	“Advanced aircraft” is not a defined term in Australian legislation.	Nil
Aerodrome	Civil Aviation Act 1988 Section 3	Nil	Nil
Aerodrome operating minima	Nil	Australia does not define aerodrome operating minima, but the terms take-off minima and landing minima are defined. When AOM is used it has the same meaning as ICAO definition.	Nil
Agreement summary	Civil Aviation Act 1988, section 3	"Agreement summary" is not a defined term in Australian legislation.	Nil
Altimetry system	AIP GEN 2.2.2 error (ASE)	“Altimetry system error” is not a defined term in Australian legislation.	Nil
Appropriate airworthiness requirement	Nil	Australian legislation does not specifically define the term ‘appropriate airworthiness requirements’ but uses the term applicable airworthiness standards in a similar way.	Nil
Continuing airworthiness	Nil	Australian legislation does not define this term but defines instructions for continuing airworthiness which has no practical difference	Nil
Continuing airworthiness records	Nil	Australian legislation does not define this term , but its use is as per ICAO definition	Nil
Continuous descent final approach (CDFA)	Nil	Nil	The FAA does not believe “circling or visual flight maneuver” needs to be added to the definition of a CDFA. The primary reason for a CDFA is to maintain a continuous rate of descent from the FAF, through the MDA until 50 feet above the threshold in the FAS of an NPA. A circle or visual flight maneuver is contrary to the CDFA, the aircraft must stop at the MDA and transition to level flight in order to accomplish the circling or visual flight maneuver to landing. The FAA does recognize that a constant descent rate, not to exceed 1000 ft/min, is normally used to accomplish the descent from the FAF to the circling MDA where level flight is maintained to accomplish the maneuver. This rate of descent may vary due to the design of the circle and/or category of the aircraft. The

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
			procedure for accomplishing a circling maneuver has not changed over time, versus, changing the technique for flying a FAS from a “dive and drive” maneuver to a CDFA.
Corporate aviation operation	Nil	Australian legislation does not define or use this term , but common usage is equivalent to ICAO definition.	Nil
Emergency locator transmitter	Nil	Australian legislation does not define the term emergency locator transmitter but uses the term and abbreviation as per ICAO definition. In practice there is no difference.	Nil
Engine	Nil	Engine is not defined in Australian legislation , but its use is as per ICAO definition, hence no practical difference	Nil
Enhanced vision system (EVS)	Nil	Australian legislation does not define enhanced vision system, but the abbreviation EVS is defined as enhanced vision system. In practice there is no difference.	Nil
Extended flight over water	Nil	Australian legislation does not define extended flight over water	Nil
Flight crew member	Nil	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Nil
Flight manual	Clause 37 of Part 2 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation defines this term differently , however it achieves an equivalent result.	Nil
Flight recorder	Nil	Australian legislation does not define flight recorder, but in its use there is no practical difference.	Nil
Flight simulation training device	CASR 61.010	Australian legislation defines this term differently , however, it achieves an equivalent result.	Nil
Flight time — aeroplanes	CASR 61.010	Australian legislation defines this term differently ; however, it achieves an equivalent result.	Nil
General aviation operation	Nil	Australian legislation does not define general aviation operation, however in Australia, general aviation is a loose term used to describe any operation that is not an airline (RPT) operation. In Australia, general aviation does not differentiate between a commercial or private operation.	Nil
Industry codes of practice	Nil	Industry codes of practice are not defined in Australian legislation	Nil
Isolated aerodrome	Nil	Australian legislation does not define or implement the ICAO concept of isolated aerodromes. Australia has implemented a related concept called "remote islands".	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
Large aeroplane	Nil	Australian legislation for flight operations has removed reference to large or small aeroplanes by referencing the 5 700 kg MTOW limit, to avoid confusion with larger 121 or smaller 135 aeroplanes. However, for airworthiness topics, large aircraft is defined in a far more complex manner in Clause 1 of Part 3 of the CASR Dictionary (Vol 5 of CASR).	Nil
Low-visibility operations (LVO)	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation defines a low-visibility operation differently , where approaches are below the CAT I minima published for that runway and take-offs are when RVR is less than 550 m	Nil
Maintenance programme	CASR 42.015	Australian legislation defines this term as aircraft operating under an AOC or aircraft size, however it achieves an equivalent result .	Nil
Maintenance release	CAR 2	Australian legislation defines maintenance release differently , but there is not a practical difference when used.	Nil
Meteorological information	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation defines this term differently; however it achieves an equivalent result.	Nil
Modification	Nil	Australian legislation does not include the definition of modification.	Nil
Obstacle clearance altitude (OCA)	AIP ENR 1.5.1.17	Australian legislation defines this term differently , however it achieves an equivalent result	Nil
Operating base	Nil	Operating base is currently not defined in legislation but common usage has no practical difference	Nil
Operational flight plan	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation defines this term differently , however it achieves an equivalent result.	Nil
Operations manual	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation defines this term differently , where operations manuals are for Part 138 and limited category operations only, while Part 121, 133 and 135 (air transport) operators have an exposition.	Nil
Operator	Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation defines this term as per ICAO definition or the holder of the AOC or certificate, however it achieves an equivalent result .	Nil
Point of no return	Nil	Australian legislation does not define this term however common usage has no practical difference.	Nil
Repair	Nil	Australian legislation does not include the definition of repair .	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
Required communication performance	CASR Part 91 Manual of Standards (MOS) section 11.09 (1A)	Australian legislation defines this term more exactly , however it achieves an equivalent result. In practice there is no difference.	Nil
Required surveillance performance	CASR Part 91 Manual of Standards (MOS) section 11.09 (1A)	Australian legislation defines this term more exactly , however it achieves an equivalent result. In practice there is no difference.	Nil
Specific approval	Nil	Australian legislation does not define this term	Nil
State of the Aerodrome	Nil	Australian legislation does not define this term	Nil
State of the principal location	Nil	Australian legislation does not define this term.	Nil
Synthetic vision system (SVS)	Nil	Australian legislation does not define this term	Nil
Target level of safety (TLS)	Nil	Australian legislation does not define this term.	Nil
Total vertical error (TVE)	Nil	Australian legislation does not define this term but common usage has no practical difference.	Nil
General Aviation Operations			
1.2	CASR 91.005 to 91.035	Australian legislation does not refer to general aviation operations with aeroplanes.	Nil
2.1.1.2	CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02 (a & e)	Australian legislation uses different words but achieves the same outcome	Nil
2.1.1.3	CASR 91.215	Australian legislation uses different words but achieves the same outcome.	Nil
