SERBIA

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

Beacon owners are responsible to maintain the emergency contact data accurate at the national point of contact for beacon matters set out in Section 5.

1.2 EPIRBs

EPIRB registration procedures are implemented in accordance with the recommendations of the International Maritime Organization (IMO), International Telecommunication Union (ITU) and Marine Equipment Directive 96/98/EC as amended by Commission Directive 2011/75/EU.

1.3 ELTs

Civil Aviation Directorate of the Republic of Serbia throughout national Air Transport Law and relevant bylaws applies the provisions, technical requirements and administrative procedures related to air operations of European Commission Regulation (EU) No 965/2012 and further amendments of this Regulation, as well as standards and recommendations laying down in Annex 6 and Annex 10 of ICAO.

Serbia has published its own Regulation on conditions for performing air operations ("Official Gazette of the Republic of Serbia", No 9/18, 56/18, 12/19, 3/21 and 54/21), including the regulation for installing.

1.3.1 COMMERCIAL AIR TRANSPORT OPERATIONS

1.3.1.1 Aeroplanes

CAT.IDE.A.280 Emergency locator transmitter (ELT)

(a) Aeroplanes with an MOPSC of more than 19 shall be equipped with at least:

(1) two ELTs, one of which shall be automatic, or one ELT and one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or

(2) one automatic ELT or two ELTs of any type or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008;

(b) Aeroplanes with an MOPSC of 19 or less shall be equipped with at least:

(1) one automatic ELT or one aircraft localisation means meeting the requirement of CAT.GEN.MPA.210, in the case of aeroplanes first issued with an individual CofA after 1 July 2008; or

(2) one ELT of any type or one aircraft localisation means meeting the requirement of CAT.GEN. MPA.210, in the case of aeroplanes first issued with an individual CofA on or before 1 July 2008;

(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.

1.3.1.2 Helicopters

CAT.IDE.H.280 Emergency locator transmitter (ELT)

(a) Helicopters shall be equipped with at least one automatic ELT.

(b) Helicopters operating in performance class 1 or 2 used in offshore operations on a flight over water in a hostile environment and at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed shall be equipped with an automatically deployable ELT (ELT(AD)).

(c) An ELT of any type shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.

1.3.2 NON-COMMERCIAL AIR OPERATIONS

1.3.2.1 With complex motor-powered aircraft

1.3.2.1.1 Aeroplanes

NCC.IDE.A.215 Emergency locator transmitter (ELT)

(a) Aeroplanes shall be equipped with:

(1) an ELT of any type or an aircraft localisation means meeting the requirement of Annex IV (Part CAT), CAT.GEN.MPA.210, to Regulation (EU) No 965/2012, when first issued with an individual CofA on or before 1 July 2008;

(2) an automatic ELT or an aircraft localisation means meeting the requirement of Annex IV (Part CAT), CAT. GEN.MPA.210, to Regulation (EU) No 965/2012, when first issued with an individual CofA after 1 July 2008;

(b) ELTs of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

1.3.2.1.2 Helicopters

NCC.IDE.H.215 Emergency locator transmitter (ELT)

(a) Helicopters shall be equipped with at least one automatic ELT.

(b) Helicopters operating on a flight over water in support of offshore operations in a hostile environment and at a distance from land corresponding to more than 10 minutes flying time at normal cruising speed, where in the case of the critical engine failure, the helicopter is able to sustain level flight, shall be equipped with an automatically deployable ELT (ELT(AD)).

(c) An ELT of any type shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

1.3.2.2 With other-than complex motor-powered aircraft

1.3.2.2.1 Aeroplanes

(a) Aeroplanes shall be equipped with:

(1) an ELT of any type, when first issued with an individual CofA on or before 1 July 2008;

(2) an automatic ELT, when first issued with an individual CofA after 1 July 2008; or

(3) a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a passenger, when certified for a maximum passenger seating configuration of six or less.

(b) ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121.5 MHz and 406 MHz.

