

Radio Station Category		Station License	Appropriate Operator Authorization	Station Logs	Appropriate Safety Convention Certificate	Communications Act Safety Certificate	Great Lakes Radio Agreement Safety Certificate	Bridge to Bridge Act Safety Certificate	Part 80; FCC Rules and Regulations	Alphabetical List of Maritime Mobile Call Signs	List of Ship Stations	Manual for Use by Maritime Mobile (M/M) Service & M/M Satellite Service	List of Coast Stations	List of Radiodetermination and Special Services Stations	Station Equipment Records	GMDSS Master Plan	NIMA Publication 117	Admiralty List of Radio Signals	IMO Circ. 7
Shipboard:	Cargo Ships (300 gross tons and up)	R1	R	R	R				R	R	R	R	R	R		R5	R5	R5	R5
	Passenger Vessels – SOLAS	R1	R	R	R				R	R	R	R	R2	R		R5	R5	R5	R5
	Passenger Vessels – Domestic	R1	R	R		R			R										
	Telephone; Great Lakes Radio Agreement	R	R	R4			R4												
	Telephone; Bridge-to-Bridge Act	R	R	R				R											
	Radar	R																	
	On Board	R													R				
	Voluntary	R	R																
Land:	Public Coast (MF)	R	R	R					R	R3	R3	R3							
	Public Coast (HF)	R	R	R					R	R	R	R							
	Public Coast (VHF)	R	R	R					R										
	Private Coast	R	R																
	Radio Determination	R	R																
	Operational Fixed	R	R																
	Maritime Support	R	R																
	Alaska – Public Fixed	R	R	R															
	Alaska – Private Fixed	R	R																
Ship/Coast:	Marine Utility	R	R																

- Notes:
1. The expired station license must be retained in the station records until the first Commission inspection after the expiration date.
 2. Alternatively, a list of coast stations maintained by the licensee with which communications are likely to be conducted, showing watch-keeping hours, frequencies and charges, is authorized.
 3. Required only if station provides a service to ocean-going vessels.
 4. Certification of a Great Lakes Agreement inspection may be made by either a log entry or issuance of a Great Lakes Agreement certificate. Radiotelephone logs containing entries certifying that a Great Lakes Agreement inspection has been conducted must be retained and be available for inspection by the FCC for 2 years after the date of the inspection.
 5. The requirements for having the GMDSS Master-Plan, NIMA Publication 117, Admiralty List of Radio Signals or IMO Circ. 7 are satisfied by having any one of those four documents.

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58. Section 80.405 is amended by revising paragraph (a) to read as follows:

§ 80.405 Station license.

(a) Requirement. Except as provided in section 80.13(c) of this part, stations must have an authorization granted by the Federal Communications Commission.

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59. Section 80.409 is amended by revising paragraph (e) to read as follows:

§ 80.409 Station logs.

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(e) Ship radiotelephone logs. Logs of ship stations which are compulsorily equipped for radiotelephony must contain the following applicable log entries and the time of their occurrence:

(1) A summary of all distress communications heard, and urgency communications affecting the station's own ship.

(2) A summary of safety communications on other than VHF channels affecting the station's own ship.

(3) An entry that pre-departure equipment checks were satisfactory and that required publications are on hand. Daily entries of satisfactory tests to ensure the continued proper functioning of GMDSS equipment shall be made.

(4) An entry describing any malfunctioning GMDSS equipment and another entry when the equipment is restored to normal operation.

(5) A weekly entry that (1) the proper functioning of digital selective calling (DSC) equipment has been verified by actual communications or a test call, (2) the batteries or other reserve power sources are functioning properly, (3) the portable survival craft radio gear and radar transponders have been tested, and (4) the EPIRBs have been inspected.

(6) The time of any inadvertent transmissions of distress, urgency and safety signals including the time and method of cancellation.

(7) At the beginning of each watch, the Officer of the Navigational Watch, or GMDSS Operator on watch, if one is provided, shall ensure that the navigation receiver is functioning properly and is interconnected to all GMDSS alerting devices which do not have integral navigation receivers, including:

VHF DSC, MF DSC, satellite EPIRB and HF DSC or INMARSAT SES. On a ship without integral or directly connected navigation receiver input to GMDSS equipment, the Officer of the Navigational Watch, or GMDSS Operator on watch, shall update the embedded position in each equipment. An appropriate log entry of these actions shall be made.

(8) A GMDSS radio log entry shall be made whenever GMDSS equipment is exchanged or replaced (ensuring that ship MMSI identifiers are properly updated in the replacement equipment), when major repairs to GMDSS equipment are accomplished, and when annual GMDSS inspections are conducted.

(9) * * * * *

60. Section 80.415 is amended by revising the title and text to read as follows:

§ 80.415 Publications.

(a) The following publications listed in the table contained in § 80.401 are published by the International Telecommunications Union (ITU):

(1) Manual for Use of the Maritime Mobile and Maritime Mobile-Satellite Services.

(2) List IV—List of Coast Stations.

(3) List V—List of Ship Stations.

(4) List VI—List of Radiodetermination and Special Services Stations.

(5) List VII A—Alphabetical List of Call Signs of Stations Used by the Maritime Mobile Service, Ship Station Selective Call Numbers or Signals and Coast Station Identification Numbers or Signals.

These publications may be purchased from:

International Telecommunication Union, General Secretariat-Sales
Section, Place des Nations, CH-1211 Geneva 20, Switzerland

(b) The following publications listed in the table contained in § 80.401 are available as follows:

(1) IMO GMDSS Master Plan may be purchased from International Maritime Organization (IMO), Publications, 4 Albert Embankment, London SE1 7 SR, United Kingdom; telephone 011 44 71 735 7611.

(2) U.S. NIMA Publication 117 may be purchased from Superintendent of Documents P.O. Box 371954 Pittsburgh, PA 15250-7954, telephone 202-512-1800.

(3) The Admiralty List of Radio Signals, Volume 5 – Global Maritime Distress and Safety System, may be purchased from UK Hydrographic Office Admiralty Way, Tauton, Somerset TA1 2DNm United Kingdom, telephone +44(0) 1823 337900 x3333.

61. Section 80.417 is revised to read as follows:

§ 80.417 FCC Rules and Regulations.

The Commission's printed publications are described in Subpart C of Part 0 of this chapter. These publications may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The Commission does not furnish copies of these publications but will furnish a price list, Information Services and Publications - Bulletin No. 1, upon request. Requests for

copies of this list may be directed to the Consumer Information Bureau, Consumer Information Network Division. Information bulletins and fact sheets containing information about communications issues and the Federal Communications Commission are also available on the Commission's web site at www.fcc.gov or [ftp.fcc.gov](ftp://ftp.fcc.gov).

62. Section 80.605 is amended by removing paragraph (d) and revising paragraphs (b) and (c) to read as follows:

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§ 80.605 U.S. Coast Guard coordination

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(b) Coast station transponders (i.e., radar beacons, or racons) operating in the band 2900-3100 or 9300-9500 MHz shall meet the requirements of ITU-R Recommendation M.824-2. Applications for certification of these transponders must include a description of the technical characteristics of the equipment including the scheme of interrogation and the characteristics of the transponder response, and test results demonstrating the device meets each applicable requirement of this ITU-R recommendation.

(c) The use of ship station transponders in the band 2900-3100 or 9300-9500 MHz other than those described in § 80.1065(a)(3) and § 80.1095(b) is prohibited.

63. Sections 80.801, 80.802, 80.804, 80.805, 80.806, 80.808, 80.809, 80.810, 80.811, 80.812, 80.813, 80.814, 80.815, 80.817, 80.824, 80.825, 80.826, 80.827, 80.828, 80.829, 80.830, 80.831, 80.832, 80.833, 80.834, 80.835 and 80.836 are removed.

64. Section 80.807 is redesignated as Section 80.268, and as so redesignated is amended by revising the title and paragraphs (a)(5) and (b)(3) to read as follows:

§ 80.268 Technical requirements for radiotelephone installation.

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(a) * * * * *

(5) This transmitter may be contained in the same enclosure as the receiver required by paragraph (b) of this section. These transmitters may have the capability to transmit J2D or J3E transmissions.

(b) * * * * *

(3) This receiver may be contained in the same enclosure as the transmitter required by paragraph (a) of this section. These receivers may have the capability to receive J2D or J3E transmissions.

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65. Sections 80.818, 80.819, 80.820, 80.821, 80.822, and 80.823 are redesignated as Sections 80.288, 80.289, 80.290, 80.291, 80.292, and 80.293, respectively.

66. Subpart Q is reserved.

Subpart Q – [Reserved]

67. Subpart R is amended by revising the title and table of contents to read as follows:

Subpart R-Technical Equipment Requirements for Cargo Vessels Not Subject to Subpart W

- 80.851 Applicability.
- 80.853 Radiotelephone station.
- 80.854 Radiotelephone installation.
- 80.855 Radiotelephone transmitter.
- 80.858 Radiotelephone receiver.
- 80.859 Main power supply.
- 80.860 Reserve power supply.
- 80.861 Required capacity.
- 80.862 Proof of capacity.
- 80.863 Antenna system.
- 80.864 Emergency electric lights.
- 80.865 Radiotelephone station clock.
- 80.866 Spare antenna.
- 80.867 Ship station tools, instruction books, circuit diagrams and testing equipment.
- 80.868 Card of instructions.
- 80.869 Test of radiotelephone station.
- 80.871 VHF radiotelephone station.
- 80.872 The VHF radiotelephone installation.
- 80.873 VHF radiotelephone transmitter.
- 80.874 VHF radiotelephone receiver.
- 80.875 VHF radiotelephone power supply.
- 80.876 VHF radiotelephone antenna system.
- 80.877 Controls and indicators required for VHF radiotelephone installation.
- 80.880 Vessel radio equipment.
- 80.881 Equipment requirements for ship stations.

