



Explanation Document – Proposed Part 101 of CASR miscellaneous amendments 2026

Draft amendments	Explanation
EXPOSURE DRAFT Inserts for Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026: Attachment E: minor amendments Part 101—Unmanned aircraft and rockets <i>Civil Aviation Safety Regulations 1998</i>	Schedule 6 contains proposed amendments to Part 101 of the <i>Civil Aviation Safety Regulations 1998</i> (CASR) in relation to unmanned aircraft and rockets. The amendments in Schedule 6 would commence at different dates to allow time for the necessary arrangements to be put into place to operationalise the amendments. Part 1 and 5 are proposed to commence the day after the instrument is registered. Part 2 is proposed to commence immediately after the commencement of Part 1 of Schedule 6 to this instrument. Part 3 is proposed to commence the day after the end of the period of 6 months beginning on the day this instrument is registered. Part 4 is proposed to commence the day after the end of the period of 24 months beginning on the day this instrument is registered.
Part 1—Use of Notice to Airmen as conditions of authorisations <i>Civil Aviation Safety Regulations 1998</i> 1 At the end of subregulation 101.030(6) Add: Note: Under regulation 175.135, CASA may direct Airservices Australia to publish a NOTAM giving details of the approval (including any conditions).	The amendments in Part 1 (Items 1 to 24) relate to providing CASA with discretion in directing Airservices Australia to issue and publish a Notice to Airmen (NOTAM) in certain circumstances. This is achieved primarily by the amendment in item 2 which would repeal subregulation 101.030(7). This subregulation currently places a mandatory requirement on CASA, if it grants an approval under subregulation 101.030(1) for an area for operation of an unmanned aircraft or rocket, to publish details of the approval (including any conditions) in a NOTAM or aeronautical chart. The current mandatory requirement does not reflect that certain approvals do not require details to be published in NOTAM or



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2 Subregulation 101.030(7) Repeal the subregulation. 3 Subregulation 101.030(8) Omit “, but must publish details of any revocation or change in NOTAM or on an aeronautical chart”. 4 At the end of subregulation 101.030(8) Add: Note: Under regulation 175.135, CASA may direct Airservices Australia to publish a NOTAM giving details of the revocation or change. 5 Subregulation 101.030(9) Omit “also”. 6 Subregulation 101.030(10) Repeal the subregulation. 7 Subregulation 101.110(1) (note 1) Omit “Note 1”, substitute “Note”. 8 Subregulation 101.110(1) (note 2) Repeal the note. 9 Regulation 101.150 (note to the definition of <i>approved area</i>) Repeal the note. 10 Subregulation 101.160(1) (note 1) Omit “Note 1”, substitute “Note”.	aeronautical chart to ensure air navigation safety. The requirement to publish a NOTAM in these cases may have an adverse impact on the integrity of the NOTAM system and is inefficient. Item 3 is a related amendment to subregulation 101.030(8) which would remove the mandatory requirement on CASA to publish details of a revocation or change relating to an approval in a NOTAM or aeronautical chart. Item 5 is also related and would remove the word ‘also’ which would no longer be applicable in relation to parties to whom CASA must give notice to in relation to a revocation or change. Item 6 would repeal subregulation 101.030(10). This currently disappplies subregulation 101.030(7) in relation to the operation of model aircraft and also states that subregulation 101.030(8) does not require publication of a revocation or change to an approval for these aircraft. These provisions would no longer be required as a result of the proposed amendments to subregulations 101.030(7) and 101.030(8). Also, as a result of the proposed repeal of subregulation 101.030(7), amendments would be needed to either add or remove various notes throughout Part 101 of CASR. Items 1 and 4 would add notes about CASA’s power under regulation 175.135 to direct Airservices Australia to publish a NOTAM giving details of the approval (including any conditions). Items 7 to and including item 23 would remove notes that are no longer required as the result of the repeal of subregulation 101.030(7). Where a NOTAM is required to ensure the safety of air navigation in relation to an approval, CASA proposes to make the authorisation conditional on there being a relevant NOTAM promulgated. This is enabled by regulation 11.056 of the CASR which empowers CASA to impose conditions on authorisations necessary in the interests of air navigation safety.



