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Australian Government
Civil Aviation Safety Authority



POLICY PROPOSAL PP 2616CS

Proposed annual registration for VH aircraft

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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.

1 Overview

The Australian Government has decided to introduce annual aircraft registration for all VH-registered aircraft in Australia commencing from July 2027. CASA is now looking to implement this scheme, informed by consultation with the aviation industry.

The introduction of an annual VH aircraft registration scheme from July 2027 will support improved safety outcomes and data accuracy.

The annual aircraft registration process will provide a simple but effective checkpoint to confirm ownership, operational status and validate aircraft details. This is data that is not collected elsewhere and strengthens the integrity of the aircraft register.

An accurate aircraft register will allow us to communicate more effectively with operators and support better identification of safety relevant trends and risks. It may also enable better targeting of CASA oversight and surveillance programs as well as our safety education initiatives.

While cost-recovery arrangements will be finalised following consultation, the levy model is intended to recover the cost of administering the scheme (estimated at \$1.08 million annually) and is not intended for the purpose of funding other regulatory activities.

This is one of 3 budget initiatives announced by the government to be introduced by CASA.

1.1 Context

The [Australian Civil Aircraft Register](#) (Register) is the official record of civilian (VH registered) aircraft operating in Australia. Maintenance of an accurate and complete civil aircraft register supports aviation safety and regulatory compliance and is an obligation on Australia under the Convention on International Civil Aviation (Chicago Convention).

Australia's current aircraft registration scheme is outdated, inefficient and does not meet modern regulatory or industry needs. A limitation of the current model is an inability to determine the operational status of aircraft, with the ongoing inclusion of inactive, destroyed or non-airworthy aircraft undermining the integrity and reliability of the Register.

While the current model requires an initial registration, all subsequent changes rely solely on largely manual notification of updates by registration holders. Compliance with requirements to notify us of inaccuracies on the Register has been inconsistent, leading to ongoing inaccurate or missing data. While the triennial update process (a survey conducted every 3 years) requested aircraft and contact information from registration holders, response rates were low and the data was often unreliable.

Improving accuracy and completeness of the Register will improve our ability to undertake safety analysis, allocate regulatory resources effectively, and respond to emerging risks. Reliable data will help support the work of the Australian Transport Safety Bureau (ATSB) and other government agencies, as well as for public transparency. The proposed reform will align the aircraft registration scheme with whole-of-government digital transformation objectives.

Consistent with broader Australian Government priorities outlined in the 2026–27 Budget that emphasise investment in digital government infrastructure, modernisation of business registers and improved access to high-quality data, we are proposing to modernise and digitise the aircraft registration system. The government has allocated funding in the 2026–27 Budget to streamline regulatory systems and strengthen secure data access across government, reinforcing the need for agencies to adopt contemporary, digital-first service delivery models.

1.2 Why are we consulting

Following the Australian Government's decision to introduce annual aircraft registration for all VH-registered aircraft in Australia commencing from July 2027, CASA is seeking industry input on various aspects of the scheme.

The annual scheme would require regular validation of contact information, aircraft operational status and collection of additional information. An annual levy is proposed to be collected from 1 July 2028 to provide a sustainable cost recovery mechanism for administration of a modern digital aircraft Register that meets the intended safety and compliance objectives and is compliant with International Civil Aviation Organization requirements.

We invite the aviation industry and broader community to comment on key aspects of the proposed annual aircraft registration scheme and to highlight any operational or safety matters to help inform the development of the scheme.

This proposal sets out key regulatory issues for the design of the scheme and, where relevant, the broad options being considered. Industry feedback from this consultation will help to determine the final policy settings, which will be drafted into legislation. Draft legislative changes will be made available at a later stage for further consultation with industry and community prior to the commencement of the annual registration scheme.

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2 Reference material

2.1 Acronyms

The acronyms and abbreviations used in this proposal are listed in the table below.

Table 1: Acronyms

Acronym	Description
AC	advisory circular
AIN	aviation infringement notice
BITRE	Bureau of Infrastructure and Transport Research Economics
CASR	Civil Aviation Safety Regulations 1998
CAR	Civil Aviation Regulations 1988
CASA	Civil Aviation Safety Authority
CRIS	Cost Recovery Implementation Statement
ICAO	International Civil Aviation Organisation
IDERA	Irrevocable deregistration and export request authorisation
MTOW	Maximum Take Off Weight

2.2 Definitions

Terms that have specific meaning within this policy proposal 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 policy proposal and the civil aviation legislation, the definition in the legislation prevails.

