UNITED ARAB EMIRATES

1. REGULATIONS

- ELT: Emergency Locator Transmitter
- EPIRB: Emergency Position Indicating Radio-Beacon,
- LADR: Location of an Aircraft in Distress Repository,
- MMSI: Maritime Mobile Service Identity,
- PLB: Personal Locator Beacon,
- RLS: Return Link Service,
- S/N: Serial Number of the device,
- TAC : Cospas-Sarsat Type-Approval Certificate number.

1.1 General

It's compulsory for all United Arab Emirates 406 MHz beacons to be registered with the Telecommunications and Digital Government Regulatory Authority (TDRA).

TDRA is the federal telecommunications and digital government regulatory agency of the United Arab Emirates.

The National Search and Rescue Centre (NSRC) is the designated authority to maintain and operate the mission control centre (AEMCC) monitoring all beacon alerts.

1.2 EPIRBs

All United Arab Emirates SOLAS ships have to carry 406 MHz EPIRBs. Voluntary carriage of 406 MHz EPIRBs is permitted on United Arab Emirates non-SOLAS ships.

All UAE coded EPIRBs operating on 406 MHz shall have to be registered with the United Arab Emirates Telecommunications and Digital Government Regulatory Authority (TDRA) at: http://www.406beacons.ae.

1.3 ELTs

According to regulations of the National General Civil Aviation Authority (GCAA*)* of the United Arab Emirates, since 1 January 2009, all ELTs installed on aircraft registered in the UAE must operate on the 406 MHz frequency with auxiliary radio-locating device on the 121.5 MHz frequency.

The carriage of 406 MHz ELT by an aircraft overflying United Arab Emirates the air space is mandatory.

All UAE coded ELTs operating on 406 MHz shall have to be registered with the United Arab Emirates Telecommunications and Digital Government Regulatory Authority (TDRA) at: http://www.406beacons.ae.

1.4 PLBs

The National Search and Rescue Centre (NSRC) is the designated authority to test and approve all PLBs.

Use of PLBs in the United Arab Emirates. PLBs are permitted to be used at all times and all places by any person under distress in the United Arab Emirates.

PLBs are not permitted to substitute when regulations require use of ELT or EPIRB. PLBs may be used to compliment the required beacons. When a PLB is routinely used in the marine or aeronautical environment, users are encouraged to provide any associated vessel or aircraft information when the PLB is registered.

All UAE coded PLBs operating on 406 MHz shall have to be registered with the United Arab Emirates Telecommunications and Digital Government Regulatory Authority (TDRA) at: http://www.406beacons.ae.

1.4.1 National Beacon Regulations for Serial-Coded PLBs

National beacon protocols for serial-coded PLBs are intended for use by an individual person and not linked to a ship or an aircraft like EPIRBs and ELTs. They can be used in any environment (e.g., on land, at sea and in aircraft) and installed in a mobile unit (e.g., vessel, aircraft).

Country / Territory	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognises PLB Activations	Country Recognises PLB Activations	Country Recognises PLB Activations	
UAE	Y	Y	Y	Nil

Similar information is available in the new table on the Cospas-Sarsat website (www.cospas-sarsat.int) with the status indication in colours (**Y** = green, allows / **N** = red, not allowed / **R**estrictions = amber (see comments) and with the note that the national beacon regulations can be found on the Cospas-Sarsat website in document C/S S.007).

Performance and certification. PLBs for sale in the UAE must have a Cospas-Sarsat Type Approval Certificate and be approved for use by the National Search and Rescue Centre in the United Arab Emirates.

All PLBs must transmit distress information on 406 MHz and transmit a homing signal on 121.5 MHz.

2. BEACONS CODING METHODS

2.1 EPIRB Coding Methods

Country Code	USER PROTOCOLS				LOCATION PROTOCOLS								
	Maritime User		Serial User	Radio Call Sign	User Location			Standard Location		National Location	RLS (Return Link Service)		
	MMSI	Radio Call Sign	TAC & S/N	Radio Call Sign	MMSI	TAC & S/N	Radio Call Sign	MMSI	TAC & S/N	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	MMSI
470 471	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y	Y	Y

WARNING:

Note for maritime protocols that use the Maritime Mobile Service Identity (MMSI) as the vessel identifier: As a result of recent developments, the International Cospas-Sarsat Programme has become aware of maritime Emergency Position-Indicating Radio Beacons (EPIRBs) being coded pursuant to Recommendation ITU-R M.585 using as the beacon "country code" the form "98M", where "M" is the first digit of an MID (Maritime Identification Digits) assigned to an Administration, or using the form "974". No 406-MHz EPIRB should be coded in these ways. A distress message from a beacon so coded will be processed on receipt by Cospas-Sarsat as "invalid" and either discarded or subjected to exception handling. The "country code" of all 406-MHz beacons must be a valid MID assigned by the International Telecommunication Union (ITU) to an Administration, in the numerical range from 200 to 780. No exceptions.

