SAUDI ARABIA

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 General

Nil.

1.2 EPIRBs

According to regulations of the Saudi Ministry of Transport all Saudi Arabia SOLAS ships have to carry 406 MHz EPIRBs. Voluntary carriage of 406 MHz EPIRBs by non-SOLAS ships is permitted in Saudi Arabia.

1.3 ELTs

According to the regulations of the General Authority of Civil Aviation (GACA) in Saudi Arabia, since 1 January 2009, all ELTs installed on aircraft registered in Saudi Arabia must operate on the 406 MHz frequency with auxiliary radio-locating device on the 121.5 MHz frequency.

1.4 PLBs

The private (individual) use of PLBs is permitted in Saudi Arabia as part of a survival kit for aircraft.

All PLBs should be registered in the national beacon database at SAMCC.

406 MHz PLBs manufacturers or distributors shall attach folders on the equipment concerning the registration obligation. For more information, please contact: Communications, Space & Technology Commission Email: frequency@cst.gov.sa

1.4.1 National Beacon Regulations for Serial-Coded PLBs

Country Code	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognises PLB Activations	Country Recognises PLB Activations	Country Recognises PLB Activations	
403	Y	Y	Y	PLB's use as replacement for mandatory ELT or EPIRB is not accepted. PLBs are only to be coded with serial number and neither MMSI nor registration mark

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	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	MMSI
403	Y	Y	N	Y	Y	N	Y	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

2.2.1 ELTs

(This subsection does not include 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
403	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y

2.2.2 ELT(DT)s

a) FGB ELT(DT)s

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
403	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

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)
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		Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	MMSI
403	Y	Y		Y	N	Y	N

2.4 Return Link Service (RLS) Protocols

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.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

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

4. BEACON TESTING REGULATION

All 406 MHz distress beacons can be tested at any time using the self-test functions without any notification to SAMCC.
Any test of a 406 MHz distress beacon in the operational mode requires to fill in the 406-MHz Emergency Beacon Activation Form prior approval , this form can be obtained from SAMCC on Telephone +966 12 6150170 / Fax +966 12 6150171/ Email: samcc.sar@sans.com.sa or to download the form – Click here.

Beacon Test Coordination Message

A message notifying of the test is required to be distributed to all MCCs worldwide.

The information listed below, A to G, shall be provided by the person requesting an operational test in written form at least two days in advance of the requested day of testing to SAMCC.

A- TEST OBJECTIVE:
B- TEST DESCRIPTION:
C- COORDINATS OF LOCATION OF TEST:
D- DATE, TIME AND DURATION OF TEST:
E- BEACON 15 HEXADECIMAL ID:
F- SPECIAL DATA COLLECTION AND PROSSECING REQUIRMENTS:
G- POINT OF CONTACT FOR THE TEST:

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

- The point of contact for beacon matters is: SAMCC

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

A national database for EPIRBs, ELTs and PLBs is maintained by SAMCC.

All 406 MHz beacons carried by Saudi Arabia ships, aircraft or individual should be registered in the SAMCC database.

6.2 Forms

Online beacon registration forms are under development.

- END OF SECTION –