

Project No: **BDHRN002**Job Card No **0169**

Notif.No.: 10048878

Activity: **1000**

Rev No: 20000622

Model.: F900EX

Sheet 1 of 1

A/C Regn: **D-AHRN**

Serial No.: 096

Type: F900EX

Starting Phase: Functions

Starting Work Centre: MTX AVIO DEPT

Job Description: OPC Emergency Locator System

ETOPS A/C: No

RVSM A/C: No

Warranty: -

ATA: 25


Check Type: 1A CHECK

Work Center	
MTX AVIO DEPT	

Zone: 200,300**Access Required for this task:**

MSD,PAX

Corrective Action

0001	Task carried out in accordance with the attached Customer Card that quotes the Operator code detailed below.					 Order: 80069256 Operation: 0010 Phase: Functions - scheduling activity Work Center: MTX AVIO DEPT
	Accomplished		Inspected			
	Pers. No.	Date	Pers. No.	Date		
	Stamp		Stamp			

Completed & Confirmed on SAP IAW MOE 2.13.

Defect Card Raised

Components Removed/Installed

	Part Number	Part Name	S/N	Location	Comm. Off/On
OFF					
ON					
OFF					
ON					
OFF					
ON					
OFF					
ON					

Occurance Report Raised? YES ☐

Operations Above & Notifications Completed IAW MOE 2.13.



OEM Code: 25-61-00-710-801

Operator Code: 25-61-00-710-801-01

Form No: JA-SAP-MTX-002

Printed by: ADAMOVIC G



Printed: 03.09.2012

13:34:17

Print No: 1

Operator: **HERON AVIATION** Work Card No.: **25.070**
Serial No.: **096** Model: **FALCON 900EX** **PKG # 2 2A INSPECTION**
Reg No.: **D-AHRN** Workorder No.: _____

Due At	Date	A/C HRS	AFL	APH			
Accomplished	25-NOV-2012	4410:47					

TECHNICIAN SIGNATURE: _____ KIND OF CERTIFICATE & NO.: _____

INSPECTED BY: _____ KIND OF CERTIFICATE & NO.: _____

25-61-01-900-802-01 ☐ EMERGENCY LOCATOR TRANSMITTER BEACON AMM 25-61-01-900-802,AMM 25-61-01-900-803

REASON REMOVED: (CHECK ONE) ☐ TIME EXPIRED ☐ FAILURE ☐ WORN ☐ LOANER ☐ SCHEDULING CONV
☐ MOD/UPGRADE ☐ SERVICE ☐ ENGINE CHANGE ☐ TIRE CHANGE ☐ SWAP/TRBLE SHOOT ☐ DAMAGED ☐ UNKNOWN

If removed P/N & S/N information is incorrect please provide details below.

REMOVED P/N	ELT97A25600000	S/N	3873	LABOR-HRS	
INSTALLED P/N		S/N		PART COST\$	
INSTALLED TSN	MOS	INSTALLED TSO	MOS	TIME SINCE REPAIR	MOS
	HRS		HRS		HRS
	LDGS		LDGS	WARRANTY TIME REMAINING	LDGS
				TECH:	INSP:

REMARKS : _____

DISCARD ELT BATTERY PACK AT EXPIRATION DATE WRITTEN ON UNIT OR AFTER 48 HOURS OF CONTINUOUS OPERATION OR AFTER A FEW HOURS OF INTERMITTENT OPERATION

Note: INITIAL THE SERVICE TASKS BELOW WHICH WERE ACCOMPLISHED DURING CHANGE. IF TASKS WERE NOT ACCOMPLISHED, RECORD TIME ACCRUED SINCE TASK WAS LAST ACCOMPLISHED OR CHECK CONTINUE TIME (CT).

TECH	INSP	LABOR-HRS HRS.MINS	TIME ACCRUED	CONTINUE TIME
------	------	-----------------------	-----------------	------------------

>25-61-00-710-801-01 OPERATIONAL TEST EMERGENCY LOCATOR TRANSMITTER BEACON

REMARKS : _____

AMM 25-61-00-710-801

#25-61-13-960-801-01 DISCARD EMERGENCY LOCATOR TRANSMITTER BEACON BATTERY PACK

SCRAP

RECORD DATE OF EXPIRATION ____/____/____

AMM 25-61-13-960-801

REMARKS : _____

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TASK 25-61-01-900-803

REMOVAL / INSTALLATION OF THE ELT AND REPLACEMENT OF THE ELT BATTERY PACKS (ELT 90 / 91 OR ELT 96 / 97)

1. OVERVIEW OF THE JOB

Operation code: 25-61-01-900-803-01

This procedure describes the replacement of the batteries of the Emergency Locator Transmitter ELT 96/97 or ELT 90/91 (**32RC**). This procedure includes the removal/installation of the ELT (**32RC**), which is necessary for replacing the batteries.

The ELT (**32RC**) has two battery packs: the transmitter battery pack and the crash sensor battery pack. The two battery packs must be changed at the same time.

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **25-61-00-710-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
OPERATIONAL TEST OF THE EMERGENCY LOCATOR SYSTEM

B. Tools and Ground Support Equipment

Reference

- **F7XC202000008**

Designation

TOOL BOX

Quantity

C. Spare Parts

Reference

- **ELT90A2560102001**

Designation

SET OF BATTERIES FOR EMERGENCY
LOCATOR TRANSMITTER

Quantity

See NOTE

D. Additional Spare Parts

Reference

- **E94**
- **ELT90A2560009100**
- **ELT90A2560010001**

Designation

PLASTIC CLAMP
UPPER SEAL
LOWER SEAL

Quantity

E. Energy

- ELECTRICAL

F. Access

Reference

- **MSD**
- **PAX**

Designation

SERVICING COMPARTMENT DOOR
PASSENGER DOOR

NOTE: The set of batteries for the Emergency Locator Transmitter (ELT) (P/N: (**ELT90A2560102001**)) comprises:

- the transmitter battery pack,
- the crash sensor battery pack,

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- the "VALIDITY" labels.

3. PRELIMINARY STEPS

Refer to **fig. 1**

CAUTION: IF THE EMERGENCY LOCATOR TRANSMITTER (ELT) IS ACTIVATED ACCIDENTALLY:

- SWITCH OFF THE ELT BY SETTING THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH TO "OFF", AND
- WARN THE SEARCH AND RESCUE SERVICES OR THE NEAREST GROUND CONTROL AUTHORITIES IMMEDIATELY.

- A. If it is necessary to energize the aircraft for other tasks, disengage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**) in the cockpit.

4. REMOVAL OF EMERGENCY LOCATOR TRANSMITTER

Refer to **fig. 2**

- A. In the mechanic's servicing compartment (**MSD**):

- (1) On ELT (**32RC**):
 - (a) Set the "MAN RESET/OFF/AUTO" selector switch (3) to "OFF".
 - (b) Unlock and disconnect the connector of the antenna coaxial cable (6) from the "ANT" connector (1).
 - (c) Disconnect the cable of the ELT control unit (**33RC**) from ELT (**32RC**) as follows:
 - unlock the connector (9) by sliding the slide-lock (5),
 - then pull out the connector (9) from the ELT connector (4).
 - (d) Release the dual-lock strip fastener(s) (8), while holding ELT (**32RC**) and the flexible antenna (7) in place.
 - (e) Remove ELT (**32RC**), complete with the flexible antenna (7).

5. REPLACEMENT OF BATTERIES

Refer to **fig. 3** and **fig. 4**

NOTE: The following operations must be performed on a worktable, in a clean and dust-free room.

- A. Removal of the upper housing (4)

(**fig. 3**)

- (1) Remove the six attachment screws (2),(8) and washers (3),(7) from the upper housing (4).
- (2) Remove the flexible antenna (1).
- (3) Remove the upper housing (4).
- (4) Remove the upper seal (5).

- B. Replacement of the crash sensor battery pack (11)

(**fig. 3**)

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- (1) Disconnect the terminal strip (9).
- (2) Cut the plastic clamp (10).
- (3) Remove the crash sensor battery pack (11) from the G-switch unit (12).
WARNING: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.
- (4) Discard the old crash sensor battery pack (11), as per the regulations relating to lithium batteries.
- (5) Remove the G-switch unit (12) as follows:
CAUTION: LIFT THE G-SWITCH UNIT (12) VERY CAREFULLY TO PREVENT DAMAGE TO THE TERMINAL STRIP (17).
 - (a) Lift the G-switch unit (12) from the lower housing assembly (16).
 - (b) Disconnect the terminal strip (17).
 - (c) Remove the G-switch unit (12).
- (6) Install a new crash sensor battery pack (11) on the G-switch unit (12).
- (7) Secure the crash sensor battery pack (11) with a new plastic clamp (10) (**E94**).
- (8) Make sure that the wiring insulating sleeves and the connectors (G-switch battery connector and internal ELT connector), are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,
 - no corrosion on the connectors.
- (9) Connect the terminal strip (9).

C. Replacement of the transmitter battery pack (14)

(fig. 3)

- (1) Remove the lower seal (13).
CAUTION: THE NEW TRANSMITTER BATTERY PACK MUST BE INSTALLED WITHIN 30 MINUTES TO PREVENT THE LOSS OF THE ELT CODES.
- (2) Disconnect the press-stud type connector (15) from the transmitter battery pack (14).
CAUTION: LIFT THE TRANSMITTER BATTERY PACK (14) VERY CAREFULLY TO PREVENT DAMAGE TO THE PRESS-STUD TYPE CONNECTOR (15).
- (3) Lift the transmitter battery pack (14) and remove it from its housing.
WARNING: THE OLD BATTERY PACK MUST NOT BE DISPOSED OF IN A FIRE.
- (4) Discard the old transmitter battery pack (14), as per the regulations relating to lithium batteries.
- (5) Install the new transmitter battery pack (14) in the lower housing (16) of ELT (**32RC**).
- (6) Make sure that the wiring insulating sleeves and the connectors (transmitter battery connector and internal ELT connector), are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,

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- no corrosion on the connectors.
- (7) Connect the press-stud type connector (15) to the new transmitter battery pack (14).
 - (8) Install the lower seal (13).
NOTE: If necessary, replace the lower seal (13) with a new seal ([ELT90A2560010001](#)).
 - (9) Connect the terminal strip (17) to the G-switch unit (12).
CAUTION: BE CAREFUL NOT TO DISTORT THE LOWER SEAL (13) WHEN INSTALLING THE G-SWITCH UNIT (12).
 - (10) Install the G-switch unit (12) on the lower housing (16).
- D. Installation of the upper housing (4)
- (fig. 3)**
- (1) Install the upper seal (5) correctly.
NOTE: If necessary, replace the upper seal (5) with a new seal ([ELT90A2560009100](#)).
CAUTION: BE CAREFUL NOT TO DISTORT THE UPPER SEAL (5) WHEN INSTALLING THE UPPER HOUSING (4).
 - (2) Install the upper housing (4).
 - (3) Secure the lug (6) of the flexible antenna (1) in position with a screw (8) and a washer (7). Do not tighten.
 - (4) Secure the upper housing (4) with the six attachment screws (2),(8) and six washers (3),(7). Torque the screws to 0.12 m.daN (10.6 in.lbf).
- E. Replacement of battery validity labels
- (fig. 4)**
- NOTE:** Two labels have to be stuck on the Emergency Locator Transmitter ([32RC](#)). The validity of the batteries must be written on each one. These labels are made of polyester and fitted with a protective cover.
- CAUTION:** THE BATTERY VALIDITY LABELS MUST BE REPLACED ONLY IF THE CRASH SENSOR BATTERY PACK AND THE TRANSMITTER BATTERY PACK HAVE BOTH BEEN REPLACED.
- (1) Note down the ELT registration written under "Immat./Registration" (1) on the validity label present on ELT ([32RC](#)).
NOTE: The ELT registration is in the form "CCC-RRRRRRR", where CCC is the country code, and RRRRRRR is the aircraft registration.
 - (2) Remove the old validity labels from ELT ([32RC](#)).
 - (3) Determine the battery validity date to be written on ELT ([32RC](#)) as follows:
NOTE: Do not use the date code written on the battery pack P/N label (batch / year).
 - The expiration date of the batteries is calculated by adding 5 years to the manufacturing date of the batteries.

