

## § 80.231

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 40307, July 28, 1997]

### § 80.231 Technical Requirements for Class B Automatic Identification System (AIS) equipment.

(a) Class B Automatic Identification System (AIS) equipment must meet the technical requirements of IEC 62287–1 (incorporated by reference, *see* § 80.7).

(b) In addition to the labels or other identifying information required under §§ 2.925 and 2.926 of this chapter, each Class B AIS device shall include a conspicuous label that includes: Instructions on how to accurately enter into the device and confirm static data pertaining to the vessel in which the device is or will be installed; and the following statement: “WARNING: It is a violation of the rules of the Federal Communications Commission to input an MMSI that has not been properly assigned to the end user, or to otherwise input any inaccurate data in this device.” Instructions on how to accurately enter and confirm static data in the device shall also be included in the user’s manual for the device. The entry of static data into a Class B AIS device shall be performed by the vendor of the device or by an appropriately qualified person in the business of installing marine communications equipment on board vessels. In no event shall the entry of static data into a Class B AIS device be performed by the user of the device or the licensee of a ship station using the device. Knowingly program-

## 47 CFR Ch. I (10–1–12 Edition)

ming a Class B AIS device with inaccurate static data, or causing a Class B AIS device to be programmed with inaccurate static data, is prohibited.

(c) Prior to submitting a certification application for a Class B AIS device, the following information must be submitted in duplicate to the Commandant (CG–521), U.S. Coast Guard, 2100 2nd Street, SW., Washington, DC 20593–0001:

(1) The name of the manufacturer or grantee and the model number of the AIS device; and

(2) Copies of the test report and test data obtained from the test facility showing that the device complies with the environmental and operational requirements identified in IEC 62287–1.

(d) After reviewing the information described in paragraph (c) of this section, the U.S. Coast Guard will issue a letter stating whether the AIS device satisfies all of the requirements specified in IEC 62287–1.

(e) A certification application for an AIS device submitted to the Commission must contain a copy of the U.S. Coast Guard letter stating that the device satisfies all of the requirements specified in IEC 62287–1, a copy of the technical test data, and the instruction manual(s).

[74 FR 5124, Jan. 29, 2009, as amended at 76 FR 67612, Nov. 2, 2011]

## Subpart F—Equipment Authorization for Compulsory Ships

### § 80.251 Scope.

(a) This subpart gives the general technical requirements for certification of equipment used on compulsory ships. Such equipment includes automatic-alarm-signal keying devices, survival craft radio equipment, radar equipment and Ship Security Alert System (SSAS) equipment.

(b) The equipment described in this subpart must be certificated.

(c) The term *transmitter* means the transmitter unit and all auxiliary equipment necessary to make this unit operate as a main or emergency transmitter in a ship station at sea. Each separate motor-generator, rectifier, or other unit required to convert the ship primary power to the phase, frequency,