

threatened by grave and imminent danger and requests immediate assistance. These automatic systems contain sufficient information in the distress alert message to identify the vessel, prepare to assist and begin a search. However, except when transmitted via satellite EPIRB, the distress alert is just the initial call for help. Communication between the vessel or person in distress and the Rescue Coordination Center (RCC) or ship assisting should always follow.

**Distress traffic.** Distress traffic consists of all messages relating to the immediate assistance required by a person, ship, aircraft, or other vehicle in distress, including search and rescue communications and on-scene communications.

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**Inland waters.** This term, as used in reference to waters of the United States, its territories and possessions, means waters that lie landward of the boundary lines of inland waters as contained in 33 CFR 80.01, as well as waters within its land territory, such as rivers and lakes, over which the United States exercises sovereignty.

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**Maritime mobile service identities (MMSI).** An international system for the identification of radio stations in the maritime mobile service. The system is comprised of a series of nine digits which are transmitted over the radio path to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations and groups of stations.

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**Safety signal.** (1) The safety signal is the international radiotelegraph or radiotelephone signal which indicates that the station sending this signal is preparing to transmit a message concerning the safety of navigation or giving important meteorological warnings.

(2) In radiotelegraphy, the international safety signals consists of three repetitions of the group "TTT," sent before the call, with the letters of each group and the successive groups clearly separated from each other.

(3) In radiotelephony, the international safety signal consists of three oral repetitions of "Security," pronounced as the French word "Securite," sent before the call.

(4) For GMDSS, safety calls result in an audible alarm and visual indication that the station sending this signal has a very urgent message to transmit concerning the safety of navigation or

giving important meteorological warnings.

\* \* \* \* \*

**Urgency signal.** (1) The urgency signal is the international radiotelegraph or radiotelephone signal which indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or of some person on board or within sight.

(2) In radiotelegraphy, the international urgency signal consists of three repetitions of the group "XXX," sent before the call, with the letters of each group and the successive groups clearly separated from each other.

(3) In radiotelephony, the international urgency signal consists of three oral repetitions of the group of words "PAN PAN", each word of the group pronounced as the French word "PANNE" and sent before the call.

(4) For GMDSS, urgency calls result in an audible alarm and visual indication that the station sending this signal has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or of some person on board or within sight.

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■ 11. Section 80.15 is amended by removing paragraph (e)(1), redesignating paragraphs (e)(2) and (e)(3) as paragraphs (e)(1) and (e)(2), and revising newly redesignated paragraph (e)(1) introductory text to read as follows:

#### § 80.15 Eligibility for station license.

\* \* \* \* \*

(e) **EPIRB stations.** (1) Class A or Class B EPIRB stations will be authorized for use on board the following types of vessels until December 31, 2006:

\* \* \* \* \*

■ 12. Section 80.51 is revised to read as follows:

#### § 80.51 Ship earth station licensing.

A ship earth station authorized to operate in the INMARSAT space segment must display the Commission license in conjunction with the commissioning certificate issued by the INMARSAT Organization. Notwithstanding the requirements in this paragraph, ship earth stations can operate in the INMARSAT space segment without an INMARSAT issued commissioning certificate provided an appropriate written approval is obtained from the INMARSAT Organization in addition to the Commission's license.

■ 13. Section 80.59 is amended by revising paragraph (c)(1)(x)(C) to read as follows:

#### § 80.59 Compulsory ship inspections.

\* \* \* \* \*

(c) \* \* \*

(1) \* \* \*

(x) \* \* \*

(C) Category 1, 406.0–406.1 MHz EPIRB (GMDSS approved);

\* \* \* \* \*

■ 14. Section 80.67 is amended by revising paragraph (b) to read as follows:

#### § 80.67 General facilities requirements for coast stations.

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(b) All coast stations that operate telephony on frequencies in the 1605–3500 kHz band must be able to transmit and receive using J3E emission on the frequency 2182 kHz and at least one working frequency in the band.

#### § 80.89 [Amended]

■ 15. Section 80.89 is amended by removing paragraph (e) and redesignating paragraphs (f) and (g) as paragraphs (e) and (f).

■ 16. Section 80.91 is revised to read as follows:

#### § 80.91 Order of priority of communications.

(a) All stations in the maritime mobile service and the maritime mobile-satellite service shall be capable of offering four levels of priority in the following order:

(1) Distress calls, distress messages, and distress traffic.

(2) Urgency communications.

(3) Safety communications.

(4) Other communications.

(b) In a fully automated system, where it is impracticable to offer all four levels of priority, category 1 shall receive priority until such time as intergovernmental agreements remove exemptions granted for such systems from offering the complete order of priority.

■ 17. Section 80.93 is amended by redesignating paragraph (d) as paragraph (e), adding a new paragraph (d), and revising paragraph (c) and newly designated paragraph (e) to read as follows:

#### § 80.93 Hours of service.

\* \* \* \* \*

(c) **Compulsory ship stations.** (1) Compulsory ship stations whose service is not continuous may not suspend operation before concluding all traffic originating in or destined for public coast stations situated within their range and mobile stations which have indicated their presence.

(2) For GMDSS ships, radios shall be turned on and set to proper watch channels while ships are underway. If a