FRANCE

1. REGULATIONS

1.1 General

For aeronautical use of beacons, see:

- French regulations on beacon carriage requirements,
- by-law dated 21 December 2018 on coding and registration of 406 MHz beacons, for aircraft Search and Rescue purposes (to be updated later on for coding “RLS capable” beacons).

1.2 EPIRBs

French regulation is issued from ministerial decree of 23 November 1987.

Carriage of 121.5 MHz EPIRBs is not allowed on French ships.

a) Passenger’s ships (reference section 219 & 221 from ministerial decree):

GMDSS\textsuperscript{2} A1 area:
At least one 406 MHz EPIRB [depending others equipment installed].
Relaxation for 4\textsuperscript{th} and 5\textsuperscript{th} category\textsuperscript{3}.
GMDSS A1 & A2 area and less than 200 passengers:
At least one 406 MHz EPIRB.
GMDSS A1, A2 & A3 area and less than 200 passengers:
At least one 406 MHz EPIRB [one more depending others equipment installed].
GMDSS A1, A2, A3 & A4 area and/or more than 200 passengers:
At least one 406 MHz EPIRB [one more depending others equipment installed].
From French Overseas territories and less than 200 passengers:
At least one 406 MHz EPIRB.

b) Cargo Ship (reference section 219 & 221 from ministerial decree):

GMDSS A1 area:
At least one 406 MHz EPIRB [depending others equipment installed].
Relaxation for 4\textsuperscript{th} category (less than 12 metres) and 5\textsuperscript{th} category.
GMDSS A1 & A2 area:
At least one 406 MHz EPIRB.
GMDSS A1, A2 & A3 area:
At least one 406 MHz EPIRB [one more depending others equipment installed].

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\textsuperscript{1} Decree of 23 November 1987 on the safety of ships.
\textsuperscript{2} GMDSS: Global Maritime Distress and Safety System.
\textsuperscript{3} 4\textsuperscript{th} category: no more than 5 miles from the limit of the sheltered sea areas of the port of departure.
5\textsuperscript{th} category: navigation inside sheltered sea areas.
GMDSS A1, A2, A3 & A4 area:
   At least one 406 MHz EPIRB [one more depending others equipment installed].
From French Overseas territories:
   At least one 406 MHz EPIRB.

c) Fishing vessel (reference section 219 & 228 from ministerial decree):

   GMDSS A1 area:
      At least one 406 MHz EPIRB [depending others equipment installed].
      Relaxation for 4th category (except trawler) and 5th category.
   GMDSS A1 & A2 area:
      At least one 406 MHz EPIRB [one more depending others equipment installed].
   GMDSS A1, A2 & A3 area:
      At least one 406 MHz EPIRB [one more depending others equipment installed].
   GMDSS A1, A2, A3 & A4 area:
      At least one 406 MHz EPIRB [one more depending others equipment installed].
From French Overseas territories:
   At least one 406 MHz EPIRB.
      Relaxation for 4th category (except trawler) and 5th category.

d) Pleasure vessel (reference section 240, 241 & 242):

   Pleasure craft with a hull shorter than 24 metres [private use]:
      Carriage of a 406 MHz EPIRB on a voluntary basis.
   Charter craft with a hull shorter than 24 metres [commercial use]:
      At least one 406 MHz EPIRB if sailing more than 20 miles from the nearest land.
   Pleasure yacht of 24 metres and upwards [private & commercial use]:
      At least one 406 MHz EPIRB.

Generally, additional 406 MHz EPIRBs may be carried on a voluntary basis, in addition to the requirements foreseen.

(!) Refer to appropriate section of ministerial decree to have more information or see section “FRA.4 Point of Contact for beacon matters” to have a contact in order to have more information for the French maritime regulation.

On 1 May 2015, the ministerial decree on the safety of ships of 23 November 1987 was amended. The significant change regarding the Cospas-Sarsat regulations is as follows: at least one EPIRB is required for all pleasure craft which intends to go more than 60 miles from ashore.

1.3 ELTs

121.5 MHz

From 1 February 2009, all 121.5 MHz ELTs onboard aircraft must be deactivated (§7 of by law dated 26 December 2008). Furthermore, all 121.5 MHz ELTs must be removed from aircraft by 1 February 2010 (same reference).

406 MHz

Carriage of 406 MHz beacons is mandatory for all type of certified aircraft.
1.4 PLBs

1.4.1 PLBs on Ships

(reference: section 219 from ministerial decree of 23 November 1987)

a) Cargo ships above 300 GRT and passenger ships:
- Additional 406 MHz PLBs may be carried on a voluntary basis, in addition to the compulsory EPIRB requirements foreseen (FRA 1.1).
- PLBs shall be coded with the MMSI of the ship.

b) Fishing vessels:
- Ships working in GMDSS A1 area, manned with one person only: the competent authority has the possibility to give a dispensation to authorize the replacement of the EPIRB by a PLB. In this case, the crewmember must carry permanently the PLB.
- 3rd category fish farming ships working within 5 miles off the coast and manned with one person only may replace their EPIRB by a PLB. In this case, the crewmember must carry permanently the PLB.
- PLBs shall be coded with the MMSI of the ship.

c) Pleasure craft:
- 406 MHz PLBs may be carried on a voluntary basis.

