



## ELT - Emergency Locator Transmitter UPDATE

As of February 1, 2009, the international COSPA-SARSAT satellite-system has discontinued satellite-based monitoring of the 121.5/243-MHz frequencies.

While there is no requirement in the United States to replace the first and second generation 121.5-MHz ELTs, after this date, 121.5/243-MHz distress signals transmitted from ELTs operating on the lower frequency will only be detected by ground-based receivers such as local airport facilities and air traffic control facilities or by over flying aircraft.

Although the existing 121.5-MHz ELT will still be “FAA Legal”, it offers limited locating assistance to a downed aircraft., and especially so for remote areas.

When ELTs were mandated in 1973, most GA aircraft were equipped with an ELT that transmits on the 121.5 MHz frequency, the designated international distress frequency. The original ELTs were manufactured to the specifications of an FAA technical standard order (TSO-C91) and have had an activation rate of less than 25 percent in actual crashes and a 97 percent false-alarm rate.

A more advanced model of ELT has been developed — the C126 ELT (406 MHz). This newest model activates 81-83 percent of the time and transmits a more accurate and near-instantaneous emergency signal by utilizing digital technology. This digital 406-MHz ELT also allows search and rescue personnel to have vital information specific to you and your aircraft.

### 406 ELT UPGRADES ( plus labor )

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|--|--------|
| • KANNAD 406 AF with whip antenna  | \$1093 |
| • ARTEX 406 ME with whip antenna (200 knots max A.S)   | \$998  |
| • ARTEX 406 ME with fiberglass rod antenna   | \$1528 |
| • ARTEX 406 – 4 with Nav interface capability.<br><i>(Unit only - Does not include Nav interface module)</i> | \$2400 |
| • ARTEX Nav interface module   | \$1575 |

Labor to install depends on aircraft.

A remote-interface must be installed in the aircraft instrument panel. The unit tray will be mounted in the aft fuselage, wiring from forward to aft.

Labor also includes:

- Existing antenna removal
- Installation of new 406 MHz antenna on airframe
- Reassembly and document preparation.

Typical installation time is estimated at eight hours.

The 406 ELT must be registered on the NOAA website.