ELTs

An emergency locator transmitter can greatly improve your chances of survival in an emergency. But fitting or using an ELT incorrectly can put lives at risk.

In accidents between 2010 and 2014, it's believed that ELTs worked less than half the time they were expected to.

While there are many factors involved in these failures, improper installation is one thing that can be avoided.

An ELT must be installed by a Licensed Aircraft Maintenance Engineer (LAME) in a way that will give it the best chance of survival.

Advisory Circular AC43-11 *Emergency Locator Transmitters* gives further guidance on installation and design requirements.

False alarms

False alarms are a significant problem for the Rescue Coordination Centre (RCCNZ). Approximately 85 per cent of ELT alerts to RCCNZ are false alarms.

It is important that they're not mishandled during maintenance and testing, or activated accidentally during flight. All false activations should be notified to RCCNZ as soon as possible.

Live testing of 406 MHz is not permitted unless coordinated with RCCNZ, and tests on 121.5 MHz should be no longer than three audio sweeps, not exceeding 20 seconds. Switching off immediately after three sweeps is a good habit to get into. Check *AIP New Zealand* GEN 3.6 for recently updated testing criteria.

Register and use

It is recommended that you activate your ELT as soon as a distress situation exists, if at all possible.

Your ELT must be registered with RCCNZ, because the more information they have about the aircraft, the better chance they have of finding you. That can be done at beacons.org.nz. Remember to inform them if the aircraft changes hands too. ■

ADS-B Update

With the proposal to make ADS-B mandatory in controlled airspace, we answer some of the most frequently asked questions from the recent New Southern Sky roadshow.

What standards should I be looking for in ADS-B equipment?

If you're thinking ahead or need to replace your transponder now, there are three key things to keep in mind:

» For your transponder, look for TSO-C166(b).

» For your GNSS receiver, look for TSO-C145 or 146.

» Make sure your transponder and GNSS receiver are compatible.

You can now buy all-in-one ADS-B units that include the transponder and a GNSS receiver.

Can we use UAT in New Zealand?

Universal access transceivers (UAT), as used in the United States, will not meet New Zealand standards, so when you buy ADS-B equipment, make certain that it operates on 1090 MHz, not 978 MHz.

Is there going to be any assistance with cost to equip with ADS-B?

The cost of equipment and certification are high on the list of concerns identified by the CAA's Future Surveillance Implementation Working Group. Several ideas are being considered, including reducing the time and cost of approval, and reducing or spreading the cost of equipping with ADS-B. We will keep you updated on the progress of this work.

Are there enough licensed engineers to install ADS-B?

The CAA is assessing capacity and considering ideas to reduce the burden on engineers, including a staged approach, or incentivising early upgrades.

For more information

See www.caa.govt.nz/nss for more FAQs and information. ■