2.1.1.4	CASR 91.690	Australian legislation achieves a similar outcome but requires that the operator or the pilot submit the report within 2 business days.	Nil
2.1.1.5	Nil	Australian legislation does not require this for a non commercial operations, but does for Australian air transport operations.	Nil
2.1.1.6	CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02 (e) CASR 61.42	Australian legislation requires the license holder to be proficient in English and the pilot in command to check that each crew member is fit for duty, where this achieves a similar outcome.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.1.4	CASR 91.045	Australian legislation uses different words but achieves the same outcome	Nil
2.2.1.1	CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02 (a&b) CASR 91.245 CASR Part 91 Manual of Standards (MOS) section 10.02	Australian legislation uses different words but achieves the same outcome. Australia does not specifically require pilots in command to ascertain the adequacy of facilities for the type of operation being conducted.	Nil
2.2.1.2	Nil	Australia does not specifically require compliance with the effect of this recommendation.	Nil
2.2.2.1	CASR 91.415	Australian legislation uses different words but achieves the same outcome	Nil
2.2.2.2.1	CASR 91.307 & 91.315 CASR Part 91 Manual of Standards (MOS) chapter 15	Australian legislation specifies the use of take-off and landing minima, for any operations below these minima approval from CASA is required, which achieves the same result as ICAO SARP.	Nil
2.2.2.2.1.1	CASR 91.315	Australia only authorises operational credits in the kinds of limited circumstances referred to in ICAO Doc 9365 "other than standard Category I operations" and "other than standard Category II operations".	The FAA allows general aviation operations to 100' HAT using enhanced flight visions systems when actual visibility is below the newly established ICAO LVO threshold, without a specific approval
2.2.2.2.1.2	Nil	Australia does not specify these requirements in State rules.	Nil
2.2.2.2.2	Nil	Australian legislation does not define the terms Type A or Type B, but uses NPA, APV and PA and the same definitions for CAT I, II and III, but further defines CAT IIIA, B and C, which achieves a similar outcome. See definition of Instrument Runway in AIP 2.2.1	Nil
2.2.2.2.3	CASR 91.307 CASR Part 91 Manual of Standards (MOS) section 15.10 AIP GEN 2.2.1	Australian legislation does not specifically state this SARP but defines MDA/H and 2D approaches while specifying landing minima, which achieves the same outcome	Nil
2.2.2.2.4	CASR 91.307 CASR Part 91 Manual of Standards (MOS) section 15.10 AIP GEN 2.2.1	Australian legislation does not specifically state this SARP, but defines DA/H and 3D approaches while specifying landing minima, which achieves the same outcome.	Nil
2.2.2.2.5	CASR 91.315 CASR Part 91 Manual of Standards (MOS) section 15.04	Australian legislation does not state that an RVR is available, but otherwise achieves the same outcome.	The FAA allows general aviation instrument approach operations down to MDA or CAT I DA, irrespective of ceiling and visibility, without a specific approval. Further, these operations may be conducted without RVR information.

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.2.2.2.6	CASR 91.315 CASR Part 91 Manual of Standards (MOS) section 15.04	Australian legislation uses different words but achieves the same outcome.	The FAA allows general aviation and fractional ownership operators to conduct takeoffs with visibility below the newly established ICAO LVO threshold without a specific approval.
2.2.2.3.1	CASR 91.565 CASR Part 91 Manual of Standards (MOS) division 20.3	Australian legislation does not require briefing cards for non-commercial operations, but otherwise achieves the same outcome.	Nil
2.2.2.3.2	CASR 91.565 CASR Part 91 Manual of Standards (MOS) division 20.3	Australian legislation is more specific using different words but achieves the same outcome.	Nil
2.2.2.3.3	CASR 91.215	Australian legislation does not require non-commercial operations to brief passengers in an emergency during flight.	Nil
2.2.2.3.4	CASR 91.570	Australian legislation also requires seatbelts or harness' during taxiing.	Nil
2.2.3.1	Civil Aviation Act 1988, CASR Part 91.245, CASR Part 91 Manual of Standards (MOS) section 10.2 CASR 91.805 CASR 91.585 CASR 91.095	Australian legislation uses different words but achieves the same outcome.	Nil
2.2.3.2	CASR Part 91.795, CASR Part 91 Manual of Standards (MOS) section 24.02	Australian legislation uses different words but achieves the same outcome.	Nil
2.2.3.3	CASR Part 91.230 and 91.235 CASR Part 91 Manual of Standards (MOS) Chapters 7 and 8	Australian legislation uses different words but achieves a similar outcome.	Nil
2.2.3.4.1	CASR 91.230 CASR Part 91 Manual of Standards (MOS) Chapter 7 and section 2.07	Australian legislation does not specifically state that a VFR flight shall not be commenced unless forecast/reported conditions along the route will enable VFR however do state the requirements for VFR flight and require forecasts/reports to be checked prior to flight, which achieves a similar outcome. Additionally, take-off is allowed without a forecast under specific circumstances.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.2.3.4.2	CASR 91.230 and CASR Part 91 Manual of Standards (MOS) section 15.03, Chapters 7 and 8	Australian legislation refers to take-off and landing minima which achieves the same outcome.	Nil
2.2.3.4.3	CASR Part 91 Manual of Standards (MOS) section 7.02(6) and 8.04(1)	Australian legislation refers to a buffers around the ETA for forecasts and relevant weather at a destination, which achieves the same outcome.	Nil
2.2.3.4.5	CASR 91.705	Australian legislation uses different words but achieves a similar outcome.	In addition to the Standard prescribed in Annex 6, Part II, 4.6.4, the U.S. prohibits a pilot from taking of a US registered large or turbine-powered multi-engine general aviation aeroplane if there is frost, snow, or ice adhering to critical systems, components, and surfaces of the aircraft.
2.2.3.5	CASR Part 91.230 and 91.235 CASR Part 91 Manual of Standards (MOS) Chapters 7 & 8	Australian legislation does not require separate runways, instead uses alternate minima, nav and lighting requirements to trigger an alternate aerodrome which achieves a similar outcome.	Nil
2.2.3.6.1	CASR Part 91.455 and 91.460 CASR Part 91 Manual of Standards (MOS) Chapter 19	Australian legislation defines contingency fuel and final reserve fuel, while specifying different groups of aircraft to achieve a similar outcome.	Nil
2.2.3.6.2	CASR Part 91.455 CASR Part 91 Manual of Standards (MOS) Sections 19.05, 19.04 and 19.06	Australian legislation uses different words but achieves the same outcome.	Nil
2.2.3.7.1	CASR 91.510	Australian legislation specifies different requirements for highly volatile or other than highly volatile fuels which results in different outcomes for the different fuels.	Nil
2.2.3.7.2	Nil	Australian legislation does not specify communications requirements during refueling.	Nil
2.2.3.8	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Sections 26.43 and 26.44	Australian legislation uses different words but achieves the same outcome.	Nil
2.2.4.1.1	Nil	Australian legislation specifies the pre-flight planning requirements but does not address the in-flight decision to continue based on latest weather.	Nil
2.2.4.1.3	CASR 91.310 CASR Part 91 Manual of Standards (MOS) Section ` 16.02(3) and 16.03(3 & 4)	Australian legislation specifies various RVR requirements for low-visibility operations for the different approaches to achieve the same outcome.	Nil
2.2.4.2.1	CASR 91.675	Australian legislation is more general in nature and does not specifically mention reporting meteorological conditions,	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
		however, achieves the same outcome by requiring hazards to be reported.	
