



Australian Government
Civil Aviation Safety Authority

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SUMMARY OF PROPOSED CHANGE

Proposed Part 101 of CASR miscellaneous amendments 2026

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**Acknowledgement of Country**

The Civil Aviation Safety Authority (CASA) respectfully acknowledges the Traditional Custodians of the lands on which our offices are located and their continuing connection to land, water and community, and pays respect to Elders past, present and emerging.

Artwork: James Baban.

Introduction

Part 101 of the *Civil Aviation Safety Regulations 1998* (CASR), and its associated Part 101 Manual of Standards (MOS), consolidates unmanned aeronautical activities into one legislative framework for:

- unmanned tethered balloons and kites
- unmanned free balloons
- unmanned rockets
- model aircraft
- firework displays and
- remotely piloted aircraft (RPA) or drones.

Drone operations continue to evolve and expand rapidly. To keep pace with sector growth and demand, the legislation governing these operations must be regularly reviewed and assessed to continue to provide safe, effective and efficient rules for all airspace users and the community.

A major amendment to Part 101 of CASR was made in 2016 which enabled the Part 101 MOS to be published in its initial form in 2019. Following this, CASA conducted a post-implementation review (PIR) in 2021, of the legislation to identify what was working well, what could be amended to work better, and what will be needed in the future, to account for the rapidly evolving environment.

Through this PIR, and formal and informal feedback received from a range of stakeholders including the RPAS industry, recreational model aircraft flyers and the community, CASA identified the need for further amendments to the rules.

CASA has been provided a limited opportunity to advance previously identified and supported lower complexity amendments to Part 101 of CASR through legislative drafting by the Office of Parliamentary Counsel. These proposed amendments seek to improve efficiency of the regulatory framework for both CASA and industry.

CASA acknowledges the proposed amendments in this Part 101 of CASR miscellaneous amendment package are limited; the package does not include all the initiatives in the previous Policy Proposal PP2107US made available for public consultation in December 2021-February 2022. CASA will continue to engage and consult with industry to improve the RPAS regulatory framework and supporting manuals and guidance.

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Acronyms

The acronyms and abbreviations used in this Summary of Proposed Changes (SPC) are listed in the table below.

Table 1: Acronyms

Acronym	Description
BVLOS	beyond visual line of sight
CAR	<i>Civil Aviation Regulations 1988</i>
CASA	Civil Aviation Safety Authority
CASR	<i>Civil Aviation Safety Regulations 1998</i>
MOS	Manual of Standards
NOTAM	Notice to Airmen
OCTA	outside of controlled airspace
OPC	Office of Parliamentary Counsel
PIR	Post implementation review
ReOC	remotely piloted aircraft operator's certificate
RePL	remote pilot licence
RPA	remotely piloted aircraft
RPAS	remotely piloted aircraft system
SPC	summary of proposed change
TWG	technical working group

Definitions

Terms that have specific meaning within this SPC are defined in the table below. Where definitions from the civil aviation legislation have been reproduced for ease of reference, these are identified by 'grey shading'. Should there be a discrepancy between a definition given in this SPC and the civil aviation legislation, the definition in the legislation prevails.

Table 2: Definitions

Term	Definition
excluded RPA	An RPA operated under prescribed conditions for commercial purposes that does not require a CASA authorisation in the form of an RPA operator's certificate (ReOC) and/or a remote pilot licence (RePL) (for some weight categories): see regulation 101.237 of CASR for details.

Term	Definition
medium RPA	An RPA with a gross weight of more than 25 kg but not more than 150 kg, or a remotely piloted airship with an envelope capacity of not more than 100 m ³ .
micro RPA	An RPA with a gross weight of not more than 250 g.
model aircraft	An aircraft that is used for sport or recreational purposes and which cannot carry a person, with a maximum gross weight of no more than 150 kg.
operator (the ReOC holder)	A person, organisation or enterprise engaged in, or offering to engage in, an RPAS operation.
remote pilot	The person who manipulates the flight controls of a remotely piloted aircraft, or who initiates and monitors the flight, and is responsible for its safe conduct during flight time.
remotely piloted	An aircraft is remotely piloted when controlled from a pilot station that is not on board the aircraft.
remotely piloted aircraft (RPA)	A remotely piloted aircraft, other than a balloon, a kite, or model aircraft.
small RPA	An RPA with a gross weight of more than 2 kg but not more than 25 kg.
very small RPA	An RPA with a gross weight of more than 250 g but not more than 2 kg.

