NETHERLANDS (THE)

1. REGULATIONS

1.1 General

Nil.

1.2 EPIRBs

All seagoing vessels to which the Netherlands Shipping Act is applicable (irrespective of the size) shall be equipped with a (Cospas-Sarsat) satellite EPIRB. The EPIRB shall be of a type approved by the Netherlands Shipping Inspectorate. This approval is based on compliance with the European standard ETSI EN 300 066 V1.3.1 (2001-01).

All vessels to which the Netherlands Shipping Act is not applicable, may carry a type-approved EPIRB on a voluntary base provided that other maritime communications equipment is available on board the ship, e.g. VHF, MF, HF or Inmarsat.

Only coding with MMSI is permitted. Purchasing is only possible if a radio license is granted. The Radio Communications Agency (Agentschap Telecom) issues an MMSI number to each ship for all the radio equipment.

The use of an EPIRB as a PLB is prohibited.

1.3 ELTs

1.3.1 International Commercial Air Transport - Aeroplanes

All aeroplanes certified for the transport of more than 19 passengers are equipped with at least one automatic ELT or two ELTs of any type.

All aeroplanes certified after the 1st of July 2008 for the transport of more than 19 passengers are equipped with at least two ELTs of those one ELT is activated automatically.

All aeroplanes certified for the transport of 19 passengers or less are equipped with at least one ELT of any type.

All aeroplanes certified after the 1st of July 2008 for the transport of 19 passengers or less are equipped with at least one ELT that is activated automatically.

1.3.2 International General Aviation - Aeroplanes

All aeroplanes are equipped with at least one ELT of any type.

All aeroplanes certified after the 1st of July 2008 are equipped with at least one ELT that is activated automatically.

1.3.3 International Commercial Air Transport - Helicopters

Performance class 1 and 2 helicopters are equipped with at least one ELT that is activated automatically and in case that the flight is conducted over water with at least one ELT that is activated automatically and one ELT(S) in a raft or life jacket.

Performance class 3 helicopters are equipped with at least one ELT that is activated automatically and in case that the flight is conducted over water at normal cruise speed at a distance more than 10 minutes from land with at least one ELT that is activated automatically and one ELT(S) in a raft or life jacket.

1.3.4 International General Aviation - Helicopters

Performance class 1 and 2 helicopters are equipped with at least one ELT, and in case that the flight is conducted over water with at least one ELT that is activated automatically and one ELT(S) in a raft or life jacket.

Performance class 3 helicopters are equipped with at least one ELT that is activated automatically and in case the flight is conducted over water at normal cruise speed at a distance more than 10 minutes from land with at least one ELT that is activated automatically and one ELT(S) in a raft or life jacket.

1.4 PLBs

The use of PLBs in The Netherlands is granted on the strict condition that they are coded according to the "Serial User Protocol" and all relevant data shall be registered with the Radio Communications Agency (for address of the Radio Communications Agency see below).

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	
Netherlands (The)	Y	Y	Y	

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

All coding must be in accordance with the rules set down in Cospas-Sarsat document C/S T.001 "Specification for Cospas-Sarsat 406 MHz Distress Beacons" (Annex A).

All beacons registered in The Netherlands shall be coded according to the User Protocol or if the beacon can be programmed with location position data they may use the User Location of Standard Location Protocol.

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
244,245, 246	Y	N	N	N	Y	N	N	Y	N	N	*[Y / N]*

The EPIRBs digital message shall contain the MMSI number of the vessel for identification as issued by the Radio Communications Agency.

Maritime User Protocol							
Bits	25	26	27 36	37 39	40 81	82 83	84 85
------	0	1	Country Code	0 1 0	MMSI (42 bits)	0 0	R L

RL = Auxiliary radio-locating device (see section A2.1 of C/S T.001)

Section A2.2 of C/S T.001 Maritime User Protocol

The maritime user protocol has the following structure:

Bits Usage

25 format flag (=0)
26 protocol flag (=1)
27-36 country code for The Netherlands; 244 / 245 / 246
37-39 user protocol code (=010)
40-75 trailing 6 digits of MMSI
76-81 specific beacon number
82-83 spare (=00)
84-85 auxiliary radio-locating device type(s)

Bits 40-75 designate the last 6 digits of the 9 digits maritime mobile service identity (MMSI) using the modified-Baudot code shown in Table A3.

