Supplement
Annex 14
Part or Volume : 1

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Annex Reference	State Reference	Difference Level	State Difference
Aerodrome certificate	Civil Aviation Safety Regulations 1998 (CASR) Dictionary and CASR subpart 139.B	Different in character or other means of compliance	Defined with reference to the regulation under which the certificate is granted.
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 classification rating	Nil	Less protective or partially implemented not implemented	Definition defined in advisory material only and not legislation.
Aircraft stand	CASR Part 139 Manual of Standards (MOS) section 3.01 (2)	Different in character or other means of compliance	By tradition, Australian legislation refers to this facility as an aircraft parking position.
Apron management service	Nil	Less protective or partially implemented not implemented	The concept of AMS is contained within aircraft parking control and not defined separately.
Arresting system	Nil	Less protective or partially implemented not implemented	Not currently defined in Australian legislation.
Autonomous runway incursion wa	Nil	Less protective or partially implemented not implemented	Not currently defined in Australian legislation.
Balked landing	Nil	Less protective or partially implemented not implemented	Australia does not define the term 'balked landing'. The term 'baulked landing' is used in reference to OLS standards and in some regulations for rotorcraft. Otherwise, the terms go-around and missed approach are often used to describe this manoeuvre.
Calendar	Acts Interpretation Act (Cth) 1901	Less protective or partially implemented not implemented	Details on interpretation of calendar terms contained within this Act and applicable to all Commonwealth Acts within Australia.
Certified aerodrome	CASR 1998 Dictionary	Different in character or other means of compliance	The Australian legislation contains a minor wording difference to the ICAO definition.
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.
De-icing/anti-icing pad	Nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation.

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Ellipsoid height (Geodetic hei	Nil	Less protective or partially implemented not implemented	Not specifically defined in Australian Aviation legislation.
Geodetic datum	AIP GEN 2.1 (3)	Different in character or other means of compliance	The WGS-84 is established as Australia's geographical coordinate system.
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	Advisory Circular 139.R-01	Less protective or partially implemented not implemented	Not defined in Australian legislation.
Holdover time	Nil	Less protective or partially implemented not implemented	Not specifically defined in Australian legislation.
Hot spot	Nil	Less protective or partially implemented not implemented	Definition not 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 aerdoromes.
Identification beacon	Nil	Less protective or partially implemented not implemented	Identification beacons not used in Australia.
Instrument runway	CASR Part 139 MOS section 3.01 (2)	Different in character or other means of compliance	Australian definitions retain details of DH and CAT III sub-categories (A, B, C).
Integrity classification (aero	CASR Part 175.100	Less protective or partially implemented not implemented	Nil
Intermediate holding position	CASR Part 139 MOS section 3.01 (2)	Less protective or partially implemented not implemented	Definition only requires aircraft and vehicles to hold, if so instructed.
Landing direction indicator	Nil	Less protective or partially implemented not implemented	Landing direction indicators not used in Australia.

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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 3.01 (2)	Different in character or other means of compliance	The second clause of this definition is not included in the Australian definition.
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.
Pavement classification rating	Nil	Less protective or partially implemented not implemented	Not specifically 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 turn pad	CASR Part 139 MOS 6.03	Less protective or partially implemented not implemented	Not currently defined in legislation.
Sign	Nil	Less protective or partially implemented not implemented	Definition not specifically defined in legislation.
Signal area	CASR Part 139 MOS section 3.01 (2)	More exacting or exceeds	Australian legislation refers to the more exacting signal 'circle', not 'area'.
Station declination	Nil	Less protective or partially implemented not implemented	Not defined in Australian legislation.

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Taxiway	CASR Part 139 MOS section 3.01 (2)	Different in character or other means of compliance	Australian described a minor difference in naming conventions with 'aircraft stand' omitted from taxilane and reference to parking positions and each term is defined separately.
Usability factor	CASR Part 139 MOS Section 1.2	Less protective or partially implemented not implemented	Not defined in Australian legislation.
1.2.2	CASR Part 139.025 and Part 139 MOS 1.03	Less protective or partially implemented not implemented	Aerodrome certification and standards are applicable to aerodromes with a terminal flight procedure or those that elect to be certified.
1.2.3	CASR Part 139 MOS 8.03, 9.14 and 9.15	Different in character or other means of compliance	Chromaticity requirements for lights is consistent with A14 but colours for markings and signs are defined by Australian Standard AS 2700-2011.
1.3.1	AIP GEN 2.1 (3)	Less protective or partially implemented not implemented	No legislative requirement in place but used in practice through the AIP.
1.3.3.1	AIP GEN 2.1 (3)	Less protective or partially implemented not implemented	The Gregorian calendar is not specified but the use of UTC is.
1.4.1	CASR subpart 139.B	Less protective or partially implemented not implemented	Australia's requirement for certification applies to civilian aerodromes only and is triggered by the presence of a terminal flight procedure. In practice, all civilian international aerodromes are certified but military aerodromes servicing international traffic are not.
1.4.2	CASR subpart 139.B	Less protective or partially implemented not implemented	Aerodrome certification and standards are applicable to aerodromes with a terminal flight procedure or those that elect to be certified.
1.5.4	Aviation Transport Security Act 2004 and Regulations 2005	Less protective or partially implemented not implemented	Security-controlled airports are required to establish transport security programs.
1.5.5	Nil	Less protective or partially implemented not implemented	Not a specific requirement in broad aviation legislation although for federal leased airports there exist requirements in the Airports Act 1996.
1.7.1	CASR Part 139 MOS 2.06	Different in character or other means of compliance	Aerodrome operators may be given approval to deviate from the standards if supported by a safety assessment.
2.1.2	Nil	Less protective or partially implemented not implemented	Australia does not provide aerodrome mapping data sets. Australia is assessing means for compliance.

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2.4.1	Nil	Less protective or partially implemented not implemented	Australia does not require the determination or publication of the aerodrome reference temperature.
2.4.2	Nil	Less protective or partially implemented not implemented	Australia does not require the determination or publication of the aerodrome reference temperature.
2.5.1	CASR Part 139 MOS Chapter 5, CASR Part 175, associated data product specifications and data originator custodian documentation	Different in character or other means of compliance	The runway bearing is reported in degrees magnetic, to the nearest whole degree.
2.5.3	Nil	Less protective or partially implemented not implemented	Geographic coordinates for taxiway centre lines are not reported.
2.6.2	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.6.3	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.6.4	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.6.5	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.6.6	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.6.7	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.6.8	Nil	Less protective or partially implemented not implemented	Not implemented in legislation - Not applicable until 28 November 2024.
2.7.1	Nil	Less protective or partially implemented not implemented	Not required in Australian legislation.
2.7.2	Nil	Less protective or partially implemented not implemented	Not required in Australian legislation.
2.7.3	Nil	Less protective or partially implemented not implemented	Not required in Australian legislation.

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2.9.3	CASR Part 139 MOS Section 12.01	Different in character or other means of compliance	An aerodrome serviceability inspection must be carried out once a day when an air transport operation is scheduled. Two serviceability inspections must be carried out for a Code 3 or 4 runway if at least six hours elapse between each air transport movement. Otherwise no less than twice per week when air transport operations are not scheduled. Additional inspections are required following a severe weather event, the RWYCC or a runway surface contaminant becomes present, or has changed, a hazard is present or when requested by ATC or the Civil Aviation Safety Authority (CASA).
2.9.6	CASR Part 139 MOS Section 12.04A	Different in character or other means of compliance	Reporting of depth of contaminants is not mandated but required if it is reasonably ascertainable. Australia is more exacting as we require 'RWY' to be included in front of the RCR to notify pilots and aircraft operators that it is a critical NOTAM and to facilitate searching of NOTAM databases. Australia is more exacting as we require 'SLIPPERY WET' to be included as a RWYCC descriptor instead of 'WET'. This enhances human factors awareness of the runway surface condition instead of relying only on a RWYCC number i.e. 5 is for a WET runway and 3 is for a SLIPPERY WET runway.
2.9.7	Nil	Less protective or partially implemented not implemented	Snow and ice conditions are extremely rare in Australia, therefore we do not mandate standards for friction measuring devices.
2.9.8	Australia does not mandate reporting of friction measurements on contaminated runway surfaces.	Less protective or partially implemented not implemented	Australia does not mandate reporting of friction measurements on contaminated runway surfaces.
2.9.10	Nil	Less protective or partially implemented not implemented	Friction measurements and pavement maintenance are required but the expectation to report when the level is less than the minimum is not stated.
2.10.1	CASR Part 139 MOS Section 13.03	Different in character or other means of compliance	This information is required in the aerodrome manual and is made available direct to aircraft operators.
2.10.2	CASR Part 139 MOS Section 13.03	Different in character or other means of compliance	This information is required in the aerodrome manual and is made available direct to aircraft operators.
3.1.1	Nil	Less protective or partially implemented not implemented	Australia does not regulate the siting, useability and number and orientation of runways.

