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**Documents of the World Administrative Radio Conference for mobile services (1st session)
(WARC MOB-83 (1)) (Geneva, 1983)**

To reduce download time, the ITU Library and Archives Service has divided the conference documents into sections.

- This PDF includes Document DT No. 1-54
- The complete set of conference documents includes Document No. 1-220, DL No. 1-20, DT No. 1-54

Note du Secrétaire général

Note by the Secretary-General

Nota del Secretario General

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Numéros des propositions

RR No.Proposal Numbers

N.° RR

Números de las Proposiciones

Art.1

ADD 13A

MEX/52/1

Art.8

ADD 88A

SEN/35/1

PHL/36/1

MOD 471

IND/32/1

PHL/36/2

B/43/1

MEX/52/2

MOD 472

PHL/36/3

MOD 474

CHL/34/1

SEN/35/2

PHL/36/4

B/43/2

ADD 499A

IND/32/2

MOD 500

PNG/47/1

NOC 500

B/43/3

ADD 500A

PHL/36/5

MOD 501

PNG/47/2

ADD 501A

IND/32/3

MOD 517

ARG/51/2.(Corr.1)

ADD 519A

ISR/42/1

SUP 520

PNG/47/3

MOD 520

IND/32/6

CHL/34/2

PHL/36/6

B/43/4

MEX/52/3

ADD 520A

PHL/36/7

PNG/47/4

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Art.8 (suite/cont.)

SUP 523	PNG/47/4			
MOD 523	CHL/34/3	PHL/36/8	B/43/5	MEX/52/4
ADD 523A	PHL/36/9	PNG/47/5		
ADD 529A	PHL/36/10			
ADD 532A	PHL/36/11			
ADD 535A	ARG/51/1			
ADD 536A	PHL/36/12			
MOD 592	PHL/36/13			
MOD 593	PHL/36/14			
ADD 613A	PHL/36/15			
MOD 649	PHL/36/16	MEX/52/5		

Ch. IX

titre/title/título

MOD

ISR/50/1

voir/see/véase ARG/51/4

Art.37

MOD 2932	PHL/36/17	MEX/52/6		
MOD 2933	MEX/52/7			
MOD 2934	MEX/52/8			
MOD 2935	ISR/50/2			
MOD 2936	PHL/36/18			
SUP 2942	PHL/36/19	B/43/6		
MOD 2943	PHL/36/20	B/43/7	PNG/47/6	ISR/50/3

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Art.38

titre/title/título MOD	PHL/36/21	ISR/50/4		
Sec. 1				
titre/title/título MOD	PHL/36/22			
MOD 2969	E/46/30			
ADD 2969A	E/46/31			
MOD 2970	PHL/36/23	E/46/32	G/49/1	ISR/50/5
ADD 2970A	PHL/36/24			
ADD 2970B	PHL/36/25			
ADD 2970C	PHL/36/26			
SUP 2971	PHL/36/27			
ADD 2971A	E/46/34			
ADD 2971B	E/46/35			
ADD 2971C	E/46/36			
ADD 2971D	E/46/37			
MOD 2972	E/46/38			
ADD 2972A	E/46/39			
SUP 2973	PNG/47/7			
MOD 2973	PHL/36/29	B/43/8	E/28/7 (Corr.1)	ISR/50/6
SUP 2973.1	B/43/9			
ADD 2973A	PHL/36/30	PNG/47/8		
ADD 2973B	PNG/47/9			
SUP 2974	E/46/41	PNG/47/10		
MOD 2974	CHL/34/4	PHL/36/31	B/43/10	MEX/52/9
SUP 2975	PHL/36/32	E/46/42		
MOD 2975	PNG/47/11			

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Art.38 (suite/cont.)

SUP 2976	PHL/36/33				
ADD 2978A	PHL/36/36	E/46/43			
ADD 2978B	PHL/36/37	E/46/44			
ADD 2978C	PHL/36/38	E/46/45			
ADD 2978D	PHL/36/38	E/46/46			
MOD 2980	PHL/36/40				
MOD 2981	PHL/36/41	E/46/47			
ADD 2981A	E/46/48				
MOD 2982	IND/32/13 PNG/47/12	CHL/34/5 MEX/52/10	PHL/36/42	B/43/11	E/46/49
ADD 2982A	PHL/36/43	E/46/50			
ADD 2982B	PHL/36/44	E/46/51			
ADD 2982C	PHL/36/45	E/46/52			
ADD 2982D	PHL/36/46	E/46/53			
ADD 2982E	PHL/36/47				
ADD 2982F	PHL/36/48				
MOD 2984	PHL/36/50				
MOD 2985	PHL/36/51	E/46/54			
ADD 2985A	E/46/55				
MOD 2986	IND/32/14 PNG/47/13	CHL/34/6 MEX/52/11	PHL/36/52	B/43/12	E/46/56
ADD 2986A	IND/32/15	PHL/36/53	B/43/13	E/46/57	
ADD 2986B	IND/32/16	PHL/36/54	E/46/58		
ADD 2986C	PHL/36/55	E/46/59			
ADD 2986D	PHL/36/56	B/43/14	E/46/60		

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Art.38 (suite/cont.)

ADD 2986E	PHL/36/57			
ADD 2986F	PHL/36/58			
ADD 2986G	PHL/36/59			
ADD 2986H	PHL/36/60			
ADD 2986I	PHL/36/61			
ADD 2986J	PHL/36/62			
ADD 2986K	PHL/36/63			
ADD 2986L	PHL/36/64			
ADD 2986M	PHL/36/65			
MOD 2987	E/46/61			
ADD 2987A	E/46/62			
ADD 2987B	E/46/63			
ADD 2987C	E/46/64			
ADD 2987D	E/46/65			
ADD 2987E	E/46/66			
MOD 2988	PHL/36/67			
ADD 2988A	IND/32/17	PHL/36/68	B/43/15	E/46/68
ADD 2988B	IND/32/18	PHL/36/69	B/43/16	E/46/69
ADD 2988C	IND/32/19	PHL/36/70	E/46/70	
ADD 2988D	IND/32/20	PHL/36/71	E/46/71	
ADD 2988E	IND/32/21	PHL/36/72	E/46/72	
ADD 2988F	IND/32/22	PHL/36/73	E/46/73	
ADD 2988G	PHL/36/74	E/46/74		

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Art.38 (suite/cont.)

ADD 2988H	PHL/36/75	E/46/75	
ADD 2988I	PHL/36/76	E/46/76	
ADD 2988J	PHL/36/77	E/46/77	
ADD 2988K	PHL/36/78	E/46/78	
ADD 2988L	PHL/36/79	E/46/79	
ADD 2988M	PHL/36/80	E/46/80	
ADD 2988N	PHL/36/81	E/46/81	
ADD 2988O	E/46/82		
ADD 2988P	E/46/83		
MOD 2989	PHL/36/82		
SUP 2990	PHL/36/83	B/43/17	MEX/52/12
ADD 2990A	PHL/36/84	B/43/18	MEX/52/13
ADD 2990A.1	B/43/19		
ADD 2990A.2	B/43/20		
ADD 2990B	PHL/36/85	B/43/21	MEX/52/14
SUP 2991	PHL/36/86		
MOD 2991	B/43/22		
ADD 2991A	PHL/36/87		
ADD 2991B	PHL/36/88		
MOD 2992	PHL/36/89		
MOD 2993	PHL/36/90		
ADD 2993A	PHL/36/91		
ADD 2993B	PHL/36/92		
ADD 2993C	PHL/36/93		

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Art.38 (suite/cont.)

MOD 2994	PHL/36/94	ISR/50/7	
ADD 2994A	PHL/36/95		
ADD 2994B	PHL/36/96		
(MOD)2995	PHL/36/95		
ADD 2995C	PHL/36/99		
ADD 2996A	PHL/36/101		
ADD 2997A	PHL/36/103		
SUP 2998	PHL/36/104		
ADD 2998A	PHL/36/105		
ADD 2998B	PHL/36/106		
MOD 3000	PHL/36/110		
MOD 3003	PHL/36/113	E/46/84	
MOD 3004	PHL/36/114	E/46/85	MEX/52/15
MOD 3006	PHL/36/115	MEX/52/16	
ADD 3008A	PHL/36/116		
ADD 3008B	PHL/36/117		
ADD 3008C	PHL/36/118		
ADD 3008D	PHL/36/119		
SUP 3009	PHL/36/120		
MOD 3010	IND/32/23	PHL/36/121	ISR/50/8
ADD 3010A	B/43/23		
MOD 3011	IND/32/24	PHL/36/122	
ADD 3011A	IND/32/29		
ADD 3011B	IND/32/30		

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Art.38 (suite/cont.)

SUP 3012	IND/32/25	PHL/36/123		
ADD 3012A	B/43/24			
SUP 3013	IND/32/26	PHL/36/123		
ADD 3013A	B/43/25			
SUP 3014	IND/32/27	PHL/36/123		
MOD 3014	B/43/26	E/46/86	MEX/52/17	
SUP 3015	IND/32/28	PHL/36/123	E/46/87	
MOD 3015	B/43/27	MEX/52/18		
ADD 3015A	B/43/28			
MOD 3016	PHL/36/124			
ADD 3016A	PHL/36/124A			
ADD 3016B	PHL/36/124B			
ADD 3016C	PHL/36/124C			
SUP 3017	PHL/36/125			
MOD 3018	SEN/35/7	PHL/36/126	B/43/29	MEX/52/19
MOD 3019	PHL/36/127			
SUP 3020	PHL/36/128			
SUP 3021	PHL/36/129			
SUP 3022	PHL/36/130			
SUP 3023	PHL/36/131			
MOD 3023	E/46/88			
SUP 3024	PHL/36/132			
SUP 3025	PHL/36/133			
SUP 3027	PHL/36/135			
SUP 3028	PHL/36/136			
MOD 3029	IND/32/31	PHL/36/137	E/46/89	

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Art.38 (suite/cont.)

MOD 3030	IND/32/32	CHL/34/7	PHL/36/138	B/43/30	E/46/90
	MEX/52/20				
SUP 3031	PHL/36/139				
ADD 3031A	B/43/31				
ADD 3031B	B/43/32				
ADD 3031C	B/43/33				
ADD 3031D	B/43/34				
ADD 3031E	B/43/35				
ADD 3031F	B/43/36				
ADD 3031G	B/43/37				
ADD 3031H	B/43/38				
SUP 3032	PHL/36/140				
MOD 3033	PHL/36/141	E/46/91			
SUP 3033.1	PHL/36/142	E/46/92	PNG/47/14		
SUP 3034	PHL/36/143				
SUP 3035	PHL/36/144				
ADD 3036A	B/43/39				
ADD 3036B	B/43/40				
ADD 3036C	B/43/41				
ADD 3036D	B/43/42				
ADD 3036E	B/43/43				
ADD 3036F	B/43/44				
MOD 3038	PHL/36/145	E/46/93			
MOD 3042	PHL/36/147	E/46/94	G/49/2		
MOD 3052	PHL/36/148	E/28/16 (Corr.1)			

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Art.38 (suite/cont.)

MOD 3053	IND/32/33	PHL/36/149	E/46/95		
MOD 3054	IND/32/34 PNG/47/15	CHL/34/8 MEX/52/21	PHL/36/150	B/43/45	E/46/96
ADD 3061	PHL/36/151				
ADD 3062	PHL/36/152				

Art.39

MOD 3086	B/43/46
MOD 3134	B/43/47
MOD 3157	B/43/48
MOD 3161	PHL/36/153
MOD 3162	B/43/49
MOD 3168	B/43/50

Art.40

titre/title/título	
MOD	ISR/50/9
MOD 3204	B/43/51
Sec.III	
titre/title/título	
MOD	ISR/50/10
MOD 3221	ISR/50/11
MOD 3222	ISR/50/12
MOD 3224 - 3225	ISR/50/13 - ISR/50/14
MOD 3226	B/43/52 ISR/50/15
MOD 3227 - 3229	ISR/50/16 - ISR/50/18
ADD A.40	S/14/5 (Corr.1)

N^o RR

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Art.41

MOD 3269

PHL/36/154

Art.42

ADD 3315A

B/43/53

Art.50

MOD 3630

MEX/52/22

Chap. X

titre/title/título

MOD

HOL/33/1

ADD Art.42A

HOL/33/2

ADD 3363

HOL/33/3

Art.51

MOD 3651

IND/32/35 ISR/50/19

SUP 3651.1

IND/32/36

Art.53

SUP 3797

B/43/54

MOD 3797

MEX/52/23

ADD 3797A

B/43/55

SUP 3798

B/43/56

ADD 3798A

B/43/57

SUP 3799

B/43/58

Art.59

MOD 4125

MEX/52/24

MOD 4126

MEX/52/25

MOD 4127

B/43/59

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Art.59 (suite/cont.)

MOD 4128	B/43/60			
SUP 4128.1	B/43/61			
MOD 4129	B/43/62			
MOD 4132	IND/32/37	CHL/34/9	B/43/63	MEX/52/26

Art.60

MOD 4180	PHL/36/155			
MOD 4181	PHL/36/156			
MOD 4182	PHL/36/157	E/46/97		
MOD 4184	PHL/36/158	E/46/98		
SUP 4185	PHL/36/159			
SUP 4186	PHL/36/160			
MOD 4187	PHL/36/161	E/46/99		
MOD 4188	E/46/100			
MOD 4189	E/46/101			
SUP 4190	PHL/36/162	E/46/102		
SUP 4191	PHL/36/162	E/46/102		
SUP 4192	PHL/36/162	E/46/102		
MOD 4193	PHL/36/163	B/43/64	E/46/103	
MOD 4197	PHL/36/164			
<u>NOC</u> 4197	B/43/65	E/46/104		
MOD 4198	PHL/36/165			
<u>NOC</u> 4198	B/43/66	E/46/104		
MOD 4199	PHL/36/166			
<u>NOC</u> 4199	B/43/67	E/46/104		

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Art.60 (suite/cont.)

<u>NOC</u> 4200	E/46/104
<u>NOC</u> 4201	E/46/104
<u>NOC</u> 4202	E/46/104
MOD 4203	E/46/105
MOD 4205	E/46/106
<u>NOC</u> 4206	E/46/107
<u>NOC</u> 4207	E/46/107
<u>NOC</u> 4208	E/46/107
<u>NOC</u> 4209	E/46/107
ADD 4209A	PHL/36/167
<u>NOC</u> 4210	E/46/107
<u>NOC</u> 4211	E/46/107
<u>NOC</u> 4212	E/46/107
ADD 4212A	PHL/36/168
<u>NOC</u> 4213	E/46/108
<u>NOC</u> 4214	E/46/108
<u>NOC</u> 4215	E/46/108
<u>NOC</u> 4216	E/46/108
MOD 4217	PHL/36/170 E/46/109
MOD 4220	PHL/36/171
MOD 4221	PHL/36/172
ADD 4221A	PHL/36/173
MOD 4225	PHL/36/174 E/46/110

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Art.60 (suite/cont.)

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MOD 4233	PHL/36/176	
MOD 4235	E/46/112	
MOD 4236	PHL/36/177	
MOD 4237	PHL/36/178	
<u>NOC</u> 4237	E/46/113	
<u>NOC</u> 4238	E/46/113	
MOD 4239	PHL/36/179	
<u>NOC</u> 4239	E/46/113	
<u>NOC</u> 4240	E/46/113	
MOD 4241	PHL/36/180	
<u>NOC</u> 4241	E/46/113	
<u>NOC</u> 4242	E/46/113	
MOD 4243	PHL/36/181	
<u>NOC</u> 4243	E/46/113	
SUP 4280.1	E/46/114	
ADD 4306A	ISR/42/4	
MOD 4311	E/46/115	
MOD 4314	PHL/36/182	E/46/116
MOD 4315	PHL/36/183	E/46/117
MOD 4316	PHL/36/184	B/43/68 E/46/118
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MOD 4319	PHL/36/187	E/46/119
MOD 4325	PHL/36/188	

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Art.60 (suite/cont.)

MOD 4328	PHL/36/189		
<u>NOC</u> 4329	E/46/120		
<u>NOC</u> 4330	E/46/120		
MOD 4331	PHL/36/190		
MOD 4332	PHL/36/191	B/43/69	E/46/121
SUP 4333	B/43/70		
<u>NOC</u> 4333	E/46/122		
SUP 4334	B/43/71		
<u>NOC</u> 4334	E/46/122		
<u>NOC</u> 4335	E/46/122		
<u>NOC</u> 4336	E/46/122		
MOD 4337	B/43/73	MEX/52/27	
<u>NOC</u> 4337	E/46/122		
MOD 4338	PHL/36/193		
MOD 4342	PHL/36/194	B/43/73	
MOD 4343	PHL/36/195	B/43/74	E/46/124
SUP 4343.1	B/43/75		
<u>NOC</u> 4343.1	E/46/125		
MOD 4344	E/44/126		
SUP 4345	E/46/127		
SUP 4346	E/46/127		
MOD 4352	PHL/36/196	E/46/128	
SUP 4353	E/46/129		
MOD 4353	PHL/36/197	B/43/76	MEX/52/28
MOD 4354	PHL/36/198	B/43/77	E/46/130 MEX/52/29
MOD 4357	PHL/36/199	E/46/131	
<u>NOC</u> 4358	E/46/132		

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Art.60 (suite/cont.)

<u>NOC</u> 4359	E/46/132			
MOD 4360	PHL/36/200			
<u>NOC</u> 4360	E/46/132			
SUP 4361	PHL/36/201	E/46/133		
<u>NOC</u> 4362	E/46/134			
MOD 4363	PHL/36/202			
<u>NOC</u> 4363	E/46/135			
SUP 4364	PHL/36/203			
<u>NOC</u> 4364	E/46/136			
MOD 4371	PHL/36/204	B/43/78	E/46/137	
SUP 4371.1	PHL/36/205	B/43/79	E/46/139	
MOD 4373	PHL/36/206	B/43/80	E/46/138	
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MOD 4374	PHL/36/208	B/43/82	E/46/141	
SUP 4374.1	PHL/36/209	B/43/83	E/46/142	
MOD 4375	PHL/36/210	B/43/84		
<u>NOC</u> 4375	E/46/143			
SUP 4375.1	E/46/144			
MOD 4375.1	PHL/36/211			
SUP 4375.2	E/46/145			
MOD 4375.2	CHL/34/10	PHL/36/212	B/43/85	MEX/52/30
SUP 4375.3	B/43/86	E/46/146		
MOD 4375.3	CHL/34/11	PHL/36/213	MEX/52/31	
ADD 4375.4	PHL/36/214	B/43/87		
ADD 4375A	E/46/147			
<u>NOC</u> 4376	E/46/148			
MOD 4376	PHL/36/215			
MOD 4376.2	PHL/36/216			

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Art.60 (suite/cont.)

<u>NOC</u> 4377	E/46/148				
<u>NOC</u> 4378	E/46/148				
MOD 4379	CHL/34/12	PHL/36/217	B/43/88	E/46/149	MEX/52/32
<u>NOC</u> 4382 - 4417	E/46/150				
ADD 4384A	ISR/42/3				
MOD 4386	PHL/36/218	ISR/50/20			
MOD 4393	PHL/36/219				
SUP 4393.1	PHL/36/220				

Art.61

MOD 4441	ISR/50/21
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Art.62

<u>NOC</u> 4665 - 4680	ISR/42/7
SUP 4680.1	PHL/36/225
ADD 4684A	PHL/36/222

Art.65

MOD 4974	ISR/50/22
MOD 4975	ISR/50/23
MOD 4997	CHL/34/13 B/43/89
SUP 4998	B/43/90
MOD 4998	CHL/34/14
MOD 5055	B/43/91
MOD 5060	CHL/34/15 B/43/92

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AP 13

MOD	ISR/50/24
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AP 14

MOD	ISR/42/5-6
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AP 16

MOD para. 1	PHL/36/223		
ADD para. 4A	PHL/36/224		
MOD para. 5	PHL/36/225	PHL/36/226	PHL/36/227
MOD para. 6	PHL/36/228		
MOD para. 7	PHL/36/229		
ADD para. 7A	PHL/36/230		
MOD Sec. A	PHL/36/231		
MOD Sec. B	IND/32/38	PHL/36/232	G/18/313 (Corr.1)
ADD Sec. C	IND/32/39	PHL/36/233	
ADD AP S-K	S/14/37 (Corr.1)		
ADD AP S-L	S/14/38 (Corr.1)		
ADD AP UK-AA	G/18/316 (Corr.1)		

RES. 303

MOD	PNG/47/16 - PNG/47/23
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ADD RES.

- HOL/33/5 Relative à la planification de la bande 415-435 kHz pour le service de radionavigation aéronautique dans certaines parties de la Région 1 / Planning of the band 415-435 kHz for the Aeronautical Radionavigation service in certain parts of Region 1 / Relativa a la planificación de la banda 415-435 kHz para el servicio de radionavegación aeronáutica en ciertas partes de la Región 1
- HOL/33/4 Relative à la révision future du chapitre X du Règlement des radiocommunications / Further revision of Chapter X of the Radio Regulations / Relativa a la futura revisión del capítulo X del Reglamento de Radiocomunicaciones
- B/43/93 Relative à la révision des Appendices 16, 25 et 31 du Règlement des radiocommunications en vue, entre autres, d'incorporer les nouvelles bandes 4 000-4 063 kHz et 8 100-8 195 kHz utilisées en partage / Revision of Appendices 16, 25 and 31 of the Radio Regulations for, i.a., incorporating the new shared bands at 4 000-4 063 and 8 100-8 195 kHz / Relativa a la revisión de los Apéndices 16, 25 y 31 al Reglamento de Radiocomunicaciones para, entre otras cosas, incluir las nuevas bandas compartidas de 4 000-4 063 y 8 100-8 195 kHz
- CAN/45/1 Relative à la mise en application de l'Appendice 16(Rév.) / Implementation of Appendix 16(Rev.) / Entrada en vigor del Apéndice 16(Rev.)
- CAN/45/2 Relative aux dispositions à prendre concernant le futur système mondiale de détresse et de sécurité en mer / Provisions for the future global maritime distress and safety system / Disposiciones aplicables al futuro sistema universal de socorro y seguridad marítimos

REC 200 voir/see/véase ARG/51/5

REC 203 voir/see/véase ARG/51/6

ADD REC.

- B/43/94 Relative à l'élargissement de la définition de "station de RLS" pour inclure des émissions faisant appel aux techniques par satellite / Broadening of the definition of EPIRB station to encompass the emissions using satellite techniques / Relativa a la ampliación de la definición de "estación de radiobaliza de localización de siniestros" para que abarque las emisiones efectuadas con ayuda de técnicas de satélite

ADD REC. (suite/cont.)

J/48/1

de navire
Utilisation des stations terriennes fonctionnant à l'intérieur
des eaux portuaires et des autres eaux soumises à la juridiction
nationale / Use of ship earth stations within harbours and
other waters under national jurisdiction / Uso de estaciones
terrenas de barco en los puertos y otras aguas bajo jurisdicción
nacional

F/59/1

Utilisation accrue du système de contrôle international des émissions dans le cadre de l'application des décisions des conférences des radiocommunications / Increased use of the international monitoring system in applying the decisions of radio conferences / Mayor utilización del sistema de comprobación técnica internacional de las emisiones en le marco de la aplicación de las decisiones de las Conferencias de Radiocomunicaciones

F/60/1

Protection de la bande 406 - 406,1 MHz attribuée au service mobile par satellite / Protection of the band 406 - 406.1 MHz allocated to the Mobile-Satellite Service / Protección de la banda 406 - 406,1 MHz atribuida al servicio móvil por satélite

Note du Secrétaire général

Note by the Secretary-General

Nota del Secretario General

INDEX DES PROPOSITIONS CONTENUES DANS LA SERIE DE DOCUMENTS 30 - 47

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DOCUMENTOS 30 - 47

N° RR

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Números de las Proposiciones

Art.8

ADD 88A	SEN/35/1	PHL/36/1		
MOD 471	IND/32/1	PHL/36/2	B/43/1	
MOD 472	PHL/36/3			
MOD 474	CHL/34/1	SEN/35/2	PHL/36/4	B/43/2
ADD 499A	IND/32/2			
MOD 500	PNG/47/1			
<u>NOC 500</u>	B/43/3			
ADD 500A	PHL/36/5			
MOD 501	PNG/47/2			
ADD 501A	IND/32/3			
ADD 519A	ISR/42/1			
SUP 520	PNG/47/3			
MOD 520	IND/32/6	CHL/34/2	PHL/36/6	B/43/4
ADD 520A	PHL/36/7	PNG/47/4		
SUP 523	PNG/47/4			
MOD 523	CHL/34/3	PHL/36/8	B/43/5	
ADD 523A	PHL/36/9	PNG/47/5		



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Art.8 (suite/cont.)

ADD 529A	PHL/36/10
ADD 532A	PHL/36/11
ADD 536A	PHL/36/12
MOD 592	PHL/36/13
MOD 593	PHL/36/14
ADD 613A	PHL/36/15
MOD 649	PHL/36/16

Art.37

MOD 2932	PHL/36/17		
MOD 2936	PHL/36/18		
SUP 2942	PHL/36/19	B/43/6	
MOD 2943	PHL/36/20	B/43/7	PNG/47/6

Art.38

titre/title/título	
MOD	PHL/36/21
Sec. 1	
titre/title/título	
MOD	PHL/36/22
MOD 2969	E/46/30
ADD 2969A	E/46/31
MOD 2970	PHL/36/23 E/46/32
ADD 2970A	PHL/36/24
ADD 2970B	PHL/36/25
ADD 2970C	PHL/36/26

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Art.38 (suite/cont.)

SUP 2971	PHL/36/27			
ADD 2971A	E/46/34			
ADD 2971B	E/46/35			
ADD 2971C	E/46/36			
ADD 2971D	E/46/37			
MOD 2972	E/46/38			
ADD 2972A	E/46/39			
SUP 2973	PNG/47/7			
MOD 2973	PHL/36/29	B/43/8	E/28/7 (Corr.1)	
SUP 2973.1	B/43/9			
ADD 2973A	PHL/36/30	PNG/47/8		
ADD 2973B	PNG/47/9			
SUP 2974	E/46/41	PNG/47/10		
MOD 2974	CHL/34/4	PHL/36/31	B/43/10	
SUP 2975	PHL/36/32	E/46/42		
MOD 2975	PNG/47/11			
SUP 2976	PHL/36/33			
ADD 2978A	PHL/36/36	E/46/43		
ADD 2978B	PHL/36/37	E/46/44		
ADD 2978C	PHL/36/38	E/46/45		
ADD 2978D	PHL/36/38	E/46/46		
MOD 2980	PHL/36/40			
MOD 2981	PHL/36/41	E/46/47		
ADD 2981A	E/46/48			
MOD 2982	IND/32/13 PNG/47/12	CHL/34/5	PHL/36/42	B/43/11 E/46/49

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Art.38 (suite/cont.)

ADD 2982A	PHL/36/43	E/46/50			
ADD 2982B	PHL/36/44	E/46/51			
ADD 2982C	PHL/36/45	E/46/52			
ADD 2982D	PHL/36/46	E/46/53			
ADD 2982E	PHL/36/47				
ADD 2982F	PHL/36/48				
MOD 2984	PHL/36/50				
MOD 2985	PHL/36/51	E/46/54			
ADD 2985A	E/46/55				
MOD 2986	IND/32/14 PNG/47/13	CHL/34/6	PHL/36/52	B/43/12	E/46/56
ADD 2986A	IND/32/15	PHL/36/53	B/43/13	E/46/57	
ADD 2986B	IND/32/16	PHL/36/54	E/46/58		
ADD 2986C	PHL/36/55	E/46/59			
ADD 2986D	PHL/36/56	B/43/14	E/46/60		
ADD 2986E	PHL/36/57				
ADD 2986F	PHL/36/58				
ADD 2986G	PHL/36/59				
ADD 2986H	PHL/36/60				
ADD 2986I	PHL/36/61				
ADD 2986J	PHL/36/62				
ADD 2986K	PHL/36/63				
ADD 2986L	PHL/36/64				
ADD 2986M	PHL/36/65				

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Art.38 (suite/cont.)

MOD 2987	E/46/61			
ADD 2987A	E/46/62			
ADD 2987B	E/46/63			
ADD 2987C	E/46/64			
ADD 2987D	E/46/65			
ADD 2987E	E/46/66			
MOD 2988	PHL/36/67			
ADD 2988A	IND/32/17	PHL/36/68	B/43/15	E/46/68
ADD 2988B	IND/32/18	PHL/36/69	B/43/16	E/46/69
ADD 2988C	IND/32/19	PHL/36/70	E/46/70	
ADD 2988D	IND/32/20	PHL/36/71	E/46/71	
ADD 2988E	IND/32/21	PHL/36/72	E/46/72	
ADD 2988F	IND/32/22	PHL/36/73	E/46/73	
ADD 2988G	PHL/36/74	E/46/74		
ADD 2988H	PHL/36/75	E/46/75		
ADD 2988I	PHL/36/76	E/46/76		
ADD 2988J	PHL/36/77	E/46/77		
ADD 2988K	PHL/36/78	E/46/78		
ADD 2988L	PHL/36/79	E/46/79		
ADD 2988M	PHL/36/80	E/46/80		
ADD 2988N	PHL/36/81	E/46/81		
ADD 2988O	E/46/82			
ADD 2988P	E/46/83			

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Art.38 (suite/cont.)

MOD 2989	PHL/36/82
SUP 2990	PHL/36/83 B/43/17
ADD 2990A	PHL/36/84 B/43/18
ADD 2990A.1	B/43/19
ADD 2990A.2	B/43/20
ADD 2990B	PHL/36/85 B/43/21
SUP 2991	PHL/36/86
MOD 2991	B/43/22
ADD 2991A	PHL/36/87
ADD 2991B	PHL/36/88
MOD 2992	PHL/36/89
MOD 2993	PHL/36/90
ADD 2993A	PHL/36/91
ADD 2993B	PHL/36/92
ADD 2993C	PHL/36/93
MOD 2994	PHL/36/94
ADD 2994A	PHL/36/95
ADD 2994B	PHL/36/96
(MOD) 2995	PHL/36/95
ADD 2995C	PHL/36/99
ADD 2996A	PHL/36/101
ADD 2997A	PHL/36/103
SUP 2998	PHL/36/104
ADD 2998A	PHL/36/105
ADD 2998B	PHL/36/106

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Art.38 (suite/cont.)

MOD 3000	PHL/36/110	
MOD 3003	PHL/36/113	E/46/84
MOD 3004	PHL/36/114	E/46/85
MOD 3006	PHL/36/115	
ADD 3008A	PHL/36/116	
ADD 3008B	PHL/36/117	
ADD 3008C	PHL/36/118	
ADD 3008D	PHL/36/119	
SUP 3009	PHL/36/120	
MOD 3010	IND/32/23	PHL/36/121
ADD 3010A	B/43/23	
MOD 3011	IND/32/24	PHL/36/122
ADD 3011A	IND/32/29	
ADD 3011B	IND/32/30	
SUP 3012	IND/32/25	PHL/36/123
ADD 3012A	B/43/24	
SUP 3013	IND/32/26	PHL/36/123
ADD 3013A	B/43/25	
SUP 3014	IND/32/27	PHL/36/123
MOD 3014	B/43/26	E/46/86
SUP 3015	IND/32/28	PHL/36/123 E/46/87
MOD 3015	B/43/27	
ADD 3015A	B/43/28	
MOD 3016	PHL/36/124	
ADD 3016A	PHL/36/124A	

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Art.38 (suite/cont.)'

ADD 3016B	PHL/36/124B
ADD 3016C	PHL/36/124C
SUP 3017	PHL/36/125
MOD 3018	SEN/35/7 PHL/36/126 B/43/29
MOD 3019	PHL/36/127
SUP 3020	PHL/36/128
SUP 3021	PHL/36/129
SUP 3022	PHL/36/130
SUP 3023	PHL/36/131
MOD 3023	E/46/88
SUP 3024	PHL/36/132
SUP 3025	PHL/36/133
SUP 3027	PHL/36/135
SUP 3028	PHL/36/136
MOD 3029	IND/32/31 PHL/36/137 E/46/89
MOD 3030	IND/32/32 CHL/34/7 PHL/36/138 B/43/30 E/46/90
SUP 3031	PHL/36/139
ADD 3031A	B/43/31
ADD 3031B	B/43/32
ADD 3031C	B/43/33
ADD 3031D	B/43/34
ADD 3031E	B/43/35
ADD 3031F	B/43/36
ADD 3031G	B/43/37
ADD 3031H	B/43/38

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Art.38 (suite/cont.)

SUP 3032	PHL/36/140			
MOD 3033	PHL/36/141	E/46/91		
SUP 3033.1	PHL/36/142	E/46/92	PNG/47/14	
SUP 3034	PHL/36/143			
SUP 3035	PHL/36/144			
ADD 3036A	B/43/39			
ADD 3036B	B/43/40			
ADD 3036C	B/43/41			
ADD 3036D	B/43/42			
ADD 3036E	B/43/43			
ADD 3036F	B/43/44			
MOD 3038	PHL/36/145	E/46/93		
MOD 3042	PHL/36/147	E/46/94		
MOD 3052	PHL/36/148	E/28/16 (Corr.1)		
MOD 3053	IND/32/33	PHL/36/149	E/46/95	
MOD 3054	IND/32/34 PNG/47/15	CHL/34/8	PHL/36/150	B/43/45 E/46/96
ADD 3061	PHL/36/151			
ADD 3062	PHL/36/152			

Art.39

MOD 3086	B/43/46
MOD 3134	B/43/47
MOD 3157	B/43/48

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Art.39 (suite/cont.)

MOD 3161 PHL/36/153

MOD 3162 B/43/49

MOD 3168 B/43/50

Art.40

MOD 3204 B/43/51

MOD 3226 B/43/52

Art.41

MOD 3269 PHL/36/154

Art.42

ADD 3315A B/43/53

Chap. X

titre/title/título

MOD HOL/33/1

ADD Art.42A HOL/33/2

ADD 3363 HOL/33/3

Art.51

MOD 3651 IND/32/35

SUP 3651.1 IND/32/36

Art.53

SUP 3797 B/43/54

ADD 3797A B/43/55

SUP 3798 B/43/56

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Art.53 (suite/cont.)

ADD 3798A B/43/57

SUP 3799 B/43/58

Art.59

MOD 4127 B/43/59

MOD 4128 B/43/60

SUP 4128.1 B/43/61

MOD 4129 B/43/62

MOD 4132 IND/32/37 CHL/34/9 B/43/63

Art.60

MOD 4180 PHL/36/155

MOD 4181 PHL/36/156

MOD 4182 PHL/36/157 E/46/97

MOD 4184 PHL/36/158 E/46/98

SUP 4185 PHL/36/159

SUP 4186 PHL/36/160

MOD 4187 PHL/36/161 E/46/99

MOD 4188 E/46/100

MOD 4189 E/46/101

SUP 4190 PHL/36/162 E/46/102

SUP 4191 PHL/36/162 E/46/102

SUP 4192 PHL/36/162 E/46/102

MOD 4193 PHL/36/163 B/43/64 E/46/103

MOD 4197 PHL/36/164

NOC 4197 B/43/65 E/46/104

N^o RR

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Art.60 (suite/cont.)

MOD 4198	PHL/36/165	
<u>NOC</u> 4198	B/43/66	E/46/104
MOD 4199	PHL/36/166	
<u>NOC</u> 4199	B/43/67	E/46/104
<u>NOC</u> 4200	E/46/104	
<u>NOC</u> 4201	E/46/104	
<u>NOC</u> 4202	E/46/104	
MOD 4203	E/46/105	
MOD 4205	E/46/106	
<u>NOC</u> 4206	E/46/107	
<u>NOC</u> 4207	E/46/107	
<u>NOC</u> 4208	E/46/107	
<u>NOC</u> 4209	E/46/107	
ADD 4209A	PHL/36/167	
<u>NOC</u> 4210	E/46/107	
<u>NOC</u> 4211	E/46/107	
<u>NOC</u> 4212	E/46/107	
ADD 4212A	PHL/36/168	
<u>NOC</u> 4213	E/46/108	
<u>NOC</u> 4214	E/46/108	
<u>NOC</u> 4215	E/46/108	
<u>NOC</u> 4216	E/46/108	
MOD 4217	PHL/36/170	E/46/109
MOD 4220	PHL/36/171	
MOD 4221	PHL/36/172	

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Art.60 (suite/cont.)

ADD 4221A	PHL/36/173		
MOD 4225	PHL/36/174	E/46/110	
MOD 4232	PHL/36/175	E/46/111	
MOD 4233	PHL/36/176		
MOD 4235	E/46/112		
MOD 4236	PHL/36/177		
MOD 4237	PHL/36/178		
<u>NOC</u> 4237	E/46/113		
<u>NOC</u> 4238	E/46/113		
MOD 4239	PHL/36/179		
<u>NOC</u> 4239	E/46/113		
<u>NOC</u> 4240	E/46/113		
MOD 4241	PHL/36/180		
<u>NOC</u> 4241	E/46/113		
<u>NOC</u> 4242	E/46/113		
MOD 4243	PHL/36/181		
<u>NOC</u> 4243	E/46/113		
SUP 4280.1	E/46/114		
ADD 4306A	ISR/42/4		
MOD 4311	E/46/115		
MOD 4314	PHL/36/182	E/46/116	
MOD 4315	PHL/36/183	E/46/117	
MOD 4316	PHL/36/184	B/43/68	E/46/118
MOD 4317	PHL/36/185		
MOD 4318	PHL/36/186		
MOD 4319	PHL/36/187	E/46/119	
MOD 4325	PHL/36/188		

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Art.60 (suite/cont.)

MOD 4328	PHL/36/189		
<u>NOC</u> 4329	E/46/120		
<u>NOC</u> 4330	E/46/120		
MOD 4331	PHL/36/190		
MOD 4332	PHL/36/191	B/43/69	E/46/121
SUP 4333	B/43/70		
<u>NOC</u> 4333	E/46/122		
SUP 4334	B/43/71		
<u>NOC</u> 4334	E/46/122		
<u>NOC</u> 4335	E/46/122		
<u>NOC</u> 4336	E/46/122		
MOD 4337	B/43/73		
<u>NOC</u> 4337	E/46/122		
MOD 4338	PHL/36/193		
MOD 4342	PHL/36/194	B/43/73	
MOD 4343	PHL/36/195	B/43/74	E/46/124
SUP 4343.1	B/43/75		
<u>NOC</u> 4343.1	E/46/125		
MOD 4344	E/44/126		
SUP 4345	E/46/127		
SUP 4346	E/46/127		
MOD 4352	PHL/36/196	E/46/128	
SUP 4353	E/46/129		
MOD 4353	PHL/36/197	B/43/76	
MOD 4354	PHL/36/198	B/43/77	E/46/130
MOD 4357	PHL/36/199	E/46/131	
<u>NOC</u> 4358	E/46/132		

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Art.60 (suite/cont.)

<u>NOC</u> 4359	E/46/132		
MOD 4360	PHL/36/200		
<u>NOC</u> 4360	E/46/132		
SUP 4361	PHL/36/201	E/46/133	
<u>NOC</u> 4362	E/46/134		
MOD 4363	PHL/36/202		
<u>NOC</u> 4363	E/46/135		
SUP 4364	PHL/36/203		
<u>NOC</u> 4364	E/46/136		
MOD 4371	PHL/36/204	B/43/78	E/46/137
SUP 4371.1	PHL/36/205	B/43/79	E/46/139
MOD 4373	PHL/36/206	B/43/80	E/46/138
SUP 4373.1	PHL/36/207	B/43/81	E/46/140
MOD 4374	PHL/36/208	B/43/82	E/46/141
SUP 4374.1	PHL/36/209	B/43/83	E/46/142
MOD 4375	PHL/36/210	B/43/84	
<u>NOC</u> 4375	E/46/143		
SUP 4375.1	E/46/144		
MOD 4375.1	PHL/36/211		
SUP 4375.2	E/46/145		
MOD 4375.2	CHL/34/10	PHL/36/212	B/43/85
SUP 4375.3	B/43/86	E/46/146	
MOD 4375.3	CHL/34/11	PHL/36/213	
ADD 4375.4	PHL/36/214	B/43/87	
ADD 4375A	E/46/147		
<u>NOC</u> 4376	E/46/148		
MOD 4376	PHL/36/215		
MOD 4376.2	PHL/36/216		

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Art.60 (suite/cont.)

<u>NOC</u> 4377	E/46/148
<u>NOC</u> 4378	E/46/148
MOD 4379	CHL/34/12 PHL/36/217 B/43/88 E/46/149
<u>NOC</u> 4382 - 4417	E/46/150
ADD 4384A	ISR/42/3
MOD 4386	PHL/36/218
MOD 4393	PHL/36/219
SUP 4393.1	PHL/36/220

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<u>NOC</u> 4665 - 4680	ISR/42/7
SUP 4680.1	PHL/36/225
ADD 4684A	PHL/36/222

Art.65

MOD 4997	CHL/34/13 B/43/89
SUP 4998	B/43/90
MOD 4998	CHL/34/14
MOD 5055	B/43/91
MOD 5060	CHL/34/15 B/43/92

AP 14

MOD	ISR/42/5-6
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AP 16

MOD para. 1	PHL/36/223
ADD para. 4A	PHL/36/224

N ^o RR	Numéros des propositions
<u>RR No.</u>	<u>Proposal Numbers</u>
N.° RR	Números de las Proposiciones

AP 16 (suite/cont.)

MOD para. 5	PHL/36/225	PHL/36/226	PHL/36/227
MOD para. 6	PHL/36/228		
MOD para. 7	PHL/36/229		
ADD para. 7A	PHL/36/230		
MOD Sec. A	PHL/36/231		
MOD Sec. B	IND/32/38	PHL/36/232	
ADD Sec. C	IND/32/39	PHL/36/233	

RES. 303

MOD	PNG/47/16 — PNG/47/23
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ADD RES.

HOL/33/5	Relative à la planification de la bande 415-435 kHz pour le service de radionavigation aéronautique dans certaines parties de la Région 1 / <u>Planning of the band 415-435 kHz for the Aeronautical Radionavigation service in certain parts of Region 1</u> / Relativa a la planificación de la banda 415-435 kHz para el servicio de radionavegación aeronáutica en ciertas partes de la Región 1
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HOL/33/4	Relative à la révision future du chapitre X du Règlement des radiocommunications / <u>Further revision of Chapter X of the Radio Regulations</u> / Relativa a la futura revisión del capítulo X del Reglamento de Radiocomunicaciones
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B/43/93	Relative à la révision des Appendices 16, 25 et 31 du Règlement des radiocommunications en vue, entre autres, d'incorporer les nouvelles bandes 4 000-4 063 kHz et 8 100-8 195 kHz utilisées en partage / <u>Revision of Appendices 16, 25 and 31 of the Radio Regulations for, i.a., incorporating the new shared bands at 4 000-4 063 and 8 100-8 195 kHz</u> / Relativa a la revisión de los Apéndices 16, 25 y 31 al Reglamento de Radiocomunicaciones para, entre otras cosas, incluir las nuevas bandas compartidas de 4 000-4 063 y 8 100-8 195 kHz
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ADD RES. (suite/cont.)

CAN/45/1

Relative à la mise en application de l'Appendice 16(Rév.) /
Implementation of Appendix 16(Rev.) / Entrada en vigor del
Apéndice 16(Rev.)

CAN/45/2

Relative aux dispositions à prendre concernant le futur
système mondiale de détresse et de sécurité en mer /
Provisions for the future global maritime distress and safety
system / Disposiciones aplicables al futuro sistema universal
de socorro y seguridad marítimos

ADD REC.

B/43/94

Relative à l'élargissement de la définition de "station de RLS"
pour inclure des émissions faisant appel aux techniques par
satellite / Broadening of the definition of EPIRB station to
encompass the emissions using satellite techniques / Relativa
a la ampliación de la definición de "estación de radiobaliza
de localización de siniestros" para que abarque las emisiones
efectuadas con ayuda de técnicas de satélite

GENEVA, FEBRUARY/MARCH 1983

PLENARY MEETING

Note by the Secretary-General

COORDINATED PROPOSALS

(see No. 358 of the Convention)

I hereby submit to the Conference the coordinated proposals received from Member countries and published, in Documents Nos. 1 to 29.

The proposals are classed as follows :

SUP - proposals for deletion

MOD - amendments

(MOD) - drafting amendments

NOC - texts to be retained without change

ADD - proposals for addition

and, within each of these groups, in numerical order of the documents.

The reasons for the proposals are not included; for these reference should be made to the original documents.

A recapitulatory table will be issued to inform the Conference of proposals which, having been published after 5 January, could not be included in this document.

R.E. BUTLER

Secretary-General

Annex : coordinated proposals



CHAPTER I

Terminology

ARTICLE 1

Terms and Definitions

Section IV. Radio Stations and Systems

F/10/1 ADD 88A 4.31A Satellite Emergency Position-Indicating Radiobeacon Earth
(Rev.) Station : An earth station in the mobile-satellite service the emissions
of which are intended to facilitate search and rescue operations."

USA/19/1 ADD 88A 4.31A Satellite Emergency Position-Indicating Radio Beacon Station: An emergency position-indicating radiobeacon using space techniques.

D/20/1 ADD 88A 4.31A Satellite Emergency Position-Indicating Radiobeacon Station :
A station in the mobile-satellite service the emissions of which are
intended to facilitate search and rescue.

ART. 8

CHAPTER III

Frequencies

ARTICLE 8

Frequency Allocations

Section IV. Table of Frequency Allocations
(See No. 208)

Note by the General Secretariat :

In view of item 1.2 of the agenda, this document is confined to proposals relating to the actual footnotes (MOD, ADD, SUP). The numbers of new footnotes adopted by the Conference will therefore have to be added and the numbers of deleted footnotes removed, as appropriate, in the relevant boxes in the Table of Frequency Allocations.

HOL/11/2 MOD 470

The use of the bands 415 - 435 kHz ~~495 kHz and 505 - 526.5 (505 - 510 kHz in Region 2)~~ by the maritime mobile service is limited to morse radiotelegraphy.

HOL/11/3 SUP 471
G/18/1

CAN/9/1 MOD 471 The bands 490 - 495 kHz and 505 - 510 kHz shall be subject to provisions of No. 3018 until the provisions of ~~Recommendation 200 have been implemented~~ 1 January 1990.

USA/19/2 MOD 471 Until [1 January 1990] the bands ~~490~~ 492-495 kHz and ~~505-510~~ 508 kHz shall be subject to the provisions of No. 3018. ~~until the provisions of Recommendation 200 have been implemented.~~

J/26/1 MOD 471 The use of the bands 490 - 495 kHz and 505 - 510 kHz shall be ~~subject to the provisions of No. 3018 until the provisions of Recommendation 200 have been implemented~~ prohibited until 1 January 1990 (see No. 3018).

E/28/2 MOD 471 The bands ~~490---495-kHz~~ 492 - 495 kHz and ~~505---510-kHz~~ 505 - 508 kHz, shall be subject to the provisions of No. 3018 until the provisions of Recommendation 200 (E-A) / see proposal E/28/29_7 have been implemented.

AUS/29/1 MOD 471 Until [1 January 1990] the bands ~~490-~~ 492-495 kHz and ~~505-510~~ 505-508 kHz shall be subject to the provisions of No. 3018 ~~until the provisions of Recommendation 200 have been implemented.~~

HOL/11/4 MOD 472 The frequency 500 kHz is the international distress and calling frequency for radiotelegraphy. This frequency will also be used in the FGMDSS. The conditions for its use are prescribed in Article 38.

G/18/2 MOD 472 The frequency 500 kHz is the international distress and calling frequency for radiotelegraphy. The conditions for ~~its~~ the use of the band 495-505 kHz are prescribed in Article 38.

URS/17/1 ADD 472A The 490 - 492 and 508 - 510 kHz bands may be used by stations of the maritime mobile service for radiotelegraphy and digital selective calling. Use of the 492 - 495 and 505 - 508 kHz bands is not recommended before 1990.

CAN/9/3 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia, The use of the frequency 518 kHz by the maritime mobile service is used on an experimental basis for limited to the transmission by coast stations of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy.~~

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- F/10/2 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia, the frequency 518 kHz is used on an experimental basis reserved for the transmission by coast stations of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy.~~
- HOL/11/5 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden, and Yugoslavia. The frequency 518 kHz is used on an experimental basis the internationally dedicated frequency for the transmission by coast stations of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy (see ADD 2970C).~~
- S/14/1 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia, The frequency 518 kHz is used on an experimental basis for the transmission by coast stations of meteorological and navigational warnings to ships, by means of automatic narrow-band direct-printing telegraphy. (See Resolution S-Z)~~
- NOR/15/1 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia, The frequency 518 kHz is used on an experimental basis for the transmission by coast stations of meteorological and navigational warnings to ships, by means of automatic narrow-band direct-printing telegraphy. (See Resolution NOR-Z).~~
- URS/17/2 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia, The frequency 518 kHz is the international frequency is used on an experimental basis for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy.~~
- G/18/3 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia, The frequency 518 kHz is used on an experimental basis the dedicated international frequency for the transmission by coast stations of meteorological and navigational warnings to ships by means of narrow-band direct-printing telegraphy. The conditions of use of this frequency are prescribed in Article 38.~~
- USA/19/3 MOD 474 ~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden, and Yugoslavia, The frequency 518 kHz is may be used on an experimental basis for the transmission by coast stations for the transmission of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy. See Recommendation [D].~~

D/20/2 MOD 474

~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia.~~ The frequency 518 kHz is used ~~on an experimental basis~~ for the transmission by coast stations of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy.

FNL/23/1 MOD 474

~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia.~~ The frequency ~~518~~ 521 kHz is used ~~on an experimental basis~~ for the transmission by coast stations of meteorological and navigational warnings to ships, by means of automatic narrow-band direct-printing telegraphy. (See Resolution FNL-A)

E/28/3 MOD 474

~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia.~~ The frequency 518 kHz ~~is used on an experimental basis~~ is reserved worldwide for the transmission by coast stations of meteorological and navigational warnings to ships, by means of narrow-band direct-printing telegraphy. Administrations are urged to coordinate the technical and operating characteristics of stations providing this service in order to avoid harmful interference between them.

AUS/29/2

MOD 474

~~In the Federal Republic of Germany, Belgium, Spain, France, Iceland, Italy, Norway, the Netherlands, the United Kingdom, Sweden and Yugoslavia,~~ the frequency 518 kHz ~~is~~ may be used on an experimental basis for the transmission by coast stations for transmission of meteorological and navigational warnings to ships, by means of narrow-band direct printing telegraphy.

J/26/3

ADD .499A The frequency 2170.5 kHz is the international calling frequency for radiotelephony.

G/18/4

(MOD) 500

The carrier frequency 2182 kHz is the international distress and calling frequency for radiotelephony. The conditions for the use of the band 2173.5-2190.5 kHz are prescribed in Articles 38 and 60.

J/26/4 MOD 500 The frequency 2182 kHz is the international distress and calling frequency for radiotelephony. The frequency 2186.5 kHz is the international distress frequency for digital selective calling. The frequency 2189.5 kHz is the international distress frequency for narrow-band direct-printing telegraphy. The conditions for the use of the band 2173.5 - 2190.5 kHz are prescribed in Articles 38 and 60.

HOL/11/7 ADD 500A The frequencies 2 182 kHz, 2 186 kHz and 2 187 kHz will be used in the FGMDSS. The conditions for their use are laid down in Article 38.

G/18/5 (MOD) 501 The carrier frequencies 2182 kHz, 3023 kHz, 5680 kHz and 8364 kHz, and the frequencies 121.5 MHz space vehicles.
The same the frequency.

J/26/5 ADD 501A The frequency 2191 kHz is the international common working frequency for radiotelephony.

CAN/9/4 MOD 517 The use of the band 4 000 - 4 063 kHz by the maritime mobile service is limited to ship stations using radiotelephony (see No. ~~4373~~ 4374). However, administrations may designate frequencies for use by coast stations using radiotelephony with a peak envelope power not to exceed 1 kW on the condition that harmful interference is not caused to stations of the fixed service (see No. 4212B).

USA/19/4 MOD 517 The use of the band 4000-4063 kHz by the maritime mobile service is limited to ship stations using radiotelephony (see No. 4373 4374). However, administrations may designate frequencies for use by coast stations using radiotelephony with a peak envelope power not to exceed 1.5 kW on condition that harmful interference is not caused to stations of the fixed service.

J/26/6 NOC 517

CAN/9/6 ADD 519A The bands 4 123 - 4 128, 6 215 - 6 220, 8 255 - 8 260, 12 390 - 12 395 and 16 520 - 16 525 are designated for distress and safety. The conditions of use of these bands are prescribed in Article 38.

G/18/6 ADD 519A The conditions for the use of the band 4123-4128 kHz are prescribed in Article 38.

J/26/8 SUP 520

CAN/9/7 MOD 520 For the use of the carrier frequency ~~4 125~~ 4 124 kHz ~~in the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, see~~ No. 2982.

HOL/11/9 MOD 520 For the use of the carrier frequency ~~4 125 kHz~~ 4 126 kHz in the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, see No. 2982.

G/18/7 MOD 520 For the use of the carrier frequency ~~4 125~~ 4 124 kHz in the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, see No 2982.

USA/19/5 MOD 520 For the use of the carrier frequency 4125 kHz ~~in the zone of Regions 1 and 2 south of latitude 15 degrees N, including Mexico, and in the zone of Region 3 south of latitude 25 degrees N for~~ distress and safety purposes see Nos. 2982, 2982A and 2982B.

AUS/29/3 MOD 520 For the use of the carrier frequency 4125 kHz ~~in the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, for distress and safety~~ purposes, see No. 2982.

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- HOL/11/10 ADD 520A The frequencies 4 126 kHz, 4 129.7 kHz and
4 130.2 kHz will be used in the FGMDSS.
The conditions for their use are laid down in Article 38.
- J/26/9 ADD 520A The carrier frequencies 4125 kHz, 6215.5kHz, 8257 kHz,
12392 kHz, 16522 kHz and 22062 kHz are the international distress
frequencies for radiotelephony. The conditions for the use of
these frequencies are prescribed in Article 38.
- J/26/10 ADD 520B The frequencies 4187.6 kHz, 6281.4 kHz, 8375.2 kHz,
12562.3 kHz, 16749.9 kHz and 22248 kHz are the international
distress frequencies for digital selective calling. The conditions
for the use of these frequencies are prescribed in Article 38.
-
- G/18/8 ADD 522A The conditions for the use of the band
6215-6220 kHz are prescribed in Article 38.
-
- J/26/12 SUP 523
- CAN/9/9 MOD 523 For the use of the carrier frequency ~~6 215.5~~
6 216 kHz in the zone of Region 3 south of latitude 25° N, see
No. 2986.
- HOL/11/12 MOD 523 For the use of the carrier frequency ~~6 215.5 kHz~~
6 215 kHz in the zone of Region 3 south of the latitude
25° N, see No. 2986.
- G/18/9 MOD 523 For the use of the carrier frequency ~~6215.5~~
6216 kHz in the zone of Region 3 south of latitude 25°N,
see No 2986.
- USA/19/6 MOD 523 For the use of the carrier frequency ~~6215.5 kHz in the zone of~~
~~Region 3 south of latitude 25 degrees N~~ for distress and safety
purposes see Nos. 2986 and 2986A.
- AUS/29/4 MOD 523 For the use of the carrier frequency
~~6215.5 kHz in the zone of Region 3 south~~
~~of latitude 25° N~~, for distress and
safety purposes, see 2986.
-

HOL/11/13 ADD 523A The frequencies 6 215 kHz, 6 218.7 kHz and 6 219.2 kHz will be used in the FGMDSS. The conditions for their use are laid down in Article 38.

HOL/11/15 ADD 529A The frequencies 8 258 kHz, 8 261.7 kHz and 8 262.2 kHz will be used in the FGMDSS. The conditions for their use are laid down in Article 38.

G/18/10 ADD 529A The conditions for the use of the band 8256-8261 kHz are prescribed in Article 38.

J/26/14 ADD 529A The use of the band 8100 - 8195 kHz by the maritime mobile service is limited to ship stations using radiotelephony.

HOL/11/17 ADD 532A The frequencies 12 399 kHz, 12 402.7 kHz and 12 403.2 kHz will be used in the FGMDSS. The conditions for their use are laid down in Article 38.

G/18/11 ADD 532A The conditions for the use of the band 12392-12397 kHz are prescribed in Article 38.

HOL/11/19 ADD 536A The frequencies 16 529 kHz, 16 532.7 kHz and 16 533.2 kHz will be used in the FGMDSS. The conditions for their use are laid down in Article 38.

G/18/12 ADD 536A The conditions for the use of the band 16522-16527 kHz are prescribed in Article 38.

USA/19/7 MOD 592 The bands 121.45-121.55 MHz and 242.95-243.05 MHz are also allocated to mobile-satellite service for the reception on board satellites of emissions from emergency position-indicating radiobeacons transmitting at 121.5 MHz and 243 MHz. See Nos. 3259 and 3267.

HOL/11/20 MOD 593

In the band 117.975 - 136 MHz, the frequency 121.5 MHz is the aeronautical emergency frequency and where required the frequency 123.1 MHz is the aeronautical frequency auxiliary to 121.5 MHz.

Mobile stations of the maritime mobile service may communicate on these frequencies under the conditions laid down in Article 38 for safety purposes with stations of the aeronautical mobile service.

J/26/18 MOD 593 In the band 117.975 - ~~136~~ 137MHz, the frequency 121.5MHz is the aeronautical emergency frequency and where required the frequency 123.1MHz is the aeronautical frequency auxiliary to 121.5MHz. Mobile stations of the maritime mobile service may communicate ~~on these frequencies--for safety purposes,~~ in accordance with No. 2991, on the frequency 121.5MHz for distress and urgency purposes, and on the frequency 123.1MHz for coordinated search and rescue operations, with stations of the aeronautical mobile service.

NZL/25/2 ADD 594A Additional allocation: In New Zealand, the band 130-136 MHz is also allocated to the aeronautical mobile (OR) service on a primary basis.

G/18/13 MOD 613

The frequency 156.8 MHz is the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service. The conditions for the use of ~~this frequency~~ the band 156.7625-156.8375 MHz are ~~contained~~ prescribed in Article 38.

In the bands Article 60).

Any use of radiocommunication service.

However, the existing agreements.

E/28/4 MOD 613 The frequency 156.8 MHz is the international distress, urgency, safety and calling frequency for the maritime mobile VHF radiotelephone service. The conditions for the use of this frequency are contained in Article 38.

In the bands...

HOL/11/22 ADD 613A The frequencies 156.775 MHz, 156.8 MHz and 156.825 MHz will be used in the FGMDSS. The conditions for their use are laid down in Article 38.

F/10/3 MOD 649 The band 406 - 406.1 MHz is reserved solely for the use and development of low-power ~~(not-to-exceed-5-W)~~ satellite emergency position-indicating radiobeacon (EPIRB) systems using space techniques.

G/18/14 MOD 649 The band 406-406.1 MHz is reserved solely for the use and development of low-power (not to exceed 5W) emergency position-indicating radiobeacon (EPIRB) systems using space techniques (see also No 2997A).

USA/19/8 MOD 649 The use of the band 406-406.1 MHz ~~is reserved solely for the use and development of~~ by the mobile-satellite service is limited to low-power ~~(not to exceed 5 W)~~ satellite emergency position-indicating radiobeacon (EPIRB) systems stations. ~~using space techniques.~~

S/14/2 ADD 706A
NOR/15/2
DNK/22/1

Frequencies to be assigned to stations of an automated UHF maritime radiocommunication system, including public correspondence, shall be chosen in the bands 895-907 MHz (mobile stations transmit) and 940-952 MHz (land stations transmit).

ART. 8

G/18/15 MOD 728

The use of the band 1544-1545 MHz (space-to-Earth) and 1645.5-1646.5 MHz (Earth-to-space) by the mobile-satellite service is limited to distress and safety operations (see also No 2998A).

D/20/3 MOD 728

The use of the bands 1 544 - 1 545 MHz (space-to-Earth) and 1 645.5 - 1 646.5 MHz (Earth-to-space) by the mobile-satellite service is limited to distress and safety operations. The use of the band 1 544 - 1 544.9 MHz is limited to transmissions from space stations to mobile earth stations.

F/10/3A NOC 728

USA/19/10 NOC 772

USA/19/11 NOC 823

USA/19/12 ADD 823A The use of the band 9225-9280 MHz in the maritime radionavigation service is limited to ship radars.

USA/19/13 ADD 823B In the band 9280-9300 MHz in the maritime radionavigation service, the use of swept frequency RACON's and ship radar transmitters is not permitted.

J/26/21 ADD 825A The band 9320 - 9500 MHz may also be used for survival radar transponders.

ARTICLE 9

**Special Rules for the Assignment and
Use of Frequencies**

J/26/22 ADD 958A ba) coast earth stations may communicate with each other under the conditions defined in Nos. 420 to 423.

J/26/23 MOD 959 (2) However, in circumstances involving the safety of life, or the safety of a ship or aircraft, a land station or coast earth station may communicate with fixed stations or land stations of another category or earth stations.

CHAPTER IV

**Coordination, Notification and Registration of Frequencies.
International Frequency Registration Board**

ARTICLE 12

**Notification and Recording in the Master
International Frequency
Register of Frequency Assignments¹ to Terrestrial
Radiocommunication Stations^{2,3}****Sub-Section IIB. Procedure to Be Followed for Coast Radiotelephone
Stations Operating in the Bands Allocated Exclusively to
the Maritime Mobile Service Between 4 000 kHz and 23 000 kHz**

URS/17/3	ADD	1317A	aA) in order to determine whether the notified assignment corresponds to an assignment to a frequency in Appendix 16;
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URS/17/4	MOD	1319	(3) Any frequency assignment for which the finding is favourable with respect to Nos. 1317, <u>1317A</u> and 1318 shall be recorded in the Master Register (see also No. 1314). The date to be entered in Column 2a shall be that determined according to the relevant provisions of Section III of this Article.
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URS/17/5	MOD	1320	(4) Any frequency assignment for which the finding is unfavourable with respect to Nos. 1317 and <u>1317A</u> shall be examined with respect to Nos. 1267 and 1268. The date to be entered in Column 2b shall be determined according to the relevant provisions Section III of this Article.
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URS/17/6	MOD	1321	(5) In the case of a notice which has received a favourable finding with respect to Nos. 1317 and <u>1317A</u> but unfavourable with respect to No. 1318, the Board shall examine this notice with respect to the probability of harmful interference to the service rendered by a <u>coast</u> radiotelephone <u>coast</u> station for which a frequency assignment :
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AUS/29/5

MOD 1321 In the case of a notice which has received a favourable finding with respect to No. 1317 but unfavourable with respect to No. 1318, the Board shall ensure that the provisions of Article 16 have been met and then examine this notice with respect to the probability of harmful interference to the service rendered by a radiotelephone coast station for which a frequency assignment :

URS/17/7

ADD

1328A

aA) in order to determine whether the notified assignment corresponds to an assignment to a frequency in Appendix 16;

URS/17/8

MOD

1330

(3) Any frequency assignment for reception by a coast radio-telephone station for which the finding is favourable with respect to Nos. 1328, 1328A and 1329 shall be recorded in the Master Register. The date to be entered in Column 2a shall be that determined according to the relevant provisions of Section III of this Article.

URS/17/9

MOD

1331

(4) Any frequency assignment for reception by a coast radio-telephone station for which the finding is unfavourable with respect to Nos. 1328 and 1328A shall be examined with respect to Nos. 1267 and 1268. The date to be entered in Column 2b shall be that determined according to the relevant provisions of Section III of this Article.

URS/17/10

MOD

1332

(5) Any assignment of a frequency for reception by a coast radiotelephone station which has received a favourable finding with respect to Nos. 1328 and 1328A but unfavourable with respect to No. 1329 shall be recorded in the Master Register. The date to be entered in Column 2b shall be that determined according to the relevant provisions of Section III of this Article.

Sub-Section IIC. Procedure to Be Followed for Aeronautical
Stations Operating in the Bands Allocated Exclusively to the
Aeronautical Mobile Services Between 2 850 kHz and 22 000 kHz

AUS/29/6

MOD 1342 All frequency assignments referred to in
No. 1333 with the exception of those
notices which are returned to
administrations under the provisions of
No. 1268 shall be recorded in the Master
Register according to the findings
reached by the Board. The date to be
entered in Column 2a or 2b shall be that
determined according to the relevant
provisions of Section III of this
Article.

CHAPTER VI

Administrative Provisions for Stations

ARTICLE 25

Identification of Stations

Section II. Allocation of International Series and Assignment of Call Signs

USA/19/14 MOD 2083

(2) As the need arises, All ship stations and ship earth stations with respect to which the provisions of Chapter XI apply and all coast stations or coast earth stations capable of communicating with such ships shall have assigned to them maritime mobile service identities in accordance with Appendix 43 /1 .

CHAPTER VIII

Provisions Relating to Groups of Services
and to Specific Services and Stations *

ARTICLE 35

Radiodetermination Service
and Radiodetermination-Satellite Service

Section IV. Radiobeacon Stations

G/18/16 MOD 2860

§ 15. (1) The protection ratio required for assignment of frequencies to maritime radiobeacons operating in the bands between 283.5 kHz and 335 kHz ~~to~~ shall be based on the radiated power being kept to the minimum value necessary to give the desired field strength at the service range and the need to provide adequate geographical separation between radiobeacons operating on the same frequency and at the same time, to avoid harmful interference.

G/18/17 NOC 2861-2864 inclusive

D/20/95-98

G/18/18 SUP 2865

F/10/4 MOD 2865

(6) In Region 1, for maritime radiobeacons in these bands, the assignment of frequencies is based on a maximum separation of 2.3 kHz between adjacent frequencies ~~used for class-A2A emissions.~~ The frequencies assigned to maritime radiobeacons shall be integral multiples of 100 Hz.

D/20/99 MOD 2865

~~(6) In-Region-1, for-maritime-radiobeacons-in-these-bands, the assignment-of-frequencies-is-based-on-a-separation-of-2.3-kHz-between adjacent-frequencies-used-for-class-A2A-emissions. The assignment of frequencies to maritime radiobeacons shall be based on the use of multiples of 100 Hz. The separation between adjacent carrier frequencies shall be based on relevant CCIR Recommendations.~~

G/18/19 ADD 2865A

(6A) The assignment of frequencies to maritime radiobeacons shall be based on the use of multiples of 100 Hz. The separation between adjacent carrier frequencies shall be sufficient to prevent harmful interference being caused by one radiobeacon to the service provided by another in the same geographical area.

F/10/5 SUP 2866
G/19/20
D/20/100

CHAPTER IX

Distress and Safety Communications

CAN/9/13 MOD (title) ~~Distress and Safety~~ Service Communications

E/28/5

AUS/29/7

MOD (title)

Distress, Emergency and Safety Communications.

ARTICLE 37

General Provisions

CAN/9/14 MOD 2930 The procedure specified in this Chapter is obligatory in the maritime mobile service and for communications between aircraft stations and stations of the maritime mobile service. The provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of special arrangements the procedures agreed between governments concerned for safety service communications as contained in the Annexes to the Convention on International Civil Aviation.

AUS/29/8 MOD 2930 The procedure specified in this Chapter is obligatory in the maritime mobile service and for communications between aircraft stations and stations of the maritime mobile service. The provisions of this Chapter are also applicable to the aeronautical mobile and the aeronautical mobile-satellite service except in the case of special arrangements between the governments concerned.

HOL/11/22A NOC 2930 and 2931
G/18/21

CAN/9/15 SUP 2932

HOL/11/23 MOD 2932

§ 3. (1) No provision of these Regulations prevents the use by a mobile station or ~~ship~~ mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

G/18/22 MOD 2932
D/20/8
J/26/24

§ 3. (1) No provision of these Regulations prevents the use by a mobile station or ~~ship~~ mobile earth station in distress of any means at its disposal to attract attention, make known its position and obtain help.

USA/19/15 MOD 2932
AUS/29/9

§3. (1) No provision of these Regulations prevents the use by a mobile station or ship earth station or aircraft earth station in distress or emergency of any means at its disposal to attract attention, make known its position, and obtain help.

ART. 37

CAN/9/16 SUP 2933

J/26/25 MOD 2933 (2) No provision of these Regulations prevents the use by stations on board aircraft or ships engaged in search and rescue operations, in exceptional circumstances, of any means at their disposal to assist a mobile station or mobile earth station in distress.

CAN/9/17 SUP 2934

J/26/26 MOD 2934 (3) No provision of these Regulations prevents the use by a land station or coast earth station, in exceptional circumstances, of any means at its disposal to assist a mobile station or mobile earth station in distress (see also No. 959).

G/18/23 NOC 2933-2934 inclusive

HOL/11/24 NOC 2933 - 2935 inclusive

G/18/24 ADD 2934A (3A) No provision in these Regulations shall permit the radiation of an alarm signal or distress alert other than by a station for distress purposes.

USA/19/16 ADD 2934A §3A. When normal communication facilities are unsuitable or inadequate, as an exception to the Radio Regulations, coast earth stations located at Rescue Coordination Centers /1 may communicate with other stations of the same category using bands allocated to the maritime mobile-satellite service, for distress and safety purposes only.

USA/19/17 ADD 2934A.1 /1 The term "Rescue Coordination Center" refers to a facility designated by competent national authority to perform rescue coordination functions consistent with the International Convention on Maritime Search and Rescue (1979).

G/18/25 NOC 2935

HOL/11/25 MOD 2936
D/20/9

a) by radiotelegraphy, when using morse, shall not in general exceed a speed of sixteen words a minute;

G/18/25 NOC 2936

HOL/11/26 NOC 2937
G/18/25

G/18/26
USA/19/18

ADD 2937A

§ 4A. Distress, urgency and safety transmissions may also be made using digital selective calling techniques, satellite techniques and/or narrow-band direct-printing telegraphy, in accordance with the provisions of Nos 2944-2949.

J/26/27

ADD 2937A §4A(1) In case of distress, urgency and safety communications by single-sideband radiotelephony on international distress frequencies between 1606.5 kHz (1605 kHz Region 2) and 27000 kHz, the class of emission to be used shall be J3E. For the class of emission to be used on the frequency 2182 kHz, see also No. 2973.

J/26/28

ADD 2937B (2) Digital selective calling system shall be in full conformity with the relevant CCIR Recommendations (see No. 4681).

J/26/29

ADD 2937C (3) Narrow-band direct-printing telegraphy shall be operated in consideration of the relevant CCIR Recommendations. Administrations, where necessary, may authorize the use of other types of narrow-band direct-printing telegraphy, taking the foregoing provision into consideration to the maximum extent.

HOL/11/26 NOC 2938
G/18/27

NZL/25/3 MOD 2939 6. (1) The International Convention for the Safety of Life at Sea prescribes which ships and which of their survival craft shall be fitted with radio equipment and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be complied with by such installations. Other ships not covered by the above Convention may be required by individual administrations to be fitted with radio equipment or may be voluntarily fitted.

HOL/11/26 NOC 2939
G/18/27

CAN/9/18 MOD 2940 The Annexes to the Convention on International
AUS/29/10 Civil Aviation state which aircraft should be fitted with radio equipment and which aircraft should carry portable survival radio equipment ~~for use in survival craft~~. They state also the requirements which should be complied with by such installations.

G/18/28 MOD 2940 (2) The Annexes to the Convention on Inter-
USA/19/19 national Civil Aviation state which aircraft should be fitted with radio equipment and which aircraft should carry portable survival radio equipment ~~for use in survival craft~~. They state also the requirements which should be complied with by such installations.

HOL/11/26 NOC 2940

HOL/11/26 NOC 2941
G/18/29

HOL/11/27 SUP 2942
AUS/29/11

G/18/30 MOD 2942

§ 8. Mobile stations of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall be made on the frequencies authorised, and under the conditions specified, in Section I of Article 38 (see also No 2932).

USA/19/20 (MOD) 2942

§8. Mobile stations /1 of the maritime mobile service may communicate for safety purposes, with stations of the aeronautical mobile service.

USA/19/21 ADD 2942.1

/1 Mobile stations communicating with the stations of the aeronautical mobile (R) service in bands allocated to the aeronautical mobile (R) service shall conform to the provisions of these regulations which relate to that service and as appropriate any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.

CAN/9/19 ADD 2942A

Mobile stations of the aeronautical mobile service may communicate, for safety purposes, with stations of the maritime mobile service.

HOL/11/28 MOD 2943

§ 9. Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service shall be capable of transmitting preferably class A2A or H2A and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2 182 kHz, transmitting class A3E, H3E or J3E and receiving class A3E, H3E or J3E emissions, or on the frequency 156.8 MHz transmitting and receiving class G3E emissions.

USA/19/22 MOD 2943

§ 9. Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service, shall be capable of transmitting preferably class A2A, or H2A and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2182 kHz, transmitting class ~~A3E~~ J3E or H3E and receiving Class A3E, J3E and H3E emissions /1, or on the carrier frequency 4125 kHz, transmitting class J3E and receiving class J3E emission, or on the frequency 156.8 MHz transmitting and receiving class G3E emissions. However, after 1 February 1990, only class J3E emission shall be used on the carrier frequency 2182 kHz.

USA/19/23 ADD 2943.1

/1 As an exception, the requirement to receive class A3E emissions on the carrier frequency 2182 kHz may be made optional when permitted by national regulations.

AUS/29/12 MOD 2943

Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service shall be capable of ~~transmitting preferably class A2A or H2A and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2182 kHz, transmitting class A3E or H3E and receiving class A3E and H3E emissions, or on the frequency 156.8 MHz transmitting and receiving class G3E emissions~~ transmitting and receiving on the frequency 500 kHz or 2182 kHz or 156.8 MHz. The class of emission shall be in accordance with the relevant provisions for the use of these frequencies in Article 38.

G/18/31 NOC 2943

HOL/11/29 ADD 2943A

§ 10. The frequency provisions made in Section I of Article 38 for the Future Global Maritime Distress and Safety System (FGMDSS), shall, except if otherwise specified, be used only in connection with the development and gradual introduction of the FGMDSS, and shall be subject to the provisions of Nos. 2943B - 2943E.

HOL/11/30 ADD 2943B § 11. Until the date of the full implementation of the FGMSS, to be fixed by a future administrative radio conference:

HOL/11/31 ADD 2943C a) Particular care shall be taken to ensure that there is no harmful interference from any element of the FGMSS to the existing system of distress and safety communications.

HOL/11/32 ADD 2943D b) Operators of stations participating in the FGMSS should bear in mind that the FGMSS has not yet been fully implemented and that the use of the existing system may be necessary for distress and safety purposes.

HOL/11/33 ADD 2943E c) The frequencies identified in Section I of Article 38 for distress and safety alerting by digital selective calling may additionally be used for the transmission of test calls only to the extent necessary to facilitate the development and the gradual introduction of the FGMSS by IMCO.

G/18/32 ADD 2944 § 9A. The provisions of No 2937A, and the frequency provisions made in Section I of Article 38 for the Future Global Maritime Distress and Safety System (FGMSS), shall, except as otherwise specified, be used only in connection with the testing, development and progressive introduction of the FGMSS under the auspices of the Inter-Governmental Maritime Consultative Organisation (IMCO), and be subject to the provisions of Nos 2945-2949.

USA/19/24 ADD 2944 §10. (1) Stations in the Maritime Mobile and Maritime Mobile Satellite Services conducting distress and safety communications in connection with the future global maritime distress and safety system (FGMSS) should use appropriate frequencies provided for by Article 38. See Resolution [A].

G/18/33 ADD 2945 § 9B. Until a future World Administrative Radio Conference has made full provision for the normal operational use of the FGMSS¹:

G/18/34 ADD 2945.1 ¹ See Resolution UK/1.

USA/19/25 ADD 2945 (2) Such stations are permitted to utilize special supplementary procedures not specifically provided in these regulations, provided that:

G/18/35 ADD 2946
USA/19/26

a) all provisions of the Radio Regulations pertaining to the present distress, urgency and safety communications shall be maintained;

G/18/36 ADD 2947

b) particular care shall be taken to ensure that there is no harmful interference from any element of the FGMDSS to distress, urgency and safety communications operating in accordance with the Radio Regulations;

USA/19/27 ADD 2947

b) particular care shall be taken to ensure that harmful interference is not caused to distress, urgency and safety communications conducted in accordance with the Radio Regulations.

G/18/37 ADD 2948

c) operators of stations participating in the FGMDSS should, if using the system for distress, urgency or safety purposes, recognise that the reversion to the other distress, urgency and safety arrangements provided for in these Regulations may be necessary;

G/18/38 ADD 2949

d) the frequencies identified in Section I of Article 38 for use in connection with the FGMDSS may additionally be used for test transmissions only to the extent necessary to facilitate the testing, development and progressive introduction of that system.

ARTICLE 38

Frequencies for Distress and Safety

Netherlands (Doc. No. 11) :

Attention is drawn to the proposed rearrangement of the provisions in Sections I and II of Article 38 into one Section in order to improve the general lay out and readability of this Article.

United Kingdom (Doc. No. 18):

The United Kingdom proposals include an editorial re-arrangement of Article 38 (N35). In view of the greater number of frequencies which will now need to be specified in Article 38 (N35), it was considered desirable to combine Section I (Availability of Frequencies) into a new Section entitled "Availability and Protection of Frequencies", thus facilitating easier reference to the availability of frequencies and the conditions of their use and protection. The exiting Section III is consequently re-numbered as Section II.

Note by the General Secretariat:

This document sets out the two Administrations' proposals in the numerical order of the current provisions of the Radio Regulations to which they relate. The following tables, which follow the same order, contain the references to the pages of the various documents where the proposals appear in the order in which they were originally submitted.

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CAN/9/20 MOD (title) **Frequencies for ~~Distress~~ and Safety Service**
Communications

HOL/11/34 MOD **Frequencies for Distress, Urgency and Safety**

E/28/6 MOD (title Frequencies for Distress, Urgency and Safety
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AUS/29/13 MOD (title) **Frequencies for Distress, Emergency**
(Art. 38) and Safety

Section I. Availability of Frequencies

HOL/11/35 MOD **Section I. Availability and Protection of Frequencies**

G/18/39 MOD (title) **Section I. Availability and Protection of Frequencies**

G/18/46 ADD 2965 **§ 14A. The frequencies identified in this Section
for use in connection with the FGMSS may be used only
in accordance with the provisions of Nos 2944-2949.**

G/18/47 ADD 2966

§ 14B. (1) Before transmitting on any of the frequencies 500 kHz, 2182 kHz, 4124 kHz, 6216 kHz, 8257 kHz, 12393 kHz, 16523 kHz and 156.8 MHz, a station shall listen on the frequency concerned for a reasonable period to make sure that no distress traffic is being sent (see No 4915).

G/18/48 ADD 2967

(2) The provisions of No 2966 do not apply to stations in distress.

G/18/49 ADD 2968

(3) In order to facilitate the reception of distress calls and distress traffic, all transmissions on the frequencies 500 kHz, 2182 kHz and 156.8 MHz shall be kept to a minimum, and shall not exceed one minute.

G/18/50 (MOD) 2969

~~A~~ B. Bands Between 415 kHz and ~~500~~ 535 kHz

D/20/10 ADD 2968

A. 491 kHz

D/20/11 ADD 2968A

The frequency 491 kHz is an internationally dedicated frequency for use in the Future Global Maritime Distress and Safety System for alerting in the direction land to mobile station. This frequency may also be used for the announcement of urgency messages. On this frequency only digital selective calling techniques shall be used.

DNK/22/2 ADD 2969A

The frequency 491 kHz is the dedicated international frequency for use by coast stations for alerting ships for distress and safety purposes in the Future Global Maritime Distress and Safety System.

On this frequency only digital selective calling techniques shall be used.

FNL/23/2 ADD 2969A

The frequency 491 kHz is the dedicated international frequency for use by coast stations for alerting ships for distress and safety purposes in the Future Global Maritime Distress and Safety System.

On this frequency only digital selective calling techniques shall be used.

- G/18/51 ADD 2969A B1. 494 kHz
- G/18/52 ADD 2969B § 14C. (1) The frequency 494 kHz is the dedicated international frequency for use by coast stations for alerting ships for distress and safety purposes by digital selective calling techniques in connection with the FGMDSS (see No 2965).
- G/18/53 ADD 2969C (2) Apart from the transmissions authorised under No 2969B on 494 kHz, all transmissions by stations of the maritime mobile service on the frequencies between 492 kHz and 495 kHz and between 505 kHz and 508 kHz are forbidden.

HOL/11/46 (MOD) 2969 ~~A~~ B. 500 kHz
 D/20/12

G/18/54 ADD 2969D B2. 500 kHz

CAN/9/21 MOD 2970 The frequency 500 kHz is the international distress frequency for radiotelegraphy (see also No. 472); it shall be used for this purpose by ship, aircraft and survival craft stations using frequencies in the bands between 405 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236). The class of emission to be used for radiotelegraphy on the frequency 500 kHz for distress and safety purposes shall be A2A or H2A (see also No. 3042).

HOL/11/47 MOD 2970 § 10 + (1) The frequency 500 kHz is the international distress frequency for morse radiotelegraphy (see also No. 472); it shall be used for this purpose by ship stations, aircraft stations if so equipped, and survival craft stations using frequencies in the bands between ~~405~~ 415 and ~~525~~ 526.5 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236).
Reason: The word morse is added in order to clarify the term radiotelegraphy (see also MOD 2936). The words "if so equipped" are added because most aircraft are not equipped for radiotelegraphy nor have equipment capable of operating on 500 kHz.

G/18/55 MOD 2970

§ 1. (1) The frequency 500 kHz is the international distress frequency for radiotelegraphy (see also No 472); it shall be used for this purpose by ship, aircraft and survival craft stations using frequencies in the bands between ~~495~~ 415 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No 4236).

AUS/29/14

MOD 2970

The frequency 500 kHz is the international distress frequency used for radiotelegraphy (see also No. 472); it shall be used for this purpose by ship stations, aircraft stations so equipped and survival craft stations using frequencies in the bands between 405 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236). The class of emission to be used for radiotelegraphy on the frequency 500 kHz shall be A2A or H2A.

HOL/11/48 ADD 2970A

(2) The frequency 500 kHz is also an internationally designated frequency for use in the FGMDS for alerting in the land-to-mobile station direction. This frequency may also be used for the announcement of urgency messages. On this frequency when employed for FGMDS purposes only digital selective calling techniques shall be used (see No. 3016A).

F/10/6 ADD 2971A AA. 509 kHz

F/10/7 ADD 2971B The frequency 509 kHz is the international frequency used by coast stations to transmit distress and safety calls to ships by means of digital selective calling. Digital selective calling techniques shall only be used on this frequency.

HOL/11/54 ADD 2970B C. 518 kHz

HOL/11/55 ADD 2970C § 11. The frequency 518 kHz is the internationally dedicated frequency for the transmission of meteorological and navigational warnings by coast stations using narrow-band direct-printing techniques. .

G/18/60 ADD 2970A B3. 518 kHz

G/18/61 ADD 2970B § 15A (1) The frequency 518 kHz is the dedicated international frequency for the transmission of navigational and meteorological warnings by coast stations using narrow-band direct-printing telegraphy.

G/18/62 ADD 2970C (2) Apart from the transmissions authorised under No 2970B on 518 kHz, all transmissions by stations of the maritime mobile service on the frequencies between 517.5 kHz and 518.5 kHz are forbidden.

URS/17/13 ADD 2971B B. 518 kHz

URS/17/14 ADD 2971C § 1a. The frequency 518 kHz is the international frequency for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy (class of emission F1B).
(cf. also Nos. 474, 2978, 3339 - 3341.)

D/20/13 ADD 2971A C. 518 kHz

D/20/14 ADD 2971B The frequency 518 kHz is the internationally dedicated frequency for the transmission of navigational and meteorological warnings by coast stations using narrow-band direct-printing techniques.

CAN/9/22 SUP 2971
HOL/11/56
G/18/63

URS/17/12 ADD 2971A (2A) In the 490 - 492 and 508 - 510 kHz bands, ship and coast stations may use the working frequencies indicated in Nos. 4682A - 4682C for digital selective calling transmissions under the conditions laid down in Chapter XI and Appendix 39A.

G/18/64 ADD 2971A C. Bands Between 1606.5 kHz and 4000 kHz

F/10/8 ADD 2971C AB. 2 177.3 kHz

F/10/9 ADD 2971D The carrier frequency 2177.3 kHz is an international frequency reserved for distress and safety traffic by narrow-band direct-printing telegraphy.

G/18/65 ADD 2971B C1. 2181.5 kHz

G/18/66 ADD 2971C § 15B. (1) The frequency 2181.5 kHz is the dedicated international frequency for distress and safety traffic by narrow-band direct-printing telegraphy in connection with the FGMDS (see No 2965).

G/18/67 ADD 2971D (2) Until the terms of Resolution 200 have been met and implemented (see also Recommendation UK/1), the frequency 2181.5 kHz shall be used by the FGMDS only on the condition that harmful interference is not caused to the reception of class A3E emissions on 2182 kHz (see Nos 4127 and 4130 concerning the use of class A3E emission by apparatus provided solely for distress, urgency and safety purposes).

ART. 38

HOL/11/57 (MOD) 2972

~~B.~~ D. 2 182 kHz

D/20/15 (MOD) 2972

B- D. 2 182 kHz

G/18/68 (MOD) 2972

~~B.~~ C2. 2182 kHz

J/26/30 MOD 2972

B. 2182 kHz, 2186.5 kHz and 2189.5 kHz

HOL/11/58 MOD 2973

§ ~~2.~~ 12. (1) The frequency 2 182 kHz¹ is the international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship stations, aircraft stations if so equipped, and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between ~~1 605~~ 1 606.5 kHz and 4 000 kHz when requesting assistance from the maritime services.

It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2 182 kHz. The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be A3E, H3E (see No. 4127). Class of emission J3E may also be used. The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265).

G/18/69 MOD 2973

§ 2. (1) The frequency 2182 kHz¹ is the international distress frequency for radiotelephony (see also Nos 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorised bands between ~~1605~~ 1606.5 kHz and 4000 kHz when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2182 kHz. The class of emission to be used for radiotelephony on the frequency 2182 kHz shall be ~~A3E or H3E~~ (see No 4127)². ~~The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No 3265).~~

G/18/70 NOC 2973.1

G/18/71 ADD 2973.2

² Class A3E emission may continue to be used by apparatus provided solely for distress, urgency and safety purposes until a date to be set by a competent World Administrative Radio Conference (see Recommendation UK/1).

USA/19/28 MOD 2973

§2. (1) The frequency 2182 kHz ¹/₄ is the international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between 1605 kHz and 4000 kHz when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted where practicable, on a working frequency after preliminary announcement on 2182 kHz. The class of emission to be used for radiotelephony on the frequency 2182 kHz shall be J3E A3E or H3E, in order of preference /1A (see No. 4127) ¹/₇; however, after 1 February 1990, only class of emission J3E shall be used. The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265). See Resolution [E].

USA/19/29 SUP 2973.1

USA/19/30 ADD 2973.1A

/1A Class of emission A3E is permitted for such apparatus as is referred to in No. 4130.

NZL/25/5 MOD 2973

2. (1) The frequency 2182 kHz is the international distress frequency for radiotelephony; The class of emission to be used for radiotelephony on the frequency 2182 kHz shall be A3E or H3E or J3E (see No. 4127). The class of emission to be used by emergency position-indicating radio beacons shall be as specified in Appendix 37 (see also No. 3265).

NZL/25/6 MOD 2973.1

Where administrations provide at their coast stations a watch on 2182 kHz for receiving class R3E ~~and J3E~~ emissions, ships, aircraft and survival craft stations ~~beyond the A3E or H3E communication range of such coast stations may call them for safety purposes using class R3E or J3E emissions may use class J3E emissions. The procedure shall only be used when calling by the use of class A3E and H3E emissions has not been successful~~

J/26/31 MOD 2973 §2(1) The frequency 2182 kHz¹ is the international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship stations, aircraft stations so equipped and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between ~~1605 kHz~~ 1606.5 kHz (1605 kHz Region 2) and 4000 kHz when requesting assistance from the maritime services. (rest without change)

J/26/32 MOD 2973.1 1 Where administrations provide at their coast stations a watch on 2182 kHz for receiving class ~~R3E~~ and J3E emissions as well as class A3E and H3E emissions, ship stations beyond the A3E or H3E communication range of such coast stations may call them for safety purposes using class ~~R3E~~ or J3E emissions. This procedure shall only be used when calling by the use of class A3E and H3E emissions has not been successful.

E/28/7 MOD 2973 § 2. (1) The frequency 2 182 kHz^{1,2} is the international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between ~~1-605~~ 1 606.5 kHz and 4 000 kHz The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be A3E or H3E (see No. 4127). The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265).

E/28/8 ADD 2973.2 ²Class of emission A3E may still be used by equipment intended exclusively for distress, urgency and safety purposes.

AUS/29/15 MOD 2973 The frequency 2182 kHz¹ is the international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship stations, aircraft stations so equipped, and by survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorised bands between 1605 kHz and 4000 kHz when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2182 kHz. The class of emission to be used for radiotelephony on the frequency 2182 kHz shall be A3E or H3E or J3E, however after [1 January 1990] only class J3E shall be used (see No. 4127). The class of emission to be used for emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265).

AUS/29/16

SUP

2973.1

G/18/72 ADD 2973A

(1A) The carrier frequency 2182 kHz is also the designated international frequency for distress and safety traffic by radiotelephony and for homing in connection with the FGMDSS (see No 2965).

HOL/11/59 ADD 2973A

(2) The carrier frequency 2 182 kHz is also an internationally designated radiotelephone frequency in the mobile service for distress, urgency and safety traffic for use in the FGMDSS, using class of emission J3E.

Reason: This frequency is also proposed for use in the FGMDSS.

E/28/9 ADD 2973A

In the Future Global Maritime Distress and Safety System the carrier frequency 2 182 kHz shall also be the international frequency for distress and safety traffic in radiotelephony and for homing.

CAN/9/23 MOD 2974

~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, if a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency of 4-125 4 124 kHz or 4-215.5 6 216 kHz, as appropriate (see Nos. 2982, 2986 and 3054).~~

HOL/11/60 MOD 2974

(3) ~~(2)~~ In the zone of Regions 1 and 2 south of latitude 15° N including Mexico, and in the zone of Region 3 south of latitude 25° N, if a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency of ~~4-125 kHz~~ 4 126 kHz or ~~4-215.5 kHz~~ 6 215 kHz, as appropriate (see Nos. 2982, 2986 and 3054).
Reason: Consequential to the proposals for Appendix 16 (see part D).

G/18/73 MOD 2974

(2) In the zones of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, if a distress message on the carrier frequency 2182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency of ~~4425~~ 4124 kHz or ~~6245.5~~ 6216 kHz, as appropriate (see Nos 2982, 2986 and 3054).

