environmental monitoring and protection.

Subpart I—Aeronautical Enroute and Aeronautical Fixed Stations

AERONAUTICAL ENROUTE STATIONS

§ 87.261 Scope of service.

(a) Aeronautical enroute stations provide operational control communications to aircraft along domestic or international air routes. Operational control communications include the safe, efficient and economical operation of aircraft, such as fuel, weather, position reports, aircraft performance, and essential services and supplies. Public correspondence is prohibited.

(b) Service must be provided to any aircraft station licensee who makes cooperative arrangements for the operation, maintenance and liability of the stations which are to furnish enroute service. In emergency or distress situations service must be provided without prior arrangements.

(c) Except in Alaska, only one aeronautical enroute station licensee will be authorized at any one location. In Alaska, only one aeronautical enroute station licensee in the domestic service and one aeronautical enroute station licensee in the international service will be authorized at any one location. (Because enroute stations may provide service over a large area containing a number of air routes or only provide communications in the local area of an airport, location here means the area which can be adequately served by the particular station.)

(d) In Alaska, only stations which serve scheduled air carriers will be licensed to operate aeronautical enroute stations. Applicants must show that the station will provide communications only along routes served by scheduled air carriers.

(e) Mobile units may be operated under an aeronautical enroute station authorization so long as the units are limited to use at an airport and are only used to communicate with aircraft on the ground or the associated aeronautical enroute station. Mobile units are further limited to operation on the VHF frequencies listed in 87.263(a)(1).

(f) Mobile units licensed under paragraph (e) of this section shall not be operated on air traffic control frequencies, nor cause harmful interference to, communications on air traffic control frequencies.

[53 FR 28940, Aug. 1, 1988, as amended at 64 FR 27476, May 20, 1999]

§ 87.263 Frequencies.

(a) *Domestic VHF service.* (1) Frequencies in the 128.8125–132.125 MHz and 136.4875–137.00 MHz bands are available to serve domestic routes, except that the frequency 136.750 MHz is available only to aeronautical enroute stations located at least 288 kilometers (180 miles) from the Gulf of Mexico shoreline (outside the Gulf of Mexico region). The frequencies 136.900 MHz, 136.925 MHz, 136.950 MHz and 136.975 MHz are available to serve domestic and international routes. Frequency assignments are based on 25 kHz spacing. Use of these frequencies must be compatible with existing operations and must be in accordance with pertinent international treaties and agreements.

(2) A system or network of interconnected enroute stations may employ offset carrier techniques on the frequencies listed in paragraph (a)(1). The carrier frequencies of the individual transmitters must not be offset by more than ±8kHz.

(3) The frequencies 122.825 and 122.875 MHz are available for assignment to enroute stations which provide local area service to aircraft approaching or departing a particular airport. These frequencies will be assigned without regard to the restrictions contained in § 87.261 (c) and (d). Only organizations operating aircraft with a maximum capacity of 56 passengers or 8,200 kg (18,000 lbs) cargo will be authorized use of these enroute frequencies.

(4) In Alaska, the frequencies 131.500, 131.600, 131.800 and 131.900 MHz may be assigned to aeronautical enroute stations without regard to the restrictions contained in § 87.261 (c) and (d).

(5) The frequency 136.750 MHz is available in the Gulf of Mexico Region to serve domestic routes over the Gulf of Mexico and adjacent coastal areas. Assignment of this frequency in the

Gulf of Mexico Region shall be to licensees first licensed on this frequency in the Gulf of Mexico Region prior to January 1, 1994, their successors and assigns, and is not subject to the conditions in § 87.261(c) and paragraph (a)(2) of this section. For the purpose of this paragraph, the Gulf of Mexico Region is defined as an area bounded on the east, north, and west by a line 288 km (180 miles) from the Gulf of Mexico shore line. Inland stations must be located within forty-eight kilometers (30 miles) of the Gulf of Mexico shore line.

(b) *Domestic HF service.* (1) Regular use of high frequencies for aeronautical enroute or any aeronautical mobile (R) communications in the domestic service within the continental United States (excluding Alaska) will not be authorized.