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11 Subregulation 101.160(1) (note 2) Repeal the note. 12 Subregulation 101.165(1) (note 1) Omit “Note 1”, substitute “Note”. 13 Subregulation 101.165(1) (note 2) Repeal the note. 14 Regulation 101.236 (note to the definition of <i>approved area</i>) Repeal the note. 15 Subregulation 101.250(1) (note 2) Repeal the note. 16 Subregulation 101.250(1) (note 3) Omit “Note 3”, substitute “Note”. 17 Subregulation 101.400(1) (note 1) Omit “Note 1”, substitute “Note”. 18 Subregulation 101.400(1) (note 2) Repeal the note. 19 Subregulation 101.410(2) (note) Repeal the note. 20 Regulation 101.425 (note to the definition of <i>approved area</i>) Repeal the note. 21 Subregulation 101.435(1) (note)	Item 24 would insert the application and commencement provisions for the proposed amendments in Part 1, at the end of Subpart 202.FA of CASR. These amendments will improve the integrity and efficiency of the NOTAM system by ensuring that NOTAMs are published to provide a safety benefit.



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Repeal the note. 22 Subregulation 101.450(1) (note) Repeal the note. 23 Subregulation 101.455(1) (note) Repeal the note. 24 At the end of Subpart 202.FA Add: Division 202.FA.4—Amendments made by Schedule 6 to the Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026 202.468 Application of amendments relating to the approval of areas for operation of unmanned aircraft or rockets (1) The repeal of subregulation 101.030(7) made by Part 1 of Schedule 6 to the <i>Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026</i> applies in relation to an approval given on or after the commencement of that Part. (2) The amendment of subregulation 101.030(8) made by Part 1 of Schedule 6 to the Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026 applies in relation to a revocation or change made on or after the commencement of that Part.	
Part 2—Keeping of records or giving information in relation to unmanned aircraft <i>Civil Aviation Safety Regulations 1998</i> 25 After regulation 101.060	The amendments in Part 2 (Items 25 to 27) would ensure the policy intent in relation to record keeping and the provision of information to CASA for unmanned aircraft is effective and reflected in the correct subpart of CASR. Currently, regulation 101.272 is in subpart 101.F of CASR. The regulation provides the Part 101 MOS may require a person who operates, or proposes to operate, an unmanned aircraft to keep certain



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Insert: 101.062 Requirement to keep records or give information to CASA (1) The Part 101 Manual of Standards may require a person who operates, or proposes to operate, an unmanned aircraft to do either or both of the following: (a) keep records, in accordance with the requirements prescribed by the Part 101 Manual of Standards; (b) give information to CASA, in accordance with the requirements prescribed by the Part 101 Manual of Standards. (2) A person commits an offence of strict liability if: (a) the person is subject to a requirement under subregulation (1); and (b) the person does not comply with the requirement. Penalty: 50 penalty units. 26 Regulation 101.272 Repeal the regulation. 27 At the end of Division 202.FA.4 Add: 202.469 Application of amendments relating to keeping records or giving information in relation to unmanned aircraft Regulation 101.272, as in force immediately before the commencement of Part 2 of Schedule 6 to the Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026, continues to apply on and after that commencement in relation to a failure to comply with a requirement before that commencement.	records or give certain information to CASA in accordance with requirements prescribed in the Part 101 MOS. It also provides for an offence and the number of penalty units that may apply if a person is subject to a requirement to keep records or provide information and does not comply. However, subpart 101.F does not apply to operators of model aircraft or micro RPA. This is inconsistent with the policy intent and with Chapter 10 of the Part 101 MOS which prescribes record keeping and information requirements for micro, very small, small and medium registered RPA as well as certain sized excluded RPA. The amendment would, in effect, relocate the relevant head of power and offence provision currently in subpart 101.F of CASR to Part 101.C ensuring it is applicable to all unmanned aircraft (except model aircraft operated indoors). This would be achieved by repealing regulation 101.272 and inserting it in the same terms as new regulation 101.062. This would ensure the provision is in the correct subpart of CASR and would better align with the policy intent and the requirements in the Part 101 MOS. Importantly, the amendments would not change the current record keeping and information requirements in the Part 101 MOS for unmanned aircraft.