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3.1.2	National Airports Safeguarding Framework (NASF)	Less protective or partially implemented not implemented	Australia does not regulate the siting and orientation of runways but provides local planning authorities with a framework for planning for and around aerodromes that includes noise planning.
3.1.3.1	Nil	Less protective or partially implemented not implemented	Australia does not regulate the siting and orientation of runways.
3.1.4.1	Nil	Less protective or partially implemented not implemented	Australia does not regulate the siting, useability and number and orientation of runways.
3.1.8.1	Nil	Less protective or partially implemented not implemented	Australia does not regulate the siting, useability and number and orientation of runways.
3.1.9.1	Nil	Less protective or partially implemented not implemented	Runway length (including stopways and clearways) is not regulated under aerodrome standards but rather aircraft performance is regulated under flight operations standards.
3.1.19.1	CASR Part 139 MOS Section 6.08	Different in character or other means of compliance	A design slope and construction tolerance is defined with the effect of this recommendation.
3.1.20	Nil	Less protective or partially implemented not implemented	This recommendation is not included in Australian standards.
3.1.26	CASR Part 139 MOS Section 6.09 (1)	Less protective or partially implemented not implemented	A preferred average texture depth of 1 mm is established above a minimum depth of 0.623 mm.
3.2.3	CASR Part 139 MOS Sections 6.12 & 6.13	Different in character or other means of compliance	A step down not exceeding 25mm is also accepted.
3.3.1	CASR Part 139 MOS Section 6.03	Less protective or partially implemented not implemented	The requirement for turn pads is not mandated in Australian legislation.
3.3.2	CASR Part 139 MOS Section 6.03	Less protective or partially implemented not implemented	The requirement for turn pads is not mandated in Australian legislation.
3.3.3	CASR Part 139 MOS Section 6.03 (2) & (3)	Different in character or other means of compliance	Runway turn pads are, by default, required to be on the right-hand side but may be on the left under certain conditions.
3.3.5	CASR Part 139 MOS Section 6.03 Table 6.03 (1) Note	Different in character or other means of compliance	Australia recommends that the radius of the curve leading into and out of the runway turn pad or runway bypass pad should be compatible with the manoeuvring capability and normal taxiing speeds of the aeroplanes for which the relevant pad is intended.

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3.4.5	CASR Part 139 MOS Section 6.17 (1)	Less protective or partially implemented not implemented	A domestic, 30 m wide code 3 non-instrument runway is allowed to have a 90 m wide runway strip.
3.4.8	CASR Part 139 MOS Section 6.17 (1)	Less protective or partially implemented not implemented	A domestic, 30 m wide code 3 non-instrument runway is allowed to have a 90 m wide runway strip and a code 1 day-time runway is allowed to have a 60 m wide runway strip.
3.4.9	CASR Part 139 MOS Section 6.17 (1)	Less protective or partially implemented not implemented	A domestic, 30 m wide code 3 non-instrument runway is allowed to have a 90 m wide runway strip.
3.4.10	CASR Part 139 MOS Sections 6.22 (1) & (2)	Less protective or partially implemented not implemented	A step down/up of 25mm is permitted.
3.4.12	Nil	Less protective or partially implemented not implemented	Not specified in current standards.
3.4.14.1	CASR Part 139 MOS Section 6.19	Different in character or other means of compliance	Additionally, the standards establish a cap of 2% slope change.
3.4.16	CASR Part 139 MOS Section 6.21 (3)	Different in character or other means of compliance	The standards refer to a plane that restricts the surface and objects in the area.
3.4.18	CASR Part 139 MOS Sections 6.17 (1) & 6.23	Less protective or partially implemented not implemented	A domestic, 30 m wide code 3 non-instrument runway is allowed to have a 90 m wide runway strip.
3.5.1	CASR Part 139 MOS Section 6.26(1)	Different in character or other means of compliance	Australian legislation requires newly established RESA to commence from the runway strip. RESA established prior to August 2020 is allowed under older rules to commence from the runway end. Information of where the RESA commences is published in the AIP-ERSA.
3.5.2	CASR Part 139 MOS 6.26 (2)	Less protective or partially implemented not implemented	Australian legislation requires newly established RESA to commence from the runway strip. RESA established prior to August 2020 is allowed under older rules to commence from the runway end. Information of where the RESA commences is published in the AIP-ERSA.
3.5.3	CASR Part 139 MOS Section 6.26(4)	Different in character or other means of compliance	For Code 1 and 2 instrument runways the minimum length of the RESA is 60m. RESA is not required for Code 1 or 2 non-instrument runways.

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3.5.4	CASR Part 139 MOS Section 6.26(5)	Different in character or other means of compliance	The defined length for RESA is compliant with the preferred lengths in the SARPS, however Australia allows RESA established under old rules to commence from the runway end. New runways or aerodromes that transitioned to the new rules will have the RESA commence at the runway strip. Australia does not require RESA to be provided for Code 1 or 2 non-instrument runways.
3.5.6	CASR Part 139 MOS 6.26(6)	Different in character or other means of compliance	Australian legislation required the RESA to be at least twice the width of the associated runway.
3.6.3	CASR Part 139 MOS Chapter 6, Section 6.29	Less protective or partially implemented not implemented	Introduction of dimensions based on instrument classification will increase current clearway width requirement for Code 1 and 2 instrument runways.
3.6.5	Nil	Less protective or partially implemented not implemented	Not specified in Australia's standards.
3.6.6	CASR Part 139 MOS Section 6.31	Different in character or other means of compliance	Australian standards identify visual and navigation aids as permissionable but require them to be of low mass and frangibly mounted.
3.8.3	CASR Part 139 MOS Section 6.20	Less protective or partially implemented not implemented	The minimum standard is 60 m overall (30m each side) without the need for a study.
3.8.4	CASR Part 139 MOS Section 6.20	More exacting or exceeds	The maximum rate of changes is a requirement unless "physically impossible".
3.9.1	CASR Part 139 MOS Chapter 6 Division 2	Different in character or other means of compliance	Australia does not establish the requirement for taxiways but establishes clear standards for them, when provided.
3.9.2	CASR Part 139 MOS Chapter 6 Division 2	Different in character or other means of compliance	Australia does not establish the requirement for taxiways but establishes clear standards for them, when provided.
3.9.11.1	CASR Part 139 MOS Section 6.41	Less protective or partially implemented not implemented	Australian standards specify a design slope with a construction tolerance as well as permit deviation due to practical matters.
3.9.13	Nil	Less protective or partially implemented not implemented	Taxiway surface standards are not specifically defined.
3.9.14	Nil	Less protective or partially implemented not implemented	Taxiway surface standards are not specifically defined.