(!) Refer to appropriate section of ministerial decree to have more information or see section “FRA.4 Point of Contact for beacon matters” to have a contact in order to have more information for the French maritime regulation.

1.4.2 PLBs on Aircraft

See reference, section 1.1.

1.4.3 National Beacon Regulations for Serial-Coded PLBs

<table>
<thead>
<tr>
<th>Administration</th>
<th>For Terrestrial Applications</th>
<th>In Maritime Environment</th>
<th>On Aircraft</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Country Recognises PLB</td>
<td>Country Recognises PLB</td>
<td>Country Recognises PLB</td>
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<tr>
<td></td>
<td>Activations</td>
<td>Activations</td>
<td>Activations</td>
<td></td>
</tr>
<tr>
<td>France</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td>Nil</td>
</tr>
</tbody>
</table>

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 / Restrictions = 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

(reference: section 175 from ministerial decree of 23 November 1987)

All French EPIRBs must be coded with the MMSI corresponding to the ship, with a "specific beacon number" between 0 to 8.

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Maritime User</td>
<td>Serial User</td>
</tr>
<tr>
<td>226,227, 228,329, 347,361, 501,540, 546,578, 607,618, 635,660, 745</td>
<td><img src="table.png" alt="Table" /></td>
<td><img src="table.png" alt="Table" /></td>
</tr>
</tbody>
</table>

(1) With a “specific beacon number” between 0 and 8.
(1) Some “Country Codes” are reserved. See section “Point of Contact for Beacon Matters” to get the contact for French Administration.

2.2 ELT Coding Methods

(reference: see section 1.1)

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Serial User</td>
<td>Aviation User</td>
</tr>
<tr>
<td></td>
<td>ELT with Serial Number</td>
<td>Aircraft Operator Designator and Serial Number</td>
</tr>
<tr>
<td>226,227, 228,329, 347,361, 501,540, 546,578, 607,618, 635,660, 745</td>
<td><img src="table.png" alt="Table" /></td>
<td><img src="table.png" alt="Table" /></td>
</tr>
</tbody>
</table>

(2) Country code reserved for the State aircraft only.
(3) To be implemented in national coding regulation.

- Only 24-bits address or beacon serial number (+TAC) are authorized for identification.
- Registration of ELTs to the national database is mandatory (https://registre406.cnes.fr).

2.3 PLB Coding Methods

2.3.1 PLBs on Ships

(reference: section 175 from ministerial decree of 23 November 1987)
2.3.1.1 PLBs which carriage is mandatory

PLBs, which carriage is mandatory (see section “Regulation”), must be coded with the MMSI corresponding to the ship, with a "specific beacon number" between 9 and 15.

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Maritime User</td>
<td>Serial User</td>
</tr>
<tr>
<td></td>
<td>Radio Call Sign</td>
<td>EPIRB with Serial Number</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>226,227,228,329, 347,361,501,540, 546,578,607,618, 635,660,745</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(4) With a “specific beacon number” between 9 and 15.

2.3.1.2 PLBs which carriage is not mandatory

PLBs, which may be carried on voluntary basis, can be coded:

- with the MMSI corresponding to the ship:

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
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<tr>
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<td></td>
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<td>EPIRB with Serial Number</td>
</tr>
<tr>
<td></td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>226, 227, 228, 329, 347, 361, 501, 540, 546, 578, 607, 618, 635, 660, 745</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(4) With a “specific beacon number” between 9 and 15.

- with a Serial Number:

<table>
<thead>
<tr>
<th>Country Code</th>
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<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Serial User</td>
<td>User Location</td>
</tr>
<tr>
<td></td>
<td>PLB with Serial Number</td>
<td>PLB with Serial Number</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Standard Location</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>226,227,228,329,347, 361,501,540,546,578,607,618,635,660,745</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

All PLBs on ships must be registered (reference: section 175 from ministerial decree of 23 November 1987):

- on the French 406 MHz database (https://registre406.cnes.fr) for the PLBs coded with a serial number;
- on the database of the Authority in charge of the GMDSS licences (Agence Nationale des Fréquences (ANFR)) for the PLBs coded with MMSI.
- (!) Some “Country Codes” are reserved. See section “Point of Contact for Beacon Matters” to have the contact of French Administration.