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- The ELT validity labels are to be marked with the worst validity date between the crash sensor battery pack and the transmitter battery pack. Normally, both battery packs have the same expiration date.

NOTE:

- The manufacturing date of the crash sensor battery pack is written on its identification label, with the following code: Year (2 digits) / Month (2 digits).
- The manufacturing date of the transmitter battery pack is directly written on each cell, with the following code: F Year (2 digits) Day (3 digits).

Example for one ELT:

- Crash sensor batteries marked with "08/04": they were manufactured in April 2008. This battery pack is valid until April 2013.
- Transmitter batteries marked with "F 06 332": they were manufactured on the 332th day of 2006 (November 2006). The battery pack is valid until November 2011.
- This ELT battery set is valid until November 2011.

(4) Write the applicable indications on the new labels as follows:

- (a) Clean the surface of the label on which the protective cover is to be placed.
- (b) Write the correct data on the labels:
 - Under the "Cells replace./Rempl. piles" indication (2),(4) on both labels, write the expiration date of the batteries (cells) as follows: "MM/YYYY", where MM is the month and YYYY is the year. Example: for September 2013: write 09/2013.
 - Under the "Immat./Registration" indication (1) on one label, write the ELT registration noted down from the removed validity label.
 - Under the "Contrôle" indication (3) on the second label, write the inspector's stamp.

(c) Place the protective cover on the label.

(5) Stick the new labels on ELT (**32RC**).

6. TESTS OF EMERGENCY LOCATOR TRANSMITTER

Refer to **fig. 2**

A. ELT self-test (ELT 96/97)

NOTE: This test is only applicable to ELT 96 and ELT 97.

CAUTION: IT IS PROHIBITED TO TRANSMIT AN EMERGENCY SIGNAL ON THE 406-MHZ FREQUENCY WHEN TESTING AN EMERGENCY LOCATOR TRANSMITTER. SO, TO PREVENT THE TRANSMISSION OF AN EMERGENCY SIGNAL WHEN THE FLEXIBLE ANTENNA (7) IS CONNECTED TO ELT (**32RC**):

- MAKE SURE THAT THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (3) ON ELT (**32RC**) IS NOT SET TO "MAN RESET",
- MAKE SURE NOT TO SHAKE THE ELT WHILE THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (3) ON ELT (**32RC**) IS SET TO "AUTO".

(1) Perform the power-on self-test as follows:

- (a) Connect the flexible antenna (7) to the "ANT" connector (1) on ELT (**32RC**).
- (b) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (**32RC**) to "AUTO".

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- (c) If the LED (2) on ELT (32RC) illuminates for approximately 2 seconds and then extinguishes, ELT (32RC) operates correctly. Set the "MAN RESET/OFF/AUTO" selector switch (3) to "OFF".
- (2) If the LED (2) on ELT (32RC) does not illuminate, or flashes for approximately 10 seconds after the 2 seconds illumination, the self-test is failed. In this case, perform the following steps:
 - (a) Repeat twice the power-on self-test (refer to paragraph A above).
 - (b) If the last self-test still fails, set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (32RC) to "OFF", and check the battery pack voltage as follows:
 - 1 Disconnect the flexible antenna (7) from the "ANT" connector (1).
 - 2 Open ELT (32RC).
 - 3 Check the voltage of the transmitter battery pack: the voltage of the transmitter battery pack must not be less than 14 V. If the voltage of the transmitter battery pack is less than 14 V, replace the two battery packs.
 - 4 Check the voltage of the crash sensor battery pack: the voltage of the crash sensor battery pack must not be less than 7 V. If the voltage of the crash sensor battery pack is less than 7 V, replace the two battery packs.
 - 5 If the battery packs have to be replaced, reassemble the parts of ELT, and then repeat the power-on self-test (refer to paragraph A above).
 - 6 If the voltage of each battery pack is correct, reassemble the parts of ELT, and return ELT (32RC) to an approved repair agent.
- (3) Disconnect the flexible antenna (7) from the "ANT" connector (1) on ELT (32RC).

B. Test of ELT manual activation (ELT 90/91)

NOTE 1: This test is only applicable to ELT 90 and ELT 91.

NOTE 2: For this test, the flexible antenna (7) must not be connected to ELT (32RC).

CAUTION: AFTER BEING SET TO "MAN RESET", THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (3) MUST BE SET BACK TO "OFF" WITHIN 10 SECONDS. THE ACTIVATION OF ELT (32RC) REDUCES THE ELT BATTERY OPERATING LIFE.

- (1) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (32RC) to "MAN".
- (2) Check that the LED (2) on ELT (32RC) illuminates.
- (3) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (32RC) to "OFF".

C. Test of ELT acceleration contact (ELT 96/97 or ELT 90/91)

NOTE: This test is applicable to ELT 96/97 and ELT 90/91.

CAUTION: ELT (32RC) MUST BE SWITCHED OFF WITHIN 10 SECONDS AFTER THE ILLUMINATION OF THE LED (2) ON ELT (32RC). THE ACTIVATION OF ELT (32RC) REDUCES THE ELT BATTERY OPERATING LIFE.

CAUTION: IT IS PROHIBITED TO TRANSMIT AN EMERGENCY SIGNAL ON THE 406-MHZ FREQUENCY WHEN TESTING AN EMERGENCY LOCATOR TRANSMITTER.

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SO, TO PREVENT THE TRANSMISSION OF AN EMERGENCY SIGNAL WHEN TESTING THE ACCELERATION CONTACT, MAKE SURE THAT THE FLEXIBLE ANTENNA (7) IS NOT CONNECTED TO ELT (**32RC**).

- (1) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (**32RC**) to "AUTO".
- (2) Shake ELT (**32RC**) to give it a longitudinal acceleration.
- (3) Check that the LED (2) on ELT (**32RC**) illuminates, then:
 - set the "MAN RESET/OFF/AUTO" selector switch (3) to "MAN RESET",
 - then set the "MAN RESET/OFF/AUTO" selector switch (3) to "OFF".
- (4) If the LED (2) does not illuminate, perform the following steps:
 - (a) Set the "MAN RESET/OFF/AUTO" selector switch (3) on ELT (**32RC**) to "OFF".
 - (b) Open ELT (**32RC**).
 - (c) Check the voltage of the crash sensor battery pack: the voltage of the crash sensor battery pack must not be less than 7 V.
 - (d) If the voltage of the crash sensor battery pack is less than 7 V:
 - 1 Replace the two battery packs (refer to paragraph "5.").
 - 2 Reassemble the parts of ELT (**32RC**).
 - 3 Repeat the tests of ELT (**32RC**) (refer to paragraph "6.").
 - (e) If the voltage of each battery pack is correct, reassemble the parts of ELT (**32RC**) and return ELT (**32RC**) to an approved repair agent.

7. INSTALLATION OF ELT

Refer to **fig. 2**

CAUTION: THE ELT (**32RC**) MUST BE INSTALLED WITH ITS FRONT PANEL FACING FORWARD. THE ARROW MARKING ON THE COVER OF ELT (**32RC**) MUST POINT IN THE AIRCRAFT FORWARD DIRECTION. IF THE ELT INSTALLATION POSITION IS NOT CORRECT, THE ELT CANNOT BE ACTIVATED AUTOMATICALLY IN THE EVENT OF A CRASH.

A. In the mechanic's servicing compartment (**MSD**):

- (1) Install ELT (**32RC**) in its cradle. The arrow marking on the cover of ELT (**32RC**) must be visible and point in the aircraft forward direction.
- (2) Secure ELT (**32RC**) and the flexible antenna (7) by means of the dual-lock strip fastener(s) (8).
- (3) Make sure that the wiring insulating sleeves and the connectors, on ELT (**32RC**) side and on aircraft side, are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,
 - no corrosion on the connectors.
- (4) On ELT (**32RC**):
 - (a) Connect the cable of the ELT control unit (**33RC**) to the ELT as follows:

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- push the connector (9) into the ELT connector (4),
- then lock the connector (9) by sliding the slide-lock (5).

- (b) Connect the antenna coaxial cable (6) to the "ANT" connector (1) on ELT (**32RC**), and lock it.
- (c) Make sure that the wiring insulating sleeves do not rub against the aircraft structure.
- (d) Set the "MAN RESET/OFF/AUTO" selector switch (3) to "AUTO".