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3.9.15	Nil	Less protective or partially implemented not implemented	RET standards are not specifically defined in Australian standards.
3.9.16	Nil	Less protective or partially implemented not implemented	RET standards are not specifically defined in Australian standards.
3.9.17	Nil	Less protective or partially implemented not implemented	RET standards are not specifically defined in Australian standards.
3.9.18	Nil	Less protective or partially implemented not implemented	RET standards are not specifically defined in Australian standards.
3.9.20	CASR Part 139 MOS Section 6.52	Less protective or partially implemented not implemented	Vehicle access roads are an optional addition.
3.9.21	CASR Part 139 MOS Section 6.52	Less protective or partially implemented not implemented	Not specified in Australian legislation.
3.11.3	CASR Part 139 MOS Section 6.51	Different in character or other means of compliance	Australian standards identify visual and navigation aids as permissionable but require them to be of low mass and frangibly mounted.
3.11.6	CASR Part 139 MOS Section 6.50	Different in character or other means of compliance	Australian standards establish a maximum upward slope of 5% based on a plane surface.
3.12.1	Nil	Less protective or partially implemented not implemented	Provision of holding bays requirements have not been established.
3.12.2	CASR Part 139 MOS Section 6.54(1)	Different in character or other means of compliance	Australian standards state that runway-runway holding positions are to be provided where aircraft are required to hold.
3.12.8	Nil	Less protective or partially implemented not implemented	Not implemented in Australian legislation.
3.13.1	Nil	Less protective or partially implemented not implemented	The provision of an apron is not a requirement.
3.13.2	Nil	Less protective or partially implemented not implemented	Standards do not cover the overall size of an apron.
3.13.5	CASR Part 139 MOS Section 6.60	Less protective or partially implemented not implemented	A slope of up to 2% is permitted on unsealed parking positions.

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3.13.6	CASR Part 139 MOS Section 6.58	More exacting or exceeds	The separation distance must be increased to 10m for code E & F positions where free-moving parking is used.
3.14.1	Nil	Less protective or partially implemented not implemented	Provision of an isolated parking position is not required by Australian standards.
3.14.2	Nil	Less protective or partially implemented not implemented	Provision of an isolated parking position is not required by Australian standards.
3.15.1	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.2	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.3	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.4	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.5	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.6	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.7	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.8	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.9	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.10	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.
3.15.11	Nil	Less protective or partially implemented not implemented	De-icing/ anti-icing not mandated in Australia.

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4.1.8	CASR Part 139 MOS Section 7.08	Less protective or partially implemented not implemented	Curved approach paths are not included in the standards.
4.1.14	CASR Part 139 MOS Section 7.09	Different in character or other means of compliance	Australian standards specify that the lower edge of this surface originates from the side of the runway strip.
4.1.29	Nil	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.
4.2.1	CASR Part 139 MOS Section 7.17	Different in character or other means of compliance	Take-off climb surface also included for non-instrument runways.
4.2.2	CASR Part 139 MOS Section 7.15	Less protective or partially implemented not implemented	A code 3 approach inner edge may be reduced to 90 m where the runway is 30 m wide.
4.2.3	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.4	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.5	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.6	Nil	Less protective or partially implemented not implemented	Consideration of future development is not a requirement under Australian standards.
4.2.7	CASR Part 139 MOS Section 7.17	Different in character or other means of compliance	Take-off climb surface also included.
4.2.10	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.11	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.12	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.15	CASR Part 139 MOS Section 7.17	More exacting or exceeds	Outer horizontal and take-off surfaces are also included.
4.2.16	CASR Part 139 MOS Section 7.15	More exacting or exceeds	Outer horizontal specifications are also included.

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4.2.18	CASR Part 139 MOS Section 7.02	Different in character or other means of compliance	Australian standards establish an Obstacle Restriction Area in which such objects are not permitted.
4.2.19	CASR Part 139 MOS Sections 7.18 & 7.20	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.20	CASR Part 139 MOS Sections 7.18 & 7.20	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.21	CASR Part 139 MOS Sections 7.18 & 7.20	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.24	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
4.2.25	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.26	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.2.27	CASR Part 139 MOS Section 7.18	Less protective or partially implemented not implemented	Aerodrome operators are required to monitor and report obstacles.
4.3.2	CASR Subpart 139.E	Different in character or other means of compliance	The trigger height is 100 m AGL but the process requires the determination of a hazard rather than the assumption.
4.4.1	Nil	Less protective or partially implemented not implemented	Portions of this standard are addressed but not in total.
4.4.2	CASR Subpart 139.E	Different in character or other means of compliance	The regulator may make a determination that an object is hazardous, but it is not an assumption.
5.1.1.3	CASR Part 139 MOS Section 8.102	More exacting or exceeds	The minimum length of the windsock is 3.65 m while other aspects of the design are comparable to this recommendation, although a single colour is established as preferable.
5.1.1.4	CASR Part 139 MOS Section 8.102	More exacting or exceeds	The background circle must also be black with a white border.
5.1.2.1	Nil	Less protective or partially implemented not implemented	This indicator is not required by standards.

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5.1.2.2	Nil	Less protective or partially implemented not implemented	This indicator is not required by standards.
5.1.2.3	Nil	Less protective or partially implemented not implemented	This indicator is not required by standards.
5.1.3.1	Nil	Less protective or partially implemented not implemented	This indicator is not required by standards.
5.1.3.2	Nil	Less protective or partially implemented not implemented	This indicator is not required by standards.
5.1.3.3	Nil	Less protective or partially implemented not implemented	This indicator is not required by standards.
5.1.4.1	CASR Part 139 MOS Section 8.103	Less protective or partially implemented not implemented	A signal area may be provided and its standards would ensure it would meet this outcome.
5.1.4.2	CASR Part 139 MOS Section 8.103	Different in character or other means of compliance	The signal area is required to be circular, with a diameter of 9 metres.
5.1.4.3	CASR Part 139 MOS Chapter 8, Section 8.103	More exacting or exceeds	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	Nil	Less protective or partially implemented not implemented	This RP is not established in Australian standards.
5.2.1.7	Nil	Less protective or partially implemented not implemented	Not required by Australian standards.
5.2.1.8	CASR Part 139 MOS Chapter 8 Division 2	Different in character or other means of compliance	Markers are required for use on unpaved areas in lieu of markings.
5.2.3.1	CASR Part 139 MOS Section 8.19	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.
5.2.4.1	CASR Part 139 MOS Section 8.17	More exacting or exceeds	Threshold markings are required for all sealed runways.
5.2.4.2	CASR Part 139 MOS Section 8.17	More exacting or exceeds	Threshold markings are required for all sealed runways.
5.2.4.5	CASR Part 139 MOS Section 8.17	More exacting or exceeds	Additional detail is provided on width of threshold stripes.
5.2.4.6	CASR Part 139 MOS Section 8.17	More exacting or exceeds	Specific widths and dimensions of side stripes established with no allowance for option C.

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5.2.4.7	CASR Part 139 MOS Sections 8.17 & 8.20	More exacting or exceeds	Transverse stripe is required for all thresholds.
5.2.4.8	CASR Part 139 MOS Section 8.17	Less protective or partially implemented not implemented	Transverse stripe is required to be 1.2 metres wide.
5.2.4.9	CASR Part 139 MOS Section 8.26	More exacting or exceeds	Arrow head dimensions are 10 m x 3.5 m with a line width of 0.9 to 1 m.
5.2.4.10	CASR Part 139 MOS Section 8.26	Different in character or other means of compliance	Temporary displacement of 30 days or less, less onerous threshold markings are required.
5.2.5.1	CASR Part 139 MOS Section 8.22	Different in character or other means of compliance	Australian standards require: Paved runways >30m wide, >1500m long.
5.2.5.2	CASR Part 139 MOS Section 8.22	Different in character or other means of compliance	Australian standards require: Paved runways >30m wide, >1500m long.
5.2.5.3	CASR Part 139 MOS Section 8.22	Different in character or other means of compliance	Minor differences in specificity of marking locations and dimensions.
5.2.5.4	CASR Part 139 MOS Section 8.22	Different in character or other means of compliance	Minor differences in specificity of marking locations and dimensions.
5.2.6.1	CASR Part 139 MOS Section 8.23	Different in character or other means of compliance	Requires for all paved runways >30m wide >1500m long.
5.2.6.2	CASR Part 139 MOS Section 8.23	Different in character or other means of compliance	Requires for all paved runways >30m wide >1500m long.
5.2.6.3	CASR Part 139 MOS Section 8.23	Different in character or other means of compliance	Australia provides for at least one omitted pair of marking for runways >1200m long.
5.2.6.4	CASR Part 139 MOS Section 8.23	Different in character or other means of compliance	Standards provide for "A - basic pattern" only with a simple pattern available for non-precision runways.
5.2.6.5	CASR Part 139 MOS Section 8.23	Different in character or other means of compliance	Locations and dimensions based on runway lengths.
5.2.7.2	CASR Part 139 MOS Section 8.23	Less protective or partially implemented not implemented	Not required by Australian standards.
5.2.7.4	CASR Part 139 MOS Section 8.21	Less protective or partially implemented not implemented	Australian legislation provides for this requirement but illustrations and practice show that it is not.
5.2.7.5	CASR Part 139 MOS Section 8.21	Different in character or other means of compliance	Marking must be equal width to the runway marking except for 18m wide runways where the width must be 0.3m.
5.2.8.1	CASR Part 139 MOS Section 8.35	More exacting or exceeds	Must be provided on all sealed taxiways and aprons.