References

Legislation

Legislation is available on the Federal Register of Legislation website <https://www.legislation.gov.au/>

Table 3: Legislation references

Document	Title
The Act	Civil Aviation Act 1988
Part 101 of CASR	Unmanned aircraft and rockets
Part 101 Manual of Standards	Unmanned aircraft and rockets

Purpose and scope of the proposed amendments

This section broadly describes the proposed changes to Part 101 of CASR and the rationale for the change. Please refer to the explanation document for a more detailed description of each proposed amendment. The explanation document sets out the text of the draft amendments and also provides an explanation of each amendment.

Key change proposals

Proposal 1: CASA discretion to issue NOTAMs

This proposed change seeks to improve the integrity of the Notice to Airmen (NOTAM) system by providing CASA with discretion in directing Airservices Australia to issue and publish a NOTAM in certain circumstances.

NOTAMs are designed to ensure the safety of air navigation by alerting airspace users to potential safety hazards along a flight route or in specified airspace. Under subregulation 101.030 (7) of CASR, when CASA issues an approval for an area for the operation of unmanned aircraft or rockets, it 'must' publish details of the approval (including any conditions) in a NOTAM or aeronautical chart.

However, not all unmanned aircraft operations approved under regulation 101.030 of CASR require a NOTAM to ensure the safety of air navigation, for example, unmanned aircraft operations that occur in airspace where crewed aircraft (pilot on board) are not operating or would not be operated. The requirement to publish a NOTAM in these cases may impact the integrity of the NOTAM system and may be inefficient.

To address this, the proposed amendment would remove the mandatory requirement for CASA to issue a NOTAM or publish details on an aeronautical chart relating to approvals issued under regulation 101.030 of CASR.

When a NOTAM is required to ensure the safety of air navigation in relation to an area approval, CASA proposes to make the approval, or authorisation conditional, ensuring the relevant NOTAM is raised and promulgated. Regulation 11.056 of CASR empowers CASA to impose conditions on authorisations necessary in the interests of air navigation safety.

CASA anticipates this proposed change would provide greater flexibility for when a NOTAM is required and raised and would improve the integrity and efficiency of the NOTAM system by ensuring that only NOTAMs that provide a measurable safety benefit are published.

Proposal 2: Requirement to keep records or give information to CASA

This proposed change is to ensure the CASR correctly reflects the policy intent for record keeping and giving information to CASA in relation to unmanned aircraft.

Currently, Subpart 101.F of CASR includes a provision that requires a person who operates, or proposes to operate, an unmanned aircraft to keep certain records or give certain information to CASA in accordance with requirements prescribed in the Part 101 MOS.

However, Subpart 101.F of CASR does not apply to operators of model aircraft or micro RPA.

This is inconsistent with the policy intent and 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 excluded RPA.

The proposed amendment would, in effect, relocate the relevant provision currently in Subpart 101.F of CASR to Part 101.C which would ensure it is applicable to all unmanned aircraft (except model aircraft operated indoors). This better aligns with the policy intent and the requirements in the Part 101 MOS.

Importantly, the amendment **would not** change the current record keeping and information requirements in the Part 101 MOS for unmanned aircraft.

Proposal 3: CASA to set aeronautical knowledge examinations

This proposed change would provide CASA with the authority to set and administer beyond visual line of sight (BVLOS) knowledge examinations and remote pilot licence examinations. The proposal relating to CASA set aeronautical knowledge examinations was included in the broader Part 101 PIR consultation conducted between December 2021 and February 2022.

While CASA approves training organisations and training course requirements for remote pilot licences, the regulations do not currently provide a mechanism for CASA to establish and maintain a consistent aeronautical knowledge examination.

This can limit CASA's ability to ensure that aeronautical knowledge is assessed against a nationally consistent standard and updated in response to emerging operational and regulatory requirements.

These amendments would enable CASA to set and manage aeronautical knowledge examinations and administer the exams through CASA approved providers.

As RPA operations continue to expand into more complex operational environments, including higher risk and BVLOS operations, there is increased importance in ensuring that remote pilots demonstrate consistent foundational aeronautical knowledge. A CASA set examination would support a common benchmark for the assessment of knowledge across industry and assist in maintaining confidence in the licensing framework.

The proposed amendments would insert new provisions in the CASR, authorising CASA to set relevant aeronautical knowledge examinations and to enable CASA to set out the detail of the competencies, standards and examination procedures in the Part 101 MOS.

The proposal is not intended to change the role of CASA approved RePL training providers in delivering training. Rather, it provides a mechanism for the knowledge assessment component to be established against a nationally consistent standard while allowing industry to continue delivering training and preparing candidates for examination.

