Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2006

as amended

made under subsection 132 (1) and section 135 of the

Radiocommunications Act 1992

This compilation was prepared on 29 August 2012
taking into account amendments up to Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence Variation 2012 (No. 1)

Prepared by the Office of Legislative Drafting and Publishing,
Attorney-General’s Department, Canberra
# Contents

**Part 1**

1 Name of Class Licence [see Note 1] 3  
2 Commencement [see Note 1] 3  
3 Revocation 3  
4 Definitions 3

**Part 2**

5 Class Licence 5

**Part 3**

6 Compliance with specifications, equipment compliance requirements and standards 6  
7 Operator qualifications 6  
8 Station identification 6  
9 Communications between stations 7  
10 Operations outside Australia (aircraft stations) 7  
11 Use of frequencies 8  
12 Operation on radionavigation frequencies (aircraft stations) 9

**Schedule 1** Specifications, equipment compliance requirements and standards 10  
Part 1.1 Aeronautical equipment 10  
Part 1.2 VHF international maritime mobile service equipment 10

**Schedule 2** Frequencies for operation 12  
Part 2.1 Operation on high frequencies — aircraft stations 12  
Part 2.2 Operation on very high frequencies — aircraft stations and aeronautical mobile stations 12  
Part 2.3 Operation on radionavigation frequencies — aircraft stations 13  
Part 2.4 Operation of radionavigation frequencies — aeronautical mobile stations 14

**Notes** 15
Part 1  Preliminary

1 Name of Class Licence [see Note 1]

This Class Licence is the Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2006.

2 Commencement [see Note 1]

This Class Licence commences on the day after it is registered.

3 Revocation

The Radiocommunications (Aircraft Station) Class Licence 2001 is revoked.

4 Definitions

In this Class Licence:

aero club means a club formed by individuals to participate in activities relating to aircraft other than model aircraft.

Aeronautical Information Publication has the meaning given by regulation 4.12 of the Air Services Regulations.

aeronautical mobile station means a station that:
(a) is a mobile station, other than an aircraft station or an earth station; and
(b) operates on any of the frequencies mentioned in subsection 11 (2); and
(c) either:
   (i) operates with a transmitter output power of 5 watts or less; or
   (ii) at a location where the frequency in use is authorised to a station, licensed under an aeronautical licence (aeronautical assigned station), to which that mobile station relates — operates with a transmitter power exceeding 5 watts but not exceeding 25 watts.

aircraft means a machine or craft that can derive support in the atmosphere from the reactions of the air, other than the reactions of the air against the earth’s surface.

aircraft station:
(a) means a station:
   (i) that is operated on board an aircraft for communication with:
      (A) other aircraft stations; or
      (B) aeronautical stations, whether fixed or mobile; and
   (ii) that operates on any of the frequencies mentioned in subsection 11 (1) and section 12; and
(b) includes equipment of a kind that is in a survival craft of an aircraft.


**Section 4**

**Airservices Australia** means the body called Airservices Australia established by subsection 7 (1) of the *Air Services Act 1995*.

**CASA** means the Civil Aviation Safety Authority established by subsection 8 (1) of the *Civil Aviation Act 1988*.

**charter purposes** has the meaning given by paragraph 206 (1) (b) of the Civil Aviation Regulations.

**Civil Aviation Regulations** means the *Civil Aviation Regulations 1988*.

**Civil Aviation Orders** means orders issued by CASA under regulation 5 of the Civil Aviation Regulations.

**device compliance day** means the most recent of the following days:

(a) if a device was manufactured in Australia — the day the device was manufactured;

(b) if a device was manufactured overseas and imported into Australia — the day it was imported;

(c) if a device was altered or modified in a material respect — the day it was altered or modified.

**ICAO** means the International Civil Aviation Organization referred to in the Convention on International Civil Aviation, ratified at Chicago on 7 December 1944.

**radiodetermination** means:

(a) determination, on the basis of propagation properties of radio waves, of:

   (i) the position of an object; or
   (ii) the velocity of the object; or
   (iii) other characteristics of the object; or

(b) the obtaining of information about the characteristics mentioned in paragraph (a).

