



NEWS LETTER

02 May 2007

New 406 MHz ELT carriage requirements from ICAO and French DGAC

121,5 Phase out

This is not new but certainly worth to remind: Cospas-Sarsat, the operator of the satellites used to detect distress signals worldwide, decided to stop monitoring 121,5 MHz and 243 MHz signals after **1st February 2009**. After this date, the only way for an aircraft, a boat or individuals to call for help will be a 406 MHz signal. Beacons will however continue to transmit on 121,5 MHz to help Search And Rescue forces to "home" the signal when arriving in the search area (approx 2Nm radius) pinpointed by the satellites.

ICAO revision process

The last issue of ICAO Annex 6 required all aircraft to be equipped with 406 MHz ELTs after **1st January 2005**. Since only a few aircraft were equipped at this date (mostly in Europe where JAR OPS 1 was enforced), a special "Coordination Meeting" held in Bangkok, Thailand, from 31st January to 4 February 2005 proposed an amendment to Annex 6. After being finalized by the Air Navigation Committee in December 2006, the new revision of ICAO Annex 6 relative to ELT carriage has been adopted by the ICAO Council the **14th of March 2007**.

The new revision is based on only two categories of aircraft (over or under 19 passengers) and does not take into account the type of operation (private or commercial) or the type of flight (over water, over desert, VFR, IFR).

The new deadline for ELT installation is set to the **1st July 2008**.

New ICAO recommendation

The following table gives the **minimum requirement after 1 July 2008**:

	<i>New aircraft</i>	<i>Old aircraft (retrofit)</i>
<i>19 passengers or less</i>	1 automatic	1 any type
<i>More than 19 passengers</i>	1 automatic + 1 any type	1 automatic or 2 any type

Annex 10 remains unchanged and states that the ELT must transmit **406 MHz after 1st of January 2005**.

Tel : +33 297 860 866 Fax : +33 134 295 485 Email : contact@sierraecho.fr Web : www.sierraecho.fr





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Definitions

“Automatic” designs an ELT that is installed on board the aircraft (with its remote switch and outside antenna) and that can be activated automatically in the case of a crash (G-Switch, frangible switch). Automatic Fixed, Automatic Portable and Automatic Deployable ELTs are considered as “Automatic” ELTs.

“Any Type” refers to “Automatic” or “Survival”.

“Survival” designs an ELT that is stowed in the aircraft readily accessible to the crew members and that can be activated manually or when in contact with water. This type of ELT does not require to be connected to an outside antenna or a remote switch minimising the aircraft modification costs.

Personal Locator Beacons (PLB) are not equivalent to Survival ELTs according to ICAO definitions.

ICAO recommendations vs Civil Aviation Authorities’ regulations

One of ICAO's key role is standardization, the establishment of International Standards, Recommended Practices and Procedures covering the technical fields of aviation

As per the Chicago Convention, states have to implement in their national regulation the content of ICAO Standards (Annex 6, Annex 10...) or they have to « notify a difference » to ICAO and to publish it via their AIS.

This process may take some time (6 month ?) but some countries already announced their plans.

French DGAC announced new rules

DGAC has made public at the end of March 2007 their plans about 406 MHz ELT carriage requirement.

This regulation is applicable to

- aircraft registered in France (including Ultralights)
- aircraft used by French operators (whatever the country of registration of the aircraft)
- aircraft flying in the airspace where French authorities have the responsibility of SAR

It does not take into account the number of passengers (+/- 19 PAX) but the type of aircraft (certified or not) and the type of operation (Public Transport vs General Aviation).

For new aircraft, the rule will be applicable immediately after its ratification (in the next 6 month). For retrofit, the deadline will be set between **July and October 2008**.

Who	What
Certified aircraft registered in France	1 Automatic ELT
Ultralights, gliders, balloons, kits and homebuilds registered in France	1 Survival ELT (*) or 1 PLB

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<i>Who</i>	<i>What</i>
Aircraft used by French operators	As per EU-OPS i.e. 1 Automatic ELT (for an aircraft with certificate of airworthiness after 1 st January 2005) 1 "Any Type" (for an aircraft with certificate of airworthiness before 1 st January 2005)
Foreign aircraft (**) flying in the airspace where French authorities have the responsibility of SAR	1 Automatic ELT
Aircraft who are doing only local flights (<25Nm around the airport)	Exempted

(*) automatic ELTs are mandatory for any aircraft flying over Austria... including gliders.

(**) DGAC may accept a PLB for foreign ultralights flying over France

Enclosures

- New ICAO Annex 6
- Powerpoint presentation from French DGAC

Please give us feedback

As 1st February 2009 approaches quickly, the Civil Aviation Authorities will publish their regulation in the next few months.

Please give us feedback on the expected changes in your country. This is important for us to provide the end-user with the most economical way to comply these regulations and to avoid future modifications like we had recently with the Russian AIP !

We will of course share this information with all of you.

Philippe WINUM
pwinum@sierraecho.fr

Tel : +33 297 860 866 Fax : +33 134 295 485 Email : contact@sierraecho.fr Web : www.sierraecho.fr

