JAPAN

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
- 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.

1.1   General

Nil.

1.2   EPIRBs

1.2.1   Carriage Requirements

Japan registered SOLAS vessels and non-SOLAS vessels specified in the regulations under the Ship Safety Law are required to be equipped with 406 MHz EPIRBs as follows:

a.   Japan registered SOLAS vessels and non-SOLAS vessels specified in the Ship Life Saving Equipment Regulation

One float-free EPIRB and One non-float-free EPIRB*.

* This is not applied when a float-free EPIRB is installed in the bridge, etc. or a place where controllable from the bridge, etc.

b.   Small craft under 20 gross tons specified in the Small Craft Safety Regulation

One small craft EPIRB

(Article 58 of the Small Craft Safety Regulation).

c.   Small fishing vessels specified in the Small Fishing Vessels Safety Regulation

One small craft EPIRB

(Article 26 of the Small Fishing Vessels Safety Regulation).

1.2.2   Performance Standards and Beacon Specifications

Performance standards for EPIRBs (similar to the IMO Resolution A.810 (19)) are given in the following regulations under the Ship Safety Law:

a.   Performance standards for float-free EPIRBs

Article 39 of the Ship Life-Saving Equipment Regulation.

b.   Performance standards for non-float-free EPIRBs

Article 39-2 of the Ship Life-Saving Equipment Regulation.

c.   Performance standards for small craft EPIRBs

Article 57-3 of the Small Craft Safety Regulation.

Specification for EPIRBs (similar to C/S T.001) is given in the following regulations under the Radio Law:

a.   Frequencies for EPIRBs:

G1B 406.025 MHz, 406.028 MHz, 406.037, or 406.040 MHz with A3X 121.5 MHz (Article 12, paragraph 9 of the Regulation for Enforcement of the Radio Law).

b.   Requirements for EPIRBs:

- Article 45-2, paragraph 1 of the Ordinance Regulating Radio Equipment,

- Ministry of Internal Affairs and Communications (MIC) Notice No.1225 in 2005.

c.   Requirements for small craft EPIRBs:

- Article 45-2, paragraph 2 of the Ordinance Regulating Radio Equipment,

- MIC Notice No.1225 in 2005.

1.2.3   Type Approval

Type Approval Procedures (similar to C/S T.007) are given in the following regulations:

a.   Type Approval under the Radio Law:

- Article 37 of the Radio Law,

- Radio Equipment Type Approval Regulation.

b.   Type Approval under the Ship Safety Law:

- Article 6-4, paragraph 1 of the Ship Safety Law,

- Ship and its Equipment Type Approval Regulation.

1.3   ELTs

1.3.1   Carriage Requirements

Japanese aircraft are required to be equipped with the following ELTs in accordance with the regulations under the Civil Aeronautics Law:

(Article 150 of the Civil Aeronautics Law Enforcement Regulation).

a.   Aircraft engaged in business to transport passengers or cargo:

(a)   authorized to carry more than 19 passengers for which the initial individual certificate of airworthiness was issued before 30 June 2008:

- one automatic ELT.

    (b)   authorized to carry more than 19 passengers for which the initial individual certificate of airworthiness was issued after 1 July 2008:

- two ELTs（one of which shall be automatic).

    (c)   authorized to carry 19 passengers or less:

- one automatic ELT.

b.   Aircraft transport passengers or cargo in business except as provided for in a:

- one automatic ELT.

c.   Multi-engine helicopters operate over the sea in a hostile environment at a distance from land corresponding to more than 10 minutes at normal cruise speed:

- two ELTs (one of which shall be automatic and in a raft or life jacket)

d.   Single-engine helicopters operate over the sea beyond autorotational or safe forced landing distance from land:

- two ELTs (one of which shall be automatic and in a raft or life jacket).

e.   All operational helicopters except as provided for in (c) and (d):

- one automatic ELT.

f.   All aircraft expect as provided for in a, b, c, d or e operates over the sea in a hostile environment at a distance from land corresponding to more than 30 minutes or 185 km/h at normal cruise speed:

- one automatic ELT.

1.3.2   Beacon Specifications

Specifications for ELTs (similar to C/S T.001) are given in the following regulations under the Radio Law and the Civil Aeronautics Law:

a.   Frequencies for ELTs:

- 406 MHz with 121.5 MHz
- (Article 150 of the Civil Aeronautics Law Enforcement Regulation).

b.   Requirements for ELTs:

- Article 45-12-2 of the Ordinance Regulating Radio Equipment

- Ministry of Internal Affairs and Communications (MIC) Notice No.153 in 2003.

1.3.3   Type Approval

Type Approval Procedures (similar to C/S T.007) are given in the following regulations:

a.   Type Approval under the Radio Law:

- Article 37 of the Radio Law

- Radio Equipment Type Approval Regulation.

b.   Type Approval under the Civil Aeronautics Law:

- Article 152 of the Civil Aeronautics Law Enforcement Regulation.

1.4   PLBs

Establishment of laws and system for PLBs: entered into force on 13 August 2015. Marine use of PLB is permitted with this revision.

The use of PLBs for private persons is not permitted in Japan except for PLBs on maritime and aircraft. Land activations are prohibited and subject to penalty by the radio law.

Beacon Specifications for PLBs for Aircraft:

- Article 45-12-3 of the Ministerial Ordinance Regulating Radio Equipment,

- MIC Notice No.154 in 2003.

Beacon Specifications for PLBs for Maritime:

- Article 45-3-3-3 of the Ministerial Ordinance Regulating Radio Equipment,

- MIC Notice No.283 in 2015.

