Instrument number CASA EX42/24

I, steven james campbell, Executive Manager, National Operations & Standards, a delegate of CASA, make this instrument under regulations 11.160 and 11.205 of the *Civil Aviation Safety Regulations 1998*.

**[Signed S. Campbell]**

Steven Campbell
Executive Manager, National Operations & Standards

29 July 2024

CASA EX42/24 — Maintenance Control (Certain Class A Aircraft Only Engaged in Private Operations) Exemption 2024

1 Name

 This instrument is *CASA EX42/24 — Maintenance Control (Certain Class A Aircraft Only Engaged in Private Operations) Exemption 2024*.

2 Duration

 This instrument:

(a) commences on 1 August 2024; and

(b) is repealed at the earlier of the following:

 (i) the commencement of Parts 1 and 2 of Schedule 1 to the *Civil Aviation Legislation Amendment (Part 43—Maintenance of Aircraft) Regulations 2024*;

 (ii) the end of 31 July 2027.

3 Application

 This instrument applies to the operator of an Australian aircraft that:

(a) is a class A aircraft because it satisfies paragraph (a) of the definition of ***class A aircraft*** in subregulation 2(1) of CAR; and

(b) does not satisfy paragraph (b) of the definition mentioned in paragraph (a); and

(c) is only engaged in private operations within the meaning of CAR.

4 Exemptions

 (1) The operator is exempt from complying with subregulations 42ZV(1) and 42ZY(1) of CAR.

 (2) The exemptions are subject to the condition stated in section 5.

5 Condition

 The operator must ensure that the aircraft’s approved system of maintenance states the name of the person who is responsible for each of the following:

(a) the arrangements for the control of maintenance of the aircraft;

(b) the arrangements under which the aircraft’s approved maintenance program is to be met;

(c) the arrangements to ensure compliance with the weight and balance requirements for the aircraft;

(d) determining the period, or period of time-in-service, for which a maintenance release for the aircraft is to remain in force;

(e) the control of all maintenance carried out on the aircraft, either scheduled or unscheduled;

(f) the investigation of a defect in the aircraft that is conducted for the purposes of subregulation 51(4) of CAR.