68. Section 80.851 is revised to read as follows:

§ 80.851 Applicability.

The radiotelephone requirements of this subpart are applicable to all compulsory ships which are not required to comply with Subpart W in total or in part or are temporarily exempted from some of the Subpart W provisions.

69. Section 80.853 is amended by removing paragraph (e).
70. Sections 80.856, 80.857, 80.870, and 80.879 are removed.

71. A new section 80.880 is added to read as follows:

§ 80.880 Vessel radio equipment.

(a) Vessels operated solely within twenty nautical miles of shore must be equipped with a VHF radiotelephone installation as described in this subpart, and maintain a continuous watch on Channel 16.

(b) Vessels operated solely within one hundred nautical miles of shore must be equipped with a medium frequency transmitter capable of transmitting J3E emission and a receiver capable of reception of J3E emission within the band 1710 to 2850 kHz, in addition to the VHF radiotelephone installation required by paragraph (a) of this section, and must maintain a continuous watch on 2182 kHz. Additionally, such vessels must be equipped with either:

(1) a single sideband radiotelephone capable of operating on all distress and safety frequencies in the medium frequency and high frequency bands listed in § 80.369(a) and (b), on all the ship-to-shore calling frequencies in the high frequency bands listed in 80.369(d), and on at least four of the automated mutual-assistance vessel rescue (AMVER) system HF duplex channels (this requirement may be met by the addition of such frequencies to the radiotelephone installation required by paragraph (b) of this section); or

(2) if operated in an area within the coverage of an INMARSAT maritime mobile geostationary satellite in which continuous alerting is available, an INMARSAT ship earth station meeting the equipment authorization rules of parts 2 and 80 of this chapter.

72. A new section 80.881 is added to read as follows:

§ 80.881 Equipment Requirements for Ship Stations

Vessels subject to this Subpart must be equipped as follows:

- (a) A category 1, 406.0-406.1 MHz EPIRB meeting the requirements of § 80.1061;
- (b) A NAVTEX receiver meeting the requirements of § 80.1101(c)(1);
- (c) A Search and Rescue Transponder meeting the requirements of § 80.1101(c)(6);
- (d) A two-way VHF radiotelephone meeting the requirements of § 80.1101(c)(7).

73. Section 80.905 is revised to read as follows:

§ 80.905 Vessel radio equipment.

(a) * * * * *

(1) Vessels operated solely within the communications range of a VHF public coast station or U.S. Coast Guard station that maintains a watch on 156.800 MHz while the vessel is navigated must be equipped with a VHF radiotelephone installation. Vessels in this category must not operate more than 20 nautical miles from land.

(2) Vessels operated beyond the 20 nautical mile limitation specified in paragraph (a)(1) of this section, but not more than 100 nautical miles from the nearest land, must be equipped with a MF transmitter capable of transmitting J3E emission and a receiver capable of reception of J3E emission within the band 1710 to 2850 kHz, in addition to the VHF radiotelephone installation required by

paragraph (a)(1) of this section. The MF transmitter and receiver must be capable of operation on 2670 kHz.

(3) Vessels operated more than 100 nautical miles but not more than 200 nautical miles from the nearest land must:

(i) Be equipped with a VHF radiotelephone installation;

(ii) Be equipped with an MF radiotelephone transmitter and receiver meeting the requirements of paragraph (a)(2) of this section; and

* * * * *

(v) Be equipped with a NAVTEX receiver conforming to the following performance standards: IMO Resolution A.525(13) and ITU-R Recommendation 540;

(vi) Be equipped with a Category I 406.0-406.1 MHz satellite emergency position-indicating radiobeacon (EPIRB) meeting the requirements of § 80.1061; and

(vii) Participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours. Copies of the AMVER Bulletin are available at: AMVER Maritime Relations, Battery Park Building, New York, NY 10004. Phone 212-668-7764; Fax 212-668-7684.

(4) Vessels operated more than 200 nautical miles from the nearest land must:

(i) Be equipped with two VHF radiotelephone installations;

(ii) Be equipped with an MF radiotelephone transmitter and receiver meeting the requirements of paragraph (a)(2) of this section;

* * * * *

(v) Be equipped with a NAVTEX receiver conforming to the following performance standards: IMO Resolution A.525(13) and ITU-R Recommendation 540;

* * * * *

(ix) Participate in the AMVER system while engaged on any voyage where the vessel is navigated in the open sea for more than 24 hours. Copies of the AMVER Bulletin are available at: AMVER Maritime Relations, Battery Park Building, New York, NY 10004. Phone 212-668-7764; Fax 212-668-7684.

(b) For a vessel that is navigated within the communication range of a VHF public coast station or U.S. Coast Guard station, but beyond the 20 nautical mile limitation specified in paragraph (a)(1) of this section, an exemption from the band 1605 to 2850 kHz installation requirements may be granted if the vessel is equipped with a VHF transmitter and receiver. An application for exemption must include a chart showing the route of the voyage or the area of operation of the vessel, and the receiving service area of the VHF public coast or U.S. Coast Guard station. The coverage area of the U.S. Coast Guard station must be based on written information from the District Commander, U.S. Coast Guard, a copy of which must be furnished with the application. The coverage area of a public coast station must be computed by the method specified in subpart P of this part.

(c) * * * * *

(d) A VHF radiotelephone installation or a remote unit must be located at each steering station except those auxiliary steering stations which are used only during brief periods for docking or for close-in maneuvering. A single portable VHF radiotelephone set meets the requirements of this paragraph if adequate permanent mounting arrangements with suitable power provision and antenna feed are installed at each operator steering station. Additionally, for vessels of more than 100 gross tons, the radiotelephone installation must be located at the level of the main wheelhouse or at least one deck above the vessel's main deck.

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74. Section 80.909(b) is amended by revising paragraph (b) to read as follows:

§ 80.909 Radiotelephone transmitter.

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(b) The single sideband radiotelephone must be capable of operating on maritime frequencies in the band 1710 to 27500 kHz with a peak envelope output power of at least 120 watts for J3E emission on 2182 kHz and J3E emission on the distress and safety frequencies listed in § 80.369(b).

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75. Section 80.933 is amended by revising paragraphs (c) and (c)(2)(i) to read as follows:

§ 80.933 General small passenger vessel exemptions.

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(c) U.S. passenger vessels of less than 100 gross tons operated on domestic or international voyages are exempt from the radiotelegraph requirements of Part II of Title III of the Communications Act and the MF radiotelephone requirements of this subpart until one year after the Coast Guard notifies the Commission that shore-based Sea Area A1 coverage is established, if the following criteria are fully met:

* * * * *

(2) * * * * *

(i) A Category 1, 406.0-406.1 MHz EPIRB meeting the requirements of § 80.1061.

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76. Section 80.1051 is revised to read as follows:

§ 80.1051 Scope.

This subpart describes the technical and performance requirements for Classes A, B, and S, and Categories 1, 2, and 3 EPIRB stations

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77. Section 80.1053 is amended to read as follows:

§ 80.1053 Special requirements for Class A EPIRB stations.

Class A EPIRBs shall not be manufactured, imported, or sold in the United States on or after February 1, 2003. Operation of Class A EPIRB stations shall be prohibited after December 31, 2006. New Class A EPIRBs will no longer be certified by the Commission. Existing Class A EPIRBs must be operated as certified.

78. Section 80.1055 is amended to read as follows:

§ 80.1055 Special requirements for Class B EPIRB stations.

Class B EPIRBs shall not be manufactured, imported, or sold in the United States on or after February 1, 2003. Operation of Class B EPIRB stations shall be prohibited after December 31, 2006. New Class B EPIRBs will no longer be certified by the Commission. Existing Class B EPIRBs must be operated as certified.

79. Section 80.1057 is removed and reserved.

§ 80.1057 [Reserved]

80. Section 80.1059 is amended to read as follows:

§ 80.1059 Special requirements for Class S EPIRB stations.

Class S EPIRBs shall not be manufactured, imported, or sold in the United States on or after February 1, 2003. Operation of Class S EPIRB stations shall be prohibited after December 31, 2006. New Class S EPIRBs will no longer be certified by the Commission. Existing Class S EPIRBs must be operated as certified.

81. Section 80.1061 is revised to read as follows:

§ 80.1061 Special requirements for 406.0-406.1 MHz EPIRB stations.

(a) Notwithstanding the provisions in paragraph (b) of this section, 406.0-406.1 MHz EPIRBs must meet all the technical and performance standards contained in the Radio Technical Commission for Maritime Services document titled "RTCM Recommended Standards for 406 MHz Satellite Emergency Position-Indicating Radiobeacons (EPIRBs)" version 2.1, dated August 22, 2000. (RTCM Recommended Standards). This RTCM document is incorporated by reference in accordance with 5 U.S.C. 552(a). The document is available for inspection at Commission headquarters in Washington, D.C. or may be obtained from the Radio Technical Commission for Maritime Services, 1800 Diagonal Road, Suite 600, Alexandria, VA 22314. Phone 703-684-4481; Fax 703-684-4229; email wtadams@rtcm.org.

(b) The 406.0-406.1 EPIRB must contain as an integral part a "homing" beacon operating only on 121.500 MHz that meets all the requirements described in the RTCM Recommended Standards document described in paragraph (a) of this section. The 121.500 MHz "homing" beacon must have a continuous duty cycle that may be interrupted during the transmission of the 406.0-406.1 MHz signal only. Additionally, at least 30 percent of the total power emitted during any transmission cycle must be contained within plus or minus 30 Hz of the carrier frequency.