USA/19/31 MOD 2974

NZL/25/7

AUS/28/17

~~(2) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, If a distress message on the carrier frequency 2182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by~~

D/20/16 MOD 2974

(2) In the zone of Regions 1 and 2 south of latitude 15° N including Mexico, and in the zone of Region 3 south of latitude 25° N, if a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency ~~4-125-kHz~~ 4 123 kHz or ~~6-215.5-kHz~~ 6 215 kHz, as appropriate (see Nos. 2982, 2986 and 3054).

CAN/9/24 SUP 2975

HOL/11/61

G/18/74

HOL/11/62 SUP 2976

J/26/33 MOD 2976 (4) Selective Sequential single-frequency code selective calling under the provisions of Article 62 may be used on the carrier frequency 2182 kHz in the shore-to-ship, ship-to-shore and ship-to-ship directions and on this frequency shall be confined to distress and urgency and to vital navigational warnings. In no circumstances shall such selective calling be used in place of the procedures given in Nos. 3101, 3102, 3116, 3117 and 3270.

G/18/75 NOC 2976

NZL/25/8

HOL/11/63 (MOD) 2977

(4) ~~(5)~~ Any coast station using the carrier frequency 2 182 kHz for distress purposes shall be able to transmit the radiotelephone alarm signal described in No. 3270 (see also Nos. 3277, 3278 and 3279).

G/18/76 NOC 2977

HOL/11/64 (MOD) 2978

(5) ~~(6)~~ Any coast station authorized to send navigational warnings should be able to transmit the navigational warning signal described in Nos. 3284, 3285 and 3286.

G/18/77 NOC 2978

F/10/10 ADD 2978A

BA. 2 186-3 kHz

F/10/11 ADD 2978B

The frequency 2 186.3 kHz is an international frequency reserved for distress calls transmitted by coast stations to ship stations by means of digital selective calling. This frequency may be used to announce emergency or safety messages by means of digital selective calling.

HOL/11/65 ADD 2978A

E. 2 186 kHz

HOL/11/66 ADD 2978B

§ 13. The carrier frequency 2 186 kHz is an internationally dedicated distress and safety traffic frequency for use in the FGMDS. On this frequency only narrow-band direct-printing techniques shall be used (see No. ADD 3016A).

HOL/11/67 ADD 2978C F. 2 187 kHz

HOL/11/68 ADD 2978D § 14. (1) The frequency 2 187 kHz is an internationally dedicated distress frequency for alerting for use in the FGMDSS. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).

G/18/78 ADD 2978A C3. 2185.5 kHz

G/18/79 ADD 2978B § 2A. The frequency 2185.5 kHz is the dedicated international frequency for distress and safety alerting by digital selective calling techniques in connection with the FGMDSS (see No 2965).

G/18/80 ADD 2978C C4. General

D/20/17 ADD 2978A E. 2 187.5 kHz

D/20/18 ADD 2978B The frequency 2 187.5 kHz is an internationally dedicated frequency for distress alerting for use in the FGMDSS. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.

D/20/19 ADD 2978C F. 2 188.5 kHz

D/20/20 ADD 2978D The carrier frequency 2 188.5 kHz is an internationally dedicated distress and safety traffic frequency for use in the FGMDSS. On this frequency only narrow-band direct-printing techniques shall be used.

J/26/34 ADD 2978A (6A) The frequency 2186.5 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls. It may be also used by emergency position-indicating radiobeacons.

I/26/35 ADD 2978B (6B) The frequency 2189.5 kHz is the international distress frequency for narrow-band direct-printing telegraphy; it is used for the distress, urgency and safety traffic.

HOL/11/79 (MOD) 2979 ~~e.~~ G. 3 023 kHz

G/18/91 (MOD) 2979 C₂. 3023 kHz

D/20/21 (MOD) 2979 ~~e.~~ G. 3 023 kHz

HOL/11/80 MOD 2980 § ~~3~~ 15. The aeronautical carrier (reference) frequency 3023 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of ~~Appendices 27 and~~ Appendix 27 Aer2 (see also Nos. 501 and 505).

G/18/92 MOD 2980 § 3. The aeronautical carrier (reference) frequency 3023 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of ~~Appendices 27 and~~ Appendix 27 Aer 2 (see Nos 501 and 505).

CAN/9/25 ADD 2980A CA 4123.5 kHz

CAN/9/26 ADD 2980B The frequency 4123.5 kHz is dedicated for use by ship
and coast stations for distress and safety traffic using
narrow-band direct-printing telegraphy.

G/18/93 ADD 2980A D. Bands Between 4000 kHz and 27500 kHz

G/18/94 ADD 2980B D1. 4123.5 kHz

G/18/95 ADD 2980C § 3A. The frequency 4123.5 kHz is the dedicated
international frequency for distress and safety traffic
by narrow-band direct-printing telegraphy in connection
with the FGMDSS (see No 2965).

CAN/9/27 MOD 2981 D. ~~4-125~~ 4 124 kHz

HOL/11/81 MOD 2981 ~~D. 4 125 kHz~~ H. 4 126 kHz

G/18/96 MOD 2981 D2. 4-125 4124 kHz

D/20/22 MOD 2981 ~~D. 4-125-kHz~~ H. 4 123 kHz

J/26/36 MOD 2981 D. 4125 kHz and 4187.6 kHz

J/26/37 SUP 2982

CAN/9/28 MOD 2982 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency 4 125 4 124 kHz, is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. 520). Stations using the frequency 4 125 kHz may continue to use class H3E emission until 1 January 1984.~~

HOL/11/82 MOD 2982 § 4. 16. In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency ~~4 125 kHz~~ 4 126 kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. 520). ~~Stations using the frequency 4 125 kHz may continue to use class H3E emission until 1 January 1984.~~

G/18/97 MOD 2982 § 4. (1A) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency ~~4 125 4 124 kHz~~ 4 124 kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No 520). ~~Stations using the frequency 4 125 kHz may continue to use class H3E emission until 4 February 1984.~~

USA/19/32 MOD 2982 NZL/25/9 §4. (1) ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency 4 125 kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. 520). Stations using the frequency 4 125 kHz may continue to use class H3E emission until 1 January 1984.~~

D/20/23 MOD 2982 § 4. In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency ~~4 125 kHz~~ 4 123 kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. 520). ~~Stations using the frequency 4 125 kHz may continue to use class H3E emission until 1 January 1984.~~

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AUS/29/18

MOD 2982

~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency 4125 kHz is designated to supplement the carrier frequency of 2182 kHz for distress and safety purposes and for call and reply (see also No. 520). Stations using the frequency 4125 kHz may continue to use class H3E emission until 1 January 1984. The class of emission to be used for radiotelephony on the frequency 4125 kHz shall be J3E or H3E (in order of preference), however after 1 January 1984 the class of emission shall be J3E only.~~

CAN/9/29

ADD 2982A

The carrier frequency 4 124 kHz is also designated for use by ship and coast stations for distress and safety traffic using radiotelephony.

CAN/9/30

ADD 2982B

DA. 4 127.5 kHz

CAN/9/31

ADD 2982C

The frequency 4 127.5 is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

HOL/11/83

ADD

2982A

(2) The carrier frequency 4 126 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress, urgency and safety traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings (see No. 3016A).

HOL/11/84

ADD

2982B

I. 4 129.7 kHz

HOL/11/85

ADD

2982C

§ 17. The frequency 4 129.7 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic using narrow-band direct-printing techniques (see No. 3016A).

HOL/11/86

ADD

2982D

J. 4 130.2 kHz

HOL/11/87

ADD

2982E

§ 18. The frequency 4 130.2 kHz is an internationally dedicated distress frequency for use in the FGMDSS for alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).

HOL/11/88

ADD

2982F

(2) Except for transmissions authorized on the carrier frequencies 4 126 kHz, 4 129.7 kHz and 4 130.2 kHz all transmissions on the frequencies between 4 126 kHz and 4 131 kHz are forbidden.

G/18/98 ADD 2982A (1B) The carrier frequency 4124 kHz is also the designated international frequency for distress and safety traffic by radiotelephony on a worldwide basis in connection with the FGMDSS (see No 2965).

G/18/99 ADD 2982B D3. 4127.5 kHz

G/18/100 ADD 2982C § 4A. The frequency 4127.5 kHz is the dedicated international frequency for distress and safety alerting by digital selective calling techniques in connection with the FGMDSS (see No 2965).

USA/19/33 ADD 2982A (2) The carrier frequency 4125 kHz may also be used for transmission of distress and safety traffic by coast, ship and aircraft stations using radiotelephony.

USA/19/34 ADD 2982B (3) The carrier frequency 4125 kHz may be used by aircraft stations to communicate with stations of the maritime mobile service for distress and safety purposes. (See No. 2943 and Resolution [F]).

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D/20/24 ADD 2982A The carrier frequency 4 123 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress and safety traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings.

D/20/25 ADD 2982B I. 4 126.5 kHz

D/20/26 ADD 2982C The frequency 4 126.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.

D/20/27 ADD 2982D J. 4 127.5 kHz

D/20/28 ADD 2982E The frequency 4 127.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic using narrow-band direct-printing techniques.

J/26/38 ADD 2982A §4A(1) The carrier frequency 4125 kHz is the international distress frequency for radiotelephony; it is used for the distress, urgency and safety traffic.

J/26/39 ADD 2982B (2) Notwithstanding No. 2982A, in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency 4125 kHz is designated to supplement the carrier frequency of 2182 kHz for distress and safety purposes and for call and reply.

J/26/40 ADD 2982C (3) The frequency 4187.6 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls.

HOL/11/89 (MOD) 2983 ~~E.~~ K. 5 680 kHz

G/18/101 (MOD) 2983 ~~E.~~ D4. 5680 kHz

D/20/29 (MOD) 2983 ~~E.~~ K. 5 680 kHz

HOL/11/90 MOD 2984

~~§ 5~~ 19. The aeronautical carrier (reference) frequency 5 680 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations and for communication between these stations and participating land stations, in accordance with the provisions of ~~Appendices 27 and~~ Appendix 27 Aer2 (see also Nos. 501 and 505).

G/18/102 MOD 2984

§ 5. The aeronautical carrier (reference) frequency 5680 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of ~~Appendices 27 and~~ Appendix 27 Aer 2 (see also Nos 501 and 505).

CAN/9/32

ADD 2984A

EA. 6 215.5 kHz

CAN/9/32A

ADD 2984B

The frequency 6 215.5 kHz is dedicated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

G/18/103

ADD 2984A

D5. 6215.5 kHz

G/18/104

ADD 2984B

§ 5A. The frequency 6215.5 kHz is the dedicated international frequency for distress and safety traffic by narrow-band direct-printing telegraphy in connection with the FGMDSS (see No 2965).

CAN/9/33

MOD 2985

F. ~~6-215.5-6~~ 6 216 kHz

HOL/11/91

MOD

2985

~~F. 6 215.5 kHz~~ L. 6 215 kHz

G/18/105

MOD 2985

~~F~~ D6. 6215.5 6216 kHz

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D/20/30 MOD 2985

F. --6-215.5-kHz L. 6 215 kHz

J/26/41 MOD 2985 F. 6215.5 kHz and 6281.4 kHz

J/26/42 SUP 2986

CAN/9/34 MOD 2986

~~In the zone of Region 3 south of latitude 25° N,~~
The carrier frequency ~~6-215.5~~ 6 216 kHz is designated to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply (see also No. 523). ~~Stations using the frequency 6-215.5 kHz may continue to use class H3E emission until 1 January 1984.~~

HOL/11/92 MOD 2986

D/20/31

§ ~~6~~ 20. (1) In the zone of Region 3 south of latitude 25° N, the carrier frequency ~~6-215.5 kHz~~ 6 215 kHz is designated to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply (see also No. 523). ~~Stations using the frequency 6-215.5 kHz may continue to use class H3E emission until 1 January 1984.~~

G/18/106 MOD 2986

§ 6. (1A) In the zone of Region 3 south of latitude 25° N, the carrier frequency ~~6245.5~~ 6216 kHz is designated to supplement the carrier frequency 2182 kHz for distress and safety purposes and for call and reply (see also No 523). ~~Stations using the frequency 6245.5 kHz may continue to use class H3E emission until 1 January 1984.~~

USA/19/35 MOD 2986

NZL/25/10

§6. (1) ~~In the zone of Region 3 south of latitude 25° N,~~ The carrier frequency 6215.5 kHz is designated to supplement the carrier frequency 2182 kHz for distress and safety purposes and for call and reply (see also No. 523). ~~Stations using the frequency 6215.5 kHz may continue to use class H3E emission until 1 January 1984.~~

AUS/29/19 MOD 2986

~~In the zone of Region 3 south of latitude 25° N, The carrier frequency 6215.5 kHz is designated to supplement the carrier frequency 2182 kHz for distress and safety purposes and for call and reply (see also No. 523). Stations using the frequency 6215.5 kHz may continue to use class H3E emission until 1 January 1984. The class of emission to be used for radiotelephony on the frequency 6215.5 kHz shall be J3E or H3E (in order of preference), however after 1 January 1984 the class of emission shall be J3E only.~~

CAN/9/35 ADD 2986A The carrier frequency 6 216 kHz is also designated for use by ship and coast stations for distress and safety traffic using radiotelephony.

CAN/9/36 ADD 2986B FA. 6 219.5 kHz

CAN/9/37 ADD 2986C The frequency 6 219.5 kHz is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

CAN/9/38 ADD 2986D FB. 8 255.5 kHz

CAN/9/39 ADD 2986E The frequency 8 255.5 kHz is dedicated for use by ship and coast stations for distress and safety traffic using narrow-band direct-printing telegraphy.

CAN/9/40 ADD 2986F FC. 8 256 kHz

CAN/9/41 ADD 2986G The carrier frequency 8 256 kHz is dedicated for use by ship and coast stations for distress and safety traffic using radiotelephony.

CAN/9/42 ADD 2986H FD. 8 259.5 kHz

CAN/9/43 ADD 2986I The frequency 8 259.5 kHz is dedicated for use by ship and coast stations for distress alerting using digital selective calling in accordance with the provisions of Article 62.

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HOL/11/93	ADD	2986A	(2) The carrier frequency 6 215 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress, urgency and safety traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings (see No. 3016A).
HOL/11/94	ADD	2986B	M. 6 218.7 kHz
HOL/11/95	ADD	2986C	§ 21. The frequency 6 218.7 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques (see No. 3016A).
HOL/11/96	ADD	2986D	N. 6 219.2 kHz
HOL/11/97	ADD	2986E	§ 22. (1) The frequency 6 219.2 kHz is an internationally dedicated distress frequency for use in the FGMDSS for alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).
HOL/11/98	ADD	2986F	(2) Except for transmissions authorized on the carrier frequencies 6 215 kHz, 6 218.7 kHz and 6 219.2 kHz all transmissions on the frequencies between 6 215 kHz and 6 220 kHz are forbidden.
HOL/11/99	ADD	2986G	O. 8 258 kHz
HOL/11/100	ADD	2986H	§ 23. The carrier frequency 8 258 kHz is an internationally dedicated radiotelephony frequency for use in the FGMDSS for distress traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings (see No. 3016A).
HOL/11/101	ADD	2986I	P. 8 261.7 kHz
HOL/11/102	ADD	2986J	§ 24. The frequency 8 261.7 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques (see No. 3016A).
HOL/11/103	ADD	2986K	Q. 8 262.2 kHz
HOL/11/104	ADD	2986L	§ 25. (1) The frequency 8 262.2 kHz is an internationally dedicated distress frequency for use in the FGMDSS for alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).
HOL/11/105	ADD	2986M	(2) Except for transmissions authorized on the carrier frequencies 8 258 kHz, 8 261.7 kHz and 8 262.2 kHz all transmissions on the frequencies between 8 258 kHz and 8 263 kHz are forbidden.

- G/18/107 ADD 2986A (1B) The carrier frequency 6216 kHz is also the designated international frequency for distress and safety traffic by radiotelephony on a worldwide basis in connection with the FGMDSS (see No 2965).
- G/18/108 ADD 2986B D7. 6219.5 kHz
- G/18/109 ADD 2986C § 6A. The frequency 6219.5 kHz is the dedicated international frequency for distress and safety alerting by digital selective calling in connection with the FGMDSS (see No 2965).
- G/18/110 ADD 2986D D8. 8256.5 kHz
- G/18/111 ADD 2986E § 6B. The frequency 8256.5 kHz is the dedicated international frequency for distress and safety traffic by narrow-band direct-printing telegraphy in connection with the FGMDSS (see No 2965).
- G/18/112 ADD 2986F D9. 8257 kHz
- G/18/113 ADD 2986G § 6C. The carrier frequency 8257 kHz is the dedicated international frequency for distress and safety traffic by radiotelephony in connection with the FGMDSS (see No 2965).
- G/18/114 ADD 2986H D10. 8260.5 kHz
- G/18/115 ADD 2986I § 6D. The frequency 8260.5 kHz is the dedicated international frequency for distress and safety alerting by digital selective calling in connection with the FGMDSS (see No 2965).
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- USA/19/36 ADD 2986A (2) The carrier frequency 6215.5 kHz may also be used for transmission of distress and safety traffic by coast, ship and aircraft stations using radiotelephony.
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D/20/32	ADD	2986A	The carrier frequency 6 215 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress and safety traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings.
D/20/33	ADD	2986B	M. 6 218.5 kHz
D/20/34	ADD	2986C	The frequency 6 218.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.
D/20/35	ADD	2986D	N. 6 219.5 kHz
D/20/36	ADD	2986E	The frequency 6 219.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques.
D/20/37	ADD	2986F	O. 8 256 kHz
D/20/38	ADD	2986G	The carrier frequency 8 256 kHz is an internationally dedicated radiotelephony frequency for use in the FGMDSS for distress and safety traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings.
D/20/39	ADD	2986H	P. 8 259.5 kHz
D/20/40	ADD	2986I	The frequency 8 259.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.
D/20/41	ADD	2986J	Q. 8 260.5 kHz
D/20/42	ADD	2986K	The frequency 8 260.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques.

J/26/43 ADD 2986A §6A(1) The carrier frequency 6215.5 kHz is the international distress frequency for radiotelephony; it is used for the distress, urgency and safety traffic.

J/26/44 ADD 2986B (2) Notwithstanding No. 2986A, in the zone of Region 3 south of latitude 25° N, the carrier frequency 6215.5 kHz is designated to supplement the carrier frequency 2182 kHz for distress and safety purposes and for call and reply.

J/26/45 ADD 2986C (3) The frequency 6281.4 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls.

AUS/29/20 ADD 2986A (title) FA. 8257 kHz

AUS/29/21 ADD 2986B The carrier frequency 8257 kHz is designated to supplement the carrier frequency 2182 kHz for distress and safety purposes and for call and reply. The class of emission to be used for radiotelephony on the frequency 8257 kHz shall be J3E.

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HOL/11/106 (MOD) 2987

~~G.~~ R. 8 364 kHz

G/18/116 (MOD) 2987

~~-G~~ D11. 8364 kHz

D/20/43 (MOD) 2987

~~G.~~ R. 8 364 kHz

J/26/46 MOD 2987

G. 8257 kHz, 8364 kHz and 8375.2 kHz

J/26/47 SUP 2988

CAN/9/44

MOD 2988

The frequency 8 364 kHz is designated for use by survival craft stations if they are equipped to transmit on frequencies in the bands between 4 000 and 27 500 kHz and if they desire to establish communications relating to search and rescue operations with stations of the maritime ~~and aeronautical~~ mobile ~~services~~ service (see also No. 501).

HOL/11/107 (MOD) 2988

~~§ 7~~ 26. The frequency 8 364 kHz is designated for use by survival craft stations if they are equipped to transmit on frequencies in the bands between 4 000 kHz and 27 500 kHz and if they desire to establish communications relating to search and rescue operations with stations of the maritime and aeronautical mobile services (see also No. 501).

G/18/117 NOC 2988

- CAN/9/45 ADD 2988A GA. 12 390.5 kHz
- CAN/9/46 ADD 2988B The frequency 12 390.5 kHz is dedicated for use by
ship and coast stations for distress and safety traffic using
narrow-band direct-printing telegraphy.
- CAN/9/47 ADD 2988C GB. 12 391 kHz
- CAN/9/48 ADD 2988D The carrier frequency 12 391 kHz is designated for
use by ship and coast stations for distress and safety traffic
using radiotelephony.
- CAN/9/49 ADD 2988E GC. 12 394.5 kHz
- CAN/9/50 ADD 2988F The frequency 12 394.5 kHz is dedicated for use by
ship and coast stations for distress alerting using digital
selective calling in accordance with the provisions of Article 62.
- CAN/9/51 ADD 2988G GD. 16 520.5 kHz
- CAN/9/52 ADD 2988H The frequency 16 520.5 kHz is dedicated for use by
ship and coast stations for distress and safety traffic using
narrow-band direct-printing telegraphy.
- CAN/9/53 ADD 2988I GE. 16 521 kHz
- CAN/9/54 ADD 2988J The carrier frequency 16 521 kHz is designated for
use by ship and coast stations for distress and safety traffic
using radiotelephony.
- CAN/9/55 ADD 2988K GF. 16 524.5 kHz
- CAN/9/56 ADD 2988L The frequency 16 524.5 kHz is dedicated for use by
ship and coast stations for distress alerting using digital
selective calling in accordance with the provisions of Article 62.
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HOL/11/108	ADD	2988A	S. 12 399 kHz
HOL/11/109	ADD	2988B	§ 27. The international radiotelephony carrier frequency for calling in the ship-to-coast station direction 12 399 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cy-
HOL/11/110	ADD	2988C	T. 12 402.7 kHz
HOL/11/111	ADD	2988D	§ 28. The frequency 12 402.7 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques (see No. 3016A).
HOL/11/112	ADD	2988E	U. 12 403.2 kHz
HOL/11/113	ADD	2988F	§ 29. (1) The frequency 12 403.2 kHz is an internationally dedicated distress frequency for use in the FGMDSS for alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).
HOL/11/114	ADD	2988G	(2) Except for transmissions authorized on the carrier frequencies 12 399 kHz, 12 402.7 kHz and 12 403.2 kHz all transmissions on the frequencies between 12 399 kHz and 12 404 kHz are forbidden.
HOL/11/115	ADD	2988H	V. 16 529 kHz
HOL/11/116	ADD	2988I	§ 30. The international radiotelephony carrier frequency for calling in the ship-to-coast station direction 16 529 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings (see No. 3016A).
HOL/11/117	ADD	2988J	W. 16 532.7 kHz
HOL/11/118	ADD	2988K	§ 31. The frequency 16 532.7 kHz is an internationally dedicated frequency for use in the FGMDSS for distress, urgency and safety traffic, using narrow-band direct-printing techniques (see No. 3016A).

HOL/11/119 ADD 2988L X. 16 533.2 kHz

HOL/11/120 ADD 2988M § 32. (1) The frequency 16 533.2 kHz is an internationally dedicated distress frequency for use in the FGMDSS for alerting. It may also be used for announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).

HOL/11/121 ADD 2988N (2) Except for transmissions authorized on the carrier frequencies 16 529 kHz, 16 532.7 kHz and 16 533.2 kHz all transmissions on the frequencies between 16 529 kHz and 16 534 kHz are forbidden.

G/18/118 ADD 2988A D12. 12392.5 kHz

G/18/119 ADD 2988B § 7A. The frequency 12392.5 kHz is the dedicated international frequency for distress and safety traffic by narrow-band direct-printing telegraphy in connection with the FGMDSS (see No 2965).

G/18/120 ADD 2988C D13. 12393 kHz

G/18/121 ADD 2988D § 7B. The carrier frequency 12393 kHz is the designated international frequency for distress and safety traffic by radiotelephony in connection with the FGMDSS (see No 2965).

G/18/122 ADD 2988E D14. 12396.5 kHz

G/18/123 ADD 2988F § 7C. The frequency 12396.5 kHz is the dedicated international frequency for distress and safety alerting by digital selective calling in connection with the FGMDSS (see No 2965).

G/18/124 ADD 2988G D15. 16522.5 kHz

G/18/125 ADD 2988H § 7D. The frequency 16522.5 kHz is the dedicated international frequency for distress and safety traffic by narrow-band direct-printing telegraphy in connection with the FGMDSS (see No 2965).

- G/18/126 ADD 2988I D16. 16523 kHz
- G/18/127 ADD 2988J § 7E. The carrier frequency 16523 kHz is the designated international frequency for distress and safety traffic by radiotelephony in connection with the FGMDSS (see No 2965).
- G/18/128 ADD 2988K D17. 16526.5 kHz
- G/18/129 ADD 2988L § 7F. The frequency 16526.5 kHz is the dedicated international frequency for distress and safety alerting by digital selective calling in connection with the FGMDSS (see No 2965).
- G/18/130 ADD 2988M D18. General
- G/18/131 ADD 2988N § 7G. Except as provided for in Nos 2949 and 3011; for the FGMDSS transmissions authorised in Nos 2980C, 2982A, 2982C, 2984B, 2986A, 2986C, 2986E, 2986G, 2986I, 2988B, 2988D, 2988F, 2988H, 2988J and 2988L; for other distress and safety transmissions authorised in Nos 2974, 2982 and 2986; and for transmissions other than safety and distress authorised in Nos 2982, 2986 and 4375, all transmissions in the following bands are
- 4 123 - 4 123 kHz
6 215 - 6 220 kHz
8 256 - 8 261 kHz
12 392 - 12 397 kHz
16 522 - 16 527 kHz
-
- D/20/44 ADD 2988A S. 12 390 kHz
- D/20/45 ADD 2988B The international radiotelephony calling frequency in the direction ship to coast station 12 390 kHz is also an internationally designated radiotelephony frequency for use in the FGMDSS for distress and safety traffic. It may also be used for urgency messages and safety messages concerning vital navigational warnings and urgent cyclone warnings.
- D/20/46 ADD 2988C T. 12 393.5 kHz
- D/20/47 ADD 2988D The frequency 12 393.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.

D/20/55 ADD 2988L The frequency 16 526.5 kHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques.

J/26/49 ADD 2988B (2) The frequency 8364 kHz is designated for use by survival craft stations if they are equipped to transmit on frequencies in the bands between 4000 kHz and 27500 kHz and if they desire to establish communications relating to search and rescue operations with stations of the maritime and aeronautical mobile services (see also No. 501).

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- J/26/50 ADD 2988C (3) The frequency 8375.2 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls.
- J/26/51 ADD 2988D GA. 12392 kHz and 12562.3 kHz
- J/26/52 ADD 2988E §7B(1) The carrier frequency 12392 kHz is the international distress frequency for radiotelephony; it is used for the distress, urgency and safety traffic.
- J/26/53 ADD 2988F (2) The frequency 12562.3 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls.
- J/26/54 ADD 2988G GB. 16522 kHz and 16749.9 kHz
- J/26/55 ADD 2988H §7C(1) The carrier frequency 16522 kHz is the international distress frequency for radiotelephony; it is used for the distress, urgency and safety traffic.
- J/26/56 ADD 2988I (2) The frequency 16749.9 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls.
- J/26/57 ADD 2988J GC. 22062 kHz and 22248 kHz
- J/26/58 ADD 2988K §7D(1) The carrier frequency 22062 kHz is the international distress frequency for radiotelephony; it is used for the distress, urgency and safety traffic.
- J/26/59 ADD 2988L (2) The frequency 22248 kHz is the international distress frequency for digital selective calling; it is used for the distress, urgency and safety calls.
- J/26/60 ADD 2988M GD. Frequencies in Appendix 33
- J/26/61 ADD 2988N §7E The frequencies in Appendix 33 are used for the distress, urgency and safety traffic by ship stations and coast stations using narrow-band direct-printing telegraphy.
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CAN/9/57	MOD 2989	H. 121.5 and 123.1 MHz
HOL/11/122	MOD 2989	H. Y. 121.5 MHz and 123.1 MHz
G/18/132	(MOD) 2989	H. E. 121.5 MHz and 123.1 MHz
D/20/56	(MOD) 2989	H. Y. 121.5 MHz and 123.1 MHz

CAN/9/58 SUP 2990
HOL/11/123
G/18/133
USA/19/37
J/26/62
AUS/29/22

CAN/9/59 ADD 2990A The frequency 121.5 MHz is the aeronautical emergency frequency for radiotelephony for stations of the aeronautical mobile service when they use frequencies in the authorized bands between 117.975 and 137 MHz. It is also used for survival stations in the aeronautical mobile service and when necessary¹ for distress and urgency communications. Mobile stations of the maritime mobile service may use this frequency, using class A3E emission, to communicate with stations of the aeronautical mobile service for safety purposes (see also Nos. 501 and 593). They shall then comply with the procedures agreed between governments concerned for safety service communications as contained in the Annexes to the Convention on International Civil Aviation.

CAN/9/60 ADD 2990A.1 ¹Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

CAN/9/61 ADD 2990B HA. 123.1 MHz

CAN/9/62 ADD 2990C The aeronautical auxiliary frequency 123.1 MHz (see No. 593) may be used for co-ordinated search and rescue communications. Mobile stations of the maritime mobile service may use this frequency, using class A3E emission, to communicate with stations of the aeronautical mobile service for safety purposes. They shall then comply with the procedures agreed between governments concerned for safety service communications as contained in the Annexes to the Convention on International Civil Aviation.

HOL/11/124 ADD 2990A § 33. (1) The aeronautical emergency radiotelephony frequency 121.5 MHz is used for distress and urgency traffic by stations of the aeronautical mobile service when using frequencies in the band 117.975 to 137 MHz¹. This frequency is also used in survival radio equipment in the aeronautical mobile service (see also Nos. 592 and 593).

HOL/11/125 ADD 2990A.1 ¹Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

HOL/11/126 ADD 2990B (2) Mobile stations in the maritime mobile service may communicate, for distress purposes only, with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz using class A3E emissions (see also Nos. 501 and 593). They shall then comply with any special arrangements between the Governments concerned whereby the aeronautical mobile service is regulated.

G/18/134 ADD 2990A § 8. (1A) The aeronautical emergency frequency 121.5 MHz¹ is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service when using frequencies in the band between 117.975 MHz and 136 MHz. This frequency is also used by survival radio equipment in the aeronautical mobile service (see also Nos 592 and 593).

G/18/135 ADD 2990A.1 ¹Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

G/18/136 ADD 2990B (1B) The aeronautical auxiliary frequency 123.1 MHz is for use by stations in the aeronautical mobile service and by other mobile and land stations engaged in co-ordinated search and rescue operations (see also No 593).

USA/19/38 ADD 2990A

§8. (1) The aeronautical emergency frequency 121.5 MHz is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service when using frequencies in the band 117.975 to 136 MHz (137 MHz after 1 January 1990). This frequency is also used by survival radio equipment in the aeronautical mobile service (see also Nos. 592 and 593). Aircraft stations may transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

USA/19/39 ADD 2990B

(2) The aeronautical auxiliary frequency 123.1 MHz is for use by stations in the aeronautical mobile service and by other mobile and land stations engaged in coordinated search and rescue operations (see also No. 593).

J/26/63 ADD 2990A §8(1A) The aeronautical emergency frequency 121.5 MHz is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service using frequencies in the band between 117.975 MHz and 137 MHz¹. This frequency may be also used for these purposes in survival craft stations and emergency position-indicating radiobeacons.

J/26/64 ADD 2990A.1 1 Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

J/26/65 ADD 2990B (1B) The aeronautical auxiliary frequency 123.1 MHz, which is auxiliary to the aeronautical emergency frequency 121.5 MHz, is for use by stations of the aeronautical mobile service and by other mobile and land stations engaged in coordinated search and rescue operations (see also No. 593).

AUS/29/23 ADD 2990A The aeronautical emergency frequency 121.5 MHz is used for the purposes of distress and urgency by means of radiotelephony by stations of the aeronautical mobile service when using frequencies in the band 117.975 MHz to 137 MHz¹. This frequency is also used by survival radio equipment in the aeronautical mobile service (see also Nos. 592 and 593). The class of emission to be used for radiotelephony on the frequency 121.5 MHz is A3E.

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- AUS/29/24 ADD 2990A.1¹ Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.
- AUS/29/25 ADD 2990B The aeronautical auxiliary frequency 123.1 MHz is for use by stations in the aeronautical mobile service and by other mobile and land stations engaged in coordinated search and rescue operations (see also No. 593). The class of emission to be used on the frequency 123.1 MHz shall be A3E.

CAN/9/63 SUP 2991
HOL/11/127
G/18/137
D/20/57
AUS/29/26

USA/19/40 MOD 2991 (3) ~~(2) For these purposes only, they may use~~
Mobile stations in the maritime mobile service may communicate, for safety purposes only, with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz and on the aeronautical auxiliary frequency 123.1 MHz, using class A3E emissions for both frequencies (see also Nos. 501 and 593). They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

J/26/66 MOD 2991 (2) ~~For these purposes only, they may use the aeronautical emergency frequency 121.5 MHz and the aeronautical auxiliary frequency 123.1 MHz,~~ Mobile stations of the maritime mobile service may communicate with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz for the purposes of distress and urgency, and on the aeronautical auxiliary frequency 123.1 MHz for coordinated search and rescue operations, using class A3E emissions for both frequencies (see also Nos. 501 and 593). They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

HOL/11/128 ADD 2991A

Z. 123.1 MHz

HOL/11/129 ADD 2991B

§ 34. The aeronautical auxiliary frequency 123.1 MHz may also be used by other mobile and land stations engaged in coordinated search and rescue operations using class A3E emissions (see also No. 593). They shall then comply with any special arrangements between the Governments concerned whereby the aeronautical mobile service is regulated.

G/18/138 ADD 2991A

(1C) Mobile stations of the maritime mobile service may communicate, for distress purposes with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz, and for urgency and safety purposes, including co-ordinated search and rescue operations, on the aeronautical auxiliary frequency 123.1 MHz, using class A3E emissions for both frequencies (see also Nos 501 and 593). They shall then comply with any special agreement between the governments concerned by which the aeronautical mobile service is regulated.

G/18/139 ADD 2991B

F. Bands Between 156 MHz and 174 MHz

D/20/58 ADD 2991A

Mobile stations in the maritime mobile service may communicate, for distress purposes only, with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz and for coordinating search and rescue operations on the aeronautical auxiliary frequency 123.1 MHz, using class A3E emissions for both frequencies (see also Nos. 501 and 593). They shall then comply with any special agreements between the governments concerned by which the aeronautical mobile service is regulated.

AUS/29/27

ADD 2991A

Mobile stations in the maritime mobile service may communicate, for distress purposes only, with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz and for coordinated search and rescue operations on the aeronautical auxiliary frequency 123.1 MHz using class A3E emission for both frequencies (see also Nos. 501 and 593). They shall then comply with any special agreements between the governments concerned by which the aeronautical mobile service is regulated.

ART. 38

CAN/9/64 MOD 2992

I. 156.3 ~~and 156.8~~ MHz

HOL/11/130 (MOD) 2992

~~I. AA. 156.3 and 156.8 MHz~~

G/18/140 (MOD) 2992

~~I~~ F1. 156.3 MHz and 156.8 MHz

D/20/59 MOD 2992

~~I. Z.~~ 156.3 MHz, and 156.8 MHz,
156.8125 MHz and 156.825 MHz

J/26/67 MOD 2992

I. 156.3 MHz, 156.775 MHz, and 156.8 MHz and 156.825 MHz

CAN/9/65 MOD 2993

~~The frequencies 156.3 MHz and 156.8 MHz may be used by aircraft stations for safety purposes only. (see also note h of Appendix 18).~~ The frequency 156.3 MHz may be used for communication between ship stations and aircraft stations, using G3E emission, engaged in co-ordinated search and rescue operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes (see also note h of Appendix 18).

HOL/11/131 MOD 2993

§ 35. ~~9 The frequencies~~ frequency 156.3 MHz and 156.8 MHz may be used by aircraft stations for safety purposes only (see also note h of Appendix 18).

G/18/141 NOC 2993

CAN/9/66 **ADD 2993A** **IA. 156.65 MHz**

CAN/9/67 **ADD 2993B** The frequency 156.65 MHz is dedicated for use by ship stations for communications related to the safety of navigation (see note r of Appendix 18).

CAN/9/68 **ADD 2993C** **IB. 156.8 MHz**

HOL/11/132 **ADD** 2993A **BB. 156.775 MHz**

HOL/11/133 **ADD** 2993B § 36. The frequency 156.775 MHz is an internationally dedicated frequency for use in the FGMDSS for distress, urgency and safety traffic, using narrow-band direct-printing techniques (see No. 3016A)

HOL/11/134 **ADD** 2993C **CC. 156.8 MHz**

D/20/60 **ADD** 2993A The frequency 156.8125 MHz is an internationally dedicated frequency for use in the FGMDSS for distress alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.

D/20/61 **ADD** 2993B The frequency 156.825 MHz is an internationally dedicated frequency for use in the FGMDSS for distress and safety traffic, using narrow-band direct-printing techniques.

CAN/9/69 **MOD 2994** The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 and 174 MHz (see also Nos. 501 and 613). It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and for the safety signal ~~(see also No. 2993)~~. Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (see Appendix 19). Mobile stations of the aeronautical mobile service may use this frequency to communicate with stations of the maritime mobile service for safety purposes.

HOL/11/135 (MOD) 2994

~~§ 10. 37~~ (1) The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 MHz and 174 MHz (see also Nos. 501 and 613). It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and for the safety signal (see also No. ~~2993~~ 2994B). Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (see Appendix 19).

E/28/10

MOD 2994

§ 10.(1) The frequency 156.8 MHz is the international distress, urgency, safety and calling frequency for radiotelephony for stations of the maritime mobile service

G/18/142

NOC 2994

HOL/11/136 ADD 2994A

(2) The frequency 156.8 MHz is also an internationally designated distress frequency for radiotelephony for use in the FGMDSS, using class of emission G3E (see No. 3016A).

HOL/11/137 ADD 2994B

(3) The frequency 156.8 MHz may be used by aircraft stations for safety purposes only.

G/18/143 ADD 2994A (1A) The frequency 156.8 MHz is also the designated international frequency for distress and safety traffic by radiotelephony in connection with the FGMDSS (see No 2965).

G/18/149 ADD 2994B F2. 156.775 MHz

G/18/150 ADD 2994C § 10A. The frequency 156.775 MHz is the dedicated international frequency for distress and safety traffic by direct-printing telegraphy in connection with the FGMDSS (see No 2965).

G/18/151 ADD 2994D F3. 156.825 MHz

G/18/152 ADD 2994E § 10B. The frequency 156.825 MHz is the dedicated international frequency for distress and safety alerting by digital selective calling in connection with the FGMDSS (see No 2965).

J/26/68 ADD 2994A (1A) The frequencies 156.775 MHz and 156.825 MHz are the international distress frequencies for digital selective calling for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 MHz and 174 MHz (see also No. 613). They are used for the distress, urgency and safety calls (see also Nos. 4682 to 4684). The frequency 156.825 MHz shall be used when the frequency 156.775 MHz cannot be used.

CAN/9/70 SUP 2995
HOL/11/139
G/18/153

ART. 38

HOL/11/140 ADD 2995A DD. 156.825 MHz

HOL/11/141 ADD 2995B § 38. (1) The frequency 156.825 MHz is an internationally dedicated frequency for use in the FGMDSS for alerting. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used.

HOL/11/147 (MOD) 2996 ~~EE.~~ EE. 243 MHz (see Nos. 501 and 642)

G/18/154 (MOD) 2996 ~~G.~~ G. 243 MHz
(see Nos 501 and 642)

D/20/62 (MOD) 2996 ~~ZA.~~ ZA. 243 MHz

J/26/69 MOD 2996 J. 243 MHz
(See Nos. 501 and 642)

HOL/11/148 ADD 2996A §39. The frequency 243 MHz is the aeronautical emergency frequency for radiotelephony for stations of the aeronautical mobile service when they use frequencies in the authorized bands between 235 and 267 MHz. It is used for distress and urgency communications (see also No. 501 and 642). Mobile stations of the maritime mobile service may use this frequency, using class A3E emission, to communicate with stations of the aeronautical mobile service for safety purposes. They shall then comply with any special arrangements between the Governments concerned whereby the aeronautical mobile service is regulated.

J/26/70 ADD 2996A §10A. The frequency 243 MHz is used for survival craft stations and equipment for survival purposes (see also Nos. 501 and 642).

AUS/29/28 ADD 2996A The frequency 243 MHz is used for survival purposes by mobile stations (see Nos. 501 and 642).

HOL/11/149 (MOD) 2997

~~K~~ FF. 406 - 406.1 MHz band (see No. 649)

G/18/155 MOD 2997

~~K~~ H. 406-406.1 MHz Band
(~~see No-649~~)

D/20/63 (MOD) 2997

K ZB. 406 - 406.1 MHz Band

HOL/11/150 ADD 2997A

§ 40. The frequency band 406 - 406.1 MHz is reserved for the use and development of satellite emergency position-indicating radio-beacons in the mobile-satellite service in the earth-to-space direction.

G/18/156 ADD 2997A

§ 10C. The band 406-406.1 MHz is reserved solely for the use and development of low-power (not to exceed 5W) emergency position-indicating radiobeacon (EPIRB) systems using space techniques (see No 649). In connection with the FGMDS this frequency band may be used for alerting in the ship-to-shore direction (see No 2965).

HOL/11/151 SUP 2998

F/10/12 (MOD) 2998

L. 1 544 - 1 545 MHz Band and
1 645.5 - 1 646.5 MHz Band

(~~see No-728~~)

G/18/157 MOD 2998

~~K~~ I. 1544-1545 MHz Band and 1645.5-1646.5 MHz Band
(~~see No-728~~)

D/20/64 MOD 2998

~~K~~ ZC. 1 544 - 1 545 MHz Band
and ~~1-645.5-1-646.5-MHz-Band~~
(see No. 728)

F/10/13	ADD	2998A	The use of the band 1 544 - 1 545 MHz (space-to-Earth) by the mobile-satellite service is limited to distress and safety operations (see No. 728). This band may be used on a shared basis within the framework of FGMDSS allocations and in accordance with CCIR Recommendations.
F/10/14 (Rev.)	ADD	2998B	a) for the feeder links of low-orbit satellites needed to relay the emissions of emergency position-indicating radiobeacon earth stations relayed by satellite to coast earth stations;"
F/10/15	ADD	2998C	b) for the narrow-band (space-to-Earth) links from space stations to ship stations.

HOL/11/152	ADD	2998A	GG. 1 544 - 1 545 MHz band (see No. 728)
HOL/11/153	ADD	2998B	§ 41. The use of the frequency band 1 544 - 1 545 MHz is limited to distress and safety operations in the space-to-earth direction in the mobile-satellite service.
HOL/11/154	ADD	2998C	HH. 1 645.5 - 1 646.5 MHz band (see No. 728)
HOL/11/155	ADD	2998D	§ 42. The use of the frequency band 1645.5 - 1646.5 MHz is limited to distress and safety operations in the earth-to-space direction in the mobile-satellite service.

G/18/158	ADD	2998A	§ 10D. The use of the bands 1544-1545 MHz (space-to-Earth) and 1645.5-1646.5 MHz (Earth-to-space) by the mobile-satellite service is limited to distress and safety operations (see No 728). In connection with the FGMDSS the latter frequency band may be used for alerting in the ship-to-shore direction (see No 2965).
D/20/65	ADD	2998A	The use of the frequency band 1 544 - 1 545 MHz is limited to distress and safety operations. In connection with the FGMDSS this frequency band may be used for distress alerting in the shore-to-ship direction using receive-only ship earth stations.
D/20/66	ADD	2998B	ZD. 1 645.5 - 1 646.5 MHz Band
D/20/67	ADD	2998C	The use of the frequency band 1 645.5 - 1 646.5 MHz is limited to distress and safety operations. In connection with the FGMDSS this frequency band shall be used for distress alerting in the ship-to-shore direction by satellite-EPIRBs.

J/26/71 ADD 2998A LA. 9320 - 9500 MHz band

J/26/72 ADD 2998B §10B The band between 9320 MHz and 9500 MHz may be used
for survival radar transponders.

CAN/9/71 **SUP 2999**

HOL/11/156 (MOD) 2999

~~II.~~ II. Aircraft in Distress

G/18/159 (MOD) 2999

~~II.~~ J. Aircraft in Distress

D/20/68 (MOD) 2999

M- ZE. Aircraft in Distress

CAN/9/72 **SUP 3000**

HOL/11/157 MOD 3000

~~§ 11.~~ 43. Any aircraft in distress shall transmit the
distress call on the frequency on which watch is kept by
the land or mobile stations capable of helping it. When the
call is intended for stations in the maritime mobile ser-

G/18/160 MOD 3000

~~§ 11.~~ Any aircraft in distress shall transmit the
distress call on the frequency on which watch is kept by
the land or mobile stations capable of helping it. When
the call is intended for stations in the maritime mobile
service, the provisions of Nos 2932 and 2970, ~~and-2974-or~~
~~2973, and-2975~~ or 2994 ~~and-2995~~ shall be complied with.

ART. 38

HOL/11/158 (MOD) 3001

~~N.~~ JJ. Survival Craft Stations

G/18/161 (MOD) 3001

~~N~~ K. Survival Craft Stations

D/20/69 (MOD) 3001

~~N.~~ ZF. Survival Craft Stations

HOL/11/159 (MOD) 3002

§ ~~12~~ 44. Equipment provided for use in survival craft stations shall, if capable of operating on any frequency:

G/18/162 NOC 3002

HOL/11/160 MOD 3003

a) in the bands between ~~405~~ - 415 kHz and ~~535~~ 526.6 kHz, be able to transmit with a carrier frequency of 500 kHz using either class A2A and A2B* or H2A and H2B* emissions. If a receiver is provided for any of these bands, it shall be able to receive class A2A and H2A emissions on a carrier frequency of 500 kHz;

G/18/163 NOC 3003

CAN/9/74 MOD 3004

G/18/164

HOL/11/161

b) in the bands between ~~1-605~~ 1 606.5 and 2 850 kHz, be able to transmit with a carrier frequency of 2 182 kHz using class A3E or H3E emissions. If a receiver is provided for any of these bands it shall be able to receive class A3E and H3E emissions on a carrier frequency of 2 182 kHz;

HOL/11/162 NOC 3005

G/18/165

CAN/9/75
G/18/166

MOD 3006

d) In the bands between ~~118~~ 117.975 and 136 MHz be able to transmit on 121.5 MHz, preferably using amplitude modulated emissions. If a receiver is provided for any of these bands, it shall be able to receive A3E emissions on 121.5 MHz;

HOL/11/163 MOD 3006

d) in the bands between ~~118~~ 117.975 MHz and ~~136~~ 137 MHz, be able to transmit on 121.5 MHz, preferably using amplitude modulated emission. If a receiver is provided for any of these bands, it shall be able to receive class A3E emissions on 121.5 MHz;

USA/19/41 MOD 3006

d) In the bands between ~~118~~ 117.975 and 136 MHz, (137 MHz after 1 January 1990), be able to transmit on 121.5 MHz, preferably using amplitude modulated emission. If a receiver is provided for any of these bands, it shall be able to receive class A3E emissions on 121.5 MHz.

J/26/73 MOD 3006
AUS/29/29

d) in the bands between ~~118-MHz-and-136-MHz-~~ 117.975 MHz and 137 MHz, be able to transmit on 121.5 MHz, preferably using amplitude modulated emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3E emissions on 121.5 MHz;

HOL/11/164 NOC 3007
G/18/167

HOL/11/165 NOC 3008
G/18/168

HOL/11/166 ADD 3008A

§ 45. Equipment with digital selective calling facilities provided for use in survival craft in connection with the FGMDSS (see No. 3016A) shall, if capable of operating:

HOL/11/167 ADD 3008B

a) in the bands between 1 606.5 and 2 850 kHz, be able to transmit on 2 187 kHz;

HOL/11/168 ADD 3008C

b) in the bands between 4 000 and 27 500 kHz, be able to transmit on 8 262.2 kHz;

HOL/11/169 ADD 3008D

c) in the bands between 156 and 174 MHz, be able to transmit on 156.825 MHz.

ART. 38

G/18/169 ADD 3008A § 12A. Equipment with digital selective calling facilities provided for use in survival craft in connection with the FGMDS (see No 2965) shall, if capable of operating:

G/18/170 ADD 3008B a) in the bands between 1606.5 kHz and 2850 kHz, be able to transmit on 2185.5 kHz;

G/18/171 ADD 3008C b) in the bands between 4000 kHz and 27500 kHz, be able to transmit on 8260.5 kHz;

G/18/172 ADD 3008D c) in the bands between 156 MHz and 174 MHz, be able to transmit on 156.825 MHz.

USA/19/42 ADD 3008A

O. Additional Frequencies for Distress and Safety Purposes /1

USA/19/43 ADD 3008A.1

/1 This section enumerates those frequencies for distress and safety communications requirements not otherwise provided for in these Radio Regulations.

USA/19/44 ADD 3008B

§12A. Except as otherwise specified in these Radio Regulations, the frequencies identified in this section may only be used for distress and safety purposes as prescribed herein. (See also No. 2944).

USA/19/45 ADD 3008C

§12B. The assigned frequency 509 kHz is used for alerting ships by coast stations for distress and safety purposes using digital selective calling techniques.

USA/19/46 ADD 3008D

§12C. The following frequencies are used exclusively for alerting using digital selective calling techniques:

USA/19/47 ADD 3008E

a) for alerting in the ship-to-ship direction, the assigned frequencies;

2189.5 kHz
156.825 MHz

USA/19/48 ADD 3008F

b) for alerting in the shore-to-ship and ship-to-shore directions, the assigned frequencies:

2189.5 kHz
4188 kHz
6281.6 kHz
8375.4 kHz
12562.8 kHz
16750.4 kHz
156.825 MHz

USA/19/49 ADD 3008G

§12D. The following carrier frequencies may be used for the transmission of distress traffic by ship and coast stations using radiotelephony/1 :

8257 kHz
12392 kHz
16522 kHz

USA/19/50 ADD 3008G.1

/1 See also Nos. 2973, 2982A, and 2986A.

USA/19/51 ADD 3008H

§12E. The following assigned frequencies are used exclusively for the transmission of distress traffic by ship and coast stations using narrow-band direct-printing techniques:

2177.5 kHz
4179.5 kHz
6269.5 kHz
8357.5 kHz
12526.5 kHz
16705.5 kHz
156.525 MHz

AUS/29/30

ADD 3008A (title) 0. Additional Frequencies for Distress and Safety.

AUS/29/31

ADD 3008B Except as otherwise specified in these Regulations, the frequencies identified in this Section may only be used for distress and safety purposes as prescribed herein.

AUS/29/32

ADD 3008C The following frequencies are used exclusively for distress calling and distress messages using digital selective calling techniques:

a. for distress calling and distress messages in the ship-to-ship direction, the assigned frequencies:

2189.5 kHz, and
156.825 MHz;

b. for distress calling and distress - messages in the shore-to-ship and ship-to-shore directions, the assigned frequencies:

2189.5 kHz,
4188 kHz,
6281.6 kHz,
8375.4 kHz,
12562.8 kHz,
16750.4 kHz, and
156.825 MHz.

2177.5 kHz,
4179.5 kHz,
6269.5 kHz,
8357.5 kHz,
12526.5 kHz,
16705.5 kHz, and
156.525 MHz.

Section II. Protection of Distress Frequencies

Section II. Protection of Distress Frequencies (Including Aeronautical Emergency Frequencies)

Section II. Protection of Distress and Aeronautical Emergency Frequencies.

SUP 3009

HOL/11/36 MOD 3010

~~§ 13. 1. Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 500 kHz or 2182 kHz identified in this section is prohibited. (See Nos. 472, 500, 3018 and 3023). Any emission causing harmful interference to distress, safety and calling communications on the frequency 156.8 MHz is prohibited (See Nos. 613, 3033 and 4414).~~
(See also Nos. 2982F, 2986F, 2986M, 2988G, 2988N, 3018, 3023, 3033 and 4414).

G/18/40 MOD 3010^T

§ 13. Except as provided for in Nos 2949 and 3011, ~~Any~~ any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the ~~international distress~~ frequencies 500 kHz or 2182 kHz identified in Section I of this Article is prohibited¹. ~~(see Nos 472, 500, 3018 and 3023). Any emission causing harmful interference to distress, safety and calling communications on the frequency 156.8 MHz is prohibited (see Nos 613, 3033 and 4414).~~

G/18/41 ADD 3010.1^T

¹The frequencies are:

494 kHz	*6216 kHz	121.5 MHz
500 kHz	6219.5 kHz	123.1 MHz
518 kHz	8256.5 kHz	156.3 MHz
2181.5 kHz	*8257 kHz	156.775 MHz
*2182 kHz	8260.5 kHz	156.8 MHz
2185.5 kHz	*8364 kHz	156.825 MHz
*3023 kHz	12392.5 kHz	243 MHz
4123.5 kHz	*12393 kHz	406-406.1 MHz
*4124 kHz	12396.5 kHz	1544-1545 MHz
4127.5 kHz	16522.5 kHz	1645.5-1646.5 MHz
*5680 kHz	*16523 kHz	
6215.5 kHz	16526.5 kHz	

*Carrier frequencies.

D/20/70 MOD 3010

§ 13. Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 500 kHz or 2 182 kHz is prohibited (see Nos. 472, 500, 3018 and 3023). Any emission capable of causing harmful interference to the aeronautical emergency frequency 121.5 MHz, the aeronautical auxiliary frequency 123.1 MHz, the frequency for survival purposes 243 MHz and to distress, safety and calling communications on the frequency 156.8 MHz is prohibited (see Nos. 501, 593, 613, 642, 3033 and 4414).

ART. 38

DNK/22/3 MOD

FNL/23/3

3010 §13. Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 491 kHz, 500 kHz or 2182 kHz is prohibited (see Nos. 472, 500, 3018 and 3023). Any emission causing harmful interference to distress, safety and calling communications on the frequency 156.8 MHz is prohibited (see Nos. 613, 3033 and 4414).

J/26/74

MOD

3010 §13. Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 500 kHz or, 2182 kHz, 2186.5 kHz or 2189.5 kHz is prohibited (see Nos. 472, 500, 520A, 520B, 3018 and 3023). Any emission causing harmful interference to distress, safety and calling communications on the ~~frequency-frequencies~~ 156.775 MHz, 156.8 MHz or 156.825 MHz is prohibited (see Nos. 613, 3033 and 4414).

AUS/29/37

MOD 3010

Any emission capable of causing harmful interference to distress, alarm, urgency or safety communications ~~on the international distress frequencies 500 kHz or 2182 kHz is prohibited (see Nos. 472, 500, 3018 and 3023).~~ Any emission causing harmful interference ~~on the frequency 156.8 MHz is prohibited (see Nos. 613, 3033 and 4414);~~ on the frequencies shown below is prohibited:

491 kHz,
500 kHz,
2177.5 kHz,
2182 kHz,
2189.5 kHz,
4125 kHz,
4179.5 kHz,
4188 KHz,
6215.5 kHz,
6269.5 kHz,
6281.6 kHz,
8257 kHz,
8357.5 kHz,
8375.4 kHz,
12392 kHz,
12526.5 kHz,
12562.8 kHz,
16522 kHz,
16705.5 kHz,
16750.4 kHz,
156.525 MHz,
156.8 MHz, and
156.825 MHz.

- USA/19/53 ADD 3010A §13A. (1) Any emission causing harmful interference to distress and safety communications on the aeronautical emergency frequency 121.5 MHz, or the survival craft frequency 243 MHz is prohibited (See Nos. 501, 592, 593 and 642).
- USA/19/54 ADD 3010B §13B. Any emission causing harmful interference to safety related communications on the aeronautical auxiliary frequency 123.1 MHz is prohibited. (See No. 593).
- USA/19/55 ADD 3010C §13C. Any emission causing harmful interference to distress, safety and urgency communications on the frequencies indicated in ADD Nos. 3008A - 3008H is prohibited.
-
- J/26/75 ADD 3010A §13A. Any emission capable of causing harmful interference to communications on the aeronautical emergency frequency 121.5 MHz, the aeronautical auxiliary frequency 123.1 MHz and the survival frequency 243 MHz is prohibited (see Nos. 501, 592, 593 and 642).
- AUS/29/38 ADD 3010A §13A. Any emission capable of causing harmful interference to the aeronautical emergency frequency 121.5 MHz, the aeronautical auxiliary frequency 123.1 MHz, or to the survival frequency 243 MHz is prohibited.
-
- HOL/11/37 MOD 3011 § 2. ~~14.~~ Any signals sent for testing shall be kept to a minimum, particularly on the frequencies identified in this Section.
- G/18/42 MOD 3011^T § 14. (1) Test transmissions ~~Any signals sent for testing~~ shall be kept to a minimum, ~~particularly on the frequencies identified in Section I of this Article (see No 3010.1) and should, wherever practicable, be carried out on artificial antennae or with reduced power.~~
- NZL/25/11 MOD 3011 § 14. (1) Any signals sent for testing shall be kept to a minimum particularly on the carrier frequencies 2182 kHz, 4125 kHz and 6215.5 kHz as well as the frequency 156.8 MHz.
- AUS/29/39 MOD 3011 § 14. Any signals sent for testing on the distress, safety and emergency frequencies mentioned in Nos. 3010 and 3010A shall be kept to a minimum, particularly.
-

ART. 38

HOL/11/38 SUP 3012 - 3015
G/18/43
NZL/25/12
AUS/29/40-43

J/26/76 MOD 3012 a) on the carrier frequency 2182 kHz and the frequencies 2186.5 kHz and 2189.5 kHz;

USA/19/56 ADD 3012A aa) on the frequencies 121.5 MHz, 123.1 MHz, and 243 MHz.

J/26/77 MOD 3013 b) on the ~~frequency~~ frequencies 156.775 MHz, 156.8 MHz and 156.825 MHz;

CAN/9/76 MOD 3014 c) ~~in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone in Region 3 south of latitude 25° N,~~ on the carrier frequency ~~4 125~~ 4 124 kHz;

USA/19/57 MOD 3014 c) ~~in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ on the carrier frequency 4125 kHz.

J/26/78 MOD 3014 c) ~~in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ on the carrier ~~frequency~~ frequencies 4125 kHz, 6215.5 kHz, 8257 kHz, 12392 kHz, 16522 kHz and 22062 kHz;

J/26/79 SUP 3015

CAN/9/77 MOD 3015 d) ~~in the zone of Region 3 south of latitude 25°N~~
also on the carrier frequency ~~6 215.5~~ 6 216 kHz.

USA/19/58 MOD 3015 d) ~~in the zone of Region 3 south of latitude 25°N~~
also on the carrier frequency 6215.5 kHz.

J/26/80 ADD 3015A da) on the frequencies 4187.6 kHz, 6281.4 kHz,
8375.2 kHz, 12562.3 kHz, 16749.9 kHz and 22248 kHz;

J/26/81 ADD 3015B db) on the frequencies 121.5 MHz, 123.1 MHz and
243 MHz.

G/18/44 SUP 3016

HOL/11/39 MOD 3016 ~~§ 3. (2) It is not permitted to send test transmissions of
the radiotelephone alarm signal on the carrier frequency
2 182 kHz and the frequency 156.8 MHz, except where emer-
gency equipment which can operate only on these frequencies
is involved, in which case measures shall be taken to pre-
vent radiation.
Measures shall also be taken to prevent radiation from
radiotelephone alarm tests carried out on frequencies other
than 2 182 kHz and 156.8 MHz.
It is not permitted to transmit the radiotelephone alarm
signal for testing purposes on any frequency.~~

J/26/82 MOD 3016 (2) It is not permitted to send test transmissions of
the radiotelephone alarm signal on the carrier frequency 2182 kHz
and the frequency 156.8 MHz, the digital alarm signal on the
frequency 2186.5 kHz, and the alarm signal (see No. 3259) on the
frequencies 121.5 MHz and 243 MHz, except where emergency equipment
which can operate only on these frequencies is involved, in which
case measures shall be taken to prevent radiation. Measures shall
also be taken to prevent radiation from radiotelephone alarm tests
carried out on frequencies other than 2182 kHz and 156.8 MHz, from
digital alarm signal tests carried on frequencies other than 2186.5
kHz, and from alarm signal tests carried out on frequencies other
than 121.5 MHz and 243 MHz.

J/26/83 ADD 3016.1 1 The digital alarm signals mean the alarm
signals using digital selective calling technique which are to
replace present radiotelephone alarm signals.

ART. 38

E/28/11 MOD 3016

(2) It is not permissible to send test transmissions of the radiotelephone alarm signal on the carrier frequency 2 182 kHz and the frequency 156.8 MHz; ~~except where emergency equipment which can operate only on these frequencies is involved, in which case measures shall be taken to prevent radiation.~~ Measures shall ~~also~~ be taken to prevent radiation from radiotelephone alarm tests carried out on frequencies other than 2 182 kHz and 156.8 MHz. Such tests shall be made with an artificial antenna and reduced power.

AUS/29/44

MOD 3016

(2) It is not permitted to send test transmissions of the radiotelephone alarm signal on the carrier ~~frequency~~ frequencies 2182 kHz, 4125 kHz, 6215.5 kHz, 8257 kHz and 156.8 kHz, except where emergency equipment which can only operate on these frequencies is involved, in which case measures shall be taken to prevent radiation. Measures shall also be taken to prevent radiation from radiotelephone alarm tests carried out on frequencies other than ~~2182 kHz and 156.8 MHz~~ those mentioned in this provision.

HOL/11/40 ADD 3016A

§ 4. The frequencies identified in this Section for use in the Future Global Maritime Distress and Safety System (FGMDSS) may be used only in accordance with the provisions of Nos. 2943A - 2943E.

HOL/11/41 ADD 3016B

§ 5. Before transmitting on any of the frequencies identified in this Section for distress, urgency and safety traffic, a station shall listen on the frequency concerned for a reasonable length of time to make sure that no distress traffic is being sent (see No. 4915).

HOL/11/42 ADD 3016C

§ 6. The provisions of No. 3016B do not apply to stations in distress.

HOL/11/43 ADD 3016D

§ 7. The frequencies in the exclusive maritime mobile bands identified in this Section in connection with the FGMDSS may also be used by aircraft stations for distress, urgency and safety purposes.

HOL/11/44 ADD 3016E

§ 8. In this Article the term "dedicated frequency" denotes a frequency on which only distress, urgency and safety communications are permitted.

HOL/11/45 ADD 3016F

§ 9. In the context of this Article the term "designated frequency" denotes a frequency used for distress, urgency and safety communications on which other authorized communications are permitted.

USA/19/59 ADD 3016A

(3) It is not permitted to send test transmissions of the aeronautical distress signal referred to in Appendix 37A on the carrier frequencies 121.5 MHz and 243 MHz, except for essential tests coordinated with the competent search and rescue authorities. However, when such coordination is not practicable, tests may be conducted within the first five minutes of any hour for three audio sweeps or one second, whichever is longer. When such tests are conducted measures should be taken to prevent radiation.

USA/19/60 ADD 3016B

§14A. It is not permitted to send test transmissions of distress alerts on the frequencies given in Nos. 3008C to 3008F, except where emergency equipment which can operate only on these frequencies is involved, in which case measures shall be taken to prevent radiation.

AUS/29/45

ADD 3016A

It is not permitted to send test transmissions of alarm signals on the carrier frequencies 121.5 MHz, 123.1 MHz or 243 MHz except where emergency equipment which can only operate on these frequencies is involved, in which case measures shall be taken to prevent radiation.

AUS/29/46

ADD 3016B

Before transmitting on the frequencies 500 kHz, 2182 kHz, 4125 kHz, 6215.5 kHz, 8257 kHz and 156.8 MHz, stations should listen for a reasonable period to make sure that no distress traffic is being sent (see also No. 4915).

AUS/29/47

ADD 3016C

The provisions of No. 3016B do not apply to stations in distress.

ART. 38

HOL/11/49 SUP 3017
G/18/45
AUS/29/48

CAN/9/78 MOD 3018 Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between 490 kHz and 510 kHz (as from 1 January 1990, 495 kHz and 505 kHz) are forbidden. (See No. 471 and Recommendation 200).

HOL/11/50 MOD 3018 ~~15. (1)~~ (3) Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between ~~490~~ 495 kHz and ~~510~~ 505 kHz are forbidden. (~~See No. 471 and Recommendation 200~~).

G/18/56

USA/19/61 MOD 3018 §15.(1) Apart from the transmission authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between ~~490~~ 492 kHz and ~~510~~ 508 kHz (495 kHz and 505 kHz, respectively, after [1 February 1990]) are forbidden (see No. 471.) and ~~Recommendation 200~~.

D/20/71 MOD 3018 § 15. (1) Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between 490 kHz and ~~510~~ 508 kHz are forbidden (see No. 471 and Recommendation No. 200).

DNK/22/4 MOD 3018 ~~§15.(1)~~ Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between 492 kHz and 508 kHz are forbidden (see No. 471 and Recommendation 200).

FNL/23/4

J/26/84 MOD 3018 §15.(1) Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between 490 kHz and 510 kHz¹ are forbidden (see No. 471 and Recommendation 200).

J/26/85 ADD 3018.1 1 After 1 January 1990 this band is reduced to 495 - 505 kHz (see No. 471).

E/28/12 MOD 3018 § 15.(1) Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between ~~490-kHz-and-510-kHz~~ 492 and 508 kHz are forbidden (see No. 471 and Recommendation 200 (E-A)).

AUS/29/49 MOD 3018 § 15.(1) Except as otherwise authorized in these Regulations, Apart from the transmissions authorized on 500 kHz, and taking into account of No. 4226, All transmissions on the frequencies included between ~~490~~ 492 kHz and ~~510~~ 508 kHz are forbidden (see No. 471 and Recommendation 200).

G/18/57 SUP 3019

HOL/11/51 (MOD) 3019 ~~(3)~~(4) In order to facilitate the reception of distress calls, other transmissions on the frequency 500 kHz shall be reduced to a minimum, and in any case shall not exceed one minute.

HOL/11/52 SUP 3020
G/18/58
AUS/29/50

HOL/11/53 SUP 3021
G/18/59
AUS/29/51

HOL/11/69 SUP 3022
G/18/59bis
AUS/29/52

D/20/72 MOD 3022 C. 2 182 kHz, 2 187.5 kHz and 2 188.5 kHz

J/26/86 MOD 3022 C. 2182 kHz, 2186.5 kHz and 2189.5 kHz

USA/19/62 SUP 3023

HOL/11/70 MOD 3023 ~~§ 16 (1)~~ (2) Except for transmissions authorized on the carrier ~~frequency~~ frequencies 2 182 kHz, 2 186 kHz and 2 187 kHz all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden.

G/18/81 MOD 3023^T § 16. (1) Except for the transmissions authorised on the frequency 2181.5 kHz (see Sub-Section C1), on the carrier frequency 2182 kHz (see Sub-Section C2) and on the frequency 2185.5 kHz (see Sub-Section C3), all transmissions on the frequencies between 2173.5 kHz and 2190.5 kHz are forbidden.

J/26/87 MOD 3023 §16(1) Except for transmissions authorized on the carrier frequency 2182 kHz and the frequencies 2186.5 kHz and 2189.5 kHz, all transmissions on the frequencies between 2173.5 kHz and 2190.5 kHz are forbidden.

D/20/73 MOD 3023 § 16. (1) Except for transmissions authorized on the carrier ~~frequency~~ frequencies 2 182 kHz, 2 187.5 kHz and 2 188.5 kHz all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden.

AUS/29/53 MOD 3023 ~~§ 16 (1)~~ Except as otherwise authorised in these Regulations, ~~except for transmissions authorized on the carrier frequency 2182 kHz,~~ all transmissions on the frequencies between 2173.5 kHz and 2190.5 kHz are forbidden.

HOL/11/71 SUP 3024
G/18/82
AUS/29/54

HOL/11/72 SUP 3025
G/18/83
AUS/29/55

G/18/84 SUP 3026

HOL/11/73 (MOD) 3026

~~(4)~~ (3) To facilitate the reception of distress calls, all transmissions on 2182 kHz shall be kept to a minimum.

AUS/29/56 MOD 3026

To facilitate the reception of distress calls, all transmissions on 2182 kHz, 4125 kHz, 6215.5 kHz, 8257 kHz and 156.8 MHz ~~shall~~ should be kept to a minimum.

HOL/11/74 SUP 3027
G/18/85
E/28/13
AUS/29/57

J/26/88 MOD 3027 (5) To reduce unnecessary alarm signal emissions, tests of the radiotelephone alarm signal on the carrier frequency 2182 kHz and the digital alarm signal on the frequency 2186.5 kHz are prohibited (see No. 3016).

ART. 33

HOL/11/75 SUP 3028
G/18/86
E/28/14
AUS/29/58

J/26/89 MOD 3028 (6) As an exception such tests are permitted for radiotelephone emergency equipment which can operate only on the international distress frequency 2182 kHz and the frequency 2186.5 kHz, in which case a suitable artificial antenna shall be employed (see Recommendation No. A).

HOL/11/76 SUP 3029
G/18/87
AUS/29/59

CAN/9/79 MOD 3029 ~~D. 4-125~~ 4 124 and ~~6-215.5~~ 6 216 kHz

J/26/90 MOD 3029 D. 4125 kHz and, 6215.5 kHz, 8257 kHz, 12392 kHz, 16522 kHz and 22062 kHz

HOL/11/77 SUP 3030
G/18/88
AUS/29/60

CAN/9/80 MOD 3030 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ Before transmitting on the carrier frequency ~~4-125-4~~ 4 124 kHz or ~~6-215.5~~ 6 216 kHz, a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).

USA/19/63 MOD 3030

NZL/25/13

~~§17. (1) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, Before transmitting on the carrier frequency 4125 kHz or 6215.5 kHz, a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).~~

J/26/91 MOD 3030 §17(1) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, before ~~Before~~ transmitting on the carrier frequency-frequencies 4125 kHz ~~or~~, 6215.5 kHz, 8257 kHz, 12392 kHz, 16522 kHz or 22062 kHz, a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).

HOL/11/78 SUP 3031

G/18/89

AUS/29/61

J/26/92 ADD 3031A DA. 121.5 MHz, 123.1 MHz and 243 MHz

J/26/93 ADD 3031B §17A. Transmissions other than those authorized on the frequencies 121.5 MHz, 123.1 MHz and 243 MHz are forbidden (see Nos. 501, 593, 642, 2990A, 2990B, 2991A and 2996A).

AUS/29/62 ADD 3031A DA. 121.5 MHz, 123.1 MHz and 243 MHz.

AUS/29/63 ADD 3031B Transmissions other than those authorised on the frequencies 121.5 MHz, 123.1 MHz (see Nos. 309, 501, 593, ADD 2990A, ADD 2990B, ADD 2991A and 2996A) and 243 MHz are forbidden.

ART. 38

HOL/11/142 SUP 3032
G/18/90
AUS/29/64

J/26/94 MOD 3032 E. 156.775 MHz, 156.8 MHz and 156.825 MHz

HOL/11/143 MOD 3033 ~~§ 18 (1) (2)~~ All emissions in the band ~~156.725 - 156.875 MHz~~
J/26/95 156.7625 - 156.8375 MHz capable of causing harmful inter-
ference to the authorized transmissions of stations of the
maritime mobile service on 156.775 MHz, 156.8 MHz and
156.825 MHz are forbidden.

AUS/29/65 MOD 3033 ~~All emissions in the band 156.725-~~
~~156.875 MHz capable of causing harmful~~
~~interference to the authorised~~
~~transmissions of stations of the maritime~~
~~mobile service on 156.8 MHz are forbidden.~~
Except as otherwise authorized in these
Regulations, all transmissions in the band
156.7625-156.8375 MHz are forbidden.

G/18/144 MOD 3033^T § 18. (1) All emissions in the band ~~156.725-156.875~~
156.7625-156.8375 MHz⁴ capable of causing harmful inter-
ference to the authorised transmissions of stations of
the maritime mobile service on 156.8 MHz are forbidden.

D/20/74 MOD 3033 § 18. (1) All emissions in the band ~~156.725-156.875-MHz~~¹ 156.7625 -
156.8375 MHz capable of causing harmful interference to the authorized
transmissions of stations of the maritime mobile service on 156.8 MHz,
156.8125 MHz and 156.825 MHz are forbidden.

HOL/11/144 SUP 3033.1
G/18/145
D/20/75
J/26/96
AUS/29/66

HOL/11/145 SUP 3034
G/18/146

HOL/11/146 SUP 3035
G/18/147

G/18/148 SUP 3036

HOL/11/138 NOC 3036

Section III. Watch on Distress Frequencies

HOL/11/170 (MOD).

Section ~~III~~ II Watch on Distress Frequencies

G/18/173

HOL/11/171 MOD 3038

§ ~~19~~ 46. ~~(1)~~ In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between ~~405~~ 415 kHz and ~~525~~ 526.5 kHz shall, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kHz for three minutes twice an hour beginning at x h 15 and x h 45 Coordinated Universal Time (UTC) by an operator using headphones or loudspeaker.

G/18/174 MOD 3038

§ 19. (1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorised bands between ~~405~~ 415 kHz and 535 kHz shall, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kHz for three minutes twice an hour beginning at x h 15 and x h 45 Co-ordinated Universal Time (UTC) by an operator using headphones or a loud-speaker.

ART. 38

E/28/15 MOD 3040 a) transmissions shall cease in the bands between ~~485~~ 492 kHz and 508 ~~515~~ kHz;

HOL/11/172 MOD 3042 § ~~20~~ 47. ~~(1)~~ Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between ~~405~~ 415 kHz and ~~535~~ 526.5 kHz shall, during their hours of service, remain on watch on 500 kHz. This watch is obligatory only for class A2A and H2A emissions.

G/18/175 MOD 3042 § 20. (1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorised bands between ~~405~~ 415 kHz and 535 kHz shall, during their hours of service, remain on watch on 500 kHz. This watch is obligatory only for class A2A and H2A emissions.

USA/19/64 MOD 3042 §20.(1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between 405 kHz and 535 kHz shall, during their hours of service, remain on watch on 500 kHz. /1 This watch is obligatory only for class A2A and H2A emissions.

USA/19/65 ADD 3042.1 /1 Coast stations which do not form an essential part of the coverage of the area for distress purposes are not required to maintain a watch on 500 kHz.

D/20/76 MOD 3043 (2) ~~These stations, while observing the requirements of No. 3038, are authorized to relinquish this watch only when they are engaged in communications on other frequencies. Coast stations may, however, interrupt the watch required in No. 3042 as long as they are engaged in communications on other frequencies. While they are engaged in such communications, they may retain this watch on the frequency 500 kHz by a radio operator using a headphone or a loudspeaker; in the latter case a corresponding note may be included in the List of Coast Stations.~~

D/20/77 MOD 3044 (3) ~~When they are engaged in such communications:-~~ Maritime mobile stations may interrupt the watch required in No. 3042 in the cases and conditions as stated in international agreements for the interruption of listening watches for safety purposes.

D/20/80 ADD 3044A (3a) The regulations of No. 3038 must, however, be observed in any case by the coast and maritime mobile stations.

D/20/78 SUP 3045

D/20/79 SUP 3046

USA/19/66 MOD 3048 §21.(1) ~~All~~ Coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes shall, during their hours of service, maintain a watch on 2182 kHz.

HOL/11/173 MOD 3052
G/18/176 §~~22~~ 50. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between ~~1 605~~ 1 606.5 kHz and 2 850 kHz shall, during their hours of service, and as far as possible, take steps to keep watch on the international distress carrier frequency 2 182 kHz for three minutes twice each hour beginning at x h 00 and x h 30 Coordinated Universal Time (UTC).

USA/19/67 MOD 3052 §23. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 1605 kHz and 2850 kHz shall, during their hours of service, and as far as possible, take steps to keep watch on the international distress carrier frequency 2182 kHz /1 for three minutes twice each hour beginning at x h 00 and x h 30 Coordinated Universal Time (UTC).

USA/19/68 ADD 3052.1 /1 Coast stations which do not form an essential part of the coverage of the area for distress purposes are not required to maintain a watch on 2182 kHz.

ART. 38

E/28/16 MOD 3052 § 23. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between ~~1-605~~ 1 606.5 kHz and 2 850 kHz shall, during their hours of service, ~~and as far as possible, take steps to~~ make every effort to keep watch on the international distress carrier frequency 2 182 kHz for three minutes twice each hour beginning at x h 00 and x h 30 Coordinated Universal Time (UTC).

E/28/17 ADD 3052A During the periods referred to in No. 3052 all transmissions, except those provided for in this Chapter, shall cease in the band 2 173.5 to 2 190.5 kHz.

CAN/9/81 MOD 3053 C. ~~4-125~~ 4 124 kHz and ~~6-215.5~~ 6 216 kHz
G/18/177

HOL/11/174 MOD 3053 C. ~~4 125 kHz and 6 215.5 kHz~~
4 126 kHz and 6 211.5 kHz

CAN/9/82 MOD 3054 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, All coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on the carrier frequencies~~ 4-125 4 124 kHz and/or 6-215.5 6 216 kHz, as appropriate (see Nos. 2982 and 2986). Such watch should be indicated in the List of Coast Stations.

HOL/11/175 MOD 3054 ~~§ 24~~ 51. (1) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, all coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on the carrier frequencies ~~4-125 kHz~~ 4 126 kHz and/or ~~6-215.5 kHz~~ 6 215 kHz, as appropriate (see Nos. 2982 and 2986). Such watch should be indicated in the List of Coast Stations.

G/18/178 MOD 3054

§ 24. (1) In the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, all coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes may, during their hours of service, maintain a watch on the carrier frequencies ~~4125~~ 4124 kHz and/or ~~6245.5~~ 6216 kHz, as appropriate (see Nos 2982 and 2986). Such watch should be indicated in the List of Coast Stations.

USA/19/69 MOD 3054

~~§ 24. (1) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of 25° N. All~~ Coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes ~~may~~ shall, during their hours of service, maintain a watch on the carrier frequencies 4125 kHz and/or 6215.5 kHz, as appropriate (see Nos. 2982 and 2986). Such watch should be indicated in the List of Coast Stations.

NZL/25/14 MOD 3054
AUS/29/67

~~§ 24. (1) In the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N. All coast stations~~
Stations.

USA/19/70 ADD 3055A

(3) Ship stations open to public correspondence should as far as possible during their hours of service, keep watch on 4125 kHz. (See No. 2982B and Resolution [F]).

USA/19/71 MOD 3057

§ 25. (1) A coast station providing an international maritime mobile radiotelephone service in the band 156 - 174 MHz and which forms an essential part of the coverage of the area for distress purposes ~~should~~ shall, during its working hours in that band, maintain an efficient aural watch on 156.8 MHz (see Recommendation 306).

E/28/18 MOD 3057

§ 25. (1) A coast station providing an international maritime mobile radiotelephone service in the band 156 - 174 MHz and which forms an essential part of the coverage area for distress purposes ~~should~~ shall, during its working hours in that band, maintain an efficient aural watch on 156.8 MHz ~~(see Recommendation 306).~~

HOL/11/176 ADD 3061 E. Watch on Frequencies identified for use in the
FGMDSS.

HOL/11/177 ADD 3062 § 53. On the frequencies identified in Section I as
being designated or dedicated for use in the FGMDSS, coast
stations shall undertake watch-keeping duties in addition
to those specified in Nos. 3038 - 3060 only to the extent
required by a coordinated plan for watch-keeping responsi-
bilities by selected coast stations, to be developed by the
Inter-Governmental Maritime Consultative Organisation (see
Resolution Hol 2).

G/18/179 ADD 3061 E. Watch on Frequencies Identified for Use in the
FGMDSS

G/18/180 ADD 3062 § 25A. On the frequencies identified in Section
I as being dedicated or designated for use in the
development of the FGMDSS, coast stations shall assume
watchkeeping duties in addition to those specified in
Nos 3037 to 3060 to the extent required by a coordin-
ated plan for the assumption of watchkeeping responsi-
bilities by the Inter-Governmental Maritime Consult-
ative Organisation (see Resolution UK/2).

USA/19/72 ADD 3061 E. Development of Coordinated Plan for Coast Station
Watchkeeping.

USA/19/73 ADD 3062 §26. Participating coast stations of administrations which
have agreed to take part in a coordinated plan developed in
accordance with Resolution [C] should maintain a watch as
required by the plan on appropriate frequencies indicated in
Nos. 3008A-3008H. Such watch should be indicated in the
List of Coast Stations.

J/26/97 ADD 3061 DA. 2186.5 kHz, 4187.6 kHz, 6281.4 kHz, 8375.2 kHz, 12562.3 kHz, 16749.9 kHz, 22248 kHz, 156.775 MHz and 156.825 MHz

J/26/98 ADD 3062 §25A(1) Coast stations and ship stations which have digital selective calling system in conformity with the relevant CCIR Recommendations should, as far as possible, keep watch on frequencies 2186.5 kHz, 8375.2 kHz and 156.775 MHz by automatic receiving equipment.

J/26/99 ADD 3063 (2) Coast stations and ship stations which have digital selective calling system in conformity with the relevant CCIR Recommendations should, where necessary, make every effort to keep watch additionally on frequencies 4187.6 kHz, 6281.4 kHz, 12562.3 kHz, 16749.9 kHz, 22248 kHz and 156.825 MHz by automatic receiving equipment.

E/28/19 ADD 3061 § 25A.(1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 156 and 174 MHz shall, during their hours of service, make every effort to keep watch on the international distress frequency 156.8 MHz for three minutes twice each hour beginning at x h 00 and x h 30 Coordinated Universal Time (UTC).

E/28/20 ADD 3062 (2) During the periods referred to in the preceding provision all transmissions by coast and ship stations, except those provided for in this Chapter, shall cease in the band 156.7625 - 156.8375 MHz.

ART. 39

ARTICLE 39

Distress Communications

G/18/181

NOC

ARTICLE 39

Section I. General

J/26/100 ADD 3087A §2A Distress communications by digital selective calling should be conducted in accordance with the relevant CCIR Recommendations in addition to the applicable provisions in this Article.

**Section VIII. Transmission of a Distress Message
by a Station Not Itself in Distress**

HOL/11/178

MOD

3161

§ 33. (1) The transmission of a distress message under the conditions prescribed in Nos. 3158 to 3160 shall be made on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.8 MHz) or on any other frequency which may be used in case of distress (see Nos. 2970, ~~2971~~, 2973, ~~2975~~, 2994, ~~2995~~ and 3000).

J/26/101

MOD

3161

§33(1)

The transmission of a distress message under the conditions prescribed in Nos. 3158 to 3160 shall be made on one or more of the international distress frequencies ~~(500 kHz, 2182 kHz, 156.8 MHz)~~ or on any other frequency which may be used in case of distress ~~(see Nos. 2970, 2971, 2973, 2975, 2994, 2995 and 3000).~~

ARTICLE 40

Urgency and Safety Transmissions, and Medical Transports

S/14/3 MOD (title) Urgency and Safety Transmissions, ~~and Medical Transports~~
SUI/16/1

Section I. Urgency Signal and Messages

USA/19/74 MOD 3201

(2) The urgency signal and the message following it shall be sent on one or more of the international distress frequencies (500 kHz, 2182 kHz, 156.8 MHz), the aeronautical emergency frequency (121.5 MHz), the frequency used for survival craft (243 MHz), or on any other frequency which may be used in case of distress.

D/20/81 MOD 3201

(2) The urgency signal and the message following it shall be sent on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.8 MHz), or on the aeronautical emergency frequency 121.5 MHz or on the frequency for survival purposes 243 MHz or on any other frequency which may be used in case of distress.

J/26/102 MOD 3201

(2) The urgency signal and the message following it shall be sent on one or more of the international distress frequencies ~~(500-kHz, -2182-kHz, -156.8-MHz)~~, or on any other frequency which may be used in case of distress.

AUS/29/68

MOD 3201 The urgency signal and the message following it shall be sent on one or more of the international distress frequencies (500 kHz, 2182 kHz, 4125 kHz, 6215.5 kHz, 8257 kHz, 121.5 MHz or 156.8 MHz), or on any other frequency which may be used in case of distress, particularly those mentioned in Article 38.

ART. 40

Section II. Medical Transports

- D/20/82 ADD 3219A § 11A. The identification and positioning of medical transports at sea may be effected by means of appropriate standard maritime radar transponders.
- D/20/83 ADD 3219B § 11B. The identification and positioning of medical transports by aircraft may be effected by the use of secondary surveillance radar (SSR) system specified in Annex 10 to the Convention on International Civil Aviation.
-

Section III. Safety Signal and Messages

- J/26/103 MOD 3224 (2) The safety signal and call shall be sent on one or more of the international distress frequencies ~~(500-kHz, 2182-kHz, 156.8-MHz)~~ or on any other frequency which may be used in case of distress.
-

- J/26/104 ADD Section IIIA. Urgency and Safety Communications by Digital Selective Calling

- J/26/105 ADD 3230 §16A. Urgency and safety communications by digital selective calling should be conducted in accordance with the relevant CCIR Recommendations in addition to applicable provisions in this Article.
-

S/14/4 ADD

Section IV. Ships and Aircraft of Neutral States¹

S/14/5 ADD A.40.1

¹The expression "ships and aircraft of neutral States" as defined in the Hague Convention V and XIII (1907) and in Protocol I (1977) to the 1949 Geneva Convention and referred to in this Section shall apply to any means of transportation by water or air, permanent or temporary, under the control of a competent authority of a neutral State or a State not Party to an armed conflict and which is not carrying on any business aiming at furthering in any manner the activities or conditions of any of the Parties to the armed conflict.

SUI/16/2 ADD

Section IV. Ships and Aircraft of Neutral States*

SUI/16/5 ADD

A 40.1 * The term neutral as used in this section applies to ships and aircraft of neutral states and other states not party to an armed conflict as mentioned in the Hague Convention V and XIII (1907) and in Protocol I (1977) to the 1949 Geneva Convention, and referred to in this section shall apply to any means of transportation by water or air, permanent or temporary, under the control of a competent authority of a neutral state or other state not party to an armed conflict and which is not carrying on any business aiming at furthering in any manner the activities or conditions of any of the parties to the armed conflict.

S/14/6 ADD 3230

SUI/16/3

For the purpose of announcing and identifying ships and aircraft of neutral States the following signals shall be used:

- in radiotelegraphy, three repetitions of the group NNN, sent with the letters of each group and the successive groups clearly separated from each other;
 - in radiotelephony, three repetitions of the word NEUTRAL, pronounced as the French word "neutral".
-

S/14/7 ADD 3231
SUI/16/4

The frequencies specified in No 3201 may be designated to and used by ships and aircraft of neutral States for selfidentification and for establishing communications. As soon as practicable, communications shall be transferred to an appropriate working frequency.

S/14/8 ADD 3232

The use of the signals as described in No 3230 indicates that the message which follows concerns a ship or an aircraft of a neutral State. The message shall convey the following data:

- a) call sign or other recognized means of identification;
- b) position
- // c) number and type of ships or aircraft;
- d) intended routes;
- e) estimated time en route and of departure and arrival, as appropriate;
- f) any other information, such as flight altitude, radio frequencies guarded, languages and secondary surveillance radar modes and codes.

SUI/16/6 ADD

3232 § 19. The use of the signals as described in No: 3230 indicates that the message which follows concerns ships or aircraft of neutral states. The message shall convey the following data :

- a) call sign or other recognized means of identification,
 - b) position,
 - // c) number and type of ships or aircraft of neutral states,
 - d) intended routes,
 - e) estimated time en route and of departure and arrival, as appropriate;
 - f) any other information, such as flight altitude, radio frequencies guarded, languages and secondary surveillance radar modes and codes.
-

S/14/9 ADD 3233
SUI/16/7

The identification and location of ships of neutral States may be effected by means of appropriate standard maritime radar transponders.

S/14/10 ADD 3234
SUI/16/8

The identification and location of aircraft of neutral States may be effected by the use of the secondary surveillance radar (SSR) system specified in Annex 10 to the Chicago Convention on International Civil Aviation dated 7 December 1944, which is periodically brought up to date. The SSR mode and code reserved for the exclusive use of aircraft of neutral States must be defined by the parties to the conflict or by one of the parties to the conflict, acting by common agreement or individually, in accordance with procedures to be recommended by the International Civil Aviation Organization.

S/14/11 ADD 3235
SUI/16/9

The use of radiocommunications for announcing and identifying ships and aircraft of neutral States is optional; however, if they are used, the provisions of the Radio Regulations and particularly those of Articles 37 and 38 apply.

SUI/16

Editorial remark : It might be appropriate to interchange the texts of Section III and Section IV of Article 40.

ART. 41

ARTICLE 41

Alarm and Warning Signals

Section I. Emergency Position-Indicating Radiobeacon Signals

G/18/182 MOD 3255

§ 1. The emergency position-indicating radio-beacon signal ~~consists of~~ shall be distinctive and shall have characteristics as follows:

G/18/183 ADD 3255A

a) for civil aircraft stations, in accordance with the Standards and Recommended Practices of the International Civil Aviation Organisation;

G/18/184 ADD 3255B

b) for other mobile stations, in accordance with the Recommendations of the International Radio Consultative Committee.

G/18/185 SUP 3256

G/18/186 (MOD) 3256⁴

§ 1A.

⁴ In Japan, there emissions.

G/18/187 SUP 3257

D/20/84 MOD 3257

1) ~~a-keyed-emission-modulated-by-a-tone-of-1-300-Hz;-and having-a-ratio-of-the-period-of-the-emission-to-the-period of-silence-equal-to-or-greater-than-one;-and-an-emission duration-between-one-and-five-seconds;-or the keying signal should consist of a keyed emission modulated by a tone of 1 300 Hz (±20 Hz) having a period of emission of 1.0 to 1.2 s and a period of silence (carrier suppressed) of 1.0 to 1.2 s;~~

G/18/187 SUP 3258

J/26/106 ADD 3258A

aa) for digital selective calling frequency 2186.5 kHz, a signal of which technical characteristics should be in conformity with the relevant CCIR Recommendations;

G/18/187 SUP 3259

USA/19/75 MOD 3259

b) for very high frequencies, i.e. 121.5 MHz and 243 MHz, a signal whose characteristics shall be in accordance with those ~~recommended by the organizations mentioned in Resolution-601~~ set forth in Appendix 37A .

E/28/21 MOD 3259

b) for very high frequencies, i.e. 121.5 MHz and 243 MHz, a signal whose characteristics shall be in accordance with those ~~recommended by the organizations mentioned in Resolution-601~~ Appendix 37 A (E) / see proposal E/28/27_7.

D/20/85 NOC 3259

G/18/188 NOC 3260-3261 inclusive

G/18/189 MOD 3262

(3) Any mobile station receiving one of these signals, while no distress or urgent traffic is being passed, shall consider that the provisions of Nos 3157 and 3158 (relating to the transmission of a distress message by a station not itself in distress) are applicable.