Annex Reference	State Reference	Difference Level	State Difference
5.2.8.4	CASR Part 139 MOS Section 8.38	Different in character or other means of compliance	Enhanced markings are recommended at international aerodromes intended for operations below 550 m RVR.
5.2.8.7	CASR Part 139 MOS Section 8.37	More exacting or exceeds	This marking is also required at runway entrances not located at the threshold.
5.2.8.8	CASR Part 139 MOS Section 8.36	Less protective or partially implemented not implemented	Runway surface standard taxi route guidance is not included in Australian legislation.
5.2.9.1	CASR Part 139 MOS Section 8.33	Different in character or other means of compliance	Effective implementation of the associated standards will result in this outcome.
5.2.9.2	CASR Part 139 MOS Section 8.33	Different in character or other means of compliance	Effective implementation of the associated standards will result in this outcome.
5.2.9.3	CASR Part 139 MOS Section 8.33	Different in character or other means of compliance	Effective implementation of the associated standards will result in this outcome.
5.2.9.4	CASR Part 139 MOS Section 8.33	Different in character or other means of compliance	Effective implementation of the associated standards will result in this outcome.
5.2.9.5	CASR Part 139 MOS Section 8.33	Different in character or other means of compliance	Effective implementation of the associated standards will result in this outcome.
5.2.9.6	CASR Part 139 MOS Section 8.33	Different in character or other means of compliance	Effective implementation of the associated standards will result in this outcome.
5.2.10.5	CASR Part 139 MOS Section 8.39	More exacting or exceeds	A2/B2 required for re-marked positions and all positions from 26 November 2026 and is generally recommended.
5.2.10.7	CASR Part 139 MOS Section 8.39	Different in character or other means of compliance	A2/B2 required for re-marked positions and all positions from 26 November 2026 and is generally recommended.
5.2.10.8	Nil	Less protective or partially implemented not implemented	Not specified in Australian standards.
5.2.10.9	CASR Part 139 MOS Section 8.32	Different in character or other means of compliance	Runway/runway holding positions are only described for land and hold short operations (LAHSO).
5.2.11.5	CASR Part 139 MOS Section 8.42	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	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.12.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
5.2.12.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.12.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.12.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.13.1	CASR Part 139 MOS Section 8.55	Different in character or other means of compliance	Parking position markings apply to positions provided for nose-wheeled aircraft with a maximum takeoff weight (MTOW) >5700kg.
5.2.13.4	CASR Part 139 MOS Section 8.57	More exacting or exceeds	Specific dimensions are required.
5.2.13.5	CASR Part 139 MOS Section 8.66	Different in character or other means of compliance	Secondary parking position standards are more comprehensive.
5.2.13.7	Nil	Less protective or partially implemented not implemented	Not specified in legislation but is inferred to in requirements.
5.2.13.8	CASR Part 139 MOS Section 8.68	Less protective or partially implemented not implemented	Arrows are only specified for lead out lines.
5.2.13.9	CASR Part 139 MOS Section 8.61	Different in character or other means of compliance	Pilot turn lines include a pilot position marking and a nose wheel arrow marking.
5.2.13.10	Nil	Less protective or partially implemented not implemented	Not specified in Australian standards.
5.2.13.12	CASR Part 139 MOS Section 8.63	More exacting or exceeds	Australian standards require a stop line to be 30 cm wide.
5.2.14.4	CASR Part 139 MOS Sections 8.50 - 8.53 & 8.70 - 8.78	More exacting or exceeds	Most safety lines are 15 cm wide.
5.2.15.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.15.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.15.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.16.1	CASR Part 139 MOS Section 8.40	Less protective or partially implemented not implemented	Provision of this marking is optional but is recommended.

Annex Reference	State Reference	Difference Level	State Difference
5.2.16.2	CASR Part 139 MOS Section 8.40	Less protective or partially implemented not implemented	Provision of this marking is optional but is recommended.
5.2.16.3	CASR Part 139 MOS Section 8.40	Different in character or other means of compliance	The gap between the markings must be between 0.9 and 1 m.
5.2.16.4	CASR Part 139 MOS Section 8.40	Different in character or other means of compliance	The gap between the markings must be between 0.9 and 1 m.
5.2.16.5	CASR Part 139 MOS Section 8.40	Different in character or other means of compliance	This prohibition is effected by the limitations of holding positions to taxiways.
5.2.16.10	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.2.17.1	CASR Part 139 MOS Section 8.41	Less protective or partially implemented not implemented	Provision of marking is optional but recommended in these circumstances.
5.2.17.2	CASR Part 139 MOS Section 8.41	Less protective or partially implemented not implemented	Provision of marking is optional.
5.2.17.3	CASR Part 139 MOS Section 8.41	Different in character or other means of compliance	Effective implementation of this requirement through the variation provisions.
5.2.17.4	Nil	Less protective or partially implemented not implemented	This provision not included in Australian standards.
5.3.1.2	Civil Aviation Regulations 1988 (CAR) Section 94 & CASR Part 139 MOS Sections 9.143 & 9.144 & Advisory Circular (AC) 139-23(0)	Different in character or other means of compliance	The specific zones are not established in Australian standards but are provided for in guidance material.
5.3.2.1	CASR Part 139 MOS Section 9.07	Less protective or partially implemented not implemented	Optional provision only.
5.3.2.2	CASR Part 139 MOS Section 9.07	More exacting or exceeds	Emergency lighting must replicate existing permanent lights.
5.3.3.1	CASR Part 139 MOS Section 9.37	Less protective or partially implemented not implemented	Optional provision only.
5.3.3.2	CASR Part 139 MOS Section 9.37	Less protective or partially implemented not implemented	Optional provision only.
5.3.3.3	CASR Part 139 MOS Section 9.37	Less protective or partially implemented not implemented	Optional provision only.

Annex Reference	State Reference	Difference Level	State Difference
5.3.3.7	CASR Part 139 MOS Section 9.37	Different in character or other means of compliance	Specific intensities across angles 1 to 20 range from 25000 to 1000 candelas.
5.3.3.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.3.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards
5.3.3.10	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.3.11	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.3.12	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.3.13	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.3.14	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.4.1	CASR Part 139 MOS Sections 9.39, 9.41 & 9.42	Different in character or other means of compliance	Optional provision only of simple approach lighting system for non-instrument and non-precision runway.
5.3.4.8	CASR Part 139 MOS Section 9.40	Different in character or other means of compliance	Omni-directional lights are required when used on runways with omni-directional edge lights.
5.3.4.9	CASR Part 139 MOS Section 9.40	Different in character or other means of compliance	Omni-directional lights are required when used on runways with omni-directional edge lights.
5.3.4.10	CASR Part 139 MOS Section 9.41	Different in character or other means of compliance	The 900m length objective can be found in a note to this standard.
5.3.4.15	CASR Part 139 MOS Section 9.41	More exacting or exceeds	This dispensation is not permitted.
5.3.4.22	CASR Part 139 MOS Section 9.42	Less protective or partially implemented not implemented	The 900m length requirement is contained in a note only with shorter lighting systems permitted for specific runways.
5.3.4.30	CASR Part 139 MOS Section 9.42	More exacting or exceeds	The maintenance dispensation is not permitted.
5.3.4.32	CASR Part 139 MOS Section 9.42	More exacting or exceeds	This dispensation is not permitted.

