FINLAND

1. REGULATIONS

Acronyms and definitions listed below are not specific to the regulations of one country in particular. Following links are provided for information only:

- ELT: Emergency Locator Transmitter
- ELT(DT): Emergency Locator Transmitter for Distress Tracking,
- EPIRB: Emergency Position Indicating Radio-Beacon,
- FGB: First-Generation Beacon (technology based on documents C/S T.001 and C/S T.007)
- 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,
- SGB: Second-Generation Beacon (technology based on documents C/S T.018 and C/S T.021)
- TAC : Cospas-Sarsat Type-Approval Certificate number.

1.1 General

According to the Finnish legislation, all transmitters must be licensed. This applies also to the Cospas-Sarsat beacons. Registration mechanism is inbuilt to the licensing system (EPIRBs and PLBs), whenever a radio license is issued, the beacons will also be registered, and essential details of beacons and their license holders will automatically be available for SAR authorities over the Internet. All beacons must be coded and registered.

1.2 EPIRBs

EPIRBs (406 MHz) are mandatory onboard SOLAS vessels as stated in SOLAS Convention. In addition, there are national requirements for certain vessels to carry 406 MHz EPIRBs. Vessels falling outside mandatory requirements may voluntarily be fitted with EPIRB(s). This applies also to pleasure craft.

1.3 ELTs

Finland is mandating aircraft under EASA rules to be equipped with ELT or PLB in compliance with European Commission Regulation (EU) No 965/2012. General aviation aircraft under national rules are not required to be equipped with any emergency beacon but mandating at least a PLB was taking place at 1.4.2018. The Finnish Transport and Communications Agency (Traficom) keeps a registry of ELTs for Finnish aircraft. The register is kept of the 406 MHz ELTs of the aircraft and their life raft.

1.4 PLBs

The use of 406 MHz PLBs is allowed in Finland. The use and possession of a PLB requires a national radio license. The license procedure takes care of registration and information exchange

between the licensing authority and SAR authority. Finnish PLB license has specific license conditions together with information of actions in case of a false alert.

1.4.1 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	
Finland	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

EPIRBs shall be programmed with the ship's MMSI number. MMSI number includes the country code #230 (=MID). The recommended user protocol is any of the international protocols, which makes the highest position accuracy utilization possible. The preference is "Maritime User protocol with MMSI". The Finnish Transport and Communications Agency (Traficom) as licensing authority does not control the programming/coding result.

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	Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
230	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

2.2.1 ELTs

(This subsection does not include ELT(DT) coding methods.)

ELT coding methods in Finland are described in the table below. The recommended protocol is any of the allowed international protocols, which makes the highest position accuracy utilization. The operator or manufacturer/service provider is in charge of defining the code according the protocol being used.

Country Code(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 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
230	Y	Y*	Y	Y	Y	Y*	Y	Y	Y	Y*	Y	N	N	N

Note: * Only when used in life raft or portable ELTs.

2.2.2 ELT(DT)s

a) FGB ELT(DT)s

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
230	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.

b) SGB ELT(DT)s

SGB CODING OPTIONS		
SGB ELT(DT)		
Aircraft Registration Markings [1] (Vessel ID #3)	Aircraft 24-bit Address [2] (Vessel ID #4)	Aircraft Operator Designator and Serial Number [3] Vessel ID #5)
N	Y	N

Notes:

(1) This option does not provide an Aircraft Operator Designator (3LD) which is required by ICAO for populating the LADR.

(2) This option provides an 'Aircraft Identification', and an 'Aircraft Operator Identity' only when the Aircraft Operator Designator (3LD) is also included, as required by ICAO for populating the LADR. Default 3LD values should be "ZGA".

(3) This option does not provide an 'Aircraft Identification' which is required by ICAO for populating the LADR.

2.3 PLB Coding Methods

PLB fitted with internal position device (such as GPS) must be programmed according to the National Location protocol. Coding must include the country code #230 and a unique national serialized number from the database of the Finnish Transport and Communication Agency (Traficom).

PLB with no internal position device must be programmed according to the Serial User protocol. Coding must include the country code #230 and a unique national serialized number from the database of the. Finnish Transport and Communication Agency (Traficom).

Country Code(s)	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
230	Y	N		Y	N	N	N

2.4 Return Link Service (RLS) Protocols

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.

(See Table in section 2.1)

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

There is no type-approval activity left in Finland regarding beacons. Finland accepts Cospas-Sarsat type approval or conformity assessment procedure in accordance with European Community regulations.

4. BEACON TESTING REGULATION

For EPIRBs

The beacon should be checked annually according to the MSC.1/Circ.1040/Rev.1/25 May 2012 and an Annual Test Report should be issued by SBM provider.

On SOLAS vessels the beacon should be maintained from an approved SBM provider at internals not exceeding five years according to the MSC/Circ.1039/28 May 2002 and a Shore Based Maintenance Report should be issued.

If manufacturer is providing more than five years battery change interval, vessels falling under national requirements should perform maintenance according to the MSC/Circ.1039/28 May 2002 when battery is replaced.

For ELTs

See AIP-Finland GEN 1.5.6.2 https://www.ais.fi/ais/aip/fi/index.htm

For PLBs

Not available.

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

The point of contact for beacon matters is:

- The Finnish Transport and Communication Agency (Traficom)

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

See section 1.

6.2 Forms

Electronic beacon registration/license application for PLBs: https://www.traficom.fi/en/services/radio-licence-and-identification-number-plb (requires strong identification, for example bank identifier for private persons).

- END OF SECTION -