ICELAND

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

Nil.

1.2 EPIRBs

The Electronic Communications Office of Iceland (ECOI) authorizes 406 MHz EPIRBs on board ships and issues all radio licenses.

1.3 ELTs

The Icelandic Transport Authority /ICETRA (http://www.icetra.is) issues the serial numbers as well as the 24-bit aircraft addresses ("ICAO ID") to aircraft registered in Iceland. ELTs must be compliant with requirements from the International Civil Aviation Organization (ICAO, http://www.icao.int), the European Aviation Safety Agency (EASA, http://easa.europa.eu) and Cospas-Sarsat.

The Electronic Communications Office of Iceland (ECOI) issues the radio licenses to aircraft registered in Iceland, but the Icelandic Transport Authority/ICETRA maintains the database and records of all issued serial numbers as well as the 24-bit aircraft addresses ("ICAO ID").

1.4 PLBs

The Electronic Communications Office of Iceland (ECOI) authorizes 406 MHz PLB's, issues all radio licenses and maintains a database.

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	
Iceland	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

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	S/N Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS-MMSI
251	Y	N	N	N	Y	N	N	Y	N	N	N	N	Y

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 "974". No 406-MHz EPIRB should be coded in this way. 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.

2.2 ELT Coding Methods

2.2.1 ELTs

(This subsection does not include FGB 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 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	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N
251	N	N	Y*	Y**	N	N	N	Y**	Y***	N	Y*	N	N	Y

Notes: (*) Aircraft assigned with an ICAO 24-bit Address should always be coded using the Aircraft 24-bit Address.

(**) Light aircraft not assigned with an ICAO 24-bit Address should have their beacon coded using the aircraft registration markings.

(***) Only one ELT per aircraft can be identified using this protocol. Additional portable ELTs must be coded with the Cospas-Sarsat Type Approval Certificate number and beacon serial number (TAC & S/N), and properly registered in the Icelandic national beacon registration database.

2.2.2 ELT(DT)s

a) FGB ELT(DT)s

Country Code(s)	FGB LOCATION PROTOCOLS		
	FGB ELT(DT) Location		
	TAC & S/N [1]	Aircraft Operator Designator and S/N [1]	Aircraft 24-bit Address [2]
251	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

Country Code(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)
251	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		S/N Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS-MMSI
251	Y	Y		N	N	Y	N

2.4 Return Link Service (RLS) Protocols

On 14 January 2020, Iceland 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 code.

Per document C/S T.001 section A.3.3.7 "RLS Location Protocol", "The RLS-MMSI protocol option is not approved for use in beacons prior to future approval by the [Cospas-Sarsat] Council".

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Not available.

4. BEACON TESTING REGULATION

Beacon testing must be made in compliance with European R&TTE or RE Directives.

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

The points of contact for beacon matters are:

- ELTs: ICETRA: 406@icetra.is
- EPIRBs: ECOI: fjarskiptastofa@fjarskiptastofa.is
- PLBs: ECOI: fjarskiptastofa@fjarskiptastofa.is

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

6. BEACON REGISTRATION

For EPIRB, by email to fjarskiptastofa@fjarskiptastofa.is.

For ELT, by email to 406@icetra.is or directly using the form available in electronic format at www.samgongustofa.is.

For PLB, online at https://www.fjarskiptastofa.is/page/4dda7f66-2088-4220-b843-8a939a64ccc5.

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