2.2.4.3.1	CASR 91.675	Australian legislation is more general in nature and achieves the same outcome by requiring any hazards to be reported	Nil
2.2.4.4.1	CASR 91.410(2) (b)	Australian legislation does not address runway surface and continuing approaches in this context but requires the aerodrome to be safe for landing and take-off after considering all circumstances.	Nil
2.2.4.5.1	CASR 91.550(2)c	Australian legislation does not use the term flight deck but achieves the same outcome by requiring flight crew members to occupy flight crew stations.	Nil
2.2.4.5.2	CASR 91.550(2)c	Australian legislation does not use the term flight deck or remain at their station but achieves the same outcome by requiring flight crew members to occupy flight crew stations when the pilot in command directs	Nil
2.2.4.5.4	CASR 91.550(2)(b, c & d)	Australian legislation does not address having shoulder straps unfastened but requires seat belts to be fastened and compliant with the flight manual	Nil
2.2.4.7.1	CASR Part 91 Manual of Standards (MOS) Section 26.43(4)	Australian legislation requires oxygen to be available at various times but does not require its use outside of flight crew.	Nil
2.2.4.8.1	CASR 91.455 CASR Part 91 Manual of Standards (MOS)Section 19.05 (2)	Australian legislation uses the term checked at regular intervals to achieve the same outcome.	Nil
2.2.4.9.1	Nil	Australian legislation does not specify the states responsibility to promulgate instrument approaches.	Nil
2.2.4.9.2	CASR 91.287	Australian legislation is more general in nature requiring the pilot of an IFR flight to meet the prescribed requirements of the CASR Part 91 Manual of Standards (MOS)	Nil
2.2.5.1	CASR 91.215	Australian legislation does not use the term security, but uses different words to achieve the same outcome.	Nil
2.2.5.2	CASR 91.520 and 91.245 CASR Part 91 Manual of Standards (MOS) Section 10.02(e)	Australian legislation does not specify the need to land at the nearest suitable aerodrome, also the responsibility is shared by the crew member and the pilot in command, which achieves a similar outcome.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.2.5.3	Transport Safety Investigation ACT 2003 Part 3 CASR 91.680 and 91.690	Australian legislation requires notification of emergencies and contravention of rules, while not specifically mentioning serious injury or death, but achieves a similar outcome.	Nil
2.2.6	CASR 91.590	Australian legislation does not require carry-on baggage to be stowed all the time, only during take-off or landing and when directed by the pilot in command.	Nil
2.3.1.1	Air Navigation (Aircraft Noise) Regulations 1984 CASR 91.095, 91.795, 91.800 and 91.805	Australian legislation does not impose weight limitations based on noise, but relies on aircraft certification and performance to limit weight.	Nil
2.3.1.2	CASR 91.145 (2) CASR 42.900 (3)	Australian legislation requires the aeroplane to have a certificate of airworthiness, which requires the aircraft to have the placards and markings required by the type certificate and shown in the aircraft flight manual.	Nil
2.3.1.3	CASR 91.795 CASR Part 91 Manual of Standards (MOS) Section 24.02 (1)	Australian legislation requires the aeroplane to have take-off performance to clear obstacles by a safe margin, which achieves a similar outcome.	Nil
2.4.2.1	CASR 23.001 (FAR § 23.2500 to § 23.2550)	Australian legislation references Part 23 of the FARs, EASA CS-VLA or EASA CS-23 for airworthiness standards for normal category, utility category, acrobatic category or commuter category aeroplanes, where FAR § 23.2500 achieves a similar outcome. For transport category aeroplanes Australian legislation likewise references relevant FAR and EASA regulations for transport category airworthiness standards.	Nil
2.4.2.2	CASR Part 91 Manual of Standards (MOS) section 26.53 CASR 91.545 CASR 91.105, 91.110, 91.115 and 91.120	Australian legislation, for non-commercial operations, does not require a first aid kit to be carried, the carriage of all documents when operating within Australia or replacement fuses unless specified in the aircraft flight manual.	Nil
2.4.2.5	CASR 91.545(2)	Australian legislation do not use the term safety harness but does require a seat belt and shoulder harness, which has the same outcome.	Nil
2.4.2.6.1	Nil	Australian legislation does not refer to the marking of break-in points, but common practice is to mark the break-in points in either red or yellow to contrast the background. They are also marked with words	The United States does not require break-in point markings.
2.4.2.6.2	Nil	Nil	The United States does not require break-in point markings.
2.4.3.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.06 and 26.07	Australian legislation defines equipment requirements for day VFR and night VFR flights separately, but otherwise achieves the same outcome.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.4.3.2	Nil	Australian legislation defines equipment requirements based on the flight rules (VFR or IFR) not on the level of service ATS provides.	Nil
2.4.4.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.56, 26.57 and 26.55	Australian legislation requires only aircraft flying over water, not all seaplanes, to be equipped as specified, but otherwise achieves the same outcome.	The United States does not require all seaplanes on all flights to be equipped with one life jacket or equivalent individual floatation device for each person on board; equipment for making the sound signals prescribed in the International Regulations for Preventing Collisions at Sea; and anchor or a sea anchor (drogue).
2.4.4.2.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.56 and 26.57	Australian legislation allows aeroplanes conducting normal take-off and landing procedures at an aerodrome not to carry life jackets.	Nil
2.4.4.3.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.56 and 26.57	Australian legislation does not define extended flights over water, but applies only a 50 NM limit, not the lesser of 30 minutes or 50 NM, without carrying life jackets.	Nil
2.4.4.3.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.60, 26.61 and 26.62	Australian legislation does not define extended flights over water, but prescribes different limits for different aircraft configurations and engine types, being the lessor of a distance or time in the cruise, for the carriage of life rafts and survival equipment.	Nil
2.4.5	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.63, 26.64 and 26.65	Australian legislation defines remote areas, within which appropriate survival equipment is required, which achieves the same outcome.	Airplanes operated over land areas designated as areas in which search and rescue would be especially difficult are not required to be equipped with signaling devices or life-saving equipment. The United States does not designate areas in which search and rescue would be especially difficult, and therefore does not require such additional equipment.
2.4.6.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) section 26.43	Australian legislation specifies , using altitude and time at altitude, when supplemental oxygen needs to be available.	Nil
2.4.8	Nil	Nil	Airplanes operated under visual flight rules at night are not required to be equipped with c) to f) a) a turn and slip indicator; b) an altitude indicator (artificial horizon); c) a heading indicator (directional gyroscope); d) a means of indicating whether the supply of power to the gyroscopic instruments is adequate; 3) a sensitive pressure altimeter; f) a means of indicating the outside air temperature; g) a timepiece with a sweep second hand; h) an airspeed indicating system with a means of preventing malfunctioning

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
			due to condensation or icing; i) a rate-of-climb and descent indicator; j) a landing light; k) illumination for flight instruments and equipment; l) lights in passenger compartments; and m) a flashlight (electric torch) for each crew member station.