1.4.1   National Beacon Regulations for Serial-Coded PLBs

Administration	For Terrestrial Applications Country Recognises PLB Activations	In Maritime Environment Country Recognises PLB Activations	On Aircraft Country Recognises PLB Activations	Comments
Japan	N	Y	R	The use of PLBs for private persons is not permitted in Japan except for PLBs on maritime and aircraft. Land activations are prohibited and subject to penalty by radio law.

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).

1.4.2   Type Approval

Type Approval Procedures (similar to C/S T.007) are given in the following regulations:

Type Approval for PLBs on aircraft under the Radio Law:

- Article 37 of the Radio Law,

- Radio Equipment Type Approval Regulation.

1.4.3   Technical Standards Conformity Certification

Technical standards conformity certification Procedures (similar to C/S T.007) are given in the following regulations.

Technical standards conformity certification for PLBs for Maritime under the Radio Law:

- Article 38-2-2 of the Radio Law

- Ordinance concerning Technical Regulations Conformity Certification etc. of Specified Radio Equipment.

2.   BEACONS CODING METHODS

2.1   EPIRB Coding Methods

The following coding is permitted for use in accordance with the MIC Notice No.1225 in 2005. (Note: Actually, protocols coded with Radio Call Sign and a Unique Beacon Serial Number have never been used so far - see document C/S T.001 on each protocol's detail.):

- Maritime User Location coded with MMSI,

- Maritime User Location Protocol coded with MMSI,

- Maritime User Location Protocol coded with Radio Call Sign,

- Serial User Location Protocol coded with a unique beacon serial number.

| 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 RLS Number	TAC & S/N	MMSI
431 432	Y	N	N	N	Y	N	N	Y	N	N	Y	Y	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

The following coding is permitted for use in accordance with the MIC Notice No.153 in 2003. (See C/S T.001 on each protocol's detail.):

- Aviation User Protocol coded with the Aircraft Nationality and Registration Marking,

- Aviation User Location Protocol coded with the Aircraft Nationality and Registration Marking,

- Serial User Protocol coded with a unique beacon serial number,

- Serial User Protocol coded with the Aircraft Operator Designator & a Serial Number,

- Serial User Protocol coded with the Aircraft 24-bit Address,

- Serial User Location Protocol coded with a unique beacon serial number,

- Serial User Location Protocol coded with the Aircraft Operator Designator & a Serial Number,

- Serial User Location Protocol coded with the Aircraft 24-bit Address.

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	Serial Number Assigned by Competent Administra-tion	National RLS Number	TAC & S/N
431 432	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	N

Country Code(s)	LOCATION PROTOCOLS		
	ELT(DT) Location		
	TAC & Serial Number [1]	Aircraft Operator Designator and Serial Number [1]	Aircraft 24-bit Address [2]
431 432	Y	Y	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

2.3.1   PLB for Aircraft Coding Methods

The following coding is permitted for use in accordance with the MIC Notice No.154 in 2003.

(See C/S T.001 on each protocol's detail.):

- Serial User Protocol coded with a unique beacon serial number

- Serial User Location Protocol coded with a unique beacon serial number.

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 RLS Number	TAC & S/N	MMSI
431 432	Y	Y		N	N	N	N

Note: *   Device serial number assigned by a manufacturer with the Cospas-Sarsat type approval certificate number.

2.3.2   PLB for Maritime Coding Methods

The following coding is permitted for use in accordance with the MIC Notice No.283 in 2015. (See C/S T.001 on each protocol's detail.):

- Serial User Protocol coded with a unique beacon serial number,

- Serial User Location Protocol coded with a unique beacon serial number.

Country Code	USER PROTOCOLS	LOCATION PROTOCOLS					
	Serial User	User Location	Standard Location	National Location	RLS (Return Link Service) Location		
	TAC & S/N	TAC & S/N		Serial Number Assigned by Competent Administration	National RLS Number	TAC & S/N	MMSI
431 432	Y	Y	N	Y	Y	Y	Y

Note: *   Device serial number assigned by a manufacturer with the Cospas-Sarsat type approval certificate number.

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. More information on RLS-enable beacons is available at https://cospas-sarsat.int/en/beaconownership/rls-enabled-beacon-purchase.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Beacon Manufacturer	Beacon Model	C/S Type Approval Certificate Number	Japanese Type Approval Certificate Number	Comments (Manufacturer Model if Different)
JRC	JQE-103	164	SE05002	Same as TEB-700
Taiyo Musen	TEB-700	164	SE05001	Same as JQE-103
Taiyo Musen	TEB-720	164	SS05001	
Kaigai Gijutsu	SEP-500	195	SE12001	

4. BEACON TESTING REGULATION

Not available.

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

The points of contact for beacon matters are:

- EPIRBs (coding and registration):   Mobile Satellite Communications Division, Ministry of Internal Affairs and Communications.

- EPIRBs and ELTs (type approval) and PLBs (technical standard conformity certification): Electromagnetic Environment Division Ministry of Internal Affairs and Communications

- ELTs and PLBs (registration): Ministry of Land, Infrastructure Transport and Tourism, Maritime Bureau Inspection and Measurement Division

> 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 are registered when an application for a radio equipment permission is processed at the Ministry of Internal Affairs and Communications (MIC), since the MIC administers the MMSI numbers in Japan.

The owners of 406 MHz ELTs and PLBs for Aircraft are requested to submit a registration form to the Tokyo Airport Office, Rescue Coordination Centre (e-mail: hnd-rcc@cab.mlit.go.jp).

The owners of 406 MHz PLBs for Maritime are requested to submit a registration form to the Ministry of Internal Affairs and Communications.

6.2   Forms

Online beacon registration form (ELT) is available at:

http://www.cab.mlit.go.jp/tcab/info/406mhzelt.html.

- END OF SECTION -