SWEDEN

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

EPIRB (406 MHz) are mandatory on board with requirements from SOLAS. EPIRBs shall normally be coded with MMSI and should be registered in the national database registry maintained by Swedish Maritime Administration/Joint Rescue Coordination Centre (JRCC).

Vessels falling outside mandatory requirements, including pleasure crafts, may voluntarily be fitted with EPIRB. The EPIRB may be coded with MMSI or call sign protocol. Beacons should be registered in the national database registry maintained by Swedish Maritime Administration/JRCC.

1.2 ELTs and PLBs for aviation

406 MHz ELT for aviation are mandatory according to Swedish national regulation TSFS 2022:77. All 406 MHz ELTs shall be registered at the Swedish Transport Agency.

ELT shall be coded in accordance with ICAO Annex 10, Aeronautical Telecommunications, Volume III, 2nd edition, including all changes up to nr 90, Part II och Cospas-Sarsat Guidelines on 406 MHz Beacon Coding, Registration, and Type approval, C/S G.005. Country code ELT 265, PLB 265 or 266.

For ELT installed in Swedish registered aircraft one of the following identifications shall be used:

- Aircraft Registration Marking, or
- ICAO Aircraft 24-bit address

In life rafts carried on board aircraft one of the following identifications shall be used:

- Aircraft Registration Marking, or
- ICAO Aircraft 24-bit address, or
- ICAO Aircraft Operator Designator and Serial Number.

1.3 PLBs

Since 1 October 2006, emergency transmitters on 406 MHz and 121,5 MHz are exempted from licensing and hence an individual radio license for such transmitter is no longer required. These transmitters are covered by a general license, but there is still a requirement to register the beacon. Therefore, each beacon must be uniquely programmed.

Every manufacturer is responsible for providing every beacon with a unique serial number in order to facilitate registration of the beacon for the user. The Swedish Maritime Administration will not provide serial numbers.

The following protocols are accepted in Sweden:

For PLBs without GPS:

Serial User Protocol with a serial number with Type Approval Number (TAC). Country code - 265 or 266.

For PLBs with a GPS or other device that can deliver position data:

Standard Location Protocol with Type Approval Number (TAC) and a serial number. Country code - 265 or 266.

For PLB, RLS-capable beacons are also allowed.

1.3.1 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	
265, 266	Y	Y	Y	Nil.

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 Codes	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	S/N Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
265, 266	Y	Y	N	Y	Y	N	Y	Y	N	N	Y	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	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
265	N	Y*	Y	Y	N	Y*	Y	Y	N	Y*	Y	N	Y	N

* Only when used on liferaft.

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
265	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 Codes	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
265, 266	Y	Y		N	Y	Y	Y

2.4 Return Link Serv ice (RLS) Protocols

On 14 January 2020, Sweden 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.

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

There is no type approval regime in Sweden for EPIRB beacons. Sweden accepts Cospas-Sarsat type approval and conformity assessment procedures in accordance with European Community regulations.

According to European Regulation (EU) 748/2012, Part 21, every ELT installed in Swedish registered aircraft must hold an ETSO-approval issued by EASA. With reference to European regulation (EU) 748/2012, article 6, an approval of a type of ELT issued in Sweden before and valid on the 28 September 2003 is regarded as approved in accordance with this Regulation. Every PLB used onboard Swedish registered aircraft must be of a type approved by Cospas-Sarsat.

For PLB in all other use then mentioned above Sweden accepts Cospas-Sarsat type approval or conformity assessment procedure in accordance with European Community regulations.

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: Swedish Transport Agency (Coding)
- ELTs: Swedish Maritime Administration - JRCC (Registration)
- EPIRBs: Swedish Maritime Administration – JRCC (Registration)
- PLBs: Swedish Maritime Administration – JRCC (Registration)

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

ELTs, EPIRBs and PLBs coded with the Swedish country codes are to be registered at:

- ELTs: Swedish Maritime Administration – JRCC
- EPIRBs: Swedish Maritime Administration - JRCC
- PLBs: Swedish Maritime Administration – JRCC

Since 1 of June 2017, PLBs coded with the Swedish country code are to be registered and updated in the IBRD by the beacon owners themselves.

Since 22 of March 2022, ELTs coded with the Swedish country code are to be registered and updated in the IBRD by the beacon owners themselves.

6.2 Forms

Not available.

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