

**DEPARTMENT OF CIVIL AVIATION  
MALAYSIA  
AIRWORTHINESS NOTICE**

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Date: 1 July 1997

**LIGHT AIRCRAFT EMERGENCY LOCATOR TRANSMITTERS.**

**1. Applicability**

This Airworthiness Notice is applicable to all Malaysian registered aircraft below 5700 kg. MTWA.

**2. Introduction**

2.1 Problems have been encountered in locating aircraft lost in difficult terrain. To expedite the search and rescue operation, the DCA has introduced a mandatory requirement for the installation of an Emergency Locator Transmitter (ELT) for aircraft defined in paragraph 1 of this Notice.

2.2 This Notice contains the updated requirements and guidance material for the acceptance by the DCA of ELTs fitted to Malaysian registered aircraft. The DCA strongly advises operators to inspect their aircraft ELTs, especially those that have been fitted prior to the issuance of this notice to ensure that their aircraft are in compliance. No further rework is required for aircraft that have been fitted with an ELT which complies with TSO C91a, or TSO C126 or the equivalent JAA Specification, and installed in accordance with the requirements specified in paragraph 3.1.1.

2.3. Issue 5 of this Notice changes the compliance date. If further rework is required, application for modification should be made in the normal manner on Form JPA-AP8.

**3. Requirements**

3.1 Aircraft defined in paragraph 1 of this Notice are required to be fitted with an ELT which complies with TSO C91a, TSO C126 or equivalent JAA Specification.

In addition, compliance with the requirements of paragraphs 3.1.1 to 3.1.4 of this Notice in respect of the ELT and its installation must also be demonstrated. Applications for approval of the ELT installation should be made in the normal manner on Form JPA-AP8.

3.1.1 In order to avoid, as far as possible, nuisance transmissions as a result of inadvertent operation of ELT, it is required that:-

- (a) The ELT shall be of a type approved by the DCA.
- (b) A guarded manual activation switch is to be provided together with an adjacently located transmitter "ON" indicator. The switch and light indicator shall be mounted in full view of the pilot.
- (c) A transmitter "ON" indicator shall show that the transmitter is in operation.
- (d) The transmitter "ON" indicator in the crew compartment must be powered from a supply which is not isolated by the main electrical power switch.
- (e) Any automatic activation device, e.g. an acceleration sensitive switch, must not operate when subjected to :-
  - i) normal in-flight turbulence,
  - ii) normal manoeuvres on the ground and in flight,
  - iii) heavy landings, or
  - iv) the impact of objects on the airframe in the region of the transmitter, e.g. during loading and ground maintenance.
- (f) The power in any spurious emission (excluding emissions within  $\pm 25$  kHz of the two emergency frequencies 121.5 and 243 MHz) must not exceed 25 microwatts.
- (g) The aircraft is deemed to have met the requirements of paragraph 3.1.1 of this Notice if the ELT is installed in full view of the pilot.

3.12 Test transmissions are to be conducted only with the permission of the local Air Traffic Controller and shall be of a short duration.

- 3.1.3 Submission to the Department for approval of the installation shall include details of the modification together with a Flight Manual supplement giving details of the operation and testing of the ELT.

Alternative methods of compliance may be considered by the DCA that ensure an equivalent level of airworthiness.

- 3.1.4 The transmitter manufacturer must specify the battery to be used, its shelf life, its in-service life and any other limitations associated with the battery, e.g. temperature, which could affect the transmitter performance in service.

#### **4. Compliance**

- 4.1 For an aircraft that was fitted with an ELT which does not meet with the requirements of this notice, as previously agreed by the DCA, an ELT must be installed in accordance with the requirements specified in paragraph 3, within 12 months, effective from the date of issue of this notice.

- 4.2 For aircraft on the Malaysian register on or before 1 November 1993, the requirement of this notice shall be complied with when the existing ELT becomes unserviceable or, when maintenance is required, or when the 12 months period as in paragraph 4.1 is due, whichever is earlier.

- 4.3 For aircraft which an individual Certificate of Airworthiness is first applied, on or after the date of issuance of this Notice, the requirement of this Notice must be complied with as a condition for the issue of Certificate of Airworthiness.

#### **5. Cancellation**

This Notice cancels Airworthiness Notice No. 26, Issue 4, dated 1st September 1994, which should be destroyed.

DIRECTOR GENERAL  
DEPARTMENT OF CIVIL AVIATION  
MALAYSIA.