

classified in accordance with the Radio Regulations of the International Telecommunication Union.

(b) The following licenses are issued by the Commission. International classification, if different from the license name, is given in parentheses. The licenses and their alphanumeric designator are listed in descending order.

(1) T-1. First Class Radiotelegraph Operator's Certificate. Beginning May 20, 2013, no applications for new First Class Radiotelegraph Operator's Certificates will be accepted for filing.

(2) T-2. Second Class Radiotelegraph Operator's Certificate. Beginning May 20, 2013, no applications for new Second Class Radiotelegraph Operator's Certificates will be accepted for filing.

(3) T-3. Third Class Radiotelegraph Operator's Certificate (radiotelegraph operator's special certificate). Beginning May 20, 2013, no applications for new Third Class Radiotelegraph Operator's Certificates will be accepted for filing.

(4) T. Radiotelegraph Operator License.

(5) G General Radiotelephone Operator Licenses (radiotelephone operator's general certificate)

(6) MP Marine Radio Operator Permit (radiotelephone operator's restricted certificate)

(7) RP Restricted Radiotelephone Operator Permit (radiotelephone operator's restricted certificate)

[53 FR 28940, Aug. 1, 1988, as amended at 78 FR 23158, Apr. 18, 2013]

#### § 87.89 Minimum operator requirements.

(a) A station operator must hold a commercial radio operator license or permit, except as listed in paragraph (d).

(b) The minimum operator license or permit required for operation of each specific classification is:

##### MINIMUM OPERATOR LICENSE OR PERMIT

###### *Land stations, all classes*

—All frequencies except VHF telephony transmitters providing domestic service .....RP

###### *Aircraft stations, all classes*

—Frequencies below 30 MHz allocated exclusively to aeronautical mobile

services .....RP  
 —Frequencies below 30 MHz not allocated exclusively to aeronautical mobile services .....MP or higher  
 —Frequencies above 30 MHz not allocated exclusively to aeronautical mobile services and assigned for international use .....MP or higher  
 —Frequencies above 30 MHz not assigned for international use .....none  
 —Frequencies not used solely for telephony or exceeding 250 watts carrier power or 1000 watts peak envelope power .....G or higher

(c) The operator of a telephony station must directly supervise and be responsible for any other person who transmits from the station, and must ensure that such communications are in accordance with the station license.

(d) No operator license is required to:

(1) Operate an aircraft radar set, radio altimeter, transponder or other aircraft automatic radionavigation transmitter by flight personnel;

(2) Test an emergency locator transmitter or a survival craft station used solely for survival purposes;

(3) Operate an aeronautical enroute station which automatically transmits digital communications to aircraft stations;

(4) Operate a VHF telephony transmitter providing domestic service or used on domestic flights.

#### § 87.91 Operation of transmitter controls.

The holder of a marine radio operator permit or a restricted radiotelephone operator permit must perform only transmitter operations which are controlled by external switches. These operators must not perform any internal adjustment of transmitter frequency determining elements. Further, the stability of the transmitter frequencies at a station operated by these operators must be maintained by the transmitter itself. When using an aircraft radio station on maritime mobile service frequencies the carrier power of the transmitter must not exceed 250 watts (emission A3E) or 1000 watts (emission R3E, H3E, or J3E).

##### OPERATING PROCEDURES

#### § 87.103 Posting station license.

(a) *Stations at fixed locations.* The license or a photocopy must be posted or

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retained in the station's permanent records.

(b) *Aircraft radio stations.* The license must be either posted in the aircraft or kept with the aircraft registration certificate. If a single authorization covers a fleet of aircraft, a copy of the license must be either posted in each aircraft or kept with each aircraft registration certificate.

(c) *Aeronautical mobile stations.* The license must be retained as a permanent part of the station records.

[53 FR 28940, Aug. 1, 1988, as amended at 54 FR 11720, Mar. 22, 1989]

### § 87.105 Availability of operator permit or license.

All operator permits or licenses must be readily available for inspection.

### § 87.107 Station identification.

(a) *Aircraft station.* Identify by one of the following means:

(1) Aircraft radio station call sign.

(2) The type of aircraft followed by the characters of the registration marking ("N" number) of the aircraft, omitting the prefix letter "N." When communication is initiated by a ground station, an aircraft station may use the type of aircraft followed by the last three characters of the registration marking. Notwithstanding any other provision of this section, an aircraft being moved by maintenance personnel from one location in an airport to another location in that airport may be identified by a station identification consisting of the name of the company owning or operating the aircraft, followed by the word "Maintenance" and additional alphanumeric characters of the licensee's choosing.

(3) The FAA assigned radiotelephony designator of the aircraft operating organization followed by the flight identification number.

(4) An aircraft identification approved by the FAA for use by aircraft stations participating in an organized flying activity of short duration.

(b) *Land and fixed stations.* Identify by means of radio station call sign, its location, its assigned FAA identifier, the name of the city area or airport which it serves, or any additional identification required. An aeronautical enroute station which is part of a

multistation network may also be identified by the location of its control point.

(c) *Survival craft station.* Identify by transmitting a reference to its parent aircraft. No identification is required when distress signals are transmitted automatically. Transmissions other than distress or emergency signals, such as equipment testing or adjustment, must be identified by the call sign or by the registration marking of the parent aircraft followed by a single digit other than 0 or 1.

(d) *Exempted station.* The following types of stations are exempted from the use of a call sign: Airborne weather radar, radio altimeter, air traffic control transponder, distance measuring equipment, collision avoidance equipment, racon, radio relay, radio-navigation land test station (MTF), and automatically controlled aeronautical enroute stations.

[53 FR 28940, Aug. 1, 1988, as amended at 71 FR 70676, Dec. 6, 2006]

### § 87.109 Station logs.

(a) A station at a fixed location in the international aeronautical mobile service must maintain a log in accordance with Annex 10 of the ICAO Convention.

(b) A station log must contain the following information:

(1) The name of the agency operating the station.

(2) The identification of the station.

(3) The date.

(4) The time of opening and closing the station.

(5) The frequencies being guarded and the type of watch (continuous or scheduled) being maintained on each frequency.

(6) Except at intermediate mechanical relay stations where the provisions of this paragraph need not be complied with, a record of each communication showing text of communication, time communications completed, station(s) communicated with, and frequency used.

(7) All distress communications and action thereon.