Annex Reference	State Reference	Difference Level	State Difference
5.3.5.1	CASR Part 139 MOS Section 9.01 (3)	Different in character or other means of compliance	The requirement is for air transport operations by non-propeller driven turbine-engine aeroplanes operating at least once a week with CASA direction allowed to cover the other scenarios described.
5.3.5.2	CASR Part 139 MOS Section 9.44	More exacting or exceeds	APAPI systems are not included in the standards.
5.3.5.4	Nil	Less protective or partially implemented not implemented	Australian standards still permit the use and installation of T-VASIS and AT-VASIS.
5.3.5.5	CASR Part 139 MOS Section 9.44	More exacting or exceeds	T-VASIS & AT-VASIS are permitted for such runways and APAPI is not included in the standards.
5.3.5.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.5.13	CASR Part 139 MOS Section 9.47	Different in character or other means of compliance	Light intensity is not specifically legislated, but refers to light produced and angle required.
5.3.5.19	CASR Part 139 MOS Section 9.47	More exacting or exceeds	An approach slope of 3 degrees is required unless an ILS is present.
5.3.5.23	CASR Part 139 MOS Section 9.47	Different in character or other means of compliance	Azimuth limits are established at 10 degrees for day and 15 degrees for night (with recommendation for 30 degrees).
5.3.5.43	CASR Part 139 MOS Section 9.45	Different in character or other means of compliance	The obstacle assessment surface (OAS) dimensions are standard for all runways and has an inner edge of 150 m, a divergence of 7.5 degrees, a slope of 1.9 degrees and a length of 9 km.
5.3.5.44	CASR Part 139 MOS Section 9.45	Different in character or other means of compliance	Objects are subject to assessment by CASA and, if determined to adversely affect safety, the operator must take reasonable steps to remove or have the object removed.
5.3.5.45	CASR Part 139 MOS Section 9.45	Different in character or other means of compliance	Objects are subject to assessment by CASA and, if determined to adversely affect safety, the operator must take reasonable steps to remove or have the object removed.
5.3.6.2	CASR Part 139 MOS Section 9.51	More exacting or exceeds	Location and numbers are specified through prescriptive standards for longitudinal spacing - 90 m ± 10 m for non-instrument runways and 60 m, but within a tolerance of + 0 m to minus 5 m for instrument runways.
5.3.6.3	CASR Part 139 MOS Section 9.51	More exacting or exceeds	Runway edge lights with specific threshold patterns are required.

Annex Reference	State Reference	Difference Level	State Difference
5.3.6.4	CASR Part 139 MOS Section 9.51	More exacting or exceeds	Lights are fixed white with specific intensity and photometric requirements.
5.3.6.5	CASR Part 139 MOS Section 9.51	More exacting or exceeds	Lights are fixed white with specific intensity and photometric requirements.
5.3.7.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.7.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.7.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.7.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.7.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.7.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.8.1	CASR Part 139 MOS Section 9.59	Different in character or other means of compliance	Runway threshold identification lights (RTIL) optional for non-displaced threshold scenarios.
5.3.8.2	CASR Part 139 MOS Section 9.51	Different in character or other means of compliance	Light units may be placed between 12 and 20 m outside of the edge lights and up to 12 upwind of the threshold.
5.3.8.3	CASR Part 139 MOS Section 9.51	More exacting or exceeds	Standards require frequency to be 100-120 per minute.
5.3.8.4	Nil	Less protective or partially implemented not implemented	Not specified but it common practice.
5.3.9.2	CASR Part 139 MOS Section 9.51	Different in character or other means of compliance	The requirement for precision approach runway effectively meets this requirement without further specification.
5.3.9.5	CASR Part 139 MOS Section 9.53	More exacting or exceeds	Specific photometric standards for 60 m provided.
5.3.9.6	CASR Part 139 MOS Section 9.51	More exacting or exceeds	Specification on permissible omissions are included.
5.3.9.7	CASR Part 139 MOS Sections 9.52, 9.53 & 9.63	Different in character or other means of compliance	Yellow light requirements do not apply to low and medium intensity runway edge lights.

Annex Reference	State Reference	Difference Level	State Difference
5.3.9.9	CASR Part 139 MOS Sections 9.52 & 9.75	Different in character or other means of compliance	Photometric standards specify minimum 50 cd for medium intensity and 25 cd for low intensity runway lights.
5.3.10.1	CASR Part 139 MOS Sections 9.54 & 9.59	Different in character or other means of compliance	Wing bar lights are optional where increased conspicuity is required.
5.3.10.5	CASR Part 139 MOS Section 9.55	More exacting or exceeds	Only the equally spaced option included in the standards.
5.3.10.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.11.3	CASR Part 139 MOS Section 9.64	More exacting or exceeds	Only the equally spaced option included in the standards.
5.3.12.2	CASR Part 139 MOS Section 9.70	Less protective or partially implemented not implemented	Recommended in a note to this standard.
5.3.12.3	CASR Part 139 MOS Section 9.70	More exacting or exceeds	RVR minimum is specified as below 350 m.
5.3.12.4	CASR Part 139 MOS Section 9.70	More exacting or exceeds	RVR minimum is specified as below 350 m.
5.3.12.5	CASR Part 139 MOS Section 9.70	Different in character or other means of compliance	Maintenance dispensation is not permitted but RVR > 350 m conditions may use 30 m spacings.
5.3.12.6	Nil	Less protective or partially implemented not implemented	Not included in standards.
5.3.12.7	CASR Part 139 MOS Section 9.70	Different in character or other means of compliance	Alternating pattern is for two reds and two white to maintain alternating pattern for failure in single circuit where interleaved circuitry is installed.
5.3.13.2	CASR Part 139 MOS Section 9.72	Different in character or other means of compliance	Length requirement is lesser of 900m or end of TDZ markings.
5.3.13.4	CASR Part 139 MOS Section 9.72	More exacting or exceeds	3m is the specified length.
5.3.14.1	CASR Part 139 MOS Section 9.71	Less protective or partially implemented not implemented	Recommended in note to this standard.
5.3.15.1	CASR Part 139 MOS Section 9.89	Less protective or partially implemented not implemented	RETILs are optional in these conditions.
5.3.15.7	CASR Part 139 MOS Section 9.89	Less protective or partially implemented not implemented	Recommended in a note to this standard.

Annex Reference	State Reference	Difference Level	State Difference
5.3.16.1	CASR Part 139 MOS Section 9.68	Less protective or partially implemented not implemented	Only required for stopways greater than 180 m in length.
5.3.17.1	CASR Part 139 MOS Section 9.77	Different in character or other means of compliance	De-icing facilities not included in Australian standards.
5.3.17.2	CASR Part 139 MOS Section 9.77	Less protective or partially implemented not implemented	Recommended in a note to this standard.
5.3.17.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.17.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.17.11	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.17.17	CASR Part 139 MOS Section 9.87	More exacting or exceeds	15 m spacing only.
5.3.18.1	CASR Part 139 MOS Sections 9.67 & 9.78	Different in character or other means of compliance	De-icing facilities not included in Australian standards.
5.3.18.3	CASR Part 139 MOS Section 9.92	More exacting or exceeds	Specific spacing requirements established for curves.
5.3.18.6	CASR Part 139 MOS Sections 9.67 & 9.91	More exacting or exceeds	Preferably 1.2m but no less than 0.6m and no greater than 1.8m.
5.3.18.7	CASR Part 139 MOS Section 9.93	Less protective or partially implemented not implemented	The standards only require up to 30 degrees above the horizontal.
5.3.18.8	CASR Part 139 MOS Section 9.93	More exacting or exceeds	Standards require 5 cd.
5.3.19.1	CASR Part 139 MOS Section 9.67	Different in character or other means of compliance	Runway turn pad lighting is provided on the edge of the pad where it exists on a runway with edge lights, the turn pad lights must be provided.
5.3.19.3	CASR Part 139 MOS Section 9.67	Different in character or other means of compliance	Runway turn pad lights are provided on the edge of the pad.
5.3.19.4	CASR Part 139 MOS Section 9.67	Different in character or other means of compliance	Runway turn pad lights are provided on the edge of the pad with spacing up to 30 m permitted.
5.3.19.5	CASR Part 139 MOS Section 9.67	Different in character or other means of compliance	Runway turn pad lights are provided on the edge of the pad with spacing up to 30 m permitted.

