(2) A parent corporation or its subsidiary if either corporation is a manufacturer of aircraft or major aircraft components; or

(3) Educational institutions and persons primarily engaged in the design, development, modification, and flight test evaluation of aircraft or major aircraft components.

(b) Each application must include a certification sufficient to establish the applicant's eligibility under the criteria in paragraph (a) of this section.

[53 FR 28940, Aug. 1, 1988, as amended at 63 FR 68957, Dec. 14, 1998]

§ 87.303 Frequencies.

(a) These frequencies are available for assignment to flight test land and aircraft stations:

3281.0 [1]	123.175 [2]	123.225 [3]	123.400 [2]
	123.200 [3]	123.375 [3]	123.450 [3]

(b) These additional frequencies are available for assignment only to flight test stations of aircraft manufacturers:

MHz	MHz	MHz	MHz
123.125 [2]	123.275 [3]	123.425 [3]	123.550 [3]
123.150 [2]	123.325 [3]	123.475 [3]	123.575 [2]
123.250 [3]	123.350 [3]	123.525 [3]	

[1] When R3E, H3E or J3E emission is used, the assigned frequency will be 3282.4 kHz (3281.0 kHz carrier frequency).

[2] This frequency is available only to itinerant stations that have a requirement to be periodically transferred to various locations.

[3] Mobile station operations on these frequencies are limited to an area within 320 km (200 mi) of an associated flight test land station.

(c) These frequencies are available for equipment test, emergency and backup use with aircraft beyond the range of VHF propagation. Either H2B, J3E, J7B or J9W emission may be used.

Frequencies (carrier) available kHz:

kHz	
2851.0	8822.0
3004.0	10045.0
3443.0	11288.0
5451.0	11306.0
5469.0	13312.0
5571.0	17964.0
6550.0	21931.0

(d) Aeronautical mobile telemetry (AMT) operations are conducted in the 1435–1525 MHz, 2345–2395 MHz, and 5091–5150 MHz bands on a co-equal basis with U.S. Government stations.

(1) Frequencies in the 1435–1525 MHz and 2360–2395 MHz bands are assigned in the mobile service primarily for aeronautical telemetry and associated telecommand operations for flight testing of aircraft and missiles, or their major components. Until January 1, 2020, the 2345–2360 MHz band is also available to licensees holding a valid authorization on April 23, 2015 for these purposes on a secondary basis. Permissible uses of these bands include telemetry and associated telecommand operations associated with the launching and reentry into the Earth's atmosphere, as well as any incidental orbiting prior to reentry, of objects undergoing flight tests. In the 1435–1525 MHz band, the following frequencies are shared on a co-equal basis with flight telemetering mobile stations: 1444.5, 1453.5, 1501.5, 1515.5, and 1524.5 MHz. In the 2360–2395 MHz band, the following frequencies may be assigned for telemetry and associated telecommand operations of expendable and re-usable launch vehicles, whether or not such operations involve flight testing: 2364.5, 2370.5 and 2382.5 MHz. All other mobile telemetry uses of the 2360–2395 MHz band shall be on a non-interfering and unprotected basis to the above uses.

(2) Frequencies in the 5091–5150 MHz band are assigned in the aeronautical mobile service on a primary basis for flight testing of aircraft. AMT use of these frequencies is restricted to aircraft stations transmitting to aeronautical stations (AMT ground stations) in the flight test areas listed in 47 CFR 2.106, footnote US111.

(3) The authorized bandwidths for stations that operate in the 1435–1525 MHz, 2345–2395 MHz, or 5091–5150 MHz bands are normally 1, 3 or 5 MHz. Applications for greater bandwidths will be considered in accordance with the provisions of § 87.135. Each assignment will be centered on a frequency between 1435.5 MHz and 1524.5 MHz, between 2345.5 MHz and 2394.5 MHz, or between 5091.5 MHz and 5149.5 MHz, with 1 MHz channel spacing.