For aeronautical knowledge examinations, it is intended these would be subject to a fee to allow CASA to recover costs. Public consultation for the BVLOS outside of controlled airspace (OCTA) examination fee has already been conducted through [Proposed Part 101 standards and guide for authorised beyond visual line of sight, outside of controlled airspace operations \(CD 2216US\)](#); the proposed CASA component of the BVLOS OCTA examination fee would continue to be set at \$70 and is included in this amendment package as a proposed change to the *Civil Aviation (Fees) Regulations 1995*. Please note, the examination provider may continue to set additional fees for the administration of the BLVOS examination.

The proposed fee for the remote pilot licence aeronautical knowledge examination is not included in this amendment package to amend the *Civil Aviation (Fees) Regulations 1995* as CASA is required to publicly consult through a Cost Recovery Implementation Statement which would be released should the proposed amendment for CASA to set and administer aeronautical knowledge examinations proceed.

The proposed amendment for CASA to set and administer the remote pilot licence aeronautical knowledge examination would not commence until 24 months after the registration and making of the legislative instrument.

The delayed commencement period recognises that implementation will require system, training and administrative changes by CASA and CASA approved training providers. The transition period will allow detailed consultation with industry on examination standards, administration arrangements and associated MOS amendments to ensure an orderly transition.

These proposed amendments aim to ensure the regulatory framework remains comprehensive, flexible, fit for purpose and that remote pilots have the foundational aeronautical knowledge to operate RPA safely. This proposed approach also aligns with CASA's ongoing work to modernise and improve the remote pilot licencing framework as part of the [RPAS and AAM Strategic Regulatory Roadmap](#).

Previous consultations

Previous public consultation was conducted in December 2021 to February 2022 to seek feedback on policy for a broad range of proposed amendments to the unmanned aircraft rules following the PIR of Part 101 of CASR and its MOS. The proposed changes in this miscellaneous package were part of the 2021-2022 consultation.

Responses to the 2021-2022 consultation were largely positive, with respondents supporting policy initiatives that seek to improve safety and efficiency and provide clearer regulation.

CASA considered all feedback and published a Summary of Consultation on Proposed Amendments to Part 101 of CASR and its MOS in July 2022. This feedback assisted CASA to further clarify policy intent and was incorporated into future proposed amendments to the Part 101 of CASR framework, aimed at supporting regulations and standards with built-in flexibility and clarity for industry.

Proposed amendments to the Part 101 regulatory framework were also considered by the technical working group (TWG) that was established in 2021 through the Aviation Safety Advisory Panel and included representation from across industry.

Due to limitations across government drafting resources, the proposed amendments from 2021-2022 could not progress following the consultation period. However, CASA has been granted an opportunity to progress low complexity miscellaneous CASR amendments, that have been previously consulted and received support from industry and the Australian Government. Feedback from this 2026 miscellaneous package consultation on SPC on CD 2613US will also be considered for policy and regulation amendment.

Impact on industry

The proposed amendments reflect consideration of economic and operational impacts on stakeholders with a particular focus on improving procedural efficiency for CASA and industry, clarify intent and requirements, and by extension, improve safety through a more consistent framework for the regulation and operation of unmanned aircraft and rockets under Part 101 of CASR and its MOS.

CASA considers these amendments would have a positive impact on industry.

CASA's proposal to set and administer the RePL aeronautical knowledge examination would not intend to affect the ability of CASA approved RePL training organisations to deliver training courses. The proposed amendments are intended to provide a consistent examination standard while maintaining flexibility in training delivery and supporting appropriate examination modifications for diversity, cultural and accessibility needs.

Safety risk analysis

CASA has conducted a safety risk analysis for the development and validation of the proposed amendments.

The amendments are not expected to create any new or additional safety risk. The amendments are expected to maintain an acceptable level of aviation safety.

Impact analysis

The proposed amendments will be submitted to the Office of Impact Analysis for assessment.

Submitting your view and what next

CASA will consider all comments received as part of this consultation process and incorporate changes as appropriate. Comments on this consultation should be submitted through the online response (CASA Consultation Hub) form by close of business 3 September 2026.

Your feedback will make a valuable contribution and will assist CASA in developing adequate implementation and transition timeframes.

CASA proposes a transition period for some of the proposed CASR amendments to ensure that industry has sufficient time to adapt to the new requirements. Timeframes may change depending on the date the draft rules are signed, registered and implemented by CASA.