Annex Reference	State Reference	Difference Level	State Difference
5.3.19.6	CASR Part 139 MOS Section 9.67	Different in character or other means of compliance	Runway turn pad lights are provided on the edge of the pad and are blue (like taxiway edge lights).
5.3.19.7	CASR Part 139 MOS Section 9.67	Different in character or other means of compliance	Runway turn pad lights are provided on the edge of the pad and are like taxiway edge lights.
5.3.20.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.20.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.20.10	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.20.11	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.21.1	CASR Part 139 MOS Section 9.102	More exacting or exceeds	Lights required regardless of RVR.
5.3.21.2	CASR Part 139 MOS Section 9.102	Different in character or other means of compliance	Language focuses on necessity to identify the holding position.
5.3.22.1	Nil	Less protective or partially implemented not implemented	De-icing facilities not included in Australian standards.
5.3.23.2	CASR Part 139 MOS Section 9.98	Different in character or other means of compliance	Suggested in a note to this standard.
5.3.23.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.23.4	CASR Part 139 MOS Section 9.99	Different in character or other means of compliance	The position closest to the runway is specified.
5.3.23.6	CASR Part 139 MOS Section 9.99	Different in character or other means of compliance	Located at but not explicitly on the holding side.
5.3.23.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.23.12	CASR Part 139 MOS Section 9.111	Less protective or partially implemented not implemented	No change for day use.
5.3.23.13	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
5.3.23.15	CASR Part 139 MOS Section 9.111	Less protective or partially implemented not implemented	No change for day use.
5.3.23.16	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.24.1	CASR Part 139 MOS Section 9.114	Different in character or other means of compliance	De-icing facilities not included in Australian standards.
5.3.24.3	CASR Part 139 MOS Section 9.116	More exacting or exceeds	Monochromatic light is not permitted.
5.3.24.4	CASR Part 139 MOS Section 9.116	Different in character or other means of compliance	For smaller aircraft a 50% reduction is permitted.
5.3.25.1	CASR Part 139 MOS Section 9.117	More exacting or exceeds	Australia requires either a VDGS or A-VDGS (recommended at international aerodromes) when there is an aerobridge.
5.3.25.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.25.14	CASR Part 139 MOS Sections 9.119 & 9.120.	Different in character or other means of compliance	Implied through combination of standards.
5.3.26.1	CASR Part 139 MOS Section 9.123	Less protective or partially implemented not implemented	A-VDGS is optional but recommended for parking positions with aerobridges at international aerodromes.
5.3.27.1	CASR Part 139 MOS Section 9.125	More exacting or exceeds	Optional provision in RVR < 500 m conditions.
5.3.27.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.28.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.29.1	CASR Part 139 MOS Section 9.108	Less protective or partially implemented not implemented	Optional provision unless no entry signs are provided on closed taxiways.
5.3.29.3	CASR Part 139 MOS Section 9.108	Less protective or partially implemented not implemented	On closed taxiways only.
5.3.29.5	CASR Part 139 MOS Section 9.108	Less protective or partially implemented not implemented	Recommended in a note to this standard.
5.3.29.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
5.3.29.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.29.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.3.30.10	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.1.1	CASR Part 139 MOS Section 8.79	Different in character or other means of compliance	Instruction movement area guidance signs (MAGS) must be provided at international aerodromes with scheduled air transport operations and any aerodrome with ATC.
5.4.1.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
5.4.1.4	CASR Part 139 MOS Chapter 8 Division 6	Different in character or other means of compliance	Effectively implemented through relevant provisions.
5.4.1.6	CASR Part 139 MOS Sections 8.82, 8.83 & 8.85	Different in character or other means of compliance	Runway vacated signs are not included in Australian standards.
5.4.1.7	CASR Part 139 MOS Section 8.85	Different in character or other means of compliance	Only in RVR < 800m conditions, must for international aerodromes with scheduled air transport operations and optional for other aerodromes.
5.4.1.8	CASR Part 139 MOS Chapter 8 Division 6	Different in character or other means of compliance	Retroreflective signs may be used by non-international aerodromes with MAGS.
5.4.1.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.1.10	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.1.11	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.2.1	CASR Part 139 MOS Section 8.86	Different in character or other means of compliance	Effectively implemented through application of the standard.
5.4.2.2	CASR Part 139 MOS Section 8.86	More exacting or exceeds	Vehicular stop signs and runway/runway intersection signs included.
5.4.2.5	CASR Part 139 MOS Section 8.92	Different in character or other means of compliance	Associated with LAHSO markings.
5.4.2.8	CASR Part 139 MOS Section 8.81	Less protective or partially implemented not implemented	Minimum requirement is one sign on the left with exceptions permitting it to be placed on the right (to the approaching pilot).
5.4.2.11	CASR Part 139 MOS Section 8.92	Different in character or other means of compliance	Associated with LAHSO markings.
5.4.2.13	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.2.17	CASR Part 139 MOS Sections 8.89 & 8.92	Different in character or other means of compliance	Runway designation is inscribed in association with LAHSO.
5.4.3.1	CASR Part 139 MOS Section 8.87	Less protective or partially implemented not implemented	Optional except for those associate with intersection departures.
5.4.3.2	CASR Part 139 MOS Section 8.93	Different in character or other means of compliance	Runway vacated signs not included in Australian standards but distance-to-go (including LAHSO) included.

Annex Reference	State Reference	Difference Level	State Difference
5.4.3.3	CASR Part 139 MOS Section 8.98	Less protective or partially implemented not implemented	Optional provision.
5.4.3.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.6	CASR Part 139 MOS Section 8.96	Less protective or partially implemented not implemented	Optional provision only.
5.4.3.7	Nil	Less protective or partially implemented not implemented	Optional provision only.
5.4.3.8	Nil	Less protective or partially implemented not implemented	Optional provision only.
5.4.3.9	Nil	Less protective or partially implemented not implemented	Optional provision only.
5.4.3.12	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.13	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.15	CASR Part 139 MOS Section 8.95	More exacting or exceeds	60/40m dispensation not included.
5.4.3.18	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.19	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.20	CASR Part 139 MOS Section 8.97	More exacting or exceeds	Must be aligned with holding position marking.
5.4.3.22	CASR Part 139 MOS Section 8.96	More exacting or exceeds	Standard states that signs must not be co-located.
5.4.3.23	CASR Part 139 MOS Chapter 8 Division 6	Different in character or other means of compliance	Effective implementation through application of standards.
5.4.3.24	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
5.4.3.28	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.29	CASR Part 139 MOS Section 8.97	Different in character or other means of compliance	Arrow is not required if departure is close to start of runway.
5.4.3.34	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.3.35	CASR Part 139 MOS Section 8.80	More exacting or exceeds	Specific naming conventions are established in this standard.
5.4.3.36	CASR Part 139 MOS Section 8.80	More exacting or exceeds	Specific naming conventions are established in this standard.
5.4.3.38	CASR Part 139 MOS Section 8.80	More exacting or exceeds	Specific naming conventions are established in this standard.
5.4.3.39	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.4.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.4.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.4.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.4.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.5.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.5.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.5.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.5.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
5.4.5.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.4.6.1	CASR Part 139 MOS Section 8.100	Different in character or other means of compliance	Required for positions with VDGS.
5.4.6.3	CASR Part 139 MOS Section 8.100	Different in character or other means of compliance	White on black is also acceptable.
5.4.7.1	CASR Part 139 MOS Section 8.91	Less protective or partially implemented not implemented	Described as a vehicle STOP sign and optional provision only.
5.4.7.2	CASR Part 139 MOS Section 8.91	Less protective or partially implemented not implemented	Recommended to comply with state or territory road authority standards.
5.4.7.3	CASR Part 139 MOS Section 8.91	Less protective or partially implemented not implemented	Recommended to comply with state or territory road authority standards.
5.4.7.4	CASR Part 139 MOS Section 8.91	Less protective or partially implemented not implemented	Recommended to comply with state or territory road authority standards.
5.4.7.5	CASR Part 139 MOS Section 8.85	Different in character or other means of compliance	Triggered by RVR minimum rather than night use.
5.5.2.2	CASR Part 139 MOS Section 8.12	More exacting or exceeds	Conical shape markers are the standard with lighting to be established separately.
5.5.2.3	CASR Part 139 MOS Section 8.12	More exacting or exceeds	Runway edge cones have a maximum height of 0.3m.
5.5.3.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.5.3.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
5.5.5.1	CASR Part 139 MOS Section 9.79	Different in character or other means of compliance	Optional provision for code A & B taxiways providing a lit alternative to parking exists.
5.5.6.1	CASR Part 139 MOS Section 9.79	Less protective or partially implemented not implemented	Optional provision for code A & B taxiways providing a lit alternative to parking exists.
5.5.6.2	CASR Part 139 MOS Section 9.79	Less protective or partially implemented not implemented	Optional provision for code A & B taxiways providing a lit alternative to parking exists.
5.5.6.6	CASR Part 139 MOS Section 9.97	Less protective or partially implemented not implemented	Only 15 cm^2 required.