(c) Prior to submitting a certification application for a 406.0-406.1 MHz radiobeacon, the radiobeacon must be certified by a test facility recognized by one of the COSPAS/SARSAT Partners that the equipment satisfies the design characteristics associated with the measurement methods described in Appendix B of the RTCM Recommended Standards. Additionally, the radiobeacon must be certified by a test facility recognized by the U.S. Coast Guard to certify that the equipment complies with the U.S. Coast Guard environmental and operational requirements associated with the test procedures described in Appendix A of the RTCM Recommended Standards. Information regarding the recognized test facilities may be obtained from Commandant (G-MSE), U.S. Coast Guard, 2100 2nd Street SW, Washington, DC 20593-0001.

(1) After a 406.0-406.1 MHz EPIRB has been certified by the recognized test facilities the following information must be submitted in duplicate to the Commandant (G-MSE), U.S. Coast Guard, 2100 2nd Street SW, Washington, DC 20593-0001:

* * * * *

(d) A certification application for a 406.0-406.1 MHz EPIRB submitted to the Commission must also contain a copy of the U.S. Coast Guard letter that states the radiobeacon satisfies all RTCM Recommended Standards, a copy of the technical test data, and the instruction manual(s).

(e) An identification code, issued by the National Oceanic and Atmospheric Administration (NOAA) the United States Program Manager for the 406.0-406.1 MHz COSPAS/SARSAT satellite system, must be programmed in each EPIRB unit to establish a unique identification for each EPIRB station. With each marketable EPIRB unit the manufacturer or grantee must include a postage pre-paid registration card printed with the EPIRB identification code addressed to: NOAA/NESDIS, SARSAT Operations Division, E/SP3, Federal Building 4, Washington, D.C. 20233. The registration card must request the owner's name, address, telephone number, type of ship, alternate emergency contact and include the following statement: "WARNING -- failure to register this EPIRB with NOAA before installation could result in a monetary forfeiture being issued to the owner."

(f) To enhance protection of life and property it is mandatory that each 406.0-406.1 MHz EPIRB be registered with NOAA before installation and that information be kept up-to-date. Therefore, in addition to the identification plate or label requirements contained in §§2.925, 2.926 and 2.1003 of this chapter, each 406.0-406.1 MHz EPIRB must be provided on the outside with a clearly discernable permanent plate or label containing the following statement: "The owner of this 406.0-406.1 MHz EPIRB must register the NOAA identification code contained on this label with the National Oceanic and Atmospheric Administration (NOAA) whose address is: NOAA, NOAA/SARSAT Operations Division, E/SP3, Federal Building 4, Washington, D.C. 20233." Vessel owners shall advise NOAA in writing upon change of vessel or EPIRB ownership, transfer of EPIRB to another vessel, or any other change in registration information. NOAA will provide registrants with proof of registration and change of registration postcards.

(g) For 406.0-406.1 MHz EPIRBs whose identification code can be changed after manufacture, the identification code shown on the plate or label must be easily replaceable using commonly available tools.

82. Section 80.1071 is amended by removing paragraph (b)(3), and revising paragraph (b)(2) and adding a new paragraph (c) to read as follows:

§ 80.1071 Exemptions.

* * * * *

(b) * * * * *

(2) In exceptional circumstances, for a single voyage outside the sea area or sea areas for which the ship is equipped.

(c) All fishing vessels of 300 gross tons and upward are exempt from Subpart W requirements applicable for carriage of VHF-DSC and MF-DSC equipment until one year after the USCG establishes GMDSS coast facilities for Sea Areas A1 and A2, if the following provisions are met:

(1) The ship is equipped with:

- (i) a VHF radiotelephone installation meeting the requirements of § 80.1101(c)(2).
- (ii) an MF or HF radiotelephone installation meeting the requirements of § 80.1101(c)(3)-(4).
- (iii) a Category 1, 406.0-406.1 MHz EPIRB meeting the requirements of § 80.1061
- (iv) a NAVTEX receiver meeting the requirements of § 80.1101(c)(1);
- (v) survival craft equipment meeting the requirements of § 80.1095;
- (vi) a Search and Rescue Transponder meeting the requirements of § 80.1101(c)(6); and

(2) The ship remains within coverage of a VHF coast station and maintains a continuous watch on VHF Channel 16; or

(3) The vessel remains within coverage of an MF coast station and maintains a continuous watch on 2182 kHz and VHF Channel 16.

83. Section 80.1073 is amended by revising paragraphs (a)(1), (a)(2), (b), and (b)(6) to read as follows:

§ 80.1073 Radio operator requirements for ship stations.

(a) * * * * *

(1) A qualified GMDSS radio operator must be designated to have primary responsibility for radiocommunications during distress incidents, except if the vessel operates exclusively within twenty nautical miles of shore, in which case a qualified restricted radio operator may be so designated.

(2) A second qualified GMDSS radio operator must be designated as backup for distress and safety radiocommunications, except if the vessel operates exclusively within twenty nautical miles of shore, in which case a qualified restricted GMDSS radio operator may be so designated.

(b) A qualified GMDSS radio operator, and a qualified backup, as specified in paragraph (a) of this section, must be:

* * * * *

(6) Responsible for ensuring that the ship's navigation position is entered into all installed DSC equipment, either automatically through a connected or integral navigation receiver, or manually at least every four hours when the ship is underway.

84. Section 80.1074 is amended by deleting paragraph (b)(3) and revising paragraph (b)(2) to read as follows:

§ 80.1074 Radio maintenance personnel for at-sea maintenance.

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(b) * * * * *

(2) GB: GMDSS Operator's/Maintainer's License.

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85. Section 80.1077 is revised to read as follows:

§ 80.1077 Frequencies.

The following table describes the frequencies used in the Global Maritime Distress and Safety System:

Alerting:

406.0-406.1 EPIRBs.....	406.0-406.1 MHz (Earth-to-space). 1544-1545 MHz (space-to-Earth).
INMARSAT Ship Earth Stations capable of voice and/or direct printing.....	1626.5-1645.5 MHz (Earth-to-space).
VHF DSC Ch. 70.....	156.525 MHz ¹ .
MF/HF DSC ^{2 11}	2187.5 kHz ³ , 4207.5 kHz, 6312 kHz, 8414.5 kHz, 12577 kHz, and 16804.5 kHz.

* * *

Locating signals:

406-406.1 EPIRB Beacons.....	121.5 MHz.
9 GHz radar transponders.....	9200-9500 MHz

* * *

Maritime safety information (MSI):

International NAVTEX.....	518 kHz ⁷
Warnings.....	490 kHz, 4209.5 kHz
NBDP.....	4210 kHz, 6314 kHz, 8416.5 kHz, 12579 kHz, 16806.5 kHz, 19680.5 kHz, 22376 kHz, 26100.5 kHz
Satellite.....	1530-1545 MHz ¹⁰

* * *

¹ Frequency 156.525 MHz can be used for ship-to-ship alerting and, if within sea area A1, for ship-to-shore alerting.

² For ships equipped with MF/HF equipment, there is a watch requirement on 2187.5 kHz, 8414.5 kHz, and one other frequency.

³ Frequency 2187.5 kHz can be used for ship-to-ship alerting and, if within sea areas A2, for ship-to-shore alerting.

* * *

⁷ The international NAVTEX frequency 518 kHz is the primary frequency for receiving maritime safety information. The other frequencies are used only to augment the coverage or information provided on 518 kHz.

⁸ [Reserved.]

⁹ [Reserved].

¹⁰ In addition to EPIRBs, 1544-1545 MHz can be used for narrowband distress and safety operations and 1645.5-1646.5 MHz can be used for relay of distress alerts between satellites. Feeder links for satellite communications are assigned from the fixed satellite service, see 47 CFR § 2.106.

¹¹ Routine calling is not permitted on MF and HF DSC frequencies.

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86. Section 80.1083 is amended by adding a new paragraph (d) to read as follows:

§ 80.1083 Ship radio installations.

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(d) A Shipborne Integrated Radiocommunication System (IRCS) may be utilized to integrate all GMDSS equipment into a standard operator's console. Such installation must be type accepted in accordance with § 80.1103 and meet the requirements of IMO Assembly Resolution A.811(19).

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87. Section 80.1085 is amended by adding a new paragraph (a)(6)(iii), deleting paragraphs (b) and (c), redesignating paragraph (d) as paragraph (b), adding a new paragraph (c), and revising paragraph (a)(6)(i) and newly designated paragraph (b) to read as follows:

§ 80.1085 Ship radio equipment-General.

(a) * * * * *

(6) A satellite emergency position-indicating radio beacon (satellite EPIRB) which must be:

(i) Capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406.0-406.1 MHz band (406.0-406.1 MHz EPIRB); and

* * * * *

(iii) Examined and tested annually in accordance with IMO Circular MSC/Circ.882, Guidelines on annual testing of 406 MHz satellite EPIRBs. See section 80.1105(k).

* * * * *

(b) Ships must carry either the most recent edition of the IMO publication entitled GMDSS Master Plan of Shore-Based Facilities, the U.S. NIMA Publication 117, or the Admiralty List of Radio Signals Volume 5 Global Maritime Distress and Safety System. Notice of new editions will be published on the Commission's Wireless Telecommunications Bureau web page under "Marine Services" and information will be provided about obtaining the new document.

(c) All GMDSS equipment capable of transmitting an automatic distress alert which includes position of the ship must have either an integral navigation receiver or capability of being connected to an external navigation receiver. If an external navigation receiver is installed, it shall be connected to all of the alerting devices referred to above. If there is no navigation receiver, the position must be entered manually for each alerting device at least once every 4 hours (at the change of the navigation watch).

