SPAIN

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 EPIRBs

The Spanish Maritime Administration through its General Directorate of Maritime Affairs, makes the carriage of 406 MHz beacons mandatory for the following ships:

- All freight ships irrespective of size engaged on international or domestic voyages.
- All passenger ships irrespective of size engaged on international or national voyages.
- All fishing ships of more than 8 meters in length sailing more than 3 miles from the coastline.
- Pleasure crafts sailing more than 12 miles from the coast (for those sailing up to 25 miles a manual activation beacon is allowed).

GPS 406 MHz beacons are mandatory for all Spanish registered fishing ships.

121.5 MHz beacons are no longer allowed in Spanish registered ships.

A life jacket with an AIS freq. or 121.5 MHz Man Over Board beacon is mandatory for every crewmember of all Spanish registered fishing ships. A directional 121.5 MHz receiver is also required on board.

All 406 MHz beacons must be of a type approved model by the Spanish Administration (see paragraph 3).

All 406 MHz beacons must be registered (see paragraph 6).

1.2 ELTs

For Commercial Air Transport (CAT), Non-commercial other than SPO (Non-Commercial with complex aircraft (NCC) and Non-Commercial with non-complex aircraft (NCO)) and Special Operation (SPO) by aeroplane and helicopter, the obligation to carry ELTs is prescribed in European Union Regulation 965/2012 an its amendments.

For other types of operations, the obligation is prescribed in national regulation which is in line with EU Regulation 965/2012.

1.3 PLBs

Personal Locator Beacons (PLBs) with country code Spain, are only allowed by the Spanish Administration in maritime environment, provided they are associated to a vessel where it is not mandatory to install EPIRB and should be programmed with its MMSI and installed only for use in that vessel.

PLBs are not permitted to substitute when regulations require use of ELT or EPIRB.

1.3.1 National Beacon Regulations for Serial-Coded PLBs

Country Code	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognizes PLB Activations	Country Recognizes PLB Activations	Country Recognizes PLB Activations	
224 / 225	N	R*	[Y/N]	* PLB with country code Spain, in a maritime environment, are only allowed by the Spanish Administration provided they are associated to a vessel or a ship, where it is not mandatory to install EPIRB, and shall be programmed with its MMSI and installed only for use in that vessel.

Similar information is available in the table on the Cospas-Sarsat website (www.cospas-sarsat.int) with the status indication in colours (**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(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	Number Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
224 225	Y	N	N	N	Y	N	N	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

Country Code(s)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/N	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 Administra-tion	National RLS Number	TAC & S/N
224 225	Y	N	Y	Y	N	N	N	N	Y	N	Y	N	N	Y

If programming the ELT with the Aircraft Nationality and Registration marking do not insert extraneous characters such as '/1' or '/2' after the aircraft registration marking to indicate multiple ELTs on board the same aircraft.

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
224 225	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

Spanish coded PLBs are not allowed by the Spanish Administration.

2.4 Return Link Service (RLS) Protocols

On 10 November 2020, Spain 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

For a list of approved EPIRBs go to the following Spanish Maritime Administration webpage and choose TRANSMISORES at:
https://apps.fomento.gob.es/RadioComunicaciones/equipos.aspx .

Note that numbers starting with numbers 65 are automatic EPIRBs, 62 manual EPIRBs and 64 PLBs.

According to European Regulation (EU) 748/2012, Part 21, every ELT installed in Spanish registered aircraft must hold an ETSO-approval issued by EASA. Additionally, it also must hold an Approval Certificate of Cospas-Sarsat (TAC Number).

4. BEACON TESTING REGULATION

Not available.

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

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:

All Spanish coded EPIRBs must be registered with the Spanish Maritime Administration, DGMM – Dirección General de Marina Mercante, which keeps a registration database for 406 MHz EPIRBs and registration is mandatory for all Spanish registered ships. Database records must be validated every four years.

See Real Decreto 1185/2006, de 16 de octubre, Art. 8.

ELTs:

All Spanish coded ELTs installed in aircraft must be registered within AESA (Agencia Estatal de Seguridad Aérea). AESA only register beacons installed in civil aircraft with Spanish registration mark (EC-) and exceptionally, according to Article 83bis of Convention on International Civil Aviation (Chicago Convention), beacons installed in aircraft with other registration marks if these aircrafts are under an Spanish AOC and the ELTs are not registered in the other country. EPIRBs and PLBs will not be registered in the ELT database.

AESA has published a guide which explains in detail the allowable coding methods and the registration procedure. This guide is available at:

https://www.seguridadaerea.gob.es/sites/default/files/informacion_registro_radiobalizas_aeronauticas_emergencia_406mhz.pdf

6.2 Forms

EPIRBs:

https://www.fomento.gob.es/marina-mercante/radiocomunicaciones/programacion-radiobalizas/registro-de-radiobalizas.

ELTs:

https://www.seguridadaerea.gob.es/sites/default/files/formulario_de_registro_de_elt.pdf.

PLBs:

Spanish coded PLBs are not allowed.

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