(2) These frequencies (carrier) are available for assignment to serve aircraft operating in support of offshore drilling operations in open sea areas beyond the range of VHF propagation:

kHz	
2878.0	4672.0
3019.0	5463.0
3434.0	5508.0

(3) Alaska: The following frequencies (carrier) are available for assignment to serve domestic air routes in the Alaska area:

(i) *Throughout Alaska:* Shared with the FAA and assigned where an applicant shows the need for a service not provided by the FAA.

kHz	
2866.0	5631.0

(ii) *Alaska Aleutian chain and feeders.*

kHz	
2911.0	8855.0
2956.0	10066.0
5496.0	11363.0
6580.0	

(iii) *Central and Southeast Alaska and feeders.*

kHz	
2875.0	6580.0
2911.0	6604.0
3470.0	8876.0
5484.0	11357.0

(iv) The following frequencies (carrier) are available to enroute stations in Alaska without regard to the restrictions contained in § 87.261 (c) or (d). These frequencies may also be used for communications between enroute stations concerning matters directly affecting aircraft with which they are engaged. Enroute stations located at an uncontrolled airport shall not transmit information concerning runway, wind or weather conditions during the operating hours of a unicom.

kHz	
3449.0	5472.0
5167.5[1]	5490.0

[1] The frequency 5167.5 kHz is available to any station for emergency communications in Alaska. No airborne operations are permitted. Peak envelope power of stations operating on this frequency must not exceed 150 watts. This frequency may also be used by Alaska private fixed stations for calling purposes, but only for establishing communications.

(c) *International VHF service.* Frequencies in the 128.825–132.000 and 136.000–137.000 MHz bands are available to enroute stations serving international flight operations. Frequency assignments are based on 25 kHz channel spacing. Proposed operations must be compatible with existing operations in the band.

(d) *International HF service.* High frequencies (carrier) available to enroute stations serving international flight operations on the Major World Air Route Areas (MWARA's), as defined in the international Radio Regulations and the ICAO Assignment Plan, are:

(1) Central East Pacific (CEP):

kHz	
2869.0	8843.0
3413.0	10057.0
4657.0	11282.0
5547.0	13300.0
5574.0	17904.0
6673.0	

(2) Central West Pacific (CWP):

kHz	
2998.0	6562.0
3455.0	8903.0
4666.0	10081.0
5652.0	11384.0
5661.0	13300.0
6532.0	17904.0

(3) North Pacific (NP):

kHz	
2932.0	10048.0
5628.0	11330.0
6655.0	13300.0
6661.0	17904.0

(4) South Pacific (SP):

kHz	
3467.0	10084.0
5559.0	11327.0
5643.0	13300.0
8867.0	17904.0

(5) North Atlantic (NAT):

kHz	
2872.0	8825.0
2899.0	8831.0
2962.0	8864.0
2971.0	8879.0
3016.0	8891.0
3476.0	8906.0
4675.0	11279.0
5598.0	11309.0
5616.0	11336.0
5649.0	13291.0
6622.0	13306.0
6628.0	17946.0

(6) Europe (EUR):

kHz	
3479.0	10084.0
5661.0	13288.0
6598.0	17961.0

(7) South America (SAM):

kHz	
2944.0	10024.0
3479.0	10096.0
4669.0	11360.0
5526.0	13297.0
6649.0	17907.0
8855.0	

(8) South Atlantic (SAT):

kHz	
2854.0	8861.0
2935.0	11291.0
3452.0	13315.0
5565.0	13357.0
6535.0	17955.0

(9) Southeast Asia (SEA):

kHz	
3470.0	10066.0
3485.0	11396.0
5649.0	13309.0
5655.0	13318.0
6556.0	17907.0
8942.0	

(10) East Asia (EA):

kHz	
3016.0	10042.0
3485.0	11396.0
3491.0	13297.0

kHz—Continued

5655.0	13303.0
5670.0	13309.0
6571.0	17907.0
8897.0	

(11) Middle East (MID):

kHz	
2944.0	6631.0
2992.0	8918.0
3467.0	8951.0
3473.0	10018.0
4669.0	11375.0
5658.0	13288.0
5667.0	13312.0
6625.0	17961.0

