ESTONIA

1. REGULATIONS

1.1 General

According to the Estonian legislation the use of radio frequencies is permitted on the basis of a frequency authorisation, unless otherwise provided in Electronic Communications Act. Whenever a radio license is issued, notice will be sent to the SAR authority. All beacons must be coded and registered.

1.2 EPIRBs

All Estonian SOLAS-vessels are normally required to carry 406 MHz EPIRBs as stated in SOLAS Convention. In addition, there are national requirements for certain vessels to carry 406 MHz EPIRBs. Vessels falling outside mandatory requirements may voluntarily be fitted with EPIRBs. This applies also to pleasure craft.

1.3 ELTs

Commercial air transport aircraft operating in Estonia must adhere to the provisions of European Commission (EC) nr 965/2012.

An operated aircraft, excluding ultralight, sailplane, powered sailplane, hot air airship and balloon, shall be equipped with an emergency locator transmitter (ELT) operating on 121,5 MHz and 406 MHz and which parameters shall comply with the requirements of ICAO Annex 10, Vol III, Section 5.

An aeroplane with more than 19 passenger seats shall be equipped with at least one automatic emergency locator transmitter or two non-automatic emergency locator transmitters. An aeroplane, the initial certificate of airworthiness of which has been issued after 01 JUL 2008, shall be equipped with at least two emergency locator transmitters, of which one shall be automatic.

An aeroplane with up to 19 passenger seats shall be equipped with at least one emergency locator transmitter. An aeroplane, the initial certificate of airworthiness of which has been issued after 01 JUL 2008, shall be equipped with at least one automatic emergency locator transmitter.

A helicopter shall be equipped with at least one automatic emergency locator transmitter. A helicopter which is operated on overwater flights shall in addition be equipped with an emergency locator transmitter fitted to a life jacket or a life raft.

1.4 PLBs

The use of 406 MHz PLBs is allowed in Estonia. PLB does not require a national radio license. PLB shall be registered at the SAR authority.

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	
Estonia	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 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

EPIRBs shall be programmed with the ship's MMSI number. MMSI number includes the country code #276 (=MID). The recommended user protocol is any of the international protocols, which makes the highest position accuracy utilization possible. The preference is "Maritime User protocol with MMSI". The Technical Regulatory Authority as licensing authority does not watch the programming/coding result.

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	EPIRB with Serial Number	Radio Call Sign	MMSI	EPIRB with Serial Number	Radio Call Sign	MMSI	EPIRB with Serial Number	Serial Number Assigned by Competent Administration	EPIRB with Serial Number
276	Y	N	Y	N	Y	Y	N	Y	Y	N	Y

2.2 ELT Coding Methods

The Recommended protocol for ELTs in Estonia is any of the allowed international protocols, which makes the highest position accuracy utilization. The operator or manufacturer/service provider is in charge of defining the code according the protocol being used.

Country Code	USER PROTOCOLS				LOCATION PROTOCOLS								
	Serial User			Aviation User	User Location				Standard Location			National Location	RLS (Return Link Service)
	ELT with Serial Number	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	ELT with Serial Number	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	ELT with Serial Number	Aircraft Operator Designator and Serial Number	Aircraft 24-bit Address	Serial Number Assigned by Competent Administra-tion	ELT with Serial Number
276	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

2.3 PLB Coding Methods

The recommended protocol FOR PLBs in Estonia is any of the allowed international protocols, which makes the highest position accuracy utilization. The operator or manufacturer/service

provider is in charge of defining the code according the protocol being used. The Technical Regulatory Authority as licensing authority does not watch the programming/coding result.

Country Code	USER PROTOCOLS	LOCATION PROTOCOLS			
	Serial User	User Location	Standard Location	National Location	RLS (Return Link Service)
	PLB with Serial Number	PLB with Serial Number		Serial Number Assigned by Competent Administration	PLB with Serial Number
	Y	Y		Y	Y

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Estonia accepts Cospas-Sarsat type approval or conformity assessment procedure in accordance with European Community regulations.

4. BEACON TESTING REGULATION

For EPIRB:

The beacon should be checked annually according to the MSC.1/Circ.1040/Rev.1/25 and an Annual Test Report should be issued by SBM provider. On SOLAS vessels the beacon should be maintained from an approved SBM provider at internals not exceeding five years according to the MSC/Circ.1039/28 and Shore Based Maintenance Report should be issued. If manufacturer is providing more than five years battery change interval, vessels falling under national requirements should perform maintenance according to the MSC/Circ.1039/28 when battery is replaced.

For ELT:

Tests for automatic ELT's, 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:

Inform the ATC before the test. The VHF receiver of the aircraft is turned 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).

For PLB:

Not available.

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

The point of contact for beacon matters is:

- For radio license, MMSI: Technical Regulatory Authority,
- For ELT: Estonian Civil Aviation Authority (ECAA),
- For SAR (point of contact for SAR alerts and beacon registration) Police and Border Guard Board, JRCC Tallinn.

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

See section 1.

6.2 Forms

Registration forms are available at:

https://www.ecaa.ee/sites/default/files/Vormid_sertifikaadid/va_526-3_v2_teatise_vorm_andmete_muutmiseks_ohusoidukite_registris.doc

https://www.tja.ee/en/electronic-communication/communications-services/radio-communications/applying-frequency-licence.

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