

**Comparison: Cabin/Cockpit ELTs v. Aft Mounted ELTs**

This table refers only to Emergency Beacon Corporation ELTs

	CABIN MOUNT	AFT MOUNT
ELT type	P/AP	AF/AP
Accessible in emergency?	Easy	Difficult but possible
Portability	Easy	Difficult but possible
Crash survivability	In TSO-C91a ELTs – to 1000Gs In TSO-C126 ELTs - to 500G's	To 500 G's in both
Antenna	Integral in TSO-C91a ELTs; External in TSO-126 ELTs; 406 ELTs have auxiliary antenna	External only 406 ELTs have auxiliary antenna
Cabling	None in TSO-C91a ELTs Only to antenna in TSO-C126 ELTs	To antenna AND remote control panel
Remote Control Monitor	None	Yes
SARSAT compatible	Yes	Yes
ELT alert	TSO-C91a ELTs – only audible alert; TSO-126 ELTs – has both audible and visual alert	Yes – both audible and visual
Frequencies	TSO-C91 ELTs – 121.5 and 243.0 MHz; TSO-C126 ELTs – 121.5 and 406.028 MHz	TSO-C126 ELTs – 121.5 and 406.028 MHz
Cost – initial	Moderate	High
Cost – installation	Moderate	High

**Summary:**

Aft mounted ELTs are designed to be installed inside the tail of the aircraft. Cabling runs from the ELT to both the antenna on top of the craft and the remote monitor which is installed in the panel. Installation needs include installing the mounting bracket, running the cabling for the antenna, installing the antenna, finding panel space, cutting a hole in the panel if necessary, running the cable for the remote monitor, attaching all the parts and testing. All these parts and procedures must be inventoried maintained and documented. In the field the ELT is often difficult to remove in case of an emergency. Maintenance costs are usually higher because of the difficulties in accessing the ELT and inspecting all the component parts.

Cabin mounted ELTs are designed to be installed within reach of the pilot. TSO-C91a ELTs have an integral antenna which radiates through the windows of the aircraft. In case of an emergency they are instantly accessible. Because of the nature of the 406MHz signal ELTs made under TSO-C126 must have an external antenna but, as they are within reach, they do not need a remote panel monitor. In case of an emergency the external antenna can be quickly detached and the auxiliary 'survival' antenna attached after the pilot leaves the aircraft. Installation involves drilling three holes for the bracket in a suitable place, securing the bracket, installing the antenna cable and installing the antenna. That is it. Maintenance is easy because of the accessibility of all parts.