88. Section 80.1087 is amended by revising paragraph (a)(2) to read as follows:

§ 80.1087 Ship radio equipment—Sea area A1.

(a) * * * * *

(2) Through the polar orbiting satellite service on 406.0-406.1 MHz (this requirement may be fulfilled by the 406.0-406.1 MHz EPIRB, required by §80.1085(a)(6) of this part, either by installing the 406.0-406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

* * * * *

89. Section 80.1089 is amended by revising paragraph (a)(3)(i) to read as follows:

§ 80.1089 Ship radio equipment—Sea areas A1 and A2.

(a) * * * * *

(3) Means of initiating the transmission of ship-to-shore distress alerts by a radio service other than MF operating either:

(i) Through the polar orbiting satellite service on 406.0-406.1 MHz (this requirement may be fulfilled by the 406.0-406.1 MHz EPIRB required by §80.1085(a)(6) of this part, either by installing the 406.0-406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

* * * * *

90. Section 80.1091 is amended by revising paragraph (a)(4)(i), adding a note at the end of paragraph (a)(4)(iii), and revising paragraph (b)(3)(i) to read as follows:

§ 80.1091 Ship radio equipment – Sea areas A1, A2, and A3.

* * * * *

(a) * * * * *

(4) * * * * *

(i) Through the polar orbiting satellite service on 406.0-406.1 MHz (this requirement may be fulfilled by the 406.0-406.1 MHz EPIRB required by § 80.1085(a)(6) of this part, either by installing the 406.0-406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

* * * * *

(iii) * * * * *

Note – For ships subject to this subpart, sailing only in domestic waters, alternative satellite system fitting may be considered. However, the satellite system fitted must comply with all features of the INMARSAT system for its intended function. These are shown in IMO Assembly Resolution A.801(19) Annex 5, Criteria for Use When Providing Inmarsat Shore-Based Facilities for Use in the GMDSS, and in IMO Assembly Resolution A.888(21), Criteria for the Provision of Mobile Satellite Communications Systems in the GMDSS. In any case, the alternative satellite system must provide continuous coverage for all sea areas in which the ship intends to sail.

(b) * * * * *

(3) * * * * *

(i) Through the polar orbiting satellite service on 406.0-406.1 MHz (this requirement may be fulfilled by the 406.0-406.1 MHz EPIRB required by §80.1085(a)(6) of this part, either by installing the 406.0-406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

* * * * *

91. Section 80.1099 is amended by revising paragraphs (f)(2) and (h) to read as follows:

§ 80.1099 Ship sources of energy.

* * * * *

(f) * * * * *

(2) Battery charge levels should be checked at intervals of 30 days or less with equipment turned ON and the battery charger turned OFF. Portable equipment with primary batteries such as EPIRBs and SARTs should be checked at the same intervals using methods recommended by the manufacturer. The results of battery checks should be recorded in the radio log.

* * * * *

(h) If an uninterrupted input of information from the ship's navigational or other equipment to a radio installation required by this subpart (including the navigational receiver referred to in SOLAS Chapter IV, Regulation 18) is needed to ensure its proper performance, means must be provided to ensure the continuous supply of such information in the event of failure of the ship's main or emergency source of electrical power.

* * * * *

92. Section 80.1101 is revised to read as follows:

§ 80.1101 Performance standards.

(a) * * * * *

(2) International Telecommunication Union - Telecommunication Standardization Bureau (ITU-T) (Standards formerly designated as CCITT are now designated as ITU-T.)

* * * * *

(5) International Telecommunication Union - Radiocommunication Bureau (ITU-R) (Standards formerly designated as CCIR are now designated as ITU-R.)

(b) * * * * *

(2) ITU-T Recommendation E.161, "Arrangement of Figures, Letters and Symbols on Telephones and Other Devices that Can Be Used for Gaining Access to a Telephone Network," 1989.

(3) ITU-T Recommendation Q.11, "Numbering Plan for the International Telephone Service," 1989.

* * * * *

(6) IEC Publication 60945, "Maritime Navigation and Radiocommunication Equipment and Systems," Edition 4.0

(c) The equipment specified in this subpart must also conform to the appropriate performance standards listed below, which are incorporated by reference, and must be tested in accordance with any IEC testing standards listed in paragraph (11), below, that are applicable.

(1) * * * * *

(ii) ITU-R Recommendation M.540-2, "Operational and Technical Characteristics for an Automated Direct-printing Telegraph System for Promulgation of Navigational and Meteorological Warnings and Urgent Information to Ships," 1990.

(2) VHF radio equipment: (i) IMO Resolution A.803(19), "Performance Standards for Shipborne VHF Radio Installations Capable of Voice Communication and Digital Selective Calling," adopted 23 November 1995, as amended by IMO Resolution MSC.68(68), "Adoption of Amendments to Performance Standards for Shipborne Radiocommunication Equipment."

(ii) ITU-R Recommendation M.493-10, "Digital Selective-calling System for use in the Maritime Mobile Service," 2000, and ITU-R Recommendation M.541-8, "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service," 1997.

(3) MF radio equipment: (i) IMO Resolution A.804(19), "Performance Standards for Shipborne MF Radio Installations Capable of Voice Communication and Digital Selective Calling," adopted 23 November 1995, as amended by IMO Resolution MSC.68(68), "Adoption of Amendments to Performance Standards for Shipborne Radiocommunication Equipment."

(ii) ITU-R Recommendation M.493-10, "Digital Selective-calling System for use in the Maritime Mobile Service," 1997, and ITU-R Recommendation M.541-8, "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service," 1997.

(4) MF/HF radio equipment: (i) IMO Resolution A.806(19), "Performance Standards for Shipborne MF/HF Radio Installations Capable of Voice Communication, Narrow-Band Direct Printing and Digital Selective Calling," adopted 23 November 1995, as amended by IMO Resolution MSC.68(68), "Adoption of Amendments to Performance Standards for Shipborne Radiocommunication Equipment."

(ii) ITU-R Recommendation M.493-10, "Digital Selective-calling System for use in the Maritime Mobile Service," 2000, and ITU-R Recommendation M.541-8, "Operational procedures for the use of digital selective-calling equipment in the maritime mobile service," 1997.

(iii) ITU-R Recommendation M.625-3, "Direct-printing Telegraph Equipment Employing Automatic Identification in the Maritime Mobile Service," 1995. Equipment may conform to ITU-R Recommendation M.476-5, "Direct-Printing Telegraph Equipment in the Maritime Mobile Service," 1995, in lieu of ITU-R Recommendation M.625-3, where such equipment was installed on ships prior to February 1, 1993.

* * * * *

(5) 406.0-406.1 MHz EPIRBs: (i) IMO Resolution A.810(19), "Performance Standards for Float-free Satellite Emergency Position-indicating Radio Beacons (EPIRBs) Operating on 406 MHz," adopted 23 November 1995, and IMO Resolution A.812(19), "Performance Standards for Float-free Satellite Emergency Position-indicating Radio Beacons Operating Through the Geostationary INMARSAT Satellite System on 1.6 GHz, adopted 23 November 1995.

(ii) * * * * *

(iii) ITU-R Recommendation M.633-1, "Transmission Characteristics of a Satellite Emergency Position-indicating Radiobeacon (Satellite EPIRB) System Operating Through a Low Polar-orbiting Satellite System in the 406 MHz Band," 1990.

(iv) The 406.0-406.1 MHz EPIRBs must also comply with 80.1061.

(6) 9 GHz radar transponders: (i) IMO Resolution A.802(19), "Performance Standards for Survival Craft Radar Transponders for Use in Search and Rescue Operations," adopted 23 November 1995.

(ii) ITU-R Recommendation M.628-1, Technical Characteristics for Search and Rescue Radar Transponders," 1997.

(7) Two-Way VHF radiotelephone: (i) IMO Resolution A.809(19), "Performance Standards for Survival Craft Two-Way VHF Radiotelephone Apparatus," adopted 23 November 1995.

(ii) IMO Resolution MSC.80(70), "Adoption of New Performance Standards for Radiocommunications Equipment," adopted 8 December 1998.

(8) INMARSAT Ship Earth Station Capable of Two-Way Communications: IMO Resolution A.808(19), "Performance Standards for Ship Earth Stations Capable of Two-Way Communications," adopted 23 November 1995.

(9) INMARSAT-C SES: IMO Resolution A.807(19), "Performance Standards for INMARSAT Standard-C Ship Earth Stations Capable of Transmitting and Receiving Direct-Printing Communications," adopted 23 November 1995, as amended by IMO Resolution MSC.68(68), "Adoption of Amendments to Performance Standards for Shipborne Radiocommunication Equipment."

(10) * * * * *

(11) Standards for testing GMDSS equipment:

(i) IEC 61097-1 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 1: Radar transponder – Marine search and rescue (SART)."

(ii) IEC 61097-3 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 3: Digital selective calling (DSC) equipment."

(iii) IEC 61097-4 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 4: INMARSAT-C ship earth station and INMARSAT enhanced group call (EGC) equipment."

(iv) IEC 61097-6 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 6: Narrowband direct-printing telegraph equipment for the reception of navigational and meteorological warnings and urgent information to ships (NAVTEX)."

(v) IEC 61097-7 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 7: Shipborne VHF radiotelephone transmitter and receiver."

(vi) IEC 61097-8 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 8: Shipborne watchkeeping receivers for the reception of digital selective calling (DSC) in the maritime MF, MF/HF, and VHF bands."

(vii) IEC 61097-9 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 9: Shipborne transmitters and receivers for use in the MF and HF bands suitable for telephony, digital selective calling (DSC) and narrow band direct printing (NBDP)."