2.2 ELT Coding Methods

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 Administration	ELT with Serial Number
244,245, 246	N	N	Y	N	N	N	Y	N	N	N	Y	N	*[Y/N]*

The ELT digital message shall contain the 24-bit aircraft address of the belonging aircraft for identification as issued by Directorate-General of Civil Aviation.

The serial user protocol using the aircraft 24-bit address has the following structure:

Serial User Protocol Aircraft 24-bit Address										
Bits	25	26	27 36	37 39	40 42	43	44 67	68 73	74 83	84 85
----	0	1	Country Code	0 1 1	0 1 1	C	Aircraft 24-bit Address	Additional ELT No.s	C/S certificate Number	R L

Section A2.5.2 of C/S T.001 Serial User Protocol Aircraft 24-bit Address

Bits Usage

25 format flag (= 0)
26 protocol flag (=1)
27-36 country code for The Netherlands; 244 / 245 / 246
37-39 User Protocol code (=011)
40-42 beacon type (=011)
43 flag bit for Cospas-Sarsat type approval certificate number
44-67 aircraft 24-bit address
68-73 ELT number of additional ELTs carried on same aircraft
74-83 Cospas-Sarsat type approval certificate number or national use
84-85 auxiliary radio-locating device type(s)
Bits 44-67 are a 24-bit binary number assigned to the aircraft.
Bits 68-73 contain the ELT number, in binary notation with the least significant bit on the right, of additional ELTs carried in the same aircraft or default to 0s when only one ELT is carried.
Aircraft operators replacing ELTs have to install ELTs coded with the “Aircraft 24-bit address” according the “serialized user protocol” or the “standard location protocol”.

The 24-bit address can be obtained with quotation of the registration mark, type and serial number of the aircraft at:

Directorate-General of Civil Aviation / Aeronautical Inspection Directorate / Head of Aircraft Registry,

Aircraft operators shall inform the Directorate-General of any change (i.e., change of nationality of the aircraft to another nationality then The Netherlands). ELTs shall be reprogrammed according to the new situation.

Aircraft Operators shall register all relevant ELT data, as described in ICAO Convention, Annex 10 with the Radio Communications Agency

2.3 PLB Coding Methods

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**
244,245, 246	Y	Y		N	*[Y/N]*

Serial User Protocol										
Bits	25	26	27 36	37 39	40 42	43	44 63	64 73	74 83	84 85
----	0	1	Country Code	0 1 1	0 1 0	C	(20 bits) Serial Nr	All "0" or Nat. Use	C/S certificate Number	R L

Section A2.5.1 Serial Number of C/S T..001 Serial User Protocol

Bits Usage

25 format flag (= 0)
26 protocol flag (=1)
27-36 country code for The Netherlands; 244 / 245 / 246
37-39 user protocol code (=011)
40-42 beacon type (=, 010) = PLB
43 flag bit for Cospas-Sarsat type approval certificate number
44-63 serial number
64-73 all 0s or national use
74-83 Cospas-Sarsat type approval certificate number or national use
84-85 auxiliary radio-locating device type(s)
The country code 246 is reserved for a specific group of PLB-users in The Netherlands.

The sequential number (serial number), allocated by the manufacturer can be coded in bits 44 to 63.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Type approval: The type approval is based on compliance with the European standard ETSI EN 300 066 V1.3.1 (2001-01).

4. BEACON TESTING REGULATION

Not available.

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

The point of contact for beacon matters is:

- EPIRBs, ELTs and PLBs (coding, registration, licensing): Ministry of Economic Affairs / Radiocommunications Agency.

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 ELTs, EPIRBs and PLBs shall be registered with the Radio Communications.

6.2 Forms

Online beacon registration forms (appropriate website address) are not available.

- END OF SECTION -