G/18/190 SUP 3263-3265 inclusive

ART. 41

J/26/107 ADD 3265A (3A) The duration of transmitting cycle, where the signals specified in No. 3258A are used, should not be less than 3 minutes.

G/18/191 MOD 3266 § 4. (1) Equipment designed to transmit emergency position-indicating radiobeacon signals ~~on the carrier frequency 2482 kHz~~ shall meet the requirements specified in Appendix 37

G/18/192 ADD 3266A a) for civil aircraft stations, the appropriate Standards and Recommended Practices of the International Civil Aviation Organisation;

G/18/193 ADD 3266B b) for other mobile stations, the Recommendations of the International Radio Consultative Committee.

G/18/194 SUP 3267

USA/19/76 MOD 3267 (2) Equipment designed to transmit emergency position-indicating radiobeacon signals on the frequencies 121.5 MHz and 243 MHz shall comply with ~~the recommendations and standards of the organizations mentioned in Resolution 601~~ the provisions of Appendix 37A .

[see proposals USA/19/151 and E/28/27]

D/20/86 NOC 3267

J/26/108 ADD (Art. 41) Section IA. Survival Radar Transponder Signals

J/26/109 ADD 3267A §4A. Technical requirements for survival radar transponder signals should comply with the relevant CCIR Recommendations¹.

J/26/110 ADD 3267A.1 1 Survival radar transponders mean "same frequency band response type radar transponders in 9 GHz band" which have the function of indicating directly location (direction, distance) of the person in distress in the case of maritime distress on the PPI indicator panel of searcher's 9 GHz band radar.

J/26/111 ADD 3267B §4B(1) The essential purpose of survival radar transponder signals is to facilitate determining the position of survivors in search and rescue operations.

J/26/112 ADD 3267C (2) These signals shall indicate that one or more persons are in distress, may no longer be on board a ship or an aircraft, and that receiving facilities may not be available.

J/26/113 ADD 3267D (3) Any mobile service station receiving these signals, while no distress or urgency traffic is being passed, shall consider that the provisions of Nos. 3157 and 3158 are applicable.

Section II. Radiotelegraph and Radiotelephone Alarm Signals

HOL/11/179 MOD . 3269

(2) Any ship station working in the bands between ~~405 kHz and 535 kHz~~ 415 kHz and 526.5 kHz which is not provided with an automatic apparatus for the transmission of the radiotelegraph alarm signal shall be permanently equipped with a clock, clearly marking the seconds ~~preferably by means of a sweep hand completing one revolution per minute~~ by means of a concentric seconds hand. This clock shall be placed at a point sufficiently visible from the operator's table, so that the operator may, by keeping it in view, easily and correctly time the different elements of the alarm signal.

ART. 42

ARTICLE 42

Special Services Relating to Safety

Section I. Meteorological Messages

USA/19/77 SUP 3330

URS/17/15	ADD	(Title)	<u>Section IV. Narrow-band Direct-printing Telegraphy</u> <u>System for Transmission of Navigational and Meteorological</u> <u>Warnings and Urgent Information to Ships (NAVTEX)</u>
URS/17/16	ADD	3339	§ 11. Navigational and meteorological warnings and urgent information by means of direct printing with error correction shall be transmitted by the coast stations responsible for the transmission of these warnings in a given geographical area and indicated in the List of Radiodetermination and Special Service Stations. (cf. Nos. 3323, 3326 and 3334.)
URS/17/17	ADD	3340	§ 12. The mode and format of transmission shall be in conformity with Appendices 38 and 38A.
URS/17/18	ADD	3341	§ 13. The frequency 518 kHz shall be used for narrow-band direct-printing telegraphy transmissions of navigational and meteorological warnings and urgent information to ship stations in the MF band. (cf. No. 474.)

USA/19/78 ADD

ARTICLE 42A

General Provisions

USA/19/79 ADD 3363A

§1. (1) Except as otherwise provided in these Regulations, the aeronautical mobile service may be regulated by special agreements between governments concerned under the provision for special arrangements in Article 31 of the Convention (Malaga-Torremolinos, 1973).

USA/19/80 ADD 3363B

(2) The provisions of 3363A apply only to this Chapter.

USA/19/81 ADD 3363C

§2. The provisions of Articles 43, 44, 46, 49 and 50 shall apply to stations in the aeronautical mobile service irrespective of any agreement under the provisions of No. 3363A.

CHAPTER X

Aeronautical Mobile Service

G/18/196	MOD	<u>Aeronautical Mobile Service and Aeronautical Mobile-Satellite Service</u>
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G/18/197	ADD	Introduction
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G/18/198	ADD 3362	§ 1A. Pending the detailed revision of this Chapter by a future WARC (see Recommendation 304) wherever the terms aeronautical station or aircraft station are employed they may be taken to refer as appropriate to the corresponding type of station in the aeronautical mobile-satellite service.
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G/18/199	ADD 3363	§ 1B. With the exception of Articles 46 and 50 and No 3652, the provisions of this Chapter shall apply in the aeronautical mobile (R) service only to the extent that alternative agreement is not contained in the Annexes to the Convention on International Civil Aviation.
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D/20/87	ADD 3363A	With the exception of the provisions contained in Articles 46 and 50 the provisions of this Chapter do not apply to the aeronautical mobile service and aeronautical mobile-satellite service when special agreements exist between the governments concerned.
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ARTICLE 43

**Authority of the Person Responsible
for the Mobile Stations in the
Aeronautical Mobile Service**

G/18/200 MOD

Authority of the Person Responsible for the Mobile Stations
in the Aeronautical Mobile Service and in the Aeronautical
Mobile-Satellite Service

USA/19/82 NOC 3364

USA/19/83 SUP 3365

USA/19/84 SUP 3366

ARTICLE 44

Operators' Certificates for Aircraft Stations

G/18/201 MOD

Operators' Certificates for Aircraft Stations and for
Aircraft Earth Stations

Section I. General Provisions

NZL/ 25/28 ADD 3392A For the purpose of this Article the
term radiotelephone operators
certificate also includes flight
radiotelephone operators rating or
radiotelephone operators licence.

USA/19/85 ADD 3393A
AUS/29/69

(2A) In order to meet special needs, special agreements
between administrations may fix the conditions to be
fulfilled in order to obtain a radiotelephone operator's
certificate intended to be used in radiotelephone stations
complying with certain technical conditions and certain
operating conditions. These agreements, if made, shall be
on the condition that harmful interference to international
services shall not result therefrom. These conditions and
agreements shall be mentioned in the certificates issued to
such operators.

Section III. Conditions for the Issue of Operators' Certificates

USA/19/86 (MOD) 3454
AUS/29/70

(2) For aircraft radiotelephone stations operating on frequencies allocated exclusively to the aeronautical mobile service, each administration may itself fix these conditions for obtaining a radiotelephone operator's restricted certificate, provided that the operation of the transmitter requires only the use of simple external switching devices, excluding all manual adjustment of frequency determining elements, and that the stability of the frequencies is maintained by the transmitter itself within the limits of tolerance specified in Appendix 7. However, in fixing the conditions, administrations shall ensure that the operator has an adequate knowledge of radiotelephone operation and procedure particularly as far as distress, urgency and safety are concerned. This in no way contravenes the provisions of No. 3457 3393A .

USA/19/87 SUP 3457
AUS/29/71

ART. 45

ARTICLE 45

Personnel of Aeronautical Stations

USA/19/88 **SUP**

ARTICLE 45

G/18/202 **NOC**

ARTICLE 45

ARTICLE 46

Inspection of Aircraft Stations

G/18/203 MOD

Inspection of Aircraft Stations and Aircraft Earth Stations

ARTICLE 47

**Working Hours of Stations
in the Aeronautical Mobile Service**

G/18/204

NOC

ARTICLE 47

Section III. Aircraft Stations

USA/19/89 ADD 3542A

§2A. Aircraft stations in flight shall maintain service to meet the essential communications needs of the aircraft with respect to safety and regularity of flight and shall maintain watch as required by competent authority and shall not cease watch, except for reasons of safety, without informing the aeronautical station concerned.

ARTICLE 48

**Working Conditions
in the Aeronautical Mobile Service**

G/18/204 NOC ARTICLE 48

USA/19/90 MOD

~~Working Conditions in the Aeronautical Mobile Service~~
Aircraft stations Communicating with
Stations in the Maritime Mobile Service
and in the Maritime Mobile-Satellite Service.

D/20/89 MOD (title)

~~Working Conditions in the Aeronautical Mobile Service~~
Communication with Stations in the Maritime Mobile Service
and in the Maritime Mobile-Satellite Service

USA/19/91 SUP

Section I. General

D/20/90

USA/19/92 SUP 3569
D/20/88

USA/19/93 SUP 3570
D/20/91
AUS/29/72

Section II. Communication with Stations in the Maritime Mobile Service
and in the Maritime Mobile-Satellite Service

USA/19/94 SUP (Title)
D/20/92

Section II.

USA/19/95 (MOD) 3571

~~§3.~~ Stations on board aircraft may communicate with stations of the maritime mobile or maritime mobile-satellite services. They shall conform to those provisions of these Regulations which relate to these services (see Chapter XI, especially Article 59, Section III).

D/20/93 MOD 3571

Stations on board aircraft may communicate, for purposes of distress, and for public correspondence, with stations of the maritime mobile or maritime mobile-satellite service. ~~They shall conform to those provisions of these Regulations which relate to these services (see Chapter XI, especially Article 59, Section III).~~ For these purposes they shall conform to the relevant provisions of Chapter XI, Articles 59 Section III, 61, 62, 63, 65 and 66 (see also Nos. 962, 963 and 3633).

ARTICLE 49

**Conditions to Be Observed by Mobile Stations
in the Aeronautical Mobile Service**

G/18/205 MOD

Conditions to be Observed by Mobile Stations in the
Aeronautical Mobile Service and in the Aeronautical
Mobile-Satellite Service

ART. 50

ARTICLE 50

Special Rules Relating to the Use of Frequencies
in the Aeronautical Mobile Service

CAN/9/83 MOD 3630 Frequencies in any band allocated to the
S/14/12 aeronautical mobile (R) service are reserved for communications
NOR/15/3 related to safety and regularity of flight between any aircraft and
G/18/206 those aeronautical stations primarily concerned with ~~the safety and~~
USA/19/96 ~~regularity of flight~~ along national or international civil air
AUS 29/73 routes.

D/20/94 NOC 3630

G/18/207 NOC 3631

G/18/207 NOC 3632
AUS/29/74

USA/19/97 MOD 3633

§4. Administrations shall not permit public correspondence in the frequency bands allocated exclusively to the aeronautical mobile service, ~~unless permitted by special aeronautical regulations adopted by a Conference of the Union to which all interested Members are invited. Such regulations shall recognize the absolute priority of safety and control messages.~~

G/18/207 NOC 3633

USA/19/98 SUP 3634

G/18/207 NOC 3634

USA/19/99 SUP 3635

G/18/207 NOC 3635

ARTICLE 51

Order of Priority of Communications
in the Aeronautical Mobile Service

G/18/208 MOD (Title) Order of Priority of Communications in the Aeronautical
Mobile Service and in the Aeronautical Mobile-Satellite
Service

- CAN/9/84 MOD 3651 The order of priority for communications¹ in the
aeronautical mobile service shall be as follows, except where
impracticable in a fully automated system in which, nevertheless,
category 1 shall receive priority:
1. Distress calls, distress messages, and distress traffic.
 2. Communications preceded by the urgency signal.
 3. ~~Communications preceded by the safety signal.~~ Communications relating to radio direction-finding.
 4. ~~Communications relating to radio direction-finding.~~ Flight safety messages.
 5. ~~Communications relating to the navigation and safe movement of aircraft engaged in search and rescue operations.~~ Meteorological messages.
 6. ~~Communications relating to the navigation, movements, and needs of aircraft and ships, and weather observation messages destined for an official meteorological service.~~ Flight regularity messages.
 7. ~~ETATPRIORITENATIONS--Radiotelegrams relating to the application of the United Nation Charter.~~ Service communications relating to the working of the telecommunications service or to communications previously exchanged.
 8. ~~ETATPRIORITE--Government radio telegrams with priority and Government calls for which priority has been expressly requested.~~ All other communications.
 9. ~~Service communications relating to the working of the telecommunication service or to communications previously exchanged.~~
 10. ~~Government communications other than those shown in 8 above, ordinary private communications, RCI² radiotelegrams and press radiotelegrams.~~

S/14/13 MOD 3651
NOR/15/4

The order of priority for communications in the aeronautical mobile service and the aeronautical mobile-satellite service shall be as follows in the relevant Annexes to the Convention on International Civil Aviation, except where impracticable in a fully automated system in which, nevertheless, category 1 distress calls, distress messages, and distress traffic shall receive priority 1.

G/18/209 (MOD) 3651

§ 1. (1A) The order of press radiotelegrams.

USA/19/100 MOD 3651

The Order of Priority for communications /1 in the Aeronautical Mobile Service shall be as follows, except where impracticable in a fully automated system in which, nevertheless, category 1 shall receive priority:

1. Distress calls, distress messages and distress traffic.

2. ~~Communications preceded by the~~ Urgency ~~urgency~~ signal messages.

3. ~~Communications preceded by the safety signal.~~

4. 3. Communications relating to radio direction finding.

5. ~~Communications related to the navigation and safe movement of aircraft engaged in search and rescue operations.~~

4. Flight safety messages.

6. ~~Communications relating to the navigation, movements, and needs of aircraft and ships, and weather observation messages destined for an official meteorological service.~~

5. Meteorological messages.

6. Flight regularity messages.

7. ~~STAIRPRIORITATIONS Radiotelegrams relating to the application of the United Nations Charter.~~

8. ~~STAIRPRIORITE Government radiotelegrams with priority and Government calls for which priority has been expressly requested.~~

7. 9 Service communications relating to the working of the tele communication service or to communications previously exchanged.

10. ~~Government communications other than those shown in 8 above, ordinary private communications, RCT radiotelegrams and press radiotelegrams.~~

8. All other communications.

J/26/114 MOD. 3651 The order of priority for communications¹ in the aeronautical mobile service shall be as follows, except where impracticable in a fully automated system in which, nevertheless, category 1 shall receive priority:

1. Distress calls, distress messages, and distress traffic.
2. Communications preceded by the urgency signal.
3. ~~Communications preceded by the safety signal.~~
Communications relating to radio direction-finding.
4. ~~Communications relating to radio direction-finding.~~
Flight safety messages.
5. ~~Communications relating to the navigation and safe movement of aircraft engaged in search and rescue operations.~~ Meteorological messages.
6. ~~Communications relating to the navigation, movements, and needs of aircraft and ships, and weather observation messages destined for an official meteorological service.~~
Flight regularity messages.
7. ~~ETATPRIORITENATIONS~~ - Radiotelegrams relating to the ~~application of the United Nations Charter.~~
Service communications relating to the working of the telecommunication service or to communications previously exchanged.
8. ~~ETATPRIORITE~~ - Government radiotelegrams with priority ~~and Government calls for which priority has been expressly requested.~~
9. ~~Service communications relating to the working of the telecommunication service or to communications previously exchanged.~~
10. ~~Government communications other than those shown in 8 above, ordinary private communications. -RCT¹- radiotelegrams and press radiotelegrams.~~

AUS/29/76

MOD 3651

The order of priority for communications¹ in the aeronautical mobile service shall be as follows, except where impracticable in a fully automated system in which, nevertheless, category 1 shall receive priority:

1. Distress calls, distress messages, and distress traffic.

2. ~~Communications preceded by the urgency signal.~~ Urgency calls, urgency messages and urgency traffic.

3. ~~Communications preceded by the safety signal.~~ Communications related to radio direction finding.

4. ~~Communications related to radio direction finding.~~ Flight safety messages including communications relating to the navigation and safe movement of aircraft engaged in search and rescue operations.

5. ~~Communications relating to the navigation and safe movement of aircraft engaged in search and rescue operations.~~ Meteorological messages.

6. ~~Communications relating to the navigation, movements, and needs of aircraft and ships, and weather observation messages destined for an official meteorological service.~~ Flight regularity messages.

7. ~~ETATPRIORITENATIONS~~ Radiotelegrams relating to the application of the United Nations Charter. ETATPRIORITE - Government telegrams with priority and Government calls for which priority has been expressly requested.

8. ~~ETATPRIORITE - Government radio-telegrams with priority and Government calls for which priority has been expressly requested.~~ Service communications relating to the working of the telecommunications service or to communications previously exchanged.

9. ~~Service communications relating to the working of the telecommunications service or to communications previously exchanged.~~ Any other authorised communications.

10. ~~Government communications other than those shown in 3 above, ordinary private communications. RCT² radiotelegrams and press radiotelegrams.~~

ART. 51

G/18/210 NOC 3651.1
AUS/29/77

CAN/9/85 SUP 3651.2
S/14/14
NOR/15/5
USA/19/101
J/26/115
AUS/29/78

G/18/20 NOC 3651.2

G/18/211 ADD 3652

(1B) In the order of priority, categories 1 and 2 shall receive priority over all other communications irrespective of any agreement under the provisions of No 3363.

USA/19/102 ADD 3652

§2. In the order of priority, categories 1 and 2 shall receive priority over all other communications irrespective of any agreement under the provisions of No. 3363A.

ARTICLE 52

**General Radiotelegraph Procedure
in the Aeronautical Mobile Service**

Section I. General Provisions

USA/19/103 SUP 3678
G/18/212
D/20/88

Section II. Calls

G/18/213 SUP 3682
USA/19/104
D/20/88

ARTICLE 53

**Radiotelephone Procedure in the
Aeronautical Mobile Service — Calls**

G/18/214 SUP 3793
USA/19/105
D/20/88

USA/19/106 ADD 3796A

\$3A. Before initiating a call the calling station shall ascertain that the station called is not in communication with another station.

S/14/15 SUP 3797
NOR/15/6

USA/19/107 MOD 3797

4. ~~(1)---When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes.---~~ When a call has been made to an aeronautical station, a period of at least 10 seconds should elapse before a second call is made in order to eliminate unnecessary transmissions while the aeronautical station is preparing to reply to the initial call.

AUS/29/79

MOD 3797

~~When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes.~~ Before initiating a call, the calling station shall ascertain that the station being called is not in communication with another station.

S/14/16 ADD 3797A
NOR/15/7

Before initiating a call, the calling station shall ascertain that the station called is not in communication with another station on the same channel.

S/14/17 SUP 3798
NOR/15/8
USA/19/108

AUS/29/80 MOD 3798

~~Before renewing the call, the calling station shall ascertain that the station called is not in communication with another station.~~ When a call has been made to an aeronautical station, a period of at least 10 seconds should elapse before a second call is made in order to eliminate unnecessary transmissions while the aeronautical station is preparing to reply to the initial call.

S/14/18 ADD 3798A
NOR/15/9

When a call has been made to an aeronautical station, a period of at least 10 seconds should elapse before a second call is made on the same channel in order to eliminate unnecessary transmissions while the aeronautical station is preparing to reply to the initial call.

S/14/19 SUP 3799
NOR/15/10
USA/19/109
AUS/29/81

S/14/20 SUP 3805
NOR/15/11

J/26/116 ADD 3806 §7A. Any signals sent for testing shall be kept to a minimum, particularly on the frequencies 121.5 MHz, 123.1 MHz and 243 MHz.

CHAPTER XI

Maritime Mobile Service and Maritime
Mobile-Satellite Service

ARTICLE 55

Operators' Certificates for Ship
Stations and Ship Earth StationsSection II. Categories of Certificates
for Ship Station Operators

J/26/117 MOD 3888 (5) The radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of ship stations for which only a radiotelephone operator's restricted certificate is required, may be carried out by the holder of a radiotelegraph operator's special certificate¹.

J/26/118 MOD 3889 (6) However, where the conditions specified in No. 3934 are satisfied, the radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of any ship station, may be carried out by the holder of a radiotelegraph operator's special certificate¹.

J/26/119 ADD 3888.1 }
ADD 3889.1 }

1 The radiotelegraph service of ships equipped with a radiotelegraph installation in accordance with Regulation 131 (2) (a) of the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, may be carried out by the holder of a radiotelegraph operator's special certificate.

ARTICLE 59

Conditions to Be Observed in the Maritime Mobile Service
and in the Maritime Mobile-Satellite Service

Section I. Maritime Mobile Service

G/18/215 MOD 4108

B1. Bands Between ~~405~~ 415 kHz and 535 kHz

G/18/216 MOD 4109

§ 10. Transmitters used in ship stations working in the authorised bands between ~~405~~ 415 kHz and 535 kHz shall be provided with devices readily permitting a material reduction of power.

G/18/217 MOD 4110

§ 11. All ship stations equipped with radio-telegraph apparatus to work in the authorised bands between ~~405~~ 415 kHz and 535 kHz shall be able to:

G/18/218 NOC 4111

G/18/219 MOD 4112

b) send, in addition, class A1A ~~and either A2A or H2A~~ emissions on at least two working frequencies;

G/18/220 MOD 4113

c) receive, in addition, class A1A, ~~A2A and H2A~~ emissions on all the other frequencies necessary for their service.

G/18/221 MOD 4115

B2. Bands Between ~~4605~~ 1606.5 kHz and 2850 kHz

G/18/222 MOD 4116

§ 13. In Region 2, any radiotelegraph station installed on board a ship which uses frequencies in the band 2089.5-2092.5 kHz for call and reply shall be provided with at least one other frequency in the authorised bands between ~~4605~~ 1606.5 kHz and 2850 kHz.

G/18/223 MOD 4122

C. Ship Stations Using Narrow-Band Direct-Printing Telegraphy and Digital Selective Calling

G/18/224 (MOD) 4123

§ 15. (1A) The characteristics of the narrow-band direct-printing equipment shall be in accordance with Appendix 38.

G/18/225 ADD 4123A

(1B) The characteristics of the digital selective calling equipment shall be in accordance with the Recommendations of the CCIR.

CAN/9/86
G/18/226 MOD 4125D1. Bands between ~~4-605~~ 1 606.5 kHz and 4 000 kHz

CAN/9/87
G/18/227

MOD 4126

All ship stations equipped with radiotelephony apparatus to work in the authorized bands between 1-695 1 606.5 and 2 850 kHz shall be able to:

CAN/9/88

MOD 4127

a) send class ~~A3E~~ or H3E emissions on a carrier frequency of 2 182 kHz and receive class A3E and H3E emissions on a carrier frequency of 2 182 kHz. ~~However, after 1-January-1982, it is no longer authorized to send class A3E emissions on a carrier frequency of 2-182-kHz;~~ Except for such apparatus as is referred to in No. 4130, the sending of class A3E emissions is not authorized.

G/18/228

MOD 4127

a) send class ~~A3E~~ or H3E emissions with a carrier frequency of 2182 kHz and receive class A3E and H3E emissions on a carrier frequency of 2182 kHz. ~~However, after 1-January-1982 it is no longer authorised to send class A3E emissions, except~~ Except for such apparatus as is referred to in No 4130, the sending of class A3E emissions is not authorised;

USA/19/110 MOD 4127

a) send class A3E J3E or H3E emissions on a carrier frequency of 2182 kHz and receive class A3E, J3E and H3E emissions on a carrier frequency of 2182 kHz. ~~However, after 1-January-1982, It is no longer not authorized to send class A3E emissions on a carrier frequency of 2182 kHz, except for such apparatus as is referred to in No. 4130;~~

NZL/25/15

MOD 4127

a) send class ~~A3E or H3E~~ A3E, H3E or J3E emissions with a carrier frequency of 2182 kHz and receive class A3E and and H3E or class J3E emissions on a carrier frequency of 2182 kHz. ~~However, after 1-January-1982, it is no longer authorised to send class A3E emissions, for such apparatus as is referred to in No. 4130;~~

ART. 59

AUS/29/82

MOD 4127

~~a) send class A3E or H3E emission on a carrier frequency of 2182 kHz and receive class A3E and H3E emissions on a carrier frequency of 2182 kHz. However, after 1 January 1982, it is no longer authorised to send class A3E emissions on a carrier frequency of 2182 kHz, except for such apparatus as is referred to in No. 4130.~~

a) until [1 January 1990] be able to send and receive on the carrier frequency 2182 kHz using class J3E or H3E emission, and after [1 January 1990], be able to send and receive on the carrier frequency 2182 kHz using class J3E emission. However, until [1 January 1990], apparatus referred to in No. 4130 may continue to send and receive using class A3E emission only;

G/18/229 MOD 4128

b) send, in addition,

~~1) class A3E, or~~

2) class H3E, R3E and J3E¹

emissions on at least two working frequencies.^{2 1}
~~However, after 1 January 1982, The sending of class A3E, and H3E and R3E emissions are no longer is~~
not authorised on working frequencies;

USA/19/111 MOD 4128

b) send, in addition

1) class A3E J3E , or

2) class H3E, R3E and J3E /1

emissions on at least two working frequencies; /2
~~However, after 1 January 1982, class A3E and H3E emissions are no longer authorized on working frequencies;~~

NZL/25/16 MOD 4128

b) send, in addition:

1) class A3E or

2) class H3E, R3E and J3E or

3) class J3E

emissions on at least two working frequencies.

However, after 1 January 1982 class A3E and H3E emissions are no longer authorised on working frequencies.

AUS/29/83 MOD 4128

- b) send, in addition:
~~1) class A3E, or~~
~~2) class H3E, R3E and J3E¹~~

emissions on at least two working frequencies². ~~However, after 1 January 1982, class A3E and H3E emissions are no longer authorized on working frequencies,~~

G/18/230 SUP 4128.1
USA/19/112
NZL/25/18
AUS/29/84

G/18/231 (MOD) 4128.2 1 ^{2 1} In certain areas, administrations may reduce this requirement to one working frequency.

G/18/232 MOD 4129
AUS/29/85

- c) receive, in addition,
~~1) class A3E and H3E or~~
~~2) class A3E, H3E, R3E and J3E~~

emissions on all other frequencies necessary for their service. ~~However, after 1 January 1982, the ability to receive class A3E and H3E emissions is no longer required.~~

USA/19/113 MOD 4129

- c) receive, in addition:
1) class ~~A3E and H3E~~ , J3E or
2) class ~~A3E, H3E, R3E and J3E~~

emissions on all other frequencies necessary for their service. ~~However, after 1 January 1982, the ability to receive A3E and H3E emissions is no longer required.~~

NZL/25/17 MOD 4129

- c) receive, in addition:
1) class A3E and H3E or
2) class A3E, H3E, R3E and J3E or
3) class J3E

emissions on all other frequencies necessary for their service. ~~However, after 1 January 1982, the ability to receive class A3E and A3H emissions is no longer required.~~

AUS/29/86

MOD 4130

Until [1 January 1990] the provisions of Nos. 4128 and 4129 do not apply to apparatus provided solely for distress, urgency and safety purposes.

CAN/9/89

MOD 4132 § 18.

~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, All ship stations equipped with radiotelephony to work in the authorized bands between 4 000 and 23 000 kHz should be able to send and receive on the carrier frequencies 4 125-4 124 kHz and 6 215.5 6 216 kHz (see Nos. 2982 and 2986).~~

G/18/233

MOD 4132

§ 18. In the zone of Regions 1 and 2 south of latitude 15°N, including Mexico, and in the zone of Region 3 south of latitude 25°N, all ship stations equipped with radiotelephony to work in the authorised bands between 4000 kHz and 23000 kHz should be able to send and receive on the carrier frequencies ~~4 125~~ 4 124 kHz and ~~6 215.5~~ 6 216 kHz (see Nos 2982 and 2986).

USA/19/114
NZL/25/19

MOD 4132

~~§18. In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, all All ship stations equipped with radiotelephony to work in the authorized bands between 4000 kHz and 23000 kHz should be able to send and receive on the carrier frequencies 4125 kHz and 6215.5 kHz (see Nos. 2982 and 2986).~~

J/26/120

MOD 4132 §18

In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, all ship stations equipped with radiotelephony to work in the authorized bands between 4000 kHz and 23000 kHz should be able to send and receive on the carrier frequencies 4125 kHz and 6215.5 kHz (see Nos. 2982 2982B and 2986 2986B).

AUS/29/87

MOD 4132

~~§ 18. In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, All ship stations equipped with radiotelephony to work in the authorized bands between 4000 kHz and 23000 kHz should be able to send and receive on the carrier frequencies 4125 kHz and 6215.5 kHz using class J3E emission after 1 January 1984 (see Nos. 2982 and 2986).~~

ARTICLE 60

Special Rules Relating to the Use
of Frequencies in the Maritime Mobile Service

Section I. General Provisions

URS/17/21 ADD 4179

In any cases involving the use of the digital selective calling system (DSC) not specifically covered by this Article, Article 62 shall apply.

HOL/11/180 MOD 4180

A. Single-Sideband Morse Radiotelegraph Transmissions

HOL/11/181 MOD 4181

§ 1. Station employing single-sideband morse radiotelegraph transmissions shall use upper-sideband emissions. The frequencies specified in these Regulations for class H2A and H2B* emissions such as ~~410 kHz, 425 kHz, 454 kHz, 468 kHz, 480 kHz~~, 500 kHz, ~~512 kHz~~ and 8 364 kHz shall be used as carrier frequencies.

G/18/234 MOD 4181

§ 1. Stations employing single-sideband radiotelegraph transmissions shall use upper-sideband emissions. The frequencies specified in the Radio Regulations for class H2A and H2B* emissions ~~such as 410 kHz, 425 kHz, 454 kHz, 468 kHz, 480 kHz~~ (500 kHz and 8364 kHz) shall be used as carrier frequencies.

HOL/11/182 MOD 4182

B. Bands between ~~405 kHz~~, 415 kHz and ~~535 kHz~~,
526.5 kHz.

S/14/21 MOD 4182 B. Bands between 405 415 kHz and 535 kHz

G/18/235
FNL/23/5

ART. 60

HOL/11/183 ADD 4182A § 2. Except as provided in No. 961, ship stations authorized to work in the bands between 435 kHz and 526.5 kHz shall operate in accordance with No. 4186A.

HOL/11/184 MOD 4183 § 2. 3. Except as provided in No. 961, in Regions 2 and 3 ship stations authorized to work in the bands between 415 kHz and ~~535 kHz~~ 526.5 kHz shall transmit on the frequencies indicated in this Article (see No. 4237).

HOL/11/185 SUP 4184

S/14/22 ADD 4184A On the frequency 518 kHz no other assignments shall be made but for transmission by coast stations of meteorological and navigational warnings to ships by means of automatic narrow-band direct-printing telegraphy.

FNL/23/6 ADD 4184A The frequency 521 kHz shall not be assigned to other stations than those for transmission of meteorological and navigational warnings to ships by means of automatic narrow-band direct-printing telegraphy.

S/14/23 ADD 4184B The frequency 491 kHz is designated for digital selective calling for distress alert purposes from coast stations.
FNL/23/7

S/14/24 ADD 4184C The frequencies 489 kHz, 489,5 kHz and 490 kHz are designated for digital selective calling from coast stations.

HOL/11/186 SUP 4185
S/14/25
G/18/236

S/14/26 ADD 4185A The Tables of assignable frequencies for use by the maritime mobile service in the band between 435 kHz and 526.5 kHz in Region 1 are shown in Appendix S-K and a channelling plan for the narrow-band direct-printing frequencies specified in the Tables is shown in Appendix S-L.

G/18/237
FVL/23/8

T / UK-AA and FNL-A / / UK-BB and FNL-B /

HOL/11/187 SUP 4186

HOL/11/188 ADD 4186A § 4. (1) In Region 1 frequencies assigned to stations operating in the bands between 435 - 526.5 kHz shall be in accordance with the following subdivision:

435	- 459.25 kHz	Coast stations, morse telegraphy
459.25	- 463.75 kHz	Coast stations, digital selective calling
463.75	- 478.75 kHz	Coast stations, narrow-band direct-printing telegraphy
478.75	- 495 kHz	Ship stations, morse telegraphy
495	- 505 kHz	Guardband for the distress and calling frequency 500 kHz
505	- 509.75 kHz	Ship stations working to coast stations, digital selective calling
509.75	- 517.5 kHz	Ship stations working to coast stations, narrow-band direct-printing telegraphy
518	kHz	Coast stations, transmitting meteorological and navigational warnings using narrow-band direct-printing telegraphy
518.5	- 526.5 kHz	Ship stations working to coast stations, narrow-band direct-printing telegraphy

HOL/11/189 ADD 4186B (2) In Region 1 the band 435 - 459.25 kHz may also be used by coast stations for narrow-band direct-printing telegraphy.

HOL/11/190 ADD 4186C (3) In Region 1 the band 478.75 - 495 kHz may also be used by ship stations working to coast stations for narrow-band direct-printing telegraphy.

HOL/11/191 ADD 4186D (4) Appendix / HOL A / shows the table of frequencies for use by the maritime mobile service in the bands between 435 - 526.5 kHz.

HOL/11/192 ADD 4186E (5) On the channels in use for morse telegraphy the classes of emission A2A, A2B, H2A and H2B are forbidden, except on the frequency 500 kHz.

- DNK/22/5 ADD 4186A In Region 1, frequencies assigned to stations operating in the band between 435 kHz and 526.5 kHz should, whenever possible, be in accordance with the following subdivision:
- 435 - 448.5 kHz Coast stations, morse telegraphy and narrow-band direct printing telegraphy (see App. 38)
 - 448.5 - 458.5 kHz Intership morse telegraphy and narrow-band direct printing broadcast transmissions from coast stations
 - 458.5 - 476.5 kHz Ship stations working to coast stations, morse telegraphy and narrow-band direct printing telegraphy
 - 476.5 - 490 kHz Ship stations working to coast stations, morse telegraphy and narrow-band direct printing telegraphy
 - 491 kHz Frequency for distress alert from shore to ship using digital selective calling
 - 500 kHz Distress and calling frequency for morse telegraphy
 - 508 - 517.5 kHz Coast stations, morse telegraphy and narrow-band direct printing telegraphy
 - 518 kHz Transmissions of navigational and meteorological warnings by narrow-band direct printing telegraphy
 - 518.5 - 526.5 kHz Coast stations, morse telegraphy and narrow-band direct printing telegraphy.
- DNK/22/6 ADD 4186B In these bands a channel spacing of 0.5 kHz is used.
- DNK/22/7 ADD 4186C For two-frequency operation, frequencies in the band 435 - 448.5 kHz are paired with frequencies in the band 476.5 - 490 kHz, and frequencies in the band 458.5 - 476.5 kHz are paired with frequencies in the bands 508 - 517.5 kHz and 518.5 - 526.5 kHz.
- DNK/22/8 ADD 4186D Until 1 January 1990, when tighter frequency tolerances for morse telegraphy ship stations are applicable, frequencies for morse telegraphy may be assigned with a channel spacing of 1 kHz.

HOL/11/194	ADD	4187A	§ 5.	In Region 1, frequencies assigned to stations of the maritime mobile service operating in the bands between 1 605.5 and 1 625 kHz, 1 635 and 1 800 kHz, 2 045 and 2 160 kHz and between 2 170 and 2 194 kHz shall be in accordance with the following subdivision:	
		1 605.5 - 1 625	kHz	Coast stations, narrow-band direct-printing telegraphy	
		1 635 - 1 638	kHz	Coast stations, digital selective calling	
		1 638 - 1 800	kHz	Coast stations, radiotelephony	
		2 045 - 2 051	kHz	Ship stations working to coast stations, radiotelephony (see No. MOD 4360).	
		2 051 - 2 057	kHz	Intership working (see Nos. MOD 4363 and 4365).	
		2 057 - 2 060	kHz	Ship stations working to coast stations, digital selective calling.	
		2 060 - 2 078	kHz	Ship stations working to coast stations, narrow-band direct-printing telegraphy	
		2 078 - 2 160	kHz	Ship stations working to coast stations, radiotelephony	
		2 170 - 2 173.5	kHz	Coast stations calling ship stations (including selective calling) and exceptionally coast stations transmitting safety messages	
		2 173.5 - 2 190.5	kHz	Guardband for the distress and calling frequency 2 182 kHz	
		2 190.5 - 2 194	kHz	Ship stations calling coast stations.	

S/14/28 ADD 4187A The Tables of assignable frequencies for use by the maritime mobile service in the bands between 1606.5 and 1625 kHz, 1635 and 1800 kHz, 1850 and 2045 kHz, 2045 and 2160 kHz, 2170 and 2498 kHz, 2502 and 2850 kHz, and 3155 and 3200 kHz in Region 1 are shown in Appendix S-M.

S/14/29 ADD 4187B A channelling plan for the narrow-band direct-printing frequencies specified in the Tables in Appendix S-M is shown in Appendix S-N.

S/14/30 ADD 4187C A channelling plan for the radiotelephony paired frequencies specified in the Tables in Appendix S-M is shown in Appendix S-O.

G/18/239 ADD 4187A

§ 5A. (1A) In Region 1, frequencies assigned to stations of the maritime mobile service operating in the bands between 1606.5 kHz and 1625 kHz, 1635 kHz and 1800 kHz, 2045 kHz and 2160 kHz, and 2170 kHz and 2194 kHz shall be in accordance with the following subdivision:

- 1606.5 - 1625 kHz: Coast stations radiotelephony;
- 1635 - 1668 kHz: Low power radiotelephony;
- 1668 - 1670 kHz: Narrow-band direct-printing telegraphy (non-paired channels);
- 1670 - 1676 kHz: Coast stations digital selective calling (paired channels);
- 1676 - 1686 kHz: Coast stations narrow-band direct-printing telegraphy (paired channels);
- 1686 - 1800 kHz: Coast stations radiotelephony;
- 2045 - 2051 kHz: Ship stations digital selective calling (paired channels);
- 2051 - 2061 kHz: Ship stations narrow-band direct-printing telegraphy (paired channels);
- 2061 - 2160 kHz: Ship stations radiotelephony;
- 2170 - 2173.5 kHz: Coast stations (worldwide) radiotelephony;
- 2173.5 - 2190.5 kHz: Mobile (Distress and Calling (including the Future Global Maritime Distress and Safety System - digital selective calling, radiotelephony distress traffic and narrow-band direct-printing telegraphy distress traffic));
- 2190.5 - 2194 kHz: Coast stations (worldwide) radiotelephony.

G/18/240 ADD 4187B

(1B) In the bands 1606.5-1625 kHz, 1635-1800 kHz and 2045-2160 kHz, in Region 1, the frequencies are spaced by:

- 3 kHz when two adjacent frequencies are used for single-sideband radiotelephony;
- 500 Hz when two adjacent frequencies are used for digital selective calling or for narrow-band direct-printing telegraphy.

G/18/241 ADD 4187C

(1C) Appendix UK-CC shows the radiotelephone, digital selective calling and narrow-band direct-printing telegraphy channels in the frequency bands listed in No 4187A.

DNK/22/9 ADD

- 4187A In Region 1, frequencies assigned to stations operating in the bands between 1606.5 kHz and 3800 kHz should, whenever possible, be in accordance with the following subdivision:
- | | | |
|---------------|-----|--|
| 1606.5 - 1625 | kHz | Coast stations, narrow-band direct printing telegraphy (see App. 38), duplex operation |
| 1635 - 1800 | kHz | Coast stations, radiotelephony, duplex operation |
| 1850 - 2045 | kHz | Coast stations, radiotelephony, duplex operation |
| 2045 - 2063.5 | kHz | Ship stations, narrow-band direct printing telegraphy, duplex operation |
| 2063.5 - 2170 | kHz | Ship stations, radiotelephony, duplex operation |
| 2170 - 2194 | kHz | Distress frequencies and guardbands |
| 2194 - 2263 | kHz | Ship stations, radiotelephony, duplex operation |
| 2263 - 2300 | kHz | Coast station, radiotelephony, duplex operation |
| 2300 - 2495 | kHz | Ship stations, radiotelephony, duplex operation |
| 2502 - 2552 | kHz | Ship and coast stations, radiotelephony or narrow-band direct printing telegraphy, simplex operation |
| 2552 - 2597 | kHz | Coast stations, narrow-band direct printing telegraphy, duplex operation |
| 2597 - 2635 | kHz | Ship stations, radiotelephony, duplex operation |
| 2635 - 2650 | kHz | Ship and coast stations, radiotelephony or narrow-band direct printing telegraphy, simplex operation |
| 3155 - 3200 | kHz | Ship stations, narrow-band direct printing telegraphy, duplex operation |
| 3200 - 3340 | kHz | Ship stations working to coast stations |
| 3340 - 3400 | kHz | Intership working |
| 3500 - 3600 | kHz | Intership working |
| 3600 - 3800 | kHz | Coast stations. |

DNK/22/10 ADD 4187B Channelling plans for frequencies for radiotelephony are indicated in Appendix DNK-5.

DNK/22/11 ADD 4187C Channelling plans for frequencies for narrow-band direct printing telegraphy are indicated in Appendix DNK-6.

DNK/22/12 ADD 4187D Frequencies for digital selective calling for public correspondence may be selected in bands allocated to narrow-band direct printing telegraphy.

S/14/31 SUP 4188- inclusive
4192

DNK/22/13

HOL/11/195 MOD 4188 § 6. (A) In Region 1, frequencies assigned to stations of the maritime mobile service operating in the bands between 1 606.5 kHz, 1 850 kHz and 3 800 kHz, (see Article 8) should, whenever possible, be in accordance with the following subdivision:

~~1 606.5 - 1 625 kHz Radiotelegraphy exclusively~~
~~1 625 - 1 670 kHz Low power radiotelephony~~
~~1 670 - 1 950 kHz Coast stations~~
~~1 950 - 2 053 kHz Ship stations working to coast stations~~
~~2 053 - 2 065 kHz Intership working~~
~~2 065 - 2 170 kHz Ship stations working to coast stations~~
~~2 170 - 2 173.5 kHz Coast stations calling ship stations (including selective calling) and, exceptionally, coast stations transmitting safety messages~~

2 173.5	2 190.5	kHz	Guardband for the distress and calling frequency 2 182 kHz
2 190.5	2 194	kHz	Ship stations calling coast stations
2 194	2 440	kHz	Inter-ship working
2 440	2 578	kHz	Ship stations working to coast stations
2 578	2 850	kHz	Coast stations
3 155	3 340	kHz	Ship stations working to coast stations
3 340	3 400	kHz	Inter-ship working
1 850	- 2 045	kHz	Coast stations
2 194	- 2 300	kHz	Ship stations working to coast stations
2 300	- 2 498	kHz	Ship stations
2 502	- 2 625	kHz	Ship stations working to coast stations
2 625	- 2 650	kHz	Coast stations/ship stations
2 650	- 2 850	kHz	Coast stations
3 155	- 3 400	kHz	Ship stations working to coast stations
3 500	- 3 600	kHz	Inter-ship working
3 600	- 3 800	kHz	Coast stations

G/18/242 MOD 4188

§ 6. (1) In Region 1, frequencies assigned to stations of the maritime mobile service operating in the bands between ~~4606.5~~ 1850 kHz and ~~3800~~ 2045 kHz and between 2194 kHz and 3800 kHz (see Article 8) should, whenever possible, be in accordance with the following subdivision:

- ~~4606.5~~---~~4625~~---kHz---Radiotelegraphy exclusively
- ~~4625~~---~~4670~~---kHz---Low-power radiotelephony
- ~~4670~~---~~4950~~---kHz---Coast stations
- ~~4950~~---~~2053~~---kHz---Ship stations working to coast stations
- ~~2053~~---~~2065~~---kHz---Inter-ship working
- ~~2065~~---~~2470~~---kHz---Ship stations working to coast stations
- ~~2470~~---~~2473.5~~---kHz---Coast stations calling ship stations (including selective calling) and, exceptionally, coast stations transmitting safety messages
- ~~2473.5~~---~~2490.5~~---kHz---Guardband for the distress and calling frequency 2482 kHz
- ~~2490.5~~---~~2494~~---kHz---Ship stations calling coast stations

- ~~2494~~-----~~2440~~---kHz---~~Inter-ship working~~
- ~~2440~~-----~~2578~~---kHz---~~Ship stations working to coast stations~~
- ~~2578~~-----~~2850~~---kHz---~~Coast stations~~
- ~~3155~~-----~~3340~~---kHz---~~Ship stations working to coast stations~~
- ~~3340~~-----~~3400~~---kHz---~~Inter-ship working~~
- ~~3500~~-----~~2600~~---kHz---~~Inter-ship working~~
- ~~3600~~-----~~3800~~---kHz---~~Coast stations~~
- 1850 - 1950 kHz: Coast stations;
- 1950 - 2045 kHz: Ship stations working to coast stations;
- 2194 - 2440 kHz: Ship stations working to coast stations;
- 2440 - 2498 kHz: Inter-ship working;
- 2502 - 2578 kHz: Ship stations working to coast stations;
- 2578 - 2850 kHz: Coast stations;
- 3155 - 3340 kHz: Coast stations;
- 3340 - 3400 kHz: Ship stations working to coast stations;
- 3500 - 3600 kHz: Inter-ship working;
- 3600 - 3800 kHz: Coast stations.

J/26/121 MOD 4188 §6(1) In Region 1, frequencies assigned to stations operating in the bands between 1606.5 kHz and 3800 kHz (see Article 8) should, whenever possible, be in accordance with the following subdivision:

- 1606.5 - 1625 kHz: Radiotelegraphy exclusively.
- 1625 - 1670 kHz: Low power radiotelephony.
- 1670 - 1950 kHz: Coast stations.
- 1950 - 2053 kHz: Ship stations working to coast stations.
- 2053 - 2065 kHz: Inter-ship working.
- 2065 - 2170 kHz: Ship stations working to coast stations.

- 2170 - 2173.5 kHz: ~~Coast stations calling ship stations (including selective calling) and, exceptionally, coast stations transmitting safety messages.~~
Calling for radiotelephony.
- 2173.5 - 2190.5 kHz: Guardband for the distress and calling frequency 2182 kHz.
- 2190.5 - 2194 kHz: ~~Ship stations calling coast stations.~~ Common working for radiotelephony.
- 2194 - 2440 kHz: Inter-ship working.

(rest without change)

HOL/11/196 MOD 4189

(2) In ~~these~~ the bands band 1 606.5 - 3 800 kHz, in Region 1, the assigned frequencies ~~are~~ should be spaced, as far as possible, by:

- ~~7 kHz~~ 3 kHz when two adjacent frequencies are used for double single-sideband radiotelephony;
- ~~3 kHz~~ 0.5 kHz when two adjacent frequencies are used for radiotelegraphy digital selective calling or/and for narrow-band direct-printing telegraphy;
- ~~5 kHz when one frequency is used for double-sideband radiotelegraphy and the adjacent frequency is used for radiotelephony~~;
- 1.85 kHz when one frequency is used for single-sideband radiotelephony and the adjacent higher frequency is used for DSC or NBDP;
- 1.65 kHz when one frequency is used for DSC or NBDP and the adjacent higher frequency is used for single-sideband radiotelephony.

G/18/243 MOD 4189

(2) In ~~these~~ the bands shown in No 4188, in Region 1 the frequencies ~~are~~ should be spaced, as far as possible, in accordance with No 4187B. by

- ~~7 kHz when two adjacent frequencies are used for double-sideband radiotelephony~~;
- ~~3 kHz when two adjacent frequencies are used for radiotelegraphy~~;
- ~~5 kHz when one frequency is used for double-sideband radiotelephony and the adjacent frequency is used for radiotelegraphy~~;

ART. 60

HOL/11/197 SUP 4190 - 4192 inclusive
G/18/244

HOL/11/198 MOD 4193

§ 7. In Regions 2 and 3 the carrier frequencies 2 635 kHz (assigned frequency 2 636.4 kHz) and 2 638 kHz (assigned frequency 2 639.4 kHz) are used as single-sideband intership radiotelephony working frequencies in addition to the frequencies prescribed for common use in certain services. The carrier ~~frequency~~ frequencies 2 635 kHz and 2 638 kHz should be used with class R3E and J3E emissions only. ~~The carrier frequency 2 638 kHz may be used with class A3E, H3E, R3E and J3E emissions. However, after 1 January 1982 class A3E and H3E emissions are no longer authorized.~~

In Region 3 these frequencies are protected by a guardband between 2 634 kHz and 2 642 kHz.

G/18/245 MOD 4193

§ 7. In Regions 2 and 3, the carrier frequencies 2635 kHz (assigned frequency 2636.4 kHz) and 2638 kHz (assigned frequency 2639.4 kHz) are used as ~~single-sideband~~ intership radiotelephony working frequencies in addition to the frequencies prescribed for common use in certain services. The carrier ~~frequency~~ frequencies 2635 kHz and 2638 kHz should be used with class R3E and J3E emissions only. ~~The carrier frequency 2638 kHz may be used with class A3E, H3E, R3E and J3E emissions. However, after 1 January 1982, class A3E and H3E emissions are no longer authorized.~~ In Region 3 these frequencies are protected by a guardband between 2634 kHz and 2642 kHz.

AUS/29/88

MOD 4193

§ 7. In Regions 2 and 3, the carrier frequencies 2635 kHz (assigned frequency 2636.4 kHz) and 2638 kHz (assigned frequency 2639.4 kHz) are used as single-sideband intership radiotelephony working frequencies in addition to the frequencies prescribed for common use in certain services. The carrier ~~frequency~~ frequencies 2635 kHz and 2638 kHz should be used with class R3E and J3E emissions only. ~~The carrier frequency 2638 kHz should be used with class A3E, H3E, R3E and J3E emissions. However, after 1 January 1982, class A3E and H3E emissions are no longer authorized.~~ In Region 3 these frequencies are protected by a guardband between 2634 kHz and 2642 kHz.

G/18/246 SUP 4194

G/18/247 NOC 4196

G/18/248 ADD 4196A

aA) Ship stations and coast stations, Future Global Maritime Distress and Safety System (digital selective calling, radiotelephony distress traffic and narrow-band direct-printing telegraphy distress traffic)

4123 - 4128 kHz

6215 - 6220 kHz

8256 - 8261 kHz

12392 - 12397 kHz

16522 - 16527 kHz.

CAN/9/90 MOD 4197

a) Ship stations, telephony, duplex operation (two-frequency channels)

~~4 063 - 4 143.6~~ 4 123 kHz

~~4 128 - 4 143~~ 4 143 kHz

~~6 200 - 6 218.6~~ 6 215 kHz

~~8 195 - 8 291.1~~ 8 255 kHz

~~8 260 - 8 290~~ 8 290 kHz

~~12 330 - 12 429.2~~ 12 390 kHz

~~12 395 - 12 428~~ 12 428 kHz

~~16 460 - 16 587.1~~ 16 520 kHz

~~16 525 - 16 585~~ 16 585 kHz

~~22 000 - 22 124~~ 22 120 kHz

HOL/11/199 MOD 4197

a) Ship stations, telephony, duplex operation (two-frequency channels)

~~4 063 - 4 143.6 kHz~~

~~6 200 - 6 218.6 kHz~~

~~8 195 - 8 291.1 kHz~~

~~12 330 - 12 429.2 kHz~~

~~16 460 - 16 587.1 kHz~~

~~22 000 - 22 124 kHz~~

4 066 - 4 146 kHz

6 203 - 6 223 kHz

8 198 - 8 296 kHz

12 339 - 12 437 kHz

16 469 - 16 594 kHz

22 015 - 22 138 kHz

G/18/249 MOD 4197

a) Ship stations, telephony, duplex operation (two frequency channels)

4063 - 4430.6 kHz	<u>4063</u> - <u>4123</u> kHz
6200 - 6248.6 kHz	<u>4124</u> - <u>4127</u> kHz
8195 - 8294.4 kHz	<u>4128</u> - <u>4143</u> kHz
12330 - 12429.2 kHz	<u>6203</u> - <u>6215</u> kHz
16460 - 16587.4 kHz	<u>6216</u> - <u>6219</u> kHz
22000 - 22124 kHz	<u>6220</u> - <u>6224.6</u> kHz
	<u>8196</u> - <u>8256</u> kHz
	<u>8261</u> - <u>8297.3</u> kHz
	<u>12332</u> - <u>12392</u> kHz
	<u>12393</u> - <u>12396</u> kHz
	<u>12397</u> - <u>12433</u> kHz
	<u>16460</u> - <u>16522</u> kHz
	<u>16523</u> - <u>16526</u> kHz
	<u>16527</u> - <u>16590</u> kHz
	<u>22015</u> - <u>22139.5</u> kHz.

CAN/9/91 MOD 4198

b) Coast stations, telephony, duplex operation (two-frequency channels)

4 357.4	<u>4 360</u>	-	<u>4 438</u>	kHz
6 506.4	<u>6 507</u>	-	<u>6 525</u>	kHz
8 718.9	<u>8 722</u>	-	<u>8 815</u>	kHz
13 100.8	<u>13 104</u>	-	<u>13 200</u>	kHz
17 232.9	<u>17 237</u>	-	<u>17 360</u>	kHz
22 596	<u>22 600</u>	-	<u>22 720</u>	kHz

HOL/11/200 MOD 4198

b) Coast stations, telephony, duplex operation (two-frequency channels)

4 357.4	<u>4 438</u>	kHz	<u>4 360</u>	-	<u>4 438</u>	kHz
6 506.4	<u>6 525</u>	kHz	<u>6 507</u>	-	<u>6 525</u>	kHz
8 718.9	<u>8 815</u>	kHz	<u>8 719</u>	-	<u>8 815</u>	kHz
13 100.8	<u>13 200</u>	kHz	<u>13 101</u>	-	<u>13 200</u>	kHz
17 232.9	<u>17 360</u>	kHz	<u>17 234</u>	-	<u>17 360</u>	kHz
22 596	<u>22 720</u>	kHz	<u>22 597</u>	-	<u>22 720</u>	kHz

CAN/9/92 MOD 4199

c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels) and intership cross-band operation (two frequencies)

4 143.6	<u>4 143</u>	-	4 146.6	<u>4 146</u>	kHz
6 218.6	<u>6 220</u>	-	6 224.6	<u>6 223</u>	kHz
8 291.1	<u>8 290</u>	-	8 297.3	<u>8 296</u>	kHz
12 429.2	<u>12 428</u>	-	12 439.5	<u>12 437</u>	kHz
16 587.1	<u>16 585</u>	-	16 596.4	<u>16 594</u>	kHz
22 124	<u>22 120</u>	-	<u>22 139.5</u>		kHz

HOL/11/201 MOD 4199

c) Ship stations and coast stations, telephony, simplex operation (single-frequency channels) and intership cross-band operation (two frequencies)

4 143.6 - 4 146.6 kHz	<u>4 063 - 4 066 kHz</u>
6 218.6 - 6 234.6 kHz	<u>6 200 - 6 203 kHz</u>
8 281.1 - 8 287.3 kHz	<u>8 195 - 8 198 kHz</u>
12 429.2 - 12 439.5 kHz	<u>12 330 - 12 339 kHz</u>
16 587.1 - 16 596.4 kHz	<u>16 460 - 16 469 kHz</u>
22 124 - 22 139.5 kHz	<u>22 000 - 22 015 kHz</u>

G/18/250 MOD 4199

c) Ship stations and coast stations, telephony simplex operation (single-frequency channels) and intership cross-band operation (two frequencies)

4143.5 - 4146.6 kHz	<u>4143 - 4146.6 kHz</u>
6218.6 - 6224.6 kHz	<u>6200 - 6203 kHz</u>
8281.1 - 8287.3 kHz	
12429.2 - 12439.5 kHz	<u>12433 - 12439.5 kHz</u>
16587.1 - 16596.4 kHz	<u>16590 - 16596.4 kHz</u>
22124 - 22139.5 kHz	<u>22000 - 22015 kHz.</u>

CAN/9/93 ADD 4199A

ca) Ship stations and coast stations, distress and safety:

- narrow-band direct-printing

4 123 - 4 124 kHz
6 215 - 6 216 kHz
8 255 - 8 256 kHz
12 390 - 12 391 kHz
16 520 - 16 521 kHz

- telephony

4 124 - 4 127 kHz
6 216 - 6 219 kHz
8 256 - 8 259 kHz
12 391 - 12 394 kHz
16 521 - 16 524 kHz

- digital selective calling

4 127 - 4 128 kHz
6 219 - 6 220 kHz
8 259 - 8 260 kHz
12 394 - 12 395 kHz
16 524 - 16 525 kHz

USA/19/115 (MOD) 4203

g) Ship stations, narrow-band direct-printing telegraph and data transmission systems, at speeds not exceeding 100 bauds (non-paired frequencies)./1

USA/19/116 ADD 4203.1

/1 The use of frequencies in these bands by ship and coast stations for distress and safety purposes is provided for in No. 3008H.

USA/19/117 MOD 4205

i) Ship stations, digital selective calling /1

4187.2 - ~~4188~~ 4188.4 kHz
 6280.8 - 6282 kHz
 8374.4 - 8376 kHz
 12561.6 - 12564 kHz
 16748.8 - 16752 kHz
 22247 - 22250 kHz

USA/19/118 ADD 4205.1

/1 The use of frequencies in these bands by ship and coast stations for distress and safety purposes is provided for in Nos. 3008D and 3008F.

AUS/29/89

MOD 4205

1) Ship stations, digital selective calling

4187.2 - ~~4188~~ 4188.4 kHz
 (remainder of No. 4205 unchanged).

USA/19/119 MOD 4206

AUS/29/90

j) Ship stations, A1A Morse telegraphy, working

4188.4 ~~4188~~ - 4219.4 kHz
 6282 - 6325.4 kHz
 8357.75 - 8359.75 kHz
 8376 - 8435.4 kHz
 12526.75 - 12539.6 kHz
 12564 - 12652.3 kHz
 16705.8 - 16719.8 kHz
 16752 - 16859.4 kHz
 22250 - 22310.5 kHz
 25090.1 - 25110 kHz

HOL/11/202 **ADD** 4209A (2) Coast stations and Ship stations, Future Global Maritime Distress and Safety System (see Art. 38)

4 126	- 4 131	kHz
6 215	- 6 220	kHz
8 258	- 8 263	kHz
12 399	- 12 404	kHz
16 529	- 16 534	kHz

G/18/251 **ADD** 4209A (1A) Ship stations, telephony in the shared bands 4000-4063 kHz and 8100-8195 kHz. Apart from the ship-to-ship simplex channels shown in Appendix 16, Section C, all other channels may be used at the discretion of administrations for duplex operation in association with the channels shown for use by that administration's coast stations in Appendix 25 Mar 2. Such usage shall be without prejudice to the development of a plan by a future Conference.

J/26/122 **ADD** 4210A §9A. Frequencies in the bands 4000 - 4063 kHz and 8100 - 8195 kHz which are shared between the maritime mobile service and the fixed service may be assigned to radiotelephone ship stations.

J/26/123 **MOD** 4211 §10.(1) Appendix 16 shows the radiotelephone channels in the frequency bands listed in Nos. 4197, 4198 and, 4199 and 4210A.

CAN/9/94 **ADD** 4212A The bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz are used by the maritime mobile radiotelephone service in the following manner:

CAN/9/95 **ADD** 4212B a) In the band 4 000 - 4 063 kHz, 21 channels spaced at 3 kHz from carrier frequency 4 000 kHz to carrier frequency 4 060 kHz. (See No. 517.)

CAN/9/96 **ADD** 4212C b) In the band 8 100 - 8 195 kHz, 31 channels spaced at 3 kHz from carrier frequency 8 102 kHz to carrier frequency 8 192 kHz.

HOL/11/203 **ADD** 4212A (3) The bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz, allocated on a shared basis to the maritime mobile service (see Article 8), should be used in accordance with Appendix 16, Section C and Appendix Hol B.

Section II. Use of Frequencies for Radiotelegraphy

HOL/11/204 MOD

Section II. Use of Frequencies for Morse Radiotelegraphy.

HOL/11/205 MOD 4217

B. Bands between ~~405 kHz~~ 415 kHz and ~~535 kHz~~ 526.5 kHz.

G/18/252 MOD 4217

B. Bands Between ~~405~~ 415 kHz and 535 kHz

G/18/253 (MOD) 4218

§ 13. (1) The frequency 500 kHz is the international distress frequency for radiotelegraphy (see No 2970 for details of its use for distress, ~~safety~~ and urgency and safety purposes).

HOL/11/206 MOD 4220

a) For call and reply using morse-telegraphy (see Nos. MOD 4225 and 4229).

HOL/11/207 MOD 4221

b) By coast stations to announce by means of morse telegraphy the transmission of their traffic lists under the conditions provided for in Nos. 4727, 4728 and 4729.

HOL/11/208 ADD 4221A

c) For alerting in the shore-to-ship direction using DSC techniques (see ADD No. 2970A).

HOL/11/209 MOD 4225

§ 14.(1) The general calling frequency which, except as provided under No. 4849, shall be used by any ship station or coast station engaged in radiotelegraphy in the authorized bands between ~~405~~ 415 kHz and ~~535~~ 526.5 kHz and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in these bands, is the frequency 500 kHz.

G/18/254 MOD 4225

§ 14. (1) The general calling frequency which, except as provided under No 4849, shall be used by any ship station or coast station engaged in radiotelegraphy in the authorised bands between ~~405~~ 415 kHz and 535 kHz, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in these bands, is the frequency 500 kHz.

G/18/255 MOD 4226

(2) However, in order to reduce interference in regions of heavy traffic, administrations may consider the requirements of No 4225 as satisfied when the calling frequencies assigned to coast stations open to public correspondence are not separated by more than 3 2 kHz from the general calling frequency 500 kHz.

URS/17/22	MOD	4231	§ 17. (1) Selective calling under the provisions of Section II of Article 62 may be carried out on the frequency 500 kHz in the shore-to-ship, ship-to-shore and ship-to-ship directions.
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URS/17/23	ADD	4231A	(2) Digital selective calling in accordance with the provisions of Section III of Article 62 may be carried out :
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URS/17/24	ADD	4231B	- in the shore-to-ship direction on the frequency 490.5 kHz;
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URS/17/25	ADD	4231C	- in the ship-to-shore and ship-to-ship directions on the frequency 509 kHz.
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HOL/11/210	MOD	4232	§ 18. (1) Coast stations working in the authorized bands between 405 <u>415</u> kHz and 535 <u>526.5</u> kHz shall be able to use at least one frequency in addition to 500 kHz. One of these additional frequencies, which is printed in heavy type in the List of Coast Stations, is the normal working frequency of the station.
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G/18/256	MOD	4232	§ 18. (1) Coast stations working in the authorised bands between 405 <u>415</u> kHz and 535 kHz shall be able to use at least one frequency in addition to 500 kHz. One of these additional frequencies, which is printed in heavy type in the List of Coast Stations, is the normal working frequency of the station.
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HOL/11/211 G/18/257	MOD	4233	(2) In addition to their normal working frequency coast stations may use, in the authorized bands, additional frequencies which are shown in ordinary type in the List of Coast Stations. The band 405 - 415 kHz, however, is assigned to radio-direction-finding it may not be used by the maritime mobile service except on the conditions fixed by chapter III.
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ART. 60

G/18/258 MOD 4235

(4) In Region 1, in regions areas of heavy traffic, coast stations and ship stations using morse telegraphy ~~should~~ shall use class A1A emissions on their working frequencies. In Regions 2 and 3, in areas of heavy traffic, the same practice should be followed.

G/18/259 ADD 4235A

(4A) Except in an emergency coast stations [in the European Maritime Area] working in the authorised bands between 415 kHz and 535 kHz shall not use a power in excess of 500 watts.

HOL/11/212 MOD 4236

§ 19. As an exception to the provisions of Nos. 2970, ADD 2970A, 4219, 4220 and 4221 and on condition that signals of distress, urgency and safety, and calls and replies are not interfered with, 500 kHz may be used outside regions of heavy traffic for direction-finding but with discretion.

HOL/11/213 ADD 4236A

§ 20. (1) In Region 1 ship stations operating in the authorized bands between 478.75 kHz and 526.5 kHz shall use working frequencies in accordance with No. 4186A,

HOL/11/214 MOD 4237

~~§ 20. (1) (2)~~ In Regions 2 and 3 ship stations operating in the authorized bands between 415 kHz ~~405 kHz~~ and ~~535 kHz~~ 526.5 kHz shall use working frequencies chosen from the following: 425 kHz, 545 kHz, 468 kHz, 480 kHz, 488 kHz and 512 kHz, except as permitted by No. 961.

G/18/260 MOD 4237

§ 20. (1) Ship stations operating in the authorised bands between ~~405~~ 415 kHz and 535 kHz (435 kHz and 526.5 kHz in Region 1) shall use working frequencies chosen from the following: 425 kHz, 454 kHz, 468 kHz, 480 kHz and 512 kHz (490 kHz, 491 kHz, 492 kHz, 508 kHz, 510 kHz, 511 kHz and 512 kHz in Region 1), except as permitted by No 961.

HOL/11/215 SUP 4238

HOL/11/216 MOD 4239

(3) The frequency ~~512 kHz~~ 488 kHz may be used by ship stations as a supplementary calling frequency when 500 kHz is being used for distress.

G/18/261 MOD 4239

(3) The frequency 512 kHz may be used by ship stations as a supplementary calling frequency using morse telegraphy when 500 kHz is being used for distress.

HOL/11/217 MOD 4241

a) Use ~~512 kHz~~ 488 kHz as a supplementary frequency for call and reply; or

HOL/11/218 MOD 4243

(5) When 500 kHz is in use for distress, ship stations shall not use ~~512 kHz~~ 488 kHz as a working frequency in those areas where it is in use as a supplementary calling frequency.

G/18/262 MOD 4244

C. Bands Between ~~4605~~ 1606.5 kHz and 4000 kHz

G/18/263 MOD 4246

§ 22. (1) The band 2089.5-2092.5 kHz is the calling and safety band for radiotelegraphy in those parts of the bands between ~~4605~~ 1606.5 kHz and 2850 kHz in which radiotelegraphy is authorised.

G/18/264 MOD 4249

(4) Coast stations which use frequencies in the band 2089.5-2092.5 kHz for calling shall be able to use at least one other frequency in those parts of the bands between ~~4605~~ 1606.5 kHz and 2850 kHz in which radiotelegraphy is authorised.

URS/17/26 MOD 4265

(2) The exclusive digital selective calling frequencies within the band indicated in No. 4208 (see No. 4684) may be assigned to any coast station for use in accordance with No. ~~4681~~ 4681A. In order to reduce interference on these frequencies, they may be used as a general rule by coast stations to call ships of another nationality or if it is not known on which of the national calling frequencies allocated to digital selective calling the ship station is maintaining watch.

G/18/265 SUP 4280.1

AUS/29/91 SUP 4280.1 (in 4280 delete the corresponding footnote reference)

URS/17/27 MOD 4286 § 44. The exclusive digital selective calling frequencies within the bands indicated in No. 4205 (see No. 4683) may be assigned to any ship station for use in accordance with ~~No. 4681~~ Nos. 4681A and 4681B.

Section III. Use of Frequencies for Narrow-Band
Direct-Printing Telegraphy

AUS/29/92 MOD 4313 Frequencies assigned to coast stations shall be indicated in the List of Coast Stations (List IV). this List shall also indicate any other useful information (such as narrow-band direct printing frequencies used in accordance with No. 3008E) concerning the service performed by each coast station.

HOL/11/219 MOD 4314 B. Bands between ~~405-415~~ kHz and ~~535-526.5~~ kHz.

G/18/266 MOD 4314 B. Bands Between ~~405~~ 415 kHz and 535 kHz

URS/17/19 MOD 4315 § 60. (1) All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorized bands between 405 kHz and 535 kHz shall be able to send and receive class F1B emissions on at least two working frequencies (see No. 4237) and receive on 518 kHz (see Nos. 474 and 3341).

G/18/267 MOD 4315 § 60. (1) All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorised bands between ~~405~~ 415 kHz and 535 kHz shall be able to send and receive class F1B emissions on at least two working frequencies (see No 4237)¹.

HOL/11/220 MOD 4315 § 60.(1) All ship stations equipped with narrow-band direct-printing apparatus to work in the authorized bands between ~~405 kHz~~ 415 kHz and ~~535 526.5 kHz~~ shall be able to send and receive class F1B or J1B emissions on at least two working frequencies for narrow-band direct-printing (see 4237).⁴

HOL/11/221 SUP 4315.1

CAN/9/97 MOD 4316 (2) Narrow-band direct-printing telegraphy is forbidden in the band 490-510 kHz (as from 1 January 1990, 495-505 kHz).

HOL/11/222 MOD 4316 (2) Narrow-band direct-printing telegraphy is forbidden in the band ~~490 495 kHz - 510 505 kHz~~.

J/26/124 MOD 4316 (2) Narrow-band direct-printing telegraphy is forbidden in the band 490 - 510 kHz¹.

J/26/125 ADD 4316.1 1 After 1 January 1990 this band is reduced to 495 - 505 kHz (see No. 471).

AUS/29/93 MOD 4316 (2) Narrow-band direct-printing telegraphy is forbidden in the band ~~490 492 - 510 508 kHz~~ prior to [1 January 1990], and in the band 495 - 505 kHz after that date.

HOL/11/223 MOD 4317
G/18/268

C. Bands between ~~1 605~~ 1 606.5 kHz and 4 000 kHz.

ART. 60

G/18/269 MOD 4318

§ 61. (1) All ship stations equipped with narrow-band direct-printing telegraph apparatus to work in the authorised bands between ~~1605~~ 1606.5 kHz and 4000 kHz shall be able to send and receive class F1B emissions on at least two working frequencies.

HOL/11/224 MOD 4318

§ 61.(1) All ship stations equipped with narrow-band direct-printing apparatus to work in the authorized bands between ~~1605~~ 1606.5 kHz and 4 000 kHz shall be able to send and receive F1B or J1B emissions on at least two working frequencies.

AUS/29/94

SUP 4319

HOL/11/225 MOD 4319

(2) Narrow-band direct-printing telegraphy is forbidden in the band 2 170 - 2 194 kHz except on the frequency 2 186 kHz (see no. 2978B).

G/18/270 MOD 4319

(2) Narrow-band direct-printing telegraphy is forbidden in the band 2170-2194 kHz except as provided for in No 2971C.

USA/19/120 MOD 4319

(2) Narrow-band direct-printing telegraphy is forbidden in the band 2170-2194 kHz except as provided for in 3008H.

J/26/126 MOD 4319

(2) Narrow-band direct-printing telegraphy is forbidden in the band ~~2170---2194-~~ 2173.5 - 2190.5 kHz except for that authorized in No. 2978B.

URS/17/28 ADD

4321A

Ship and coast stations may use the digital selective calling system in accordance with the provisions of No. 4681E.

Section IV. Use of Frequencies for Radiotelephony

HOL/11/226 MOD 4325

§ 64. Except with regard to the provisions of Art. 12 concerning notification and recording of frequencies, when designating frequencies for single-sideband radiotelegraphy the carrier frequency is always to be designated. The assigned frequency ~~is to be determined in accordance with No. 4194~~ shall be 1 400 Hz higher than the carrier frequency (see No. 4194).

G/18/271 MOD 4325

§ 64. Except with regard to the provisions of Article 12 concerning notification and recording of frequencies, when designating frequencies for single-sideband radiotelephony the carrier frequency is always to be designated. The assigned frequency ~~is to be determined in accordance with No. 4194~~ shall be 1400 Hz higher than the carrier frequency.

AUS/29/95

MOD 4327

§ 66. The frequencies of transmission (and reception when these frequencies are in pairs as in the case of duplex radiotelephony) assigned to each coast station shall be indicated in the List of Coast Stations. This List shall also indicate any other useful information (such as the radiotelephony frequencies used in accordance with No. 3008D) concerning the service performed by each coast station.

HOL/11/227 MOD
G/18/272

4328

§ 67. Single-sideband apparatus in radiotelephone stations of the maritime mobile service operating in the bands between ~~1 605~~ 1 606.5 kHz and 4 000 kHz allocated to this service and in the bands allocated exclusively to this service between 4 000 kHz and 23 000 kHz shall satisfy the technical and operational conditions specified in Appendix 17 and Resolution 307.

HOL/11/228 MOD 4331
G/18/273

B. Bands between ~~1 605~~ 1 606.5 - 4 000 kHz.

HOL/11/229 MOD 4332

§ 70. (1) Except in the cases specified in Nos. 2973, 3004, 4127, ~~and 4342~~ and 4354 the classes of emission to be used for radiotelephony in the bands between ~~1 605~~ 1 606.5 kHz and 4 000 kHz shall be: J3E.

G/18/274 MOD 4332

§ 70. (1) Except in the cases specified in Nos 2973, 4127, ~~and 4342~~, 4343 and 4354, the classes of emission to be used in the bands between ~~1 605~~ 1606.5 kHz and 4000 kHz shall be J3E.

AUS/29/96

MOD 4332

§ 70. (1) Except in the cases specified in Nos. 2973, 4127 and 4342, the classes of emission to be used in the bands between 1605 kHz and 4000 kHz shall be J3E.

HOL/11/230 SUP 4333
G/18/275
USA/19/121
AUS/29/97

HOL/11/230 SUP 4334
G/18/275
AUS/29/97

USA/19/122 MOD 4334

~~b) - H3E,~~ R3E and J3E.

HOL/11/230 SUP 4335
G/18/275
AUS/29/97

HOL/11/230 SUP 4336
G/18/275
AUS/29/97

HOL/11/230 SUP 4337
G/18/275
AUS/29/97

USA/19/123 MOD 4337

after ~~1 January 1982~~, class H3E emissions for coast stations and class A3E and H3E emissions for ship stations shall no longer be authorized.

HOL/11/231 MOD 4338
G/18/276

(2) The peak envelope power of coast radiotelephone stations operating in the authorized bands allocated between ~~1 605~~ 1 606.5 kHz and 4 000 kHz shall not exceed:

J/26/127 SUP 4342

HOL/11/232 MOD 4342

(4) Transmissions in the bands 2 170 - 2 173.5 kHz and 2 190.5 - 2 194 kHz with the carrier frequency ~~2 170.5~~ 2 170 kHz and the carrier frequency 2 191 kHz respectively are limited to class ~~H3E and~~ J3E emissions and are limited to a peak envelope power of 400 W. However, on the frequency ~~2 170.5~~ 2 170 kHz and with the same power limit, coast stations may also use class H2B emissions when using the selective calling system defined in Appendix 39 and, exceptionally, in Regions 1 and 3 and in Greenland, may also use class H3E emissions for safety messages.

G/18/277 MOD 4342

(4) Transmissions in the band 2170-2173.5 kHz and 2190.5-2194 kHz with the carrier frequency 2170.5 kHz and the carrier frequency 2191 kHz respectively are limited to class ~~H3E and~~ J3E emissions and are limited to a peak envelope power of 400 watts. However, on the frequency 2170.5 kHz and with the same power limit, coast stations may also use class H2B emissions when using the selective calling system defined in Appendix 39 and exceptionally, in Regions 1 and 3 and in Greenland, may also use class H3E for safety messages.

AUS/29/98 MOD 4342

(4) Transmissions in the bands 2170-2173.5 kHz and 2190.5-2194 kHz with the carrier frequency 2170.5 kHz and the carrier frequency 2191 kHz respectively are limited to class ~~H3E and~~ J3E emissions and are limited to a peak envelope power of 400 W. However, on the frequency 2170.5 kHz and with the same power limit, coast stations may also use class H2B emissions when using the selective calling system defined in Appendix 39 and, exceptionally, in Regions 1 and 3 and in Greenland, may also use class H3E emissions for safety messages until [1 January 1990].

J/26/128 ADD 4342A §70A(1) The carrier frequency 2170.5 kHz is the international calling frequency for radiotelephony. The class of emission to be used for radiotelephony on the frequency 2170.5 kHz shall be J3E.

J/26/129 ADD 4342B (2) The carrier frequency 2170.5 kHz may also be used:

J/26/130 ADD 4342C a) for call and reply in accordance with the provisions of Article 65;

J/26/131 ADD 4342D b) by coast stations to announce the transmission, on another frequency, of traffic lists (see Nos. 4925 to 4929).

HOL/11/233 MOD 4343 § 71. (1) The frequency 2 182 kHz¹ is the international distress frequency for radiotelephony (see No. 2973 for details of use for distress, urgency, safety and emergency position-indicating radio-beacon (EPIRB) purposes). The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be A3E or H3E (see No. 4127). Class of emission J3E may also be used.

USA/19/124 MOD 4343 §71. (1) The frequency 2182 kHz¹ is the international distress frequency for radiotelephony (see No. 2973 for details of use for distress, urgency, safety and emergency position-indicating radiobeacon (EPIRB) purposes). The class of emission to be used /1A for radiotelephony on the frequency 2182 kHz shall be ~~A3E or H3E~~ J3E or H3E, in order of preference (see No. 4127); however, after 1 February 1990, only class J3E shall be used.

USA/19/125 SUP 4343.1

USA/19/126 ADD 4343.1A /1A Class of emission A3E is permitted for such apparatus as is referred to in No. 4130.

NZL/25/20 MOD 4343 § 71. (1) The frequency 2182 kHz¹ is the international distress frequency for radiotelephony (see No. 2973 for details of use for distress, urgency, safety and emergency position-indicating radiobeacon (EPIRB) purposes). The class of emission to be used for radiotelephony on the frequency 2182 kHz shall be A3E, or H3E or J3E (see No. 4127).

NZL/ 25/ 21 MOD 4343.1 ¹ Where administrations provide at their coast stations a watch on 2182 kHz for receiving class R3E and J3E emissions as well as class A3E and H3E emissions, ship, aircraft and survival craft stations ~~beyond the A3E or H3E communication range of such coast stations may call them for safety purposes using class R3E or J3E emissions may use class J3E emissions. This procedure shall only be used when calling by the use of class A3E and H3E emissions has not been successful.~~

AUS/29/99 MOD 4343 §71.(4) The frequency 2182 kHz⁺ is the international distress frequency for radiotelephony (see No. 2973 for details of use for distress, urgency, safety and emergency position-indicating radiobeacon (EPIRB) purposes). The class of emission to be used for radiotelephony on the frequency 2182 kHz shall be A3E or H3E or J3E, however after [1 January 1990] only class J3E shall be used (see No. 4127).

AUS/29/100 SUP 4343.1

NZL/ 25/22 NOC 4345

NZL/ 25/23 NOC 4346

AUS/29/101 MOD 4350 §74.(4) Before transmitting on the carrier frequency 2182 kHz, a station shall listen on this frequency for a reasonable period to make sure that no distress traffic is being sent (see No. ~~4915~~ Nos. 3016B and 4915).

HOL/11/234 MOD 4352 § 75. (1) Coast stations which use 2 182 kHz for calling shall be able to use at least one other frequency in the authorized bands between ~~1 605~~ 1 606.5 kHz and ~~2 850~~ 4 000 kHz.

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G/18/278 MOD 4352

§ 75. (1) Coast stations which use 2182 kHz for calling shall be able to use at least one other frequency in the authorised bands between ~~4605~~ 1606.5 kHz and 2850 kHz.

J/26/132 MOD 4352 §75(1) Coast stations which use either 2170.5 kHz or 2182 kHz for calling shall be able to use at least one other frequency in the authorized bands between ~~1605-kHz~~ 1606.5 kHz (1605 kHz Region 2) and 2850 kHz. In this case, the above-mentioned additional frequency is preferably the carrier frequency 2191 kHz.

HOL/11/235 MOD 4353

(2) Coast stations authorized to use radiotelephony on one or more frequencies other than 2 182 kHz in the authorized bands between ~~1 605~~ 1 606.5 kHz and ~~2 850~~ 4 000 kHz shall use class of emission J3E ~~be capable of transmitting on those frequencies class A3E emissions or class H3E, R3E and J3E emissions. However, after 1 January 1982, class H3E emissions shall no longer be authorized except on the frequency 2 182 kHz. However on 2 182 kHz class H3E emissions may be used~~ (see also No. 4342).

G/18/279 MOD 4353

(2) Coast stations authorised to use radiotelephony on one or more frequencies other than 2182 kHz in the authorised bands between ~~4605~~ 1606.5 kHz and 2850 kHz shall ~~be capable of transmitting use class J3E emission on those frequencies class A3E emissions or class H3E, R3E and J3E emissions. However, after 1 January 1982, class H3E emissions shall no longer be authorized, except on the frequency 2182 kHz~~ (see also No 4342).

USA/19/127 MOD 4353

(2) Coast stations authorized to use radiotelephony on one or more frequencies other than 2182 kHz in the authorized bands between 1605 kHz and 2850 kHz shall be capable of transmitting on those frequencies ~~class A3E emissions or class H3E, R3E and J3E emissions. However, after 1 January 1982, class H3E emissions shall no longer be authorized, except on the frequency 2182 kHz~~ (see also No. 4342).

AUS/29/102

MOD 4353

(2) Coast stations authorized to use radiotelephony on one or more frequencies other than 2182 kHz in the authorized bands between 1605 kHz and 2850 kHz shall be capable of transmitting on those frequencies ~~class A3E emissions or class H3E, R3E and J3E emissions. However after 1 January 1982, class H3E emission shall no longer be~~ is not authorized, except on the carrier frequency 2182 kHz until [1 January 1990] (see also No. 4342).

AUS/29/103

SUP 4354

HOL/11/236 MOD 4354

(3) Coast stations open to the public correspondence service on one or more frequencies between ~~1 605~~ 1 606.5 kHz and ~~2 850~~ 4 000 kHz shall also be capable of transmitting class H3E emissions with a carrier frequency of 2 182 kHz, and of receiving class A3E and H3E emissions with a carrier frequency of 2 182 kHz.

G/18/280 MOD 4354

(3) Coast stations open to the public correspondence service on one or more frequencies between ~~1 605~~ 1 606.5 kHz and 2850 kHz shall also be capable of transmitting class H3E emissions with a carrier frequency of 2182 kHz, and of receiving class A3E and H3E emissions with a carrier frequency of 2182 kHz.

USA/19/128 MOD 4354

(3) Coast stations open to the public correspondence service on one or more frequencies between 1605 kHz and 2850 kHz shall also be capable of transmitting class H3E and class J3E emissions with a carrier frequency of 2182 kHz and of receiving class A3E, H3E and J3E emissions with a carrier frequency of 2182 kHz. However, after 1 February 1990, only class J3E shall be used.

HOL/11/237 MOD 4357

§ 76. The peak envelope power of ship radiotelephone stations operating in the authorized bands between ~~1 605~~ 1 606.5 kHz and ~~2 850~~ 4 000 kHz shall not exceed 400 W.

G/18/281 MOD 4357

§ 76. The peak envelope power of ship radiotelephone stations operating in the authorised bands between ~~1 605~~ 1 606.5 kHz and 2850 kHz shall not exceed 400 watts.

G/18/282 MOD 4359

a) carrier frequency 2082 kHz (assigned frequency 2083.4 kHz) and carrier frequency 2085 kHz (assigned frequency 2086.4 kHz) for class J3E emissions, as the following ship-to-shore working frequencies, if required by their service;

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G/18/283 SUP 4360

HOL/11/238 MOD 4360

- carrier frequency ~~2 046~~ 2 045 kHz (assigned frequency ~~2 047.4~~ 2 046.4 kHz) and carrier frequency ~~2 048~~ 2 048 kHz (assigned frequency ~~2 050.4~~ 2 049.4 kHz) for class ~~R3E~~ and J3E emissions.

HOL/11/239 SUP 4361

G/18/284

G/18/285 MOD 4362

b) carrier frequency 2097 kHz (assigned frequency 2098.4 kHz) and carrier frequency 2100 kHz (assigned frequency 2101.4 kHz) for class J3E emissions, as the following intership frequencies, if required by their service. These frequencies may be used as additional ship-to-shore frequencies.

G/18/286 SUP 4363

HOL/11/240 MOD 4363

- carrier frequency ~~2 053~~ 2 051 kHz (assigned frequency ~~2 054.4~~ 2 052.4 kHz) and carrier frequency ~~2 056~~ 2 054 kHz (assigned frequency ~~2 057.4~~ 2 055.4 kHz) for class ~~R3E~~ and J3E emissions.

HOL/11/241 SUP 4364

G/18/287

G/18/288 SUP 4365

G/18/289 ADD 4367A

(1A) Coast stations exchanging correspondence with ship stations of a nationality other than their own may use the carrier frequency 2170.5 kHz¹ (assigned frequency 2171.9 kHz) and the carrier frequency 2191 kHz (assigned frequency 2192.4 kHz).

G/18/290 ADD 4367A.1

¹ The carrier frequency 2170.5 kHz may not be used for this purpose until the sequential single-frequency code system is withdrawn (see No 4665.1).

HOL/11/242 MOD 4371
G/18/291

§ 80. (1) The classes of emission to be used for radiotelephony in the bands between 4 000 kHz and 23 000 kHz ~~are H3E¹, R3E and~~ shall be J3E.

HOL/11/243 SUP 4371.1
G/18/292

J/26/133 MOD 4371 §80(1) The classes of emission to be used for radiotelephony in the bands between 4000 kHz and 23000 kHz are ~~H3E¹, R3E and~~ J3E.

J/26/135 SUP 4371.1

HOL/11/244 MOD 4373
G/18/293

(3) Coast radiotelephone stations employing class ~~H3E¹, R3E or~~ J3E emissions in the bands between 4 000 kHz and 23 000 kHz shall use the minimum power necessary to cover their service area and shall at no time use a peak envelope power in excess of 10 kW per channel.

HOL/11/245 SUP 4373.1
G/18/294

J/26/134 MOD 4373 (3) Coast radiotelephone stations employing class ~~H3E¹, R3E or~~ J3E emissions in the bands between 4000 kHz and 23000 kHz shall use the minimum power necessary to cover their service area and shall at no time use a peak envelope power in excess of 10 kW per channel.

J/26/136 SUP 4373.1

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HOL/11/246 MOD 4374
G/18/295

(4) Ship radiotelephone stations employing class ~~H3E¹~~, ~~R3E~~ or J3E emissions in the bands between 4 000 kHz and 23 000 kHz shall at no time use a peak envelope power in excess of 1.5 kW per channel.

HOL/11/247 SUP 4374.1
G/18/296

J/26/137 MOD 4374 (4) Ship radiotelephone stations employing class ~~H3E¹~~,
R3E or J3E emissions in the bands between 4000 kHz and 23000 kHz
shall at no time use a peak envelope power in excess of 1.5 kW
per channel.

J/26/138 SUP 4374.1

CAN/9/98 MOD 4375 § 81. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony:

4-125	<u>4 124 kHz^{2,3}</u>
6-215.5	<u>6 216 kHz⁴</u>
8-257	<u>8 256 kHz</u>
12-392	<u>12 391 kHz</u>
16-522	<u>16 521 kHz</u>
22-062	<u>22 060 kHz</u>

CAN/9/99 SUP 4375.1

{ see also CAN/9/100 and CAN/9/101 }

HOL/11/248 MOD 4375

§ 81. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony:

4 125 kHz	<u>4 126 kHz</u>	^{2, 3, 5}
6 215.5 kHz	<u>6 215 kHz</u>	^{4, 5}
8 257 kHz	<u>8 263 kHz</u>	
12 392 kHz	<u>12 399 kHz</u>	⁵
16 522 kHz	<u>16 529 kHz</u>	⁵
22 062 kHz	<u>22 076 kHz</u>	⁵

HOL/11/249 MOD 4375.1

² In the United States and Canada, the carrier frequency ~~4 125~~ 4 126 kHz is also authorized for common use by coast and ship stations for single-sideband telephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW (see also No. 4376.2).

{ see also HOL/11/250, HOL/11/251 and HOL/11/252 }

G/18/297 MOD 4375

§ 81. (1) Ship stations may use the following carrier frequencies for calling in radiotelephony:

4425 4124 kHz^{2,3}
~~6245.5~~ 6216 kHz⁴
 8257 8261 kHz
 42392 12393 kHz
 46522 16523 kHz
 22062 22075 kHz

G/18/298 MOD 4375.1

²In the United States and Canada, the carrier frequency ~~4425~~ 4124 kHz is also authorised for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW (see also No 4376.2).

{ See also G/18/293, G/13/30 }

CAN/9/100 MOD 4375.2

³~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency ~~4125~~ 4124 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency ~~4125~~ kHz for working purposes is not permitted (see also Nos. 2982, and 3030 and 4375.1).~~

HOL/11/250 MOD 4375.2

³In the zone of Regions 1 and 2 south of latitude 15° N including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency ~~4125~~ 4126 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency ~~4125~~ 4126 kHz for working purposes is not permitted (see also Nos. 2982, 3030 and 4375.1).

G/18/299 MOD 4375.2

³In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency ~~4425~~ 4124 kHz is also authorised for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency ~~4425~~ 4124 kHz for working purposes is not permitted (see also Nos 2982, 3030 and 4375.1).

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USA/19/129 MOD 4375.2

~~/3 In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency 4125 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones~~ In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N the use of the carrier frequency 4125 kHz for working purposes is not permitted (see also Nos. 2982, 3030 and 4375.1).

NZL/25/24 MOD 4375.2

~~3 In the Zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N~~ 1 kW. In these zones the use of The carrier frequency 4125 kHz for working purposes is not permitted (see also Nos. 2982, 3030 and 4375.1).

J/26/139 MOD 4375.2

3 In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, the carrier frequency 4125 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones the use of the carrier frequency 4125 kHz for working purposes is not permitted (see also Nos. 2982, 2982B -3030- and 4375.1).

AUS/29/104

MOD 4375.2

~~3 In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency 4125 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In these zones~~ The use of the carrier frequency 4125 kHz for working purposes is not permitted (see also Nos. 2982, 3030 and 4375.1).

CAN/9/101 MOD 4375.3 ⁴~~In the zone of Region 3 south of latitude 25° N,~~ The carrier frequency ~~6 215.5~~ 6 216 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes., ~~provided the peak envelope power of such coast stations does not exceed 1 kW. In this zone the use of the carrier frequency 6 215.5 kHz for working purposes is not permitted (see also No. 2986 and No. 3030).~~

HOL/11/251 MOD 4375.3 ⁴ In the zone of Region 3 south of latitude 25° N, the carrier frequency ~~6 215.5~~ 6 215 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In this zone the use of the carrier frequency ~~6 215.5~~ 6 215 kHz for working purposes is not permitted (see also No. 2986).

G/18/300 MOD 4375.3 ⁴ In the zone of Region 3 south of latitude 25° N, the carrier frequency ~~6 215.5~~ 6 216 kHz is also authorised for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In this zone the use of the carrier frequency ~~6 215.5~~ 6 216 kHz for working purposes is not permitted (see also No 2986).

USA/19/130 MOD 4375.3 ⁴ ~~In the zone of Region 3 south of latitude 25° N,~~ The carrier frequency 6215.5 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. ~~In this zone~~ In the zone of Region 3 south of latitude 25° N, the use of the carrier frequency 6215.5 kHz for working purposes is not permitted (see also No. 2986).