(viii) IEC 61097-10 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 10: Inmarsat-B ship earth station equipment."

(ix) IEC 61097-12 Ed 1.0, "Global Maritime Distress and Safety System (GMDSS) – Part 12: Survival craft portable two-way VHF radiotelephone apparatus."

(d) * * * * *

(1) * * * * *

(i) * * * * *

(ii) IMO Resolutions A.802(19), A.803(19), A.804(19), A.806(19), A.807(19), A.808(19), A.810(19), A.811(19) and A.812(19) are contained in the Resolutions and Other Decisions of the Assembly of the International Maritime Organization, 19th Session, 1995, (IMO, London, 1988), Sales Number IMO--194E ISBN No. 91-801-1416-6.

(iii) IMO Resolutions A.662(16) and A.664(16) are contained in the Resolutions and Other Decisions of the Assembly of the International Maritime Organization, 16th Session, 1989, (IMO, London, 1990), Sales Number 136 90.04.E

(iv) IMO Resolutions A.694(17), and A.700(17) are contained in the Resolutions and Other Decisions of the Assembly of the International Maritime Organization, 17th Session, 1991, (IMO, London, 1991, Sales Number IMO-142E ISBN No. 91-801-1281-3.

(2) ITU-R Recommendations, ITU Radio Regulations, and ITU-T publications can be purchased from the International Telecommunications Union (ITU), Place des Nations, CH-1211 Geneva 20, Switzerland.

(i) All ITU-R Recommendations referenced in this section are contained in Recommendations of the ITU-R, Volume M series parts 3, 4, and 5.

(ii) ITU-T Recommendation E.161 is contained in Facicle II.2 Volume II -- Telephone Network and ISDN Operation, Numbering, Routing and Mobile Service, (ITU, Geneva, 1989, revised in 1993 and 1995).

(iii) ITU-T Recommendation Q.11 is contained in Facicle VI.1 Volume II Numbering Plan for the International Telephone Service, (ITU, Geneva, 1989).

(3) IEC publications can be purchased from the International Electrotechnical Commission, 3 Rue de Varembe, CH-1211 Geneva 20, Switzerland, or from the American National Standards Institute (ANSI), 11 West 42nd Street, New York, NY 10036, telephone (212) 642-4900

(4) ISO Standards can be purchased from the International Organization for Standardization, 1 Rue de Varembe, CH-1211 Geneva 20, Switzerland, or from the American National Standards Institute (ANSI), 11 West 42nd Street, New York, NY 10036, telephone (212) 642-4900.

(5) Copies of the publications listed in this section that are incorporated by reference may be inspected at the Federal Communications Commission, 445 12th Street, SW, (room CY-A257), Washington, DC, or at the Office of the Federal Register, 800 North Capital Street, NW., suite 700, Washington, DC.

93. Section 80.1103 is amended by revising paragraphs (a) and (e) to read as follows:

§ 80.1103 Equipment authorization.

(a) All equipment specified in § 80.1101 must be certificated in accordance with 47 CFR part 2 specifically for GMDSS use, except for equipment used in the INMARSAT space segment which must be type-approved by INMARSAT and verified in accordance with 47 CFR part 2 specifically for GMDSS use. The technical parameters of the equipment must conform to the performance standards as specified in § 80.1101 of this part. For emergency position-indicating radiobeacons operating on 406.0-406.1 MHz (406.0-406.1 MHz EPIRBs) that were authorized prior to April 15, 1992, and meet the requirements of § 80.1101 of this part, the manufacturer may attest by letter that the equipment (indicate FCC ID#) meets the requirements of § 80.1101 of this part and request that it be denoted as approved for GMDSS use.

* * * * *

(e) In addition to the requirements in part 2 of this chapter, equipment specified in § 80.1101 of this part shall be labeled as follows: "This device complies with the GMDSS provisions of Part 80 of the FCC Rules." Such a label is not required for emergency position-indicating radiobeacons operating on 406.0-406.1 MHz (406.0-406.1 MHz EPIRBs) that were authorized prior to April 15, 1992.

94. Section 80.1105 is amended by adding a new paragraph (k) to read as follows:

§ 80.1105 Maintenance requirements.

* * * * *

(k) Satellite EPIRBs shall be tested at intervals not exceeding 12 months for all aspects of operational efficiency with particular emphasis on frequency stability, signal strength and coding. The test may be conducted on board the ship or at an approved testing or servicing station.

95. Section 80.1111 is amended by revising paragraph (d) to read as follows:

§ 80.1111 Distress alerting.

* * * * *

(d) All stations which receive a distress alert transmitted by digital selective calling must immediately cease any transmission capable of interfering with distress traffic and must continue watch on the digital selective call distress calling channel until the call has been acknowledged to determine if a coast station acknowledges the call using digital selective calling. Additionally, the station receiving the distress alert must set watch on the associated distress traffic frequency for five minutes to determine if distress traffic takes place. The ship can acknowledge the call using voice or narrowband direct printing as appropriate on this channel to the ship or to the rescue authority.

* * * * *

96. Section 80.1113 is amended by revising paragraphs (b) and (d) to read as follows:

§ 80.1113 Transmission of a distress alert.

* * * * *

(b) The format of distress calls and distress messages must be in accordance with ITU-R Recommendation M.493-10 as specified in § 80.1101 of this part.

* * * * *

(d) Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. The HF bands should not be used to notify ships in the vicinity unless no response is received within five minutes on VHF or MF.

* * * * *

97. A new section 80.1114 is added to read as follows:

§ 80.1114 False distress alerts.

The provisions of §§ 80.334 and 80.335 of this part apply.

98. Section 80.1117 is amended by revising paragraph (a) as follows:

§ 80.1117 Procedure for receipt and acknowledgement of distress alerts.

(a) Normally, distress calls received using digital selective calling are only acknowledged using a DSC acknowledgement by a coast station. Ships should delay any acknowledgement in order to give sufficient time for a coast station to acknowledge the call. In cases where no acknowledgement has been heard and no distress traffic has been heard, the ship should transmit a distress alert relay to the coast station. Upon advice from the Rescue Coordination Center, the ship may transmit a DSC acknowledgement call to stop it from being repeated. Acknowledgement by digital selective calling of receipt of a distress alert in the terrestrial services must comply with ITU-R Recommendation M.541-8, which is incorporated by reference.

* * * * *

99. Section 80.1121 is amended by revising paragraphs (b), (c), and (d) to read as follows:

§ 80.1121 Receipt and acknowledgement of distress alerts by ship stations and ship earth stations.

* * * * *

(b) For VHF and MF, ships in receipt of a distress alert shall not transmit a distress alert relay, but should listen on the distress traffic channel for 5 minutes and, if appropriate, acknowledge the alert by radiotelephony to the ship in distress and inform the coast station and/or Rescue Coordination Center. Distress alert relays to "all ships" on these bands may only be sent by a ship who has knowledge that another ship in distress, is not itself able to transmit the distress alert, and the Master of the ship considers that further help is necessary.

(c) For HF, ships in receipt of a distress alert shall listen on the distress traffic channel for 5 minutes. If no distress communications are heard and if the call is not acknowledged by a coast station, the ship shall transmit a distress relay on HF to the coast radio station and inform the Rescue Coordination Center. Distress alert relays to "all Ships" on HF may only be sent by a ship who has knowledge that another ship in distress is not itself able to transmit the distress alert and the Master of the ship considers that further help is necessary.

(d) In cases where distress alert continues to be received from the same source, the ship may, after consultation with the Rescue Coordination Center, transmit a DSC acknowledgment to terminate the call.

* * * * *

100. Section 80.1123 is amended by revising paragraphs (c) and (d) to read as follows:

§ 80.1123 Watch requirements for ship stations.

* * * * *

(c) Until February 1, 2005, every ship while at sea must maintain, when practicable, a continuous listening watch on VHF Channel 16. This watch must be kept at the position from which the ship is normally navigated or at a position which is continuously manned.

(d) Every ship required to carry a radiotelephone watch receiver must maintain, while at sea, a continuous watch on the radiotelephone distress frequency 2182 kHz. This watch must be kept at the position from which the ship is normally navigated or at a position which is continually manned.

* * * * *

101. Section 80.1125 is amended by revising paragraph (b) to read as follows:

§80.1125 Search and rescue coordinating communications.

(a) * * * * *

(b) Error correction techniques, in accordance with ITU-R Recommendation 625 as specified in §80.1101 of this part, must be used for distress traffic by direct-printing telegraphy. All messages must be preceded by at least one carriage return, a line feed signal, a letter shift signal and the distress signal MAYDAY.

* * * * *

102. Section 80.1127 is amended by revising paragraphs (b) and (c) to read as follows:

§ 80.1127 On-scene communications.

(a) * * * * *

(b) Control of on-scene communications is the responsibility of the unit coordinating search and rescue operations. Simplex communications must be used so that all on-scene mobile stations may share relevant information concerning the distress incident. If direct-printing telegraphy is used, it must be in the forward error-correcting mode in accordance with ITU-R Recommendation 625 as specified in §80.1101 of this part.

(c) The preferred frequencies in radiotelephony for on-scene communications are 156.8 MHz and 2182 kHz. The frequency 2174.5 kHz may also be used for ship-to-ship on-scene communications using narrow-band direct-printing telegraphy in the forward error correcting mode in accordance with ITU-R Recommendation 625 as specified in § 80.1101 of this part.

* * * * *

103. Section 80.1129 is amended by revising paragraph (d) to read as follows:

§ 80.1129 Locating and homing signals.

* * * * *

(d) The 9 GHz locating signals must be in accordance with ITU-R Recommendation 628 as specified in § 80.1101 of this part.

