



APPLICATION FOR 406 Mhz ELT REGISTRATION

A vertical line in the margin indicates an amendment to the previous version.

1. DETAILS OF AIRCRAFT										
Registration Mark:	C6-									
Manufacturer's Designation of Aircraft:										
Serial Number:										
Max Persons on Board:										
Radio Call Sign:										
SatCom Contact Numbers:										
ACARS Fitted:	<input type="checkbox"/>	YES	<input type="checkbox"/>	NO						
Mode-S Aircraft Address (Hex):										
Aircraft Colours:										
2. ELT INFORMATION										
COSPAS/SARSAT 15bit Hex CODE:										
ELT:	Battery Expiry Date:									
ELT Manufacturer:				Model No.:						
Location of ELT(s) on the Aircraft:				ELT Serial No.(s):						
COSPAS-SARSAT Beacon Type Approval Certificate (CSTA) number:										
Address of Supplier:										
Telephone No.:										
3. DETAILS OF AIRCRAFT OPERATOR										
Name of Operator:										
Address:										
Telephone No.:	Work:				Fax:					
Email:										



Note: All information is confidential and will be used only in the event of ELT activation.

4. EMERGENCY CONTACT INFORMATION			
Primary 24 Hour Contact Name:			
Telephone No.:	Work:	Mobile:	
Secondary 24 Hour Contact Name:			
Telephone No.:	Work:	Mobile:	
CAA-B USE ONLY			
Received:		CSTA #:	
SN:		Database updated by:	



Notes on the completion of the ELT Application form

All aircraft registered in the Bahamas are required to carry Emergency Locator Transmitters (ELTs) of a type and quantity required by CAR OPS 1.820, 2A.417, 2H.435 or 3.820, as applicable. All ELTs operating at 406 MHz must be registered with the COSPAS-SARSAT database via the Bahamas' National Data Provider (NDP), currently **CAA-B**.

The information required is listed on the Form but the following notes are provided to assist the applicant:

(a) Transmitter identification (expressed in the form of an alphanumeric code of 15 hexadecimal characters); The ELT shall be uniquely coded with a digital message that contains one of the following protocols as appropriate:

1. The ELT Serial Number
2. Aircraft Operator Designator and Serial Number
3. Mode "S" 24-bit Aircraft Address
4. Aircraft Nationality and Registration Marks

ELT coding should be accomplished in accordance with ICAO Annex 10 Volume III and further guidance can also be found in COSPAS-SARSAT Guidelines Document Ref: C/S G.005.

<https://cospas-sarsat.int/en/documents-pro/system-documents>

- (b) Transmitter manufacturer, model and, when available, manufacturer's serial number; This will enable the RCC to confirm the correct ELT by the transmission format.
- (c) The ELT location on the aircraft, e.g.: permanently fitted to aircraft, fitted to FWD life raft, portable device etc
- (d) COSPAS-SARSAT type approval (CSTA) number; will confirm that ELT is registered and an approved unit
- (e) If an ELT has been purchased in another part of the world it is likely that it has been pre-programmed for the country of origin. This needs to be changed to a Bahamas beacon code at the time of purchase by having your Bahamas MID, (or 'Country Code') **308** and the CSTA Number and Manufacturers Serial Number programmed into the ELT.
- (f) The COSPAS-SARSAT System is primarily a marine based system and every country has been allocated a Maritime Identification Digits (MID) code. The MID code used for aircraft ELTs in The Bahamas is **308** and these figures must be embedded in the 15bit Hexadecimal ELT Code to enable the COSPAS-SARSAT operators to contact The Bahamas RCC whose responsibility it is to organise any SAR activities.
- (g) Name, email address (postal and e-mail) and emergency telephone number of the owner and operator.
- (h) Name, email address (postal and e-mail) and telephone number of other emergency contacts (two, if possible) to whom the owner or the operator is known.
- (i) Aircraft manufacturer and type.
- (j) Colour of the aircraft.

It is essential that at least one of the emergency contacts provided on the form is available at all times, even when the aircraft is not flying, who knows the current whereabouts of the aircraft and can contact the crew or the Airworthiness Coordinator or the maintenance organisation if the aircraft is undergoing maintenance. The organisation which monitors the Search and Rescue satellite constellation do not have any responsibility in organising a rescue attempt. That function is the responsibility of the RCC of the country of registration, so it is essential that the Bahamas RCC has all the information available to identify the aircraft, confirm that the distress signal is genuine, and organise and coordinate any rescue attempts. It is also vital that any false warnings are identified quickly so that expensive search and rescue operations are aborted as soon as possible, and the SAR units are available for another genuine emergency. From the above it can be seen that there must be some person whose contact details are available to the Bahamas RCC and who can be contacted at any time of the day or night and who also knows the current whereabouts of the aircraft and can contact the crew.