

Advisory Circular

GUIDANCE ON INSTRUMENT AND EQUIPMENT REQUIREMENTS IN ANR-91

GENERAL	1
PURPOSE	1
APPLICABILITY	1
RELATED REGULATIONS	1
RELATED ADVISORY CIRCULARS	1
CANCELLATION	1
EFFECTIVE DATE	1
OTHER REFERENCES	1
GUIDANCE 91REG84 GUIDANCE FOR REGULATION 84 OF ANR-91 – MEDICAL AND EMERGENCY EQUIPMENT	2
GUIDANCE 91REG85 GUIDANCE FOR REGULATION 85 OF ANR-91 – EMERGENCY LOCATOR TRANSMITTER (ELT)	2

GENERAL

Advisory Circulars (ACs) are issued by the Director-General of Civil Aviation (DGCA) from time to time to provide practical guidance or certainty in respect of the statutory requirements for aviation safety. ACs contain information about standards, practices and procedures acceptable to CAAS. An AC may be used, in accordance with section 3C of the Air Navigation Act (Cap. 6) (ANA), to demonstrate compliance with a statutory requirement. The revision number of the AC is indicated in parenthesis in the suffix of the AC number.

PURPOSE

This AC provides guidance to demonstrate compliance with, and information related to, the instrument and equipment requirements in ANR-91.

APPLICABILITY

This AC is applicable for the operator operating in accordance with ANR-91.

RELATED REGULATIONS

This AC relates specifically to Division 6 in Part 2 of ANR-91.

RELATED ADVISORY CIRCULARS

- AC 91-6-2 Halon Replacement for Fire Extinguishing Agents

CANCELLATION

This AC the first AC issued on the subject.

EFFECTIVE DATE

This AC is effective from 1 October 2018.

OTHER REFERENCES

Nil.

GUIDANCE 91REG84**GUIDANCE FOR REGULATION 84 OF ANR-91 – MEDICAL AND EMERGENCY EQUIPMENT**

- 1 In relation to Regulation 84(4) of ANR-91, the operator may refer to the following for guidance on a suitable fire extinguishing agent to replace Halon.
 - AC 91-6-2 Halon Replacement for Fire Extinguishing Agents

GUIDANCE 91REG85**GUIDANCE FOR REGULATION 85 OF ANR-91 – EMERGENCY LOCATOR TRANSMITTER (ELT)**

- 1 Regulation 85(1) of ANR-91 requires that the ELT to be installed on a Singapore-registered aircraft be capable of transmitting in both 121.5 MHz and 406 MHz. The specifications, technical characteristics and operational performance of the ELTs transmitting at the respective frequencies are found in the following documents:
 - (a) 121.5MHz – Radio Technical Commission for Aeronautics (RTCA) Document DO-183 and European Organisation for Civil Aviation Electronics (EUROCAE) Document ED.62; and
 - (b) 406MHz – RTCA Document DO-204A and EUROCAE Document ED.62
- 2 As required in Regulation 85(2) of ANR-91, an operator is to register an ELT that is installed on its aircraft and is transmitting on 406 MHz with the agency responsible for the aircraft register. In the case of a Singapore-registered aircraft, the operator will need to register the ELT with CAAS.
- 3 Information on the submission of ELT registration and/or change(s) to ELT registration details can be found on the CAAS web site (<https://www.caas.gov.sg/about-caas/areas-of-responsibility/contingency-planning-crisis-management/search-rescue>).
- 4 The operator will need to provide the following information to CAAS when registering an ELT –
 - (a) Transmitter identification (expressed in the form of an alphanumeric code of 15 hexadecimal characters);
 - (b) Transmitter manufacturer, model and, when available, manufacturer’s serial number;
 - (c) COSPAS-SARSAT type approval number;
 - (d) Name, address (postal and email) and emergency telephone number of the owner and operator;
 - (e) Name, address (postal and email) and telephone number of other emergency contacts (two, if possible) to whom the owner or the operator is known;
 - (f) Aircraft manufacturer and type; and
 - (g) Colour of the aircraft.
- 5 The operator should also update CAAS when there is any change to ELT registration details, such as aircraft registration, ELT replacement or change in battery expiry dates. The operator should also update CAAS when the aircraft has been deregistered.
- 6 When an ELT is to be tested (such as during maintenance), the operator should inform CAAS at least 3 working days in advance. This is to prevent false-alarm and avoid unnecessary deployment of Search and Rescue resources, as every distress alert received by CAAS will be treated as real, unless otherwise informed.