

The IMO standards can be purchased from Publications, International Maritime Organization, 4 Albert Embankment, London SE1 7SR, United Kingdom.

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■ 102. Section 80.1085 is amended by revising paragraph (a)(6)(i), add paragraph (a)(6)(iii), remove paragraphs (b) and (c), redesignate paragraph (d) as paragraph (b), add a new paragraph (c), and revise newly redesignated paragraph (b) to read as follows:

**§ 80.1085 Ship radio equipment—General.**

(a) \* \* \*

(6) A satellite emergency position-indicating radio beacon (satellite EPIRB) which must be:

(i) Capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406.0–406.1 MHz band (406.0–406.1 MHz EPIRB); and

\* \* \* \* \*

(iii) Examined and tested annually in accordance with IMO Circular MSC/Circ.882, Guidelines on annual testing of 406 MHz satellite EPIRBs. See § 80.1105(k).

\* \* \* \* \*

(b) Ships must carry either the most recent edition of the IMO publication entitled GMDSS Master Plan of Shore-Based Facilities, the U.S. NIMA Publication 117, or the Admiralty List of Radio Signals Volume 5 Global Maritime Distress and Safety System. Notice of new editions will be published on the Commission's Wireless Telecommunications Bureau web page under "Marine Services" and information will be provided about obtaining the new document.

(c) All GMDSS equipment capable of transmitting an automatic distress alert which includes position of the ship must have either an integral navigation receiver or capability of being connected to an external navigation receiver. If an external navigation receiver is installed, it shall be connected to all of the alerting devices referred to in paragraph (a) of this section. If there is no navigation receiver, the position must be entered manually for each alerting device at least once every 4 hours (at the change of the navigation watch).

■ 103. Section 80.1087 is amended by revising paragraph (a)(2) to read as follows:

**§ 80.1087 Ship radio equipment—Sea area A1.**

\* \* \* \* \*

(a) \* \* \*

(2) Through the polar orbiting satellite service on 406.0–406.1 MHz (this

requirement may be fulfilled by the 406.0–406.1 MHz EPIRB, required by § 80.1085(a)(6), either by installing the 406.0–406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

\* \* \* \* \*

■ 104. Section 80.1089 is amended by revising paragraph (a)(3)(i) to read as follows:

**§ 80.1089 Ship radio equipment—Sea areas A1 and A2.**

\* \* \* \* \*

(a) \* \* \*

(3) \* \* \*

(i) Through the polar orbiting satellite service on 406.0–406.1 MHz (this requirement may be fulfilled by the 406.0–406.1 MHz EPIRB required by § 80.1085(a)(6), either by installing the 406.0–406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

\* \* \* \* \*

■ 105. Section 80.1091 is amended by revising paragraph (a)(4)(i), adding a note at the end of paragraph (a)(4)(iii), and revising paragraph (b)(3)(i) to read as follows:

**§ 80.1091 Ship radio equipment—Sea areas A1, A2, and A3.**

\* \* \* \* \*

(a) \* \* \*

(4) \* \* \*

(i) Through the polar orbiting satellite service on 406.0–406.1 MHz (this requirement may be fulfilled by the 406.0–406.1 MHz EPIRB required by § 80.1085(a)(6), either by installing the 406.0–406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

\* \* \* \* \*

(iii) \* \* \*

**Note to paragraph (a)(4)(iii).** For ships subject to this subpart, sailing only in domestic waters, alternative satellite system fitting may be considered. However, the satellite system fitted must comply with all features of the INMARSAT system for its intended function. These are shown in IMO Assembly Resolution A.801(19) Appendix 13, Annex 5, "Criteria for Use When Providing Inmarsat Shore-Based Facilities for Use in the GMDSS," adopted 23 November 1995, and in IMO Assembly Resolution A.888(21), "Criteria for the Provision of Mobile Satellite Communication Systems in the Global Maritime Distress and Safety System (GMDSS)," with Annex, adopted 25 November 1999. In any case, the alternative satellite system must provide continuous coverage for all sea areas in which the ship intends to sail. IMO Assembly Resolution A.801(19) Appendix 13, Annex 5, and IMO

Assembly Resolution A.888(21) with Annex are incorporated by reference. The Director of the Federal Register approves this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies of these standards can be inspected at the Federal Communications Commission, 445 12th Street, SW, Washington, DC (Reference Information Center) or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC. The IMO standards can be purchased from Publications, International Maritime Organization, 4 Albert Embankment, London SE1 7SR, United Kingdom.

(b) \* \* \*

(3) \* \* \*

(i) Through the polar orbiting satellite service on 406.0–406.1 MHz (this requirement may be fulfilled by the 406.0–406.1 MHz EPIRB required by § 80.1085(a)(6), either by installing the 406.0–406.1 MHz EPIRB close to, or by allowing remote activation from, the position from which the ship is normally navigated); or

\* \* \* \* \*

■ 106. Section 80.1099 is amended by revising paragraphs (f)(2) and (h) to read as follows:

**§ 80.1099 Ship sources of energy.**

\* \* \* \* \*

(f) \* \* \*

(2) Battery charge levels should be checked at intervals of 30 days or less with equipment turned ON and the battery charger turned OFF. Portable equipment with primary batteries such as EPIRBs and SARTs should be checked at the same intervals using methods recommended by the manufacturer. The results of battery checks should be recorded in the radio log.

\* \* \* \* \*

(h) If an uninterrupted input of information from the ship's navigational or other equipment to a radio installation required by this subpart (including the navigational receiver referred to in SOLAS Chapter IV, Regulation 18) is needed to ensure its proper performance, means must be provided to ensure the continuous supply of such information in the event of failure of the ship's main or emergency source of electrical power.

\* \* \* \* \*

■ 107. Section 80.1101 is revised to read as follows:

**§ 80.1101 Performance standards.**

(a) The abbreviations used in this section are as follows:

(1) International Maritime Organization (IMO).

(2) International Telecommunication Union—Telecommunication