8. FINAL STEPS

Refer to **fig. 1**

- A. Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- B. As applicable, engage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**) in the cockpit.
- C. Perform a test of ELT (**32RC**) as follows:
 - For ELT 96/97: (Refer to **TASK 25-61-00-710-801**), paragraph "Tests of Three-Frequency ELT 96/97 (32RC)", steps pertaining to the "Self-test of ELT 96/97 (32RC)".
 - For ELT 90/91: (Refer to **TASK 25-61-00-710-801**), paragraph "Tests of Two-Frequency Emergency Locator Transmitter (ELT) 90/91 (32RC)", steps pertaining to the "Self-test of ELT 90/91 (32RC)".
- D. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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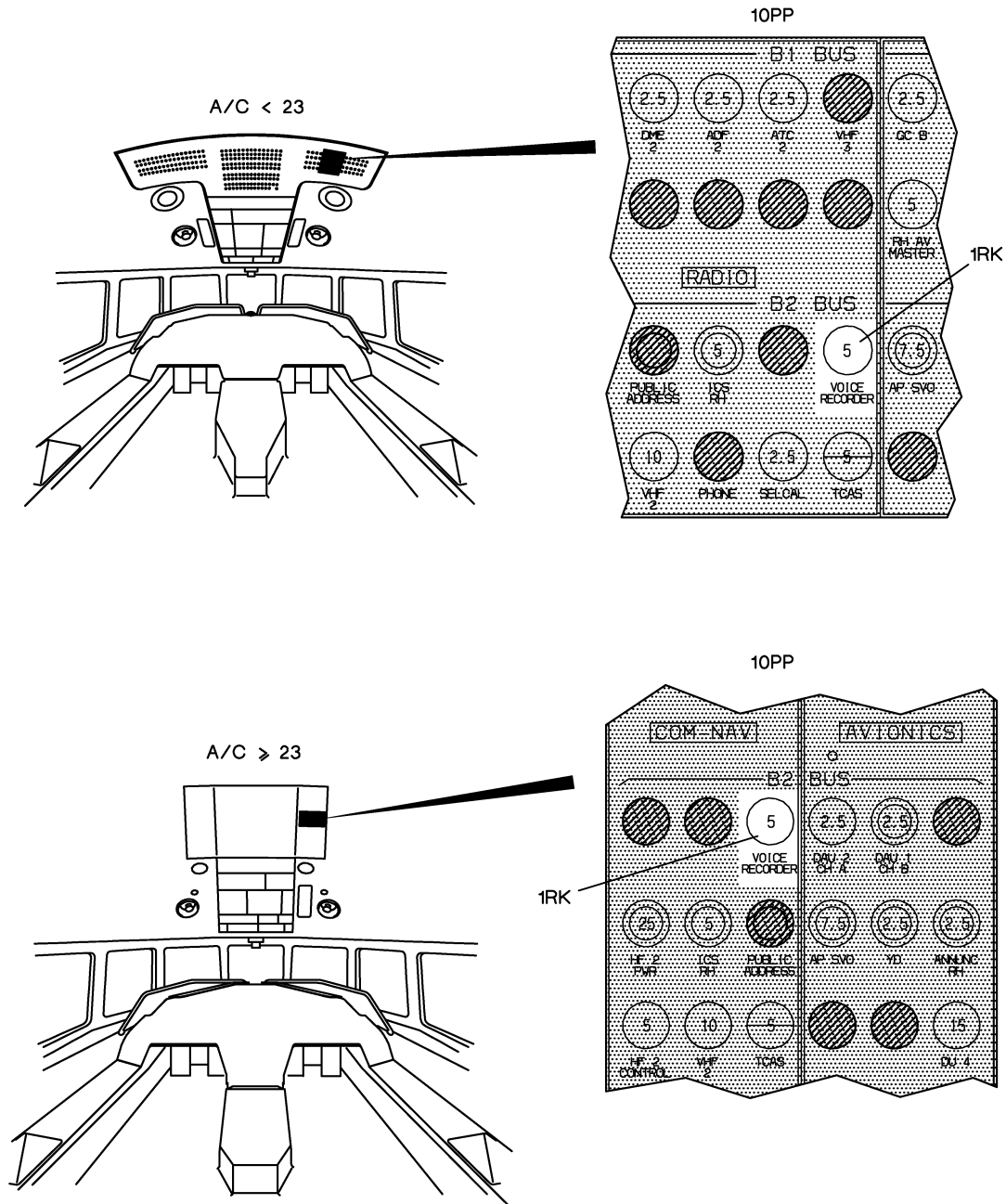


Figure 1: Location of "VOICE RECORDER" Circuit Breaker

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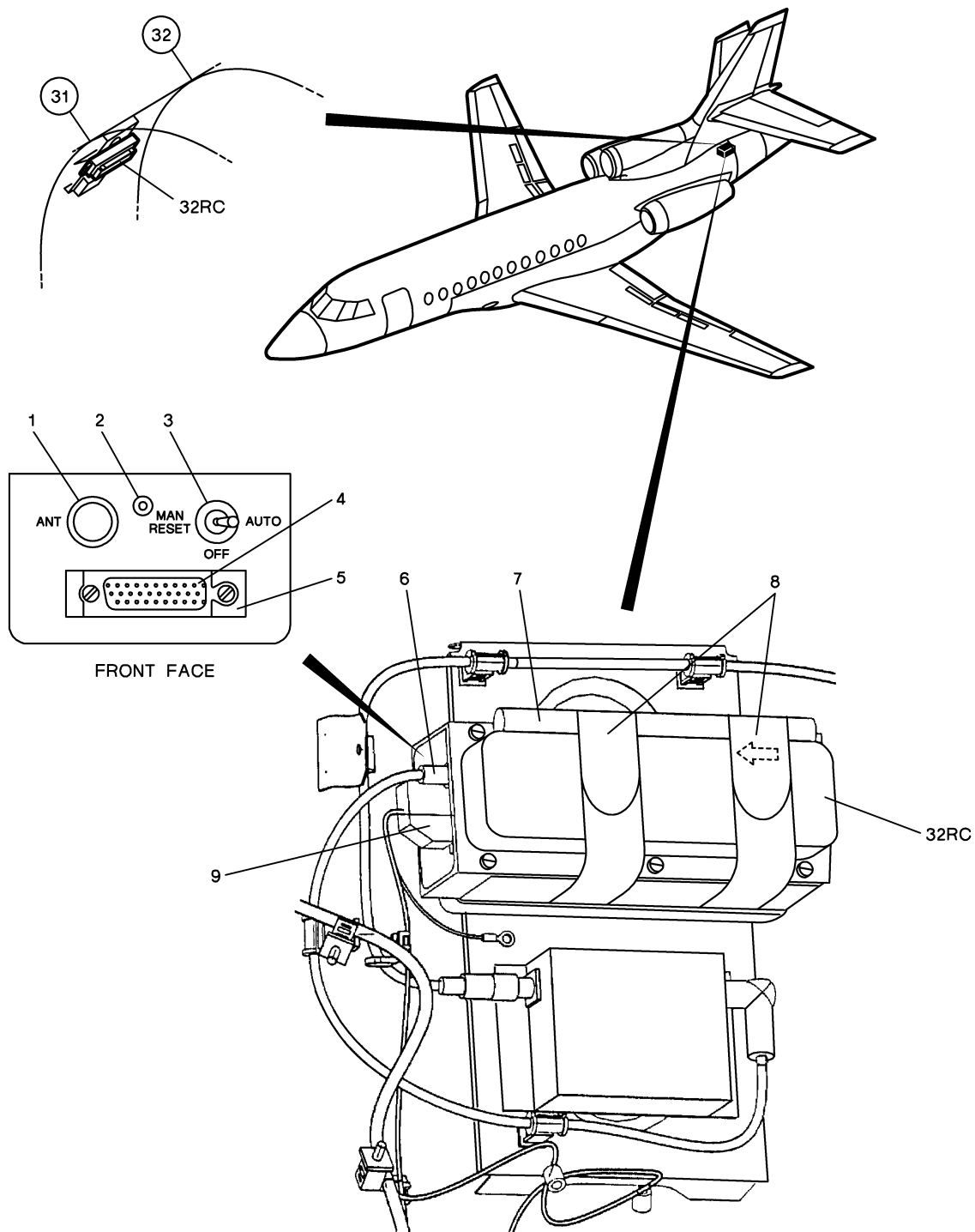


Figure 2: Location of ELT

Effectivity: A/C WITH ELT 90/91 OR ELT 96/97

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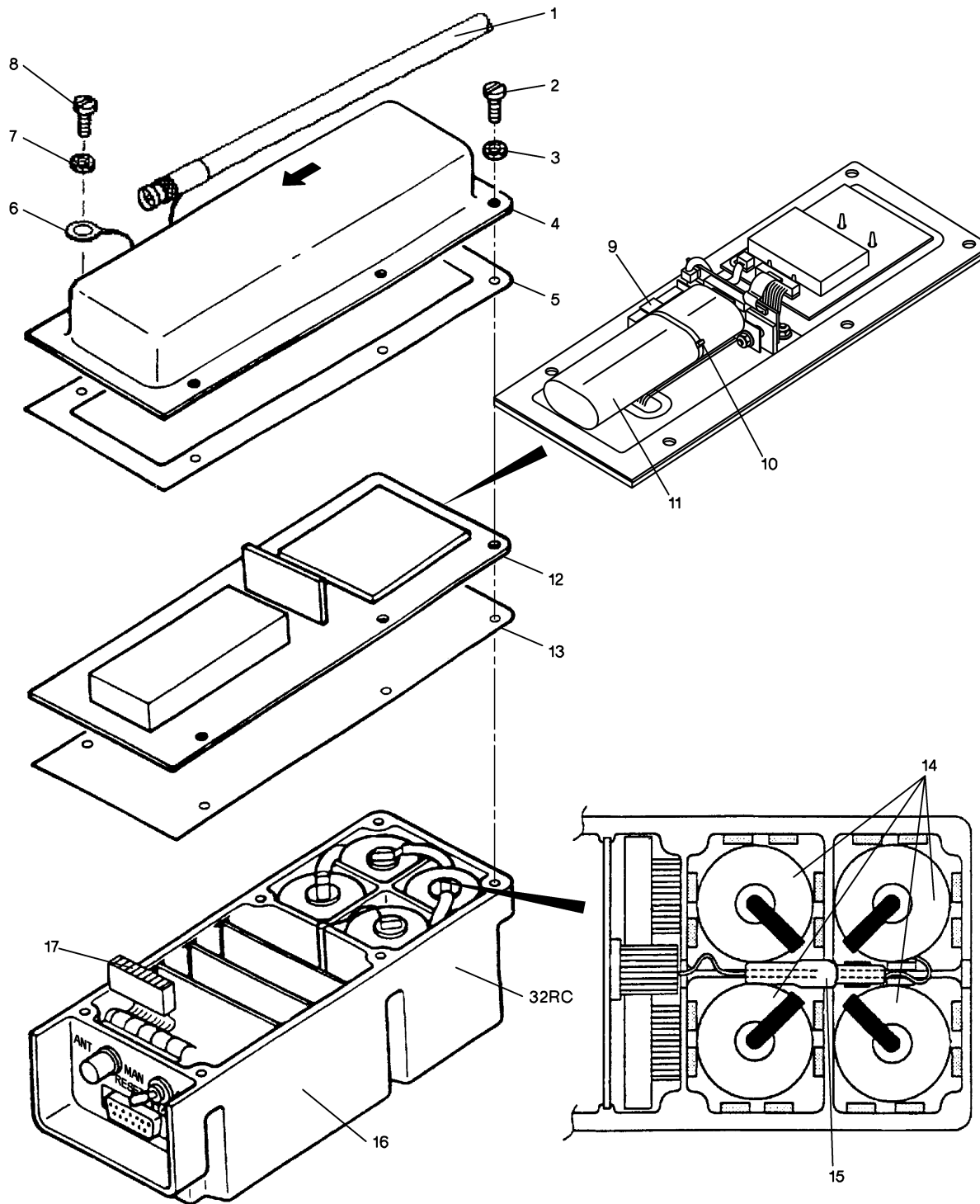


Figure 3: Replacement of Battery Packs of ELT

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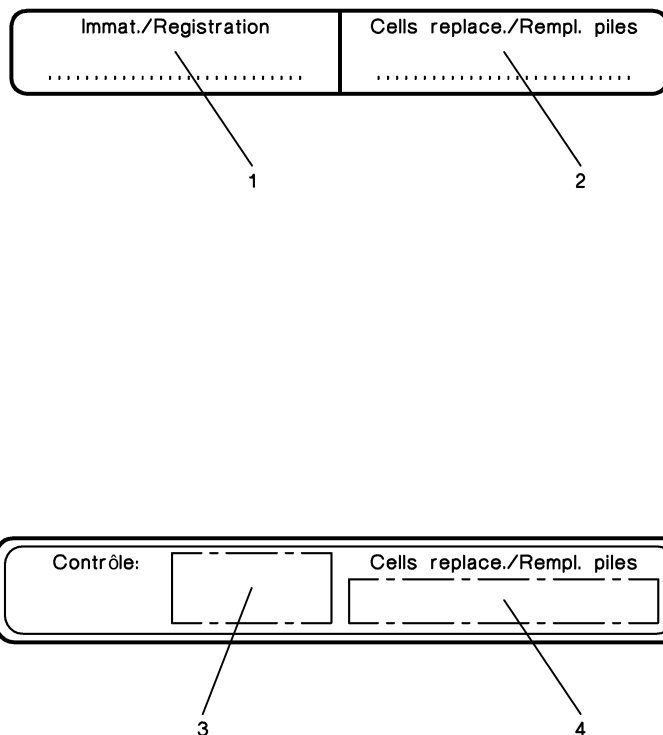


Figure 4: Validity Labels

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TASK 25-61-01-900-802 **REMOVAL / INSTALLATION OF THE EMERGENCY LOCATOR TRANSMITTER (ELT) ADT 406**

CAUTION: THE CRASH MODULE (1) MUST BE POSITIONED IN LINE WITH THE DIRECTION OF FLIGHT: THE "DIRECTION OF FLIGHT" INDICATED BY THE AIRCRAFT SYMBOL ON THE CRASH MODULE (1) MUST COINCIDE WITH THAT INDICATED BY THE AIRCRAFT SYMBOL ON THE LABEL (2). IF YOU REPLACE THE ELT (**32RC**), MAKE SURE THAT THE POSITION OF THE CRASH MODULE (1) OF THE NEW ELT IS CORRECT.

