BELARUS

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

All 406 MHz beacons carried by Republic of Belarus registered aircraft and ships as well as personal beacons used by Belarus citizens require appropriate coding and registration.

1.2 EPIRBs

1.3 To be provided.

ELTs

Republic of Belarus registered aircraft issued with a Certificate of Airworthiness or Permit to fly are required to carry Emergency Locator Transmitter (ELTs) according to Annex 6 of the ICAO Convention standards.

Requirements for the type and quantity of ELTs are specified in the Resolution of the Ministry of Transport and Communications of the Republic of Belarus dated 4 October 2024, No. 100 “On approval of aviation rules on certification of activities related to the performance of air transportation, aviation work on civil aircraft.”

In accordance with the Resolution of the Ministry of Transport and Communications of the Republic of Belarus dated 16 May 2025 No. 40 "On approval of aviation rules for organizing the registration of emergency radio beacons of the international satellite system Cospas-Sarsat”, the registration of ELTs with the code of the Republic of Belarus 206, installed on civil aircraft, is carried out by the State-Owned Enterprise "BELAERONAVIGATSIA", which maintains the ELTs registration database.

PLBs

According to the national regulation the PLB could be installed on the vessel or aircraft. In these cases, PLB is coded accordingly as EPIRB with the maritime protocols or as ELT with the aviation protocols.

1.4 Regulation for coding PLBs with PLB protocols is to be provided.

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	
Belarus	Y	Y	Y	Note. Coding PLBs with Country Code 206 is not permitted.

*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

Refer to the following Cospas-Sarsat System documents: C/S T.001, C/S T.007 and C/S G.005 for FGBs and C/S T.018, C/S T.021 and C/S G.008 for SGBs.

2.1

EPIRB Coding Methods

To be provided.

Country Code(s)	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	RLS MMSI
206	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[Y/N]*	*[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.

ELT Coding Methods

2.2.1 ELTs

2.2 Before registering ELTs, aircraft operators shall arrange for the coding of ELTs in accordance with the requirements set out in ICAO Annex 10.

Country Code(s)	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	S/N Assigned by Competent Administration	National RLS Number	TAC & S/N
206	Y	N	Y	Y	Y	N	Y	Y	Y	N	Y	N	N	Y

2.2.2 ELT(DT)s

a) FGB ELT(DT)s

Country Code(s)	FGB LOCATION PROTOCOLS		
	FGB ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
206	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. Default 3LD values should be "ZGA".

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

To be provided.

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

2.4 Return Link Service (RLS) Protocols

More information on RLS-enable beacons is available at https://cospas-sarsat.int/en/beaconownership/rls-enabled-beacon-purchase. RLS protocols are allowed for ELTs (see section 2.2.1 above).

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

- EPIRBs: To be provided.
- ELTs: All 406 MHz beacons which are type approved by Cospas-Sarsat.
- PLBs: To be provided.

4. BEACON TESTING REGULATION

The distress beacons should only be activated when a ship, aircraft or a person is in distress.

In between the manufacturers' 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.

If a beacon is inadvertently activated in its operational mode, a beacon's owner should contact ARCC Minsk as soon as possible.

In rare circumstances, there may be a need to active a beacon in its operational mode for test or training purposes, e.g., search and rescue training exercises. Requests to conduct a live beacon test should be sent by email to ARCC Minsk 24 hours before the test.

The contact details to ARCC Minsk are available at https://www.cospas-sarsat.int/en/contactspro/contacts-details-all, selecting "SPOC".

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

The point of contact for beacon matters is:

- EPIRBs: To be provided.
- ELTs: BELAERONAVIGATSIA State-Owned Enterprise
- PLBs: To be provided.

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

6.1

6. BEACON REGISTRATION

Regulation

Registration of EPIRBs, ELTs, PLBs with the code of the Republic of Belarus 206 in the Cospas-Sarsat International Beacon Registration Database (IBRD) is not allowed.

- EPIRBs: To be provided.
- ELTs: Registration of ELTs with the Republic of Belarus code 206, is carried out by the aeronautical rescue co-ordination center (ARCC Minsk) of the

BELAERONAVIGATSIA State-Owned Enterprise, which maintains the ELTs registration database.

- PLBs: To be provided.

Forms

- EPIRBs: To be provided.
- ELTs: Registration forms and rules of registration are available at the website www.ban.by

6.2

- PLBs: To be provided.

- END OF SECTION -