ALGERIA

1. REGULATIONS

Acronyms and definitions listed below are not specific to the regulations of one country in particular. Following links are provided for information only:

- ELT: Emergency Locator Transmitter,
- ELT(DT): Emergency Locator Transmitter for Distress Tracking,
- EPIRB: Emergency Position Indicating Radio-Beacon,
- FGB: First-Generation Beacon (technology based on documents C/S T.001 and C/S T.007),
- 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,
- SGB: Second-Generation Beacon (technology based on documents C/S T.018 and C/S T.021),
- TAC : Cospas-Sarsat Type-Approval Certificate number.

1.1 General

The new regulations, which entered into force on 22 August 2000, made it compulsory for all Algerian 406-MHz beacons to be registered with the Algerian MCC (ALMCC) and the importation requests of 406-MHz beacons must be addressed to the Algerian SAR.

The regulations which entered into force on 10 November 2003, clarified the applicable rules for importing 406-MHz beacons to the country.

1.2 EPIRBs

Nil.

1.3 ELTs

Nil.

1.4 PLBs

1.4.1 National Beacon Regulations for Serial-Coded PLBs

Administration	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognises PLB Activations	Country Recognises PLB Activations	Country Recognises PLB Activations	
Algeria	Y	Y	Y	PLB may not submit for required carriage of ELT or EPIRB

Similar information is available in the new table on the Cospas-Sarsat website (www.cospas-sarsat.int) with the status indication in colors (**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).

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
605	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	N

The following warning is provided to beacon manufacturers and beacon owners as general guidance:

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

2.2.1 ELTs

(This subsection does not include ELT(DT) 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 S/N	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N
605	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y

2.2.2 ELT(DT)s

a) FGB ELT(DT)s

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & S/N [1]	Aircraft Operator Designator and S/N [1]	Aircraft 24-bit Address [2]
605	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.

b) SGB ELT(DT)s

SGB CODING OPTIONS		
SGB ELT(DT)		
Aircraft Registration Markings [1] (Vessel ID #3)	Aircraft 24-bit Address [2] (Vessel ID #4)	Aircraft Operator Designator and Serial Number [3] (Vessel ID #5)
N	Y	N

Notes:

1) This option does not provide an Aircraft Operator Designator (3LD) which is required by ICAO for populating the LADR.

2) This option provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is also included, as required by ICAO for populating the LADR. Default 3LD values should be "ZGA".

3) This option does not provide an 'Aircraft Identification' which is 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
605	Y	Y		Y	N	Y	N

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.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

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

4. BEACON TESTING REGULATION

Cospas-Sarsat 406 MHz distress beacons should only be activated when a ship, aircraft or person is in distress; that is “in grave and imminent danger and requiring immediate assistance”. In between the manufacturer’s recommended maintenance and battery replacement cycles, the beacon can be tested by the owner using the self-test capability to ensure the continued functionality of the beacon.

Normally, there is no need to test a beacon in an operational mode as they impact the Cospas-Sarsat System.

Any test of a 406-MHz distress beacon in the operational mode requires prior approval from ALMCC three (3) days in advance.

Beacon Test Coordination Message

A message notifying of the test is required to be distributed to all MCCs worldwide. The information listed below (A to E) shall be provided by the person requesting an operational test three (3) days in advance.

A. TEST OBJECTIVE:

B. TEST DESCRIPTION:

C. LOCATION OF TEST:

D. DATE, TIME AND DURATION OF TEST:

E. BEACON ID:

5. POINT OF CONTACT FOR BEACON MATTERS (CODING, REGISTRATION AND TYPE APPROVAL)

For all beacon matters (coding, registration and type approval), contact MCC Alger.

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

6. BEACON REGISTRATION FORMS

Online beacon registration forms (appropriate website address) are not available but the form for registration in Algeria can be sent on request to the ALMCC.

- END OF SECTION -