3333 Unity Drive
Mississauga, Ontario
Canada L5L 3S6

Honeywell

RESCU 406 EMERGENCY LOCATOR TRANSMITTER

CODING WORKSHEETS

PURPOSE

An Emergency Locator Transmitter (ELT) must be programmed with a unique identification code to be transmitted in an emergency. An ELT cannot be shipped without a code, and the code must be defined by the customer. Honeywell cannot make any guesses or assumptions on your behalf.

These worksheets are to help you in providing Honeywell with the data required to program your ELT.

NOTE: Honeywell will only use this information to program your ELT. Honeywell will not register your ELT with your local authority or database. It is your responsibility to do so upon receiving the ELT from Honeywell.

INSTRUCTIONS

1. Complete the Coding Worksheet that is applicable to the ELT product that is being ordered (as a Spare or Production order) or returned (for Repair/Recoding).

   Look for the T1 symbols for help. They correspond to Tips found in Appendix A.

2. Complete one Coding Worksheet for each unit being ordered or returned.

3. Upload the file at www.myaerospace.com under ***LEARN→Our Products→Emergency Locator Transmitters***.

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Coding Worksheet #1

PN 1153426-1, 1153532, 1153534, 1153536, 1153538

RESCU 406SE Survival ELT (Portable)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

(complete one column only…) T1

Serialized Aviation User Protocol T3	**Serial Number Protocol**	**Aircraft Operator Designator & SN Protocol**	**Aircraft Nationality & Registration Marking Protocol**	**24-bit Aircraft Address Protocol**
◯	◯	◯	◯	◯
	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
	Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
		Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*	ELT Number: *(mandatory)* T8 – _____	ELT Number: *(mandatory)* T8 – _____
1153538-1	**1153426-1Mxxx**	**1153532-1Mxxx**	**1153534-1Mxxx**	**1153536-1Mxxx**

(Coding results in the above PN, where 'xxx' represents the chosen Country code)

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #2

PN 1153426-1M900

RESCU 406SE Survival ELT (Portable)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

(complete one column only…) T1

Serialized Aviation User Protocol T3	**Serial Number Protocol**	**Aircraft Operator Designator & SN Protocol**	**Aircraft Nationality & Registration Marking Protocol**	**24-bit Aircraft Address Protocol**
◯	◯	◯	◯	◯
	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
	Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
		Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*	ELT Number: *(mandatory)* T8 – _____	ELT Number: *(mandatory)* T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #3

PN 1151324, 1152890, 1152892, 1153046

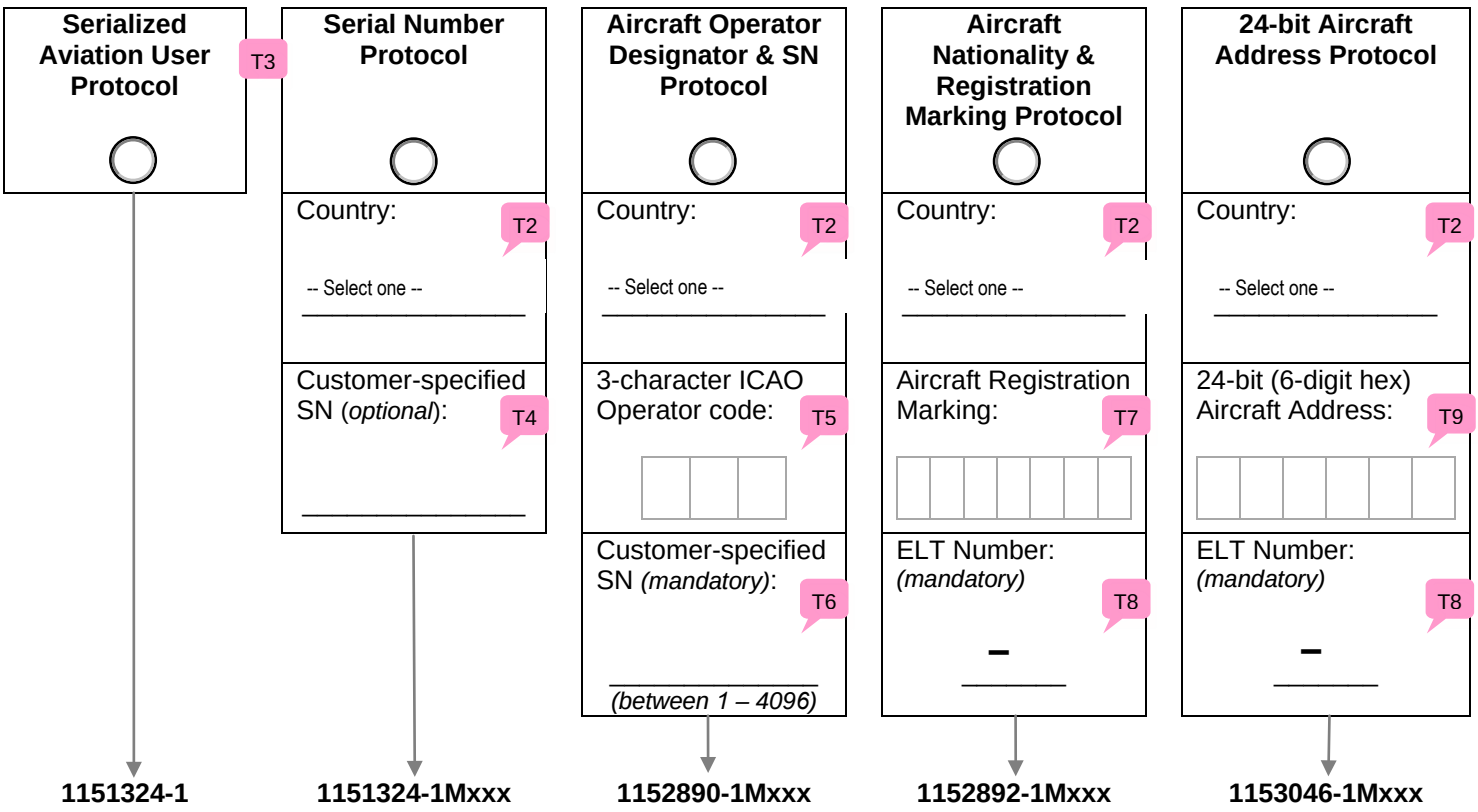
RESCU 406S Survival ELT (Portable)

