

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
Aerodrome certificate	CASR 139.B CASP 139 MOS Chap 3	Different in character or other means of compliance	not specifically defined in Australia
Aerodrome mapping data (AMD)	nil	Less protective or partially implemented not implemented	not currently defined in Australian legislation
Aerodrome mapping database (AM)	nil	Less protective or partially implemented not implemented	not currently defined in Australian legislation
Aircraft stand	CASR Part 139 MOS Section 1.2	Different in character or other means of compliance	Australian legislation refers to an aircraft parking position as an 'aircraft stand'.
Arresting system	nil	Less protective or partially implemented not implemented	not currently defined.
Autonomous runway incursion wa	nil	Less protective or partially implemented not implemented	not currently defined
Balked landing	AIP GEN 2.6	Different in character or other means of compliance	Australia does not define the term 'balked landing'. The term missed approach is used in Australia.
Calendar	NIL	Less protective or partially implemented not implemented	Calendar not specifically defined in Australian legislation
Cyclic redundancy check (CRC)	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Data accuracy	NIL	Different in character or other means of compliance	Not specifically defined in Australian legislation. The common Macquarie dictionary meaning is applied in practice.
Data integrity (assurance leve	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Data quality	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Datum	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian Aviation legislation
De-icing/anti-icing facility	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation

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De-icing/anti-icing pad	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Ellipsoid height (Geodetic hei	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian Aviation legislation
Foreign object debris (FOD)	nil	Less protective or partially implemented not implemented	not defined in legislation
Geoid	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Geoid undulation	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian Aviation legislation
Gregorian calendar	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Heliport	CAAP 92-2 Definitions	Less protective or partially implemented not implemented	Heliports are not legislated in Australia
Holdover time	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Human Factors principles	Nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation in relation to aerodromes
Human performance	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation in relation to aerodromes.
Identification beacon	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Instrument runway	CASR Part 139 MOS Section 1.2	Less protective or partially implemented not implemented	Instrument approach operation types not implemented in legislation
Integrity classification (aero	nil	Less protective or partially implemented not implemented	Not defined in Australian legislation
Landing direction indicator	Nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation

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Laser-beam critical flight zon	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Laser-beam free flight zone (L	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Laser-beam sensitive flight zo	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Non-instrument runway	CASr Part 139 MOS Section 1.2	Less protective or partially implemented not implemented	Instrument approach operation type and procedures to a point beyond which the approach may continue in VMC is not implemented in legislation
Normal flight zone (NFZ)	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Orthometric height	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian aviation legislation
Outer main gear wheel span (OM	Nil	Less protective or partially implemented not implemented	Not currently defined in Australian legislation.
Protected flight zones	Nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Road	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation
Road-holding position	NIL	Less protective or partially implemented not implemented	Not specifically defined in Australian aviation legislation
Runway condition assessment ma	nil	Less protective or partially implemented not implemented	Not defined in Australia legislation
Runway condition code (RWYCC)	nil	Less protective or partially implemented not implemented	Not defined in Australia legislation
Runway condition report (RCR)	nil	Less protective or partially implemented not implemented	Not defined in Australia legislation
Runway surface condition(s)	nil	Less protective or partially implemented not implemented	Not defined in Australia legislation Snow slush and ice are not generally characteristic of Australian environmental conditions.

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Runway turn pad	CASR 139 MOS 6.2.4	Less protective or partially implemented not implemented	not currently defined in legislation
Safety management system (SMS)	CASR PART 139 MOS Section 10.1.4 CAAP SMS -1(0) Definitions	Less protective or partially implemented not implemented	Not defined in legislation in reference to aerodromes
Sign	MOS Part 139, Chapter 8 Section 8.6	Less protective or partially implemented not implemented	Definition not specifically defined in legislation but is used in practice.
Signal area	CASR Part 139 MOS Section 1.2	Different in character or other means of compliance	Australian legislation refers to signal 'circle', not 'area'.
Slush	Nil	Less protective or partially implemented not implemented	Not currently defined in Australian legislation. Snow, snow slush and ice are not generally characteristic of Australian environmental conditions.
Snow (on the ground)	nil	Less protective or partially implemented not implemented	Currently not legislated. Snow, snow slush and ice are not generally characteristic of Australian environmental conditions.
Station declination	nil	Less protective or partially implemented not implemented	Not defined in legislation
1.2.3	MOS Part 139, Chapter 8, Section 8.1	Different in character or other means of compliance	Australian Colour Standard AS2700-1996 is specified for markings, signs lighting and markers. Australia has not legislated the International Standard, S004/E-2001 (based on chromaticities for solid state lighting (LED's) boundaries) of the international Commission on Illumination (CIE) as noted in Appendix 1. Solid state light sources not used in legislation as noted in Appendix 1.
1.3.2	nil	Less protective or partially implemented not implemented	Australia does not use the term 'Vertical Reference System' or specifically define the Vertical Reference System. The MOS 139 defines 'Elevation' as 'The vertical distance of a point or a level, on or affixed to the surface of the earth, measured from the mean sea level.' MOS 139 and Annex 14 both use Mean Sea Level as a datum.
1.3.3.1	nil	Less protective or partially implemented not implemented	Not specifically defined in Australian aviation legislation
1.3.3.2	MOS Part 139, Chapter 5	Less protective or partially implemented not implemented	no current temporal reference system in use.

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1.5.1	CASR 139 Section 6.1	Less protective or partially implemented not implemented	Australian legislation does not specifically require security measures to be integrated into the design and construction of new facilities and alterations to existing facilities.
1.5.2	CASR 139 6.1	Less protective or partially implemented not implemented	Not specifically required in Australian legislation
1.7.1	nil	Less protective or partially implemented not implemented	
1.7.2	nil	Less protective or partially implemented not implemented	
2.3.1	MOS Part 139, Chapter 5, Section 5.1.3.6	Less protective or partially implemented not implemented	Australia does not measure geoid undulation with regard to Aerodrome and Runway Elevations.
2.3.2	Nil	Less protective or partially implemented not implemented	Australia does not measure geoid undulation with regard to Aerodrome and Runway elevations.
2.3.3	Nil	Less protective or partially implemented not implemented	Australia does not measure geoid undulation with regard to Aerodrome and Runway elevations.
2.4.1	CASR Part 139 MOS Definitions	Different in character or other means of compliance	The aerodrome reference temperature is expressed as the monthly mean of the maximum daily temperature for the hottest month of the year (the hottest month being that which has the highest monthly mean temperature.)
2.5.1	MOS Part 139 Chapter 5	Less protective or partially implemented not implemented	The runway bearing is published in degrees magnetic, to the nearest whole degree. The runway designation number is given. Runway length and width and displaced thresholds are shown in whole metres. Taxiway designations are shown, but width and surface is generally not shown. Clearway length is shown to the whole metre. All visual aids information is published. VOR checkpoints, standard taxi routes and distances to the ILS are not provided. Australia does not currently require or specify arresting systems.
2.5.2	MOS Part 139, Chapter 5	Less protective or partially implemented not implemented	Geographic coordinates for thresholds and taxiway centre lines are not published.

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2.5.3	CASR 139 MOS Chapter 5	Less protective or partially implemented not implemented	Geographic coordinates for taxiway centre lines are not published.
2.5.4	MOS Part 139 Chapter 5, Section 5.1	Less protective or partially implemented not implemented	Geographic coordinates for aircraft stands are published in degrees, minutes, and decimals of a minute to one decimal place.
2.6.6	MOS Part 139, Chapter 5, Section 5.1.3.8	More exacting or exceeds	Australia has 5 categories vs ICAO's 4 categories of tyre pressure (item c)
2.7.1	nil	Less protective or partially implemented not implemented	Not specifically identified in Australian legislation
2.7.2	nil	Less protective or partially implemented not implemented	Not specifically identified in Australian legislation
2.7.3	nil	Less protective or partially implemented not implemented	Not specifically identified in Australian legislation
2.9.2	MOS Part 139 Chapter 10, Section 10.2	Different in character or other means of compliance	Snow, snow slush and ice are not generally characteristic of Australian environmental conditions.
2.9.2	MOS Part 139 Chapter 10, Section 10.2	Different in character or other means of compliance	Snow, snow slush and ice are not generally characteristic of Australian environmental conditions.
2.9.3	MOS Part 139 Chapter 10, Section 10.2.1	Less protective or partially implemented not implemented	Australian legislation does not stipulate inspections of more than one a day. Daily inspection of pavement surfaces is required. The operator of a certified aerodrome is required to arrange for aerodrome serviceability inspections to be carried out each day and after a severe wind or rain storm, or when requested by air traffic control or by CASA. In practice aerodrome operators with code number 3 or 4 runways carry out at least two checks as applicable.
2.9.3	CASR 139 MOS Section 10.2.1	Less protective or partially implemented not implemented	Australian legislation does not stipulate inspections of more than one a day. Daily inspection of pavement surfaces is required. The operator of a certified aerodrome is required to arrange for aerodrome serviceability inspections to be carried out each day and after a severe wind or rain storm, or when requested by air traffic control or by CASA. In practice aerodrome operators with code number 3 or 4 runways carry out at least two checks as applicable.



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2.9.5	CASR 139 MOS s10.2.3, 12.1.1, 12.1.2, 12.1.6	Less protective or partially implemented not implemented	Legislation require surface conditions to be reported. Does not describe types of water conditions.
2.9.9	CASR 139 MOS Chap 10.3.2, 12.1.6	Different in character or other means of compliance	Slush, Snow and wet ice are very rare conditions and generally not found on Australian mainland.
2.9.10	CASR 139 MOS Chap 10.3.2, 12.1.6	Different in character or other means of compliance	Slush, Snow and wet ice are very rare conditions and generally not found on Australian mainland.
2.9.11	CASR 139 MOS Chap 10.3.2, 12.1.6	Different in character or other means of compliance	Slush, Snow and wet ice are very rare conditions and generally not found on Australian mainland.
2.9.12	CASR 139 MOS Chap 10.3.2, 12.1.6	Different in character or other means of compliance	Slush, Snow and wet ice are very rare conditions and generally not found on Australian mainland.
2.9.5	MOS 139 s10.1.3, s10.2, and 12.1.6	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic of Australian environmental conditions. Australia hasn't legislated the methodology of an Runway condition report (RCR), Runway condition codes (RWYCC) or a runway condition assessment matrix (RCAM) as listed in Attachment A s6 but aerodrome operators utilize the concepts when reporting runway conditions.
2.9.6	CASR 139 MOS s 10.2 and 12.1.6	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic of Australian environmental conditions.
2.9.7	MOS 139 s10.2	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic of Australian environmental conditions.
2.9.8	MOS 139 s10.2 & 10.15	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic of Australian environmental conditions.
2.9.9	MOS 139 s10.2 & 10.15	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic of Australian environmental conditions.
2.9.10	MOS 139 s10.2 & 10.15	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic of Australian environmental conditions.
2.13.4	MOS Part 139, Chapter 5, Section 5.1	Different in character or other means of compliance	Aeronautical data is supplied by the aerodrome operator and is included in the AIP. Australia does not have Category III aerodromes and therefore does not require the level of accuracy specified in Tables 1 to 5 for data other than runway distances.