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Part 3—Beyond visual line of sight knowledge examinations <i>Civil Aviation (Fees) Regulations 1995</i> 28 Part 17 of Schedule 1 (at the end of the table) Add: <table><tr><td>17.10</td><td>Beyond visual line of sight knowledge examination</td><td>\$70</td></tr></table> <i>Civil Aviation Regulations 1988</i> 29 Subregulation 298A(8) (definition of <i>prescribed examination</i>) Repeal the definition, substitute: <i>prescribed examination</i> means: (a) an examination conducted for the purpose of the issue or renewal of a licence, certificate, authorisation, rating or endorsement; or (b) a beyond visual line of sight knowledge examination. Note: <i>Beyond visual line of sight knowledge examination</i> is defined in Part 1 of the Dictionary to the <i>Civil Aviation Safety Regulations 1998</i>. 30 At the end of Part 20 Add: Division 6—Application provisions—amendments made by the Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026 345 Application provision—cheating at prescribed examinations	17.10	Beyond visual line of sight knowledge examination	\$70	The amendments in Part 3 would give CASA authority to set and administer aeronautical knowledge examinations for remote pilot licence (RePL) holders seeking a pass in the beyond visual line of sight (BVLOS) examination, that would permit the RePL holder to conduct certain BVLOS operations. Part 3 would require changes to the <i>Civil Aviation (Fees) Regulations 1995</i> (Fees Regulations), the <i>Civil Aviation Regulations 1988</i> (CAR) and the <i>Civil Aviation Safety Regulations 1998</i> (CASR). Item 28 relates to Part 17 of Schedule 1 of the Fees Regulations and would insert the fee to enable CASA to recover costs for BVLOS knowledge examinations. There are various defined terms that apply for the purposes of regulation 298A, which are set out in subregulation 298A(8). This includes the term ‘<i>prescribed examination</i>’. Item 29 would add reference to a BVLOS knowledge examination to that definition. Item 31 would insert a new Division 101.F.2A into CASR and include a new regulation 101.285A. This would authorise CASA to set and administer aeronautical knowledge examinations in relation to the operation of a remotely piloted aircraft, in accordance with any requirements prescribed in the Part 101 MOS. Item 30 would insert the application provision that prescribes the proposed definition of <i>prescribed examination</i> applies in relation to the conduct of an examination on or after the commencement of this regulation. The proposed changes for item 31 would allow the Part 101 MOS to deal with the detail of various requirements including, but not limited to, topics that must be examined, the way in which the examinations are administered, pass standards, the invigilation of examinations, the attempts to pass, the reporting of results and advising candidates of topics where knowledge is deficient. It would also provide the requirement for payment of the examination fee that would be inserted
17.10	Beyond visual line of sight knowledge examination	\$70		



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The repeal and substitution of the definition of <i>prescribed examination</i> in subregulation 298A(8) made by Part 3 of Schedule 6 to the <i>Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026</i> applies in relation to the conduct of an examination on or after the commencement of this regulation. Civil Aviation Safety Regulations 1998 31 After Division 101.F.2 Insert: Division 101.F.2A—Remote pilot licence examinations 101.286 Beyond visual line of sight knowledge examinations (1) CASA may set and administer beyond visual line of sight knowledge examinations in relation to the operation of an RPA beyond a person's visual line of sight in accordance with any requirements prescribed by the Part 101 Manual of Standards for the purposes of this subregulation. Note: A remote pilot licence holder may operate an RPA beyond their visual line of sight if, in addition to satisfying other requirements, the licence holder has passed a beyond visual line of sight knowledge examination: see subregulation 101.300(4). (2) Without limiting subregulation (1), the Part 101 Manual of Standards may prescribe requirements relating to: (a) the topics that must be examined by beyond visual line of sight knowledge examinations, and the extent to which each topic must be dealt with in those examinations; and (b) the way in which those examinations are to be administered, including the making of reasonable adjustments to accommodate the health or disability requirements, or cultural needs, of examination candidates; and	into the Fees Regulations by Item 28, prior to the candidate attempting the examination. Items 32 makes minor amendment to include reference to BVLOS knowledge examinations, consistent with the policy intent. Item 33 provides the transitional arrangements for a person who had passed an approved examination covered by subparagraph 101.300(4)(a)(iii), the person is taken, on and after the commencement of the proposed change, to have passed a beyond visual line of sight knowledge examination. Item 34 introduces a dictionary definition for BVLOS knowledge examination, which points to proposed new regulation 101.285A.