NOTE: This product is no longer manufactured

Purchase Order: _____ Line Item: _____

Hardware SN: _____

(complete one column only…) T1



(Coding results in the above PN, where 'xxx' represents the chosen Country code)

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #4

PN 1152682

RESCU 406AF/AFN Transmitter Unit (Automatic-Fixed)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

(complete one column only…) T1

Default coding T10	**Serial Number Protocol**	**Aircraft Operator Designator & SN Protocol**	**Aircraft Nationality & Registration Marking Protocol**	**24-bit Aircraft Address Protocol**
◯	◯	◯	◯	◯
	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
	Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
		Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*	ELT Number: T8 – _____	ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #5

PN 1152780

RESCU 406AF Aircraft Identification Module (AIM)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ○ Spares Order
- ○ Production Order, *to be installed in aircraft* _____ *(optional)*
- ○ Repair Order, for hardware SN _____

(complete one column only…) T1

NULL message T11 ○	**Aircraft Operator Designator & SN Protocol** ○	**Aircraft Nationality & Registration Marking Protocol** ○	**24-bit Aircraft Address Protocol** ○
	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
	Customer-specified SN: *(mandatory)* T6 _____ *(between 1 – 4096)*	ELT Number: T8 – _____	ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #6a

PN 1153396

RESCU 406AFN Nav Aircraft Identification Module (NAIM)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

User Location Protocols: *(see Coding Worksheet #6b for Standard Location Protocols)* T12

NULL message	Serial Number Protocol	Aircraft Operator Designator & SN Protocol	Aircraft Nationality & Registration Marking Protocol	24-bit Aircraft Address Protocol
T11 ◯	◯	◯	◯	◯
	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
	Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
		Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*		ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #6b

PN 1153396

RESCU 406AFN Nav Aircraft Identification Module (NAIM)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

Standard Location Protocols: *(see Coding Worksheet #6a for User Location Protocols)* T12

NULL message	Serial Number Protocol	Aircraft Operator Designator & SN Protocol	24-bit Aircraft Address Protocol
T11 ◯	◯	◯	◯
	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
	Customer-specified SN: (*optional*) T4 _____	3-character ICAO Operator code: T5 ☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
		Customer-specified SN: *(mandatory)* T6 _____ *(between 1 – 511)*	

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #7a

PN 51090130, 51090152
RESCU 406AFN2 Transmitter Unit (Automatic-Fixed)

PN 51090170, 51090132, 51090154
RESCU 406AP Transmitter Unit (Automatic-Portable)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

Non-Location Protocols: *(see Coding Worksheets #7b and #7c for Location Protocols)* T1

Default coding	Serial Number Protocol	Aircraft Operator Designator & SN Protocol	Aircraft Nationality & Registration Marking Protocol	24-bit Aircraft Address Protocol
T13				
◯	◯	◯	◯	◯
	Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --
	Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 [ ][ ][ ]	Aircraft Registration Marking: T7 [ ][ ][ ][ ][ ][ ][ ]	24-bit (6-digit hex) Aircraft Address: T9 [ ][ ][ ][ ][ ][ ]
		Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*	ELT Number: T8 – _____	ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #7b

PN 51090130, 51090152
RESCU 406AFN2 Transmitter Unit (Automatic-Fixed)

PN 51090132, 51090154
RESCU 406AP Transmitter Unit (Automatic-Portable)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

User Location Protocols: *(see Coding Worksheet #7c for Standard Location Protocols)* T12

Serial Number Protocol ◯	**Aircraft Operator Designator & SN Protocol** ◯	**Aircraft Nationality & Registration Marking Protocol** ◯	**24-bit Aircraft Address Protocol** ◯
Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --
Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
	Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*		ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #7c

PN 51090130, 51090152
RESCU 406AFN2 Transmitter Unit (Automatic-Fixed)

PN 51090132, 51090154
RESCU 406AP Transmitter Unit (Automatic-Portable)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

Standard Location Protocols: *(see Coding Worksheet #7b for User Location Protocols)* T12