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3.1.1	MOS Part 139, Chapter 6, Section 6.1	Less protective or partially implemented not implemented	Australia does not regulate the siting, useability and number and orientation of runways.
3.1.2	MOS Part 139, Chapter 6, Section 6.1	Less protective or partially implemented not implemented	Australia does not regulate the siting and orientation of runways.
3.1.3.1	MOS Part 139, Chapter 6, Section 6.1.1.3	Less protective or partially implemented not implemented	Aerodrome siting, including runway useability and number and orientation of runways, aerodrome master planning and matters relating to economics, efficiency and the environment at an aerodrome are not within the scope of the standards CASR 139
3.1.4.1	MOS Part 139, Chapter 6, Section 6.1.1.3	Less protective or partially implemented not implemented	Aerodrome siting, including runway useability and number and orientation of runways, aerodrome master planning and matters relating to economics, efficiency and the environment at an aerodrome are not within the scope of the standards
3.1.19.1	MOS Part 139 Chapter 6, Section 6.2	Different in character or other means of compliance	Australia's preference is to have a crown, with the transverse slope to be the same on each side of the crown. A single cross fall is not recommended. Australia specifies a maximum preferred and a minimum value for transverse slope
3.1.27	MOS Part 139 Chapter 6, Section 6.2 & 10.15.2.3	Less protective or partially implemented not implemented	Requirement for grooving direction is not specified in legislation.
3.2.3	MOS Part 139 Chapter 6, Section 6.2.13	Different in character or other means of compliance	A step down not exceeding 25mm is accepted. For Codes D, E and some C, a transverse slope of up to 2.5% is accepted, but for other codes a slope of up to 4% is accepted in certain circumstances
3.2.6	MOS Part 139 Chapter 6, Section 6.2.11	More exacting or exceeds	Australian legislation requires width to be not less than 75m.
3.3.1	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.2	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.3	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.

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3.3.4	nil	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.5	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.6	CASR 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated. For Code C If the turning area or curve is only intended to serve aircraft with a wheelbase of less than 18 m, the minimum clearance allowed is 3.0 m
3.3.7	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.8	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.9	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.10	CASR PART 139 MOS 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.11	CASR PART 139 MOS Section 6.2.4	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.3.12	CASR 139 Section 6.2.11-14	Less protective or partially implemented not implemented	Runway turn pads specification is mandated but the requirement is not mandated.
3.4.4	MOS Part 139 Chapter 6, Section 6.2.18.2 - Table 6.2.6	Different in character or other means of compliance	Australia requires 90 metres for Code 1 and 2, 150 for Code 3 runways that are 30 metres in width and 300 for other Code 3 and 4 runways.
3.4.5	MOS Part 139 Chapter 6, Section 6.2.18.2 - Table 6.2.6	Different in character or other means of compliance	Australia requires 90 metres for Code 1 and 2, 150 for Code 3 runways that are 30 metres in width and 300 for other Code 3 and 4 runways.
3.4.8	MOS Part 139 Chapter 6, Section 6.2.23	Different in character or other means of compliance	Australia requires 60 metres for Code 1, except when used at night, which is 80m. Code 2-80 metres and Code 3 is 90 metres when the runway width is 30 metres. 150 Meteres is used for other Code 3 & 4 runways.
3.4.10	MOS Part 139 Chapter 6, Section 6.2	Less protective or partially implemented not implemented	Australian legislation provides for a step down of 25mm during overlay works.

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3.4.12	CASR PART 139 MOS 6.2	Less protective or partially implemented not implemented	Not specified in current legislation
3.4.17	MOS Part 139, Chapter 6, Section 6.2	Less protective or partially implemented not implemented	Australia does not regulate the strength of runway strips.
3.4.18	MOS Part 139, Chapter 6, Section 6.2	Less protective or partially implemented not implemented	Australia does not regulate the strength of runway strips.
3.5.3	MOS Part 139 Chapter 6, Section 6.2.26	Less protective or partially implemented not implemented	Australia requires the RESA to be provided at the end of the runway strip and is to extend for the distance of 90m for a code number 3 or 4 runway used by air transport aeroplanes. In all other cases, the minimum length of the RESA is to be 60m for Code 1 or 2 runways.
3.5.4	MOS Part 139 Chapter 6, Section 6.2.26	Less protective or partially implemented not implemented	Australia requires the RESA to be provided at the end of the runway strip and is to extend for the distance of 90m for a code number 3 or 4 runway used by air transport aeroplanes. In all other cases, the minimum length of the RESA is to be 60m.
3.6.3	MOS Part 139 Chapter 6, Section 6.2.32	Less protective or partially implemented not implemented	Width of clearways differ depending on runway code number
3.6.5	CASR 139 MOS Chapter 6, Section 6.2.33	More exacting or exceeds	Australia has applied requirements that define numerical standards
3.9.1	CASR 139.260(2) MOS139 Chapter 6, Section 6.3	Different in character or other means of compliance	Australia does not use term taxiway centreline markings. Guidelines are utilised.
3.9.2	MOS 139 Section 5.1.2 & 6.3	Different in character or other means of compliance	Not mandated by legislation. Number of taxiways is matter for aerodrome developer and/or operator and end users such as airlines and ATC.
3.9.3	MOS Part 139 Chapter 6, Section 6.3.2	Different in character or other means of compliance	Australia does not mandate taxiway centreline markings. Taxiway guidelines are used.
3.9.4	MOS Part 139 Chapter 6, Section 6.3.1	Different in character or other means of compliance	Australia requires for code letter C minimum taxiway width of 18m, exceptions are provided for, if only aircraft with a wheel base of <18m are using taxiway then the width maybe reduced to 15m.



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3.9.7	MOS Part 139 Chapter 6, Section 6.3.17	Less protective or partially implemented not implemented	Australia has slight differences in some of the distance for taxiways (Table 3-1). Australia has not mandated 'Aircraft stand taxilane centre line to aircraft stand taxilane centre line' distances. Runway distances are the same. Australia does not mandate taxiway centre line markings but uses taxiway guidelines and centreline lights.
3.9.8.1	CASR 139 MOS s6.2.20	Less protective or partially implemented not implemented	Not currently legislated
3.9.12	MOS Part 139, Chapter 6, Section 6.3.7 and section 5.1.3 AC 139-25	Different in character or other means of compliance	Australia does not specify a standard for taxiway bearing strength, however the bearing strength must be such that it does not cause any safety problems to the operating aircraft
3.9.15	MOS Part 139, Chapter 6, Section 6.3	More exacting or exceeds	Australia prescribes taxiways on speed and not Code. Australia requires a higher speed than ICAO.
3.9.17	MOS Part 139, Chapter 6, Section 6.3	Less protective or partially implemented not implemented	Australia does not legislate for "straights" on taxiways exits.
3.9.18	MOS Part 139, Chapter 6, Section 6.3	Less protective or partially implemented not implemented	Australia does not legislate for "straights" on taxiways exits.
3.9.20	MOS Part 139, Chapter 6, Section 6.3.16	Less protective or partially implemented not implemented	Not specified in legislation
3.11.3	MOS Part 139 Chapter 6, Section 6.3.15 & Chap 9.	Different in character or other means of compliance	Australian legislation does permit use of visual and navigate aids provided they are low profile. No legislated requirements for drainage but design is to take into account that objects cannot cause a safety issue and guidance is provided for aerodrome designers in relation to attracting wildlife and how to mitigate wildlife problems.
3.12.6	MOS Part 139 Chapter 6, Section 6.4.4	More exacting or exceeds	Precision approach cat II and III runways require a distance of 105m for code 3 and 4 runways
3.13.2	MOS Part 139, Chapter 6, Section 6.5	Less protective or partially implemented not implemented	Legislation does not cover the capacity and size of apron.
3.14.1	Aviation Transport Security Regulations 2005, Regulation 2.15 (2)	Less protective or partially implemented not implemented	Australia requires that the Transport Security Plan of an airport operator must contain a map showing the location of regular and isolated parking positions.

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3.14.2	Aviation Transport Security Regulations 2005, Regulation 2.15 (2)	Less protective or partially implemented not implemented	Australia requires that the Transport Security Plan of an airport operator must contain a map showing the location of regular and isolated parking positions. Legislation does not regulate the distance (i.e. 100m) the parking bay should be from other infrastructure.
3.15.1	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare.
3.15.2	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare.
3.15.3	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.4	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.5	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.6	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.7	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.8	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.9	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.10	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
3.15.11	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia as such conditions are rare
4.1.29	MOS Part 139 Chapter 7 Section 7.3	Less protective or partially implemented not implemented	Australia does not promulgate a general standard for obstacle limitation surfaces in respect of curved take-off climb surfaces.