2.4.11.1	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Nil
2.4.11.2	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Nil
2.4.11.3	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Nil
2.4.11.4	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Ground proximity warning systems are not required on general aviation aircraft, including turbine-engine airplanes with a take-off mass greater than 5700 kg or capable of carrying more than nine passengers
2.4.11.5	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Nil
2.4.11.6	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Nil
2.4.11.7	Nil	Australian legislation does not require GPWS for non-commercial operations, but does require GPWS for air transport operations.	Nil
2.4.12.1	CASR Part 91 Manual of Standards (MOS) section 26.48	Australian legislation allows, for non-commercial operations, various single seat aircraft flights and flights associated with manufacture or delivery to not be fitted with ELTs.	Nil
2.4.12.2	CASR Part 91 Manual of Standards (MOS) section 26.48	Australian legislation allows, for non-commercial operations, various single seat aircraft flights and flights associated with manufacture or delivery to not be fitted with ELTs.	Nil
2.4.12.3	CASR Part 91 Manual of Standards (MOS) section 26.48	Australian legislation allows, for non-commercial operations, various single seat aircraft flights and flights associated with manufacture or delivery to not be fitted with ELTs.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.4.14.1	CASR Part 91 Manual of Standards (MOS) sections 26.40 and 26.41	Australia legislation is prescriptive and specifies a headset and microphone that is not hand held for each pilot, with 1 additional backup being either hand held or not, which achieves the same result.	Nil
2.4.15	Nil	Australia does not specify these criteria in State rules.	Nil
2.4.16.1.1.1	CASR Part 91 Manual of Standards (MOS) sections 26.31, 26.35 and 26.36	Australian legislation does not require FDRs for aircraft under 5700kg. Airborne Image Recording Systems are not implemented in Australian legislation	Nil
2.4.16.1.1.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.31, 26.35 and 26.36	Australian legislation applies FDRs to turbine powered, or type certified after 1 July 1965, aeroplanes with a MTOW of more than 5 700 kg, while parameters are set by CAO103.19 or (E)TSO-C124a..	Nil
2.4.16.1.2	Civil Aviation Order 103.19 Instrument 2007 section 2.2	Australian legislation does not specifically detail this requirement, but does not allow analogue recorders for aircraft with a certificate of airworthiness after 1 January 1984.	Nil
2.4.16.2.1	CAO 20.18 (6.1) CASR Part 91 Manual of Standards (MOS) section 26.32	Australian legislation requirements for CVRs differ on the date of certificate of airworthiness, passenger seats, pressurisation and number of pilots, but achieves a similar outcome.	Nil
2.4.16.2.3.1	CASR Part 91 Manual of Standards (MOS) section 26.36 (3)b	Legislation only requires the last 30 minutes of recording to be retained.	Nil
2.4.16.3.1.1	CASR Part 91 Manual of Standards (MOS) section 26.39	Australian legislation is yet to address data link recorder requirements.	Nil
2.4.16.3.1.2	Nil	Australian legislation is yet to address data link recorder requirements	Nil
2.4.16.3.1.3	Nil	Australian legislation is yet to address data link recorder requirements, but all equipment fitted to an aeroplane must meet the requirements of CASR Part 21.	Nil
2.4.16.3.2	Nil	Australian legislation is yet to address data link recorder requirements, but all equipment fitted to an aeroplane must meet the requirements of CASR Part 21.	Nil
2.4.16.3.3	Nil	Australian legislation is yet to address data link recorder requirements, but all equipment fitted to an aeroplane must meet the requirements of CASR Part 21.	Nil
2.4.16.4.1	CAO 103.19 (2.12) AC 21-46(1) CAR 207 CASR 23.006 (FAR §23.1459)	FDRS installed as per para 2.3 of CAO 103.19 do not meet the fire protection requirement of Annex 6 due to requirement to fit of TSO-C51a. Crashworthiness requirements for CVRs are	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
		met by para 3.5 of CAO 103.20. CVRs installed as per para 2.3 of CAO 103.20 do not meet the fire protection requirement due to requirements to fit TSO-C84.	
2.4.16.4.2.1	Part 91 MOS 26.37	Australian legislation does not address flight recorders being switched off, but do require them to continuously record for the duration required.	Nil
2.4.16.4.2.2	Transport Safety Investigation Act 2003, Civil Aviation Act 1988, Part IIIB	Australian legislation protects the rights of those recorded, restricts general access and makes available the recordings to the appropriate investigating organisations, which achieves the same outcome.	Nil
2.4.16.4.3	CASR 91.650	Australian legislation requires the operator to preserve recordings, where the operator for a non-commercial operation (non AOC operation) includes the pilot in command, which achieves the same outcome.	Nil
2.4.16.4.4	AC 21-24	Australia does not legislate for 'continued serviceability' checks but requires continual functional operation of the equipment.	Nil
2.4.16.4.5	Advisory Circular (AC) 21-24 paragraph 2.6.4	New generation aircraft are equipped with FDRS type certificated IAW CASR Part 21 under the ARINC 647A standard comply with this recommendation. Older aircraft that are not fitted with FDRs under the ARINC standard may still use paper-based reporting systems.	Nil
2.4.17.2.1	Advisory Circular (AC) 91-17 chapters 6, 7 and 8	Australia does not include this level of detail in the multi-layered legislation structure but does include these types of considerations in the guidance material for EFBs.	Nil
2.4.17.2.2	Advisory Circular (AC) 91-17 section 2.1.1	Australian legislation does not require non-commercial (Part 91 operations) to obtain an approval, but operations would still need to follow the guidance in AC 91-17.	Nil
2.4.17.3	Nil	Australian legislation does not require non-commercial (Part 91 operations) to obtain an approval, but operations would still need to follow the guidance in AC 91-17.	Nil
2.4.18.1	Civil Aviation Act 1988 section 4A	Australian legislation does not require a certified copy of this notice to be carried.	Nil
2.4.18.2	Civil Aviation Act 1988 section 4A	Australian legislation requires that the 83 bis agreement is published via a Gazette notice, which would be available to any inspector.	Nil
2.4.18.3	Civil Aviation Act 1988 section 4A	Australian legislation requires that the 83 bis agreement is published via a Gazette notice, where Australia (CASA), if it is	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
		the State of Registry, registers the Article 83 bis Agreement with the Council of ICAO, which achieves the same outcome	
2.4.18.4	Nil	Australian legislation requires that the 83 bis agreement is published via a Gazette notice, however does not include a Gazette layout in its procedures	Nil
2.5.1.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Section 26.18	Australian legislation requires all aircraft to communicate on required frequencies via 2-way voice communication, except some VFR flights, which achieves the same outcome.	Except when operating under controlled flight, airplanes operated at night are not required to have radio communications equipment capable of conducting two-way communications. United States requirements for radio communications equipment are based upon the type of airspace in which the operation occurs, and not on the time of the day.
2.5.1.2	CASR 23.001 and 25.001	Australian legislation refers to design and certification standards by referencing Part 23 of the FARs, EASA CS-VLA or EASA CS-23 for airworthiness, design and certification standards for normal category, utility category, acrobatic category or commuter category aeroplanes, which achieves a similar outcome. For transport category aeroplanes Australian legislation likewise references relevant FAR and EASA regulations for transport category airworthiness standards.	When more than one radio communications equipment unit is required, the United States has no provision that each unit be independent of any other.
2.5.1.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) Section 26.18	Australian legislation requires all aircraft to communicate on required frequencies via 2-way voice communication, including VFR flights in controlled airspace, which achieves the same outcome.	Nil
2.5.1.4	Nil	Nil	Except when operating under controlled flight, airplanes on extended flights over water or on flights over underdeveloped land are not required to have radio communications equipment capable of conducting two-way communications.
