

IBAC Technical Report Summary

Subject: Emergency Locator Transmitters (ELTs)

Meeting: ICAO ELT Task Force, 11-12 August 2005

IBAC File: ELTs

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Summary:

The intent of the meeting was to suggest language to be used in a SARP to eliminate the requirement for a 406 ELT in designated areas and two provide relief for the type of installation of ELT:

- most airlines have no automatic fixed 406 ELT installed in their aircraft, while I've been told that the percentage of equipage of business aircraft is slightly more than 50%.
- in an attempt to eliminate the "designated remote areas" language from the SARP, it was suggested that the 406 ELT requirement be for ALL international flights...not just long-range overwater flights conducted by aircraft that were manufactured recently (the manufacture date to be determined).

I informed the task force that this would be a significant impact to business aviation operators (and charter operators) because it would now require operators who fly from the US to Canada, Mexico, or the Caribbean Islands to be equipped with an ELT when the previous SARP did not require it.

I suggested additional language to be added to the new language that would require the ELT only on aircraft that had a seating configuration of 19 passenger seats or more. This would minimize the impact to charter operators.

It was also suggested that the SARP require aircraft that were manufactured before 2002 to have two ELTs of any type installed. This would allow the carriage of portable ELTs and survival ELTs to meet the Standard.

Though a majority of the discussion over the two days focused on Annex 6 Part 1, about an hour was devoted to Part 2. I suggested that the Part 2 language mirror the Part 1 language and voiced concern about creating a new SARP that would be an additional burden on operators.

Note: The report of the Task Force is available at <http://www.ibac.org/Library/ElectF/elt/elt.htm>

Implication for Business Aviation:

Whilst the contemplated changes to ELT equipage requirements have the benefit of simplification, particularly from a regulatory jurisdiction point of view, and remove uncertainty in the context of 'theatre of operations', they may encompass business aircraft not currently required to be ELT equipped and not so equipped. The contemplated 'relief' for business aircraft engaged international air taxi/charter operations is considered a constructive measure.

Decisions Required:

Near term reporting on the TF (and related Secretariat proposed amendments of ICAO SARPs) by the ICAO Secretariat to the Air Navigation Commission require careful review by the IBAC POC and IBAC staff.

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