Annex Reference	State Reference	Difference Level	State Difference
5.5.7.2	CASR Part 139 MOS Section 8.13	Less protective or partially implemented not implemented	No requirement to incorporate into lighting.
5.5.8.1	CASR Part 139 MOS Sections 8.11 & 8.12	More exacting or exceeds	Markers must be placed along the edge of the graded portion of the runway strip and may be the only markers if the runway strip is maintained to runway surface standards.
5.5.8.2	CASR Part 139 MOS Section 8.11	More exacting or exceeds	Gable markers are to be placed at 180 m spacing.
5.5.8.3	CASR Part 139 MOS Sections 8.07 & 8.09	Different in character or other means of compliance	Gable markers may have a short side length of 0.9m and must be white in colour.
6.1.1.1	CASR Part 139 MOS Section 14.05	More exacting or exceeds	All vehicles on the movement area are to be lit unless specific conditions exist.
6.1.1.2	CASR Part 139 MOS Section 9.11	More exacting or exceeds	Elevated light casings must be yellow.
6.1.1.3	CASR Part 139 MOS Sections 8.109 & 9.27	Different in character or other means of compliance	Objects in these areas must be marked and/or lit according to a hazard determination.
6.1.1.4	CASR Part 139 MOS Section 9.27	Different in character or other means of compliance	Lighting requirements only with different and additional requirements.
6.1.1.5	CASR Part 139 MOS Sections 8.109 & 9.27	Different in character or other means of compliance	Objects in these areas must be marked and/or lit according to a hazard determination.
6.1.1.6	CASR Part 139 MOS Section 9.27.	Different in character or other means of compliance	Lighting requirements only with different and additional requirements.
6.1.1.7	CASR Part 139 MOS Section 9.27	Different in character or other means of compliance	Lighting requirements only with different and additional requirements.
6.1.1.8	CASR Part 139 MOS Section 9.27	Different in character or other means of compliance	Lighting requirements only with different and additional requirements.
6.2.1.2	CASR Part 139 MOS Sections 9.32 - 9.34	Different in character or other means of compliance	Sub-types of obstacle lights not used and vehicle lights are not treated as obstacle lights.
6.2.2.1	CASR Part 139 MOS Section 14.05	More exacting or exceeds	All vehicles must be lit.
6.2.2.2	CASR Part 139 MOS Section 14.05 & MOS Part 139H Section 4.1.1	More exacting or exceeds	All vehicles must be lit. Only Aerodrome Rescue and Fire Fighting Service (ARFFS) vehicles must be a specific colour: 'signal red'.
6.2.2.5	CASR Part 139 MOS Section 14.05	Different in character or other means of compliance	Australia requires the use of amber/yellow flashing or rotating lights of a standard type commercially available as an automobile accessory.
6.2.2.6	CASR Part 139 MOS Section 14.05 & MOS Part 139H Section 4.1.1	Different in character or other means of compliance	ARFFS vehicles must display red beacons, other emergency and security services will display a combination of red & blue in accordance with state & territory standards.

Annex Reference	State Reference	Difference Level	State Difference
6.2.2.7	CASR Part 139 MOS Section 14.05	Different in character or other means of compliance	Follow-me vehicles are not included in Australian standards but standard vehicle lighting requirements apply.
6.2.2.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.3.1	CASR Part 139 MOS Sections 8.109 & 9.27	Different in character or other means of compliance	Marking requirements based on hazard determination and may be omitted if lit during daylight hours.
6.2.3.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.3.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.3.7	nil	Less protective or partially implemented not implemented	not included in Australian standards
6.2.3.8	CASR Part 139 MOS Section 8.110	Different in character or other means of compliance	Marker objects must be used to mark wires and cables. They have specific size and separation requirements.
6.2.3.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.3.12	CASR Part 139 MOS Section 9.31	Less protective or partially implemented not implemented	The high-intensity obstacle light (HIOL) must be attached as high as possible.
6.2.3.14	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.3.16	CASR Part 139 MOS Section 9.35	Different in character or other means of compliance	Only HIOL are required to flash simultaneously.
6.2.3.19	CASR Part 139 MOS Section 9.30	Different in character or other means of compliance	Sub-types not included in Australian standards.
6.2.3.20	CASR Part 139 MOS Section 9.30	Different in character or other means of compliance	On CASA determination, with sub-types not included in Australian standards.
6.2.3.21	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Optional provision with sub-types not included in Australian standards.
6.2.3.22	CASR Part 139 MOS Section 9.30	Different in character or other means of compliance	Sub-types not included in Australian standards.
6.2.3.23	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Sub-types not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
6.2.3.24	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Additional lights required for objects between 45 & 90 m with sub-types not included in Australian standards.
6.2.3.25	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Additional lights required for objects between 45 & 90 m with sub-types not included in Australian standards.
6.2.3.26	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Additional lights required for objects between 45 & 90 m with sub-types not included in Australian standards.
6.2.3.27	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Sub-types not included in Australian standards.
6.2.3.28	CASR Part 139 MOS Section 9.30	Different in character or other means of compliance	Sub-types not included in Australian standards.
6.2.3.29	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Sub-types not included in Australian standards.
6.2.3.30	CASR Part 139 MOS Section 9.30	Different in character or other means of compliance	Sub-types not included in Australian standards.
6.2.3.31	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Spacing requirements differ for Medium-intensity obstacle lights (MIOL).
6.2.3.32	CASR Part 139 MOS Section 9.31	More exacting or exceeds	Spacing requirements differ with sub-types not included in Australian standards.
6.2.3.33	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Spacing requirements differ with sub-types not included in Australian standards.
6.2.4.1	CASR Part 139 MOS Section 9.27	Different in character or other means of compliance	With hazard determination.
6.2.4.2	National Airports Safeguarding Framework (NASF) - Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation	Different in character or other means of compliance	Australian uses the NASF framework guidelines, but not included in Australian standards.
6.2.4.3	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Higher turbine lighting requirement not included in Australian standards.
6.2.4.4	CASR Part 139 MOS Section 9.31	Different in character or other means of compliance	Lighting of rotating blades required with standard exception if "physically impossible".
6.2.4.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
6.2.5.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.4	CASR Part 139 MOS Section 8.110	Different in character or other means of compliance	Equivalent of cube with 60cm sides.
6.2.5.5	CASR Part 139 MOS Section 8.110	More exacting or exceeds	Standard size and spacing of 30 m applied.
6.2.5.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.11	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
6.2.5.12	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
7.1.4	CASR Part 139 MOS Section 8.106	Different in character or other means of compliance	A taxiway-sized marking is permitted for runways between 18 & 30 m and a smaller cross is permitted for runways less than 18 m.
7.4.3	CASR Part 139 MOS Sections 8.108 & 9.131	More exacting or exceeds	Flags not permitted.
7.4.5	CASR Part 139 MOS Sections 8.07 & 8.108	More exacting or exceeds	0.75 m in height with red stripe only.
8.1.2	CASR Part 139 MOS Section 9.04	Different in character or other means of compliance	Effective implementation through requirements for secondary power.
8.1.4	CASR Part 139 MOS Section 9.05	More exacting or exceeds	Some provisions exceed ICAO SARPs.
8.1.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
8.1.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
8.1.10	CASR Part 139 MOS Section 9.04	Different in character or other means of compliance	Not all areas or equipment are specified in aerodrome standards.

