

The aircraft must also carry enough first aid oxygen dispensing units (masks) but in no case less than 2 units.

An oxygen dispensing unit must be capable of generating a flow rate, calculated assuming dry oxygen gas at standard temperature and pressure, of at least 4 litres per minute per person STPD, and that may have a means of reducing the flow to not less than 2 litres per minute per person STPD at any altitude.

Carriage of emergency locator transmitter (ELT) (MOS 26.48)

All aircraft

As a minimum, all aircraft other than single seat aircraft must be fitted with an automatic ELT or carry a survival ELT.

Exception: *This requirement does not apply if an aircraft is not flown more than 50 NM from its place of departure or is a flight for a purpose related to:*

- › the aircraft's manufacture
- › the preparation or delivery of the aircraft following its purchase or transfer of operator
- › the positioning of an Australian aircraft from a location outside Australia to the place at which any ELTs required to be fitted to the aircraft will be registered with the Australian Maritime Safety authority (AMSA)

Single-engine aircraft over water

For a single-engine aircraft – including single seat aircraft – flown over water further than the distance from which, with the engine inoperative, the aircraft could reach an area of land that is suitable for a forced landing – the aircraft must always carry a survival (portable) ELT in addition to an automatic ELT fitted to the aircraft due to the 'all aircraft' rule above.

Aircraft required to carry more than one life raft

For a flight where more than one life raft is required to be carried an aircraft must be:

- › fitted with an automatic ELT and carry a survival ELT, or
- › carry at least 2 survival ELTs.

Exception: *The requirement that a transmitter which is carried or fitted needs to be registered with either AMSA or the authority in the aircraft's state of registry responsible for providing SAR services does not apply to a flight for a purpose related to:*

- › the aircraft's manufacture
- › the preparation or delivery of the aircraft following its purchase or transfer of operator
- › the positioning of an Australian aircraft from a location outside Australia to the place at which any ELTs required to be fitted to the aircraft will be registered with AMSA.

ELT switches

If the ELT carried is an automatic ELT that has a switch marked (however described) as 'armed,' then you must ensure that the switch is set to this position at the time the flight begins.

Location of carriage

If the ELT carried is a survival ELT, you must ensure that the ELT is carried in one of the following locations on the aircraft:

- › on the person of a crew member, or
- › in, or adjacent to, a life raft, or
- › adjacent to an emergency exit used for evacuation of the aircraft in an emergency.

ELT – basic technical requirements (MOS 26.49)

An ELT is a transmitter that must:

- › when activated, transmit simultaneously on 121.5 MHz and 406 MHz
- › when fitted to, or carried on, an Australian aircraft, be registered, solely, with AMSA
- › when fitted to, or carried on, a foreign-registered aircraft, be registered with the authority of the aircraft's state of registry responsible for search and rescue services, and not with AMSA
- › for identification purposes, be coded in accordance with the requirements for the transmitter in Appendix 1 to Chapter 5 of Part II, Voice Communications, in Volume III of ICAO Annex 10, Aeronautical Telecommunications
- › where fitted with a lithium-sulphur dioxide battery, the battery must be authorised by the FAA or EASA in accordance with (E) TSO-C142a.