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**Documents of the World Administrative Radio Conference for the mobile services (2nd session)
(WARC MOB-87 (2)) (Geneva, 1987)**

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

- This PDF includes Document No. 301-400
- The complete set of conference documents includes Document No. 1-487,
DL No. 1-76, DT No. 1-82

GROUPE DE TRAVAIL 4-A

PROPOSITIONS D'ATTRIBUTIONS DE FREQUENCES
AU SERVICE DE RADIOREPERAGE PAR SATELLITE (SRRS)

Ajouter "République démocratique d'Afghanistan, République socialiste soviétique de Biélorussie, République populaire de Bulgarie, Cuba, République populaire hongroise, République populaire de Pologne, République démocratique allemande, République populaire démocratique de Corée, République socialiste soviétique d'Ukraine, République socialiste de Roumanie, République socialiste tchécoslovaque, République socialiste du Viet Nam" dans la liste des pays coauteurs de ce document.

PROPOSALS ON FREQUENCY ALLOCATIONS
FOR THE RADIODETERMINATION-SATELLITE SERVICE (RDSS)

Add "Democratic Republic of Afghanistan, Byelorussian Soviet Socialist Republic, People's Republic of Bulgaria, Cuba, Hungarian People's Republic, People's Republic of Poland, German Democratic Republic, Democratic People's Republic of Korea, Ukrainian Soviet Socialist Republic, Socialist Republic of Romania, Czechoslovak Socialist Republic, Socialist Republic of Viet Nam" to the list of countries cosponsoring this document.

PROPUESTAS SOBRE ATRIBUCIONES DE FRECUENCIAS
PARA EL SERVICIO DE RADIODETERMINACION POR SATELITE (SRDS)

Añádanse "República Democrática del Afganistán, República Socialista Soviética de Bielorrusia, República Popular de Bulgaria, Cuba, República Popular Húngara, República Popular de Polonia, República Democrática Alemana, República Popular Democrática de Corea, República Socialista Soviética de Ucrania, República Socialista de Rumania, República Socialista Checoslovaca, República Socialista de Viet Nam" en la lista de los países coautores de este documento.

WORKING GROUP 4-A

USSR

PROPOSALS ON FREQUENCY ALLOCATIONS FOR THE
 RADIODETERMINATION-SATELLITE SERVICE (RDSS)

1. Introduction

The radiodetermination-satellite service (system), proposed by a number of countries is intended for user location, navigational information transmission as well as limited digital information transmission (see CCIR Report 1050).

This service thus goes beyond the scope of the definition in provision 39 of Article 1 of the Radio Regulations and is, essentially, a system providing dispatch control of user locations and movements.

It is proposed that the following frequency bands, which are currently allocated to other services, should be allocated to this service (system) on a primary basis:

| <u>Intended use</u> | <u>Frequency band</u> | <u>Proposed allocation</u> |
|---------------------|--------------------------|----------------------------|
| user-to-satellite | 1 610.0 - 1 626.5 MHz | Earth-to-space |
| satellite-to-user | 2 483.5 - 2 500 MHz | space-to-Earth |
| | or 2 500.0 - 2 516.5 MHz | |
| inbound feeder link | 5 117.0 - 5 183 MHz | space-to-Earth |

2. General

It should be noted that the documents relating to the RDSS system discuss its structure, which includes geostationary satellites only. Compatibility between the RDSS and other existing services is considered relative to geostationary satellite transponders, and some conclusions are given in Document 277. These conclusions are ambiguous, cannot at present be used to solve the compatibility problem and require further study by the CCIR (see for example, paragraphs 7.4 and 7.6 of Document 277).

It has become clear from the discussions at this Conference that the RDSS should also include high-orbit satellites in order to cater for radiodetermination functions in the vicinity of the equator (between approximately 30°N and 30°S) and in high-latitude areas (above 62°N and below 62°S), and that sufficiently accurate radiodetermination by means of geostationary satellites (ranging method) is impossible in principle.

The problems of sharing between existing services and communication links established via high-orbit satellites have not been studied, nor are data available on the intersatellite link required in this case.



3. Conclusion

The studies carried out up to present do not provide sufficient technical grounds for allocating the required frequency bands to the RDSS system and modifying the Radio Regulations.

4. Proposal

Taking into account the above, the administrations in question propose to develop a draft Resolution inviting the CCIR, together with ICAO and IMO, to continue studies on the possibility of introducing the RDSS, seen from the technical, legal and economic aspects. The final decision on the allocation of frequency bands to the RDSS system could be taken by the next competent WARC.

United States of America

PROPOSALS FOR THE WORK OF THE CONFERENCE

Introduction

In the discussions in Committee 4 on the use of the 4 000 - 4 063 and 8 100 - 8 195 kHz bands, it was mentioned that there presently is no process to completely ensure that the issues surrounding the use of these bands will be available for consideration by a future WARC. To correct this situation, the United States of America proposes the Resolution for consideration at annex.

Annex: 1

ANNEX

USA/302/1
ADD

RESOLUTION No. ...

**Relating to a Review of the Use of the 4 000 - 4 063 kHz
and 8 100 - 8 195 kHz Bands Allocated on a Shared
Basis to the Maritime Mobile Service and
the Fixed Service**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

noting

- a) that the World Administrative Radio Conference, Geneva, 1979, allocated the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz to the maritime mobile and fixed services, on a co-equal, primary basis, except that the use of the 4 000 - 4 063 kHz band was limited to ship radiotelephone only;
- b) that the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, established a channelling plan for maritime mobile radiotelephony in the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz;
- c) that the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, also adopted Resolution No. 319 calling for a review of these bands and that consideration be given for their inclusion in the Coast Radiotelephone Station Allotment Plan in Appendix 25;
- d) that this Conference has decided not to include frequencies in the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz in either Appendix 31 or the Allotment Plan of Appendix 25, and that this decision was made pending continuation of the related studies in the CCIR;
- e) that considering a) and b) of Resolution No. 319 were, therefore, not satisfied by the Conference;
- f) that request a) of Resolution No. 319 to the CCIR did not receive detailed study of the technical issues involved in the establishment of sharing criteria between the maritime mobile and fixed services and the 4 000 - 4 063 kHz and 8 100 - 8 195 kHz bands;

recognizing

- a) that a continuing need exists for use of these bands by the maritime mobile service;
- b) that there are unsatisfied requirements by the maritime mobile service for use of frequencies in the 4 and 8 MHz bands;

c) that No. 517 of the Radio Regulations limits the use of the band 4 000 - 4 063 kHz to maritime mobile service ship radiotelephony thus limiting the flexibility in using the band;

d) that many administrations have fixed service operations in the 4 000 - 4 063 kHz and 8 100 - 8 195 kHz bands;

considering

a) that considerations a) and b) of Resolution No. 319 have not been appropriately treated by the Conference and, therefore, limitations on the use of these bands continue;

resolves

1. that the next competent world administrative radio conference carry out a review and revision of the 4 000 - 4 063 kHz and 8 100 - 8 195 kHz bands with the objective of including them in the Allotment Plan of Appendix 25;

2. that the next competent WARC consider the effect of No. 517 of the Radio Regulations on the maritime mobile service and determine whether better use of the 4 000 - 4 063 kHz band by the maritime mobile service could be made if No. 517 of the Radio Regulations were suppressed;

3. that in carrying out the review and revision mentioned in resolves a) the next competent WARC should consider the requirements of the fixed and maritime mobile services with the view of enhancing the use of the bands by the maritime mobile service taking into account the requirements of each administration;

invites the Administrative Council

1. to include on the agenda of the next competent WARC the Articles and Appendices of the Radio Regulations relevant to the review and revision referred to in resolves 1 and 2;

2. to empower the next competent WARC to consider the limitations and problems associated with the effects of No. 517 of the Radio Regulations on the maritime mobile service taking into account the current requirements of, and developments in, the maritime mobile and fixed services with the objective of suppressing No. 517 of the Radio Regulations;

requests the CCIR

to continue its study of the technical issues involved in full utilization of the 4 000 - 4 063 kHz and 8 100 - 8 195 kHz bands by the fixed and maritime mobile services including, but not limited to, the following issues;

a) the opportunity to enhance the maritime mobile service by allowing ship stations use of the 4 000 - 4 063 kHz band for other than radiotelephony and/or by allowing coast station use of the band;

b) the effect of any changes in the use of the 4 000 - 4 063 kHz band on the fixed service;

c) the use of the 4 000 - 4 063 and 8 100 - 8 195 kHz bands by the maritime mobile service by pairing them with Appendix 25 coast station frequencies, thus freeing up other exclusive maritime mobile spectrum for use by the maritime mobile service to satisfy requirements not satisfied by this Conference;

invites administrations

to make appropriate contributions to the studies of the CCIR including the collection and submission of data concerning their experience of sharing arrangements in the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz;

Reasons: To have an adequate technical base in the 4 000 - 4 063 and 8 100 - 8 195 kHz bands for consideration by the next competent WARC.

COMMITTEE 4NOTE FROM THE CHAIRMAN OF COMMITTEE 6
TO THE CHAIRMAN OF COMMITTEE 4

Committee 6 has agreed that the review of Article 60 shall be based on the replacement of frequency enumerations (sub-bands) by appropriate references to the new Appendix 31. Consequently square brackets will be shown in those places where such references will be inserted following the establishment of this new Appendix by your Committee.

It is kindly requested that the Working Group assigned the preparation of the new Appendix 31 be informed accordingly.

If this gives difficulty with the revised structure of Appendix 31 as determined by Committee 4, an editorial change to Article 60 should be undertaken to expedite matters.

I.R. HUTCHINGS
Chairman of Committee 6

COMMITTEE 4NOTE FROM THE CHAIRMAN OF COMMITTEE 6
TO THE CHAIRMAN OF COMMITTEE 4

At its sixth meeting Committee 6 approved the following definitions:

- ADD 67A 4.10A Land earth station: An earth station in the fixed-satellite service or, in some cases, in the mobile-satellite service, located at specified fixed points or within specified areas on land to provide a feeder link for the mobile-satellite service.
- ADD 68A 4.11A Base earth station: An earth station in the fixed-satellite service or, in some cases, in the land mobile-satellite service, located at specified fixed points or within specified areas on land to provide a feeder link for the land mobile-satellite service.
- ADD 69A 4.12A Land mobile earth station: A mobile earth station in the land mobile-satellite service capable of surface movement within the geographical limits of a country or continent.

I.R. HUTCHINGS
Chairman of Committee 6

WORKING GROUP 4-A

SECOND REPORT OF DRAFTING GROUP 4-A-5 TO WORKING GROUP 4-A

A further meeting of Drafting Group 4-A-5 has been held to resolve the difficulties raised during the meeting of Working Group 4-A, held on 1 October. During discussions on the text an additional considering was proposed by the United States:

"that in some countries the band 3 400 - 3 600 MHz is not available to the fixed satellite service."

The addition of this text was not accepted by 4-A-5 and consequently the United States reserved its position to raise this matter in Working Group 4-A.

D.I. COURT
Chairman of Drafting Group 4-A-5

Annex: 1

ANNEX

DRAFT RECOMMENDATION [COM4/A]

Relating to the Provision of Frequency Bands for Feeder Links in
Fixed-Satellite Service Bands for the Aeronautical, [Land],
Maritime or Mobile-Satellite Service in the
Bands 1 535 - 1 559 MHz and 1 626.5 - 1 660.5 MHz

The World Administrative Radio Conference for Mobile Services,
Geneva, 1987,

considering

- a) that feeder links are required for the aeronautical mobile-satellite service, the [land mobile-satellite service], the maritime mobile-satellite service and the mobile-satellite service operating in the bands 1 535 - 1 559 MHz and 1 626.5 - 1 660.5 MHz;
- b) that although No. 27 of the Radio Regulations indicates that such feeder links may be part of the mobile-satellite service, No. 22 of the Radio Regulations indicates that the fixed-satellite service may also include feeder links for the mobile-satellite services;
- c) that the majority of such feeder links have been located in the bands 3 400 - 4 200 MHz and 5 925 - 7 075 MHz;
- d) that the bands mentioned in considering c) above are becoming increasingly congested thus causing some difficulties during the coordination process;
- e) that the inhomogeneity of technical characteristics of feeder links for the mobile-satellite services and links of the fixed-satellite service results in coordination difficulties;
- f) that distress and safety traffic is carried on feeder links for mobile-satellite services;

noting

that there were proposals by administrations to WARC MOB-87 for sub-bands in the frequency bands 3 400 - 4 200 MHz and 5 925 - 7 075 MHz where the feeder links for aeronautical, [land] maritime and mobile-satellites would have priority over other assignments to the fixed-satellite service, whilst other administrations were of the opinion that frequency spectrum for feeder links for mobile-satellite services can more readily be provided in fixed-satellite service bands by the normal coordination process;

additionally noting

that No. 726 of the Radio Regulations states that the allocation to the maritime mobile-satellite service in the band 1 530 - 1 535 MHz shall be effective from 1 January 1990. Up to that date the fixed service shall be on a primary basis in Regions 1 and 3;

recommends

that the World Administrative Radio Conference (ORB-88) shall take note of the concerns expressed in the considerings and notings above, in its decisions with respect to feeder links for the aeronautical mobile-satellite service, [the land mobile-satellite service], the maritime mobile-satellite service and the [mobile-satellite service] in the bands 1 535 - 1 559 MHz and 1 626.5 - 1 660.5 MHz;

requests the Secretary-General

to forward this Recommendation to WARC ORB-88.

WORKING GROUP 4-BRepublic of Paraguay, United Kingdom

RESOLUTIONS Nos. 309 AND 407

1. Working Group 6-B agreed that there would be value in combining the texts of Resolution No. 309 and Resolution No. 407 (which are virtually identical) into a single Resolution entitled:

**"Relating to the Unauthorized Use of Frequencies in the
Bands Allocated to the Maritime Mobile Service and to the
Aeronautical Mobile (R) Service"**

2. Since the Republic of Paraguay and the United Kingdom had both submitted proposals for the revision of Resolution No. 407 (in Documents 61 and 33 respectively), it was also agreed that they should be the basis for the drafting of a unified text.

3. As Document 102 shows, Resolution No. 309 has been directed to Committee 4 alone while Resolution No. 407 has also been directed to Committee 4 and to Committee 6. Since responsibility for both Resolutions rests with Committee 4 a draft text for consideration by the appropriate Working Group of Committee 4 is attached. This draft has not been considered in Committee 6 or its Working Group 6-B.

Attachment: 1

ATTACHMENT

G/PRG/306/1

DRAFT RESOLUTION

**Relating to the Unauthorized Use of Frequencies in the Bands
Allocated to the Maritime Mobile Service¹ and to the
Aeronautical Mobile (R) Service²**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that monitoring observations of the use of frequencies in the band 2 170 - 2 194 kHz, in the bands allocated exclusively to the maritime mobile service between 4 063 kHz and 27 500 kHz, and to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz show that a number of frequencies in these bands are still being used by stations of other services, some of which are operating in contravention of No. 2665 of the Radio Regulations;
- b) that these stations are causing harmful interference to the maritime mobile and aeronautical mobile (R) services;
- c) that radio is the sole means of communication of the maritime mobile service and that certain frequencies in the bands mentioned in considering a) are reserved for distress and safety purposes;
- d) that radio is the sole means of communication of the aeronautical mobile (R) service and that this is a safety service;

considering in particular

- e) that it is of paramount importance that the distress and safety channels of the maritime mobile service be kept free from harmful interference, since they are essential for the protection of the safety of life and property;
- f) that it is also of paramount importance that channels directly concerned with the safe and regular conduct of aircraft operations be kept free from harmful interference, since they are essential for the safety of life and property;

resolves

to urge administrations

- 1. to ensure that stations of services other than the maritime mobile service abstain from using frequencies in distress and safety channels and their guard bands and in the bands allocated exclusively to that service, except under the conditions expressly specified in Nos. 342, 518, 519, 522 or 956 to 958 of the Radio Regulations; and to ensure that stations of services other than the aeronautical mobile (R) service refrain from using frequencies allocated to that service other than under the conditions expressly specified in Nos. 342 and 956 of the Radio Regulations;

¹ Replaces Resolution No. 309 of the WARC, Geneva, 1979;

² Replaces Resolution No. 407 of the WARC, Geneva, 1979;

2. to make every effort to identify and locate the source of any unauthorized emission capable of endangering human life or property and the safe and regular conduct of aircraft operations, 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 make every effort to ensure that such emissions are made in appropriate bands allocated to those services other than the maritime mobile service or the aeronautical mobile (R) service;
5. to request their governments to enact such legislation as is necessary to prevent stations located off their coasts or on board aircraft operating in contravention of No. 2665 of the Radio Regulations;

to request the IFRB

1. to continue to organize monitoring programmes, at regular intervals, in the maritime distress and safety channels and their guard bands, and in the bands allocated exclusively to the maritime mobile service between 4 063 kHz and 27 500 kHz and to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz, with a view to identifying the stations of other services operating on these channels or in these bands;
2. to seek the cooperation of administrations in identifying the sources of those emissions by all available means and in securing the cessation of those emissions;
3. when the station of another service transmitting in a band allocated to the maritime mobile service or to the aeronautical mobile (R) service has been identified, to inform the administration concerned;

requests

administrations, in such cases, to take all necessary steps to ensure the cessation of any transmissions contravening the provisions of the Radio Regulations on the frequencies or in the bands mentioned in this Resolution.

WORKING GROUP 4C

REPORT BY SUB-WORKING GROUP 4C2 TO WORKING GROUP 4C

1. Representatives of the following delegations participated in Sub-Working Group 4C-2: Brazil, Canada, China, Japan, Morocco, United Kingdom, Ukraine, United States and USSR.
2. The Sub-Working Group met seven times.
3. In Annex 1 a compilation is given of the results of the work for every exclusive maritime mobile HF band together with the present situation in Appendix 31.
4. In Annex 2 the results are presented in the format of Appendix 31(Rev.).
5. Annex 3 contains the terms of reference of Sub-Working Group 4C-2.
6. Concerning the sub-bands for ship stations for NBDP (non paired) which can also be used for A1A and A1B Morse telegraphy (working) (see principlee No. 10), the Sub-Working Group proposes that frequencies from those sub-bands may also be used for NBDP duplex operation. When doing so, coast station frequencies should be selected by administrations from the sub-bands for coast station wide-band telegraphy, facsimile and special transmission systems.
7. Principle No. 19 was held in abeyance pending a reply from the Technical Working Group of the Plenary. In view of the answer received from the Technical Working Group (see Document No. 255), the Sub-Working Group has now applied this principle in order to comply fully with principle No. 6 to maintain the possibilities for an administration to use A1A and A1B Morse telegraphy (working). It also decided to apply principle No. 19 in the 4 MHz band for all NBDP (paired) channels.
8. In the 6 MHz band, the frequency for the GMDSS radiotelephony distress and safety traffic has been changed from 6 215.5 kHz to 6 215 kHz in order to comply with principle No. 1.
9. In various cases it was not possible to comply with principle No. 11 (see Annex 4).
10. With respect to principle No. 16, the Sub-Working Group succeeded in maintaining the harmonic relationship between the common channels in the 4, 6, 8, 12 and 16 MHz bands, while at the same time using a channel width of 0.5 kHz.

11. However, as a consequence of maintaining the harmonic relationship between the common channels for Morse telegraphy (calling) it was necessary to split the sub-bands for ship stations in the 6, 12 and 16 MHz bands for NBDP (paired) and in the 8 MHz band for A1A Morse (working).

12. Following principle No. 8, the Sub-Working Group decreased the number of calling frequencies for Morse telegraphy in the 4, 6, 8, 12 and 16 MHz bands to 10. The number of channels in the 22 and 25 MHz bands remains unchanged. The number of common channels remains unchanged.

However, the format of Appendix 34 and of the Annex to Resolution No. 316 do not need to be amended as a consequence of the above-mentioned reduction of the number of calling frequencies.

13. For radiotelephony in the 4 and 8 MHz bands additional coast station frequencies are proposed for duplex operation. The corresponding ship station frequencies to be used for the duplex operation should be selected by administrations from the sub-bands for radiotelephony simplex or from the shared bands 4 000 - 4 063 kHz or 8 100 - 8 195 kHz respectively. The latter option is already permitted under the present Radio Regulations, Appendix 16, Sections C-1 and C-2.

14. Consideration has been given to the sequence of the various sub-bands. However it was not possible to have the same sequence in every band.

15. Concerning the channelling for A1A and A1B Morse telegraphy (working and calling frequencies) and NBDP, the Sub-Working Group decided to place the "assignable frequencies" on multiples of both 0.5 kHz and 1 kHz.

16. Consideration has been given to a possible merging of Appendices 16, 32, 33, 34 and 35 in a revised Appendix 31. The Sub-Working Group decided not to merge these Appendices.

17. Following the decision in Committee 5 (see Document No. 204), the Sub-Working Group selected an exclusive frequency in the 4 MHz band for NAVTEX type transmissions in the coast station NBDP (paired) sub-band. Furthermore, exclusive frequencies were selected from the coast station NBDP (paired) sub-bands in the 4, 6, 8, 12, 16, 18/19, 22 and 25/26 MHz bands for the broadcasting of marine safety information (MSI) (see Annex 4).

18. In the 8 MHz band an exclusive frequency has been provided for GMDSS radiotelephony for distress and safety traffic (viz 8 291 kHz).

19. The frequency 8 364 kHz (see RR501, RR2987, RR2988 and RR3005) does not need to be changed.

20. The attention of Working Group 4C is drawn to the fact that, following the decisions taken with regard to the revision of Appendix 31, consequential amendments are to be made in Article 8 (RR500A, RR500B, RR520 and RR529A), and in Chapters IX, NIX and XI (Articles 59, 60 and 62).