Table 2: Definitions

Term	Definition
myCASA	Digital portal as entry point for personalised login for CASA
Triennial survey	Three-yearly aircraft registration information survey to comply with ICAO aircraft registration accuracy obligations
Regulations	Regulations are available on the Federal Register of Legislation website https://www.legislation.gov.au/
Chicago Convention	This is the foundational international treaty that governs global civil aviation and is formally called the Convention on International Civil Aviation. Australia is a member state of the Chicago Convention.
Civil Aviation Act	Civil Aviation Act 1988 available on the Federal Register of Legislation website https://www.legislation.gov.au/ .

2.3 References

Legislation

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

Table 3: Legislation references

Document	Title
CASR 47.035	Correction of Register
CASR 47.040	Seeking information about register
CASR 47.050	Accuracy of information in Register
CASR 47.080	Registration of aircraft
CASR 47.095	Period of Registration

Advisory material

CASA's advisory materials are available at <https://www.casa.gov.au/publications-and-resources/guidance-materials>

Table 4: Advisory material references

Document	Title
AC 47-01	Registration of aircraft and related matters
AC 47-02	Convention on international interests in mobile equipment

International Civil Aviation Organization documents

International Civil Aviation Organization (ICAO) documents are available for purchase from <http://store1.icao.int/>

Many ICAO documents are also available for reading, but not purchase or downloading, from the ICAO eLibrary (<https://elibrary.icao.int/home>).

Table 5: ICAO references

Document	Title
Annex 7	Aircraft Nationality and Registration Marks
IDERA rules	International Interests in Mobile Equipment (Cape Town Convention) Rules 2014 - Federal Register of Legislation

2.4 Forms

CASA's forms are available at <http://www.casa.gov.au/forms>

Table 6: Forms

Form number	Title
30	Change of aircraft details
99	Form 099 - Replacement aircraft certificate of registration

3 Introduction

3.1 Current problems and challenges

In accordance with Australia's obligations under the Chicago Convention, Article 17¹ (and others), and [Annex 7](#)², and consistent with section 20AA of the Civil Aviation Act, we have reviewed current aircraft registration processes and regulations as part of the recent budgetary measures announced by government including implementing an annual VH Aircraft Registration Levy (levy).

Aircraft registration in Australia is currently granted on a perpetual basis, supported by a triennial validation process (survey). This survey has often had low response rates and as result, has proven to be largely ineffective.

Together, the current model creates limited incentive for registration holders to update aircraft details following modifications, changes in ownership, or changes in its airworthiness status.

Compliance with requirements to notify us of inaccuracies on the Register has been inconsistent, leading to inaccurate or missing data.

The annual aircraft registration scheme presents opportunities to improve the integrity of information recorded on the Register.

Under legislative requirements, we must ensure that the Register remains current and correct entries where information is outdated or incorrect. However, CASA does not currently have an effective mechanism to measure and maintain the integrity of the registration data.

A challenge is the inability to determine the operational status of individual aircraft. Where an aircraft is no longer in use and has been withdrawn from service, or is destroyed beyond repair, there is no effective mechanism to ensure the Register reflects this. The continued inclusion of inactive, non-airworthy aircraft undermines the integrity and reliability of the Register.

Contact details held on the Register have been found to be outdated or inaccurate, including inactive email addresses, incorrect mailing details, or entities that no longer legally exist – for example, deregistered companies. Additionally, there are instances where changes in ownership or status, such as the death of an individual aircraft owner, have not been formally notified.

These data inaccuracies compound over time, resulting in a Register that does not reliably reflect the current ownership, location, or operational status of aircraft, or give a contemporary and accurate view of the Australian aircraft fleet. This in turn diminishes our ability to conduct meaningful safety analysis, make informed regulatory decisions, allocate organisational resources effectively and conduct effective oversight.

This issue is particularly relevant in the context of managing our ageing aircraft fleet. Of the 16,664* aircraft currently on the Register, more than 50% are over 37 years old and 18% over 56 years old.