Serial Number Protocol ◯	**Aircraft Operator Designator & SN Protocol** ◯	**24-bit Aircraft Address Protocol** ◯
Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
Customer-specified SN: (*optional*) T4 _____	3-character ICAO Operator code: T5 ☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
	Customer-specified SN: *(mandatory)* T6 _____ *(between 1 – 511)*	

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #8a

PN 51090136
RESCU 406AFN2 Aircraft Identification Module 2 (AIM2)

PN 51090138
RESCU 406AP Aircraft Identification Module 3 (AIM3)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ○ Spares Order
- ○ Production Order, *to be installed in aircraft* _____ *(optional)*
- ○ Repair Order, for hardware SN _____

Non-Location Protocols: *(see Coding Worksheets #8b and #8c for Location Protocols)* T1

Serial Number Protocol ○	**Aircraft Operator Designator & SN Protocol** ○	**Aircraft Nationality & Registration Marking Protocol** ○	**24-bit Aircraft Address Protocol** ○
Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --
Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 ☐☐☐	Aircraft Registration Marking: T7 ☐☐☐☐☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
	Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*	ELT Number: T8 – _____	ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #8b

PN 51090136
RESCU 406AFN2 Aircraft Identification Module 2 (AIM2)

PN 51090138
RESCU 406AP Aircraft Identification Module 3 (AIM3)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

User Location Protocols: *(see Coding Worksheet #8c for Standard Location Protocols)* T12

Default coding	Serial Number Protocol	Aircraft Operator Designator & SN Protocol	Aircraft Nationality & Registration Marking Protocol	24-bit Aircraft Address Protocol
T14 ◯	◯	◯	◯	◯
	Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --	Country: T2 -- Select one --
	Customer-specified SN (*optional*): T4 _____	3-character ICAO Operator code: T5 [ ][ ][ ]	Aircraft Registration Marking: T7 [ ][ ][ ][ ][ ][ ][ ]	24-bit (6-digit hex) Aircraft Address: T9 [ ][ ][ ][ ][ ][ ]
		Customer-specified SN *(mandatory)*: T6 _____ *(between 1 – 4096)*		ELT Number: T8 – _____

Worksheet completed by:

Date: _____

Name: _____

Company: _____

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Coding Worksheet #8c

PN 51090136
RESCU 406AFN2 Aircraft Identification Module 2 (AIM2)

PN 51090138
RESCU 406AP Aircraft Identification Module 3 (AIM3)

Purchase Order: _____ Line Item: _____

Order type: *(select one)*

- ◯ Spares Order
- ◯ Production Order, *to be installed in aircraft* _____ *(optional)*
- ◯ Repair Order, for hardware SN _____

Standard Location Protocols: *(see Coding Worksheet #8b for User Location Protocols)* T12

Serial Number Protocol ◯	**Aircraft Operator Designator & SN Protocol** ◯	**24-bit Aircraft Address Protocol** ◯
Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____	Country: T2 -- Select one -- _____
Customer-specified SN: (*optional*) T4 _____	3-character ICAO Operator code: T5 ☐☐☐	24-bit (6-digit hex) Aircraft Address: T9 ☐☐☐☐☐☐
	Customer-specified SN: *(mandatory)* T6 _____ *(between 1 – 511)*	

Worksheet completed by:

Date: _____

Name: _____

Company: _____

APPENDIX A: TIPS

T1 *How do I know which protocol to select?*

Contact your local authority to find out which of the protocols are acceptable. A list of possible points of contact can be found under ***Beacons→Points of Contact for Coding/Registration*** at www.cospas-sarsat.org.

T2 *What country code do I put here?*

Please select a 3-digit code from the list found here: www.itu.int/online/mms/glad/cga_mids.sh.

If your country has multiple codes, then you must determine which one is the best code for your application. Information and resources can be found in the ***Beacons*** menu at www.cospas-sarsat.org.

You can also refer to Honeywell Service Information Letter 25-C-168, which is available at www.myaerospace.com.

T3 *What is the difference between 'Serialized Aviation User Protocol' and 'Serial Number Protocol'?*

Serialized Aviation User Protocol is the USA's own preferred protocol, similar to the international Serial Number Protocol. It can only accommodate the USA country code 366. If you require a different country code, you must select Serial Number Protocol.

T4 *What serial number do I put here?*

The operator has the option of specifying the serial number (SN) to be programmed into the ELT. It must contain only numbers; no letters or special characters. If you have no preference or special need, you may leave this field blank, and Honeywell will program the ELT with its own hardware serial number by default. This is what is done in most cases.

T5 *Where can I find the Aircraft Operator Designator*?

The Aircraft Operator Designator is the international 3-letter designator given to each airline operator (for example, ACA for Air Canada, QFA for Qantas).

T6 *Which serial number do I put here?*

The operator must create a serial number (SN) between 1 and 4096 inclusive. It is the responsibility of the operator to ensure that each ELT is assigned a unique serial number in their fleet. It must contain only numbers; no letters or special characters.

For units programmed with Standard Location Protocol (Worksheets #6b or #7c), the serial number must be between 1 and 511 inclusive.

T7 *Where can I find the Aircraft Registration Marking?*

The Aircraft Registration Marking is painted on the aircraft fuselage. It is also known as the 'tail number.' It is a maximum of 7 characters long (including dashes and spaces).