2.2 ELT Coding Methods

Country Code	USER PROTOCOLS				LOCATION PROTOCOLS									
	Serial User			Aviation User	User Location				Standard Location			National Location	RLS (Return Link Service)	
	TAC & S/N	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N
470 471	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
470 471	N	N	Y

Notes: (1) This protocol does not provide an 'Aircraft Identification' as required by ICAO for populating the LADR.

(2) This protocol provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is included in the rotating PDF-2 field, as required by ICAO for populating the LADR.

2.3 PLB Coding Methods

Country Code	USER PROTOCOLS	LOCATION PROTOCOLS					
	Serial User	User Location	Standard Location	National Location	RLS (Return Link Service)		
	TAC & S/N	TAC & S/N		Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	MMSI
470 471	Y	Y		Y	Y	Y	Y

2.4 Return Link Service (RLS) Protocols

The Cospas-Sarsat Council declared effective 26 March 2021 the Return Link Service (RLS) at Full Operational Capability (FOC) within Cospas-Sarsat.

In March 2022, the Cospas-Sarsat Council decided to approve the operational use of RLS FGBs coded with MMSI.

More information on RLS-enable beacons is available at https://cospas-sarsat.int/en/beaconownership/rls-enabled-beacon-purchase.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

All 406-MHz beacons which are type-approved by Cospas-Sarsat.

4. BEACON TESTING REGULATION

All beacons owners can test their beacons at any time using the self-test function available in their beacons without the need to inform NSRC (AEMCC) taking into consideration that the beacon test will have battery power consumption associated with it. Owners are urged to review their beacon operation manuals to know the effect of the test on their battery power and the allowed number of tests within the battery life time.

Normally, there is no need to test beacons in operation mode. However, in some cases, if the test is required in operation mode, then NSRC (AEMCC) should be informed and have to approve the test at least 24 hours prior to the test time.

Points of contact for beacon test coordination and approval:

Phone	+97122020202 / +97122020100 / +97122020111/+97122020239/+97122020110
Fax	+97124496844
Email	aemcc@nsrc.gov.ae opscenter@nsrc.gov.ae

5. BEACON REGISTRATION

The UAE beacon database supports EPIRBs, ELTs and PLBs.

Registering ELTs, PLBs, and EPRIBs provides the vital link between the digital code in your beacon and the information about how a beacon is used. Accurate registration information permits search and rescue personnel to provide assistance as quickly as possible. All UAE coded ELTs, PLBs, and EPIRBs must be registered with the United Arab Emirates Telecommunications and Digital Government Regulatory Authority *(TDRA)*.

Registration with the UAE TDRA does not expire. Users need to update their registration information when necessary, such as when they obtain a new vessel/aircraft, purchase or sell a beacon or need to change information for emergency contacts. It is recommended that registrations be verified at least once per year.

The NSRC maintains a 24-hours watch that is able to access the UAE national beacon registry data base as well as the International Beacon Registration Database (IBRD) in case of an emergency.

6. POINTS OF CONTACT FOR BEACON MATTERS (Coding, Registration and Type Approval)

The point of contact for beacon matters is:]

- UAE's Telecommunications and Digital Government Regulatory Authority

Updated point of contact details for administrations are available at: https://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all.

7. BEACON REGISTRATION FORMS

Online beacon registration forms (appropriate website address) are not available and to be published soon. Meanwhile please contact:

Mailing address:	United Arab Emirates Telecommunications and Digital Government Regulatory Authority (TDRA) PO Box 26662, Abu Dhabi, United Arab Emirates
Direct phone:	+971 2 777 2000
Other Tel:	+971 80012
Email / Telecommunications and Digital Government Regulatory Authority (TDRA)	uaebeacon@tdra.gov.ae http://www.tdra.gov.ae/

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