NZL/25/25 MOD 4375.3 ⁴~~In the Zone of Region 3 south of latitude 25° N, 1 kW. In this zone The use2986).~~

J/26/140 MOD 4375.3 4 In the zone of Region 3 south of latitude 25° N, the carrier frequency 6215.5 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such coast stations does not exceed 1 kW. In this zone the use of the carrier frequency 6215.5 kHz for working purposes is not permitted (see also No. ~~2986~~ 2986B).

AUS/29/105 MOD 4375.3 ~~4 In the zone of Region 3 south of latitude 25° N, The carrier frequency 6215.5 kHz is also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis for call, reply and safety purposes, provided the peak envelope power of such stations does not exceed 1 kW. In this zone. The use of the carrier frequency 6215.5 kHz for working purposes is not permitted (see also No. 2986).~~

HOL/11/252 ADD 4375.4 5 This frequency is also designated for use in the FGDSS for distress, urgency and safety traffic using radiotelephony (see Article 38).

J/26/141 ADD 4375A (1A) Coast stations may use the frequencies specified in No. 4375 for distress, urgency and safety traffic.

CAN/9/102 MOD 4376 (2) Coast stations may use the following carrier frequencies for calling in radiotelephony¹:

~~4-419.4~~ 4 420 kHz²
~~6-521.9~~ 6 522 kHz²
~~8-780.9~~ 8 782 kHz
~~13-162.8~~ 13 164 kHz
~~17-294.9~~ 17 297 kHz
~~22-658~~ 22 660 kHz

CAN/9/103 MOD 4376.2 2In Regions 2 and 3, the carrier frequencies ~~4-419.4~~ 4 420 and ~~6-521.9~~ 6 522 kHz are also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of ~~6-521.9~~ 6 522 kHz for this purpose should be limited to daytime use (see ~~also No. 4375.1~~).

HOL/11/253 MOD 4376

(2) Coast stations may use the following carrier frequencies for calling in radiotelephony¹:

4 419.4 kHz	<u>4 420 kHz</u> ²
6 521.9 kHz	<u>6 519 kHz</u> ²
8 780.9 kHz	<u>8 779 kHz</u>
13 162.9 kHz	<u>13 161 kHz</u>
17 294.9 kHz	<u>17 294 kHz</u>
22 658 kHz	<u>22 659 kHz</u>

HOL/11/254 MOD 4376.2

² In Regions 2 and 3 the carrier frequencies 4 420 kHz and 6 519 kHz are also authorized for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis, provided the peak-envelope power of such stations does not exceed 1 kW. The use of ~~6 521.9 kHz~~ 6 519 kHz for this purpose should be limited to day-time use (see also No. 4375.1).

G/18/301 MOD 4376

(2) Coast stations may use the following carrier frequencies for calling in radiotelephony¹:

4419.4	<u>4420 kHz</u> ²
6524.9	<u>6519 kHz</u>
8780.9	<u>8779 kHz</u>
13162.8	<u>13161 kHz</u>
17294.9	<u>17293 kHz</u>
22658	<u>22657 kHz</u>

G/18/302 MOD 4376.2

² In Regions 2 and 3, the carrier frequencies ~~4419.4~~ 4420 kHz and ~~6524.9~~ 6519 kHz are also authorised for common use by coast and ship stations for single-sideband radiotelephony on a simplex basis, provided the peak envelope power of such stations does not exceed 1 kW. The use of ~~6524.9 kHz~~ 6519 kHz for this purpose should be limited to daytime use (see also No 4375.1).

NZL/25/26

MOD 4376.2

² ~~In Regions 2 and 3, The carrier ...~~
..... 4375.1).

ART. 60

AUS/29/106

SUP 4379

CAN/9/104
G/18/303

MOD 4379 § 84. (1)

~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, Before transmitting on the carrier frequency 4 125 4 124 kHz or 6 215.5 6 216 kHz a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).~~

HOL/11/255 MOD

4379

§ 84. (1) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N. Before transmitting on the carrier frequency ~~4 125 or 6 215.5 kHz~~ 4 126 kHz or 6 215 kHz a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).

USA/10/131 MOD 4379

§ 84. (1) ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, Before transmitting on the carrier frequency 4125 kHz or 6215.5 kHz a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).~~

J/26/142 MOD

4379

§ 84. (1) ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, before~~ Before transmitting on the carrier frequency frequencies 4125 kHz or, 6215.5 kHz, 8257 kHz, 12392 kHz, 16522 kHz or 22062 kHz a station shall listen on the frequency for a reasonable period to make sure that no distress traffic is being sent (see No. 4915).

AUS/29/107

SUP 4380

E/28/23 MOD 4381 § 85.(1) For the conduct of duplex telephony, the transmitting frequencies of the coast stations and of the corresponding ship stations shall be associated in pairs, as indicated in Appendix 16; ~~except temporarily in cases where working conditions prohibit the use of paired frequencies in order to meet operational needs.~~

HOL/11/256 MOD 4386 § 86. (1) The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony when using frequencies in the authorized bands between 156 and 174 MHz (see 2994 and 2994A for details of use). The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (see Appendix 19).

E/28/24 MOD 4386 § 86.(1) The frequency 156.8 MHz is the international distress, urgency, safety and calling frequency for radiotelephony

J/26/143 ADD 4386A (1A) The frequencies 156.775 MHz and 156.825 MHz are the international distress, safety and calling frequencies for digital selective calling when using frequencies in the authorized bands between 156 MHz and 174 MHz.

J/26/144 MOD 4387 (2) The frequency frequencies 156.775 MHz, 156.8 MHz and 156.825 MHz may also be used:

ART. 60

AUS/29/108 SUP 4393

HOL/11/257 MOD 4393

(6) All emissions in the band 156.725 - 156.875 MHz[†] capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on the ~~frequency~~ frequencies 156.775, 156.8 and 156.825 MHz are forbidden.

J/26/145 MOD 4393 (6) All emissions in the band ~~156.725 - 156.875 MHz~~¹ 156.7625 - 156.8375 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.775 MHz, 156.8 MHz and 156.825 MHz are forbidden.

HOL/11/258 SUP 4393.1
J/26/146
AUS/29/108

AUS/29/108 SUP 4393, 4395 and 4396

AUS/29/109 MOD 4416

The carrier power of ship station transmitters shall not exceed 25 W ~~for equipment brought into use after 1 January 1979.~~

ARTICLE 61

**Order of Priority of Communications in the Maritime Mobile Service
and in the Maritime Mobile-Satellite Service**

S/14/32 MOD 4441 Insert the following as new category 4:

4. Communications relating to the announcing and identifying of ships and aircraft of neutral States

Make consequential renumbering as from the former category 4.

S/14/33 ADD 4441.2 ¹The expression "ships and aircraft of neutral States" as defined in the Hague Convention V and XIII (1907) and in Protocol 1 (1977) to the 1949 Geneva Convention and referred to in this Article shall apply to any means of transportation by water or air, permanent or temporary, under the control of a competent authority of a neutral State or a State not Party to an armed conflict and which is not carrying on any business aiming at furthering in any manner the activities or conditions of any of the Parties to the armed conflict.

URS/17/29 ADD

4441A

The order of priority assigned to call sequences in the digital selective calling system must be in conformity with the provisions of Appendix 39A.

ARTICLE 62

Selective Calling Procedure in the Maritime Mobile Service

Section I. General

URS/17/30 SUP 4665

G/18/304 MOD 4665

§ 1. (1) Selective calling may be carried out on appropriate radiotelephone working frequencies in the shore-to-ship, ship-to-shore and ship-to-ship directions in the band ~~4665~~ 1606.5-4000 kHz¹.

G/18/305 ADD 4665.1

¹The use of the sequential single-frequency code system in the band between 1606.5 kHz and 4000 kHz will cease on 1 January 1987.

URS/17/31 ADD 4665A

§ 1. (1) Selective calling is designed for automatic station calling and distress alerting or the transmission of essential information for the organization of traffic.

URS/17/32 SUP 4666

URS/17/33 ADD 4666A

(2A) Selective calling may be carried out using a sequential single-frequency code system (cf. Section II) or a digital selective calling system (cf. Section III) in the shore-to-ship, ship-to-shore and ship-to-ship directions.

Section II. Sequential Single-Frequency Code System

NZL/25/4 NOC 4674

URS/17/34 ADD 4679A § 4A.(1) Selective calling may be carried out on the appropriate radiotelephone working frequencies indicated in No. 4680 in the 1606.5 - 4000 kHz band (in Region 2 - 1605 - 4000 kHz).

URS/17/35 ADD 4679B (2) Selective calling may be carried out on 156.8 MHz and on appropriate radiotelephone working frequencies (cf. also No. 4680).

CAN/9/105 MOD 4680 § 5. Selective calls should be sent on one or more of the following calling carrier frequencies:

	500	kHz
	2 170.5	kHz ¹
4-125-	<u>4 124</u>	kHz
4-419.4	<u>4 420</u>	kHz
6-521.9	<u>6 522</u>	kHz
8-788.9	<u>8 782</u>	kHz
13-162.8	<u>13 164</u>	kHz
17-294.9	<u>17 297</u>	kHz
22-658	<u>22 660</u>	kHz
	156.8	MHz ²

HOL/11/259 SUP 4680.1

Section III. Digital Selective Calling System

URS/17/36 ADD (Title)

A. General

URS/17/37 ADD 4680A § 5A. The digital selective calling system (DSC) is a terminal unit which generates and automatically receives in digital or alphanumerical form calls and formalized messages to individual stations, groups of stations or all stations.

URS/17/38 SUP 4681

URS/17/39 ADD 4681A § 6A. The technical characteristics of the digital selective calling system shall be in accordance with Appendix 39A.

URS/17/40 ADD 4681B § 6B. The operational procedures for the digital selective calling system shall be in accordance with Article 63 and in full conformity with the relevant CCIR Recommendations.

USA/19/132 ADD 4681A

§6A The frequencies used for distress and safety purposes using digital selective calling are indicated in Article 38.

URS/17/41	ADD	(Title)	<u>B. Frequencies to be Used</u>
URS/17/42	ADD	4681C	§ 6C.(1) When the digital selective calling system is used for distress and safety, the frequencies shall be used in accordance with the provisions of Chapter IX.
URS/17/43	ADD	4681D	(2) As a general rule a ship station or group of ship stations of another nationality shall be called on the international frequencies indicated in Nos. 4682A-4682E, 4683 and 4684.
URS/17/44	ADD	4681E	(3) Communications by means of the digital selective calling system other than as provided for under Nos. 4681C and 4681D shall be carried out on national frequencies assigned by the Administration to ship and coast stations for narrow-band direct-printing telegraphy.

URS/17/45	MOD	4682	§ 7. The <u>international</u> frequencies assignable to ship and coast stations for digital selective calling are as follows :
URS/17/46	ADD	4682A	In the frequency band 415 - 526.5 kHz
URS/17/47	ADD	4682B	a) Coast stations - 490.5 kHz
URS/17/48	ADD	4682C	b) Ship stations - 509 kHz
URS/17/49	ADD	4682E	In the frequency bands 4000 - 27 500 kHz

USA/19/133 MOD 4683

a) Ship stations

2176.5	kH ^z	
4187.6		4187.5 kH ^z
6281.4		6281.1 kH ^z
8375.2		8374.9 kH ^z
12562.3	kH ^z	
12562.8	kH ^z	
16749.9	kH ^z	
16750.4	kH ^z	
22248	kH ^z	
22248.5	kH ^z	

J/26/147 MOD 4683

a) Ship stations

2186.5	kH ^z ¹
4187.6	kH ^z ²
6281.4	kH ^z ²
8375.2	kH ^z ²
12562.3	kH ^z ²
12562.8	kH ^z
16749.9	kH ^z ²
16750.4	kH ^z
22248	kH ^z ²
22248.5	kH ^z
156.775	MH ^z ²
156.825	MH ^z ²



J/26/148 ADD 4683.1 1 This frequency shall be exclusively used for distress and safety calls.

J/26/149 ADD 4683.2 2 These frequencies shall be also used for distress and safety calls

USA/19/134 MOD 4684

b) Coast stations

2176.5 kHz

[other frequencies NOC]

J/26/150 MOD 4684

b) Coast stations

2186.5 kHz¹

4187.6 kHz¹

4357 kHz

6281.4 kHz¹

6506 kHz

8375.2 kHz¹

8718.5 kHz

12562.3 kHz¹

13100 kHz

13100.5 kHz

16749.9 kHz¹

17232 kHz

17232.5 kHz

22248 kHz¹

22595 kHz

22595.5 kHz

156.775 MHz²

156.825 MHz²

J/26/151 ADD 4684.1 1 These frequencies shall be exclusively used for distress and safety calls.

J/26/152 ADD 4684.2 2 These frequencies shall be also used for distress and safety calls.

CAN/9/106 **ADD** 4684A

c) Ship and coast stations for distress and safety

**4 127.5 kHz
6 219.5 kHz
8 259.5 kHz
12 394.5 kHz
16 524.5 kHz**

HOL/11/260 **ADD** 4684A

The frequencies to be used in the Future Global Maritime Distress and Safety System for distress calling using digital selective calling techniques in connection with (FMGDSS) are as follows:

HOL/11/261 **ADD** 4684B

Coast stations and Ship stations

**2 187 kHz
4 130.2 kHz
6 219.2 kHz
8 262.2 kHz
12 403.2 kHz
16 533.2 kHz
156.825 MHz**

J/26/153 **ADD** 4685 §7A(1) Any signals sent for testing shall be kept to a minimum, particularly on the frequencies 2186.5 kHz, 4187.6 kHz, 6281.4 kHz, 8375.2 kHz, 12562.3 kHz, 16749.9 kHz, 22248 kHz, 156.775 MHz and 156.825 MHz.

J/26/154 **ADD** 4686 (2) It is not permitted to send test transmissions of the digital alarm signal on the frequency 2186.5 kHz, except where emergency equipment which can operate only on this frequency is involved, in which case measures shall be taken to prevent radiation. Measures shall also be taken to prevent radiation from digital alarm tests carried out on frequencies other than 2186.5 kHz.

ARTICLE 63

**General Radiotelegraph Procedure in the
Maritime Mobile Service**

Section I. General Provisions

URS/17/50 ADD

4710A § 1A. For all uses of the digital selective calling system
(DSC) not provided for in this Article, Article 62 shall apply.

ARTICLE 64

General Procedures for Narrow-Band Direct-Printing Telegraphy in the Maritime Mobile Service¹

Section I. General

URS/17/51 ADD 4841A § 1A. For all uses of the digital selective calling system (DSC) not provided for in this Article, Article 62 shall apply (cf. Nos. 4681B and 4681E).

J/26/155 ADD Section VA. Tests

J/26/156 ADD 4882 §18A. Any signals sent for testing shall be kept to a minimum, particularly on the frequency 2189.5 kHz.

ARTICLE 65

General Radiotelephone Procedure in the Maritime Mobile Service

Section I. General Provisions

URS/17/52 ADD 4903A § 1A. For all uses of the digital selective calling system (DSC)
not provided for in this Article, Article 62 shall apply.

Section III. Calls by Radiotelephony

J/26/157 MOD 4928 (5) The provisions of No. 4926 are obligatory when
2170.5 kHz, 2182 kHz or 156.8 MHz is used.

**Section IV. Method of Calling, Reply to Calls
and Signals Preparatory to Traffic**

J/26/158 MOD 4959 b) the carrier frequency 2170.5 kHz or 2182 kHz;

J/26/159 SUP 4960

J/26/160 MOD 4962

a) the carrier frequency 2170.5 kHz or 2182 kHz;

J/26/161 MOD 4964 (3) Subject to the provisions of No. 4967, coast stations shall, in accordance with the requirements of their own country, call ship stations of their own nationality either on a working frequency or, when calls to individual ships are made, on the carrier frequency 2170.5 kHz or 2182 kHz.

J/26/162 MOD 4965 (4) However, a ship station which keeps watch simultaneously on the carrier frequency 2170.5 kHz or 2182 kHz and a working frequency should be called on the working frequency.

J/26/163 MOD 4966 (5) As a general rule, coast stations should call radio-telephone ship stations of another nationality on the carrier frequency 2170.5 kHz or 2182 kHz.

CAN/9/107 MOD 4970 A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in No. 4376, one of its working frequencies shown in the List of Coast Stations, or the carrier frequency ~~4-125~~ 4 124 kHz or 6-215.5-6 216 kHz, in accordance with the provisions of Nos. 4375.2 and 4375.3.

J/26/164 MOD 4980

c) the carrier frequency 2170.5 kHz or 2182 kHz, and then only to determine the working frequency to be used.

J/26/165 MOD 4985 §21(1) When a ship station is called on the carrier frequency 2170.5 kHz or 2182 kHz, it should reply on the same carrier frequency unless another frequency is indicated by the calling station.

J/26/166 MOD 4991

- a) on the carrier frequency 2170.5 kHz or 2182 kHz to calls made on the carrier frequency 2170.5 kHz or 2182 kHz, respectively, unless another frequency is indicated by the calling station;
-

J/26/167 SUP 4993

CAN/9/108

MOD 4997

(3)

~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ When a station is called on the carrier frequency ~~4125~~ 4 124 kHz it should reply on the same frequency unless another frequency is indicated by the calling station.

USA/19/135 MOD 4997
AUS/29/110

(3) ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N,~~ When a station is called on the carrier frequency 4125 kHz it should reply on the same frequency unless another frequency is indicated by the calling station.

CAN/9/109

MOD 4998

(4)

~~In the zone of Region 3 South of latitude 25° N,~~ When a station is called on the carrier frequency ~~6215.5~~ 6 216 it should reply on the same frequency unless another frequency is indicated by the calling station.

USA/19/136 MOD 4998
AUS/23/111

(4) ~~In the zone of Region 3 south of latitude 25° N,~~ When a station is called on the carrier frequency 6215.5 kHz it should reply on the same frequency unless another frequency is indicated by the calling station.

CAN/9/110 ADD 5001A When a ship station is called on 156.65 MHz, it should reply on the same frequency.

J/26/168 MOD 5005 §24. If contact is established on the carrier frequency 2170.5 kHz or 2182 kHz, coast and ship stations shall transfer to working frequencies for the exchange of traffic.

Section VII. Tests

AUS/29/112 SUP 5060

CAN/9/111 MOD 5060 Any signals sent for testing shall be kept to a minimum, particularly :

- on the carrier frequency 2 182 kHz;
- on the frequency 156.65 MHz;
- on the frequency 156.8 MHz;
- ~~in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N;~~ on the carrier frequency ~~4-125~~ 4 124 kHz;
- ~~in the zone of Region 3 south of latitude 25° N also on the carrier frequency 6-215~~ 6 216 kHz.

ART. 65

USA/19/137 MOD 5060

(2) Any signals sent for testing shall be kept to a minimum, particularly:

- on the carrier frequency 2182 kHz;
- on the frequency 156.8 MHz;
- ~~-in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, on the carrier frequency 4125 kHz;~~
- ~~-in the zone of Region 3 south of latitude 25° N also on the carrier frequency 6215.5 kHz.~~

J/26/169 MOD 5060

(2) Any signals sent for testing shall be kept to a minimum, particularly:

- on the carrier frequency 2182 kHz;
- on the carrier frequencies 4125 kHz, 6215.5 kHz, 8257 kHz, 12392 kHz, 16522 kHz and 22062 kHz;
- on the frequencies 121.5 MHz and 123.1 MHz;
- on the frequency 156.8 MHz;
- on the frequency 243 MHz.
- ~~- in the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, on the carrier frequency 4125 kHz;~~
- ~~- in the zone of Region 3 south of latitude 25° N also on the carrier frequency 6215.5 kHz.~~

AUS/29/113

SUP 5061

J/26/170 MOD 5061

(3) It is not permitted to send test transmissions of the radiotelephone alarm signal on the carrier frequency 2182 kHz and the frequency 156.8 MHz and the alarm signal (see No. 3259) on the frequencies 121.5 MHz and 243 MHz, except where emergency equipment which can operate only on these frequencies is involved, in which case measures shall be taken to prevent radiation. Measures shall also be taken to prevent radiation from radiotelephone alarm tests carried out on frequencies other than 2182 kHz and 156.8 MHz as well as from alarm signal tests carried out on frequencies other than 121.5 MHz and 243 MHz.

CHAPTER XIII

ARTICLE 69

Entry into Force of the Radio Regulations

USA/19/138 ADD

Section I. World Administrative Radio Conference,
Geneva, 1979

USA/19/139 ADD

Section II. World Administrative Radio Conference,
Geneva, 1983

USA/19/140 ADD 5193

The revised provisions of the Radio Regulations adopted by this Conference come into force on February 1, 1985.

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APPENDIX 9

Service Documents¹

(See Articles 10, 12, 13, 17 and 26)

List VI. List of Radiodetermination and Special Service Stations

Part B. Particulars of stations.

7. Stations transmitting regular meteorological bulletins.

S/14/34 MOD
NOR/15/12

the footnote:

- 1) General instructions concerning meteorological bulletins including code used.

For stations transmitting meteorological warnings using narrow-band direct-printing telegraphy the coverage area and the character B₁ identifying that area shall be inserted. If the service is on a trial basis, this shall be stated.

8. Stations transmitting notices to navigators

S/14/35 MOD
NOR/15/13

the headline of column 6: Remarks¹

S/14/36 ADD
NOR/15/14

a footnote:

- 1) For stations transmitting navigational warnings using narrow-band direct-printing telegraphy the coverage area and the character B₁ identifying that area shall be inserted. If the service is on a trial basis, this shall be stated.
-

APPENDIX 16

**Channelling of the Maritime Mobile Radiotelephone Bands
Between 4 000 kHz and 23 000 kHz**

(See Article 60, Section IV)

G/18/306

MOD

1. Radiotelephone channelling arrangements for the frequencies to be used by coast and ship stations in the band allocated to the maritime mobile service are indicated in two three sections as follows:

Section A - Table of single-sideband transmitting frequencies for duplex (two-frequency) operation (in kHz);

Section B - Table of single-sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation (in kHz);

Section C - Table of single-sideband transmitting frequencies for ship station telephony use (in kHz).

J/26/171

MOD

1. Radiotelephone channelling arrangements for the frequencies to be used by coast and ship stations in the bands allocated to the maritime mobile service are indicated in two three sections as follows:

Section A - Table of single-sideband transmitting frequencies for duplex (two-frequency) operation (in kHz);

Section B - Table of single-sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation (in kHz);

Section C - Table of single-sideband transmitting frequencies for ship stations to supplement those in Sections A and B (in kHz).

HOL/11/262

ADD

1A. The radiotelephone channeling arrangement for the frequencies to be used by ship stations in the bands allocated on a shared basis to the Maritime Mobile Service are to be found in Section C.

E/28/25

(MOD)

3.

[Concerns Spanish text only.]

Ap. 16

HOL/11/263 ADD

4A. The frequencies in Section C are for worldwide use by ships of all categories for transmissions to coast stations and for intership communication.

G/18/307 ADD

4A. The frequencies in Section C are provided for use by ships, at the discretion of administrations, for duplex operation in association with the channels shown for use by that administration's coast stations in Appendix 25 Mar 2 (see No 4209A).

J/26/172 ADD

4A. The frequencies in Section C may be used by ship stations using radiotelephony as supplement to the frequencies in Sections A and B according to traffic requirements.

In this case, ship stations communicating with coast stations to which the paired frequencies in Section A are assigned may use non-paired frequencies notwithstanding the provisions in paragraph 3 above.

HOL/11/264 MOD

5. a) The following frequencies in Section A are allocated for calling purposes:

- Channel No. 421 in the 4 MHz-band.
- Channel No. 605 606 in the 6 MHz-band.
- Channel No. 821 in the 8 MHz-band.
- Channel No. 1221 in the 12 MHz-band.
- Channel No. 1621 in the 16 MHz-band.
- Channel No. 2221 in the 22 MHz-band.

~~The remaining frequencies in Sections A and B are working frequencies.~~

G/18/308 MOD

5. The following frequencies in Section A are allocated for calling purposes:

- Channel No 421 in the 4 MHz band;
- Channel No 606 605 in the 6 MHz band;
- Channel No 821 in the 8 MHz band;
- Channel No 1221 in the 12 MHz band;
- Channel No 1621 in the 16 MHz band;
- Channel No 2221 in the 22 MHz band;

The remaining frequencies in Sections A and B are working frequencies.

HOL/11/265 ADD

5A. b) The following frequencies in Section A (Ship stations) are also internationally designated for use by coast stations and ship stations in connection with the Future Global Maritime Distress and Safety System (FGMDSS) for distress, urgency and safety traffic (see Article 38).

- Channel No. 421 in the 4 MHz-band.
- Channel No. 605 in the 6 MHz-band.
- Channel No. 1221 in the 12 MHz-band.
- Channel No. 1621 in the 16 MHz-band.

HOL/11/266 ADD

c) The remaining frequencies in Sections A, B and C are working frequencies.

J/26/173 ADD

5A. The following frequencies in Section A are also allocated for distress and safety purposes in the maritime mobile service:

- frequency 4125 kHz in the 4 MHz band;
- frequency 6215.5 kHz in the 6 MHz band;
- frequency 8257 kHz in the 8 MHz band;
- frequency 12392 kHz in the 12 MHz band;
- frequency 16522 kHz in the 16 MHz band;
- frequency 22062 kHz in the 22 MHz band.

HOL/11/267 MOD

6. a) Stations using single-sideband emissions shall operate only on the carrier frequencies shown in Sections A, ~~and B and C~~ in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed.

G/18/309 MOD

6. ~~a)~~ Stations using single-sideband emissions shall operate only on the carrier frequencies shown in Sections A, ~~and B and C~~ in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed with class J3E emission only.

G/18/310 SUP

6. b)

J/26/174 MOD

6. a) Stations using single-sideband emissions shall operate only on the carrier frequencies shown in Sections A and B in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed.

b) Stations employing the single-sideband mode shall use only class R3E and J3E emissions. However, administrations should endeavour, as far as possible, to restrict to class J3E emissions the use of the Channels Nos. 401, 601, 801, 1201, 1601 and 2201 (see No. 2937A).

HOL/11/268 MOD

7. If an administration authorizes the use of frequencies other than those indicated in Sections A ~~and~~, B and C, its radiotelephone service shall not cause harmful interference to radiotelephone stations of the maritime mobile service which use frequencies in accordance with the ~~following~~ tables in Sections A, B and C.

G/18/311 MOD
J/26/175

7. If an administration authorises the use of frequencies other than those indicated in Sections A, ~~and~~ B and C, its radiotelephone service shall not cause harmful interference to radiotelephone stations of the maritime mobile service which uses frequencies in accordance with the following Tables.

HOL/11/269 ADD

7A. If an administration authorizes the use of a frequency in Section C, its radiotelephone service shall not cause harmful interference to the use of frequencies which are duly notified in the International Frequency List in accordance with the relevant provisions of Article 12.

CAN/9/112

MOD

Section A

**Table of Single-Sideband Transmitting
Frequencies for Duplex (Two-Frequency) Operation (in kHz)**

Coast Stations**Ship Stations**

Channel No.	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency
------------------------	------------------------------	-------------------------------	------------------------------	-------------------------------

4 MHz Band

401	4 360	4 361.4	4 063	4 064.4
421	4 420*	4 421.4	4 124*	4 125.4
426	4 435	4 436.4	4 140	4 141.4

26 channels spaced 3 kHz

6 MHz Band

601	6 507	6 508.4	6 200	6 201.4
606	6 522*	6 523.4	6 216*	6 217.4

6 channels spaced 3 kHz

8 MHz Band

801	8 722	8 723.4	8 195	8 196.4
821	8 782*	8 783.4	8 256*	8 257.4
831	8 812	8 813.4	8 287	8 288.4

31 channels spaced 3 kHz

AM/5/112
(end)

Coast Stations			Ship Stations	
Channel No.	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency
12 MHz Band				
1201	13 104	13 105.4	12 330	12 331.4
1221	13 164*	13 165.4	12 391*	12 392.4
1232	13 197	13 198.4	12 425	12 426.4
32 channels spaced 3 kHz				
16 MHz Band				
1601	17 237	17 238.4	16 460	16 461.4
1621	17 297*	17 298.4	16 521*	16 522.4
1641	17 357	17 358.4	16 582	16 583.4
41 channels spaced 3 kHz				
22 MHz Band				
2201	22 600	22 601.4	22 000	22 001.4
2221	22 660*	22 661.4	22 060*	22 061.4
2240	22 717	22 718.4	22 117	22 118.4
40 channels spaced 3 kHz				

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376)

HOL/11/270 MOD

SECTION A
Table of Single-Sideband Transmitting
Frequencies for Duplex (two-frequency) Operation (in kHz)

4 MHz-band

Channel No.	Coast stations		Ship stations	
	carrier frequency	assigned frequency	carrier frequency	assigned frequency
401	4357.4 <u>4360</u>	4358.8 <u>4361.4</u>	4063 <u>4066</u>	4064.4 <u>4067.4</u>
420	4416.3 <u>4417</u>	4417.7 <u>4418.4</u>	4121.9 <u>4123</u>	4123.3 <u>4124.4</u>
421	4419.4 <u>4420</u> *	4420.8 <u>4421.4</u> *	4125 <u>4126</u> * 1) A	4126.4 <u>4127.4</u> * 1) A
422	4422.5 <u>4423</u>	4423.9 <u>4424.4</u>	4128.1 <u>4131</u>	4129.5 <u>4132.4</u>
426	4434.9 <u>4435</u>	4436.3 <u>4436.4</u>	4140.5 <u>4143</u>	4140.4 <u>4144.4</u>

(channel spacing 3 kHz)

Note: The frequencies 4129.7 kHz and 4130.2 kHz are for use
in the FGMDSS.
(see also Nos. 2982C and 2982 E)

HOL/11/271

6 MHz-band

Channel No.	Coast stations		Ship stations	
	carrier frequency	assigned frequency	carrier frequency	assigned frequency
601	6506.4 <u>6507</u>	6507.8 <u>6508.4</u>	6200 <u>6203</u>	6201.4 <u>6204.4</u>
602	6509.5 <u>6510</u>	6510.9 <u>6511.4</u>	6203.1 <u>6206</u>	6204.5 <u>6207.4</u>
603	6512.6 <u>6513</u>	6514 <u>6514.4</u>	6206.2 <u>6209</u>	6207.6 <u>6210.4</u>
604	6515.7 <u>6516</u>	6517.1 <u>6517.4</u>	6209.3 <u>6212</u>	6210.7 <u>6213.4</u>
605	6518.8 <u>6519</u> *	6520.2 <u>6520.4</u> *	6212.4 <u>6215</u> * 1)B)	6213.8 <u>6216.4</u> * 1)B)
606	6521.9 <u>6522</u>	6523.3 <u>6523.4</u>	6215.5 <u>6220</u>	6216.9 <u>6221.4</u>

(channel spacing 3 kHz)

Note: The frequencies 6218.7 kHz and 6219.2 kHz are for use
in the FGMDSS.
(see also Nos. 2986C and 2986E)

HOL/11/272

8 MHz-band

Channel No.	Coast stations				Ship stations			
	carrier frequency		assigned frequency		carrier frequency		assigned frequency	
801	8718.9	<u>8719</u>	8720.3	<u>8720.4</u>	8195	<u>8198</u>	8196.4	<u>8199.4</u>
820	8777.8	<u>8776</u>	8779.2	<u>8777.4</u>	8253.9	<u>8255</u>	8255.3	<u>8256.4*</u>
821	8780.9	<u>8779*</u>	8782.3	<u>8780.4*</u>	8257	<u>8263*</u>	8258.4	<u>8264.4*</u>
822	8784	<u>8782</u>	8785.4	<u>8783.4</u>	8260.1	<u>8266</u>	8261.4	<u>8267.4</u>
831	8811.9	<u>8809</u>	8813.3	<u>8810.4</u>	8288	<u>8293</u>	8289.4	<u>8294.4</u>
<u>832</u>	-	<u>8812.2)</u>	-	<u>8813.42)</u>				

(channel spacing 3 kHz)

Note: The frequencies 8258 kHz, 8261.7 kHz and 8262.2 kHz are
for use in the FGMDSS.
(see also Nos. 2986H, 2986J and 2986L)

Channel No.	Coast stations		Ship stations	
	carrier frequency	assigned frequency	carrier frequency	assigned frequency
1201	13100.8 13101	13102.2 13102.4	12330 12339	12331.4 12340.4
1220	13159.7 13158	13161.1 13159.4	12388.9 12396	12390.3 12397.4
1221	13162.8 13161*	13164.2 13162.4 *)	12392 12399 * 1)	12393.4 12400.4 * 1)
1222	13165.9 13164	13167.3 13165.4	12395.1 12404	12396.4 12405.4
1232	13196.9 13194	13198.3 13195.4	12426.1 12434	12427.5 12435.4
1233	- 13197 2)	- 13198.4 2)		

(channel spacing 3 kHz)

Note: The frequencies 12402.7 kHz, 12403.2 kHz are for use
in the FGMDSS.
(see also Nos. 2988D, and 2988F)

HOL/11/274

16 MHz-band

Channel No.	Coast stations		Ship stations	
	carrier frequency	assigned frequency	carrier frequency	assigned frequency
1601	17232.9 17234	17234.3 17235.4	16460 16469	16461.4 16470.4
1620	17291.8 17291	17293.2 17292.4	16518.9 16526	16520 16527.4
1621	17294.9 17294 *	17296.3 17295.4 *	16522 16529 * 1)	16523.4 16530.4 * 1)
1622	17298 17297	17299.4 17298.4	16525.1 16534	16526.5 16535.4
1641	17356.9 17354	17358.3 17355.4	16584 16591	16585.4 16592.4
<u>1642</u>	- <u>17357</u> 2)	- <u>17358.4</u> 2)		

(channel spacing 3 kHz)

Note: The frequencies 16532.7 kHz, 16533.2 kHz are for use
in the FGMDSS.
(see also Nos. 2988K and 2988M)

22 MHz-band

Channel No.	Coast stations		Ship stations	
	carrier frequency	assigned frequency	carrier frequency	assigned frequency
2201 2240 <u>2241</u>	22596 <u>22597</u> 22716.9 <u>22714</u> - <u>22717</u>	22597.4 <u>22598.4</u> 22718.3 <u>22715.4</u> - <u>22718.4</u>	22000 <u>22015</u> 22120.9 <u>22132</u> - <u>22135</u>	22001.4 <u>22016.4</u> 22122.3 <u>22133.4</u> - <u>22136.4</u>

(channel spacing 3 kHz)

*) The frequencies marked with an asterisk are calling frequencies (See Nos. 4375 and 4376).

1) This frequency has been internationally designated as a radiotelephony channel for distress, urgency and safety traffic for use by coast stations and ship stations in connection with the FGMDSS (see Article 38).

2) This frequency should be used for duplex operation paired with one of the frequencies in Section B or C.

A 1) For the conditions of the carrier frequency ~~4125~~ 4126 kHz, see Nos. 2982, ADD 2982A, ~~3030~~, MOD 3016C, 4379 and 4380.B 2) For the use of the carrier frequency ~~6215.5~~, 6215 kHz, see Nos. 2986 2086A, 4379 and 4380.

G/18/312

KOD

SECTION A.

Table of Single-Sideband Transmitting Frequencies for Duplex (Two-Frequency) Operation (kHz)

4 MHz Band								
Channel Number	Coast Stations				Ship Stations			
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
401	4357.4	4358.8	4360	4361.4	4363	4364	4063	4064.4
402	4363.5	4364.9	4363	4364.4	4365.4	4367.5	4066	4067.4
403	4363.6	4365	4366	4367.4	4369.2	4370.6	4069	4070.4
404	4365.7	4369.4	4369	4370.4	4372.3	4373.7	4072	4073.4
405	4369.8	4374.2	4372	4373.4	4375.4	4376.8	4075	4076.4
406	4372.9	4374.3	4375	4376.4	4378.5	4379.9	4078	4079.4
407	4376	4377.4	4378	4379.4	4384.6	4383	4081	4082.4
408	4379.4	4380.5	4381	4382.4	4384.7	4386.4	4084	4085.4
409	4382.2	4383.6	4384	4385.4	4387.8	4389.2	4087	4088.4
410	4385.3	4386.7	4387	4388.4	4393.9	4392.3	4090	4091.4
411	4388.4	4389.8	4390	4391.4	4394	4395.4	4093	4094.4
412	4394.5	4395.9	4393	4394.4	4397.4	4399.5	4096	4097.4
413	4394.6	4396	4396	4397.4	4400.2	4401.6	4099	4100.4
414	4397.7	4399.4	4399	4400.4	4403.3	4404.7	4102	4103.4
415	4403.8	4402.2	4402	4403.4	4406.4	4407.8	4105	4106.4
416	4403.9	4405.3	4405	4406.4	4409.5	4410.9	4108	4109.4
417	4407	4408.4	4408	4409.4	4412.6	4414	4111	4112.4
418	4410.4	4411.5	4411	4412.4	4415.7	4417.4	4114	4115.4
419	4413.2	4414.6	4414	4415.4	4418.8	4420.2	4117	4118.4
420	4416.3	4417.7	4417	4418.4	4421.9	4423.3	4120	4121.4
421	4419.4	4420.8	4420	4421.4	4425.1	4426.5	4124.4	4125.4
422	4422.5	4423.9	4423	4424.4	4428.2	4429.6	4128	4129.4
423	4425.6	4427	4426	4427.4	4431.3	4432.7	4131	4132.4
424	4428.7	4430.4	4429	4430.4	4434.4	4435.8	4134	4135.4
425	4431.8	4433.2	4432	4433.4	4437.5	4438.9	4137	4138.4
426	4434.9	4436.3	4435	4436.4	4440.6	4442	4140	4141.4
6 MHz Band								
601	6506.4	6507.8	6507	6508.4	6503	6504.4	6203	6204.4
602	6509.5	6510.9	6510	6511.4	6506.4	6507.8	6206	6207.4
603	6512.6	6514	6513	6514.4	6509.5	6510.9	6209	6210.4
604	6515.7	6517.4	6516	6517.4	6512.6	6514	6212	6213.4
605	6518.8	6520.2	6519	6520.4	6515.7	6517.4	6215.4	6217.4
606	6521.9	6523.3	6522	6523.4	6518.8	6520.2	6218.4	6221.4

°International calling channels

+International designated distress traffic telephony channel for use by coast stations and ship stations

NOTE

- 4127.5 kHz - International dedicated distress alert channel using digital selective calling
 4123.5 kHz - International dedicated distress traffic channel using narrow-band direct-printing
 6219.5 kHz - International dedicated distress alert channel using digital selective calling
 6215.5 kHz - International dedicated distress traffic channel using narrow-band direct-printing

G/19/312 MOD SECTION A. (continued)

Table of Single-Sideband Transmitting Frequencies for Duplex (Two-Frequency) Operation (kHz)

8 MHz Band								
Channel Number	Coast Stations				Ship Stations			
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
801	8718.9	8729.3	8719	8720.4	8745	8756.4	8196	8197.4
802	8722	8723.4	8722	8723.4	8749.4	8750.5	8199	8200.4
803	8725.4	8726.5	8725	8726.4	8753.4	8754.5	8202	8203.4
804	8729.4	8730.5	8728	8729.4	8757.4	8758.5	8205	8206.4
805	8733.4	8734.5	8731	8732.4	8761.4	8762.5	8208	8209.4
806	8737.4	8738.5	8734	8735.4	8765.4	8766.5	8211	8212.4
807	8741.4	8742.5	8737	8738.4	8769.4	8770.5	8214	8215.4
808	8745.4	8746.5	8740	8741.4	8773.4	8774.5	8217	8218.4
809	8749.4	8750.5	8743	8744.4	8777.4	8778.5	8220	8221.4
810	8753.4	8754.5	8746	8747.4	8781.4	8782.5	8223	8224.4
811	8757.4	8758.5	8749	8750.4	8785.4	8786.5	8226	8227.4
812	8761.4	8762.5	8752	8753.4	8789.4	8790.5	8229	8230.4
813	8765.4	8766.5	8755	8756.4	8793.4	8794.5	8232	8233.4
814	8769.4	8770.5	8758	8759.4	8797.4	8798.5	8235	8236.4
815	8773.4	8774.5	8761	8762.4	8801.4	8802.5	8238	8239.4
816	8777.4	8778.5	8764	8765.4	8805.4	8806.5	8241	8242.4
817	8781.4	8782.5	8767	8768.4	8809.4	8810.5	8244	8245.4
818	8785.4	8786.5	8770	8771.4	8813.4	8814.5	8247	8248.4
819	8789.4	8790.5	8773	8774.4	8817.4	8818.5	8250	8251.4
820	8793.4	8794.5	8776	8777.4	8821.4	8822.5	8253	8254.4
821	8797.4	8798.5	8779	8780.4	8825.4	8826.5	8256	8257.4
822	8801.4	8802.5	8782	8783.4	8829.4	8830.5	8259	8260.4
823	8805.4	8806.5	8785	8786.4	8833.4	8834.5	8262	8263.4
824	8809.4	8810.5	8788	8789.4	8837.4	8838.5	8265	8266.4
825	8813.4	8814.5	8791	8792.4	8841.4	8842.5	8268	8269.4
826	8817.4	8818.5	8794	8795.4	8845.4	8846.5	8271	8272.4
827	8821.4	8822.5	8797	8798.4	8849.4	8850.5	8274	8275.4
828	8825.4	8826.5	8800	8801.4	8853.4	8854.5	8277	8278.4
829	8829.4	8830.5	8803	8804.4	8857.4	8858.5	8280	8281.4
830	8833.4	8834.5	8806	8807.4	8861.4	8862.5	8283	8284.4
831	8837.4	8838.5	8809	8810.4	8865.4	8866.5	8286	8287.4
832	-	-	8812	8813.4	8869.4	8870.5	8289	8290.4

*International calling channels

NOTE

- 8257 kHz - International dedicated distress traffic telephony channel for use by coast stations and ship stations
- 8260.5 kHz - International dedicated distress alert channel using digital selective calling
- 8256.5 kHz - International dedicated distress traffic channel using narrow-band direct-printing

Ap. 16

G/13/312 MOD SECTION A. (continued)

Table of Single-Sideband Transmitting Frequencies for Duplex (Two-Frequency) Operation (kHz)

12 MHz Band								
Channel Number	Coast Stations				Ship Stations			
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1201	+3+03.8	+3+02.2	13101	13102.4	+2330	+2331.4	12332	12333.4
1202	+3+03.9	+3+05.2	13104	13105.4	+2333.4	+2334.5	12335	12336.4
1203	+3+07	+3+08.4	13107	13108.4	+2336.2	+2337.6	12338	12339.4
1204	+3+10.4	+3+11.5	13110	13111.4	+2339.3	+2340.7	12341	12342.4
1205	+3+13.2	+3+14.6	13113	13114.4	+2342.4	+2343.8	12344	12345.4
1206	+3+16.3	+3+17.7	13116	13117.4	+2345.5	+2346.9	12347	12348.4
1207	+3+19.4	+3+20.8	13119	13120.4	+2348.6	+2350	12350	12351.4
1208	+3+22.5	+3+23.9	13122	13123.4	+2351.7	+2353.1	12353	12354.4
1209	+3+25.6	+3+27	13125	13126.4	+2354.8	+2356.2	12356	12357.4
1210	+3+28.7	+3+30.1	13128	13129.4	+2357.9	+2359.3	12359	12360.4
1211	+3+31.8	+3+33.2	13131	13132.4	+2361	+2362.4	12362	12363.4
1212	+3+34.9	+3+36.3	13134	13135.4	+2364.1	+2365.5	12365	12366.4
1213	+3+38	+3+39.4	13137	13138.4	+2367.2	+2368.6	12368	12369.4
1214	+3+41.1	+3+42.5	13140	13141.4	+2370.3	+2371.7	12371	12372.4
1215	+3+44.2	+3+45.6	13143	13144.4	+2373.4	+2374.8	12374	12375.4
1216	+3+47.3	+3+48.7	13146	13147.4	+2376.5	+2377.9	12377	12378.4
1217	+3+50.4	+3+51.8	13149	13150.4	+2379.6	+2381	12380	12381.4
1218	+3+53.5	+3+54.9	13152	13153.4	+2382.7	+2384.1	12383	12384.4
1219	+3+56.6	+3+58	13155	13156.4	+2385.8	+2387.2	12386	12387.4
1220	+3+59.7	+3+61.1	13158	13159.4	+2388.9	+2390.3	12389	12390.4
1221	+3+62.8	+3+64.2	13161*	13162.4*	+2392	+2393.4*	12393*	12394.4*
1222	+3+65.9	+3+67.3	13164	13165.4	+2395.1	+2396.5	12397	12398.4
1223	+3+69	+3+70.4	13167	13168.4	+2398.2	+2399.6	12400	12401.4
1224	+3+72.1	+3+73.5	13170	13171.4	+2401.3	+2402.7	12403	12404.4
1225	+3+75.2	+3+76.6	13173	13174.4	+2404.4	+2405.8	12406	12407.4
1226	+3+78.3	+3+79.7	13176	13177.4	+2407.5	+2408.9	12409	12410.4
1227	+3+81.4	+3+82.8	13179	13180.4	+2410.6	+2412	12412	12413.4
1228	+3+84.5	+3+85.9	13182	13183.4	+2413.7	+2415.1	12415	12416.4
1229	+3+87.6	+3+89	13185	13186.4	+2416.8	+2418.2	12418	12419.4
1230	+3+90.7	+3+92.1	13188	13189.4	+2419.9	+2421.3	12421	12422.4
1231	+3+93.8	+3+95.2	13191	13192.4	+2423	+2424.4	12424	12425.4
1232	+3+96.9	+3+98.3	13194	13195.4	+2426.1	+2427.5	12427	12428.4
1233	-	-	13197	13198.4	-	-	12430	12431.4

*International calling channels

+International designated distress traffic telephony channel for use by coast stations and ship stations

NOTE

12396.5 kHz - International dedicated distress alert channel using digital selective calling

12392.5 kHz - International dedicated distress traffic channel using narrow-band direct-printing

G/18/312 MOD SECTION A. (continued)

Table of Single-Sideband Transmitting Frequencies for Duplex (Two-Frequency) Operation (kHz)

16 MHz Band								
Channel Number	Coast Stations				Ship Stations			
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1601	17232.9	17234.3	17233	17234.4	16463	16464.4	16462	16463.4
1602	17236	17237.4	17236	17237.4	16463.4	16464.5	16465	16466.4
1603	17239.4	17240.5	17239	17240.4	16466.2	16467.6	16468	16469.4
1604	17242.2	17243.6	17242	17243.4	16469.3	16470.7	16471	16472.4
1605	17245.3	17246.7	17245	17246.4	16472.4	16473.8	16474	16475.4
1606	17248.4	17249.8	17248	17249.4	16475.5	16476.9	16477	16478.4
1607	17251.5	17252.9	17251	17252.4	16478.6	16480	16480	16481.4
1608	17254.6	17256	17254	17255.4	16481.7	16483.1	16483	16484.4
1609	17257.7	17259.1	17257	17258.4	16484.8	16486.2	16486	16487.4
1610	17260.8	17262.2	17260	17261.4	16487.9	16489.3	16489	16490.4
1611	17263.9	17265.3	17263	17264.4	16490.4	16491.8	16492	16493.4
1612	17267	17268.4	17266	17267.4	16493.5	16494.9	16495	16496.4
1613	17270.1	17271.5	17269	17270.4	16496.6	16498	16498	16499.4
1614	17273.2	17274.6	17272	17273.4	16500.7	16502.1	16501	16502.4
1615	17276.3	17277.7	17275	17276.4	16503.8	16505.2	16504	16505.4
1616	17279.4	17280.8	17278	17279.4	16506.9	16508.3	16507	16508.4
1617	17282.5	17283.9	17281	17282.4	16509.4	16510.8	16510	16511.4
1618	17285.6	17287	17284	17285.4	16512.5	16513.9	16513	16514.4
1619	17288.7	17290.1	17287	17288.4	16515.6	16517	16516	16517.4
1620	17291.8	17293.2	17290	17291.4	16518.7	16519.1	16519	16520.4
1621	17294.9	17296.3	17293	17294.4	16521.8	16523.2	16523*	16524.4*
1622	17298	17300	17296	17297.4	16524.9	16526.3	16527	16528.4
1623	17301.1	17302.5	17299	17300.4	16527.4	16528.8	16530	16531.4
1624	17304.2	17305.6	17302	17303.4	16530.5	16531.9	16533	16534.4
1625	17307.3	17308.7	17305	17306.4	16533.6	16535	16536	16537.4
1626	17310.4	17311.8	17308	17309.4	16536.7	16538.1	16539	16540.4
1627	17313.5	17314.9	17311	17312.4	16539.8	16541.2	16542	16543.4
1628	17316.6	17318	17314	17315.4	16542.9	16544.3	16545	16546.4
1629	17319.7	17321.1	17317	17318.4	16546.4	16547.8	16548	16549.4
1630	17322.8	17324.2	17320	17321.4	16549.5	16550.9	16551	16552.4
1631	17325.9	17327.3	17323	17324.4	16552.6	16554	16554	16555.4
1632	17329	17330.4	17326	17327.4	16555.7	16557.1	16557	16558.4
1633	17332.1	17333.5	17329	17330.4	16558.2	16559.6	16560	16561.4
1634	17335.2	17336.6	17332	17333.4	16561.3	16562.7	16563	16564.4
1635	17338.3	17339.7	17335	17336.4	16564.4	16565.8	16566	16567.4
1636	17341.4	17342.8	17338	17339.4	16567.5	16568.9	16569	16570.4
1637	17344.5	17345.9	17341	17342.4	16570.6	16572	16572	16573.4
1638	17347.6	17349	17344	17345.4	16573.7	16574.1	16575	16576.4
1639	17350.7	17352.1	17347	17348.4	16576.8	16578.2	16578	16579.4
1640	17353.8	17355.2	17350	17351.4	16579.9	16581.3	16581	16582.4
1641	17356.9	17358.3	17353	17354.4	16582.4	16583.8	16584	16585.4
1642	-	-	17356	17357.4	-	-	16587	16588.4

*International calling channels

+International designated distress traffic telephony channel for use by coast stations and ships stations

NOTE

16526.5 kHz - International dedicated distress alert channel using digital selective calling

16522.5 kHz - International dedicated distress traffic channel using narrow-band direct-printing

G/13/312 MOD SECTION A. (end)

Table of Single-Sideband Transmitting Frequencies for Duplex (Two-Frequency) Operation (kHz)

22 MHz Band								
Channel Number	Coast Stations				Ship Stations			
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
2201	22595	22597.4	22597	22598.4	22883	22894.4	22015	22016.4
2202	22599.4	22600.5	22600	22601.4	22893.4	22894.5	22018	22019.4
2203	22602.4	22603.6	22603	22604.4	22896.4	22897.6	22021	22022.4
2204	22605.4	22606.7	22606	22607.4	22899.4	22900.7	22024	22025.4
2205	22608.4	22609.8	22609	22610.4	22902.4	22903.8	22027	22028.4
2206	22611.4	22612.9	22612	22613.4	22905.4	22906.9	22030	22031.4
2207	22614.4	22615.6	22615	22616.4	22908.4	22909.6	22033	22034.4
2208	22617.4	22618.7	22618	22619.4	22911.4	22912.7	22036	22037.4
2209	22620.4	22621.8	22621	22622.4	22914.4	22915.8	22039	22040.4
2210	22623.4	22624.9	22624	22625.4	22917.4	22918.9	22042	22043.4
2211	22627	22628.4	22627	22628.4	22920.4	22921.9	22045	22046.4
2212	22630.4	22631.5	22630	22631.4	22923.4	22924.9	22048	22049.4
2213	22633.4	22634.6	22633	22634.4	22926.4	22927.6	22051	22052.4
2214	22636.4	22637.7	22636	22637.4	22929.4	22930.7	22054	22055.4
2215	22639.4	22640.8	22639	22640.4	22932.4	22933.8	22057	22058.4
2216	22642.4	22643.9	22642	22643.4	22935.4	22936.9	22060	22061.4
2217	22645.4	22646.7	22645	22646.4	22938.4	22939.6	22063	22064.4
2218	22648.4	22649.8	22648	22649.4	22941.4	22942.7	22066	22067.4
2219	22651.4	22652.9	22651	22652.4	22944.4	22945.8	22069	22070.4
2220	22654.4	22655.5	22654	22655.4	22947.4	22948.9	22072	22073.4
2221	22657.4	22658.6	22657	22658.4	22950.4	22951.9	22075	22076.4
2222	22660.4	22661.7	22660	22661.4	22953.4	22954.8	22078	22079.4
2223	22663.4	22664.8	22663	22664.4	22956.4	22957.6	22081	22082.4
2224	22666.4	22667.9	22666	22667.4	22959.4	22960.7	22084	22085.4
2225	22669.4	22670.8	22669	22670.4	22962.4	22963.8	22087	22088.4
2226	22672.4	22673.9	22672	22673.4	22965.4	22966.9	22090	22091.4
2227	22675.4	22676.7	22675	22676.4	22968.4	22969.6	22093	22094.4
2228	22678.4	22679.8	22678	22679.4	22971.4	22972.7	22096	22097.4
2229	22681.4	22682.9	22681	22682.4	22974.4	22975.8	22099	22100.4
2230	22684.4	22685.5	22684	22685.4	22977.4	22978.9	22102	22103.4
2231	22687.4	22688.6	22687	22688.4	22980.4	22981.9	22105	22106.4
2232	22690.4	22691.7	22690	22691.4	22983.4	22984.8	22108	22109.4
2233	22693.4	22694.8	22693	22694.4	22986.4	22987.6	22111	22112.4
2234	22696.4	22697.9	22696	22697.4	22989.4	22990.7	22114	22115.4
2235	22699.4	22700.8	22699	22700.4	22992.4	22993.8	22117	22118.4
2236	22702.4	22703.9	22702	22703.4	22995.4	22996.9	22120	22121.4
2237	22705.4	22706.7	22705	22706.4	22998.4	22999.6	22123	22124.4
2238	22708.4	22709.8	22708	22709.4	23001.4	23002.7	22126	22127.4
2239	22711.4	22712.9	22711	22712.4	23004.4	23005.8	22129	22130.4
2240	22714.4	22715.5	22714	22715.4	23007.4	23008.9	22132	22133.4
2241	-	-	22717	22718.4	-	-	22135	22136.4

*International calling channels

USA/19/141 MOD

Section A
Table of Single-Sideband Transmitting
Frequencies for Duplex (Two-Frequency) Operation (in kHz)

<u>Ship Stations</u>		
<u>Channel No.</u>	<u>Carrier Frequency</u>	<u>Assigned Frequency</u>
(-----4 MHz Band-----)		
421	4125 * ^{1,3}	4126.4*
(-----6 MHz Band-----)		
606	6215.5* ^{2,3}	6216.9*
(-----8 MHz Band-----)		
821	8257* ³	8258.4*
(-----12 MHz Band-----)		
1221	12392* ³	12393.4*
(-----16 MHz Band-----)		
1621	16522* ³	16523.4*

/3 The Carrier frequencies 4125, 6215.5, 8257, 12392 and 16522 are also used for distress and safety purposes by ship and coast stations in accordance with Nos. 2982A, 2986A and 3008G.

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Table of Single Sideband Transmitting Frequencies
for Duplex (Two-Frequency) Operation (kHz)

MOD APP 16
SECTION A

CHANNEL NUMBER	4 MHz Band							
	COAST STATIONS				SHIP STATIONS			
	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY
401	-4357.4-	-4358.3-	4360	4361.4	-4063-	-4064.4-	4063	4064.4
402	-4360.5-	-4361.9-	4363	4364.4	-4066.4-	-4067.5-	4066	4067.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
420	-4416.3-	-4417.7-	4417	4418.4	-4424.9-	-4423.3-	4120	4121.4
421	-4419.4-+-	-4420.8-+-	4420 +	4421.4 +	-4425---+-	-4426.4-+-	4123 + ∅	4124.4 + ∅
422	-4422.5-	-4423.9-	4423	4424.4	-4428.4-	-4429.5-	4128	4129.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
426	-4434.9-	-4436.3-	4435	4436.4	-4440.5-	-4441.9-	4140	4141.4

+ International calling channels;

∅ International designated distress traffic telephony channel for use by Coast and Ship Stations;

Note: 4126.5 kHz - International dedicated distress alert channel using Digital Selective Calling;

4127.5 kHz - International dedicated distress traffic channel using NBDP;

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Table of Single Sideband Transmitting Frequencies
for Duplex (Two-Frequency) Operation (kHz)

MOD APP 16

SECTION A (continued)

CHANNEL NUMBER	6 MHz Band							
	COAST STATIONS				SHIP STATIONS			
	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY
601	-6506 _v 4-	-6507 _v 8-	6507	6508.4	-6200-	-6204 _v 4-	6203	6204.4
602	-6509 _v 5-	-6510 _v 9-	6510	6511.4	-6203 _v 1-	-6204 _v 5-	6206	6207.4
603	-6512 _v 6-	-6514-	6513	6514.4	-6206 _v 2-	-6207 _v 6-	6209	6210.4
604	-6515 _v 7-	-6517 _v 1-	6516	6517.4	-6209 _v 3-	-6210 _v 7-	6212	6213.4
605	-6518 _v 8-+-	-6520 _v 2-+-	6519 +	6520.4 +	-6212 _v 4-+-	-6213 _v 8-+-	6215 + ∅	6216.4 + ∅
606	-6524 _v 9-	-6523 _v 3-	6522	6523.4	-6215 _v 5-	-6216 _v 9-	6220	6221.4

+ International calling channels;

∅ International designated distress traffic telephony channel for use by Coast and Ship Stations;

Note: 6218.5 kHz - International dedicated distress alert channel using Digital Selective Calling;

6219.5 kHz - International dedicated distress traffic channel using NBDP;

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Table of Single Sideband Transmitting Frequencies
for Duplex (Two-Frequency) Operation (kHz)

MOD APP 16

SECTION A (continued)

CHANNEL NUMBER	8 MHz Band							
	COAST STATIONS				SHIP STATIONS			
	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY
801	-8748 _v 9-	-8720 _v 3-	8719	8720.4	-8495-	-8496 _v 4-	8196	8197.4
802	-8722--	-8723 _v 4-	8722	8723.4	-8498 _v 4-	-8499 _v 5-	8199	8200.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
820	-8777 _v 8-	-8779 _v 2-	8776	8777.4	-8253 _v 9-	-8255 _v 3-	8253	8254.4
821	-8780 _v 9-+-	-8782 _v 3-+-	8779 +	8780.4 +	-8257-+-	-8258 _v 4-+-	8261 +	8262.4 +
822	-8784-	-8785 _v 4-	8782	8783.4	-8260 _v 4-	-8264 _v 5-	8264	8265.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
831	-8844 _v 9-	-8843 _v 3-	8809	8810.4	-8288-	-8289 _v 4-	8291	8292.4
832	-	-	8812	8813.4	-	-	8294	8295.4

+ International calling channels;

Note: 8256 kHz - International dedicated distress traffic telephony channel for use by Coast
and Ship Stations;

8259.5 kHz - International dedicated distress alert channel using Digital Selective Calling;

8260.5 kHz - International dedicated distress traffic channel using NBDP;

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Table of Single Sideband Transmitting Frequencies
for Duplex (Two-Frequency) Operation (kHz)

MOD APP 16

SECTION A (continued)

CHANNEL NUMBER	12 MHz Band							
	COAST STATIONS				SHIP STATIONS			
	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY
1201	43400 _v 8-	43402 _v 2-	13101	13102.4	42330-	42334 _v 4-	12330	12331.4
1202	43403 _v 9-	43405 _v 3-	13104	13105.4	42333 _v 4-	42334 _v 5-	12333	12334.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
1220	43459 _v 7-	43464 _v 4-	13158	13159.4	42388 _v 9-	42390 _v 3-	12387	12388.4
1221	43462 _v 8-+-	43464 _v 2-+-	13161 +	13162.4 +	42392-+-	42393 _v 4-+-	12390 + ∅	12391.4 + ∅
1222	43465 _v 9-	43467 _v 3-	13164	13165.4	42395 _v 4-	42396 _v 5-	12395	12396.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
1232	43496 _v 9-	43498 _v 3-	13194	13195.4	42426 _v 4-	42427 _v 5-	12425	12426.4
1233	-	-	13197	13198.4	-	-	12428	12429.4

+ International calling channels

∅ International designated distress traffic telephony channel for use by Coast and Ship Stations;

Note: 12393.5 kHz - International dedicated distress alert channel using Digital Selective Calling;

12394.5 kHz - International dedicated distress traffic channel using NBDP;

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Table of Single Sideband Transmitting Frequencies
for Duplex (Two-Frequency) Operation (kHz)

MOD AFP 16

SECTION A (continued)

CHANNEL NUMBER	16 MHz Band							
	COAST STATIONS				SHIP STATIONS			
	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY
1601	47232 ∇ 9-	47234 ∇ 3-	17233	17234.4	-46460-	46461 ∇ 4-	16462	16463.4
1602	47236-	47237 ∇ 4-	17236	17237.4	-46463 ∇ 4-	46464 ∇ 5-	16465	16466.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
1620	47291 ∇ 8-	47293 ∇ 2-	17290	17291.4	-46518 ∇ 9-	46520 ∇ 3-	16519	16520.4
1621	47294 ∇ 9-+-	47296 ∇ 3-+-	17293 +	17294.4 +	-46522-+-	46523 ∇ 4-+-	16522 + \emptyset	16523.4 + \emptyset
1622	47298-	47299 ∇ 4-	17296	17297.4	-46525 ∇ 4-	46526 ∇ 5-	16527	16528.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
1641	47356 ∇ 9-	47358 ∇ 3-	17353	17354.4	-46584-	46585 ∇ 4-	16584	16585.4
1642	-	-	17356	17357.4	-	-	16587	16588.4

+ International calling channel;

 \emptyset International designated distress traffic telephony channel for use by Coast and Ship Stations;

Note: 16525.5 kHz - International dedicated distress alert channel using Digital Selective Calling;

16526.5 kHz - International dedicated distress traffic channel using NBDP;

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Table of Single Sideband Transmitting Frequencies
for Duplex (Two-Frequency) Operation (kHz)

MOD APP 16

SECTION A (end)

CHANNEL NUMBER	22 MHz Band							
	COAST STATIONS				SHIP STATIONS			
	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY	CARRIER FREQUENCY	ASSIGNED FREQUENCY
2201	-22596-	-22597.4-	22597	22598.4	-22600-	22600.4-	22015	22016.4
2202	-22599.4-	-22600.5-	22600	22601.4	-22603.4-	22604.5-	22018	22019.5
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
2220	-22654.9-	-22656.3-	22654	22655.4	-22658.9-	22660.3-	22072	22073.4
2221	-22658-+-	-22659.4-+-	22657 +	22658.4 +	-22662-+-	22663.4-+-	22075 +	22076.4 +
2222	-22664.4-	-22666.5-	22660	22661.4	-22665.4-	22666.5-	22078	22079.4
⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮	⋮
2240	-22746.9-	-22748.3-	22714	22715.4	-22720.9-	22722.3-	22132	22133.4
2241	-	-	22717	22718.4	-	-	22135	22136.4

+ International calling channels

SECTION A

- J/26/176 MOD * The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376). The carrier frequencies 4125 kHz, 6215.5 kHz, 8257 kHz, 12392 kHz, 16522 kHz and 22062 kHz are also used for distress and safety traffic by ship stations and coast stations.
- J/26/177 SUP ~~1 - - - - For the conditions of use of the carrier frequency 4125 kHz, see Nos. 2982, 3030, 3031, 4379 and 4320.~~
- J/26/178 SUP ~~2 - - - - For the conditions of use of the carrier frequency 6215.5 kHz, see No. 2986.~~
-

SECTION B

Table of Single-Sideband Transmitting Frequencies for Simplex (single frequency) Operation
and for Intership Cross-band (Two-Frequency) Operation (in kHz)
(see paragraph 4 of this Appendix)

4 MHz-Band				6 MHz-Band				8 MHz-Band			
Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency
4143.6	4145	4063	4064.4	6218.6	6220	6200	6201.4	8291.1	8292.5	8195	8196.4
-	-			6221.6	6223	-	-	8294.2	8295.6		

12 MHz-Band				16 MHz-Band				22 MHz-Band			
Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency
12429.2	12430.6	12330	12331.4	16587.1	16588.5	16460	16461.4	22124	22125.4	22000	22001.4
12432.3	12433.7	12333	12334.4	16590.2	16591.6	16463	16464.4	22127.1	22128.5	22003	22004.4
12435.4	12436.8	12336	12337.4	16593.3	16594.7	16466	16467.4	22130.2	22131.6	22006	22007.4
								22133.3	22134.7	22009	22010.4
								22136.4	22137.8	22012	22013.4

(Channel spacing 3 kHz)

G/18/313 MOD

SECTION B.

Table of Single-Sideband Transmitting Frequencies for Simplex (Single-Frequency) Operation and for Intership Cross-Band (Two-Frequency) Operation (in MHz)

(See paragraph 4 of this Appendix)

4 MHz Band				6 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4143.06 -	4145 -	4000 4143	4001.4 4144.4	6218.06 6221.06	6220 6223	6200 -	6201.4 -

8 MHz Band				12 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
8231.04 8234.02	8232.05 8235.06	8100 8103	8101.4 8104.4	12133.02 12133.03 12135.04	12130.06 12133.07 12135.08	12133 12136 -	12134.4 12137.4 -

16 MHz Band				22 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
16587.04 16593.02 16593.03	16588.05 16594.06 16594.07	16590 16593 -	16591.4 16594.4 -	22184 22187.04 22190.02 22193.03 22196.04	22185.04 22189.05 22194.06 22197.07 22200.08	22000 22003 22006 22009 22012	22001.4 22004.4 22007.4 22010.4 22013.4

D/20/5

MOD APP 16
SECTION B

Table of Single-Sideband Transmitting Frequencies for
Simplex (Single Frequency) Operation and for Intership
Cross-Band (Two-Frequency) Operation (in kHz) (see paragraph 4
of this Appendix)

4 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4143.6	4145-	4000	4001.4
-	-	4003	4004.4
-	-	4143	4144.4

6 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
6218.6-	6220-	6200	6201.4
6221.6-	6223-	-	-

8 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
8294.1	8292.5-	8100	8101.4
8294.2	8295.6	8103	8104.4
-	-	8106	8107.4
-	-	8109	8110.4

D/20/5

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SECTION B

(end)

12 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
42429.2	42430.6	12433	12434.4
42432.3	42433.7	12436	12437.4
42435.4	42436.8	-	-

16 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
46587.1	46588.5	16590	16591.4
46590.2	46591.6	16593	16594.4
46593.3	46594.7	-	-

22 MHz Band			
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
22124-	22125.4-	22000	22001.4
22127.1-	22428.5-	22003	22004.4
22130.2-	22131.6-	22006	22007.4
22133.3-	22134.7-	22009	22010.4
22136.4-	22137.8-	22012	22013.4

HOL/11/277 ADD

SECTION C

Table of Single-Sideband Transmitting Frequencies to be used by Ship Stations only for Simplex (One Frequency) Operation, for Intership Cross-band (Two-Frequency) Operation and for Duplex (Two-Frequency) Operation with Coast Stations operating on Frequencies listed in Section A (in kHz).
(See paragraph 4a and 8 of this Appendix)

4 MHz band

Channel No.	Carrier frequency	Assigned frequency
1 ⋮ 20	4 000 ⋮ 4 060	4 001.4 ⋮ 4 061.4

8 MHz band¹⁾

Channel No.	Carrier frequency	Assigned frequency
1 ⋮ 23	8 114 ⋮ 8 178	8 115.4 ⋮ 8 179.4

(channel spacing 3 kHz)

- 1) The frequencies in the 8 MHz band may also be used by coast stations for simplex (one-frequency) operation and for cross-band (two-frequencies) operation.

Ap. 16

G/18/314 ADD SECTION C-1

Table of Single-Sideband Transmitting Frequencies for Ship Station Telephony Use Only
(4000-4063 kHz)

Carrier frequency	Assigned frequency	Use
4000	4001.4	Ship-to-Ship Simplex
4003	4004.4)	Supplementary Ship-to-Shore Channels to be Introduced at Administrations Discretion
4006	4007.4)	
4009	4010.4)	
4012	4013.4)	
4015	4016.4)	
4018	4019.4)	
4021	4022.4)	
4024	4025.4)	
4027	4028.4)	
4030	4031.4)	
4033	4034.4)	
4036	4037.4)	
4039	4040.4)	
4042	4043.4)	
4045	4046.4)	
4048	4049.4)	
4051	4052.4)	
4054	4055.4)	
4057	4058.4)	
4060	4061.4)	

G/18/315 ADD SECTION C-2

Table of Single-Sideband Transmitting Frequencies for Ship Station Telephony Use
(8100-8195 kHz)

Carrier frequency	Assigned frequency	Use
8100 8103	8101.4) 8104.4)	Ship-to-Ship Simplex
8106 8109 8112 8115 8118 8121 8124 8127 8130 8133 8136 8139 8142 8145 8148 8151 8154 8157 8160 8163 8166 8169 8172 8175 8178 8181 8184 8187 8190 8193	8107.4) 8110.4) 8113.4) 8116.4) 8119.4) 8122.4) 8125.4) 8128.4) 8131.4) 8134.4) 8137.4) 8140.4) 8143.4) 8146.4) 8149.4) 8152.4) 8155.4) 8158.4) 8161.4) 8164.4) 8167.4) 8170.4) 8173.4) 8176.4) 8179.4) 8182.4) 8185.4) 8188.4) 8191.4) 8194.4)	Supplementary Ship-to-Shore Channels to be Introduced at Administrations Discretion

D/20/6

APP 16

ADD SECTION C-1

Channelling plan for shared extension (4000 - 4063 kHz)
 (Ship Station Telephony only)

CARRIER FREQUENCY	ASSIGNED FREQUENCY	USE
4000	4001.4	SHIP TO SHIP SIMPLEX
4003	4004.4	
4006	4007.4	SUPPLEMENTARY SHIP TO SHORE CHANNELS TO BE USED WHEN INTERFERENCE IS ENCOUNTERED ON EXISTING DUPLEX RADIOTELEPHONE CHANNELS
4009	4010.4	
4012	4013.4	
4015	4016.4	
4018	4019.4	
4021	4022.4	
4024	4025.4	
4027	4028.4	
4030	4031.4	CROSS-BAND OPERATION DUPLEX, COAST STATIONS WORKING IN THE 8 MHZ BAND
4033	4034.4	
4036	4037.4	
4039	4040.4	
4042	4043.4	
4045	4046.4	
4048	4049.4	
4051	4052.4	
4054	4055.4	DUPLEX OPERATION, COAST STATIONS WORKING IN THE BAND 4438-4650 kHz
4057	4058.4	
4060	4061.4	

D/20/7

APP. 16

ADD SECTION C-2

Channelling plan for shared extension (8100 - 8195 kHz)

CARRIER FREQUENCY	ASSIGNED FREQUENCY	USE
8100	8101.4	SHIP TO SHIP SIMPLEX
8103	8104.4	
8106	8107.4	
8109	8110.4	
8112	8113.4	SUPPLEMENTARY SHIP TO SHORE CHANNELS TO BE USED WHEN INTERFERENCE IS ENCOUNTERED ON EXISTING DUPLEX RADIOTELEPHONE CHANNELS
8115	8116.4	
.	.	
.	.	
8166	8167.4	
8169	8170.4	
8172	8173.4	CROSS-BAND OPERATION DUPLEX SHIP STATIONS WORKING IN THE 4 MHz BAND
8175	8176.4	
.	.	
.	.	
8190	8191.4	
8193	8194.4	

J/26/179 ADD

SECTION C

Table of Single-Sideband Transmitting Frequencies for Ship Stations to Supplement Those in Sections A and B (in kHz)

4 MHz band		8 MHz band	
Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
4000*	4001.4*	8100	8101.4
4003*	4004.4*	⋮	⋮
4006	4007.4	(3 kHz spacing)	(3 kHz spacing)
⋮	⋮	(26 channels)	(26 channels)
(3 kHz spacing)	(3 kHz spacing)	⋮	⋮
(16 channels)	(16 channels)	8175	8176.4
⋮	⋮	8178	8179.4
4051	4052.4	8181	8182.4
4054	4055.4	8184	8185.4
4057	4058.4	8187	8188.4
4060	4061.4	8190	8191.4

* The use of the frequencies followed by an asterisk are forbidden.

AUS/29/114 ADD Appendix 16A

Channelling of the Maritime Mobile Radiotelephone
Bands Between 4000 kHz and 23000kHz

AUS/29/115 Add 1. The provisions of this Appendix enter into force on [1 January 1990], see Resolution [].

AUS/29/116 ADD [identical information as contained in the preamble to Appendix 16].

AUS/29/117 ADD [the headings of the existing table in Appendix 16, but with the channel and frequency information changed to read as follows:]

Channel No.	Coast Stations		Ship Stations	
	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency

AUS/29/118 ADD

4 MHz Band				
401	4360	4361.4	4063	4064.4
402	4363	4364.4	4066	4067.4
.
.
421	4420*	4421.4*	4123*	4124.4*
.
.
426	4435	4436.4	4138	4139.4

AUS/29/119 ADD

6 MHz Band				
601	6507	6508.4	6200	6201.4
602	6510	6511.4	6203	6204.4
.
.
606	6522*	6523.4*	6215*	6216.4*

AUS/29/120 ADD

8 MHz Band				
801	8719	8720.4	8195	8196.4
802	8722	8723.4	8198	8199.4
.
.
821	8779*	8780.4*	8255*	8256.4*
.
.
832	8812	8813.4	8288	8289.4

Ap. 16A

AUS/29/121

ADD

12 MHz Band				
1201	13101	13102.4	12330	12331.4
1202	13104	13103.4	12333	12334.4
.
.
.
1221	13161*	13162.4*	12390*	12391.4*
.
.
.
1233	13197	13198.4	12426	12427.4

AUS/29/122

ADD

16 MHz Band				
1601	17234	17235.4	16460	16461.4
1602	17237	17238.4	16463	16464.4
.
.
.
1621	17294*	17295.4*	16520*	16521.4*
.
.
.
1642	17357	17358.4	16583	16584.4

AUS/29/123

ADD

22 MHz Band				
2201	22597	22598.4	22000	22001.4
2202	22600	22601.1	22003	22004.4
.
.
.
2221	22657*	22658.4*	22060*	22061.4*
.
.
.
2241	22717	22718.4	22120	22121.4

Note: The Australian proposals are based on the use of the existing frequencies specified in Appendix 16. Thus if this proposal is accepted then all the frequencies mentioned in other provisions of the Radio Regulations will need to have a footnote referring to this Appendix and advising that the frequency will change to [] after [1 January 1990].

AUS/29/124

ADD

*The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376). Channels 421, 606, 821, 1221 and 1621 are supplementary distress and safety frequencies to 2182 kHz (see Nos. 2892, 2986, 2986B and 3008D).

APPENDIX 18

Table of Transmitting Frequencies in the
Band 156-174 MHz for Stations in the
Maritime Mobile Service

(See No. 613 and Articles 59 and 60)

CAN/9/113

MOD

APPENDIX 18

MOD AP18

Channel design- nators	Notes	Transmitting frequencies (MHz)		Inter- ship	Port operations		Ship movement		Public corres- pon- dence
		Ship stations	Coast stations		Single fre- quency	Two fre- quency	Single fre- quency	Two fre- quency	
01 60									
13	g) <u>ga</u>	156.650	156.650	<u>4</u>	<u>4</u>		<u>5</u>		
17 77	g) 1) p)	156.850 156.875	156.850	13 <u>11</u> 11 <u>4</u>	13 <u>4</u>		<u>5</u>		
28 88									

E/28/26

MOD Table

16

156.800

156.800

DETRESSE, URGENCE, SECURITE ET APPEL

Ap. 18

USA/19/142 MOD

Table of Transmitting Frequencies in the
Band 156 - 174 MHz for Stations in the
Maritime Mobile Service

Channel design- nators	Notes	Transmitting frequencies (MHz)		Inter- ship	Port operations		Ship movement		Public correspon- dence
		Ship stations	Coast stations		Single fre- quency	Two fre- quency	Single fre- quency	Two fre- quency	
06	h)	156.3	<u>156.3</u>	1					
13	p <u>r</u>	156.650	156.650	4	4		5		
70	e <u>s</u>	156.525	<u>156.525</u>	6					
76	m)	<u>156.825</u>	<u>156.825</u>						
77	<u>p</u>	156.875		11 <u>4</u>	<u>4</u>		<u>5</u>		

In addition to the above, make the following changes in the Table:

In the "Intership" column change the numbers as follows:

Channel	72	73	69	67	15	17
Sequence No.	6	7	8	9	10	11

J/26/180 MOD

Channel design- ators	Notes	Transmitting frequencies (MHz)		Inter- ship	Port operations		Ship movement		Public corre- spond- ence
		Ship stations	Coast stations		Single fre- quency	Two fre- quency	Single fre- quency	Two fre- quency	
75	m)	<u>156.775</u>	Guardband-156.7625- - -156.7875-MHz <u>156.775 DISTRESS, SAFETY AND CALLING FOR DIGITAL SELECTIVE CALLING</u>						
16		156.800	156.800	DISTRESS SAFETY AND CALLING					
76	m)	<u>156.825</u>	Guardband-156.8125- - -156.8375-MHz <u>156.825 DISTRESS, SAFETY AND CALLING FOR DIGITAL SELECTIVE CALLING</u>						
(rest without change)									

AUS/29/125 MOD (the Table)

Channel Designators	Notes	Transmitting Frequencies (MHz)		Inter-Ship	Port Operations		Ship Movement		Public Corr.
		Ship Stations	Coast Stations		Single Frequency	Two Frequency	Single Frequency	Two Frequency	
06	h)	156.300	<u>156.300</u>	1					
70	s)	156.525	<u>156.525</u>	6					
75	m)		Guardband 156.7625 - 156.7875 MHz						
76	m)	<u>156.825</u>	<u>156.825</u>	Guardband	<u>156.8125</u>	-	<u>156.8375</u>	MHz	

Note: As a consequential amendment of the above, the sequence numbers shown in the Inter-ship column will need to be changed to take into account the deletion of channel 70 from this column.

NOTES REFERRING TO THE TABLE

USA/19/143 MOD
AUS/29/126

h) The frequency 156.3 MHz (channel 06) (see Nos. 2993 and 4154) may also be used for communication between coast, ship, stations and aircraft stations engaged in coordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on channel 06 as well as to communications between aircraft stations, ice-breakers and assisted ships during ice seasons.

USA/19/144 MOD

m) This guardband will apply after 1 January 1983 (see Nos. 3033, 3033.1, 4393 and 4393.1). The frequency 156.825 MHz (channel 76) shall be used exclusively for distress alerting using digital selective calling in the ship-ship, ship-shore and shore-ship directions.

J/26/181 MOD

~~m) This guardband will apply after 1 January 1983 (see Nos. 3033, 3033.1, 4393 and 4393.1).~~ The frequency 156.825 MHz shall be used when the frequency 156.775 MHz cannot be used.

AUS/29/127

MOD m) ~~This guardband will apply after 1 January 1983 (see Nos. 3033, 3033.1, 4393 and 4393.1).~~ The Frequency 156.825 MHz (channel 76) shall be used exclusively for distress calling and distress messages using digital selective calling in the ship-to-ship, ship-to-shore and shore-to-ship directions (see No. 3008C).

USA/19/145 MOD
AUS/29/128

o) The preferred first ~~three~~ two frequencies for the purpose indicated in Note c) are 156.450 MHz (channel 09), ~~156.525 MHz (channel 70),~~ and 156.625 MHz (channel 72).

CAN/9/114 MOD
USA/19/146

p) These channels (68, 69, 11, 71, 12, 13, 14, 74, 77, 79, 80) are the preferred channels for the ship movement service. They may, however, be assigned to the port operations service until required for the ship movement service if this should prove necessary in any specific area.

CAN/9/115 ADD
USA/19/147

qa) This channel (13) is dedicated for use on a worldwide basis for ship-to-ship Navigation Safety Communications. It may also be assigned to the ship movement service subject to the national regulations of the Administration concerned.

USA/19/148 ADD

s) The frequency 156.525 (channel 70) shall be used for narrow-band direct-printing telegraphy transmission in the simplex mode for distress and safety purposes. Until 1 February 1990 the frequency may also be used for other than distress purposes, in which case transmissions shall be brief and measures shall be taken to ensure that priority is given to stations having a need to transmit distress and safety traffic.

AUS/29/129

ADD s) The frequency 156.525 MHz (channel 70) shall be used for the transmission of distress traffic by ship and coast stations using narrowband direct-printing techniques (F1B emission) (See No. 3008E). Until [1 January 1990] the frequency 156.525 MHz may also be used for other than distress and safety purposes, in which case messages shall be brief and measures shall be taken to ensure that priority is given to stations having a need to transmit distress and safety traffic using narrowband direct-printing techniques.

AP. 31

APPENDIX 31

**Table of Frequencies to Be Used in the Bands Between 4 MHz and 27.5 MHz
Allocated Exclusively to the Maritime Mobile Service**

(See Article 60)

USA/19/149 MOD

(kHz)		
<u>Limits</u>	Frequencies Assignable to Ship Stations for Digital Selective Calling	<u>Limits</u>
4137.2	4137.6 <u>4137.5 and 4133*</u>	4138 <u>4133.4</u>
5230.8	6231.4 <u>6231.1 and 6231.6*</u>	6282
8374.4	8375.2 <u>8374.9 and 8375.4*</u>	8376
12551.6	12562.3 and 12562.8*	12554
16743.8	16749.9 and 16750.4*	16752

* Coast stations may also use the assigned frequencies 4133, 6231.6, 8375.4, 12562.3, and 16750.4 as provided for in Nos. 3003D and 3003F.

AUS/29/130 MOD (the Table on page AP31-5)

Limits	Frequencies Assignable to Ship Stations Using Digital Selective Calling	Limits
	<u>i)</u>	
4187.2	4187.6 <u>4187.5 and 4188</u>	4188 <u>4188.4</u>
6280.8	6281.4 <u>6281.1 and 6281.6</u>	6282
8374.4	8375.2 <u>8374.9 and 8375.4</u>	8376
12561.6	12562.3 and 12562.8	12564
16748.8	16749.9 and 16750.4	16752
	(remainder unchanged)	

AUS/29/131

ADD Note i) Coast stations may also use the assigned frequencies 4188 kHz, 6281.6 kHz, 8375.4 kHz, 12562.8 kHz and 16750.4 kHz as provided for in No. 3008C.

AUS/29/132 ADD

Appendix 31A

AUS/29/133 ADD

Table of Frequencies to be used in the Bands
Between 4 MHz and 27.5 MHz Allocated Exclusively
to the Maritime Mobile Service

AUS/29/134

ADD

1. The provisions of this Appendix enter into force on [1 January 1990] and replace Appendix 31 on that date (see [Resolution]).

AUS/29/135

ADD

[the preamble presently shown in Appendix 31].

AUS/29/136

ADD

[the present table in Appendix 31, but with the changes shown as below:]

AUS/29/137

ADD

Limits	Frequencies Assignable to Ship Stations Using Digital Selective Calling	Limits
	<u>i)</u>	
4187.2	4187.6 <u>4187.5 and 4188</u>	4188 <u>4188.4</u>
6280.8	6281.4 <u>6281.1 and 6281.6</u>	6282
8374.4	8375.2 <u>8374.9 and 8375.4</u>	8376
(remainder of these 3 columns unchanged)		

AUS/29/138

ADD Note

i) Coast stations may also use the assigned frequencies 4188 kHz, 6281.6 kHz, 8375.4 kHz, 12562.8 kHz and 16750.4 kHz as provided for in No. 3008C.

AUS/29/139 ADD

Bands (MHz)	Limits	Frequencies Assignable to Ship Stations for telephony duplex operation	Limits
4	4063	4064.4 -- 4139.4 26 frequencies spaced 3 kHz	4143.6
6	6200	6201.4 -- 6216.4 6 frequencies spaced 3 kHz	6218.6
8	8195	8196.4 -- 8289.4 32 frequencies spaced 3 kHz	8291.1
12	12330	12331.4 -- 12427.4 32 frequencies spaced 3 kHz	12429.2
16	16460	16461.4 -- 16584.4 42 frequencies spaced 3 kHz	16587.1
22	22000	22001.4 -- 22121.4 41 frequencies spaced 3 kHz	22124

AUS/29/140

ADD

Limits	Frequencies Assignable to coast stations for telephony, duplex operation	Limits
4357.4	4361.4 -- 4436.4 26 frequencies spaced 3 kHz	4438
6506.4	6508.4 -- 6523.4 6 frequencies spaced 3 kHz	6525
8718.9	8720.4 -- 8813.4 32 frequencies spaced 3 kHz	8815
13100.8	13102.4 -- 13198.4 33 frequencies spaced 3 kHz	13200
17232.9	17235.4 -- 17358.4 42 frequencies spaced 3 kHz	17360
22596	22598.4 -- 22718.4 41 frequencies spaced 3 kHz	22720

APPENDIX 33

**Channelling of the Maritime Mobile Bands Between
4 000 kHz and 27 500 kHz Used for Narrow-Band
Direct-Printing Telegraphy and Data
Transmission (Non-Paired Frequencies)**

(See Article 60 and Resolution 301)

J/26/182 MOD (title) Channelling of the Maritime Mobile Bands Between
4 000 kHz and 27 500 kHz Used for Narrow-Band
Direct-Printing Telegraphy and Data Transmission
(Non-Paired Frequencies)

(See ~~Article~~ Articles 38 and
60 and Resolution 301)

J/26/183 ADD Note: These frequencies are also used for the distress and safety
purposes by ship stations and coast stations.

USA/19/150 MOD

**Table of Ship Station Transmitting Frequencies
(kHz)**

	Frequency Bands				
	<u>4 MHz</u>	<u>6 MHz</u>	<u>8 MHz</u>	<u>12 MHz</u>	<u>16 MHz ...</u>
1	4177.5	6268	8297.6	12520	16695
4		6269.5 <u>a/</u>			
5	4179.5 <u>a/</u>				
6			8357.5 <u>a/</u>		
14				12526.5 <u>a/</u>	
22					16705.5 <u>a/</u>

/a The frequencies 4179.5 kHz, 6269.5 kHz, 8357.5 kHz, 12526.5 kHz,
and 16705.5 kHz are used by ship and coast stations for distress
and safety purposes as provided for in [ADD] No. 3003H.

AUS/29/141 MOD Table of Ship Station Transmitting Frequencies

Frequency Bands						
	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	etc
1	4177.5	6268	8297.6	12520	16695	
4	.	6269.5 ¹	
5	4179.5 ¹		.	.	.	
6			8357.5 ¹ .	.	.	
14				12526.5 ¹ .	.	
22					16705.5 ¹	

¹ The Frequencies 4179.5 kHz, 6269.5 kHz, 8357.5 KHz, 12526.5 kHz and 16705.5 kHz are used for the transmission of distress traffic by ship and coast stations using narrowband direct-printing techniques (F1B emission) as provided for in No. 3008E.

APPENDIX 37

**Technical Characteristics of Emergency
Position-Indicating Radiobeacons Operating
on the Carrier Frequency 2 182 kHz**

(See Section I of Article 41)

G/18/195

SUP

APPENDIX 37

USA/19/151 ADD

APPENDIX 37A

**Technical Characteristics of Emergency Position-
Indicating Radiobeacons Operating on the
VHF Carrier Frequencies
121.5 MHz and 243 MHz**

(See Section I of Article 41)

Emergency Position-Indicating Radiobeacons (EPIRBs) operating on the carrier frequencies 121.5 MHz and 243 MHz shall fulfill the following conditions: /1

- a) the emission, under normal conditions and attitudes of the antenna, shall be vertically polarized and essentially omnidirectional in the horizontal plane;
- b) the carrier frequencies shall be amplitude modulated (minimum duty cycle of 33 percent) at a modulation factor of at least 0.85;
- c) the emission shall have a distinctive audio characteristic achieved by amplitude modulating the carrier frequencies with an audio frequency sweeping downward over a range of not less than 700 Hz within the range 1600 Hz to 300 Hz and with a sweep repetition rate of between 2 Hz and 4 Hz;
- d) the emission type shall be A3X. Any other type of modulation that adheres to the requirements of c) and d) above may be used provided that it will not prejudice precise location of the beacon by homing equipment.

/1 The relevant annexes to the convention on International Civil Aviation also delineate additional characteristics appropriate to EPIRBs carried on aircraft.

E/28/27

ADD

APPENDIX 37 A

Technical Characteristics of Emergency
Position-Indicating Radiobeacons Operating on
the Carrier Frequencies 121.5 MHz and 243 MHz

(See Section I of Article 41)

Emergency position-indicating radiobeacons operating on the carrier frequencies 121.5 MHz and 243 MHz shall fulfil the following conditions :¹

- a) emission in normal antenna conditions and positions shall be vertically polarized and essentially shall be omnidirectional in the horizontal plane;
- b) carrier frequencies shall be amplitude-modulated (minimum duty cycle of 33%), with a minimum modulation index of 0.85;
- c) the emission shall consist of a characteristic audio-frequency signal obtained by amplitude modulation of the carrier frequencies with a downward audio-frequency sweep within a range of not less than 700 Hz between 1 600 Hz and 300 Hz and with a sweep repetition rate of 2 to 4 times per second; in the case of ship radiobeacons this may be followed by emission of the ship's call sign in Morse telegraphy, in the A2B class of emission, at a keying speed which shall not exceed 8 bauds.
- d) any type of modulation which satisfies the requirements laid down in b) and c) above may be used, provided it does not impair the precise location of the radiobeacon by the homing equipment. Care shall also be taken to ensure that the time of emission of the characteristic signal is sufficiently long as not to impair location by the homing equipment.

¹ Additional characteristics for emergency position-indicating radiobeacons aboard aircraft are described in the relevant annexes to the Convention on International Civil Aviation.

URS/17/20 ADD

APPENDIX 38A

(See Article 42, Section IV)

Narrow-band Direct-printing Telegraphy System
for Transmission of Navigational and Meteorological
Warnings and Urgent Information to Ships (NAVTEX)

1. The mode of signal transmission and reception shall be in conformity with the error detection and correction system adopted in the direct printing system with error correction in line with requirements of Appendix 38; the procedures shall be in accordance with the provisions laid down in Article 64.