2.5.1.6	CASR 91.810 and 91.930 CASR Part 91 Manual of Standards (MOS) Sections 11.09 (5), 26.04 and 28.03 (1)(c)	Australian legislation does not require a PBC but when fitted and used, requires documentation of RCP capabilities and MEL details.	Nil
2.5.1.7	CASR Part 91 Manual of Standards (MOS) Sections 11.09	Australian legislation does not promulgate airspace that requires an RCP specification, but does establish procedures for PBC when used.	Nil
2.5.1.8	Nil	Australian legislation does not require non-commercial operations to meet these requirements.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.5.1.9	Nil	Australian legislation does not promulgate a system to monitor PBC performance.	Nil
2.5.2.1	CASR Part 91 Manual of Standards (MOS) Sections 26.08, 14.02 and 13.02	Australian legislation defines equipment for IFR flight but allows VFR navigation to be either visual reference or as per IFR navigation requirements.	The United States has no provisions concerning requirement aircraft navigation instruments enabling a flight to proceed in accordance with a flight plan, prescribed RNP types, or the air traffic services provided. The United States does not specify a minimum distance between landmark references used by flight operating under visual flight rules.
2.5.2.2	CASR 91.810 and 91.930 CASR Part 91 Manual of Standards (MOS) Sections 14.01 (2), 14.02 (2), 26.04 and 28.03 (1)(c)	Australian legislation defines PBN and equipment requirements differently but achieves the same outcome	Nil
2.5.2.3	CASR Part 91 Manual of Standards (MOS) Chapter 14	Australian legislation defines PBN criteria differently but achieves the same outcome.	Nil
2.5.2.4	Nil	Australian legislation does not require non-commercial operations to meet these requirements.	Nil
2.5.2.6	Nil	Australian legislation does not define any MNPS airspace however does have IFR navigation requirements. Note that approvals granted to Australian operators with respect to flights outside Australia have been based on this ICAO standard.	Nil
2.5.2.7 (b)	Nil	Nil	The FAA monitors RVSM performance on a continual basis via ADS-B
2.5.2.9	Nil	Nil	Though the FAA does not have RVSM operational reporting requirements, it does have a quality assurance requirement in 14 CFR appendix G Sections 2,3, and 4. In addition, RVSM operational deviation may be noted by FAA ATC and reported the FAA Office of Aviation Safety for disposition as deem appropriate.
2.5.2.11	CASR 91.255 and 91.655 CASR Part 91 Manual of Standards (MOS) section 11.07 (2) AIP GEN 1.5.9 and ENR 1.1.8.2.5	Australian legislation allows for non RVSM aircraft to plan in RVSM airspace, but separation standards will be increased.	Nil
2.5.2.12	CASR Part 91 Manual of Standards (MOS) section 14.02 (4)	Australian legislation allows for navigation system failure by defining appropriate procedures.	ensure that in the event of the failure of at any stage of the Airplanes are not required to have navigation equipment to one item of equipment flight, the remaining equipment will enable the aeroplane to proceed in accordance with Annex 6, Part II, 2.2.1. to 7.2.3.

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.5.2.13	CASR Part 91 Manual of Standards (MOS) section 14.02 (1 and 2)	Australian legislation does not state this requirement for non-commercial operations (CASR Part 91), but requires appropriate navigation equipment for the airspace, route or terminal instrument flight procedure.	Nil
2.5.3.1	CASR Part 91 Manual of Standards (MOS) sections 26.68 and 26.69	Australian legislation uses different words but achieves the same outcome.	Nil
2.5.3.2	CASR 91.810 and 91.930 CASR Part 91 Manual of Standards (MOS) Sections 11.09 (5), 26.04 and 28.03 (1)(c)	Australian legislation does not require PBS, but when fitted and used, requires documentation of RSP capabilities and MEL details.	Nil
2.5.3.3	CASR Part 91 Manual of Standards (MOS) Section 11.09	Australian legislation does not promulgate airspace that requires an RSP specification but does establish procedures for PBS when used.	Nil
2.5.3.4	Nil	Australian legislation does not require non-commercial operations (CASR Part 91) to meet these requirements.	Nil
2.5.3.5	CASR Part 91 Manual of Standards (MOS) Section 11.09	Australian legislation does not promulgate a system to monitor PBS performance.	Nil
2.6.1.1	CAR 39&41 CASR 42.030	Australian legislation uses different words but achieves the same outcome.	Nil
2.6.1.2	CAR1988 42ZC & 42ZD, CASR1998 42.030(2)(b) & 42.080	CASR provided full compliance with the standard but CAR does not require an owner or a lessee to ensure that there is a maintenance release each time maintenance carried out.	Nil
2.6.2.2	CAR 50C CASR 42.260	Australian legislation requires records to be kept for a period of 1 year after permanent withdrawal of service for all units and maintenance releases.	The FAA established Title 14 Code of Federal Regulations section 43.10, which speaks to the disposition of parts, removed from type-certificated products. After April 15, 2002, each person who removes a life-limited part from a type certificated product must ensure that the part is controlled using: a record keeping system; tag or record attached to part; non-permanent marking; permanent marking; or segregation
2.6.4.1	CASR 42.030(2)(b), 42.725(1). MOS145 s145.A.50	SARP currently not applicable. CASR provides full compliance with the standard, but CAR does not include a requirement either for the maintenance organisations or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out by maintenance organisation.	Nil

Annex 6 Part II, General Aeroplane Operations – CASA/FAA lodged Differences.

Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.6.4.2	CASR 42.760-765	Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.	Nil
2.6.4.3	CASR 42.760-765.	Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the owner/lessee to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder. implemented not implemented 2.6.4.3 CASR 42.760-765. Australian	Nil
2.7.2.1	CASR 91.155 and 91.245 CASR Part 91 Manual of Standards (MOS) Section 10.02(e) CASR 61.385	Australian legislation does not specifically require the pilot in command to be responsible for another crew's licence, rating or competence, but requires the pilot in command to be responsible for the crew to be fit for duty. Australian legislation, for non-commercial operations (Part 91), places the responsibility of licenced, rated and competency on the individual	Nil
2.7.2.2	CASR 61.385 (2) CASR Part 91 Manual of Standards (MOS) Section 10.02(e)	Australian legislation does not specifically require the pilot in command to be responsible for other crew's competence however requires the pilot in command to be responsible for other crew to be fit for duty. Australian legislation places the responsibility of competency on the individual.	Only pilot operating aircraft with TCAS under 14 CFR parts 91 (subpart K), 121, and 135 are required to having on the use of TCAS
2.8.1	CASR 21.006A	Australian legislation does not detail how changes from the state of registry would be implemented, but details who can apply for changes and what they should comply with.	Nil
2.8.2.2	CASR Part 91 Manual of Standards (MOS) Sections 5.02 and 5.03	Australian legislation does not require the signature of the pilot in command, but otherwise is the same as ICAO SARP.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
2.8.3	CASR 91 Division 91.C.5 AIP ENR 1.10 Appendix 1 Item 19	Australian legislation does not require the owner or lessee to be responsible, but allows the pilot in command to add this optional information to their flight notification.	Nil
2.9.1	CASR 91.215	Australian legislation does not specifically mention security, but does require the pilot in command to be responsible for safety of persons, cargo and aircraft.	Nil
2.9.2	Transport Safety Investigation Act 2003, section 18 & 19, Aviation Transport Security Regulations 2005, section 2.21 (2)(b)	Australian legislation is more general in nature , but achieves the same outcome by requiring reporting for situations that threaten security, which includes aircraft hijacking.	Nil
