

## Standard Change CS-SC101c

### INSTALLATION OF EMERGENCY LOCATOR TRANSMITTER (ELT) EQUIPMENT / SATELLITE PERSONAL LOCATOR BEACON

#### 1. Purpose

Installation or exchange of ELT equipment. This SC does not include the installation of antennas.

#### 2. Applicability/Eligibility

Aeroplanes with a MTOM below 2 730 kg, rotorcraft that are not complex motor-powered aircraft, with a MTOM below 1 200 kg and with 4 occupants or fewer, and any ELA2 aircraft.

#### 3. Acceptable methods, techniques, and practices

The following standard contains acceptable data:

- FAA Advisory Circular AC 43.13-2B, Chapter 1 and 2.

Additionally, the following conditions apply:

- Instructions from the equipment manufacturer have to be followed.
- A position for the installation needs to be chosen that avoids shielding by carbon layers.
- It must be ensured that the equipment is installed in a way that, in case of a crash, it is unlikely that the antenna would be detached from the transmitter.
- The equipment is authorised in accordance with ETSO-C126a / ETSO-2C520 or later amendments, or equivalent standards.
- The ELT equipment is considered a passive device whose status is on standby until it is required to perform its intended function. As such, its performance is highly dependent on proper installation and post-installation testing. Guidance on this subject is contained in RTCA DO-182 *Emergency Locator Transmitter (ELT) Equipment Installation and Performance* or in Chapter 6 of EUROCAE ED-62A *Minimum operational performance specification for aircraft emergency locator transmitters 406 MHz and 121.5 MHz (Optional 243 MHz)*.

#### 4. Limitations

Any limitations defined by the equipment manufacturer apply.

In the case of rotorcraft approved for NVISs, the change cannot be considered a SC.

#### 5. Manuals

Amend the AFM with an AFMS that contains or references the equipment instructions for operation, as required.

Amend the ICAs to establish maintenance actions/inspections and intervals, as required.

#### 6. Release to service

This SC is not suitable for the release to service of the aircraft by the pilot-owner.

**7. Registration of the ELT**

The ELT has to be registered in the national Cospas-Sarsat register in accordance with the procedures published by the State of Registry.

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