2. The technical format of transmission shall be as follows :

Phasing signal ≥ 10 s	ZCZC	Internal	B ₁ B ₂ B ₃ B ₄	Carriage return + line feed
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Message	NNNN	Carriage return + 2 line feeds	Phasing signal ≥ 5 s	ZCZC	Internal	B ₁ B ₂ B ₃ B ₄
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Carriage return + line feed	Message	NNNN	Carriage return + 2 line feeds	Idle signals aa...a ≥ 2 s
-----------------------------------	---------	------	--------------------------------------	---------------------------------

in which

ZCZC defines the end of the phasing period (start of message transmission)

B₁ is a character identifying the transmitter coverage area

B₂ is a unique character for each type of message as follows :

- A : navigational warning,
- B : gale warning,
- C : ice report,
- D : search and rescue information,
- E : weather forecast,
- F : pilot message,
- G : Decca message,
- H : Loran C message,
- I : Omega message,
- J : differential Omega message,
- Z : no message on hand,
- K to Y : reserve indications,

B₃B₄ is a two-character serial number for each B₂ starting with 01, with the exception of the case indicated in 4.6.

NNNN : end of message
aa...a : end of transmission.

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(end)

3. The printer should only be activated if the preamble $B_1 - B_4$ is received without errors.
 4. A message should always be printed if $B_3B_4 = 00$.
 5. Facilities should be provided to avoid printing of the same message several times on the same ship, when such a message has already been satisfactorily received.
 6. The necessary information for the measures under § 5 above must be deduced from the sequence $B_1B_2B_3B_4$ and from the message.
 7. Whenever a message is repeated by another transmitting station (e.g. for better coverage) the original preamble B_1B_4 should be used.
 8. Letter and figure shifts should be repeated twice in the message to reduce the probability of garbling on reception.
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URS/17/53 ADD

APPENDIX 39A

The Digital Selective Calling System
used in the Maritime Mobile Service

(cf. Article 62)

1. General

1.1 The digital selective calling system (DSC) is designed to meet automatic calling requirements for the establishment of distress, urgency and safety communications and also for initiating routing (commercial) radiotelephone and radiotelegraph traffic and for data transmission.

1.2 The digital selective calling system (DSC) is a terminal unit which generates, and automatically receives, in digital or alphanumerical form calls and formalized messages to individual stations, groups of stations or all stations.

1.3 Provision must be made for call sequences of the following types :

1.3.1 Distress calls with information on the nature of distress.

1.3.2 Call sequences other than distress calls.

1.3.3 "Reply to received call" sequences.

2. Format of call sequences

2.1 The general format of call sequences shall be as follows :

Format specifier	Address	Category	Self-identification
Message 1	Message 2	---	End of sequence

2.2 The length and composition of the call sequence is determined by the format and the characteristics of the information included in the call sequence.

2.3 The "format specifier" is a symbol indicating one of the types of call sequence listed below :

2.3.1 A "distress call" with a numerical or alphanumerical self-identification address;

2.3.2 An "all ships call" in numerical form.

2.3.3 A selective call with a numerical or alphanumerical address assigned to :

- an individual station;
- a group of stations having a common interest.

2.3.4 A selective call in numerical form to ships in a particular geographical area.

2.3.5 Special sequences (e.g. marking or signalling sequences in automated VHF/UHF systems).

Note on 2.3 : A reply to a received call sequence must have the same format specifier, except in the case of a distress call which is to be replaced in the reply by the "all ships call".

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(contd.)

2.4 The "address" is :

2.4.1 A numerical identification or alphanumerical call sign assigned to the called ship or coast station.

2.4.2 A numerical identification or alphanumerical call sign assigned to a group of stations having a common interest.

2.4.3 A numerical identification of a particular geographical area.

2.4.4 The form of the address of the called station or group of stations (numerical or alphanumerical) is indicated by the "format specifier".

Note on 2.4 : For a "distress call" or an "all ships call" there is no "address" symbol in the format.

2.5 The "category" of a message indicates the degree of priority of the call or message.

2.5.1 Call sequences other than distress calls are assigned one of the following levels of priority :

- distress (for calls acknowledging receipt of a distress call or relaying such a call, and for other distress traffic),
- urgency,
- vital safety,
- important for safety,
- ship business priority,
- routine.

2.5.2 As well as identifying the degree of priority, the "category" shall also indicate whether the "self-identification" of the calling station is numerical or alphanumerical.

Note on 2.5 : For a "distress call" there is no "category" symbol in the format.

2.6 The "self-identification" shall contain the numerical identification or alphanumerical call sign assigned to the calling station.

2.7 The formalized "messages" that may be included in a call sequence may contain the information elements in 2.7.1-2.7.2 below which are listed in the order in which they would appear in each message :

2.7.1 For a "distress call" the call sequence includes a formalized message comprising a number of sections, containing :

a) an indication of the nature of distress

- fire, explosion;
- flooding;
- collision;
- grounding;
- listing, in danger of capsizing;
- sinking;
- disabled and adrift;

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(cont'd.)

- undesignated distress;
 - EPIRB emission;
 - other causes of distress;
- b) the coordinates of the ship in distress. The message should contain :
- an indication of one of the four quadrants : north-west, south-west, south-east, north-east;
 - the longitude in degrees and minutes;
 - the latitude in degrees and minutes;
- c) an indication of the time at which the ship in distress was in that position, in hours and minutes UTC;
- d) additional information.
- 2.7.2 For cases other than distress calls, formalized messages may contain :
- a) telecommand information for :
- terminal control functions;
 - transmitter and receiver control functions;
 - response from the called station;
 - other control functions;
- b) information concerning the working frequency (accurate to 100 Hz) or the working channel number;
- c) "acknowledgement" information to indicate :
- that a reply is required to the call sequence transmitted;
 - that the call sequence transmitted is a reply to a received call.
- 2.8 The "end of sequence" indicates the termination of the call sequence format.
3. Specifications for stations using digital selective calling
- 3.1 The following are the specifications for transmission and reception of call sequences on radio channels :
- 3.1.1 Class of emission F1B, speed 100 bauds and shift 170 kHz in bands below 27.5 MHz. For a transmission system with single-sideband transmitter tonal keying the centre of the audio frequency spectrum should be 1700 Hz;
- 3.1.2 Frequency modulation with frequency-shift keying of the modulated carrier : speed of 1200 bauds and shift of 800 Hz on VHF radio channels; the carrier should be 1700 Hz.

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(end)

3.2 The frequency tolerances for ship and coast station transmitters and receivers for DSC transmissions in the bands below 27.5 MHz should be ± 10 Hz, and the receiver bandwidth should be between 200 and 270 Hz.

3.2.1 Until 1990 the frequency tolerances for a receiver bandwidth of from 270 to 340 Hz shall be :

- ± 40 Hz for ship stations,
- ± 15 Hz for coast stations.

3.3 Total transmission time of a call sequence, with repetition (maximum five times), should not exceed 30 s.

4. All technical and operational characteristics of the DSC system shall be in accordance with current CCIR Recommendations.

HOL/11/278 ADD

APPENDIX [HOL A]

TABLE OF FREQUENCIES FOR USE BY THE MARITIME MOBILE SERVICE IN THE BANDS BETWEEN 435 kHz AND 526.5 kHz IN REGION 1 (SEE ARTICLE 60, SECTION I).

a) Coast stations, morse telegraphy

436	441	446	451	456
437	442	447	452	457
438	443	448	453	458
439	444	449	454	
440	445	450	455	

In case the band 435 - 458.75 kHz is used for narrow-band direct-printing telegraphy, the following frequencies should be used (see No. 4186B).

435.5	438	440.5	443	445.5	448	450.5
436	438.5	441	443.5	446	448.5	451
436.5	439	441.5	444	446.5	449	451.5
437	439.5	442	444.5	447	449.5	452
437.5	440	442.5	445	447.5	450	452.5
453	455.5	458				
453.5	456	458.5				
454	456.5	459				
454.5	457					
455	457.5					

b) Coast stations, digital selective calling

459.5	462
460	462.5
460.5	463
461	463.5
461.5	

c) Coast stations, narrow-band direct-printing telegraphy

464	466.5	469	471.5	474	476.5
464.5	467	469.5	472	474.5	477
465	467.5	470	472.5	475	477.5
465.5	468	470.5	473	475.5	478
466	468.5	471	473.5	476	478.5

d) Ship stations, morse telegraphy

480	485	490
481	486	491
482	487	492
483	488	493
484	489	494

AP.

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(encl)

In case the band 478.75 - 495 kHz is used for narrow-band direct-printing telegraphy, the following frequencies should be used (see No. 4186C)

479	481.5	484	486.5	489	491.5	494
479.5	482	484.5	487	489.5	492	494.5
480	482.5	485	487.5	490	492.5	
480.5	483	485.5	488	490.5	493	
481	483.5	486	488.5	491	493.5	

e) Ship stations, digital selective calling

505.5	508
506	508.5
506.5	509
507	509.5
507.5	

f) Ship stations, narrow-band direct-printing telegraphy

510	512.5	515
510.5	513	515.5
511	513.5	516
511.5	514	516.5
512	514.5	517

g) Coast stations, narrow-band direct-printing telegraphy
(see No. MOD 474 and ADD 2570C)

518

The guardband for this frequency is 517.5 - 518.5 kHz.

h) Ship stations, narrow-band direct-printing telegraphy

519	521.5	524
519.5	522	524.5
520	522.5	525
520.5	523	525.5
521	523.5	526

S/14/37 ADD
NOR/15/16
FNL/23/9

APPENDIX [S-K NOR-A FNL-A]

Tables of Assignable Frequencies for Use by the Maritime Mobile Service in the Band between 435 kHz and 526.5 kHz in Region 1.

(see Article 60, Section I)

The Tables below show the frequencies assignable to stations of the maritime mobile service in the band between 435 kHz and 526.5 kHz in Region 1, a channelling plan for the narrow-band direct-printing telegraphy paired frequencies is shown in Appendix S-L.

a) Coast stations, paired frequencies (27 channels)

435.5	439	442.5	446
436	439.5	443	446.5
436.5	440	443.5	447
437	440.5	444	447.5
437.5	441	444.5	448
438	441.5	445	448.5
438.5	442	445.5	

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NOR/15/16

b) Coast stations narrow-band direct-printing telegraphy (FEC), digital selective calling for public correspondence and intership working (18 channels)

449	452	455
449.5	452.5	455.5
450	453	456
450.5	453.5	456.5
451	454	457
451.5	454.5	457.5

FNL/23/9

b) Coast stations narrow-band direct-printing telegraphy (FEC), digital selective calling for public correspondence and intership working (15 channels)

450.5	453	455.5
451	453.5	456
451.5	454	456.5
452	454.5	457
452.5	455	457.5

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NOR/15/16
FNL/23/9

c) Ship stations, paired frequencies (35 channels)

458	462.5	467	471.5
458.5	463	467.5	472
459	463.5	468	472.5
459.5	464	468.5	473
460	464.5	469	473.5
460.5	465	469.5	474
461	465.5	470	474.5
461.5	466	470.5	475
462	466.5	471	

AP.

S/14/37
NOR/15/16

d) Ship stations, paired frequencies (27 channels)

475.5	479	482.5	486
476	479.5	483	486.5
476.5	480	483.5	487
477	480.5	484	487.5
477.5	481	484.5	488
478	481.5	485	488.5
478.5	482	485.5	

FNL/23/9

d) Ship stations, paired frequencies (30 channels)

475.5	479.5	483.5	487
476	480	484	487.5
476.5	480.5	484.5	488
477	481	485	488.5
477.5	481.5	485.5	489
478	482	486	489.5
478.5	482.5	486.5	490
479	483		

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NOR/15/16

e) Digital selective calling, shore-ship (3 channels)

489	489.5	490
-----	-------	-----

f) Digital selective calling, distress alert, shore-ship (1 channel)

491

g) Mobile distress and calling; the guardband for this assignment is 492-508 kHz

500

h) Coast stations, paired frequencies (19 channels)

508.5	511	513.5	516
509	511.5	514	516.5
509.5	512	514.5	517
510	512.5	515	517.5
510.5	513	515.5	

i) Coast stations narrow-band direct-printing telegraphy (FEC) (1 channel)

518

j) Coast stations, paired frequencies (16 channels)

518.5	520.5	522.5	524.5
519	521	523	525
519.5	521.5	523.5	525.5
520	522	524	526

FNL/23/9

e. Digital selective calling, distress alert, shore-ship
(1 channel)

491

f. Mobile distress and calling; the guardband for this assignment is 492-508
kHz

500

g. Coast stations, paired frequencies (25 channels)

508.5	512	515	518
509	512.5	515.5	518.5
509.5	513	516	519
510	513.5	516.5	519.5
510.5	514	517	520
511	514.5	517.5	520.5
511.5			

h. Coast stations narrow-band direct-printing telegraphy (FEC)
(1 channel)

521

i. Coast stations, paired frequencies (10 channels)

521.5	523.5	525
522	524	525.5
522.5	524.5	526
523		

AP.

G/18/316 ADD APPENDIX UK-AA

Tables of Assignable Frequencies for Use by the Maritime Mobile Service in the Band Between 435 kHz and 526.5 kHz in Region 1

(see Article 60, Section I)

1. The Tables below show the frequencies assignable to stations of the maritime mobile service in the band between 435 kHz and 526.5 kHz in Region 1; a channelling plan for the narrow-band direct-printing telegraphy paired frequencies is shown in Appendix UK-B8

a) Coast stations, A1A (34 channels)

436	439	442	445	448	451	454	457	460	463	466	469
437	440	443	446	449	452	455	458	461	464	467	
438	441	444	447	450	453	456	459	462	465	468	

b) Coast stations, narrow-band direct-printing telegraphy, paired frequencies (20 channels)

470	471	472	473	474	475	476	477	478	479
470.5	471.5	472.5	473.5	474.5	475.5	476.5	477.5	478.5	479.5

c) Coast stations, narrow-band direct-printing telegraphy (FEC) (6 channels)

480	480.5	481	481.5	482	482.5
-----	-------	-----	-------	-----	-------

d) Coast stations, digital selective calling, public correspondence (6 channels)

483	483.5	484	484.5	485	485.5
-----	-------	-----	-------	-----	-------

e) Ship stations, digital selective calling, public correspondence (6 channels)

486	486.5	487	487.5	488	488.5
-----	-------	-----	-------	-----	-------

f) Ship stations, A1A (3 channels)

490	491	492
-----	-----	-----

g) Digital selective calling, distress alert, shore-ship; the guardband for this assignment is 493-495 kHz

494

n) Mobile distress and calling; the guardband for this assignment is 495-505 kHz

500

G/18/316
(end)

- i) Ship stations, A1A (6 channels)

508	509	510	511
-----	-----	-----	-----

- j) Supplementary calling frequency, A1A

512

- k) Intership frequency band

512.5-514.5

- l) Ship stations, narrow-band direct-printing telegraphy, paired frequencies (5 channels)

515	515.5	516	516.5	517
-----	-------	-----	-------	-----

- m) Coast stations, narrow-band direct-printing telegraphy (FEC) (1 channel); the guardband for this assignment is 517.5-518.5 kHz

518

- n) Ship stations, narrow-band direct-printing telegraphy, paired frequencies (15 channels)

519	520	521	522	523	524	525	526
519.5	520.5	521.5	522.5	523.5	524.5	525.5	

Ap.

S/14/38 ADD

APPENDIX S-L

Channeling Plan for the Narrow-Band Direct-Printing Telegraphy Paired Frequencies for Use by the Maritime Mobile Service in the Band Between 435 kHz and 526.5 kHz in Region 1.

(see Article 60, Section I)

1. Narrow-band direct-printing telegraphy channelling arrangements for the frequencies to be used by coast stations on a paired basis are indicated in the Table below; each coast station which uses paired frequencies may be assigned one or more frequency pairs from the Table, each pair consists of a transmitting and a receiving frequency.
2. The technical characteristics for narrow-band direct-printing telegraph equipment are specified in Appendix 38.

Narrow-Band Direct-Printing Telegraphy - Table of Frequencies for Two-Frequency Operation by Coast Stations (Frequencies Paired) (kHz)

Series No	Transmit	Receive	Series No	Transmit	Receive
1	435.5	475.5	15	442.5	482.5
2	436	476	16	443	483
3	436.5	476.5	17	443.5	483.5
4	437	477	18	444	484
5	437.5	477.5	19	444.5	484.5
6	438	478	20	445	485
7	438.5	478.5	21	445.5	485.5
8	439	479	22	446	486
9	439.5	479.5	23	446.5	486.5
10	440	480	24	447	487
11	440.5	480.5	25	447.5	487.5
12	441	481	26	448	488
13	441.5	481.5	27	448.5	488.5
14	442	482			
<hr/>					
28	508.5	458	38	513.5	463
29	509	458.5	39	514	463.5
30	509.5	459	40	514.5	464
31	510	459.5	41	515	464.5
32	510.5	460	42	515.5	465
33	511	460.5	43	516	465.5
34	511.5	461	44	516.5	466
35	512	461.5	45	517	466.5
36	512.5	462	46	517.5	467
37	513	462.5			
<hr/>					
47	518.5	467.5	55	522.5	471.5
48	519	468	56	523	472
49	519.5	468.5	57	523.5	472.5
50	520	469	58	524	473
51	520.5	469.5	59	524.5	473.5
52	521	470	60	525	474
53	521.5	470.5	61	525.5	474.5
54	522	471	62	526	475

G/18/317 ADD APPENDIX UK-BB

Channelling Plan for the Narrow-Band Direct-Printing Telegraphy Paired Frequencies for Use by the Maritime Mobile Service in the Band Between 435 kHz and 526.5 kHz in Region 1

1. Narrow-band direct-printing telegraphy channelling arrangements for the frequencies to be used by coast stations on a paired basis are indicated in the Table below; each coast station which uses paired frequencies may be assigned one or more frequency pairs from the Table, each pair consists of a transmitting and receiving frequency.

2. The technical characteristics for narrow-band direct-printing telegraph equipment are specified in Appendix 38.

Narrow-Band Direct-Printing Telegraphy - Table of Frequencies for Two-Frequency Operation by Coast Stations (Frequencies Paired) (kHz)

Series No	Transmit	Receive	Series No	Transmit	Receive
1	470	515	11	475	521.5
2	470.5	515.5	12	475.5	522
3	471	516	13	476	522.5
4	471.5	516.5	14	476.5	523
5	472	517	15	477	523.5
6	472.5	519	16	477.5	524
7	473	519.5	17	478	524.5
8	473.5	520	18	478.5	525
9	474	520.5	19	479	525.5
10	474.5	521	20	479.5	526

AP.

FNL/23/10 ADD

APPENDIX FNL-B

Channelling Plan for the Narrow-Band Direct-Printing Telegraphy Paired Frequencies for Use by the Maritime Mobile Service in the Band Between 435 kHz and 526.5 kHz in Region 1.

(see Article 60, Section I)

1. Narrow-band direct-printing telegraphy channelling arrangements for the frequencies to be used by coast stations on a paired basis are indicated in the Table below; each coast station which uses paired frequencies may be assigned one or more frequency pairs from the Table, each pair consists of a transmitting and a receiving frequency.
2. The technical characteristics for narrow-band direct-printing telegraph equipment are specified in Appendix 38.

Narrow-Band Direct Printing Telegraphy - Table of Frequencies for Two-Frequency Operation by Coast Stations
(Frequencies Paired) (kHz)

Series			Series		
No.	Transmit	Receive	No.	Transmit	Receive
1	435.5	475.5	16	443	483
2	436	476	17	443.5	483.5
3	436.5	476.5	18	444	484
4	437	477	19	444.5	484.5
5	437.5	477.5	20	445	485
6	438	478	21	445.5	485.5
7	438.5	478.5	22	446	486
8	439	479	23	446.5	486.5
9	439.5	479.5	24	447	487
10	440	480	25	447.5	487.5
11	440.5	480.5	26	448	488
12	441	481	27	448.5	488.5
13	441.5	481.5	28	449	489
14	442	482	29	449.5	489.5
15	442.5	482.5	30	450	490

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(end)

Series			Series		
No.	Transmit	Receive	No.	Transmit	Receive
31	508.5	458	44	515	464
32	509	458.5	45	515.5	465
33	509.5	459	46	516	465.5
34	510	459.5	47	516.5	466
35	510.5	460	48	517	466.5
36	511	460.5	49	517.5	467
37	511.5	461	50	518	467.5
38	512	461.5	51	518.5	468
39	512.5	462	52	519	468.5
40	513	462.5	53	519.5	469
41	513.5	463	54	520	469.5
42	514	463.5	55	520.5	470
43	514.5	464			
56	521.5	470.5	61	524	473
57	522	471	62	524.5	473.5
58	522.5	471.5	63	525	474
59	523	472	64	525.5	474.5
60	523.5	472.5	65	526	475

AP.

S/14/39 ADD
NOR/15/17

APPENDIX [S-M NOR-B]

Tables of Assignable Frequencies for Use by the Maritime Mobile Service in the Bands between 1606.5 kHz and 3200 kHz Allocated to this Service in Region 1

(see Article 60, Section I)

The Tables below show the frequencies assignable to stations of the maritime mobile service in the bands between 1606.5 kHz and 3200 kHz allocated to this service in Region 1; the corresponding channelling plans for paired frequencies are shown in Appendices S-N and S-O.

- a) Coast stations, narrow-band direct-printing telegraphy, paired frequencies (36 channels)

1607
1607.5
1608
.
.
.
1624.5

- b) Coast stations, radiotelephony, paired frequencies (55 channels)

Carrier frequency	Assigned frequency
1635	1636.4
1638	1639.4
1641	1642.4
.	.
.	.
.	.
1797	1798.4

- c) Coast stations, radiotelephony, paired frequencies (65 channels)

Carrier frequency	Assigned frequency
1850	1851.4
1853	1854.4
1856	1857.4
.	.
.	.
.	.
2042	2043.4

- d) Ship stations, narrow-band direct-printing telegraphy, paired frequencies (36 channels)

2045.5
2046
2046.5
.
.
.
2063

S/14/33
NOR 15/17
(cont'd.)

- e) Ship stations, radiotelephony, paired frequencies (32 channels)

Carrier frequency	Assigned frequency
2064	2065.4
2067	2068.4
2070	2071.4
.	.
.	.
.	.
2157	2158.4

- f) Ship stations, radiotelephony, paired frequencies (23 channels)

Carrier frequency	Assigned frequency
2194	2195.4
2197	2198.4
2200	2201.4
.	.
.	.
.	.
2260	2261.4

- g) Coast stations, radiotelephony, paired frequencies (12 channels)

Carrier frequency	Assigned frequency
2263	2264.4
2266	2267.4
2269	2270.4
.	.
.	.
.	.
2296	2297.4

- h) Ship stations, radiotelephony, paired frequencies (65 channels)

Carrier frequency	Assigned frequency
2300	2301.4
2303	2304.4
2306	2307.4
.	.
.	.
.	.
2492	2493.4

- i) Ship and coast stations, radiotelephony (16 channels) or narrow-band direct-printing telegraphy (99 channels), unpaired frequencies

Radiotelephony		Radiotelegraphy
Carrier frequency	Assigned frequency	
2502	2503.4	2502.5
2505	2506.4	2503
2508	2509.4	2503.5
.	.	.
.	.	.
.	.	.
2547	2548.4	2552

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NOR/15/17
(end)

- k) Coast stations, narrow-band direct-printing telegraphy, paired frequencies (89 channels)

2552.5
2553
2553.5
.
.
.
2596.5

- l) Ship stations, radiotelephony, paired frequencies (12 channels)

Carrier frequency	Assigned frequency
2597	2598.4
2600	2601.4
2603	2604.4
.	.
.	.
.	.
2630	2631.4

- m) Ship and coast stations, radiotelephony (5 channels) or narrow-band direct-printing telegraphy (33 channels), unpaired frequencies

Radiotelephony		Radiotelegraphy
Carrier frequency	Assigned frequency	
2635	2636.4	2633.5
2638	2639.4	2634
2641	2642.4	2634.5
2644	2645.4	.
2647	2648.4	.
		.
		2649.5

- n) Ship stations, narrow-band direct-printing telegraphy, paired frequencies (89 channels)

3155.5
3156
3156.5
.
.
.
3199.5

S/14/40 ADD

APPENDIX S-N

Channelling Plan for the Narrow-Band Direct-Printing Telegraphy Paired Frequencies for Use by the Maritime Mobile Service in the Bands between 1606.5 kHz and 3200 kHz in Region 1.

(see Article 60, Section I)

1. Narrow-band direct-printing telegraphy channelling arrangements for the frequencies to be used by coast stations on a paired basis are indicated in the Table below; each coast station which uses paired frequencies may be assigned one or more frequency pairs from the Table, each pair consists of a transmitting and a receiving frequency.
2. The technical characteristics for narrow-band direct-printing telegraph equipment are specified in Appendix 38.

Narrow-Band Direct-Printing Telegraphy - Table of Frequencies for Two-Frequency Operation by Coast Stations (Frequencies Paired) (kHz)

Series No	Transmit	Receive
1	1607	2045.5
2	1607.5	2046
3	1608	2046.5
.	.	.
.	.	.
.	.	.
36	1624.5	2063

37	2552.5	3155.5
38	2553	3156
39	2553.5	3156.5
.	.	.
.	.	.
.	.	.
125	2596.5	3199.5

AP.

DNK/22/15 ADD APPENDIX DNK - 6

Channelling Plans for Frequencies for Narrow-band Direct Printing Telegraphy for Use by the Maritime Mobile Service in the Bands between 1606.5 kHz and 3200 kHz in Region 1.

(see Article 60, Section I).

1. Narrow-band direct printing telegraphy channelling arrangements to be used by stations in the maritime mobile service are indicated in the tables below.
2. The technical characteristics for narrow-band direct printing telegraph equipment are specified in Appendix 38.

Coast stations, duplex operation. Frequencies in kHz

Series no	Transmit	Receive
1	1607	2045.5
2	1607.5	2046
3	1608	2046.5
.	.	.
.	.	.
.	.	.
36	1624.5	2063
37	2552.5	3155.5
38	2553	3156
.	.	.
.	.	.
.	.	.
125	2596.5	3199.5

Ship and coast stations, simplex operation. Frequencies in kHz

Series no	frequency
1	2502.5
2	2503
3	2503.5
.	.
.	.
.	.
99	2552
100	2633.5
101	2634
.	.
.	.
.	.
132	2649.5

S/14/41 ADD

APPENDIX S-0

Channelling Plan for the Radiotelephony Paired Frequencies for the Use by the Maritime Mobile Service in the Bands between 1606.5 kHz and 3200 kHz in Region 1.

(see Article 60, Section I)

1. Radiotelephone channelling arrangements for the paired frequencies to be used by coast and ship stations are indicated below in the Table of Single-Sideband Transmitting Frequencies for Duplex Operation.
2. The technical characteristics for single-sideband transmitters are specified in Appendix 17.
3. Stations using single-sideband emissions shall operate only on the carrier frequencies shown in the Table in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed; the class of emission shall be J3E except in the cases specified in Nos 2973, 4127, 4342, 4343 and 4354

Table of Single-Sideband Transmitting Frequencies for Duplex (Two-Frequency) Operation (in kHz)

Coast stations			Ship stations	
Channel No	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1	1635	1636.4	2064	2065.4
2	1638	1639.4	2067	2068.4
3	1641	1642.4	2070	2071.4
.
.
.
32	1728	1729.4	2157	2158.4

33	1731	1732.4	2194	2195.4
34	1734	1735.4	2197	2198.4
35	1737	1738.4	2200	2201.4
.
.
.
55	1797	1798.4	2260	2261.4

56	1850	1851.4	2300	2301.4
57	1853	1854.4	2303	2304.4
58	1856	1857.4	2306	2307.4
.
.
.
120	2042	2043.4	2492	2493.4

121	2263	2264.4	2597	2598.4
122	2266	2267.4	2600	2601.4
123	2269	2270.4	2603	2604.4
.
.
.
132	2296	2297.4	2630	2631.4

Ap.

DNK/22/14 ADD APPENDIX DNK - 5

Channelling Plans for Frequencies for Radiotelephony for Use by the Maritime Mobile Service in the Bands between 1606.5 kHz and 3200 kHz in Region 1.

(see Article 60, Section 1)

1. Radiotelephone channelling arrangements to be used by stations in the maritime mobile service are indicated in the tables below.
2. The technical characteristics of stations using single-sideband techniques and operating on frequencies shown in the tables shall be in conformity with the specifications given in Appendix 17. The upper sideband mode shall always be employed, and the class of emission shall be J3E except in the cases specified in Nos. 2973, 4127, 4342, 4343 and 4354.

Stations using duplex operation. Frequencies in kHz

Channel no	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1	1635	1636.4	2064	2065.4
2	1638	1639.4	2067	2068.4
3	1641	1642.4	2070	2071.4
.
.
.
32	1728	1729.4	2157	2158.4
33	1731	1732.4	2194	2195.4
34	1734	1735.4	2197	2198.4
.
.
.
55	1797	1798.4	2260	2261.4
56	1850	1851.4	2300	2301.4
57	1853	1854.4	2303	2304.4
.
.

DNK/22/14
(end)

Channel no	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
120	2042	2043.4	2492	2493.4
121	2263	2264.4	2597	2598.4
122	2266	2267.4	2600	2601.4
.
.
.
132	2296	2297.4	2630	2631.4

Coast and ship stations, simplex operation. Frequencies in kHz

Series no	Carrier frequency	Assigned frequency
1	2502	2503.4
2	2505	2506.4
3	2508	2509.4
.	.	.
.	.	.
.	.	.
16	2547	2548.4
17	2635	2636.4
18	2638	2639.4
.	.	.
.	.	.
.	.	.
21	2647	2648.4

Ap.

G/18/318 ADD APPENDIX UK-CC

Channelling Plans for the Maritime Mobile Service in the Bands Between 1606,5 kHz and 1625 kHz, 1635 kHz and 1800 kHz, and 2045 kHz and 2160 kHz in Region 1, and Between 2170 kHz and 2194 kHz Worldwide

(see Article 60, Section I)

1. Radiotelephone channelling arrangements for the frequencies to be used by coast and ship stations are indicated in the Tables of Single-Sideband Transmitting Frequencies in Section A.
2. The technical characteristics for single-sideband transmitters are specified in Appendix 17.
3. Stations using single-sideband emissions shall operate only on the carrier frequencies shown in Section A in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed; the class of emission shall be J3E except in the cases specified in Nos 2973, 4127, 4342, 4343 and 4354.
4. Narrow-band direct-printing telegraphy channelling arrangements for the frequencies to be used by coast stations on a paired basis are indicated in the Table of Frequencies for Two-Frequency Operation by Coast Stations in Section B. Each coast station which uses paired frequencies may be assigned one or more frequency pairs from the Table in Section B; each pair consists of a transmitting and receiving frequency.
5. Narrow-band direct-printing telegraphy channelling arrangements for the frequencies to be used by ship stations on a non-paired basis are indicated in the Table of Ship Station Transmitting Frequencies in Section C; one or more frequencies may be assigned to each ship station as transmitting frequencies.
6. The technical characteristics for narrow-band direct-printing telegraph equipment are specified in Appendix 38 (see also No 4123).

G/18/388
(contd.)

7. Digital selective calling channelling arrangements for the frequencies to be used by coast stations on a paired basis are indicated in the Table of Frequencies for Two-Frequency Operation by Coast Stations in Section D. Each coast station which uses paired frequencies may be assigned one or more frequency pairs from the Table in Section D; each pair consists of a transmitting and receiving frequency.

8. The technical characteristics for digital selective calling equipment are specified in the Recommendations of the CCIR (see also No 4123A).

Section A

Tables of Single-Sideband Transmitting Frequencies for Radiotelephony (kHz)

1. Coast Stations

Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1607	1608.4	1701	1702.4	1734	1735.4	1767	1768.4
1610	1611.4	1704	1705.4	1737	1738.4	1770	1771.4
1613	1614.4	1707	1708.4	1740	1741.4	1773	1774.4
1616	1617.4	1710	1711.4	1743	1744.4	1776	1777.4
1619	1620.4	1713	1714.4	1746	1747.4	1779	1780.4
1622	1623.4	1716	1717.4	1749	1750.4	1782	1783.4
1686	1687.4	1719	1720.4	1752	1753.4	1785	1786.4
1689	1690.4	1722	1723.4	1755	1756.4	1788	1789.4
1692	1693.4	1725	1726.4	1758	1759.4	1791	1792.4
1695	1696.4	1728	1729.4	1761	1762.4	1794	1795.4
1698	1699.4	1731	1732.4	1764	1765.4	1797	1798.4

2. Low Power Radiotelephony

Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1635	1636.4	1644	1645.4	1653	1654.4	1662	1663.4
1638	1639.4	1647	1648.4	1656	1657.4	1665	1666.4
1641	1642.4	1650	1651.4	1659	1660.4		

AP.

G/18/318
(contd.)

3. Ship Stations

Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
2061	2062.4	2088	2089.4	2112	2113.4	2136	2137.4
2064	2065.4	2091	2092.4	2115	2116.4	2139	2140.4
2067	2068.4	2094	2095.4	2118	2119.4	2142	2143.4
2070	2071.4	2097	2098.4	2121	2122.4	2145	2146.4
2073	2074.4	2100	2101.4	2124	2125.4	2148	2149.4
2076	2077.4	2103	2104.4	2127	2128.4	2151	2152.4
2079	2080.4	2106	2107.4	2130	2131.4	2154	2155.4
2082	2083.4	2109	2110.4	2133	2134.4	2157	2158.4
2085	2086.4						

4. Coast Stations Worldwide*

Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
2170.5	2171.9	2191	2192.4

*For use of these frequencies see No 4342.

5. Mobile (Distress and Calling) and FGDSS 2173.5-2190.5 kHz (2182 kHz + Guardband) - includes:

- 2181.5 kHz - the dedicated international frequency for distress and safety traffic using narrow-band direct-printing telegraphy in connection with the FGDSS (see No 2971C); the use of this frequency shall be conditional upon no harmful interference being caused to the use of class A/E emissions by apparatus provided solely for distress, urgency and safety purposes (see No 2971D);
- 2185.5 kHz - the dedicated international frequency for distress and safety alerting by digital selective calling techniques in connection with the FGDSS (see No 2978B).

Section B

Narrow-Band Direct-Printing Telegraphy - Table of Frequencies for Two-Frequency Operation by Coast Stations (Frequencies Paired) (kHz)

Series No	Transmit	Receive	Series No	Transmit	Receive	Series No	Transmit	Receive
1	1676	2051	8	1679.5	2054.5	14	1682.5	2057.5
2	1676.5	2051.5	9	1680	2055	15	1683	2058
3	1677	2052	10	1680.5	2055.5	16	1683.5	2058.5
4	1677.5	2052.5	11	1681	2056	17	1684	2059
5	1678	2053	12	1681.5	2056.5	18	1684.5	2059.5
6	1678.5	2053.5	13	1682	2057	19	1685	2060
7	1679	2054						

G/18/318
(end)

Section C

Narrow-Band Direct-Printing Telegraphy - Table of Ship Station Transmitting Frequencies (Non-Paired) (kHz)

Series No	Transmit	Series No	Transmit	Series No	Transmit	Series No	Transmit
1	1668	2	1668.5	3	1669	4	1669.5

Section D

Digital Selective Calling - Table of Frequencies for Two-Frequency Operation by Coast Stations (Frequencies Paired) (kHz)

Series No	Transmit	Receive	Series No	Transmit	Receive	Series No	Transmit	Receive
1	1670	2045	5	1672	2047	9	1674	2049
2	1670.5	2045.5	6	1672.5	2047.5	10	1674.5	2049.5
3	1671	2046	7	1673	2048	11	1675	2050
4	1671.5	2046.5	8	1673.5	2048.5	12	1675.5	2050.5

Ap.

HOL/11/279 ADD

APPENDIX [HOL B]

TABLE OF TRANSMITTING AND RECEIVING FREQUENCIES FOR USE BY THE MARITIME
MOBILE SERVICE FOR NARROW-BAND DIRECT-PRINTING IN THE BAND
8 100 - 8 195 kHz.

Ship stations (27 frequencies)

8 100.5

8 101

8 101.5

.

.

.

8 113

8 113.5

Coast stations (27 frequencies)

8 181.5

8 182

8 182.5

.

.

.

8 193.5

8 194

8 194.5

(channel spacing 0.5 kHz)

RESOLUTION No. 11

**Relating to the Use of Radiocommunications
for Ensuring the Safety of Ships and Aircraft
of States Not Parties to an Armed Conflict¹**

CAN/9/116 **SUP**
S/14/42
SUI/16/10
USA/19/152

RESOLUTION No. 11

RES.

F/10/16

ADD

RESOLUTION No. []

Relating to the Date of Entry into Force of the
Provisions concerning the 10 kHz Guardband for the
Frequency 500 kHz in the Mobile Service
(distress and mobile)

The World Administrative Radio Conference for the Mobile Services
(Geneva, 1983),

considering

- a) that the radio-frequency spectrum should be used in the most efficient way possible;
- b) that the World Administrative Radio Conference, Geneva, 1979, adopted a guardband from 495 kHz to 505 kHz for the frequency 500 kHz, which is the international distress and calling frequency in radiotelegraphy in the mobile service;

recognizing

- a) that an adequate amortization period should be allowed for the radio equipment currently in service;
- b) that technical progress has led to the production of more stable and reliable equipment;

resolves

- 1) that a guardband from 492 to 508 kHz shall be used as from the date of entry into force of the Final Acts of the Conference;
- 2) that this Resolution cancels and supersedes Recommendation 200;

recommends

that the next competent world administrative radio conference should decide on the definitive date for the entry into force of the guardband 495 to 505 kHz;

requests the Secretary-General

to forward this Resolution to the Inter-Governmental Maritime Consultative Organization (IMCO) with a request to examine this subject as part of its study of the maritime distress and safety system and to submit to the above-mentioned conference a resolution relating to the date of entry into force of the guardband 495 - 505 kHz.

S/14/44

ADD

NOR/15/15

RESOLUTION No[S-Z NOR-Z]

relating to the coordinated use of the frequency for the transmissions of navigational and meteorological warnings using narrow-band direct printing telegraphy (NAVTEX)

The World Administrative Conference for mobile services, Geneva 1983

considering

- a) that this Conference has designated a frequency for the transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy (NAVTEX)
- b) that the proper functioning of such a system is dependent on a coordinated use of the frequency by the coast stations involved

noting

that positive experience from such coordinated use of the frequency 518 kHz has been gained by some Administrations

resolves

that the procedure in the Annex shall be applied before putting into service assignments for transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy

Annex

Procedure to applied before putting into service of assignments for the transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy (NAVTEX).

1. Before an administration notifies to the Board a frequency assignment for the transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy, it shall obtain the agreement of any other administration whose services may be affected.
2. The administration seeking such an agreement shall, sufficiently early before the planned date of putting the assignment into service, send to the Board the basic characteristics of the planned assignment listed in section A of Appendix 1, together with detailed information on the times of emission and the choice of the character B₁ identifying the transmitter coverage area.
3. The administration seeking agreement may, when sending its information to the Board, also identify those other administrations that are believed to have services which may be affected.

S/14/44
NOR/15/15
(cont.)

4. The Board shall publish the information sent under Nos 1 to 3 in a special section of its weekly circular and shall also, when the weekly circular contains such information, so advise administrations by circular telegram.
5. The Board shall endeavour to identify administrations whose services may be affected, and shall include the names of those administrations it is able to identify in the special section of its weekly circular and in the circular telegram mentioned under No 4.
6. Any administration, upon receipt of this information and believing that the planned assignment may affect its planned or operating services shall, within four months of the date of the relevant weekly circular, so inform the administration requesting agreement and the Board.
7. Any administration not having commented within the period specified in No. 6 shall be regarded as unaffected by the planned assignment.
8. Any administration responding under No. 6 to a request for agreement shall, if possible at the same time, give the relevant basic characteristics of its stations whose services may be affected and shall make such suggestions as it may be able to offer with a view to a satisfactory solution of the problem. A copy of all this information shall simultaneously be sent to the Board.
9. The administration requesting agreement under Nos 1, to 3 and the administration responding under No 6 shall together make every possible effort to resolve the problem before the date of bringing into use of the planned assignment.
10. Either administration may request from the other additional information which may be required to resolve the problem. A copy of such a request and of any information given in response shall be sent to the Board.
11. Either administration may request the assistance of the Board in an attempt to resolve the problem.
12. Following resolution of the problem, the administration which sought agreement shall inform the Board to that effect.
13. An administration having sought agreement under Nos 1 to 3 and having received no response under No 6 from any administration shall inform the Board thereof and shall then be regarded as having successfully completed the procedure of this Resolution.

1) In the absence of appropriate CCIR Recommendations or IFRB Technical Standards, the technical criteria to be used in such a case shall be agreed between the administrations concerned.

S/14/44
NOR/15/15
(end)

14. An administration having sought agreement under Nos 1 to 3, having received one or more responses under No 6, and having informed the Board under No 12 of the resolution of the problem, shall be regarded as having obtained agreement under the procedure of this Resolution.
15. The Board, following receipt of advice under No 13 or 14 as to the completion of this procedure, shall publish this information in the appropriate special section of the weekly circular.
16. An administration seeking agreement or an administration with which agreement is sought or any other administration whose services might be affected may request the assistance of the Board in applying any of the steps of this procedure, particularly in:
 - a) identifying administrations whose services might be affected:
 - b) evaluating the levels of interference:
 - c) defining, with the agreement of the administrations concerned, the technical criteria to be used¹

¹) In the absence of appropriate CCIR Recommendations or IFRB Technical Standards, the technical criteria to be used in such a case shall be agreed between the administrations concerned.

RES.

FNL/23/11 ADD

RESOLUTION No. FNL-A

relating to the coordinated use of the frequency for the transmissions of navigational and meteorological warnings using narrow-band direct printing telegraphy (NAVTEX)

The World Administrative Conference for mobile services, Geneva 1983,

considering;

a) that this Conference has designated a frequency for the transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy (NAVTEX);

b) that the proper functioning of such a system is dependent on a coordinated use of the frequency by the coast stations involved;

resolves

that the procedure in the Annex shall be applied before putting into service assignment for transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy;

Annex

Procedure to be applied before putting into service of assignments for the transmission of navigational and meteorological warnings using narrow-band direct-printing telegraphy (NAVTEX).

(Same Annex as S/14/44 and NOR/15/15)

Resolution No. DNK-1

DNK/22/16 ADD

RESOLUTION No. DNK-1

relating to the coordinated use of the frequency for the transmissions of the navigational and meteorological warnings using narrow-band direct printing telegraphy (NAVTEX).

The World Administrative Conference for Mobile Services,
Geneva 1983,

considering

- a) that this Conference has designated a frequency for the transmission of navigational and meteorological warnings using narrow-band direct printing telegraphy (NAVTEX);
- b) that the proper functioning of such a system is dependent on a coordinated use of the frequency by the coast stations involved;

noting

that positive experience from such coordinated use of the frequency 518 kHz has been gained by some Administrations

resolves

that the procedure contained in Article 14 shall be applied before putting into service assignments for transmission of navigational and meteorological warnings using narrow-band direct printing telegraphy.

RES.

HOL/11/282 ADD

RESOLUTION [HOL 3]

RELATING TO FUTURE PLANNING CONFERENCES TO PREPARE FREQUENCY ASSIGNMENT PLANS FOR THE MARITIME MOBILE SERVICE IN REGION 1 IN THE BANDS BETWEEN 435 kHz AND 526.5 kHz AND IN PARTS OF THE BAND BETWEEN 1 606.5 kHz AND 2 850 kHz

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that the WARC, Geneva, 1979, made certain changes to the Table of Frequency Allocations for the maritime mobile service;
- b) that these changes make a revision of the existing frequency assignment plans for the maritime mobile service necessary in certain frequency bands in the European Maritime Area;
- c) that the WARC, Geneva, 1983, was not in a position to prepare frequency assignment plans for these bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that other services require early access to bands to be vacated by the maritime mobile service and other services;
- e) that there is an urgent need, at least in that part of Region 1 defined as the European Maritime Area (see no. 405), for frequency assignment plans to be prepared for the benefit of the maritime mobile service;

resolves to invite the Administrative Council

- 1. to convene as early as possible but preferably not later than 1984 a subregional conference for the European Maritime Area to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1 606.5 kHz and 2 850 kHz;
 - 2. to consider the need for a subsequent Region 1 conference to undertake the same task for the rest of ITU Region 1.
-

S/14/43
NOR/15/18

ADD

RESOLUTION No[S-X NOR-Y]

RELATING TO THE CONVENING OF A SUB-REGIONAL CONFERENCE FOR THE EUROPEAN MARITIME AREA TO PREPARE FREQUENCY ASSIGNMENT PLANS FOR THE MARITIME MOBILE SERVICE IN THE BANDS BETWEEN 435 kHz AND 526.5 kHz AND IN PARTS OF THE BAND BETWEEN 1606.5 kHz AND 3200 kHz

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that Recommendation 300 of the WARC, Geneva, 1979 confirmed that the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;
- b) that Resolution 38 of the WARC, Geneva, 1979 stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1606.5-2850 kHz for the maritime mobile service;
- c) that the WARC, Geneva, 1983 was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that there is an urgent need, at least in that part of Region 1 defined as the European Maritime Area, for frequency assignment plans to be prepared for the bands mentioned brought into force for the benefit of the maritime mobile service and for others requiring early access to certain bands to be vacated by that service;

resolves to invite the Administrative Council

- 1. to establish as early as possible a sub-regional conference for the European Maritime Area to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1606.5 kHz and 3200 kHz;
- 2. to consider the need for a subsequent Region 1 conference to undertake the same task for the rest of ITU Region 1.

RES.

S/14/43, NOR/15/18

(end)

resolves further

1. that the frequency requirements to such a conference shall be based on traffic statistics, if available, preferably according to the method indicated in the Annex to this Resolution
2. that the plan shall include a transition plan for existing assignment to stations in the maritime mobile service in the band 415-435 kHz.

ANNEX TO RESOLUTION No. [S-X NOR-Y]

A METHOD FOR CALCULATION OF CHANNEL REQUIREMENTS

- i. To establish a plan reflecting the real requirements for the maritime mobile service, it is required to base the planning on some simple traffic data and an expected development in the years to come.
- ii. A firm base for channel requirements is necessary for three additional reasons:
 - a) too few channels leads to heavy overload of the available channels,
 - b) too many channels results in expensive equipment not being used to the extent possible,
 - c) channels assigned, but not implemented, is a waste of a very limited resource.
- iii. In the calculations, the following formula should be used:

$$\frac{T \cdot k \cdot b}{60} = \text{number of channels required to absorb the expected traffic load}$$

where

T = number of calls/telegrams per day in average,

k = degree of concentration (percentage part of total traffic handled during busy hours).

b = total average time per telephone call
or total average time per telegram or telex.

- iv. By using this formula, one can in a simple way, and by use of data and information which already should be available to all administrations, calculate the necessary number of channels per station for a certain period of time, for example five or ten years.

If the prognoses are decreasing, the figures for the beginning of the period should be used.

If the prognoses are increasing, the figures for the end of the period should be used.

- v. In some cases, the need for greater coverage area may lead to a slightly greater channel requirement than given by the formula. However, in practical planning, both the calculation and the coverage area will have to be considered.

G/18/322 ADD

RESOLUTION No UK/4

RELATING TO THE HOLDING OF A SUB-REGIONAL CONFERENCE FOR THE EUROPEAN MARITIME AREA TO PREPARE FREQUENCY ASSIGNMENT PLANS FOR THE MARITIME MOBILE SERVICE IN THE BANDS BETWEEN 435 kHz AND 526.5 kHz AND IN PARTS OF THE BAND BETWEEN 1606.5 kHz AND 2850 kHz

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that Recommendation 300 (YD) of the WARC, Geneva, 1979 confirmed that the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;
- b) that Resolution 38 (BR) of the WARC, Geneva, 1979 stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1606.5-2850 kHz for the maritime mobile service;
- c) that the WARC, Geneva, 1983 was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that there is an urgent need, at least in that part of Region 1 defined as the European Maritime Area, for frequency assignment plans to be prepared for the bands mentioned brought into force for the benefit of the maritime mobile service and for others requiring early access to certain bands to be vacated by that service;

resolves to invite the Administrative Council

1. to establish no later than 1984 a sub-regional conference for the European Maritime Area to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1606.5 kHz and 2850 kHz.
 2. to consider the need for a subsequent Region 1 conference to undertake the same task for the rest of ITU Region 1.
-

RES.

DNK/22/17 ADD

RESOLUTION No. DNK-2

relating to the holding of a subregional conference for the European Maritime Area to prepare frequency assignment plans for the maritime mobile services in the bands between 435 kHz and 526.5 kHz and in parts of the band between 1606.5 kHz and 3400 kHz.

The World Administrative Conference for mobile services,
Geneva 1983
considering

- a) that Recommendation 300 (YD) of the WARC, Geneva 1979, confirmed that the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;
- b) that Resolution 38 (BR) of the WARC, Geneva 1979, stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1606.5 - 2850 kHz for the maritime mobile services;
- c) that the WARC, Geneva 1983, was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that there is an urgent need, at least in that part of Region 1 defined as the European Maritime Area, for frequency assignment plans to be prepared for the bands mentioned and brought into force for the benefit of the maritime mobile service and for others requiring early access to certain bands to be vacated by that service;

resolves

1. that a subregional conference for the European Maritime Area shall be convened to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1606.5 kHz and 3400 kHz;

invites the Administrative Council

1. to take the necessary steps for the convening of such a conference;
 2. to consider the need for a subsequent Region 1 conference to prepare similar frequency assignment plans for the rest of Region 1.
-

RESOLUTION No. 200 *

**Relating to the Use of Class R3E and J3E Emissions
for Distress and Safety Purposes on the Carrier
Frequency 2 182 kHz ¹**

USA/19/153 SUP

RESOLUTION No. 200
(see prop. USA/19/162, ADD RES E)

J/26/187 SUP

(see prop. J/26/186, ADD RES C)

AUS/29/142 SUP

HOL/11/280 ADD

RESOLUTION [HOL 1]

RELATING TO THE FUTURE USE OF THE BAND 2 170 - 2 194 kHz

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983

considering

- a. that the radio frequency spectrum should be used in the most efficient way;
- b. that Recommendation 203 invites administrations to review the relevant technical and operational parameters with a view to further reduction of the guardband around the frequency 2 182 kHz;

noting

- a. that this Conference has made provisions for the introduction of the Future Global Maritime Distress and Safety System;
- b. that this Conference has assigned frequencies for use in the Future Global Maritime Distress and Safety System;
- c. that after the full implementation of the FGMDSS only class J3E emissions will be authorized on the frequency 2 182 kHz.

further considering

- a. that the equipment used in the Future Global Maritime Distress and Safety System will have advanced technical characteristics;

resolves

that the next World Administrative Radio Conference for Mobile Telecommunications should

1. examine the possibility of reducing the guardband around 2 182 kHz by 2.5 kHz at the upper band limit and 5.5 kHz at the lower band limit;
2. allocate the released bands to the maritime mobile service on an exclusive basis;
3. determine the use of the bands 2 170 - 2 179 kHz and 2 188 - 2 194 kHz;
4. develop any necessary regulatory provisions for the use of these bands;
5. determine the date of implementation of the new arrangement in these bands;

HOL/11/280

(end)

requests CCIR

to undertake as a matter of urgency the study of a further reduction of the guardband around 2 182 kHz;

requests the Secretary-General

to send this Resolution to the Secretary-General of IMCO with the request for consideration of the operational consequences for the maritime mobile service;

invites the Administrative Council

to place this Resolution on the agenda of the next WARC for Mobile Telecommunications;

invites

administrations to study this matter and to submit proposals for the use of the bands in question for consideration by the next World Administrative Radio Conference for Mobile Telecommunications.

RES.

USA/19/162 ADD

RESOLUTION [E] /1

Relating to the Use of the Band 2170-2194 kHz

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that this conference had as part of its agenda a number of directly related Recommendations and one Resolution, namely;
- b) that Recommendation No. 203 called on the need to replan the 2170-2194 kHz band, to examine the guardband around 2182 kHz, and that necessary plans and dates be developed;
- c) that Recommendation No. 307 recommended that a frequency at MF be reserved exclusively for distress calls and messages, and that a different frequency be set aside for routine (non-distress) traffic;
- d) that Recommendation No. 308 recommended that administrations study the question of establishing common frequencies at MF for use by coast radiotelephone stations communicating with ships of other nationalities; and
- e) that Resolution No. 200 resolved that a date for final conversion to class R3E and J3E emissions on 2182 kHz be established;

further considering

- f) that the Intergovernmental Maritime Consultative Organization (IMCO) in its FGMDSS established the requirement for several frequencies at MF for various functions namely:

-a frequency to be used exclusively for distress alerting using digital selective calling;

-a frequency to be used exclusively for distress traffic using narrow-band direct-printing;

-a frequency to be used exclusively for voice distress traffic, i.e., 2182 kHz;

/1 This Resolution replaces Resolution No. 200 and Recommendations Nos. 203, 307, and 308 of the World Administrative Radio Conference, Geneva, 1979.

USA/19/162 noting

(cont.)

that this conference has adopted provisions to accomplish the foregoing either on an interim or regular basis;

resolves

1. that the band 2170-2194 kHz shall be utilized in the manner set forth in the Annex to this Resolution until such time as a future competent WARC evaluates the usage of this band and takes the necessary steps to implement a permanent arrangement in the body of the Radio Regulations;

2. that Resolution No. 200 and Recommendations Nos. 203, 307, and 308 are abrogated and superseded by this Resolution.

invites the CCIR

to continue its studies on the use of the band 2170-2194 kHz in consideration of the arrangement set forth in the Annex;

requests the Administrative Council

to place this subject on the agenda for the Mobile WARC scheduled to convene in 1988.

→

RES.

- 302 -

USA/19/162
(end)

ANNEX

<u>Band</u>	<u>Carrier</u>	<u>Assigned</u>	<u>Use and authorized emission</u>
2170-2173	2170	2171.4	Ship and Coast general calling. (J3E) <u>/1</u>
		2176.5	Ship and Coast DSC General Calling.
		2177.5	FGMDSS NBDP ship and Coast Distress and safety traffic. (See 3008H)
2179-2182			Reserved for transition protection of A3E EPIRB's and DF Homing. To be designated at next competent WARC.
2182-2185	2182	2183.4	FGMDSS Ship/shore distress and safety traffic. J3E only after 1 Feb 1990.
		2189.5	FGMDSS DSC for ship and coast distress alerting. (See 3008E)
2191-2194	2191	2192.4	Ship-ship working. J3E.

/1 Ultimate replacement for calling on 2182 kHz after implementation of the carrier frequency 2182 kHz exclusively for ship/shore distress and safety traffic.

J/26/186 ADD

Resolution No. C

Relating to the Use of Class J3E Emissions for Distress and Safety Purposes on the Carrier Frequency 2 182 kHz¹

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

noting

- a) that the Radio Regulations require the use on the carrier frequency 2182 kHz of:
 - class A3E or H3E emissions by ship, aircraft and survival craft stations;
 - class H3E emissions by coast stations;
 - the classes of emission, specified in Appendix 37, by emergency position-indicating radiobeacons;
- b) that the main object of these provisions is to maintain reliable distress and safety communications by using proven techniques;

noting also

- a) the Final Report of the Panel of Experts (Geneva, 1963);
- b) the relevant CCIR studies concerning single-sideband techniques (see CCIR Question 26-1/8, Recommendations 488, 543 and 544 and Report 744);

recognizing

- a) that the use of class J3E emissions on the carrier frequency 2182 kHz would provide the operational advantages, inherent in single-sideband techniques, which are being obtained on other frequencies;
- b) that class J3E emissions are appropriate for distress and safety communications on the carrier frequency 2182 kHz (see No. 2937A of the Radio Regulations and CCIR Recommendation 543);
- c) that, however, transmissions and receptions of the radiotelephone alarm signal on the carrier frequency 2182 kHz shall be permitted until the time when the Future Global Maritime Distress and Safety System is put into force;
- d) that there are many uncertain factors on the date of putting into force of the FGMDSS. Therefore, it is not appropriate for this Conference to fix the date for transferring entirely to class J3E emissions on the carrier frequency 2182 kHz;

¹ Replaces Resolution No. 200 of the World Administrative Radio Conference, Geneva, 1979.

RES.

5/26/182
(end)

resolves

1. that it is appropriate to transfer entirely to class J3E emissions when the FGMDSS now under consideration by the IMO is put into force;
2. that the date of transferring entirely to class J3E emissions shall be fixed by the next competent World Administrative Radio Conference;
3. that Resolution No. 200 is abrogated and superseded by this resolution;

requests the next competent World Administrative Radio Conference

to take the necessary steps;

requests the Secretary-General

to communicate the contents of this Resolution to the IMO;

requests the IMO

to examine urgently the date of putting into force the FGMDSS and inform the ITU of the result thereof.

HOL/11/281 ADD

RESOLUTION [HOL 2]

RELATING TO THE SELECTION OF COAST STATIONS TO ASSUME WATCH-KEEPING RESPONSIBILITIES ON CERTAIN FREQUENCIES IN CONNECTION WITH THE IMPLEMENTATION OF THE FUTURE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that IMCO has submitted to this Conference a report containing the design of the Future Global Maritime Distress and Safety System;
- b) that this Conference has made provisions in the Radio Regulations to enable and to facilitate the implementation of the new system while maintaining the provisions for continuation of the existing system during a transitional period;
- c) that the new system necessitates the dedication or designation of a number of additional frequencies for maritime distress and safety purposes;
- d) that the extra watch-keeping responsibilities associated with these additional frequencies may be too onerous to be assumed by all coast stations open to public correspondence;
- e) that the additional frequencies are to be used as part of a worldwide coordinated distress system which may not require every coast station to keep watch on every additional frequency;

recognizing

- 1) that for the successful implementation of the new system there must be adequate geographical distribution of coast stations keeping watch on the additional frequencies as well as on those now in use;
- 2) that IMCO is the organization best qualified to coordinate between governments a plan for coast stations to accept watch-keeping responsibilities on the frequencies required for the new system;

invites

the Inter-Governmental Maritime Consultative Organization to coordinate the drawing up of a plan for selected coast stations to assume additional watch-keeping responsibilities on the frequencies identified for use in the FGMDSS and to send this plan to the Secretary-General for distribution among all administrations.

RES.

G/18/320 ADD

RESOLUTION No UK/2

RELATING TO THE SELECTION OF COAST STATIONS TO ASSUME WATCH-KEEPING RESPONSIBILITIES ON CERTAIN FREQUENCIES IN CONNECTION WITH THE IMPLEMENTATION OF THE GLOBAL MARITIME DISTRESS AND SAFETY SYSTEM

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that IMCO has submitted to this Conference a report containing the design of a new Global Maritime Distress and Safety System;
- b) that this Conference has made enabling provisions in the Radio Regulations to facilitate the progressive implementation of the new system while maintaining provision for continuation of the existing system during a transitional period;
- c) that the new system necessitates the dedication or designation of a number of additional frequencies for maritime distress and safety purposes;
- d) that the extra watch-keeping responsibilities associated with these additional frequencies may be too onerous to be assumed by all coast stations open to public correspondence;
- e) that the additional frequencies are to be used as part of a worldwide coordinated distress system which may not require every coast station to keep watch on every additional frequency;

recognising

- a) that for the successful implementation of the new system there must be adequate geographical distribution of coast stations keeping watch on the additional frequencies as well as those now in use;
- b) that IMCO is the organisation best qualified to coordinate between governments a plan for coast stations to accept watch-keeping responsibilities on the frequencies required for the new system;

invites

the Inter-Governmental Maritime Consultative Organisation to coordinate a plan for selected coast stations to assume additional watch-keeping responsibilities on the frequencies identified for use in the FGDSS and to forward this plan to the Secretary-General for publication to all administrations.

USA/19/160 ADD

RESOLUTION [C]

Relating to the Selection of Coast Stations to Assume Watch-Keeping Responsibilities on Certain Frequencies in Connection with the Implementation of the Global Maritime Distress and Safety System

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that IMCO has submitted to this Conference a report containing the design of a new global maritime distress and safety system;
- b) that this Conference has made enabling provisions in the Radio

Regulations to facilitate the progressive implementation of the new system while maintaining provision for continuation of the existing system during a transitional period;

- c) that the new system necessitates the dedication or designation of a number of additional frequencies for maritime distress and safety purposes;
- d) that the extra watch-keeping responsibilities associated with these additional frequencies may be too onerous to be assumed by all coast stations open to public correspondence;
- e) that watchkeeping should be maintained by coast stations on the additional frequencies where they form a part of the worldwide coordinated distress system;

recognizing

- a) that for the successful implementation of the new system there must be adequate geographical distribution of coast stations keeping watch on the additional frequencies as well as those now in use;
- b) that IMCO is the organization best qualified to coordinate between governments a plan for coast stations to accept watch-keeping responsibilities on the frequencies required for the new system;

invites

the Inter-Governmental Maritime Consultative Organization to coordinate a plan for selected coast stations to assume watch-keeping responsibilities on the frequencies identified for use in the FGMDSS and to advise the Secretary General of the plan who shall bring it to the attention of all administrations.

G/18/319 ADD

RESOLUTION No UK/1

RELATING TO THE DEVELOPMENT AND INTRODUCTION OF
OPERATIONAL PROVISIONS FOR THE FUTURE GLOBAL MARITIME
DISTRESS AND SAFETY SYSTEM (FGMDSS)

The World Administrative Radio Conference for Mobile
Telecommunications, Geneva, 1983

considering

- a) that IMCO has adopted the design of the Future Global Maritime Distress and Safety System (FGMDSS);
- b) that this Conference has on the basis of the IMCO design, made provision in the Radio Regulations for the frequencies foreseen as being required for the new system;
- c) that this Conference has not however considered it appropriate to introduce at the present time operational provisions for the introduction and use of the new system;

recognising

- a) that there must now be a period of equipment design, testing and development in connection with the introduction of the new system;
- b) that the operating disciplines to be followed in the new system will be a product of the system design and the proven capabilities of the equipment to be employed;
- c) that the operational characteristics of the new system are likely, by virtue particularly of its highly automated nature, to be different from those of the existing system;
- d) that the content of the operational provisions to be made in the Radio Regulations for the new system cannot be determined until some practical development of the system has taken place and its eventual operational characteristics are better understood;
- e) that the responsibility for the further development of the FGMDSS and for the determination of its operational characteristics rests with IMCO;

G/18/319
(cont.)

recognising also

- a) that under the timetable adopted by IMCO, the operational phase of the new system is due to begin on [1 January 1986];
- b) that extensive testing and development of the equipment and the new system, with the possibility of operational use in an emergency, must be foreseen;
- c) that the Mobile WARC planned for 1988 must be charged with making the necessary operational provisions in the Radio Regulations for the new system;
- d) that therefore preparations for the Mobile WARC, 1988 must begin as early as possible and must involve all those directly concerned with the different aspects of the new system on a worldwide basis;

resolves

1. that an international Panel of Experts should be constituted to formulate and report on the contents of the operational provisions that will need to be introduced into the Radio Regulations by the Mobile WARC, 1988;
2. that the Panel should comprise experts in the field of radio regulation and maritime radiocommunications together with representatives of the maritime community and specialists in the design and manufacture of equipment for maritime use;
3. that the Panel should be required to provide interim reports for general publication to all members of the Union and to participating organisations; to provide at least one such report no later than the middle of 1985; and to complete their final report by early 1987 for consideration by administrations in their preparations for the Mobile WARC, 1988;

invites the Administrative Council

at its 38th Session in June 1983

1. to request Administrations to nominate suitable experts to serve on the Panel;
2. to set the date for and arrange the convening of the first meeting of the Panel and to provide the necessary supporting facilities and services for this and subsequent meetings;
3. to request the Permanent Organs to afford the Panel all necessary assistance in the performance of its work;

RES.

G/18/319

(end)

also invites

4. the Secretary-General to bring this Resolution to the attention of IMCO and request that Organisation to nominate representatives to participate in the work of the Panel;

5. the Secretary-General to bring this Resolution to the attention of ICAO and any other international organisation whose participation will facilitate the work of the Panel, and to invite such organisations each to nominate a representative to serve as an adviser in the work of the Panel;

further invites

6. the Mobile WARC, 1988 to consider this Resolution, the interim and final reports of the international Panel of Experts along with any other developments and the proposals of administrations, and to make appropriate operational provisions in the Radio Regulations to assist in ensuring the full effectiveness of the Future Global Maritime Distress and Safety System.

USA/19/158 ADD

RESOLUTION [A]*

**Relating to Interim Regulatory and Operational Provisions
For the Orderly Evaluation and Introduction of the Future Global
Maritime Distress and Safety System**

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983

considering

- a) that the Inter-Governmental Maritime Consultative Organization (IMCO) has adopted the requirements for the FGMDSS;
- b) that this conference has on the basis of the IMCO requirements, made provisions in the Radio Regulations for the use of certain frequencies foreseen as being required for this new system;
- c) that this conference, has not however, considered it appropriate to introduce at this time detailed regulatory and operational provisions pertaining to this system;
- d) that before a decision can be made as to the appropriate scope and detail of such provisions to be included in the Radio Regulations, an orderly testing and evaluation period must take place;
- e) that the responsibility for the further development and for the further determination of the operational characteristics rests with IMCO;
- f) that certain operational characteristics should also be considered by ICAO;
- g) that the CCIR should continue its technical and operational studies;

recognizing

- a) that appropriate operational experience must be obtained with the new system before detailed regulatory and operational provisions pertaining to this system can be incorporated into the Radio Regulations;
- b) that this conference has adopted a provision, ADD No. 2944, to facilitate the introduction of the FGMDSS;

*Replaces Recommendation No. 201 of the World Administrative Radio Conference, Geneva, 1979.

RES.

USA/18/158
(cont.)

recognizing further

c) that during this transition period, there is the possibility of operational use of the FGMDSS in actual incidents of distress and safety, with the understanding that the existing provisions in the Radio Regulations concerning emergency circumstances are the governing mandate;

resolves

1. that all existing provisions of these radio regulations pertaining to distress and safety communications shall be maintained;

2. that the provisions of Nos. 2934A, 2982A, 2986A, 3008A-3008H, 3062, 4685 and 4686 shall, unless otherwise provided, be used as part of the FGMDSS evaluation and transition process;

3. that a future conference consider adopting more detailed operational provisions for the FGMDSS when they have been determined, in lieu of No. 2944.

4. that any use of the FGMDSS elements must not cause harmful interference to distress and safety communications operating in accordance with these radio regulations;

5. that the order of priority of communications defined in Article 61 of the Radio Regulations shall apply equally without regard as to whether such communications are conducted in accordance with the FGMDSS;

invites the Inter-Governmental Maritime Consultative Organization

to continue its studies on the FGMDSS taking into account experience gained during the transition period, and:

- to develop plans which will facilitate an orderly introduction of the system,
- to develop operational procedures of the system required to implement these plans;

USA/18/158 invites the International Civil Aviation Organization
(end)

to continue its studies pertinent to the improvement of distress and safety communications between the aeronautical and maritime mobile services;

requests the CCIR

to continue its studies relevant to the development of the FGMDSS;

urges Administrations

to participate in the conduct of the aforementioned studies, coordinating such activities in the various organizations, and seeking as a goal, the completion of the studies in advance of the Mobile WARC scheduled for 1988 so that the results may be utilized in preparations for that conference;

requests the Administrative Council

to take the necessary steps to place this Resolution, and those relevant portions of the Radio Regulations on the agenda for the Mobile WARC scheduled for 1988;

instructs the Secretary - General

to send this Resolution to ICAO and IMCO with a request that these organizations report on the results of their respective studies in advance of the Mobile WARC scheduled for 1988 so that the results may be utilized in preparations for that Conference.

RES.

RESOLUTION No. 305 *

**Relating to the Use of Class R3E and J3E Emissions on the
Carrier Frequencies 4 125 kHz and 6 215.5 kHz Used to
Supplement the Carrier Frequency 2 182 kHz
for Distress and Safety Purposes ¹**

USA/19/154 SUP
AUS/29/143

RESOLUTION No. 305

USA/19/163 ADD

Resolution [F]

**Relating to the Use of the Carrier Frequency 4125 kHz
by the Aeronautical Service for Distress and Safety Purposes**

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983

considering

- a) that this Conference has removed all geographical restrictions from the use of the carrier frequency 4125 kHz to supplement the carrier frequency 2182 kHz for distress and safety purposes;
- b) that this Conference has provided for ship stations to optionally maintain watch on the carrier frequency 4125 kHz for distress and safety purposes (in accordance with [ADD] No. 3055A);
- c) that aircraft stations may use the frequency 4125 kHz for distress and safety purposes;

recognizing

- a) that enabling provisions for the future global maritime distress and safety system have been incorporated into the Radio Regulations;
- b) that the search and rescue capabilities of the future global maritime distress and safety system could provide significant additional safety benefits to the aeronautical service;
- c) that Digital Selective Calling is the primary means for distress alerting in the high frequency bands for the future global maritime distress and safety system;
- d) that the aural watch provided by ship stations on 4125 kHz for distress and safety purposes may eventually be replaced by an automatic watch associated with the DSC alerting called for by the future global maritime distress and safety system;

resolves

- 1. to encourage stations of the aeronautical service to make use of the frequency 4125 kHz for distress and safety purposes, as an addition to their present capabilities;
 - 2. to invite ICAO to evaluate the effectiveness of 4125 kHz for distress and safety purposes by the aeronautical service and make recommendations by the next competent WARC as to the extent of their participation in the future global maritime distress and safety system, particularly with regards to aeronautical use of DSC for distress alerting.
-

RES.

G/18/321 ADD

RESOLUTION No UK/3

RELATING TO FUTURE USE OF THE FREQUENCY BANDS 4000-4063 kHz AND 8100-8195 kHz BY THE MARITIME MOBILE SERVICE

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

considering

- a) that the WARC, Geneva, 1979 continued the exclusive frequency allocations to the maritime mobile service in the bands 4063-4438 kHz and 8195-8815 kHz;
- b) that the WARC, Geneva, 1979 introduced new allocations to the maritime mobile service in the adjacent bands 4000-4063 kHz and 8100-8195 kHz;
- c) that the new allocations to the maritime mobile service are on a shared primary basis with the existing allocations to the fixed service in the same bands;
- d) that the WARC 1983 has adopted a channelling plan for ship stations using radiotelephony in the new shared bands;

recognising

- e) that because the new bands are shared there will be severe limitations on the use that can be made of them by the maritime mobile service;
- f) that because of the disparity in the powers employed by ship stations and some of the fixed stations in the new shared bands, the reception of signals by coast stations will be jeopardised;

recognising also

that, despite the adoption of a channelling plan for the new shared bands, the maritime mobile service cannot integrate or optimize its planning and use of the shared and exclusive bands at 4 MHz and 8 MHz;

resolves to invite

1. the Administrative Council to empower the WARC for Mobile Telecommunications planned for 1988 to consider this problem, to take into account the current requirements of and developments in the maritime mobile service and the fixed service and to find a solution to this problem;
 2. the Secretary-General to forward this resolution to the Administrative Council.
-

USA/19/161 ADD

RESOLUTION [D]

Relating to the Maritime Mobile Interim Use of the
Bands 4000-4063 and 8100-8195 kHz Allocated to the
Fixed and Maritime Mobile Services on a Shared Co-Equal Basis

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983

considering

- a) that the 1979 WARC allocated the spectrum at 4000-4063 and 8100-8195 kHz to the Fixed and maritime mobile services on a shared co-equal basis;
- b) that this spectrum can be used by the maritime mobile service beginning on January 1, 1982;
- c) that the spectrum at 4000-4063 kHz for use by the maritime mobile service was restricted by the 1979 WARC to ship radiotelephone with a peak power limitation of 1.5 kW;
- d) that no restriction was placed on the use of the 8100-8195 kHz band by the maritime mobile service by the 1979 WARC;

considering further

- a) that this conference was tasked with reviewing, and revising as necessary, the provisions of the Radio Regulations for the mobile and mobile-satellite services, including the Maritime Mobile service, within specified limits. The conference is not competent, however, to decide on the use of these bands in conjunction with the use of the existing exclusive HF Maritime Mobile allocations;
- b) that there is planned a Mobile WARC for 1988;
- c) that there is a need, inter alia, for additional channels for ship and coast radiotelephone and narrow-band direct-printing use;

resolves

- 1. that the channeling plans added to the shared bands at 4000-4063 kHz and 8100-8195 kHz for the maritime mobile service are set forth in the Annex to this Resolution;
- 2. that the use of these bands in this manner by administrations will not accrue any priority rights in the development of final plans for these bands;
- 3. that, notwithstanding the arrangement set forth in the Annex, the bands 4000-4063 kHz and 8100-8195 kHz may be utilized by the maritime mobile service in any other manner which is not in contravention to the Radio Regulations;

RES.

USA/19/16/ invites

(cont.)

1. administrations to participate in the work of the CCIR as indicated in Resolution [B];
2. the Administrative Council to place this subject on the agenda for the Mobile WARC scheduled for 1988.

ANNEX

SECTION A. Duplex Radiotelephony

Ship Stations Transmit			Coast Stations Transmit		
	Carrier	Assigned		Carrier	Assigned
	<u>Frequency</u>	<u>Frequency</u>		<u>Frequency</u>	<u>Frequency</u>
1.	4000	4001.4	1.	8113	8114.4
2.	4003	4004.4	2.	8116	8117.4
3.	4006	4007.4	3.	8119	8120.4
4.	4009	4010.4	4.	8122	8123.4
5.	4012	4013.4	5.	8125	8126.4
6.	4015	4016.4	6.	8128	8129.4
7.	4018	4019.4	7.	8131	8132.4
8.	4021	4022.4	8.	8134	8135.4
9.	4024	4025.4	9.	8137	8138.4
10.	4027	4028.4	10.	8140	8141.4
11.	4030	4031.4	11.	8143	8144.4
12.	4033	4034.4	12.	8146	8147.4
13.	4036	4037.4	13.	8149	8150.4
14.	4039	4040.4	14.	8152	8153.4
15.	4042	4043.4	15.	8155	8156.4
16.	4045	4046.4	16.	8158	8159.4
17.	4048	4049.4	17.	8161	8162.4
18.	4051	4052.4	18.	8164	8165.4
19.	4054	4055.4	19.	8167	8168.4
20.	4057	4058.4	20.	8170	8171.4
21.	4060	4061.4	21.	8173	8174.4

USA/19/161
(end)

SECTION B. Simplex 1/ Radiotelephony

Ship and Coast	
<u>Carrier</u>	<u>Assigned</u>
<u>Frequency</u>	<u>Frequency</u>
8110	8111.4
8176	8177.4
8179	8180.4
8192	8193.4

1/ Simplex frequencies at 4 MHz are available in accordance with [MOD]
No. 517.

Section C. Duplex Narrow Band Direct Printing Radiotelegraphy

<u>Ship Stations Transmit</u>	<u>Coast Stations Transmit</u>
1. 8100.5	8182.5
2. 8101	8183
3. 8101.5	8183.5
4. 8102	8184
5. 8102.5	8184.5
6. 8103	8185
7. 8103.5	8185.5
8. 8104	8186
9. 8104.5	8186.5
10. 8105	8187
11. 8105.5	8187.5
12. 8106	8188
13. 8106.5	8188.5
14. 8107	8189
15. 8107.5	8189.5
16. 8108	8190
17. 8108.5	8190.5
18. 8109	8191
19. 8109.5	8191.5

RES.

- 320 -

AUS/29/144

ADD

Resolution No. RES-AUS1

Relating to the Use of the
Bands 4000 - 4063 kHz and 4438 - 4650 kHz
by Stations of the Maritime Mobile Service

The World Administrative Radio Conference
for Mobile Telecommunications, Geneva,
1983

noting

a) that the World Administrative Radio Conference, Geneva, 1979, allocated a new frequency band at 4000 - 4063 kHz for use by ship radiotelephone stations of the maritime mobile service;

b) that the band 4438 - 4650 kHz is allocated on an equal primary basis to the fixed and mobile (except aeronautical mobile (R) in Regions 1 and 2, and except aeronautical mobile in Region 3) services and frequencies from this band are therefore assignable to coast stations;

c) that it is desirable to adopt a uniform channel spacing and ultimately an allotment plan for ship and coast radio-telephone stations using the 4000-4063 kHz and 4438-4501 kHz bands respectively;

d) that the present use of these bands by stations of the fixed service will inhibit the assignment of frequencies to stations of the maritime mobile service in accordance with a uniform channel spacing arrangement;

—————→

AUS/29/144
(end)

resolves

1. that, wherever practicable, assignable frequencies based on the carrier frequencies 400, 4003, 4006, etc (in steps of 3 kHz) kHz shall be used in making assignments to ship radiotelephone stations;

2. that, wherever practicable, assignable frequencies based on the carrier frequencies 4438, 4441, 4444, etc (in steps of 3 kHz) kHz shall be used in making assignments to coast radiotelephone stations;

3. that, wherever practicable, assignments for duplex or two-frequency simplex radiotelephone services shall be made using carrier frequencies $4000 + 3(x)$ kHz with $4438 + 3(x)$ kHz (where $x=0$ to 20 and is the same figure for each formula);

4. that assignments made of other than the frequencies indicated in Resolves 1. or 2. above shall be transferred to assignable frequencies in accordance with this Resolution at the earliest practicable date;

5. that pending the adoption of an allotment plan for the maritime mobile service, all assignments in the 4000 - 4063 kHz and 4438 - 4501 kHz bands should be made on a temporary basis only.

USA/19/159 ADD

RESOLUTION [B]

**Relating to Planning for the 1988 World
Administrative Radio Conference for Mobile Services.**

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983

considering

- a) that this WARC has approved 3.0 kHz channeling for radiotelephone use in the bands 4000-4063 and 8100-8195 kHz by the maritime mobile service;
- b) that the CCIR concluded that 3.0 channel spacing in the radiotelephone bands could be brought into effect with minimum equipment impact since existing standards would not have to be changed;
- c) that some Appendix 25 channels are shared by upwards of twenty-five countries, or geographical areas, which is not a satisfactory situation and reflects the shortage of radio channels available to meet the requirements of the 1974 WARC;
- d) that it was not within the competency of this WARC to examine all portions of existing maritime mobile allocations in the HF band;
- e) that narrow-band direct-printing channel users are experiencing interference due to congestion, rendering channels unusable in some cases;
- f) that some wideband telegraphy requirements are currently satisfied in bands allocated for other purposes and some ship wideband channels are split within the same frequency band, making for inflexibility in the use of the spectrum;

recognizing

- a) that there is a need to evaluate sharing in the 4000-4063 kHz and 8100-8195 kHz bands;
- b) that there is a need for additional spectrum for radiotelephone, narrow-band direct-printing telegraphy and wideband telegraphy;
- c) that it would be advantageous to eliminate split band allocations for wideband telegraphy within a band by combining these allocations into a single contiguous allocation in each band;
- d) that the new HF bands allocated to the maritime mobile service at WARC 1979 should be planned to provide the most effective use of the spectrum;

USA/19/159
(end)

requests the CCIR

1. to study the technical issues involved in a revision of the allocations of bands in the maritime mobile service, including the following issues:
 - a. sharing criteria for the use of the bands 4000-4063 kHz and 8100-8195 kHz;
 - b. guard band and radiotelegraph channel spacing based on existing and future requirements and technological advances in equipment;
 - c. the most effective arrangement and channeling scheme for radiotelephone channels based on 3.0 kHz channel spacing;
2. to complete its studies in advance of the 1988 Mobile WARC so the results may be utilized in preparation for that Conference;

resolves to urge Administrations

to collect and submit data to the CCIR for study of sharing arrangements at 4000-4063 kHz and 8100-8195 kHz;

resolves to invite the Administrative Council

to ensure that the Mobile WARC scheduled for 1988 is competent to take decisions regarding the usage by the maritime mobile service of the bands allocated to that service between 4000 and 23000 kHz, taking into account the results of the CCIR study and requirements of administrations;

resolves

that 3.0 kHz channel spacing be used for the revision of radiotelephone channeling plans brought about in accordance with the above.

J/26/184 ADD

Resolution No. A

Relating to the General Review of the HF Bands Allocated on
an Exclusive or Shared Basis to the Maritime Mobile Service

The World Administrative Radio Conference for Mobile Services, Geneva,
1983,

considering

- a) that the World Administrative Radio Conference, Geneva, 1979, re-allocated the bands of 800 kHz in total in the bands between 12 MHz and 23 MHz from the fixed service to the maritime mobile service;
 - b) that the bands mentioned in a) above will be able to be used for the maritime mobile service on an exclusive basis after 1 July 1989;
 - c) that the present Conference has established a provisional channelling plan on the bands 4000 - 4063 kHz and 8100 - 8195 kHz which were newly allocated by WARC, 1979, to the maritime mobile service on a shared basis with the fixed service;
- considering also
- d) that the increase of the demand for the frequencies for duplex telephony, simplex telephony, narrow-band direct-printing telegraphy and digital selective calling is anticipated;
 - e) that it has become technically feasible to reduce the channel spacing of the radiotelephone channels of the maritime mobile service;
 - f) that it is under consideration (or decided) to reserve exclusive frequencies for the FGMDSS in each of the band allocated to the maritime mobile service in 4 MHz, 6 MHz, 8 MHz, 12 MHz, 16 MHz and 22 MHz bands;

resolves

1. that each Administration can use the radiotelephone channels in the bands 4000 - 4063 kHz and 8100 - 8195 kHz in accordance with the relevant provisions of the Radio Regulations as modified by this Conference, as from the date of putting into force of the said provisions;
2. that the next competent World Administrative Radio Conference shall carry out the general review and the necessary revision of the whole HF bands allocated on an exclusive or shared basis to the maritime mobile service, taking into account the demands of each Administration;

requests

- 1 the Administrations to submit to the CCIR and the next competent World Administrative Radio Conference, the needs of their countries for the radiotelephone bands of the maritime mobile service as well as the trend of demands and the requirements of their countries for the frequencies of narrow-band direct-printing telegraphy and the digital selective calling;
 - 2 the Administrative Council to determine the agenda so that the review on the HF bands for the maritime mobile service may be carried out in the next competent World Administrative Radio Conference.
-

RESOLUTION No. 310

**Relating to Frequency Provisions for Development and
Future Implementation of Ship Movement Telemetry,
Telecommand and Data Exchange Systems**

USA/19/155 MOD

RESOLUTION No. 310 [AA] *

**Relating to Frequency Provisions for Development and
Future Implementation of Ship Movement Telemetry,
Telecommand and Data Exchange Systems**

The World Administrative Radio Conference for Mobile Telecommunications
, Geneva, 1979 , 1983

considering

- a) the need to specify radio frequencies which may be used by the maritime mobile service on a worldwide basis for ship movement requirements using digital automated data exchange, telemetry and telecommand techniques;
- b) the developments now in progress in different portions of the frequency spectrum which will require common frequency bands in the future for efficient frequency utilization;
- c) the importance of these short-range systems in the safe and efficient operations of ships;
- d) the advantages to port authorities for safe and efficient port management and operations;

noting

a) ~~the findings of the Special Preparatory Meeting of the CCIR that frequencies in the region of 10 GHz appeared satisfactory for short-range automated systems of this nature,~~ the conclusions of the Special Meeting of Study Group 8 of the CCIR in preparation for the 1983 Mobile WARC, that CCIR studies are underway (particularly, Question BG/8);

b) that further operational and technical information is needed in deciding the most effective frequency utilization and sharing criteria;

* Replaces Resolution No. 310 of the World Administrative Radio Conference, Geneva, 1979.

RES.

USA/19/155
(end)

resolves

1. that the next competent world administrative radio conference shall review possible frequency provisions in the light of additional studies;
2. that the CCIR shall examine and advise on bandwidths and data formats in coordination with administrations developing and testing these digital transmission systems;

requests the Secretary-General

to refer this Resolution to the Inter-Governmental Maritime Consultative Organization (IMCO), inviting it to define the operational requirement for data exchange with ships using digital transmission techniques and to make appropriate recommendations to assist administrations in preparing for a future conference.

RESOLUTION No. 313

**Relating to the Introduction of a New System for Identifying Stations
in the Maritime Mobile and Maritime Mobile-Satellite Services
(Maritime Mobile Service Identities)**

USA/19/156 SUP

RESOLUTION No. 313

RES.

- 328 -

RESOLUTION No. 601

**Relating to the Recommendations and Standards for Emergency
Position-Indicating Radiobeacons Operating on the
Frequencies 121.5 MHz and 243 MHz¹**

USA/19/157 SUP

RESOLUTION No. 601

F/24/1

RESOLUTION No.

Relating to out-of-band emissions observed in the HF bands
allocated to the mobile service

The World Administrative Radio Conference for the Mobile Services (Geneva, 1983),
considering

- a) that application of the decisions
- taken by the present Conference which are concerned mainly with distress and safety
 - or to be taken by the future world or regional conferences scheduled for the planning of frequency bands open to the mobile service,

may be seriously prejudiced by the presence in the HF bands of a very large number of out-of-band emissions (especially in broadcasting);

- b) that the international monitoring system provides considerable opportunities for identifying the emissions concerned and locating the stations which make them;

recommends that the IFRB

1. should conduct, in accordance with the provisions of Article 20 of the Radio Regulations and of Recommendation No. 30, specific monitoring in the bands allocated to the mobile service and particularly in those used by mobile stations;
 2. should publish the results of such monitoring in due course;
 3. should make representations to the administrations responsible for the stations making the aforesaid out-of-band emissions with a view to securing the immediate cessation of such emissions or, failing that, their transfer to an appropriate band as soon as possible;
 4. should provide the administrations with any technical assistance they may request in carrying out such transfers, particularly within the framework of Resolutions Nos. 8 and 9;
 5. should draw the attention of future broadcasting conferences to the need to examine, as a matter of priority, the possibility of transferring out-of-band broadcasting emissions to bands allocated exclusively to that service.
-

CAN/27/1 ADD

RESOLUTION No. B

Relating to out-of-band emissions being
encountered in the HF bands allocated to the mobile services

The World Administrative Radio Conference for Mobile Services,
Geneva, 1983,

considering

- a) that monitoring observations of the use of frequencies in bands allocated to the mobile services show that a number of frequencies in these bands are still being used by stations of services to which the bands are not allocated, notably by broadcasting stations;
- b) that these stations are causing harmful interference to stations of the mobile services;
- c) that radio is the sole means of communication of the mobile services;

considering further

- d) that there is an urgent need to reduce the congestion in Band 7 of the radio frequency spectrum;
- e) that the mobile services have been availing themselves of improved technology in order to make more efficient use of the portions of Band 7 allocated to them;
- f) that some services, and particularly the broadcasting service, are not using available technology to make more efficient use of those portions of Bands 7 allocated to them;

recognizing

- g) that it is important to ensure that the mobile services of all countries are guaranteed equitable access to the use of the bands allocated to those services;
- h) that this conference has increased the amount of frequency spectrum set aside for distress and safety purposes;
- i) that it is essential that frequencies used for distress and safety be kept free from harmful interference;
- j) that frequencies used for the conduct of mobile operations should be kept free from harmful interference in order not to degrade the safety of life and property which is dependent on these frequencies;

CAN/27/1
(end)

resolves
to urge administrations

1. to ensure that, in Band 7, stations of services other than the mobile services or the services sharing an allocation with the mobile services abstain from using frequencies in the bands allocated to the mobile services;
2. to continue to make every effort to identify and locate the source of any unauthorized emission in bands allocated to the mobile services in Band 7, and to communicate their findings to the IFRB;
3. to participate in the monitoring programmes that the IFRB may organize pursuant to this Resolution;
4. to encourage organizations operating in Band 7 to make greater use of existing techniques which will reduce the congestion in this Band;
5. to recommend to their governments that they support IMO and ICAO actions in support of ITU measures to eliminate unauthorized emissions in bands allocated to the mobile services in Band 7;

to request the IFRB

1. to continue to organize monitoring programmes in the bands allocated to the mobile services in Band 7 with a view to identifying stations of services to which these bands are not allocated;
2. to seek, as appropriate, the cooperation of administrations in identifying the sources of these emissions by all available means and in securing the cessation of those emissions;
3. to publish, on a quarterly basis, a list of all stations operating in bands allocated to the mobile services in Band 7 which operate in derogation of the frequency allocations set out in Article 8 of the Radio Regulations

to request the Secretary-General

to send this Resolution to the Secretary-General of IMO and the Secretary-General of ICAO.

RES.

J/26/185 ADD

Resolution No. B

Relating to the Survival Radar Transponders for Facilitating
Search and Rescue Operations at Sea

The World Administrative Radio Conference for Mobile Services, Geneva,
1983,

considering

- a) that a searching system, composed of a shipborne radar operating in 9 GHz band in combination with a survival radar transponder which responds to radio waves transmitted by the radar, is practicable as a means of position-finding for a unit in distress at sea;
- b) that this system makes use of radars already installed on board ships engaged in search and rescue operations and can contribute greatly to search and rescue operations at sea;
- c) that this system will become more effective, if small-size, light-weight and low-cost radar transponders are introduced on the basis of a technical standard internationally unified;

resolves to invite the CCIR

to prepare Recommendations concerning the necessary technical standards at the earliest opportunity to enable world-wide use of the equipment and to encourage the introduction thereof. .

CAN/9/119 ADD

RESOLUTION NO. A

Relating to the need to study the Provisions of Chapter X of the Radio Regulations with the view of the Promulgation of appropriate Provision for the Aeronautical Mobile Service.

The World Administrative Radio Conference for Mobile Services, Geneva, 1983.

considering

- a) that the Radio Regulations provide the basic regulatory framework for all of the mobile services and the provisions of the Radio Regulations should correspond as closely as possible with the needs and operational realities of these services;
- b) that the Aeronautical Mobile (R) Service is concerned with communications to ensure safe and regular operation of aircraft;
- c) that towards this objective the International Civil Aviation Organisation has agreed upon Standards and Recommended Practices adapted to the needs of aircraft operation, including distress and urgency communications procedures, which have been proved in practice and are well established in current use;
- d) that a majority of the regulations in Chapter X were originally drafted to meet maritime mobile services requirements;
- e) that the re-arrangement of the Radio Regulations as adopted by WARC-79 produced anomalies in Chapter X;

considering further

that it is desirable for the regulations pertaining to the Aeronautical Mobile Service to be compatible with the standards and recommended practices established by the International Civil Aviation Organisation;

recognising

that, because of time and agenda restrictions, this Conference was unable to deal with certain of these anomalies which raise substantive operational issues;

RES.

CAN/9/119

(end)

resolves

1. that the next competent World Administrative Radio Conference consider the revision of the provisions of Chapter X to ensure the Radio Regulations are in accord with the current needs and practices of the Aeronautical Mobile Service;
 2. that, until such time as resolves 1. has been accomplished, Administrations of countries that are also members of the International Civil Aviation Organization apply the provisions of Chapter X as adopted by WARC-79 to the Aeronautical Mobile (R) Service only to the extent that alternative agreement is not contained in the Annexes to the Convention on International Civil Aviation.
-

RECOMMENDATION No. 200

**Relating to the Date of Entry into Force of the
10 kHz Guardband for the Frequency 500 kHz in
the Mobile Service (Distress and Calling)**

F/10/16A SUP (see prop. F/10/16, page 286 ADD RES.)

