GERMANY

1. REGULATIONS

1.1 General

Nil.

1.2 EPIRBs

German SOLAS vessels and comparable fishing vessels are required to carry a satellite EPIRB.

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

1.3 ELTs

According to European and German aviation regulations, a 121.5 and 406 MHz beacon is required to be carried on airplanes and certain helicopters.

1.4 PLBs

Maritime:

The usage of PLBs is only accepted after conversion to an EPIRB-like device by entering an MMSI. In official language use, it is not determined as “PLB”.

Such equipment is only authorized for maritime usage on board German vessels which are not under IMO carriage requirement or for usage as additional equipment on board vessels under IMO carriage requirement. Such equipment has to be programmed with an MMSI. Other coding (e.g. Serial Number) are not possible because Germany does not maintain an appropriate registration database.

Aviation:

As PLBs do not comply with the applicable certification requirements, up to now they are not accepted as replacement for ELTs.

1.4.1 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 Activations</td>
<td>Country Recognises PLB Activations</td>
<td>Country Recognises PLB Activations</td>
<td>Serial-coded PLBs are not allowed in Germany.</td>
</tr>
<tr>
<td>Germany</td>
<td>R</td>
<td>R</td>
<td>R</td>
<td></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

Aircraft operators have to maintain a database on the assignment of ELTs to aircraft. The database has to be accessible to SAR services 24 h / 7 days a week.

<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>MMSI</td>
<td>Radio Call Sign</td>
</tr>
<tr>
<td>211</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

2.2 ELT Coding Methods

Aircraft operators have to maintain a database on the assignment of ELTs to aircraft. The database has to be accessible to SAR services 24 h / 7 days a week.

<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>218</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>

2.3 PLB Coding Methods

Not available.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

EPIRBs: All 406 MHz beacons which are type approved by Cospas-Sarsat.

ELTs: All 121.5 / 406 MHz beacons which are approved by EASA.

PLBs: For maritime usage onboard German vessels which are not under IMO carriage and programmed with MMSI - models which are type approved by Cospas-Sarsat and certified in accordance with the directive 99/5/CE (directive R&TTE) and the standard ETSI EN 302 152.
4. **BEACON TESTING REGULATION**

Distress beacons should only be activated in a distress situation or using a beacon’s self test mode. For ELTs, this has to be performed in compliance with the instructions for continuing airworthiness and, in addition, civ AIP GEN 1-11 has to be considered.

If a beacon is unintentionally activated, the owner should contact the German RCC:
Phone: (see section “Point of Contact”) / Frequency: 123.100 MHz / Callsign: Rescue Muenster

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

The points of contact for beacon matters are:
- RCC Muenster.
- EPIRBs (coding and registration): Federal Network Agency (BNetzA)
- ELTs (coding and registration): Luftfahrt-Bundesamt

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**

Germany maintains two national databases for registering EPIRBs and ELTs.

A database for registering PLBs does not exist in Germany.

EPIRBs are registered by the German Telecommunications Authority and that database is directly accessible by MRCC Bremen.

ELTs are registered by the Federal Office of Civil Aviation of Germany (Luftfahrt-Bundesamt) which gives frequent updates directly to RCC Münster.

6.2 **Forms**

An application form for the registration of Cospas-sarsat Emergency Locator Transmitter 406 MHz is available at www.lba.de. The completed application form has to be sent by postal mail or fax to the Luftfahrt-Bundesamt.

An application form for the registration of EPIRBs is contained in the application form for a ship station licence and can be downloaded via the following link: http://www.bundesnetzagentur.de/DE/Sachgebiete/Telekommunikation/Unternehmen_Institutionen/Frequenzen/SpezielleAnwendungen/Seefunk/Seefunk-node.html (German only). The completed application form has to be sent by postal mail or fax to the Federal Network Agency.

- END OF SECTION -