Annexes: 4

A.R. VISSER
Chairman of Sub-Working Group 4C-2

ANNEX 1

Summary Appendix 31 (Rev.)

| SHIP STATIONS | 4 MHz | | 6 MHz | | 8 MHz | | 12 MHz | |
|----------------------------------|---------|-------|---------|-------|---------|------|---------|-------|
| | Present | New | Present | New | Present | New | Present | New |
| Telephony, Duplex | 26 | 27 | 6 | 8 | 31 | 32 | 32 | 41 |
| Telephony, Simplex | 1 | 2 | 2 | 3 | 2 | 2 | 3 | 5 |
| NBDP Paired | 14 | 18 | 23 | 33 | 27 | 39 | 57 | 155 |
| NBDP Non-Paired | 5 | 10 | 4 | 23 | 6 | 36 | 14 | 34 |
| Wideband Telegraphy | 5 | 5 | 7 | 7 | 10 | 10 | 12 | 13 |
| Oceanographic Data (kHz) | 3.5 | 2 | 3.5 | 1.75 | 3.5 | 1.75 | 3.5 | 1.75 |
| A1A Morse Wkng | 62 | 31 | 57 | 31 | 120 | 59 | 194 | 110 |
| A1A Morse Calling (kHz) | 7.5 | 5 | 11 | 5 | 14 | 5 | 22 | 5 |
| Digital Selective Calling | 2 | 3 | 2 | 3 | 2 | 3 | 3 | 3 |
| GMDSS NBDP | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| GMDSS DSC | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| GMDSS radiotelephony (exclusive) | | | | | 0 | 1 | | |
| Total Ship Spectrum | 153 | 144.8 | 109 | 112.5 | 233.5 | 217 | 312 | 347.5 |
| COAST STATIONS | | | | | | 0 | 1 | |
| W'band Telegraphy Sp.Sys. (kHz) | 130 | 130 | 168.5 | 168.5 | 269 | 269 | 418.5 | 418.5 |
| NBDP Paired | 14 | 18 | 23 | 33 | 27 | 39 | 57 | 155 |
| DSC | 1 | 3 | 1 | 3 | 2 | 3 | 2 | 3 |
| Telephony, Duplex | 26 | 29 | 6 | 8 | 31 | 36 | 32 | 41 |
| NAVTEX | - | 1 | - | - | - | - | - | - |
| MSI | - | 1 | - | 1 | - | 1 | - | 1 |

| SHIP STATIONS | 16 MHz | | 18/19 MHz | | 22 MHz | | 25/26 MHz | |
|----------------------------------|---------|-------|-----------|-------|---------|------|-----------|-------|
| | Present | New | Present | New | Present | New | Present | New |
| Telephony, Duplex | 41 | 56 | | 15 | 40 | 53 | | 10 |
| Telephony, Simplex | 3 | 7 | | 7 | 5 | 7 | | 7 |
| NBDP Paired | 69 | 192 | | 45 | 67 | 135 | 28 | 40 |
| NBDP Non-Paired | 22 | 39 | | 11 | 2 | 46 | | 31 |
| Wideband Telegraphy | 15 | 17 | | 6 | 7 | 15 | | 10 |
| Oceanographic Data (kHz) | 3.5 | 1.75 | | 0 | 3.5 | 1.75 | | 0 |
| A1A Morse Wkng | 234 | 129 | | 0 | 118 | 75 | 35 | 20 |
| A1A Morse Calling (kHz) | 29 | 5 | | 0 | 20 | 5 | 6 | 1.5 |
| Digital Selective Calling | 3 | 3 | | 3 | 2 | 3 | | 3 |
| GMDSS NBDP | 1 | 1 | | - | - | - | - | - |
| GMDSS DSC | 1 | 1 | | - | - | - | - | - |
| GMDSS radiotelephony (exclusive) | | | | | | | | |
| Total Ship Spectrum | 388 | 445 | | 119.5 | 274.5 | 376 | | 139.5 |
| COAST STATIONS | | | | | | | | |
| W'band Telegraphy Sp.Sys. (kHz) | 337.5 | 337.5 | | 50 | 250 | 250 | | 23 |
| NBDP Paired | 69 | 192 | | 45 | 67 | 135 | | 40 |
| DSC | 2 | 3 | | 3 | 2 | 3 | | 3 |
| Telephony, Duplex | 41 | 56 | | 15 | 40 | 53 | | 10 |
| MSI | - | 1 | | 1 | - | 1 | - | 1 |

| Band MHz | Frequencies assignable to ship stations for oceanographic data transmission | | | | Frequencies assignable to ship stations for telephony, duplex operation | | | Frequencies assignable to ship and coast stations for telephony, simplex operation | | | Frequencies assignable to ship stations for wide-band telegraphy, facsimile, and special transmission systems | | |
|-------------|--|----------------|-------------------|--------------|--|------------------|-------|---|------------------|--------------|---|----------------|-------|
| | Limit kHz | | | Limit kHz | | Limit kHz | | Limit kHz | | Limit kHz | | Limit kHz | |
| 4 | 4063 | 4063.3 6 c. | 4064.8 0.3 kHz | 4065 | 4066.4 27 c. | 4144.4 3 kHz | 4146 | 4147.4 2 c. | 4150.4 3 kHz | 4152 | 4154 5 c. | 4170 4 kHz | 4172 |
| 6 | 6200 | | | 6200 | 6201.4 8 c. | 6222.4 3 kHz | 6224 | 6225.4 3 c. | 6231.4 3 kHz | 6233 | 6235 7 c. | 6259 4 kHz | 6261 |
| 8 | 8195 | | | 8195 | 8196.4 32 c. | 8292.4 3 kHz | 8294 | 8295.4 2 c. | 8298.4 3 kHz | 8300 | 8302 10 c. | 8338 4 kHz | 8340 |
| 12 | 12230 | | | 12230 | 12231.4 41 c. | 12351.4 3 kHz | 12353 | 12354.4 5 c. | 12366.4 3 kHz | 12368 | 12370 13 c. | 12418 4 kHz | 12420 |
| 16 | 16360 | | | 16360 | 16361.4 56 c. | 16526.4 3 kHz | 16528 | 16529.4 7 c. | 16547.4 3 kHz | 16549 | 16551 17 c. | 16615 4 kHz | 16617 |
| 18/19 | 18780 | | | 18780 | 18781.4 15 c. | 18823.4 3 kHz | 18825 | 18826.4 7 c. | 18844.4 3 kHz | 18846 | 18848 6 c. | 18868 4 kHz | 18870 |
| 22 | 22000 | | | 22000 | 22001.4 53 c. | 22157.4 3 kHz | 22159 | 22160.4 7 c. | 22178.4 3 kHz | 22180 | 22182 15 c. | 22238 4 kHz | 22240 |
| 25/26 | 25070 | | | 25070 | 25071.4 10 c. | 25098.4 3 kHz | 25100 | 25101.4 7 c. | 25119.4 3 kHz | 25121 | 25123 10 c. | 25159 4 kHz | 25161 |

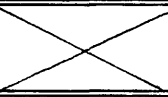
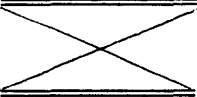
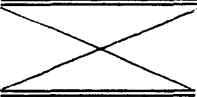





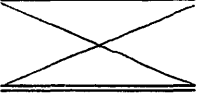
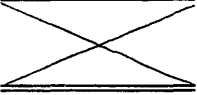







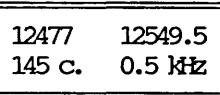
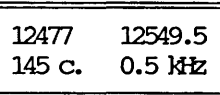
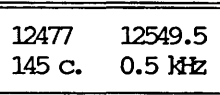
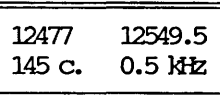

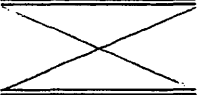
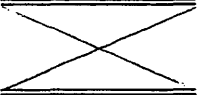
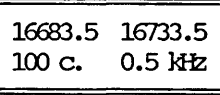
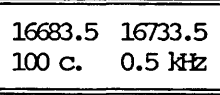
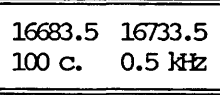
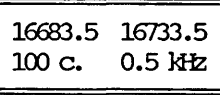
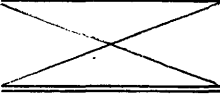



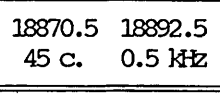
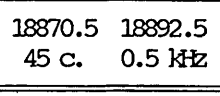
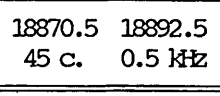
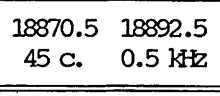


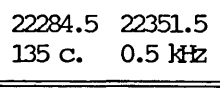
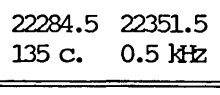
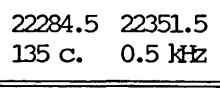
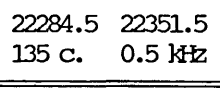
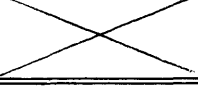
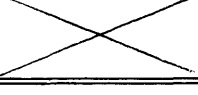
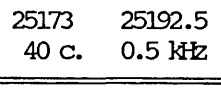
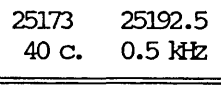
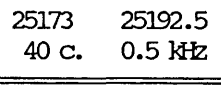
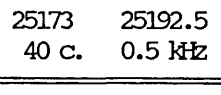
c. = voice / channel / canal

ANNEX 2

MOB-87/307-E

| Band MHz | Frequencies assignable to ship stations for oceanographic transmission | | | Frequencies (paired) assignable to ship stations for NEOP and data transmissions at speeds not exceeding 100 bauds | | | Calling frequencies assignable to ship stations for A1A or A1B Morse telegraphy | | Frequencies (paired) assignable to ship stations for NEOP and data transmissions at speeds not exceeding 100 bauds | | | |
|-------------|---|-----------------|--------------------|--|-----------------|-------------------|--|--------------|---|--------------|-------------------|----------|
| | Limit kHz | | Limit kHz | | | Limit kHz | | Limit kHz | | | Limit kHz | |
| 4 | 4172 | | 4172 | | 4172.5 18 c. | 4181.5 0.5 kHz | 4181.75 | | 4186.75 | | 4186.75 | |
| 6 | 6261 | 6261.3 5 c. | 6262.5 0.3 kHz | 6262.75 | 6263 25 c. | 6275.5 0.5 kHz | 6275.75 | | 6280.75 | 6281 8 c. | 6284.5 0.5 kHz | 6284.75 |
| 8 | 8340 | 8340.3 5 c. | 8341.5 0.3 kHz | 8341.75 | | | 8341.75 | | 8341.75 | | | 8341.75 |
| 12 | 12420 | 12420.3 5 c. | 12421.5 0.3 kHz | 12421.75 | | | 12421.75 | | 12421.75 | | | 12421.75 |
| 16 | 16617 | 16617.3 5 c. | 16618.5 0.3 kHz | 16618.75 | | | 16618.75 | | 16618.75 | | | 16618.75 |
| 18/19 | 18870 | | | 18870 | | | 18870 | | 18870 | | | 18870 |
| 22 | 22240 | 22240.3 5 c. | 22241.5 0.3 kHz | 22241.75 | | | 22241.75 | | 22241.75 | | | 22241.75 |
| 25/26 | 25161.25 | | | 25161.25 | | | 25161.25 | | 25161.25 | | | 25161.25 |

c. = voie / channel / canal

| Band MHz | Working frequencies assignable to ship stations for A1A or A1B Morse telegraphy | | | Limit kHz | Calling frequencies assignable to ship stations for A1A or A1B Morse telegraphy | | Limit kHz | Working frequencies assignable to ship stations for A1A or A1B Morse telegraphy | | Limit kHz | Frequencies (paired) assignable to ship stations for NEOP telegraphy and data transmission systems at speeds not exceeding 100 bauds | | | Limit kHz |
|-------------|--|--|--------------------|--------------|--|--------------|---|--|----------|---|--|---|---|--------------|
| | Limit kHz | | | | | Limit kHz | | | | | | | | |
| 4 | 4186.75 | 4187 31 c. | 4202 0.5 kHz | 4202.25 |  | 4202.25 |  |  | 4202.25 |  |  |  |  | 4202.25 |
| 6 | 6284.75 | 6285 31 c. | 6300 0.5 kHz | 6300.25 |  | 6300.25 |  |  | 6300.25 |  |  |  |  | 6300.25 |
| 8 | 8341.75 | 8342 48 c. | 8365.5 0.5 kHz | 8365.75 | | 8370.75 | 8371 11 c. | 8376 0.5 kHz | 8376.25 | | 8376.5 39 c. | 8396 0.5 kHz | | 8396.25 |
| 12 | 12421.75 | 12422 110 c. | 12476.5 0.5 kHz | 12476.75 |  | 12476.75 |  |  | 12476.75 |  |  |  |  | 12549.75 |
| 16 | 16618.75 | 16619 129 c. | 16683 0.5 kHz | 16683.25 |  | 16683.25 |  |  | 16683.25 |  |  |  |  | 16733.75 |
| 18/19 | 18870 |  | | 18870 |  | 18870 |  |  | 18870 |  |  |  |  | 18892.75 |
| 22 | 22241.75 | 22242 75 c. | 22279 0.5 kHz | 22279.25 | | 22284.25 |  |  | 22284.25 |  |  |  |  | 22351.75 |
| 25/26 | 25161.25 | 25161.5 20 c. | 25171 0.5 kHz | 25171.25 | | 25172.75 |  |  | 25172.75 |  |  |  |  | 25192.75 |

c. = voir / channel / canal

| Band MHz | Calling frequencies assignable to ship stations for A1A or A1B Morse telegraphy | | Frequencies (paired) assignable to ship stations for NBDP and data transmissions at speeds not exceeding 100 bauds | | Frequencies (non-paired) assignable to ship stations for NBDP and A1A, A1B Morse telegraphy (working) | | | Frequencies to ship stations for Digital Selective Calling | | Limit kHz | |
|-------------|--|--------------|--|--------------------|--|--------------------|--------------------|---|--------------------|--------------------|----------|
| | Limit kHz | Limit kHz | | Limit kHz | | Limit kHz | | | | | |
| 4 | 4202.25 | 4202.25 | | 4202.25 | 4202.5 10 c. | 4207 0.5 kHz | 4207.25 | 4207.5 3 c. | 4209 0.5 kHz | 4209.25 | |
| 6 | 6300.25 | 6300.25 | | 6300.25 | 6300.5 23 c. | 6311.5 0.5 kHz | 6311.75 | 6312 3 c. | 6313.5 0.5 kHz | 6313.75 | |
| 8 | 8396.25 | 8396.25 | | 8396.25 | 8396.5 36 c. | 8414 0.5 kHz | 8414.25 | 8414.5 3 c. | 8416 0.5 kHz | 8416.25 | |
| | s NBDP) | | | | | | | | | | |
| 12 | 12549.75 | 12554.75 | 12555 10 c. | 12559.5 0.5 kHz | 12559.75 | 12560 34 c. | 12576.5 0.5 kHz | 12576.75 | 12577 3 c. | 12578.5 0.5 kHz | 12578.75 |
| 16 | 16733.75 | 16738.75 | 16739 92 c. | 16784.5 0.5 kHz | 16784.75 | 16785 39 c. | 16804 0.5 kHz | 16804.25 | 16804.5 3 c. | 16806 0.5 kHz | 16806.25 |
| 18/19 | 18892.75 | 18892.75 | | 18892.75 | 18893 11 c. | 18898 0.5 kHz | 18898.25 | 18898.5 3 c. | 18899.5 0.5 kHz | 18899.75 | |
| 22 | 22351.75 | 22351.75 | | 22351.75 | 22352 46 c. | 22374.5 0.5 kHz | 22374.75 | 22375 3 c. | 22376 0.5 kHz | 22376.25 | |
| 25/26 | 25192.75 | 25192.75 | | 25192.75 | 25193 31 c. | 25208 0.5 kHz | 25208.25 | 25208.5 3 c. | 25209.5 0.5 kHz | 25210 | |

c. = voie / channel / canal

| Band MHz | Limit kHz | Limit kHz | Frequencies assignable to coast stations for wide-band and A1A or A1B Morse telegraphy, facsimile special and datat transmission systems and direct-printing telegraphy systems and direct-printing telegraphy systems | | Frequencies (paired) assignable to coast stations for NBDP and data transmission systems at speeds not exceeding 100 bauds | | Frequencies to coast stations for digital selective calling | | | Frequencies assignable to coast stations for telephony, duplex operation | | |
|-------------|--------------|--------------|---|--------------|---|--------------|--|--------------|--|---|--------------|-------|
| | | | | Limit kHz | | Limit kHz | | Limit kHz | | | Limit kHz | |
| 4 | 4209.25 | | 130 kHz | 4339.25 | 4339.5 4349 18 c. 0.5 kHz | 4349.25 | 4349.5 4350.5 3 c. 0.5 kHz | 4351 | | 4352.4 4436.4 29 c. 3 kHz | | 4438 |
| 6 | 6313.75 | | 168.5 kHz | 6482.25 | 6482.5 6499 33 c. 0.5 kHz | 6499.25 | 6499.5 6500.5 3 c. 0.5 kHz | 6501 | | 6502.4 6523.4 8 c. 3 kHz | | 6525 |
| 8 | 8416.25 | | 269 kHz | 8685.25 | 8685.5 8705 39 c. 0.5 kHz | 8705.25 | 8705.5 8706.5 3 c. 0.5 kHz | 8707 | | 8708.4 8813.4 36 c. 3 kHz | | 8815 |
| 12 | 12578.75 | | 418.5 kHz | 12997.25 | 12997.5 13075 155 c. 0.5 kHz | 13075.25 | 13075.5 13076.5 3 c. 0.5 kHz | 13077 | | 13078.4 13198.4 41 c. 3 kHz | | 13200 |
| 16 | 16806.25 | | 337.5 kHz | 17143.75 | 17144 17240 192 c. 0.5 kHz | 17240.25 | 17240.5 17241.5 3 c. 0.5 kHz | 17242 | | 17243.4 17408.4 56 c. 3 kHz | | 17410 |
| 18/19 | 19680 | | 50 kHz | 19730.25 | 19730.5 19753 45 c. 0.5 kHz | 19753.25 | 19753.5 19754.5 3 c. 0.5 kHz | 19755 | | 19756.4 19798.4 15 c. 3 kHz | | 19800 |
| 22 | 22376.25 | | 250 kHz | 22626.25 | 22626.5 22694 135 c. 0.5 kHz | 22694.25 | 22694.5 22695.5 3 c. 0.5 kHz | 22696 | | 22697.4 22853.4 53 c. 3 kHz | | 22855 |
| 25/26 | 26100 | | 23 kHz | 26122.75 | 26123 26143 40 c. 0.5 kHz | 26143.25 | 26143.5 26144.5 3 c. 0.5 kHz | 26145 | | 26146.4 26173.4 10 c. 3 kHz | | 26175 |

c. = voie / channel / canal

ANNEX 3

TERMS OF REFERENCE OF SUB-WORKING GROUP 4C-2

To prepare draft revisions of Appendix 31 on the basis of the principles and items agreed upon by Working Group 4-C (see Annex 1 of Document No. 227) and taking into account, where appropriate, the relevant national proposals (see DT/17(Rev.1)).

Consideration should also be given to items mentioned in Document DT/16 (page 2), namely:

- i) sequence of sub-bands;
- ii) spacing between the various sub-bands;
- iii) channelling for the various types of telegraphy;
- iv) possible merging of Appendices 16, 32, 33, 34 and 35 into a revised Appendix;
- v) to provide for one frequency in the 4 MHz for NAVTEX type of emission (see Document 204);
- vi) the need to provide for frequencies for the promulgation of maritime safety information in the HF bands, using NBDP techniques;
- vii) the need to provide for an exclusive frequency in the 8 MHz band for distress and safety traffic by radiotelephony.

ANNEX 4

LIST OF FREQUENCIES FOR USE IN THE GMDSS, FOR THE
PROMULGATION OF MARINE SAFETY INFORMATION (MSI)
AND FOR NAVTEX TYPE TRANSMISSIONS

1. GMDSS FREQUENCIES

| RADIOTELEPHONY | | DSC | | NBDP | |
|------------------|--------------|------------------|--------------|------------------|--------------|
| Present (kHz) | New (kHz) | Present (kHz) | New (kHz) | Present (kHz) | New (kHz) |
| 4 125 | 4 125 | 4 188 | 4 207 | 4 177.5 | 4 177.5 |
| 6 215.5 | 6 215 | 6 282 | 6 312 | 6 268 | 6 268 |
| 8 257 | 8 291 | 8 375 | 8 414.5 | 8 357.5 | 8 376.5 |
| 12 392 | 12 290 | 12 563 | 12 577 | 12 520 | 12 520 |
| 16 522 | 16 420 | 16 750 | 16 804.5 | 16 695 | 16 695 |

2. FREQUENCIES FOR MSI (kHz)

| | |
|----------|----------|
| 4 340 | 17 144 |
| 6 482.5 | 19 730.5 |
| 8 685.5 | 22 626.5 |
| 12 997.5 | 26 123.5 |

3. FREQUENCY FOR NAVTEX TYPE TRANSMISSIONS (kHz)

4 339.5

COMMITTEE 4

FIFTH REPORT OF WORKING GROUP 4-B
TO COMMITTEE 4

1. At its eighth and ninth meetings, Working Group 4-B took the following decisions:

MOD 962 § 6. In certain cases provided for in Article 38, N38 and 59, aircraft stations are authorized to use frequencies in the bands allocated to the maritime mobile service for the purpose of communicating with stations of that service (see No. 4148).

NOC Resolution No. 9

2. It also amended Resolution No. 8 by deleting resolves 5 (see annex).

J. PIPONNIER
Chairman of Working Group 4-B

Annex: 1

ANNEX

MOD

RESOLUTION No. 8 (Rev.Mob-87)

**Relating to Implementation of the Changes in Allocations
in the Bands Between 4 000 kHz and 27 500 kHz**

The World Administrative Radio Conference, Geneva, 1979,

considering

- a) that parts of frequency bands between 4 000 kHz and 27 500 kHz that were previously allocated on an exclusive or shared basis to the fixed service have been re-allocated to other services;
- b) that existing fixed and mobile assignments must be removed progressively from those re-allocated bands to make way for other services;
- c) that the assignments to be removed, termed "displaced assignments", must be re-accommodated in other frequency bands;

recognizing

the difficulties facing administrations and the IFRB during the period of transition from the previous allocations to those made by this Conference;

resolves

1. that the transitional procedure in Annex A to this Resolution shall be used for the purpose of ensuring an orderly and equitable implementation of the changeover from the previous allocations to those made by this Conference;
2. that the provisions of No. 1242 and the associated provisions of Article 12 concerning the examination and recording in the Master Register of assignments in the bands between 4 000 kHz and 27 500 kHz

allocated on an exclusive or shared basis to the fixed service shall be suspended from 1 January 1982 to 30 June 1984;

3. that the interim procedure in Annex B to this Resolution shall be used for the purpose of dealing with any urgent new frequency assignments in the relevant bands during the period of suspension of the provisions of Article 12 as specified in *resolves* 2;

4. that the review procedure in Annex C to this Resolution shall be used for the purpose of examining any urgent new assignments notified during the period of suspension of the provisions of Article 12 as specified in *resolves* 2;

SUP ~~5. that a special transfer procedure, described in Resolution 404, shall apply to stations in the aeronautical fixed service operating in the band 21 924 - 22 000 kHz (band allocated by this Conference exclusively to the aeronautical mobile (R) service) and shall be terminated on 1 February 1983;~~

invites administrations

1. when seeking re-accommodation for their mobile assignments in the bands between 4 000 kHz and 27 500 kHz re-allocated to other services, to make every effort to find replacement assignments in the bands allocated exclusively to the mobile service concerned;

2. to cooperate by not submitting notices for assignments in the relevant bands during the period of suspension of the provisions of Article 12 as specified in *resolves* 2, except for urgent new assignments to be dealt with under the interim procedure;

requests the IFRB

not to examine any notices in the relevant bands under Article 12 during the period of suspension of the provisions of that Article as specified in *resolves* 2, other than those notices requesting deletions of existing assignments.

NOC Annexes A, B and C.