E/28/29A SUP (see prop. E/28/29, ADD REC. E-A)

AUS/29/145 SUP Recommendation 200

USA/19/164 MOD

RECOMMENDATION No. 200 [AA]*

**Relating to the Date of Entry into Force of the
10 kHz Guardband for the Frequency 500 kHz in
the Mobile Service (Distress and Calling)**

The World Administrative Radio Conference for Mobile Telecommunications
Geneva, ~~1979~~ 1983

considering

- a) that the radio frequency spectrum should be used in the most efficient possible way;
- b) that ~~this Conference has adopted~~ the 1979 World Administrative Radio Conference adopted a guardband from 495 kHz to 505 kHz for the frequency 500 kHz, which is the international distress and calling frequency in radiotelegraphy in the mobile service;
- c) that this conference has provided for the use of the bands 490-492 kHz and 508-510 kHz ;

recognizing

- a) that an adequate amortization period should be allowed for the radio equipment currently in service;
- b) that technical progress has led to the production of more stable and reliable equipment;

recommends

that the next competent world administrative radio conference decide on the date of entry into force of ~~the new~~ the final guardband arrangement;

requests the Secretary-General

to forward this Recommendation to the Inter-Governmental Maritime Consultative Organization (IMCO) with a request to examine this subject as part of its study of the maritime distress and safety system and to submit to the above-mentioned conference a recommendation relating to the date of entry into force of the new guardband.

*Replaces Recommendation No. 200 of the World Administrative Radio Conference, Geneva, 1979.

E/28/29

ADD

RECOMMENDATION E-A

Relating to the Date of Entry into Force
of the 10 kHz Guardband for the
Frequency 500 kHz in the Mobile Service
(Distress and Calling)

The World Administrative Radio Conference for the Mobile
Services, Geneva, 1983,

considering

- a) that the radio frequency spectrum should be used in the most efficient way possible;
- b) that the World Administrative Radio Conference, Geneva, 1979, adopted a guardband from 495 kHz to 505 kHz for the frequency 500 kHz, which is the international distress and calling frequency in radio-telegraphy in the mobile service;

recognizing

- a) that an adequate amortization period should be allowed for the radio equipment currently in service;
- b) that technical progress has led to the production of more stable and reliable equipment;
- c) that this Conference has decided, as a first step, to reduce the guardband now in use to between 492 kHz and 508 kHz;

recommends

that the next competent world administrative radio conference decide on the date of entry into force of the definitive guardband from 492 to 505 kHz;

requests the Secretary-General

to forward this Recommendation to the International Maritime Organization (IMO) with a request that it examine this subject as part of its study of the maritime distress and safety system, and to submit to the above-mentioned conference a recommendation relating to the date of entry into force of the guardband adopted in 1979.

RECOMMENDATION No. 201

Relating to Distress, Urgency and Safety Traffic¹

USA/19/165 SUP

RECOMMENDATION 201

(see prop. USA/19/158, ADD RES [A], page 311)

NZL/26/27 SUP (see prop. NZL/26/27, ADD REC.)

AUS/29/146 MOD Recommendation No. 201

Relating to Distress, Urgency and Safety Traffic¹

(Replace the existing text by the following):

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983,

having noted

that the International Maritime Organisation (IMO):

- a) has adopted a Resolution² on the subject of a maritime distress system;
- b) has under development a future global maritime distress and safety system, and
- c) proposes improvements for the near future and the definition of requirements and proposed transitional measures for the distant future;

further noting

that studies having a bearing upon distress and safety measures as part of a maritime satellite radiocommunication system form the subject of CCIR questions and study programmes;

¹ Replaces Recommendation No. 201 of the World Administrative Radio Conference, Geneva, 1979.

² IMO Resolution A.420 (XI).

AUS/29/LHG
(encl)

considering

- a) that the IMO requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, is of particular importance;
- b) that automatic distress alerting, followed by automatic transmission of additional information concerning the distress case, should take place on one or more frequencies reserved for distress traffic;
- c) that this conference has made available frequencies for distress calling and distress messages using digital selective calling techniques;
- d) that the transmission and the recorded reception of distress, urgency and safety messages should be able to take place without interruption and irrespective of human attendance;
- e) that there will be a continuing requirement for non-automatic alerting by non-Convention vessels;

recommends

1. that IMO be invited to continue its studies with a view to early implementation of the future distress system and that in doing so to recognise the need for the future distress system to provide for the continued use of non-automatic alerting by non-Convention vessels;
 2. that the CCIR continue its studies to determine the role of maritime satellite radiocommunications in a coordinated distress system as well as in safety applications;
 3. that administrations consider, in the light of advances in techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis to replace Morse radiotelegraphy and possibly radiotelephony;
 4. that the transitional arrangements should be complementary to the IMO's Future Global Maritime Distress and Safety System and should not adversely affect existing distress and safety services during the transitional period.
-

NZL/25/27 ADD

RECOMMENDATION []

Relating to Distress, Urgency and Safety Traffic*

The World Administrative Radio Conference for Mobile
Telecommunications, Geneva, 1983

having noted

that the International Maritime Organisation (IMO):

- a) has adopted a Resolution** on the subject of the maritime distress system;
- b) has under development a future global maritime distress and safety system, proposes improvements for the near future and the definition of requirements and proposed transitional measures for the distant future;

further noting

that studies having a bearing upon distress and safety measures as part of a maritime satellite radiocommunication system form the subject of CCIR questions and study programmes;

considering

- a) that the IMO requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, is of particular importance;
- b) that automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, should take place on one or more frequencies reserved for distress traffic;
- c) that adequate frequencies must be made available for associated requirements for safety calling and communications;
- d) that the transmission and the recorded reception of distress, urgency and safety messages should be able to take place without interruption and irrespective of human attendance;
- e) that there will be a continuing requirement for non-automatic alerting by some ships;

* Replaces Recommendation No. 201 of the World Administrative Radio Conference, Geneva 1979.

** IMCO Resolution A.420 (XI).

RES.

recommends

1. That IMCO be invited to continue its studies with a view to early implementation of the future distress system and that in doing so to recognise the need for the future distress system to provide for the continued use of non-automatic alerting by some ships and for existing equipment in such ships to be able to continue in use;
 2. that CCIR continue its studies to determine the role of maritime satellite radiocommunications in a co-ordinated distress system as well as in safety applications;
 3. that a prerequisite to the introduction of the future distress system be proof by field trials that it will provide an improved service in all respects;
 4. that administrations consider, in the light of advancing techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis, to replace Morse telegraphy and possibly radiotelephony;
 5. That transitional arrangements to the Future Global Maritime Distress and Safety System should be compatible with and not adversely affect the existing distress and safety services.
 6. that administrations have as an objective the taking of a decision in this matter at the next competent World Administrative Radio Conference.
-

RECOMMENDATION No. 202

**Relating to the Improvement of Protection of Distress and Safety
Frequencies, and Those Related to Distress and Safety,
Against Harmful Interference**

USA/19/166
AUS/29/147

SUP

RECOMMENDATION No. 202

REC.

- 342 -

RECOMMENDATION No. 203

Relating to the Future Use of the Band 2 170 - 2 194 kHz

USA/19/167

SUP

RECOMMENDATION No. 203

(see prop. USA/19/162, ADD RES [E], page 300)

AUS/29/148

SUP

G/18/325 ADD

RECOMMENDATION No UK/1

RELATING TO THE FUTURE USE OF THE BAND 2170-2194 kHz

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983

recognising

- a) that the carrier frequency 2182 kHz is the international distress frequency for radiotelephony;
- b) that this frequency has also been designated as the radiotelephony distress traffic frequency in the 2 MHz band for use in connection with the Future Global Maritime Distress and Safety System (FGMDSS);
- c) that the same frequency is also the international calling channel in this band;

noting

- a) Recommendation 203 (YA) of the WARC, Geneva, 1979, which calls upon the next competent WARC to examine the allocations within the band 2170-2194 kHz and to review the technical and operational parameters with a view to reducing further the guardband around the frequency 2182 kHz;
- b) Resolution 200 (AN) of the WARC, Geneva, 1979, which calls upon the next competent WARC to decide upon the final date for the final conversion to class R3E and J3E emissions on the carrier frequency 2182 kHz;
- c) Recommendation 307 (YL) of the WARC, Geneva, 1979, which calls upon the next appropriate WARC to provide a frequency to be reserved for distress calls and messages to the exclusion of routine traffic and calling;

considering

- a) that in taking action upon the above-mentioned Resolution and Recommendations account must be taken of the requirements of the FGMDSS, and the timing of its implementation;
- b) that it is desirable that in each frequency band the NBDP and DSC elements of the FGMDSS requirement should be located in the spectrum adjacent to the radiotelephony element;

G113/325

(Cont.)

- c) that the DSC element needs to be provided immediately in its permanent location, and that the DSC frequency in the 2 MHz band has accordingly been located on the frequency 2185.5 kHz;
- d) that the frequency 2181.5 kHz has been identified as the location of the NBDP element in the 2 MHz band, but until the conversion to single-sideband operation on 2182 kHz is fully implemented the use of the frequency 2181.5 kHz must be conditional upon no harmful interference being caused to the use of class A3E emissions by apparatus provided solely for distress, urgency and safety purposes (see No 4130);
- e) that it is desirable to provide a separate international calling frequency in this band in order fully to satisfy the FGMSS requirement for a dedicated distress traffic channel, and to meet the terms of Recommendation 307 (YL);
- f) that this additional channel should be accommodated by a further reduction in the guardbands around 2182 kHz;

recommends

that the next competent WARC for the mobile services should

- a) determine a final date for the completion of the conversion to single-sideband reduced or suppressed carrier (R3E and J3E emissions) working on the carrier frequency 2182 kHz and for the discontinuation of the use of classes of emission A3E and H3E on this frequency; the date determined for this action should be no later than the date of full implementation of the FGMSS;
- b) provide, as from the date determined in accordance with 'Recommends a)', for the worldwide implementation of the use of the frequency 2181.5 kHz, in the vacated lower sideband of 2182 kHz, as the dedicated frequency for narrow-band direct-printing in connection with the FGMSS in this band, in accordance with No 2971D;
- c) provide for a further reduction of the guardband around 2182 kHz, using the spectrum made available to provide a new channel for international calling in replacement of 2182 kHz which would then be exclusively reserved for distress and safety traffic in connection with the FGMSS; this action should also be implemented upon the date determined in accordance with 'Recommends a)';

invites the Administrative Council

to empower the Mobile WARC 1988 to take appropriate action on this Recommendation.

RECOMMENDATION No. 204

Relating to the Application of Chapters NX, NXI and NXII
of the Re-Arranged Radio Regulations¹

AUS/29/149 SUP Recommendation 204

USA/19/168 MOD

RECOMMENDATION No. 204 [A]*

Relating to the Application of Chapters ~~NX, NXI and NXII~~
IX, X, XI and XII of the ~~Re-Arranged~~ Radio Regulations/1

The World Administrative Radio Conference for Mobile Telecommunications
, Geneva, 1979,--1983,

considering

- a) that the Radio Regulations provide the basic regulatory framework for all the mobile services and that the provisions of the Radio Regulations should correspond as closely as possible with the needs and operational realities of these services;
- b) that ~~this Conference has~~ the 1979 WARC adopted the Re-Arrangement of the Radio Regulations as proposed by the Group of Experts, taking into account proposals made by a number of administrations for further refinement of the Re-Arrangement;
- c) that the separation of the previous mobile service provisions into specific chapters dealing with individual mobile services has highlighted certain anomalies in relation to each of the mobile services, and particularly in their applicability to the aeronautical mobile service and the land mobile service;
- d) that certain of these anomalies raise substantive operational issues with which this Conference is not competent to deal;

* Replaces Recommendation No. 204 of the World Administrative Radio Conference, (Geneva, 1979).

e) that the aeronautical mobile service is concerned with the communications to ensure safe and regular operation of aircraft;

f) that towards this objective the International Civil Aviation Organization has agreed upon standards and recommended practices adapted to the needs of aircraft operation which have been proven in practice and are well established in current use;

recognizing

a) that this Conference could only revise the provisions of the Radio Regulations from the limited aspect of distress and safety; and

b) that this action has still not resulted in bringing the Regulations into accord with the needs and practices of the services concerned;

recommends

1. that the next-competent 1988 world administrative radio conference revise Chapters ~~NK, NK and NKI~~ IX, X, XI and XII to bring them into accord with the current needs and practices of the services concerned; and

2. that the Administrative Council take the necessary steps to place this matter on the Agenda for that 1988 World Administrative Radio Conference;

instructs the Secretary-General

to communicate the text of this Recommendation to ICAO and IMCO and to request the attention of these organizations to a study of the material contained in Chapters ~~NK--and--NKI-2~~ IX, X and XI, respectively, with a view to assisting administrations in their preparations for that conference.

/1 Chapters X, XI and XII of the Radio Regulations 1979.

/2 Chapters X and XI of the Radio Regulations (1979).

CAN/9/117

ADD

RECOMMENDATION No. A

Relating to the Need to Study the Provisions
of Chapter IX of the Radio Regulations
with a View to the Promulgation of
Realistic Emergency, Distress and
Urgency Communications Provisions
for the Aeronautical Mobile Service

The World Administrative Radio Conference for Mobile
Services, Geneva, 1983,

considering

- a) that the Radio Regulations provide the basic regulatory framework for all of the mobile services and that the provisions of the Radio Regulations should correspond as closely as possible with the needs and operational realities of these services;
- b) that the aeronautical mobile (R) service is concerned with communications to ensure safe and regular operation of aircraft;
- c) that towards this objective the International Civil Aviation Organization has agreed upon Standards and Recommended Practices adapted to the needs of aircraft operation, including distress and urgency communications procedures, which have been provided in practice and are well established in current use;
- d) that only a relatively small number of the regulations placed in Chapter IX of the Radio Regulations as a result of the re-arrangement were pertinent to the aeronautical mobile service;
- e) that a majority of the regulations in Chapter IX were originally drafted to meet maritime mobile service requirements;
- f) that the re-arrangement of the Radio Regulations as adopted by WARC-79 has highlighted certain anomalies in Chapter IX, especially as it relates to the aeronautical mobile service;

REC.

ENW/91/117
(end) recognizing

- a) that, because of time and agenda restrictions, this Conference was unable to deal with certain of these anomalies which raise substantive operational issues;
- b) that practical difficulties might arise when a specialized World Administrative Radio Conference, convened to address a particular mobile service, seeks to amend general mobile service provisions having a broader impact than appropriate to that conference;
- c) that further considerable changes to Chapter IX will be necessary in the future to accommodate new provisions resulting from the development and introduction of worldwide systems for search and rescue for maritime services;

recommends

that the next competent World Administrative Radio Conference consider the possible revision of the provisions of Chapter IX or its presentation to ensure the Radio Regulations are in accord with the current needs and practices of the services concerned;

instructs the Secretary-General

to communicate the text of this Recommendation to ICAO and IMCO and to request the attention of these organizations to a joint study of the material contained in Chapter IX with a view to assisting administrations in their preparations for that conference.

G/18/326 ADD

RECOMMENDATION No UK/2

RELATING TO THE FURTHER REVISION OF CHAPTERS X (NX),
XI (NXI) AND XII (NXII) OF THE RADIO REGULATIONS

The World Administrative Radio Conference for Mobile
Telecommunications, Geneva, 1983

noting

a) Recommendation 204 (C) of the World Administrative Radio Conference, Geneva, 1979, which calls upon the next competent World Administrative Radio Conference to revise Chapters X (NX), XI (NXI) and XII (NXII) of the Radio Regulations to bring them into accord with the current needs and practices of the services concerned;

b) that the limited scope of this Conference has meant that only minimum essential revisions have been made to these provisions, and that these revisions have been concerned only with matters pertaining to distress and safety;

considering

that further substantive revision, particularly of Chapter X (NX), is required to improve and harmonise the provisions concerned from all points of view, and to bring the Re-arrangement of the Radio Regulations which was adopted by the World Administrative Radio Conference, Geneva, 1979 to a satisfactory conclusion that takes full account of the needs and operational realities of all the services concerned;

recommends

that the next appropriate World Administrative Radio Conference for the mobile services should review and undertake the necessary further revision of Chapters X (NX), XI (NXI) and XII (NXII);

invites the Administrative Council

to empower the World Administrative Radio Conference for the mobile services scheduled for 1988 to undertake the necessary further revision of Chapters X (NX), XI (NXI) and XII (NXII).

REC.

RECOMMENDATION No. 303

**Relating to the Use of the Carrier Frequencies 4 125 kHz
and 6 215.5 kHz to Supplement the Carrier Frequency 2 182 kHz
for Distress and Safety and for Call and Reply Purposes
in the Zone of Regions 1 and 2 South of Latitude 15° N,
but Including Mexico, and in the Zone of Region 3
South of Latitude 25° N¹**

AUS/29/150 SUP Recommendation 303

RECOMMENDATION No. 306

**Relating to the Establishment of a Watch by Coast Stations
for Distress Purposes on the Frequency 156.8 MHz ¹**

E/28/28

SUP

RECOMMENDATION 306

REC.

- 352 -

RECOMMENDATION No. 307

**On the Choice of a Frequency in the Maritime
Mobile Bands Between 1 605 kHz and 3 800 kHz
to Be Reserved for Safety Requirements ¹**

USA/19/169

SUP

RECOMMENDATION No. 307

(see prop. USA/19/162, ADD RES / E_, page 300)

AUS/29/151

SUP

RECOMMENDATION No. 308

**Relating to the Designation of Common Frequencies
in the Medium Frequency Bands for Use by
Coast Radiotelephone Stations for
Communicating with Ships of Other Nationalities ¹**

S/14/45	SUP	RECOMMENDATION No. 308
NOR/15/19	SUP	
USA/19/170	SUP	(see prop. USA/19/162, ADD RES <u> E </u> , page 300)
FNL/23/12	SUP	

REC.

- 354 -

RECOMMENDATION No. 309

**Relating to the Designation of a Frequency in the Band
435 - 495 kHz or 505 - 526,5 kHz (525 kHz in Region 2) on a
Worldwide Basis for the Transmission by Coast Stations
of Navigational and Meteorological Warnings to Ships,
Using Narrow-Band Direct-Printing Telegraphy**

USA/19/171

SUP

RECOMMENDATION No. 309

(see prop. USA/19/175, ADD REC /⁻D₇)

AUS/29/152

SUP

USA/19/175 ADD

RECOMMENDATION [D]*

**Relating to the Designation of the Frequency 518 kHz
on a Worldwide Basis for the Transmission by
Coast Stations of Navigational Warnings to Ships,
Using Narrow-Band Direct Printing Telegraphy**

The World Administrative Radio Conference for Mobile Telecommunications
(Geneva, 1983)

considering

- a) that this conference has designated that the frequency 518 kHz may be used on a worldwide basis for transmission by coast stations of navigational and meteorological warnings to ships;
- b) that the Inter-Governmental Maritime Consultative Organization (IMCO)/¹ in consultation with the International Hydrographic Organization (IHO) has begun to develop a plan for the coordinated promulgation of these warnings;
- c) that the CCIR has recommended/² an automated direct-printing telegraph system for transmission of navigational and meteorological information to ships;
- d) that such transmissions would enhance the safety of life at sea;
- e) that in certain circumstances, it may be possible to share the use of the band 510-526.5 kHz (525 kHz in Region 2).

*Replaces Recommendation No. 309 of the World Administrative Radio Conference, Geneva, 1979.

/1 See IMCO Resolution A.420 (XI), 15 November 1979.

/2 See CCIR Recommendation 540.

USA 149/1175

recommends

(end)

1. that administrations wishing to use the frequency 518 kHz for the promulgation of navigational and meteorological warnings to ships should effect appropriate coordination with IMCO;
2. that administrations should refrain from authorizing transmissions on the frequency 518 kHz which could cause harmful interference to the reception of navigational and meteorological warnings;
3. that administrations should refrain from authorizing transmissions on the frequency 518 kHz which could cause mutual harmful interference to the allocated services.

invites the CCIR

to study the matter of sharing frequencies in the band 510-526.5 kHz (525 kHz in Region 2), and in particular in the vicinity of 518 kHz, and report on the practical limits of such sharing which will provide for satisfactory operation of the services concerned.

requests the Secretary-General

to communicate this Recommendation to IMCO for consideration and comments.

RECOMMENDATION No. 313

Relating to Temporary Provisions Covering the
Technical and Operational Aspects of the
Maritime Mobile-Satellite Service¹

G/18/323 MOD RECOMMENDATION No 313 (YR)

MOD RELATING TO ~~TEMPORARY PROVISIONS~~ REGULATIONS COVERING
THE TECHNICAL AND OPERATIONAL ASPECTS OF THE MARITIME
MOBILE-SATELLITE SERVICE¹

MOD The World Administrative Radio Conference for Mobile
Telecommunications, Geneva, ~~4979~~ 1983

NOC considering

NOC a) that a minimum number of provisions to introduce
the maritime mobile-satellite service in an orderly
manner has been adopted;

SUP b) that administrations service;

ADD bA) the commencement of INMARSAT's operations in 1982
and the introduction of temporary technical and oper-
ational arrangements by that organisation;

SUP c) that, consequently service;

ADD cA) that technical and operational procedures in the
maritime mobile-satellite service are still being
developed as new coast earth stations and ship earth
stations come into service;

SUP d) that, nevertheless conference;

ADD dA) that such procedures may be subject to further
development and change in the light of experience gained
for some further years;

ADD recognising

ADD that any CCIR or CCITT recommendations on this
subject could be more readily adapted to changing tech-
niques than could detailed regulations;

NOC recommends

SUP that, whilst without prejudice.

ADD that the next appropriate World Administrative
Radio Conference should adopt the minimum necessary
detailed regulations relating to technical and operational
procedures for use in the maritime-mobile satellite service.

MOD ¹ Replaces Recommendation No ~~Mar-2-45 313~~ of the World
Maritime Administrative Radio Conference, Geneva, ~~4974~~
1979.

USA/19/172 MOD

RECOMMENDATION No. 313 [B]*

**Relating to Temporary Provisions Covering the
Technical and Operational Aspects of the
Maritime Mobile-Satellite Service**

The World Administrative Radio Conference for Mobile Telecommunications
Geneva, 1979 1983

considering

- a) that a minimum number of provisions to introduce the maritime mobile-satellite service in an orderly manner has been adopted;
- b) that administrations have, as yet, little or no experience in operating a maritime mobile-satellite service;
- c) that the International Maritime Satellite Organization (INMARSAT) has recently come into existence and is planning to have its first international system operational in a short time;
- d) that CCIR is studying the technical aspects of this service;
- ~~e)~~ e) that, consequently, it is impossible at the present time to establish comprehensive regulatory provisions covering in detail the technical and operational aspects of such a service;
- ~~d)~~ f) that, nevertheless, temporary administrative, technical and operational provisions may become necessary before the next competent administrative radio conference;

recommends

- 1. that, whilst gaining experience to provide a basis for the adoption of detailed regulations by the next appropriate administrative radio conference, administrations participating in the mobile-satellite service should agree to temporary administrative, technical and operational provisions, notify them to the Secretary-General, and invite other administrations to adopt them, without prejudice;
- 2. that, the CCIR continue its studies; and
- 3. that the Administrative Council take the necessary actions to place this matter before a future administrative radio conference.

*Replaces Recommendation No. 313 of the World Administrative Radio Conference (Geneva, 1979).

RECOMMENDATION No. 602

Relating to Maritime Radiobeacons

F/10/17 MOD

RECOMMENDATION No. 602

Relating to Maritime Radiobeacons

- MOD The World Administrative Radio Conference for the Mobile Services,
Geneva, ~~1979~~ 1983,
- NOC considering
- NOC a) that maritime radiobeacons in the European Maritime Area are governed
by the "Regional Arrangement for Maritime Radiobeacons in the European Area of
Region 1, Paris, 1951", hereinafter referred to as the "Paris Arrangement,
1951";
- NOC b) that the Paris Arrangement, 1951, is largely based on the geographical
disposition of radiobeacons existing before 1939 and on the state of maritime
navigation at that time;
- NOC c) that since the conclusion of the Paris Arrangement, 1951, the
geographical disposition and certain characteristics of maritime radiobeacons
have been changed by bilateral or multilateral agreements, particularly to
take into account the changes which have occurred in the habits and rules of
maritime navigation in the area in question;
- NOC d) that the Paris Arrangement, 1951, is based essentially on the use of
aural direction-finding receivers;
- SUP e)
- SUP f)
- SUP g)

F/10/11 (end)

- ADD gA) that studies by administrations, the International Association of Lighthouse Authorities (IALA) and the CCIR have shown that it is necessary to review the provisions of the Paris Arrangement, 1951;
- ADD gB) that these studies should be more precise with regard to spacing between adjacent channels and modulation characteristics;
- NOC noting
- NOC a) the existence in Chapter VIII of the Radio Regulations (Article 35, Section IV, paragraph C "Maritime Radiobeacons") of provisions Nos. 2860 to 2866;
- NOC b) the existence in Chapter III (Article 8, Section I) of No. 405, which defines the European Maritime Area;
- NOC recommends
- SUP 1.
- SUP 2.
- ADD 2A. that a sub-regional conference for the European Maritime Area should be convened to revise the provisions of the Paris Arrangement, 1951, and to draw up a maritime radiobeacon plan for the European Maritime Area;
- ADD 2B. that all administrations and the CCIR should prepare the technical documents for submission to the above-mentioned conference;
- NOC invites the Administrative Council
- MOD ~~to take the necessary steps to arrange for questions relating to maritime radiobeacon stations, which are of interest to the mobile services, to be included in the agenda of the next world administrative radio conference for the mobile services, in such a way that the conference could envisage a modification of the relevant Articles of the Radio Regulations; convene a specialized conference under Article 32 of the International Telecommunication Convention (Malaga-Torremolinos, 1973) before 1987;~~
- NOC requests the Secretary-General
- to communicate this Recommendation to the Inter-Governmental Maritime Consultative Organization (IMCO) and the International Association of Lighthouse Authorities (IALA).
-

G/18/324 MOD RECOMMENDATION No 602 (XD)
(MOD) RELATING TO MARITIME RADIOBEACONS¹

MOD The World Administrative Radio Conference for Mobile
Telecommunications, Geneva, 4979 1983

NOC considering

MOD a) ~~that maritime radiobeacons in the European Maritime Area are governed by~~ the "Regional Arrangement for Maritime Radiobeacons in the European Area of Region 1, Paris, 1951", hereinafter referred to as the "Paris Arrangement, 1951", is largely based on the geographical disposition of radiobeacons existing in 1939 on the state of maritime navigation at that time;

SUP b) that the Paris that time;

MOD c) that since the conclusion of the Paris Arrangement, 1951, the geographical disposition and certain characteristics of maritime radiobeacons have been changed by bilateral or multilateral agreements, particularly to take into account the changes which have occurred in the ~~habits and~~ rules and procedures of maritime navigation ~~in the area in question;~~

NOC d) that the Paris Arrangement, 1951, is based essentially on the use of aural direction-finding receivers;

SUP e) that for frequency;

SUP f) that it is 1951;

SUP g) that this necessary;

ADD gA) that studies by administrations and by the International Association of Lighthouse Authorities (IALA) have demonstrated a need to revise the bases on which the Paris Arrangement, 1951, was prepared;

ADD gB) that the CCIR and IALA are currently reviewing the technical and operating characteristics of maritime radiobeacons;

NOC noting

(MOD) - the existence in Chapter VIII of the Radio Regulations (Article 35, Section IV, paragraph C "Maritime Radiobeacons"), of provisions 2860 to ~~2866~~ 2864 and 2865A;

NOC - the existence in Chapter III (Article 8, Section I), of No 405 which defines the European Maritime Area;

ADD ¹Replaces Recommendation No 602 (XD) of the World Administrative Radio Conference, Geneva, 1979

REC.

G/12/324
(end)

- ADD recognising
- ADD a) that there are operational reasons for revising the Paris Arrangement, 1951, as soon as practicable and replacing it with a plan to cover the European Maritime Area;
- ADD b) that there would be operational advantages also for having an international arrangement governing maritime radiobeacons in the Mediterranean Sea;
- NOC recommends
- SUP 1. that the administrations concerned conferences;
- SUP 2. that all administrations conferences;
- ADD that a Sub-Regional Conference for the European Maritime Area should be held in late 1984 in order both to revise the Paris Arrangement, 1951, and to prepare a plan for the arrangement of maritime radiobeacons throughout the European Maritime Area;
- NOC invites the Administrative Council
- MOD to take the necessary steps to arrange for questions relating to maritime radiobeacon stations, which are of interest to the mobile services, to be included in the agenda of the next world administrative radio conference for the mobile services, in such a way that the conference could envisage a modification of the relevant articles of the Radio Regulations convene a specialised conference under Article 32 of the International Convention (Malaga-Torremolinos, 1973);
- NOC requests the Secretary-General
- NOC to communicate this Recommendation to IMCO and IALA.
-

RECOMMENDATION No. 604

Relating to the Future Use and Characteristics of
Emergency Position-Indicating Radiobeacons¹

USA/19/173 MOD

RECOMMENDATION 604 [C]*

Relating to the Future Use and Characteristics of
Emergency Position-Indicating Radiobeacons

The World Administrative Radio Conference for Mobile Telecommunications
, Geneva, 1979 1983 ,

considering

- a) that according to Article N36 41 of the Radio Regulations, the essential purpose of the emergency position-indicating radiobeacon (EPIRB) signals is to facilitate determining the position of survivors in search and rescue operations;
- b) that the Inter-Governmental Maritime Consultative Organization (IMCO) ~~Resolution A-91 (iv) provides that EPIRB's are intended primarily for homing, however, they may be used for alerting in appropriate circumstances,~~ is considering various types of EPIRB's for use in the future global maritime distress and safety system, and these EPIRB's will be an integral part of the future system;
- c) that IMCO Resolution A.217 (VII) recommends that administrations require all ships and vessels, where appropriate, to be equipped with EPIRB's operating on appropriate radio frequencies;
- d) that IMCO is considering compulsory fitting of EPIRB's on all passenger ships and cargo ships of 300 tons gross tonnage and upwards;
- e) that IMCO has stressed in Resolution A.279 (VIII) the urgent need for unification of the characteristics of EPIRB's;

* This replaces Recommendation 604 of the World Administrative Radio Conference (Geneva, 1979).

USA 19/11/73 considering in particular

(and)

~~that IMCO has stressed in Resolution A.279 (VIII) the urgent need for unification of the characteristics of EPIRB's~~

recognizing

a) that there are provisions in the Radio Regulations for EPIRB's on the frequencies 2182 kHz, 121.5 MHz, 243 MHz, and in the band 406-406.1 MHz;

~~b) that the World Administrative Radio Conference for Space Telecommunications, Geneva 1971, in the case of EPIRB's, reserved the frequency band 406-406.1 MHz for the mobile satellite service solely for the use and development of low power EPIRB systems using space techniques;~~

b) that significant changes in frequency allocations for satellite systems were effected by WARC 1979. The band 406-406.1 MHz is now exclusively allocated to mobile-satellite service (Earth-to-space) for EPIRB use and development. The band 1645.5-1646.5 MHz is allocated to the mobile-satellite service (Earth-to-space) and limited in use to distress and safety operations. The band 1544-1545 MHz is exclusively allocated to the mobile-satellite service (space-to-earth) for distress and safety operations;

~~c) that IMCO Resolution A.91 (IV) recommends the carrier frequency 2 182 kHz as the first choice operational frequency for EPIRB's;~~

~~d) that the technical characteristics of EPIRB's operating on the carrier frequency 2 182 kHz are contained in Article N36 and Appendix 20A of the Radio Regulations and CCIR Recommendation 439;~~

c) that in order to facilitate the application of a universal standard for Resolution 601 (AL) resolved that EPIRB's operating on the frequencies 121.5 MHz and 243 MHz, this conference has adopted Appendix 37A. shall comply with the relevant CCIR recommendations and the standards and recommended practices of the International Civil Aviation Organization (ICAO);

recommends

1. that, in view of their inter-relationship in this matter, IMCO and ICAO be invited, as a matter of urgency, to review their concept for EPIRB's in regard to search and rescue operations and the safety of life at sea;

~~2. that the CCIR be requested, when IMCO and ICAO have stated their concepts, to continue to study technical and operating questions for EPIRB's including the preferred frequencies in particular relation to the prime requirement for homing and the technical characteristics of such beacons with regard to the requirement for unification, in consideration of concepts stated by IMCO and ICAO.~~

CAN/9/118

ADD

RECOMMENDATION No. B

Relating to the Definition of "Emergency
Position-Indicating Radiobeacon Station"

The World Administrative Radio Conference for Mobile
Services, Geneva, 1983,

considering

- a) that No. 88 of the Regulations defines the term "Emergency Position-Indicating Radiobeacon Station";
- b) that this definition applies only to the mobile service;
- c) that many programmes are being undertaken to determine the technical and operational aspects of EPIRBs intended to be used as part of space systems;
- d) that operational satellites to aid search and rescue are to be introduced in the near future;
- e) that some concern has been expressed regarding the need for a definition to take account of the space aspects of EPIRB operation;

noting

that any term and definition established for this purpose in the Radio Regulations must conform to the terms, definitions and methodology already used therein;

recognizing

that this Conference is not competent to in any way alter the existing definitions;

recommends

that the next appropriate World Administrative Radio Conference be empowered to modify No. 88 of the Radio Regulations to include the operation of EPIRBs as part of a space system.

RECOMMENDATION No. 605

Relating to Technical Characteristics and Frequencies
for Shipborne Transponders ^{1, 2}

USA/19/174 MOD

RECOMMENDATION No. 605 [CA]/1

Relating to Technical Characteristics and Frequencies
for Shipborne Transponders /2

The World Administrative Radio Conference for Mobile Telecommunications
Geneva, 1979 1983 ,

considering

- a) that merchant ships of the world are increasing in size and speed;
- b) that every year a significant number of collisions occur involving merchant vessels with resultant loss of life and property and that collisions have a high potential for endangering the natural environment;
- c) that there is a need to correlate radar targets with vessels making VHF radiotelephone transmissions;
- d) that studies and experiments have shown that shipborne transponders can enhance and supplement radar target images as compared with normal radar images;
- e) that current studies and experimentation relating to shipborne transponders indicate that development of equipment can be expected in the near future which will offer adequate radar image enhancement and target identification and, possibly, data transfer capabilities;
- f) that such shipborne transponders may require protection from interference;
- g) that the selection of technical characteristics for these transponders should be coordinated with other users of the radio frequency spectrum whose operations might be affected;

recognizing

that this Conference has adopted provisions (See No. [ADD] 823B) to reduce the possibility of interference to shipborne transponders in the band 9280 - 9300 MHz;

/1 Replaces Recommendation No. 605 of the World Administrative Radio Conference, Geneva, 1979.

± /2 A receiver-transmitter which emits a signal automatically when it receives the proper interrogation.

requests the CCIR

to recommend, after consultation with appropriate international organizations, the most suitable order of frequencies and bandwidth required for this purpose, and the technical parameters to be met by such devices taking into account electromagnetic compatibility with other services having allocations in the same frequency band;

invites administrations and the Inter-Governmental Maritime Consultative Organization (IMCO)

to continue to evaluate the operational benefits which could result from widespread use of transponders on ships and to consider whether there would be advantage in adopting an internationally approved system for future implementation;

recommends

that, pending further technical and operational developments and evaluation, administrations be prepared at the next competent world administrative radio conference to make the necessary provisions for the use of such devices.

REC.

DNK/22/19 ADD

RECOMMENDATION No. DNK-2

relating to planning the use of frequencies by the maritime mobile service in the band 435 - 526.5 kHz in Region 1
The World Administrative Radio Conference for Mobile Services, Geneva 1983,

considering

- a) that Recommendation 300 of the WARC 79 stressed the need for planning the use of frequencies in the band 435 - 526.5 kHz by the maritime mobile service;
- b) that the WARC 79 adopted a reduction of the guard band around the frequency 500 kHz and in Recommendation 200 recommended that the next competent world administrative radio conference decide on the date of entry into force of this reduction;
- c) that as a result of the WARC 79 and the technical development a revision of the Copenhagen Agreement of 1948 and its associated assignment plan is now required;

noting

that the need for planning the use of frequencies in the frequency band 435 - 526.5 kHz is highest in the European Maritime Area (RR 405) and an assignment plan should therefore be prepared for this area by a sub-regional conference within the next couple of years;

recommends

that preparation of an assignment plan for the European Maritime Area shall be based upon the following:

- a) 0.5 kHz channel spacing, both for morse telegraphy and narrow-band direct printing telegraphy, as has been used in the maritime mobile HF-bands for some time with good results;
- b) each channel can be used for morse telegraphy or narrow-band direct printing telegraphy as required;
- c) reduction of the guardband around 500 kHz;
- d) until 1. January 1990, when tighter frequency tolerances for morse telegraphy ship stations are applicable, frequencies for morse telegraphy may be assigned with a channel spacing of 1 kHz;
- e) a number of channels should be allocated for duplex traffic;
- f) a small number of channels should be allocated for simplex traffic;

DNK/22/13
(end)

- g) a small number of channels may be allocated for digital selective calling;
- h) traffic data should be used as a basis for calculation of channel requirements. A possible method for such calculations is indicated in the annex to this recommendation.

Annex

A method for calculation of channel requirements

1. To establish a plan reflecting the real requirements for the maritime mobile service, it is required to base the planning on some simple traffic data and an expected development in the years to come.
2. A firm base for channel requirements is necessary for three additional reasons:
 - a) too few channels leads to heavy overload of the available channels,
 - b) too many channels results in expensive equipment not being used to the extent possible,
 - c) channels assigned, but not implemented, represent a waste of a very limited resource.
3. In the calculations, the following formula is used:

$$\frac{T \times k \times b}{60} = \text{number of channels required}$$

where

T = number of calls/telegrams per day in average,

k = degree of concentration (percentage part of the total traffic handled during busy hours)

b = total average time per telephone call or total average time per telegram, including time to establish the connection.

4. By using this formula and data and information available to administrations, it is possible in a simple manner to calculate the necessary number of channels per station for a certain period of time, for example five or ten years.

If the prognoses are decreasing, the figures for the beginning of the period should be used.

If the prognoses are increasing, the figures for the end of the period should be used.

5. In some cases the need for greater coverage area may lead to a slightly greater channel requirement than given by the formula. However, in practical planning, both the calculation and the coverage area will have to be considered.

DNK/22/20 ADD

RECOMMENDATION No. DNK-3

relating to planning the use of frequencies by the maritime mobile service in the bands between 1606.5 kHz and 3400 kHz in Region 1.

The World Administrative Radio Conference for Mobile Services, Geneva 1983,

considering

- a) that Recommendation 301 of the WARC 79 stressed the need for planning the use of frequencies in the bands between 1606.5 kHz and 3400 kHz by the maritime mobile service in Region 1;
- b) Recommendation 203 of the WARC-79 relating to the future use of the band 2170 - 2194 kHz and the decisions taken by this Conference;
- c) that the outcome of the WARC-79 contains several changes in the table of frequency allocations;
- d) that there is an urgent need for introduction of small segments for the radiolocation service. Reference is made to Resolution 38 of the WARC-79, where the full implementation of this service depends on the implementation of an assignment plan for the maritime mobile service;

noting

that the need for planning the use of frequencies in the bands between 1606.5 kHz and 3400 kHz for the maritime mobile service is highest in the European Maritime Area (RR 405) of Region 1 and an assignment plan should therefore be prepared for this area by a sub-regional conference within the next couple of years;

DNK/22/20
(end)

recommends

that preparation of an assignment plan for the European Maritime Area shall be based upon the following:

- a) a channel spacing of 3.0 kHz for radiotelephony;
 - b) a channel spacing of 0.5 kHz for narrow-band direct printing telegraphy;
 - c) reduced guardband around the frequency 2182 kHz;
 - d) channelling plans as indicated in Appendix DNK-5 and Appendix DNK-6;
 - e) a number of channels should be allocated to duplex traffic;
 - f) a certain number of channels should be allocated to narrow-band direct printing telegraphy;
 - g) a small number of channels should be allocated to simplex traffic;
 - h) a few frequencies should be designated for use by ships, calling foreign coast stations;
 - i) traffic data should be used as a basis for channel requirements. A possible method for such calculations is indicated in the annex to Recommendation DNK-2.
-

REC.

FNL/23/13 ADD

RECOMMENDATION No. FNL-A

Relating to the Convening of a Sub-Regional Conference for the European Maritime Area to Prepare Frequency Assignment Plans for the Maritime Mobile Service in the Bands Between 435 kHz and 526.5 kHz and in Parts of the Band Between 1605.5 kHz and 3400 kHz.

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983,

considering

- a) that Recommendation 300 of the WARC, Geneva, 1979 confirmed that the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;
- b) that Resolution 38 of the WARC, Geneva, 1979 stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1606.5-2850 kHz for the maritime mobile service;
- c) that the WARC, Geneva, 1983 was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that there is an urgent need, at least in that part of Region 1 defined as the European Maritime Area, for frequency assignment plans to be prepared for the bands mentioned brought into force for the benefit of the maritime mobile service and for others requiring early access to certain bands to be vacated by that service;

recommends that the Administrative Council

establishes as early as possible a sub-regional conference for the European Maritime Area to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1606.5 kHz and 3400 kHz.

URS/17/11

RECOMMENDATION

Relating to the Basic Principles for the Reallocation
of HF Bands to the Maritime Mobile Service

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983,

considering

- a) that the assignment of additional frequencies to ship stations for duplex telephony in the 4 000 - 4 063 kHz band and of the other additional HF bands allocated to the maritime mobile service by WARC-79, including the 8 100 - 8 195 kHz band, necessitates a review of the basic principles governing the reallocation of HF frequency bands for radiotelephony and radiotelegraphy;
- b) that careful preparation is necessary for the revision of existing frequency allotment plans for coast stations;
- c) that it is necessary to develop efficient maritime radiocommunication systems, including narrow-band direct-printing telegraphy;
- d) that experience has been gained from the implementation of the decisions of the Maritime WARC-67 and WARC-74 on the revision of Appendix 15 and procedures for the transfer of maritime mobile service stations to new frequencies (cf., e.g., Resolution Mar2 - 2);
- e) that the CCIR has concluded that the frequency spacing between adjacent single-sideband radiotelephone channels in the HF band should be 3 kHz and nominal carrier frequencies should be integer multiples of 1 kHz, and that studies have been made on the basic technical and operational characteristics of the digital selective calling system and CCIR Recommendations exist on this subject,

and further noting,

- a) that MOB-83 does not have sufficient data available to formulate specific decisions on the reallocation of the HF bands to the maritime mobile service and to revise Appendices 16 and 31-35;
- b) that new frequency bands may be used by stations of the maritime mobile service as from 1989 for frequency bands above 10 MHz and 1994 for frequency bands below 10 MHz (Resolution No. 8);
- c) that it is planned to convene the next competent Administrative Radio Conference for the Mobile Services in 1988;
- d) that the CCIR must work out the technical bases for the reallocation of HF bands to the maritime mobile service, including the necessary frequency separation between the "paired" transmission frequencies of the ship and coast stations,

URS/L1/L11

(encl)

recommends

that the next competent WARC for the Mobile Services reallocate HF bands to the maritime mobile service so as to provide for :

- an increase in the number of duplex channels for ship and coast stations for efficient maritime communications systems;
- allotment of additional international frequencies for the digital selective calling system, including provision for the organization of a series of regional frequencies;
- an increase in transmission frequency spacing for ship and coast stations for narrow-band direct-printing duplex telegraphy and for duplex telephony;

instructs the CCIR

to prepare the technical bases for the reallocation of HF bands allocated to the maritime mobile service by WARC-79 for the next competent Conference, and draft Recommendations with a view to efficient use of these portions of the radio-frequency spectrum.

J/26/188 ADD

Recommendation No. A

Relating to the Method of Test of the Radiotelephone Alarm
Signal on the Carrier Frequency 2182 kHz

The World Administrative Radio Conference for Mobile Services, Geneva,
1983,

considering

- a) that the actuation of automatic alarm receivers caused by the careless or erroneous emissions of a radiotelephone alarm signal has become a world-wide subject of discussion, and it is necessary to resolve this subject as early as possible;
- b) that as far as the method of test of the radiotelephone alarm signal on the carrier frequency 2182 kHz prescribed in Chapter IX of the Radio Regulations (Article 38, Section II, No. 3028) is concerned, even if a suitable artificial antenna be employed, there still exists a possibility of re-radiation of unwanted emissions by means of such electromagnetic induction conductor as an adjacent antenna, which gives rise to leaked emission outward;
- c) that the leakage of these radio waves can be prevented by carrying out the functioning tests of radio equipment separately for the generator of the radiotelephone alarm signal and the transmitter;

recommends

that when the tests of the radiotelephone alarm signal on the carrier frequency 2182 kHz are carried out by using the transmission equipment of ship stations, the function of the generator of the radiotelephone alarm signal shall be checked by aural monitoring without operating a transmitter, and the operation of the transmitter shall be tested by using a suitable artificial antenna and a sound signal other than the radiotelephone alarm signal in accordance with the procedures of tests of radio equipment which are prescribed in the Radio Regulations.

REC.

AUS/29/153 ADD

Recommendation No. REC-AUS1

Relating to the Use of a Priority Indicator Signal
for Alerting Ships to send Overdue Position Reports
and for Other Ships to Report Sightings

The World Administrative Radio Conference
for Mobile Telecommunications, Geneva,
1983

considering

- a) that positive ship reporting systems have been recommended for adoption by the International Maritime Organisation;
- b) that verification of the safety of vessels, which have failed to report, is required;
- c) that some Administrations have already established such ship reporting systems;
- d) that standard procedures need to be adopted;

recommends

- 1. that a priority indicator signal with the following meaning be adopted:

"A Position Report to the (name of administration) Ship Reporting System was expected from the vessel indicated by the callsign but has not been received. The indicated vessel or any vessel or shore station that has been in communication with, or sighted the indicated vessel should communicate with the sending station immediately;"

- 2. that a suitable signal for this purpose would be the alphabetic characters "JJJ" in the Morse Code for radiotelegraphy and the spoken words "REPORT IMMEDIATE" for radiotelephony;
- 3. that the name and callsign of the vessel would be broadcast with ships' traffic lists followed by the above signal when an expected Position Report is overdue for a period specified by Administrations;

AUS/29/153
(end)

requests

the Secretary-General to communicate this Recommendation to the International Maritime Organisation with a request to consider the adoption of this procedure; and

invites

administrations to consider this matter and provide proposals to the next competent conference for the implementation of this procedure taking into account the views of the International Maritime Organisation.

S/14/47
NOR/15/21

ADD RECOMMENDATION No [S-B NOR-B]

Relating to shore-ship digital selective calls in the 500 kHz band.

The World Administrative Radio Conference for mobile services, Geneva, 1983,

considering

- a) that CCIR has recommended a digital selective calling system (DSC) in the future global maritime distress and safety system (FGMDSS)
- b) that IMCO has adopted DSC as part of FGMDSS
- c) that DSC will be used both in public correspondence and in the FGMDSS
- d) that CCIR has foreseen a considerable number of frequencies for DSC in the HF bands
- e) that IMCO has proposed that a frequency in the 500 kHz band be used for alerting in the shore-ship direction in the FGMDSS

bearing in mind

- a) that the exact geographical position of a ship is generally unknown by the coast station; it is thus often necessary to make digital selective calls on a number of different HF channels for alerting an individual ship
- b) that ships generally have good access to coast stations
- c) that it is feasible to alert on a 500 kHz frequency a major part of shipping in coastal areas by one-way digital selective calls
- d) that a ship alerted in such a manner would then call the coast station by the most appropriate means of communication

requests

the CCIR to study the effective use of the 500 kHz band for shore-ship digital selective calls for public correspondence and distress alerting and that the result of the study be presented to the WARC for the mobile services 1988.

invites

administrations to submit contributions to this study.

S/14/46 ADD

NOR/15/20

DNK/22/18

FNL/23/14

RECOMMENDATION No[S-A NOR-A DNK-1 FNL-B]

Relating to Temporary Provisions Covering the Administrative, Technical and Operational Aspects of the Future Global Maritime Distress and Safety System.

The World Administrative Radio Conference for mobile services, Geneva, 1983,

considering

- a) that a minimum number of provisions to introduce the FGMDSS in an orderly manner has been adopted;
- b) that administrations have, as yet, little or no experience in the operation of the various essential components of the Future Global Maritime Distress and Safety System;
- c) that, consequently, it is impossible at the present time to establish comprehensive regulatory provisions covering in detail the technical and operational aspects of such a service;
- d) that, nevertheless, temporary administrative, technical and operational provisions may become necessary before the next competent administrative radio conference;

recommends

that, whilst gaining experience to provide a basis for the adoption of detailed regulations by the next appropriate administrative radio conference, administrations participating in the operation of the various essential components of the Future Global Maritime Distress and Safety System should agree to temporary administrative, technical and operational provisions, notify them to the Secretary General for appropriate action, and invite other administrations to adopt them, without prejudice.

PLENARY MEETING

DRAFT

AGENDA

OF THE

FIRST PLENARY MEETING

Monday, 28 February 1983, at 1430 hrs

(Room 1)

Document No.

- | | |
|---|------|
| 1. Approval of the agenda | - |
| 2. Opening of the Conference | - |
| 3. Election of the Chairman of the Conference | - |
| 4. Election of the Vice-Chairmen of the Conference | - |
| 5. Address by the Secretary-General | - |
| 6. Conference structure (Committees and main Working Groups) | DT/3 |
| 7. Election of the Chairmen and Vice-Chairmen of the Committees and of the main Working Groups of the Plenary Meeting | - |
| 8. Composition of the Conference Secretariat | - |
| 9. Allocation of documents to Committees | DT/4 |
| 10. Invitations to the Conference | 39 |
| 11. Notifications sent to international organizations | 40 |
| 12. Date by which the Credentials Committee must submit its conclusions | - |
| 13. Timetable for the work of the Conference | - |
| 14. Other business | - |

R.E. BUTLER

Secretary-General



PLENARY MEETING

DRAFT

Note by the Secretary-General

STRUCTURE OF THE WORLD ADMINISTRATIVE RADIO CONFERENCE
FOR THE MOBILE SERVICES, GENEVA, 1983

The agenda of the Conference appears in Resolution No. 853 (modified) which was adopted by the Administrative Council at its 36th Session in 1981. This Resolution is reproduced in the annex to Document No. 1 of this Conference.

The following committees with their terms of reference are suggested. The terms of reference have been drawn up within the framework of the Conference Agenda and in the light of committee structures of previous conferences.

The allocation to each committee of various Articles of the Radio Regulations and related Appendices, as well as Resolutions and Recommendations, has been made on the understanding that proposals on certain provisions will require consideration in both committees. An asterisk (*) against any Articles, Appendices, Resolutions or Recommendations indicates that the Committee under which they are listed is foreseen to have primary responsibility for them, but coordination will be required with the Chairman of the other Committee.

Committee 1 - Steering Committee

Terms of Reference :

To coordinate the work of the Committees, fix the timetable of meetings, etc.

Committee 2 - Credentials Committee

Terms of Reference :

To verify the credentials of delegations and to report on its conclusions to the Plenary Meeting within the time specified by the latter (No. 369 of the International Telecommunication Convention, Malaga-Torremolinos, 1973).

Committee 3 - Budget Control Committee

Terms of Reference :

To determine the organization and the facilities available to the delegates and to examine and approve the accounts of expenditure incurred throughout the duration of the Conference (No. 442 of the International Telecommunication Convention, Malaga-Torremolinos, 1973).



Committee 4 - Frequency and Regulatory Committee

Terms of Reference :

To consider proposals concerning frequency and related regulatory matters for the following Articles and Appendix of the Radio Regulations:

- Article 1*, as defined in agenda item 1.1;
- Article 8, as defined in agenda item 1.2;
- Article 12, as defined in agenda item 1.3;
- Appendix 16 and channelling plans in the new shared bands*, as defined in agenda item 1.4.

In so far as frequency and related regulatory matters are concerned, to review and take appropriate action, as necessary, on the following Resolution and Recommendations of the WARC-79, as defined in agenda items 2 and 3:

- Resolution : 310;
- Recommendations : 203*, 307, 308, 309, 605.

Committee 5 - Operational and Administrative Committee

Terms of Reference :

To consider proposals concerning operational and related administrative matters for the following Articles of the Radio Regulations :

- Chapter IX (Distress and Safety)*, as defined in agenda item 1.5;
- Article 62 (Selective Calling Procedure in the Maritime Mobile Service), as defined in agenda item 1.6.

In so far as operational and related administrative matters are concerned, to review and take appropriate action, as necessary, on the following Resolutions and Recommendations of the WARC-79, as defined in agenda items 2 and 3:

- Resolutions : 11, 200*, 305*, 313;
- Recommendations : 200, 201, 202, 204*, 313, 604*.

*) The Committee under which this Article/Chapter/Appendix/Resolution/Recommendation is listed bears primary responsibility for it. However, as certain proposals may require consideration in both Committees, coordination will be required with the Chairman of the other Committee.

Committee 6 - Editorial Committee

Terms of Reference :

To perfect the form of the Final Acts of the Conference without altering the sense (No. 527 of the International Telecommunication Convention, Malaga-Torremolinos, 1973).

Working groups of the Plenary Meeting :

Technical Working Group

Terms of Reference :

To consider proposals concerning technical matters related to the various agenda items and in particular to review and take appropriate action, as necessary, on the following Resolutions and Recommendations of the WARC-79, as defined in agenda items 2 and 3:

- Resolutions : 200, 310;
- Recommendations : 201, 203, 307, 313, 604, 605.

Special Working Group (Region 1 Issues)

Terms of Reference :

To review and take appropriate action, as necessary, on the following Resolution and Recommendations of the WARC-79, as defined in agenda items 2 and 3:

- Resolution : 38
- Recommendations : 300, 301, 602

R.E. BUTLER
Secretary-General

NOTES :

- 1) With regard to the scope of the work, the attention of the Conference is drawn to the preambular parts of items 1 and 2, as well as to item 3 of the agenda.
- 2) The Conference would also wish to consider, as appropriate, the Reports of the General Secretariat, the CCIR and the IFRB, as well as the information made available by the International Civil Aviation Organisation (ICAO) and the International Maritime Organisation (IMO), which has been presented as Conference documents.

SEANCE PLENIEREPLENARY MEETINGSESION PLENARIA

PROJET / DRAFT / PROYECTO

Note du Secrétaire général / Note by the Secretary-General
Nota del Secretario GeneralATTRIBUTION DES DOCUMENTS / ALLOCATION OF DOCUMENTS
ATRIBUCIÓN DE LOS DOCUMENTOS

<u>Plénière</u> <u>Plenary</u> <u>Plenaria</u>	: 1, 39, 40, 41
C2 - <u>Pouvoirs</u> <u>Credentials</u> <u>Credenciales</u>	: 2
C3 - <u>Budget</u> <u>Presupuesto</u>	: 12, 13
C4 - <u>Fréquences et Réglementation</u> <u>Frequency and Regulatory</u> <u>Frecuencias y reglamentaciones</u>	: 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 15, 17, 18+Corr.1, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28+Corr.1, 29, 30, 31, 32, 33, 34, 35, 36, 42, 43, 45, 46, 47, 49
C5 - <u>Exploitation et administration</u> <u>Operational and Administrative</u> <u>Explotación y administración</u>	: 3, 5, 6, 7, 8, 9, 10, 11, 14, 15, 16, 17, 18+Corr.1, 19, 20, 22, 23, 25, 26, 28+Corr.1, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 42, 43, 45, 46, 47, 49
GTT - <u>Groupe de travail technique</u> TWG <u>Technical Working Group</u> GTE <u>Grupo de trabajo técnico</u>	: 3, 5, 6, 7, 8, 9, 11, 18+Corr.1, 19, 20, 25, 26, 29, 30, 31, 35, 43, 45, 46
GTS - <u>Groupe de travail spécial (Région 1)</u> SWG <u>Special Working Group (Region 1)</u> GTE <u>Grupo de trabajo especial (Región 1)</u>	: 3, 5, 6, 9, 10, 11, 14, 15, 18+Corr.1, 20, 22, 23, 35

R.E. BUTLER
Secrétaire général

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

✓
Document No. DT/5-E/F/S
28 February 1983
Original : English

SPECIAL WORKING GROUP (PL-B)
(Region 1 issues)

GRAPHICAL REPRESENTATION OF PROPOSALS CONCERNING THE BANDS 415 - 526.5 kHz AND 1 606.5 - 3 200 kHz

Explanation of symbols

ALA : Morse manual telegraphy
DSC : Digital selective calling
DSC for CP : Digital selective calling for public correspondence
FEC : Forward error corrections
FC : Coast stations
FX : Fixed service
IS : Intership
ML : Land mobile service
MM : Maritime mobile service
MO : Mobile service
MO-ae : Mobile service except aeronautical mobile service
MO-ae(R) : Mobile service except aeronautical mobile (R) service
MS : Ship stations
NA : Radionavigation service
NBDP : Narrow-band direct-printing telegraphy
NAVTEX : Transmissions of navigational and meteorological warnings using narrow-band direct-printing telegraphy
SSB : Single sideband radiotelephony. C = Calling, W = Working, C/R = Calling and reply
LP-SSB : Low power single sideband radiotelephony

Note - MM = Primary service - /MM/ = Permitted service - mm = Secondary service.

GROUPE DE TRAVAIL SPECIAL (PL-B)
(Questions intéressant la Région 1)

REPRESENTATION GRAPHIQUE DES PROPOSITIONS RELATIVES AUX BANDES 415 - 526.5 kHz ET 1 606,5 - 3 200 kHz

Explication des symboles

ALA : Télégraphie Morse manuelle
DSC : Appel sélectif numérique
DSC pour CP : Appel sélectif numérique pour correspondance publique
FEC : Correction d'erreurs sans voie de retour
FC : Stations côtières
FX : Service fixe
IS : Navire-navire
ML : Service mobile terrestre
MM : Service mobile maritime
MO : Service mobile
MO-ae : Service mobile sauf mobile aéronautique
MO-ae(R) : Service mobile sauf mobile aéronautique (R)
MS : Station de navire
NA : Service de radionavigation
NBDP : Télégraphie à impression directe à bande étroite
NAVTEX : Emission d'avis aux navigateurs et d'avis météorologiques par télégraphie à impression directe à bande étroite
SSB : Radiotéléphonie à bande latérale unique. C = Appel, W = Travail, C/R = Appel et réponse
LP-SSB : Radiotéléphonie à bande latérale unique de faible puissance

Note - MM = Service primaire - /MM/ = Service permis - mm = Service secondaire
For reasons of economy, this document is printed in a limited number. Participants are therefore kindly asked to bring their copies to the meeting since no additional copies can be made available.



GRUPO ESPECIAL DE TRABAJO (PL-B)
(Asuntos de la Región 1)

REPRESENTACIÓN GRÁFICA DE LAS PROPUESTAS RELATIVAS
A LAS BANDAS 415 - 526,5 kHz Y 1 606,5 - 3 200 kHz

Explicación de los símbolos

A1A	:	Telegrafía manual Morse
DSC	:	Llamada selectiva digital
DSC para CP	:	Llamada selectiva digital para correspondencia pública
FEC	:	Corrección de errores sin canal de retorno
FC	:	Estaciones costeras
FX	:	Servicio fijo
IS	:	Barco a barco
ML	:	Servicio móvil terrestre
MM	:	Servicio móvil marítimo
MO	:	Servicio móvil
MO-ae	:	Servicio móvil salvo servicio móvil aeronáutico
MO-ae(R)	:	Servicio móvil salvo servicio móvil aeronáutico (R)
MS	:	Estaciones de barco
NA	:	Servicio de radionavegación
NBDP	:	Telegrafía de impresión directa en banda estrecha
NAVTEX	:	Transmisión de avisos a la navegación y meteorológicos utilizando la telegrafía de impresión directa en banda estrecha
SSB	:	Radiotelefonía en banda lateral única. C = Llamada, W = Trabajo, C/R = Llamada y respuesta
LP-SSB	:	Radiotelefonía en banda lateral única de baja potencia

Observación - MM = Servicio primario - /MM/ = Servicio permitido - mm = Servicio secundario

K. OLMS
Chairman - Président - Presidente

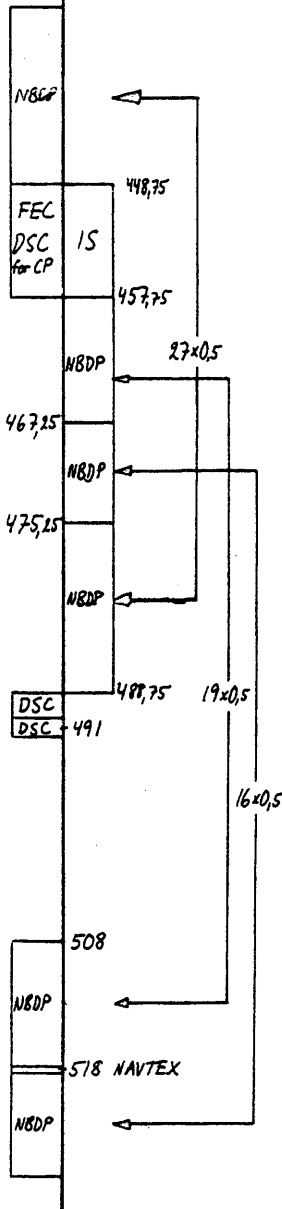
Annexe 1 / Annex 1 / Anexo 1

Bande/Band/Banda 415 - 526.5 kHz

415	NA /MM/ RR470 seul./only/ solo telegr. RR465
435	MM RR470 na RR465 RR471
475	MO (distress and calling) RR472
500	
505	MM RR470 /NA/ RR473 RR465 RR471 RR474 RR475 RR476
526,5	

RR

FC MS



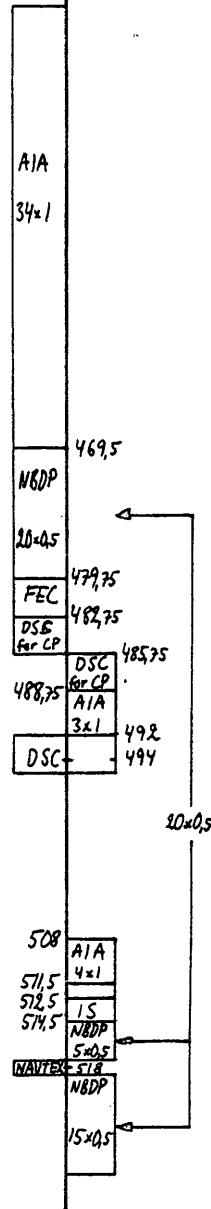
S/14

NOR/15

DNK/22 (NDPD + AIA)

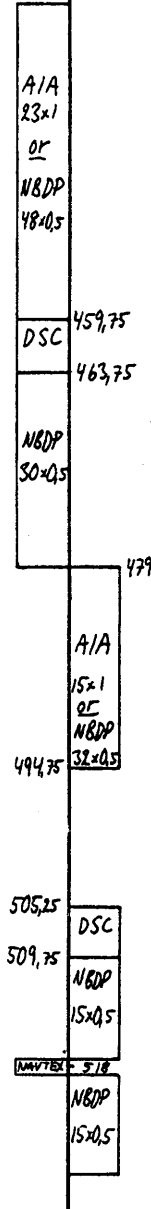
(FNL/23 sauf/except/salvo NAVTEX sur/on/en 521 kHz)

FC MS

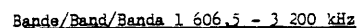


G/18

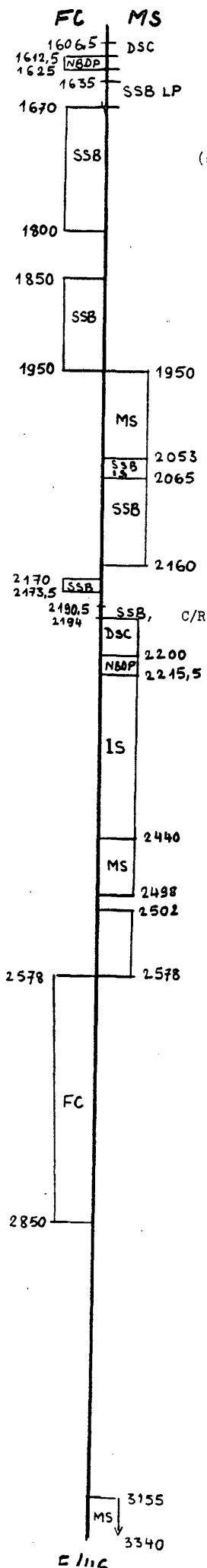
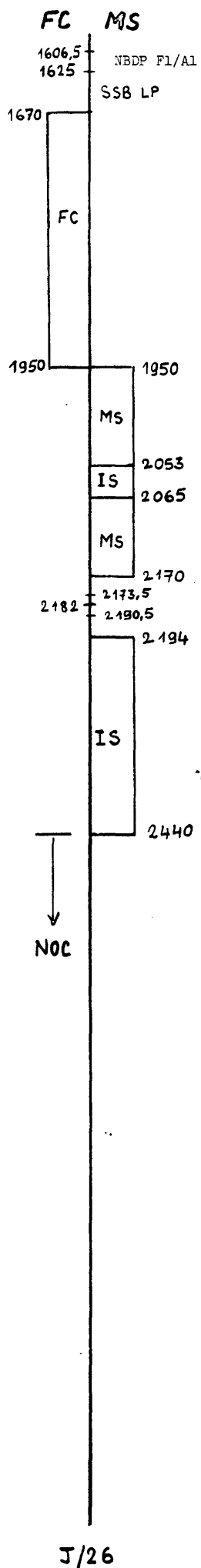
FC MS



HOL/11



- *) FX, MO doivent tenir compte
besoins MM/FX, MO should
regard MM needs/FX, MO hay
que tener en cuenta
necesidades MM.
- **) MM, /FX/, /ML/ dans certains
pays/in certain countries/
en ciertos países.
- ***) non appariées/unpaired/
no asociadas por pares.



COMMITTEE 5

PROPOSED ORGANIZATION FOR THE WORK OF COMMITTEE 5

In order to hasten the work of the Committee, and to facilitate the participation of the Delegations, the following structure of Working Groups is proposed:

1. WG 5A (Distress and Safety)

This group would deal with the distress and safety matters as defined in Agenda item 1.5 (Chapter IX) except those parts of Article 38 which deal with the configuration of the distress and safety channels. In addition, under Agenda item 2, this group would deal with Resolutions 200 and 305 and Recommendations 200, 201, 202, 313 and 604.

2. WG 5B (Mobile Services, Chapters X, XI and XII)

This group, under Agenda item 2, would deal with Resolution 11 and Recommendation 203.

3. WG 5C (Selective Calling)

Under Agenda item 1.6, this group would deal with those regulations related to the selective calling procedure contained in Article 62 and under Agenda item 2 would deal with Resolution 313, relating to the Introduction of a New System for Identifying stations in the maritime mobile and maritime mobile-satellite services.

The Working Groups, under Agenda item 3, should also deal with any changes to the Radio Regulations that are consequential to their decisions.

E.D. DuCHARME
Chairman of Committee 5



Draft Report of the Chairman of the Technical Working Group

The Technical Working Group studied the proposals of the administrations concerning technical matters related to the various agenda items. The results of the discussions are summarized as follows :

Agenda item 1

1. To review, and revise as necessary, the provisions of the Radio Regulations for the mobile and mobile-satellite services within the limits specified in the items below :

Agenda items 1.1 to 1.3

1.1 Adding to Article 1(N1/1) only new definitions relating to these services which are not already provided for and without in any way altering the existing definitions.

1.2 Adding to Article 8(N7/5) only new footnotes or to revise existing footnotes relating to these services and which are consequential to decisions taken by this Conference in pursuance of the decisions reflected in the pertinent Resolutions or Recommendations of the World Administrative Radio Conference, 1979, provided they do not change any existing provision in such a way to affect adversely the provisions relating to any other non-mobile service.

1.3 The notification and registration procedures contained in sub-sections IIB and IIC of Article 12(N12/9).

The Technical Working Group has no information to provide for these agenda items.

Agenda item 1.4

1.4 The parts of Appendix 16(17 Rev.) related to the channelling of the existing maritime mobile radiotelephone service in the bands between 4 000 and 23 000 kHz and to add new channelling plans for the maritime mobile radiotelephone service in the new shared bands at 4 000 - 4 063 and 8 100 - 8 195 kHz.

1.4.1 Channel spacing

Documents Nos. 6 (CCIR), 11 (HOL), 18 (G), 20 (D), 26 (J), 29 (AUS), 35 (SEN).

The channel spacing in the existing maritime mobile radiotelephone service in the exclusive HF bands and in the new shared bands should be 3 kHz and the carrier frequencies should be integer multiples of 1 kHz.

1.4.2 Use of the shared bands

The Technical Working Group has no information to provide to this item.

Agenda item 1.5

1.5 Distress and safety communications

IMO has stated requirements for three elements in their proposed FGMDSS, namely Digital Selective Calling (DSC), Narrow-Band Direct-Printing (NBDP) and Radiotelephony (RT). These should operate with adequate status and protection, appropriate for distress and safety communications. Frequencies assigned for the system should remain unchanged and there should be a minimum effect on existing distress arrangements before final implementation of the FGMDSS. Proposals for the accommodation of the three elements into the bands fall basically into two categories : i) the composite arrangement, whereby DSC, NBDP and RT are arranged contiguously within one channel, and ii) the dispersed arrangement, in which the three elements are placed within the sub-bands appropriate to their class of emission. Technical factors affecting the relative performance of these two arrangements are contained within the report from CCIR Study Group 8 SPM (Document No. 6).

Agenda item 1.6

1.6 Selective calling procedure in the maritime mobile service

The Technical Working Group has no information to provide for this agenda item.

Agenda item 2

2. To review and take appropriate action as necessary on the following Resolutions and Recommendations of the World Administrative Radio Conference, 1979, solely from the viewpoint of the mobile and mobile-satellite services involved without adverse impact on other radiocommunication services :

2.1 Resolution No. 200 - Relating to the Use of Class R3E and J3E Emissions for Distress and Safety Purposes on the Carrier Frequency 2 182 kHz

The Technical Working Group has no information to provide for this Resolution. Considerations will take place in Committee 5 which has primary responsibility for it.

2.2 Resolution No. 310 - Relating to Frequency Provisions for Development and Future Implementation of Ship Movement Telemetry, Telecommand and Data Exchange Systems

Document No. 19 (USA)

2.3 Recommendation No. 201 - Relating to Distress, Urgency and Safety Traffic¹

Document No. 19 (USA)

Document No. 25 (NZL)

Document No. 29 (AUS)

2.4 Recommendation No. 203 - Relating to the Future Use of the
Band 2 170 - 2 194 kHz

The Technical Working Group has no information to provide for this Recommendation. Considerations will take place in Committee 4, which has primary responsibility for it.

2.5 Recommendation No. 307 - On the Choice of a Frequency in the Maritime
Mobile Bands Between 1 605 kHz and 3 800 kHz to Be Reserved for Safety
Requirements¹

The Technical Working Group has no information to provide for this Recommendation. Considerations will take place in Committee 4.

2.6 Recommendation No. 313 - Relating to Temporary Provisions Covering the
Technical and Operational Aspects of the Maritime Mobile-Satellite Service¹

The Technical Working Group has no information to provide for this Recommendation. Considerations will take place in Committee 5.

2.7 Recommendation No. 604 - Relating to the Future Use and Characteristics
of Emergency Position-Indicating Radiobeacons¹

Committee 5 is primarily responsible for this Recommendation.

2.8 Recommendation No. 605 - Relating to Technical Characteristics and
Frequencies for Shipborne Transponders^{1,2}

The Technical Working Group has no information to provide for this Recommendation. Considerations will take place in Committee 5.

H. GOTZE
Chairman of the Technical Working Group

COMMITTEE 5

Information Note by the Chairman of Committee 5

1. The Annex to this information note contains an up-to-date list of proposals submitted to Committee 5. Underlined proposals refer to a proposal for "no change" (NOC); proposals in parentheses refer to proposals of an editorial nature only.
2. All proposals up to and including those contained in Document No. 47 have been listed in this Annex.
3. This list of proposals was drawn up prior to the finalization of the terms of reference of Committee 5 and, as such, contains also references to the proposals concerning those provisions of Articles 38 and 60 which have been allocated to Committee 4, i.e. configuration of the distress and safety channels. Committee 5 Working Group Chairmen are aware of this and will avoid discussion of these proposals.
4. This document will be brought up-to-date from time-to-time in order to take account of any additional proposals submitted to Committee 5.

E.D. DuCHARME
Chairman

Annex : 1



ANNEXE / ANNEX / ANEXO

RR		Propositions / Proposals / Propositiones
Chap./Cap. IX		
Art.	Nos.	
		C. IX - Tit.: CAN/9/13; E/28/5; AUS/29/7
37	(2930 - 2943)	
	2930	CAN/9/14; <u>G/18/21</u> ; AUS/29/8
	2931	<u>G/18/21</u>
	2932	<u>CAN/9/15</u> ; HOL/11/23; <u>G/18/22</u> ; USA/19/15; D/20/8; J/26/24 AUS/29/9; PHL/36/17
	2933	CAN/9/16; <u>HOL/11/24</u> ; <u>G/18/23</u> ; J/26/25
	2934	CAN/9/17; <u>HOL/11/24</u> ; <u>G/18/23</u> ; J/26/26
	2934A	<u>G/18/24</u> ; USA/19/16
	2934A.1	USA/19/17
	2935	<u>HOL/11/24</u> ; <u>G/18/25</u>
	2936	<u>HOL/11/25</u> ; <u>G/18/25</u> ; D/20/9; PHL/36/18
	2937	<u>HOL/11/26</u> ; <u>G/18/25</u>
	2937A	<u>G/18/26</u> ; USA/19/18; J/26/27
	2937B	J/26/28
	2937C	J/26/29
	2938	<u>HOL/11/26</u> ; <u>G/18/27</u>
	2939	<u>HOL/11/26</u> ; <u>G/18/27</u> ; NZL/25/3
	2940	<u>CAN/9/18</u> ; <u>HOL/11/26</u> ; <u>G/18/28</u> ; USA/19/19; AUS/29/10
	2941	<u>HOL/11/26</u> ; <u>G/18/29</u>
	2942	<u>HOL/11/27</u> ; <u>G/18/30</u> ; (USA/19/20); AUS/29/11; PHL/36/19; B/43/6
	2942.1	USA/19/21
	2942A	CAN/9/19
	2943	<u>HOL/11/28</u> ; <u>G/18/31</u> ; USA/19/22; AUS/29/12; PHL/36/20; B/43/7; PNG/47/7
	2943.1	USA/19/23
	2943A	HOL/11/29
	2943B	HOL/11/30
	2943C	HOL/11/31
	2943D	HOL/11/32
	2943E	HOL/11/33
	2944	<u>G/18/32</u> ; USA/19/24
	2945	<u>G/18/33</u> ; USA/19/25
	2945.1	<u>G/18/34</u>
	2946	<u>G/18/35</u> ; USA/19/26
	2947	<u>G/18/36</u> ; USA/19/27
	2948	<u>G/18/37</u>
	2949	<u>G/18/38</u>
	(2944 - 2968)	Non attribués/Not allocated/No atribuidos

RR		Propositions / Proposals / Propositiones
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Art.	Nos.	
38	(2969 - 3060)	Tit. Art. 38: CAN/9/20; HOL/11/34; E/28/6; AUS/29/13; PHL/36/21 Art. 38 - general: IMO/3/p.4
****	Sec. I	HOL/11/35; G/18/39; PHL/36/22 2965 G/18/46 2966 G/18/47 2967 G/18/48 2968 G/18/49; D/20/10 2968A D/20/11 2969 HOL/11/46; (G/18/50); (D/20/12); E/46/30 2969A G/18/51; DNK/22/2; FNL/23/2; E/46/31 2969B G/18/52 2969C G/18/53 2969D G/18/54 2970 CAN/9/21; HOL/11/47; G/18/55; AUS/29/14; PHL/36/23; E/46/32 2970A HOL/11/48; G/18/60; PHL/36/24 2970B HOL/11/54; G/18/61; PHL/36/25 2970C HOL/11/55; G/18/62; PHL/36/26 2971 CAN/9/22; HOL/11/56; G/18/63; PHL/36/27; <u>E/46/33</u> 2971A F/10/6; URS/17/12; G/18/64; D/20/13; E/46/34 2971B F/10/7; URS/17/13; G/18/65; D/20/14; E/46/35 2971C F/10/8; URS/17/14; G/18/66; E/46/36 2971D F/10/9; G/18/67; E/46/37 2972 (HOL/11/57); (G/18/68); (D/20/15); J/26/30; (PHL/36/28); E/46/38 2972A E/46/39 2973 HOL/11/58; G/18/69; USA/19/28; NZL/25/5; J/26/31; E/28/7 Corr.; AUS/29/15; PHL/36/29; B/43/8; PNG/47/8 2973.1 IMO/5/p.3; <u>G/18/70</u> ; USA/19/29; NZL/25/6; J/26/32; B/43/9; E/46/40 2973.1A USA/19/30 2973.2 G/18/71; E/28/8 2973A HOL/11/59; G/18/72; E/28/9; PHL/36/30; PNG/47/9 2973B PNG/47/10 2974 CAN/9/23; HOL/11/60; G/18/73; USA/19/31; D/20/16; NZL/25/7; AUS/29/17; CHL/34/4; PHL/36/31; B/43/10; E/46/41; PNG/47/11 2975 CAN/9/24; HOL/11/61; G/18/74; PHL/36/32; E/46/42; PNG/47/12 2976 HOL/11/62; <u>G/18/75</u> ; <u>NZL/25/8</u> ; J/26/33; PHL/36/33 2977 HOL/11/63; <u>G/18/76</u> ; (PHL/36/34) 2978 HOL/11/64; <u>G/18/77</u> ; (PHL/36/35) 2978A F/10/10; HOL/11/65; G/18/78; D/20/17; J/26/34; PHL/36/36; E/46/43 2978B F/10/11; HOL/11/66; G/18/79; D/20/18; J/26/35; PHL/36/37; E/46/44 2978C HOL/11/67; G/18/80; D/20/19; PHL/36/38; E/46/45 2978D HOL/11/68; D/20/20; PHL/36/38; E/46/46

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38	Sec.I	Suite / continued / continuación
	2979	HOL/11/79; (G/18/91); (D/20/21); (PHL/36/39)
	2980	IMO/5/p.3; HOL/11/80; G/18/92; PHL/36/40
	2980A	CAN/9/25; G/18/93
	2980B	CAN/9/26; G/18/94
	2980C	G/18/95
	2981	CAN/9/27; HOL/11/81; G/18/96; D/20/22; J/26/36; PHL/36/41; E/46/47
	2981A	E/46/48
	2982	IMO/5/p.3; CAN/9/28; HOL/11/82; G/18/97; USA/19/32; D/20/23; NZL/25/9; J/26/37; AUS/29/18; IND/32/13; CHL/34/5; PHL/36/42; B/43/11; E/46/49; PNG/47/13
	2982A	CAN/9/29; HOL/11/83; G/18/98; USA/19/33; D/20/24; J/26/38; PHL/36/43; E/46/50
	2982B	CAN/9/30; HOL/11/84; G/18/99; USA/19/34; D/20/25; J/26/39; PHL/36/44; E/46/51
	2982C	CAN/9/31; HOL/11/85; G/18/100; D/20/26; J/26/40; PHL/36/45; E/46/52
	2982D	HOL/11/86; D/20/27; PHL/36/46; E/46/53
	2982E	HOL/11/87; D/20/28; PHL/36/47
	2982F	HOL/11/88; PHL/36/48
	2983	(HOL/11/89); (G/18/101); (D/20/29); (PHL/36/49)
	2984	IMO/3/p.6; HOL/11/90; G/18/102; PHL/36/50
	2984A	CAN/9/32; G/18/103
	2984B	CAN/9/32A; G/18/104
	2985	CAN/9/33; HOL/11/91; G/18/105; D/20/30; J/26/41; PHL/36/51; E/46/54
	2985A	E/46/55
	2986	IMO/5/p.3; CAN/9/34; HOL/11/92; G/18/106; USA/19/35; D/20/31; NZL/25/10; J/26/42; AUS/29/19; IND/32/14; CHL/34/6; PHL/36/52; B/43/12; E/46/56; PNG/47/14
	2986A	CAN/9/35; HOL/11/93; G/18/107; USA/19/36; D/20/32; J/26/43; AUS/29/20; IND/32/15; PHL/36/53; B/43/13; E/46/57
	2986B	CAN/9/36; HOL/11/94; G/18/108; D/20/33; J/26/44; AUS/29/21; IND/32/16; PHL/36/54; B/43/14; E/46/58
	2986C	CAN/9/37; HOL/11/95; G/18/109; D/20/34; J/26/45; PHL/36/55; E/46/59
	2986D	CAN/9/38; HOL/11/96; G/18/110; D/20/35; PHL/36/56; E/46/60
	2986E	CAN/9/39; HOL/11/97; G/18/111; D/20/36; PHL/36/57
	2986F	CAN/9/40; HOL/11/98; G/18/112; D/20/37; PHL/36/58
	2986G	CAN/9/41; HOL/11/99; G/18/113; D/20/38; PHL/36/59
	2986H	CAN/9/42; HOL/11/100; G/18/114; D/20/39; PHL/36/60
	2986I	CAN/9/43; HOL/11/101; G/18/115; D/20/40; PHL/36/61
	2986J	HOL/11/102; D/20/41; PHL/36/62
	2986K	HOL/11/103; D/20/42; PHL/36/63
	2986L	HOL/11/104; PHL/36/64
	2986M	HOL/11/105; PHL/36/65
	2987	(HOL/11/106); (G/18/116); (D/20/43); J/26/46; PHL/36/66; E/46/61

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Art.	Nos.	
38	Sec. I	Suite / continued / continuación
	2987A	E/46/62
	2987B	E/46/63
	2987C	E/46/64
	2987D	E/46/65
	2987E	E/46/66
	2988	CAN/9/44; HOL/11/107; <u>G/18/117</u> ; J/26/47; PHL/36/67; (E/46/67)
	2988A	CAN/9/45; HOL/11/108; G/18/118; D/20/44; J/26/48; IND/32/17 PHL/36/68; B/43/15; E/46/68
	2988B	CAN/9/46; HOL/11/109; G/18/119; D/20/45; J/26/49; IND/32/18 PHL/36/69; B/43/16; E/46/69
	2988C	CAN/9/47; HOL/11/110; G/18/120; D/20/46; J/26/50; IND/32/19 PHL/36/70; E/46/70
	2988D	CAN/9/48; HOL/11/111; G/18/121; D/20/47; J/26/51; IND/32/20 PHL/36/71; E/46/71
	2988E	CAN/9/49; HOL/11/112; G/18/122; D/20/48; J/26/52; IND/32/21 PHL/36/72; E/46/72
	2988F	CAN/9/50; HOL/11/113; G/18/123; D/20/49; J/26/53; IND/32/22 PHL/36/73; E/46/73
	2988G	CAN/9/51; HOL/11/114; G/18/124; D/20/50; J/26/54; PHL/36/74 E/46/74
	2988H	CAN/9/52; HOL/11/115; G/18/125; D/20/51; J/26/55; PHL/36/75 E/46/75
	2988I	CAN/9/53; HOL/11/116; G/18/126; D/20/52; J/26/56; PHL/36/76 E/46/76
	2988J	CAN/9/54; HOL/11/117; G/18/127; D/20/53; J/26/57; PHL/36/77 E/46/77
	2988K	CAN/9/55; HOL/11/118; G/18/128; D/20/54; J/26/58; PHL/36/78 E/46/78
	2988L	CAN/9/56; HOL/11/119; G/18/129; D/20/55; J/26/59; PHL/36/79 E/46/79
	2988M	HOL/11/120; G/18/130; J/26/60; PHL/36/80; E/46/80
	2988N	HOL/11/121; G/18/131; J/26/61; PHL/36/81; E/46/81
	2988O	E/46/82
	2988P	E/46/83
	2989	CAN/9/57; HOL/11/122; (G/18/132); (D/20/56); PHL/36/82
	2990	IMO/3/p.7; CAN/9/58; HOL/11/123; G/18/133; USA/19/37; J/26/62; AUS/29/22; PHL/36/83; B/43/17
	2990A	CAN/9/59; HOL/11/124; G/18/134; USA/19/38; J/26/63; AUS/29/23; PHL/36/84; B/43/18
	2990A.1	CAN/9/60; HOL/11/125; G/18/135; J/26/64; AUS/29/24; B/43/19
	2990A.2	B/43/20
	2990B	CAN/9/61; HOL/11/126; G/18/136; USA/19/39; J/26/65; AUS/29/25; PHL/36/85; B/43/21
	2990C	CAN/9/62
	2991	IMO/3/p.7; CAN/9/63; HOL/11/127; G/18/137; USA/19/40; D/20/57; J/26/66; AUS/29/26; PHL/36/86; B/43/22
	2991A	HOL/11/128; G/18/138; D/20/58; AUS/29/27; PHL/36/87

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38	Sec. I	Suite / continued / continuación
	2991B	HOL/11/129; G/18/139; PHL/36/88
	2992	CAN/9/64; (HOL/11/130); (G/18/140); D/20/59; J/26/67; PHL/36/89
	2993	IMO/3/p.7; CAN/9/65; HOL/11/131; <u>G/18/141</u> ; PHL/36/90
	2993A	CAN/9/66; HOL/11/132; D/20/60; PHL/36/91
	2993B	CAN/9/67; HOL/11/133; D/20/61; PHL/36/92
	2993C	CAN/9/68; HOL/11/134; PHL/36/93
	2994	CAN/9/69; (HOL/11/135); <u>G/18/142</u> ; E/28/10; PHL/36/94
	2994A	HOL/11/136; G/18/143; J/26/68; PHL/36/95
	2994B	HOL/11/137; G/18/149; PHL/36/96
	2994C	G/18/150
	2994D	G/18/151
	2994E	G/18/152
	2995	CAN/9/70; HOL/11/139; G/18/153; PHL/36/97; PHL/36/98
	2995A	HOL/11/140
	2995B	HOL/11/141
	2995C	PHL/36/99
	2996	IMO/3/p.7; (HOL/11/147); (G/18/154); (D/20/62); J/26/69; (PHL/36/100)
	2996A	HOL/11/148; J/26/70; AUS/29/28; PHL/36/101
	2997	(HOL/11/149); G/18/155; (D/20/63); (PHL/36/102)
	2997A	HOL/11/150; G/18/156; PHL/36/103
	2998	IMO/3/p.7; F/10/12; HOL/11/151; G/18/157; D/20/64; PHL/36/104
	2998A	F/10/13; HOL/11/152; G/18/158; D/20/65; J/26/71; PHL/36/105
	2998B	F/10/14 (Rev.); HOL/11/153; D/20/66; J/26/72; PHL/36/106
	2998C	F/10/15; HOL/11/154; D/20/67; PHL/36/107
	2998D	HOL/11/155; PHL/36/108
	2999	CAN/9/71; (HOL/11/156); (G/18/159); (D/20/68); (PHL/36/109)
	3000	CAN/9/72; HOL/11/157; G/18/160; PHL/36/110
	3001	(HOL/11/158); (G/18/161); (D/20/69); (PHL/36/111)
	3002	(HOL/11/159); <u>G/18/162</u> ; (PHL/36/112)
	3003	HOL/11/160; <u>G/18/163</u> ; PHL/36/113; E/46/84
	3004	CAN/9/74; HOL/11/161; G/18/164; PHL/36/114; E/46/85
	3005	<u>HOL/11/162</u> ; <u>G/18/165</u>
	3006	CAN/9/78; <u>HOL/11/163</u> ; G/18/166; USA/19/41; J/26/73; AUS/29/29; PHL/36/115
	3007	<u>HOL/11/164</u> ; <u>G/18/167</u>
	3008	<u>IMO/3/p.7</u> ; <u>HOL/11/165</u> ; <u>G/18/168</u>
	3008A	HOL/11/166; G/18/169; USA/19/42; AUS/29/30; PHL/36/116
	3008A.1	USA/19/43
	3008B	HOL/11/167; G/18/170; USA/19/44; AUS/29/31; PHL/36/117
	3008C	HOL/11/168; G/18/171; USA/19/45; AUS/29/32; PHL/36/118
	3008D	HOL/11/169; G/18/172; USA/19/46; AUS/29/33; PHL/36/119
	3008E	USA/19/47; AUS/29/34
	3008F	USA/19/48
	3008G	USA/19/49
	3008G.1	USA/19/50
	3008H	USA/19/51

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Art.	Nos.	
38		Suite / continued / continuación
****	Sec. II	G/18/173; USA/19/52; AUS/29/35
	3009	AUS/29/36; PHL/36/120
	3010	HOL/11/36; G/18/40; D/20/70; DNK/22/3; FNL/23/3; J/26/74; AUS/29/37; IND/32/23; PHL/36/121
	3010.1	G/18/41; J/26/76
	3010A	USA/19/53; J/26/75; AUS/29/38; B/43/23
	3010B	USA/19/54
	3010C	USA/19/55
	3011	HOL/11/37; G/18/42; NZL/25/11; AUS/29/39; IND/32/24; PHL/36/122
	3011A	IND/32/29
	3011B	IND/32/30
	3012	HOL/11/38; G/18/43; NZL/25/12; AUS/29/40; IND/32/25; PHL/36/123
	3012A	USA/19/56; B/43/24
	3013	HOL/11/38; G/18/43; NZL/25/12; J/26/77; AUS/29/41; IND/32/26 PHL/36/123
	3013A	B/43/25
	3014	CAN/9/76; HOL/11/38; G/18/43; USA/19/57; NZL/25/12; J/26/78 AUS/29/42; IND/32/27; PHL/36/123; B/43/26; E/46/86
	3015	CAN/9/77; HOL/11/38; G/18/43; USA/19/58; NZL/25/12; J/26/79 AUS/29/43; IND/32/28; PHL/36/123; B/43/27; E/46/87
	3015A	J/26/80; B/43/28
	3015B	J/26/81
	3016	HOL/11/39; G/18/44; J/26/82; E/28/11; AUS/29/44; PHL/36/124
	3016.1	J/26/83
	3016A	HOL/11/40; USA/19/59; AUS/29/45; PHL/36/124A
	3016B	HOL/11/41; USA/19/60; AUS/29/46; PHL/36/124B
	3016C	HOL/11/42; AUS/29/47; PHL/36/124C
	3016D	HOL/11/43
	3016E	HOL/11/44
	3016F	HOL/11/45
	3017	HOL/11/49; G/18/45; AUS/29/48; PHL/36/125
	3018	CAN/9/78; HOL/11/50; G/18/56; USA/19/61; D/20/71; DNK/22/4; FNL/23/4; J/26/84; E/28/12; AUS/29/49; SEN/35/7; PHL/36/126 B/43/29
	3018.1	J/26/85
	3019	(HOL/11/51); G/18/57; PHL/36/127
	3020	HOL/11/52; G/18/58; AUS/29/50; PHL/36/128
	3021	HOL/11/53; G/18/59; AUS/29/51; PHL/36/129
	3022	HOL/11/69; G/18/59; D/20/72; J/26/86; AUS/29/52; PHL/36/130
	3023	HOL/11/70; G/18/81; USA/19/62; D/20/73; J/26/87; AUS/29/53; PHL/36/131; E/46/88
	3024	HOL/11/71; G/18/82; AUS/29/54; PHL/36/132
	3025	HOL/11/72; G/18/83; AUS/29/55; PHL/36/133
	3026	(HOL/11/73); G/18/84; AUS/29/56; (PHL/36/134)
	3027	HOL/11/74; G/18/85; J/26/88; E/28/13; AUS/29/57; PHL/36/135

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38	Sec. II	Suite / continued / continuación	
	3028	HOL/11/75; G/18/86; J/26/89; E/28/14; AUS/29/58; PHL/36/136	
	3029	CAN/9/79; HOL/11/76; G/18/87; J/26/90; AUS/29/59; IND/32/31 PHL/36/137; E/46/89	
	3030	CAN/9/80; HOL/11/77; G/18/88; USA/19/63; NZL/25/13; J/26/91 AUS/29/60; IND/32/32; CHL/34/7; PHL/36/138; B/43/30; E/46/90	
	3031	HOL/11/78; G/18/89; AUS/29/61; PHL/36/139	
	3031A	J/26/92; AUS/29/62; B/43/31	
	3031B	J/26/93; AUS/29/63; B/43/32	
	3031C	B/43/33	
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	3032	HOL/11/142; G/18/90; J/26/94; AUS/29/64; PHL/36/140	
	3033	HOL/11/143; G/18/144; D/20/74; J/26/95; AUS/29/65; PHL/36/141; E/46/91	
	3033.1	HOL/11/144; G/18/145; D/20/75; J/26/96; AUS/29/66; PHL/36/142; E/46/92; PNG/47/15	
	3034	HOL/11/145; G/18/146; PHL/36/143	
	3035	HOL/11/146; G/18/147; PHL/36/144	
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		3040	E/28/15
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		3042	IMO/8/p.2; HOL/11/172; G/18/175; USA/19/64; PHL/36/147; E/46/94
		3042.1	USA/19/65
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		3044A	D/20/80
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	3052	HOL/11/173; G/18/176; USA/19/67; E/28/16 Corr.1; PHL/36/148
	3052.1	USA/19/68
	3052A	E/28/17
	3053	CAN/9/81; HOL/11/174; G/18/177; IND/32/33; PHL/36/149; E/46/95
	3054	CAN/9/82; HOL/11/175; G/18/178; USA/19/69; NZL/25/14; AUS/29/67; IND/32/34; CHL/34/8; PHL/36/150; B/43/45; E/46/96; PNG/47/16
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	3061	HOL/11/176; G/18/179; USA/19/72; J/26/97; E/28/19; PHL/36/151
	3062	HOL/11/177; G/18/180; USA/19/73; J/26/98; E/28/20; PHL/36/152
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	3161	HOL/11/178; J/26/101; PHL/36/153
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	3230	S/14/6; SUI/16/6; J/26/105
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	3232	S/14/8; SUI/16/8
	3233	S/14/9; SUI/16/7
	3234	S/14/10; SUI/16/8
	3235	S/14/11; SUI/16/9
	(3230 - 3254)	Non attribués/Not allocated/No atribuidos

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	3255A	G/18/183
	3255B	G/18/184
	3256	G/18/185; (G/18/186)
	3257	G/18/187; D/20/84
	3258	G/18/187
	3258A	J/26/106
	3259	G/18/187; USA/19/75; <u>D/20/85</u> ; E/28/21
	3260	<u>G/18/188</u>
	3261	<u>G/18/188</u>
	3262	<u>G/18/189</u>
	3263	G/18/190
	3264	G/18/190
	3265	G/18/190
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****	Sec. II 3334 3335 3336	
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****	[Sec. IV] 3339 3340 3341 (3339 - 3363)	URS/17/15 URS/17/16 URS/17/17 URS/17/18 Non attribués/Not allocated/No atribuidos

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	3362	G/18/198
	3363	G/18/199; D/20/87
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45	3483 (3484 - 3508)	G/18/202; USA/19/88 Non atribuídos/Not allocated/No atribuidos

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47	(3541 - 3543)	<u>G/18/204</u>
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****	Sec. III 3543 (3544 - 3568)	Non attribués/Not allocated/No atribuidos
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****	Sec. I 3569 3570	USA/19/91; D/20/90 USA/19/92; D/20/88 USA/19/93; D/20/91; AUS/29/72

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	3571	(USA/19/95); D/20/93
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49	(3597 - 3604)	Art. 49 - Tit.: G/18/205
	(3605 - 3629)	Non attribués/Not allocated/No atribuidos
50	(3630 - 3635)	
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	3631	<u>AUS/29/73</u>
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	3634	<u>G/18/207</u> ; <u>USA/19/97</u> ; AUS/29/75
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51		Art. 51 - Tit.: G/18/208
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	3651.2	<u>CAN/9/85</u> ; <u>S/14/14</u> ; <u>NOR/15/5</u> ; <u>G/18/210</u> ; USA/19/101; J/26/115; AUS/29/78; IND/32/36
	3652	G/18/211; USA/19/102
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	4181	HOL/11/81; G/18/234; PHL/36/156
	4182	HOL/11/182; S/14/21; G/18/235; FNL/23/5; PHL/36/157; E/46/97
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	4183	HOL/11/184
	4184	HOL/11/185; PHL/36/158
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	4186A	HOL/11/188; DNK/22/5
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	4187	HOL/11/193; S/14/27; G/18/238; PHL/36/161; E/46/99
	4187A	HOL/11/194; S/14/28; G/18/239; DNK/22/9
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	4188	HOL/11/195; S/14/31; G/18/242; DNK/22/13; J/26/121; E/46/100
	4189	HOL/11/196; S/14/31; G/18/243; DNK/22/13; E/46/101
	4190	HOL/11/197; S/14/31; G/18/244; DNK/22/13; PHL/36/162; E/46/102
	4191	HOL/11/197; S/14/31; G/18/244; DNK/22/13; PHL/36/162; E/46/102
	4192	HOL/11/197; S/14/31; G/18/244; DNK/22/13; PHL/36/162; E/46/102
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	4197	CAN/9/90; HOL/11/199; G/18/249; PHL/36/164; <u>B/43/65</u> ; E/46/104
	4198	<u>CAN/9/91</u> ; HOL/11/200; PHL/36/165; <u>B/43/66</u> ; <u>E/46/104</u>
	4199	CAN/9/92; HOL/11/201; G/18/250; PHL/36/166; <u>B/43/67</u> ; <u>E/46/104</u>

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	4202	<u>E/46/104</u>
	4203	(USA/19/115); E/46/105
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	4205	USA/19/117; AUS/29/89; E/46/106
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	4206	AUS/29/90; <u>E/46/107</u>
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	4209A	HOL/11/202; G/18/251; PHL/36/167
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	4212A	CAN/9/94; HOL/11/203; PHL/36/168
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	4213	<u>E/46/107</u>
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	4220	HOL/11/206; PHL/36/171
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	4235	G/18/258; E/46/112
	4235A	G/18/259
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	4236A	HOL/11/213
	4237	HOL/11/214; G/18/260; PHL/36/178; <u>E/46/113</u>
	4238	HOL/11/215; <u>E/46/113</u>
	4239	HOL/11/216; <u>G/18/261</u> ; PHL/36/179; <u>E/46/113</u>
	4240	<u>E/46/113</u>
	4241	<u>HOL/11/217</u> ; PHL/36/180; <u>E/46/113</u>
	4242	<u>E/46/113</u>
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	4315	HOL/11/220; URS/17/19; G/18/267; PHL/36/183; E/46/117
	4315.1	HOL/11/221
	4316	CAN/9/97; HOL/11/222; J/26/124; AUS/29/93; PHL/36/184; B/43/68; E/46/118
	4316.1	J/26/125
	4317	HOL/11/223; G/18/268; PHL/36/185
	4318	HOL/11/224; G/18/269; PHL/36/186
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	4325	HOL/11/226; G/18/271; PHL/36/188
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SPECIAL WORKING GROUP
(Region 1 issues) PL/B

DRAFT

FIRST REPORT OF SPECIAL WORKING GROUP
(REGION 1 ISSUES) TO THE PLENARY

The Working Group considered the proposals concerning MF radio beacons (RR 2860 - 2866 and Recommendation No. 602) and unanimously adopted the texts appearing in Annexes 1 and 2.