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4.2.1	MOS Part 139 Chapter 7, Section 7.1.4.4	Different in character or other means of compliance	Take-off climb surface also included for non instrument runways
4.2.6	MOS Part 139 Chapter 7 Section 7.1.4.1	Different in character or other means of compliance	The aerodrome operator has the responsibility to monitor potential infringements of the OLS.
4.2.8	MOS Part 139 Chapter 7, Section 7.1	Different in character or other means of compliance	Australian requirement is: Code 3 - only where runway width is 30m. Code 4 non-precision runway width is 30m can drop to 150.
4.2.10	Nil	Less protective or partially implemented not implemented	Australia has no legal authority outside the aerodrome boundary.
4.2.11	CASR 139.E and MOS 139 Chapter 7, Section 7.1	Less protective or partially implemented not implemented	Australia's regulations require an aerodrome operator to monitor the OLS of the aerodrome for any infringements. If such an infringement is proposed, the aerodrome operator must refer the proposal to CASA for assessment which may result in a recommendation to mark and or light the obstacle depending on its location in the OLS. If the proposal will infringe the approach, take off or inner transitional surfaces, CASA will require the obstacle to be lit and or marked and might also require the runway threshold to be displaced to maintain aviation safety depending on the severity of the infringement.
4.2.12	Nil	Less protective or partially implemented not implemented	Australia has not legal authority outside of the aerodrome boundary.
4.2.13	MOS Part 139 Chapter 7, Section 7.1.3.3	More exacting or exceeds	Australian legislation requires all precision approach runways to have an OLS, included are; outer horizontal, conical approach, inner approach and take off climb surfaces.
4.2.16	MOS Part 139 Chapter 7, Section 7.1.3	Different in character or other means of compliance	Australian compliance differs for Precision approach Code 3. Australian legislation also includes outer horizontal height and radius on Precision approach cat I,II and III for codes 3 and 4 runways
4.2.19	MOS Part 139 Chapter 7, Section 7.1	Less protective or partially implemented not implemented	Australia does not have any legal authority outside of the aerodrome boundary.

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4.2.20	CASR 139.E and MOS 139 Chapter 7, 7.1	Less protective or partially implemented not implemented	Australia's regulations require an aerodrome operator to monitor the OLS of the aerodrome for any infringements. If such an infringement is proposed, the aerodrome operator must refer the proposal to CASA for assessment which may result in a recommendation to mark and or light the obstacle depending on its location in the OLS. If the proposal will infringe the approach, take off or inner transitional surfaces, CASA will require the obstacle to be lit and or marked and might also require the runway threshold to be displaced to maintain aviation safety depending on the severity of the infringement.
4.2.21	MOS Part 139 Chapter 7, Section 7.1	Less protective or partially implemented not implemented	Australia does not have any legal authority outside of the aerodrome boundary.
4.2.25	MOS Part 139 Chapter 7, Section 7.1-7.3	Less protective or partially implemented not implemented	Australia does not have any legal authority outside of the aerodrome boundary.
4.2.26	MOS Part 139 Chapter 7, Section 7.1-7.3	Less protective or partially implemented not implemented	Australia does not have any legal authority outside of the aerodrome boundary.
4.2.27	MOS Part 139 Chapter 7, Section 7.1	Less protective or partially implemented not implemented	Australia does not have any legal authority outside of the aerodrome boundary.
4.3.2	CASR Part 139 E MOS Part 139 Chapter 7, Section 7.1	More exacting or exceeds	Australian legislation requires a limit of 110m, rather than 150m.
4.4.1	MOS Part 139 Chapter 7, Section 7.1	Less protective or partially implemented not implemented	The effect of these objects must be assessed, particularly if they are within the ILS critical or sensitive areas.
4.4.2	CASR PART 139.E CASR PART 139 MOS CHAPTER 7.1	Different in character or other means of compliance	Australia does not have any legal authority outside of the aerodrome boundary.
5.1.1.3	MOS Part 139 Chapter 8, Section 8.7	Different in character or other means of compliance	Australian legislation requires the primary Wind Direction Indicator (WDI) to be white any additional WDIs not intended to be illuminated at night, yellow and any additional WDIs intended to be illuminated at night, white or another colour that is clearly visible when illuminated.
5.1.4.1	MOS Part 139 Chapter 8, Section 8.88 & 8.7.1.4	Different in character or other means of compliance	A signal area must be not more than 15 metres from the wind direction indicator, which must be visible from flight and all directions.
5.1.4.2	MOS Part 139 Chapter 8, Section 8.8.1.1	Different in character or other means of compliance	The signal area is required to be circular, with a diameter of 9 metres.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.1.4.3	MOS Part 139 Chapter 8, Section 8.8	Different in character or other means of compliance	The signal area must be black, and bordered by a white border 1 metre wide or 6 equally spaced white markers, each with a base not less than 0.75 metre in diameter.
5.2.1.2	MOS Part 139 Chapter 8, Section 8.3	Less protective or partially implemented not implemented	Australian legislation does not contain an order or importance but SARP is applied in practise
5.2.1.7	Nil	Less protective or partially implemented not implemented	There are no requirements for the use of reflective materials in pavement markings.
5.2.1.8	MOS Part 139 Chapter 8, Section 8.2.4	Different in character or other means of compliance	Markers are required for use on unpaved areas in lieu of markings.
5.2.3.1	MOS Part 139 Chapter 8, Section 8.3	Different in character or other means of compliance	The centre line marking may be omitted for runways which are 18 metres wide, if side stripe marking is provided.
5.2.4.7	MOS Part 139 Chapter 8, Section 8.3.8	More exacting or exceeds	The transverse stripe is required for all thresholds.
5.2.4.8	MOS Part 139 Chapter 8, Section 8.3	Less protective or partially implemented not implemented	The transverse stripe is required to be 1.2 metres wide.
5.2.4.9	MOS Part 139 Chapter 8, Section 8.3	Less protective or partially implemented not implemented	Provision of arrows is not mandated in legislation, but is inferred from an accompanying figure.
5.2.4.10	MOS Part 139 Chapter 8, Section 8.3.9	Different in character or other means of compliance	For temporary displacement of 30 days or less, less onerous threshold markings are required.
5.2.5.1	MOS Part 139 Chapter 8, Section 8.3	Different in character or other means of compliance	Australian legislation requires: Paved runways >30m wide, >1500m long
5.2.5.2	MOS Part 139 Chapter 8, Section 8.3	More exacting or exceeds	Australian legislation requires marking shall be provided for all paved runways >30m wide >1500m length.
5.2.6.1	MOS Part 139 Chapter 8, Section 8.3.7	Different in character or other means of compliance	All paved runways>30m wide>1500m long
5.2.6.2	MOS Part 139 Chapter 8, Section 8.3.7	More exacting or exceeds	Shall be all paved >30m wide >1500m long runways
5.2.6.3	MOS Part 139 Chapter 8, Section 8.3.7	Different in character or other means of compliance	Australia is fully compliant for precision runways. For non-precision approach runways alternate means are provided. Operators can follow ICAO or the simple pattern available in legislation (MOS).

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.2.6.4	CASR Part 139 MOS Chapter 8, Section 8.3.7	Different in character or other means of compliance	Australia is fully compliant for precision runways. For non-precision approach runways alternate means are provided. Operators can follow ICAO or the simple pattern available in legislation (MOS).
5.2.6.5	CASR Part 139 MOS Chapter 8 Section 8.3.7	Less protective or partially implemented not implemented	Not specified in legislation
5.2.7.2	MOS Part 139 Chapter 8, Section 8.3.6	More exacting or exceeds	Australian legislation requires side markings on all runways with sealed shoulders
5.2.7.4	MOS Part 139 Chapter 8, Section 8.3.6	Less protective or partially implemented not implemented	Australia legislation recommends this requirement and does not make this mandatory.
5.2.7.5	MOS Part 139 Chapter 8, Section 8.3	Different in character or other means of compliance	Australian legislation requires marking to be equal width to the runway marking except for 18m wide runways where the width must be 0.3m
5.2.8.1	MOS Part 139 Chapter 8, Section 8.4	Different in character or other means of compliance	Centre line marking shall be provided on all paved taxiways. In Australia the term taxi guideline markings is used. Australian legislation uses more exacting requirements, while de-icing requirements are not legislated due to limited requirements applicable to Australian conditions.
5.2.8.2	MOS Part 139 Chapter 8, Section 8.4	Different in character or other means of compliance	Australian legislative requires centre line marking shall be provided on all taxiways. Australian legislation uses more exacting requirements, while de-icing requirements are not legislated due to limited requirements applicable to Australian conditions.
5.2.8.4	MOS Part 139, Chapter 8.4.2 & 8.4.3	Less protective or partially implemented not implemented	Australian legislation requires centre line marking but not enhanced taxiway centre line marking as depicted in Annex 14
5.2.8.5	MOS Part 139, Chapter 8.4.2 & 8.4.3	Less protective or partially implemented not implemented	Australian legislation requires centreline marking but not enhanced taxiway centreline marking as depicted in Annex 14
5.2.8.6	MOS Part 139 Chapter 8, Section 8.4.2	Different in character or other means of compliance	Australia does not use term taxiway centreline marking. Taxi guidelines are used.
5.2.8.7	MOS Part 139 Chapter 8, Section 8.4	Less protective or partially implemented not implemented	Fig 5-6 Australia's pattern A is slightly narrower (as per ICAO Figure 5-8) at .15 wide each space and line.
5.2.8.8	MOS Part 139 Chapter 8.4	Different in character or other means of compliance	Australian legislation requires centre line marking but not enhanced taxiway centreline marking as depicted in Annex 14



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.2.8.9	MOS Part 139, Chapter 8.3.4.2 & 8.3.4.3	Less protective or partially implemented not implemented	Australian legislation requires centreline marking but not enhanced taxiway centre line marking as depicted in Annex 14
5.2.8.11	MOS Part 139 Chapter 8.4.2 & 8.4.3	Less protective or partially implemented not implemented	Australian legislation requires centreline marking but not enhanced taxiway centreline marking as depicted in Annex 14
5.2.9.1	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.9.2	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.9.3	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.9.4	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.9.5	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.9.6	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.9.7	MOS Part 139 Chapter 6 and Chapter 8	Less protective or partially implemented not implemented	Australia does not currently regulate for Turn Pads.
5.2.10.2	MOS Part 139 Chapter 8, Section 8.4.3 & 8.4.2	Different in character or other means of compliance	Australia uses 1.0mtr width in the spaces and 1.0 width on the lines in between the spaces as opposed to 0.9m for front broken lines as in Fig 5-6 Pattern A. (Gaps between bold lines and spaces (marking length) can be reduced to .15 instead of the 0.3 dependent on requirement of aerodrome operations). Australia has 2 options of marking sizes dependant of whether increased conspicuity is required