### 2.3.2 PLBs on Aircraft

(reference: see section 1.1)

- For PLBs with GNSS receiver, Standard Location Protocol only is to be used.
- Only 24 bits address or beacon serial number (+TAC) are authorized for identification.
- Registration of PLBs to the national database is mandatory (https://registre406.cnes.fr).

<table>
<thead>
<tr>
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</tr>
<tr>
<td></td>
<td>ELT with Serial Number</td>
<td>Aircraft Nationality and Registration Marking</td>
</tr>
<tr>
<td>226, 227, 329, 347, 540, 546, 578, 660, 745</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

(2) Country code reserved for state aircraft only.
(3) To be implemented in national coding regulation.

### 2.3.3 PLBs for Individuals

<table>
<thead>
<tr>
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</tr>
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<tbody>
<tr>
<td></td>
<td>Serial User</td>
<td>User Location</td>
</tr>
<tr>
<td></td>
<td>PLB with Serial Number</td>
<td>PLB with Serial Number</td>
</tr>
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<td>226, 227, 329, 347, 540, 546, 578, 660, 745</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

(2) Country code reserved for state aircraft only.
(3) To be implemented in national coding regulation.

### 3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

- **ELTs:** All 406 MHz beacons which are type approved by Cospas-Sarsat.
- **EPIRBs:** All 406 MHz beacons which are type approved by Cospas-Sarsat.
- **PLBs which carriage is compulsory on ships:** Models which are type approved by Cospas-Sarsat and certified in accordance with the directive 99/5/CE (directive R&TTE) and with the standard ETSI EN 302 152-1.
- **Other PLBs:** All 406 MHz beacons which are type approved by Cospas-Sarsat.
4. **BEACON TESTING REGULATION**

Generally, there are two types of tests:

**4.1 Self-Test Requirements**

All beacon types (EPIRBs, ELTs and PLBs) – fitted with a self-test function - can be tested at any time, using the self-test function, without the need to notify FMCC and/or (M)RCC.

➔ On this case: follow your beacon manufacturer’s procedure to conduct this self-test and for analysis of the result.

In order to comply with ELT maintenance requirements (no self-test function or no remote control in aircraft cockpit) a beacon test could be realised with authorisation of the RCC responsible and the control tower. In any case, the beacon should not be “ON” more than 15 seconds.

**4.2 Operational Testing Requirements**

For some reasons [e.g., prototype, beacon testing (new model), SAR (Search & Rescue) exercise, calibration/validation of a pathfinder, etc.] an operational testing can be required by manufacturer, industrial, SAR forces, etc.

Any test of a 406 MHz distress beacon in the operational mode requires prior approval from FMCC (ask “Notification form for beacon test” to fmcc@cnes.fr) and the requirements hereafter must be satisfied.

➔ On this case, three conditions must be satisfied simultaneously:

1) the beacon has to be (re)coded with a “test protocol”;
2) the homing signal 121.5 MHz and 243 MHz has to be disabled; and
3) a notice shall be provided to FMCC.

**4.3 Specification for France**

In France SRR (Search & Rescue Region), operational testing with an “operational protocol”, for any country codes, is forbidden. All over the world, operational testing with an “operational protocol” and a French country code is forbidden too.

In French legislation, an intentional false alert with operational beacon (“operational protocol”) conduct to prosecution with a penalty of 30,000 Euros and two years in jail.

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

The points of contact for beacon matters (Regulation) are:

EPIRBs and PLBs Used at Sea: Ministère de l’Ecologie, du Développement Durable et de l’Energie (MEDDE) / Direction Générale des Infrastructures des Transports et de la Mer (DGITM)
ELTs and PLBs on Aircraft: Direction Générale de l’Aviation Civile (DGAC)

The points of contact for beacon matters (Registration) are:

ELTs / PLBs: FMCC

EPIRBs and PLBs Coded with MMSI: Agence Nationale des Fréquences (ANFr)

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

6.1.1 ELT & PLB (coded with a serial number)

FMCC maintains a French Beacon Registration Database (RFBD) for ELTs and PLBs and provides SAR data information extracted from it.


6.1.2 EPIRB & PLB (coded with a MMSI)

(reference: section 175 from ministerial decree of 23 November 1987)

EPIRBs and PLBs coded with MMSI are registered in the French GMDSS stations register, maintained by the French Authority in charge of the GMDSS licences (Agence Nationale des Fréquences (ANFr)). SAR data information can be supplied on request formulated to MRCC GRIS NEZ or to the FMCC.

6.2 Forms

The website to register online French beacons (ELTs and PLBs (coded with a serial number)) is available at: https://registre406.cnes.fr (e-mail address: fmcc@cnes.fr).

For EPIRBs and PLBs (coded with a MMSI), the following e-mail address is available: licence@anfr.fr.

- END OF SECTION -