1. REGULATIONS

1.1 General

Nil.

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 GRE.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, recommendations and standards of ICAO (Annex 6 & 10) and EASA (EU OPS). In addition, Greece has imposed mandatory ELT carryage for all general aviation aircraft.

For civil aircraft of Greek registration, ELTs are coded in accordance with ICAO Annex 10 (1. Aircraft Nationality and Registration Marking & 2. Aircraft 24-bit Address - Standard Location).

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.

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).

1.4.1 National Beacon Regulations for Serial-Coded PLBs

<table>
<thead>
<tr>
<th>Administration</th>
<th>For Terrestrial Applications</th>
<th>In Maritime Environment</th>
<th>On Aircraft</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Greece</td>
<td>Y</td>
<td>Y</td>
<td>Y</td>
<td></td>
</tr>
</tbody>
</table>

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 / 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>Maritme User</td>
<td>Radio Call Sign</td>
</tr>
<tr>
<td></td>
<td>Serial User</td>
<td>EPIRB with Serial Number</td>
</tr>
<tr>
<td>237, 239, 240, 241</td>
<td>Y</td>
<td>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></td>
<td>Serial User</td>
<td>Aviation User</td>
</tr>
<tr>
<td></td>
<td>EPIRB with Serial Number</td>
<td>Aircraft Operator Designator and Serial Number</td>
</tr>
<tr>
<td>237, 239, 240</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

2.3 PLB Coding Methods

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Serial User</td>
<td>User Location</td>
</tr>
<tr>
<td></td>
<td>PLB with Serial Number</td>
<td>PLB with Serial Number</td>
</tr>
<tr>
<td>237, 239, 240, 241</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>
3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

All beacons that carry a valid Certificate of Type Approval (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 (MPD-maintenance planning document) approved from 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 points 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 Ministry of Infrastructure and Transport / Civil Aviation Authority / Air Navigation Services Regulatory Division / Telecommunication Services / Section (D4/D)
- **PLBs (coding, registration, type approval and licensing):** Hellenic Ministry of Maritime Affairs and Insular Policy / Hellenic Coast Guard HG / 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, providing 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: http://www.hcg.gr/sites/default/files/docs/archive/EltRegistrationCard.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 -