Additionally, data from the Bureau of Infrastructure and Transport Research Economics (BITRE) activity review (December 2024³) suggests that 15,051 aircraft are being actively flown, which reflects approximately 10% less than the number of current registrations.

Inaccurate data on which of aircraft remain operational can limit our ability to design and deliver targeted and relevant safety initiatives. Improved data quality would allow us to move away from broad, generalised safety communications toward more precise, risk-based engagement with registration holders and operators, ultimately delivering more effective safety outcomes.

(*16,636 aircraft registered as at 30 June 2026 - [Aircraft register | Civil Aviation Safety Authority](#))

¹ Article 17 to the convention establishes the legal principle that aircraft hold the nationality of the specific State in which they are registered.

² Annex 7 - Aircraft Nationality and Registration, dictates the standard display, measurement and location of registration numbers and nationality symbols of aircraft.

³ BITRE activity review, available at [australian-aircraft-activity-2014-2024.xlsx](#)

3.2 Benefits of modernising aircraft registration

The key objective of introducing a contemporary online aircraft registration scheme is to support improved aviation safety across the sector.

The implementation of an annual renewal is intended to establish a regular, enforceable mechanism for aircraft and registration holder data validation. By requiring registration holders to confirm or update aircraft and ownership details at least once each year, we will be better positioned to ensure that the Register accurately reflects only active aircraft and current accountable registration holders.

This in turn will enhance the reliability and currency of the information maintained, improving our ability to communicate safety information, monitor fleet activity, and respond to emerging risks in a timely and targeted manner.

The adoption of a digital platform for the annual registration scheme is expected to build on existing digital offerings. It will enable:

- 24/7 accessibility, allowing updates and renewals to be completed at the user's convenience without reliance on manual processing timeframes
- reduced administrative overhead, as automated workflows will replace many labour-intensive, manual tasks currently performed by CASA staff
- streamlined and consistent user experience, simplifying the process of registration renewal and improving overall compliance rates
- enhanced data integrity, with built-in validation rules, mandatory fields, and real-time verification processes helping to ensure that information provided is accurate, complete, and current.

A digital registration system will also support more improved data management, auditability, and integration with other regulatory systems. Over time, this will enable CASA to transition from a reactive, resource-intensive registration process to a more proactive, data-driven regulatory approach, helping to strengthen operational efficiency and aviation safety outcomes.

4 Regulatory issues

The Australian Government has proposed introducing an annual aircraft registration scheme for all VH-registered aircraft in Australia from July 2027. An annual aircraft registration levy would be collected from 1 July 2028 to enable CASA to administer the scheme and maintain the digital scheme.

The existing mandatory requirement under the Civil Aviation Act and Part 47 of the Civil Aviation Safety Regulations (CASR) that an aircraft must be registered before it can be operated (unless exempt in CASR 47.015) remains in place and will not change under the proposed annual aircraft registration scheme. This proposed scheme is not designed to apply to the sport and recreation sector, where there are large numbers of aircraft operated without being registered⁴.

Similarly, annual aircraft registration is intended to remain a standalone requirement to operate an Australian aircraft. Annual registration obligations will not impact on other regulatory obligations such as aircraft airworthiness requirements and certification.

We are working through several key regulatory issues for the design of the scheme and considering options where relevant. These issues are discussed below. Industry insights and feedback received through this consultation will help us to settle the final policy details for the scheme.

4.1 Registration levy model

Under the current registration scheme, a registration fee of \$130 applies upon initial registration of an aircraft in Australia and when registration is transferred to a new owner or registered operator. The current fee to reprint or request a replacement aircraft Certificate of Registration is \$65.

These fees will be considered and consulted on as part of a separate budget initiative to modernise CASA's fees for regulatory services.

To provide a long-term, sustainable mechanism to recover the costs of maintaining an accurate, modern Register that meets the compliance and safety objectives, an annual aircraft registration levy is proposed alongside the annual online registration data validation process.

The levy model is intended to recover the cost of administering the scheme (estimated at \$1.08 million annually) and is not intended for the purpose of funding other regulatory activities.

This includes the costs of building and maintaining the online digital registration system as well as communications and engagement activities.

A key issue to be determined is the proposed model for calculating the levy. We are seeking feedback on 3 potential levy model options which are set out below. The examples contained in these models are provided for illustrative purposes only and to assist industry in providing feedback on the proposals. The exact amount of any levy would be determined once CASA considers the active number of aircraft being flown and the proposed registration model to be implemented. This is due to the potential cost difference associated with building more complex digital registration systems.

