(Last amended sections are shown highlighted in grey)

ITALY

1. REGULATIONS

1.1 General

Nil

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 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 aircrafts 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 Country Recognises PLB Activations	In Maritime Environment Country Recognises PLB Activations	On Aircraft Country Recognises PLB Activations	Comments
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	Y	[Y/N]

2.2 ELT Coding Methods

Country Code	USER PROTOCOLS				LOCATION PROTOCOLS								National Location	RLS (Return Link Service)	
	Serial User			Aviation User	User Location				Standard Location						
	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 Administration	National RLS Number	TAC & S/N
247	N	N	Y	Y	N	N	Y	Y	N	N	Y	Y	N	Y

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 RLS Number	TAC & S/N	RLS MMSI
247	Y	Y		Y	N	Y	[Y/N]

2.4 Return Link Service (RLS) Protocols

Per document C/S T.001 section A.3.3.7 "RLS Location Protocol", "The RLS-MMSI protocol option is not approved for use in beacons prior to [CSC-64 in November 2020 pending Council approval]".

On 14 January 2020, Italy notified the Cospas-Sarsat Programme of the implementation of proactive handling of RLS-protocol distress alert messages, and authorization for return-link-service-capable beacons to be coded with its national country code.

3. LIST OF BEACON MODELS TYPE APPROVED BY ADMINISTRATION

Nil.

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 on 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 –