

- d) TYPE P - Personnel. This type has no fixed mounting and does not transmit automatically.
- e) TYPE W or S - Water Activated or Survival. Transmits automatically when immersed in water. It is waterproof and floats and should be tethered to life rafts or survivors.

Schedule of Requirements

Review Fig. 1-17 for a schedule that outlines the requirements to carry an ELT.

Column I Aircraft	Column II Area of Operation	Column III Minimum Equipment
1. All aircraft except those exempted.	Over land	One ELT of type AD, AP, AP, A, or F.
2. Large multi-engine turbojet aeroplanes engaged in an air transport service carrying passengers.	Over water at a distance from land that requires the carriage of life raft pursuant to CAR 602.63.	Two ELTs of type W or S or one of each.
3. All aircraft that require an ELT other than those set out in item 2.	Over water at a distance from land that requires the carriage of life raft pursuant to CAR 602.63.	One ELT of type W or S.

Fig. 1.17: ELT Schedule of Requirements.

Exceptions

An aircraft may be operated without an ELT on board where the aircraft is

- a) a glider, balloon, airship, ultra-light aeroplane or gyroplane;
- b) registered under the laws of another state, equipped with a serviceable radio transmitter that is approved by that state for search and rescue purposes, having a distinctive steno like sound capable of communication on frequencies 121.5/243.0 MHz;
- c) operated by the holder of a flight training unit operating certificate, engaged in flight training and operated within 25 NM of the aerodrome of departure;
- d) engaged in a flight test;
- e) a new aircraft engaged in flight operations incidental to manufacture, preparation or delivery of the aircraft;
- f) operated for the purpose of permitting a person to conduct a parachute descent within 25 NM of the aerodrome of departure.

ELT Repairs/Removal

Where an aircraft is required to carry an ELT, the aircraft may be operated without a serviceable ELT if the operator

- a) repairs the ELT or removes it from the aircraft at the first aerodrome at which repairs or removal can be accomplished;
- b) on removal of the ELT, sends the ELT to a maintenance facility; and
- c) displays on a readily visible placard within the aircraft cockpit, until the ELT is replaced, a notice stating that the ELT has been removed and setting out the date of its removal.

If an aircraft is required to have one ELT as per the ELT Schedule of Requirements, the operator shall re-equip the aircraft with a serviceable ELT within 10 days after the date of removal, if the aircraft is operated under Commuter or Airline operator requirements or 30 days after the date of removal in the case of any other

aircraft.

If an aircraft is required to have two ELTs under the ELT Schedule of Requirements, the operator shall, if one of the ELTs is unserviceable, repair or replace it within 10 days after the date of the removal and if both ELTs are unserviceable, repair or replace one ELT at the first aerodrome at which a repair or replacement can be accomplished and the second ELT within 10 days after the date of removal.

ELT Activation

No person shall activate an ELT except in an emergency. A person may activate an ELT during the first 5 minutes of any hour UTC for a duration of not more than 5 seconds for the purpose of testing it. Where an ELT has been inadvertently activated during flight, the PIC of the aircraft shall ensure that the nearest ATC unit, FSS or CARS is so informed as soon as possible and the ELT is switched off.

NOTE: Transport Canada is expected to mandate that all ELTs be capable of transmission over 406 MHz soon, so as to make ELTs more compatible with SAR satellites. As at the time of the printing of this edition, this has not yet formally been made law.

[Ref: CARs 605.38, 605.39, 605.40]

1.44 ATC Special Procedures

Adherence to Mach Number

Within CDA, aircraft shall adhere to the Mach number assigned by ATC unless approval is obtained from ATC to make a change or until the pilot receives the initial descent clearance approaching destination. If it is essential to make an immediate temporary change in the Mach number (such as due to turbulence), ATC shall be notified as soon as possible that such a change has been made.

If it is not possible, because of aircraft performance, to maintain the last assigned Mach number during en route climbs and descents, pilots shall advise ATC at the time of the climb/descent request.

Parallel Offset Procedures

ATC may request that an aircraft fly a parallel offset from an assigned route. This manoeuvre and subsequent navigation is the responsibility of the pilot. When requested to offset or regain the assigned route, the pilot should change heading by 30° to 45° and report when the offset or assigned route is attained. In a radar environment, ATC will provide radar monitoring and the required separation.

In a non-radar environment, ATC will apply parallel offsets to RNPS certified aircraft operating within high level RNP airspace (see Fig. 1-16 for boundaries of RNP airspace) in order to accomplish an altitude change with respect to same direction aircraft.

The following phraseology is normally used for parallel offset procedures:

"(Flight identification) PROCEED OFFSET (number) MILES (right/left) OF CENTRELINE (track/route) AT (point/now) UNTIL (point/time)".