**radionavigation** means the use of radiocommunications (including radiodetermination) for the purpose of navigation or obstruction warning.

**sport aviation body** has the meaning given by subregulation 2 (1) of the Civil Aviation Regulations.

**survival craft station** means a mobile station in the maritime mobile service or the aeronautical mobile service that is:

(a) intended only for use for survival purposes; and

(b) located on a lifeboat, life-raft or other survival equipment.

*Note 1* For the definitions of other expressions used in this Class Licence (for example, *earth receive station* and *space object*) see the *Radiocommunications Act 1992* and the Radiocommunications (Interpretation) Determination 2000.

*Note 2* Some expressions that are defined in this Class Licence (for example, *aircraft*) are defined in identical terms in the *Civil Aviation Act 1988*. 

---

4 Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2006

Federal Register of Legislative Instruments F2012C00581
Part 2  Class licence

5  Class Licence

(1) Subject to subsection (2), this Class Licence authorises a person to operate the following stations, if the person complies with the conditions in this Class Licence:

(a)  an aircraft station;
(b)  an aeronautical mobile station.

Note  Other requirements, under legislation administered by Airservices Australia or CASA, may apply to the person in relation to the operation of an aircraft station or an aeronautical mobile station.

(2) This Class Licence does not apply to any radiocommunications device operating under an apparatus licence that is authorised to operate for a purpose that is substantially the same as the purpose for which, except for this subsection, its operation would be authorised by this Class Licence.
Part 3  Conditions

6  Compliance with specifications, equipment compliance requirements and standards

A person must not operate an aircraft station or an aeronautical mobile station unless each device included in the station:

(a) if the device has a device compliance day before 1 July 2001 —
   complies with a specification, equipment compliance requirement or standard, as in force on the device compliance day, that:
   (i) is mentioned in Schedule 1; and
   (ii) applies to the device; or
(b) if the device has a device compliance day on or after 1 July 2001 —
   complies with:
   (i) a specification, equipment compliance requirement or standard, as in force on the device compliance day, that:
      (A) is mentioned in Schedule 1; and
      (B) applies to the device; and
   (ii) any other standard that applies to the device on its device compliance day.

Note 1  If radiocommunications equipment is required to be fitted to, or carried on, an aircraft under the Civil Aviation Regulations, it must also comply with the relevant Civil Aviation Orders, Minimum Operational Performance Specifications and Technical Standard Orders.

Note 2  The Australian Communications and Media Authority wishes to make it clear that, if a specification, equipment compliance requirement or standard referred to in this section is amended, or replaced by another specification, equipment compliance requirement or standard, after the device compliance day for a device, the device need not comply with the new or amended specification, equipment compliance requirement or standard.


7  Operator qualifications

A person may operate an aircraft station or an aeronautical mobile station only if the person is qualified to operate the station in accordance with the Civil Aviation Regulations and the relevant Civil Aviation Orders.

8  Station identification

(1) A person who operates an aircraft station must identify the station using:
   (a) the nationality mark and the registration mark of the aircraft; or
   (b) the registration issued by a sport aviation body; or
   (c) any other form of identification that clearly identifies the station.
(2) A person who operates an aeronautical mobile station must identify the station using a form of identification that clearly identifies the station.

*Note* Other requirements, under legislation administered by Airservices Australia or CASA, may apply to the person in relation to the operation of an aircraft station or an aeronautical mobile station.

### 9 Communications between stations

(1) A person may operate an aircraft station to communicate only with:

(a) another aircraft station; or

(b) an aeronautical station; or

(c) a station operating on a frequency mentioned in paragraph 11 (1) (d) or (e).

(2) A person may operate an aeronautical mobile station to communicate only with:

(a) an aircraft station; or

(b) an aeronautical station.

(3) A communication mentioned in subsection (1) or (2) may be made only if the communication relates to:

(a) the safe and expeditious conduct of a flight; or

(b) an emergency; or

(c) a matter that relates to the particular occupation or industry in which:

(i) the aircraft to which the aircraft station relates is engaged; or

(ii) the aeronautical mobile station is engaged.

