



Electronics for Harsh Environments

To change the batteries or to reprogram an ELT, you can send it directly to us at the following address:

ELTA -Service SAV
2, Rue du Docteur PRESSAC
31700 BLAGNAC
France

Important :

You should indicate to your forwarder that ELT's are considered under IATA convention (UN 3091-CLASS 9) due to lithium batteries

You should specify also that the incoterm is DDP Blagnac - FRANCE (or All customs fees will be reinvoiced to you).

You have to put in the parcel the attached document duly filled (for reprogramming datas) AND the repair order with all the following details:

- Invoicing and delivery address
- A contact (to send the repair quote)
- The name of your forwarder (as our prices are ex works ELTA Blagnac-FRANCE)
- Kindly specify on your Invoice or packing list that it's a temporary export for repair.
- Your VAT Number (For UE Customers)

After receiving the report from the After Sales department, a proforma invoice will be send for acceptance.

**Once your approval / payment and coding information are received, the TAT is around 4-5 days for battery replacement / reprogramming
TAT for test bench calibration : 2 weeks.**

An EASA form one will be issued after repair for all aeronautical parts.

MANDATORY CODING INFORMATION REQUIRED FOR ELT

To enable the transmission of a specific coded alert to C/S satellite system in order to
organize the rescue

**Delivery of ELT equipment is not possible without complete coding
information.**

Please Provide the following information, in **CAPITAL LETTERS**, **USE ONE SHEET
PER ELT**

& **SEND BACK TO THE SENDER** or fax it to + 33 (0)5 34 36 10 01

ELT GENERAL INFORMATION:

<i>ELT P/N</i>	<i>PO #</i>
<i>FINAL OPERATOR</i>
<i>AIRCRAFT TYPE</i>
<i>COUNTRY OF REGISTRATION OF ELT (FINAL OPERATOR)</i>
<i>SERIAL NUMBER OF AIRCRAFT</i>
<i>AIRCRAFT REGISTRATION MARKING</i>
<i>AIRCRAFT VARIABLE EFFECTIVITY (For BOEING new delivery only)</i>

ELT CODING METHOD:

according to the national authority of the final operator, **PLEASE TICK & FILL ONLY
ONE (exclusive)**

Aircraft Nationality and Registration marking (Aviation)

.....

24-Bit Aircraft Address (Mode S), Binary or HEX :

.....

Beacon Serial Number or Serial Number from Authority

.....

Aircraft Operator Designator and a Serial Number

.....

Or the 15 Hex Cospas-Sarsat Identification (provided by the Authority)

.....

Note "Aircraft Nationality and Registration Marking" is recommended when you do not
have any special requirement from your local Authority.

Nb. of ELT onboard this A/C [.....], This form is for the 1st ELT, 2nd ELT, 3rd
ELT, Other [.....]

(Including 406 MHz beacons installed in slide or life rafts).

ELT INSTALLATION PURPOSE AUTOMATIC (Fixed or Portable) , SURVIVAL
(cabin)

ELT INSTALLATION TYPE Per A/C manufacturer data , Per Engineering
company data

Name of the engineering company (for info)

.....

Completed by: Date: Phone number:

.....

How to Complete this Mandatory Form

Further information on COSPAS-SARSAT (C/S) System can be obtained on www.cospas-sarsat.org

- **FINAL OPERATOR**
It is the entity that is responsible for the A/C operations.
- **AIRCRAFT TYPE**
Important for ELT customization and for documentation accuracy.
- **COUNTRY OF REGISTRATION OF ELT**
This information is transmitted by the ELT. This country of registration shall be the country responsible for the day to day operation of the A/C. It is related to the Final Operator.
- **SERIAL NUMBER OF THE A/C**
Usually given by the A/C manufacturer (example 27536, 356, MSN 1280...)
- **AIRCRAFT VARIABLE EFFECTIVITY**
It is only applicable for ELT delivered for new BOEING A/C. It is given by BOEING (example RL 324, VS 112...)
- **AIRCRAFT REGISTRATION MARKING, Also called TAIL NUMBER**
It is assigned to the A/C by the local Airworthiness Authority
- **ELT CODING PROTOCOL SELECTION**
ELTA normally issue the Cospas-Sarsat unique identification code from the information provided by the customer. Four (4) different types of protocol (coding) are authorized & defined by Cospas-Sarsat.
 - You must provide ELTA with the information related to the protocol selected by the local Authority of the final operator country. Further guidelines can be found at the following website: <http://www.cospas-sarsat.org/DocumentsHandbookofBeaconRegs/S7Sep04without%20Annex%20B.pdf> section 4.
 - If there is no specific requirement from the local Authority, we advise you using the “Aircraft Nationality & Registration Marking” as it is the most efficient protocol in term of SAR efficiency
 - When more than one 406 MHz ELT are to installed onboard the A/C, you must provide us with the final total number of ELT for this A/C, plus the “index” (1st, 2nd, 3rd ...) of the ELT presented in this particular coding form. Each ELT has a unique Cospas-Sarsat code (“C/S identification” intended to be transmitted to the satellite system (Mandatory per C/S).If the Official Cospas-Sarsat 15 Hex unique identification is provided by your Authority, we can directly use this information for the ELT coding.
- **ELT INSTALLATION PURPOSE**
Depending on the A/C manufacturer involved, additional labels are needed . Two cases exist:
 - AUTOMATIC*: crash activated, usually this configuration is managed by the “avionic group” of the A/C manufacturer,
 - SURVIVAL*: not crash activated, usually this configuration is managed by the “cabin group” of the A/C manufacturer)
- **ELT INSTALLATION TYPE for ADT 406 ELT AF/AP and AP models when installed as Automatic Fixed.**
This information is needed for the correct factory setting of the Activation / Identification module, as the position of the module is related to A/C installation (G-Switch must be in direction of flight to ensure correct activation). If there is no information supplied, the position of the module will be the standard one (activation directed to the front panel of the ELT)

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