K. OLMS
Chairman, Special Working Group

Annex : 1



A N N E X 1

NOC 2859 C. Maritime Radiobeacons

MOD 2860 15. (1) The protection ratio required for assignment of frequencies to maritime radiobeacons operating in the bands between 283.5 kHz and 335 kHz ~~is~~ shall be based on the radiated power being kept to the minimum value necessary to give the desired field strength at the service range and the need to provide adequate geographical separation between radiobeacons operating on the same frequency and at the same time, to avoid harmful interference.

NOC 2861 - 2864

MOD 2865 (6) ~~In-Region-1, for maritime radiobeacons in these bands, the assignment of frequencies is based on a separation of 2.3 kHz between adjacent frequencies used for class-A2A emissions.~~ The assignment of frequencies to maritime radiobeacons shall be based on the use of multiples of 100 Hz for separation between channels. The separation between adjacent carrier frequencies shall be based on relevant CCIR Recommendations.

SUP 2866

PL/BAnnex 2 to Document No. DT/9

MOD

RECOMMENDATION No. 602

Relating to Maritime Radiobeacons

F/10/17

MOD

The World Administrative Radio Conference for the Mobile Services (Geneva, 1979 1983),

NOC

considering

MOD

a) that ~~maritime radiobeacons in the European Maritime Area are governed by~~ the "Regional Arrangement for Maritime Radiobeacons in the European Area of Region 1, Paris, 1951", referred to hereinafter as the "Paris Arrangement, 1951", is largely based on the geographical disposition of radiobeacons existing before 1939 and on the state of maritime navigation at that time;

SUP

b)

MOD

e) b) that since the conclusion of the Paris Arrangement, 1951, the geographical disposition and certain characteristics of maritime radio-beacons have been changed by bilateral or multilateral agreements, particularly to take into account the changes which have occurred in the ~~habits and rules~~ rules and procedures of maritime navigation ~~in the area in question;~~

MOD

d) c) that the Paris Arrangement, 1951, is based essentially on the use of aural direction-finding receivers;

SUP

e)

SUP

f)

SUP

g)

ADD

d) that studies conducted by administrations, the International Association of Lighthouse Authorities (IALA) and the CCIR have demonstrated the need to review the provisions of the Paris Arrangement, 1951;

ADD

e) that the parts of those studies relating to adjacent channel spacing and modulation characteristics should be clarified;

ADD

f) that the frequency band referred to in the Paris Arrangement, 1951, is also allocated to the aeronautical radionavigation service;

NOC

noting

NOC

a) the existence in Chapter VIII of the Radio Regulations, (Article 35, Section IV, paragraph C "Maritime Radiobeacons"), of provisions Nos. 2860 to 2866;

- NOC b) the existence in Chapter III, (Article 8, Section I), of No. 405 which defines the European Maritime Area;
- NOC recommends
- SUP 1.
- SUP 2.
- ADD 1. that a regional administrative conference for the European Maritime Area should be convened to revise the provisions of the Paris Arrangement, 1951, and prepare a plan of maritime radiobeacons in the European Maritime Area;
- ADD 2. that all administrations should prepare the documents to be submitted to that Conference;
- NOC invites the Administrative Council
- MOD to take the necessary steps to ~~arrange for questions relating to maritime radiobeacon stations, which are of interest to the mobile services, to be included in the agenda of the next world administrative radio conference for the mobile services, in such a way that the Conference could envisage a modification of the relevant articles of the Radio Regulations;~~ convene a regional administrative conference on the basis of Articles 7 and 54 of the International Telecommunication Convention / (Malaga-Torremolinos, 1973) / early in 1985;
- ADD invites the CCIR
- ADD to lay the technical bases needed for the work of that Conference;
- NOC requests the Secretary-General
- MOD to communicate this Recommendation to the International Inter-Governmental Maritime Consultative Organization (IMO) and the International Association of Lighthouse Authorities (IALA) and the International Civil Aviation Organization (ICAO).
-

GENEVA, FEBRUARY/MARCH 1983

LIST OF DOCUMENTS
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PL = Plenary
C = Committee
WG = Working Group
PL/A = Technical Working Group
PL/B = Special Working Group
(Region 1)

No.	Origin	Title	Destination
1 + Corr.1	SG	Agenda of the Conference	PL
2	SG	Credentials of delegations	C 2
3	SG	IMCO Recommendations	C.4, C.5, PL/A, PL/B
4	PNR	Proposals	C.4
5	SG	Additional IMCO recommendations	C.4, C.5, PL/A, PL/B
6 + Corr.1	SG	Report by the CCIR to WARC-Mobile Services (1983)	C.4, C.5, PL/A, PL/B
7	SG	CCIR Report to the Conference	C.4, C.5, PL/A
8	SG	Additional recommendations of IMCO	C.4, C.5, PL/A
9	CAN	Proposals	C.4, C.5, PL/A, PL/B
10 + Corr.1	F	Proposals	C.4, C.5, PL/B
11 + Corr.1	HOL	Proposals	C.4, C.5, PL/A, PL/B
12	SG	Budget of the Conference	C.3
13	SG	Contributions of the recognized private operating agencies and non-exempt international organizations	C.3
14 + Corr.1	S	Proposals	C.4, C.5, PL/B
15	N	Proposals	C.4, C.5, PL/B



No.	Origin	Title	Destination
16	SUI	Proposals	C.5
17 + Corr.1	URS	Proposals	C.4, C.5
18 + Corr.1	G	Proposals	C.4, C.5, PL/A, PL/B
19	USA	Proposals	C.4, C.5, PL/A
20	D	Proposals	C.4, C.5, PL/A, PL/B
21	SG	Report by the IFRB to the World Administrative Radio Conference for Mobile Telecommunications, 1983	C.4
22	DNK	Proposals	C.4, C.5, PL/B
23	FNL	Proposals	C.4, C.5, PL/B
24	F	Resolution relating to out-of-band emissions observed in the HF bands allocated to the mobile service	C.4
25	NZL	Proposals	C.4, C.5, PL/A
26	J	Proposals	C.4, C.5, PL/A, PL/B
27	CAN	Resolution No. B relating to out-of-band emissions being encountered in the HF bands allocated to the mobile services	C.4

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28 + Corr.1	S	Proposals	C.4, C.5
29	AUS	Proposals	C.4, C.5, PL/A
30	IMO	Operating requirements affecting channelling arrangements for the FGMDSS	C.4, C.5, PL/A
31	IMO	Provisional description of the future global maritime distress and safety system (FGMDSS)	C.4, C.5, PL/A
32	IND	Proposals	C.4, C.5
33	HOL	Proposals	C.4, C.5
34	CHL	Proposals	C.4, C.5
35	SEN	Proposals	C.4, C.5, PL/A, PL/B
36	PHL	Proposals	C.4, C.5
37	SG	Preparation of the draft table of Nationality Identification Digits (NIDs)	C.5
38	SG	Draft table of Nationality Identification Digits (NIDs)	C.5
39	SG	Invitations	PL
40	SG	Notification of international organizations	PL
41	SG	Loss of the right to vote	PL
42	ISR	Proposals	C.4, C.5

No.	Origin	Title	Destination
43 + Corr.1	B	Proposals	C.4, C.5, PL/A
44	SG	Convening of the Conference	PL
45	CAN	Resolution No. C relating to the implementation of Appendix 16 (Rev.)	C.4, C.5, PL/A
46	E	Second Group of proposals	C.4, C.5, PL/A
47	PNG	Proposals	C.4, C.5
48	J	Proposals	C.5
49	G	Classes of emission on 500 kHz for distress	C.4, C.5
50	ISR	Proposals	C.4, C.5

COMMITTEE 4 AD HOC GROUP 1

Draft Report of Committee 4 ad hoc Group 1 to Committee 4

1. Ad hoc Group 1 has considered the new definitions set out in the documents listed below for proposed inclusion in Article 1 of the Radio Regulations :

- No. 10 + Corrigendum No. 1 (F/10/1(Rev.));
- No. 19 (USA/19/1);
- No. 20 (D/20/1);
- No. 35 (SEN/35/1);
- No. 36 (PHL/36/1);

and the draft Resolutions in Document No. 9 (CAN/9/118) and No. 43 (B/43/94).

Opinions differed concerning the need to define emergency position-indicating radiobeacons using space techniques (referred to in RR649). However, since the need for such a definition may arise during subsequent discussions at the Conference, ad hoc Group 1 acknowledged that it would be advisable to agree on a single definition, which would then be included in Article 1 of the Radio Regulations if required.

The following definition is submitted to Committee 4 for consideration :

"ADD 88A Satellite Emergency Position-Indicating Radiobeacon Earth Station :
An earth station in the mobile-satellite service the emissions of which are intended to facilitate search and rescue operations."

2. The attention of ad hoc Group 1 was also drawn to the fact that although the terms :

- FGMDSS (FSMDSM);
- dedicated frequency (fréquence réservée);
- designated frequency (fréquence assignée);

appear in various documents submitted to the Conference or in the Radio Regulations, no precise definitions have been proposed for them.

Ad hoc Group 1 considers that such definitions might be required if the terms in question were to appear in the texts adopted by the Conference.

D. LEVESQUE
Chairman



WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/12-E

2 March 1983

Original : English

WORKING GROUP PL/B

Netherlands, United Kingdom

PROPOSALS FOR THE WORK OF THE CONFERENCE

Proposed frequency table for the maritime
mobile service use in Region 1 (band 435 - 526.5 kHz)

In response to a request made in Working Group Plenary "B" the Netherlands and the United Kingdom have prepared a synthesis of their separate proposals for the band 435 - 526.5 kHz and now offer for consideration the joint proposal at Annex.

Annex : 1



A N N E X

PROPOSED FREQUENCY TABLE FOR THE MARITIME MOBILE SERVICE
USE IN REGION 1 (BAND 435 - 526.5 kHz)

kHz

435	ALA MORSE TELEGRAPHY (SHORE/SHIP) (25 Chs x 1.0 kHz)	
460.5	NBDP (PAIRED) (SHORE/SHIP) (26 Chs x 0.5 kHz)	
473.75	NBDP (FEC) (SHORE/SHIP) (6 Chs x 0.5 kHz)	
476.75	DSC (PUBLIC CORRESPONDENCE) (SHORE/SHIP) (6 Chs x 0.5 kHz)	
479.75	DSC (PUBLIC CORRESPONDENCE) (SHIP/ShORE) (6 Chs x 0.5 kHz)	
482.75	ALA MORSE TELEGRAPHY (SHIP/ShORE) (7 Chs x 1.0 kHz)	
490	UNALLOCATED)
493	DSC DISTRESS ALERT CHANNEL + GUARDBAND (494 kHz)) Provisional) pending) decisions of) Committee 4
495	MOBILE DISTRESS AND CALLING (500 kHz + GUARDBAND))
505	UNALLOCATED)
508	INTERSHIP)
510	NBDP (PAIRED) (SHIP/ShORE) (2 channels))
511.5	SUPPLEMENTARY CALLING (512 kHz)	
512.5	NBDP (PAIRED) (SHIP/ShORE) (9 Chs x 0.5 kHz)	
517.5	NBDP (FEC) + GUARDBAND (518 kHz)	
518.5	NBDP (PAIRED) (SHIP/ShORE) (15 Chs x 0.5 kHz)	
526.5		

WORKING GROUP 5C

Information Note by the Chairman of Working Group 5C

When considering Resolution No. 313 it would be useful to take note of CCIR Recommendation 585 (ex.AA/8) on the "Assignment and Use of Maritime Mobile Service Identities" (see Annex 1), and CCITT Recommendation E.210/F.120 on "Ship Station Identification for VHF/UHF and Maritime Mobile-Satellite Services" (see Annex 2).

O. ANDERSEN
Chairman

Annexes : 2



A N N E X 1

RECOMMENDATION 585

ASSIGNMENT AND USE OF MARITIME MOBILE SERVICE IDENTITIES

(1982)

The CCIR,

CONSIDERING

- a) the need for a unique ship identity for safety and telecommunication purposes;
- b) the need for this identity to be usable in automatic systems;
- c) that, in the interest of having a common address format for automatic systems, identities assigned to ship stations, coast stations and used for establishing group calls should be of a similar nature when transmitted over the radio path;
- d) Article 25 and Appendix 43 of the Radio Regulations;
- e) that it is highly desirable that the code which forms the ship identity or part thereof can be used by subscribers to the public switched networks for calling ships automatically;
- f) that the public switched networks in some countries have restrictions, with respect to the maximum number of digits that may be dialled or keyed to indicate ship station identity;
- g) that CCITT Recommendation E.210/F.120 describes a ship station identification method which provides for this contingency;
- h) that whatever restrictions may be required should, in the interests of the development of automatic shore-to-ship operations, be as few as possible;

UNANIMOUSLY RECOMMENDS

1. that ships equipped with automated radiocommunication systems, including Digital Selective Calling and/or carrying alerting devices of the Future Global Maritime Distress and Safety System should be assigned ship station identities in accordance with Annex I to this Recommendation (see Note);

Note. — The World Administrative Radio Conference for the Mobile Services, scheduled for 1983, should consider this subject (see RR No. 2083).

2. that ship and coast stations using Morse telegraphy may continue to use existing alphanumeric call signs;
3. that ship and coast stations using digital selective-calling equipment in accordance with Recommendation 493 should use their 9-digit numerical identities transmitted as a 10-digit address/self-identity with a digit 0 added at the end of the identity;
4. that administrations issuing 5-digit numbers according to Radio Regulation No. 2134 should, if possible, assign 9-digit numerical identities and 5-digit numbers in such a way that there is a clear relation between them;
5. that the present octal numbering system in use in an existing maritime mobile-satellite system should be converted as early as feasible to a decimal system with 9-digit ship station identities;
6. that any future international automatic maritime telecommunication system should be designed to use the 9-digit ship station identities on the radio path.

ANNEX I

ASSIGNMENT OF SHIP STATION IDENTIFICATION

1. Introduction

1.1 Ships participating in the maritime radio services mentioned in RECOMMENDS 1 shall be assigned a nine digit unique ship station identity in the format $N_1I_2D_3X_4X_5X_6X_7X_8X_9$, wherein the first three digits represent the Nationality Identification Digits (NID).

1.2 Restrictions may apply with respect to the maximum number of digits which can be transmitted on some national telex and/or telephone networks for the purpose of ship station identification.

1.3 At present, the maximum number of digits that are able to be transmitted over the national networks of many countries for the purpose of determining ship station identity is six. The digits carried on the network to represent the ship station identity is referred to as the "ship station number" in this text and in the relevant CCITT Recommendation. The use of the techniques described below should make it possible for the coast stations of such countries to engage in the automatic connection of calls to ship stations.

1.4 To obtain the required nine digit ship station identity a series of trailing zeros is added to the ship station number by the coast station for shore-originated automatic services, e.g.:

<i>Ship station number</i>	<i>Ship station identity</i>
$N_1I_2D_3X_4X_5X_6$	$N_1I_2D_3X_4X_5X_60_70_80_9$

2. As long as the restrictions in § 1 apply in one's own network limiting ship station numbers to 6 digits, ships that intend to receive automatic network traffic from national coast stations only, should be assigned identities wherein X_9 , but not X_8 , = 0. This assumes that "9" is used to abbreviate the national NID for such ships for network purposes.

<i>Ship station number</i>	<i>ship station identity</i>
$9 X_4X_5X_6X_7X_8$	$N_NI_ND_NX_4X_5X_6X_7X_80_9$

$N_NI_ND_N$ are the Nationality Identification Digits of one's own country. (See also § 3.2 of CCITT Recommendation E.210/F.120). If a country has more than one NID, only one may be used for this purpose.

3. As long as the restrictions in § 1 apply it may be useful for some administrations to expand the capacity for numerical ship station identification by using as many as ten "8 Y" abbreviations for NIDs.

Such a technique may allow the assignment of ship station identities wherein trailing zeros are applied only to X_8 and X_9 .

<i>Ship station number</i>	<i>Ship station identity</i>
$8 Y X_4X_5X_6X_7$	$N_1I_2D_3 X_4X_5X_6X_70_80_9$

The usefulness of this technique to a given administration may depend on whether its abbreviation (e.g. 83) of its own NID is duplicated in other administrations in which some of its ships have a community of interest. When such is the case the ship in question can be called using the same ship station number in all the automatic networks of interest to that ship. As an example, a group of up to ten countries, with community of interest, might agree to assign the same abbreviation for their respective NIDs. The abbreviation should always relate to the numerically lowest NID, when more than one is assigned to a given country.

<i>Country</i>	<i>"8 Y" Assignment</i>
A	80
B	81
C	82
D	83
E	84
F	85
G	86
H	87
I	88
J	89

(All countries recognize a particular 8 Y abbreviation as associated with a particular country)

For example a coast station in any of the countries A to J receiving "83" as the first two digits of a ship station number would transmit the NID of country D.

4. As long as the restrictions in § 1 apply, ships that require regular automatic communications from foreign coast stations additional to those that may conform to the abbreviation arrangement noted in § 3 shall only be assigned ship station identities with $X_7X_8X_9 = 000$ to support 6 digit ship station numbers.

5. When it becomes necessary to progress to stage 2, (seven digit ship station numbers for automatic shore-originated traffic) in the ship station identity scheme the format of ship station identities in § 4 would change from $N_1I_2D_3X_4X_5X_60_70_80_9$ to $N_1I_2D_3X_4X_5X_6X_70_80_9$. If "8 Y" abbreviations are used in stage 1 (six digit ship station numbers for automatic shore-originated traffic) some ship station identity assignments will already have taken the $N_1I_2D_3X_4X_5X_6X_70_80_9$ format. It would therefore be useful to reserve at least one value in the X_7 digit position if ship station identity assignments are made on the basis of "8 Y" network abbreviations:

Ship station number
8 Y $X_4X_5X_6X_7$

Ship station identity
 $N_1I_2D_3X_4X_5X_6X_70_80_9$

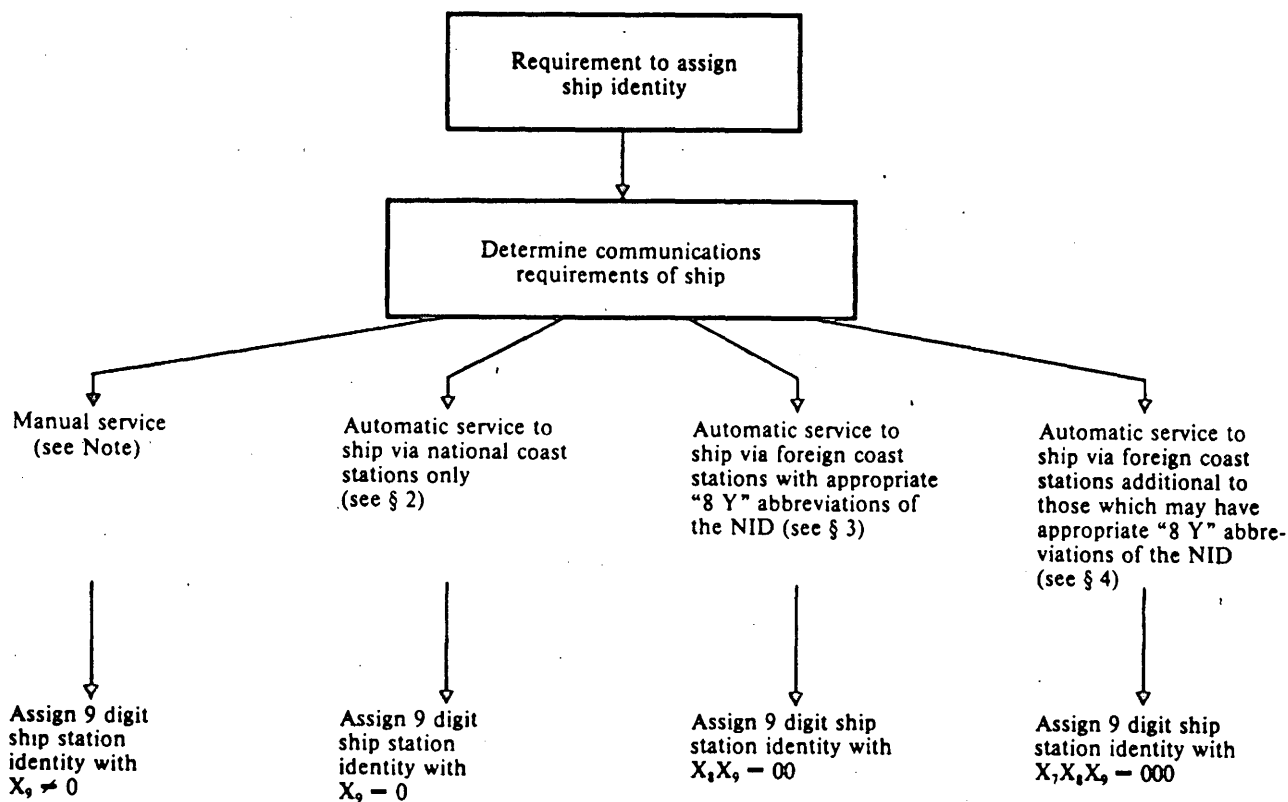


FIGURE 1 - Procedure for selecting numerical ship station identities as long as network restrictions apply

Note. - "Manual" refers to manual operation in the terrestrial telecommunication networks.

A N N E X 2

SHIP STATION IDENTIFICATION FOR VHF/UHF AND MARITIME MOBILE-SATELLITE SERVICES¹⁾

(Geneva, 1980)

1 Introduction

1.1 The purpose of this Recommendation is to specify a method by which an internationally unique ship station identification may be assigned to all the ships participating in the Maritime Mobile Services, and to facilitate the introduction of international automatic VHF/UHF and Satellite Maritime Services.

1.2 Terminology

The following terms are used in this Recommendation:

a) Maritime Mobile (Terrestrial) Service

F: service mobile maritime (de Terre)

S: servicio móvil marítimo (terrenal)

conventional Maritime Mobile Services such as the HF Maritime Service, the MF Maritime Service and the VHF Maritime Service (as defined in the *Radio Regulations* [1]).

Maritime Mobile-Satellite Service

F: service mobile maritime par satellite

S: servicio móvil marítimo por satélite

as defined in the *Radio Regulations* [1].

b) coast station

F: station côtière

S: estación costera

radio station on land in the Maritime Mobile (Terrestrial) Service.

shore station

F: station terrienne côtière

S: estación terrena costera

earth station on land in the Maritime Mobile-Satellite Service.

c) ship station identity

F: identité de la station de navire

S: identidad de estación de barco

the ship's identification X_1, X_2, \dots, X_k transmitted on the radio path.

ship station number

F: numéro de station de navire

S: número de estación de barco

the number that identifies a ship for access from a public network and forms part of the international number to be dialled or keyed by a public network subscriber.

¹⁾ This Recommendation is also included in the Recommendations of the E and Q Series under the numbers E.210 (Fascicle II.2) and Q.11 *ter* (Fascicle VI.1).

²⁾ See also CCIR draft Recommendation entitled "Assignment and use of Maritime Mobile Service identities".

d) **coast (shore) station identity**

F: identité de la station côtière (terrienne)

S: identidad de estación costera (terrena costera)

the coast (shore) station identification $X_1, X_2 \dots X_k$ transmitted on the radio path.

1.3 **Basic considerations**

The considerations that form the basis of this ship station identification system are:

- a) that every ship shall have a unique ship station identity;
- b) that the same unique ship station identity should be used in both VHF/UHF and Maritime Mobile-Satellite Systems;
- c) that the same unique ship station identity should be used for all telecommunication services, particularly for radiotelex and radiotelephony;
- d) that it is desirable that the ship station number and the ship station identity be the same;
- e) that the capacity of the ship station identification system shall be sufficient to admit all ships wanting, or required, to participate in the various Maritime Mobile Services at present and in the foreseeable future;
- f) that access to Maritime Mobile Services via the existing international network in automatic operation should follow the relevant and appropriate CCITT Recommendations;
- g) that the ship identify system shall be a numerical system, and should use the full range of decimal digits;
- h) that two or three of the digits, X_1, X_2, X_3 , of the ship station identity shall indicate the ship's nationality;
- i) that there are important differences in national networks that promote different approaches to automation of Maritime Mobile Services;
- j) that a numerical assignment plan should consider current telephone and telegraph network limitations while it permits change to support future requirements.

2 **Ship station identification**

2.1 **Ship station identity**^{3), 4)}

Ship station identity is established as nine digits. It should be assigned to take into account the implications relating to it in the public switched networks.

$X_1 X_2 X_3 X_4 X_5 X_6 X_7 X_8 X_9$

The initial three digits define the nationality of the ship as indicated in the following sections.

2.2 **Ship station number**

The ship station number defines the ship station within the public switched network and this information is transmitted to a coast or shore station. In the VHF/UHF Maritime Service the ship station number may be different from the ship station identity to relate to national network needs.

3 **Assignment of ship station identification**

3.1 **Assignment of blocks of numbers**

Blocks of numbers should be assigned to countries so that individual Administrations* may systematically assign ship station identities within those blocks.

³⁾ A seven-digit ship station identity is used in the current generation of the Maritime Satellite System.

⁴⁾ Some international telex centres are limited to seven digits.

3.2 Identification of ship's geographical region

The first digit of each ship station identity is intended to identify the geographical region to which the nationality (registry) of the ship relates. Only the digits 2 through 7 are used for this purpose to identify easily the world's regions as follows:

- 2 — Europe
- 3 — North America
- 4 — Asia (except Southeast Asia)
- 5 — Oceania and Southeast Asia
- 6 — Africa
- 7 — South America.

Arrangements may therefore be made to systematically assign a ship station identity to each ship as soon as national blocks are allocated. The digits zero (0), one (1), eight (8) and nine (9) are allocated for other purposes as indicated below.

3.3 Identification of ship's nationality

Since blocks of the ship station identities would be systematically assigned by country, a ship's nationality can be determined by analyzing the first three digits of its ship station identity.

The digits to be analyzed are called Nationality Identification Digits (NID). Examples of the nationality identification digits for ships are given in Table 1/F.120.

TABLE 1/F.120

Country	Nationality Identification Digits (NID)	Ship Station Identifies
P	231	from 231 000 000 to 231 999 999
Q	233, 234	from 233 000 000 to 234 999 999
R	236, 237 238	from 236 000 000 to 238 999 999
S	240 - 249	from 240 000 000 to 249 999 999

4 Assignment of nationality identification digits

Each NID represents a discrete capacity assigned according to a plan that relates assigned capacity to ship population. The plan is to be developed by a competent World Administrative Radio Conference (WARC) and administered by the Secretary-General of the ITU.

5 Group calls

$X_1 = 0$, $X_2 = 1$ to 9 are assigned to indicate a group call to a group of ships having a community of interest. Such calls may be barred in the public switched network and/or at the coast/shore stations. Control of group calls may also be achieved by the use of special group service access to the coast/shore stations.

6 Coast/shore station identity

$X_1 = 0$, $X_2 = 0$ are assigned to indicate coast/shore station identities. The use of such identities may be barred in the public switched network and/or the coast/shore stations.

7 Future expansion of the ship station identification system

$X_1 = 1$ as in the format 1 XXXXXXXX has been reserved for future expansion.

8 Evolutionary expansion of ship station identities as applied to Maritime Mobile (Terrestrial) Services

8.1 The plan permits the identification of ships whose communications requirements are inter-regional, regional or national. The plan is intended to allow the automation of Maritime Mobile Services on public switched networks, where feasible, as the demand for ship station identities increases for the automatic service. This demand is considered in stages defined by the number of digits in ship station numbers required to satisfy automatic communication needs. A minimum number of digits is used for *ship station numbers* at any given time to permit countries with network restrictions to provide a maximum of automation. Trailing zeros are added to the ship station numbers (received from an automatic network) to form nine-digit ship station identities on the radio path. The $X_1X_2X_3$ digits are shown as nationality identification digits in Table 2/F.120.

TABLE 2/F.120

Stage	Ship station number	Digits on the automatic network	Ship station identity	Digits on the radio path
1	NID $X_4X_5X_6$	6	NID $X_4X_5X_6$ 000	9
2	NID $X_4X_5X_6X_7$	7 a), b)	NID $X_4X_5X_6X_7$ 00	9
3	NID $X_4X_5X_6X_7X_8$	8	NID $X_4X_5X_6X_7X_8$ 0	9

a) Due to network limitations, some countries may choose to withhold the first digit of the NID and insert it automatically at the coast station to retain automatic access to all ships whose NIDs have identical first digits (ships of the same geographical area). However, the application of this technique should be avoided if possible to minimize ambiguity.

b) $X_2 = 8$ and 9 should only be assigned when requirements have made it absolutely necessary. This will permit those countries that cannot yet transmit a 7-digit ship station number in stage 2 to use the abbreviated regional and national numbers 8Y and 9 according to § 8.3 for as long as the digits $X_2 = 8$ and 9 have not been assigned in the area of their X_1 .

8.2 In stage 1, those countries that would identify VHF/UHF calls and plan to automate VHF in a single stage of subscriber selection would have full access to all ships if they were able to assign six digits to ship station numbering in their networks. The plan contemplates mutual cooperation to extend this stage as long as possible by judicious ship station identity assignments to satisfy requirements for automatic VHF/UHF in the face of network limitations.

8.3 Additional ship station numbering techniques may be used to expand network access to more ship stations in stages 1 and 2. These techniques permit an extension of the time periods during which stages 1 and 2 apply. For example:

Ship station number

8Y $X_4X_5X_6X_7$
9 $X_4X_5X_6X_7X_8$

Ship station identity

$N_yI_yD_y$ $X_4X_5X_6X_7$ 00
 $N_nI_nD_n$ $X_4X_5X_6X_7X_8$ 0

In this arrangement, the digits 8Y may be 80 to 89 to define as many as ten foreign NIDs (shown as $N_n I_n D_n$) to permit automatic calling of ships of particular nationalities. The coast station would be required to translate a given 8Y to a particular foreign NID. The digit 9 may be used to indicate the nationality identification digits for ships of the same nationality as the network and the coast station. The coast station would be required to translate 9 to one particular national NID (shown as $N_n I_n D_n$). National application of these techniques could be adopted to provide an efficient use of ship station numbers.

9 Ship station identity for the Maritime Mobile-Satellite Service

The international numbering plans would permit up to nine digits for ship station identity and ship station numbering to be used in association with country codes 87X for telephony and destination codes 58X for telex, where X may indicate ocean area or system.

10 Considerations related to ship station identity assignment

An efficient allocation of ship station identity will permit an extension of the time period in which stage 1 applies. The specific manner in which the optional techniques indicated in §§ 8.1 and 8.3 are applied depends on the needs of a given Administration to achieve an optimum result. Special consideration should be given to the assignment of ship station identities for ships engaged in regional and national traffic so that spare capacity remains available for inter-regional traffic when transition from stage 1 to stage 2 takes place.

ANNEX A

(to Recommendation F.120)

National network diversity and automation of VHF/UHF service

A.1 National network numbering and routing requirements provided to satisfy national subscriber population and service needs result in widely varying abilities to support automatic VHF/UHF service. The following diverse approaches have been recognized and should be expected.

A.1.1 The inability of some networks to carry as few as six digits for ship station number purposes will tend to defer automation indefinitely in some instances.

A.1.2 Some countries will find it practical to provide for automation on the basis of six digits for ship station numbering in accordance with the proposed plan in this Recommendation. When seven digits are required (in stage 2) the practice of not dialling the initial digit of the nationality identification digits may be adopted to maintain as much automation as feasible. Refer also to § 8.1.

A.1.3 Some countries may find it practical to use national network numbering to define ship station numbers that are translated to ship station identities at one or more coast stations and perhaps support this with locator services.

A.1.4 Some countries may find it practical to use two-stage selection, e.g. in the telephone service a second stage of subscriber dialling with multifrequency push-button equipment may be already available or provided specifically for subscribers particularly interested in maritime services.

A.1.5 Some countries may now, or later, provide for centralized maritime centres that may support automatic location and call routing facilities. The use of such maritime centres would enable the application of ship station numbers of up to nine digits between countries with such centres.

Reference

- [1] *Radio Regulations*, ITU, Geneva, 1979.

COMMITTEE 4

AD HOC GROUP 2

Report of the Drafting Group to ad hoc Group 2
of Committee 4

The Drafting Group considered the proposals made by the U.S.S.R., Australia and the Netherlands and taking into account the decisions of the first meeting of the Working Group 4 ad hoc Group 2, submits the texts of the related provisions of sub-sections IIB and IIC of Article 12 enclosed in the Annex.

A.R. VISSER
Convenor of the Drafting Group

Annex : 1



A N N E X

Sub-Section IIB

1. Modify RR 1317 to read as follows :

"MOD 1317 a) with respect to the provisions of No. 1240 and in particular those of Nos. 4371, 4373 and those of Appendix 16;"

2. Add No. 1320bis to read as follows :

"ADD 1320bis (5) In the case of a notice which has received a favourable finding with respect to No. 1317 but unfavourable finding with respect to No. 1318 it shall be returned to the notifying administration except if the administration has initiated the procedure of Article 16 in accordance with No. 1719."

3. Modify RR 1321 to read as follows :

"MOD 1321 (6) In the case of a notice which makes reference to RR 1719 if the finding with respect to No. 1317 is favourable, the notice shall be recorded provisionally in the Master Register. In this case the Board shall review the recording after the notifying administration has completed application of the procedure of Article 16."

4. Delete provisions of Nos. 1322 to 1325.

"SUP 1322-1325."

5. Modify RR 1328 to read as follows :

"MOD 1328 a) with respect to the provisions of No. 1240 and in particular those of Nos. 4371 and 4374 and those of Appendix 16;"

Sub-Section IIC

6. Modify RR 1342 to read as follows :

"MOD 1342 (5) Except for cases to which No. 1268 applies, all frequency assignments referred to in No. 1333 shall be recorded in the Master Register ... (rest unchanged)."

RECOMMENDATION No. 313

Relating to Temporary Provisions Covering the
Technical and Operational Aspects of the
Maritime Mobile-Satellite Service

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, ~~1979~~ 1983,

considering

- a) that a minimum number of provisions to introduce the maritime mobile-satellite service in an orderly manner has been adopted;
- b) that administrations have, as yet, little or no experience in operating a maritime mobile-satellite service;
- c) that the International Maritime Satellite Organization (INMARSAT) has recently come into existence;
- d) that CCIR is studying the technical and operating aspects of this service;
- e) that, consequently, it is impossible at the present time to establish comprehensive regulatory provisions covering in detail the technical and operational aspects of such a service;
- f) that, nevertheless, temporary administrative, technical and operational provisions may become necessary before the next competent administrative radio conference;

recognizing

that any CCIR or CCITT recommendations on this subject could be more readily adapted to changing techniques than could detailed regulations;

recommends

1. that, whilst gaining experience to provide a basis for the adoption of detailed regulations by the next appropriate administrative radio conference, administrations participating in the mobile-satellite service should agree to temporary administrative, technical and operational provisions, notify them to the Secretary-General, and invite other administrations to adopt them, without prejudice;

2. that, the CCIR continue its studies; and

invites

the Administrative Council to take the necessary action to place this matter on the agenda of the next competent world administrative radio conference.

G.F. HEMPTON
Chairman of Working Group 5A



WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Corrigendum No. 1 to
Document No. DT/16(Rev.1)-E
7 March 1983
Original : English

WORKING GROUP 5A

Draft modifications of Chapter IX

Distress and Safety Communications

Replace the text of page 2 by the following :

(MOD) 2972 B₁ 2 182 kHz

MOD 2973 § 2- 12. (1) The frequency 2 182 kHz 17 is ~~the~~ an international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between 1 605 kHz and 4 000 kHz when requesting assistance from the maritime services.

It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2 182 kHz. The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be H3E. Class A3E emission may continue to be used by apparatus provided solely for distress, urgency and safety purposes. (See No. 4127.) The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265).7

The class of emission J3E may be used for the exchange of distress traffic on 2 182 kHz following the acknowledged reception of a distress call using digital selective calling techniques on 2 --- kHz taken into account that other shipping in the vicinity may not be able to receive this traffic.

MOD 2973.1 Where administrations provide at their coast stations a watch on 2 182 kHz for receiving class R3E and J3E emissions as well as class A3E and H3E emissions, ship stations may communicate with them using class J3E emissions.



WORKING GROUP 5ADraft modifications of Chapter IXDistress and Safety Communications¹

¹For the purposes of this Chapter, distress and safety communications includes distress, urgency and safety calls and messages.

ARTICLE 38

NOC Frequencies for Distress and Safety

NOC Section I. Availability of Frequencies

A. 4-- (or 5--) kHz

ADD 2969A The frequency 4-- kHz is used exclusively for distress and safety calls in the shore-to-ship direction by digital selective calling techniques.

(MOD) 2969 A. B. 500 kHz

MOD 2970 The frequency 500 kHz is the international distress frequency for morse radiotelegraphy (see also No. 472); it shall be used for this purpose by ship, aircraft and survival craft stations using frequencies in the bands between 415 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236). For distress and safety purposes, the classes of emission to be used on 500 kHz shall be A2A, A2B, H2A or H2B (see also No. 3042).

NOC 2971

ADD 2971A C. [---] kHz

ADD 2971B § 1a. In the maritime mobile service, the frequency [---] kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy. [See Recommendation No. 309 as amended.]

ADD 2971C 2 --- kHz

ADD 2971D The frequency 2 --- kHz is used exclusively for distress and safety traffic by narrow-band direct-printing telegraphy.

(MOD) 2972 B- 2 182 kHz

MOD 2973 § 2-12. (1) The frequency 2 182 kHz¹⁷ is ~~the~~ an international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between 1 605 kHz and 4 000 kHz when requesting assistance from the maritime services.

It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2 182 kHz. The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be J3E or H3E. Class A3E emission may continue to be used by apparatus provided solely for distress, urgency and safety purposes. (See No. 4127.) ¹⁷The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265).⁷

MOD 2973.1 ¹Where administrations provide at their coast stations a watch on 2 182 kHz for receiving class ~~R3E~~ and J3E emissions as well as class A3E and H3E emissions, ship stations beyond the A3E or H3E communication range of such coast stations may call them for safety purposes using class ~~R3E~~ or J3E emissions. This procedure shall only be used when calling by the use of class A3E and H3E emissions has not been successful.

J.W. EGAN
Assistant to Chairman of Working Group 5A

WORKING GROUP 5A

Draft modifications of Chapter IX

NOC Frequencies for Distress and Safety

NOC Section I. Availability of Frequencies

A. 4-- (or 5--) kHz

ADD 2969A The frequency 4-- kHz is the dedicated international frequency for use by coast stations for alerting ships for distress and safety purposes.

On this frequency only digital selective calling techniques shall be used.

(MOD) 2969 A- B. 500 kHz

MOD 2970 The frequency 500 kHz is the international distress frequency for morse radiotelegraphy (see also No. 472); it shall be used for this purpose by ship, aircraft and survival craft stations using frequencies in the bands between 415 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236). For distress, urgency and safety purposes, the classes of emission to be used on 500 kHz shall be A2A, A2B, H2A or H2B (see also No. 3042).

NOC 2971

ADD 2971A C. $\sqrt{518}$ kHz

ADD 2971B § 1a. In the maritime mobile service, the frequency $\sqrt{518}$ kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy.

ADD 2971C 2 --- kHz

ADD 2971D The frequency 2 --- kHz is used exclusively for distress and safety traffic by narrow-band direct-printing telegraphy.

(MOD) 2972 B- 2 182 kHz

Working Group 5A is requested to provide guidance on the classes of emission to be used in the text of No. 2973.



MOD 2973 § 2, 12. (1) The frequency 2 182 kHz^[1] is the international distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between 1 605 kHz and 4 000 kHz when requesting assistance from the maritime services.

It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on a working frequency after a preliminary announcement on 2 182 kHz. [[]The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be H3E (see No. 4127).² The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265).⁷

[[]2973.1[]]

ADD 2973.2 ²Class A3E emission may continue to be used by apparatus provided solely for distress, urgency and safety purposes until a date to be set by a competent world administrative radio conference (see Recommendation UK/1).

E.W. EGAN
Assistant to Chairman, Working Group 5A

WORKING GROUP 5ADraft modifications of Chapter IX (continuation)

- MOD 2974 ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N.~~
If a distress message on the carrier frequency 2 182 kHz has not been acknowledged, the radiotelephone alarm signal, whenever possible followed by the distress call and message, may be transmitted again on a carrier frequency of $\sqrt{4\ 125\ 7}$ kHz or $\sqrt{6\ 215.5\ 7}$ kHz, as appropriate (see Nos. 2982, 2986 and 3054).
- NOC 2975
- MOD 2976 (4) Selective Sequential single-frequency code selective calling under the provisions of Article 62 may be used on the carrier frequency 2 182 kHz in the shore-to-ship, ship-to-shore and ship-to-ship directions and on this frequency shall be confined to distress and urgency and to vital navigational warnings. In no circumstances shall such selective calling be used in place of the procedures given in Nos. 3101, 3102, 3116, 3117 and 3270.
- NOC 2978
- ADD 2978C F. 2 187 kHz
- ADD 2978D § 14. (1) The frequency 2 187 kHz is an internationally dedicated distress frequency for alerting for use in the FGMDSS. It may also be used for the announcement of urgency and safety messages. On this frequency only digital selective calling techniques shall be used (see No. 3016A).
- ADD 2978A 2 --- kHz
- ADD 2978B § 2A. The frequency 2 --- kHz is used exclusively for distress and safety alerting by digital selective calling techniques (see No.).
- NOC 2979
- MOD 2980 § 3. The aeronautical carrier (reference) frequency 3 023 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of ~~Appendices~~ Appendix 27* and 27 Aer2 (see Nos. 501 and 505).
- ADD 2980A 4 --- kHz
- ADD 2980B The frequency 4 --- kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.
- 2981 $\sqrt{4\ 125\ 7}$ kHz



MOD 2982 § 4. ~~(1) In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of latitude 25° N, The carrier frequency 4 125 kHz is designated to supplement the carrier frequency of 2 182 kHz for distress and safety purposes and for call and reply (see also No. 520). Stations using the frequency 4 125 kHz may continue to use class H3E emission until 1 January 1984. This frequency is also used for distress and safety traffic by radiotelephony.~~

ADD 2982A (3) The carrier frequency 4 125 kHz may be used by aircraft stations to communicate with stations of the maritime mobile service for distress and safety purposes. [(See No. 2943 and Resolution F_7).]

ADD 2982B 4 --- kHz

ADD 2982C The frequency 4 --- kHz is used exclusively for distress and safety alerting using digital selective calling techniques.

J.W. EGAN
Assistant to Chairman, Working Group 5A

PLENARY MEETINGDraft Report of the Chairman of the Technical Working Group

The Technical Working Group studied the proposals of the administrations concerning technical matters related to the various agenda items. The results of the discussions are summarized as follows :

Agenda item 1 (1.1 to 1.3)

1. To review, and revise as necessary, the provisions of the Radio Regulations for the mobile and mobile-satellite services within the limits specified in the items below :

1.1 Adding to Article 1(N1/1) only new definitions relating to these services which are not already provided for and without in any way altering the existing definitions;

1.2 Adding to Article 8(N7/5) only new footnotes or to revise existing footnotes relating to these services and which are consequential to decisions taken by this Conference in pursuance of the decisions reflected in the pertinent Resolutions or Recommendations of the World Administrative Radio Conference, 1979, provided they do not change any existing provision in such a way to affect adversely the provisions relating to any other non-mobile service;

1.3 The notification and registration procedures contained in sub-sections IIB and IIC of Article 12(N12/9).

The Technical Working Group has no information to provide for these agenda items.

Agenda item 1.4

1.4 The parts of Appendix 16(17 Rev.) related to the channelling of the existing maritime mobile radiotelephone service in the bands between 4 000 and 23 000 kHz and to add new channelling plans for the maritime mobile radiotelephone service in the new shared bands at 4 000 - 4 063 and 8 100 - 8 195 kHz.

1.4.1 Channel spacing

The Technical Working Group examined those parts of Documents Nos. 6 (CCIR), 9 (CAN), 11 (HOL), 18 (G), 20 (D), 26 (J), 29 (AUS), 32 (IND), 35 (SEN) concerning channel spacing and came to the following conclusion :

The channel spacing in the existing maritime mobile radiotelephone service in the exclusive HF bands and in the new shared bands could be 3 kHz and the carrier frequencies could be integer multiples of 1 kHz.



1.4.2 Use of the shared bands

The Technical Working Group supports the information contained within the CCIR SPM report (paragraph 1.4.2) and has no further information to provide.

Agenda item 1.5

1.5 Distress and safety communications

IMO has stated requirements for three elements in their proposed FGMDSS, namely Digital Selective Calling (DSC), Narrow-Band Direct-Printing (NBDP) and Radiotelephony (RT). These should operate with adequate status and protection, appropriate for distress and safety communications. Frequencies assigned for the system should remain unchanged and there should be a minimum effect on existing distress arrangements before final implementation of the FGMDSS. Proposals for the accommodation of the three elements into the bands fall basically into two categories : i) the composite arrangement, whereby DSC, NBDP and RT are arranged contiguously within one channel, and ii) the dispersed arrangement, in which the three elements are placed within the sub-bands appropriate to their class of emission. Technical factors affecting the relative performance of these two arrangements are contained in the CCIR SPM Report, with which the Technical Working Group agrees.

Agenda item 1.6

1.6 Selective calling procedure in the maritime mobile service

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 1.6) and has no further information to provide.

Agenda item 2

2. To review and take appropriate action as necessary on the following Resolutions and Recommendations of the World Administrative Radio Conference, 1979, solely from the viewpoint of the mobile and mobile-satellite services involved without adverse impact on other radiocommunication services :

2.1 Resolution No. 200 - Relating to the Use of Class R3E and J3E Emissions for Distress and Safety Purposes on the Carrier Frequency 2 182 kHz

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 2.15.1) and has no further information to provide. Considerations will take place in Committee 5 which has primary responsibility for it.

2.2 Resolution No. 310 - Relating to Frequency Provisions for Development and Future Implementation of Ship Movement Telemetry, Telecommand and Data Exchange Systems

The modification proposed by the United States in Document No. 19 was accepted and appears in Annex 1.

2.3 Recommendation No. 201 - Relating to Distress, Urgency and Safety Traffic

In consideration of proposed modifications contained within Documents Nos. 6 (CCIR), 19 (USA), 25 (NZL), 29 (AUS), a modification to Recommendation No. 201 appears in Annex 2; this has been sent to the Chairman of Committee 5 for final consideration.

- 2.4 Recommendation No. 203 - Relating to the Future Use of the
Band 2 170 - 2 194 kHz

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 2.4) and has no further information to provide. Considerations will take place in Committee 4, which has primary responsibility for it.

- 2.5 Recommendation No. 307 - On the Choice of a Frequency in the Maritime
Mobile Bands between 1 605 kHz and 3 800 kHz to Be Reserved for Safety
Requirements

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 2.8) and has no further information to provide. Considerations will take place in Committee 4.

- 2.6 Recommendation No. 313 - Relating to Temporary Provisions Covering the
Technical and Operational Aspects of the Maritime Mobile-Satellite Service

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 2.10) and has no further information to provide. Considerations will take place in Committee 5.

- 2.7 Recommendation No. 604 - Relating to the Future Use and Characteristics
of Emergency Position-Indicating Radiobeacons

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 2.14) and has no further information to provide. Committee 5 is primarily responsible for this Recommendation.

- 2.8 Recommendation No. 605 - Relating to Technical Characteristics and
Frequencies for Shipborne Transponders

The Technical Working Group supports the information contained within the CCIR SPM Report (paragraph 2.12) and has no further information to provide. Considerations will take place in Committee 5.

P. BRUNSCHWIG
Chairman of the Drafting Group
of the Technical Working Group

A N N E X 1

RESOLUTION No. /~PL/A-1_7¹

Relating to Frequency Provisions for Development and
Future Implementation of Ship Movement Telemetry,
Telecommand and Data Exchange Systems

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1979, 1983
considering

- a) the need to specify radio frequencies which may be used by the maritime mobile service on a worldwide basis for ship movement requirements using digital automated data exchange, telemetry and telecommand techniques;
- b) the developments now in progress in different portions of the frequency spectrum which will require common frequency bands in the future for efficient frequency utilization;
- c) the importance of these short-range systems in the safe and efficient operations of ships;
- d) the advantages to port authorities for safe and efficient port management and operations;

noting

- a) ~~the findings of the Special Preparatory Meeting of the CCIR that frequencies in the region of 10 GHz appeared satisfactory for short range automated systems of this nature;~~ the conclusions of the Special Meeting of Study Group 8 of the CCIR in preparation for the 1983 Mobile WARC, that CCIR studies are underway (particularly, Question 55/8);
- b) that further operational and technical information is needed in deciding the most effective frequency utilization and sharing criteria;

resolves

- 1. that the next competent world administrative radio conference shall review possible frequency provisions in the light of additional studies;
- 2. that the CCIR shall examine and advise on bandwidths and data formats in coordination with administrations developing and testing these digital transmission systems;

requests the Secretary-General

to refer this Resolution to the International Maritime Organization (IMO), inviting it to define the operational requirement for data exchange with ships using digital transmission techniques and to make appropriate recommendations to assist administrations in preparing for a future conference.

¹ Replaces Resolution No. 310 of the World Administrative Radio Conference, Geneva, 1979.

A N N E X 2

RECOMMENDATION No. /PL/A-1/¹

Relating to Distress, Urgency and Safety Traffic

The World Administrative Radio Conference, for the Mobile Services, Geneva, 1983,
having noted

that the International Maritime Organization (IMO) :

- a) has adopted a Resolution² on the development of the maritime distress system;
- b) has under development a future global maritime distress and safety system;
- c) is considering transitional measures to this future system;

further noting

that the technical and operating considerations of the future global maritime distress and safety system are being studied by the CCIR;

considering

- a) that the IMO requirement for the possible future fitting of automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, is of particular importance;
- b) that automatic distress alerting, followed by the automatic transmission of additional information concerning the distress case, should take place on one or more frequencies reserved for this purpose;
- c) that this Conference has made available frequencies for automatic distress alerting using digital selective calling techniques;
- d) that within the framework of the future global maritime distress and safety system the transmission and the recorded reception of distress, urgency and safety messages should be able to take place with minimal interruption and irrespective of human attendance;
- e) that there /will/ /may/ be a continuing requirement for non-automatic alerting for ships not required by international conventions to participate in the future global maritime distress and safety system;

recommends

- 1. that IMO be invited to continue its studies with a view to early implementation of the future distress system and that in doing so to recognize the need for the future distress system to provide for the continued use of non-automatic alerting by ships not subject to international conventions and for existing equipment in such ships to be able to continue in use for distress and safety purposes;

¹ Replaces Recommendation No. 201 of the World Administrative Radio Conference, Geneva, 1979

² IMO Resolution A.420 (XI)

2. that CCIR continue its studies to determine the role of maritime-satellite radio-communications in a coordinated distress system as well as in safety applications;
 3. that a prerequisite to the introduction of the future distress system be proof by field trials that it will provide an improved service;
 4. that administrations consider, in the light of advancing techniques, the introduction of more automated telecommunication systems for the dissemination of distress, urgency and safety messages on a continuous basis, to replace Morse telegraphy and possibly radiotelephony;
 5. that the introduction and operation of the future global maritime distress and safety system should be complementary to and not adversely affect the existing distress and safety services.
-

DRAFT

RESOLUTION No.

Relating to the Holding of an Administrative Regional
Conference to Prepare Frequency Assignment Plans for
the Maritime Mobile Service in the Bands between 435 kHz and 526.5 kHz
and in Parts of the Band between 1 606.5 kHz and 3 400 kHz
in the European Maritime Area / and to Plan for the
Aeronautical Radionavigation Service in the Band 415 - 435 kHz
in Certain Parts of Region 1 /

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

- a) that Recommendation No. 300 of the WARC, Geneva, 1979 confirmed that technical standards upon which the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;
- b) that Resolution No. 38 of the WARC, Geneva, 1979 stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1 606.5 - 2 850 kHz for the maritime mobile service;
- c) that the present Conference was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that there is an urgent need, at least in that part of Region 1 defined as the European Maritime Area, for frequency assignment plans to be prepared for the bands mentioned brought into force for the benefit of the maritime mobile service and for other services requiring early access to certain bands to be vacated by that service;
- e) that the present Conference modified the provisions of No. 4188 of the Radio Regulations concerning the subdivisions of the bands between 1 606.5 kHz and 3 800 kHz;

/Considering further

- f) that the WARC, Geneva, 1979 allocated to the band 415 - 435 kHz in Region 1 to the aeronautical radionavigation service on a primary basis and to the maritime mobile service on a permitted basis;
- g) that this allocation permits the preparation of a frequency plan for the aeronautical radionavigation service;
- h) that there is an urgent need for the band 415 - 435 kHz to be made available to the aeronautical radionavigation service in Region 1;
- i) that in order to use the band 415 - 435 kHz to the maximum extent, at least in the European Maritime Area, it is necessary to plan this band;



j) that to enable a coordinated introduction of the aeronautical radionavigation service in the band 415 - 435 kHz, the planning of this band should coincide with the planning of the band 435 - 526.5 kHz for the maritime mobile service;

k) that the planning of the band 415 - 435 kHz in certain parts of Region 1 for the aeronautical radionavigation service will be of benefit to aircraft of all nations flying in these areas;_7

resolves

1. to invite the Administrative Council to convene early in 1985 an administrative regional conference for the European Maritime Area to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1 606.5 kHz and 2 850 kHz /_and for the aeronautical radionavigation service in the band 415 - 435 kHz_7;

2. that the Tables of assignable frequencies appearing in Annexes 1 and 2 be used as a basis for the planning of the bands 435 - 526.5 kHz, 1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz for the maritime mobile service;

recommends

that the Table of assignable frequencies appearing in Annex 3 be used by administrations when planning and assigning frequencies in the bands 1 850 - 2 045 kHz, 2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 200 kHz to stations of the maritime mobile service.

A N N E X 1

Tables of Assignable Frequencies for Use by the Maritime Mobile
Service in the Band between 435 kHz and 526.5 kHz in Region 1

The Tables below show the frequencies assignable to stations of the maritime mobile service in the band between 435 kHz and 526.5 kHz in Region 1. The frequency assignment plan will be based generally on a 0.5 kHz spacing. Up to 1 January 1990 there should be 1 kHz separation from assignments using the class of emission A1A.

a) coast stations (27 channels)

435.5	439	442.5	446
436	439.5	443	446.5
436.5	440	443.5	447
437	440.5	444	447.5
437.5	441	444.5	448
438	441.5	445	448.5
438.5	442	445.5	

b) coast stations, ship stations, intership working frequencies (22 channels)

449	452	455	458
449.5	452.5	455.5	458.5
450	453	456	459
450.5	453.5	456.5	459.5
451	454	457	
451.5	454.5	457.5	

Note : When choosing from the above assignable frequencies, the possibility of causing harmful interference to the broadcasting intermediate frequency of 450 kHz should be borne in mind.

c) ship stations (61 channels)

460	468	476	484
460.5	468.5	476.5	484.5
461	469	477	485
461.5	469.5	477.5	485.5
462	470	478	486
462.5	470.5	478.5	486.5
463	471	479	487
463.5	471.5	479.5	487.5
464	472	480	488
464.5	472.5	480.5	488.5
465	473	481	489
465.5	473.5	481.5	489.5
466	474	482	490
466.5	474.5	482.5	
467	475	483	
467.5	475.5	483.5	

d) coast stations (15 channels)

510	512*)	514	516
510.5	512.5	514.5	516.5
511	513	515	517
511.5	513.5	515.5	

*) supplementary calling frequency

e) coast station narrow-band direct-printing telegraphy (FEC) [518 kHz]

f) coast stations (15 channels)

519	521	523	525
519.5	521.5	523.5	525.5
520	522	524	526
520.5	522.5	524.5	

ANNEXES 2 AND 3

The following table is presented in the chart form to clearly show which frequency bands will be incorporated in Annex 2 and in Annex 3.

The final form of the two Annexes will be the same as in Annex 1.

Annex 2Annex 3

FC NBDP-DSC	1 606.5	
	1 625	
FC	1 635	
	1 800	
MS	1 850	
		MS
MS	2 045	
	2 141.5	
MS NBDP-DSC	2 160	
	2 194	
		MS
	2 262.5	
		MS - MS
	2 498	
	2 502	
		MS
	2 578	
		FC
	2 850	
	3 155	
		MS
	3 200	

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/20-E

3 March 1983

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SPECIAL WORKING GROUP PL/B
(Region 1 issues)

Consequential modifications to the Radio Regulations as a result of the proposed subdivisions in Annexes 1, 2 and 3 to Document No. DT/19 and of the cessation of double sideband emissions in the maritime mobile service.

NOC 4187 C. Bands between 1 605 kHz and 4 000 kHz

MOD 4188 § 6. (1) In Region 1, frequencies assigned to stations operating in the bands between 1 606.5 kHz and 3 800 kHz (see Article 8) should, whenever possible, be in accordance with the following subdivision :

- 1 850 - 2 045 kHz : Ship stations
- 2 194 - 2 262.5 kHz : Ship stations
- 2 262.5 - 2 498 kHz : Intership
- 2 502 - 2 578 kHz : Ship stations
- 2 578 - 2 850 kHz : Coast stations
- 3 155 - 3 200 kHz : Ship stations

(2) Frequencies assigned to stations in the bands listed below shall be in accordance with the following subdivisions :

- 1 606.5 - 1 625 kHz : Coast stations - Narrow-band direct-printing telegraphy - Digital selective calling
- 1 635 - 1 800 kHz : Coast stations
- 2 045 - 2 141.5 kHz : Ship stations
- 2 145.5 - 2 160 kHz : Ship stations - Narrow-band direct-printing telegraphy - Digital selective calling.

MOD 4189 (2) In these bands, in Region 1, the frequencies are spaced, as far as possible, by 3 kHz when two adjacent frequencies are used for radiotelegraphy.

SUP 4190

SUP 4191

SUP 4192

NOC 4237



INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/21-E

3 March 1983

Original : English

COMMITTEE 4

DRAFT REPORT OF COMMITTEE 4 TO THE PLENARY

At the first meeting of Committee 4 it was decided to work in full Committee and set up ad hoc Groups as and when required. To date three ad hoc Groups have been set up to deal with specific matters.

Up to 3 March 1983, the Committee met four times and the important decisions taken are as follows :

- 1) to adopt the dispersed frequency arrangement for the Future Global Maritime Distress and Safety System in the HF bands;
- 2) to maintain the present 3.1 kHz frequency spacing in the R/T sub-bands.

M. MENON K.P.R.
Chairman of Committee 4



INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/22(Rev.1)-E

7 March 1983

Original : English

WORKING GROUP 5A

PROPOSALS FOR THE WORK OF THE CONFERENCE

ADD

RECOMMENDATION No. B

Relating to the Use of Ship Earth Stations Within Harbours and Other Waters Under National Jurisdiction

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

recognizing

that permitting the use of ship earth stations of maritime mobile-satellite service within harbours and other waters under national jurisdiction belongs to the sovereign right of countries concerned;

recalling

a) Recommendation No. 313 relating to temporary provisions covering the technical and operational aspects of the maritime mobile-satellite service adopted by the World Administrative Radio Conference, Geneva, 1979;

b) the 1979 WARC allocated the bands 1 535 - 1 544 and 1 625.5 - 1 645.5 MHz to the maritime mobile-satellite service and the bands 1 544 - 1 545 and 1 645.5 - 1 646.5 MHz to the mobile satellite service;

considering

a) that maritime mobile-satellite service, which is at present operated worldwide, has improved maritime communications greatly and made much contribution to the safety and efficiency of ship navigation, and fostering and developing the use of that service in future will make more contribution to the improvement thereon;

b) that the maritime mobile-satellite service will play an important role in the Future Global Maritime Distress and Safety System (FGMDSS);

c) that the use of maritime mobile-satellite service will be beneficial not only to the countries having ship earth stations at present but also to those considering the introduction of that service;

is of the opinion

that all administrations should be invited to consider permitting to the extent possible ship earth stations of the maritime mobile-satellite service to operate within harbours and other waters under national jurisdiction;



recommends

that all administrations may examine this matter further.

Reasons : To foster and develop the use of maritime mobile-satellite service, which has improved maritime communications system greatly as compared to the former one depending on only terrestrial radiocommunication and will play the essential role in the FGMDSS, and to use ship earth stations more efficiently. We think it is necessary and appropriate to take such actions in this Conference.

G.F. HEMPTON
Chairman of Working Group 5A

PROPOSALS FOR THE WORK OF THE CONFERENCE

ADD

RECOMMENDATION No. B

Relating to the Use of Ship Earth Stations
Within Harbours and Other Waters
Under National Jurisdiction

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

recognizing

that permitting the use of ship earth stations of maritime mobile-satellite service within harbours and other waters under national jurisdiction belongs to the sovereign right of countries concerned;

recalling

a) Recommendation No. 313 relating to temporary provisions covering the technical and operational aspects of the maritime mobile-satellite service adopted by the World Administrative Radio Conference, Geneva, 1979;

b) the 1979 WARC allocated the bands 1 535 - 1 544 and 1 625.5 - 1 645.5 MHz to the maritime mobile-satellite service and the bands 1 544 - 1 545 and 1 645.5 - 1 646.5 MHz to the mobile satellite service;

considering

a) that maritime mobile-satellite service, which is at present operated worldwide, has improved maritime communications greatly and made much contribution to the safety and efficiency of ship navigation, and fostering and developing the use of that service in future will make more contribution to the improvement thereon;

b) that the maritime mobile-satellite service will play an important role in the Future Global Maritime Distress and Safety System (FGMDSS);

c) that the use of maritime mobile-satellite service will be beneficial not only to the countries having ship earth stations at present but also to those considering the introduction of that service;

recommends

that all administrations should be invited to consider permitting ship earth stations of the maritime mobile-satellite service to operate within harbours and other waters under national jurisdiction.

Reasons : To foster and develop the use of maritime mobile-satellite service, which has improved maritime communications system greatly as compared to the former one depending on only terrestrial radiocommunication and will play the essential role in the FGMDSS, and to use ship earth stations more efficiently. We think it is necessary and appropriate to take such actions in this Conference.

G.F. HEMPTON
Chairman of Working Group 5A



WORKING GROUP 5ADraft modifications of Chapter IX (continuation)

- MOD 2983 5 680 kHz
- MOD 2984 § 5. The aeronautical carrier (reference) frequency 5 680 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of ~~Appendices Appendix 27*~~ and 27 Aer2 (see also Nos. 501 and 505).
- ADD 2984A 6 --- kHz
- ADD 2984B The frequency 6 --- kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.
- MOD 2985 [6 215.5] kHz
- MOD 2986 § 6. (1) ~~In the zone of Region 3 south of latitude 25° N, The carrier frequency 6 215.5 kHz is designated to supplement the carrier frequency 2 182 kHz for distress and safety purposes and for call and reply (see also No. 523). Stations using the frequency 6 215.5 kHz may continue to use class H3E emission until 1 January 1984.~~ This frequency is also used for distress and safety traffic by radiotelephony.
- ADD 2986A 6 --- kHz
- ADD 2986B The frequency 6 --- kHz is used exclusively for distress and safety calls by digital selective calling techniques.
- ADD 2986C 8 --- kHz
- ADD 2986D The frequency 8 --- kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.
- ADD 2986E 8 --- kHz
- ADD 2986F The carrier frequency 8 --- kHz is used for distress and safety traffic by radiotelephony.
- ADD 2986G 8 --- kHz
- ADD 2986H The frequency 8 --- kHz is used exclusively for distress and safety alerting using digital selective calling techniques.
- MOD 2987 8 364 kHz
- NOC 2988
- ADD 2988A 12 --- kHz
- ADD 2988B The frequency 12 --- kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.



- ADD 2988C 12 --- kHz
- ADD 2988D The carrier frequency 12 --- kHz is used for distress and safety traffic by radiotelephony.
- ADD 2988E 12 --- kHz
- ADD 2988F The frequency 12 --- kHz is used exclusively for distress and safety alerting using digital selective calling techniques.
- ADD 2988G 16 --- kHz
- ADD 2988H The frequency 16 --- kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.
- ADD 2988I 16 --- kHz
- ADD 2988J The carrier frequency 16 --- kHz is used for distress and safety traffic by radiotelephony.
- ADD 2988K 16 --- kHz
- ADD 2988L The frequency 16 --- kHz is used exclusively for distress and safety alerting using digital selective calling techniques.
- ADD 2988M 22 --- kHz
- ADD 2988N The frequency 22 --- kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.
- ADD 2988O 22 --- kHz
- ADD 2988P The carrier frequency 22 --- kHz is used for distress and safety traffic by radiotelephony.
- ADD 2988Q 22 --- kHz
- ADD 2988R The frequency 22 --- kHz is used exclusively for distress and safety alerting using digital selective calling techniques.
- SUP 2990
- ADD 2990A § 8. (1A) The aeronautical emergency frequency 121.5 MHz¹ is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service using frequencies in the band between 117.975 MHz and 136 MHz (137 MHz after 1 January 1990). This frequency may be also used for these purposes in survival craft stations and emergency position-indicating radiobeacons.
- ADD 2990A.1 (1) Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.

- ADD 2990B (1B) The aeronautical auxiliary frequency 123.1 MHz, which is auxiliary to the aeronautical emergency frequency 121.5 MHz, is for use by stations of the aeronautical mobile service and by other mobile and land stations engaged in coordinated search and rescue operations (see also No. 593).
- MOD 2991 (2) ~~For these purposes only, they may use the aeronautical emergency frequency 121.5 MHz and the aeronautical auxiliary frequency 123.1 MHz.~~ Mobile stations of the maritime mobile service may communicate with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz for the purposes of distress and urgency, and on the aeronautical auxiliary frequency 123.1 MHz for coordinated search and rescue operations, using class A3E emissions for both frequencies (see also Nos. 501 and 593). They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.

J.W. EGAN
Assistant to Chairman of Working Group 5A

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

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WORKING GROUP 5A

DRAFT MODIFICATIONS OF CHAPTER IX (CONTINUATION)

- MOD 2992 156.3 and ~~156.8~~ MHz
- MOD 2993 ~~The frequencies 156.3 MHz and 156.8 MHz may be used by aircraft stations for safety purposes only, (see also note h of Appendix 18).~~ The frequency 156.3 MHz may be used for communication between ship stations and aircraft stations, using G3E emission, engaged in coordinated search and rescue operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes (see also note h of Appendix 18).
- ADD 2993A 156.--MHz
- ADD 2993B The frequency 156.--MHz is used for ship-to-ship communications related to the safety of navigation [(see note r of Appendix 18).]
- ADD 2993C 156.8 MHz
- (MOD) 2994 § ~~10.~~ 37. (1) The frequency 156.8 MHz is the international distress, safety and calling frequency for radiotelephony for stations of the maritime mobile service when they use frequencies in the authorized bands between 156 MHz and 174 MHz (see also Nos. 501 and 613). It is used for the distress signal and call and distress traffic, for the urgency signal, urgency traffic and for the safety signal (see also No. ~~2993~~ 2994A). Safety messages shall be transmitted where practicable on a working frequency after a preliminary announcement on 156.8 MHz. The class of emission to be used for radiotelephony on the frequency 156.8 MHz shall be G3E (see Appendix 19).
- ADD 2994A The frequency 156.8 MHz may be used by aircraft stations for safety purposes only.
- ADD 2994B F2. 156.--- MHz
- ADD 2994C § 10A. The frequency 156.--- MHz is used exclusively for distress and safety traffic by direct-printing telegraphy.
- ADD 2994D F3. 156.--- MHz
- ADD 2994E § 10B. The frequency 156.--- MHz is used exclusively for distress and safety calls by digital selective calling techniques (see No.).
- NOC 2995
- (MOD) 2996 243 MHz
~~(see Nos. 501 and 642)~~
- ADD 2996A § 10A. The frequency 243 MHz is used for survival craft stations and equipment for survival purposes (see also Nos. 501 and 642).
- (MOD) 2997 406 - 406.1 MHz Band
~~(see No. 649)~~



- ADD 2997A § 40. The frequency band 406 - 406.1 MHz is used exclusively for satellite emergency position-indicating radiobeacons in the mobile-satellite service in the Earth-to-space direction (see No. 469).
- MOD 2998 ~~By 20. 1 544 - 1 545 MHz Band~~
~~and 1-645.5 - 1-646.5 MHz Band~~
(see No. 728)
- ADD 2998A The band 1 544 - 1 545 MHz (space-to-Earth) is used exclusively for distress and safety operations (see No. 728). This band may will be used on a shared basis for :
- ADD 2998B a) the feeder links of low-orbit satellites needed to relay the emissions of emergency position-indicating radiobeacon earth stations relayed by satellite to coast earth stations;
- ADD 2998C b) the narrow-band (space-to-Earth) links from space stations to mobile stations.
- ADD 2998D HH. 1 645.5 - 1 646.5 MHz band
- ADD 2998E § 42. The band 1 645.5 - 1 646.5 MHz (Earth-to-space) is used exclusively for distress and safety operations (see No. 728).
- ADD 2998A LA. 9 320 - 9 500 MHz band]
- ADD 2998B § 10B. The band between 9 320 MHz and 9 500 MHz may be used for survival radar transponders.]
- NOC 2999
- NOC 3000
- NOC 3001
- NOC 3002
- MOD 3003 a) in the bands between ~~405~~ 415 kHz and ~~535~~ 526.5 kHz, be able to transmit with a carrier frequency of 500 kHz using either class A2A and A2B* or H2A and H2B* emissions. If a receiver is provided for any of these bands, it shall be able to receive class A2A and H2A emissions on a carrier frequency of 500 kHz.
- MOD 3004 b) in the bands between 1 605 and 2 850 kHz, be able to transmit with a carrier frequency of 2 182 kHz using class A3E or H3E emissions. If a receiver is provided for any of these bands it shall be able to receive class A3E and H3E emissions on a carrier frequency of 2 182 kHz;
- NOC 3005

- MOD 3006 d) in the bands between ~~118 MHz and 136 MHz~~ 117.975 MHz and 137 MHz, be able to transmit on 121.5 MHz, ~~preferably~~ using amplitude modulated emissions. If a receiver is provided for any of these bands, it shall be able to receive class A3E emissions on 121.5 MHz;
- NOC 3007
- NOC 3008
- ADD 3008A § 12 A. Equipment with digital selective calling facilities provided for use in survival craft shall, if capable of operating :
- ADD 3008B a) in the bands between 1 605 kHz and 2 850 kHz, be able to transmit on 2 --- kHz;
- ADD 3008C b) in the bands between 4 000 kHz and 27 500 kHz, be able to transmit on 8 --- kHz;
- ADD 3008D c) in the bands between 156 MHz and 174 MHz, be able to transmit on 156 --- MHz.
- NOC Section II. Protection of Distress Frequencies
- MOD 3010 § 13. Except as provided for in Nos. / 2949 / and 3011, Any any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 500-kHz-or-2-182-kHz identified in Section I of this Article is prohibited. ~~(see Nos. 472, 500, 3018 and 3023) Any emission causing harmful interference to distress, safety and calling communications on the frequency 156.8 MHz is prohibited (see Nos. 613, 3033 and 4414).~~
- MOD 3011^T § 14. (1) Test transmissions Any signals sent for testing shall be kept to a minimum, particularly on the frequencies identified in Section I of this Article and should, wherever practicable, be carried out on artificial antennas or with reduced power.
- SUP 3012 - 3015
- MOD 3016 § 3. ~~(2) It is not permitted to send test transmissions of the radio-telephone alarm signal on the carrier frequency 2-182-kHz and the frequency 156.8-MHz, except where emergency equipment which can operate only on these frequencies is involved, in which case measures shall be taken to prevent radiation. Measures shall also be taken to prevent radiation from radiotelephone alarm tests carried out on frequencies other than 2-182-kHz and 156.8-MHz. It is not permitted to transmit alarm signals for testing purposes on any frequency except for essential tests coordinated with competent authorities.~~
- ADD 3016A § 5. Before transmitting on any of the frequencies identified in this Section for distress, urgency and safety traffic, a station shall listen on the frequency concerned for a reasonable length of time to make sure that no distress traffic is being sent (see No. 4915).
- ADD 3016B § 6. The provisions of No. 3016A do not apply to stations in distress.

DRAFT

SECOND REPORT OF SPECIAL WORKING GROUP
(REGION 1 ISSUES) TO THE PLENARY

The Working Group considered the proposals concerning Recommendations Nos. 300 and 301 and Resolution No. 38 and unanimously adopted the texts appearing in Annexes 1 and 2.

K. OLMS

Chairman of the Special Working Group PL/B

Annexes : 2



A N N E X 1

DRAFT

RESOLUTION No. PLB/1

Relating to the Holding of a Regional Administrative Radio
Conference to Prepare Frequency Assignment Plans for the
Maritime Mobile Service in the Bands between 435 kHz and 526.5 kHz and
in Parts of the Band between 1 606.5 kHz and 3 400 kHz in Region 1
and to Plan for the Aeronautical Radionavigation Service in the
Band 415 - 435 kHz in Region 1

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

- a) that Recommendation No. 300 of the WARC, Geneva, 1979 confirmed that technical standards upon which the Copenhagen Plan of 1948 (which provided frequency assignments for coast stations in the European Maritime Area using telegraphy in the bands between 415 kHz and 490 kHz and between 510 kHz and 525 kHz) had become out of date and that some of the technical standards used therein had been revised;
- aa) that the WARC, Geneva, 1979, allocated the bands 505 - 526.5 kHz in Region 1 to the maritime mobile service on a frequency basis and to the aeronautical radionavigation service on a permitted basis;
- b) that Resolution No. 38 of the WARC, Geneva, 1979 stressed the need for frequency assignment plans to be drawn up for Region 1 for the band 1 606.5 - 2 850 kHz for the maritime mobile service;
- c) that the present Conference was unable to prepare frequency assignment plans for these two bands but has nevertheless taken the necessary decisions upon which assignment plans could be based;
- d) that there is an urgent need for frequency assignment plans to be prepared for the bands mentioned brought into force for the benefit of the maritime mobile service and for other services requiring early access to certain bands to be vacated by that service;
- dd) that objective traffic statistics would form a useful basis for the determination of requirements to be included in the planning exercise;
- e) that the present Conference modified the provisions of No. 4188 of the Radio Regulations concerning the subdivisions of the bands between 1 606.5 kHz and 3 800 kHz;

considering further

- f) that the WARC, Geneva, 1979 allocated to the band 415 - 435 kHz in Region 1 to the aeronautical radionavigation service on a primary basis and to the maritime mobile service on a permitted basis;
- g) that this allocation permits the preparation of a frequency plan for the aeronautical radionavigation service;

- h) that there is an urgent need for the band 415 - 435 kHz to be made available to the aeronautical radionavigation service in Region 1;
- i) that in order to use the band 415 - 435 kHz to the maximum extent, it is necessary to plan this band for the radionavigation service and the maritime mobile service;
- j) that to enable a coordinated introduction of the aeronautical radionavigation service in the band 415 - 435 kHz, the planning of this band should coincide with the planning of the band 435 - 526.5 kHz for the maritime mobile service;
- k) that the planning of the band 415 - 435 kHz in Region 1 for the aeronautical radionavigation service will be of benefit to aircraft of all nations flying in these areas;

resolves

1. that a regional administrative radio conference for Region 1 be convened in early 1985 to prepare frequency assignment plans for the maritime mobile service in the frequency bands between 435 kHz and 526.5 kHz and in parts of the band between 1 606.5 kHz and 2 850 kHz and for the aeronautical radionavigation service in the band 415 - 435 kHz;
2. that the Tables of assignable frequencies appearing in Appendices 1 and 2 be used as a basis for the planning of the bands 435 - 526.5 kHz, 1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz for the maritime mobile service;
3. that when planning the band 415 - 435 kHz for the aeronautical radionavigation, provision shall be made for the use of this band also by the maritime mobile service and when planning the band 505 - 526.5 kHz provisions shall be made for the use of this band also by the aeronautical radionavigation service;
4. that, in accordance with resolves 2 of Resolution No. 38 of the WARC, Geneva, 1979, replacement frequencies for stations of the maritime mobile service shall be provided in the frequency assignment plan mentioned above, together with the arrangements for their implementation;

recommends

that the Table of assignable frequencies appearing in Appendix 3 be used by administrations when planning and assigning frequencies in the bands 1 850 - 2 045 kHz, 2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz and 3 500 - 3 800 kHz to stations of the maritime mobile service;

invites the Administrative Council

to take all necessary steps for convening the Conference and to fix the date and agenda for the Conference;

requests the IFRB

to carry out the preparation for the Conference;

requests the CCIR

to provide the necessary technical basis.

APPENDIX 1

Tables of Recommended Assignable Frequencies for Planning for the Maritime Mobile Service in the Band between 435 kHz and 526.5 kHz in Region 1

1. The Tables below show the frequencies assignable to stations of the maritime mobile service for narrow-band direct-printing, digital selective calling and morse telegraphy in the band between 435 kHz and 526.5 kHz in Region 1. The frequency assignment plan will be based generally on a 0.5 kHz spacing. Up to 1 January 1990 there should be 1 kHz separation from assignments using the class of emission A1A.

a) coast stations (29 channels)

435.5	439	442.5	446	449.5
436	439.5	443	446.5	
436.5	440	443.5	447	
437	440.5	444	447.5	
437.5	441	444.5	448	
438	441.5	445	448.5	
438.5	442	445.5	449	

b) coast stations, ship stations, intership working frequencies (22 channels)

450	453	456	459
450.5	453.5	456.5	459.5
451	454 (See RR 4237 and 4238)	457	460
451.5	454.5	457.5	460.5
452	455	458	
452.5	455.5	458.5	

Note : When choosing from the above frequencies, the use of 455 kHz as an intermediate frequency in broadcast receivers should be borne in mind.

c) ship stations (59 channels)

461	469	477	485
461.5	469.5	477.5	485.5
462	470	478	486
462.5	470.5	478.5	486.5
463	471	479	487
463.5	471.5	479.5	487.5
464	472	480	488
464.5	472.5	480.5	488.5
465	473	481	489
465.5	473.5	481.5	489.5
466	474	482	490
466.5	474.5	482.5	
467	475	483	
467.5	475.5	483.5	
468	476	484	
468.5	476.5	484.5	

d) coast stations (15 channels)

510	512*)	514	516
510.5	512.5	514.5	516.5
511	513	515	517
511.5	513.5	515.5	

*) supplementary calling frequency, also used by ship stations according to RR 4239.

- e) coast station narrow-band direct-printing telegraphy (with forward error correction)
 518 kHz
- f) coast stations (15 channels)

519	521	523	525
519.5	521.5	523.5	525.5
520	522	524	526
520.5	522.5	524.5	

2. The recommended assignable frequencies 435.5 - 449.5 kHz to be used by coast stations shall be paired with the frequencies 476 - 490 kHz to be used by ship stations and the recommended assignable frequencies 461 - 475.5 kHz to be used by ship stations shall be paired with the frequencies in paragraphs d) and f).

APPENDIX 2

Recommended Assignable Frequencies for Planning for the
Maritime Mobile Service in the Bands
1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz
and 2 045 - 2 160 kHz

- a) Coast stations, narrow-band direct-printing telegraphy, digital selective calling
1 607 kHz 36 channels spaced 0.5 kHz . . 1 624.5 kHz
- b) Coast stations, single sideband radiotelephony
1 636.4 kHz (1 635) 55 channels spaced 3 kHz . . . 1 798.4 kHz (1 797)
- c) Ship stations, single sideband radiotelephony
2 046.4 kHz (2 045) 32 channels spaced 3 kHz . . . 2 139.4 kHz (2 138)
- d) Ship stations, narrow-band direct-printing radiotelegraphy, digital selective calling
2 142 kHz 36 channels spaced 0.5 kHz . . 2 159.5 kHz

Note 1 : Frequencies listed under a) and b) to be used by coast stations shall be paired with frequencies listed under d) and c) respectively to be used by ship stations.

Note 2 : The frequencies between parentheses are the carrier frequencies.

APPENDIX 3

Recommended Assignable Frequencies to be Used by
Administrations when Planning and Assigning Frequencies
in the Bands 1 580 - 2 045 kHz, 2 194 - 2 498 kHz,
2 502 - 2 850 kHz, 3 155 - 3 400 kHz and 3 500 - 3 800 kHz

- a) Coast stations, single sideband radiotelephony
1 852.4 kHz (1 851) 33 channels spaced 3 kHz . . . 1 948.4 kHz (1 947)
- b) Ship stations, single sideband radiotelephony
1 952.4 kHz (1 951) 31 channels spaced 3 kHz . . . 2 042.4 kHz (2 041)
- c) Ship stations, single sideband radiotelephony
2 196.4 kHz (2 195) 22 channels spaced 3 kHz . . . 2 259.4 kHz (2 258)
- d) Intership, single sideband radiotelephony
2 264.4 kHz (2 263) 78 channels spaced 3 kHz . . . 2 295.4 kHz (2 294)
- e) Ship stations, narrow-band direct-printing telegraphy
2 502.5 kHz 150 channels spaced 0.5 kHz . . 2 577.5 kHz
- f) Coast stations, narrow-band direct-printing telegraphy and single sideband radiotelephony
2 580.4 kHz (2 579) 90 channels spaced 3 kHz . . . 2 847.4 kHz (2 846)
or 2 578.5 kHz 543 channels spaced 0.5 kHz . . 2 849.5 kHz
- g) Ship stations, narrow-band direct-printing telegraphy
3 155.5 kHz 89 channels spaced 0.5 kHz . . 3 199.5 kHz
- h) Ship stations, single sideband radiotelephony
3 202.4 kHz (3 201) 46 channels spaced 3 kHz . . . 3 337.4 kHz (3 336)
- i) Intership, single sideband radiotelephony
3 341.4 kHz (3 340) 20 channels spaced 3 kHz . . . 3 398.4 kHz (3 397)
- j) Intership, single sideband radiotelephony
3 501.4 kHz (3 500) 33 channels spaced 3 kHz . . . 3 597.4 kHz (3 596)
- k) Coast stations, single sideband radiotelephony
3 602.4 kHz (3 601) 66 channels spaced 3 kHz . . . 3 797.4 kHz (3 796)

Note 1 : The frequencies between parentheses are the carrier frequencies.