(12) Africa (AFI):

kHz	
2851.0	6673.0
2878.0	8894.0
3419.0	8903.0
3425.0	8894.0
3467.0	11300.0
4657.0	11330.0
5493.0	13273.0
5652.0	13288.0
5658.0	13294.0
6559.0	17961.0
6574.0	

(13) Indian Ocean (INO):

kHz	
3476.0	13306.0
5634.0	17961.0
8879.0	

(14) North Central Asia (NCA):

kHz	
3004.0	6592.0
3019.0	10096.0
4678.0	13303.0
5646.0	13315.0
5664.0	17958.0

(15) Caribbean (CAR):

kHz	
2887.0	8846.0
3455.0	8918.0
5520.0	11387.0
5550.0	11396.0
6577.0	13297.0
6586.0	17907.0

(e) *Long distance operational control.* Long distance operational control frequencies provide communications between aeronautical enroute stations and aircraft stations anywhere in the world for control of the regularity and

efficiency of flight and safety of aircraft. World-wide frequencies are not assigned by administrations for MWARA and Regional and Domestic Air Route Area (RDARA).

kHz	
3013.0	10075.0
3494.0	11342.0
5529.0	11348.0
5538.0	13330.0
6637.0	13348.0
6640.0	17925.0
8933.0	21964.0
10033.0	

(f) *121.500 MHz:* Emergency and distress only.

[53 FR 28940, Aug. 1, 1988, as amended at 54 FR 11721, Mar. 22, 1989; 55 FR 28628, July 12, 1990; 56 FR 21084, May 7, 1991; 58 FR 44954, Aug. 25, 1993; 66 FR 26800, May 15, 2001]

§ 87.265 Administrative communications.

Domestic VHF aeronautical enroute stations authorized to use A9W emission on any frequency listed in § 87.263(a)(1) or § 87.263(a)(3) may transmit digital administrative communications on a secondary basis, in addition to the operational and control communications routinely permitted under § 87.261(a) above. Such secondary administrative communications must directly relate to the business of a participating aircraft operator in providing travel and transportation services to the flying public or to the travel, transportation or scheduling activities of the aircraft operator itself. Stations transmitting administrative communications must provide absolute priority for operational control and other safety communications by means of an automatic priority control system.

[54 FR 11721, Mar. 22, 1989]

Aeronautical Fixed Stations

§ 87.275 Scope of service.

Aeronautical fixed stations provide non-public point-to-point communications service pertaining to safety, regularity and economy of flight. These stations must transmit, without discrimination, messages from aircraft which have entered into cooperative arrangements governing the operation and maintenance of such stations. Aeronautical fixed station licensees are required to transmit, without charge or discrimination, all emergency communications.

§ 87.277 Supplemental eligibility.

Aeronautical fixed station licenses will only be issued to the licensees of associated aeronautical enroute stations. Aeronautical fixed station licenses will not be issued where adequate land line facilities are available.

§ 87.279 Frequencies.

(a) *United States (except Alaska).* The applicant must request specific frequencies in accordance with § 2.106 of this chapter. The Commission will determine the suitability of the applicant's selection based on the probability of interference to and from existing services assigned on the same or adjacent frequencies. All new assignments of frequencies will be subject to such conditions as may be required to minimize the possibility of harmful interference to existing services.

(b) *Alaska.* (1) Only stations which serve scheduled air carriers will be licensed. Applicants must show that the station will provide communications only along routes served by the scheduled operations of such carriers.

(2) The following frequencies are available in Alaska. These frequencies will only be licensed in conjunction with licenses for use of the aeronautical enroute frequencies specified in § 87.263(c).

kHz	
2648.0	5310.0
4645.0	5887.5
4947.5	8015.0
5122.5	

(c) *Gulf of Mexico.* In addition to the provisions of paragraph (a) of this section, the frequencies 4550.0 and 5036.0 kHz are available in the Gulf of Mexico.