Appendix 2.4 General aviation specific approvals			
2. SPECIFIC APPROVAL TEMPLATE	Nil	Nil	The FAA monitors RVSM performance on a continual basis via ADS-B
Large Aeroplanes and Turboprop Aeroplanes			
3.1.2	Nil	Australian legislation does not implement additional requirements for non-commercial operations with more than 9 passenger seats.	Nil
3.1.2	Nil	Australian legislation does not implement additional requirements for non-commercial operations with more than 9 passenger seats	Nil
3.2.1	Nil	Australian legislation does not define corporate aviation and does not add requirements to private operations based on the number of aeroplanes involved.	Nil
3.3.1.2	CASR 91.140	Australian legislation is more general in nature , but achieves the same outcome by requiring compliance with the law of the country being flown in.	Nil
3.3.1.3	CASR 91.215	Australian legislation does not require an operations manual for non-commercial operations, but achieves a similar outcome by giving final authority to the pilot in command.	Nil
3.3.1.4	Nil	Australian legislation does not require knowledge of search and rescue services for non-commercial operations.	Nil
3.3.1.5	CASR 61.610	Australian legislation achieves a similar outcome by requiring English language proficiency before being granted a flight crew licence.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.3.2.1	Civil Aviation Act 1988, section 32AP Transport Safety Investigation Act 2003, section 53	Australian legislation achieves a similar outcome but does not permit the release of CVR or on board recorded data for SMS investigations, but does permit the release for various criminal proceedings.	Nil
3.3.2.2	Transport Safety Investigation Act 2003, section 53	Australian legislation achieves a similar outcome but does not permit the release of FDR or on board recorded data for SMS investigations but does permit the release for various criminal proceedings.	Nil
3.4.1.1	CASR 91.245, CASR Part 91 Manual of Standards (MOS) section 10.02	Australia does not specifically require pilots in command to ascertain the adequacy of facilities for the type of operation being conducted	Nil
3.4.1.2	Nil	Australia does not specifically require compliance with the effect of this recommendation.	Nil
3.4.2.1.1	Nil	This requirement is not implemented in Australian legislation for non-commercial operations..	Nil
3.4.2.1.2	Nil	There is no requirement in current legislation for the safety and security oversight to be coordinated between the State in which the operating base is located and the State of Registry for non-commercial operations.	Nil
3.4.2.2	Nil	Australian legislation does not require non-commercial operations to have an operations manual.	Nil
3.4.2.3.1	CASR 91.215 CASR 91.245, CASR Part 91 Manual of Standards (MOS) section 10.02(e)	Australian legislation does not refer to an operator for non-commercial operations, but more generally requires the pilot in command to be responsible for safety.	Nil
3.4.2.3.2	CASR 91.795 CASR Part 91 Manual of Standards (MOS) section 24.02	Australian legislation requires the pilot in command to be responsible for ensuring take-off performance and does not require non-commercial operations to have an operations manual.	Nil
3.4.2.4	CASR 91.725	Australian legislation uses different words to achieve a similar outcome.	Nil
3.4.2.5	CASR 91.095 Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation uses different words , requiring the pilot in command to comply with aircraft flight manual instructions which includes checklists for the aircraft, to achieve a similar outcome.	Nil
3.4.2.6	CASR 91.305	For non-commercial operations, Australian legislation does not require the operator to specify methods to determine minimum IFR heights, but requires the pilot in command to	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
		use acceptable methods to determine minimum heights which are established by CASA	
3.4.2.7	CASR 91.307 CASR Part 91 Manual of Standards (MOS) chapter 15	For non-commercial operations, Australian legislation requires the pilot in command to use aerodrome operating minima which are established by CASA or have a low-visibility approval from CASA for an alternative minima.	Nil
3.4.2.8	CAO 48.1	Australia legislation has no provisions for personnel involved in the maintenance of aircraft and does not require operations manuals for non-commercial operations.	Nil
3.4.2.9.1	CASR 91.565 CASR Part 91 Manual of Standards (MOS) section 20.06	Australian legislation is more detailed and in addition specifically addresses smoking, seat position and trays, brace position, evacuation slides, carry-on baggage, escape lighting and portable electronic devices etc.	Nil
3.4.2.9.2	CASR 91.565 CASR Part 91 Manual of Standards (MOS) section 20.06(l)	Australian legislation uses different words to achieve the same outcome.	Nil
3.4.2.9.3	Nil	For non-commercial operations, Australian legislation does not specifically state this requirement.	Nil
3.4.2.9.4	CASR 91.570	Australian legislation uses different wording to achieve the same outcome, requiring the pilot in command to give directions when to be seated and use seat belts.	Nil
3.4.3.1	CASR 91.115 CASR 91.245, CASR Part 91 Manual of Standards (MOS) section 10.02 (d), (g) CASR 91.805 CASR 91.585 CASR 91.095	Australian legislation uses different wording to achieve a similar outcome, but does not require certificate of airworthiness or registration to be carried for flights within Australia	Nil
3.4.3.2	CASR 91.795, CASR Part 91 Manual of Standards (MOS) section 24.02	Australian legislation, for non-commercial operations, requires the pilot in command to ensure the aeroplane has the required performance to clear all obstacles by a safe margin.	Nil
3.4.3.3	CASR 119.230, 91.235 and 91.240 CASR Part 91 Manual of Standards (MOS) chapters 7, 8 and 9	Australian legislation, for non-commercial operations, requires the pilot in command to ensure flight planning meets conditions set out by CASA, and does not require an operation manual.	Nil
3.4.3.4.1.1	Nil	Australian legislation only requires take-off alternates for commercial air transport in larger aircraft, not for non-commercial operations	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.4.3.4.1.2	Nil	Australian legislation only requires take-off alternates for commercial air transport in larger aircraft, not for non-commercial operations.	Nil
3.4.3.4.1.3	Nil	Australian legislation only requires take-off alternates for commercial air transport in larger aircraft, not for non-commercial operations.	Nil
3.4.3.5.1	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.02 and 19.04	Australian legislation uses different words to achieve the same outcome.	Nil
3.4.3.5.3	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.04	Australian legislation uses different words to achieve a similar outcome, but for non-commercial operations does not require 15 minutes holding or isolated aerodrome fuel when an alternate is not required.	Nil
3.4.3.6.1	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.05	Australian legislation, for non-commercial operations, requires the pilot in command to follow fuel monitoring requirements set out by CASA	Nil
3.4.3.6.2	CASR 91.455 CASR Part 91 Manual of Standards (MOS) Section 19.05	Australian legislation, for non-commercial operations, requires the pilot in command to regularly check fuel on board, which achieves the same results using different words.	Nil
3.4.3.7.1	Nil	Australian legislation, for non-commercial operations, does not require or recommend any en-route alternates.	Nil
3.4.3.8.1	CASR 91.510	Australian legislation, for non-commercial operations, does not allow fueling of highly volatile fuel to occur with passengers embarking, on board or disembarking. For fuels other than highly volatile, specific approval is needed.	Nil
3.4.3.8.2	CASR 91.510	Australian legislation does not routinely allow fueling to occur with passengers embarking, on board or disembarking. Specific approvals can be sought for non-highly volatile fuels (aviation kerosene) but would only be granted under certain circumstances.	Nil