The current aircraft register has approximately 16,600 aircraft. However, data from the BITRE activity review (December 2024⁵) suggests that 15,051 aircraft are being actively flown, which reflects approximately 10% less than the number of current registrations.

The amount of the levy has not been determined. Given the focus on cost recovery, the levy amount will be finalised following this consultation process and may be adjusted once we see the exact number of aircraft registered. This will occur via the Cost Recovery Implementation Statement (CRIS) which is required to be updated at least annually.

⁴ Exclusions in CASR 47.015 permit this and are intended to remain the same.

⁵ BITRE activity review, available at [australian-aircraft-activity-2014-2024.xlsx](#)

The final decision on the actual levy will be determined by the model adopted and the cost that has to be recovered to maintain the register.

4.1.1 Option 1: Flat rate model

Under this flat rate levy option there would be the same fixed dollar amount for each VH aircraft registration regardless of aircraft size or type of operation.

A flat rate has the benefit of being consistent across the fleet, and easy to understand.

This option is the simplest to manage administratively (including system build) and simplest to understand.

This option would result in a single-engine light general aviation aircraft used for private operations costing the same amount each year as a high-capacity passenger transport aircraft operated by a major airline.

The amount charged under this model would not recognise the differences in commercial return. This option would levy a flat rate on all aircraft across the fleet regardless of aircraft characteristics or type of operation.

Accounting for a cost base of approximately \$1.08 million annually:

- if all 16,600 aircraft on the register remain active, the levy could be approximately \$65 per aircraft per year
- if there are 15,051 aircraft on the register (based on BITRE data), the levy could be approximately \$72 per aircraft per year.

Due to the make-up of the currently registered fleet it could mean that:

- light fixed wing aircraft with a Maximum Take Off Weight (MTOW) of under 8,618 kg would account for over 67% of estimated annual revenue (approx. \$730,000)
- light rotary wing aircraft under 3,175 kg would for a further 14.4% (approx. \$156,000)
- fixed wing aircraft with a MTOW above 54,500kgs would account for only 2.5% of estimated annual revenue (approx. \$28,000).

4.1.2 Option 2: Aircraft weight model

This option would adopt a levy scale based on aircraft weight. As the aircraft weight range increases, the amount of the levy would increase.

This option may involve a degree of cross-subsidisation. While the total amount collected would match the costs of administering the scheme, a greater share could potentially be paid by registered operators of heavier aircraft. These are potentially operators with a greater capacity to pay for a levy and who rely on the training and experience provided through smaller aircraft operations to succeed.

One way in which this option would work is to set the annual levy by reference to MTOW with levy amounts relative to the weight defined by the aircraft manufacturer.

While this option could be more equitable for VH aircraft operators and is consistent with broader government equity policy, there are also some administrative complexities with applying different levy amounts across the fleet. For example, the digital system would need to integrate more manufacturer information about MTOW weights to ensure charging and information is accurate.

Based on data obtained through BITRE, this model could equate to a variable levy between \$50 and \$250 per year.

Weight ranges would be created and a levy amount for aircraft in each weight range set. Table 7 provides an illustration on what this model could look like.

Table 7: Option 2 Aircraft weight model

MTOW kg	Total Based on BITRE Volume'	Proposed levy per aircraft (\$)	Estimated revenue
0-1,999	11,513	\$50	\$575,650
2,000-4,999	2,228	\$100	\$222,800
5,000-9,999	566	\$150	\$84,900
10,000-18,600	67	\$200	\$13,400
18,601 and above	677	\$250	\$169,250
Total	15,051		\$1,066,000

4.2.3 Option 3: aircraft weight and category model

Under this option, the annual VH aircraft registration levy would be based on the type of aircraft (category) and aircraft weight. Those categories are Fixed Wing, Helicopters, Gliders, Balloons, RPA – powered lift or Airships – blimp.

Within each category, the registration levy would be scaled based on the weight of the aircraft.

This model means that commercial and private operators would pay the same levy amount based on the manufacturer's MTOW irrespective of type of operation.

However, it does consider lower costs for aircraft such as gliders, airships and blimps.