Source: Document DT/60COMMITTEE 4

SIXTH REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. In addition to the items already reported in the previous reports, Working Group 4-A took the following decisions:

- 1.1 SUP Resolution No. 600;
- 1.2 SUP Recommendation No. 404;
- 1.3 SUP Recommendation No. 600.

2. The Working Group also approved a new Resolution COM4/1 which is to be found in the annex to this report.

In this connection, the attention of Committee 4 is drawn to the fact that this new Resolution should be referred to in MOD RR595 (which was approved by Committee 4 at its seventh meeting on 2 October 1987, Document 281 refers).

3. All these decisions were approved unanimously.

J. KARJALAINEN
Chairman of Working Group 4-A

Annex: 1

ANNEX

RESOLUTION No. [COM4/1]

Relating to the Use of the Band 136 - 137 MHz
by the Services other than the Aeronautical
Mobile (R) Service

The World Administrative Radio Conference for Mobile
Services, Geneva, 1987,

noting

- a) the provisions of No. 595 concerning the future use of the band 136 - 137 MHz by the aeronautical mobile (R) service commencing on 1 January 1990;
- b) that frequencies allocated to the aeronautical mobile (R) service are reserved for communications related to safety and regularity of flight and therefore require special measures to ensure freedom from harmful interference;

considering

- a) that the Table of Frequency Allocations includes allocations to the aeronautical mobile (R) service on a primary basis, to the aeronautical mobile (OR) service in some countries (No. 594A) on a permitted basis and to the fixed and mobile, except aeronautical mobile (R) services on a secondary basis, in the band 136 - 137 MHz;
- b) that under No. 595 provision is also made for allocation to the space operation service (space-to-Earth), the meteorological-satellite service (space-to-Earth) and the space research service (space-to-Earth) on a primary basis up to 1 January 1990, and thereafter on a secondary basis, and that the aeronautical mobile (R) service can be introduced on a primary basis only after 1 January 1990;
- c) that on that date the aeronautical mobile (R) service may be subject to interference harmful to the safety of air navigation and that it is therefore necessary to protect this service from harmful interference that might be caused by stations in the fixed service, the mobile except aeronautical mobile (R) service, the space research service (space-to-Earth), the space operation service (space-to-Earth) and the meteorological-satellite service (space-to-Earth);

resolves

1. that administrations operating or intending to operate, stations in the fixed service, the mobile except aeronautical mobile (R) service, the space research service (space-to-Earth), the space operation service (space-to-Earth) and the meteorological-satellite service (space-to-Earth) in the band 136 - 137 MHz from 1 January 1990, take all necessary steps to protect the aeronautical mobile (R) service;
2. to request administrations to refrain from authorizing new assignments, as from 1 January 1990, to the services to which the band 136 - 137 MHz is allocated on a secondary basis.

recommends

1. that administrations cease operation of stations of the other services to which the band is allocated on a secondary basis as and when the stations of the aeronautical mobile (R) service come into operation;
2. that a future competent world administrative radio conference consider the deletion of all secondary allocations from the band 136 - 137 MHz;

invites the Administrative Council

to place this matter on the agenda of the next competent world administrative radio conference.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR THE MOBILE SERVICES

GENEVA, September-October 1987

Document 310-E

3 October 1987

Original: English

COMMITTEE 4

NOTE TO THE CHAIRMAN OF COMMITTEE 4 FROM THE CHAIRMAN OF COMMITTEE 6

Committee 6 has considered AUS/40/593 concerning a draft Recommendation relating to future public mobile telecommunication systems and is of the opinion that this proposal is more appropriate to the work of Committee 4.

I.R. HUTCHINGS
Chairman of Committee 6

Source: Document DL/20

WORKING GROUP 6-B

THIRD AND FINAL REPORT BY THE CHAIRMAN OF SUB-WORKING GROUP 6-B-1
TO THE CHAIRMAN OF WORKING GROUP 6-B

1. The proposals for Article 44 have been considered and the conclusions of the Sub-Working Group are given in the annex. In the time available it was not possible to consider the proposals for all of sub-sections B, C and D of Section III. A Drafting Group has, therefore, been set up (Drafting Group 6-B-1-2) to consider the relevant proposals and to report directly to Working Group 6-B.
2. The Sub-Working Group has considered proposals to delete part of the text of RR 3394 (and a consequential deletion in RR 3395) but was not able to reach a final decision during its last meeting.

D.P. WILLMETS
Chairman of Sub-Working Group 6-B-1

Annex: 1

ANNEX

ARTICLE 44

NOC* **Operators' Certificates for Aircraft Stations
 and for Aircraft Earth Stations**

NOC* **Section I. General Provisions**

SUP* 3392

MOD* 3393 (2) The service of every aircraft ~~radiotelephone~~ station and every aircraft earth station shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. Provided the station is so controlled, other persons besides the holder of the certificate may use the radiotelephone equipment.

MOD* 3393A (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 aircraft radiotelephone stations and aircraft earth 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.

MOD 3394 The service of automatic communication devices¹ installed in an aircraft station or aircraft earth station shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. Provided the devices are so controlled, they may be used by other persons. [If such devices require for their basic function the use of Morse code signals specified in the Instructions for the Operation of the International Public Telegram Service, the service shall be performed by an operator holding a radiotelegraph operator's certificate. However, this latter requirement does not apply to automatic devices which may use Morse code signals solely for identification purposes.]

NOC 3394.1

MOD 3395 [Nevertheless,] in the service of ~~radiotelephone~~ aircraft stations and aircraft earth stations operating radiotelephony solely on frequencies above 30 MHz, each government shall decide for itself whether a certificate is necessary and, if so, shall define the conditions for obtaining it.

* These modifications were agreed by Working Group 6-B and are included in this document for completeness only.

MOD 3396 The provisions of No. 3395 shall not, however, apply to any aircraft station or aircraft earth station working on frequencies assigned for international use.

NOC 3397-3402

NOC Section II. Classes and Categories of Certificates

MOD 3403 § 5. (1) There are two classes of certificates, as well as a special certificate, for radiotelegraph operators[†].

SUP 3403.1

MOD 3404 (2) There are two categories of radiotelephone operators' certificates, general and restricted[†].

SUP 3404.1

MOD 3405 The holder of first- or second-class radiotelegraph operator's certificates may carry out the radiotelegraph or radiotelephone service of any aircraft station or aircraft earth station.

MOD 3406 (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any aircraft station or of any aircraft earth station.

SUP 3407-3409

MOD 3410 ~~(3)(4)~~ The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any aircraft station or aircraft earth station operating on frequencies allocated exclusively to the aeronautical mobile service or the aeronautical mobile-satellite service, providing 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 by Appendix 7.~~

MOD 3411 ~~(4)(5)~~ The radiotelephone service of aircraft stations or aircraft earth stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

NOC 3412

NOC Section III. Conditions for the
Issue of Operators' Certificates

NOC 3413-3419

MOD 3420

- a) knowledge ~~both~~ of the general principles of ~~electricity and of the theory of radio~~; knowledge of the ~~adjustment and practical working of various types of radiotelegraph and radiotelephone apparatus used in the mobile service, including apparatus used for radio direction-finding and the taking of direction-finding bearings, as well as a general knowledge of the principles of operation of other apparatus generally used for~~ radionavigation;

MOD 3421

- b) theoretical and practical knowledge of the operation, ~~and maintenance of apparatus, such as motor-generators, storage batteries, etc., used in the operation and adjustment of the radiotelegraph, and radiotelephone and radio direction-finding apparatus mentioned in No. 3420;~~

SUP 3422

MOD 3423

- ~~d)~~ c) ability to send correctly by hand and receive correctly by ear, in the Morse code, code groups (mixed letters, figures and punctuation marks)¹ at a speed of twenty groups a minute, and a plain language text at a speed of twenty-five words² a minute. ~~Each code group shall comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language shall contain five characters. The duration of each test of sending and of receiving shall be, as a rule, five minutes;~~

ADD 3423.1

¹Each code group shall comprise five characters, each figure or punctuation counting as two characters.

ADD 3423.2

²The average word of the text in plain language shall contain five characters.

[3424-3443 to be considered by Drafting Group 6-B-1-2.]

NOC 3444-3447

MOD 3448

- c) ability to send correctly and to receive correctly by telephone in one of the working languages of the Union;

NOC 3449-3451

MOD 3452

- b) ability to send correctly and to receive correctly by telephone in one of the working languages of the Union;

NOC 3453

MOD 3454

For aircraft radiotelephone stations and aircraft earth stations operating on frequencies allocated exclusively to the aeronautical mobile service or the aeronautical mobile-satellite service, each administration may itself fix the 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 those 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. 3393A.

NOC 3455

NOC 3456

Source: Documents 243, 244, 272, 285

COMMITTEE 6

FIFTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-B
TO THE CHAIRMAN OF COMMITTEE 6

1. Working Group 6-B considered its review on Article 35, No. 2854 and approved the modification to extend the upper limit of the band for aeronautical radiobeacons from 435 kHz to 535 kHz (see Annex 1).
2. The Working Group carefully considered the proposed addition of a new Chapter XIIIA entitled "Mobile-Satellite Service" submitted by Sub-Working Group 6-B-2. The view of the Working Group was that all the contents of the proposed new chapter are already covered by existing Chapters X, XI and XII, although such a new chapter may be needed in the future. Finally, Working Group 6-B decided not to adopt the proposed new Chapter XIIIA.
3. Working Group 6-B considered proposals submitted by Sub-Working Group 6-B-1 concerning Articles 48, 51 and 52 and approved the proposals.
4. With respect to items 4, 5 and 6 of No. 3651 in Article 51, some administrations expressed strong views that the word "communications" was more appropriate than "message", and therefore the proposed word "message" should be replaced by "communications". Also, there was an opinion that further consideration should be made on that wording. However, the Working Group adopted the word "message" as proposed by Sub-Working Group 6-B-1.

It was also the general view of the Working Group that the category contained in the current number 5 was included under the proposed new number 4 in the list of priorities, and that the current number 5 was, therefore, no longer required.
5. The Working Group considered proposals relating to Appendix 26 which were clearly within the competence of the Conference and the proposed amendments are contained in Annex 2.

The proposed addition submitted by Turkey was considered, but the Working Group did not accept the proposal because such an addition of frequencies is out of the scope of the Conference. In relation to this proposed addition to Appendix 26, the new Resolution was proposed by Turkey (TUR/59(Add.1)/1) but it was not accepted in the Working Group.

6. The Working Group approved the proposed retainment of Resolutions Nos. 13 and 405, and Recommendations Nos. 7 and 405 as in Annex 3. With regard to Resolution No. 407, the Working Group agreed that there was merit in combining Resolutions Nos. 309 and 407 into a single Resolution, and the United Kingdom and the Republic of Paraguay agreed to submit a joint proposal to Committee 4 because Resolution No. 309 was not assigned to Committee 6 and Resolution No. 406 was a secondary responsibility for Committee 6.

Y. HIRATA
Chairman of Working Group 6-B

Annexes: 3

ANNEX 1

ARTICLE 35

Section IV

MOD 2854 § 14. (1) The assignment of frequencies to aeronautical radiobeacons operating in the bands between 160 kHz and ~~435~~ 535 kHz shall be based on a protection ratio against interference of at least 15 dB for each beacon throughout its service area.

ARTICLE 48

MOD ~~Aircraft~~ Stations on Board Aircraft Communicating with Stations in the Maritime Mobile Service and in the Maritime Mobile-Satellite Service

MOD 3571 Stations on board aircraft may communicate, for purposes of distress, and for public correspondence¹, with stations of the maritime mobile or maritime mobile-satellite service. For these purposes they shall conform to the relevant provisions of Chapters IX or N IX, Chapter XI, Article 59, Section III, Articles 61, 62, 63, 65, and 66 (see also Nos. 962, 963, and 3633).

MOD 3571.1 ¹ ~~An~~ Stations on board aircraft may communicate for public correspondence purposes as long as ~~it continues~~ watch is maintained on the frequencies provided for safety and regularity of flight.

ARTICLE 51

Order of Priority of Communications in the
Aeronautical Mobile Service and in the
Aeronautical Mobile-Satellite Service

- MOD 3651 § 1. The order of priority for communications¹ in the aeronautical mobile service and the aeronautical mobile-satellite service shall be as follows, except where impracticable in a fully automated system in which, nevertheless, Category 1 shall receive priority;
- NOC 1. Distress calls, distress messages, and distress traffic.
- NOC 2. Communications preceded by the urgency signal.
- MOD 3. ~~Communications preceded by the safety signal.~~ Communications relating to radio direction finding.
- MOD 4. ~~Communications relating to radio direction finding.~~ Flight safety messages.
- MOD 5. ~~Communications relating to the navigation and safe movement of aircraft engaged in search and rescue operations.~~ Meteorological messages.
- MOD 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.
- MOD 7. [ETATPRIORITENATIONS] - ~~Radiotelegrams~~ Messages relating to the application of the United Nations Charter.
- MOD 8. [ETATPRIORITE] - Government ~~radiotelegrams~~ messages with priority and Government calls for which priority has been expressly requested.

- NOC 9. Service communications relating to the working of the telecommunication service or to communications previously exchanged.
- MOD 10. ~~Government communications other than those shown in 8 above, ordinary private communications, RGT¹ radiotelegrams and press radiotelegrams. Other aeronautical communications.~~

NOC 3651.1

SUP 3651.2

NOC 3652

ADD ARTICLE N 52

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

ADD Section I. General Provisions

ADD 3653 As a general rule, it rests with the aircraft station to establish communication with the aeronautical station. For this purpose, the aircraft station may call the aeronautical station only when it comes within the designated operational coverage¹ area of the latter.

ADD 3653.1 ¹Designated operational coverage is that volume of airspace needed operationally in order to provide a particular service and within which the facility is afforded frequency protection.

ADD 3654 An aeronautical station having traffic for an aircraft station may call this station if it has reason to believe that the aircraft station is keeping watch and is within the designated operational coverage area (No. 3653.1) of the aeronautical station.

ADD 3655 When an aeronautical station receives calls in close succession from several aircraft stations it decides the order in which these stations may transmit their traffic. Its decision shall be based on the priority in Article 51.

- ADD 3656 In communication between aircraft stations, if an aeronautical station finds it necessary to intervene, these stations shall comply with the instructions given by the aeronautical station.
- ADD 3657 Before transmitting, a station shall take precautions to ensure that its emissions will not interfere with transmissions already in progress and that the station called is not in communication with another station.
- ADD 3658 When a radiotelephone call has been made to an aeronautical station, but no answer has been received, a period of at least ten seconds should elapse before a subsequent call is made to this station.
- ADD 3659 When a station called does not reply to a Morse radiotelegraph call sent three times at intervals of two minutes, the calling may not be renewed until after an interval of three minutes.
- ADD 3660 Aircraft stations shall not radiate carrier waves between calls.
- ADD **Section II. Morse Radiotelegraph Procedure**
- ADD 3661 A. General
- ADD 3662 The use of Morse code signals shall be obligatory in the aeronautical mobile service. However, for radiocommunication of a special character, the use of other signals is not precluded.
- ADD 3663 In order to facilitate radiocommunications, stations shall use the service abbreviations given in Appendix 13.
- ADD 3663A When it is necessary for a station in the aeronautical mobile service to send test signals, either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, such signals shall not be continued for more than ten seconds and shall be composed of a series of VVV followed by the call sign of the station emitting the test signals.

ADD 3664 B. Method of Calling

ADD 3665 The call consists of:

- the call sign of the station called, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- the letter K.

ADD 3666 The call "to all stations" CQ is used before the transmission of information of any kind intended to be read or used by anyone who can intercept it.

ADD 3667 C. Form of Reply to Calls

ADD 3668 The reply to calls consists of:

- the call sign of the calling station, not more than three times;
- the word DE;
- the call sign of the station called, once only;
- the letter K.

ADD 3669 D. Difficulties in Reception

ADD 3670 If the station called is unable to accept traffic immediately it shall reply to the call as indicated in Nos. 3667 and 3668 but it shall replace the letter K by the signal (wait) followed by a number indicating in minutes the probable duration of the waiting time.

ADD 3671 E. Signal for the End of Transmission

ADD 3672 The transmission of a radiotelegram shall be terminated by the signal (end of transmission) followed by the letter K.

ADD 3673 F. Acknowledgement of Receipt

ADD 3674 The acknowledgement of receipt of a radiotelegram shall be given by the receiving station in the following manner:

- the call sign of the transmitting station;
- the word DE;
- the call sign of the receiving station;
- the abbreviation QSL.

ADD 3675 G. End of Work

ADD 3676 The end of work between stations shall be indicated by each of them by means of the signal (end of work).

SUP ARTICLE 52

SUP ARTICLE 53

ANNEX 2

APPENDIX 26

PART IV

Plan for the Allotment of Frequencies for the
Aeronautical Mobile (OR) Service in the
Bands between 2 505 and 23 350 kc/s

1. (a) Alphabetical list of country designations

ADD ALG Algeria (People's Democratic Republic of)
MOD F France (replacing France and Algeria)
MOD D Germany (Federal Republic of)
ADD DDR German Democratic Republic

(b) Other abbreviations

SUP (81) means "East Germany"

2. (OR) Frequency Plan

MOD ALG Replacing F (Algeria) and F (Oran)
MOD F Replacing F (except Algeria)
ADD ALG On channels allotted to F, except for:

5 710.5 kHz
11 218.5 kHz
13 235.5 kHz
15 076.0 kHz

MOD For the following frequencies, replace "D(81)" with "DDR":

3 102 kHz
3 109 kHz
3 116 kHz
4 745.5 kHz
6 685 kHz
3 932 kHz
3 939 kHz

MOD CHN replacing CHN (7)

ANNEX 3

RESOLUTION No. 13

NOC **Relating to the Formation of Call Signs and
the Allocation of New International Series**

RESOLUTION No. 405

NOC **Relating to the Use of Frequencies of the
Aeronautical Mobile (R) Service**

RESOLUTION No. 406

NOC **Relating to the Use of Frequency Bands Higher than
the HF Bands in the Aeronautical Mobile (R) Service
and the Aeronautical Mobile-Satellite (R) Service
for Communications and for Meteorological Broadcasts**

RECOMMENDATION No. 7

NOC **Relating to the Adoption of Standard Forms for Ship
Station Licenses and Aircraft Station Licenses**

RECOMMENDATION No. 405

NOC **Relating to a Study of the Utilization of the
Aeronautical Mobile-Satellite (R) Service**

Source: Document DT/46

COMMITTEE 5

THIRD REPORT OF WORKING GROUP 5-A TO COMMITTEE 5

In its sixth, seventh, eighth, ninth and tenth meetings, Working Group 5-A continued its consideration of Article N 39 and approved the texts attached in the annex.

U. HAMMERSCHMIDT
Chairman of Working Group 5-A

Annex: 1

ANNEX

ADD ARTICLE N 39

ADD Operational Procedures for Distress and Safety
in the GMDSS

ADD Section I. General

ADD N 3169 Communications for distress and safety situations rely on the use of terrestrial MF, HF and VHF radiocommunications and communications using satellite techniques.

ADD N 3170 The distress alert (see No. N 3172) shall be sent through a satellite either with absolute priority in general communication channels or on exclusive distress and safety frequencies or, alternatively, on the distress and safety frequencies in the MF, HF and VHF bands using digital selective calling.

ADD N 3171 The distress alert (see No. N 3172) shall be sent only on the authority of the person responsible for the ship, aircraft or other vehicle carrying the mobile station or the ship earth station.

ADD N 3170A All stations which receive an alert transmitted by digital selective calling shall immediately cease any transmission capable of interfering with distress traffic and shall continue watch until the call has been acknowledged.

ADD N 3171A Digital selective calling shall be in accordance with the relevant CCIR Recommendations.

ADD Section II. Distress Alerting

A. General

ADD N 3172 The transmission of a distress alert indicates that a mobile unit¹ or person is in distress and requires immediate assistance. The distress alert is a digital selective call using a distress call format² in bands used for terrestrial radiocommunication or is a distress message format relayed through space stations.

N 3172.1 Mobile Unit: A ship, aircraft or other vehicle.

N 3172.2 The format of distress calls and distress messages shall be in accordance with the relevant CCIR Recommendations.

ADD N 3173 The distress alert shall contain¹ the identification of the station in distress and provide for its position.

ADD N 3173.1 The distress alert may also contain information regarding the nature of the distress, the type of assistance required, the course and speed of the mobile unit, the time that this information was recorded and any other information which might facilitate rescue.

ADD B. Transmission of a Distress Alert

ADD B1. Transmission of a Distress Alert
by a Ship Station or a Ship Earth Station

ADDN 3174 Ship-to-shore distress alerts are used to alert rescue coordination centres through coast stations or coast earth stations that a ship is in distress. These alerts are based on the use of transmissions through satellites (from a ship earth station or a satellite EPIRB) and terrestrial services (ship stations and EPIRBs).

ADD N 3175 Ship-to-ship distress alerts are used to alert other ships in the vicinity of the ship in distress and are based on the use of digital selective calling in the VHF and MF bands. Additionally, the HF band may be used.

ADD B2. Transmission of a Shore-to-Ship Distress Alert Relay

ADD N 3176 A station or a rescue coordination centre which receives a distress alert shall initiate the transmission of a shore-to-ship distress alert relay addressed, as appropriate, to all ships, to a selected group of ships or to a specific ship by satellite and/or terrestrial means.

ADD N 3176A The distress alert relay shall contain the identification of the mobile unit in distress, its position and all other information which might facilitate a rescue.

ADD B3. Transmission of a Distress Alert by a Station
Not Itself in Distress

(ADD) N 3177 A station in the mobile or mobile-satellite services which learns that a mobile unit is in distress shall initiate and transmit a distress alert in any of the following cases:

ADD N 3178 a) when the mobile unit in distress is not itself in a position to transmit the distress alert;

ADD N 3179 b) when the master or person responsible for the mobile unit not in distress, or the person responsible for the land station, considers that further help is necessary.

ADD N 3180 A station transmitting a distress alert relay in accordance with Nos. N 3177, N 3178, N 3179 and N 3188 shall indicate that it is not itself in distress.

ADD C. Receipt and Acknowledgement of Distress Alerts

ADD C1. Procedure for the Acknowledgement of Receipt of Distress Alerts

ADD N 3181 Acknowledgement by digital selective calling of receipt of a distress alert in the terrestrial services shall be in accordance with relevant CCIR Recommendations.

ADD N 3182 Acknowledgement through a satellite of receipt of a distress alert from a ship earth station shall be sent immediately (see No. N 3184).

ADD N 3183 The acknowledgement by radiotelephony of receipt of a distress alert from a ship station or a ship earth station shall be given in the following form:

- the distress signal MAYDAY;
- the call sign or other identification of the station sending the distress message, spoken three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the station acknowledging receipt, spoken three times;
- the word RECEIVED (or RRR spoken as ROMEO ROMEO ROMEO in case of language difficulties);
- the distress signal MAYDAY.

ADD N 3183A The acknowledgement by direct-printing telegraphy of receipt of a distress alert from a ship station shall be given in the following form:

- the distress signal MAYDAY;
- the call sign or other identification of the station sending the distress alert;
- the signal DE;
- the call sign or other identification of the station acknowledging receipt of the distress alert;
- the signal RRR;
- the distress signal MAYDAY.