1. **OVERVIEW OF THE JOB**

Operation code: 25-61-01-900-802-01 ELT (**32RC**)

2. **LOGISTICS**

A. **References**

Reference	Designation
• 25-61-00-710-801	OPERATIONAL TEST OF THE EMERGENCY LOCATOR SYSTEM

B. **Tools and Ground Support Equipment**

Reference	Designation	Quantity
• F7XC202000008	TOOL BOX	

C. **Energy**

- ELECTRICAL

D. **Access**

Reference	Designation
• PAX	PASSENGER DOOR
• MSD	SERVICING COMPARTMENT DOOR

3. **PRELIMINARY STEPS**

Refer to **fig. 1**

CAUTION: IF THE EMERGENCY LOCATOR TRANSMITTER (ELT) IS ACTIVATED ACCIDENTALLY:

- SWITCH OFF THE ELT BY PULLING AND SETTING THE "ARMED/OFF/ON" SELECTOR SWITCH (10) TO "OFF", AND
- WARN THE SEARCH AND RESCUE SERVICES OR THE NEAREST GROUND CONTROL AUTHORITIES IMMEDIATELY.

A. Disengage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**).

B. Gain access to the mechanic's servicing compartment through door (**MSD**).

4. **REMOVAL OF EMERGENCY LOCATOR TRANSMITTER (ELT) (**32RC**)**

Refer to **fig. 2**

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A. In the mechanic's servicing compartment (**MSD**):

(1) On ELT (**32RC**):

- (a) Pull and set the "ARMED/OFF/ON" selector switch (10) to "OFF".
- (b) Disconnect the connector (4) of ELT antenna (**34RC**) from the "EXT. ANT." connector (13).
- (c) Disconnect the connector (5) of ELT control unit (**33RC**) from the "REMOTE CONTROL" connector (12).

CAUTION: THE CRASH MODULE (1) IS ATTACHED TO THE STRUCTURE BY A METAL CORD.
IF THE CORD IS NOT RELEASED, THE CRASH MODULE (1) CAN BE DAMAGED
WHEN THE ELT IS REMOVED.

- (2) Remove the screw (8) attaching the metal cord to the structure.
- (3) Remove the three attachment screws (6) from the base plate supporting ELT (**32RC**).
- (4) Remove the base plate / ELT (**32RC**) assembly.

B. Remove the four nuts (7) attaching ELT (**32RC**) to the base plate.

NOTE: Two nuts (7) on connectors side and two nuts (7) at the opposite end of ELT (**32RC**).

C. If necessary, unscrew the ELT back-up antenna (3).

NOTE: Remove the ELT back-up antenna (3) if ELT (**32RC**) is to be sent to an approved repair agent.

5. INSTALLATION OF EMERGENCY LOCATOR TRANSMITTER (32RC**)**

Refer to **fig. 2**

CAUTION: THE CRASH MODULE (1) MUST BE POSITIONED IN LINE WITH THE DIRECTION OF FLIGHT:
THE "DIRECTION OF FLIGHT" INDICATED BY THE AIRCRAFT SYMBOL ON THE CRASH
MODULE (1) MUST COINCIDE WITH THAT INDICATED BY THE AIRCRAFT SYMBOL ON THE
LABEL (2). IF YOU REPLACE THE ELT (**32RC**), MAKE SURE THAT THE POSITION OF THE
CRASH MODULE (1) OF THE NEW ELT IS CORRECT.

A. Check that the correct aircraft registration is written on the label stuck on the crash module (1).

- If it is not the correct registration, replace the crash module (1) with another one bearing the correct identification.

NOTE: The crash module (1) must correspond to the aircraft because it contains the aircraft identification code. The aircraft identification code is transmitted through the emergency signal.

B. Make sure that the contact surfaces are clean and free of corrosion.

C. On ELT (**32RC**), make sure that the connectors are in good condition:

- no foreign matter in the connectors,
- no pins bent,
- no corrosion on the connectors.

D. If the ELT back-up antenna (3) has been removed, perform the following steps:

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- (1) Make sure that the back-up antenna connector is in good condition:
 - no foreign matter in the antenna connector,
 - pin not bent,
 - no corrosion on the connector.
- (2) Screw the back-up antenna (3) on the "BACK UP ANT." connector (9).
- E. Position ELT (**32RC**) on the base plate (observing the original assembly) and secure it with the four attachment nuts (7).

NOTE: Two nuts (7) on connectors side and two nuts (7) at the opposite end of ELT (**32RC**).
- F. Install the ELT (**32RC**) / base plate assembly in the mechanic's servicing compartment (**MSD**).
- G. Check that the crash module (1) is positioned correctly, relative to the direction shown by the aircraft symbol on the label (2) stuck on the structure.
- H. If the crash module (1) is not positioned correctly, perform the following steps:
 - (1) Remove ELT (**32RC**) from the aircraft.
 - (2) Send ELT (**32RC**) to a repair shop to have the crash module (1) installed in the correct direction, complying with the aircraft configuration.
- I. Install the three attachment screws (6).
- J. Install the screw (8) attaching the metal cord of the crash module (1) to the structure.
- K. Connect the electrical connectors as follows:
 - (1) Make sure that the wiring insulating sleeves and the aircraft connectors are in good condition:
 - no foreign matter in the connectors,
 - no cracks on the wiring insulating sleeves,
 - no pins bent,
 - no corrosion on the connectors.
 - (2) Connect the connector (5) of ELT control unit (**33RC**) to the "REMOTE CONTROL" connector (12).
 - (3) Connect the connector (4) of ELT antenna (**34RC**) to the "EXT. ANT." connector (13).
 - (4) Make sure that the wiring insulating sleeves do not rub against the aircraft structure.
- L. Pull and set the "ARMED/OFF/ON" selector (10) switch to "ARMED".

6. **FINAL STEPS**

Refer to **fig. 1**

CAUTION: THE SELF-TEST OF ELT (**32RC**) MUST BE RUN DURING THE FIRST FIVE MINUTES OF AN HOUR (FOR EXAMPLE, BETWEEN 11.00 AND 11.05).

- A. Engage the "VOICE RECORDER" circuit breaker (**1RK**) on the RH circuit breaker panel (**10PP**).



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- B. Perform a test of ELT (**32RC**) (Refer to **TASK 25-61-00-710-801**, paragraph "Test of ELT ADT 406 (32RC) (A/C with SB F900EX-184)/ Self-test of ELT ADT 406 Connected to the Aircraft").

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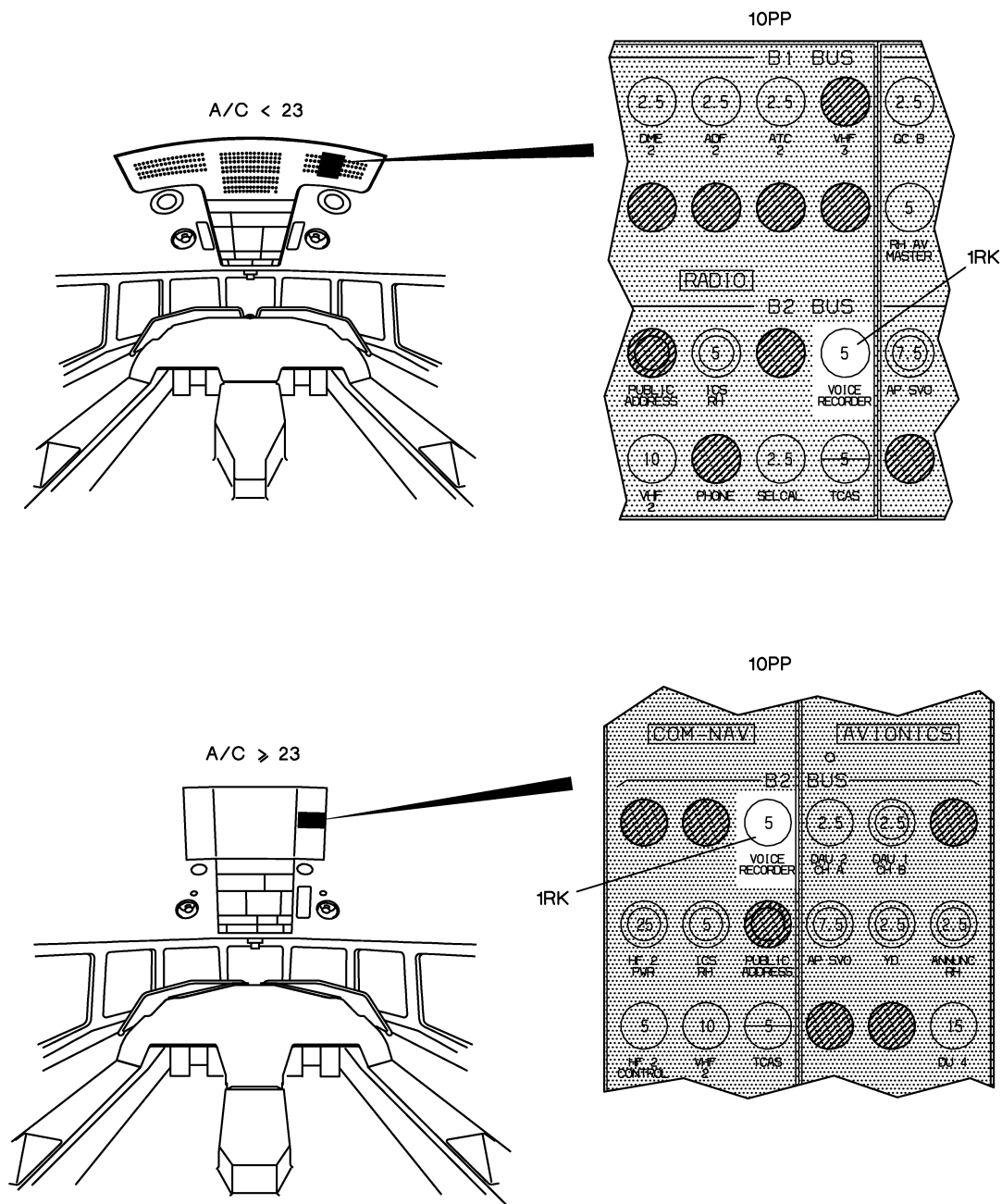


