1. REGULATIONS

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 except 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,

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

<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></td>
<td>Country Recognises PLB Activations</td>
<td>Country Recognises PLB Activations</td>
<td>Country Recognises PLB Activations</td>
<td>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.</td>
</tr>
<tr>
<td>Japan</td>
<td>N</td>
<td>Y</td>
<td>R</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).

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.

<table>
<thead>
<tr>
<th>Country Code</th>
<th>USER PROTOCOLS</th>
<th>LOCATION PROTOCOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Maritime User</td>
<td>Serial User</td>
</tr>
<tr>
<td>MMSI</td>
<td>Radio Call Sign</td>
<td>TAC &amp; S/N</td>
</tr>
<tr>
<td>431,432</td>
<td>Y</td>
<td>N</td>
</tr>
</tbody>
</table>

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.

<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>TAC &amp; S/N</td>
<td>Aircraft Operator Designator and Serial Number</td>
<td>Aircraft Nationality and Registration Marking</td>
</tr>
<tr>
<td>431,432</td>
<td>Y</td>
<td>Y</td>
</tr>
</tbody>
</table>
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.

<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>TAC &amp; S/N</td>
<td>TAC &amp; S/N</td>
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<tr>
<td></td>
<td>Serial Number</td>
<td>Assigned by</td>
</tr>
<tr>
<td></td>
<td>Assigned by</td>
<td>Competent</td>
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<tr>
<td></td>
<td>National Location</td>
<td>Administration</td>
</tr>
<tr>
<td></td>
<td>National RLS</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td>TAC &amp; S/N</td>
<td></td>
</tr>
</tbody>
</table>

431,432        Y        Y        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.

<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>TAC &amp; S/N</td>
<td>TAC &amp; S/N</td>
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<tr>
<td></td>
<td>Serial Number</td>
<td>Assigned by</td>
</tr>
<tr>
<td></td>
<td>Assigned by</td>
<td>Competent</td>
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<tr>
<td></td>
<td>National Location</td>
<td>Administration</td>
</tr>
<tr>
<td></td>
<td>National RLS</td>
<td>Number</td>
</tr>
<tr>
<td></td>
<td>TAC &amp; S/N</td>
<td></td>
</tr>
</tbody>
</table>

431,432        Y        Y        N        N        N

Note: * Device serial number assigned by a manufacturer with the Cospas-Sarsat type approval certificate number.
3. **LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION**

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

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](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:


- END OF SECTION -