

Info Feature: The 406 ELT Issue v.2.

May 6, 2009—Ruling put on hold

Information-to-date

- The International Cospas-Sarsat System announced they will “cease satellite processing of 121.5/243 MHz beacons from 1 February 2009... Beginning in 2009, only 406 MHz beacons will be detected by the Cospas-Sarsat satellite system.” (Source: <http://www.cospas-sarsat.org/FirstPage/121.5PhaseOut.htm>)
- In October 2008 Transport Canada issued an “Important Notice” citing their proposed amendments to the CARs ELT requirements. Read the whole announcement here: http://www.tc.gc.ca/CivilAviation/publications/tp185/4-08/e-bulletin/406ELT_EN.pdf
- The proposed amendment included the likelihood of a “phased-in transition period of two years” once the proposed regulatory requirement came into force. Exceptions to this include:
 - Newly manufactured aircraft
 - New or used aircraft which change ownership after February 1 (which was the proposed amendment date)
 - Aircraft operated in western Canadian airspace bounded on its east side by longitude 80W and on its south side by latitude 55N, as well as aircraft operated in eastern Canadian airspace bounded on its west side by longitude 80W and on its south side by latitude 50N

In the above 3 instances, a 406 ELT will be mandatory at amendment date?, or February 1? Does anyone know?

May 2009, Minister of Transport sent the proposed rule back to the CARAC (Canadian Aviation Regulatory Advisory Council) for revision. CARAC is a joint effort of government and the aviation community including participation from organizations representing operators, manufacturers and professional associations. This means that if you haven't upgraded to the 406 MHz ELTs you are still legal, operating with your 121.5 MHz unit. Be cautioned however that search and rescue satellites no longer monitor the older frequency. The 406 ELT may be the wise choice for safety reasons.

Which 406 Model ELT do we recommend?

As of this date there are only a few 406 ELT models certified by Transport Canada and Industry Canada.

You can stay current on which models are approved at this web page: <http://www.tc.gc.ca/CivilAviation/certification/elt.htm>

It is the ELT that meets TSO-C126 standard that is approved.

Our recommendations to our AG-Air customer and general aviation customers:

Ameri-King: Go with Ameri-King if your aircraft is already equipped with an Ameri-King 121.5 Hz ELT. Installation will be straight-forward. These models retail at \$1000 USD + freight. Call us about our Ameri-King experience to date.

ACK: No approved 406 ELT yet, but they are closer to gaining certification at the end of August 2009. Worth waiting for if you can wait, especially if you already have an ACK model. Expecting very competitive costs.

Pointer: No approved 406 ELT, apparently certification is still pending.

We expect it to be competitively priced & have a long life battery. It is likely to come with an internal GPS receiver as a bonus.

What about the **SPOT**? This unit does not have G-switch activation so it does not meet the minimum requirements. There is some hope that the new ruling will come back allowing for such a personal choice.

What about **the Artex**? We are the least familiar with this unit. We expect installation to be more. Cost has been adjusted downwards & is more competitively priced now.

Kannad? New redesigned model supposedly being released soon.



Serving the Canadian Ag Air Market for 20 Years!

Hangar #2 Yorkton Airport, P.O. Box 1604
YORKTON, Saskatchewan S3N 3L2

Toll Free: 1.800.776.4656
eMail: cheryl@yorktonaircraft.com

“We’re There to Keep You In the Air”