Figure 1: Location of Cockpit Controls

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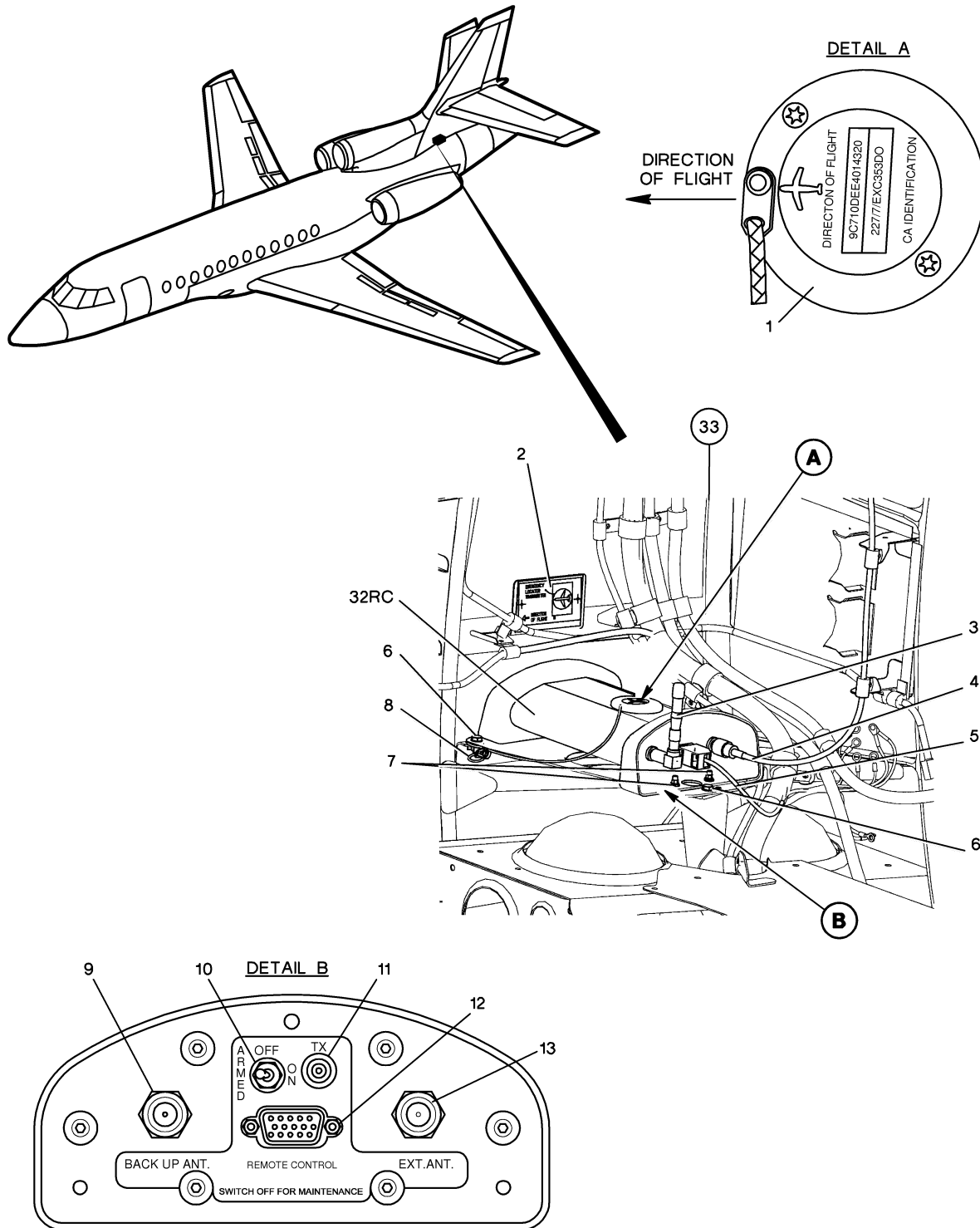


Figure 2: Removal/installation of Emergency Locator Transmitter ADT 406

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TASK 25-61-00-710-801 OPERATIONAL TEST OF THE EMERGENCY LOCATOR SYSTEM

1. OVERVIEW OF THE JOB

Operation code: 25-61-00-710-801-01 ELT (**32RC**)

NOTE: The 50-ohm dummy load must be capable to support a minimum power of 10 W. A 50-ohm coaxial cable with correct terminations (local procurement) may be necessary to connect the dummy load to BNC antenna connector of the emergency locator transmitter ELT (**32RC**).

2. LOGISTICS

A. References

Reference

- **24-00-00-860-801**
- **25-61-01-900-802**
- **25-61-01-900-803**
- **34-21-00-820-801**

Designation

ENERGIZATION / DE-ENERGIZATION OF THE AIRCRAFT
REMOVAL / INSTALLATION OF THE EMERGENCY LOCATOR
TRANSMITTER (ELT) ADT 406
REMOVAL / INSTALLATION OF THE ELT AND REPLACEMENT OF
THE ELT BATTERY PACKS (ELT 90 / 91 OR ELT 96 / 97)
IRS ALIGNMENT (A/C with M3691 (ELT ADT 406 with NAV interface))

B. Energy

- ELECTRICAL

C. Access

Reference

- **MSD**
- **PAX**

Designation

SERVICING COMPARTMENT DOOR
PASSENGER DOOR

D. Miscellaneous

- HEADSET (LOCAL PROCUREMENT)
- 50-OHM RF DUMMY LOAD (LOCAL PROCUREMENT) (QTY : SEE NOTE)

3. PRELIMINARY STEPS

CAUTION: WARN THE NEAREST GROUND CONTROL AUTHORITIES PRIOR TO ANY OPERATIONAL TEST OF THE EMERGENCY LOCATOR TRANSMITTER (ELT)

- Connect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Connection of the Electrical Ground Power Unit").
- (A/C with M3691 (ELT ADT 406 with NAV interface)) Make sure that the IRSs are aligned and aircraft position is initialized (Refer to **TASK 34-21-00-820-801**).

4. TESTS OF TWO-FREQUENCY EMERGENCY LOCATOR TRANSMITTER (ELT) 90/91 (**32RC**) (A/C WITH M 1876 OR M 2557 OR M 2618)

Refer to **fig. 1**, **fig. 2** and **fig. 3**

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CAUTION: DURING THE TEST, THE ELT TRANSMITS ON THE 121.5 MHZ FREQUENCY. CONSEQUENTLY, THE TEST MUST BE PERFORMED DURING THE FIRST FIVE MINUTES OF AN HOUR, AND THE NEAREST GROUND CONTROL AUTHORITIES MUST BE INFORMED PRIOR TO STARTING THE TEST OR ACCORDING TO YOUR COUNTRY REGULATIONS.

A. Test of ELT 90/91 Acceleration Contact

- (1) In the cockpit, on the RH circuit breaker panel (**10PP**), disengage the "VOICE RECORDER" circuit breaker (**1RK**).
- (2) In the mechanic's servicing compartment:
 - (a) Remove ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Removal of Emergency Locator Transmitter (ELT) (32RC)").

CAUTION: THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (6) MUST BE SET BACK TO "MAN RESET", THEN TO "OFF", WITHIN 10 SECONDS AFTER THE TEST.
 - (b) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 3) on ELT (**32RC**) to "AUTO".
 - (c) Shake ELT (**32RC**) to give it a longitudinal acceleration.
 - (d) Check that the LED (7-fig. 3) on ELT (**32RC**) illuminates.
 - (e) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 3) on ELT (**32RC**) to "MAN RESET", then to "OFF".

B. Visual Inspection of ELT (**32RC**) 90/91

- (1) Perform a visual inspection of ELT (**32RC**) as follows:
 - inspect all parts for abrasion, cracks and scratches,
 - inspect all sealing surfaces for indentations,
 - inspect the screw threads for damage,
 - inspect the condition of the electrical connector contacts.
- (2) Install ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Installation of ELT (32RC)").
- (3) In the cockpit, on the RH circuit breaker panel (**10PP**), engage the "VOICE RECORDER" circuit breaker (**1RK**).

C. Self-test of ELT 90/91 (**32RC**)

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) In the mechanic's servicing compartment, make sure that the "MAN RESET/OFF/AUTO" selector switch (6-fig. 3) on ELT (**32RC**) is set to "AUTO".
- (3) In the cockpit:
 - (a) Make sure that the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) is set to "AUTO".
 - (b) Connect the copilot headset to the copilot headset audio jack (**R5RL**).

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- (c) Enable VHF 2 reception by pressing and holding the "VHF2" pushbutton (1-fig. 2) on the copilot Intercom Control System (ICS) (**R2RL**).
- (d) On the copilot Radio Tuning Unit (RTU) (**R12RC**):
 - Turn the "BRT" knob (2-fig. 2) away from "OFF".
 - Select a frequency of 121.5 MHz on "COM1" channel by pressing and holding the key (3-fig. 2) and rotating the knob (4-fig. 2).
- (e) Adjust the sound level by rotating the "VOL" knob (5-fig. 2) on copilot ICS (**R2RL**).
 - 1 Check that no characteristic audio signal is heard in the copilot headset.
 - 2 Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) is extinguished.

CAUTION: AFTER BEING SET TO "MAN", THE "MAN/AUTO" SELECTOR SWITCH MUST BE SET BACK TO "AUTO" WITHIN 10 SECONDS.
- (f) Set the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) to "MAN".
 - 1 Check that a characteristic audio signal is heard in the copilot headset.
 - 2 Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) illuminates.
- (g) Set the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) to "AUTO".
 - 1 Check that the characteristic audio signal is no longer heard in the copilot headset.
 - 2 Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) is no longer illuminated.
- (h) Disconnect the copilot headset from the copilot headset audio jack (**R5RL**).
- (i) Disable VHF 2 reception by pressing and holding the "VHF2" pushbutton (1-fig. 2) on copilot ICS (**R2RL**).
- (j) Switch off copilot RTU (**R12RC**) by turning the "BRT" knob (2-fig. 2) to "OFF".
- (4) De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "De-energization with the Electrical Ground Power Unit").