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(c) the invigilation of those examinations; and (d) the pass standard for those examinations; and (e) attempts to pass those examinations; and (f) reporting the results of those examinations; and (g) if an examination candidate fails to meet the pass standard— informing the candidate of the topics in which the candidate's knowledge is deficient. (3) An examination candidate must pay the fee for a beyond visual line of sight knowledge examination specified in item 17.10 of the table in Part 17 of Schedule 1 to the Civil Aviation (Fees) Regulations 1995 before attempting the examination. 32 Subparagraph 101.300(4)(a)(iii) Repeal the subparagraph, substitute: (iii) a beyond visual line of sight knowledge examination; and 33 At the end of Division 202.FA.4 Add: 202.470 Transitional provision—beyond visual line of sight knowledge examinations If, before the commencement of Part 3 of Schedule 6 to the <i>Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026</i>, a person had passed an approved examination covered by subparagraph 101.300(4)(a)(iii), as in force immediately before that commencement, the person is taken, on and after that commencement, to have passed a beyond visual line of sight knowledge examination. 34 Part 1 of the Dictionary Insert:	



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<i>beyond visual line of sight knowledge examination</i> means an examination set and administered under regulation 101.286 in relation to the operation of an RPA beyond a person's visual line of sight.	
Part 4—Remote pilot licence knowledge examinations <i>Civil Aviation Regulations 1988</i> 35 Subregulation 298A(8) (at the end of the definition of <i>licence</i>) Add: ; or (d) a remote pilot licence. 36 At the end of regulation 344 Add: (2) The amendment of subregulation 298A(8) made by Part 4 of Schedule 6 to the <i>Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026</i> applies in relation to the conduct of an examination on or after the commencement of this regulation. <i>Civil Aviation Safety Regulations 1998</i> 37 At the end of Division 101.F.2A Add: 101.287 Remote pilot licence knowledge examinations (1) CASA may set and administer remote pilot licence knowledge examinations for the grant of a remote pilot licence in accordance with any requirements prescribed by the Part 101 Manual of Standards for the purposes of this subregulation.	The amendments in Part 4 would give CASA authority to set and administer aeronautical knowledge examinations for the grant of a remote pilot licence (RePL). Part 5 would involve changes to the CAR and the CASR. Item 35 relates to regulation 298A of the CAR which is about CASA's power to give written notice to a person if it believes on reasonable grounds that the person has committed certain acts without CASA's permission related to cheating on an examination. There are various defined terms that apply in relation to regulation 298A, which are set out in subregulation 298A(8). This includes the term '<i>licence</i>'. Item 35 would add reference to a remote pilot licence to that definition. Item 37 would insert new regulation 101.287 into Part 101 of CASR. This would authorise CASA to set and administer RePL knowledge examinations for the grant of a remote pilot licence, in accordance with any requirements prescribed in the Part 101 MOS. The proposed new regulation would allow the Part 101 MOS to deal with the detail of various requirements including, but is not limited to, topics that must be examined, the way in which the examinations are administered, pass standards, the invigilation of examinations, the attempts to pass, the reporting of results and advising candidates of topics where knowledge is deficient. While not included in these amendments, it is intended that a fee would be set for remote pilot licence knowledge examinations. This would be included in separate future amendments to the Fees Regulations and to proposed regulation 101.285B.



