

**Federal Communications Commission
Office of Engineering and Technology
Laboratory Division**

January 29, 2018

Draft Laboratory Division Publications Report

Title: 76-81 GHz Radars

Short Title: 76-81 GHz Radars

Reason: Updated equipment authorization guidance for vehicular and airport area radar devices operating in the 76-81 GHz frequency band.

Publication: 653005

Keyword/Subject: Vehicular Radar, Airport Area Radar, Radars operating in 76 to 81 GHz band

Question:

What are the equipment authorization procedures for vehicular radar devices operating in the 76 to 81 GHz frequency band?

Answer:

See attachment [653005 D01 76-81 GHz Radars v01](#) for guidance on authorizing vehicular radars under part 95.

Attachment List:

[653005 D01 76-81 GHz Radars v01](#)

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76-81 GHz RADARS

I. INTRODUCTION

Radar operations involve the transmission of radiofrequency (RF) signals and analysis of the reflections from objects or people to determine their speed, range, and direction.¹ Information regarding the speed, range, and direction of nearby objects can facilitate a host of applications that are beneficial to the public. In the *Report and Order* in ET Docket No. 15-26 (FCC 17-94), the Commission established rules for licensed radar applications that operate in the 76-81 GHz band.² The Commission added Subpart M to Part 95 of the rules for 76-81 GHz vehicular radar operations and certain non-vehicular fixed and mobile radar operations used in airport air operations areas (e.g., foreign object debris detection radars, wingtip-mounted radars).

II. VEHICULAR RADAR

While the rules in Parts 15 and 95 do not specifically define vehicles, Sections 15.252 and 15.515 of the Commission's rules (which specify technical requirements for vehicular radar systems) do permit the use of sensors mounted in terrestrial transportation vehicles. This supports an expanded rather than narrow view of a vehicle, and the new Part 95 Subpart M rules should be interpreted in a consistent manner.

Therefore, sensors certified under Part 15 and Part 95 Subpart M for use on vehicles can be deployed on automobiles; trucks; railroad train locomotives; train cars; monorails or trams; construction vehicles; farming vehicles such as tractors and harvesters; motorcycles; scooters and motorbikes; mobile scissor-lifts and mobile work platforms; and boats and ships operated within territorial waters of the United States. The overall installation must comply with all the conditions of grant of certification and the relevant technical standards for such operation. It is

¹ See 47 CFR § 2.1(c) (radar is “[a] Radiodetermination system based on the comparison of reference signals with radio signals reflected, or retransmitted, from the position to be determined.”); ITU Radio Regulations 1.100-102 (2012).

² See *Amendment of Parts 1, 2, 15, 90 and 95 of the Commission's Rules to Permit Radar Services in the 76-81 GHz Band*, ET Docket No. 15-26, Report and Order, 32 FCC Rcd 8822 (2017). The 76-81 GHz band is part of the “millimeter-wave” spectrum. The term “millimeter-wave” derives from the wavelength of radio signals on frequencies between 30 GHz and 300 GHz, which ranges between 10 and 1 millimeters.

not necessary to obtain a new grant of certification for approved sensors to be used on different types of vehicles.

III. GENERAL CERTIFICATION RULES AND POLICES

1. All Part 95 radar equipment requires certification (Section 95.3361) using Form-731 equipment class “VRD”.
2. Prohibited applications of radar equipment under this service rule include fixed radar use outside of airport areas and airborne radar operations.³
3. Radars previously certified under Section 15.253 need not be recertified under Part 95. Permissive changes and operation of such equipment shall be under Part 95.
4. Transition provisions for unlicensed 24 GHz wideband (Section 15.252) and Ultra-wideband (UWB) (Section 15.515) vehicular radars include:
 - Applications for equipment certification will not be accepted as of September 20, 2018.
 - Class II permissive changes will not be permitted after January 1, 2022.
 - Manufacture, importation, marketing, sale, and installation are not permitted after January 1, 2022, except the continued sale and installation of unlicensed 24 GHz wideband and UWB radar devices is permitted for the exclusive purpose of repairing or replacing defective, damaged, or potentially malfunctioning equipment installed on or before January 1, 2022. This exception is available only when it is not possible to repair or replace the radar equipment designed to operate in the 24 GHz band with radar equipment designed to operate in the 76-81 GHz band, and is limited to the repair and replacement of unlicensed 24 GHz wideband and UWB vehicular radar equipment that has been certified for operation in the 24 GHz band. The Commission expects manufacturers to draw on existing stock of equipment that has been approved before January 1, 2022 and will address requests for additional relief (*e.g.*, manufacture, importation, or product redesign) on a case-by-case basis.
5. The general technical parameters to be measured and provided in an application for certification are listed in Sections 2.1046 through 2.1057 along with Sections 95.3367 and 95.3379. Mobile and portable radar devices that operate in the 76-81 GHz band are subject to routine environmental evaluation for radiofrequency exposure prior to equipment authorization or use (Sections 2.1091 and 2.1093).
6. Form-731 shall include applicable emission designators.
7. Relative to the Section 2.1047 modulation characteristics requirement, the following information should be provided:

³ Aircraft mounted radars must include an automatic shut-off capability that discontinues all 76-81 GHz radar functions while the aircraft is airborne.

- Pulsed Radar: pulse width and pulse repetition frequency (if PRF is variable, then report maximum and minimum values).
 - Non-Pulsed Radar (e.g., FMCW): modulation type (i.e., sawtooth, sinusoid, triangle, or square wave) and sweep characteristics (sweep bandwidth, sweep rate, sweep time).
8. No specific bands or bandwidths are designated or required within the 76-81 GHz frequency range.

IV. TECHNICAL REQUIREMENTS

Radiated Power Limits, the radiated emissions limits associated with the fundamental emissions of radars intended for operation within the 76-81 GHz frequency band under Part 95 of the Commission's rules, including but not limited to short-range vehicular radars, are specified in Section 95.3367 as:

- (a) The maximum power (EIRP) within the 76-81 GHz band shall not exceed 50 dBm based on measurements employing a power averaging detector with a 1 MHz Resolution Bandwidth (RBW).
- (b) The maximum peak power (EIRP) within the 76-81 GHz band shall not exceed 55 dBm based on measurements employing a peak detector with a 1 MHz RBW.

The first requirement specifies an average equivalent isotropically radiated power (EIRP) limit of 50 dBm and is applicable over the total emission bandwidth (occupied or necessary bandwidth) of the transmission. For example, if the occupied bandwidth (OBW) of the radiated fundamental emission is 10 MHz, then this average power limit is to be interpreted as an EIRP density of 50 dBm/10 MHz. Similarly, if the OBW is 20 MHz, then the applicable output power limit is 50 dBm/20 MHz. The requirement further specifies that measurement of the output power to demonstrate compliance with the limit be performed using a 1 MHz RBW, and then integrated over the full OBW (10 MHz or 20 MHz in the above examples).

The second requirement specifies a peak-detected EIRP limit of 55 dBm that cannot be exceeded in any 1 MHz resolution bandwidth (i.e., a peak EIRP spectral density limit of 55 dBm/MHz). The compliance measurement is to be performed by sweeping the transmitted OBW with a positive peak power detector, with peak hold activated, using a 1 MHz RBW. Power integration is not to be used in performing this measurement.