5. TESTS OF THREE-FREQUENCY ELT 96/97 (**32RC**) (A/C WITH M 2934 OR M 2935 OR SB 90)

Refer to **fig. 1**, **fig. 2** and **fig. 3**

A. Test of ELT 96/97 Acceleration Contact

- (1) In the cockpit, on the RH circuit breaker panel (**10PP**), disengage the "VOICE RECORDER" circuit breaker (**1RK**) (**fig. 1**).
- (2) In the mechanic's servicing compartment, remove ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Removal of Emergency Locator Transmitter (ELT) (32RC)").
- (3) On ELT (**32RC**), connect a 50-ohm dummy load to the ELT antenna connector ("ANT") (**fig. 3**, detail A); if necessary, use a 50-ohm coaxial cable.
- (4) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 4) on ELT (**32RC**) to "AUTO" (**fig. 3**, detail A).

CAUTION: THE "MAN RESET/OFF/AUTO" SELECTOR SWITCH (6-FIG. 4) MUST BE SET BACK TO "MAN RESET", THEN TO "OFF", WITHIN 10 SECONDS AFTER THE START OF

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ELT ACTIVATION. THIS IS TO PREVENT THE ELT BATTERIES FROM DISCHARGING.

- (5) Shake ELT (**32RC**) to give it a longitudinal acceleration.
- (6) Check that the LED (7-fig. 4) on ELT (**32RC**) illuminates (**fig. 3**, detail A).
- (7) Set the "MAN RESET/OFF/AUTO" selector switch (6-fig. 4) on ELT (**32RC**) to "MAN RESET", then to "OFF".
- (8) Disconnect the dummy load (and the coaxial cable, if installed) from the ELT antenna connector ("ANT").

B. Visual Inspection on ELT 96/97

- (1) Perform a visual inspection on ELT (**32RC**) as follows:
 - inspect all parts for abrasion, cracks and scratches,
 - inspect all sealing surfaces for indentations,
 - inspect the screw threads for damage,
 - inspect the condition of the electrical connector contacts.
- (2) Install ELT (**32RC**) ((Refer to **TASK 25-61-01-900-803**), paragraph "Installation of ELT (32RC)").
- (3) In the cockpit, on the RH circuit breaker panel (**10PP**), engage the "VOICE RECORDER" circuit breaker (**1RK**).

C. Self-test of ELT 96/97 (**32RC**)

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) In the mechanic's servicing compartment, make sure that the "MAN RESET/OFF/AUTO" selector switch (6-fig. 4) on ELT (**32RC**) is set to "AUTO".
- (3) In the cockpit:
 - (a) Make sure that the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) is set to "AUTO".
 - (b) Press and release the "AUTO TEST/RESET" pushbutton (**550RB**) on ELT control panel (**33RC**).
 - (c) Check that the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) illuminates for approximately 2 seconds and then extinguishes.
 NOTE 1: Simultaneously, an audio signal (from buzzer (**552RB**) located inside ELT control panel (**33RC**)) can be heard for the same time.
 NOTE 2: In some cases, the red "XMIT ALERT" light may be illuminated briefly once, 10 s (or 15 s) approximately after extinguishing, without meaning bad condition of the ELT.
 - (d) If the red "XMIT ALERT" indicator light (**551RB**) flashes for approximately 10 seconds after the 2 seconds illumination, or does not illuminate at all, the self-test has failed.

The causes of the test failure can be the following:

- 1 Excessive passivation of the batteries:
 - run three consecutive self-test sequences: make sure that the third self-test is passed.
 - if the self-test is still failed, replace the batteries (Refer to **TASK 25-61-01-900-803**).

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- 2 Low battery voltage:
 - if the transmitter battery pack voltage is less than 14 V, replace the transmitter battery pack and the crash sensor battery pack (Refer to [TASK 25-61-01-900-803](#)).
 - if the crash sensor battery pack voltage is less than 7 V, replace the crash sensor battery pack and the transmitter battery pack (Refer to [TASK 25-61-01-900-803](#)).
- 3 Incorrect operation of ELT:
 - return ELT ([32RC](#)) to an approved repair agent.
- 4 If ELT operation is correct, contact the manufacturer or perform a troubleshooting of the installation: especially, check the Standing Wave Ratio (SWR) on the coaxial cable connected to the antenna (a too high SWR generates excessive reflected power).

NOTE: The ELT self-test checks the SWR at a frequency of 406 MHz. The SWR measured at frequencies of 243 MHz and 406 MHz should be less than or equal to 3, and the SWR measured at a frequency of 121.5 MHz should be less than or equal to 3.5.

- (4) De-energize the aircraft systems (Refer to [TASK 24-00-00-860-801](#), paragraph "De-energization with the Electrical Ground Power Unit").

6. TESTS OF ELT ADT 406 ([32RC](#)) (A/C WITH SB 184)

Refer to [fig. 1](#), [fig. 2](#) and [fig. 4](#)

CAUTION: DURING THE TEST, THE ELT TRANSMITS ON THE 121.5 MHZ FREQUENCY. CONSEQUENTLY, THE TEST MUST BE PERFORMED DURING THE FIRST FIVE MINUTES OF AN HOUR, AND THE NEAREST GROUND CONTROL AUTHORITIES MUST BE INFORMED PRIOR TO STARTING THE TEST OR ACCORDING TO YOUR COUNTRY REGULATIONS.

A. Self-test of ELT ADT 406 ([32RC](#)), not connected to the Aircraft

- (1) In the cockpit, on the RH circuit breaker panel ([10PP](#)), disengage the "VOICE RECORDER" circuit breaker ([1RK](#)).
- (2) In the mechanic's servicing compartment:
 - (a) Remove ELT ([32RC](#)) ((Refer to [TASK 25-61-01-900-802](#)), paragraph "Removal of Emergency Locator Transmitter (ELT) ([32RC](#))") without removing the crash module (8-fig. 4) from the ELT.

CAUTION: THE "ARMED/OFF/ON" SELECTOR SWITCH ON ELT ([32RC](#)) MUST BE SET TO "OFF" OR TO "ARMED" WITHIN 30 SECONDS AFTER THE TEST REPORT IN ORDER NOT TO TRANSMIT AN ACTUAL EMERGENCY SIGNAL. THE SELF-TEST MUST NOT BE STOPPED BEFORE THE END OF THE REPORT. IF THE SELF-TEST IS INTERRUPTED BEFORE THE END OF THE REPORT, THE RED "TX" LIGHT ON ELT ([32RC](#)) WILL BE ACTIVATED AND A WARNING TONE (FROM ELT ([32RC](#))) WILL BE HEARD ON CONNECTION OF THE ELT ([32RC](#)) TO THE AIRCRAFT.

- (b) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT ([32RC](#)) to "ON".
- (c) Three seconds after the red "TX" light (7-fig. 4) has flashed twice (and the two warning tones have been simultaneously heard), check that:

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- 1 The red "TX" light (7-fig. 4) illuminates steady and the warning tone can be heard for approximately 6 seconds,
- 2 The red "TX" light (7-fig. 4) then flashes at 1 Hz (0.5 s on, 0.5 s off) for 10 seconds: that is symptomatic of an external antenna connection failure, because no antenna is connected to ELT (**32RC**).

NOTE: The test is passed if the red "TX" light (7-fig. 4) illuminates steady for 10 seconds. If the red "TX" light (7-fig. 4) flashes for 10 seconds, the test is failed.

The flashing frequency indicates the cause of the failure:

- 4 Hz (0.125 s on, 0.125 s off): failure of the ELT controller (software); return ELT (**32RC**) to an approved repair agent.
- 2 Hz (0.25 s on, 0.25 s off): failure of the ELT power supply (UHF and/or VHF); return ELT (**32RC**) to an approved repair agent.
- 1 Hz (0.5 s on, 0.5 s off): failure of the external antenna connection or loss of the aircraft identification code. In this case, proceed as follows:
 - to check the aircraft identification code, return ELT (**32RC**) to an approved repair agent.
 - if ELT (**32RC**) operation is correct, the external antenna connection can be failed. Contact the manufacturer or perform a troubleshooting of the installation: especially, check the Standing Wave Ratio (SWR) on the coaxial cable connected to the antenna (a too high SWR generates excessive reflected power).

NOTE: The ELT self-test checks the SWR at a frequency of 406 MHz. The SWR measured at frequencies of 243 MHz and 406 MHz should be less than or equal to 3, and the SWR measured at a frequency of 121.5 MHz should be less than or equal to 3.5.

- (d) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) to "OFF".

B. Test of ELT ADT 406 Crash Module

CAUTION: THE "ARMED/OFF/ON" SELECTOR SWITCH (6-FIG. 4) ON ELT (**32RC**) MUST BE SET BACK TO "OFF" WITHIN 30 SECONDS AFTER THE START OF ELT ACTIVATION.

- (1) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) to "ARMED".
- (2) Shake ELT (**32RC**) to give it an acceleration in the direction shown by the "DIRECTION OF FLIGHT" indication (DETAIL A).
 - (a) Check that the red "TX" light (7-fig. 4) flashes at 0.5 Hz (1.75 s on, 0.25 s off) and that a warning tone (from ELT (**32RC**)) can be heard.
- (3) Set the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) to "OFF" within 30 seconds.

C. Visual Inspection of ELT ADT 406 (**32RC**)

- (1) Perform a visual inspection of ELT (**32RC**) as follows:
 - inspect all parts for abrasion, cracks and scratches,
 - inspect all sealing surfaces for indentations,
 - inspect the screw threads for damage,
 - inspect the condition of the electrical connector contacts.

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- (2) Install ELT (**32RC**) ((Refer to **TASK 25-61-01-900-802**), paragraph "Installation of ELT (32RC)").
- (3) In the cockpit, on the RH circuit breaker panel (**10PP**), engage the "VOICE RECORDER" circuit breaker (**1RK**).

D. Self-test of ELT ADT 406, connected to the Aircraft

Refer to **fig. 5**

- (1) Energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").
- (2) In the mechanic's servicing compartment, make sure that the "ARMED/OFF/ON" selector switch (6-fig. 4) on ELT (**32RC**) is set to "ARMED".
- (3) Launch the ELT self test from the ELT control unit (**33RC**) as follow:

- (a) Set the "MAN/AUTO" selector switch (**549RB**) on ELT control panel (**33RC**) to "AUTO".
- (b) Press and hold the "AUTO TEST/RESET" pushbutton (**550RB**) on ELT control panel (**33RC**) until the red "XMIT ALERT" light (**551RB**) on ELT control panel (**33RC**) flashes twice.

NOTE: Simultaneously, an audio signal (from buzzer (**552RB**) located inside ELT control panel (**33RC**) can be heard twice.

- (4) Wait approximately 6 s (9 s if NAV interface unit is installed) while ELT self test is in progress.

NOTE: The red "XMIT ALERT" light (**551RB**) extinguishes and the buzzer stops while the self test is in progress.

- (5) Check the ELT self test report displayed during 10 s:
 - (a) The red "XMIT ALERT" light (**551RB**) illuminates steady for 10 s. This indicates that the test is passed.
 - (b) If the red "XMIT ALERT" light (**551RB**) flashes for 10 s, the test is failed.

NOTE: The flashing frequency indicates the cause of the failure:

- 4 Hz (0.125 s on, 0.125 s off): failure of the ELT controller (software),
- 2 Hz (0.25 s on, 0.25 s off): failure of the ELT power supply (UHF and/or VHF),
- 1 Hz (0.5 s on, 0.5 s off): failure of the external antenna connection or loss of the aircraft identification code.
 - to check the aircraft identification code, return ELT (**32RC**) to an approved repair agent.
 - if ELT (**32RC**) operation is correct, the external antenna connection can be failed. Contact the manufacturer or perform a troubleshooting of the installation: especially, check the Standing Wave Ratio (SWR) on the coaxial cable connected to the antenna (a too high SWR generates excessive reflected power).