3.4.3.9.1	CASR Part 91 Manual of Standards (MOS) Section 26.43	Australian legislation does not require oxygen until a higher cabin altitude. Additionally Australian legislation has different cabin altitude limits for crew and passengers, hence crew require oxygen prior to passengers.	Nil
3.4.3.9.2	CASR Part 91 Manual of Standards (MOS) Section 26.43	Australian legislation does not consider if descent in 4 minutes is possible and requires a minimum of 10 minutes oxygen anytime altitude is FL250 or more.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.4.4.1.1	Nil	Australian legislation, for non-commercial operations, does not require an operations manual, but more generally requires the pilot in command to be responsible for the safety of the flight	Nil
3.4.4.2.1	CASR Part 91 Manual of Standards (MOS) Section 26.43(4)	Australian legislation uses different words to achieve the same outcome.	Nil
3.4.4.2.2	CASR Part 91 Manual of Standards (MOS) Section 26.44	Australian legislation requires, for non-commercial operations, at least 1 pilot to have either access to a quick-donning mask or be wearing a sealed mask.	Nil
3.4.4.3.1	Air Navigation (Aircraft Noise) Regulations 2018 AIP ENR 1.5 (9.1.5)	Australian legislation refers to ICAO PANS-OPS Volume 1 for guidance in developing procedures, which will be subject to CASA approval, but should satisfy the noise abatement objectives of the aerodrome operator.	Nil
3.4.4.3.2	Nil	Australian legislation does not specify this , but due to the nature of noise abatement procedures, a similar outcome is likely achieved.	Nil
3.4.4.4.1	Nil	Australian legislation does not recommend or specify this.	Nil
3.4.4.5	CASR 91.410 CASR Part 91 Manual of Standards (MOS) Section 25.02	Australian legislation more generally requires the pilot in command to be responsible for safety, where landing considerations take into account the weather, but do not stipulate an altitude decision point.	Nil
3.4.5.1	CASR 91.095 Part 1 of the CASR Dictionary (Vol 5 of CASR)	Australian legislation uses different words , requiring the pilot in command to comply with aircraft flight manual instructions which includes checklists for the aircraft, to achieve a similar outcome	Nil
3.4.5.2	Transport Safety Investigation Act 2003 sections 18 & 19	Australian legislation is more general in nature , but achieves the same outcome by requiring reporting for situations that threaten security, which includes aircraft hijacking	Nil
3.4.5.3	CASR 91 Division 91.C.4	This is not specified , for non-commercial operations, in Australian legislation but in practice this is achieved by using the maintenance release or certificate of release to service.	Nil
3.4.5.4	CASR 91.120	This requirement is not specifically defined in Australian legislation, but a journey log is required to be carried on flights that begin or end outside Australian territory, which in practice achieves the same effect.	Nil
3.4.6	CASR 91.590	Australian legislation, for non-commercial operations, requires the pilot in command to be responsible for safe restraint of carry-on baggage	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.5.2.5	CASR 91.095 and 91.410 CASR Part 91 Manual of Standards (MOS) Sections 24.02 and 25.02	Australian legislation, for non-commercial operations, is more general in nature requiring operation as per the flight manual and only suitable aerodromes should be used, which achieves a similar outcome	Nil
3.5.2.6	CASR 91.095 and 91.805	Australian legislation, for non commercial operations, is more general in nature requiring operation as per the flight manual and only suitable aerodromes should be used, which achieves a similar outcome.	Nil
3.5.2.7	CASR 91.095 and 91.410 CASR Part 91 Manual of Standards (MOS) Sections 24.02	Australian legislation, for non-commercial operations, is more general in nature requiring operation as per the flight manual and only suitable aerodromes should be used, but does not specifically require consideration of accelerate-stop data for the aeroplane.	Nil
3.5.2.7.1	Nil	Australian legislation, for non-commercial operations, is more general in nature and does not specifically require accounting for distance to line up.	Nil
3.5.2.8	Nil	Australian legislation, for non-commercial operations, does not require planning for enroute one engine inoperative	Nil
3.5.2.9	CASR 91.410 and 91.800 CASR Part 91 Manual of Standards (MOS) Sections 25.02	Australian legislation uses different words to achieve the same outcome.	Nil
3.6.1.1	CASR 91.810 and 91.935 CASR Part 91 Manual of Standards (MOS) Sections 26.04	Australian legislation, for non-commercial operations, does not require an operations manual or the use of an MEL. But all equipment fitted must be serviceable unless allowed by regulations, MEL or permissible unserviceability.	Nil
3.6.1.1.2	CASR 91.095	Australian legislation, for non-commercial operations, does not require an operations manual but does require compliance with the aircraft flight manual instructions.	The United States does not base requirements for flight data recorders on aircraft mass, but on passenger and engine configuration.
3.6.2.1	Nil	Australian legislation, for non-commercial operations, does not require the carriage of a first aid kit.	Nil
3.6.2.2	CASR 91.105	Australian legislation, for non-commercial operations, does not require an operations manual but does require carriage of the aircraft flight manual instructions.	Nil
3.6.3.1.1.1	CASR Part 91 Manual of Standards (MOS) Sections 26.31 Civil Aviation Order 103.19	Australian legislation specifies different dates of CoA and weight criteria for requiring an FDR. Additionally Australian legislation requires between 20 and 6 parameters.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.6.3.1.1.2	CASR Part 91 Manual of Standards (MOS) Sections 26.31 Civil Aviation Order 103.19	Australian legislation specifies different dates of CoA and weight criteria for requiring an FDR. Additionally Australian legislation requires between 20 and 6 parameters	Nil
3.6.3.1.1.3	CASR Part 91 Manual of Standards (MOS) Sections 26.31 Civil Aviation Order 103.19	Australian legislation specifies different dates of CoA and weight criteria for requiring an FDR. Additionally Australian legislation requires between 20 and 6 parameters.	Nil
3.6.3.2.1.1	CASR Part 91 Manual of Standards (MOS) Sections 26.32 Civil Aviation Order 103.20	Australian legislation specifies earlier date of Type Certificate and does not specify crew numbers for requiring a CVR.	Nil
3.6.3.2.1.2	CASR Part 91 Manual of Standards (MOS) Sections 26.32 Civil Aviation Order 103.20	Australian legislation specifies earlier date of Type Certificate and does not specify crew numbers for requiring a CVR.	Nil
3.6.3.2.1.3	CASR Part 91 Manual of Standards (MOS) Sections 26.32 Civil Aviation Order 103.20	Australian legislation specifies earlier date of Type Certificate for requiring a CVR.	Nil
3.6.3.2.2.1	CASR Part 91 Manual of Standards (MOS) Sections 26.32 & 26.36 Civil Aviation Order 103.20	Australian legislation specifies earlier date of Type Certificate for requiring a CVR, but only requires the last 30 minutes to be retained	Nil
3.6.3.3.1	CASR Part 91 Manual of Standards (MOS) Sections 26.35	Australian legislation uses different words to achieve the same outcome, to allowing a combination recorder to replace either FDR or CVR or both.	Nil
3.6.3.4.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.60, 26.61 and 26.62	Australian legislation does not define extended flights over water, but prescribes different limits, the lessor of a distance or time in the cruise, for the carriage of life rafts and survival equipment.	Nil
3.6.3.4.2	Nil	Australian legislation does not include a requirement for lighting on the life jacket, but does require each life jacket to have a whistle.	Nil
3.6.3.5.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.43	Australian legislation does not require oxygen until a higher cabin altitude. Additionally Australian legislation has different cabin altitude limits for crew and passengers, hence crew require oxygen prior to passengers	Nil
