

Note 1: For the purposes of this paragraph 'land' shall mean land suitable for an emergency landing.

Note 2: Except as specified in 5.1.2 below, the provisions of this paragraph need not apply to land aircraft departing from or landing at an aerodrome in accordance with a normal navigational procedure for departing from or landing at that aerodrome.

Where required, a life jacket or individual flotation device shall be stowed at or immediately adjacent to each seat. In addition, sufficient additional life jackets or individual flotation devices shall be carried in easily accessible positions for use by infants or children for whom a life jacket or individual flotation device is not available at or adjacent to their seated position.

Life jackets shall be so stowed in the aircraft that one life jacket is readily accessible to each occupant and, in the case of passengers, within easy reach of their seats.

Where life jackets are required to be carried, each occupant of a single engine aircraft shall wear a life jacket during flight over water when the aircraft is operated beyond gliding distance from land or water, as appropriate, suitable for an emergency landing.

However, occupants need not *wear* life jackets when flight is 2000 feet above the water.

Life Rafts. An aircraft that is flown over water at a distance from land greater than a distance equal to 30 minutes at normal cruising speed, or 100 miles, whichever is the less, must carry as part of its emergency and lifesaving equipment, sufficient life rafts to provide a place in a life raft for each person on board the aircraft.

Life rafts shall be in addition to the life jackets that are required for the flight. Life rafts shall be stowed so as to be readily accessible in the event of a ditching without appreciable time for preparatory procedures. When life rafts are stowed in compartments or containers, such compartments or containers shall be appropriately and conspicuously marked.

Signalling equipment. Aircraft or flights where the carriage of life rafts is required by CAO 20.11, or on such other overwater flights as the Authority specifies, shall carry approved types of the following signalling equipment:

1. One survival radio beacon when one life raft is carried and at least two beacons when more than one raft is carried. The beacons shall operate on frequencies of 121.5 MHz and 243 MHz, shall meet the standards specified in CAO 103.40 and shall be stowed so as to facilitate their ready use in an emergency; and
2. A supply of pyrotechnic distress signals.

Single engine aircraft on flights over water, which are not equipped with radio communication equipment or are not capable of continuous air – ground communication and which are not required to carry a life raft, shall be required to carry a survival radio beacon. The beacon shall operate on frequencies of 121.5 MHz and 243 MHz, shall meet the standards specified in CAO 103.40 and shall be stowed so as to facilitate its ready use in an emergency.

Survival equipment. An aircraft shall carry survival equipment for sustaining life appropriate to the area being overflown on the following flights:

1. Where the carriage of life rafts are required; and
2. During operations within or through the remote areas specified by the remote area maps; and
3. On such other flights as may be directed by the Authority.

REQUIREMENTS FOR FLIGHT IN A DESIGNATED REMOTE AREA [CAO 20.11].

Aircraft operating within or through the remote areas designated in the maps below shall carry an approved type of **one** of the following signalling equipment:

1. HF radio communication such that continuous communication can be maintained throughout all phases of flight;
2. A portable survival radio beacon stowed so as to facilitate its ready use in an emergency and having its stowage position appropriately placarded. The beacon shall operate on a frequency of 121.5 MHz
or
3. A fixed crash locator beacon which meets the standards set out in CAO 103.42;



NOTE 1 Flight through corridors shall be made within sight of the highway concerned but in no case more than five nautical miles therefrom.

NOTE 2 Australian administered islands adjacent to the remote area between Talgarno and Cairns are part of the Designated Remote Areas.

NOTE 3 Mainland within 50 nautical miles of Darwin excluded from Designated Remote Area.