NOTE: The ELT self-test checks the SWR at a frequency of 406 MHz. The SWR measured at frequencies of 243 MHz and 406 MHz should be less than or equal to 3, and the SWR measured at a frequency of 121.5 MHz should be less than or equal to 3.5.

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(6) (A/C with M3691 (ELT ADT 406 with NAV interface)) Check the self-test report of the NAV interface unit displayed during 10 s:

- (a) The red "XMIT ALERT" light (**551RB**) remains extinguished. This indicates that the NAV interface unit self-test is passed.
- (b) If the red "XMIT ALERT" light (**551RB**) flashes during the additional 10 s, the NAV interface self-test is failed.

NOTE: The flashing frequency indicates the cause of the failure:

- 2 Hz (0.25 s on, 0.25 s off): the NAV interface unit is active but the IRS position label is missing or not valid,
- 4 Hz (0.125 s on, 0.125 s off): the NAV interface unit is not active or not installed.

E. De-energize the aircraft systems (Refer to **TASK 24-00-00-860-801**, paragraph "Energization with the Electrical Ground Power Unit").

7. FINAL STEPS

A. Disconnect the electrical ground power unit (Refer to **TASK 24-00-00-860-801**, paragraph "Disconnection of the Electrical Ground Power Unit").

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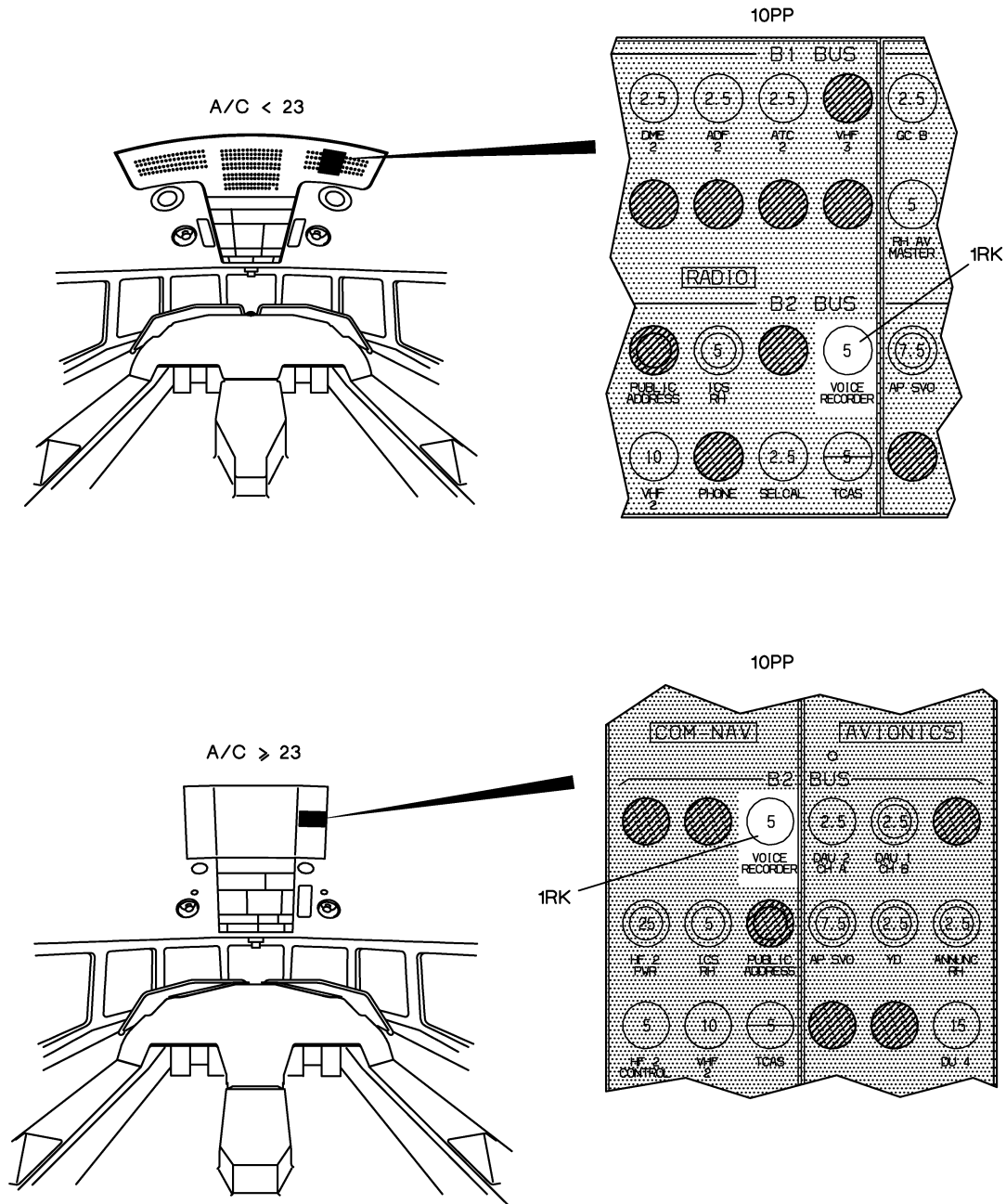


Figure 1: LOCATION OF COCKPIT CONTROLS

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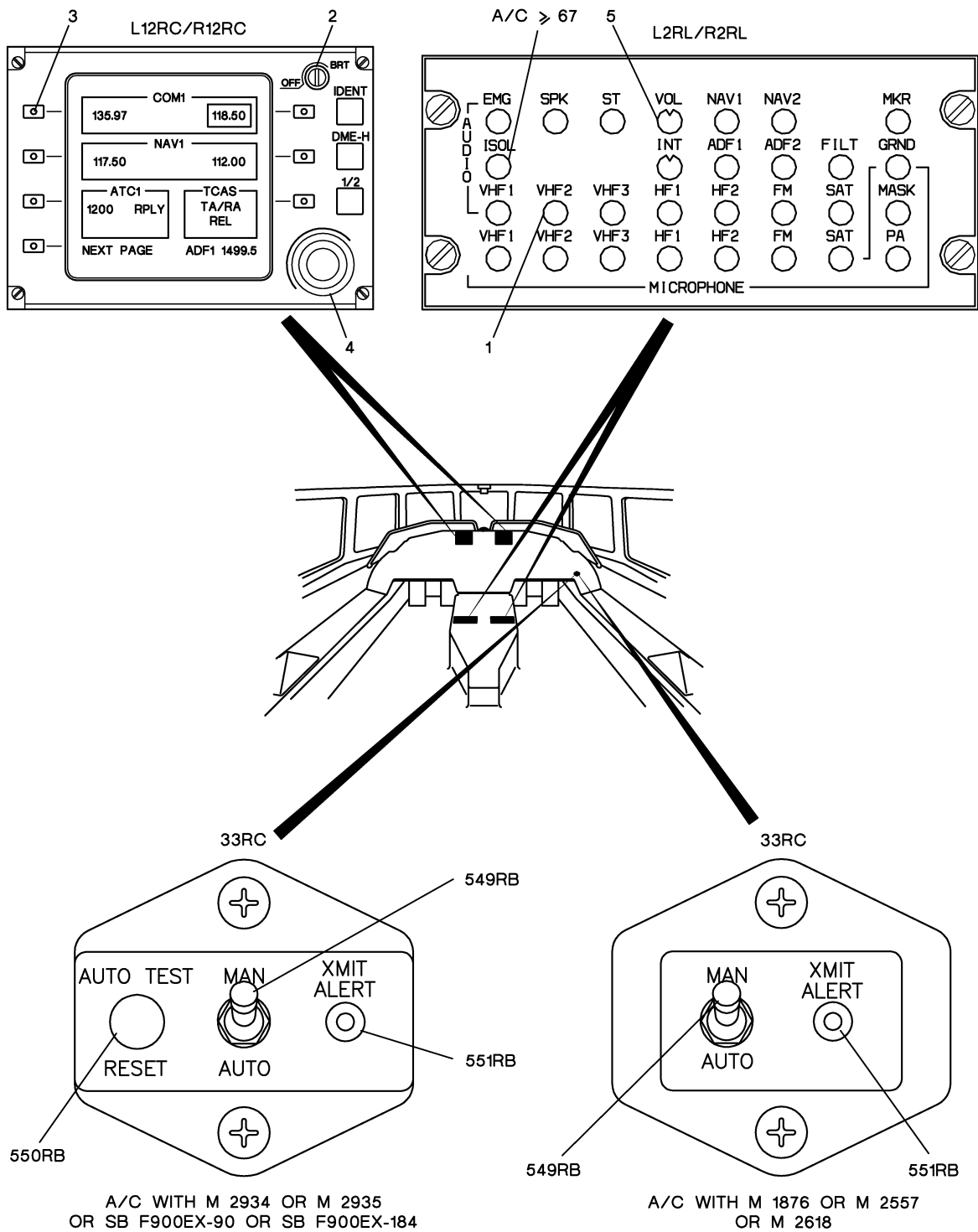