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.2.10.3	MOS Part 139 Chapter 8, Section 8.4.3	Different in character or other means of compliance	Australia uses 1.0mtr width in the spaces and 1.0 width on the lines in between the spaces as opposed to 0.9m for front broken lines as in Fig 5-6 Pattern A. (Gaps between bold lines and spaces (marking length) can be reduced to .15 instead of the 0.3 dependent on requirement of aerodrome operations). Australia has 2 options of marking sizes dependant of whether increased conspicuity is required. Pattern B is the same as per the ICAO example
5.2.10.4	CASR PART 139 MOS Section 8.6.4.2 & 8.4.3	Different in character or other means of compliance	Australia uses 1.0mtr width in the spaces and 1.0 width on the lines in between the spaces as opposed to 0.9m for front broken lines as in Fig 5-6 Pattern A. (Gaps between bold lines and spaces (marking length) can be reduced to .15 instead of the 0.3 dependent on requirement of aerodrome operations). Australia has 2 options of marking sizes dependant of whether increased conspicuity is required.
5.2.10.5	MOS 139 Chap 8.4	Different in character or other means of compliance	Australia uses 1.0mtr width in the spaces and 1.0 width on the lines in between the spaces as opposed to 0.9m for front broken lines as in Fig 5-6 Pattern A. (Gaps between bold lines and spaces (marking length) can be reduced to .15 instead of the 0.3 dependent on requirement of aerodrome operations). Australia has 2 options of marking sizes dependant of whether increased conspicuity is required.
5.2.10.6	MOS 139 Chap 8.4.3	Less protective or partially implemented not implemented	Australia uses 1.0mtr width in the spaces and 1.0 width on the lines in between the spaces as opposed to 0.9m for front broken lines as in Fig 5-6 Pattern A. (Gaps between bold lines and spaces (marking length) can be reduced to .15 instead of the 0.3 dependent on requirement of aerodrome operations). Australia has 2 options of marking sizes dependant of whether increased conspicuity is required.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.2.10.7	MOS Part 139 Chapter 8, Section 8.4.3 & 8.4.2	Different in character or other means of compliance	Australia uses 1.0mtr width in the spaces and 1.0 width on the lines in between the spaces as opposed to 0.9m for front broken lines as in Fig 5-6 Pattern A. (Gaps between bold lines and spaces (marking length) can be reduced to .15 instead of the 0.3 dependent on requirement of aerodrome operations). Australia has 2 options of marking sizes dependant of whether increased conspicuity is required. Australia requires a 3.0m length between right inner width line and outer left width line (Pattern B states 3.0 width between both inner lines) No runway centre line (start and/or finish) is legislated at either end of holding position markers(0.9)
5.2.10.8	MOS Part 139 Chapter 8, Section 8.2 & 8.4.3	Less protective or partially implemented not implemented	Not currently legislated
5.2.10.9	MOS Part 139 Chapter 8, Section 8.4	Less protective or partially implemented not implemented	no current requirement to display marking 'perpendicular' but in practice this SARP is recommended and used
5.2.11.5	MOS Part 139 Chapter 8, Section 8.4	Different in character or other means of compliance	Australia uses lines and gaps of 1.0m distance (as opposed to 0.9m)
5.2.12.1	MOS Part 139 s11.1.6 & Chapter 8	Less protective or partially implemented not implemented	Australia does not legislate VOR aerodrome checkpoint markings
5.2.12.3	MOS Part 139 Chapter 8	Less protective or partially implemented not implemented	Not specified in Australian legislation
5.2.12.4	Nil	Less protective or partially implemented not implemented	Australia does not require the VOR check-point facility to be made available.
5.2.12.5	NIL	Less protective or partially implemented not implemented	Australia does not require the VOR check-point facility to be made available
5.2.12.6	NIL	Less protective or partially implemented not implemented	Australia does not require the VOR check-point facility to be made available
5.2.13.7	MOS Part 139 Chapter 8, Section 8.5	Less protective or partially implemented not implemented	Not specified in legislation but is inferred to in requirements
5.2.13.8	MOS Part 139 Chapter 8, Section 8.5.13 & 22	Different in character or other means of compliance	Lead in lines are obvious to direction required as they already has other designations listed showing direction Arrows are generally only legislated on lead out lines

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.2.13.9	MOS Part 139 Chapter 8, Section 8.5	Less protective or partially implemented not implemented	Australia does not use the term 'turn bars'
5.2.13.10	MOS Part 139 Chapter 8, Section 8.5.16&17	Less protective or partially implemented not implemented	Australia does not use the term 'turn bars'
5.2.15.1	MOS Part 139 Chapter 8, Section 8.6	Less protective or partially implemented not implemented	Australian legislation does not mandate position markings at road entrances
5.2.15.2	MOS Part 139 s8.6	Less protective or partially implemented not implemented	Australian legislation does not mandate position markings at road entrances
5.2.15.3	MOS Part 139 Chapter 8, Section 8.6.12	Less protective or partially implemented not implemented	Australian legislation does not mandate position markings at road entrances
5.2.16.1	MOS Part 139 Chapter 8, Section 8.6	Different in character or other means of compliance	Australia does not require Mandatory Instruction Marking or Information Marking. Mandatory Area Guidance Signs (MAGS) is the legislated terminology used.
5.2.16.2	Nil	Less protective or partially implemented not implemented	Mandatory instruction markings are not legislated in Australia.
5.2.16.3	MOS Part 139 Chapter 8.4	Less protective or partially implemented not implemented	Mandatory instruction markings are not legislated in Australia.
5.2.16.4	MOS Part 139 Chapter 8.4	Less protective or partially implemented not implemented	Mandatory Instruction markings are not legislated in Australia.
5.2.16.5	MOS Part 139 Chapter 8.3-4	Less protective or partially implemented not implemented	Mandatory Instruction markings are not legislated in Australia.
5.2.16.6	MOS Part 139 Chapter 8	Less protective or partially implemented not implemented	Mandatory Instruction marking are not legislated in Australia.
5.2.16.8	MOS Part 139 Chapter 8.6	Less protective or partially implemented not implemented	Mandatory Instruction Markings are not legislated in Australia.
5.2.16.9	MOS Part 139 Chapter 8.6.4	Less protective or partially implemented not implemented	Mandatory Instruction markings are not legislated in Australia. The shadowing of instruction markings and information markings is not implemented in legislation (as noted in Appendix 3)

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.2.16.10	MOS Part 139 Chapter 8.6	Less protective or partially implemented not implemented	Mandatory Instruction markings are not legislated in Australia.
5.2.17.1	MOS Part 139 Chapter 8.6	Different in character or other means of compliance	Mandatory Instruction markings are not legislated in Australia.
5.2.17.2	MOS Part 139 Chapter 8.6	Different in character or other means of compliance	Mandatory Instruction markings are not legislated in Australia.
5.2.17.3	MOS Part 139 Chapter 8.6	Different in character or other means of compliance	Mandatory Instruction markings are not legislated in Australia.
5.2.17.4	MOS Part 139 Chapter 8.6.1-2	Different in character or other means of compliance	Mandatory Instruction markings are not legislated in Australia.
5.2.17.5	MOS Part 139 Chapter 8.6.3	Different in character or other means of compliance	Mandatory Instruction markings are not legislated in Australia.
5.2.17.6	MOS Part 139 Chapter 8.6.8-16	Different in character or other means of compliance	Mandatory Instruction markings are not legislated in Australia.
5.2.17.7	MOS Part 139 Chapter 8.6.8-16	Less protective or partially implemented not implemented	Mandatory Instruction markings are not legislated in Australia.
5.2.17.8	MOS Part 139 Chapter 8.5.25 & 8.6 (Fig 8.6 1-7)	Less protective or partially implemented not implemented	Mandatory Instruction markings are not legislated in Australia. The shadowing of instruction markings and information markings is not implemented in legislation (as noted in Appendix 3)
5.3.1.1	CAR 94 Advisory Circular AC 139 23(0) - Guidance	Different in character or other means of compliance	Australian has not legislation to mandate extinguishing of a light but can serve a notice to the owner or responsible person to extinguish. Guidance is advised through an Advisory Circular.
5.3.1.2	CAR 94 Advisory Circular AC 139-23(0)	Different in character or other means of compliance	Australian has not legislation to mandate extinguishing of a light but can serve a notice to the owner or responsible person to extinguish. Guidance is advised through an Advisory Circular.
5.3.1.12	MOS Part 139 Chapter 9, Section 9.14, Figure 9.14	Different in character or other means of compliance	Australia uses a slightly higher minimum for lighting systems in straight sections intended for use in RVR conditions greater than 350mtrs (eg 50cd instead of 20cd), when compared to figure A2-15 in Annex 14.
5.3.2.1	MOS Part 139 Chapter 9, Section 9.1	Less protective or partially implemented not implemented	There is no requirement for emergency lighting to be available at aerodromes without a secondary power supply.
5.3.2.3	MOS Part 139 Chapter 9, Section 9.1	Less protective or partially implemented not implemented	The use of liquid fuel-burning flares or lamps is permitted. Emergency light colours are not stipulated

