(Last amended sections are shown highlighted in grey)

NORWAY

1. REGULATIONS

- 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 EPIRBs

The Norwegian Communication Authority authorized 406 MHz EPIRBs for use on board conventional ships, fishing vessels and pleasure yachts.

Telenor, Radio Licensing Department, issues all maritime radio licences for EPIRBs and maintains a database compliant with IMO Resolution A.887 (21) and ITU Resolution 340 (WRC-97)

1.2 ELTs

The Norwegian Communication Authority issues the radio licenses to aircraft registered in Norway and maintains a database that is accessible to the NMCC and RCC 24 hours a day, seven days a week.

The Norwegian Civil Aviation Authority (http://www.caa.no) issues the 24-bit aircraft addresses ("ICAO ID") to aircraft registered in Norway.

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.

FGB and SGB ELT(DT)s shall be coded with country code 258. Country codes 257 and 259 are not to be used for coding ELT(DT)s.

1.3 PLBs

406 MHz PLBs are authorized for personal use on land, at sea and in aircraft.

The Norwegian Communication Authority issues the radio licenses for PLBs and maintains a database that is accessible to the Norwegian Mission Control Centre (NMCC) and Rescue Coordination Centres (RCC) 24 hours a day, seven days a week.

1.3.1 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	
Norway	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 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
257, 258, 259	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 "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

2.2.1 ELTs

(This subsection only applies to FGBs and does not include ELT(DT) 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
257	N	N	Y	N	N	N	Y	N	N	N	Y	N	N	Y

Note: country codes 258 and 259 are not available for coding ELTs.

2.2.2 ELT(DT)s

a) <u>FGB ELT(DT)s</u>

Country Code(s)	LOCATION PROTOCOLS		
	FGB ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
258 [3]	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".

(3) Country codes 257 and 259 are not available for coding FGB ELT(DT)s.

b) <u>SGB ELT(DT)s</u>

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)
258 [4]	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.

(4) Country codes 257 and 259 are not available for coding SGB ELT(DT)s.

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
257 **	Y*	N		Y*	Y*	N	N

Notes: *   PLBs <u>must be coded</u> with TAC number and **national "serial" number (call sign)** assigned by Competent Administration in place of the serial number allocated by the beacon manufacturer, E.g., Hex ID 203B30D19BBFDFF refers to regular TAC 3390 for RLS-capable beacon and national Call Sign 9015.

**   Country codes 258 and 259 are not available for coding PLBs.

2.4   Return Link Service (RLS) Protocols

On 13 January 2020, Norway 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 (257, 258, 259).

3.   LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Nil.

4.   BEACON TESTING REGULATION

Nil.

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

The point of contact for beacon matters is:

- ELTs: Norwegian Communications Authority
- PLBs: Norwegian Communications Authority

- EPIRBs: Telenor Coastal Radio

> 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 Norwegian 406 MHz beacons regardless of type (ELT, EPIRB or PLB) require registration and appropriate coding as per present and future international coding schemes.

6.2   Forms

Online beacon registration forms (ELTs, PLBs) are available at:
https://www.nkom.no/skjema/nodpeilesender-og-radioutstyr-i-fly

For EPIRB registration contact Telenor coastal radio: lisens@telenor.com
http://www.kystradio.no

- END OF SECTION -