POLAND

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

EPIRBs, ELTs and PLBs are regarded as means of telecommunications. Therefore, are required to obtain the appropriate licence from the Polish Telecommunication Authority for establishment and use of its telecommunication means.

All 406 MHz beacons carried by Polish registered aircraft and ships as well as personal beacons use by Polish citizens require appropriate coding and registration.

1.2 EPIRBs

All cargo seagoing ships above 300 GRT and passenger ships shall be equipped with a 406 MHz EPIRB. Voluntary carriage of 406 MHz EPIRB is permitted on Polish non SOLAS vessels and pleasure yachts. All fishing vessels in areas outside GMDSS sea area A1 are required to carry a float-free satellite EPIRB. Only coding with MMSI is permitted. The Office of Electronic Communications issues an MMSI number to each ship for radio equipment.

The regulation of Minister of Transport, Construction and Maritime Economy in regard to beacon registration was signed on 4 September 2013, OJ 13.1132.

CAA decided that Serial User Protocol and Standard Location Protocol with EPIRB serial number shall be used for coding of EPIRB used by aircraft in Poland.

1.3 ELTs

Polish requirements concerning the equipment of aircraft of ELTs follow provisions of Commission Regulation (UE) No 965/2012 and national regulations issued on a base of recommendations and standards laid down by ICAO (Annex 6, Vol. II, III).

1.4 PLBs

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

Aviation:
PLB use as replacement for mandatory ELT see Commission Regulation (UE) No 965/2012.

Maritime:
PLB may not replace EPIRB on board vessels when they are required by national or international rules.

1.4.1 National Beacon Regulations for Serial-Coded PLBs

Country	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognises PLB Activations	Country Recognises PLB Activations	Country Recognises PLB Activations	
Poland	R	R	R	A radio licence issued by Polish Office of Electronic Communication is required.

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).

1.5 Return Link Service (RLS) Protocol Beacons

A registration database for RLS beacons is:

Provided by the National Administration	Provided by the Cospas-Sarsat Secretariat
Y	N

2. BEACONS CODING METHODS

Notes: * Device serial number assigned by a manufacturer with the Cospas-Sarsat type approval certificate number. The protocol is allowed for ELT (AP) and ELT (S).

** Device serial number assigned by a manufacturer with the Cospas-Sarsat type approval certificate number (TAC number).

*** Device serial number assigned by a manufacturer with the Cospas-Sarsat type approval certificate number. The protocol is allowed to EPIRB that is an equipment of aircraft.

2.1 EPIRB Coding Methods

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
261	Y	N	Y***	N	Y	N	N	Y	Y***	N	N	Y**	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

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 S/Nr	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	S/N Assigned by Competent Administration	National RLS Number	TAC & S/N
261	Y*	N	Y	Y	Y*	N	Y	Y	Y*	N	Y	N	N	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]
261	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.

2.3 PLB Coding Methods

Country Code(s)	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
261	Y**	Y**		N	N	Y	N

2.4 Return Link Service (RLS) Protocols

A registration database for RLS beacons is:

Provided by the National Administration	Provided by Cospas-Sarsat within the IBRD
Y	N

On 7 December 2020, Poland 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.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Not available.

4. BEACON TESTING REGULATION

The distress beacons should only be activated when a ship, aircraft or a person is in distress. In between the manufacturers' recommended maintenance and battery replacement cycles, the beacon can be tested by the owner using the self-test capability to ensure the continued functionality of the beacon.

There is normally no need for the beacon to be tested in an operational mode by a beacon owner.

All beacon types (EPIRBs, ELTs, and PLBs) can be tested at any time using the self-test functions without any notification to ARCC Warsaw.

If a beacon is inadvertently activated in its operational mode a beacon's owner should contact ARCC Warsaw as soon as possible.

In rare circumstances, there may be a need to active a beacon in its operational mode for test or training purposes, e.g., search and rescue training exercises. Requests to conduct a live beacon test should be sent by fax or email to ARCC Warsaw 24 hours before the test.

The **contact details to ARCC Warsaw** are available at https://www.cospas-sarsat.int/en/contacts-pro/contacts-details-all, selecting "SPOC".

The information about test should be provided:

- objective of the test,
- description of the test,
- location of the test,
- date, time and duration of the test,
- beacon Hex ID (15 hexadecimal characters),
- point of contact for the test.

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

There is the national database for EPIRBs, ELTs and PLBs in Poland. The database is compiled by the Polish Civil Aviation Authority in accordance with the decree of the Minister of Transport, Construction and Maritime Economy (OJ.2013.11320).

The beacon Hex ID is validated before registration. Only properly coded beacons with Polish country code are allowed to be registered in the Polish national database.

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

6. BEACON REGISTRATION FORMS

Online beacon registration forms (EPIRBs, ELTs, PLBs) are available at:
http://www.ulc.gov.pl/pl/zegluga-powietrzna/poszukiwanie-i-ratownictwo/rejestracja-beaconow-406mhz.

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