(4) However, subsection (3) does not apply to a person employed by:

(a) Airservices Australia; or

(b) CASA.

### 10 Operations outside Australia (aircraft stations)

(1) A person may operate an aircraft station outside Australia only in accordance with:

(a) the International Telecommunication Union Radio Regulations; and

(b) if the station is in the territory of another country — the requirements of the country applicable to radiocommunications.

(2) If an aircraft station is to be operated outside Australia on a frequency authorised by ICAO and published in an Aeronautical Information Publication (or a similar document, as in force, from time to time, for the country in whose territory the station is located), the person may operate the station only to communicate with:

(a) an aeronautical station operated in another country; or

(b) another aircraft station.
11 Use of frequencies

(1) A person may operate an aircraft station only:
   (a) for a purpose mentioned in column 2 of an item in Part 2.1 of Schedule 2, and on a carrier frequency mentioned in column 3 of the item, utilising single sideband modulation using upper sideband with a necessary bandwidth not exceeding 2.8 kHz; or
   (b) for a purpose mentioned in column 2 of Part 2.2 of Schedule 2, and on a carrier frequency mentioned in column 3 in relation to that purpose; or
   (c) on a frequency permitted in an Aeronautical Information Publication; or
   (d) for the purposes of search and rescue:
      (i) on one of the following frequencies:
          (A) 2 182 kHz;
          (B) 3 023 kHz;
          (C) 4 125 kHz;
          (D) 5 680 kHz;
          (E) 121.5 MHz;
          (F) 123.1 MHz;
          (G) 123.2 MHz;
          (H) 156.3 MHz;
          (I) 156.8 MHz; or
      (ii) using an Automatic Identification System (AIS) that operates on the frequency 161.975 MHz or 162.025 MHz; or
   (e) for the purposes of safe and expeditious conduct of a flight — using an Automatic Identification System (AIS) that operates on the frequency 161.975 MHz or 162.025 MHz.

(2) A person may operate an aeronautical mobile station only:
   (a) for a purpose mentioned in column 2 of Part 2.2 of Schedule 2, and on a carrier frequency mentioned in column 3 in relation to that purpose; or
   (b) for a purpose mentioned in column 2 of an item in Part 2.4 of Schedule 2, and on a frequency band mentioned in column 3 of the item; or
   (c) on a frequency permitted in an Aeronautical Information Publication; or
   (d) on any of the following frequencies for the purposes of search and rescue only:
      (i) 3 023 kHz;
      (ii) 5 680 kHz;
      (iii) 121.5 MHz;
      (iv) 123.1 MHz;
      (v) 123.2 MHz.
12  **Operation on radionavigation frequencies (aircraft stations)**

A person may operate an aircraft station on radionavigation frequencies only:

(a) for a purpose mentioned in column 2 of an item in Part 2.3 of Schedule 2; and

(b) on a frequency in a frequency band mentioned in column 3 of the item.
Schedule 1 Specifications, equipment compliance requirements and standards

Part 1.1 Aeronautical equipment

<table>
<thead>
<tr>
<th>Item</th>
<th>Description of document</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Specification for Radio Equipment Employed in Land and Harbour Mobile Radiocommunication Services (also known as RB 272), published by the Department of Communications in November 1980</td>
</tr>
<tr>
<td>2</td>
<td>Specification for Radio Equipment Employed in Land Mobile Radiocommunication Services (also known as RB 203), published by the Department of Communications in June 1982</td>
</tr>
<tr>
<td>3</td>
<td>Equipment Specification for Land Mobile Services (70–85 MHz, 92–94 MHz and Aeronautical Band 118–136 MHz) (also known as DOC 203A), published by the Department of Transport and Communications in October 1988</td>
</tr>
<tr>
<td>4</td>
<td>Equipment Specification for Land and Harbour Mobile Services (70–85 MHz, 148–174 MHz and Aeronautical Band 118–136 MHz) (also known as DOC 272A), published by the Department of Transport and Communications in February 1989</td>
</tr>
<tr>
<td>5</td>
<td>Equipment Compliance Requirements for radio equipment employed in Land Mobile Radiocommunications Services (also known as ECR 203A), published by the Department of Transport and Communications in April 1992</td>
</tr>
<tr>
<td>6</td>
<td>Equipment Compliance Requirements for radio equipment intended for use in the Aviation Service (also known as Equipment Compliance Requirement 272A), published by the Department of Transport and Communications in April 1992</td>
</tr>
<tr>
<td>7</td>
<td>Radiocommunications (118MHz to 137MHz Amplitude Modulated Equipment — Aeronautical Radio Service) Standard 2012</td>
</tr>
</tbody>
</table>

