

## ELT96-STD

Emergency Locator Transmitters

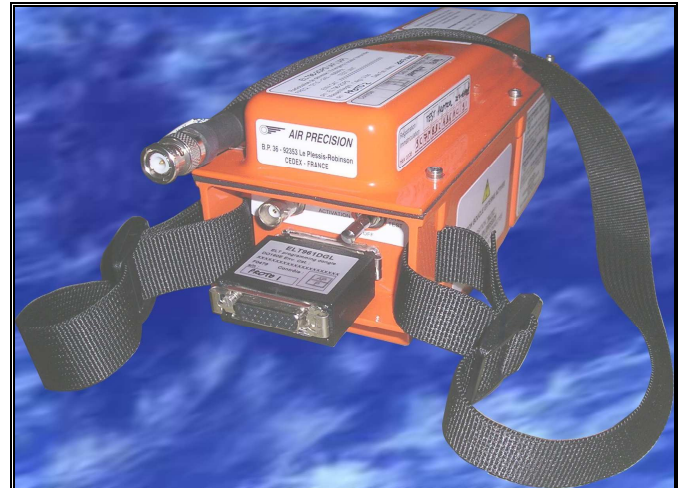
### Cobham Avionics

5, avenue Denis Papin – BP 36  
92350 Le Plessis Robinson  
France

T: +33 (0) 1 4601 2124  
F: +33 (0) 1 4631 8525

Tri frequency 121,5 / 243 / 406Mhz

- Automatic fixed (AF)
- Automatic portable (AP) w/ antenna
- Integrated g-switch for automatic activation, and manual activation
- **Replacement for ELT96/97 family.**
- **New features and improvements :**
  - Automatic immatriculation dongle
  - Integral electromagnetic protection



*An ELT96-STD, with its lanyard and programming dongle.*

Once activated, the ELT transmits a 406Mhz signal to the SARTSAT satellites constellation, allowing quick and precise identification and localisation of the distress by the ground based control centers.

The transmitted VHF frequencies as 121.5 and 243Mhz allows easy tracking of the ELT for the Search and Rescue teams.

The ELT will automatically activate itself in case of crash impact as it incorporates an integrated acceleration sensor (g-switch). The ELT also can be manually activated from its front face or a remote control panel or activation system.

ELT incorporate self test functions.

The ELT usually installed in rear passenger cabin or upper rear fuselage, but using its quick fasteners, it also can be quickly carried out by survivors.

Remote control unit may be located in the cockpit or the cabin.

The ELT96-STD is an Emergency Locator Transmitter developed for the commercial aviation market and provide enhance possibilities.

It meets the severe environmental constraints and performance of the latest minimum ELT requirements as EUROCAE ED-62 and ED-14E and RTCA DO204 and DO-160E.



Approved by EASA under the ETSO 2C126  
Compliant and approved by COSPAS-SARSAT satellite system

**ETSO approval 210.1204**  
**SARSAT approval #192**

## 1 - Technical data

### A. Radio transmission

- 406Mhz encoded short messages (112 bits), stored in a reprogrammable memory
- VHF sweep tone on 121.5 and 243Mhz
  
- Temperature range (class 2 beacon) : -20°C / +55°C
- Endurance : superior to 48h at -20°C
- Batteries validity : 7 years

### B. Mechanics

- Dimensions 217 x 86 x 100mm
- Weight (ELT itself) 1.2kg
- Remote Control Panel (standard) 105gr
- Mounting tray 155gr
- Antenna (portable mode) 90gr

### C. Strengths

- Full support of the national and international identification standards
- Light weight
- Integral electromagnetic protection
- Mechanical g-switch (shock detector) immune to EMI
- Automatic immatriculation dongle (sold separately)
- Integrated test functions (BIT and CBIT) :  
Built-in self test, on demand, and continuously during transmission (checks the radio transmitted power, frequency, batteries voltage, memory)

## 2 - Available variants

- ELT96-1STD : standard ELT,
- ELT96-3STD : "Helicopter" variant, to place the ELT horizontally instead of 45°
  
- ELT96-GPS : able to transmit the aircraft GPS position (from the ARINC429 bus)

## 3 - Options / Tooling

### A. Lanyard

### B. Programming tools p/n ELT96A9800000004

To use with a computer with MS. Windows and an USB port. Compatible with the whole range of ELT.

### C. Immatriculation dongle p/n ELT961DGL

It's a small box memorising the registration of an aircraft. When exchanging an ELT for maintenance, the reprogramming of the new ELT is not necessary.

The dongle is simply connected between the ELT connector and the aircraft wiring.

The programming tool for the dongle p/n is AP55400. It uses the same software as ELT programming tool.