

Procedures for Air Navigation Services – Aerodromes (PANS-Aerodromes, Doc 9981)

3rd Edition, Amendment 4

Reference	Details of Difference
PART I	AERODROME CERTIFICATION, SAFETY ASSESSMENTS AND AERODROME COMPATIBILITY
Part I, Section 2.1.2 (b)	Not all listed requirements are applicable to all certified aerodromes. The following requirements have trigger conditions either relating to the servicing of international operations, or minimum levels of passenger throughput or aircraft movements: • safety management systems • aerodrome emergency plan • wildlife hazard management
Part I, Section 2.1.2 (b) 4)	Aerodrome rescue & firefighting services are not included in the scope of aerodrome certification under CASR 139.B. However, at aerodromes with ARFFS, these services are provided by a separate organisation (not the aerodrome operator) and are approved under a separate sub-part, CASR 139.H.
Part I, Section 2.1.2 (b) 7)	Snow and ice control are not included in the scope of aerodrome certification under CASR 139.B as such conditions are extremely rare in Australia.
Part I, Section 2.1.2 (b)	Aerodrome certification requirements under CASR 139.B include additional requirements such as aerodrome technical inspections and protection of CNS and meteorological facilities (see Part 139 MOS Chapter 11).
Part I, Section 2.2.2.1, Attachment A to Chapter 2	The following items are not required in the aerodrome manual: • Table of contents • Distribution list • List of critical aeroplanes (although the nominated aerodrome reference code for each facility must be detailed) • Nature of aviation activities • Types of traffic permitted • Minimum RVR • RFF • Dangerous goods
Part I, Section 2.2.3.2	The aerodrome manual does not need to identify amendment approvals
Part I, Section 2.2.3.3	Aerodrome operating staff access to the aerodrome manual is not mandated. However, access to an electronic version, if used, is a requirement (See Part 139 MOS Section 10.02 (7)).
Part I, Sections 2.4.2 & Section 2.4.6	Requirements/recommendations on aerodrome operator-led coordination are limited to the following: • Aerodrome works safety • Aerodrome emergency planning • Low visibility procedures. Those aerodromes that have a safety management system must include in their SMS details of relevant third-party relationship and interactions.

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Part I, Section 2.4.3, Appendix 2 to Chapter 2	Safety occurrence reporting is governed by the Transport Safety Investigation Act 2003. Under this legislation and associated regulations, the following incidents are not reportable: • Runway incursions where a collision is not narrowly avoided (collisions are reportable under a separate sub-section); • FOD-related events • Taxiway/apron excursions • Taxiway/apron incursions Additionally, aerodrome operators are not required to coordinate with stakeholder on occurrence reporting. Rather, each stakeholder is independently responsible for reporting as a “responsible person” under the TSI Act 2003. With respect to data to be collected, not all data categories are collected although some will be available for other sources (such as AIP). Other data may not be collected or available. For example, wildlife strike data does not align with IBIS guidance.
Part I, Section 2.4.4	Management of change is a requirement under SMS standards. However, such standards are risk-based and do not contain the specificity of the guidance material.
Part I, Chapter 2.5	Continued aerodrome safety oversight is carried out in accordance with the National Surveillance Selection Program (NSSP) which determines the frequency of site inspections/audits. Audit scopes are determined in accordance with the CASA Surveillance Manual (CSM). However, this process does not include specific aerodrome scoping instructions nor specifically require additional or less subjects/elements to be reviewed based upon the maturity of the operator’s Safety Management System (SMS). The requirement of an SMS at a certified aerodromes is determined by passenger and movement numbers. ARFFS & ground handling are not included in aerodrome certificate surveillance.
Part I, Chapter 3, Attachment B to Chapter 3	Safety assessment is a term reserved for the assessment carried out in support of a deviation from a standard as per Part 139 MOS Section 2.06 and supported by AC 139.A-04. The structure and detail of AC 139.A-04 is comparable to this chapter. Hazard identification and risk assessment under an aerodrome’s safety management system is specified in more general terms comparable to Annex 19.
Part I, Chapter 4, Appendix 1 to Chapter 4, Attachments A to D to Chapter 4	Compatibility assessments are covered under guidance material, AC 139.A-02. This guidance is comparable to this chapter, albeit limited in specificity and supporting detail. However, this document does refer to PANS-Aerodromes and its methodology.
PART II	AERODROME OPERATIONAL MANAGEMENT
Part II, Chapter 1, Appendix to Chapter 1, Attachment to Chapter 1	Training requirements for specific roles have been established in Part 139 MOS with broader training program guidance provided in AC 139.C-02. This guidance is comparable to this chapter and refers to PANS-Aerodromes.
Part II, Chapter 3, Appendix to Chapter 3	“Level 2 inspections” are not established within Australian legislation. Instead, Australia has implemented an Aerodrome Technical Inspection (ATI) regime for aerodromes with more than 10,000 air transport passengers or 20,000 aircraft movements. These inspections are completed on an annual basis according to the standards laid out in Part 139 MOS Chapter 12 Division 2. “Level 1 inspection” guidance is laid out in AC 139.C-03 with content comparable to PANS-Aerodromes.

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Part II, Chapter 4, 4.3.3 & 4.3.8	Not implemented in legislation. Legislation changes progressing with expected full implementation - Q2 2026
Part II, Chapter 5, Appendix 1 to Chapter 5, Appendix 2 to Chapter 5, Appendix 3 to Chapter 5	Requirement to establish a FOD control program detailing measures for the prevention, detection, removal, and evaluation of FOD, not implemented in legislation. FOD control is currently managed as part of serviceability inspection requirements established under Part 139 MOS Chapter 12 Division 1.
Part II, Chapter 6, Appendix 1 to Chapter 6, Appendix 2 to Chapter 6, Attachment to Chapter 6	Wildlife hazard management requirements are established in Part 139 MO Chapter 17. Wildlife safety risk assessments are known as wildlife hazard assessments and are triggered by the detection of a wildlife hazard. Such assessments are to be undertaken in line with SMS and risk management plans for aerodromes that are required to meet these standards. Wildlife Hazard Management Plans (WHMPs) are required for aircraft servicing more than 50,000 air transport passengers or 100,000 aircraft movements. The requirements for WHMP are comparable to although not as comprehensive as the guidance in PANS-Aerodromes. Wildlife strike reporting is established under the Transport Safety Investigation Act 2003 and associated regulations. These requirements differ from the specifics laid out in PANS-Aerodromes. Further guidance, in line with PANS-Aerodromes, is planned for guidance material expected by December 2026.
Part II, Chapter 7, Appendix 1 to Chapter 7, Attachment to Chapter 7	Australian standards establish requirements for certified aerodromes to establish procedures relating to airside vehicle control and aircraft parking control (see Part 139 MOS Sections 11.14 & Chapter 14, and 11.15, respectively).
Part II, Chapter 8, Appendix to Chapter 8, Attachment A to Chapter 8, Attachment B to Chapter 8, Attachment C to Chapter 8	Runway safety teams are not established within Australian legislation. However, CASA does chair a National Runway Safety Group which provides guidance and support to local runway safety teams.
Part II, Chapter 9, Appendix 1 to Chapter 9, Appendix 2 to Chapter 9, Appendix 3 to Chapter 9, Appendix 4 to Chapter 9	Certified aerodromes must ensure that airside drivers are trained prior to operating a vehicle airside (unescorted). Aerodromes servicing more than 350,000 air transport passengers or 100,000 aircraft movements must also establish a permitting system for airside drivers. Further guidance, in line with PANS-Aerodromes, is planned for guidance material expected by December 2026.