

§ 87.149

47 CFR Ch. I (10–1–20 Edition)

§ 87.149 Special requirements for automatic link establishment (ALE).

Brief signalling for the purposes of measuring the quality of a radio channel and thereafter establishing communication shall be permitted within the 2 MHz–30 MHz band. Public coast stations licensed under part 80 of this chapter providing high seas service are authorized by rule to use such signalling under the following conditions:

- (a) The transmitter power shall not exceed 100 W ERP;
- (b) Transmissions must sweep linearly in frequency at a rate of at least 60 kHz per second, occupying any 3 kHz bandwidth for less than 50 milliseconds;
- (c) The transmitter shall scan the band no more than four times per hour;
- (d) Transmissions within 6 kHz of the following protected frequencies and frequency bands must not exceed 10 µW peak ERP:

(1) Protected frequencies (kHz)

2091.0	4188.0	6312.0	12290.0	16420.0
2174.5	4207.5	8257.0	12392.0	16522.0
2182.0	5000.0	8291.0	12520.0	16695.0
2187.5	5167.5	8357.5	12563.0	16750.0
2500.0	5680.0	8364.0	12577.0	16804.5
3023.0	6215.0	8375.0	15000.0	20000.0
4000.0	6268.0	8414.5	16000.0	25000.0
4177.5	6282.0	10000.0		

(2) Protected bands (kHz)

4125.0–4128.0
8376.25–8386.75
13360.0–13410.0
25500.0–25670.0

(e) The instantaneous signal, which refers to the peak power that would be measured with the frequency sweep stopped, along with spurious emissions generated from the sweeping signal, must be attenuated below the peak carrier power (in watts) as follows:

- (1) On any frequency more than 5 Hz from the instantaneous carrier frequency, at least 3 dB;
- (2) On any frequency more than 250 Hz from the instantaneous carrier frequency, at least 40 dB; and
- (3) On any frequency more than 7.5 kHz from the instantaneous carrier frequency, at least $43 + 10\log_{10}$ (peak power in watts) db.

[62 FR 40308, July 28, 1997]

§ 87.151 Special requirements for differential GPS receivers.

(a) The receiver shall achieve a message failure rate less than or equal to one failed message per 1000 full-length (222 bytes) application data messages, while operating over a range from –87 dBm to –1 dBm, provided that the variation in the average received signal power between successive bursts in a given time slot shall not exceed 40 dB. Failed messages include those lost by the VHF data receiver system or which do not pass the cyclic redundancy check (CRC) after application of the forward error correction (FEC).

(b) The aircraft receiving antenna can be horizontally or vertically polarized. Due to the difference in the signal strength of horizontally and vertically polarized components of the broadcast signal, the total aircraft implementation loss is limited to 15 dB for horizontally polarized receiving antennas and 11 dB for vertically polarized receiving antennas.

(c) *Desensitization.* The receiver shall meet the requirements specified in paragraph (a) of this section in the presence of VHF-FM broadcast signals in accord with following tables.

(1) Maximum levels of undesired signals.

Frequency ¹	Maximum level of undesired signal at the receiver input (dBm)
50 kHz up to 88 MHz	– 13
88 MHz–107.900 MHz	[see paragraph (c)(2)]
108.000 MHz–117.975 MHz ..	excluded
118MHz	– 44
118.025 MHz	– 41
118.050 MHz up to 1660.5 MHz.	– 13

¹The relationship is linear between single adjacent points designated by the above frequencies.

(2) Desensitization frequency and power requirements for the frequencies 108.025 MHz to 111.975 MHz.

Frequency ¹	Maximum level of undesired signal at the receiver input (dBm)
88 MHz ≤ f ≤ 102 MHz	15
104 MHz	10
106 MHz	5
107.9 MHz	– 10

¹The relationship is linear between single adjacent points designated by the above frequencies.

(3) Desensitization frequency and power requirements for the frequencies 112.00 MHz to 117.975 MHz.

Frequency ¹	Maximum level of undesired signal at the receiver input (dBm)
88 MHz ≤ f ≤ 104 MHz	15
106 MHz	10
107 MHz	5
107.9 MHz	0

¹The relationship is linear between single adjacent points designated by the above frequencies.

(d) *Intermodulation immunity.* The receiver shall meet the requirements specified in paragraph (a) of this section in the presence of interference from two-signal, third order intermodulation products of two VHF-FM broadcast signals having levels in accordance with the following:

(1) $2N_1 + N_2 + 72 \leq 0$ for VHF-FM sound broadcasting signals in the range 107.7–108 MHz; and

(2) $2N_1 + N_2 + 3(24 - 20\log \Delta f/0.4) \leq 0$ for VHF-FM sound broadcasting signals below 107.7 MHz, where the frequencies of the two VHF-FM sound broadcasting signals produce, within the receiver, a two signal, third-order intermodulation product on the desired VDB frequency.

(3) In the formulas in paragraphs (d)(1) and (d)(2) of this section, N_1 and N_2 are the levels (dBm) of the two VHF FM sound broadcasting signals at the VHF data broadcast (VDB) receiver input. Neither level shall exceed the desensitization criteria set forth in paragraph (c) of this section. $\Delta f = 108.1 - f_i$, where f_i is the frequency of N_1 , the VHF FM sound broadcasting signal closer to 108.1 MHz.

[69 FR 32881, June 14, 2004]

Subpart E—Frequencies

§ 87.169 Scope.

This subpart contains class of station symbols and a frequency table which lists assignable frequencies. Frequencies in the Aviation Services will transmit communications for the safe, expeditious, and economic operation of aircraft and the protection of life and property in the air. Each class of land station may communicate in accord-

ance with the particular sections of this part which govern these classes. Land stations in the Aviation Services in Alaska may transmit messages concerning sickness, death, weather, ice conditions or other matters relating to safety of life and property if there is no other established means of communications between the points in question and no charge is made for the communications service.

[69 FR 32882, June 14, 2004]

§ 87.171 Class of station symbols.

The two or three letter symbols for the classes of station in the aviation services are:

Symbol and class of station

- AX—Aeronautical fixed
- AVW—Audio visual warning systems
- AXO—Aeronautical operational fixed
- DGP—Differential GPS
- DLT—Aircraft data link land test
- FA—Aeronautical land (unspecified)
- FAC—Airport control tower
- FAE—Aeronautical enroute
- FAM—Aeronautical multicom
- FAR—Aeronautical search and rescue
- FAS—Aviation support
- FAT—Flight test
- FAU—Aeronautical advisory (unicom)
- FAW—Automatic weather observation
- GCO—Ground Communication Outlet
- MA—Aircraft (Air carrier and Private)
- MA1—Air carrier aircraft only
- MA2—Private aircraft only
- MOU—Aeronautical utility mobile
- MRT—ELT test
- RCO—Remote Communications Outlet
- RL—Radionavigation land (unspecified)
- RLA—Marker beacon
- RLB—Radiobeacon
- RLD—RADAR/TEST
- RLG—Glide path
- RLL—Localizer
- RLO—VHF omni-range
- RLS—Surveillance radar
- RLT—Radionavigation land test
- RLW—Microwave landing system
- RNV—Radio Navigation Land/DME
- RPC—Ramp Control
- TJ—Aircraft earth station in the Aeronautical Mobile-Satellite Service
- UAT—Universal Access Transceiver

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