(cont'd…)

If hand-writing an Aircraft Registration Marking that contains less than 7 characters, the blank spaces must be on the left-hand side. E.g. *AB-123* is written as:

	A	B	-	1	2	3

If the Registration Marking has not yet been assigned to the aircraft, then you can either enter dummy information, such as 'XXX-XXX', or select a different protocol that does not require aircraft-specific information. The ELT can be returned to Honeywell for reprogramming at a later date when the Aircraft Registration Marking is known. The reprogramming would be chargeable.

T8 *What does "ELT Number" mean?*

Use this field to ensure that each ELT onboard the aircraft will have a unique code. Assign each ELT a number, e.g. 0, 1, 2, or 3. This is not the total number of ELT onboard.

On Worksheets #4, #5, #6, #7 and #8, Honeywell recommends that the number '0' is used. This will be the default number assigned by Honeywell if not otherwise specified by you.

On Worksheets #1, #2 and #3, Honeywell recommends that the aircraft's first portable ELT be assigned the number '1', and the next be assigned the number '2', and so on. These will be the default numbers assigned by Honeywell if not otherwise specified by you.

T9 *Where do I find the 24-bit (6-digit hex) Aircraft Address?*

The 6-digit hexadecimal message is the same as the aircraft's unique Mode S message (used in the aircraft's Mode S transponder).

If the Aircraft Address has not yet been assigned to the aircraft, then you can either enter dummy information, such as '000000', or select a different protocol that does not require aircraft-specific information. The ELT can be returned to Honeywell for reprogramming at a later date when the Aircraft Registration Marking is known. The reprogramming would be chargeable.

T10 *What is Default Coding?*

Default coding for the RESCU 406AF/AFN Transmitter Unit (PN 1152682) is Serial Number Protocol with Country code 316 (Canada).

This is selection is only appropriate for Spares orders, or for Production orders that also include an AIM or NAIM unit. The AIM or NAIM unit would be coded per Coding Worksheet #5 or #6, and that code would be transferred to any Transmitter Unit that is connected to it upon installation in an aircraft. Therefore, it does not matter what code is in the Transmitter Unit because it will be overwritten by the AIM or NAIM.

T11 *What is NULL message?*

NULL message is a blank message. The memory is erased. It then contains "*000000000000000*". It does not contain a country code.

This is the appropriate selection for Boeing Production orders. Most Boeing aircraft use an extra ELT system component called the Boeing 24-bit DIP Switch Module (DSM), which is a Boeing product (not Honeywell). The DSM is programmed by Boeing with your ELT code, and it is then fed to the Transmitter Unit through the AIM or NAIM. Therefore, the AIM or NAIM must be empty so that the code can pass through it.

T12 *What is the difference between 'User Location' and 'Standard Location'?*

The main difference between User Location and Standard Location is the resolution of the position data. User Location can track the aircraft's position to within 4 minutes of latitude and longitude, which corresponds to approximately 4.6 km resolution. Standard Location can track the aircraft's position to within 4 seconds of latitude and longitude, which corresponds to approximately 76 meter resolution.

NOTE: the "seconds" and "minutes" referred to here are not units of time, but rather degrees (60 seconds are in a minute, and 60 minutes are in a degree).

You can read a full explanation in document C/S T.001, page A-19. It can be downloaded for free under ***Documents*** at www.cospas-sarsat.org.

To decide between User and Standard Location, operators should consult the requirements of their local civil aviation authority, and possibly the specifications of their aircraft's GPS system. Most customers select User Location.

T13 *What is Default Coding?*

Default coding for the RESCU 406AFN2 Transmitter Unit (PN 51090130 and 51090152) and the RESCU 406AP Transmitter Unit (PN 51090170, 51090132 and 51090154) is Non-Location Aircraft Nationality & Registration Marking Protocol with Country code 316 (Canada), and registration marking C-CAF. This is dummy data; there is no such aircraft with registration marking C-CAF.

This is selection is appropriate for any of the following cases:

- Spares orders
- Production orders that will be installed by Boeing and connected to a Boeing 24-bit DIP Switch Module (DSM), which is a Boeing product (not Honeywell). The DSM is programmed by Boeing with your ELT code, and the DSM then programs the Honeywell Transmitter Unit accordingly.
- Production orders that also include an AIM2 or AIM3 unit. The AIM2 or AIM3 unit would be coded per Coding Worksheets #8a, #8b or #8c, and that code would be transferred to any Transmitter Unit that is connected to it upon installation in an aircraft. Therefore, it does not matter what code is in the Transmitter Unit because it will be overwritten by the AIM2 or AIM3.

T14 *What is Default Coding?*

Default coding for the RESCU 406AFN2 AIM2 (PN 51090136) and the RESCU 406AP AIM3 (PN 51090138) is User Location 24-bit Aircraft Address Protocol with Country code 316 (Canada) and aircraft address 24BAAD. This is dummy data; there is no such aircraft with address 24BAAD.

This is selection is only appropriate for Spares orders which will be reprogrammed at a later date when the real aircraft data is known. The units cannot be installed into aircraft until they have been reprogrammed with real aircraft data.

