

**§ 80.1074**

chapter for distress and safety radiocommunications purposes. The GMDSS Radio Operator's License qualifies personnel as GMDSS radio operator for the purposes of operating GMDSS radio installation, including basic equipment adjustments as denoted in knowledge requirements specified in §13.21 of this chapter.

(1) One of the qualified GMDSS radio operators must be designated to have primary responsibility for radiocommunications during distress incidents.

(2) A second qualified GMDSS radio operator must be designated as backup for distress and safety radiocommunications.

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

(1) Available to act as the dedicated radio operator in cases of distress as described in §80.1109(a);

(2) Designated to perform as part of normal routine each of the applicable communications described in §80.1109(b);

(3) Responsible for selecting HF DSC guard channels and receiving scheduled maritime safety information broadcasts;

(4) Designated to perform communications described in §80.1109(c);

(5) Responsible for ensuring that the watches required by §80.1123 are properly maintained; and

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

EFFECTIVE DATE NOTE: At 68 FR 46975, Aug. 7, 2003, §80.1073 was amended by revising paragraphs (a)(1), (2) and (b)(6), effective October 6, 2003. For the convenience of the user, the revised text is set forth 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) \* \* \*

(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.

**§80.1074 Radio maintenance personnel for at-sea maintenance.**

(a) Ships that elect the at-sea option for maintenance of GMDSS equipment (see §80.1105) must carry at least one person who qualifies as a GMDSS radio maintainer, as specified in paragraph (b) of this section, for the maintenance and repair of equipment specified in this subpart. This person may be, but need not be, the person designated as GMDSS radio operator as specified in §80.1073.

(b) The following licenses qualify personnel as GMDSS radio maintainers to perform at-sea maintenance of equipment specified in this subpart. For the purposes of this subpart, no order is intended by this listing or the alphanumeric designator.

(1) GM: GMDSS Maintainer's License;

(2) GB: GMDSS Operator's/Maintainer's License; or,

(3) Until February 1, 1999:

(i) T-1: First Class Radiotelegraph Operator's Certificate;

(ii) T-2: Second Class Radiotelegraph Operator's Certificate; or,

(iii) G: General Radiotelephone Operator License.

(c) While at sea, all adjustments of radio installations, servicing, or maintenance of such installations that may affect the proper operation of the GMDSS station must be performed by, or under the immediate supervision and responsibility of, a qualified GMDSS radio maintainer as specified in paragraph (b) of this section.

(d) The GMDSS radio maintainer must possess the knowledge covering

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the requirements set forth in IMO Assembly on Training for Radio Personnel (GMDSS), Annex 5 and IMO Assembly on Radio Maintenance Guidelines for the Global Maritime Distress and Safety System related to Sea Areas A3 and A4.

[51 FR 31213, Sept. 2, 1986, as amended at 63 FR 49872, Sept. 18, 1998]

EFFECTIVE DATE NOTE: At 68 FR 46976, Aug. 7, 2003, §80.1074 was amended by revising paragraph (b)(2) and removing paragraph (b)(3), effective October 6, 2003. For the convenience of the user, the revised text is set forth as follows:

**§80.1074 Radio maintenance personnel for at-sea maintenance.**

\* \* \* \* \*

(b) \* \* \*

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

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**§80.1075 Radio records.**

A record must be kept, as required by the Radio Regulations and §80.409 (a), (b) and (e), of all incidents connected with the radiocommunication service which appear to be of importance to safety of life at sea.

**§80.1077 Frequencies.**

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

Alerting:	
406 EPIRBs .....	406-406.1 MHz (Earth-tospace). 1544-1545 MHz (space-to-Earth).
INMARSAT A or C SES.	1626.5-1645.5 MHz (Earth-to-space).
VHF DSC Ch. 70	156.525 MHz <sup>1</sup> .
MF/HF DSC <sup>2</sup> .....	2187.5 kHz <sup>3</sup> , 4207.5 kHz, 6312 kHz, 8414.5 kHz, 12577 kHz, and 16804.5 kHz.
On-scene communications:	
VHF Ch. 16 .....	156.8 MHz.
MF radiotelephony.	2182 kHz.
NBDP .....	2174.5 kHz.

Communications involving aircraft:	
On-scene, including search and rescue.	156.8 MHz <sup>4</sup> , 121.5 MHz <sup>5</sup> , 123.1 MHz, 156.3 MHz, 2182 kHz, 3023 kHz, 4125 kHz, and 5680 kHz <sup>6</sup> .
Locating signals:	
406 MHz EPIRB beacons.	121.5 MHz.
9 GHz radar transponders.	9200-9500 MHz.
Maritime safety information (MSI):	
International NAVTEX.	518 kHz <sup>7</sup> .
Warnings .....	490 kHz <sup>8</sup> , 4209.5 kHz <sup>9</sup> .
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) <sup>10</sup> .
General distress and safety communications and calling:	
Satellite .....	1530-1544 MHz (space-to-Earth) and 1626.5-1645.5 MHz (Earth-to-space) <sup>10</sup> .
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.

<sup>1</sup>Frequency 156.525 MHz can be used for ship-to-ship alerting and, if within sea area A1, for ship-to-shore alerting.  
<sup>2</sup>For ships equipped with MF/HF equipment, there is a watch requirement on 2187.5 kHz, 8414.5 kHz, and one other frequency.  
<sup>3</sup>Frequency 2187.5 kHz can be used for ship-to-ship alerting and, if within sea areas A2, for ship-to-shore alerting.  
<sup>4</sup>Frequency 156.8 MHz may also be used by aircraft for safety purposes only.  
<sup>5</sup>Frequency 121.5 MHz may be used by ships for aeronautical distress and urgency purposes.  
<sup>6</sup>The 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.