

SLOVAKIA**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

All 406 MHz beacons carried by Slovak registered aircraft and ships as well as personal beacons used by citizens of the Slovak Republic require appropriate coding and registration.

1.2 EPIRBs

All Slovakian SOLAS-vessels are required to carry 406 MHz EPIRBs as stated in SOLAS Convention.

Vessels falling outside mandatory requirements may voluntarily be fitted with EPIRBs. This also applies to pleasure craft.

1.3 ELTs

Nothing to report.

1.4 PLBs

The use of 406 MHz PLBs is allowed in Slovakia. PLB does not require a national radio license. PLB shall be registered by the Regulatory Authority for Electronic Communications and Postal Services.

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	
267	Y	Y	Y	Nil.

2. BEACONS 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	
267	Y	N	N	N	Y	N	N	Y	N	N	N	N	N	Y

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.

2.2.1 ELTs

[illegible]

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
267	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".

a) 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(s)	USER PROTOCOL	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
267	Y	N	Y	N	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

Not available.

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:

- ELTs: CNS department of the Transport Authority
- For radio license, EPIRB and PLB registration: Regulatory Authority for Electronic Communications and Postal Services.

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

EPIRBs and PLBs are registered by the Regulatory Authority for Electronic Communications and Postal Services.

ELTs are registered by Transport Authority - Civil Aviation Division.

6.2 Forms

Nothing to report.

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