104. Section 80.1131 is amended by revising paragraph (j) to read as follows:

§80.1131 Transmissions of urgency communications.

* * * * *

(j) Error correction techniques, in accordance with ITU-R Recommendation 625 as specified in §80.1101 of this part, must be used for urgency messages by direct-printing telegraphy. All messages must be preceded by at least one carriage return, a line feed signal, a letter shift signal and the urgency signal PAN PAN.

* * * * *

105. Section 80.1133 is amended by revising paragraph (g) to read as follows:

§ 80.1133 Transmission of safety communications.

* * * * *

(g) Error correction techniques, in accordance with ITU-R Recommendation 625 as specified in §80.1101 of this part, must be used for safety messages by direct-printing telegraphy. All messages must be preceded by at least one carriage return, a line feed signal, a letter shift signal and the safety signal SECURITE.

* * * * *

106. Section 80.1135 is amended by revising paragraph (b) to read as follows:

§80.1135 Transmission of maritime safety information.

* * * * *

(b) The mode and format of the transmissions mentioned in this section is in accordance with the ITU-R Recommendation 540 as specified in § 80.1101 of this part.

APPENDIX C

Proposed Rules

Chapter I of Title 47 of the Code of Federal Regulations, Part 80, is proposed to be amended as follows:

1. The authority citation for Part 80 continues to read as follows:

AUTHORITY: Secs. 4, 303, 307(e), 309, and 332, 48 Stat. 1066, 1082, as amended; 47 U.S.C. 154, 303, 307(e), 309, and 332, unless otherwise noted. Interpret or apply 48 Stat. 1064-1068, 1081-1105, as amended; 47 U.S.C. 151-155, 301-609; 3 UST 3450, 3 UST 4726, 12 UST 2377.

2. Section 80.225 is amended by revising paragraphs (a) and (c) to read as follows:

§ 80.225 Requirements for selective calling equipment.

* * * * *

(a) DSC equipment voluntarily installed in coast or ship stations must meet either the requirements of ITU-R Recommendation 493-10 (including only equipment classes A, B, D, and E) or RTCM Paper 56-95/SC101-STD. DSC equipment must not be used with the sensors referred to in § 80.179(e)(2). DSC equipment used on compulsorily fitted ships must meet the requirements contained in subpart W for GMDSS. All DSC equipment must:

- (i) allow the operator to disable any automatic radiotelephone channel switching function;
- (ii) allow the operator the option of manually acknowledging any call;
- (iii) not allow the automatic composition of a distress relay alert whose acknowledgment had already been received;
- (iv) automatically erase any position information not updated for more than 23 ½ hours;
- (v) explicitly prohibit the offering of wrong identities in relay messages;
- (vi) ensure that default selections in a displayed menu requesting input, when allowed, should at a minimum follow ITU-R Recommendation M.541-8. A default selection shall never cause an improper or illegal operation.

* * * * *

3. Section 80.373 is amended by revising paragraph (f) to read as follows:

* * * * *

(f) Frequencies in the 156-162 MHz band. The following tables describe the carrier frequencies available in the 156-162 MHz band for radiotelephone communications between ship and private coast stations. (Note: the letter "A" following the channel designator indicates simplex operation on a channel designated internationally as a duplex channel.)

Frequencies in the 156-162 MHz band

Channel designator	Carrier frequency (MHz) Ship transmit	Carrier frequency (MHz) Coast transmit	Points of communication (Intership and between Coast and ship unless otherwise indicated)
--------------------	--	---	--

Port Operations

01A ¹	156.050	156.050	
63A ¹	156.175	156.175	
05A ²	156.250	156.250	
65A	156.275	156.275	
66A	156.325	156.325	
12 ³	156.600	156.600	
73	156.675	156.675	
14 ³	156.700	156.700	
74	156.725	156.725	
75 ¹⁸	156.775	156.775	
76 ¹⁸	156.825	156.825	
77 ⁴	156.875	.....	Intership only.
20A ¹²	157.000	.....	Intership only.

Navigational (Bridge-to-Bridge)⁵

13 ⁶	156.650	156.650	
67 ⁷	156.375	156.375	

Commercial

01A ¹	156.050	156.050	
63A ¹	156.175	156.175	
07A	156.350	156.350	
67 ⁷	156.375	.....	Intership only.
08	156.400	.....	Do.
09	156.450	156.450	
10	156.500	156.500	
11 ³	156.550	156.550	
18A	156.900	156.900	
19A	156.950	156.950	
79A	156.975	156.975	
80A	157.025	157.025	
88A ⁸	157.425	.....	Intership only.
72 ¹⁴	156.625	Intership only.

Digital Selective Calling

70 ¹⁵	156.525	156.525	
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Noncommercial

68 ¹⁷	156.425	156.425	
09 ¹⁶	156.450	156.450	
69	156.475	156.475	
71	156.575	156.575	
72	156.625	.....	Intership only.
78A	156.925	156.925	
79A	156.975	156.975	Great Lakes only.

80A	157.025	157.025	Do.
67 ¹⁴	156.375	.....	Intership only.
Distress, Safety and Calling			
16	156.800	156.800	
Intership Safety			
06	156.300	.....	a. Intership, or b. For SAR: Ship and aircraft for the U.S. Coast Guard.
Environmental			
15 ¹³ .....	.....	156.750	Coast to ship only.
Maritime Control			
17 ^{9, 10}	156.850	156.850	
Liaison and Safety Broadcasts, U.S. Coast Guard			
22A ¹¹	157.100	157.100	Ship, aircraft, and coast stations of the U.S. Coast Guard and at Lake Mead, Nev., ship and coast stations of the National Park Service, U.S. Department of the Interior.

¹ 156.050 MHz and 156.175 MHz are available for port operations and commercial communications purposes when used only within the U.S. Coast Guard designated Vessel Traffic Services (VTS) area of New Orleans, on the lower Mississippi River from the various pass entrances in the Gulf of Mexico to Devil's Swamp Light at River Mile 242.4 above head of passes near Baton Rouge.

² 156.250 MHz is available for port operations communications use only within the U.S. Coast Guard designated VTS radio protection areas of New Orleans and Houston described in § 80.383.

³ 156.550 MHz, 156.600 MHz and 156.700 MHz are available in the U.S. Coast Guard designated port areas only for VTS communications and in the Great Lakes available primarily for communications relating to the movement of ships in sectors designated by the St. Lawrence Seaway Development Corporation or the U.S. Coast Guard. The use of these frequencies outside VTS and ship movement sector protected areas is permitted provided they cause no interference to VTS and ship movement communications in their respective designated sectors.

⁴ Use of 156.875 MHz is limited to communications with pilots regarding the movement and docking of ships. Normal output power must not exceed 1 watt.

⁵ 156.375 MHz and 156.650 MHz are available primarily for intership navigational communications. These frequencies are available between coast and ship on a secondary basis when used on or in the vicinity of locks or drawbridges. Normal output power must not exceed 1 watt. Maximum output power must not exceed 10 watts for coast stations or 25 watts for ship stations.

⁶ On the Great Lakes, in addition to bridge-to-bridge communications, 156.650 MHz is available for vessel control purposes in established vessel traffic systems. 156.650 MHz is not available for use in the Mississippi River from South Pass Lighted Whistle Buoy "2" and Southwest Pass entrance Mid-channel Lighted Whistle Buoy to mile 242.4 above Head of Passes near Baton Rouge. Additionally it is not available for use in the Mississippi River-Gulf Outlet, the Mississippi River-Gulf Outlet Canal, and the Inner Harbor Navigational Canal, except to aid the transition from these areas.

⁷ Use of 156.375 MHz is available for navigational communications only in the Mississippi River from South Pass Lighted Whistle Buoy "2" and Southwest Pass entrance Mid-channel Lighted Whistle Buoy to mile 242.4 above Head of Passes near Baton Rouge, and in addition over the full length of the Mississippi River-Gulf Outlet Canal from entrance to its junction with the Inner Harbor Navigational Canal, and over the full length of the Inner Harbor Navigational Canal from its junction with the Mississippi River to its entry to Lake Pontchartrain at the New Seabrook vehicular bridge.

⁸ Within 120 km (75 miles) of the United States/Canada border, in the area of the Puget Sound and the Strait of Juan de Fuca and its approaches, 157.425 MHz is half of the duplex pair designated as Channel 88. In this area, Channel 88 is available to ship stations for communications with public coast stations only. More than 120 km (75 miles) from the United States/Canada border, in the area of the Puget Sound and the Strait of Juan de Fuca, its approaches, the Great Lakes, and the St. Lawrence Seaway, 157.425 MHz is available for intership and commercial

communications. Outside Puget Sound area and its approaches and the Great Lakes, 157.425 MHz is also available for communications between commercial fishing vessels and associated aircraft while engaged in commercial fishing activities.

⁹ When the frequency 156.850 MHz is authorized, it may be used additionally for search and rescue training exercises conducted by state or local governments.

¹⁰ The frequency 156.850 MHz is additionally available to coast stations on the Great Lakes for transmission of scheduled Coded Marine Weather Forecasts (MAFOR), Great Lakes Weather Broadcast (LAWEB) and unscheduled Notices to Mariners or Bulletins. F3C and J3C emissions are permitted. Coast stations on the Great Lakes must cease weather broadcasts which cause interference to stations operating on 156.800 MHz until the interference problem is resolved.

¹¹ The frequency 157.100 MHz is authorized for search and rescue training exercises by state or local government in conjunction with U.S. Coast Guard stations. Prior U.S. Coast Guard approval is required. Use must cease immediately on U.S. Coast Guard request.

