ITALY

1. REGULATIONS

1.1 General

- 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.

1.2 EPIRBs

1.2.1 Cargo Ships

The installation of 406 MHz EPIRB is mandatory for all cargo ships under SOLAS Convention (Chapter IV, Regulation 7.1.6), and for cargo ships operating in national waters.

1.2.2 Passenger Ships

The installation of 406 MHz EPIRB is mandatory for all passenger ships under SOLAS Convention (Chapter IV, Regulation 7.1.6), and for passenger ships operating in domestic voyages.

The passenger ships operating in domestic voyages class “C” and “D” as defined in EU Directive 98/18, are exempted to have the additional EPIRB, as provided from the SOLAS Chapter IV, Regulation 6.4 pursuant Ministerial Decree of 27 March 2006, no. 169, if the EPIRB is used as distress as the secondary means of distress alerting and is not remotely activated.

1.2.3 Fishing Vessels

The installation of 406 MHz EPIRB is mandatory for all fishing vessels operating over 6 nautical miles from the coast and all fishing vessels under Legislative Decree of 18 December 1999, n.541 (Torremolinos Convention).

1.2.4 Pleasure Boats

The installation of 406 MHz EPIRB is mandatory for all pleasure boats operating over 50 NM from the coastline. All other ships may install on board a 406 MHz EPIRB for safety purposes.

1.3 ELTs

Installation of ELT onboard aircraft is regulated distinguishing the commercial and the pleasure flights as detailed below:

1.3.1 Commercial Aviation

ELTs installation is regulated by the Commission Regulation (EU) No. 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council.

1.3.1 Pleasure Flights

The pleasure flights are regulated by Presidential Decree of 9 July 2010, no. 133, concerning the regulation of pleasure and sporting flight.

1.4 PLBs

The use of PLBs in Italy is allowed. However, PLB may not replace the EPIRB or ELT on vessels or aircraft if the carriage of an EPIRB or ELT is mandated.

1.4.1 National Beacon Regulations for Serial-Coded PLBs

Country Code	For Terrestrial Applications	In Maritime Environment	On Aircraft	Comments
	Country Recognises PLB Activations	Country Recognises PLB Activations	Country Recognises PLB Activations	
247	Y	Y	Y	PLB may not replace EPIRB or ELT on board vessels or aircraft when they are required by national or international rules.

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 & SN	Number Assigned by Competent Administration	National RLS Number	TAC & S/N	RLS MMSI
247	Y	Y	N	Y	Y	N	Y	Y	N	Y	N	N	Y

The following warning is provided to beacon manufacturers and beacon owners as general guidance.

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 FGB ELT(DT) coding methods.)

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 S/N	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	Aircraft Nationality and Registration Marking	TAC & S/N	Aircraft Operator Designator and S/N	Aircraft 24-bit Address	S/N Assigned by Competent Administration	National RLS Number	TAC & S/N
247	N	N	Y	Y	N	N	Y	Y	N	N	Y	Y	N	Y

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]
247	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. Default 3LD values should be "ZGA".

a) 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

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
247	Y	Y		Y	N	Y	N

2.4 Return Link Serv ice (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.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Not available.

4. BEACON TESTING REGULATION

All beacons can be tested at any time using the self-test functions without any notification to ITMCC. Beacons coded with operational protocols are allowed in rare occasions only, as they impact the Cospas-Sarsat System. Tests performed within the Italian SRR are regulated by Directive No. 004 of 15 July 2004 - COSPAS-SARSAT Beacon Test procedures requiring the approval of the test activity from the Italian Coast Guard and ITMCC.

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

The point of contact for beacon matters is:

- STAZIONE SATELLITARE ITALIANA COSPAS-SARSAT (Italian Satellite Station Cospas-Sarsat)

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

The registration of the 406 MHz transmitters is mandatory with the Beacon Register managed by the Italian Satellite Station Cospas-Sarsat in Bari, Italy.

6.2 Forms

Online beacon registration forms (EPIRBs, ELTs, PLBs) are available at:
www.cospas-sarsat-italy.it

- END OF SECTION –