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(2) Without limiting subregulation (1), the Part 101 Manual of Standards may prescribe requirements relating to: (a) the topics that must be examined by remote pilot licence knowledge examinations, and the extent to which each topic must be dealt with in those examinations; and (b) the way in which those examinations are to be administered, including the making of reasonable adjustments to accommodate the health or disability requirements, or cultural needs, of examination candidates; and (c) the invigilation of those examinations; and (d) the pass standard for those examinations; and (e) attempts to pass those examinations; and (f) reporting the results of those examinations; and (g) if an examination candidate fails to meet the pass standard—informing the candidate of the topics in which the candidate's knowledge is deficient. 38 At the end of paragraph 101.290(1)(c) Add: (iii) a remote pilot licence knowledge examination; 39 Subparagraphs 101.295(2)(a)(iii) and (iv) Repeal the subparagraphs, substitute: (iii) a remote pilot licence knowledge examination; or (iv) an examination conducted in a foreign country which CASA is satisfied is equivalent to a remote pilot licence knowledge examination; and 40 At the end of Division 202.FA.4 Add:	Item 38 makes minor amendments to update and include reference of remote pilot licence knowledge examinations, consistent with the policy intent. Item 40 provides the transitional arrangements for when a person who had passed an approved examination, the person is taken, on and after the commencement of the proposed change, to have passed a remote pilot licence knowledge examination. Item 40 also provides the transitional arrangements that would apply for when a person has applied, attempted or passed the theory components of the remote pilot licence knowledge examination. These transitional arrangements also include a period of time for applicants who attempt the theory component of an RePL course, and do not successfully pass the knowledge examination prior to the commencement date, may make further attempts to pass the knowledge examination or theory component within 3 months after the commencement date. Item 41 would add a new dictionary definition of remote pilot licence knowledge examination which points to proposed new regulation 101.287.



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202.471 Application and transitional provisions—remote pilot licence knowledge examinations (1) The amendments made by Part 4 of Schedule 6 to the Civil Aviation Legislation Amendment (Minor Changes) Regulations 2026 apply in relation to an application for a remote pilot licence made on or after the commencement of that Part. (2) If, before the commencement of Part 4 of Schedule 6 to the Civil Aviation Safety Amendment (Minor Changes) Regulations 2026, a person had passed the theory component of an RPL training course covered by subparagraph 101.295(2)(a)(iii), as in force immediately before that commencement, the person is taken, on and after that commencement, to have passed a remote pilot licence knowledge examination. (3) If: (a) a person attempts, but does not pass, the theory component of an RPL training course within the period of 3 months ending on the day immediately before the day on which Part 4 of Schedule 6 to the Civil Aviation Safety Amendment (Minor Changes) Regulations 2026 commences; and (b) the person passes the theory component of an RPL training course within the period of 3 months beginning on the day on which that Part commences; for the purposes of subparagraph 101.295(2)(a)(iii), the person is taken, on and after that commencement, to have passed a remote pilot licence knowledge examination. (4) If, before the commencement of Part 4 of Schedule 6 to the Civil Aviation Safety Amendment (Minor Changes) Regulations 2026, a person had passed the theory component of a course covered by subparagraph 101.295(2)(a)(iv) as in force immediately before that commencement, for the purposes of subparagraph 101.295(2)(a)(iv), the person is taken, on and after that commencement, to have passed	



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an examination conducted in a foreign country which CASA is satisfied is equivalent to a remote pilot licence knowledge examination. 41 Part 1 of the Dictionary Insert: <i>remote pilot licence knowledge examination</i> means an examination set and administered under regulation 101.287 for the grant of a remote pilot licence.	
Part 5—Technical corrections <i>Civil Aviation Safety Regulations 1998</i> 42 Subregulation 61.225(1) After “aeronautical”, insert “knowledge”. 43 Subparagraph 101.290(1)(c)(i) After “aeronautical”, insert “knowledge”.	The amendments in Part 5 would insert the word “knowledge” after “aeronautical” for item 42 and 43, to correct technical errors.