



Emergency Locator Transmitters

Presentation of the changes in the
range of ELTs



Changes in the 406 MHz industry

- Smaller beacons on the market in 1987
- Easy programming
- Better distribution and Service Network
- Worldwide type approvals
- An Improved range of beacons





*The **□□iation Challenge***

- Obtaining the experience and expertise in 406 MHz industry
- Similar mandatory carriage requirements... 15 years after the marine industry
- Obtaining a complete range of JAA/FAA/DGAC/CAA... approved ELTs



▯▯ *eci*▯▯ *ication documents*

- Early 70's: first regulation (TSO-C91)
- 1983 : RTCA DO183 (TSO-C91a)
MOPS for ELTs operating on 121.5 and 243 MHz
- 1989 : RTCA DO204 (TSO-C126)
MOPS for ELTs operating on COSPAS-SARSAT
406 MHz
- 1990 : EUROCAE ED62
European equivalent for both TSO-C91a and
TSO-C126
(Different G-Switch activation curve)



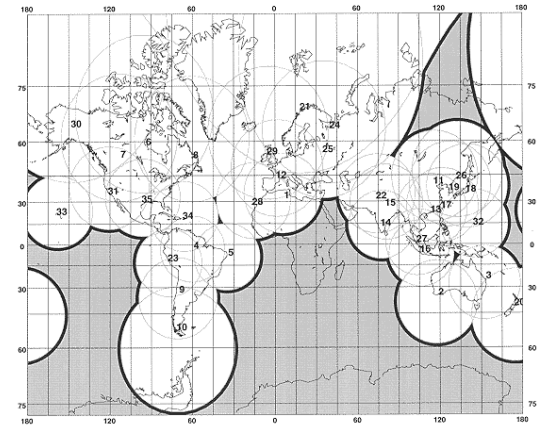
▣ *eacon* ▣ *imitations* ▣ *ro* ▣ *ems*

- Resistance of the housing not compatible with the environmental constraints of a crash
- Improper mounting and location in the aircraft
- Too many false alarms due to
 - Poor specifications for the shock detector
 - No warning to the pilot in case of activation (***no remote control in the cockpit***)
 - Inadequate sequence of functioning test



Current system limitations

- The aircraft monitor on 121.5 MHz
 - The 121.5 MHz signal can be relayed by the COSPAS-SARSAT satellites but within local range
 - No global coverage
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- No precise positioning
 - No identification of the aircraft in distress





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- Global coverage
- Precise positioning
- Identification of the Aircraft in distress



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