One potential disadvantage of registration levies based on category of aircraft is that it would introduce additional complexity.

This option may cost more and take more effort to set up in our IT systems, compared to some of the simpler levy options. However, once it is operating, it is expected to cost the same to administer.

Table 8 provides an illustration on what this model could look like.

Table 8: Option 3 Aircraft weight and category model

Proposed CASA based MTOW	MTOW kg	Total Based on BITRE Volume	Proposed levy per aircraft (\$)	Estimated revenue
Fixed Wing	<8,618kg	10,076	\$50	\$503,800
Fixed Wing	>8,618kg and <54,500kg	394	\$325	\$128,050
Fixed Wing	>54,500kg	373	\$500	\$186,500
Airship Blimp	<8,618kg	1	\$40	\$40
Gliders	<8,618kg	1,250	\$40	\$50,000
Balloons	<8,618kg	453	\$40	\$18,120
Helicopters	<3,175kg	2,236	\$50	\$111,800
Helicopters	<5,700kg	144	\$225	\$32,400
Helicopters	>5,700kg	113	\$350	\$39,550

Proposed CASA based MTOW	MTOW kg	Total Based on BITRE Volume	Proposed levy per aircraft (\$)	Estimated revenue
RPA - Powered Lift	>150kg and <8,618kg	11	\$80	\$880
		15,051		\$1,071,140

4.2 Annual registration responsibility

Registration obligations currently rest primarily with the aircraft owner, rather than the registered operator. While in some cases the aircraft owner and registered operator are the same entity, problems and complexities can arise where aircraft ownership rests with financial institutions or related parties through complex contractual arrangements.

We are seeking feedback on whether the annual registration obligations should instead be placed on the registered operator of the aircraft. This would remove registration obligations from the aircraft owner.

It would also mean that the registered operator would:

- be the registration holder
- have primary responsibility for the annual information validation
- be responsible for payment of the registration levy.

We are also proposing to amend the regulations to remove:

- provisions that allow registrations to be established orally
- the requirement for physical signatures
- the current provision for triennial information updates.

4.3 Transitional arrangement for levy payment

It is proposed that the annual registration scheme and information validation process would commence in July 2027, with payment of the aircraft registration levy deferred until the second year of operation. This means that the aircraft registration levy would be payable at an aircraft's annual renewal on or after 1 July 2028.

The intention is that the annual registration and levy payments be due on the anniversary of the aircraft's initial registration in Australia. This would avoid all registrations falling due on a single date. For example, an aircraft first registered in Australia on 26 February 1975 would have its annual registration due on 26 February each year.

More streamlined arrangements for larger fleets may also be considered.

Stakeholder feedback on this proposal will be sought through consultation on the exposure draft legislation planned for later in 2026.

4.4 Collection of additional information for improved safety outcomes

Annual aircraft registration provides an opportunity to improve the information held by us to support better safety outcomes and inform strategic decision making. This includes collecting information about aircraft that are active, aircraft usage and safety systems.

The most beneficial information would be the collection of aircraft 'time in service' or hours at the time of annual registration renewal. This would provide a benefit in better understanding fleet utilisation and provide

more accurate information on levels of activity across the fleet. It may also help to identify emerging industry trends and enable more accurate determination of incident and accident rates according to aircraft activity.

The collection of information about surveillance equipment fitted to aircraft, such as automatic dependent surveillance broadcast (ADS-B) radio equipment, terrain awareness warning systems (TAWS) and traffic collision avoidance systems (TCAS), would help to inform planning, surveillance and airspace related decisions and give a better understanding of the uptake of safety technologies particularly for older general aviation aircraft.

4.5 Registration suspensions and cancellations

Part 47 of CASR currently provides powers to suspend and cancel aircraft registrations. These powers are proposed to remain and be aligned to the aircraft registration obligations.

CASA expects numerous changes to the Register in the first year following commencement of the annual scheme, where registration holders may wish to remove aircraft not in service before the levy becomes payable or where registration holders fail to comply with the registration obligations.

It is expected that there would be implications for not registering an aircraft previously on the register.

This could occur via a temporary registration suspension, with registration cancellation being an implication of continued non-compliance.

Mechanisms already exist under the Civil Aviation Act for operating an unregistered aircraft which would be expected to remain. This includes a penalty of 2 years imprisonment and/or a maximum penalty of \$43,680 (120 penalty units).