ADD N 3183B The acknowledgement by direct-printing telegraphy of receipt of a distress alert from a ship earth station shall be given by the coast earth station receiving the distress alert by retransmitting the ship station identity of the ship in distress.

ADD C2. Receipt and Acknowledgement by a Coast Station,
a Coast Earth Station or a Rescue Coordination Centre

ADD N 3184 Coast stations and appropriate coast earth stations in receipt of distress alerts shall ensure that they are routed as soon as possible to a rescue coordination centre. The receipt of a distress alert is to be acknowledged as soon as possible by a coast station or a rescue coordination centre through a coast station or an appropriate coast earth station.

ADD N 3185 The acknowledgement by a coast station of a distress call by digital selective calling shall be transmitted on the distress calling frequency on which the call was received and should be addressed to all ships. The acknowledgement shall include the identification of the ship whose distress call is being acknowledged.

ADD C3. Receipt and Acknowledgement by a Ship Station
or Ship-Earth Station

- ADD N 3186 Ship or ship earth stations in receipt of a distress alert shall, as soon as possible, inform the master or person responsible for the ship of the contents of the distress alerts.
- ADD N 3186A In areas where reliable communications with one or more coast stations are practicable, ship stations in receipt of a distress alert should defer acknowledgement for a short interval so that receipt may be acknowledged by a coast station.
- ADD N 3187 Ship stations operating in areas where reliable communications with a coast station are not practicable, which receive a distress alert from a ship station which is, beyond doubt, in their vicinity, shall, as soon as possible and if appropriately equipped, acknowledge receipt and inform a rescue coordination centre through a coast station or coast earth station. (See No. N 3179.)
- ADD N 3188 However, a ship station, receiving an HF distress alert will not acknowledge it but observe the provisions N 3189D, N 3189E and N 3189F and shall, if the alert is not acknowledged by a coast station within 3 minutes, relay the distress alert.
- ADD N 3189 A ship station acknowledging receipt of a distress alert in accordance with No. N 3186 or No. N 3187 should:
- ADD N 3189A a) in the first instance acknowledge receipt of the alert by using radiotelephony on the distress and safety traffic frequency in the band used for the alert;
- ADD N 3189B b) if acknowledgement by radiotelephony of the distress alert received on the MF or VHF distress alerting frequency is unsuccessful, acknowledge receipt of the distress alert by responding with a digital selective call on that frequency.
- ADD N 3189C A ship station in receipt of a shore-to-ship distress alert (see No. N 3176) should establish communication as directed and render such assistance as required and appropriate.

ADD N 3189D D. Preparation for Distress Traffic

ADD N 3189E On receipt of a distress alert transmitted by use of digital selective calling techniques, ship stations and coast stations shall set watch on the radiotelephone distress and safety traffic frequency associated with the distress and safety calling frequency on which the distress alert was received.

ADD N 3189F Coast stations, and ship stations with narrow-band direct printing equipment, shall set watch on the narrow-band direct-printing frequency associated with the distress alert signal if it indicates that narrow-band direct-printing is to be used for subsequent distress communications. If practicable, they should additionally set watch on the radiotelephone frequency associated with the distress alert frequency.

ADD Section III. Distress Traffic

ADD N 3189G A. General and Search and Rescue
Coordinating Communications

ADD N 3190 Distress traffic consists of all messages relating to the immediate assistance required by the ship in distress including search and rescue communications and on-scene communications. The distress traffic shall as far as possible be on the frequencies contained in Article N 38.

ADD N 3190A The distress signal consists of the word MAYDAY, pronounced in radiotelephony as the French expression "m'aider".

ADD N 3191 For distress by radiotelephony, when establishing communications, calls shall be prefixed by the distress signal MAYDAY.

ADD N 3192 Error correction techniques in accordance with relevant CCIR Recommendations shall be used for distress traffic by direct-printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift signal and the distress signal MAYDAY.

ADD 3192A The establishment of distress traffic by direct-printing telegraphy should normally be initiated by the ship in distress and should be in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so.

- ADD N 3193 The rescue coordination centre responsible for controlling a search and rescue operation shall also coordinate the distress traffic relating to that incident or may appoint another station to do so.
- ADD N 3194 The rescue coordination centre coordinating distress traffic, the unit coordinating search and rescue operations¹ or the coast station involved may impose silence on stations which interfere with that traffic. This instruction shall be addressed to all stations or to one station only, according to circumstances. In either case, the following shall be used:
- a) in radiotelephony, the signal SEELONCE MAYDAY, pronounced as the French expression "silence, m'aider";
 - b) in narrow-band direct-printing telegraphy normally using forward-error correcting mode, the signal SILENCE MAYDAY. However, the ARQ mode may be used when it is advantageous to do so.
- ADD N 3195 Until they receive the message indicating that normal working may be resumed (see No. N 3195B), all stations which are aware of the distress traffic, and which are not taking part in it, and which are not in distress are forbidden to transmit on the frequencies in which the distress traffic is taking place.
- ADD N 3195A A station of the mobile service which, while following distress traffic, is able to continue its normal service, may do so when the distress traffic is well established and on condition that it observes the provisions of No. N 3195 and that it does not interfere with distress traffic.
- ADD N 3195B When distress traffic has ceased on frequencies which have been used for distress traffic, the rescue coordination centre controlling a search and rescue operation shall initiate a message for transmission on these frequencies indicating that distress traffic has finished.

¹In accordance with the International Convention on Maritime Search and Rescue, 1979, this is the on-scene commander (OSC) or the coordinator surface search (CSS).

ADD N 3195C In radiotelephony the message referred to in
No. N 3195B consists of:

- the distress signal MAYDAY;
- the call "Hello all stations" or CQ (spoken as CHARLIE QUEBEC) spoken three times;
- the words THIS IS (or DE spoken as DELTA ECHO in the case of language difficulties);
- the call sign or other identification of the station sending the message;
- the time of handing in of the message;
- the name and call sign of the mobile station which was in distress;
- the words SEELONCE FEENEE pronounced as the French words "silence fini".

ADD N 3195CA In direct printing telegraphy the message referred to
in No. N 3195B consists of:

- the distress signal MAYDAY;
- the call CQ;
- the signal DE;
- the call sign or other identification of the station sending the message;
- the time of handing in of the message;
- the name and call sign of the mobile station which was in distress; and
- the words SILENCE FINI.

ADD C. On-scene communications

- ADD N 3195G On-scene communications are those between the mobile unit in distress and assisting mobile units and between mobile units and the unit coordinating search and rescue operations¹ participating in the rescue operations.
- ADD N 3195H Control of on-scene communications is the responsibility of the unit coordinating search and rescue operations¹. Simplex communications shall be used so that all on-scene mobile stations may share relevant information concerning the distress incident. If direct-printing telegraphy is used, it shall be in the forward error-correcting mode.
- ADD N 3195I The preferred frequencies in radiotelephony for on-scene communications are 156.8 MHz and 2 182 kHz. The frequency 2 174.5 kHz may also be used for ship-to-ship on-scene communications using narrow-band direct-printing telegraphy in the forward error correcting mode.
- ADD N 3195J In addition to 156.8 MHz and 2 182 kHz the frequencies 3 023 kHz, 4 125 kHz, 5 680 kHz, 123.1 MHz and 156.3 MHz may be used for ship-to-aircraft on-scene communications.
- ADD N 3195K The selection or designation of on-scene frequencies is the responsibility of the unit coordinating search and rescue operations¹. Normally, once an on-scene frequency is established, a continuous aural or teleprinter watch is maintained by all participating on-scene mobile units on the selected frequency.
- ADD D. Locating and Homing Signals
- ADD N 3195L Locating signals are radio transmissions intended to facilitate the finding of a mobile unit in distress or the location of survivors. These signals include those transmitted by searching units, the mobile unit in distress, survival craft, float-free EPIRBs, satellite EPIRBs and search and rescue radar transponders to assist the searching units.
- ADD N 3195LA Homing signals are those locating signals which are transmitted by mobile units in distress, or by a survival craft, for the purpose of providing searching units with a signal that can be used to determine the bearing to the transmitting stations.

¹In accordance with the International Convention on Maritime Search and Rescue, 1979, this is the on-scene commander (OSC) or the coordinator surface search (CSS).

ADD N 3195M Locating signals may be transmitted in the following
frequency bands:

- a) 117.975 - 136 MHz;
- b) 156 - 174 MHz;
- c) 406 - 406.1 MHz; and
- d) 9 200 - 9 500 MHz.

ADD N 3195N Signals for locating shall be in accordance with the
relevant CCIR Recommendations.

COMMITTEE 5FOURTH AND FINAL REPORT OF
WORKING GROUP 5-A TO COMMITTEE 5

1. In its tenth, eleventh, twelfth and thirteenth meetings, Working Group 5-A completed its consideration of Chapter N IX (Articles N 40 and N 41) and adopted the texts in the annex.
2. In considering Document 223 relating to N 3220A, the provision was placed in square brackets and the matter is referred to Committee 5. It should be noted that strong objections were expressed on this document by three delegations. Subsequently, Document 223(Rev.1) has been issued and addressed to Committee 5.
3. Following the decision in Committee 5 to allocate a frequency in the 4 MHz band for NAVTEX-type transmissions and one frequency in each of the HF bands from 4 MHz to 25 MHz for the transmission of high-sea marine safety information, Article N 38 will have to be modified accordingly.

U. HAMMERSCHMIDT
Chairman of Working Group 5-A

Annex: 1

ANNEX

ARTICLE N 40

**Operational Procedures for Urgency
and Safety Communications in the GMDSS**

Section I. General

ADD N 3195NA

Urgency and safety communications include:

- a) navigational and meteorological warnings and urgent information;
- b) ship-to-ship safety of navigation communications;
- c) ship reporting communications;
- d) support communications for search and rescue operations;
- e) other urgency and safety messages; and
- f) communications relating to the navigation, movements and needs of ships and weather observation messages destined for an official meteorological service.

Section II. Urgency communications

ADD N 3195P

In a terrestrial system the announcement of the urgency message shall be made on one or more of the distress and safety calling frequencies specified in Section I of Article N 38 using digital selective calling techniques and the urgency call format. A separate announcement need not be made if the urgency message is to be transmitted through the maritime mobile-satellite service.

ADD N 3195Q

The urgency signal and message shall be transmitted on one or more of the distress and safety traffic frequencies specified in Section I of Article N 38 through the maritime mobile-satellite service or on other frequencies used for this purpose.

ADD N 3195R

The urgency signal consists of the words PAN PAN. In radiotelephony each word of the group shall be pronounced as the French word "panne".

ADD N 3195S

The urgency call format and the urgency signal indicate that the calling station has a very urgent message to transmit concerning the safety of a mobile unit or person.

ADD N 3195T In radiotelephony, the urgency message will be preceded by the urgency signal (see N 3195R), repeated three times, and the identification of the transmitting station.

ADD N 3195U In narrow-band direct-printing, the urgency message will be preceded by the urgency signal (see N 3195R) and the identification of the transmitting station.

ADD N 3195X The urgency call format or urgency signal shall be sent only on the authority of the master or the person responsible for the mobile unit carrying the mobile station or mobile earth station.

ADD N 3195XA The urgency call format or the urgency signal may be transmitted by a land station or a coast earth station with the approval of the responsible authority.

ADD N 3195XB When an urgency message, which calls for action by the stations receiving the message, has been transmitted, the station responsible for its transmission shall cancel it as soon as it knows that action is no longer necessary.

ADD **Section III. Medical Transports**

ADD N 3209 The term "medical transports", as defined in the 1949 Geneva Conventions and Additional Protocols, refers to any means of transportation by land, water or air, whether military or civilian, permanent or temporary, assigned exclusively to medical transportation and under the control of a competent authority of a party to a conflict or of neutral States and of other States not parties to an armed conflict, when these ships, craft and aircraft assist the wounded, the sick and the shipwrecked.

ADD N 3210 For the purpose of announcing and identifying medical transports which are protected under the above-mentioned Conventions, the procedure of Section II of this Article is used. The urgency signal shall be followed by the addition of the single word MEDICAL in narrow-band direct-printing and by the addition of the single word MAY-DEE-CAL pronounced as in French "médical", in radiotelephony.

ADD N 3212 The use of the signals described in N 3210 indicates that the message which follows concerns a protected medical transport. The message shall convey the following data:

ADD N 3213 a) the call sign or other recognized means of identification of the medical transport;

- ADD N 3214 b) position of the medical transport;
- ADD N 3215 c) number and type of medical transport;
- ADD N 3216 d) intended route;
- ADD N 3217 e) estimated time en route and of departure and arrival, as appropriate;
- ADD N 3218 f) any other information, such as flight altitude, radio frequencies guarded, languages used and secondary surveillance radar modes and codes.
- ADD N 3219A The identification and location of medical transports at sea may be effected by means of appropriate standard maritime radar transponders.
- ADD N 3219B The identification and location of aircraft medical transports may be effected by the use of the secondary surveillance radar (SSR) system specified in Annex 10 to the Convention on International Civil Aviation.
- ADD N 3220 The use of radiocommunications for announcing and identifying medical transports is optional; however, if they are used, the provisions of these Regulations and particularly of this section and of Articles N 37 and N 38 shall apply.
- [*/223/2 ADD N 3220A § N 12A. The present dispositions regarding medical transports apply also by analogy to rescue craft, defined in Article 27 of the Second Geneva Convention, which may use the prefix "RESCUE CRAFT" in radiotelephony and "ZZZ" for the radar transponder if so equipped.]

ADD **Section IV. Safety Communications**

ADD N 3195Z In a terrestrial system the announcement of the safety message shall be made on one or more of the distress and safety calling frequencies specified in Section I of Article N 38 using digital selective calling techniques. A separate announcement need not be made if the message is to be transmitted through the maritime mobile-satellite service.

ADD N 3195AC The safety signal and message shall normally be transmitted on one or more of the distress and safety traffic frequencies specified in Section I of Article N 38 or through the maritime mobile-satellite service or on other frequencies used for this purpose.

ADD N 3195AA The safety signal consists of the word SECURITÉ in radiotelephony it shall be pronounced as in French.

ADD N 3195AB The safety call format or the safety signal indicates that the calling station has an important navigational or meteorological warning to transmit.

ADD N 3195AD In radiotelephony, the safety message will be preceded by the safety signal (see N 3195AA), repeated three times and the identification of the transmitting station.

ADD N 3195AE In narrow-band direct-printing, the safety message will be preceded by the safety signal (see N 3195AA), and the identification of the transmitting station.

ADD **Section V. Automated Direct-Printing
Telegraphy Systems for the Promulgation
of Marine Safety Information**

A. General

ADD N 3195AFC The operational details of the stations transmitting marine safety information in accordance with Nos. N 3195AF, N 3195AFB, N 3195AFA, N 3195AFE and N 3195AFG shall be indicated in the List of Radiodetermination and Special Service Stations (see Nos. 3323, 3326 and 3334).

ADD N 3195AFD The mode and format of the transmissions mentioned in Nos. N 3195AF, N 3195AFB, N 3195AFA and N 3195AFE shall be in accordance with the relevant CCIR Recommendations.

B. International NAVTEX

ADD N 3195AF Marine safety information shall be transmitted by means of narrow-band direct-printing telegraphy with forward error correction using the frequency 518 kHz in accordance with the international NAVTEX system (see Nos. N 2971A and N 2971B).

C. 490 kHz and [4XXX] kHz

ADD N 3195AFB The frequency 490 kHz may be used for the broadcast of marine safety information by means of narrow-band direct-printing telegraphy with forward error correction. (See No. N 2968 and Resolution [COM5/3].)

ADD N 3195AFA The frequency [4XXX] may be used exclusively for the broadcast of NAVTEX-type transmission by means of narrow-band direct-printing telegraphy with forward error correction. (See Resolution No. [COM5/4].)

D. Promulgation of High Seas
Marine Safety Information in
the Bands between
4 000 kHz and 27 500 kHz

ADD N 3195AFE Marine safety information may be transmitted by means of narrow-band direct-printing telegraphy with forward error correction using the frequencies [4 YYY, 6 YYY, 8 YYY, 12 YYY, 16 YYY, 18 YYY, 22 YYY and 25 YYY] kHz. (See Resolution No. [COM5/5].)

E. Transmission of Marine
Safety Information Via Satellite

ADD N 3195AFG Marine safety information may be transmitted by selected coast earth stations in the maritime mobile-satellite service using the band 1 530 - 1 546 MHz.

ADD Section VI. Intership Navigation
Safety Communications

ADD N 3195AI Intership navigation safety communications are those VHF radiotelephone communications conducted between ships for the purpose of contributing to the safe movement of ships.

ADD N 3195AJ The frequency 156.650 MHz is used for intership navigation safety communications (see also No. N 2993D and note n) of Appendix 18).

ADD **Section VII. Use of other Frequencies for
Distress and Safety**

ADD N 3195AL Radiocommunications for distress and safety purposes may be conducted on any appropriate communications frequency, including those used for public correspondence. In the maritime mobile-satellite service, frequencies in the bands 1 530 to 1 544 MHz and 1 626.5 to 1 645.5 MHz are used for this function and, for distress alerting purposes, these channels are used with absolute priority.

ADD **ARTICLE N 41**

ADD **Alerting Signals**

ADD **Section I. Emergency Position-Indicating
Radiobeacon (EPIRB) and Satellite EPIRB Signals**

ADD N 3195AM The emergency position-indicating radiobeacon signal transmitted on 156.525 MHz, and satellite EPIRB signals in the band 406 - 406.1 MHz or 1 645.5 - 1 646.5 MHz shall be in accordance with relevant CCIR Recommendations.

ADD **Section II. Digital Selective Calling**

ADD N 3195AO The characteristics of the "distress call" (see No. N 3172) in the digital selective calling system shall be in accordance with relevant CCIR Recommendations.

COMMITTEE 7

SECOND SERIES OF TEXTS SUBMITTED TO THE EDITORIAL COMMITTEE
BY COMMITTEE 6

At the fifth and sixth meetings of Committee 6, the following documents were considered and decided on as indicated:

Document 262

Approved. Modifications to Appendix 14 are shown in the annex.

Document 194

1. Chapter X and Article 42A approved.
2. Article 43 approved with MOD 3366 as contained in Document DT/53.

Document 270

Articles 1, 24, 35 and 68, Appendix 13, Resolutions Nos. 12 and 202 with Recommendations Nos. 8, 204 and 601 were approved.

Article 67 was approved with changes as shown in Annex 2.

I.R. HUTCHINGS
Chairman of Committee 6

Annexes: 2

ANNEX 1

APPENDIX 14

**Miscellaneous Abbreviations and Signals to be Used for
Radiocommunications in the Maritime Mobile Service**

Section II. Miscellaneous Abbreviations and Signals

| | | | |
|-----------|-----|------|--|
| CHN/63/7 | ADD | DSC | Digital selective calling |
| CHN/63/8 | ADD | MSI | Maritime safety information |
| CHN/63/9 | ADD | NBDP | Narrow-band direct-printing telegraphy |
| CHN/63/10 | ADD | RCC | Rescue coordination centre |
| CHN/63/11 | ADD | SAR | Search and rescue |

ANNEX 2

ARTICLE 67

CHAPTER XII

MOD Land Mobile Service and
 Land Mobile-Satellite Service

MOD Section I. Conditions to be Observed by Land
 Mobile Stations in the Land Mobile Service

NOC 5128, 5131

SUP 5132, 5133

ADD Section II. Conditions to be Observed by Land Mobile
 Earth Stations in the Land Mobile-Satellite Service

ADD 5134 Land mobile earth stations in the land mobile-satellite service shall be so established as to conform to the provisions of Chapter III as regards frequencies, and classes of emissions.

ADD 5135 The frequencies of emissions of these earth stations shall be checked as often as practicable by the inspection service to which these stations are subject.

ADD 5136 The energy radiated by the receiving apparatus shall be reduced to the lowest practicable value and shall not cause harmful interference to other stations.

ADD 5137 Administrations shall take all practicable steps necessary to ensure that the operation of any electrical apparatus installed in these earth stations does not cause harmful interference to the essential radio services of stations which are operating in accordance with the provisions of these Regulations.

ADD 5138 In exceptional cases land mobile earth stations in the land mobile-satellite service may communicate with stations in the maritime mobile-satellite and aeronautical mobile-satellite service. Such operations shall comply with the relevant provisions of the Radio Regulations related to these services and shall be subject to agreement among administrations concerned with due account taken of No. 953.

COMMITTEE 4NOTE BY THE CHAIRMAN OF COMMITTEE 5
TO THE CHAIRMAN OF COMMITTEE 4

At its sixth meeting Committee 5 agreed:

1. that Resolution No. 318 shall be suppressed, providing that:
 - a) Committee 4 includes in the Radio Regulations provisions relating to coordination of the planned use of the frequency 518 kHz; and,
 - b) IFRB continues to use the provisional procedures set out in the annex to Resolution No. 318 (Mob-83) until the new provisions enter into force.
2. to adopt a draft Resolution [COM5/4] relating to the Coordination of the Use of the Maritime Mobile Frequency in the 4 MHz Band Dedicated to the Broadcast of NAVTEX-type Transmissions. Committee 5 also agreed that Resolution [COM5/4] should be independent of any Resolution prepared by Committee 4 concerning the coordination of transmissions on the frequency of 490 kHz.

P.E. KENT
Chairman of Committee 5

COMMITTEE 7

THIRD SERIES OF TEXTS FROM
COMMITTEE 5 TO THE
EDITORIAL COMMITTEE

1. The following texts were approved, some with slight modifications, by Committee 5 at its sixth meeting and are submitted to the Editorial Committee:

Resolution [COM5/2] as in the annex to Document 253

Resolution [COM5/3] as in Annex 1 to Document 268

Recommendation No. 317(Rev.Mob-87) as in the annex to Document 286

Resolution [COM5/4] as in Annex 1 to Document 295

Resolution [COM5/5] as in Annex 2 to Document 295

It should be noted that in Resolution [COM5/5], considering c) is in square brackets pending a decision in Committee 4:

2. The following decisions were made concerning existing Resolutions and Recommendations:

SUP Resolution No. 203 (Document 253)

SUP Resolution No. 317 (Document 253)

SUP Resolution No. 321 (Document 253)

SUP Resolution No. 318 (Document 253)

- providing it only be abrogated on the entry into force of the Final Acts

SUP Resolution No. 206 (Document 268)

SUP Recommendation No. 201 (Document 286)

SUP Recommendation No. 204 (Document 286)

NOC Recommendation No. 306 (Document 286)

SUP Recommendation No. 311 (Document 286)

SUP Recommendation No. 713 (Document 286)

3. The following text for incorporation into Article 38 was approved:

ADD 3031C In order to avoid unjustified alerts in automatic emergency systems, transmissions of non-operational test signals on emergency frequencies on 121.5 MHz and 243 MHz should be coordinated with the competent authorities and carried out only during the first five minutes of each hour, with each test transmission lasting no longer than ten seconds (see also No. 3011).