APPENDIX B: PRODUCT DESCRIPTIONS

For a complete listing of related publications, visit www.myaerospace.com and search for part numbers under ***Support→Technical Publications.***

RESCU 406SE Survival Enhanced ELT (portable)
PN 1153426, 1153532, 1153534, 1153536, 1153538

- Installation requires Mounting Bracket PN 1153472 (sold separately).
- Recommended coding for spare units is: Serial Number Protocol with Country code 316 (Canada)
- Part number is related to programming.
- Country code is part of the part number.
- When requesting reprogramming, be aware of the resulting change in part number and plan accordingly.

RESCU 406SE Survival Enhanced ELT (portable)
PN 1153426-1M900

- Unlike the regular 406SE (see above), the part number of the -1M900 configuration is not affected by the programming and country code. The -1M900 part number covers all protocols and data.
- Installation requires Mounting Bracket PN 1153472 (sold separately).
- Recommended coding for spare units is: Serial Number Protocol with Country code 316 (Canada)

RESCU 406S Survival ELT (portable)
PN 1151324, 1152890, 1152892, 1153046

- *No longer in production*. No new units available for purchase.
- Cannot be modified into a RESCU 406SE.
- Part number is related to programming.
- Country code is part of the part number.
- When requesting reprogramming, be aware of the resulting change in part number and plan accordingly.

RESCU 406AF/AFN Transmitter Unit (TU)
PN 1152682

- Heart of the Automatic-Fixed ELT System.
- The TU is commonly referred to as the 'ELT', even though it is really a part of a larger ELT system.
- Recommended coding for spare units is: Default coding.
- Retrofit installation of an Automatic-Fixed ELT System requires an STC and Installation Kit, and both must be customized for your particular aircraft.

RESCU 406AF Aircraft Identification Module (AIM)
PN 1152780

- An optional component in the Automatic-Fixed ELT System.
- Intended to be programmed once with a specific aircraft's information, and permanently installed into that aircraft.
- Does not require any maintenance.
- Will automatically transfer its code to a newly installed Transmitter Unit. Therefore, no need to send Transmitter Units to Honeywell for reprogramming in your maintenance cycle.
- Any existing code in the Transmitter Unit, including Country code, will be overwritten by the AIM.
- Recommended coding for spare units is: NULL message.

RESCU 406AFN Nav Aircraft Identification Module (NAIM)
PN 1153396

- Same as AIM, but with the option of including position data from the aircraft's GPS in the code transmitted by the ELT System.
- Recommended coding for spare units is: Standard Location NULL message

RESCU 406AFN2 Transmitter Unit (TU)
PN 51090130, 51090152

- Same as the 406AFN Transmitter Unit, but with a 50% reduction in size and weight, and with the added option of including position data from the aircraft's GPS in the code transmitted by the ELT System.
- Recommended coding for spare units is: Default coding.

RESCU 406AP Transmitter Unit (Automatic Portable)
PN 51090170, 51090132, 51090154

- PN 51090170 functions as an Automatic-Fixed Transmitter Unit like the RESCU 406AF TU. It cannot receive GPS data from the aircraft, nor does it have its own GPS antenna.
- PN 51090132 and PN 51090154 are installed as Automatic-Fixed Transmitter Units like the RESCU 406AFN TU. They can receive GPS data from the aircraft.
- PN 51090132 and PN 51090154 can also be removed from their Mounting Brackets (sold separately) and deployed manually like the RESCU 406S/SE/SE2. They have their own GPS antennas.
- Recommended coding for spare units is: Default coding.
- Retrofit installation of an Automatic Fixed ELT System requires an STC and Installation Kit, and both must be customized for your particular aircraft.

RESCU 406AFN2 Aircraft Identification Module 2 (AIM2)
PN 51090136

- An optional component in the Automatic-Fixed ELT System.
- Programmed with a specific aircraft's information to be transferred to a Transmitter Unit.
- Can remain onboard an aircraft indefinitely to make it easier to swap Transmitter Units in and out of the aircraft during maintenance cycles, or can be used to carry new codes to Transmitter Units in aircraft, like a reusable USB flash drive.
- Does not require any maintenance.
- Recommended coding for spare units is: Default coding.

RESCU 406AP Aircraft Identification Module 3 (AIM3)
PN 51090138

- Same as the AIM2.

FIGURE 1: RESCU 406S Survival ELT
PN 1151324, 1153046, 1152892, 1152890, 1152794

FIGURE 2: RESCU 406SE Survival Enhanced ELT
PN 1153426, 1153532, 1153534, 1153536, 1153538

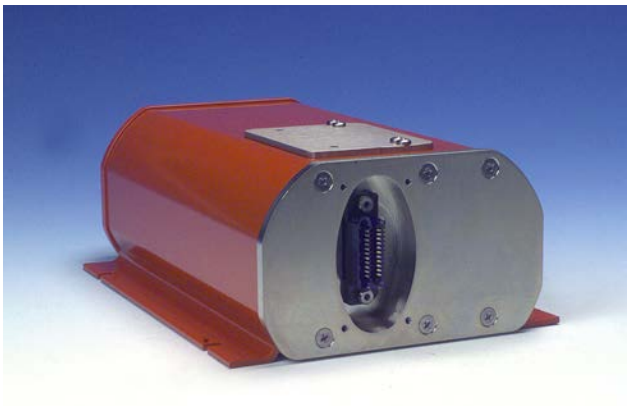


FIGURE 3: RESCU 406AF Transmitter Unit (TU) PN 1152682-1
RESCU 406AFN Transmitter Unit (TU) PN 1152682-2/-3