Figure 2: LOCATION OF COCKPIT CONTROLS

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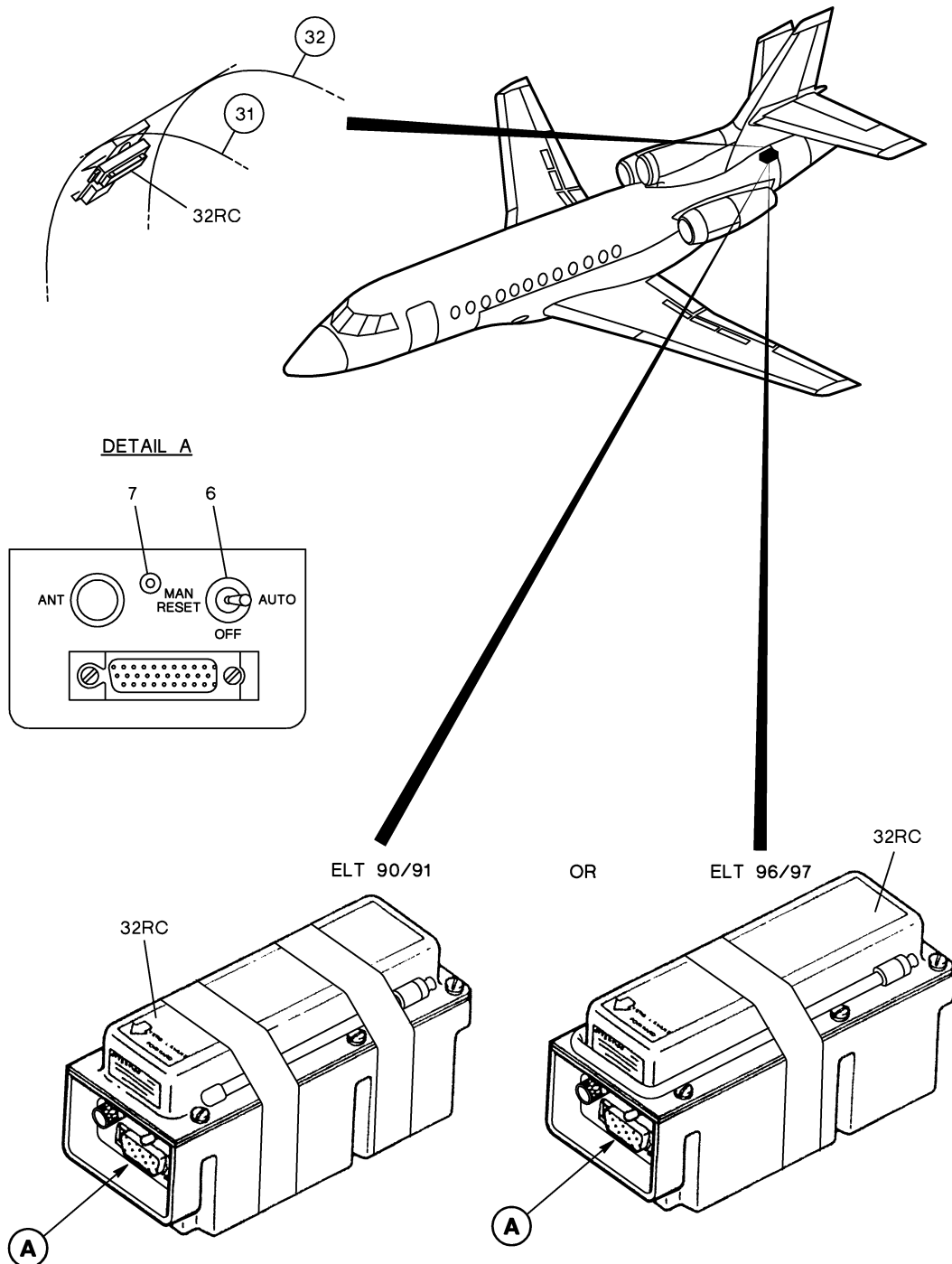


Figure 3: LOCATION OF EQUIPMENT FOR ELT 90/91 AND ELT 96/97 (A/C WITHOUT SB 184)

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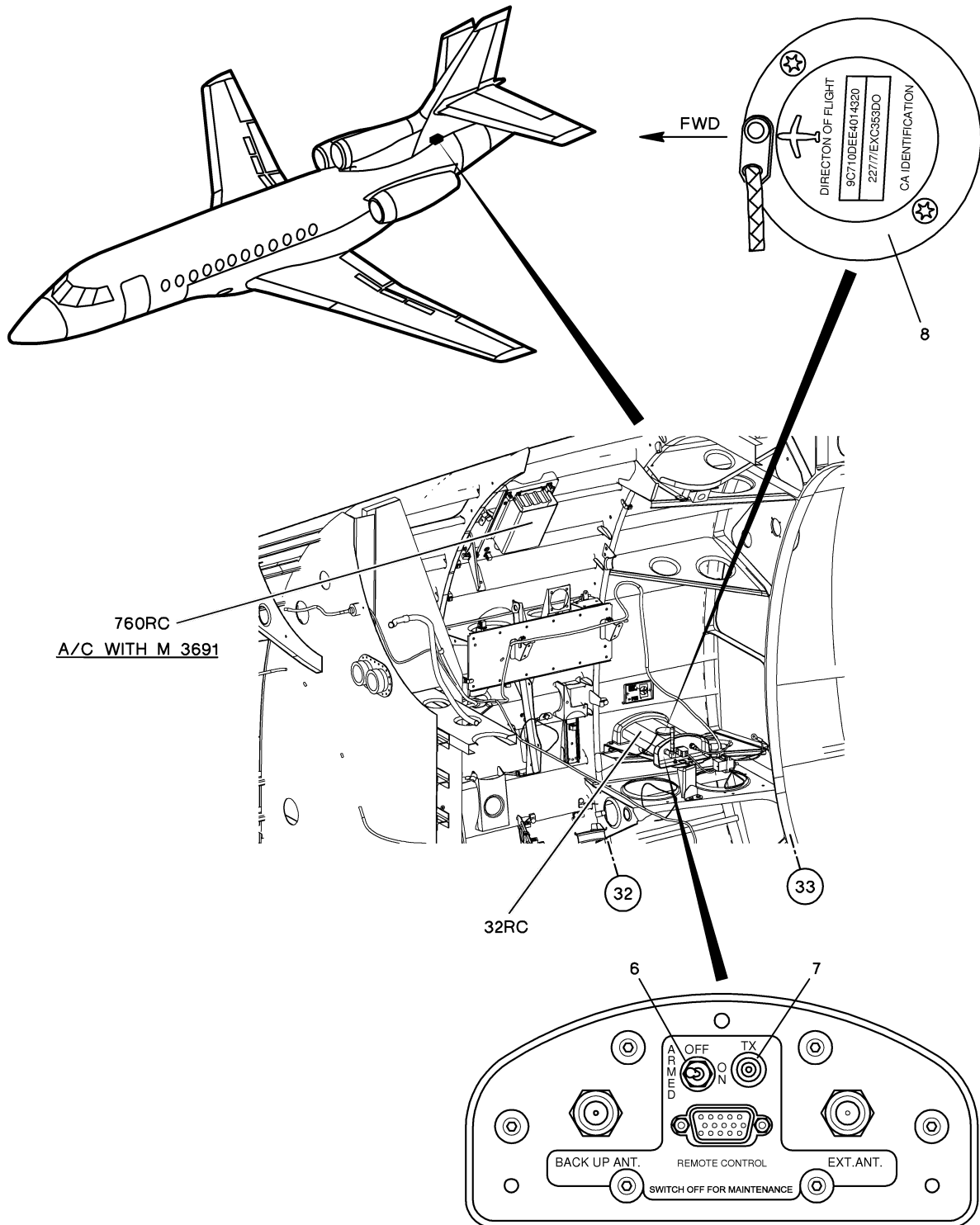


Figure 4: LOCATION OF EQUIPMENT FOR ELT ADT 406 (A/C WITH SB 184)

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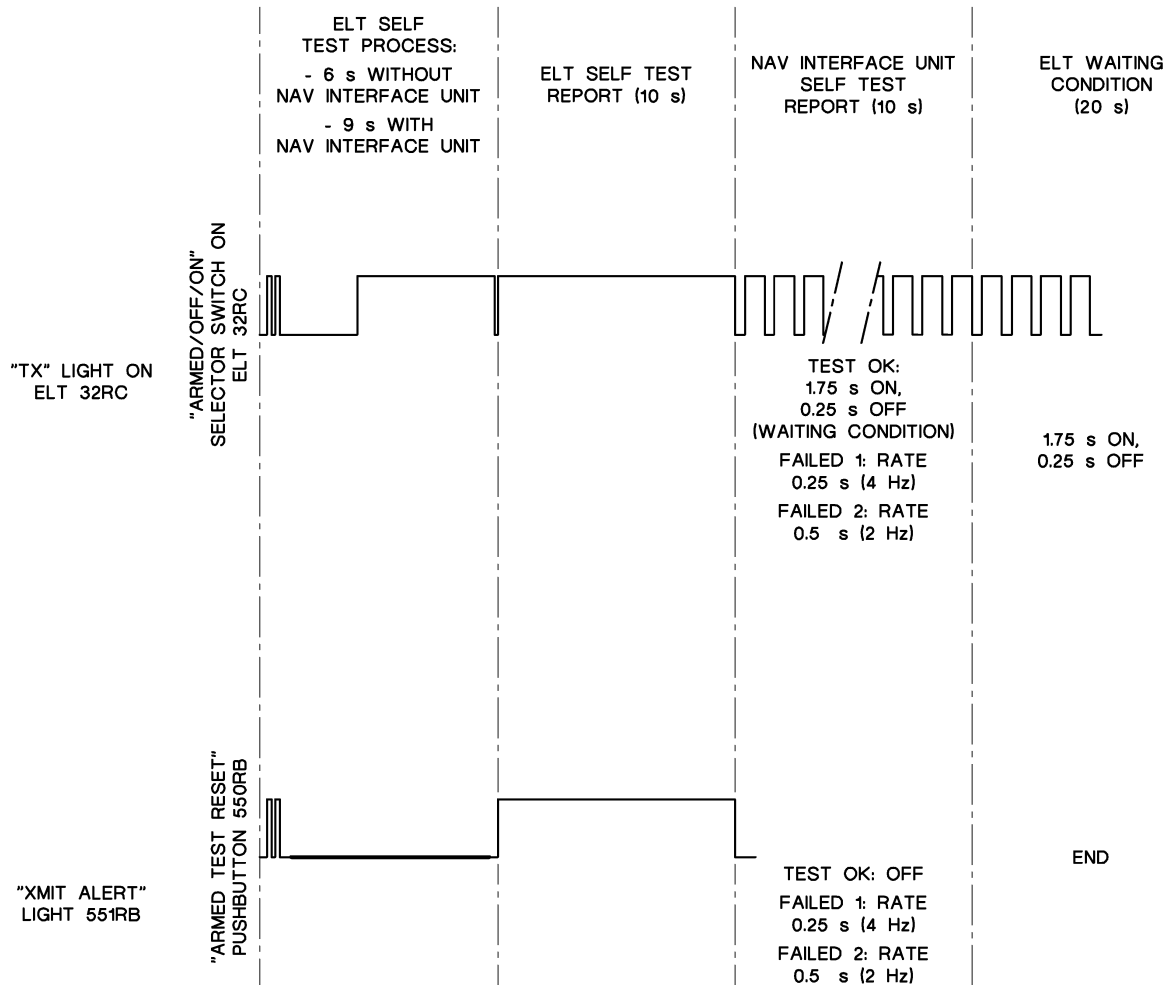


Figure 5: ELT SELF TEST TIMING DIAGRAMS

FALCON 900EX EASY AIRCRAFT MAINTENANCE MANUAL

TASK 25-61-13-960-801 DISCARD OF THE ELT BATTERY PACKS

1. OVERVIEW OF THE JOB

Operation code: 25-61-13-960-801-01 ELT (**32RC**)

This task consists of the replacement of the internal battery packs of the Emergency Locator Transmitter (ELT) with new ones.

- ELT ADT 406 (**32RC**):
 - For the removal/installation of the ELT (Refer to **TASK 25-61-01-900-802**).
 - The replacement of the ELT battery packs must be performed by an authorized Repair Agent ,
- ELT 90 / 91 or ELT 96 / 97 (**32RB**):
 - For the removal/installation of the ELT (Refer to **TASK 25-61-01-900-803**),
 - For the replacement of the ELT battery packs (Refer to **TASK 25-61-01-900-803**).

2. LOGISTICS

A. References

Reference

- **25-61-01-900-802**
- **25-61-01-900-803**

Designation

REMOVAL / INSTALLATION OF THE EMERGENCY LOCATOR
TRANSMITTER (ELT) ADT 406
REMOVAL / INSTALLATION OF THE ELT AND REPLACEMENT OF
THE ELT BATTERY PACKS (ELT 90 / 91 OR ELT 96 / 97)