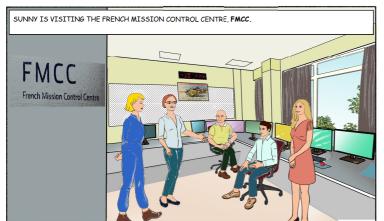


Sunny Swift

"False distress alerts"

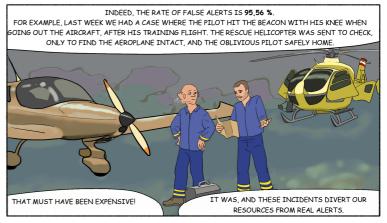


THE MISSION OF THIS CENTRE IS TO COLLECT, SORT AND ARCHIVE DISTRESS ALERT DATA COMING FROM EMERGENCY BEACONS AND OTHER MCCS. THE DATA IS VALIDATED AND DISTRIBUTED TO THE RESCUE SERVICES



PICTURE SOURCE: NOAA



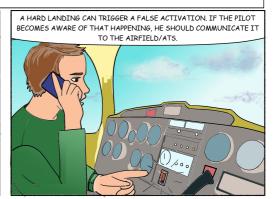


TO PREVENT FALSE ALERTS, THE ELT SHOULD NOT BE TURNED ON EXCEPT IN CASE OF REAL DISTRESS

EASA HAS PUBLISHED SIB 2019-09 TO RECOMMEND
ANNUAL TESTING OF ELTS. USE ONLY THE SELF-TEST
OPTION, OR TURN IT ON FOR THE TIME DURATION
INDICATED.



BEFORE DISPOSING OF THESE DEVICES, THEY SHOULD BE DISARMED AND THE BATTERIES REMOVED.



IF I HAD TO CHOOSE BETWEEN AN ELT (AUTOMATIC FIXED) AND A PLB, WHAT ARE THE PROS AND CONS OF EACH?

PLBS ARE CHEAPER AND DON'T REQUIRE
INSTALLATION

BUT ELTS WILL WORK WHEN THE PLB MAY NOT, E.G.
IF UNCONSCIOUS OR WITH LIMITED ACCESS TO
THE DEVICE

THIS HAPPENED TO MY FRIEND, CAPTAIN MULBERRY HIS PLANE WAS OVERTURNED, BUT THE ELT WAS ACTIVATED AND SENT THE DISTRESS SIGNAL, SO FORTUNATELY HE WAS RESCUED.*

*SEE SUNNY ISSUE #14

I'M GLAD TO HEAR THATI IN ANY CASE, IT'S IMPORTANT TO REGISTER THE DEVICE. A REAL ALERT MAY BE DIFFICULT TO PROCESS IF THE DEVICE IS NOT REGISTERED, OR REGISTERED LINCORRECTLY. THE REGISTRATION RATE FOR AERONAUTICAL BEACONS IS ONLY 39.8 %.



You can find links to the

- -EASA SIB on annual testing
- -COSPAS-SARSAT system
- -operational rules, and more

in the downloads section of this issue

Please send your comments and ideas to generalaviation@easa.europa.eu

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