Annex Reference	State Reference	Difference Level	State Difference
8.3.4	CASR Part 139 MOS Section 9.12	Less protective or partially implemented not implemented	Recommended in a note to this standard.
8.3.5	CASR Part 139 MOS Section 9.12	Less protective or partially implemented not implemented	Recommended in a note to this standard.
9.1.1	CASR Part 139 MOS Section 24.02	Different in character or other means of compliance	An aerodrome emergency plan (AEP) is required for international aerodromes, and those with more than 50,000 passengers per year or 100,000 movements per year. Other aerodromes may use local or state government emergency procedures.
9.1.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.1.7	CASR Part 139 MOS Section 24.02	Different in character or other means of compliance	Procedures to establish a command post and other facilities are required.
9.1.8	CASR Part 139 MOS Section 24.02	Different in character or other means of compliance	Procedures to establish a command post and other facilities are required.
9.1.9	CASR Part 139 MOS Section 24.02	Different in character or other means of compliance	Procedures to establish a command post and other facilities are required.
9.1.10	CASR Part 139 MOS Section 24.02	Different in character or other means of compliance	Procedures to establish a command post and other facilities are required.
9.1.11	CASR Part 139 MOS Section 24.02	Different in character or other means of compliance	Procedures to establish a communications system are required.
9.1.16	CASR MOS Part 139H Section 6.1.3.1	Different in character or other means of compliance	Access roads are to be provided.
9.2.1	CASR 139.755(2)	Less protective or partially implemented not implemented	Rescue and firefighting services are only provided at aerodromes that meet the regulatory establishment criteria. These criteria capture approximately 95% of air transport passengers. Rescue and firefighting services to Annex 14 Volume I standards are not provided at all international aerodromes. The establishment criteria for provision of ARFFS in Australia is based on two criteria: an aerodrome from or to which an international passenger air service operates and any other aerodrome through which more than 350,000 passengers passed on air transport flights during the previous financial year. Rescue and firefighting services are provided at all Major international airports, but not to all Restricted Use, Alternate, Non-Scheduled or External Territory airports used for international operations.

Annex Reference	State Reference	Difference Level	State Difference
9.2.10	CASR MOS Part 139H Chapter 7, CASR 139.755(1), 139.785 & 139.795(3)	Different in character or other means of compliance	Not included in Australian standards.
9.2.11	CASR MOS Part 139H Section 2.1.3.1, Chapters 3 & 7, CASR Part 139.785, 139.795(3)	Less protective or partially implemented not implemented	Not included in Australian standards.
9.2.12	CASR Part 139.785, 139.795(3), CASR PART 139H MOS - Sections 2.1.3.1, 3.1.2, 7.1.1.1	Less protective or partially implemented not implemented	Not included in Australian standards.
9.2.16	CASR Part 139H MOS Chapter 7 (7.1.1.3 & 7.1.1.4), CASR 139.785 & 139.795(3)	Different in character or other means of compliance	Foam types must not be mixed unless compatible.
9.2.17	CASR Part 139H MOS Chapter 7	Less protective or partially implemented not implemented	Not included in Australian standards.
9.2.18	CASR Part 139H MOS Chapter 7	Less protective or partially implemented not implemented	Not included in Australian standards.
9.2.19	CASR Part 139.785, 139.795(3), CASR Part 139H MOS - Sections 2.1.3.1, 7.1.1.1	Different in character or other means of compliance	Australian legislation does not directly list Dry Chemical Powder (DCP) discharge rates as per Table 9-2. However, legislation requires RFF vehicles to comply with performance and specifications as per ICAO Doc 9137 - Airport Services Manual (ASM) Part 1, RFF Chapter 5 - paragraph 5.3.1. ASM Part 1 RFF Chapter 5 para 5.3.1 prescribes 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 CASR 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.
9.2.20	CASR Part 139.785, 739.795 (3), CASR Part 139H MOS 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.
9.2.22	CASR Part 139H MOS Chapter 7.1.3	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%.

Annex Reference	State Reference	Difference Level	State Difference
9.2.23	CASR 139.785 & 139.795, CASR Part 139H MOS Chapter 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.
9.2.24	CASR 139.785 & 139.795, CASR Part 139H MOS Section 7.1.3	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 calculate the anticipated delay and increase reserve to provide sufficient supply to meet the anticipated delay.
9.2.26	CASR PART 139H MOS 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.
9.2.27	CASR Part 139H MOS 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.
9.2.30	CASR Part 139H MOS 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.
9.2.34	CASR 139.785, 139.795(3), CASR Part 139H MOS Chapter 6.1.3	Less protective or partially implemented not implemented	Not included in Australian standards.
9.2.35	CASR Part 139 MOS Sections 9.01 & 9.19(3), CASR Part 139H MOS Chapter 6, 22 & 26	Less protective or partially implemented not implemented	Not included in Australian standards.
9.2.44	CASR 139.845, CASR Part 139H MOS Section 20.1.2	Less protective or partially implemented not implemented	Not included in Australian standards.
9.4.4	CASR Part 139 MOS Section 17.01	Different in character or other means of compliance	Aerodrome operator must consult with local planning authority to manage hazards.
9.4.5	CASR Part 139 MOS Section 17.01	Different in character or other means of compliance	Aerodrome operator must consult with local planning authority to manage hazards.
9.5.1	CASR Part 139 MOS Section 11.15	Different in character or other means of compliance	Aerodrome manual procedures required to manage parking control.

Annex Reference	State Reference	Difference Level	State Difference
9.5.2	CASR Part 139 MOS Section 11.15	Different in character or other means of compliance	Aerodrome manual procedures required to manage parking control.
9.5.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.5.4	CASR Part 139 MOS Section 23.02	Different in character or other means of compliance	Aerodrome manual procedures required for low visibility operations at specific aerodromes.
9.5.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.5.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.5.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.6.1	Advisory Circular (AC) 91-25	Less protective or partially implemented not implemented	Guidance material only.
9.6.2	AC 91-25	Less protective or partially implemented not implemented	Guidance material only.
9.7.1	CASR Part 139 MOS Section 11.14 & Chapter 14	Different in character or other means of compliance	Training and procedures result in effective implementation.
9.7.2	CASR Part 139 MOS Section 11.14 & Chapter 14	Different in character or other means of compliance	Training and procedures result in effective implementation.
9.7.3	CASR Part 139 MOS Section 11.14 & Chapter 14	Different in character or other means of compliance	Training and procedures result in effective implementation.
9.8.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.8.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.8.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.8.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
9.8.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.8.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.8.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.8.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.9.2	CASR Part 139 MOS Section 6.24	Different in character or other means of compliance	Distances vary with 77.5m for code 4F CAT I/II/III, 60m for code 3/4 CAT I/II/III.
9.9.4	CASR Part 139 MOS Section 6.24	Different in character or other means of compliance	Distance variations.
9.9.5	CASR Part 139 MOS Section 6.24	Different in character or other means of compliance	Distance variations.
9.10.1	Australian Aviation Transport Security Regulations 2005	Less protective or partially implemented not implemented	Only applicable to security controlled airports.
9.10.2	Australian Aviation Transport Security Regulations 2005	Less protective or partially implemented not implemented	Only applicable to security controlled airports.
9.10.3	Australian Aviation Transport Security Regulations 2005	Less protective or partially implemented not implemented	Only applicable to security controlled airports.
9.10.4	Australian Aviation Transport Security Regulations 2005	Less protective or partially implemented not implemented	Only applicable to security controlled airports.
9.10.5	Australian Aviation Transport Security Regulations 2005	Less protective or partially implemented not implemented	Only applicable to security controlled airports.
9.11.1	Australian Aviation Transport Security Regulations 2005	Less protective or partially implemented not implemented	Only applicable to security controlled airports.
9.12.1	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
9.12.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
10.1.1	CASR Part 139 MOS Section 9.136 & Chapter 18	Less protective or partially implemented not implemented	Applies to lighting and pavement maintenance only.
10.1.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.3.1	CASR Part 139 MOS Section 6.09 & Chapter 18	Different in character or other means of compliance	Snow, snow slush and ice are not generally characteristic of Australian environmental conditions.
10.3.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.3.3	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.3.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.3.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.3.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.4.2	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.4.4	CASR Part 139 MOS Section 15.05	Different in character or other means of compliance	Transverse stripe not required.
10.5.4	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.5	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.6	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.7	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.8	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.

Annex Reference	State Reference	Difference Level	State Difference
10.5.9	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.10	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.11	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.
10.5.12	Nil	Less protective or partially implemented not implemented	Not included in Australian standards.