Additionally, a pilot who flies an unregistered aircraft may be prosecuted for breaching CASR 91.145 (General operating flight rules - requirements to be met before Australian aircraft may fly). If convicted, a court might impose a fine of up to \$18,200. Alternatively, CASA may issue a \$1,820 aviation infringement notice (AIN).

The scheme would also need to allow an aircraft registration holder to voluntarily decide to cancel registration of an aircraft that is not in service, damaged beyond repair, or otherwise unairworthy.

How this process will best be accommodated within the digital model for the annual registration scheme will be considered. This could include automated registration suspension and cancellation functionality, with appropriate grace periods being considered.

4.6 Aircraft dealer arrangements

Part 47 of CASR currently includes provisions governing aircraft ownership transfer and special arrangements to assist aircraft dealers. It is expected that these arrangements would remain unchanged, however, would need to be reviewed to ensure that they continue to operate as intended under the annual registration scheme.

4.7 Digital registration renewals

We propose that the annual aircraft registration system will be designed and delivered primarily as a digital service, with the expectation that most registrations and renewals will be completed online through the myCASA portal. This digital-first approach is intended to maximise efficiency, improve data quality, and provide a more accessible and user-friendly experience for registration holders.

The annual renewal process will serve as a systematic and enforceable mechanism for maintaining the currency and accuracy of the Register. Key information relating to the aircraft, including ownership details and operational status, and contact information (including provision of a current valid email address) for the owner and operator will need to be reviewed and updated as necessary, to ensure information on the Register is accurate and current.

While the myCASA portal would be designed to support and automate more aircraft registration and renewal transactions, there will remain a subset of processes that may not be fully digitised. For instance,

management of IDERAs, which are governed by specific legal and international treaty obligations and often require detailed validation and coordination.

CASA would also maintain a manual registration pathway for those facing genuine technological barriers.

Other examples of manual processes could be levy refunds, deceased estates and complex situations. Identifying these manual exceptions and determining how they would be most efficiently managed within the annual scheme will be considered.

4.8 Issues still under consideration

There are a range of issues that will be worked through by CASA as implementation progressing, informed by any feedback received through this consultation.

One of these concerns the scenarios where special circumstances may be considered within the annual registration scheme, such as aircraft that are operated for charitable purposes or for emergency services.

We will also consider whether to allow an owner to keep a mark on an aircraft not being actively flown, without the need for an active aircraft registration, e.g. for static aircraft display.

In addition, grace periods and notifications for other extraordinary circumstances resulting in non-compliance with annual registration obligations will need to be considered.

Other levy-related payment details such as notifications to registration holders are also being considered as well as where manual pathways may still need to exist.

This includes considering the impact on existing aircraft registration services such as transfer of registration.

Considerations of indexation of the levy would also be required.

5 Impacts on industry

In addition to the proposed levy, we recognise introducing an annual registration scheme will impact the aviation industry, particularly owners and operators of privately operated general aviation aircraft.

These impacts are expected to be offset by improvements to the myCASA portal which will simplify registration activities and reduce administrative effort.

The scheme will also improve the availability and management of registration marks by enabling dormant or unused marks to be surrendered or lapse when registrations are not renewed.

Industry will benefit from the removal of the manual triennial survey process, which has been inefficient and produced incomplete data. Improved data quality will support CASA's ability to communicate urgent safety information directly to operators when required.

CASA would also consider the impacts of cancelling an aircraft registration on related airworthiness approvals. This includes the potential cancellation of Certificate of Airworthiness, airworthiness review certificates, approved maintenance programs and reliability programs. These matters will be considered during drafting.

6 Closing date for comment and further consultation

6.1 Closing date for comment on this consultation

We will consider all comments and feedback received through this consultation and incorporate relevant considerations into the final policy decisions for the annual registration scheme as appropriate. Comments on the PP2616CS should be submitted through the online response form by close of business on 13 August 2026.

6.2 Future consultation activities

An exposure draft of the proposed legislative changes will be made available for further industry consideration and feedback prior to implementation of the annual registration scheme.

It is expected that this future consultation will be undertaken in later in 2026 when legislation drafting has been completed by the Office of Parliamentary Counsel and on a Cost Recovery Implementation Statement (CRIS) when available.