



Australian Government
Civil Aviation Safety Authority

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 91.040, 131.055, 133.020 and 135.025 of the *Civil Aviation Safety Regulations 1998*.

[DRAFT ONLY — NOT FOR SIGNATURE]

Pip Spence
Director of Aviation Safety

[Month] 2026

Parts 91, 131, 133 and 135 Manuals of Standards Amendment Instrument 2026

1 Name

This instrument is the *Parts 91, 131, 133 and 135 Manuals of Standards Amendment Instrument 2026*.

2 Commencement

This instrument commences on 9 July 2026.

3 Amendment of Part 91, Part 131, Part 133 and Part 135 Manuals of Standards

Each Manual of Standards mentioned in the title of a Schedule to this instrument is amended in accordance with the Schedule.

Schedule 1 Part 91 Manual of Standards

[1] Subsection 1.07 (6), after definition of *critical engine*

insert

CTA is short for control area.

[2] Subsection 1.07 (6), after definition of *CTAF*

insert

CTR is short for control zone.

[3] Subsection 26.68 (2)

after

class

insert

or volume

[4] Table 26.68 (2), column 2 heading

after

Class

insert

or volume

[5] Table 26.68 (2), after item 3

insert

3A	VFR	<p>The following volumes of Class D airspace:</p> <ul style="list-style-type: none"> (a) Bankstown CTA D1; (b) Sydney CTA D1; (c) Western Sydney CTA D1; (d) Western Sydney CTA D2; (e) Western Sydney CTA D3. <p><i>Note 1</i> Bankstown CTA D1 defines the Class D CTA above Bankstown aerodrome (YSBK) CTR. Sydney CTA D1 contains the one-way (outbound only) Woronora VFR route from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D1 contains VFR routes to and from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D2 and D3 define, respectively, the Class D CTA to the north and south of Bankstown aerodrome (YSBK) above 1 500 ft AMSL.</p> <p><i>Note 2</i> The AIP Designated Airspace Handbook (DAH) specifies the boundaries of the 5 Class D control areas.</p>	<p>At least 1:</p> <ul style="list-style-type: none"> (a) approved ADS-B OUT configuration; or (b) approved Mode S transponder with Class B TABS position source device configuration; or (c) approved transponder being: <ul style="list-style-type: none"> (i) for an aircraft, manufactured on or after 6 February 2014, or modified by having its transponder installation replaced on or after 6 February 2014 — an approved Mode S transponder with ADS-B capability; or (ii) for any other aircraft — approved transponder. <p><i>Note</i> An approved Mode S transponder with ADS-B capability is not required to transmit ADS-B OUT for a VFR flight.</p>
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Schedule 2 Part 131 Manual of Standards

[1] Subsection 1.06 (5), after definition of *crow*

insert

CTA is short for control area.

[2] Subsection 1.06 (5), after definition of *CTAF*

insert

CTR is short for control zone.

[3] Subsection 26.21 (3)

after

class

insert

or volume

[4] Table 26.21 (3), column 2 heading

after

Class

insert

or volume

[5] Table 26.21 (3), after item 2

insert

2A	Any operation by a Part 131 aircraft	<p>The following volumes of Class D airspace:</p> <ul style="list-style-type: none"> (a) Bankstown CTA D1; (b) Sydney CTA D1; (c) Western Sydney CTA D1; (d) Western Sydney CTA D2; (e) Western Sydney CTA D3. <p><i>Note 1</i> Bankstown CTA D1 defines the Class D CTA above Bankstown aerodrome (YSBK) CTR. Sydney CTA D1 contains the one-way (outbound</p>	<p>At least 1:</p> <ul style="list-style-type: none"> (a) approved ADS-B OUT configuration; or (b) approved Mode S transponder with Class B TABS position source device configuration; or (c) approved transponder. <p><i>Note</i> An approved Mode S transponder with ADS-B capability is not required to transmit ADS-B OUT for a VFR flight.</p>
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		<p>only) Woronora VFR route from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D1 contains VFR routes to and from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D2 and D3 define, respectively, the Class D CTA to the north and south of Bankstown aerodrome (YSBK) above 1 500 ft AMSL.</p> <p><i>Note 2</i> The AIP Designated Airspace Handbook (DAH) specifies the boundaries of the 5 Class D control areas.</p>	
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Schedule 3 Part 133 Manual of Standards

[1] Subsection 1.04(2), after definition of *avoid area of the HV envelope*

insert

CTA is short for control area.

CTR is short for control zone.

[2] Subsection 11.53(2)

after

class

insert

or volume

[3] Table 11.53(2), column 2 heading

after

Class

insert

or volume

[4] Table 11.53(2), after item 3

insert

3A	VFR	<p>The following volumes of Class D airspace:</p> <p>(a) Bankstown CTA D1;</p>	<p>(a) For a rotorcraft first certificated in its country of manufacture on, or after, 6 February 2014, or</p>
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		<p>(b) Sydney CTA D1; (c) Western Sydney CTA D1; (d) Western Sydney CTA D2; (e) Western Sydney CTA D3.</p> <p><i>Note 1</i> Bankstown CTA D1 defines the Class D CTA above Bankstown aerodrome (YSBK) CTR. Sydney CTA D1 contains the one-way (outbound only) Woronora VFR route from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D1 contains VFR routes to and from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D2 and D3 define, respectively, the Class D CTA to the north and south of Bankstown aerodrome (YSBK) above 1 500 ft AMSL.</p> <p><i>Note 2</i> The AIP Designated Airspace Handbook (DAH) specifies the boundaries of the 5 Class D control areas.</p>	<p>modified by having its transponder replaced on, or after, 6 February 2014 — at least 1 approved Mode S transponder with ADS-B capability; or</p> <p>(b) for any other rotorcraft — at least 1 approved transponder.</p> <p><i>Note</i> An approved Mode S transponder with ADS-B capability is not required to transmit ADS-B OUT for a VFR flight.</p>
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Schedule 4 Part 135 Manual of Standards

[1] Section 1.04, after definition of *automatic ELT*

insert

CTA is short for control area.

CTR is short for control zone.

[2] Subsection 11.60(2)

after

class

insert

or volume

[3] Table 11.60(2), column 2 heading

after

Class

insert

or volume

[4] Table 11.60(2), after item 3

3A	VFR	<p>The following volumes of Class D airspace:</p> <ul style="list-style-type: none"> (a) Bankstown CTA D1; (b) Sydney CTA D1; (c) Western Sydney CTA D1; (d) Western Sydney CTA D2; (e) Western Sydney CTA D3. <p><i>Note 1</i> Bankstown CTA D1 defines the Class D CTA above Bankstown aerodrome (YSBK) CTR. Sydney CTA D1 contains the one-way (outbound only) Woronora VFR route from the Bankstown aerodrome (YSBK) CTR. Western Sydney CTA D1 contains VFR routes to and from the Bankstown aerodrome (YSBK) control zone. Western Sydney CTA D2 and D3 define, respectively, the Class D CTA to the north and south of Bankstown aerodrome (YSBK) above 1 500 ft AMSL.</p> <p><i>Note 2</i> The AIP Designated Airspace Handbook (DAH) specifies the boundaries of the 5 Class D control areas.</p>	<ul style="list-style-type: none"> (a) For an aeroplane first certificated in its country of manufacture on or after 6 February 2014, or modified by having its transponder replaced on or after 6 February 2014 — at least 1 approved Mode S transponder with ADS-B capability; or (b) for any other aeroplane — at least 1 approved transponder. <p><i>Note</i> An approved Mode S transponder with ADS-B capability is not required to transmit ADS-B OUT for a VFR flight.</p>
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