P.E. KENT
Chairman of Committee 5

B.5

PLENARY MEETINGFIFTH SERIES OF TEXTS SUBMITTED BY THE
EDITORIAL COMMITTEE TO THE PLENARY MEETINGThe following texts are submitted to the Plenary Meeting for first reading:

| <u>Source</u> | <u>Documents</u> | <u>Title</u> |
|---------------|------------------|--|
| COM.5 | 231 (289) | Article 39 Article 40 Article 41 Article 42 |
| Tech WG PL | DT/55 (299) | Resolution GT-TEC PLEN/4 |
| Tech WG PL | DT/59 (299) | Recommendation No. 604 (Rev.Mob-87) |

Y.C. MONGELARD
Chairman of Committee 7Annex: 11 pages

NOC

ARTICLE 39

NOC

Distress Communications

NOC

Section I. General

NOC 3086

NOC 3087

NOC

Section II. Distress Signal

MOD 3088 § 3. (1) The Morse radiotelegraph distress signal consists of the group ······, symbolized herein by SOS, transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots.

NOC 3089

MOD 3090 (3) These distress signals indicate that a ship, aircraft or other vehicle is threatened by grave and imminent danger and requests immediate assistance (see also No. 3279).

NOC

Section III. Distress Call

MOD 3091 § 4. (1) The distress call sent by Morse radiotelegraphy consists of:

- the distress signal SOS, sent three times;
- the word DE;
- the call sign of the mobile station in distress, sent three times.

NOC 3092

NOC

Section IV. Distress Messages

MOD 3093 § 5. (1) The Morse radiotelegraph distress message consists of:

- the distress signal SOS;
- the name, or other identification, of the mobile station in distress;
- particulars of its position;
- the nature of the distress and the kind of assistance desired;
- any other information which might facilitate the rescue.

NOC 3094

MOD 3095 § 6. (1) As a general rule, a ship shall signal its position in latitude and longitude (Greenwich), using figures for the degrees and minutes, together with one of the words NORTH or SOUTH and one of the words EAST or WEST. In Morse radiotelegraphy, the signal ····· shall be used to separate the degrees from the minutes; however, this shall not necessarily apply to the maritime mobile-satellite service. When practicable, the true bearing and distance in nautical miles from a known geographical position may be given.

NOC 3096

MOD 3097 (3) As a general rule, an aircraft in flight shall signal its position either in radiotelephony or Morse radiotelegraphy;

- by latitude and longitude (Greenwich) using figures for the degrees and minutes, together with one of the words NORTH or SOUTH and one of the words EAST or WEST; or
- by the name of the nearest place, and its approximate distance in relation thereto, together with one of the words NORTH, SOUTH, EAST or WEST, as the case may be, or when practicable, by words indicating intermediate directions.

MOD 3098 (4) However, in Morse radiotelegraphy, the words NORTH or SOUTH and EAST or WEST, indicated in Nos. 3095 and 3097, may be replaced by the letters N or S and E or W.

NOC Section V. Procedures

MOD 3099 A. Morse Radiotelegraphy

MOD 3100 § 7. (1) The Morse radiotelegraph distress procedure shall consist of:

NOC 3101-3107

MOD 3108 § 8. (1) The distress message, preceded by the distress call, shall be repeated at intervals, especially during the periods of silence prescribed in No. 3038 for Morse radiotelegraphy, until an answer is received.

NOC 3109-3129

MOD 3130

a) Morse Radiotelegraphy:

- the distress signal SOS;
- the call sign of the station sending the distress message, sent three times;
- the word DE;
- the call sign of the station acknowledging receipt, sent three times;
- the group RRR;
- the distress signal SOS.

NOC 3131-3137

MOD 3138

a) in Morse radiotelegraphy, the abbreviation QRT, followed by the distress signal SOS;

NOC 3139

NOC 3140

MOD 3141

a) in Morse radiotelegraphy, the abbreviation QRT, followed by the word DISTRESS and its own call sign;

NOC 3142

MOD 3143 § 25.(1) In Morse radiotelegraphy, the use of the signal QRT SOS shall be reserved for the mobile station in distress and for the station controlling distress traffic.

NOC 3144-3151

MOD 3152

(3) a) In Morse radiotelegraphy, the message referred to in No. 3150 consists of:

- the distress signal SOS;
- the call "to all stations" (CQ) sent three times;
- the word DE;
- the call sign of the station sending the message;
- the time of handing in of the message;
- the name and call sign of the mobile station which was in distress;
- the service abbreviation QUM.

MOD 3153

- b) In Morse radiotelegraphy, the message referred to in No. 3151 consists of:
- the distress signal $\overline{\text{SOS}}$;
 - the call "to all stations" (CQ) sent three times;
 - the word DE;
 - the call sign of the station sending the message;
 - the time of handing in of the message;
 - the name and call sign of the mobile station which is in distress;
 - the service abbreviation QUZ.

NOC 3154-3163

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

MOD 3164

a) Morse Radiotelegraphy:

- the signal $\overline{\text{DDD}} \overline{\text{SOS}} \overline{\text{SOS}} \overline{\text{SOS}} \overline{\text{DDD}}$;
- the word DE;
- the call sign of the transmitting station, sent three times.

NOC 3165

MOD 3166 § 34. When the Morse radiotelegraph alarm signal is used, an interval of two minutes shall be allowed, whenever this is considered necessary, before the transmission of the call mentioned in No. 3164.

NOC 3167-3168

NOC ARTICLE 40

NOC Urgency and Safety Transmissions,
and Medical Transports

NOC Section I. Urgency Signal and Messages

MOD 3196 § 1. (1) In Morse radiotelegraphy, the urgency signal consists of three repetitions of the group XXX, sent with the letters of each group and the successive groups clearly separated from each other. It shall be transmitted before the call.

MOD 3197 (2) In radiotelephony, the urgency signal consists of the group of words PAN PAN, each word of the group pronounced as the French word "panne". The urgency signal shall be repeated three times before the call.

NOC 3198-3200

MOD 3201 (2) The urgency signal and message following it shall be sent on one or more of the international distress frequencies 500 kHz, 2 182 kHz, 156.8 MHz, the supplementary distress frequencies 4 125 kHz and 6 215.5 kHz, the aeronautical emergency frequency 121.5 MHz, the frequency 243 MHz, or on any other frequency which may be used in case of distress. [(See also No. N 3195Q)].

NOC 3202-3208

NOC Section II. Medical Transports

NOC 3209

MOD 3210 § 8. For the purpose of announcing and identifying medical transports which are protected under the above-mentioned Conventions, a complete transmission of the urgency signals described in Nos. 3196 and 3197 shall be followed by the addition of the single group YYY in Morse radiotelegraphy and by the addition of the single word MAY-DEE-CAL, pronounced as in French "médical", in radiotelephony.

NOC 3211-3220

NOC Section III. Safety Signal and Messages

MOD 3221 § 13. (1) In Morse radiotelegraphy, the safety signal consists of three repetitions of the group TTT, the individual letters of each group and the successive groups being clearly separated from each other. It shall be sent before the call.

MOD 3222 (2) In radiotelephony, the safety signal consists of the word SÉCURITÉ pronounced clearly as in French. The safety signal shall be repeated three times before the call.

NOC 3223

MOD 3224 (2) The safety signal and call shall be sent 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 also No. N 3231.)]

NOC 3225-3229

NOC ARTICLE 41

NOC Alarm and Warning Signals

MOD Section I. Emergency Position-Indicating Radiobeacon
and Satellite Emergency Position-Indicating
Radiobeacon Signals

NOC 3255-3259

ADD 3259A c) for ultra-high frequencies, i.e. in the bands
406 - 406.1 MHz and 1 645.5 - 1 646.5 MHz, signals
whose characteristics shall be in accordance with
the relevant CCIR Recommendations.

NOC 3260-3267

MOD Section II. Morse Radiotelegraph and
Radiotelephone Alarm Signals

MOD 3268 § 5. (1) The Morse radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. It may be transmitted by hand but its transmission by means of an automatic instrument is recommended.

MOD 3269 (2) Any ship station working in the bands between 415 kHz and 526.5 kHz which is not provided with an automatic apparatus for the transmission of the Morse radiotelegraph alarm signal shall be permanently equipped with a clock, clearly marking the seconds 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.

NOC 3270-3273

MOD 3274 a) in Morse radiotelegraphy, to activate automatic devices giving the alarm to attract the attention of the operator when there is no listening watch on the distress frequency;

NOC 3275-3278

MOD 3279 c) the loss of a person or persons overboard or grave and imminent danger threatening a person or persons. In this case they may only be used when the assistance of other ships is required and cannot be satisfactorily obtained by the use of the urgency signal alone, but the alarm signal shall not be repeated by other stations. The message shall be preceded by the urgency signal (see Nos. 3090, 3196 and 3197).

MOD 3280 (2) In the cases referred to in Nos. 3278 and 3279, an interval of two minutes should, if possible, separate the end of the Morse radiotelegraph alarm signal and the beginning of the warning or the message.

MOD 3281 § 9. Automatic devices intended for the reception of the Morse radiotelegraph and radiotelephone alarm signals shall meet the requirements specified in Appendix 36.

NOC 3282-3283

NOC Section IV. Navigational Warning Signal

NOC 3284

NOC 3285

ADD 3285A (2A) In addition, the signal specified in No. 3284 may be transmitted on the carrier frequency 2 182 kHz by off-shore installations or structures in imminent danger of being struck, or by stations that consider a ship is in imminent danger of running aground. The power of this transmission should, where practicable, be limited to the minimum necessary for reception by ships in the immediate vicinity of the off-shore installations or structures or of the land concerned.

ADD 3285B (2B) The transmission specified in No. 3285A should be immediately followed by a radiotelephone transmission giving the identity and position of the off-shore installation or structure. Stations that consider a ship is in imminent danger of running aground should provide as much identification and position information as possible. This transmission should be followed by a vital navigational warning.

NOC 3286

NOC

ARTICLE 42

NOC

Special Services Relating to Safety

NOC

Section I. Meteorological Messages

NOC 3312-3325

MOD 3326 § 4. (1) Meteorological messages specially intended for all ship stations shall in principle be sent in accordance with a definite timetable, and, as far as possible, at times when they can be received by ship stations with only one operator. In Morse radiotelegraphy the transmission speed shall not exceed sixteen words a minute.

NOC 3327-3341

RESOLUTION GT-TEC PLEN/4

**Relating to the Compatibility
of Equipment Used in the
Mobile-Satellite Service**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that only a limited number of frequency bands is allocated to the mobile-satellite service;
- b) that the CCIR is studying the possible need for maritime, aeronautical and land mobile-satellite systems to use common frequency bands of the mobile-satellite service;
- c) that there is a need for an efficient use of the bands allocated to the mobile-satellite service;

resolves

- 1. that the CCIR should continue to study as a matter of urgency terminal characteristics which are common to the extent practicable in order to provide compatibility between the land, maritime, and aeronautical mobile-satellite services;
- 2. that administrations should encourage the development and manufacture of compatible mobile-satellite user equipment.

(MOD) RECOMMENDATION No. 604 (Rev.Mob-87)

(MOD) Relating to the Future Use and Characteristics of
Emergency Position-Indicating Radiobeacons¹

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987.

NOC considering

MOD a) that the essential purpose of the emergency position-indicating
radiobeacon (EPIRB) signals is to help locate survivors in search and
rescue operations;

MOD b) that requirements for carriage of EPIRBs operating on the
frequencies 121.5 and 243 MHz have been included in the 1983 Amendments to
the International Convention for the Safety of Life at Sea, 1974;

SUP c)

MOD d) that the International Maritime Organization (IMO) has been
considering various types of EPIRBs;

NOC e) that the IMO has stressed in its Resolution A.279 (VIII) the
urgent need for unification of the characteristics of EPIRBs;

ADD ¹ For the purpose of this Recommendation, references to EPIRBs include
references to satellite EPIRBs as appropriate.

recognizing

- MOD a) that there are provisions in the Radio Regulations for EPIRBs on the frequencies 2 182 kHz, 121.5 MHz, 156.525 MHz, 243 MHz, and in the bands 406 - 406.1 MHz and 1 645.5 - 1 646.5 MHz;
- SUP b)
- (MOD) c) that Appendix 37A was established in order to facilitate the application of a universal standard for EPIRBs operating on the frequencies 121.5 MHz and 243 MHz;
- ADD d) that for EPIRBs operating on 121.5 and 243 MHz, there is a need to improve their function of being detected and located by satellite systems;

recommends

- NOC 1. that, in view of their mutual interest in this matter, IMO and the International Civil Aviation Organization (ICAO) be invited, as a matter of urgency, to review and align their concepts for EPIRBs in regard to search and rescue operations and the safety of life at sea;
- NOC 2. that the CCIR continue to study technical and operating questions for EPIRBs, in consideration of concepts stated by the IMO and ICAO;
- ADD 3. that the CCIR and ICAO study, as a matter of urgency, the technical and operational questions arising from paragraph d) of Appendix 37A.

NOC requests the Secretary-General

to communicate this Recommendation to the IMO and ICAO.

COMMITTEE 6

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 6

(Mobile and Radiodetermination Services -
Except distress and safety)

c

1. Paragraphs 3.5 and 3.6

Replace "IMO Resolution No. A420 (amended)" by "IMO Resolution No. A420 (XI)".

2. Paragraph 3.32

In the first sub-paragraph, replace the second sentence by:

"The first, the Safety of Life at Sea Convention (SOLAS), would, once amended for that purpose in 1988, deal with carriage requirements for the GMDSS."

Amend the fourth sentence so that it begins "However, Chapter 5 of the Convention ...".

In the second sub-paragraph, replace the last part of the sentence by:

"; it would, once amended for that purpose, subsequent to amendments to the 1974 SOLAS Convention, cover training and qualifications of seafarers in the use of GMDSS equipment."

COMMITTEE 6

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 6

(MOBILE AND RADIODETERMINATION SERVICES
- EXCEPT DISTRESS AND SAFETY)

Friday, 2 October 1987, at 1430 hrs

Chairman: Mr. I.R. HUTCHINGS (New Zealand)Subjects discussed:Documents

- | | |
|--|--|
| 1. Consideration of RR 3366 | DT/53 |
| 2. Fourth report of Working Group 6-B to Committee 6 | 270, 273(Rev.1) |
| 3. Consideration of the work of Working Group 6-A on Articles 55 and 56 (<u>continued</u>) | 232 + Corr.1, 2 and 3, 233,237,279,283 DT/1A and Add.1, DL/54 |

1. Consideration of RR 3366 (Document DT/53)

1.1 The Chairman invited the Committee to approve the proposal contained in Document DT/53; the effect would be to add to the existing paragraph the words "Except as otherwise provided for in these Regulations" and to delete the words "of the text or even of the existence of a radiotelegram, or". In response to an observation by the delegate of Australia, he said that, in order to be consistent with the texts of similar Regulations, the word "secrecy" should not be substituted by another term. Referring to observations by the delegates of Algeria and Brazil, he said that minor editorial amendments would be made to the French and Spanish texts.

The proposal contained in Document DT/53 was approved.

2. Fourth report of Working Group 6-B to Committee 6
(Documents 270, 273(Rev.1))

2.1 The Chairman of Working Group 6-B introduced the report contained in Document 270 and the proposals set forth in the annex thereto, drawing attention to a number of minor corrections: Resolution No. 12 and Recommendation No. 601, in the annex, should have been listed on the cover page and the reference "NOC 5128, 5131" should read "NOC 5128-5131".

2.2 The Chairman invited the Committee to consider the proposals set forth in the annex to Document 270.

Articles 1, 24, 35 and 68

Approved without change.

Article 25

With reference to ADD 2064A it was agreed, following proposals by the delegates of the Netherlands, the United Kingdom and Finland, to insert the word "satellite" before "emergency" and replace "those" by "satellite-EPIRBs". It was also agreed to leave the text relating to MOD 2069 and SUP 2069.1 within square brackets pending a decision on Resolution No. 320.

Subject to those considerations, Article 25 was approved.

Article 67

On a proposal by the delegate of Canada, it was agreed to insert the word "Land" before "Mobile Stations" and "Mobile Earth Stations" in the titles of Sections I and II respectively, and to begin the text of ADD 5134 with the word "Land".

2.3 The delegate of the United Kingdom, referring to ADD 5138, proposed that the Committee should consider the revised text contained in Document 273(Rev.1). The Chairman of Working Group 6-B drew attention to the fact that the word "land" should be inserted after "In exceptional cases,".

2.4 The delegate of Brazil noted that RR 71 and 77 provided definitions for coastal stations and aeronautical earth stations. An effort was being made to define a land earth station, which by extension should be in the land mobile-satellite service; therefore, the generic term should be base earth station. The delegate of France drew attention to Document 44, which clarified the source of the definitions. The delegate of Sweden pointed out that in terrestrial services "land" was the more general term and it would be logical to keep the same order for satellite services.

2.5 The Chairman noted that there was no support for the Brazilian Delegation's proposal.

It was agreed to delete the square brackets from ADD 5138 and replace the text by the wording contained in Document 273(Rev.1) as orally corrected. It was also agreed, following observations by the Secretary-General and the Chairman of the IFRB, that the Chairman and the Secretariat would consider the implications of the word "the" in front of "Regulations" and refer the matter to the Editorial Committee, if necessary.

Article 67, as amended, was approved.

Appendix 13, Resolutions Nos. 12 and 202,
Recommendations Nos. 8, 204 and 601

Approved.

The annex to Document 270, as amended, was approved.

The Committee also approved the proposed note to Committee 4, contained in paragraph 2 of Document 270, and noted the editorial comment in paragraph 3 of that document.

3. Consideration of the work of Working Group 6-A on Articles 55 and 56
(continued)(Documents 232 + Corr.1, 2 and 3, 233, 237, 279, 283,
DT/1A and Add.1, DL/54

The Chairman noted that the list of speakers had been closed in the previous meeting of Committee 6.

3.1 The delegate of Norway said that his and many other European Delegations could accept the three non-exhaustive principles, put forward by the Chairman in Document DL/54, as a basis for further discussion. It was misleading to imply, as in sub-paragraph 1 f) of Document 232, that the proposals contained in the latter would assist developing countries; the procedures to be implemented would cause grave difficulties even for industrially advanced nations, not to mention those less technologically developed. The situation envisaged in sub-paragraph 1 d), the main justification for the proposals, would be impressive if achievable; but the practical and economic obstacles to compliance with the certification requirements proposed in that document under Article 55 were formidable. In comparison with the long life and reliability of modern equipment, the cost of training, certification and manning involved in the proposals would be unjustifiably high. There was no reason why countries wishing to adopt such measures should not do so; but his Administration would resist any imposition on it of mandatory maintenance schemes. It upheld the flexible approach reflected in the relevant IMO decisions and felt that for the Conference to adopt a measure in conflict with those decisions would be inappropriate and unacceptable. Therefore, the proposals contained in Document 232 should be rejected.

3.2 The delegate of Greece, speaking to reply to matters raised in debate, said that the cost-burden on developing countries of mandatory on-board maintenance had been exaggerated. Nearly all vessels already carried an operator with specialized skills, whose work could occasionally be supplemented, if required, by shore maintenance. Facilities to give such operators further training already existed and had been in use for some time. With regard to proposals to train other on-board personnel besides radio officers or

radioelectronics officers on GMDSS equipment, the enormous extra cost could be seen from the Table on page 2 of Document 153; however, routine maintenance of such equipment was quite feasible, as could be gleaned from Annex A to Document 151.

3.3 The delegate of Denmark said that the Radio Regulations contained no provisions on maintenance methods. They specified four categories of ship-stations, not based on tonnage, doubtless with a view to ensuring proper use of frequencies. If the use of more highly qualified personnel on all ships - which, pursuant to the SOLAS Convention, meant all vessels of 300 tons and above - became mandatory, many countries, including his own, could not face the huge additional cost involved, especially for vessels of smaller tonnage. The Radio Regulations should state that the question of method should be left to IMO. A solution should be sought which respected all points of view; to that end, the Chairman's initiative, set forth in Document DL/54, was a good basis.

3.4 The delegate of Cyprus said that his Administration supported Document 232 as a working basis.

3.5 The delegate of China said that equipment of the type in question would be widely used for normal communication purposes as well as safety and distress operations; provision should be made, therefore, for suitable amendment to Articles 55 and 56. However, No. 3912 of the Radio Regulations called for practical knowledge to repair damage to equipment during a voyage with the means available on-board. IMO Resolution No. A420 (amended) required the training of radio operators to be further expanded as appropriate, in order for equipment maintenance and repair at sea to be at a level adequate to ensure safety and life; it was also noted, in that Resolution, that modern equipment was designed for such maintenance. It was misleading, moreover, to suggest that it would be safer and less expensive to carry duplicate equipment on board instead of trained maintenance personnel. As had been stated the previous day by the delegate of Finland, GMDSS equipment was very expensive; items recently bought by his Administration had cost, on average, between five and ten times more than suggested in the IMO Sub-Committee on Radiocommunications. He hoped that the Conference would draft provisions which took those matters into account and satisfied the concerns of all administrations; for that purpose, his Delegation supported Document 232.

3.6 The delegate of Togo endorsed the previous speaker's observations relating to IMO Resolution A420 (amended). Failure to provide for adequate on-board maintenance, moreover, would also increase the possibility of harmful interference. His Delegation, as a sponsor of Document 232, called for the latter to be used as the basis for further discussion.

3.7 The delegate of Tanzania said that his Delegation could not accept Document 283 as a basis for discussion. Despite the clear provisions of Nos. 138 and 139 of the Convention relating to the establishment and maintenance of the best technical operating conditions, and of Article 35 of the Convention relating to harmful interference, efforts were still being made in the Committee to put off the implementation of mandatory provisions for those purposes. The proposals contained in Document 232 did not seek to abolish the current Articles 55 and 56 of the Radio Regulations but simply to bring them into line with current requirements. In that connection, his Delegation had doubts about the flexible approach mentioned in the first of the three principles enumerated in Document DL/54; moreover, the third principle would seem to imply application only to ships covered by the SOLAS Convention, whereas the ITU had to consider all vessels. His Delegation also shared the concern voiced about the cost burden which the carrying of high technology GMDSS equipment on all ships would impose on developing countries.

3.8 The delegate of Mexico said that his Delegation endorsed the thanks expressed to the Chairman of Working Group 6-A for his efforts. It was up to the ITU itself to deal with questions of the quality of radiocommunications. Likewise, as the Secretary-General had said, the subject must be viewed in terms of relationships among administrations. In that respect, there was an imbalance between the technically advanced countries which already had a high level of efficiency and the developing countries which needed time and money to attain that through adequate training. It was on the needs of the latter countries, not of the former, that any discussion of flexibility should be focused.