Part 1.2 VHF international maritime mobile service equipment

<table>
<thead>
<tr>
<th>Item</th>
<th>Description of document</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Specification for Radio Equipment employed in the International VHF Maritime Mobile Radiotelephone Service (also known as RB 274), published by the Postal and Telecommunications Department in October 1977</td>
</tr>
<tr>
<td>2</td>
<td>Specification for Radio Equipment employed in the International VHF Maritime Mobile Radiotelephone Service (also known as RB 275), published by the Postal and Telecommunications Department in October 1977</td>
</tr>
<tr>
<td>3</td>
<td>Specification for the International VHF Maritime Mobile Radiotelephone Service (also known as RB 274), published by the Postal and Telecommunications Department in October 1988</td>
</tr>
</tbody>
</table>
 Specifications, equipment compliance requirements and standards  
VHF international maritime mobile service equipment  
Schedule 1  
Part 1.2

<table>
<thead>
<tr>
<th>Item</th>
<th>Description of document</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Equipment Compliance Requirements for Radiotelephony Equipment used in the VHF International Maritime Mobile Service (incorporating Ministerial Standard 274) (also known as ECR 274), published by the Department of Transport and Communications in October 1990</td>
</tr>
<tr>
<td>7</td>
<td>AS/NZS IEC 62287.1: 2007: Maritime navigation and radiocommunication equipment and systems — Class B shipborne equipment of the Automatic Identification System (AIS) — Carrier-sense time division multiple access (CSTDMA) techniques, as published by Standards Australia International and as in force from time to time, other than clause 6.5.2</td>
</tr>
</tbody>
</table>

Note 1 Clause 6.5.2 of the AS/NZS IEC 62287.1: 2007: Maritime navigation and radiocommunication equipment and systems—Class B shipborne equipment of the automatic identification system (AIS), Part 1: Carrier-sense time division multiple access (CSTDMA) techniques sets out the information reporting intervals that must be used when operating Class B shipborne equipment of the Automatic Identification System (AIS).

Note 2 It is permissible to use information reporting intervals of no less than 2 seconds if operating VHF international marine mobile service equipment for the purposes of search and rescue or the safe and expeditious conduct of a flight.
Schedule 2  
Frequencies for operation
(sections 11 and 12)

Part 2.1  
Operation on high frequencies — aircraft stations

<table>
<thead>
<tr>
<th>Item</th>
<th>Purpose</th>
<th>Carrier frequency (kHz)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Surveying</td>
<td>2 140</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4 615 (^1)</td>
</tr>
<tr>
<td>2</td>
<td>General use</td>
<td>3 216 (^1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 704</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 876</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 628</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6 697</td>
</tr>
</tbody>
</table>

Note

\(^1\) This frequency can be used only for aeronautical communications, including communications relating to flight coordination, primarily outside national or international civil air routes.