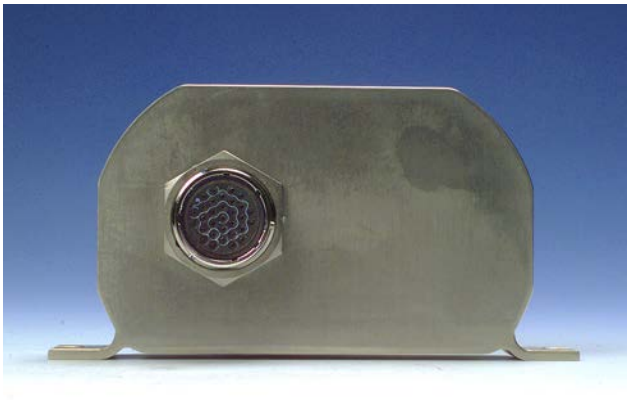


FIGURE 4: RESCU 406AF Aircraft Identification Module (AIM) PN 1152780-1
RESCU 406AFN Nav Aircraft Identification Module (NAIM) PN 1153396-1

FIGURE 5: Transmitter Unit (TU) and AIM/NAIM joined together seamlessly

FIGURE 6a: System installation configuration A

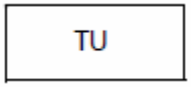
	The TU is programmed.

FIGURE 6b: System installation configuration B

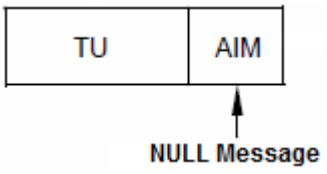
	The AIM or NAIM is blank. The TU ignores the AIM or NAIM, and the existing code in the TU is used for transmission.

FIGURE 6c: System installation configuration C

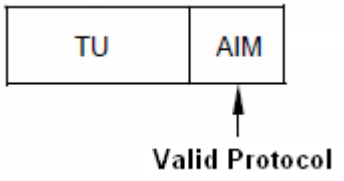
	The AIM or NAIM is programmed. The TU is automatically programmed by the AIM or NAIM. Any existing code in the TU is overwritten.

FIGURE 6d: System installation configuration D

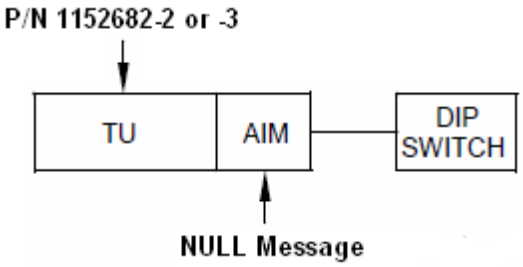
	The Boeing DIP Switch Module contains the code. The AIM or NAIM is 'empty' and serves as the interface between the DIP Switch Module and the TU. The TU is automatically programmed by the DIP Switch Module through the AIM or NAIM. Any existing code in the TU is overwritten.

FIGURE 6e: System installation configuration E

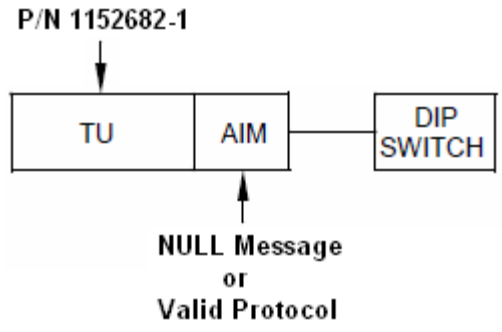
	The Boeing DIP Switch Module contains the code. The AIM/NAIM's code is ignored. The DIP Switch Module's code is passed through the AIM or NAIM to the TU. The TU is automatically programmed by the DIP Switch Module through the AIM or NAIM. Any existing code in the TU is overwritten.

FIGURE 7: RESCU 406AFN2 Transmitter Unit (TU) PN 51090130, 51090152
RESCU 406AFN2 Aircraft Identification Module 2 (AIM2) PN 51090136

