§ 80.711 Use of U.S. Government frequencies.

Alaska-public fixed stations may be authorized to use frequencies assigned to U.S. Government radio stations for communications with Government stations or for coordination of Government activities.

Subpart P—Standards for Computing Public Coast Station VHF Coverage

§ 80.751 Scope.

This subpart specifies receiver antenna terminal requirements in terms of power, and relates the power available at the receiver antenna terminals to transmitter power and antenna height and gain. It also sets forth the co-channel interference protection that VHF public coast station geographic area licensees must provide to incumbents and to other VHF public coast station geographic area licensees.

[64 FR 26887, May 18, 1999]

§ 80.753 Signal strength requirements at the service area contour.

(a) The requirements for reception by a marine VHF shipboard receiver are satisfied if the field strength from the coast station, calculated in accordance with §80.771 is at least +17 dBu above one microvolt.

(b) These field strengths, voltages and powers at the receiver input are equivalent:

(1) –132 dBW (decibels referred to 1 watt).

(2) 1.8 microvolts across 50 ohms.

(3) +17 dBu (decibels referred to 1 microvolt per meter).

(4) 7 microvolts per meter.

§ 80.755 Applicability.

Applications for maritime frequencies in the 156–162 MHz band must include a map showing the proposed service area contour. The service area contour must be computed in accordance with the following procedures.

§ 80.759 Average terrain elevation.

(a)(1) Draw radials from the antenna site for each 45 degrees of azimuth starting with true north. Any such radial which extends entirely over land from the antenna site to the point of +17 dBu field strength need not be drawn.

(2) If the distance from the antenna site to the point of +17 dBu field strength between any of the 45 degree radials would be less than the distances calculated along these radials, an additional radial between such adjacent radials must be plotted and calculations made in each case. Each additional radial must be that radial along which it appears by inspection that transmission loss would be greatest.