3.9 The delegate of the United States, speaking to reply to matters raised in debate pursuant to No. 526 of the Convention, said he wished to present some documented facts relating to the cost and maintainability of equipment on board ships. In one sample year, the United States Government had carried out 542 inspections pursuant to the SOLAS Convention, the Radio Regulations and national law, and had revealed over 1,000 specific instances of non-compliance - an average of almost two instances per inspection; 109 on-the-spot notices had been issued to captains prohibiting them from sailing under penalties, until repairs had been carried out. In all cases, prior warning of the inspection had been given, which raised the question of how many vessels, on any given day, were operating with inadequately maintained equipment. Other statistics, for another year, of which he gave further examples, revealed the same pattern. The findings had convinced his Administration of the need for alternative maintenance conditions for itself. It therefore called for freedom to implement IMO's relevant provisions.

3.10 The delegate of Greece said that, since the previous speaker on a point of procedure, had taken the opportunity to challenge the purpose of Document 232, his Delegation reserved the right to speak again on the matter.

3.11 The delegate of Nigeria supported the point made by earlier speakers concerning the high cost of the GMDSS system, and the difficulties that that would cause for developing countries who already carried debt burdens. He feared that such a system would be too complicated for application by developing countries. He wondered what was the real use of such a system if it could not be easily repaired on voyage, and if existing personnel could not be easily retrained to enable them to maintain it.

3.12 The delegate of Finland, with reference to the comments made by the delegate of China, said he had not in fact stated the previous day that GMDSS equipment was expensive. What he had said was that if an on-board technician were to be provided specifically for the purpose of curbing harmful interference on board, he would need equipment that was ten times as costly as the GMDSS equipment itself.

3.13 The delegate of Cuba supported the views expressed by the delegates of Mexico, China and Greece.

3.14 The Chairman recalled that he had already closed the list of speakers in the general debate on Articles 55 and 56. It was with a view to helping the Committee to reach agreement on the principles underlying that debate that he had put forward Document DL/54: the list of principles it contained was non-exhaustive and more could always be added. He noted that the delegates of the Netherlands, Sweden, Denmark and the Federal Republic of Germany were in support of Principle (1).

3.15 The delegate of Greece said he could support Principle (1), provided that the "limited number of known and agreed methods" referred to in the second sentence were spelt out. He proposed that on the basis of the table set out on

page 4 of Document 237, those methods should be specified as, first, on-board maintenance supplemented by duplication, and secondly, on-board maintenance supplemented by shore-based maintenance.

3.16 The delegate of Brazil supported that proposal.

3.17 The delegate of the United Kingdom expressed his concern at the turn of the discussions. His Delegation could accept Document DL/54 in its entirety, and he urged the Committee to do the same, so that a Drafting Group could start work on it with a view to reaching a solution all could accept.

3.18 The Chairman said it was clear there was some concern over the second sentence of Principle (1), and the meeting would need to return to that point. He asked for views on Principle (2).

3.19 The delegate of Greece said he found Principle (2) acceptable. However, he would like to know from the General Secretariat whether certificates dealing with technical qualifications only could be included in the Radio Regulations.

3.20 Pending clarification of that point, the Chairman called for comments on Principle (3).

3.21 The delegate of Greece said he was in total disagreement with Principle (3). The Radio Regulations were applicable to all ships, not simply to ships covered by IMO conventions. IMO should not make radio regulations: that was the job of the ITU.

3.22 The representative of IMO said he wished categorically to assure the Committee that IMO was not seeking to make radio regulations.

3.23 The delegate of Tanzania wished Principle (3) to be applicable to all ships.

3.24 The delegate of Mexico, while appreciating the Chairman's intent to assist the Committee by putting forward Document DL/54, feared that the principles it contained merely reflected the basic philosophy of Document 283. He asked what were the sources of the three principles proposed.

3.25 The Chairman replied that the wording of the first principle was taken from the third preambular paragraph of the draft IMO Resolution contained in Annex 2 to Document 237. He had drafted the second sentence of the first principle and the second two principles himself.

3.26 The Secretary-General said the question had been raised whether the Conference was competent to add to the Radio Regulations elements relating to technical responsibility. Within the confines of the responsibility of ITU in respect of technical elements concerned with operation, and to that extent with maintenance, the answer must be positive. On the other hand, the historical development of certificates within the Radio Regulations, ranging from Morse code up to advanced forms of telecommunications, had started from a very different premise.

There was a responsibility within the international environment to avoid conflicting legislation. He suggested that some difficulties being encountered in the debate could be overcome if - as he had suggested the previous day - the Committee began to address the subject of responsibility, namely whether there was an obligation to include in the Radio Regulations particular requirements to satisfy the objectives of efficient and effective

operating conditions. The degree of detail in which that question was to be discussed was something for the Committee itself to decide, taking into account varying environments and the different techniques and conditions that could evolve. Elsewhere in the work of the Union, it would be seen that the basic obligations did lie with Member States, within their particular national environments, and national environments varied greatly in, say, the matter of certificates. There were many services involved in the Radio Regulations, and if the Committee looked through those services, he believed that a solution to the problem could be found.

3.27 The delegate of Norway, returning to the second sentence of Principle (1), said he could agree to that Principle but would have great difficulty in accepting the specific reference to methods proposed by the delegate of Greece. It was for IMO, not for ITU, to decide on GMDSS carriage requirements.

3.28 The Chairman suggested that the formula "This flexibility should be within the methods identified in Document 237" would meet that concern. The delegate of Greece said he would prefer the following wording:

"This flexibility should be within the following maintenance methods:
(a) on-board maintenance, supplemented by duplication of equipment;
(b) on-board maintenance, supplemented by shore-based maintenance;
(c) in certain sea areas, duplication or shore-based maintenance".

3.29 The delegate of the Netherlands further proposed the addition of the phrase "taking into account the principles mentioned in Document 237, page 4". The delegates of Greece, Spain, Cuba and Argentina opposed that addition. The delegate of the United States pointed out that any reference to the table on page 4 of Document 237 should be understood as including the five footnotes that followed.

3.30 The delegate of Brazil suggested that a reference to the table together with footnote (2) only be included, since the other footnotes were not relevant. The delegate of the Netherlands supported that suggestion. The delegates of Greece, Togo and Spain opposed it.

3.31 The Chairman said concern had been expressed that Principle (3) might be interpreted as implying there was no need to place any certificates within the Radio Regulations. That was not the case, and indeed there was a fair measure of support for placing a number of certificates within the Regulations, as was currently the case with Article 55. He suggested that the following text should either replace Principle (3), or be added as a new Principle (4): "Recognition that the provisions of the Radio Regulations apply to all stations in the maritime mobile and the maritime mobile-satellite services".

3.32 The representative of IMO said that in the context of the Committee's consideration of Principle (3), it might be helpful to delegates who were not familiar with IMO conventions addressing the question of operator functions in the GMDSS if he were to give some details of those Conventions. The first, the Safety of Life at Sea Convention (SOLAS) dealt with carriage requirements for the GMDSS. It applied to passenger ships irrespective of size, provided that they carried more than 12 passengers and provided they were on international voyages, and to cargo ships of more than 500 gt, provided they were on international voyages. Chapter 5 of the Convention (Safety of Navigation) applied to all ships, and Chapter 4 (Radio Telegraphy and Radio Telephony) to cargo ships of 300 gt and above. There was therefore a gap for the so-called "non-Convention" ships, for which IMO's Maritime Safety Committee had nevertheless adopted guidelines.

The second IMO convention, the SCTW Convention, applied not to ships, but to seafarers serving on board sea-going ships entitled to fly the flag of a party to the Convention; it covered training and qualifications in the use of GMDSS equipment.

3.33 The Chairman thanked the representative of IMO for that information, which would be noted.

3.34 The delegate of Spain said it should be made clear in Principle (3) that it was the ITU which had the final word in the matter since the Radio Regulations covered all types of mobile stations. Principle (3) should recognize that the Radio Regulations could include requirements appropriate to all types of vessels, taking into account the provisions of relevant IMO conventions.

3.35 The delegates of the Netherlands and Greece supported the text proposed by the Chairman as a substitute for the existing Principle (3), but not as a new Principle (4).

3.36 The delegate of the United States pointed out that RR 3888 and 3889 already contained a reference to the Torremolinos International Convention on Safety of Fishing Vessels; there was thus a precedent for reference to another treaty. He supported the Chairman's text for addition as a new Principle (4).

3.37 The Chairman suggested that since it had not proved possible to reach consensus, a small Working Group be set up to consider the principles set forth in Document DL/54, especially the second sentence of Principle (1), and Principle (3). That suggestion was supported by the delegates of Liberia, Netherlands, and the United States, and opposed by the delegate of Greece. Accordingly no Working Group was established.

The meeting rose at 1750 hours.

The Secretary:

S. CHALLO

The Chairman:

I.R. HUTCHINGS

Australia

SERVICE DOCUMENT SYMBOLS - APPENDIX 10

In reviewing the service document symbols it was recognized that MOB-87 was not competent to review the symbols pertaining to those radio services not included in the agenda of the Conference. Consequently, it is not possible to remove some inconsistencies which are common to many different services or to remove some symbols which are no longer in use.

Annex 1 gives the proposed list of symbols affecting the radio services included in the agenda of MOB-87. With one exception all symbols are consistent with the existing Appendix 10 and all symbols are consistent with Table 6A1 of the Preface to IFL. Additional symbols are shown in square brackets.

Wherever possible the explanation of the symbol is based on the appropriate definition given in Article 1 of the Radio Regulations and Annex 2 gives the explanations currently used in the Preface to the IFL.

Annex 3 gives the existing list of symbols included in Appendix 10 of the Radio Regulations for the mobile services.

Annexes: 3

ANNEX 1

Proposed list of service document symbols

Aeronautical mobile service

| | | |
|-----|----|---|
| ADD | FD | <u>Aeronautical station in the aeronautical)</u> <u>mobile (R) service</u>)Exclusive bands |
| ADD | FG | <u>Aeronautical station in the aeronautical)</u> <u>mobile (OR) service</u>) |
| NOC | FA | <u>Aeronautical station (RR 76)</u> |
| NOC | MA | <u>Aircraft station (RR 78)</u> |

Aeronautical mobile-satellite service

| | | |
|-----|----|---|
| ADD | TB | <u>Aeronautical earth station (RR 77) in the aeronautical</u> <u>mobile-satellite service.</u> |
| ADD | TJ | <u>Aircraft earth station (RR 79) in the aeronautical</u> <u>mobile-satellite service</u> |
| ADD | EJ | <u>Space station (RR 61) in the aeronautical mobile-</u> <u>satellite service</u> |

Maritime mobile service

| | | |
|-----|----|------------------------------|
| NOC | FC | <u>Coast station (RR 70)</u> |
| NOC | MS | <u>Ship station (RR 72)</u> |
| NOC | FP | <u>Port station (RR 75)</u> |

Maritime mobile-satellite service

| | | |
|-----|----|--|
| MOD | TI | <u>Coast earth station (RR 71) in the maritime mobile-</u> <u>satellite service</u> |
| MOD | TG | <u>Ship earth station (RR 73) in the maritime mobile-</u> <u>satellite service</u> |
| MOD | EG | <u>Space station (RR 61) in the maritime mobile-satellite</u> <u>service</u> |

Mobile-satellite service

MOD TE Typical satellite EPIRB (RR 88A) in a mobile-satellite service

Mobile-satellite service (general)

ADD [EI] Space station in the mobile-satellite service

ADD [UA] Mobile earth station (RR 66) in the mobile-satellite service

Land mobile service

NOC FB Base station (RR 68)

NOC ML Land mobile station (RR 69)

Land mobile-satellite service

ADD EU Space station (RR 61) in the land mobile-satellite service

ADD TY Base earth station in the land mobile-satellite service

ADD TU Land mobile earth station in the land mobile-satellite service

Radionavigation service

ADD [RN] Radionavigation land station (RR 83)

ADD [NM] Radionavigation mobile station (RR 82)

NOC RC Non-directional radiobeacon)Radiobeacon

NOC RD Directional radiobeacon)station

NOC RT Revolving radiobeacon) (RR 87)

NOC RG Radio direction-finding station (RR 86)

Radiolocation service

| | | |
|-----|----|--------------------------------------|
| NOC | LR | Radiolocation land station (RR 85) |
| NOC | MR | Radiolocation mobile station (RR 84) |

Aeronautical radionavigation service

| | | |
|-----|----|---|
| NOC | AL | Aeronautical radionavigation land station |
| NOC | AM | Aeronautical radionavigation mobile station |

Maritime radionavigation service

| | | |
|-----|----|---|
| NOC | NL | Maritime radionavigation land station |
| NOC | RM | Maritime Radionavigation mobile station |

Radiodetermination-satellite service

| | | |
|-----|----|--|
| ADD | EF | Space station in the radiodetermination satellite service |
| NOC | TF | Fixed earth station in the radiodetermination satellite service |
| NOC | TL | Mobile earth station in the radiodetermination satellite service |

Radionavigation-satellite service

| | | |
|-----|---------------|--|
| MOD | EN | Space station in the radionavigation-satellite service |
| ADD | [TN or UN] | [Fixed] earth station in the radionavigation-satellite service |
| ADD | [UM] | Mobile earth station in the radionavigation-satellite service |

Aeronautical radionavigation-satellite service

| | | |
|-----|----|--|
| ADD | EO | Space station in the aeronautical radionavigation-satellite service |
| ADD | TZ | Fixed earth station in the aeronautical radionavigation-satellite service |
| ADD | TO | Mobile earth station in the aeronautical radionavigation-satellite service |

Maritime radionavigation-satellite service

| | | |
|-----|----|---|
| ADD | EQ | Space station in the maritime radionavigation-satellite service |
| ADD | TX | [Fixed] earth station in the maritime radionavigation-satellite service |
| ADD | TQ | Mobile earth station in the maritime radionavigation-satellite service |

Oceanographic data

| | | |
|-----|----|--|
| NOC | OD | Oceanographic data station |
| NOC | OE | Oceanographic data interrogation station |

ANNEX 2

TABLE No. 6A1

CLASS OF STATION

| | |
|----|---|
| AL | Aeronautical radionavigation land station |
| AM | Aeronautical radionavigation mobile station |
| AT | Amateur station |
| AX | Aeronautical fixed station |
| BC | Broadcasting station, sound |
| BT | Broadcasting station, television |
| EA | Space station in the amateur-satellite service |
| EB | Space station in the broadcasting-satellite service (sound broadcasting) |
| EC | Space station in the fixed-satellite service |
| ED | Space telecommand space station |
| EE | Space station in the standard frequency-satellite service |
| EF | Space station in the radiodetermination-satellite service |
| EG | Space station in the maritime mobile-satellite service |
| EH | Space research space station |
| EJ | Space station in the aeronautical mobile-satellite service |
| EK | Space tracking space station |
| EM | Space station in the meteorological-satellite service |
| EN | Space station in the radionavigation-satellite service |
| EO | Space station in the aeronautical radionavigation-satellite service |
| EQ | Space station in the maritime radionavigation-satellite service |
| ER | Space telemetering space station |
| ES | Station in the intersatellite service |
| EU | Space station in the land mobile-satellite service |
| EV | Space station in the broadcasting-satellite service (television) |
| EW | Space station in the earth exploration-satellite service |
| EY | Space station in the time signal-satellite service |
| FA | Aeronautical station |
| FB | Base station |
| FC | Coast station |
| FD | Aeronautical station of the aeronautical mobile (R) service } in exclusive |
| FG | Aeronautical station of the aeronautical mobile (OR) service } bands |
| FP | Port station |
| FX | Fixed station |
| IR | Radiolocation land station |
| MA | Aircraft station |
| ML | Land mobile station |
| MR | Radiolocation mobile station |
| MS | Ship station |

Table No. 6A1 (cont.)

| | |
|----|---|
| NL | Maritime radionavigation land station |
| OD | Oceanographic data station |
| OE | Oceanographic data interrogation station |
| PL | Combination of two or more classes of station (limited to collective entries made under the terms of RR2184) |
| RA | Radio astronomy station |
| RM | Maritime radionavigation mobile station |
| SM | Meteorological aids station |
| SS | Standard frequency and time signal station |
| TA | Space operation earth station in the amateur-satellite service |
| TB | Fixed earth station in the aeronautical mobile-satellite service |
| TC | Earth station in the fixed-satellite service |
| TD | Space telecommand earth station |
| TE | Typical transmitting earth station for an emergency position-indicating radiobeacon (EPIRB) in a mobile-satellite service |
| TF | Fixed earth station in the radiodetermination-satellite service |
| TG | Mobile earth station in the maritime mobile-satellite service |
| TH | Earth station in the space research service |
| TI | Earth station in the maritime mobile-satellite service at a specified fixed point |
| TJ | Mobile earth station in the aeronautical mobile-satellite service |
| TK | Space tracking earth station |
| TL | Mobile earth station in the radiodetermination-satellite service |
| TM | Earth station in the meteorological-satellite service |
| TO | Mobile earth station in the aeronautical radionavigation-satellite service |
| TQ | Mobile earth station in the maritime radionavigation-satellite service |
| TR | Space telemetering earth station |
| TU | Mobile earth station in the land mobile-satellite service |
| TW | Earth station in the earth exploration-satellite service |
| TX | Fixed earth station in the maritime radionavigation-satellite service |
| TY | Fixed earth station in the land mobile-satellite service |
| TZ | Fixed earth station in the aeronautical radionavigation-satellite service |

It may be noted that symbols FL, ME, MO, TN, TP and TT do not appear in the list above although they are included in Appendix 10 to the Radio Regulations. These symbols should not be used when notifying an assignment, because symbols having a more specific meaning are available.

ANNEX 3

SERVICE DOCUMENT SYMBOLS IN APPENDIX 10
OF CONCERN TO RADIO SERVICES COVERED BY THE AGENDA OF MOB-87

AL Aeronautical radionavigation land station
AM Aeronautical radionavigation mobile station
CA Cargo ship
CO Station open to official correspondence exclusively
CP Station open to public correspondence
CR Station open to limited public correspondence
CV Station open exclusively to correspondence of a private agency
EG Space station in the maritime mobile-satellite service
EN Radionavigation-satellite space station
FA Aeronautical station
FB Base station
FC Coast station
FL Land station
FP Port station
FS Land station established solely for the safety of life
GS Station on board a warship or a military or naval aircraft
LR Radiolocation land station
MA Aircraft station
ML Land mobile station
MO Mobile station
MR Radiolocation mobile station
MS Ship station
NL Maritime radionavigation land station
OD Oceanographic data station
OE Oceanographic data interrogating station
PA Passenger ship
RC Non-directional radiobeacon
RD Directional radiobeacon
RG Radio direction-finding station
RM Maritime radionavigation mobile station
RT Revolving radiobeacon
TE Transmitting earth station
TF Fixed earth station in the radiodetermination-satellite service
TG Mobile earth station in the maritime mobile-satellite service
TI Earth station in the maritime mobile-satellite service at a specified
fixed point
TL Mobile earth station in the radiodetermination-satellite service
TP Receiving earth station
TR Space telemetering earth station

WORKING GROUP 4-BRepublic of Côte d'Ivoire

PROPOSALS FOR THE WORK OF THE CONFERENCE

Inclusion in Appendices to the Radio Regulations of
channelling arrangements for the maritime mobile service
in the frequency bands between 415 kHz and 526.5 kHz and between
1 606.5 kHz and 2 160 kHz in Region 1 (Resolution No. 704 of WARC MOB-83)

1. With a view to the establishment, in accordance with Resolution No. 704 (Mob-83) of the 1983 WARC for the Mobile Services, of Appendices to the Radio Regulations containing the channelling arrangements for the maritime mobile service in the bands 415 - 435 kHz, 435 - 495 kHz, 505 - 526.5 kHz, 1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz, it is proposed to amend certain provisions of Article 60, as follows:

- ADD 4183A In Region 1, frequencies assigned to stations operating in the bands 415 - 435 kHz, 435 - 495 kHz and 505 - 526.5 kHz in the maritime mobile service shall be in accordance with the channelling arrangement set out in Appendix [xx].
- MOD 4188A In Region 1, frequencies assigned to stations operating in the bands 1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz in the maritime mobile service shall be in accordance with the channelling arrangements set out in Appendices [yy] and [zz].
- MOD 4237 § 20. (1) Ship stations operating in the authorized bands between 405 kHz and 535 kHz shall use working frequencies chosen from the following: ~~425 kHz~~, 454 kHz, 458 kHz, 468 kHz, 480 kHz and ~~512 kHz~~ 505.5 kHz¹, except as permitted by No. 961.
- ADD 4237.1 ¹The frequency 505.5 kHz shall not be used until the date specified in Resolution [COM5/3].

2. Pursuant to Resolution No. 704 (Mob-83) of the 1983 WARC for the Mobile Services, it is proposed that Appendices to the Radio Regulations be established as follows:

2.1 Appendix [xx]: Channelling Arrangement for Radiotelegraphy in the Maritime Mobile Service in the Frequency Bands 415 - 435 kHz, 435 - 495 kHz and 505 - 526.5 kHz in Region 1 (see Annex 1).

2.2 Appendix [yy]: Channelling Arrangement for Radiotelegraphy in the Maritime Mobile Service in the Frequency Bands 1 606.5 - 1 625 kHz and 2 141.5 - 2 160 kHz in Region 1 (see Annex 2).

2.3 Appendix [zz]: Channelling Arrangement for Single-Sideband Radiotelephony in the Maritime Mobile Service in the Frequency Bands 1 635 - 1 800 kHz and 2 045 - 2 141.5 kHz in Region 1 (see Annex 3).

