GERMANY

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

Nil.

1.2 EPIRBs

German SOLAS vessels and comparable fishing vessels are required to carry a satellite EPIRB.

Vessels falling outside mandatory requirements may voluntarily be fitted with EPIRBs. This applies also to pleasure craft.

1.3 ELTs

According to European and German aviation regulations, a 121.5 and 406 MHz beacon is required to be carried on airplanes and certain helicopters.

1.4 PLBs

Maritime:

The usage of PLBs is only accepted after conversion to an “EPIRB-like” device by entering an MMSI. In official language use, it is not determined as “PLB”.

Such equipment is only authorized for maritime usage on board German vessels which are not under IMO carriage requirement or for usage as additional equipment on board vessels under IMO carriage requirement. Such equipment has to be programmed with an MMSI. Other coding (e.g. Serial Number) are not possible because Germany does not maintain an appropriate registration database.

Aviation:

As PLBs do not comply with the applicable certification requirements, up to now they are not accepted as replacement for ELTs.

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	
Germany	R	R	R	Serial-coded PLBs are not allowed in Germany.

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

Vessel operators have to maintain a database on the assignment of EPIRBs to vessels. The database has to be accessible to SAR services 24 h / 7 days a week.

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
211	Y	N	N	N	Y	N	N	Y	N	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

Aircraft operators have to maintain a database on the assignment of ELTs to aircraft. The database has to be accessible to SAR services 24 h / 7 days a week.

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
218	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]
218	[Y/N]	[Y/N]	[Y/N]

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

Not available.

2.4 Return Link Service (RLS) Protocols

On 15 July 2020, Germany 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 (EPIRBs and ELTs) to be coded with its national country codes.

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

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

ELTs: All 121.5 / 406 MHz beacons which are approved by EASA.

PLBs: For maritime usage onboard German vessels which are not under IMO carriage and programmed with MMSI - models which are type approved by Cospas-Sarsat and certified in accordance with the directive 99/5/CE (directive R&TTE) and the standard ETSI EN 302 152.

4. BEACON TESTING REGULATION

Distress beacons should only be activated in a distress situation or using a beacon's self test mode. For ELTs, this has to be performed in compliance with the instructions for continuing airworthiness and, in addition, civ AIP GEN 1-11 has to be considered.

If a beacon is unintentionally activated, the owner should contact the German RCC: Phone: (see section "Point of Contact") / Frequency: 123.100 MHz / Callsign: RESCUE MUENSTER

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

The point of contact for beacon matters are:

- RCC Muenster as SPOC for Germany
- EPIRBs (coding and registration): Federal Network Agency (BNetzA)
- ELTs (coding and registration): Federal Office of Civil Aviation (Luftfahrt-Bundesamt)

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

Germany maintains two national databases for registering EPIRBs and ELTs.

A database for registering PLBs does not exist in Germany.

EPIRBs are registered by the German Telecommunications Authority and that database is directly accessible by MRCC Bremen.

ELTs are registered by the Federal Office of Civil Aviation of Germany (Luftfahrt-Bundesamt) which gives frequent updates directly to RCC Münster.

6.2 Forms

An application form for the registration of Cospas-sarsat Emergency Locator Transmitter 406 MHz is available at www.lba.de. The completed application form has to be sent by postal mail or fax to the Luftfahrt-Bundesamt.

An application form for the registration of EPIRBs is contained in the application form for a ship station licence and can be downloaded via the following link:
http://www.bundesnetzagentur.de/seefunk (in German only).

The completed application form has to be sent by postal mail or fax to the Federal Network Agency.

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