DENMARK

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

All Danish 406 MHz EPIRBs/PLBs/ELTs shall be equipped with a homing transmitter on 121.5 MHz.

1.2 EPIRBs

All Danish passenger vessels, merchant vessels and fishing vessels are required to carry a float-free 406 MHz EPIRB.

All Danish SOLAS-vessels are normally required to carry both a float-free and a manual 406 MHz EPIRB on the bridge.

Pleasure craft may carry 406 MHz EPIRBs on a voluntary basis.

1.3 ELTs

Denmark follows the recommendations and standards laid down by ICAO and EASA on the carriage of ELTs on 406 MHz

Additionally, regulations for any kind of aircraft regardless of the State of Registry intending to traverse the Nuuk Flight Information Region require the carriage of an ELT operating on 406 MHz capable of continuous operation for 24 hours at temperatures down to minus 40 degrees Celsius.

1.4 PLBs

All PLBs shall be registered in accordance with para 6.

In Denmark and in the Faroe Islands:

- 406 MHz PLBs are not allowed for terrestrial use.
- For aeronautical or maritime use, a PLB must be coded as an ELT/EPIRB respectively.
- Danish owners of PLBs can use these devices coded as PLBs in countries where the terrestrial use of PLB is permitted.

In Greenland:

- 406 MHz PLBs are allowed for terrestrial use, with the provision that the user has been licensed by the Telecommunications Authority of Greenland and the PLB model is Cospas-Sarsat type-approved.
- PLBs used in the maritime environment or on aircraft must be coded as EPIRB/ELT respectively.

1.4.2 National Beacon Regulations for Serial-Coded PLBs

Country / Territory	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognizes PLB Activations	Country Recognizes PLB Activations	Country Recognizes PLB Activations	
Denmark	N	R*	R*	* PLB must be coded as EPIRB (maritime) or ELT (aircraft). ** Requires approval by appropriate authority
Faroe Islands (1)	N	R*	R*	
Greenland (2)	Y**	R*	R*	

1. Faroe Island is considered as a SPOC of NMCC.
2. Greenland is considered as a SPOC of NMCC. Beacon should be declared to authorities.

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 Serial Number	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	Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
Denmark 219,220	Y	N	N	N	Y	N	N	Y	N	N	N	N	Y
Faroe Islands 231	Y	N	N	N	Y	N	N	Y	N	N	N	N	Y
Greenland 331	Y	N	N (PLB Y)	N	Y	N (PLB Y)	N	Y	N (PLB Y)	N	N	N	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 Serial Number	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	Assigned by Competent Adminis-tration	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Assigned by Competent Adminis-tration	National RLS Number	TAC & S/N
Denmark 219,220	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Faroe Islands 231	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Greenland 331	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]
Denmark 219,220	N	N	Y
Faroe Islands 231	N	N	Y
Greenland 331	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 Serial Number	RLS (Return Link Service)		
	PLB with Serial Number	PLB with Serial Number		Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
Denmark 219,220	Y	Y		N	N	N	Y
Faroe Islands 231	Y	Y		N	N	N	Y
Greenland 331	Y	Y		Y	N	Y*	Y

*: Only if PLB is coded with serial number assigned by Competent Administration.

2.4 Return Link Serv ice (RLS) Protocols

On 13 February 2020, Denmark notified the Cospas-Sarsat Programme of the implementation of proactive handling of RLS-protocol distress alert messages, and authorization for return-link-service-capable beacons to be coded with its national country codes (i.e., for Denmark, Faroe Islands and Greenland).

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Nil.

4. BEACON TESTING REGULATION

The Danish Maritime Authority (DMA) for EPIRBs are referring to the IMO Guidelines in circulars MSC/Circ.1039 and MSC.1/Circ.1040/Rev.1, as provided in this handbook.

In connection with check-up and maintenance of ELTs, installed in aircraft, an occasional need for a functions check is necessary.

The Danish Civil Aviation and Railway Authority therefore allows that such checks are carried out on the following conditions:

Tests of automatic ELTs, installed in aircraft, may only take place on the ground and only during the first 5 minutes of every full hour in accordance with the following guidelines:

- The VHF-receiver of the aircraft is tuned to the civilian emergency frequency 121.500 MHz.
- The ELT is activated - the activation switch is shifted from OFF to ON for 1 second or 3 sweep (tone cycles), while the function is monitored on the VHF-receiver (mentioned above).

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

The point of contact for beacon matters is:

- ELTs: Danish Civil Aviation and Railway Authority,
- EPIRBs: Danish Maritime Authority,
- PLBs: International Beacon Registration Database / JRCC Denmark

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

6. BEACON REGISTRATION

6.1 Regulation

All Danish 406 MHz beacons (i.e., with country codes 219, 220, 231 and 331), regardless of type (ELT/EPIRB or PLB) require registration and appropriate coding as per present and future international coding schemes - including the Cospas-Sarsat PLB coding scheme.

PLBs can be registered in IBRD on C/S homepage.

The Danish 406 MHz beacon registry is compiled by three agencies as follows:

- the Danish Civil Aviation and Railway Authority for ELTs,
- the Danish Maritime Authority (DMA) for EPIRBs,
- Telecommunications Authority of Greenland for PLBs in Greenland,
- IBRD for PLB to be used outside Denmark in countries that allow the use of PLBs.

The registry complies with both the ICAO/IMO and the Danish national requirements. Registry data covering Denmark, the Faroe Islands and Greenland is available at the Danish SPOC.

6.2 Forms

Nil.

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