A N N E X 2

NOC 4187 C. Bands between 1 605 kHz and 4 000 kHz

MOD 4188 § 6 (1) In Region 1, frequencies assigned to stations operating in the bands between 1 606.5 kHz and 3 800 kHz (see Article 8) should, whenever possible, be in accordance with the following subdivision :

- 1 850 - 1 950 kHz : Coast stations
- 1 950 - 2 045 kHz : Ship stations
- 2 194 - 2 262.5 kHz : Ship stations
- 2 262.5 - 2 498 kHz : Intership
- 2 502 - 2 578 kHz : Ship stations
- 2 578 - 2 850 kHz : Coast stations
- 3 155 - 3 340 kHz : Ship stations
- 3 340 - 3 400 kHz : Intership
- 3 500 - 3 600 kHz : Intership
- 3 600 - 3 800 kHz : Coast stations

(2) In Region 1, frequencies assigned to stations in the bands listed below shall be in accordance with the following subdivisions :

- 1 606.5 - 1 625 kHz : Coast stations - Narrow-band
direct-printing telegraphy -
Digital selective calling
- 1 635 - 1 800 kHz : Coast stations
- 2 045 - 2 141.5 kHz : Ship stations
- 2 145.5 - 2 160 kHz : Ship stations - Narrow-band
direct-printing telegraphy -
Digital selective calling

MOD 4189 (2) In these bands, in Region 1, the frequencies are spaced, as far as possible, by + 3 kHz when two adjacent frequencies are used for radiotelegraphy.

SUP 4190

SUP 4191

SUP 4192

NOC 4237

NOC 4238

WORKING GROUP 5A

Draft modifications of Chapter IX (continuation)

SUP 3055A

ADD 3054.1 Concerning optional ship station watch
on 4 125 kHz. See Resolution F.

G.F. HEMPTON
Chairman of Working Group 5A



WORKING GROUP 5ADraft modifications of Chapter IX (continuation)

- NOC 3017
- MOD 3018 § 15. (1) Apart from the transmissions authorized on 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between /492/ kHz and /508/ kHz are forbidden (see No. 471 and Recommendation /200/).
- NOC 3019
- SUP 3020
- SUP 3021
- NOC 3022
- MOD 3023 ~~§ 16. (1)~~ (2) Except for transmissions authorized on the carrier ~~frequency~~ frequencies 2 182 kHz, 2 --- kHz and 2 --- kHz all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden.
- SUP 3024
- SUP 3025
- NOC 3026
- SUP 3027
- SUP 3028
- SUP 3029
- SUP 3030
- SUP 3031
- ADD 3031A 121.5 MHz, 123.1 MHz and 243 MHz
- ADD 3031B Transmissions other than those authorized on the frequencies 121.5 MHz, 123.1 MHz and 243 MHz are forbidden (see Nos. 501, 593, 642, 2990A, 2990B, 2991A and 2996A).
- NOC 3032
- MOD 3033 § 18. (1) All emissions in the band ~~156.725---156.875~~ 156.7625 - 156.8375 MHz¹ capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.8 MHz are forbidden.
- SUP 3033.1
- SUP 3034



	SUP	3035	
	NOC	3036	
	NOC		Section III. Watch on Distress Frequencies
	NOC	3037	
HOL/11/171	MOD	3038	<p>§ 19- 46. (1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 405 <u>415</u> kHz and 535 <u>526.5</u> kHz shall, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kHz for three minutes twice an hour beginning at x h 15 and x h 45 Coordinated Universal Time (UTC) by an operator using headphones or loud-speaker.</p>
	NOC	3039	
	MOD	3040	<p>a) transmissions shall cease in the bands between 485 <u>492</u> kHz and <u>508</u> 515 kHz;</p>
	NOC	3041	
	MOD	3042	<p>§ 20. (1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between 415 kHz and 526.5 kHz shall, during their hours of service, remain on watch on 500 kHz. <u>1</u> This watch is obligatory only for class A2A and H2A emissions.</p>
	ADD	3042.1	<p><u>1</u> Coast stations which do not form an essential part of the coverage of the area for distress purposes are not required to maintain a watch on 500 kHz. <u>7</u></p>
	MOD	3043	<p>(2) These stations, while observing the requirements of No. 3038, are authorized to relinquish this watch only when they are engaged in communications on other frequencies. Coast stations may, however, interrupt the watch required in No. 3042 as long as they are engaged in <u>communications on other frequencies. While they are engaged in such communications, they may retain this watch on the frequency 500 kHz by a radio operator using a headphone or a loudspeaker; in the latter case a corresponding note may be included in the List of Coast Stations.</u></p>
	MOD	3044	<p>(3) When they are engaged in such communications - <u>Ship stations may interrupt the watch required in No. 3042 in the cases and conditions as stated in international agreements for the interruption of listening watches for safety purposes.</u></p>
	ADD	3044A	<p>(3a) The regulations of No. 3038 must, however, be observed in any case by the coast and ship stations.</p>
	SUP	3045	
	SUP	3046	
	NOC	3047	

- MOD 3048 § 21. (1) ~~All~~ Coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes shall, during their hours of service, maintain a watch on 2 182 kHz.
- MOD 3052 § 23. In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 1 605 kHz and 2 850 kHz shall, during their hours of service, and as far as possible, take steps to keep watch on the international distress carrier frequency 2 182 kHz ~~/1~~ for three minutes twice each hour beginning at x h 00 and x h 30 Coordinated Universal Time (UTC).
- ADD 3052.1 ~~/1~~ Coast stations which do not form an essential part of the coverage of the area for distress purposes are not required to maintain a watch on 2 182 kHz. ~~/~~
- ADD ~~/~~3052A During the periods referred to in No. 3052 all transmissions, except those provided for in this Chapter, shall cease in the band 2 173.5 to 2 190.5 kHz. ~~/~~
- NOC 3053
- MOD 3054 § 24. (1) ~~In the zone of Regions 1 and 2 south of latitude 15° N, including Mexico, and in the zone of Region 3 south of 25° N, all~~ Coast stations which are open to public correspondence and which form an essential part of the coverage of the area for distress purposes ~~/may~~ ~~/shall~~, during their hours of service, maintain a watch on the carrier frequencies 4 125 kHz and/or 6 215.5 kHz, as appropriate (see Nos. 2982 and 2986). Such watch should be indicated in the List of Coast Stations.
- NOC 3055
- ~~/~~ADD 3055A (3) Ship stations open to public correspondence should as far as possible during their hours of service, keep watch on 4 125 kHz. (See No. 2982B and Resolution ~~/F~~). ~~/~~
- NOC 3056
- MOD 3057 § 25. (1) A coast station providing an international maritime mobile radiotelephone service in the band 156 - 174 MHz and which forms an essential part of the coverage of the area for distress purposes ~~should~~ shall, during its working hours in that band, maintain an efficient aural watch on 156.8 MHz (see Recommendation 306).
- NOC 3058
- NOC 3059
- NOC 3060
- ADD 3061 E. Development of Coordinated Plan for Coast and Ship Station Watch-keeping

/-ADD 3061A § 25A.(1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 156 and 174 MHz shall, during their hours of service, make every effort to keep watch on the international distress frequency 156.8 MHz for three minutes twice each hour beginning at x h 00 and x h 30 Coordinated Universal Time (UTC)._-7

ADD 3062 § 26. Participating coast and ship stations of administrations which have agreed to take part in a coordinated plan developed in accordance with Resolution /-C_-7 should maintain a watch as required by the plan on appropriate frequencies. Watch by coast stations should be indicated in the List of Coast Stations.

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WORKING GROUP 5ADraft modifications of Chapter IX

ARTICLE 37

GENERAL PROVISIONS

NOC 2930

NOC 2931

MOD 2932 (1) No provision of these Regulations prevents the use by a mobile station of ~~ship~~ mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

MOD 2933 No provision of these Regulations prevents the use by stations on board aircraft or ships engaged in search and rescue operations, in exceptional circumstances, of any means at their disposal to assist a mobile station or mobile earth station in distress.

MOD 2934 No provision of these Regulations prevents the use by a land station or coast earth station, in exceptional circumstances, of any means at its disposal to assist a mobile station or mobile earth station in distress (see also No. 959).

ADD 2934A When special circumstances make it indispensable to do so, an administration may, as an exception to the methods of working provided for by these Regulations, authorize coast earth stations located at Rescue Coordination Centres¹ to communicate with other stations of the same category using bands allocated to the maritime mobile-satellite service, for distress and safety purposes only.

ADD 2934A.1 ¹The term "Rescue Coordination Centre" refers to a facility designated by a competent national authority to perform rescue coordination functions consistent with the International Convention on Maritime Search and Rescue (1979).

NOC 2935

MOD 2936 a) by radiotelegraphy, when using Morse, shall not in general exceed a speed of sixteen words a minute;

NOC 2937

ADD 2937A Distress, urgency and safety transmissions may also be made (see No. 2944 to 2949) using digital selective calling techniques, satellite techniques (in accordance with relevant CCIR Recommendations) and/or narrow-band direct-printing telegraphy (see No. 4681).

NOC 2938

NOC 2939



- MOD 2940 (2) The annexes to the Convention on International Civil Aviation state which aircraft should be fitted with radio equipment and which aircraft should carry portable survival radio equipment ~~for use in survival-craft~~. They state also the requirements which should be complied with by such installations.
- NOC 2941
- MOD 2942 § 8. Mobile stations¹ of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall be made on the frequencies authorized, and under the conditions specified, in Section I of Article 38 (see also No. 2932).
- ADD 2942.1 ¹Mobile stations communicating with the stations of the aeronautical mobile (R) service in bands allocated to the aeronautical mobile (R) service shall conform to the provisions of these regulations which relate to that service and as appropriate any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.
- ADD 2942A Mobile stations of the aeronautical mobile service may communicate, for safety purposes, with stations of the maritime mobile service.
- MOD 2943 § 9. Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service, shall be capable of transmitting preferably class A2A, or H2A and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2 182 kHz, transmitting class A3E J3E or H3E and receiving class A3E, J3E and H3E emissions¹, or on the carrier frequency 4 125 kHz, transmitting class J3E and receiving class J3E emission, or on the frequency 156.8 MHz transmitting and receiving class G3E emissions.
- ADD 2943.1 ¹As an exception, the requirement to receive class A3E emissions on the carrier frequency 2 182 kHz may be made optional when permitted by national regulations.
- /~ADD 2944 (1) Stations in the maritime mobile and maritime mobile-satellite services conducting distress and safety communications in connection with the Future Global Maritime Distress and Safety System (FGMDSS) should use appropriate frequencies provided for by Article 38 (see Resolution /~A~7).
- ADD 2945 (2) Such stations are permitted to utilize special supplementary procedures not specifically provided in these Regulations, provided that : 7
- or
- /~ADD 2944 The frequency provisions made in Section I of Article 38 for the Future Global Maritime Distress and Safety System (FGMDSS), shall, except as otherwise specified, be used only in connection with the testing, development and progressive introduction of the FGMDSS under the auspices of the Inter-Governmental Maritime Consultative Organization (IMCO), and be subject to the provisions of Nos. 2945-2949.

- ADD 2945 Until a future world administrative radio conference has made full provision for the normal operational use of the FGMDSS (see Resolution /A_7)._7
- ADD 2946 a) all provisions of the Radio Regulations pertaining to the present distress, urgency and safety communications shall be maintained;
- ADD 2947 b) particular care shall be taken to ensure that harmful interference is not caused to distress, urgency and safety communications on the established international distress frequencies of 500 kHz, 2 182 kHz and 156.8 MHz;
- ADD 2948 c) operators of stations participating in the system for distress, urgency or safety purposes, should recognize that the reversion to the other distress, urgency and safety arrangements provided for in these Regulations may be necessary (see Recommendation No. 201, as amended);
- ADD 2949 d) the frequencies identified in Section I of Article 38 for exclusive use for distress and safety calls by digital selective calling may additionally be used for test transmissions only to the extent necessary to facilitate the testing, development and progressive introduction of that system.

J.W. EGAN

Assistant to Chairman of Working Group 5A

Draft modifications of Chapter IX

NOC

ARTICLE 39

Distress Communications

ARTICLE 40

MOD

Urgency and Safety Transmissions,
[and Medical Transports]

Section I. Urgency Signal and Messages

(NOC

except for MOD 3201)

MOD 3201

(2) The urgency signal and the message following it shall be sent on one or more of the international distress frequencies (500 kHz, 2 182 kHz, 156.8 MHz), the aeronautical emergency frequency (121.5 MHz), the frequency used for survival craft (243 MHz), or on any other frequency which may be used in case of distress.

Section II. Medical Transports

(NOC

except ADD 3219A and 3219B)

[ADD

3219A § 11A. The identification and positioning of medical transports at sea may be effected by means of appropriate standard maritime radar transponders.

ADD

3219B § 11B. The identification and positioning of aircraft medical transports may be effected by the use of secondary surveillance radar (SSR) system specified in Annex 10 to the Convention on International Civil Aviation.]

NOC

Section III. Safety Signal and Messages

[ADD

Section IV. Ships and Aircraft of Neutral States]

ARTICLE 41

Alarm and Warning Signals

Section I. Emergency Position-Indicating Radiobeacon Signals

[Decision on Appendix 37 and Appendix 37A required]



/-ADD Section IA. Survival Radar Transponder Signals

ADD 3267A § 4A. Technical requirements for survival radar transponder signals should comply with the relevant CCIR Recommendations¹.

ADD 3267A.1 ¹Survival radar transponders mean "same frequency band response type radar transponders in 9 GHz band" which have the function of indicating directly location (direction distance) of the person in distress in the case of maritime distress on the PPI indicator panel of searcher's 9 GHz band radar.

ADD 3267B § 4B. (1) The essential purpose of survival radar transponder signals is to facilitate determining the position of survivors in search and rescue operations.

ADD 3267C (2) These signals shall indicate that one or more persons are in distress, may no longer be on board a ship or an aircraft, and that receiving facilities may not be available.

ADD 3267D (3) Any mobile service station receiving these signals, while no distress or urgency traffic is being passed, shall consider that the provisions of Nos. 3157 and 3158 are applicable.]

Section II. Radiotelegraph and Radiotelephone
Alarm Signals

(NOC except for MOD 3269)

MOD 3269 (2) Any ship station working in the bands between ~~405 kHz and 535 kHz~~ 415 kHz and 526.5 kHz which is not provided with an automatic apparatus for the transmission of the radiotelegraph alarm signal shall be permanently equipped with a clock, clearly marking the seconds ~~preferably by means of a sweep hand completing one revolution per minute~~ /preferably/ by means of a concentric seconds hand. This clock shall be placed at a point sufficiently visible from the operator's table, so that the operator may, by keeping it in view, easily and correctly time the different elements of the alarm signal.

ARTICLE 42

Special Services Relating to Safety

NOC Section I. Meteorological Messages

NOC Section II. Notices to Mariners

NOC Section III. Medical Advice

ADD (Title) Section IV. Narrow-band Direct-printing
 Telegraphy System for Transmission of
 Navigational and Meteorological Warnings
 and Urgent Information to Ships (NAVTEX)

ADD 3339 § 11. Navigational and meteorological warnings and urgent information
 by means of direct printing with error correction shall be transmitted
 by the coast stations responsible for the transmission of these warnings
 in a given geographical area and indicated in the List of Radiodetermina-
 tion and Special Service Stations. (cf. Nos. 3323, 3326 and 3334.)

ADD 3340 § 12. The mode and format of transmission should be in conformity
 with relevant CCIR Recommendations.

ADD 3341 § 13. The frequency 518 kHz shall be used for narrow-band
 direct-printing telegraphy transmissions of navigational and
 meteorological warnings and urgent information to ship stations in the
 MF band. (cf. No. 474.)

J.W. EGAN
Assistant to Chairman of Working Group 5A

Note by the Chairman of Working Group 5B

SUP

Resolution 11

ADD

Resolution (X)

Relating to the Procedure for Identifying and
Announcing the Position of Ships and Aircraft of
States Not Parties to an Armed Conflict

The World Administrative Radio Conference for Mobile Telecommunications
(Geneva, 1983)

considering

- a) that ships and aircraft encounter considerable risk in the vicinity of an area of armed conflict;
- b) that for the safety of life and property it is desirable for ships and aircraft of States not parties to an armed conflict to be able to identify themselves and announce their position in such circumstances;
- c) that radiocommunication offers such ships and aircraft a rapid means of self-identification and providing location information prior to their entering areas of armed conflict and during their passage through the areas;
- d) that it is considered desirable to provide a supplementary signal and procedure for use, in accordance with customary practice, in the area of armed conflict by ships and aircraft of states representing themselves as not parties to an armed conflict;

resolves

1. that the frequencies specified in No. 3201 may be used by ships and aircraft of States not parties to an armed conflict for self-identification and establishing communications. The transmission will consist of the urgency or safety signals, as appropriate, described in Article 40 followed by the addition of the single group "NNN" in radiotelegraphy and by the addition of the single word "NEUTRAL" pronounced as in French "neutral" in radiotelephony. As soon as practicable, communications shall be transferred to an appropriate working frequency;
2. that the use of the signal as described in the preceding paragraph indicates that the message which follows concerns a ship or aircraft of a State not party to an armed conflict. The message shall convey at least the following data:

- a) call sign or other recognized means of identification of such ship or aircraft;
- b) position of such ship or aircraft;
- c) number and type of such ships or aircraft;
- d) intended route;
- e) estimated time enroute and of departure and arrival, as appropriate;
- f) any other information, such as flight altitude, radio frequencies guarded, languages and secondary surveillance radio modes and codes;

3. that the provisions of Sections I and III of Article 40 shall apply as appropriate to the use of the urgency and safety signals, respectively, by such ship or aircraft;

4. that the identification and location of ships of a State not party to an armed conflict may be effected by means of appropriate standard maritime radar transponders. The identification and location of aircraft of a State not party to an armed conflict may be effected by the use of the secondary surveillance radar (SSR) system in accordance with procedures to be recommended by the International Civil Aviation Organization;

5. that the use of the signals described above would not confer or imply recognition of any rights or duties of a State not party to an armed conflict or a party to the conflict, except as may be recognized by common agreement between the parties to the conflict and a non-party;

6. to encourage parties to a conflict to enter into such agreements;

requests the Secretary General

to communicate the contents of this Resolution to IMO and ICAO for such action as they may consider appropriate;

requests the CCIR

to provide a telecommand signal in the digital selective calling system for use in the maritime mobile service and other appropriate information as necessary.

COMMITTEE 4

DRAFT REPORT OF COMMITTEE 4 TO THE PLENARY MEETING

1. Committee 4 came to the following conclusion after consideration of the Report of ad hoc Group 4 of Committee 4 for the selection of frequencies for radiotelephony, digital selective calling and narrow-band direct-printing for use in the FGMDSS in the 2 MHz mobile and in the exclusive maritime mobile HF bands on the basis of a dispersed channel arrangement.

1.1 Radiotelephony

The frequencies chosen for use in the FGMDSS are the following :

2 182 kHz
4 125 kHz
6 215.5 kHz
8 257 kHz
12 392 kHz
16 522 kHz

These are "designated" frequencies.

1.2 Digital selective calling

1.2.1 The following frequencies have been decided upon :

2 187.5 kHz	} FGMDSS alerting ("dedicated" frequencies)
4 188 kHz	
6 282 kHz	
8 375 kHz	
12 563 kHz	
16 750 kHz	
4 187.5 kHz	} Commercial calling
6 281.5 kHz	
8 375.5 kHz	
12 562 kHz	
12 562.5 kHz	
16 750.5 kHz	
16 751 kHz	



1.2.2 It can be observed that the frequencies 4 188 kHz and 6 282 kHz lie on the sub-band limit thus falling with half of their emission in the contiguous sub-band without, however, affecting the lowest channel in that sub-band. Due to this, there was some discussion on the competence of this Conference to make such a decision although a revision of Appendix 31 is not on the agenda of this Conference. However, a majority of delegations felt that such a minor modification of Appendix 31 was well within the terms of reference since agenda item 3 of the Conference permits "to make such minimum consequential changes to the associated Articles and Appendices related to the foregoing Resolutions and Recommendations". In this context, special attention is drawn to Recommendation No. 201 relating to distress, urgency and safety traffic in agenda item 2. In this connection, the re-arrangement of channels within the sub-band limits was also questioned.

1.2.3 The Brazilian delegation was among those administrations questioning the competence of this Conference to make the changes as given in 1.2.1. In order to overcome this difficulty, they put forward a proposal, supported by Argentina, to select the lowest channel available in the DSC sub-band on a "designated" basis. This proposal was, however, rejected by the majority.

1.3 Narrow-band direct-printing

The frequencies have been selected from among those available for narrow-band direct-printing in the ship station sub-band for non-paired working and are as follows :

2 174.5 kHz
4 177.5 kHz
6 268 kHz
8 357.5 kHz
12 520 kHz
16 695 kHz

They have been selected on a "dedicated" basis.

2. Statement by the delegation of France

While it is not opposed to the dedication of frequencies for the three types of transmission (radiotelephony, DSC and NBDP) envisaged under the FGMDSS, the French Administration sees no need to use the dedicated frequencies in the 6 MHz band during the test period of the distress system. However, this is without prejudice to France's final position once the tests have been completed.

3. Committee 4 draws the attention of Committee 5 that the decisions given in paragraph 1 above need consequential changes in Article 60, Article 62 and Appendix 31 of the Radio Regulations, and requests Committee 5 to take appropriate actions.

4. The decision given in paragraph 1 above has been taken on the condition that the band 2 173.5 kHz to 2 188 kHz be exclusively reserved for use in the FGMDSS excepting the existing use of 2 182 kHz. To this effect a resolution addressed to the WARC for Mobile Services in 1987, based on Resolution A in Document No. 19 (USA/19/162) is to be drafted. The delegation of Japan wanted to have their objection recorded against the decision in paragraph 1 above concerning the frequencies in the 2 MHz band.

M. MENON

Chairman of Committee 4

PROPOSALS FOR THE WORK OF THE CONFERENCE

ADD

Recommendation No. A

Relating to the Method of Test of the Radiotelephone Alarm
Signal on the Carrier Frequency 2 182 kHz

The World Administrative Radio Conference for Mobile Services, Geneva,
1983,

considering

- a) that the actuation of automatic alarm receivers caused by the careless or erroneous emissions of a radiotelephone alarm signal has become a world-wide subject of discussion, and it is necessary to resolve this subject as early as possible;
- b) that as far as the method of test of the radiotelephone alarm signal on the carrier frequency 2182 kHz prescribed in Chapter IX of the Radio Regulations (Article 38, Section II, No. 3028) is concerned, even if a suitable artificial antenna be employed, there still exists a possibility of re-radiation of unwanted emissions by means of such electromagnetic induction conductor as an adjacent antenna, which gives rise to leaked emission outward;
- c) that the leakage of these radio waves can be prevented by carrying out the functioning tests of radio equipment separately for the generator of the radiotelephone alarm signal and the transmitter;

recommends

that when the tests of the radiotelephone alarm signal on the carrier frequency 2182 kHz are carried out by using the transmission equipment of ship stations, the function of the generator of the radiotelephone alarm signal shall be checked by aural monitoring without operating a transmitter, and the operation of the transmitter shall be tested by using a suitable artificial antenna, unless only a partial or shortened alarm signal is transmitted, in accordance with the procedures of tests of radio equipment which are prescribed in the Radio Regulations. (Article 38)



G.F. HEMPTON
Chairman of Working Group 5A

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/32-E

8 March 1983

Original : English

WORKING GROUP 5A

PROPOSALS FOR THE WORK OF THE CONFERENCE

ADD

RESOLUTION No. C

Relating to the Selection of Coast Stations to Assume
Watch-Keeping Responsibilities on Certain Frequencies
in Connection with the Implementation of the
Global Maritime Distress and Safety System

The World Administrative Radio Conference for Mobile Telecommunications, Geneva, 1983,
considering

- a) that IMO has submitted to this Conference a report containing the design of a new Global Maritime Distress and Safety System;
- b) that this Conference has made enabling provisions in the Radio Regulations to facilitate the progressive implementation of the new system while maintaining provision for continuation of the existing system during a transitional period;
- c) that the new system necessitates the dedication or designation of a number of additional frequencies for maritime distress and safety purposes;
- d) that the extra watch-keeping responsibilities associated with these additional frequencies may be too onerous to be assumed by all coast stations open to public correspondence;
- e) that the additional frequencies are to be used as part of a worldwide coordinated distress system which will require selected coast stations to keep watch on specific frequencies;

recognizing

- a) that for the successful implementation of the new system there must be adequate geographical distribution of coast stations keeping watch on the additional frequencies as well as those now in use;
- b) that IMO is the organization best qualified to coordinate between governments a plan for coast stations to accept watch-keeping responsibilities on the frequencies required for the new system;

invites

the Inter-Governmental Maritime Organisation to coordinate a plan for selected coast stations to assume additional watch-keeping responsibilities on the frequencies identified for use in the FGMDSS and to forward this plan to the Secretary-General for publication to all administrations.

G.F. HEMPTON
Chairman of Working Group 5A



PROPOSALS FOR THE WORK OF THE CONFERENCE

APPENDIX 37

NOC

**Technical Characteristics of Emergency
Position-Indicating Radiobeacons Operating
on the Carrier Frequency 2 182 kHz**

(See Section I of Article 41)

MOD

Emergency position-indicating radiobeacons
operating on the carrier frequency 2 182 kHz shall
fulfil the following conditions :

SUP

a) the power radiated by low-power radiobeacons (Type L) shall
be of a value necessary to produce at a distance of 30 nautical miles at
sea level a field strength equal to or less than 10 microvolts per metre, with
an initial field strength of at least 2.5 microvolts per metre;

SUP

b) the power radiated by high-power radiobeacons (Type H) shall
be of a value necessary to produce at a distance of 30 nautical miles at
sea level a field strength greater than 10 microvolts per metre;

SUP

c) after a period of 48 hours' continuous operation the radiated
power shall not be less than 20 per cent of the initial power;

NOC

d) the radiobeacons shall be capable of class A2A (or A2B) or
H2A (or H2B) emissions, with a depth of modulation between 30 and 90
per cent;

NOC

e) the audio-frequency tolerance of emissions used for emergency
position-indicating radiobeacons (Nos. 3256 to 3258) are:

± 20 Hz for the frequency of 1 300 Hz
 ± 35 Hz for the frequency of 2 200 Hz

NOC

f) equipment shall be designed to comply with relevant CCIR
Recommendations.



ADD

APPENDIX 37 A

Technical Characteristics of Emergency
Position-Indicating Radiobeacons Operating on
the Carrier Frequencies 121.5 MHz and 243 MHz

(See Section I of Article 41)

Emergency position-indicating radiobeacons operating on the carrier frequencies 121.5 MHz and 243 MHz shall fulfil the following conditions ;¹

- a) emission in normal antenna conditions and positions shall be vertically polarized and essentially shall be omnidirectional in the horizontal plane;
- b) carrier frequencies shall be amplitude-modulated (minimum duty cycle of 33%), with a minimum modulation index of 0.85;
- c) the emission shall consist of a characteristic audio-frequency signal obtained by amplitude modulation of the carrier frequencies with a downward audio-frequency sweep within a range of not less than 700 Hz between 1 600 Hz and 300 Hz and with a sweep repetition rate of 2 to 4 times per second; / in the case of ship radiobeacons this may be followed by emission of the ship's call sign in Morse telegraphy, in the A2B class of emission, at a keying speed which shall not exceed 8 bauds. 7
- d) the class of emission shall be A3X, however, any type of modulation which satisfies the requirements laid down in b) and c) above may be used, provided it does not impair the precise location of the radiobeacon by the homing equipment.

¹ Additional characteristics for emergency position-indicating radiobeacons aboard aircraft are described in the relevant annexes to the Convention on International Civil Aviation.

J.W. EGAN
Assistant to Chairman of Working Group 5A

Draft modifications of Chapter IX

ARTICLE 41

NOC Alarm and Warning Signals

NOC Section I. Emergency Position-Indicating
Radiobeacon Signals

NOC 3255 § 1. The emergency position-indicating radiobeacon signal consists
of :

NOC 3256 a) for medium frequencies, i.e. 2 182 kHz¹ :

MOD 3257 1) a keyed emission modulated by a tone of 1 300 Hz, ~~and having a ratio of the period of the emission to the period of silence equal to or greater than one, and an emission duration between one and five seconds, or~~ (±20 Hz) having a period of emission of 1.0 to 1.2 s and a period of silence (carrier suppressed) of 1.0 to 1.2 s;

NOC 3258 2) the radiotelephone alarm signal (see No. 3270), followed by the Morse letter B and/or the call sign of the ship to which the radiobeacon belongs transmitted by keying a carrier modulated by a tone of either 1 300 Hz or 2 200 Hz;

MOD 3259 b) for very high frequencies, i.e. 121.5 MHz and 243 MHz, a signal whose characteristics shall be in accordance with those ~~recommended by the organizations mentioned in Resolution 601~~ specified in Appendix 37A.

NOC 3260 § 2. (1) The essential purpose of the emergency position-indicating radiobeacon signals is to facilitate determining the position of survivors in search and rescue operations.

NOC 3261 (2) These signals shall indicate that one or more persons are in distress, may no longer be on board a ship or an aircraft, and that receiving facilities may not be available.

NOC 3256.1 ¹In Japan, there are emergency position-indicating radiobecons which transmit the distress signal and identification on frequencies between 2 089.5 kHz and 2 092.5 kHz using class A1A emissions.



- NOC 3262 (3) Any mobile service station receiving one of these signals, while no distress or urgent traffic is being passed, shall consider that the provisions of Nos. 3157 and 3158 are applicable.
- SUP 3263 § 3. (1) Only the signal specified in No. 3257 shall be used by low-power radiobeacons (Type L) and it shall be transmitted continuously.
- SUP 3264 (2) High-power radiobeacons (Type H) may transmit either of the signals specified in No. 3257 or 3258 with a keying cycle which consists of the keying signal for between thirty and fifty seconds followed by a period of silence of between thirty and sixty seconds.
- MOD 3265 (3) ~~However,~~ The keying cycles in Nos. ~~3263~~ 3257 and ~~3264~~ 3258 may be interrupted for speech transmission if administrations so desire.
- NOC 3266 § 4. (1) Equipment designed to transmit emergency position-indicating radiobeacon signals on the carrier frequency 2 182 kHz shall meet the requirements specified in Appendix 37.
- MOD 3267 (2) Equipment designed to transmit emergency position-indicating radiobeacon signals on the frequencies 121.5 MHz and 243 MHz shall ~~comply with the recommendations and standards of the organisations mentioned in Resolution 601~~ meet the requirements specified in Appendix 37A.

J.W. EGAN .

Assistant to Chairman of Working Group 5A

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

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WORKING GROUP 5A

ADD

DRAFT RESOLUTION No. ...

Relating to the Date of Entry into Force
of the 10 kHz Guardband for the
Frequency 500 kHz in the Mobile Service
(Distress and Calling)

The World Administrative Radio Conference for the Mobile
Services, Geneva, 1983,

considering

- a) that the radio frequency spectrum should be used in the most efficient way possible;
- b) that the World Administrative Radio Conference, Geneva, 1979, adopted a guardband from 495 kHz to 505 kHz for the frequency 500 kHz, which is the international distress and calling frequency in radio-telegraphy in the mobile service;

recognizing

- a) that an adequate amortization period should be allowed for the radio equipment currently in service;
- b) that technical progress has led to the production of more stable and reliable equipment;
- c) that this Conference has decided, as a first step, to reduce the guardband now in use to between 492 kHz and 508 kHz;

decides

that the next competent world administrative radio conference decide on the date of entry into force of the definitive guardband from 492 to 505 kHz;

requests the Secretary-General

to forward this Resolutions to the International Maritime Organization (IMO) with a request that it examine this subject as part of its study of the maritime distress and safety system, and to submit to the above-mentioned conference a recommendation relating to the date of entry into force of the guardband adopted in 1979.

G.F. HEMPTON
Chairman of Working Group 5A



WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

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WORKING GROUP 5A

DRAFT

ADD

Resolution [F]

**Relating to the Use of the Carrier Frequency 4125 kHz
by the Aeronautical Service for Distress and Safety Purposes**

The World Administrative Radio Conference for Mobile Telecommunications,
Geneva, 1983

considering

- a) that this Conference has removed all geographical restrictions from the use of the carrier frequency 4125 kHz to supplement the carrier frequency 2182 kHz for distress and safety purposes;
- b) that aircraft stations may use the frequency 4125 kHz for distress and safety purposes;

recognizing

- a) that enabling provisions for the future global maritime distress and safety system have been incorporated into the Radio Regulations;
- b) that the search and rescue capabilities of the future global maritime distress and safety system could provide significant additional safety benefits to the aeronautical service;
- c) that Digital Selective Calling is the primary means for distress alerting in the high frequency bands for the future global maritime distress and safety system;
- d) that the aural watch provided by ship stations on 4125 kHz for distress and safety purposes may eventually be replaced by an automatic watch associated with the DSC alerting called for by the future global maritime distress and safety system;
- e) that aircraft stations do not use the system of DSC being introduced by the maritime mobile service and there are no plans for such use by the aeronautical mobile service.

resolves

1. to urge administrations to promote watchkeeping by radiotelephony on 4 125 kHz where practicable by ship stations which are open to public correspondence and using frequencies in the authorized bands between 4 000 and 27 500 kHz.
2. to encourage stations of the aeronautical service to make use of the frequency 4125 kHz for distress and safety purposes, as an addition to their present capabilities;
3. to invite ICAO to evaluate the effectiveness of 4125 kHz for distress and safety purposes by the aeronautical service and make recommendations by the next competent WARC as to the extent of their participation in the future global maritime distress and safety system, particularly with regards to aeronautical use of DSC for distress alerting.

G.F. HEMPTON

Chairman of Working Group 5A



Note by the Chairman of Committee 4 ad hoc Group 3

In agreeing a frequency recommendation for the FGMDSS requirements in the 2 MHz band, the ad hoc Working Group decided that a Resolution should be drafted, calling inter alia for the spectrum in which the FGMDSS elements are to be located to be kept free of other functions, except the existing distress and calling function of 2 182 kHz.

The draft Resolution given in the Appendix has been prepared jointly by the United Kingdom and United States delegations, and is presented for the consideration of the ad hoc Working Group.

E. GEORGE

Chairman of ad hoc Group 3 of Committee 4

Appendix : 1

A P P E N D I X

RESOLUTION No. /COM4/1

Relating to the Use of the Band 2 170 - 2 194 kHz

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

noting

a) that this Conference had as part of its Agenda a number of directly related Recommendations and one Resolution, i.e. :

- i) Recommendation No. 203 which calls for an examination of the allocations in the band 2 170 - 2 194 kHz, and a further examination of the guardband around 2 182 kHz;
- ii) Recommendation No. 307 which calls for a frequency in the MF band to be reserved exclusively for distress calls and messages, and for a different frequency to be set aside for routine (non-distress) traffic;
- iii) Recommendation No. 308 which invites administrations to study the question of establishing common frequencies in the MF band for use by coast radiotelephone stations communicating with ships of other nationalities; and
- iv) Resolution No. 200 which calls for a date to be established for final conversion to class R3E and J3E emissions on 2 182 kHz;

b) that the International Maritime Organization (IMO) in its FGMDSS established the requirement for several frequencies in the MF band for various functions namely :

- a frequency to be used exclusively for distress alerting using digital selective calling;
- a frequency to be used exclusively for distress traffic using narrow-band direct-printing;
- a frequency to be used exclusively for radiotelephone distress traffic, i.e. 2 182 kHz;

c) that the Conference has accordingly established the following frequencies for FGMDSS use in the 2 MHz band :

2 174.5 kHz for NBDP distress traffic
2 182 kHz for radiotelephony distress traffic
2 187.5 kHz for DSC alerting

d) that the frequency 2 182 kHz has been made available on a non-exclusive basis;

considering

a) that further action on the subjects covered by Resolution No. 200 and Recommendations Nos. 203, 307 and 308 will be a matter for the Mobile WARC scheduled for 1987;

b) that when new allocations are made in the band 2 170 - 2 194 kHz, no new non-distress functions should be introduced inbetween the frequencies which have been allocated for use in the FGMDSS;

resolves

- a) that the band 2 173.5 - 2 188 kHz shall be reserved for the functions listed in noting c), together with the existing distress and calling functions of the carrier frequency 2 182 kHz;
- b) that the band 2 170 - 2 194 kHz shall be used in the manner set forth in the Annex to this Resolution until a future competent WARC makes permanent provisions for the use of this band in the body of the Radio Regulations;

invites

- a) the next competent WARC to take account of the terms of this Resolution in its decisions concerning the future use of the band 2 170 - 2 194 kHz;
- b) the CCIR to continue its studies on the use of the band 2 170 - 2 194 kHz;

requests

the Administrative Council to place this Resolution and the Resolution and Recommendations listed in noting a) on the Agenda of the Mobile WARC scheduled for 1987.

<u>Annex</u>			
<u>Band</u> <u>kHz</u>	<u>Carrier frequency</u> <u>kHz</u>	<u>Assigned frequency</u> <u>kHz</u>	<u>Use and authorized emission</u>
2 170 - 2 173	2 170	2 171.4	Ship and coast general calling (J3E) ¹
2 173.5 - 2 188		2 174.5	FGMDSS NBDP traffic
2 173.5 - 2 188	2 182	2 183.4	Mobile distress and calling and FGMDSS radiotelephony distress traffic
2 173.5 - 2 188		2 187.5	FGMDSS DSC alerting
2 188 - 2 191	2 188	2 189.5	General calling DSC
2 191 - 2 194	2 191	2 192.5	Ship-to-ship working JE3

¹ Ultimate replacement for calling on 2 182 kHz after implementation of carrier frequency 2 182 kHz exclusively for distress and safety traffic.

BUDGET CONTROL COMMITTEE

DRAFT REPORT OF THE BUDGET CONTROL
COMMITTEE TO THE PLENARY MEETING

The Budget Control Committee held two meetings during the Conference and considered the various points of its terms of reference.

Under Nos. 442-445 of International Telecommunication Convention, Malaga-Torremolinos, 1973, the Budget Control Committee has to :

- a) determine the organization and the facilities available to the delegates;
- b) examine and approve the accounts for expenditure incurred during the Conference.

1. Determination of the organization and facilities available to the delegates

Committee 3 found the organization and facilities available to the delegates satisfactory. It noted that new measures had been taken to reduce Conference expenditure.

2. Conference budget

The Budget Control Committee made a detailed study of the Conference budget, amounting to 1,432,000 Swiss francs, which was approved by the Administrative Council at its 37th session, 1982.

The Committee also noted that the conference budget does not comprise expenditure of common services staff salaries which are charged to a special section of the ordinary budget. The share of this special section relating to the WARC for Mobile Services is estimated at 523,000 Swiss francs.

The Committee also noted that the Conference budget has been adjusted to take into account changes in the common system of the United Nations and the specialized agencies with regard to the salaries and allowances of short-term staff and fluctuations in the rate of exchange between the US dollar and the Swiss franc, as required by Administrative Council Resolution No. 647. As a result of these adjustments, the total budget of the Conference stands at 1,503,000 Swiss francs, an increase of 71,000 Swiss francs.



3. Final Acts of the Conference

According to Administrative Council Resolution No. 83 (amended) :

"... if a conference prints, for its own use, documents of which typographical composition can be subsequently be used, in whole or in part, for the printing of the Final Acts, it must bear a percentage of the composition costs and the whole of the printing costs of the said document;

... the percentage of the composition cost mentioned in (a) above
... shall be decided by the plenary meeting of the Conference."

The texts of the Final Acts of the Conference to be submitted to delegations for signature are produced in the Union's workshops. These texts will be used for the production of the edition of the Final Acts for sale. It is therefore for the plenary meeting of the Conference to determine what percentage of the composition costs should be borne by the Conference budget and the supplementary publications budget respectively.

Having regard to the decisions taken by previous conferences and by the Administrative Council in approving the Conference budget, the Budget Control Committee proposes the following apportionment :

1/3 charged to the Conference budget;

2/3 charged to the supplementary publications budget.

The estimate of costs in Annex 1 is based on a 1/3 - 2/3 apportionment.

4. Situation of Conference expenditure

Under No. 444 of the Convention, the Budget Control Committee must present a report to the Plenary Meeting showing, as accurately as possible, the estimated total expenditure of the Conference.

Accordingly, a statement will be found in Annex 1, showing the budget of the Conference, with a breakdown of credits into the budget sub-heads and items, and also the actual expenditure incurred as at 10 March 1983. There is also an indication of the expenditure committed up to that date and an estimate of the expenditure up to the date of closure of the Conference accounts.

It will be seen from the above statement that the total estimated amount to be charged to the ordinary budget is Swiss francs, or Swiss francs less than the credit allocated by the Administrative Council and adjusted in accordance with Administrative Council Resolution No. 647.

5. Contributions of recognized private operating agencies and non-exempted international organizations

Under Article 16 of the Union's Financial Regulations, the report of the Budget Control Committee to the Plenary Meeting must list the recognized private operating agencies and international organizations which have to contribute to the expenditure of the Conference. This must be supplemented by a list of the international organizations which have been exempted under No. 548 of the Convention.

This information is given in Annex 2 to this document.

* * * *

Under No. 445 of the Convention, this report will be transmitted with the observations of the Plenary Meeting, to the Secretary-General for submission to the Administrative Council at its next annual session.

* * * *

The Plenary Meeting is requested to approve this report.

S. GHANDOURAH
Chairman of Committee 3

A N N E X 1

SITUATION OF CONFERENCE ACCOUNTS

AT 10 MARCH 1983

A N N E X 2

LIST OF RECOGNIZED PRIVATE OPERATING AGENCIES AND
INTERNATIONAL ORGANIZATIONS PARTICIPATING IN THE
WORK OF THE CONFERENCE

Number of contributory
units

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/39-E

9 March 1983

Original : English

AD HOC GROUP 3 OF
COMMITTEE 4

DRAFT RESOLUTION No. [COM4/2]

Relating to a Radiotelephone Frequency in the 8 MHz band for exclusive use for Distress and Safety Traffic in the future global maritime distress and safety system (FGMDSS)

The World Administrative Radio Conference for the Mobile Services, Geneva, 1983,
considering

- a) that the International Maritime Organization (IMO) is developing a future global maritime distress and safety system;
- b) that IMO has requested this conference to provide a dedicated radiotelephone frequency in the 8 MHz band; for exclusive use for distress and safety traffic;
- c) that this Conference, however, was not in the position to meet this requirement;
- d) the importance of such requirement for the FGMDSS;

invites

the World Administrative Radio Conference for the Mobile Services, Geneva, 1987, to consider this matter further and to provide a radiotelephone frequency in the 8 MHz band for exclusive use for distress and safety traffic.

E. GEORGE
Chairman of ad hoc Group 3 of Committee 4



AD HOC GROUP 3
OF COMMITTEE 4

Draft Third Report of ad hoc Group 3
to Committee 4

Consequential to the selection of frequencies in the HF bands for use in the FGMDSS Appendix 31 had to be amended accordingly. The modifications are given in the Annex. The parts of Appendix 31 not reproduced remain unchanged.

E. GEORGE
Chairman of ad hoc Group 3 of Committee 4



A P P E N D I X 31

MOD

Bands (MHz)	Limits	Frequencies assignable to ship stations for telephony, duplex operation	Limits
		a)* $\frac{1}{2}$)	
4	4 063	4 064.4 --- 4 141.9 26 frequencies spaced 3.1	4 143.6
6	6 200	6 201.4 --- 6 216.9 6 frequencies spaced 3.1	6 218.6
8	8 195	8 196.4 --- 8 289.4 31 frequencies spaced 3.1	8 291.1
12	12 330	12 331.4 --- 12 427.5 32 frequencies spaced 3.1	12 429.2
16	16 460	16 461.4 --- 16 585.4 41 frequencies spaced 3.1	16 587.1
22	22 000	22 001.4 --- 22 122.3 40 frequencies spaced 3.1	22 124

MOD

Limits	Frequencies (non-paired) assignable to ship stations for narrow-band direct- printing telegraph and data transmission systems, at speeds not exceeding 100 bauds	Limits
	b) $\frac{1}{2}$)	
4 177.25	4 177.5 --- 4 179.5 5 frequencies spaced 0.5	4 179.75
6 267.75	6 268 --- 6 269.5 4 frequencies spaced 0.5	6 269.75
8 357.25	8 357.5 1 frequency	8 357.75
12 519.75	12 520 --- 12 526.5 14 frequencies spaced 0.5	12 526.75
16 694.75	16 695 --- 16 705.5 22 frequencies spaced 0.5	16 705.8
22 225.75	22 226 and 22 226.5 2 frequencies spaced 0.5	22 227

MOD

Limits	Frequencies assignable to ship stations for digital selective calling	Limits
	<u>i</u>	
4 187.2	4 187.5 and 4 188 2 frequencies spaced 0.5	4 188.25
6 280.8	6 281.5 and 6 282 2 frequencies spaced 0.5	6 282.25
8 374.4	8 375 and 8 375.5 2 frequencies spaced 0.5	8 376
12 561.6	12 562 and 12 562.5 and 12 563 3 frequencies spaced 0.5	12 564
16 748.8	16 750 and 16 750.5 and 16 751 3 frequencies spaced 0.5	16 752
22 247	22 248 and 22 248.5 2 frequencies spaced 0.5	22 250

ADD Note i) to the Table :

For the use of some of the frequencies in these sub-bands by ship and coast stations for distress and safety purposes, see Article 38.

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

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AD HOC GROUP 3

OF COMMITTEE 4

Draft revision of Appendix 18

NOTES REFERRING TO THE TABLE

p) These channels (68, 69, 11, 71, 12, 13, 14, 74, 79, 80) are the preferred channels for the ship movement service. They may, however, be assigned to the port operations service until required for the ship movement service if this should prove to be necessary in any specific area. Channel 13 is used on a worldwide basis for intership Navigation Safety Communications.

E. GEORGE

Chairman of ad hoc Group 3 of Committee 4



WARC FOR MOBILE SERVICES

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AD HOC GROUP 3

OF COMMITTEE 4

Draft Fourth Report of ad hoc Group 3 of
Committee 4 to Committee 4

1. After consideration of proposals CAN/9/4, USA/19/4, J/26/6 and ARG/51/2 (Corr.1), ad hoc Group 3 has taken the following decision :

(MOD) 517

The use of the band 4 000 - 4 063 kHz by the maritime mobile service is limited to ship stations using radiotelephony (see No. ~~4373~~ 4374).

2. Proposal J/26/14 (ADD 529A) has been rejected.

E. GEORGE

Chairman of ad hoc Group 3 of Committee 4



AD HOC GROUP 4
OF COMMITTEE 4

Draft First Report of ad hoc Group 4 of Committee 4
to Committee 4

The ad hoc Group 4 adopted the following modified agenda :

1. Consideration of footnotes mentioned in item 3 of Document No. C4-8
2. RR 474 and related Resolutions and Recommendations
3. RR 471, RR 472, RR 472A
4. RR 519A, RR 522A
5. Other business

The outcome of the discussions is summarized in the Annex to this Report.

T. BÖE

Chairman of ad hoc Group 4 of Committee 4

Annex : 1



A N N E X

1. Consideration of footnotes mentioned in item 3 of Document No. C4-8

- RR 500 The carrier frequency 2 182 kHz is an international distress and calling frequency for radiotelephony. The conditions for the use of the band [2 173.5 - 2 190.5] kHz are prescribed in Articles 38 and 60.
- RR 500A Suppressed
- RR 502A Suppressed
- RR 520 [The conditions for the use of the carrier frequency 4 125 kHz are prescribed in Articles 38 and 60.]
- RR 520A Suppressed
- RR 520B Suppressed
- RR 523 [The conditions for the use of the carrier frequency 6 215.5 kHz are prescribed in Articles 38 and 60.]
- RR 523A Suppressed
- Proposal HOL/11/15 suppressed
- RR 529A [The conditions for the use of the carrier frequency 8 257 kHz are prescribed in Articles 38 and 60.]
- The Group proposes that proposal J/26/14 be transferred to ad hoc Group 3 of Committee 4.
- RR 532A [The conditions for the use of the carrier frequency 12 392 kHz are prescribed in Articles 38 and 60.]
- RR 536A [The conditions for the use of the carrier frequency 16 522 kHz are prescribed in Articles 38 and 60.]

In view of the similarity of footnotes 520, 523, 529A, 532A and 536A and to reduce the number of footnotes, the Group suggests that the above footnotes be merged as follows :

- | | | |
|---------------------------------------|---|----------------|
| - one for the 2 MHz band, | } | radiotelephony |
| - one for the 4 and 6 MHz bands, | | |
| - one for the 8, 12 and 16 MHz bands, | | |

and that a footnote be added for the DSC channels and another for all NBDP channels, as follows :

- The carrier frequency 2 182 kHz is an international distress and calling frequency for radiotelephony. The conditions for the use of the band [2 173.5 - 2 190.5] kHz are prescribed in Articles 38 and 60.

- The conditions for the use of the carrier frequencies 4 125 kHz and 6 215.5 kHz are prescribed in Articles 38 and 60.
- The conditions for the use of the carrier frequencies 8 257 kHz, 12 392 kHz and 16 522 kHz are prescribed in Articles 38 and 60.
- The frequencies 2 187.5 kHz, 4 188 kHz, 6 282 kHz, 8 375 kHz, 12 563 kHz and 16 750 kHz are the international distress frequencies for digital selective calling. The conditions for the use of these frequencies are prescribed in Article 38.
- The frequencies 2 174.5 kHz, 4 177.5 kHz, 6 268 kHz, 8 357.5 kHz, 12 520 kHz and 16 695 kHz are the international distress frequencies for narrow-band direct-printing. The conditions for the use of these frequencies are prescribed in Article 38.

2. RR 474 and related Resolutions and Recommendations

The Group reached the following conclusion :

RR 474 The conditions for the use of frequency 518 kHz by the maritime mobile service are prescribed in Article 38 (see Resolution No. ...).

The attention of Committee 4 and Committee 5 is drawn to the fact that the service referred to in the above footnote is an automatic service. The frequency which has been selected by Committee 4 is 518 kHz, and Article 38 should be modified accordingly. A transition method will be described in a Resolution.

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

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COMMITTEE 4

AD HOC GROUP 3

Draft Fifth Report of ad hoc Group 3
of Committee 4 to Committee 4

Consequential to the selection of frequencies for digital selective calling alerting for use in the FGMDSS, Article 60, provisions 4205 and 4206 had to be amended accordingly. The draft modification is given in the Annex.

E. GEORGE

Chairman of ad hoc Group 3 of Committee 4

Annex : 1



A N N E X

DRAFT REVISION OF ARTICLE 60

MOD 4205 i) Ship stations, digital selective calling

4 187.2 - ~~4-188~~ 4 188.25 kHz
6 280.8 - ~~6-282~~ 6 282.25 kHz
8 374.4 - 8 376 kHz
12 561.6 - 12 564 kHz
16 748.8 - 16 752 kHz
22 247 - 22 250 kHz

MOD 4206 j) Ship stations, A1A Morse telegraphy, working

~~4-188~~ 4 188.25 - 4 219.4 kHz
~~6-282~~ 6 282.25 - 6 325.4 kHz
8 357.75 - 8 359.75 kHz
8 376 - 8 435.4 kHz
12 526.75 - 12 539.6 kHz
12 564 - 12 652.3 kHz
16 705.8 - 16 719.8 kHz
16 752 - 16 859.4 kHz
22 250 - 22 310.5 kHz
25 090.1 - 25 110 kHz

GENEVA, FEBRUARY/MARCH 1983

LIST OF DOCUMENTS

(No. 51 - 100)*)

PL = Plenary
 C = Committee
 WG = Working Group
 PL/A = Technical Working Group
 PL/B = Special Working Group
 (Region 1)

No.	Origin	Title	Destination
51 + Corr.1	ARG	Proposals	C.4, C.5 PL/A
52	MEX	Proposals	C.4, C.5
53	SG	Structure of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983	-
54 (Rev.1)	SG	Allocation of documents	-
55	ITF	The future global maritime distress and safety system	C.5
56 (Rev.1)	SG	Conference chairmanships	-
57	IALA	VHF radio lighthouse : Frequency allocations for radionavigation services in the VHF maritime mobile band	C.4
58	SG	Secretariat of the Conference	-
59	F	Proposal (Draft Resolution)	C.4
60	F	Proposal (Draft Resolution)	C.4
61	HOL	Proposals	C.4
62	HOL	Proposals	C.4
63	VTN	Proposals	C.5
64	PL/B	First Report of Special Working Group (PL/B) (Questions of interest to Region 1) to the Plenary Meeting	PL
65	PL/B	First Series of texts from Special Working Group PL/B to the Editorial Committee	C.6

*) see also DT/10



No.	Origin	Title	Destination
66	THA	Proposal	C.5
67	Chairman	Schedule of the work of the Conference as proposed by the Steering Committee	-
68	THA	Proposals	C.5
69	THA	Proposals	C.5
70	C.4 ad hoc 3	Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
71	C.4 ad hoc 2	Report of ad hoc Group 2 of Committee 4 to Committee 4	C.4
72	PL/A	First Report of the Chairman of the Technical Working Group to the Plenary	PL
73	PL/A	First series of texts from the Technical Working Group to the Editorial Committee	C.6
74	PL/A	Note by the Chairman of the Technical Working Group to the Chairman of Committee 5	C.5
75 (Rév.1)	SUI	Proposals	C.5
76	C.4 ad hoc 3	Second Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
77 + Corr.1	5A	Draft modifications of Chapter IX	C.5
78	5A	Recommendation relating to temporary Provisions Covering the Technical and Operational Aspects of the Maritime Mobile-Satellite Service	C.5
79	VEN	Proposals	C.4, C.5
80	C.4	First Report of Committee 4 to the Plenary Meeting	PL
81	C.4	First series of texts from Committee 4 to the Editorial Committee	C.6

No.	Origin	Title	Destination
82	ad hoc 5A	Resolution relating to the Development and Introduction of Operational Provisions for the Future Global Maritime Distress and Safety System (FGMDSS)	5A
83	ad hoc 5A	Consideration of Recommendations Nos. 201, 604 and 605	5A
84	ad hoc 5A	Note from the Chairman of ad hoc Working Group 5A "Resolution No. 200"	5A
85	SG	Use of ship earth stations within harbour limits and other waters under national jurisdiction	-
86	C.6	B.1	PL
87	PL/B	Second and last Report of Special Working Group (PL/B) (Region 1 Issues) to the Plenary	PL
88	PL/B	Second and last series of texts from Special Working Group (PL/B) (Region 1 Issues) to the Editorial Committee	C.6
89	5A	Note from the Chairman of Working Group 5A	C.5
90	5A	Draft modifications of Chapter IX	C.5
91 + Corr.1	5C	Report of Working Group 5C	C.5
92	C.4	Second Report of Committee 4 to the Plenary Meeting	PL
93	C.4	Note by the Chairman of Committee 4 to the Chairman of Committee 5	C.5
94	C2-A	Report by Working Group C2-A to Committee 2	C.2

N.º	Origen	Título	Destino
95	C.4	Note by the Chairman of Committee 4	C.4
96	5A	Draft Resolution relating to the selection of coast stations to assume watch-keeping responsibilities on certain frequencies in connection with the implementation of the global maritime distress and safety system	C.5
97	5A	Draft Recommendation relating to the use of Ship Earth Stations within harbours and other waters under national jurisdiction	C.5
98	5A	Draft modifications of Chapter IX	C.5
99	5A	Draft Recommendation relating to the future use and characteristics of emergency position-indicating radiobeacons	C.5
100	5A	Draft Resolution relating to the class of emission to be used for distress and safety purposes on the carrier frequency 2 182 kHz	C.5

DRAFT RESOLUTION No. [COM4/3]7

Relating to the Implementation of 156.525 MHz for Distress
and Safety Digital Selective Calling in the Maritime
Mobile Service

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

- a) that the International Maritime Organization has transmitted to this Conference its requirements for the Future Global Maritime Distress and Safety System (FGMDSS) which it proposes to implement fully by about 1990;
- b) that this Conference has made provisions in the Radio Regulations to enable and facilitate testing and implementation of the FGMDSS while maintaining the provisions for the continuation of the existing system during a transitional period;
- c) that the FGMDSS requirements include the need for digital selective calling to be used for distress and safety alerting to coast and ship stations in the band 156 - 174 MHz;
- d) that to be effective, this function must operate on an exclusive frequency basis;
- e) that VHF radio equipment for a large number of ships is the only radio means to transmit and receive an alert;
- f) that this Conference has decided that 156.525 MHz (channel 70 in Appendix 18 of the Radio Regulations), be the exclusive frequency for this function;
- g) the practiced testing stage is starting in the period 1984/1985 and that this necessary channel must be available by then;

recognizing

- a) the World Administrative Radio Conference, Geneva, 1979, authorized the use of 156.525 MHz (channel 70) for inter-ship communications and this use is operationally incompatible with the use of this channel specifically for distress and safety alerting purposes using digital selective calling techniques;
- b) that other operations on this frequency must cease by 1985 to enable the FGMDSS to be fully tested, evaluated and implemented;
- c) that 156.525 MHz (channel 70) should be used exclusively for digital selective calling for distress and safety purposes;
- d) that the band 156 - 174 MHz is also allocated to the fixed service and the provisions of No. 613 apply;

urges administrations

to take all practicable measures, including the possible use of technical means, to prevent any use of 156.525 MHz (channel 70) other than digital selective calling for distress and safety purposes;

resolves

- a) that as from 1 January 1985 the frequency 156.525 MHz shall be used exclusively for distress and safety purposes using digital selective calling;
- b) that no new assignments on this frequency other than those relating to distress and safety communications using digital selective calling be allowed;
- c) that no operatives other than those related to distress and safety be allowed on this frequency at the beginning of the implementation of the FGMDSS.

W. BORMAN
Chairman of the Drafting Group
of ad hoc Group 3
of Committee 4

Annex : 1

Channel designators	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations		Ship movement		Public correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	Single frequency	Two frequency	
60	j)	156.025	160.625			17		9	25
01	i)	156.050	160.650			10		15	8
61		156.075	160.675			23		3	19
02		156.100	160.700			8		17	10
62		156.125	160.725			20		6	22
03	i)	156.150	160.750			9		16	9
63	i)	156.175	160.775			18		8	24
04		156.200	160.800			11		14	7
64		156.225	160.825			22		4	20
05		156.250	160.850			6		19	12
65		156.275	160.875			21		5	21
06	h)	156.300		1					
66		156.325	160.925			19		7	23
07		156.350	160.950			7		18	11
67	n)	156.375	156.375	9 10	10		9		
08		156.400		2					
68	p)	156.425	156.425		6		2		
09	o)	156.450	156.450	5	5		12		
69	p)	156.475	156.475	8 9	11		4		
10	n)	156.500	156.500	3	9		10		
70	o)	156.525		13 4					
11	p)	156.550	156.550		3		1		
71	p)	156.575	156.575		7		6		
12	p)	156.600	156.600		1		3		
72	o)	156.625		6 2					
13	p)	156.650	156.650	4	4		5		
73	n)	156.675	156.675	7 8	12		11		
14	p)	156.700	156.700		2		7		
74	p)	156.725	156.725		8		8		
15	g) l)	156.750	156.750	11 12	14				
75	m)		Guardband 156.7625 - 156.7875 MHz						

Channel designa- tors	Notes	Transmitting frequencies (MHz)		Inter- ship	Port operations		Ship movement		Public corres- pon- dence
		Ship stations	Coast stations		Single fre- quency	Two fre- quency	Single fre- quency	Two fre- quency	
16		156.800	156.800	DISTRESS SAFETY AND CALLING					
76	m)		Guardband 156.8125 156.8375 MHz						
17	g) l)	156.850	156.850	123	13				
77		156.875		104					
18	f)	156.900	161.500			3		22	
78		156.925	161.525			12		13	27
19	f)	156.950	161.550			4		21	
79	f) p)	156.975	161.575			14		1	
20	f)	157.000	161.600			1		23	
80	f) p)	157.025	161.625			16		2	
21	f) i)	157.050	156.050 or 161.650			5		20	
81		157.075	161.675			15		10	28
22	f)	157.100	161.700			2		24	
82		157.125	161.725			13		11	26
23	i)	157.150	156.150 or 161.750						5
83	i)	157.175	156.175 or 161.775						16
24		157.200	161.800						4
84		157.225	161.825			24		12	13
25		157.250	161.850						3
85		157.275	161.875						17
26		157.300	161.900						1
86	q)	157.325	161.925						15
27		157.350	161.950						2
87		157.375	161.975						14
28		157.400	162.000						6
88	j)	157.425	162.025						18

A N N E X

MOD AP18-4

AP18-5

NOTES REFERRING TO THE TABLE

- a) The figures in the column headed "Intership" indicate the normal sequence in which channels should be taken into use by mobile stations.
- b) The figures in the columns headed "Port operations", "Ship movement" and "Public correspondence" indicate the normal sequence in which channels should be taken into use by each coast station. However, in some cases, it may be necessary to omit channels in order to avoid harmful interference between the services of neighbouring coast stations.
- c) Administrations may designate frequencies in the intership, port operations and ship movement services for use by light aircraft and helicopters to communicate with ships or participating coast stations in predominantly maritime support operations under the conditions specified in Nos. 4144, 4148, 4149, 4150, 4151, 4152 and 4153. However, the use of the channels which are shared with public correspondence shall be subject to prior agreement between interested and affected administrations.
- d) The channels of the present Appendix, with the exception of 06, 15, 16, 17, 75 and 76, may also be used for high-speed data and facsimile transmissions, subject to special arrangement between interested and affected administrations.
- e) Except in the United States of America, the channels of Appendix 18, preferably two adjacent channels from the series 87, 28, 88, with the exception of 06, 15, 16, 17, 75 and 76, may be used for narrow-band direct-printing telegraphy and data transmission, subject to special arrangement between interested and affected administrations.
- f) The two-frequency channels for port operations (18, 19, 20, 21, 22, 79 and 80) may be used for public correspondence, subject to special arrangement between interested and affected administrations.
- g) Until 1 January 1983, the effective radiated power of ship stations on channels 15 and 17 shall not exceed 1 W.
- h) The frequency 156.300 MHz (channel 06) (see Nos. 2993 and 4154) may also be used for communication between ship stations and aircraft stations engaged in coordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on channel 06 as well as to communications between aircraft stations, ice-breakers and assisted ships during ice seasons.
- i) In France and in Belgium, the frequencies 156.050, 156.150 and 156.175 MHz are used as ship station frequencies in channels 01, 03 and 63 respectively and as coast station frequencies in channels 21, 23 and 83 respectively when the latter are used in the special semiduplex public correspondence systems employed with 1 MHz separation between transmitting and receiving frequencies. These special provisions will cease to be used not later than 1 January 1983.
- j) Channels 60 and 88 can be used subject to special arrangements between interested and affected administrations.
- k) The frequencies in this Table may also be used for radiocommunications on inland water ways in accordance with the conditions specified in No. 613.
- l) Channels 15 and 17 may also be used for on board communications provided the effective radiated power does not exceed 1 W, and subject to the national regulations of the administration concerned when these channels are used in its territorial waters. (However, see Recommendation 305).
- m) This guardband will apply after 1 January 1983 (see Nos. 3033, 3033.1, 4393 and 4393.1).
- n) Within the European Maritime area and in Canada these frequencies (channels 10, 67, 73) may also be used, if so required, by the individual administrations concerned, for communication between ship stations, aircraft stations and participating land stations engaged in coordinated search and rescue and anti-pollution operations in local areas, under the conditions specified in Nos. 4144, 4148, 4149, 4150, 4151, 4152 and 4153.
- o) The preferred first three frequencies for the purpose indicated in Note c) are 156.450 MHz (channel 09), ~~156.525 MHz (channel 70)~~ and 156.625 MHz (channel 72) and 156.675 MHz (channel 73).

COMMITTEE 2

DRAFT

REPORT OF COMMITTEE 2 TO THE PLENARY MEETING

CREDENTIALS

1. Terms of reference of the Committee

The terms of reference of the Committee are set out in Document No. 53.

2. Meetings

The Committee met twice, on 3 and 11 March 1983.

The Working Group set up by the Committee to examine the credentials to the Conference, taking account of the provisions of the International Telecommunication Convention, (Malaga-Torremolinos, 1973), met on 7 and 10 March 1983.

The Chairman of Vice-Chairman of the Committee and the delegates of the Federal Republic of Germany, Arab Republic of Egypt and Thailand took part in these meetings.

3. Conclusions

The conclusions reached by the Committee are reproduced in the Annex attached hereto and submitted to the Plenary Meeting for approval.

4. Final remark

The Committee recommends that the Plenary Meeting authorize the Chairman and Vice-Chairman of Committee 2 to examine the credentials received after the date indicated in the present report and to report to the Plenary Meeting on the matter.

G.L. MUTTI
Chairman of Committee 2

Annex : 1



A N N E X

1. Credentials submitted

1.1 Credentials found to be in order

1.1.1 Credentials presented by countries which have ratified the Convention (or acceded thereto) and to which the provisions of No. 97 of the Convention do not apply.

ALBANIA (Socialist People's Republic of)
ALGERIA (People's Democratic Republic of)
GERMANY (Federal Republic of)
ANGOLA (People's Republic of)
SAUDI ARABIA (Kingdom of)
ARGENTINE Republic
AUSTRIA
BAHRAIN (State of)
BELGIUM
BENIN (People's Republic of)
BULGARIA (People's Republic of)
CAMEROON (United Republic of)
CANADA
CHILE
CHINA (People's Republic of)
CYPRUS (Republic of)
COLOMBIA (Republic of)
KOREA (Republic of)
IVORY COAST (Republic of the)
CUBA
DENMARK
EGYPT (Arab Republic of)
UNITED ARAB EMIRATES
ECUADOR
SPAIN
ETHIOPIA
FINLAND
FRANCE
GREECE
GUINEA (Revolutionary People's Republic of)
HUNGARIAN PEOPLE'S REPUBLIC
INDIA (Republic of)
IRAN (Islamic Republic of)
IRAQ (Republic of)
IRELAND
ICELAND
ISRAEL (State of)
ITALY

JAPAN
JORDAN (Hashemite Kingdom of)
KENYA (Republic of)
KUWAIT (State of)
MADAGASCAR (Democratic Republic of)
MALAYSIA
MOROCCO (Kingdom of)
MEXICO
NICARAGUA
NORWAY
NEW ZEALAND
OMAN (Sultanate of)
PANAMA (Republic of)
PAPUA NEW GUINEA
NETHERLANDS (Kingdom of the)
POLAND (People's Republic of)
PORTUGAL
SYRIAN ARAB REPUBLIC
DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA
UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND
SINGAPORE (Republic of)
SRI LANKA (Democratic Socialist Republic of)
SWEDEN
SWITZERLAND (Confederation of)
CZECHOSLOVAK SOCIALIST REPUBLIC
THAILAND
TURKEY
UNION OF SOVIET SOCIALIST REPUBLICS
URUGUAY (Eastern Republic of)
VENEZUELA (Republic of)
VIET NAM (Socialist Republic of)
YUGOSLAVIA (Socialist Federal Republic of)
ZAMBIA (Republic of)

Conclusion : The delegations of the above-mentioned countries are entitled to vote and to sign.

1.1.2 Credentials presented by countries to which the provisions of No. 97 of the Convention apply.

MAURITANIA (Islamic Republic of)

Conclusion : The delegation of this country is not entitled to vote, but may sign.

2. Provisional credentials deposited (Convention No. 362)

2.1 Provisional credentials presented by countries which have ratified the Convention (or acceded thereto) and to which the provisions of No. 97 of the Convention do not apply.

BRAZIL (Federative Republic of)
PERU
QATAR (State of)

Conclusion : The delegations of these countries are entitled to vote but they are entitled to sign only if the credentials are confirmed by one of the authorities mentioned in No. 361, prior to signature of the Final Acts.

2.2 Provisional credentials deposited by countries to which the provisions of No. 97 of the Convention apply.

LIBERIA (Republic of)

Conclusion : The delegation of this country is not entitled to vote but is entitled to sign only if the credentials are confirmed by one of the authorities mentioned in No. 361, prior to signature of the Final Acts.

3. Delegations which have not deposited their credentials

AUSTRALIA
UNITED STATES OF AMERICA (credentials announced for 14 March 1983)
INDONESIA (Republic of) (credentials announced)
MONACO
PAKISTAN (Islamic Republic of)
PHILIPPINES (Republic of the)
GERMAN DEMOCRATIC REPUBLIC (credentials announced for 14 March 1983)
ROMANIA (Socialist Republic of) (credentials announced)
SENEGAL (Republic of the)
TOGOLESE REPUBLIC
TUNISIA (credentials announced)

Conclusion : The delegations of these countries are entitled neither to vote nor to sign.

AD HOC GROUP 3

OF COMMITTEE 4

Draft Sixth Report of ad hoc Group 3 of Committee 4
to Committee 4

In agreeing a frequency recommendation for the FGMDSS requirements in the 2 MHz band, the ad hoc Working Group decided that a Resolution should be drafted, calling inter alia for the spectrum in which the FGMDSS elements are to be located to be kept free of other functions, except the existing distress and calling function of 2 182 kHz.

The draft Resolution is given in the Appendix.

E. GEORGE

Chairman of ad hoc Group 3 of Committee 4

Appendix : 1



A P P E N D I X

RESOLUTION No. /COM4/1_7

Relating to the Use of the Band 2 170 - 2 194 kHz

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

noting

a) that this Conference had as part of its Agenda a number of directly related Recommendations and one Resolution, i.e. :

- i) Recommendation No. 203 which calls for an examination of the allocations in the band 2 170 - 2 194 kHz, and a further examination of the guardband around 2 182 kHz;
- ii) Recommendation No. 307 which calls for a frequency in the MF band to be reserved exclusively for distress calls and messages, and for a different frequency to be set aside for routine (non-distress) calling;
- iii) Recommendation No. 308 which invites administrations to study the question of establishing common frequencies in the MF band for use by coast radiotelephone stations communicating with ships of other nationalities; and
- iv) Resolution No. 200 which calls for a date to be established for final conversion to class R3E and J3E emissions on 2 182 kHz;

b) that the International Maritime Organization (IMO) in its FGMDSS established the requirement for several frequencies in the MF band for various functions namely :

- a frequency to be used exclusively for distress alerting using digital selective calling;
- a frequency to be used exclusively for distress traffic using narrow-band direct-printing;
- a frequency to be used exclusively for radiotelephone distress traffic, i.e. 2 182 kHz;

c) that the Conference has accordingly established the following frequencies for FGMDSS use in the 2 MHz band :

2 174.5 kHz for NBDP distress traffic
2 182 kHz for radiotelephony distress traffic
2 187.5 kHz for DSC alerting

d) that the frequency 2 182 kHz has been made available on a non-exclusive basis;

considering

a) that further action on the subjects covered by Resolution No. 200 and Recommendations Nos. 203, 307 and 308 will be a matter for the WARC for Mobile Services scheduled for 1987;

b) that some administrations have no current requirement or desire to separate the existing distress and calling functions currently using 2 182 kHz;

resolves

to invite the next competent WARC to take account of the terms of this Resolution in its decisions concerning the future use of the band 2 170 - 2 194 kHz and in particular not to introduce new non-distress functions in the band 2 173.5 - 2 190.5 kHz;

to invite the CCIR to continue its studies on the use of the band 2 170 - 2 194 kHz and in particular on the selection of frequencies for routine (non-distress) voice and digital selective calling;

requests

the Administrative Council to place this Resolution and the Resolution and Recommendations listed in noting a) on the agenda of the WARC for Mobile Services scheduled for 1987.

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/49-E

10 March 1983

Original : English

AD HOC GROUP 4
OF COMMITTEE 4

The attached draft Resolution No. ... related to RR 474 is submitted to ad hoc Group 4 of Committee 4 for consideration.

T. BOE
Chairman of ad hoc Group 4
of Committee 4



DRAFT RESOLUTION No. ...

Relating to Provisional Procedures Applicable to Stations Transmitting
Navigational and Meteorological Warnings and Urgent Information to Ships
on the Frequency 518 kHz Using Automatic Narrow-band Direct-printing
Telegraphy (NAVTEX)

The World Administrative Radio Conference for Mobile Services, Geneva, 1983,

considering

- a) that this Conference has designated a frequency for transmission by coast stations of navigational and meteorological warnings and urgent information using automatic narrow-band direct-printing telegraphy;
- b) that in the Maritime Mobile Service the frequency 518 kHz shall be used exclusively for this purpose (see RR 2971B);
- c) that the frequency 510 - 526.5 kHz (525 kHz in Region 2) is allocated on a shared basis to several services and that sharing criteria are required;
- d) that the proper functioning of such a system is dependent on a coordinated use of the frequency 518 kHz by the coast station involved;
- e) that the coordination of the operational aspects of the promulgation of such warnings is being undertaken by the International Maritime Organization (IMO) and the International Hydrographic Organization (IHO);

resolves

1. that the provisional procedure contained in Annex 1 to the present Resolution shall be applied with effect from [.....] for the coordination of the planned usage of 518 kHz for the transmission of navigational and meteorological warnings and urgent information before notification of the frequency assignment concerned in accordance with Article 12 of the Radio Regulations;

2. that in order to permit the Administrations and the IFRB to apply the procedure in Annex 1 the IFRB shall take the following actions :

2.1 to request Administrations having stations transmitting navigational and meteorological warnings and urgent information on the frequency 518 kHz to communicate to it not later than [.....], the characteristics of these stations as listed in Annex 2 to the present Resolution;

2.2 to send to the Administrations concerned extracts of assignments other than those referred to in paragraph 2.1 above recorded in the Master Register with a necessary bandwidth overlapping the band 517.5 - 518.5 kHz with a request to modify the characteristics of their assignments or to transfer these assignments to other appropriate frequencies within a period of [.....] months. For this purpose the IFRB shall provide, if requested, all necessary assistance in accordance with RR 1445 - 1449;

2.3 to publish the data received in response to paragraph 2.1 above in a special list in an appropriate form;

recommends to Administrations

1. to refer to and comply, to the maximum extent possible, with the CCIR Recommendation 540-1 concerning the "Operational and Technical Characteristics for an Automated Direct-Printing Telegraph System for Transmission of Navigational and Meteorological

Warnings and Urgent Information to Ships";

2. that Administrations wishing to use the frequency 518 kHz for the promulgation of navigational and meteorological warnings to ships should effect appropriate operational coordination with IMO;

3. that Administrations should refrain from authorizing transmissions on the frequency 518 kHz which could cause harmful interference to the reception of navigational and meteorological warnings;

4. that Administrations should refrain from authorizing transmissions on the frequency 518 kHz which could cause harmful interference to the services to which the band is allocated;

invites the CCIR

to study the matter of sharing frequencies in the band 510 - 526.5 kHz (525 kHz in Region 2), and in particular in the vicinity of 518 kHz, and report on the criteria of such sharing which will provide for satisfactory operation of the services concerned;

requests the IMO

to consider appropriate action for any operational coordination that may be necessary for certain areas on the basis of the information listed in Annex 2;

requests the Administrative Council

to include this item in the agenda of the World Administrative Radio Conference for Mobile Services foreseen in 1987;

requests the Secretary-General

to communicate this Resolution to IMO, IHO and WMO for consideration and comments.

Annexes : 2

ANNEX 1 TO RESOLUTION No. ...

Provisional Procedure to be Applied by Administrations and the IFRB
for the Coordination of the Planned Use of the Frequency
518 kHz for the Transmission by Coast Stations of
Navigational and Meteorological Warnings and Urgent
Information to Ships by Means of Automatic Narrow-band
Direct-printing Telegraphy (NAVTEX)

1. Before an Administration notifies the Board a frequency assignment to a coast station for the transmission of navigational and meteorological warnings and urgent information to ships by means of automatic narrow-band direct-printing telegraphy, it shall coordinate this frequency assignment :
 - 1.1 with respect to similar usages recorded in the Master Register or under coordination in accordance with the present procedure;
 - 1.2 with respect to assignments to stations of other services to which the band 517.5 - 518.5 kHz is allocated.
2. To effect this coordination Administrations and the IFRB shall apply the procedure of Article 14 of the Radio Regulations modified as follows :
 - 2.1 the information to be communicated by Administrations to the IFRB shall be as specified in Annex 2;
 - 2.2 the procedure shall be initiated not earlier than one year and not later than six months before the proposed date of putting the assignment into use;
 - 2.3 the IFRB shall publish this information within 45 days of its receipt in a special section of its weekly Circular and shall communicate a copy of this publication to IMO, IHO and WMO requesting them to communicate to the Administration concerned with a copy to the IFRB, any information which may assist in reaching agreement on coordination :
 - 2.4 at the expiry of a period of four months from the date of publication of the information in the special section, the Administration responsible for the assignment may notify it in accordance with RR 1214 indicating the names of Administrations with which agreement was reached and those which have expressly communicated their disagreement;
 - 2.5 on receipt of the notice of the frequency assignment the Board shall take into account the results of the application of the procedure and examine it in accordance with the provisions of RR 1241, RR 1245 and the related provisions of Article 12;
 - 2.6 the Board shall update and publish at appropriate intervals the list referred to in paragraph 2.3 under "resolves" of the present Resolution.

ANNEX 2 TO RESOLUTION No. ...

Information to^o be supplied by the Administration
to the IFRB

In addition to the basic characteristics listed in Section A of Appendix 1 to the Radio Regulations, Geneva, 1979, the following information shall be provided¹⁾ :

- 1) the transmission time allocated to the regular transmission schedule;
 - 2) the duration of transmissions;
 - 3) the B1 character (transmitter coverage area identifier) to be used by the coast station (see CCIR Recommendation 540-1);
 4. the ground-wave coverage area of transmission.
-

1) IMO in cooperation with IHO provides guidance on the operational aspects of these matters in order to ensure coordination of transmissions by coast stations.

AD HOC GROUP 4

OF COMMITTEE 4

DRAFT

Second Report of ad hoc Group 4 of Committee 4 to Committee 4

The ad hoc Group considered the following footnotes :

RR 471

RR 472

RR 472A

RR 519A

RR 522A

The outcome of the discussions is summarized in the Annex to this Report.

T. BÖE

Chairman of ad hoc Group 4
of Committee 4

Annex : 1



A N N E X

CONSIDERATION OF FOOTNOTES

RR 471 The bands 492 - 495 kHz and 505 - 508 kHz shall be subject to the provisions of No. 3018 until the provisions of Resolution No. ... (see Document No. DT/35) have been implemented.

After having made a decision on RR 471, the ad hoc Group felt that the attention of Committee 4 and Committee 5 should be drawn to draft Resolution No. ... appearing in Document No. DT/35, which should be amended as follows :

"that the definitive guardband 495 to 505 kHz shall not enter into force before 1 January 1990."

RR 472 The frequency 500 kHz is an international distress and calling frequency for radiotelegraphy. The conditions for its use are prescribed in Articles 38 and 60.

RR 472A /- The frequency /- 7 kHz is used by stations of the maritime mobile service for digital selective calling. The conditions for the use of this frequency are prescribed in Articles 38 and 62. 7

RR 519A Suppressed

RR 522A Suppressed

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR MOBILE SERVICES

GENEVA, FEBRUARY/MARCH 1983

Document No. DT/51-E

11 March 1983

Original : English

COMMITTEE 4

AD HOC GROUP 3

Note by the Chairman of Committee 4
ad hoc Group 3

A draft revision of Appendix 16, contained in the Annex, is submitted for consideration by ad hoc Group 3. Parts not reproduced in the Annex remain unchanged.

E. GEORGE

Chairman of Committee 4 ad hoc Group 3

Annex : 1



A N N E X

DRAFT REVISION OF

APPENDIX 16

Channelling of the Maritime Mobile Bands
Between 4 000 kHz and 23 000 kHz

(See Article 60, Section IV)

MOD

1. Section A -)
) (present text without change)
 Section B -)

Section C-1 - Table of single-sideband transmitting frequencies (in kHz) for ship stations in the band 4 000 to 4 063 kHz shared with the fixed service;

Section C-2 - Table of single-sideband transmitting frequencies (in kHz) for ship and coast stations in the band 8 100 to 8 195 kHz shared with the fixed service.

MOD

5. The following frequencies in Section A are allocated for calling purposes :

- Channel No. 421 in the 4 MHz band;
- Channel No. 606 in the 6 MHz band;
- Channel No. 821 in the 8 MHz band;
- Channel No. 1221 in the 12 MHz band;
- Channel No. 1621 in the 16 MHz band;
- Channel No. 2221 in the 22 MHz band.

The remaining frequencies in Sections A, B, C-1 and C-2 are working frequencies.

ADD

- 5bis. For the use of the carrier frequencies :

- 4 125 kHz (Channel No. 421)
- 6 215.5 kHz (Channel No. 606)
- 8 257 kHz (Channel No. 821)
- 12 392 kHz (Channel No. 1221)
- 16 522 kHz (Channel No. 1621)

in Sections A, B, C-1 and C-2 by coast and ship stations for distress and safety purposes, see Article 38.

MOD

6. a) Stations using single-sideband emissions shall operate only on the carrier frequencies shown in Sections A, B, C-1 and C-2 in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed.

- b) (present text without change)

MOD 7. If an administration authorizes the use of frequencies other than those indicated in Sections A, B, C-1 and C-2, its radiotelephone service shall not cause harmful interference to radiotelephone stations of the maritime mobile service which use frequencies in accordance with the following Tables.

ADD 8. The channelling plan established in Section C-2 does not prejudice the rights of administrations to notify and establish in conformity with the relevant provisions of these Regulations maritime mobile services other than radiotelephony in the band 8 100 to 8 195 kHz.

ADD SECTION C-1

Table of Single-Sideband Transmitting
Frequencies (in kHz) for Ships Stations in the
Band 4 000 to 4 063 kHz shared with
the Fixed Service

- supplementary to ship-to-shore channels for duplex operation in Section A;
- for intership simplex (single-frequency) and crossband operation;
- for crossband working with coast stations on channels in Section C-2;
- for duplex operation with coast stations working in the band 4 438 to 4 650 kHz.

Channel No.	Carrier Frequency	Assigned Frequency
1	4 000*	4 001.4*
2	4 003*	4 004.4*
3		
4		
5		
6		
7		
8		
9		
10	(3 kHz	
11	channel	
12	spacing)	
13		
14		
15		
16		
17		
18		
19		
20	4 057	4 058.4
21	4 060	4 061.4

* In the band 4 000 to 4 005 kHz, administrations are requested to urge ship stations under their jurisdiction to refrain from using this band when navigating in Region 3 (see also No. 516).

ADD

SECTION C-2

Table of Single-Sideband Transmitting Frequencies (in kHz) for Ship and Coast Stations in the Band 8 100 to 8 195 kHz Shared with the Fixed Service

- supplementary to ship-to-shore and shore-to-ship channels for duplex operation in Section A;
- for intership simplex (single frequency) and crossband operation;
- for crossband working with ship stations on channels in Section C-2;
- ship-to-shore or shore-to-ship simplex operation.

(See paragraph 8 of this Appendix.)

Channel No.	Carrier Frequency	Assigned Frequency
1	8 101	8 102.4
2	8 104	8 105.4
3	8 107	8 108.4
4	8 110	8 111.4
5	(3 kHz channel spacing)	
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		
26		
27		
28		
29		
30	8 188	8 189.4
31	8 191	8 192.4

COMMITTEE 4Modification of Appendix 33 of
the Radio Regulations**Table of Ship Station Transmitting Frequencies
(kHz)**

Frequency Bands							
	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	22 MHz	25 MHz
MOD	1	4 177.5 ¹	6 268 ¹	8 297.6	12 520 ¹	16 695 ¹	22 226
	2	4 178	6 268.5	8 298.1	12 520.5	16 695.5	22 226.5
	3	4 178.5	6 269	8 298.6	12 521	16 696	
	4	4 179	6 269.5	8 299.1	12 521.5	16 696.5	
	5	4 179.5		8 299.6	12 522	16 697	
MOD	6			8 357.5 ¹	12 522.5	16 697.5	25 078.8
	7				12 523	16 698	25 079.3
	8				12 523.5	16 698.5	25 079.8
	9				12 524	16 699	25 080.3
	10				12 524.5	16 699.5	25 080.8
	11				12 525	16 700	25 081.3
	12				12 525.5	16 700.5	25 081.8
	13				12 526	16 701	25 082.3
	14				12 526.5	16 701.5	25 082.8
	15					16 702	25 083.3
	16					16 702.5	25 083.8
	17					16 703	25 084.3
	18					16 703.5	25 084.8
	19					16 704	25 085.3
	20					16 704.5	25 085.8
	21					16 705	25 086.3
	22					16 705.5	25 086.8
	23						25 087.3
	24						25 087.8
	25						25 088.3
	26						25 088.8
	27						25 089.3
	28						25 089.8

¹The frequencies 4 177.5 kHz, 6 268 kHz, 8 357.5 kHz, 12 520 kHz and 16 695 kHz are international distress frequencies for narrow-band direct-printing. The conditions for use of these frequencies are prescribed in Article 38.

M. MENON

Chairman of Committee 4



COMMITTEE 4

Frequencies adopted by Committee 4 for
Nos. 4679A, 4683 and 4684 of the Radio Regulations

For No. 4679A :

500 kHz
2 170.5 kHz¹
4 125 kHz
4 419.4 kHz
6 521.9 kHz
8 780.9 kHz
13 162.8 kHz
17 294.9 kHz
22 658 kHz
156.8 MHz²

For No. 4683 :

5xx kHz
2 xxx kHz
4 187.5 kHz
6 281.5 kHz
8 375.5 kHz
12 562 kHz
12 562.5 kHz
16 750.5 kHz
16 751 kHz
22 248 kHz
22 248.5 kHz
156.xxx MHz

For No. 4684 :

5xx kHz
2 xxx kHz
4 357 kHz
6 506 kHz
8 718.5 kHz
13 100 kHz
13 100.5 kHz
17 232 kHz
17 232.5 kHz
22 595 kHz
22 595.5 kHz
156.xxx MHz



M. MENON

Chairman of Committee 4

WARC FOR MOBILE SERVICES

Document No. DT/54-E

14 March 1983

GENEVA, FEBRUARY/MARCH 1983

LIST OF DOCUMENTS
(No. 101 - 150)*)

PL = Plenary
 C = Committee
 WG = Working Group
 PL/A = Technical Working Group
 PL/B = Special Working Group
 (Region 1)

No.	Origin	Title	Destination
101	5A	Draft Resolution N° [PL/A-1] relating to distress, urgency and safety traffic	C.5
102	5A	Draft revision of Appendix 37	C.5
103	5A	Draft modifications of Chapter IX	C.5
104 + Corr.1	PL	Minutes of the First Plenary Meeting	PL
105	C.5	First Report of Committee 5 to the Plenary Meeting	PL
106	C.5	First series of texts from Committee 5 to the Editorial Committee	C.6
107	5A	Draft Resolution No. COM5/3 relating to the Use of the Carrier Frequency 4 125kHz by the Aeronautical Service for Distress and Safety Purposes	C.5
108	5A	Draft modification of Chapter IX	C.5
109	5A	Draft Resolution No. COM5/2 relating to the Development and Introduction of Operational Provisions for the future global maritime distress and safety system (FGMDSS)	C.5
110	SG	Statement of Conference accounts at 10 March 1983	C.3
111	C.6	B.2	PL
112 + Add. 1	5B	Report by the Chairman of Working Group 5B to Committee 5	C.5

*) see also DT/10 and DT/45



No.	Origin	Title	Destination
113	5A	Draft Recommendation No. 5/3 relating to the use of radar transponders in survival craft for facilitating search and rescue operations at sea	C.5
114	E	Proposals	PL
115	C.4	Third Report of Committee 4 to the Plenary Meeting	PL
116	C.4	Second series of texts from Committee 4 to the Editorial Committee	C.6
117	WG C.2	Second Report of Working Group of Committee 2	C.2
118	C.6	B.3	PL
119	CAN and F	Resolution No. B relating to out-of-band emissions being encountered in the HF bands allocated to the mobile services	C.4
120	C.3	Report of the Budget Control Committee to the Plenary Meeting	PL
121	C.4 ad hoc 3	Fourth Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
122	C.4 ad hoc 3	Seventh Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
123	C.4 ad hoc 3	Eighth Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
124	C.5	Second Report of Committee 5 to the Plenary Meeting	PL
125	C.5	Second series of texts from Committee 5 to the Editorial Committee	C.6
126	5A	Report of the Chairman of Working Group 5A to Committee 5	C.5
127	SG	Last days of the Conference	-
128	C.4	Fourth Report of Committee 4 to the Plenary Meeting	PL

No.	Origin	Title	Destination
129	C.4	Third series of texts from Committee 4 to the Editorial Committee	C.6
130	C.4	Summary Record of the Fifth Meeting of Committee 4	C.4
131	C.4	Summary Record of the Second Meeting of Committee 4	C.4
132	C.4	Summary Record of the Third Meeting of Committee 4	C.4
133	C.6	R.1	PL
134	C.6	B.4	PL
135	C.4 ad hoc 4	Draft Resolution No. COM4/5 relating to the date of entry into force of the 10 kHz guardband for the frequency 500kHz in the Mobile Service (Distress and Calling)	C.4
136	C.4	Fourth series of texts from Committee 4 to the Editorial Committee	C.6
137	C.4 ad hoc 3	Sixth Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
138	C.6	Preamble to the Final Acts of WARC (MOB-83)	PL
139	C.2	Report of Committee 2 to the Plenary Meeting	PL
140	C.4	Frequencies adopted by Committee 4 for Nos. 4679A, 4683 and 4684 of the Radio Regulations	PL
141	CAN	Recommendation relating to the form and presentation of the Radio Regulations of the International Telecommunication Union	PL

No.	Origin	Title	Destination
142	C.2	Summary Record of the First Meeting of Committee 2	C.2
143	C.4	Summary Record of the Fourth Meeting of Committee 4	C.4
144	C.6	B.5	PL
145	C.4 ad hoc 3	Ninth Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
146	C.4 ad hoc 3	Tenth Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
147	C.4 ad hoc 3	Eleventh Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
148	Drafting Group C.4 ad hoc 3	Note by the Chairman of the Drafting Group of ad hoc Group 3 of Committee 4	C.4
149	C.4 ad hoc 3	Twelfth Report of ad hoc Group 3 of Committee 4 to Committee 4	C.4
150	C.4 ad hoc 3	Note by the Chairman of ad hoc Group 3 of Committee 4 to Committee 4	C.4