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.3.3	MOS Part 139 Chapter 9, Section 9.5	Different in character or other means of compliance	Operational necessity is the determinant of whether an aerodrome beacon should be provided.
5.3.3.7	MOS Part 139 Chapter 9, Section 9.4.3.8	Different in character or other means of compliance	Australia legislation stipulates light intensity distribution of elevation angles.
5.3.3.8	MOS Part 139, Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.3.9	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.3.10	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.3.11	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.3.12	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.3.13	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.3.14	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not require the use of aerodrome identification beacons.
5.3.4.1.1	MOS Part 139 Chapter 9	Different in character or other means of compliance	No requirements for a simple approach lighting system are specified in Australian legislation.
5.3.4.2	MOS Part 139 Chapter 9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.4.3	MOS Part 139 Chapter 9	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.4.4	CASR PART 139 MOS -s9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.4.5	MOS 139 s9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.4.6	MOS 139 s9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.4.7	MOS 139 s9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.4.8	MOS 139 s9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.4.9	MOS 139 s9.7.1	Less protective or partially implemented not implemented	Australia does not legislate simple approach lighting systems
5.3.5.1	MOS Part 139 Chapter 9, Section 9.9	Less protective or partially implemented not implemented	A VASIS is required where the aerodrome is served by jet aeroplanes or aeroplanes with similar pilot guidance requirements
5.3.5.2	MOS Part 139 Chapter 9, Section 9.9	More exacting or exceeds	Australia has a higher distance from threshold to wingbar T-VASIS sitting currently under review and is likely to be resolved to ICAO siting requirements. Otherwise Australia's standards are more exacting than the ICAO requirement. Double sided PAPI. (new)
5.3.5.3	MOS Part 139 Chapter 9, Section 9.9	More exacting or exceeds	T VASIS, AT VASIS, or PAPI will be required, irrespective of the runway code, for jet aeroplane landings or as directed for all other runways. Double sided PAPI required to replace T-VASIS.
5.3.5.4	MOS 139 Chap 9.9	Less protective or partially implemented not implemented	Not currently legislated. Under review to comply.
5.3.5.5	MOS Part 139 Chapter 9, Section 9.9	Different in character or other means of compliance	TT VASIS, AT VASIS, or PAPI are required, irrespective of the runway code, for jet aeroplane landings or as directed for all other runways. Double sided PAPI required to replace T-VASIS.
5.3.5.6	MOS Part 139 Chapter 9, Section 9.9	Different in character or other means of compliance	There is no specific legislative requirement for a PAPI to be used on a temporarily displaced threshold subject to CASA assessment. Where operationally required, a direction may be given for a VASIS to be used in these circumstance
5.3.5.13	MOS Part 139 Chapter 9, Section 9.9.3	Different in character or other means of compliance	Light intensity is not specifically legislated, but refers to light produced and angle required
5.3.5.15	MOS Part 139 Chapter 9, Section 9.9.3.6	Different in character or other means of compliance	Australian legislation requires the beam to not be less than 15% of the intensity of the white beam.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.5.39	MOS Part 139 Chap 9.9	Less protective or partially implemented not implemented	The APAPI is not endorsed for use in Australia. Because of its limited performance, the use of the APAPI is not accepted for Australian operations. Table 5-3 (Dimensions and slopes of the obstacle protection surface) currently not legislated.
5.3.5.42	MOS Part 139 Chapter 9, Section 9.9	Different in character or other means of compliance	Figure 5-21 (obstacle protection surface for visual approach slope indicator systems) not legislated. Australia provides a figure showing the arrangement of a PAPI system and the resulting display.
5.3.5.43	MOS Part 139 Chapter 9, Section 9.9	Different in character or other means of compliance	The obstacle protection surface characteristics are the same for T-VASIS and PAPI, irrespective of runway code and whether the runway has a non-instrument/ instrument approach. Figure 5-21 (obstacle protection surface for visual approach slope indicator systems) not legislated. Australia provides a figure showing the arrangement of a PAPI system and the resulting display. Table 5-3 (Dimensions and slopes of the obstacle protection surface) not legislated. APAPI systems not used in Australia
5.3.5.44	MOS Part 139 Chapter 9, Section 9.9	Different in character or other means of compliance	Any penetrations or close proximities must be reported, and are subject to an aeronautical study to determine if there could be an adverse effect on safety. In such cases operational limitations may need to be imposed.
5.3.5.45	MOS Part 139 Chapter 9, Section 9.9	Different in character or other means of compliance	Any penetrations or close proximities must be reported, and are subject to an aeronautical study to determine if there could be an adverse effect on safety. In such cases operational limitations may need to be imposed.
5.3.5.46	MOS Part 139 Chapter 9, Section 9.9.2.4	Different in character or other means of compliance	No current legislation that states that 'suitably displace the system upwind of the threshold such that the object no longer penetrates the OPS' (measure item e).
5.3.6.1	CASR PART 139 MOS Section 9.10.2.2(a)	Different in character or other means of compliance	Australia does not use the terms circling guidance lights. Omnidirectional lights are used for low intensity and medium intensity systems and not approach.
5.3.7.1	CASR PART 139 MOS Section 9.10	Less protective or partially implemented not implemented	Runway lead-in lighting systems are not endorsed or legislated for use in Australia.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.7.2	MOS Part 139	Less protective or partially implemented not implemented	Runway lead-in lighting systems are not endorsed for use in Australia.
5.3.7.3	MOS Part 139	Less protective or partially implemented not implemented	Runway lead-in lighting systems are not endorsed for use in Australia
5.3.7.4	MOS Part 139	Less protective or partially implemented not implemented	Runway lead-in lighting systems are not endorsed for use in Australia
5.3.7.5	MOS Part 139	Less protective or partially implemented not implemented	Runway lead-in lighting systems are not endorsed or legislated for use in Australia.
5.3.7.6	Nil	Less protective or partially implemented not implemented	Runway lead-in lighting systems are not endorsed for use in Australia
5.3.8.3	MOS Part 139 Chapter 9, Section 9.10.15.6	More exacting or exceeds	Australian legislation provides frequency shall be 100-120 per minute.
5.3.9.2	CASR Part 139 MOS, Chapter 9, Sections: 9.1.7.4, 9.1.8.1, 9.1.14 and 9.10.2.1	Different in character or other means of compliance	Australia ensures that all runways have edge lighting to support nighttime operations irrespective of the RVR conditions. Precision runways are subject to control by ATS so runway lighting would be procedurally provided by day for operations below 800m RVR. For non-precision instrument runways by day, aerodrome lighting can be selected manually (ie. using PAL with daytime function or via a request over Unicom/CAGRO or direct to the Aerodrome Reporting Officer). Runway lighting for RVR > 800m is subject to secondary power requirements and minimum switchover stimes.
5.3.9.5	CASR PART 139 MOS Section 9.10.4	Different in character or other means of compliance	Australia does not specify runways with a width exceeding 60 metres.
5.3.9.9	MOS Part 139 Chapter 9, Section 9.10 & 9.11.1.8 (figure 9.11-1)	More exacting or exceeds	Australia complies with medium intensity lights and low intensity lights use the lesser valude of 25 cd as a minimum.
5.3.12.3	CASR PART 139 MOS,Chapter 9.10.24.1	More exacting or exceeds	Runway centreline lights must be provided on the following: (a) a Cat II or III precision approach runway; (b) a runway intended for take-offs with an operating minimum below an RVR of 350 m.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.12.4	MOS Part 139 Chapter 9, Section 9.10.24.1	Different in character or other means of compliance	Runway centreline lights must be provided on the following: (a) a Cat II or III precision approach runway; (b) a runway intended for take-offs with an operating minimum below an RVR of 350 m.
5.3.12.6	MOS Part 139 Chapter 9, Section 9.10	Less protective or partially implemented not implemented	Australia has no requirement for special lighting provision.
5.3.12.7	MOS Part 139 Chapter 9, Section 9.10.2	Different in character or other means of compliance	Requirement is mandated on all runways regardless of length and allow provision of redundancy through the interleave circuitry.
5.3.13.2	MOS Part 139 Chapter 9, Section 9.10.25	Different in character or other means of compliance	Australian legislation provides for the requirement being mandated regardless of length.
5.3.14.1	CASR PART 139 MOS 9.10.25	Less protective or partially implemented not implemented	Australia does not stipulate use of a simple touchdown zone light pattern.
5.3.14.2	CASR PART 139 MOS 9.10.25	Less protective or partially implemented not implemented	Australia does not stipulate use of a simple touchdown zone light pattern.
5.3.14.3	CASR PART 139 MOS 9.10.25	Less protective or partially implemented not implemented	Australia does not stipulate use of a simple touchdown zone light pattern.
5.3.14.4	CASR PART 139 MOS 9.10.25	Less protective or partially implemented not implemented	Australia does not stipulate use of a simple touchdown zone light pattern.
5.3.14.5	CASR PART 139 MOS 9.10.25	Less protective or partially implemented not implemented	Australia does not stipulate use of a simple touchdown zone light pattern.
5.3.15.1	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.
5.3.15.2	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.
5.3.15.3	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.
5.3.15.4	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.
5.3.15.5	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.15.6	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.
5.3.15.7	CASR PART 139 MOS 9.13.1.3	Less protective or partially implemented not implemented	Rapid exit taxiways must have centreline lighting. Rapid exit taxiway lights are not mandated.
5.3.16.1	MOS Part 139 Chapter 9, Section 9.10.22	More exacting or exceeds	Australian legislation provides for stopway longer than 180m
5.3.17.1	MOS Part 139 Chapter 9, Section 9.13.11.1	Different in character or other means of compliance	De-icing facilities not mandated in Australia (due to environmental conditions).
5.3.17.10	MOS Part 139 Chapter 9, Section 9.14.3 (figure)	Less protective or partially implemented not implemented	Australian aerodromes do not specify this level of lighting.
5.3.17.11	Nil	Less protective or partially implemented not implemented	This standard has not been incorporated in Australian legislation.
5.3.18.6	MOS Part 139 Chapter 9, Section 9.13.13.3(b)	More exacting or exceeds	Australian legislation states distance shall be 0.6m to 1.8m from taxiway edge.
5.3.18.7	CASR PART 139 MOS Chapter 9, Section 9.13.15.1	Less protective or partially implemented not implemented	Australian legislation requires the lights to show up to at least 30 degrees above the horizontal.
5.3.18.8	CASR PART 139 MOS 9.13.15	More exacting or exceeds	Australian legislation specifies 5 candela intensity.
5.3.20.1	CASR PART MOS Part 139 Chapter 9, Section 9.13.23	More exacting or exceeds	Australian legislation requires stop bar shall be provided at every runway holding position with visibility less than 550m (subject to conditions).
5.3.20.3	CASR PART 139 MOS Chapter 9.13.23	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.20.4	CASR PART 139 MOS Chapter 9.13.23	Less protective or partially implemented not implemented	Not specified in Australian legislation
5.3.20.11	CASR PART 139 MOS Chapter 9, Section 9.13.25	Less protective or partially implemented not implemented	Not specified in Australian legislation
5.3.20.12	MOS Part 139 Chapter 9, Section 9.13	Less protective or partially implemented not implemented	Not specified in legislation