Part 2.2  
Operation on very high frequencies — aircraft stations and aeronautical mobile stations

<table>
<thead>
<tr>
<th>Item</th>
<th>Purpose</th>
<th>Carrier frequency (MHz)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>(a) aero club operations</td>
<td>119.1</td>
</tr>
<tr>
<td></td>
<td>(b) flying school operations</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) firespotting</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Parachute club operations</td>
<td>119.2</td>
</tr>
<tr>
<td>3</td>
<td>Helicopter operations:</td>
<td>120.4</td>
</tr>
<tr>
<td></td>
<td>(a) air to air communications only</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) ground to air and air to ground communications only</td>
<td>120.8</td>
</tr>
<tr>
<td>4</td>
<td>Aviation sport</td>
<td>120.85</td>
</tr>
<tr>
<td>5</td>
<td>Emergency operation:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(a) Satellite location:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) until 31 January 2009 — for aircraft stations and aeronautical mobile stations only</td>
<td>121.5(^1)</td>
</tr>
<tr>
<td></td>
<td>(ii) for aircraft stations only</td>
<td>243.0(^1)</td>
</tr>
<tr>
<td></td>
<td>(b) Homing:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) for aircraft stations only</td>
<td>406–406.1</td>
</tr>
<tr>
<td></td>
<td>(ii) for aircraft stations only</td>
<td>121.5(^1)</td>
</tr>
</tbody>
</table>
### Operation on radionavigation frequencies — aircraft stations

<table>
<thead>
<tr>
<th>Item</th>
<th>Purpose</th>
<th>Frequency band (MHz)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aeronautical Radionavigation Distance Measuring Equipment</td>
<td>1024–1151</td>
</tr>
<tr>
<td>2</td>
<td>Airborne Collision Avoidance System (interrogator)</td>
<td>1026–1034</td>
</tr>
<tr>
<td>4</td>
<td>Radio altimeter</td>
<td>4200–4400</td>
</tr>
<tr>
<td>5</td>
<td>Weather RADAR</td>
<td>5350–5470/9300–9500</td>
</tr>
<tr>
<td>6</td>
<td>Doppler RADAR</td>
<td>8750–8850/13250–13400</td>
</tr>
</tbody>
</table>

---

By international agreement, from 1 February 2009 the COSPAS-SARSAT System will receive transmissions only in the frequency range 406-406.1 MHz.
Part 2.4  Operation of radionavigation frequencies — aeronautical mobile stations

<table>
<thead>
<tr>
<th>Item</th>
<th>Purpose</th>
<th>Frequency band (MHz)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Automatic Dependent Surveillance — Broadcast</td>
<td>1087–1093</td>
</tr>
</tbody>
</table>
Notes to the *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2006*

Note 1

The *Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence 2006* (in force under subsection 132 (1) and section 135 of the *Radiocommunications Act 1992*) as shown in this compilation is amended as indicated in the Tables below.

### Table of Instruments

<table>
<thead>
<tr>
<th>Title</th>
<th>Date of FRLI registration</th>
<th>Date of commencement</th>
<th>Application, saving or transitional provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td><em>Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence Variation 2008 (No. 1)</em></td>
<td>6 Jan 2009 (see F2009L00013)</td>
<td>7 Jan 2009</td>
<td>—</td>
</tr>
<tr>
<td><em>Radiocommunications (Aircraft and Aeronautical Mobile Stations) Class Licence Variation 2012 (No. 1)</em></td>
<td>21 Aug 2012 (see F2012L01723)</td>
<td>29 Aug 2012 (see s. 2 (b) and Gazette 2012, No. GN34)</td>
<td>—</td>
</tr>
</tbody>
</table>
# Table of Amendments

<table>
<thead>
<tr>
<th>Provision affected</th>
<th>How affected</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Part 1</strong></td>
<td></td>
</tr>
<tr>
<td>Note 1 to s. 4</td>
<td>rs. 2008 No. 1</td>
</tr>
<tr>
<td><strong>Part 3</strong></td>
<td></td>
</tr>
<tr>
<td>S. 9</td>
<td>am. 2008 No. 1</td>
</tr>
<tr>
<td>S. 11</td>
<td>am. 2008 No. 1</td>
</tr>
<tr>
<td><strong>Schedule 1</strong></td>
<td></td>
</tr>
<tr>
<td>Schedule 1</td>
<td>am. 2008 No. 1; 2012 No. 1</td>
</tr>
<tr>
<td><strong>Schedule 2</strong></td>
<td></td>
</tr>
<tr>
<td>Schedule 2</td>
<td>am. 2008 No. 1</td>
</tr>
</tbody>
</table>