



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX66/25

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

14 July 2025

CASA EX66/25 — Survival ELT (Virgin Australia Airlines Pty Ltd and Virgin Australia International Airlines Pty Ltd) Exemption 2025

1 Name

This instrument is *CASA EX66/25 — Survival ELT (Virgin Australia Airlines Pty Ltd and Virgin Australia International Airlines Pty Ltd) Exemption 2025*.

2 Definitions

In this instrument:

relevant aeroplane means an aeroplane operated by the relevant operator, which is fitted with a relevant ELT.

relevant cabin crew member, means a cabin crew member, for a flight of a relevant aeroplane, who:

- (a) holds a valid annual training check for the relevant operator and relevant aeroplane type, under regulation 121.725 of CASR, which covers the superseded ELT; and
- (b) holds a valid 3-yearly training check for the relevant operator and relevant aeroplane type, under regulation 121.735 of CASR, which covers the superseded ELT.

relevant ELT means the model of survival ELT known as “Ultima-S”, which is manufactured by Safran Electronics & Defense Beacons SAS.

relevant flight crew member means a flight crew member, for a flight of a relevant aeroplane, who:

- (a) holds a valid annual emergency and safety equipment check for the relevant operator and relevant aeroplane, under regulation 121.605 of CASR, which covers the superseded ELT; and
- (b) holds a valid 3-yearly emergency and safety equipment check for the relevant operator and relevant aeroplane, under regulation 121.615 of CASR, which covers the superseded ELT.

relevant operator means Virgin Australia Airlines Pty Ltd, ARN 567591 or Virgin Australia International Airlines Pty Ltd, ARN 768593.

superseded ELT means the model of survival ELT known as “RESCU 406SG”, which is manufactured by Honeywell International, Inc.

survival ELT has the meaning given by section 11.51 of the Part 121 Manual of Standards.

3 Application

This instrument applies in relation to a flight of a relevant aeroplane.

4 Exemptions — flight crew members

- (1) Subject to subsections (2) and (3), the relevant operator is exempt from compliance with paragraph 121.475(2)(k) of CASR to the extent that a relevant flight crew member for the flight, in relation to unsupervised line flying for the flight:
 - (a) does not hold a valid annual emergency and safety equipment check for the operator and relevant aeroplane, under regulation 121.605 of CASR, which covers the relevant ELT; and
 - (b) does not hold a valid 3-yearly emergency and safety equipment check for the operator and relevant aeroplane, under regulation 121.615 of CASR, which covers the relevant ELT.
- (2) The exemption stated in subsection (1) only applies if:
 - (a) the flight crew member has undertaken the theoretical component of the operator’s annual emergency and safety equipment training for a flight crew member for the relevant aeroplane, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.610(1) of CASR.
- (3) Also, the exemption stated in subsection (1) only applies if:
 - (a) the flight crew member has undertaken the theoretical component of the operator’s 3-yearly emergency and safety equipment training for a flight crew member for the relevant aeroplane, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.620(1) of CASR.
- (4) Subject to subsections (5) and (6), the relevant operator is exempt from compliance with paragraph 121.475(2)(l) of CASR to the extent that a relevant flight crew member for the flight does not hold a valid annual emergency and safety equipment check for the operator and relevant aeroplane, under regulation 121.605 of CASR, which covers the relevant ELT.
- (5) The exemption stated in subsection (4) only applies if:
 - (a) the flight crew member has undertaken the theoretical component of the operator’s annual emergency and safety equipment training for a flight crew member for an aeroplane of that kind, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.610(1) of CASR.