1.3.2.2.2 Helicopters

NCO.IDE.H.170 Emergency locator transmitter (ELT)

(a) Helicopters certified for a maximum passenger seating configuration above six shall be equipped with:

(1) an automatic ELT; and

(2) one survival ELT (ELT(S)) in a life-raft or life-jacket when the helicopter is operated at a distance from land corresponding to more than 3 minutes flying time at normal cruising speed.

(b) Helicopters certified for a maximum passenger seating configuration of six or less shall be equipped with an ELT(S) or a personal locator beacon (PLB), carried by a crew member or a passenger.

(c) ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

1.3.3 SPECIALISED OPERATIONS

1.3.3.1 Aeroplanes

SPO.IDE.A.190 Emergency locator transmitter (ELT):

(a) Aeroplanes shall be equipped with:

(1) an ELT of any type or an aircraft localisation means meeting the requirement of Annex IV (Part CAT), CAT.GEN.MPA.210, to Regulation (EU) No 965/2012, when first issued with an individual CofA on or before 1 July 2008;

(2) an automatic ELT or an aircraft localisation means meeting the requirement of Annex IV

(Part CAT), CAT.GEN.MPA.210, to Regulation (EU) No 965/2012, when first issued with an individual CofA after 1 July 2008; or

(3) a survival ELT (ELT(S)) or a personal locator beacon (PLB), carried by a crew member or a task specialist, when certified for a maximum seating configuration of six or less.

(b) ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

1.3.3.2 Helicopters

SPO.IDE.H.190 Emergency locator transmitter (ELT)

(a) Helicopters certified for a maximum seating configuration above six shall be equipped with:

(1) an automatic ELT; and

(2) one survival ELT (ELT(S)) in a life-raft or life-jacket when the helicopter is operated at a distance from land corresponding to more than 3 minutes flying time at normal cruising speed.

(b) Helicopters certified for a maximum seating configuration of six or less shall be equipped with an ELT(S) or a personal locator beacon (PLB), carried by a crew member or a task specialist.

(c) ELTs of any type and PLBs shall be capable of transmitting simultaneously on 121,5 MHz and 406 MHz.

1.4 PLBs

According to the Regulations in Serbia, the uses of PLBs in Serbia is allowed. Every PLB must be registered in national 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	
CAA of Serbia	Y	Y	Y	NIL

2. BEACONS CODING METHODS

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
279	Y	Y	Y	Y	Y	Y	Y	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 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	S/N Assigned by Competent Administration	National RLS Number	TAC & S/N
279	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	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]
279	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
279	Y	Y		N	N	Y	Y

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. More information on RLS-enable beacons is available at https://cospas-sarsat.int/en/beaconownership/rls-enabled-beacon-purchase.

3. LIST OF BEACON MODELS TYPE-APPROVED BY ADMINISTRATION

All beacons type-approved by Cospas-Sarsat are allowed to be encoded with the Republic of Serbia's country code.

4. BEACON TESTING REGULATION

All 406 MHz distress beacons can be tested at any time using the self-test functions without any notification to RCC Belgrade; and

Any test of a 406 MHz distress beacon in the operational mode requires prior approval from RCC Belgrade (via phone +381112286415 or email: rcc@cad.gov.rs) and they need to send fulfilled Form for Request for beacon testing (link: http://cad.gov.rs/en/Request for beacon testing CAD-RCC-OB-013)

Serbia has published the 406 MHz Distress Beacons leaflet containing important information about Registration, Testing, False Alert Prevention and Disposal of Old 406 MHz distress beacons.

Link of the beacon leaflet http://cad.gov.rs/en/strana/23571/406-mhz-distress-beacons.

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

The point of contact for beacon matters is:

- Search and Rescue Division of the Civil Aviation Directorate of the Republic of Serbia.

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

The Serbian national beacon database supports ELTs, EPIRBs and PLBs that operate simultaneously on 121.5 MHz and 406 MHz. The database is compiled by Civil Aviation Directorate of the Republic of Serbia.

All beacons must be type approved by the Cospas-Sarsat and must be registered in Serbian national beacon database set out in Section 5.

6.2 Forms

Online beacon registration forms (EPIRBs, ELTs, PLBs) are available at: http://cad.gov.rs/en/strana/17571/forms-for-registration-of-radio-transmitters.

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