GREECE

1. REGULATIONS

1.1 General

- 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.

1.2 EPIRBs

All Greek SOLAS Convention ships have to carry 406 MHz EPIRBs.

Greece also fits some categories of non-SOLAS vessels with GMDSS equipment including EPIRBs (passenger ships, fishing vessels, cargo vessels over 100 GRT, tug boats, yachts on international voyages).

The administrations designated for coding, registration, type approval and licensing of 406 MHz EPIRBs are presented in section 5. The original or validated photocopies of type approval certificates from Cospas-Sarsat or relevant authorities, together with the test results and technical manuals, must be attached to the application form.

Installation and operation licensing procedures are described in Greek M.D. 835B/05.10.1995. EU Dir. 2014/90/EU is used as an approval standard for all vessels under Greek flag.

All 406 MHz EPIRBs are coded using the MMSI.

1.3 ELTs

The Hellenic Civil Aviation Authority applies the relevant provisions of ICAO (Annex 6 & 10) and EU regulations.
For civil aircraft of Greek registration, ELTs are coded in accordance with ICAO Annex 10 and Cospas-Sarsat specifications (1. Aircraft Nationality and Registration Marking, 2. Aircraft 24-bit Address - Standard Location & 3. RLS National Number for Return Link Service beacons).

1.4 PLBs

The provisions of the Greek legislation shall apply to owners of civilian PLBs' devices that meet the requirements of the COSPAS-SARSAT system and are encoded with the Greek country code. Civilian PLBs shall meet the requirements of p.d. 98/2017 (A΄ 139), which has incorporated into Greek legislation the Directive 2014/53/EU, as well as the requirements of articles 21-25 of Law 4504/2017 (A΄ 184) and M.D. 2111.8-4/89666/2018 (B΄ 5769).

The competent Authority for civilian PLB registration in Greece is the Hellenic Ministry of Maritime Affairs and Insular Policy/Hellenic Coast Guard HQ/Mission Control Centre. The registration of the PLB shall be carried out responsibly by the owner before use.
The use of PLB is allowed only in an emergency, to indicate a distress situation. In the event of an inadvertent PLB activation, the owner is obliged to immediately inform the Greek Mission Control Centre. Any intentional or, due to gross negligence, unintended use of civilian PLB, involving the dispatch and mobilization of operational means and personnel of competent State agencies for assistance, incurs penalties for the owners according to the provisions of the Greek legislation (Law 4504/2017). PLBs used in aviation are coded according to the HCAA coding methods (used for ELTs) and are registered under the National ELT database.

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	
Greece	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 Code	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 Number	TAC & S/N	RLS MMSI
237, 239, 240, 241	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

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	Number Assigned by Competent Administra-tion	National Number	TAC & S/N
237, 239, 240	Y	N	N	Y	N	N	N	Y	N	N	Y	N	Y	Y

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
237, 239, 240	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 Code	USER PROTOCOLS	LOCATION PROTOCOLS					
	Serial User	User Location	Standard Location	National Location	RLS (Return Link Service)		
	TAC & S/N	TAC & S/N		Serial Number Assigned by Competent Administration	National Number	TAC & S/N	RLS MMSI
237,239, 240, 241	Y	Y		Y	Y	Y	N

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

All beacons that carry a valid Declaration of Conformity (at the time of placement on board the ship) according to Marine Equipment Directive - EU Dir. 2014/90/EU, as amended.

4. BEACON TESTING REGULATION

4.1 EPIRBs

Every month the beacon should be checked using the built-in TEST function. This check should be documented in the Radio Communications Log.

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.

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.

4.2 ELTs

ELT can be tested in self-test mode or in operational mode (this test should be avoided as they impact the Cospas-Sarsat System).

Any test in operational mode requires prior approval from Greek-MCC (see Cospas-Sarsat website for contact details).

Both tests can be carried out between a combination of aircraft manufacturer's scheduled maintenance, ELT manufacturer's scheduled maintenance & operator's scheduled maintenance (AMP-Aircraft Maintenance Program) approved by/notified to Hellenic CAA.

Relevant Aeronautical information circulars (AIC) have been disseminated regarding carriage of ELT 406 MHz (Ref. ICAO Annexes 6 & 10 - EASA) and details on points of contact for beacon matters. Registration card is available at C-S secretariat & HCAA relevant division.

HCAA has at times issued several instructions to ELT owners to avoid activating a beacon for reasons other than to indicate a distress situation or without the prior notification to Greek-MCC.

4.3 PLBs

For maintenance purposes, PLBs should be exclusively tested by choosing the function of "Self-test" mode, which does not include the transmission of a distress alert. The latter is provided only when the device is turned to an "on" mode function. The aforementioned processes, as well as the recommendations by the manufacturer for appropriate testing of the device, are both underlined in a specific way inside the manual books related. Moreover, specific instructions have been released to the users in order to avoid activating a beacon for reasons other than to indicate a distress situation. Prior notification of the Greek MCC is required when occasions demand activation of a PLB on an "on" mode function.

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

The point of contact for beacon matters are:

- EPIRBs (coding, registration, type approval and licensing): Hellenic Ministry of Maritime Affairs and Insular Policy / Ships Inspection Directorate / Equipment Department
- ELTs (coding, registration, type approval and licensing): Hellenic Civil Aviation Authority / General Directorate of Aviation Activities / Flight Standards Division / Registry and Airworthiness Department (A2/A).
- PLBs (coding, registration, type approval and licensing): Hellenic Ministry of Maritime Affairs and Insular Policy / Hellenic Coast Guard HQ / Mission Control Centre

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

Two identical databases for MMSIs are locally maintained. One is located at the Piraeus Joint RCC operating on a 24-hour basis. The other one is located at the Ships Inspection Directorate / Equipment Department of the Ministry of Maritime Affairs and Insular Policy.

The Civil Aviation Authority maintains a database for civil aircraft equipped with ELTs, providing the same information to the Piraeus Joint RCC and also to the GRMCC.

Greek MCC maintains a database for civilian PLBs, accessible online via https://plb.hcg.gr providing PLB registration information to the Piraeus Joint RCC and to the Fire Service.

6.2 Forms

6.2.1 EPIRBs

A registration form for EPIRBs is not available due to the fact that data for EPIRBs are registered in the appropriate database when issuing or updating a license of installing and operating a telecommunication station in a vessel. Such data are Hex ID, type of beacon and info regarding the ship owner or the representative of the ship, so there is no need for a registration form.

6.2.2 ELTs

Online beacon registration form is available on:
https://hcaa.gov.gr/sites/default/files/documents/4_elt-registration-card.pdf

6.2.3 PLBs

Online beacon registration form is available on:
http://www.hcg.gr/sites/default/files/docs/archive/plbRegistrationCard.pdf

- END OF SECTION -