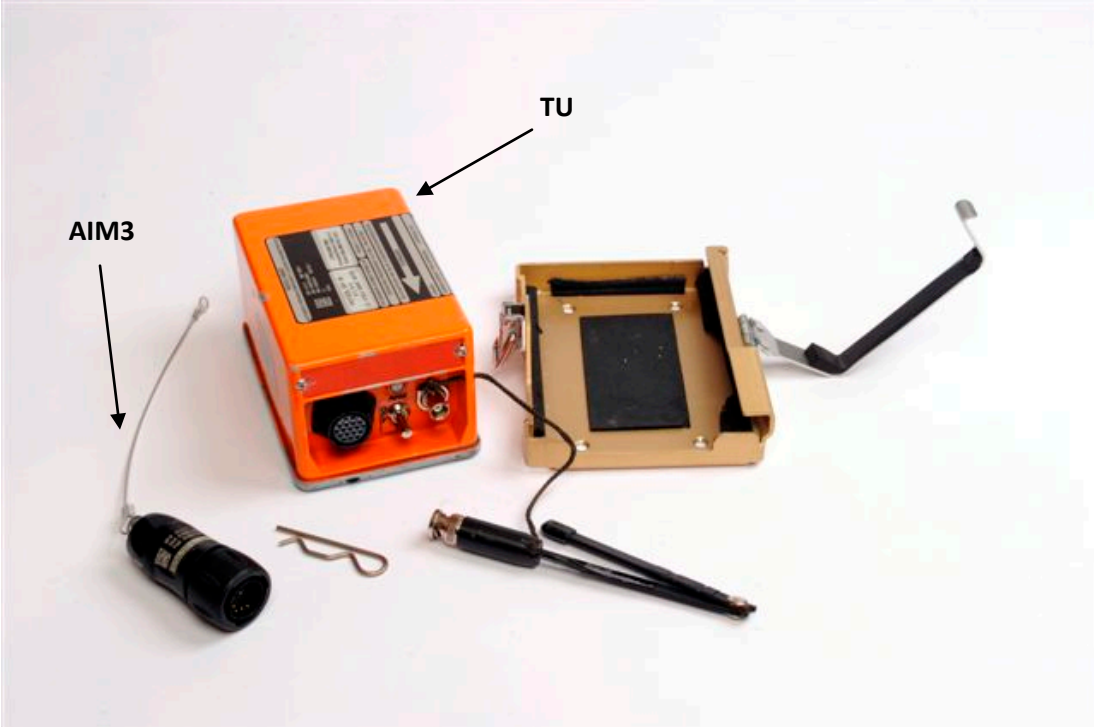


FIGURE 8: RESCU 406AP Transmitter Unit (TU) PN 51090170, 51090132, 51090154
RESCU 406AP Aircraft Identification Module 3 (AIM3) PN 51090138

APPENDIX C: FREQUENTLY ASKED QUESTIONS

Q1. *How much do these ELTs cost? Where can I get a quote?*

Please contact Customer Support Operations. Refer to Appendix D.

Q2. *What is the lead time for purchase orders?*

Please contact Customer Support Operations. Refer to Appendix D.

Q3. *What is the turn-around-time for repair orders?*

Please contact Customer Support Operations. Refer to Appendix D.

Q4. *Are advanced exchanges available to facilitate faster turn-around on recoding?*

Honeywell does not offer advanced exchanges for ELT products.
Customers in Europe, the Middle East and Africa (EMEA) can contact Turner Aviation for advanced exchanges.

Q5. *What service centers support Honeywell ELTs?*

There are only two facilities which are authorized to repair, recode, retest and recertify Honeywell ELTs:

Honeywell ASCa Inc.
Customer Support Operations
3333 Unity Drive
Mississauga, Canada
L5L 3S6

Telephone: 1-602-365-3099 (International)
1-800-601-3099 (North America)
E-mail: AeroR&OAvionics@honeywell.com
Web: www.myaerospace.com

Turner Aviation Limited *(EMEA customers only)*
Spiersbridge Terrace
Thornliebank Industrial Estate
Glasgow, Scotland
G46 8JQ

Telephone: +44 (0)141 638-2265
Fax: +44 (0)141 638-9694
E-mail: info@turner-aviation.co.uk
Web: www.turner-aviation.co.uk

Q6. *Will Honeywell register my ELT?*

No. Registration requires specific aircraft and operator information which Honeywell does not have. It is the responsibility of the operator to register and maintain the ELT registration with the database of their choosing. Honeywell will include information on the ELT coding with the unit which can then be used to help with the registration.

Q7. *Do I need to register my ELT in the country in which the aircraft is based or registered?*

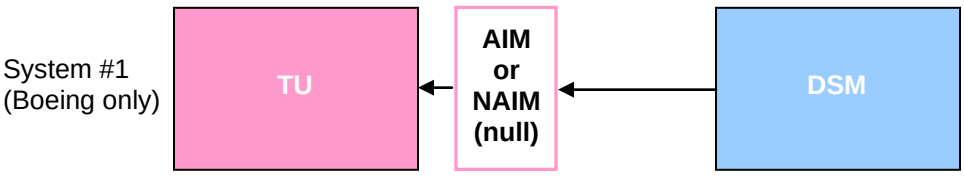
Some countries do not have a 406 MHz database with a 24-hour call-in centre. Contact your local authority to find out what their coding recommendations and requirements are. A list of possible points of contact can be found under ***Beacons→Points of Contact for Coding/Registration*** at www.cospas-sarsat.org.

Q8. *I have been given a code to have programmed into my ELT. How do I enter this on these Worksheets?*

Honeywell is unable to program a code directly into the ELT. Instead, we need to be told the specific data to enter into the programming software via the Coding Worksheets. The end result should be the code that you are expecting. To determine the data in your code, simply enter it into the online decoder tool found at www.cospas-sarsat.org under ***Beacons→Beacon Message Decode Program***. It will list the data, which you can then copy into the Honeywell worksheet.

Q9. *I have both a Transmitter Unit (a.k.a. an "ELT") and an AIM/NAIM. Which do I send for reprogramming?*

The answer depends on your aircraft, and what type of protocol you require.



DIP Switch Module (DSM) controls the coding.

Contact Boeing.

Aircraft Identification Module (AIM or NAIM) controls the coding.