ANNEX 1

APPENDIX [xx]

**Channelling Arrangement for Radiotelegraphy in the
Maritime Mobile Service in the Planned Frequency
Bands between 415 and 526.5 kHz in Region 1**

| Channel No. | Coast station (kHz) | Ship station (kHz) | Channel No. | Coast station (kHz) ^{c)} | Ship station (kHz) | Channel No. | Coast station (kHz) ^{c)} | Ship station (kHz) |
|-------------|---------------------|-------------------------|-------------|-----------------------------------|---------------------|------------------|-----------------------------------|---------------------|
| 1 | 415.5 | | 40 | 435.5 | 475.5 | 80 | 456.0 ^{a)} | 459.0 ^{a)} |
| 2 | 416.0 | | 41 | 436.0 | 476.0 | 81 | 456.5 ^{a)} | 459.5 ^{a)} |
| 3 | 416.5 | | 42 | 436.5 | 476.5 | 82 | 457.0 ^{a)} | 460.0 ^{a)} |
| 4 | 417.0 | | 43 | 437.0 | 477.0 | 83 | | 457.5 ^{b)} |
| 5 | 417.5 | | 44 | 437.5 | 477.5 | 84 ^{c)} | 490.5 | 506.0 |
| 6 | 418.0 | | 45 | 438.0 | 478.0 | 85 ^{c)} | 491.0 | 506.5 |
| 7 | 418.5 | | 46 | 438.5 | 478.5 | 86 ^{c)} | 491.5 | 507.0 |
| 8 | 419.0 | | 47 | 439.0 | 479.0 | 87 ^{c)} | 492.0 | 507.5 |
| 9 | 419.5 | | 48 | 439.5 | 479.5 | 88 ^{c)} | 492.5 | 508.0 |
| 10 | 420.0 | | 49 | 440.0 | 461.0 | 89 ^{c)} | 493.0 | 508.5 |
| 11 | 420.5 | | 50 | 440.5 | 480.5 | 90 ^{c)} | 493.5 | 509.0 |
| 12 | 421.0 | | 51 | 441.0 | 481.0 | 91 ^{c)} | 494.0 | 509.5 |
| 13 | 421.5 | | 52 | 441.5 | 481.5 | 92 ^{c)} | 494.5 | 510.0 |
| 14 | 422.0 | | 53 | 442.0 | 482.0 | 93 | 510.5 | 461.5 |
| 15 | 422.5 | | 54 | 442.5 | 482.5 | 94 | 511.0 | 462.0 |
| 16 | 423.0 | 454.0 ^{c)} | 55 | 443.0 | 483.0 | 95 | 511.5 | 462.5 |
| 17 | 423.5 | | 56 | 443.5 | 483.5 | 96 | 512.5 | 463.0 |
| 18 | 424.0 | 458.0 ^{c)} | 57 | 444.0 | 484.0 | 97 | 513.0 | 463.5 |
| 19 | 424.5 | | 58 | 444.5 | 484.5 | 98 | 513.5 | 464.0 |
| 20 | 425.0 | 468.0 ^{c)} | 59 | 445.0 | 485.0 | 99 | 514.0 | 464.5 |
| 21 | 425.5 | 480.0 ^{c)} | 60 | 445.5 | 485.5 | 100 | 514.5 | 465.0 |
| 22 | 426.0 | | 61 | 446.0 | 486.0 | 101 | 515.0 | 465.5 |
| 23 | 426.5 | 505.5 ^{c), c)} | 62 | 446.5 | 486.5 | 102 | 515.5 | 466.0 |
| 24 | 427.0 | | 63 | 447.0 | 487.0 | 103 | 516.0 | 466.5 |
| 25 | 427.5 | | 64 | 447.5 | 487.5 | 104 | 516.5 | 467.0 |
| 26 | 428.0 | | 65 | 448.0 | 488.0 | 105 | 517.0 | 467.5 |
| 27 | 428.5 | | 66 | 448.5 | 488.5 | 106 | 519.0 | 460.5 |
| 28 | 429.0 | | 67 | 449.0 | 489.0 | 107 | 519.5 | 468.5 |
| 29 | 429.5 | | 68 | 449.5 | 489.5 | 108 | 520.0 | 469.0 |
| 30 | 430.0 | | 69 | 450.0 | 450.0 | 109 | 520.5 | 469.5 |
| 31 | 430.5 | | 70 | 450.5 | 450.5 | 110 | 521.0 | 470.0 |
| 32 | 431.0 | | 71 | 451.0 | 451.0 | 111 | 521.5 | 470.5 |
| 33 | 431.5 | | 72 | 451.5 | 451.5 | 112 | 522.0 | 471.0 |
| 34 | 432.0 | | 73 | 452.0 | 452.0 | 113 | 522.5 | 471.5 |
| 35 | 432.5 | | 74 | 452.5 | 452.5 | 114 | 523.0 | 472.0 |
| 36 | 433.0 | | 75 | 453.0 | 453.0 | 115 | 523.5 | 472.5 |
| 37 | 433.5 | | 76 | | 453.5 ^{b)} | 116 | 524.0 | 473.0 |
| 38 | 434.0 | | 77 | | 454.5 ^{b)} | 117 | 524.5 | 473.5 |
| 39 | 434.5 | | 78 | | 455.0 ^{b)} | 118 | 525.0 | 474.0 |
| | | | 79 | 455.5 ^{a)} | 458.5 ^{a)} | 119 | 525.5 | 474.5 |
| | | | | | | 120 | 526.0 | 475.0 |

^{a)} For DSC use: channel No. 79. For international use, channels Nos. 80-82.

^{b)} For inter-ship use.

^{c)} A coast station has the right to transmit on its own assigned working frequency (paired) when it communicates with a ship station transmitting on one of the frequencies for Morse radiotelegraphy (454, 458, 468, 480 and 505.5 kHz) (see also No. 4237 of the Radio Regulations).

^{d)} This frequency shall not be used until the date specified in Resolution [COM 5/3].

ANNEX 2

APPENDIX [yy]

**Channelling Arrangement for Radiotelegraphy in the Maritime Mobile Service
in the Frequency Bands 1 606.5 - 1 625 kHz and
2 141.5 - 2 160 kHz in Region 1**

| Channel No. | Coast station (NBDP) (DSC) (kHz) | Ship station (NBDP) (DSC) (kHz) |
|-------------|----------------------------------|---------------------------------|
| 201 | 1607 | 2142 |
| 202 | 1607.5 | 2142.5 |
| 203 | 1608 | 2143 |
| 204 | 1608.5 | 2143.5 |
| 205 | 1609 | 2144 |
| 206 | 1609.5 | 2144.5 |
| 207 | 1610 | 2145 |
| 208 | 1610.5 | 2145.5 |
| 209 | 1611 | 2146 |
| 210 | 1611.5 | 2146.5 |
| 211 | 1612 | 2147 |
| 212 | 1612.5 | 2147.5 |
| 213 | 1613 | 2148 |
| 214 | 1613.5 | 2148.5 |
| 215 | 1614 | 2149 |
| 216 | 1614.5 | 2149.5 |
| 217 | 1615 | 2150 |
| 218 | 1615.5 | 2150.5 |
| 219 | 1616 | 2151 |
| 220 | 1616.5 | 2151.5 |
| 221 | 1617 | 2152 |
| 222 | 1617.5 | 2152.5 |
| 223 | 1618 | 2153 |
| 224 | 1618.5 | 2153.5 |
| 225 | 1619 | 2154 |
| 226 | 1619.5 | 2154.5 |
| 227 | 1620 | 2155 |
| 228 | 1620.5 | 2155.5 |

| Channel No. | Coast station (DSC) (kHz) | Ship station (DSC) (kHz) |
|-------------|---------------------------|--------------------------|
| 229 | 1621 | 2156 |
| 230 | 1621.5 | 2156.5 |
| 231 | 1622 | 2157 |
| 232 | 1622.5 | 2157.5 |
| 233 | 1623 | 2158 |
| 234 | 1623.5 | 2158.5 |
| 235 | 1624 | 2159 |
| 236 | 1624.5 | 2159.5 |

NBDP = Narrow-band direct-printing
DSC = Digital selective calling

ANNEX 3

APPENDIX [zz]

**Channelling Arrangement for Single Sideband Radiotelephony in the Maritime
Mobile Service in the Frequency Bands 1 635 - 1 800 kHz and
2 045 - 2 141.5 kHz in Region 1**

| Channel No. | Coast station assigned frequency (carrier frequency) (kHz) | Ship station assigned frequency (carrier frequency) (kHz) | Channel No. | Coast station assigned frequency (carrier frequency) (kHz) | Ship station assigned frequency (carrier frequency) (kHz) |
|-------------|--|---|-------------|--|---|
| 241 | 1636.4 (1635) | 2061.4 (2060) | 271 | 1726.4 (1725) | 2070.4 (2069) |
| 242 | 1639.4 (1638) | 2064.4 (2063) | 272 | 1729.4 (1728) | 2073.4 (2072) |
| 243 | 1642.4 (1641) | 2067.4 (2066) | 273 | 1732.4 (1731) | 2076.4 (2075) |
| 244 | 1645.4 (1644) | 2070.4 (2069) | 274 | 1735.4 (1734) | 2079.4 (2078) |
| 245 | 1648.4 (1647) | 2073.4 (2072) | 275 | 1738.4 (1737) | 2082.4 (2081) |
| 246 | 1651.4 (1650) | 2076.4 (2075) | 276 | 1741.4 (1740) | 2085.4 (2084) |
| 247 | 1654.4 (1653) | 2079.4 (2078) | 277 | 1744.4 (1743) | 2088.4 (2087) |
| 248 | 1657.4 (1656) | 2082.4 (2081) | 278 | 1747.4 (1746) | 2091.4 (2090) |
| 249 | 1660.4 (1659) | 2085.4 (2084) | 279 | 1750.4 (1749) | 2094.4 (2093) |
| 250 | 1663.4 (1662) | 2088.4 (2087) | 280 | 1753.4 (1752) | 2097.4 (2096) |
| 251 | 1666.4 (1665) | 2091.4 (2090) | 281 | 1756.4 (1755) | 2100.4 (2099) |
| 252 | 1669.4 (1668) | 2094.4 (2093) | 282 | 1759.4 (1758) | 2103.4 (2102) |
| 253 | 1672.4 (1671) | 2097.4 (2096) | 283 | 1762.4 (1761) | 2106.4 (2105) |
| 254 | 1675.4 (1674) | 2100.4 (2099) | 284 | 1765.4 (1764) | 2109.4 (2108) |
| 255 | 1678.4 (1677) | 2103.4 (2102) | 285 | 1768.4 (1767) | 2112.4 (2111) |
| 256 | 1681.4 (1680) | 2106.4 (2105) | 286 | 1771.4 (1770) | 2115.4 (2114) |
| 257 | 1684.4 (1683) | 2109.4 (2108) | 287 | 1774.4 (1773) | 2118.4 (2117) |
| 258 | 1687.4 (1686) | 2112.4 (2111) | 288 | 1777.4 (1776) | 2121.4 (2120) |
| 259 | 1690.4 (1689) | 2115.4 (2114) | 289 | 1780.4 (1779) | 2124.4 (2123) |
| 260 | 1693.4 (1692) | 2118.4 (2117) | 290 | 1783.4 (1782) | 2127.4 (2126) |
| 261 | 1696.4 (1695) | 2121.4 (2120) | 291 | 1786.4 (1785) | 2130.4 (2129) |
| 262 | 1699.4 (1698) | 2124.4 (2123) | 292 | 1789.4 (1788) | 2133.4 (2132) |
| 263 | 1702.4 (1701) | 2127.4 (2126) | 293 | 1792.4 (1791) | 2136.4 (2135) |
| 264 | 1705.4 (1704) | 2130.4 (2129) | 294 | 1795.4 (1794) | 2139.4 (2138) |
| 265 | 1708.4 (1707) | 2133.4 (2132) | 295 | 1798.4 (1797) | 2061.4 (2060) |
| 266 | 1711.4 (1710) | 2136.4 (2135) | | | |
| 267 | 1714.4 (1713) | 2139.4 (2138) | | | |
| 268 | 1717.4 (1716) | 2061.4 (2060) | | | |
| 269 | 1720.4 (1719) | 2064.4 (2063) | | | |
| 270 | 1723.4 (1722) | 2067.4 (2066) | | | |

WORKING GROUP 4-A

Republic of Côte d'Ivoire

PROPOSALS FOR THE WORK OF THE CONFERENCE

Allocation of frequency bands to the
mobile-satellite services (aeronautical, maritime and land)

The Administration of Côte d'Ivoire considers that the mobile-satellite service (MSS) comprises the aeronautical mobile-satellite service, the maritime mobile-satellite service and the land mobile-satellite service.

It therefore holds the view that this Conference should meet the very real needs of the land mobile-satellite service (LMSS) by extending the current allocations to the aeronautical and maritime mobile-satellite services to cover all three mobile-satellite services (aeronautical, maritime and land).

Accordingly, it supports the proposals for allocation of the bands 1 530 - 1 544 MHz and 1 545 - 1 559 MHz to the mobile-satellite service (MSS).

However, it is essential to protect the services concerned with safety (aeronautical and maritime). Furthermore, integrated systems combining the three mobile-satellite services should only be authorized on condition that they cause no harmful interference to exclusively aeronautical, maritime, land or other systems and require no protection against interference from such systems.

Note by the Secretary-GeneralAPPLICATION OF RESOLUTION No. PLEN./2 OF THE
WARC-HFBC, GENEVA, 1984

At the request of the Chairman of the IFRB, I have the honour to transmit herewith to the Conference, a copy of Document 6473 of the 41st Session of the Administrative Council, which deals with the application by the IFRB of Resolution No. PLEN./2 of the WARC HFBC, Geneva, 1984.

R.E. BUTLER

Secretary-General

Annex: 1

ANNEX

INTERNATIONAL TELECOMMUNICATION UNION
ADMINISTRATIVE COUNCIL

41st SESSION — GENEVA — JUNE 1986

Document 6473-E
(CA41-59)
11 June 1986
Original : English

PLENARY MEETING
(3.2.3-1)

Note by the Secretary-General

1. **Subject:** Report by the IFRB on the Application of Resolution No. PLEN./2 of the WARC HFBC, Geneva, 1984

Ref. Doc.

| | |
|--|--|
| <p>2. Reasons and background, legal references</p> <p>This document provides the report by the IFRB pursuant to No. 3 of the instructions to the IFRB in Resolution No. PLEN./2</p> | |
| <p>3. Bodies, organs or departments concerned</p> <p>Administrative Council, International Frequency Registration Board and General Secretariat</p> | |
| <p>4. Possible solutions and their implications</p> <p>-</p> | |
| <p>5. Proposal, recommendation</p> <p>The Administrative Council is requested to study the matter in the light of the report prepared by the IFRB and to take the action that it considers appropriate in accordance with Resolution No. PLEN/2</p> | |

R.E. BUTLER
Secretary-General

**REPORT BY THE IFRB TO THE ADMINISTRATIVE COUNCIL
ON THE IMPLEMENTATION OF THE PROVISIONS OF RESOLUTION No. PLEN./2
OF WARC-HFBC (FIRST SESSION), GENEVA, 1984**

1. Introduction

In its Resolution No. PLEN./2 (see Annex 1), the World Administrative Radio Conference for the Planning of the HF Bands Allocated to the Broadcasting Service (First Session), Geneva, 1984, instructed the IFRB:

"1.1 to take the necessary steps with a view to the removal by administrations of emissions from stations of the broadcasting service operating in HF bands which have not been allocated to that service, as soon as harmful interference is produced;

"1.2 to collect all available information on out-of-band emissions with a view to its publication by the Secretary-General;

"1.3 to inform the Administrative Council annually of the results achieved in the application of this Resolution."

The present report is submitted to the Administrative Council in accordance with paragraph 1.3 above.

The Resolution also requested the Administrative Council to study the matter in the light of the reports prepared by the IFRB and, if necessary, to place it on the agenda of an appropriate world administrative conference.

2. Special monitoring programmes

After having considered the matter in detail, the Board decided to organize special monitoring programmes concerning the use of:

a) the frequencies in the band 2 170 - 2 194 kHz and the bands allocated exclusively to the maritime mobile service between 4 063 and 25 110 kHz;

b) the bands between 2 850 kHz and 22 000 kHz allocated exclusively to the aeronautical mobile (R) service;

c) the other HF bands allocated to services other than broadcasting.

Through its Circular-letters Nos. 592 of 3 September 1984, 608 of 25 March 1985 and 637 of 30 October 1985, the IFRB invited administrations to participate with the objective of eliminating the emissions of stations of other services operating in these bands which cause, or are likely to cause, harmful interference to the services to which these bands are allocated. The Board decided that each of these campaigns should take place near at least one equinox and two solstices and have a duration of two weeks.

The Board developed a special standard form to be used by administrations in submitting their reports to the IFRB. It also suggested that a monitoring administration suffering from harmful interference and able to identify the source and characteristics of the interference might approach the administration responsible for the interfering station in accordance with Article 22 of the Radio Regulations. Additionally, administrations were invited to take action in accordance with Article 21 of the Radio Regulations in the case where they identified broadcast emissions as being transmitted from a ship, an aircraft, or any floating or airborne object outside national territories in accordance with RR2665.

3. Administration participation

3.1 First programme

The first programme took place over the two weeks from 24 October to 4 November 1984. Twenty-two administrations participated and submitted reports originating from 54 monitoring stations. A total of 9,510 observations were analysed of which 2,510 concerned out-of-band operations.

3.2 Second programme

The second programme took place over the two weeks from 8 to 21 April 1985. Nineteen administrations participated and submitted reports originating from 54 monitoring stations. A total of about 7,000 observations were analysed of which 4,463 concerned out-of-band operations.

3.3 Third programme

The third programme took place over the two weeks from 27 January to 9 February 1986. Twenty-six administrations participated and submitted reports originating from 60 monitoring stations. A total of 12,483 observations were analysed of which 8,260 concerned out-of-band operations.

3.4 Geographical distribution of stations participating in the special programmes

From the results of the three programmes it can be observed that, on average, the participating monitoring stations are located as follows:

- 23 in North America
- 2 in Central America
- 24 in Western Europe
- 2 in Eastern Europe
- 1 in Africa
- 11 in Asia
- 4 in Australia
- 1 in South America

4. Stations reported operating out-of-band

The following conclusions are based on the results of the three programmes. Annex 2 shows the high frequency bands in question and the out-of-band operations by administrations in the various frequency bands that have been monitored. It also indicates the number of observations reported by administrations.

The stations operating out-of-band are distributed as follows (see also Annex 3):

| <u>First programme</u> | <u>Second programme</u> | <u>Third programme</u> | <u>Location</u> |
|------------------------|-------------------------|------------------------|---|
| 6 | 9 | 30 | Africa |
| 3 | 0 | 0 | Australia |
| 5 | 32 | 51 | North America |
| 11 | 9 | 71 | Central America |
| 10 | 7 | 38 | South America |
| 95 | 232 | 413 | Region 1 except Africa and Near East |
| 93 | 196 | 352 | Asia |
| 10 | 27 | 61 | Near East |
| ----- | ----- | ----- | |
| 233 | 512 | 1,016 | |

Special attention is drawn to the increase in the number of stations observed operating out-of-band in nearly all the areas of the world over the period between the first and the third programme.

A consolidated list of stations or countries in which operations have been identified during the three programmes is available in frequency order for consultation in the IFRB specialized secretariat.

5. Action taken by the IFRB

The information resulting from the first two programmes was processed, consolidated and sent to the Secretary-General and published in accordance with Resolution No. PLEN./2. The observations were presented in three parts according to the frequency bands referred to in 2a), b) and c) above. They have been published in Circular-letters from the General Secretariat Nos. 66, dated 5 July 1985, and 89, dated 19 November 1985. The preparation for publication of the results of the third programme has been completed, and these have been sent to the Secretary-General for publication.

The Board also sent individual communications to administrations, drawing their attention to cases where observations indicated that stations under their jurisdiction were operating out-of-band, and requesting them to take appropriate steps in accordance with Resolutions No. 309, No. 407 and No. PLEN./2, as applicable. Forty-one such letters were sent after the first programme and 51 after the second. Further action is now taking place as a result of the third programme.

6. Results of the action taken by the IFRB

As a result of the action described in paragraph 5, the following replies were received:

6. (cont.)

a) Two administrations (Australia and Sweden) replied that they were taking appropriate measures, and the out-of-band operations effectively ceased. This involved five frequencies. The Administration of Libya stated the same intent, but use has continued to be reported.

b) A letter was received on 12 May 1986 from the Administration of Colombia, stating that steps were being taken to transfer the operations on frequency 5 095 kHz that were reported during the three programmes, to a frequency in a band allocated to the broadcasting service. However, in view of the date of this letter, it has not yet been possible to establish that the out-of-band operations have ceased.

c) The Administrations of Egypt and the Vatican City indicated their intention to transfer the out-of-band emissions to appropriate bands but requested the assistance of the Board in finding suitable replacement frequencies. A study of the matter is still being pursued.

d) The Administrations of Spain, Monaco, Ecuador, Jordan and Turkey replied that they were taking appropriate measures, but out-of-band operations have continued to be reported on the same or different frequencies.

e) Five administrations (United Kingdom, Greece, Israel, Switzerland and United States) indicated that they would continue to operate on the frequencies in question on a non-interference basis (RR342). The operations are in bands covered by the provisions of RR531, which will be usable by stations of the broadcasting service only at the date and under the conditions to be established by the Second Session of the HFBC Conference.

f) Five administrations (Austria, Canada, Cuba, Hungary and Japan) stated that they were not using the frequencies that had been reported.

g) One administration (El Salvador) indicated that the station reported as operating out-of-band was beyond its control. Action by the IFRB has been initiated to assist the Administration of El Salvador.

Attention is particularly drawn to the fact that 32 administrations did not acknowledge or provide a reply to the Board's letters despite reminders. They are:

| | |
|----------------------------|-----------------------|
| Afghanistan | Malaysia |
| Albania | Mali |
| Germany (Fed. Rep. of) | Nicaragua |
| Saudi Arabia | Norway |
| Bolivia | Pakistan |
| Bulgaria | Netherlands |
| China | Poland |
| Korea (Rep. of) | Portugal |
| France | Qatar |
| India | Syria |
| Indonesia | German Dem. Rep. |
| Iran (Islamic Republic of) | Dem. People's Rep. of |
| Ireland | Korea |
| Kuwait | Romania |
| Lebanon | Sudan |
| | Czechoslovakia |
| | USSR |
| | Viet Nam |

7. Conclusions

It should be noted first that the bands covered by the provisions of RR531 (to be allocated ultimately to the HF broadcasting service) are included both in the special monitoring programme conducted under Resolution No. 9 of the Plenipotentiary Conference, Nairobi, 1982 (IFRB Circular-letter No. 565 dated 4 January 1984 refers), and in the three monitoring programmes organized under Resolution No. PLEN./2. It has been observed that very few observations have been reported under Resolution No. PLEN./2 campaigns in the bands in question, obviously because these bands were subject to the other programme. The following conclusions consequently also take into account the results of the monitoring programme under Resolution No. 9.

7.1 From the statistics mentioned above, it will be seen that about 1,391 frequencies have been reported as being used out-of-band by broadcasting stations. In addition, the information available from the regular campaign organized in accordance with Resolution No. 9 of the Plenipotentiary Conference, Nairobi, 1982, indicates that:

442 frequencies are already used on a permanent basis in the bands that will only become available in 1989 and 1994;
97 of those frequencies are used in bands below 10 MHz;
and 345 frequencies are used in bands above 10 MHz.

7.2 Moreover, it is noted that about 1,214 frequencies are used by broadcasting stations in bands that are not intended for any use at any time by the broadcasting service, in particular the bands allocated exclusively to either the aeronautical mobile service or the maritime mobile service. The Board expresses its serious concern at this situation, in view of the safety aspects involved. It would appear that little consideration is paid by many administrations to the provisions of No. 1810 of the Radio Regulations.

7.3 It will be seen from paragraph 4 that during the period covered by the three programmes, the number of stations observed operating out-of-band has significantly increased.

7.4 Finally, attention is drawn to the large number of administrations that have not replied to the Board's letters despite reminders; the conclusion is drawn that the large monitoring effort by administrations and the Board in mounting the three programmes has had little effect. Nevertheless, the response by the few administrations that have taken effective and positive action deserves to be noted.