- (6) Also, the exemption stated in subsection (4) only applies if:
 - (a) the flight crew member has successfully completed the operator's annual emergency and safety equipment check for an aeroplane of that kind, to the extent that the check relates to the relevant ELT; and
 - (b) the check meets the requirements stated in subregulation 121.610(2) of CASR.
- (7) Subject to subsections (8) and (9), the relevant operator is exempt from compliance with paragraph 121.475(2)(1) of CASR to the extent that a relevant flight crew member for the flight does not hold a valid 3-yearly emergency and safety equipment check for the operator and relevant aeroplane, under regulation 121.615 of CASR, which covers the relevant ELT.
- (8) The exemption stated in subsection (7) only applies if:
 - (a) the flight crew member has undertaken the theoretical component of the operator's 3-yearly emergency and safety equipment training for a flight crew member for the relevant aeroplane, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.620(1) of CASR.
- (9) Also, the exemption stated in subsection (7) only applies if:
 - (a) the flight crew member has successfully completed the operator's 3-yearly emergency and safety equipment check for a flight crew member for the relevant aeroplane, to the extent that the check relates to the relevant ELT; and
 - (b) the check complies with subregulation 121.620(2) of CASR, other than, for the purposes of paragraph 121.620(2)(a) of CASR, that the flight crew member did not undertake the practical component of the operator's 3-yearly emergency and safety equipment training for a flight crew member for the relevant aeroplane, which relates to the relevant ELT.
- (10) The exemptions are subject to the condition stated in section 6.

5 Exemptions — cabin crew members

- (1) Subject to subsections (2) and (3), the relevant operator is exempt from compliance with paragraph 121.640(2)(d) of CASR to the extent that a relevant cabin crew member for the flight, in relation to unsupervised line flying for the flight:
 - (a) does not hold a valid annual training check for the operator and relevant aeroplane type, under regulation 121.725 of CASR, which covers the relevant ELT; and
 - (b) does not hold a valid 3-yearly training check for the operator and relevant aeroplane type, under regulation 121.735 of CASR, which covers the relevant ELT.
- (2) The exemption stated in subsection (1) only applies if:
 - (a) the cabin crew member has undertaken the theoretical component of the operator's annual training check for a cabin crew member for the relevant aeroplane type, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.725(1) of CASR.

- (3) Also, the exemption stated in subsection (1) only applies if:
 - (a) the cabin crew member has undertaken the theoretical component of the operator's 3-yearly training for a cabin crew member for the relevant aeroplane type, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.735(1) of CASR.
- (4) Subject to subsection (5), the relevant operator is exempt from compliance with paragraph 121.640(2)(f) of CASR to the extent that a relevant cabin crew member for the flight does not hold a valid annual training check for the operator and relevant aeroplane type, under regulation 121.725 of CASR, which covers the relevant ELT.
- (5) The exemption stated in subsection (4) only applies if:
 - (a) the cabin crew member has undertaken the theoretical component of the operator's annual training for a cabin crew member for the relevant aeroplane type, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.725(1) of CASR.
- (6) Subject to subsection (7), the relevant operator is exempt from compliance with paragraph 121.640(2)(h) of CASR to the extent that a relevant cabin crew member for the flight does not hold a valid 3-yearly training check for the operator and relevant aeroplane type, under regulation 121.735 of CASR, which covers the relevant ELT.
- (7) The exemption stated in subsection (6) only applies if:
 - (a) the cabin crew member has undertaken the theoretical component of the operator's 3-yearly training for a cabin crew member for the relevant aeroplane type, which relates to the relevant ELT; and
 - (b) the training meets the requirements stated in subregulation 121.735(1) of CASR.
- (8) The exemptions are subject to the condition stated in section 6.

6 Condition

Before the flight begins, the relevant operator must use its best endeavours to ensure the relevant cabin crew member, for the flight, performing the role of cabin crew manager (however described) for the flight:

- (a) includes in the cabin crew pre-flight briefing, for the flight, a review of the information provided by the operator to the cabin crew members, for the flight, about a relevant ELT fitted to the relevant aeroplane; and
- (b) confirms that the cabin crew members are familiar with the operational-usage differences between the superseded ELT and relevant ELT, and the location of each relevant ELT fitted to the aeroplane.

7 Repeal

This instrument is repealed at the end of 30 September 2026.
