

§ 80.1081

47 CFR Ch. I (10–1–00 Edition)

Communications involving aircraft:	
On-scene, including search and rescue.	156.8 MHz ⁴ , 121.5 MHz ⁵ , 123.1 MHz, 156.3 MHz, 2182 kHz, 3023 kHz, 4125 kHz, and 5680 kHz ⁶ .
Locating signals:	
406 MHz EPIRB beacons.	121.5 MHz.
9 GHz radar transponders.	9200–9500 MHz.
Maritime safety information (MSI):	
International NAVTEX.	518 kHz ⁷ .
Warnings	490 kHz ⁸ , 4209.5 kHz ⁹ .
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 (space-to-Earth) ¹⁰ .
General distress and safety communications and calling:	
Satellite	1530–1544 MHz (space-to-Earth) and 1626.5–1645.5 (Earth-to-space) ¹⁰ .
Radiotelephony	2182 kHz, 4125 kHz, 6215 kHz, 8291 kHz, 12290 kHz, 16420 kHz, and 156.8 MHz.
NBDP	2174.5 kHz, 4177.5 kHz, 6268 kHz, 8376.5 kHz, 12520 kHz, and 16695 kHz.
DSC	2187.5 kHz, 4207.5 kHz, 6312 kHz, 8414.5 kHz, 12577 kHz, 16804.5 kHz, and 156.525 MHz.
Survival craft:	
VHF radiotelephony.	156.8 MHz and one other 156–174 MHz frequency.
9 GHz radar transponders.	9200–9500 MHz.

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

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

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

⁴Frequency 156.8 MHz may also be used by aircraft for safety purposes only.

⁵Frequency 121.5 MHz may be used by ships for aeronautical distress and urgency purposes.

⁶The priority of use for ship-aircraft communications in 4125 kHz, then 3023 kHz. Additionally, frequencies 123.1 MHz, 3023 kHz, and 5680 kHz can be used by land stations engaged in coordinated search and rescue operations.

⁷The 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.

⁸Frequency 490 kHz cannot be used for MSI employing NBDP transmissions until February 2, 1999.

⁹Frequency 4209.5 kHz is not used in the United States (see 47 CFR 2.106 footnote 520A).

¹⁰In 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.

EQUIPMENT REQUIREMENTS FOR SHIP STATIONS

§ 80.1081 Functional requirements.

Ships, while at sea, must be capable:

- (a) Except as provided in §§ 80.1087(a)(1) and 80.1091(a)(4)(iii), of transmitting ship-to-shore distress alerts by at least two separate and independent means, each using a different radiocommunication service;
- (b) Of receiving shore-to-ship distress alerts;
- (c) Of transmitting and receiving ship-to-ship distress alerts;
- (d) Of transmitting and receiving search and rescue co-ordinating communications;
- (e) Of transmitting and receiving on-scene communications;
- (f) Of transmitting and receiving signals for locating;
- (g) Of transmitting and receiving maritime safety information;
- (h) Of transmitting and receiving general radiocommunications to and from shore-based radio systems or networks; and
- (i) Of transmitting and receiving bridge-to-bridge communications.

§ 80.1083 Ship radio installations.

- (a) Ships must be provided with radio installations capable of complying with the functional requirements prescribed by § 80.1081 throughout its intended voyage and, unless exempted under § 80.1071, complying with the requirements of § 80.1085 and, as appropriate for the sea area of areas through which it will pass during its intended voyage, the requirements of either §§ 80.1087, 80.1089, 80.1091, or 80.1093.
- (b) The radio installation must:
 - (1) Be so located that no harmful interference of mechanical, electrical or other origin affects its proper use, and