Send AIM or NAIM to Honeywell.

Q10. *Is there coding equipment for loan or purchase to enable operators to reprogram their ELTs themselves?*

Purchase of the Honeywell ELT programming equipment is cost effective for frequent and/or large volume recoding. This equipment is not available for loan. Please contact Ground Support Solutions in Appendix D to place an order for any of the following equipment:

Description	Part Number
Beacon Message Programmer (BMP) Software	R51200109-002 (v4.02) (or later versions) Refer to SIL 23-C-166
Beacon Message Programmer (BMP) Interface Box	CT21708-2
BMP to computer cable	CT29250
BMP to RESCU 406S cable	CT29249
BMP to RESCU 406SE/SE2 cable	CT33618
BMP to RESCU 406AF/AFN Transmitter Unit cable	CT29360
BMP to RESCU 406AFN2 Transmitter Unit cable	51191966-1
BMP to RESCU 406AP cable	51190295-1
BMP to AIM cable	CT29361
BMP to NAIM cable	CT33370-1
BMP to AIM2 cable	51191967-1
BMP to AIM3 cable	51190297-1
Metalized polyester labels (roll of 500, blank)	PTL-29-428 (http://www.bradycanada.ca/)

Q11. *If I am ordering a spare ELT, why can't I order a blank ELT?*

All ELTs must have a code for the sake of safety. If a blank ELT were to be installed in an aircraft by accident, it would not be able to fulfill its function in the event of a crash. In order to eliminate this possibility, Honeywell will only ship an ELT once it has been programmed with a unique identification code using a Coding Worksheet which has been completed by the customer. The AIM, NAIM, AIM2 and AIM3 identification modules are not included in this policy because they are not actual ELTs.

Q12. *If I am ordering a spare ELT, what are Honeywell's recommendations with regards to coding?*

It does not matter what code is in a spare ELT if you intend to have it reprogrammed later anyway. But if you are unsure what to put on the Coding Worksheets, here are Honeywell's recommendations:

Product	Recommended coding for spare units
RESCU 406SE Survival Enhanced ELT (portable) PN 1153426, 1153532, 1153534, 1153536, 1153538	Serial Number Protocol with Country code 316 (Canada)
RESCU 406SE Survival Enhanced ELT (portable) PN 1153426-1M900	Serial Number Protocol with Country code 316 (Canada)
RESCU 406S Survival ELT (portable) PN 1151324, 1152890, 1152892, 1153046	Serial Number Protocol with Country code 316 (Canada)
RESCU 406AF/AFN Transmitter Unit (TU) PN 1152682	Default coding
RESCU 406AF Aircraft Identification Module (AIM) PN 1152780	Null message
RESCU 406AFN Nav Aircraft Identification Module (NAIM) PN 1153396	Standard Location NULL message
RESCU 406AFN2 Transmitter Unit (TU) PN 51090130, 51090152	Default coding
RESCU 406AP Transmitter Unit (Automatic Portable) PN 51090170, 51090132, 51090154	Default coding
RESCU 406AFN2 Aircraft Identification Module 2 (AIM2) PN 51090136	Default coding
RESCU 406AP Aircraft Identification Module 3 (AIM3) PN 51090138	Default coding

Q13. *My new Boeing aircraft will have a Boeing 24-bit DIP Switch Module. How do I complete the Coding Worksheets for the Honeywell ELTs?*

The 24-bit DIP Switch Module (DSM) is a Boeing product that interfaces with the Honeywell ELT components. Boeing will program the DSM with an ELT code, and the DSM will pass the code through the Honeywell AIM (PN 1152780) into the Honeywell TU (1152682) for transmission. Order the TU with "Default coding" on Worksheet #4, and the AIM with "Null message" on Worksheet #5. Later, if you need to know the ELT code for registration, contact Boeing.

APPENDIX D: CONTACT INFORMATION

For testing, repair, reprogramming and recertification (i.e. 'Repair' orders), please contact:

Honeywell International Inc.
Customer Support Operations

Shipping address: Honeywell ASCa Inc.
3333 Unity Drive
Mississauga, Ontario
Canada, L5L 3S6

Telephone: 1-602-365-3099 (International)
1-800-601-3099 (North America)
E-mail: AeroR&OAvionics@honeywell.com
Web: www.myaerospace.com

For requests for quotes and lead times for Spares orders, please contact:

Honeywell International Inc.
Customer Support Operations

Telephone: 1-602-365-3099 (International)
1-800-601-3099 (North America)
E-mail: quotes@honeywell.com
orders@honeywell.com
orderstatus@honeywell.com
Web: www.myaerospace.com

For ELT programming equipment, please contact:

Honeywell International Inc.
Ground Support Solutions

Telephone: 1-574-231-3987 (International)
1-866-810-8944 (North America)
E-mail: AeroGSESupport@honeywell.com
AeroGSEOrders@honeywell.com
AeroGSEQuotes@honeywell.com
Web: www.honeywell.com/gse

For technical support of ELT products, please contact:

Honeywell International Inc.
Aerospace Technical Support

Telephone: 1-602-365-6500 (International)
1-800-808-6500 (North America)
E-Mail: AeroTechSupport@honeywell.com
Web: www.myaerospace.com