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.21.2	MOS Part 139 Chapter 9, Section 9.13.20.1	Different in character or other means of compliance	Intermediate holding position lights must be provided at the following locations: (a) the runway holding position on a taxiway serving a runway equipped for night use when runway guard lights and/or stop bars are not provided; (b) the holding position of a holding bay, where the holding bay is intended to be used at night; (c) at taxiway/taxiway intersections where it is necessary to identify the aircraft holding position; and (d) a designated intermediate holding position on a taxiway intended to be used at night.
5.3.22.1	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing facility not mandated in Australia due to the environmental conditions.
5.3.23.2	CASR PART 139 MOS Chapter 9, Section 9.13.16.2	Different in character or other means of compliance	An aerodrome that is not required to provide runway guard lights may choose to do so as an aid to reducing runway incursions.
5.3.23.3	CASR PART 139 MOS Chapter 9, Section 9.13.16.2	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.23.9	MOS Part 139 Chapter 9, Section 9.13.18.3	More exacting or exceeds	The light beams are to be unidirectional and aimed so that the beam centres cross the taxiway centreline at a point 60 m prior to the runway holding position.
5.3.23.11	MOS Part 139 Chapter 9, Section 9.14 (Figure 14.6)	Less protective or partially implemented not implemented	Australia uses Figure A2.24 for all applications.
5.3.24.1	MOS Part 139 Chapter 9, Section 9.16	Different in character or other means of compliance	Apron floodlights are used for all aprons intended for use at night. Legislation doesn't stipulate de-icing or parking at night.
5.3.24.3	MOS Part 139 Chapter 9, Section 9.16.4.2	More exacting or exceeds	Australian legislation specifies monochromatic light must not be used.
5.3.25.1	MOS Part 139 Chapter 9, Section 9.17.1.1	More exacting or exceeds	Australian legislation specifically requires a visual docking guidance system when there is an aerobridge
5.3.26.1	CASR PART 139 MOS Section 9.17.2	Different in character or other means of compliance	Australian legislation does not refer to the term "advance" but does specify requirements in legislation.
5.3.26.2	CASR PART 139 MOS Section 9.17.2	Different in character or other means of compliance	Australian legislation does not refer to the term "advance" but does specify requirements in legislation.
5.3.26.3	CASR PART 139 MOS Section 9.17.2	Different in character or other means of compliance	Australian legislation does not refer to the term "advance" but does specify requirements in legislation.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.26.4	CASR PART 139 MOS Section 9.17.2	Less protective or partially implemented not implemented	Australian legislation does not refer to the term "advance" but does specify requirements in legislation.
5.3.26.5	CASR PART 139 MOS Section 9.17.2	Less protective or partially implemented not implemented	Australian legislation does not refer to the term "advance" but does specify requirements in legislation.
5.3.26.6	CASR PART 139 MOS Section 9.17.2	Less protective or partially implemented not implemented	Australian legislation does not specifically cover items A & G. Australian legislation does not refer to the term "advance" but does specify some requirements in legislation.
5.3.26.8	CASR PART 139 MOS 9.17.2.5	Different in character or other means of compliance	Requirements not as specific as ICAO standards
5.3.26.9	Nil	Less protective or partially implemented not implemented	Requirements not as specific as ICAO standards.
5.3.26.12	CASR PART 139 MOS 9.17.6.3	Less protective or partially implemented not implemented	The stopping position indicator must provide closing rate information over a distance of at least 10 m.
5.3.26.13	CASR PART 139 MOS 9.17.6.2	Different in character or other means of compliance	The stopping position indicator must show the stopping position of the aircraft for which the guidance is being provided, and must provide closing rate information to enable the pilot to gradually decelerate the aircraft to a full stop.
5.3.26.14	Nil	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.26.15	Nil	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.26.16	Nil	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.27.1	MOS Part 139 Chapter 9, Section 9.17	Less protective or partially implemented not implemented	Australian legislation does not specifically identify use of aircraft stand manoeuvring guidance lights
5.3.27.2	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify this requirement
5.3.27.3	CASR PART 139 MOS Chapter 9.17	Less protective or partially implemented not implemented	Australian legislation does not specifically identify use of aircraft stand manoeuvring guidance lights.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.27.4	CASR PART 139 MOS Chapter 9.17	Less protective or partially implemented not implemented	Australian legislation does not specifically identify use of aircraft stand manoeuvring guidance lights.
5.3.27.5	CASR PART 139 MOS Section 9.17	Less protective or partially implemented not implemented	Australian legislation does not specifically identify use of aircraft stand manoeuvring guidance lights.
5.3.27.6	CASR PART 139 MOS Section 9.17	Less protective or partially implemented not implemented	Australian legislation does not specify this requirement
5.3.27.7	CASR PART 139 MOS Section 9.17	Less protective or partially implemented not implemented	Australian legislation does not specifically identify use of aircraft stand manoeuvring guidance lights.
5.3.29.1	nil	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.29.2	nil	Less protective or partially implemented not implemented	Not specified in legislation.
5.3.29.3	nil	Less protective or partially implemented not implemented	Not specified in legislation
5.3.29.4	nil	Less protective or partially implemented not implemented	Not specified in legislation
5.3.29.5	nil	Less protective or partially implemented not implemented	Not specified in legislation
5.3.29.6	nil	Less protective or partially implemented not implemented	Not specified in legislation
5.3.29.7	nil	Less protective or partially implemented not implemented	Not specified in legislation
5.3.29.8	nil	Less protective or partially implemented not implemented	Not specified in legislation
5.3.30.1	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.2	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.3.30.3	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.4	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.5	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.6	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.7	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.8	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.9	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.3.30.10	nil	Less protective or partially implemented not implemented	Not legislated in Australia. Currently under review.
5.4.1.2	CASR PART 139 MOS Section 8.16	Less protective or partially implemented not implemented	Australian legislation does not specify this requirement
5.4.1.6	MOS Part 139 Chapter 8	Less protective or partially implemented not implemented	Australia currently has not legislated all requirements of Appendix 4. Runway vacated sign is not used in Australia. Figures Entry Sign dimensions remain at: (a) 1.94 m where the code number is 3 or 4; and (b) 1.46 m where the code number is 1 or 2. Appendix 4 Table A4-1 Section 5 in the instructions is not included in legislation.
5.4.1.7	MOS Part 139 Chapter 8, Section 8.6.6	Different in character or other means of compliance	Australian legislation/ standard has been introduced to prevent dazzle. Mandated for Code 4, optional for Codes 1 to 3.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.4.1.8	MOS Part 139 Chapter 8, Section 8.6	Different in character or other means of compliance	Australia currently has not legislated all requirements of Appendix 4. Runway vacated sign is not used in Australia. Figures Entry Sign dimensions remain at: (a) 1.94 m where the code number is 3 or 4; and (b) 1.46 m where the code number is 1 or 2. Appendix 4 Table A4-1 Section 5 in the instructions is not included in legislation.
5.4.1.9	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify this requirement
5.4.1.10	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify this requirement
5.4.1.11	Nil	Less protective or partially implemented not implemented	Australian legislation does not specify this requirement
5.4.2.8	MOS Part 139 Chapter 8, Section 8.6	Less protective or partially implemented not implemented	A runway designation sign must be provided at least on the left side of a taxiway facing the direction of approach to the runway. Where practicable, a runway designation sign is to be provided on each side of the taxiway.
5.4.2.13	CASR PART 139 MOS Chapter 8 Section 8.7.5	Less protective or partially implemented not implemented	Not specified in legislation.
5.4.2.15	MOS Part 139 Chapter 8, Section 8.6.7	Less protective or partially implemented not implemented	Australia has not legislation category holding position signs with combinations i.e CAT II/III
5.4.2.17	MOS Part 139 Chapter 8, Section 8.6.10	Different in character or other means of compliance	No number specified in legislation.
5.4.2.18	MOS Part 139 Chapter 8, Section 8.6	Less protective or partially implemented not implemented	2016 Changes to instruction markings not implemented in legislation
5.4.3.4	MOS Part 139 Chapter 8, Section 8.6	Less protective or partially implemented not implemented	The runway vacated sign has not been prescribed in legislation.
5.4.3.9	Nil	Less protective or partially implemented not implemented	Not currently used in Australia
5.4.3.12	MOS Part 139 Chapter 8, Section 8.6..16	Less protective or partially implemented not implemented	These requirements are not specified in legislation.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.4.3.13	MOS Part 139 Chapter 8, Section 8.6	Less protective or partially implemented not implemented	These requirements are not specified in legislation.
5.4.3.15	MOS Part 139 Chapter 8, Section 8.6.9 & 8.6.16.2	Less protective or partially implemented not implemented	Legislation does not require the information sign to be located in line with the intermediate holding position marking.
5.4.3.18	Nil	Less protective or partially implemented not implemented	The runway vacated sign is not specified in legislation.
5.4.3.19	Nil	Less protective or partially implemented not implemented	The runway vacated sign is not specified in legislation.
5.4.3.20	MOS Part 139 Chapter 8, Section 8.6.18.1(d)	Different in character or other means of compliance	Legislation provides for aligning with the runway hold position marking. Exceed requirements for codes 3 & 4 however, slightly reduced for codes 1 & 2.
5.4.3.29	MOS Part 139 Chapter 8, Section 8.6.18.1 (a) and (D)	Different in character or other means of compliance	Legislation provides the compliance sign and provide additional standard where the take-off point is close to the start of a runway, the sign is to show the designation of the take-off runway, and the take-off run available in metres, as shown in Figure 8.6-15. (b) where the take-off point is not close to the start of the runway, the sign is to show the take-off run available in metres, plus an arrow, appropriately located and orientated, indicating the direction in which that take-off run is available, as shown in Figure 8.6-16
5.4.3.33	CASR PART 139 MOS Chapter 8.16.10	Different in character or other means of compliance	The same criteria are applied in the signing of all holding positions. No number specified.
5.4.3.34	MOS Part 139 Chapter 8, Section 8.6	Different in character or other means of compliance	Although not specified in legislation, this standard is applied in practice.
5.4.4.1	MOS part 139	Less protective or partially implemented not implemented	There is no requirement in legislation.
5.4.6.1	MOS Part 139, Chapter 9.17.7 & 8.5.13.2	Different in character or other means of compliance	Currently, there is no legislative requirement for an aircraft stand marking to be supplemented with an aircraft stand identification sign. In practice, it does occur at stands with visual docking guidance systems.
5.4.6.3	MOS Part 139 Chapter 8, Section 9.17.7.3	Different in character or other means of compliance	The number of the docking position is in white numerals on a black background, with the numerals outlined in green light at night.