(4) Frequencies in the bands 1435–1525 MHz are also available for low power auxiliary station use on a secondary basis.

(e) 121.500 MHz: Emergency and distress only.

(f) Frequency assignments for Flight Test VHF Stations may be based on either 8.33 kHz or 25 kHz spacing. Assignable frequencies include the interstitial frequencies 8.33 kHz from the VHF frequencies listed in paragraphs (a) and (b) of this section. Each 8.33 kHz interstitial frequency is subject to the same eligibility criteria and limitations as the nearest frequency listed in paragraphs (a) and (b) of this section.

[53 FR 28940, Aug. 1, 1988, as amended at 55 FR 4175, Feb. 7, 1990; 58 FR 44954, Aug. 25, 1993; 58 FR 67696, Dec. 22, 1993; 60 FR 37829, July 24, 1995; 62 FR 11107, Mar. 11, 1997; 68 FR 74388, Dec. 23, 2003; 69 FR 77950, Dec. 29, 2004; 71 FR 29818, May 24, 2006; 76 FR 17352, Mar. 29, 2011; 80 FR 38910, July 7, 2015; 80 FR 71731, Nov. 17, 2015; 82 FR 41562, Sept. 1, 2017]

§ 87.305 Frequency coordination.

(a)(1) Each application for a new station license, renewal or modification of an existing license concerning flight test frequencies, except as provided in paragraph (b) of this section, must be accompanied by a statement from a frequency advisory committee. The committee must comment on the frequencies requested or the proposed changes in the authorized station and the probable interference to existing stations. The committee must consider all stations operating on the frequencies requested or assigned within 320 km (200 mi) of the proposed area of operation and all prior coordinations and assignments on the proposed frequency(ies). The committee must also recommend frequencies resulting in the minimum interference. The committee must coordinate in writing all requests for frequencies or proposed operating changes in the 1435–1525 MHz, 2345–2360 MHz (only until January 1, 2020), 2360–2395 MHz, and 5091–5150 MHz bands with the responsible Government Area Frequency Coordinators listed in the NTIA ''Manual of Regulations and Procedures for Federal Radio Frequency Management.'' In addition, committee recommendations may include comments on other technical factors and may contain recommended restrictions which it believes should appear on the license.

(2) The frequency advisory committee must be organized to represent all persons who are eligible for non-Government radio flight test stations. A statement of organization service area and composition of the committee must be submitted to the Commission for approval. The functions of any advisory committee are purely advisory to the applicant and the Commission, and its recommendations are not binding upon either the applicant or the Commission.

(b) These applications need not be accompanied by evidence of frequency coordination:

(1) Any application for modification not involving change in frequency(ies), power, emission, antenna height, antenna location or area of operation.

(2) Any application for 121.5 MHz.

[53 FR 28940, Aug. 1, 1988, as amended at 54 FR 11721, Mar. 22, 1989; 58 FR 44954, Aug. 25, 1993; 80 FR 38910, July 7, 2015]

§ 87.307 Cooperative use of facilities.

(a) The Commission will license only one flight test land station per airport, except as provided in paragraph (d) of this section.

(b) Flight test land stations located at an airport are required to provide service without discrimination, on a cooperative maintenance basis, to anyone eligible for a flight test station license.

(c) When the licensee of a flight test land station intends to conduct flight tests at an area served by another flight test land station, which may result in interference, the licensees must coordinate their schedules in advance. If no agreement is reached, the Commission will determine the time division upon request by either licensee.

(d) Applicants for an additional flight test land station at an airport where such a station is already authorized may be required to submit a factual showing to include the following:

(1) Reasons why shared use of the currently licensed flight test land station is not possible; and

(2) Results of coordination with the current licensee of the flight test station at the airport demonstrating that an additional station can be accommodated without significant degradation of the reliability of existing facilities.

[53 FR 28940, Aug. 1, 1988, as amended at 63 FR 68958, Dec. 14, 1998]