



**Australian Government**  
**Civil Aviation Safety Authority**

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Instrument number CASA EX106/15

I, MARK ALAN SKIDMORE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulation 11.160 of the *Civil Aviation Safety Regulations 1998*.

**[Signed Mark Skidmore AM]**

Mark Skidmore AM  
Director of Aviation Safety

14 September 2015

**Exemption — Qantas Airways Limited**

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**1 Duration**

This instrument:

- (a) commences on the day of signature; and
- (b) expires at the end of 30 June 2017, as if it had been repealed by another instrument.

**2 Definitions**

In this instrument:

*AESS* means Aero Engine Support Shop.

*approval rating* means an approval rating mentioned in column 2 in Table 1 of Appendix 1 of the Part 145 MOS.

*approved specialist maintenance* means maintenance approved by CASA under sub-subparagraph 145.A.30 (f) 3 (vi) of the Part 145 MOS.

*APU* means auxiliary power unit.

*exposition* means the operator's exposition approved by CASA under regulation 145.030 of CASR 1998.

*CASR 1998* means the *Civil Aviation Safety Regulations 1998*.

*IFE* means in-flight entertainment.

*listed specialist maintenance* means maintenance mentioned in sub-subparagraphs 145A.30 (f) 3 (i) to (v) of the Part 145 MOS.

*MOS* means Manual of Standards.

*OEM* means original engine manufacturer.

*operator* has the meaning given in section 3 of this instrument.

*SMC* means specialist maintenance certifying employee.

*SRM* for an aircraft means the Structural Repair Manual.

*Table 1* means Table 1 in Schedule 1 of this instrument.

*Table 2* means Table 2 in Schedule 1 of this instrument.

### 3 Application

This instrument applies to Qantas Airways Limited, Aviation Reference Number (ARN) 216147 (the *operator*).

### 4 Exemptions

The operator is exempt from the provisions of CASR 1998 mentioned in an item in column 2 of Table 1, but only to the extent mentioned for the item in column 3 of the Table, and subject to the condition mentioned for the item in column 4 of the Table.

### 5 Additional condition

Without affecting the conditions mentioned in Table 1, the exemptions in section 4 are subject to the condition that the maintenance to which the exemptions apply must be maintenance:

- (a) mentioned in Table 2; and
- (b) carried out:
  - (i) under the approval rating mentioned in an item in Table 2 for the maintenance; and
  - (ii) at the operator's maintenance facility in Sydney, Melbourne or Brisbane.

## Schedule 1

**Table 1 — Exemptions and conditions**

<b>Item</b>	<b>CASR 1998</b>	<b>Extent</b>	<b>Conditions</b>
1	145.045 (a) (iii)	Only to the extent of the requirement to comply with the approval rating for maintenance that is not listed specialist maintenance.	The operator must have the approval rating that would apply to the maintenance as if it were approved specialist maintenance.
2	145.045 (a) (v)	Only to the extent that the maintenance must be approved specialist maintenance.	The operator must have the written approval of CASA as if the maintenance had been approved specialist maintenance.
3	145.070 (1) (c)	Only to the extent that maintenance services that are not listed specialist maintenance may only be provided in accordance with the approval rating for approved specialist maintenance.	The operator may only provide the maintenance services in accordance with the approval rating that would apply to the maintenance as if it were approved specialist maintenance.
4	145.070 (1) (e)	Only to the extent that maintenance services that are not listed specialist maintenance may only be provided in accordance with the privileges for the approval rating for approved specialist maintenance.	The operator may only provide the maintenance services in accordance with the privileges of the approval rating that would apply to the maintenance as if it were approved specialist maintenance.

**Table 2 — Maintenance**

<b>Item</b>	<b>Approval rating</b>	<b>Maintenance</b>	<b>Details of maintenance</b>
1	D3	Structural – sheet metal and composite repair	Composite and sheet metal repairs in accordance with the aircraft SRM. Composite external patch, scarf and stepped repairs.
2	D3	Electroplating and anodising	Electrodeposited metal coatings (cadmium, nickel strike) stylus (brush) electroplating, anodising of aluminium alloys, and chromate conversion coatings of aluminium and magnesium alloys. Passivation of steels.
3	D3	Aircraft surface finishing, aeronautical products only	Preparation of the surface; stripping off previous finishes from the surface; removal of light corrosion that is present only on the surface; pre-treatment of the alloy surface of the aeronautical product for other surface finishing; application of paint and other specialist surface finishes to the surface; sealing aeronautical product exterior structural seams; application of logos, decals or stencils; polishing the surface.
4	A1	Aircraft surface finishing	Preparation of the surface; stripping off previous finishes from the surface; removal of light corrosion that is present only on the surface; pre-treatment of the alloy surface of the aircraft or aeronautical product for other surface finishing; application of paint and other specialist surface finishes to the surface; sealing aircraft and aeronautical product exterior structural seams; application of aircraft registration markings, national markings, organisational logos, decals or stencils; polishing the surface.
5	A1	Cabin furnishings and cleaning of aircraft components	Cabin furnishings, including seat covers and cushions, curtains, carpets, galley floor covering, bunk bed covers and cushions, and interior panel décor coverings, performed during Line and Base Maintenance by an SMC authorised for soft furnishing cover changes only, and who is not authorised for any structural or electrical maintenance or maintenance to seat mechanisms, seat floor fittings, seat tables or IFE equipment.

<b>Item</b>	<b>Approval rating</b>	<b>Maintenance</b>	<b>Details of maintenance</b>
6	A1	Metal machining and fitting, shot peening, metal spraying (plasma or wire spraying)	Specialist specific tasks performed on aircraft during maintenance by an SMC.
7	A1	On wing engine repair	Engine and APU defect rectification during aircraft maintenance performed in Line and Base Maintenance by an AESS engine/APU type trained and authorised SMC. The engine must remain fitted to the aircraft during the maintenance. The maintenance is only carried out within the scope of the maintenance detailed in section 1.8.1 of the exposition under the “B” rating. The maintenance is detailed in the maintenance data of the OEM.