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
5.4.7.1	MOS Part 139 Chapter 8, Section 8.6	Less protective or partially implemented not implemented	Not specified in Australian legislation to require Road-holding position signs at all road entrances
5.5.3.1	CASR PART 139 MOS Chapter 8.3.2	Different in character or other means of compliance	Pre-end runway markings are optional to represent stopway in the opposite runway section but no stopway markings mandated.
5.5.7.2	CASR PART 139 MOS Chapter 8.2.4 & 9.13.13 & 9.13.15	Less protective or partially implemented not implemented	There is no requirement to incorporate markers in the taxiway light fixtures.
5.5.8.1	MOS Part 139 Chapter 8, Section 8.2.2	More exacting or exceeds	Runway strip markers are used to define the graded runway strip.
5.5.8.3	MOS Part 139 Chapter 8, Section 8.2.2 & 8.2.3.3.	Different in character or other means of compliance	Gable style markers provide based on Annex 14. Runway strip marker (displaced threshold) in the form of a cone also can be used but is not preferred. Colour is white however natural colours can be used in the case of displaced thresholds where there is a need to differentiate between two runway strips.
6.1.1.3	CASR PART 139 MOS Chapters 6.3, Chapter 8.10 Chapter 9, Section 9.4	More exacting or exceeds	Obstacles other than required for visual aids are not permitted within the taxiway strip. In these cases obstacles can be marked.
6.2.1.2	MOS Part 139 Chap 8.10 & Chapter 9, Section 9.4.6	Less protective or partially implemented not implemented	Obstacle lights not classified by types A-E Not all obstacle are lit, only those considered 'significant to aircraft operations' are required to be provided with obstacle lighting. Australian legislation does not mention LED type lighting as listed in Appendix 1
6.2.2.5	MOS Part 139 Chapter 9, Section 9.19.1	Different in character or other means of compliance	Australia requires the use of amber/ yellow/ orange flashing or rotating lights of a standard type commercially available as an automobile accessory.
6.2.2.6	CASR PART 139 MOS Part 139 Subpart H Section 4-5 and Section 9.19	Less protective or partially implemented not implemented	Fire vehicles have revolving red lights. Vehicle warning lights are to be amber/yellow/orange. Other emergency vehicles which operate on and off the aerodrome have lights in accordance with the requirements of the municipality in which they are operating.
6.2.2.7	CASR PART 139 MOS Subpart H, Chapter 9, Section 9.19.3	Different in character or other means of compliance	Follow-me vehicles are not legislated in Australia at civil aerodromes. Australia requires the use of amber/yellow/orange flashing or rotating lights of a standard type commercially available as an automobile accessory.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.2.2.8	MOS Part 139 Chapter 9, Section 9.4	Different in character or other means of compliance	Objects with limited mobility such as aerobridges are considered part of the terminal building, and lighting is required to be consistent with the normal obstacle lighting standards.
6.2.3.5	CASR PART 139 MOS Chapter 8.10.1 and 9.4	More exacting or exceeds	Flags are not used to mark fixed objects. Australian legislation only allows for temporary or transient objects to use flags. Fixed objects require lighting
6.2.3.8	CASR PART 139 MOS Chapter 8.10	Different in character or other means of compliance	Australian legislation specifies standard size, colour and shape of markers to be used under certain circumstances.
6.2.3.9	CASR PART 139 MOS Chapter 8.1.3 & 8.2 and 8.10	Different in character or other means of compliance	Australian legislation provides for a range of conspicuous colours.
6.2.3.16	CASR PART 139 MOS Chapter 9, Section 9.4	Different in character or other means of compliance	High intensity lights are required to flash simultaneously.
6.2.3.18	CASR PART 139 MOS Chapter 9, Section 9.4.8.4	Different in character or other means of compliance	The use of high intensity lights is dependant on the environmental considerations of their use. Medium intensity obstacle lights are available as an alternate.
6.2.3.26	CASR PART 139 MOS Chapter 9, Section 9.4.3.6	More exacting or exceeds	Australian legislation specifies spacing is not to exceed 45m
6.2.3.30	CASR PART 139 MOS 139 Chapter 9.4.2	Different in character or other means of compliance	The use of high intensity lights is dependant on environmental considerations of their use. Medium intensity lights are available as an alternate.
6.2.3.31	CASR PART 139 MOS Chapter 9.4.3.7	Different in character or other means of compliance	Where high intensity obstacle lights are used on an object other than a tower supporting overhead wires or cables, the spacing between the lights is not to exceed 105 m. Where the high intensity obstacle lights are used on a tower supporting wires or cables, they are to be located on three levels: (a) at the top of the tower; (b) at the lowest level of the catenary of the wires or cables; and (c) at approximately midway between the two levels. Note: In some cases this may require the bottom and middle lights to be located off the tower
6.2.3.32	CASR PART 139 MOS Chapter 9.4.2	More exacting or exceeds	Australian legislation specifies spacing is not to exceed 45m
6.2.3.33	CASR PART 139 MOS Section 9.4.2	More exacting or exceeds	Australian legislation specifies spacing is not to exceed 45m.
6.2.4.1	CASR PART 139 MOS Chapter 9.4.3.4A	Different in character or other means of compliance	Australia (CASA) has not legal authority outside the aerodrome and immediate environs.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
6.2.4.2	NASF framework - Guideline (D) CASR PART 139 MOS Chapter 9.4.3.4A	Different in character or other means of compliance	Australian uses the NASF framework guidelines and not mandated in legislation.
6.2.4.3	MOS 139 s9.4.3.4A	Different in character or other means of compliance	Australia has not legislated item e) CASA does not mandate lighting of all wind turbines. No authority outside OLS
6.2.4.4	MOS 139 s9.4.3.4A	Different in character or other means of compliance	CASA does not mandate lighting of all wind turbines. No authority outside OLS
6.2.4.5	MOS 139 section 9.4.3.4A	Different in character or other means of compliance	CASA does not mandate lighting of all wind turbines. No authority outside OLS
6.2.5.3	CASR PART 139 MOS Chapter 8.10.2	Different in character or other means of compliance	Australian legislation does not legislate visibility but has standards for the markers.
6.2.5.5	CASR PART 139 MOS Chapter 8, Section 8.10.2	More exacting or exceeds	Australian legislation also requires spheres or pyramids with a size of 50cm and specify a maximum spacing.
6.2.5.6	CASR PART 139 MOS Chapter 8.1.4 & 8.10.2	Different in character or other means of compliance	Legislation does not stipulate colour, only markings.
6.2.5.7	CASR PART 139 MOS Chapter 9.4.3.7	More exacting or exceeds	Where high intensity obstacle lights are used on an object other than a tower supporting overhead wires or cables, the spacing between the lights is not to exceed 105 m. Where the high intensity obstacle lights are used on a tower supporting wires or cables, they are to be located on three levels: (a) at the top of the tower; (b) at the lowest level of the catenary of the wires or cables; and (c) at approximately midway between the two levels. Note: In some cases this may require the bottom and middle lights to be located off the tower.
6.2.5.11	CASR PART 139 MOS Chapter 9.4.8	Different in character or other means of compliance	The use of high intensity lights is dependant on the environmental considerations of their use. Medium intensity obstacle lights are available as an alternate.
6.2.5.12	CASR PART 139 MOS Chapter 9.4.8	Different in character or other means of compliance	The use of high intensity lights is dependant on the environmental considerations of their use. Medium intensity obstacle lights are available as an alternate.
7.1.3	MOS Part 139 Chapter 8, Section 8.9.2	Different in character or other means of compliance	Australia defines runways by code and dependant on type of runway designates what size, how many markings and what distance they should be placed
7.1.4	MOS Part 139 Chapter 8, Section 8.9.2	Different in character or other means of compliance	Australia uses white markings on runways and does not note a separate colour for taxiways

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
7.4.6	MOS Part 139	Less protective or partially implemented not implemented	Unserviceability flags and marker boards are not specified.
7.4.7	MOS Part 139	Less protective or partially implemented not implemented	Unserviceability flags and marker boards are not specified.
8.1.8	CASR PART 139 MOS Chapter 9.1.7 & 9.1.8	Different in character or other means of compliance	There is no requirement for these aerodromes to provide a secondary power supply. Operational procedures are in place which requires pilots intending to fly into aerodromes at night which do not have stand-by power, to designate suitable alternates in their flight plans. Secondary power mandated for CAT 1 and above. Not prescribe in legislation however is a recommendation in the CASR PART 139 Manual of Standards.
8.1.9	CASR PART 139 MOS Chapter 9, Section 9.1.9.2	Less protective or partially implemented not implemented	Not prescribed in legislation however is a recommendation in MOS.. Under current operational procedures low visibility departures are permitted from Category I aerodromes Operational procedures are in place which requires pilots intending to fly into aerodromes at night which do not have stand by power, to designate suitable alternates in their flight plans..which have stand by power.
8.1.10	MOS Part 139 Chapter 9, Section 9.1	Different in character or other means of compliance	Not all listed areas in SARP have been legislated but lighting is required for all essential areas for safe conduct of operations. f). Contingency planning is required to minimise the impact of any interruption to the level of ARFF service.
9.1.4	CASR 139.210 CASR PART 139 MOS Chapter 10, Sections 10.7, 10.8.5, 10.7.1.7	Different in character or other means of compliance	Australian States are responsible for legislating emergency control command & coordination. CASA requires an emergency plan to be implemented and coordinated with these agencies.
9.1.13	CASR PART 139 MOS Chapters 10.7, 10.8 CASR PART 139 MOS 139H	More exacting or exceeds	Australian legislation recommends exercises to be conducted annually, not each 2 years. Australia mandates an annual review of emergency arrangements.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
9.2.1	CASR 139.H MOS Part 139H	Less protective or partially implemented not implemented	Rescue and fire fighting services to Annex standards is not provided at all alternate international aerodromes. ARFFS are currently not located at the international alternates of Learmonth, Lord Howe Island, Newcastle, Kalgoorlie, Tindal, Horn Island, Christmas Island, and Cocos(Keeling) Island.
9.2.10	MOS Part 139H Chapter 7 CASR 139.755(1), 139.785 & 139.795(3)	Different in character or other means of compliance	Legislation does not prescribe that dry chemical powder be suitable for hydrocarbon fires. Legislation notes Annex 14 Chap 9 Standards and requirements for guidance.
9.2.11	MOS Part 139H 2.1.3.1, Chapters 3 & 7 CASR Part 139.785, 139.795(3)	Less protective or partially implemented not implemented	Legislation does not include minimum usable amounts of extinguishing agent for foam amounts of extinguishing agent for foam meeting performance level C, nor list the discharge rate for dry chemical powders, as listed in ICAO Annex 14 Vol 1 Table 9-2
9.2.12	CASR Part 139.785, 139.795(3) MOS 139H Chap 7.1.1.1, 2.1.3.1, 3.1.2	Less protective or partially implemented not implemented	Australian legislation permits the minimum amounts of water and foam to be one category below the largest aircraft using the aerodrome where the number of movements of the largest aircraft fall below 700 in the busiest consecutive 3 month period of the preceding 12 months.
9.2.13	CASR Part 139.785, 139.795(3) MOS PART 139H - 2.1.3.1, 3.1.2, 7.1.1.1	Less protective or partially implemented not implemented	Australian legislation permits the minimum amounts of water and foam to be one category below the largest aircraft using the aerodrome where the number of movements of the largest aircraft fall below 700 in the busiest consecutive 3 month period of the preceding 12 months.
9.2.17	MOS Part 139H Chapter 7 (7.1.1.3 & 7.1.1.4) CASR 139.785 & 139.795(3)	Different in character or other means of compliance	Legislation does not specifically describe this ICAO recommendation. Legislation states that foam types must not be mixed unless compatible.
9.2.18	MOS Part 139H Chapter 7	Less protective or partially implemented not implemented	Australian legislation does not prescribe Foam meeting performance level C. Complimentary agents refers to Aerodrome Cat 1 45kgDCP, Cat 2 90kgDCP.
9.2.19	MOS Part 139H Chapter 7	Less protective or partially implemented not implemented	Australian legislation does not specifically describe this requirement> Aust legislation refers to DOC 9137 Part 1 which refers to ISO 7202