3.6.3.5.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.43	Australian legislation does not consider if descent in 4 minutes is possible and requires a minimum of 10 minutes oxygen anytime altitude is FL250 or more.	Nil

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Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.6.4	CASR 91.710	Australian legislation uses different words to achieve the same outcome by requiring flight in known icing conditions to have appropriate type certification for flight in icing conditions.	Nil
3.6.5.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.08	Australian legislation, for non-commercial operations, does not require a second independent means of displaying pressure altitude.	Nil
3.6.5.2.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.08	Australian legislation, for non-commercial operations, does not require a standby attitude indicator, but does require a separate power source to that of the turn and slip indicator	Nil
3.6.5.2.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.17	Australian legislation, for non-commercial operations, does not mention redundancy due to screen failure for glass cockpits, but relies on FAR 23 and 25 regarding aeroplane certification standards.	Nil
3.6.5.2.3	Nil	Australian legislation, for non-commercial operations, does not mention redundancy due to screen failure for glass cockpits, but relies on FAR 23 and 25 regarding aeroplane certification standards.	Nil
3.6.6	Nil	Australian legislation, for non-commercial operations, does not require airborne weather radar.	Nil
3.6.8.1	CASR 90.125, CASR Part 91 Manual of Standards (MOS) section 90.4 and CASR 25.001 (FAR 25.785)	Australian legislation uses different words to achieve the same outcome.	Nil
3.6.8.2.1	CASR 90.125, CASR Part 90 Manual of Standards (MOS) section 4 and CASR 25.001 (FAR 25.785)	Australian legislation uses different words to achieve the same outcome.	Nil
3.6.8.2.2	CASR 90.125, CASR Part 90 Manual of Standards (MOS) sections 4 & 5	Australian legislation uses different words to achieve the same outcome.	Nil
3.6.9.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.26 - 28	Australian legislation, for non-commercial operations, does not require collision avoidance systems.	Nil
3.6.9.2	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.26 - 28	Australian legislation, for non-commercial operations, does not require collision avoidance systems.	Nil
3.6.9.3	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.26 - 28	Australian legislation, for non-commercial operations, does not require collision avoidance systems.	Nil

Annex 6 Part II, General Aeroplane Operations – CASA/FAA lodged Differences.

Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.6.10	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.70(6)	Australian legislation uses different words to achieve the same outcome.	Nil
3.6.11	Nil	Australia does not require flight crew on the flight deck to communicate through boom or throat microphones for non-commercial operations.	Nil
3.7.1	CASR 91.810 CASR Part 91 Manual of Standards (MOS) sections 26.18	Australian legislation requires all aircraft to communicate on required frequencies via 2-way voice communication, except some VFR flights, which achieves the same outcome.	Nil
3.7.2	Nil	Australian legislation, for non-commercial operations, does not mention independence in radio communication systems.	Nil
3.7.3.1	CASR Part 91 Manual of Standards (MOS) sections 1.07, 13.02(3) and 14.02(7)	Australian legislations' definition of Navigation Database includes approval of the provider, while any use of IFR navigation data in a GNSS must be loaded from a navigation data base, which achieves a similar outcome.	Nil
3.7.3.2	CASR Part 91 Manual of Standards (MOS) sections 14.07(2)	Australian legislation uses different words to achieve the same outcome.	Nil
3.8.5.1	CASR 42.030(2)(b), CASR 42.745 (1) & CASR Part 145 MOS 145.A.50	SARP currently not applicable. CASR provides full compliance with the standard but CAR does not include a requirement either for the maintenance organisations or for the operator to ensure a maintenance release is issued each time maintenance is carried out by maintenance organisation.	Nil
3.8.5.2	CASR 42.030(2)(b), CASR 42.745 (3) & CASR Part 145 MOS 145.A.50	SARP currently not applicable. CASR provides full compliance with the standard but CAR does not include a requirement either for the licence holder or for the operator to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.	Nil
3.8.5.3	CASR 42.760-765.	SARP currently not applicable. Under CASR, a certificate of release to service which is equivalent to maintenance release does not have to include details of maintenance carried out. These details are included in the individual maintenance record for each maintenance task. CAR does not include a requirement either for the licence holder or for the operator to ensure a maintenance release is issued each time maintenance is carried out outside a maintenance organisations by a licence holder.	Nil

Annex 6 Part II, General Aeroplane Operations – CASA/FAA lodged Differences.

Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.9.1.1	CASR 91.215	Australian legislation, for non-commercial operations, does not require the operator to designate a pilot in command, but requires the pilot in command to be responsible for the flight, which achieves a similar outcome.	Nil
3.9.1.2	CASR 91.095	Australian legislation, requires compliance with the aircraft flight manual instructions, which achieves a similar outcome.	Nil
3.9.2	CASR 61.385	Australian legislation, for non-commercial operations, does not require a recurrent training programme, but does require each pilot licence holder to be competent in normal, abnormal and emergency procedures.	Nil
3.9.3.1	Nil	Australian legislation, for non-commercial operations, does not require a recurrent training programme.	Nil
3.9.3.2	Nil	Australian legislation, for non-commercial operations, does not require a recurrent training programme or a company operations manual.	Nil
3.9.3.3	Nil	Australian legislation, for non-commercial operations, does not require a recurrent training programme.	Nil
3.9.3.4	CASR 61.205	Australian legislation requires training in a simulator as seating configuration and MTOW increases, varying based on the simulator being located in Australia or outside Australia.	Nil
3.9.4.1.1	CASR 61.385 and 91.155	Australian legislation, for non-commercial operations, places the responsibility of being correctly licensed and competent on the pilot.	Nil
3.9.4.1.2	CASR 61.385 (2)	Australian legislation, for non-commercial operations, places the responsibility of being correctly licensed and competent on the pilot.	Nil
3.9.4.2	CASR 61.395	Australian legislation, for non-commercial operations, places the responsibility of being recent on the pilot, while only requiring 3 take offs and landings when carrying passengers.	Nil
3.9.4.3	CASR 61.395	Australian legislation, for non-commercial operations, places the responsibility of being recent on the pilot, while only requiring 3 take offs and landings when carrying passengers.	Nil
3.9.4.4	CASR 61.385 and 61.880	Australian legislation, for non-commercial operations places the responsibility of being competent and having and instrument proficiency check on the pilot.	Nil
3.10.1	Nil	Australian legislation, for non-commercial operations does not require a flight dispatcher or training for the same.	Nil

Annex 6 Part II, General Aeroplane Operations – CASA/FAA lodged Differences.

Annex 6 Pt II Items	Australian Reference	Australian Differences notified	FAA Differences Notified
3.11.3	CASR 91.650	Australian legislation uses different words to achieve the same outcome.	Nil
3.12.1	CASR 91.820	Australian legislation, for non-commercial operations, does not depend on aeroplane type, but does depends on the number of passengers.	Nil
3.12.4.1	CASR 91.830	Australian legislation, for non-commercial operations places responsibility on the operator, pilot in command and the cabin crew member.	Nil
3.12.4.2	Nil	Australian legislation, for non-commercial operations, does not require a cabin crew training program, but does require cabin crew competency.	Nil