¹² The duplex pair for channel 20 (157.000/161.600 MHz) may be used for ship to coast station communications.

¹³ Available for assignment to coast stations, the use of which is in accord with an agreed program, for the broadcast of information to ship stations concerning the environmental conditions in which vessels operate, i.e., weather; sea conditions; time signals; notices to mariners; and hazards to navigation.

¹⁴ Available only in the Puget Sound and the Strait of Juan de Fuca.

¹⁵ The frequency 156.525 MHz is to be used exclusively for distress, safety and calling using digital selective calling techniques. No other uses are permitted.

¹⁶ The frequency 156.450 MHz is available for intership, ship and coast general purpose calling by noncommercial vessels, such as recreational boats and private coast stations.

¹⁷ The frequency 156.425 MHz is assigned by rule to private coast stations in Alaska for facsimile transmissions as well as voice communications.

¹⁸ The frequencies 156.775 and 156.825 MHz are available for navigation-related port operations or ship movement only, and all precautions must be taken to avoid harmful interference to channel 16. Transmitter output power is limited to 1 watt for ship stations, and 10 watts for coast stations.

* * * * *

4. Section 80.1083 is amended by adding a new paragraph (d) to read as follows:

§ 80.1083 Ship radio installations

* * * * *

(d) In passenger ships,

(i) a distress panel must be installed at the conning position. This panel shall contain either one single button which, when pressed, initiates a distress alert using all radiocommunications installations required on board for that purpose or one button for each individual installation. The panel must clearly and visually indicate whenever any button or buttons have been pressed. Means must be provided to prevent inadvertent activation of the button or buttons. If the satellite EPIRB is used as the secondary means of distress alerting and is not remotely activated, it shall be acceptable to have an additional EPIRB installed in the wheelhouse near the conning position;

(ii) information on the ship's position must be continuously and automatically provided to all relevant radiocommunications equipment to be included in the initial distress alert when the button or buttons on the distress panel is pressed; and

(iii) a distress alarm panel must be installed at the conning position. The distress alarm panel must provide visual and aural indication of any distress alert or alerts received on board and shall also indicate through which radiocommunication service the distress alerts have been received.

5. Section 80.1085 is amended by adding new paragraph (d) to read as follows:

§ 80.1085 Ship radio equipment-General.

* * * * *

(d) Every passenger ship shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 and 123.1 MHz from the position from which the ship is normally navigated.

APPENDIX D

INITIAL REGULATORY FLEXIBILITY ANALYSIS

As required by the Regulatory Flexibility Act (RFA),¹ the Commission has prepared this present Initial Regulatory Flexibility Analysis (IRFA) of the possible significant economic impact on small entities of the policies and rules proposed in the *Further Notice of Proposed Rule Making* in WT Docket No. 00-48 (*Further Notice*). Written public comments are requested on this IRFA. Comments must be identified as responses to the IRFA and must be filed by the deadlines for comments on the *Further Notice* as provided in paragraph 142 of the item. The Commission will send a copy of the *Further Notice*, including this IRFA, to the Chief Counsel for Advocacy of the Small Business Administration.² In addition, the *Further Notice* and IRFA (or summaries thereof) will be published in the Federal Register.³

A. Need for, and Objectives of, the Proposed Rules:

The proposed rules in the *Further Notice* are intended to further streamline, consolidate and clarify the Commission's Part 80 Rules; remove unnecessary or duplicative requirements; address new international maritime requirements; and promote flexibility and efficiency in the use of marine radio equipment in a manner that will further maritime safety. In the *Further Notice*, we request comment specifically on whether we should: (1) establish a voluntary restricted GMDSS license or take other measures to address the needs of recreational vessel operators;⁴ (2) clarify or change the safety watch obligations of public coast stations;⁵ (3) permit unattended operation of non-DSC equipment;⁶ (4) prohibit ship stations from including any device capable of transmitting on a distress frequency without regulatory authorization;⁷ (5) delete any existing emission classes;⁸ (6) permit the use of Channels 75 and 76 for navigation-related port operations, subject to specified power limits, and also require that transmitters operating on such channels be limited to the specified power limits, with no manual override capability;⁹ (7) codify in the Rules the RTCM's Recommended Practices for DSC equipment;¹⁰ (8) revise our radiotelephone and radiotelegraph distress call and message transmission procedures to incorporate DSC and GMDSS procedures;¹¹ (9) authorize the use of INMARSAT-E EPIRBs by U.S. vessels operating solely within the INMARSAT coverage footprint;¹² (10) require that small passenger vessels be outfitted

¹ See 5 U.S.C. § 603. The RFA, see 5 U.S.C. § 601 *et. seq.*, has been amended by the Contract With America Advancement Act of 1996, Pub. L. No. 104-121, 110 Stat. 847 (1996) (CWAAA). Title II of the CWAAA is the Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA).

² See 5 U.S.C. § 603(a).

³ *Id.*

⁴ See ¶¶ 109-10, *supra*.

⁵ See ¶¶ 111-13, *supra*.

⁶ See ¶ 114, *supra*.

⁷ See ¶ 115, *supra*.

⁸ See ¶ 116, *supra*.

⁹ See ¶¶ 117-18, *supra*.

¹⁰ See ¶ 119, *supra*.

¹¹ See ¶ 120, *supra*.

with DSC equipment;¹³ (11) mandate that, on passenger ships, at least one qualified person be assigned to perform only radio communications duties during distress situations;¹⁴ and (12) incorporate additional SOLAS requirements for equipment in Subpart W.¹⁵ We also seek comment on issues pertaining to e-mail requests, Part 80 tables of frequencies, GMDSS radio operator examination requirements, and Part 80 cross-references to Part 2 of the Rules.¹⁶

B. Legal Basis:

Authority for issuance of this item is contained in Sections 4(i), 303(r), and 403 of the Communications Act of 1934, as amended, 47 U.S.C. §§ 154(i), 303(r) and 403.

C. Description and Estimate of the Number of Small Entities to Which the Proposed Rules Will Apply:

Under the RFA, small entities may include small organizations, small businesses, and small governmental jurisdictions, or entities.¹⁷ The RFA directs agencies to provide a description of and, where feasible, an estimate of the number of small entities that may be affected by the proposed rules, if adopted.¹⁸ The RFA generally defines the term "small entity" as having the same meaning as the terms "small business," "small organization," and "small governmental jurisdiction."¹⁹ In addition, the term "small business" has the same meaning as the term "small business concern" under the Small Business Act.²⁰ A small business concern is one that: (1) is independently owned and operated; (2) is not dominant in its field of operation; and (3) satisfies any additional criteria established by the SBA.²¹ Pursuant to 5 U.S.C. § 601(3), the statutory definition of a small business applies "unless an agency after consultation with the Office of Advocacy of the SBA, and after opportunity for public comment, establishes one or more definitions of such term which are appropriate to the activities of the agency and publishes such definition(s) in the Federal Register."

Small businesses in the aviation and marine radio services use a marine very high frequency (VHF) radio, any type of emergency position indicating radio beacon (EPIRB) and/or radar, a VHF aircraft radio, and/or any type of emergency locator transmitter (ELT). The Commission has not developed a definition of small entities specifically applicable to these small businesses. For purposes of this IRFA, therefore, the applicable definition of small entity is the definition under the SBA rules applicable to radiotelephone (wireless) communications. This definition is that a "small entity" for purposes of public coast station licensees, a subgroup of marine radio users, is any entity employing 1,500 or fewer persons. 13 C.F.R. § 121.201, Standard Industrial Classification (SIC) Code 4812 (now NAICS Code 513322). Since the size data provided by the Small Business Administration do not enable us to make

¹² See ¶ 121, *supra*.

¹³ See ¶¶ 122-25, *supra*.

¹⁴ See ¶ 126, *supra*.

¹⁵ See ¶¶ 127-28, *supra*.

¹⁶ See ¶¶ 129-32, *supra*.

¹⁷ 5 U.S.C. § 601(6).

¹⁸ 5 U.S.C. § 603(b)(3).

¹⁹ *Id.*

²⁰ 5 U.S.C. § 601(3).

²¹ 5 U.S.C. § 632.

a meaningful estimate of the number of marine radio service providers and users that are small businesses, we have used the 1992 Census of Transportation, Communications, and Utilities, conducted by the Bureau of the Census, which is the most recent information available. This document shows that 12 radiotelephone firms out of a total of 1,178 such firms which operated in 1992 had at least 1,000 employees. Thus, we estimate that as many as 1,166 small entities will be affected. We invite comment on whether this is the correct definition to use in this context.²²

The proposed amendments may also affect small businesses that manufacture marine radio equipment. The Commission has not developed a definition of small entities applicable to Radio Frequency Equipment Manufacturers (RF Manufacturers). Therefore, the applicable definition of small entity is the definition under the SBA rules applicable to manufacturers of "Radio and Television Broadcasting and Communications Equipment." According to the SBA regulations, an RF manufacturer must have 750 or fewer employees in order to qualify as a small business.²³ Census Bureau data indicate that there are 858 companies in the United States that manufacture radio and television broadcasting and communications equipment, and that 778 of these firms have fewer than 750 employees and would be classified as small entities.²⁴ Some of the companies that manufacture RF equipment may qualify as small entities. We invite comment on whether this is the correct definition to use in this context.

D. Description of Projected Reporting, Recordkeeping, and Other Compliance Requirements:

The *Further Notice* seeks comment on a number of possible rule changes that may affect reporting, recordkeeping and other compliance requirements.