<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
9.2.20	CASR Part 139.785, 139.795(3) MOS Part 139H - 2.1.3.1, 7.1.1.1	Different in character or other means of compliance	Australia legislation does not directly list DCP discharge rates as per Table 9-2. However, legislation requires RFF vehicles to comply with performance and specifications as per ICAO ASM Part 1, RFF Chapter 5 - paragraph 5.3.1. ASM Part 1 RFF Chapter 5 para 5.3.1 prescribed that RFF vehicles must be capable of conveying and delivering at least the minimum quantities of extinguishing agents specified in Table 2-3 of ASM Part 1, and Part 139H MOS paragraph 7.1.2.5 refers to ICAO ASM Part 1, Chapter 2 - Para 2.5.2 prescribes DCP discharge rates to be as per Table 2-3 of ASM Part 1.
9.2.21	CASR PART 139.785, 739.795 (3) MOS 139 H Chapters 2.1.3.1, 7.1.1.1	Different in character or other means of compliance	Australian legislation prescribes complimentary agent to be Dry Chemical Powder (DCP) which must be foam compatible. Australian legislation does not permit substitution of DCP as a complimentary agent.
9.2.23	MOS 139H Chap 7.1.3 Airport Services Manual	More exacting or exceeds	Australian legislation requires 200% of the complimentary agent and gas reserve. Australia has issued an exemption to ARFFS providers that permits reserve stocks of foam and complimentary agents to be 100%.
9.2.24	CASR 139.785 & 139.795 MOS 139H Chap 7 (7.1.3)	Different in character or other means of compliance	Australia legislation does not specifically prescribe this recommendation. Reserve stock rates are to be 200% of the equivalent quantity of agent.
9.2.25	CASR 139.785 & 139.795 MOS 139H s7.1.3	Different in character or other means of compliance	Australian legislation does not specify amount of reserve to be increased as determined by a risk assessment. ARFFs provider must calculated the anticipated delay and increase reserve to provide sufficient supply to meet the anticipated delay.
9.2.27	MOS PART 139H Chapter 6.1.1.3	More exacting or exceeds	Australian legislation prescribes that the operational directive of the ARFFS must be to achieve response times not exceeding three minutes to the end of each runway in optimum visibility and surface conditions. The operational objective of the ARFFS is to achieve a two minute response time to the end of each runway.
9.2.28	MOS PART 139H Chapter 6.1.1.3 (a) CASR PART 139.771(1)	Different in character or other means of compliance	Australian legislation prescribes the RFF response time of not exceeding 2 minutes to the end of each runway as an objective but does not specify this to be in optimum visibility and surface conditions.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
9.2.31	MOS Part 139H Chapter 6.1.1.2 CASR PART 139.771(1)	Different in character or other means of compliance	Australian legislation does not differentiate between first response vehicle and the rest of the fleet. All other RFF vehicles that make up the aerodrome category must be capable of arriving on site so as to provide continuous agent application at the rate listed in legislation.
9.2.35	CASR 139.785, 139.795(3) MOS Part 139H Chapter 6.1.3	Less protective or partially implemented not implemented	Legislation only prescribes that roads support ARFFS vehicles and be useable in all weather conditions.
9.2.36	MOS Part 139 Chap 9.1 & 9.19.3 MOS 139H Chap 6, 22 & 26	Less protective or partially implemented not implemented	Australian legislation does not specifically describe this ICAO recommendation. Australia does not legislate edge markers for access roads but refers to local state requirements regarding roads.
9.2.45	CASR 139.845 MOS Part 139H Chapters 20.1.2	Less protective or partially implemented not implemented	Legislation does not specifically identify that a task resource analysis should be completed to determine staffing numbers.
9.5.5	CASR PART 139 MOS Chapter 10.7, 10.8 & 10.9 & 10.17	Different in character or other means of compliance	Whilst not regulated in Aviation regulations, priority for emergency vehicles is written in State laws within all States of Australia
9.5.6	MOS Part 139 Chapter 10, Section 10.9	Different in character or other means of compliance	Whilst not regulated in Aviation legislation, vehicles are required to operate as per Aerodrome operating plan and as written in State laws within all States of Australia
9.6.2	CAR1988 Division 2 CAO 20.9 CASR 139.095	Different in character or other means of compliance	Requirement is predominately an airline operators procedure rather than an aerodrome procedure. Emergency exits are a requirement under State and Federal building regulations
9.8.1	CASR PART 139 MOS 10.17	Less protective or partially implemented not implemented	Australian legislation only has standards for the equivalent of an A-SMGCS for conditions of reduced visibility or low visibility operations.
9.8.2	CASR PART 139 MOS Chapter 10.17	Less protective or partially implemented not implemented	Australia has standards for A-SMGCS for conditions of reduced visibility or low visibility operations.
9.8.3	CASR PART 139 MOS Chapter 10.17	Different in character or other means of compliance	Australia requires certain lighting, marking and signage on aerodromes for a variety of conditions, but without specifying that they are part of the SMGCS.
9.8.4	CASR PART 139 MOS Chapter 10.9.3 and 10.17	Different in character or other means of compliance	Australia has established regulatory standards for A-SMGCS for conditions of reduced visibility or low visibility operations.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
9.8.5	CASR PART 139 MOS Chapters 10.17 and 9.8.5	Different in character or other means of compliance	Australia has established regulatory standards for the safety of ground operations (preventing collisions) for conditions of reduced visibility or low visibility operations.
9.8.6	CASR PART 139 MOS Chapter 9.13.25.4	Different in character or other means of compliance	Legislation requires stopbar control systems to extinguish taxiway lighting to a distance of at least 90m beyond any illuminated stopbar.
9.8.7	Nil	Less protective or partially implemented not implemented	Not specified in legislation.
9.8.8	Nil	Less protective or partially implemented not implemented	Not specified in legislation as not relevant to all Australian airports.
9.12.1	Nil	Less protective or partially implemented not implemented	Autonomous runway incursion warning system (ARIWS) is not implemented in legislation. Australia has no current plans to implement.
9.12.2	nil	Less protective or partially implemented not implemented	Autonomous runway incursion warning system (ARIWS) is not implemented in legislation. Australia has no current plans to implement.
10.3.1	MOS Part 139 s6.2, 10.2, 10.15 & 13.1	Different in character or other means of compliance	Snow, snow slush and ice are not generally characteristic of Australian environmental conditions.
10.3.4	CASR 139.225-250 MOS Part 139 s10.2 & 10.15	Different in character or other means of compliance	Snow, slush and ice are not generally characteristic in Australian aerodrome conditions. Not specifically legislated. Such conditions do not apply in Australia and if occurrences should happen normal clearance and maintenance procedures would apply.
10.3.5	CASR 139.B.3 MOS Part 139 s10.2 & 10.15	Different in character or other means of compliance	Icing is not generally characteristic in Australian aerodrome operating conditions. No specifically legislated. Such conditions do not apply in Australia and if occurrences should happen normal clearance and maintenance procedures would apply. Aerodrome operators in frost prone areas are required to have procedures in place to keep runway clear.
10.3.6	CASR 139.120 CASR PART 139 MOS Chapter 10.2 & 10.15	Different in character or other means of compliance	Icing is not generally characteristic in Australian aerodrome operating conditions. No specifically legislated. Aerodrome operators in frost prone areas are required to have procedures in place to keep runway clear. Separate Australian State environmental legislation would apply to chemical use.

<u>Annex Reference</u>	<u>State Reference</u>	<u>Difference Level</u>	<u>State Difference</u>
10.5.1	MOS Part 139 Chapter 9, Section 9.20	Less protective or partially implemented not implemented	THL lights not used in Australia (as noted in Appendix 2) Australian legislation does not specify LED lights. Table figure for Light intensity distribution for PAPI and APAPI not included in legislation (as noted in Appendix 2, Fig. A2-23).
10.5.4	CASR 139.120 CASR PART 139 MOS Chapter 9.1.14.9 & 10.2.4	Different in character or other means of compliance	Not specifically legislated but some guidance is provided in CASR PART 139 MOS Chapters: 9.1.14 and 9.20
10.5.5	CASR 139.120 CASR PART 139 MOS Part 139 Chapter 9.1.14.9 & 10.2.4	Different in character or other means of compliance	Not specifically legislated but some guidance is provided in CASR PART 139 MOS Chapters: 9.1.14 and 9.20
10.5.6	CASR PART 139 MOS Chapter 9.11.4.9 & 10.2.4	Different in character or other means of compliance	Not specifically legislated but some guidance is provided in CASR PART 139 MOS Chapters: 9.1.14 and 9.20
10.5.7	MOS Part 139 Chapter 9, Section 9.20.2	Less protective or partially implemented not implemented	No requirement for item d) and Australia allows up to 3 adjacent lights to be unserviceable for a barrette or a crossbar and up to two for any other case other than a barrette or crossbar
10.5.11	CASR PART 139 MOS Chapter 9.20.2.5	Less protective or partially implemented not implemented	Australia does not have a requirement for Item B) and Australia allows up to two adjacent lights to be unserviceable for a runway end.