1. REGULATIONS

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

<table>
<thead>
<tr>
<th>Country Code</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 Recognizes PLB Activations</td>
<td>Country Recognizes PLB Activations</td>
<td>Country Recognizes PLB Activations</td>
<td></td>
</tr>
<tr>
<td>224/225</td>
<td>N</td>
<td>R*</td>
<td>[N or R]</td>
<td></td>
</tr>
</tbody>
</table>

* PLBs with country code Spain, in maritime environment, are only allowed by the Spanish Administration, 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.

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 / 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

<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 Radio Call Sign EPIRB with Serial Number MMSI EPIRB with Serial Number Radio Call Sign MMSI Serial Number Assigned by Competent Administration Assigned by Competent Administration</td>
<td></td>
</tr>
<tr>
<td>224/225</td>
<td>Y N N N</td>
<td>Y N N Y N N N N N</td>
</tr>
</tbody>
</table>
2.2 ELT Coding Methods

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serial User</td>
<td>Serial User</td>
<td>User Location</td>
</tr>
<tr>
<td>Aviatiom User</td>
<td>ELT with Serial Number</td>
<td>Assigned by Competent Administration</td>
</tr>
<tr>
<td>Aircraft Nationality and Registration Marking</td>
<td>Aircraft Nationality and Registration Marking</td>
<td>Aircraft 24-bit Address</td>
</tr>
<tr>
<td>Assigned by Competent Administration</td>
<td>Assigned by Competent Administration</td>
<td>Assigned by Competent Administration</td>
</tr>
<tr>
<td>ELT with Serial Number</td>
<td>Aircraft Operator Designator and Serial Number</td>
<td>National Location Serial Number</td>
</tr>
<tr>
<td>Aircraft 24-bit Address</td>
<td>Aircraft Nationality and Registration Marking</td>
<td>RLS (Return Link Service) Location Protocol</td>
</tr>
</tbody>
</table>

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.

2.3 PLB Coding Methods

Spanish coded PLBs are not allowed by the Spanish Administration.

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: www.fomento.gob.es/MFOM.DGMM.RADIO.WEB/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:


6.2 Forms

**EPIRBs:**


**ELTs:**


**PLBs:**

Spanish coded PLBs are not allowed.

- END OF SECTION -