The *Further Notice* seeks comment on a proposal by the USCG to require any coast station operating on Channel 70 to answer a distress call on Channel 70 if a USCG station does not or cannot answer such a call within the required time. We ask that commenters provide information on the economic impact of such a requirement on public coast stations.²⁵

The *Further Notice* seeks comment on a proposal by the USCG to amend 47 C.F.R. § 80.203 to bar ship stations from including any device capable of transmitting on a distress frequency without regulatory authorization. We invite comment specifically on the impact such a rule change may have on manufacturers.²⁶

The *Further Notice* seeks comment on USCG proposals to make Channels 75 and 76 available for navigation-related port operations, including a proposal to amend 47 C.F.R. § 80.215(g)(3) to require that transmitters reduce the carrier power to one watt or less when tuned to Channel 75 or 76, with no manual override capability. We ask commenters to address the impact such a rule change would have on manufacturers. We ask specifically whether all new radios should be required to have the two new

²² We believe that using the definition of radiotelephone operators in this context is fully consonant with the spirit of the RFA in that it likely overstates the number of small businesses that own and operate large oceangoing vessels in the commercial maritime industry. See, e.g., *Waterborne Transportation Lines of the United States*, Volume 2, *Vessel Company Summary*, available on the World Wide Web at <http://www.iwr.usace.army.mil/ndc/>, for information on the businesses involved in this industry. We thus choose to err, if at all, on the side of overestimating the number of small entities potentially affected by these rules.

²³ See 13 C.F.R. § 121.201, North American Industrial Classification System (NAICS) Code 33422.

²⁴ See U.S. Department of Commerce, 1992 Census of Transportation, Communications and Utilities (issued May 1995), NAICS code 33422.

²⁵ See ¶ 113, *supra*.

²⁶ See ¶ 115, *supra*.

channels, and request suggestions on appropriate grandfathering clauses, should the new transmitter power and channel addition proposals be implemented.²⁷

The *Further Notice* seeks comment on a USCG proposal to incorporate in 47 C.F.R. § 80.225 the RTCM Special Committee's Recommended Practices for Digital Selective Calling Equipment Design and Implementation. We note that this change would affect manufacturers of basic selective calling equipment as well as digital selective calling equipment, and ask commenters to address whether and, if so, to what extent existing equipment should be grandfathered if this proposal is adopted.²⁸

The *Further Notice* seeks comment on a proposal to amend 47 C.F.R. § 80.905(a) to require that the VHF and MF radios mandated by that rule be DSC-equipped. We observe that this is a major change that would affect numerous passenger ships, and express concern over the propriety of such a rule change given that DSC is GMDSS equipment, and small passenger vessels are not covered by our GMDSS rules.²⁹

The *Further Notice* seeks comment on a USCG proposal to further amend 47 C.F.R. § 80.905(a) to mandate that newly fitted SSB radios required of ships operating over one hundred nautical miles from shore be DSC-equipped in accordance with ITU-R Rec. (series) M.493. It also seeks comment on a related Task Force recommendation to prohibit vessels operating over two hundred nautical miles from shore from using an SSB radio in lieu of the HF-DSC channels prescribed for GMDSS. We seek further comment on these changes for the same reasons applicable to our Section 80.905(a) proposal discussed in the preceding paragraph.³⁰

The *Further Notice* seeks comment on a proposal to further amend 47 C.F.R. § 80.905(a) to specify that the INMARSAT ship earth stations that may be carried by ships operating more than one hundred nautical miles from shore in lieu of an SSB radio be limited to ship earth stations authorized under this section to INMARSAT A (existing units only), B, C or M. It also seeks comment on a USCG proposal to amend 47 C.F.R. § 80.905(a) to revise the requirements regarding testing of battery chargers and updating of position information applicable to vessels required to carry SSB radios. We seek public comment on these proposals, particularly with respect to their potential impact on small passenger vessels.³¹

The *Further Notice* seeks comment on proposals to amend 47 C.F.R. §§ 80.1073, 80.1083, and 80.1085 to incorporate additional GMDSS requirements for passenger ships. These proposed rule changes pertain to the availability of GMDSS radio operators in cases of distress, the installation and operation of distress panels, and equipment that can be used for two-way search and rescue purposes on the aeronautical frequencies 121.5 MHz and 123.1 MHz. Comment is invited on all aspects of these proposals, including the economic impact, if any, on small entities.³²

Finally, commenters are asked to identify any other proposed or discussed rule changes in the *Further Notice* that may have a significant economic impact on a substantial number of small entities.

²⁷ See ¶ 118, *supra*.

²⁸ See ¶ 119, *supra*.

²⁹ See ¶ 122, *supra*.

³⁰ See ¶ 123, *supra*.

³¹ See ¶¶ 124-125, *supra*.

³² See ¶¶ 126-128, *supra*.

E. Steps Taken to Minimize Significant Economic Impact on Small Entities and Significant Alternatives Considered:

The RFA requires an agency to describe any significant alternatives that it has considered in reaching its proposed approach, which may include the following four alternatives: (1) the establishment of differing compliance or reporting requirements or timetables that take into account the resources available to small entities; (2) the clarification, consolidation, or simplification of compliance or reporting requirements under the rule for small entities; (3) the use of performance, rather than design, standards; and (4) an exemption from coverage of the rule, or any part thereof, for small entities.

The *Further Notice* solicits comment on a variety of alternatives set forth herein that fit into one or more of the above categories. For example, we ask commenters to consider whether we should provide grandfathering protection if we adopt certain of the proposed requirements, and thereby relieve either all affected entities or affected small entities of the burdens that would attend immediate implementation of the requirements with no transitional period. We ask if existing transmitters should be grandfathered from requirements, if adopted, that transmitters be capable of operating on Channels 75 and 76 and that transmitters reduce the carrier power to one watt or less when tuned to those channels, with no manual override capability.³³ We also ask if existing digital selective calling equipment should be grandfathered with respect to a requirement, if adopted, to incorporate the RTCM Special Committee's Recommended Practices for Digital Selective Calling Equipment Design and Implementation.³⁴

In addition, we hereby invite commenters to address the possibility of exempting certain entities, particularly small entities, from some of the proposed requirements. For example, we seek comment on whether the proposed amendment of 47 C.F.R. § 80.225 should apply to manufacturers of basic selective calling equipment as well as manufacturers of digital selective calling equipment.³⁵ We also question whether small passenger vessels should be exempt from the DSC requirements that would otherwise apply to them by virtue of the proposed amendment of 47 C.F.R. § 80.905(a).³⁶ More broadly, commenters may suggest, with respect to any entities, including small entities, exemptions from any of the requirements proposed or discussed in the *Further Notice*.

Further, the proposed requirements for new equipment generally take the form of performance standards rather than design standards, and therefore confer on smaller entities the flexibility to select the most economical design that can achieve the required performance. For example, the RTCM standards for digital selective calling equipment that we propose to incorporate in 47 C.F.R. § 80.225 mandate certain functionality for digital selective calling equipment but do not mandate that manufacturers design their equipment in any particular way in order to achieve that functionality.³⁷ In a similar vein, the proposed requirements for INMARSAT-E EPIRBs are framed strictly in terms of performance standards.³⁸

We hereby invite interested parties to address any or all of these regulatory alternatives and to suggest additional alternatives to minimize any significant economic impact on small entities. Any significant alternative presented in the comments will be considered.

³³ See ¶ 118, *supra*.

³⁴ See ¶ 119, *supra*.

³⁵ See *id*.

³⁶ See ¶¶ 123-25, *supra*.

³⁷ See ¶ 119, *supra*.

³⁸ See ¶ 121, *supra*.

F. Federal Rules that May Duplicate, Overlap, or Conflict with the Proposed Rules:

None.

G. Ordering Clauses:

The Commission will send a copy of this *Report and Order and Further Notice of Proposed Rule Making*, including a copy of the Final Regulatory Flexibility Certification and a copy of this Initial Regulatory Flexibility Analysis, in a report to Congress pursuant to the Congressional Review Act.³⁹ In addition, this *Report and Order and Further Notice of Proposed Rule Making*, Final Regulatory Flexibility Certification and Initial Regulatory Flexibility Analysis will be sent to, the Chief Counsel for Advocacy of the Small Business Administration, and will be published in the Federal Register.⁴⁰

IT IS FURTHER ORDERED that the Commission's Consumer Information Bureau, Reference Information Center, SHALL SEND a copy of this *Report and Order and Further Notice of Proposed Rule Making*, including the Final Regulatory Flexibility Certification and Initial Regulatory Flexibility Analysis, to the Chief Counsel for Advocacy of the Small Business Administration.

³⁹ See 5 U.S.C. § 801(a)(1)(A).

⁴⁰ See 5 U.S.C. § 605(b).

**STATEMENT OF COMMISSIONER
MICHAEL J. COPPS**

RE: Amendment of Parts 13 and 80 of the Commission's Rules Concerning Maritime Communications.

I support today's Order. However, I am concerned with one aspect of our treatment of the Global Maritime Distress and Safety System ("GMDSS"). In our Order, we "delay requirements for fishing vessels to fit GMDSS equipment . . . on vessels which sail exclusively in Sea Areas A1 and A2, until one year after the USCG establishes Sea Areas A1 and/or A2."⁴¹ I recognize the costs of implementing the GMDSS system, and the unique circumstance created by Coast Guard facilities not being complete in these areas. One of the primary responsibilities of the Commission, however, is to promote "safety of life and property through the use of wire and radio communication."⁴² I hope that we will monitor this situation closely to ensure that continued delays in the system do not place commercial vessels and public safety personnel at risk.

⁴¹ *In the Matter of Amendment of Parts 13 and 80 of the Commission's Rules Concerning Maritime Communications*, Report and Order and Further Notice of Proposed Rulemaking, WT Doc No. 00-48, ¶ 9.

⁴² 47 U.S.C. § 151.