ANNEX 1

RESOLUTION PLEN./2

On the unauthorized use of frequencies in the HF bands
allocated to services other than broadcasting

The World Administrative Radio Conference for the Planning of the HF Bands Allocated
to the Broadcasting Service (First Session, Geneva, 1984),

considering

- a) that Resolution 508 of the World Administrative Radio Conference, Geneva, 1979, invited the Administrative Council to take the necessary steps to convene a world administrative radio conference, to be held in two sessions, with a view to planning the HF bands allocated to the broadcasting service;
- b) that Resolution 8 of that Conference envisaged the allocation of new frequency bands to the broadcasting service, subject to compliance with the procedures for the transfer of existing assignments outside those bands;

noting

- a) that in planning the HF bands allocated to the broadcasting service, account should be taken of a considerable increase in the portions of the spectrum allocated to that service;
- b) that in Resolution 309 the World Administrative Radio Conference, Geneva, 1979, urged administrations to ensure that stations of services other than the maritime mobile service abstain from using HF frequencies in distress and safety channels and their guardbands and in the bands allocated exclusively to the maritime mobile service;
- c) that in Resolution 407 that Conference urged administrations to ensure that stations of services other than the aeronautical mobile (R) service refrain, except under specified conditions, from using frequencies in the bands allocated to this service, which is a safety service;

resolves to urge administrations

- 1. to comply with the provisions laid down in Resolutions 309 and 407 of the World Administrative Radio Conference, Geneva, 1979;
- 2. to ensure that stations of services defined in the Radio Regulations refrain from using frequency bands which have not been allocated to them except under conditions specified in the Radio Regulations and to ensure that such emissions cease as soon as harmful interference is produced;

3. to participate in the monitoring programmes which the IFRB will organize pursuant to the above-mentioned Resolutions 309 and 407 and the present Resolution;

to instruct the IFRB

1. to take the necessary steps with a view to the removal by administrations of emissions from stations of the broadcasting service operating in HF bands which have not been allocated to that service, as soon as harmful interference is produced;

2. to collect all available information on out-of-band emissions with a view to its publication by the Secretary-General; .

3. to inform the Administrative Council annually of the results achieved in the application of this Resolution;

to request the Administrative Council

to study the matter in the light of the reports prepared by the IFRB and, if necessary, to place it on the agenda of an appropriate world administrative conference.

- 10 -
MOB-87/323-E

- 10 -
CA41/6473-E

ANNEX 2

OUT-OF-BAND OPERATIONS REPORTED IN BANDS ALLOCATED TO SERVICES OTHER THAN
BROADCASTING

(sorted for the various sub-bands involved)

2.1 Out-of-band operations in the bands allocated exclusively to the
Maritime Mobile Service

| Band | Countries with stations operating out- of-band (number of observations given in parenthesis) |
|-----------------|--|
| 2170 - 2194 kHz | CAN(1) - CLM(1) - DDR(37) - G(3) HNG(9) - INS(2) - MRC(2) - POL(1) TCH(7) - URS(18) - USA(2) - |
| 4063 - 4438 kHz | AFS(1) - ALB(3) - ARS(3) - BLR(1) - CHN(449) - CLN(1) - DDR(10) - F(2) GTM(1) - J(1) KOR(4) - KRE(509) - LBY(2) - MEX(1) MNG(1) - NCG(1) - ROU(16) - TCH(1) - UKR(1) - URS(175) - |
| 6200 - 6525 kHz | ALB(76) - ARS(1) - AUT(1) - BGD(6) - CAN(1) - CHN(120) - CUB(24) - CVA(153) - DDR(3) - DOM(2) - E(2) EGY(3) - EQA(144) - F(3) - G(10) - GNE(1) - GRC(9) - GTM(4) - HND(19) - HNG(1) - HOL(1) - I(13) - IRO(1) - KOR(22) - KRE(902) - LBN(48) - MCO(97) - MLA(1) - NCG(17) - PAK(2) POL(1) - POR(1) - PRG(3) - PRU(1) - SLV(25) - TCH(1) - TUN(1) - TUR(4) - UKR(2) - URS(163) - USA(16) - VTN(21) - |
| 8195 - 8815 kHz | ALB(2) - ARS(7) - BUL(3) - CHN(379) CVA(3) - D(1) - EGY(2) - F(2) - G(1) - I(1) - ISR(2) - KRE(57) - LBY(2) - POL(1) - PRG(1) - TCH(1) TUR(1) - UKR(1) - URS(107) - USA(2) |

- 11 -
MOB-87/323-E

- 11 -
CA41/6473-E

Maritime Mobile Service (cont.)

| | |
|-------------------|--|
| 12330 - 13200 kHz | ALB(6) - ALG(1) - ATN(4) - CHN(108) CUB(1) - CVA(2) - D(3) - E(1) - EGY(1) - F(2) - G(4) - GRC(1) - HOL(4) - ISR(1) - KRE(6) - NCG(1) - POR(2) - ROU(4) - SNG(1) - SUI(1) - TUR(3) - UKR(15) - URS(67) - USA(8) - |
| 16460 - 17360 kHz | ALB(1) - CHL(3) - CHN(5) - CUB(2) - CVA(1) - DNK(1) - F(1) - ISR(1) - POL(1) - TCH(1) - TUR(2) - UKR(2) - YUG(1) - URS(14) |
| 22000 - 22720 kHz | URS(12) - ALB(2) - CHN(1) - TUN(1) - |

2.2 Out-of-band operations in the bands allocated exclusively to the
Aeronautical Mobile (R) Service

| | |
|-----------------|---|
| 2850 - 3025 kHz | ALB(8) - BEL(5) - BLR(2) - CHN(3) - CTR(1) - CVA(1) - DDR(18) - G(1) - HOL(1) - ISR(2) - KRE(623) - LBY(1) - NOR(11) - POL(1) - S(1) - TCH(6) - THA(1) - URS(287) |
| 3400 - 3500 kHz | BEL (1) - CHN(22) - DDR(12) - F(5) - G(17) - I(4) - INS(1) - J(8) - KRE(48) - LBY(1) - MEX(2) - NCG(1) - PAK(3) - POL(3) - URS(62) - ZAI(1) |

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Aeronautical Mobile (R) Service (cont.)

| | |
|-------------------|--|
| 4650 - 4700 kHz | BOL(1) - CHN(2) - CUB(1) - D(1) - DDR(5) - EGY(3) - EQA(14) - GRC(2) - INS(7) - KRE(2) - NCG(1) - PHL(1) - POL(1) - SRL(1) - URS(31) - USA(1) - VTN(1) - |
| 5480 - 5680 kHz | ALG(1) - ARS(6) - BEL(2) - CHL(1) - CHN(13) - DDR(5) - EGY(3) - F(2) G(1) - GTM(3) - HND(11) - HNG(1) - HWA(1) - I(1) - INS(2) - KRE(60) - LBY(3) - MEX(1) - NCG(4) - PRU(1) - SYR(3) - TUR(1) - URS(94) - USA(4) - YUG(1) |
| 6525 - 6685 kHz | ALG(2) - ALB(1) - BEL(1) - BUL(1) CHN(608) - CUB(4) - CVA(4) - D(1) - DDR(2) - E(1) - EGY(4) - F(1) - G(3) - GTM(1) - HND(13) - I(4) - J(1) - JOR(4) - KIR(1) - KOR(4) - KRE(543) - LBN(57) - LBY(4) - NCG(22) - NOR(2) - PHL(4) PNR(4) - PRU(3) - SLV(23) - SUI(1) - TCH(1) - URS(91) - USA(49) - |
| 8815 - 8965 kHz | ALG(8) - ARG(1) - ARS(4) - AUS(2) - BLR(1) - BOL(3) - CHN(18) - CUB(4) - DDR(4) - E(1) - G(2) - I(1) - KRE(5) LBY(2) - PRU(2) - ROU(1) - SYR(1) - TUR(9) - URS(71) - USA(6) |
| 10005 - 10100 kHz | ALB(3) - ARS(1) - AUT(1) - CAN(2) - CHN(45) - CUB(2) - EGY(3) - G(3) - HOL(2) - KRE(1) - LBY(5) - MRC(1) SLV(3) - THA(1) - TUR(4) - URS(95) VTN(318) - |

Aeronautical Mobile (R) Service (cont.)

| | |
|-------------------|--|
| 11275 - 11400 kHz | ALG(4) - ARS(1) - BUL(2) - CHL(1) - CHN(633) - COG(1) - CVA(3) - D(2) E(1) - EGY(5) - F(6) - G(2) - HKG(1) HOL(1) - KRE(11) - KOR(1) - LBY(1) PAK(1) - POR(1) - S(1) - TUR(5) - URS(16) - USA(1) - VTN(3) - |
| 13260 - 13360 kHz | ALG(1) - ATN(1) - CHL(1) - CHN(5) CUB(1) - D(5) - DDR(1) - E(3) - EGY(1) - G(2) - KRE(1) - LBY(1) - ROU(2) - S(1) - SEN(2) - SMR(1) - THA(1) - TUR(8) - URS(31) - USA(1) |
| 17900 - 17970 kHz | ARS(1) - BFA(1) - CHN(1) - CUB(1) - D(3) - E(11) - EGY(6) - F(1) - ISR(1) - LBY(15) - MCO(2) - PAK(3) - POR(4) - OAT(8) - SDN(7) - TUN(1) - URS(38) - USA(1) - |
| 21924 - 22000 kHz | ALB(1) - ICO(1) - ISL(1) - URS(3) - |

2.3 Out-of-band operations in the bands allocated to services
other than broadcasting.

| | |
|-----------------|--|
| 3025 - 3155 kHz | CVA(2) - D(2) - GTM(1) - I(1) - KRE(1) - TCH(1) - |
| 3155 - 3200 kHz | CHN(4) - INS(1) - |
| 3500 - 4000 kHz | CHN(11) - CUB(1) - INS(7) - PAK(1) - URS(2) |

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Other Services (cont.)

| | |
|-----------------------------------|---|
| 4000 - 4063 kHz | CHN(10) - INS(3)) - URS(42) |
| 4438 - 4650 kHz | AFG(1) - BOL(1) - CHN(14) - INS(5) KRE(1) - URS(34) - |
| 4700 - 4750 kHz | AFG(9) - BRM(1) - CHN(7) - G(1) - INS(5) - KRE(6) - PAK(1) - SUI(1)- URS(13) |
| 4850 - 4995 kHz | NZL(1) - USA(1) |
| 5003 - 5005 kHz | GNE(1) - MLA(1) - NPL(1) |
| 5060 - 5250 kHz | CHN(35) - CLM(21) - CUB(2) - PAK(4) POL(1) - PRU(3) - URS(7) - VTN(2) - |
| 5250 - 5450 kHz | CHN(7) - KRE(1) - URS(8) |
| 5450 - 5480 kHz (REGION 1 - 3) | INS(1) - URS(3) |
| 5730 - 5950 kHz | ALB(2) - ARG(1) - ARS(1) - AUT(19) BEL(13) - BGD(1) - CHN(16) - CUB(2) E(1) - G(2) - GRC(3) - INS(6) - ISR(13) - KRE(1) - PRG(1) - TCH(39)- TUR(1) - UKR(4) - URS(197) - USA(2) VTN(1) - |
| 6685 - 6765 kHz | GHN(12) - MLA(2) - MLI(2) - PRU(2) URS(1) - USA(5) - VTN(2) |

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Other Services (cont.)

| | |
|-----------------|--|
| 6765 - 7000 kHz | CHN(78) - G(2) - IRL(3) - TUR(2) URS(13) - USA(2) - |
| 7000 - 7100 kHz | ALB(111) - AUT(1) - CHN(64) - DDR(1) G(1) - INS(3) - ISR(1) - POL(1) URS(18) - USA(1) - |
| 7300 - 8100 kHz | AFG(2) - ALB(23) - ALS(3) - ARS(1) BGD(3) - BUL(5) - CHN(101) - CUB(3) CVA(5) - D(2) - DDR(3) - E(29) - EQA(1) - G(44) - GRC(28) - GTM(3) - HND(2) - I(1) - IND(6) - ISR(41) - KOR(18) - PAK(2) - PHL(2) - SLV(1) - SWZ(4) - SYR(4) - TCH(37) - UAE(3) - UKR(1) - URS(536) - USA(54) - VTN(1) |
| 8100 - 8195 kHz | ISR(2) - URS(1) |
| 8965 - 9040 kHz | CHN(18) - INS(1) - IRN(26) ISR(18) |
| 9040 - 9500 kHz | ALB(63) - CHN(72) - COG(1) - CUB(1) - CVA(1) - D(2) - DDR(1) - E(27) - EGY(23) - G(52) - GRC(61) - ISR(58) J(1) - KRE(3) - KWT(1) - MCO(14) - MEX(1) - PAK(3) - PRU(3) - THA(1) - UKR(1) - URS(201) - USA(20) - VTN(1) |

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Other Services (cont.)

| | |
|-------------------|---|
| 9775 - 9995 kHz | ALB(1) - ARS(8) - BEL(6) - BGD(1) CHN(98) - CUB(1) - D(1) - EGY(6) EOA(8) - F(4) - G(31) - GAB(4) - GRC(11) - GTM(5) - HND(21) - HNG(4) - HOL(2) - I(1) - IND(12) - ISR(7) - KOR(8) - KRE(19) - KWT(6) - NOR(1) - PAK(1) - POR(1) - QAT(1) - SLV(5) SUI(1) - SYR(2) - URS(67) - USA(8) YEM(2) |
| 10100 - 10150 kHz | CVA(1) - URS(2) |
| 10150 - 11175 kHz | ALB(8) - CHN(45) - HND(2) - URS(5) - USA(20) - VTN(1) |
| 11175 - 11275 kHz | CHN(1) - G(2) - GRC(1) - KRE(2) - NRU(1) - URS(1) |
| 11400 - 11700 kHz | ALB(1) - ARS(2) - AUT(6) - CHN(96) - E(7) - EGY(2) - F(8) - G(7) - GRC(35) - HND(16) - HOL(2) - I(1) - IND(7) - ISR(18) - KRE(6) - KWT(2) LBY(1) - PAK(1) - SLV(4) - SYR(4) TUR(2) - URS(36) - USA(10) |
| 11975 - 12330 kHz | ALB(3) - ALG(1) - ATN(4) - AUT(1) BEL(2) - BGD(1) - BUL(1) - CHN(41) D(5) - EGY(32) - F(4) - G(64) - GRC(1) - HOL(4) - ISR(9) - KRE(1) - KWT(2) - LBN(1) - MRC(1) - PAK(4) - SUI(11) - SYR(8) - TCH(6) - URS(174) USA(7) - VTN(8) |
| 13200 - 13260 kHz | CVA(2) - D(3) - F(6) - GRC(1) - USA(4) |

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Other Services (cont.)

| | |
|-------------------|---|
| 13410 - 13600 kHz | D(1) - URS(6) - |
| 13600 - 13800 kHz | CHN(3) - IRO(1) - KOR(14) - KRE(5) - SUI(3) - TCH(1) - UKR(1) - URS(21) |
| 14000 - 14250 kHz | ALB(2) - POR(2) |
| 14250 - 14350 kHz | ALB(11) - POR(1) - ROU(1) - URS(4) |
| 14350 - 14990 kHz | CVA(1) - GAB(1) - ISR(1) - NOR(1) - URS(7) - USA(1) |
| 15005 - 15010 kHz | VTN(5) - |
| 15010 - 15100 kHz | AFG(1) - ARS(21) - CHL(1) - CHN(57) EQA(5) - G(60) - IRN(36) - ISR(7) LBY(2) - UKR(1) - URS(8) - USA(8) - VTN(3) |
| 15450 - 16460 kHz | ATN(9) - CHN(60) - CVA(1) - D(1) - E(3) - G(2) - GAB(15) - GRC(28) - HOL(1) - IRN(1) - ISR(38) - KOR(13) KWT(8) - LBR(1) - NCG(2) - NZL(1) - PAK(14) - PHL(2) - SUI(1) - URS(94) USA(24) - |
| 17360 - 17700 kHz | ATN(10) - AUS(1) - BEL(2) - CHN(16) CVA(1) - E(2) - EGY(6) - F(5) - HOL(6) - IND(3) - ISR(8) - PAK(8) - URS(24) - USA(4) |
| 17970 - 18030 kHz | URS(3) |

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- 18 -
MOB-87/323-E

- 18 -
CA41/6473-E

Other Services (cont.)

| | |
|-------------------|---|
| 18068 - 19990 kHz | ALG(1) - B(8) - CHN(5) - CLM(1) - CUB(3) - D(1) - E(1) - G(8) - GRC(1) PRG(3) URS(8) - USA(6) |
| 20010 - 21000 kHz | CAN(1) - F(1) - URS(1) |
| 21000 - 21450 kHz | URS(2) |
| 21750 - 21870 kHz | PAK(1) |
| 24000 - 24990 kHz | B(3) |
| 25110 - 25210 kHz | BEL(1) - F(1) |

ANNEX 3

**OUT-OF-BAND OPERATIONS REPORTED IN BANDS ALLOCATED TO SERVICES OTHER THAN
BROADCASTING**

(sorted by administrations and stations)

The number of frequencies monitored and reported differs from the number of identified stations. This is due to the fact that several frequencies may be used by one station and that not all stations could be unambiguously identified.

**3.1 Out-of-band operations in the bands allocated exclusively to the Maritime
Mobile Service**

| <u>Country</u> | <u>Number of frequencies</u> | <u>Total number of frequencies</u> | <u>Number of identified stations</u> |
|----------------|------------------------------|--|--|
| AFS | 1(FX) | 1 | 1 |
| ALB | 11(BC)-1(FX) | 12 | 8 |
| ALG | 1(FX) | 1 | 1 |
| ARS | 1(BC)-3(FX) | 4 | - |
| ATN | 1(BC) | 1 | 1 |
| AUT | 1(BC) | 1 | 1 |
| BGD | 1(BC) | 1 | 1 |
| BLR | 1(FX) | 1 | - |
| BUL | 1(FX) | 1 | 1 |
| CAN | 1(BC)-1(FX) | 2 | 2 |
| CHL | 1(AX) | 1 | - |
| CHN | 51(BC)-12(FX) | 63 | 63 |
| CLM | 1(BC) | 1 | 1 |
| CLN | 1(BC) | 1 | - |
| CUB | 3(BC)-3(FX) | 6 | 2 |
| CVA | 10(BC) | 10 | 8 |
| D | 4(BC) | 4 | 1 |
| DDR | 2(BC)-11(FX) | 13 | 3 |
| DNK | 1(FX) | 1 | - |
| DOM | 2(BC) | 2 | 1 |
| E | 2(FX) | 2 | 1 |
| EGY | 2(BC)-2(FX) | 4 | 1 |
| EQA | 4(BC) | 4 | 8 |
| F | 3(BC)-6(FX) | 9 | 7 |
| G | 6(BC)-3(FX) | 9 | 8 |
| GNE | 1(BC) | 1 | - |
| GRC | 1(BC)-1(FX) | 2 | 1 |
| GTM | 4(FX) | 4 | 3 |
| HND | 3(BC) | 3 | 3 |
| HNG | 1(BC)-2(FX) | 3 | 1 |
| HOL | 2(BC) | 2 | 1 |
| I | 2(BC)-2(FX) | 4 | 5 |
| INS | 2(FX) | 2 | 2 |
| IRQ | 1(FX) | 1 | - |
| ISR | 3(BC) | 3 | - |
| J | 1(BC) | 1 | - |
| KOR | 4(BC) | 4 | 3 |
| KRE | 32(BC) | 32 | 32 |
| LBN | 3(BC) | 3 | 5 |
| LBY | 4(FX) | 4 | - |
| MCO | 7(BC) | 7 | 8 |
| MEX | 1(FX) | 1 | 1 |
| MLA | 1(BC) | 1 | - |
| MNG | 1(BC) | 1 | 1 |
| MRC | 1(FX) | 1 | 1 |

Maritime Mobile Service (cont.)

| | | | |
|-----|-------------------------|-----|----|
| NCG | 7(BC)-2(FX) | 9 | 8 |
| PAK | 1(BC) | 1 | - |
| POL | 3(FX)-1(AX) | 4 | 1 |
| POR | 2(BC)-1(FX) | 3 | 2 |
| PRG | 3(BC) | 3 | 1 |
| PRU | 1(BC) | 1 | 1 |
| ROU | 2(BC)-1(FA)-1(AX)-1(FX) | 5 | 5 |
| SLV | 6(BC) | 6 | 6 |
| SNG | 1(BC) | 1 | - |
| SUI | 1(BC) | 1 | - |
| TCH | 4(FX)-1(BC) | 5 | 2 |
| TUN | 2(BC) | 2 | - |
| TUR | 3(BC)-6(FX) | 9 | 1 |
| UKR | 2(BC)-12(FX) | 14 | 4 |
| URS | 41(BC)-176(FX) | 217 | 34 |
| USA | 9(BC)-3(FX) | 12 | 10 |
| VTN | 3(BC) | 3 | 3 |
| YUG | 1(FX) | 1 | - |

3.2 Out-of-band operations in the bands allocated exclusively to the Aeronautical Mobile (R) Service

| <u>Country</u> | <u>Number of frequencies</u> | <u>Total number of frequencies</u> | <u>Number of identified stations</u> |
|----------------|------------------------------|------------------------------------|--------------------------------------|
| ALB | 4(BC) | 4 | 1 |
| ALG | 1(BC)-7(FX) | 8 | - |
| ARG | 1(SS) | 1 | - |
| ARS | 4(BC)-3(FX) | 7 | - |
| ATN | 1(FX) | 1 | 1 |
| AUS | 1(AX) | 1 | 1 |
| AUT | 1(BC) | 1 | - |
| BEL | 2(NL)-4(FX)-1(AT) | 7 | 4 |
| BFA | 1(BC) | 1 | 1 |
| BLR | 1(BC)-2(FX) | 3 | 2 |
| BOL | 2(BC) | 2 | 2 |
| BUL | 2(BC) | 2 | 1 |
| CAN | 1(BC) | 1 | 1 |
| CHL | 3(FX) | 3 | - |
| CHN | 34(BC)-26(FX)-6(MS) | 66 | 60 |
| COG | 1(BC) | 1 | - |
| CTR | 1(BC) | 1 | - |
| CUB | 3(BC)-4(FX) | 7 | 4 |
| CVA | 4(BC) | 4 | 1 |
| D | 7(BC)-1(AT)-2(FC) | 10 | 6 |
| DDR | 1(BC)-28(FX) | 29 | 3 |
| E | 5(BC)-1(AT) | 6 | 2 |
| EGY | 4(BC)-6(FX)-1(AX) | 11 | 7 |
| EQA | 3(BC) | 3 | 5 |
| F | 3(BC)-10(FX)-3(AT) | 16 | 14 |
| G | 2(BC)-7(FC)-9(FX)-1(MS) | 19 | 17 |
| GRC | 2(FC) | 2 | - |
| GMT | 4(FX) | 4 | 2 |

Aeronautical Mobile (R) Service (cont.)

| | | | |
|-----|-----------------------------|-----|----|
| HKG | 1(BC) | 1 | 1 |
| HND | 4(BC)-3(MS)-1(FX)-2(FC) | 10 | 5 |
| HNG | 1(FX) | 1 | 1 |
| HOL | 2(BC)-1(NL) | 3 | - |
| HWA | 1(AX) | 1 | 1 |
| I | 9(FX) | 9 | 1 |
| ICO | 1(AX) | 1 | 1 |
| INS | 3(BC) | 3 | 2 |
| ISL | 1(AX) | 1 | - |
| ISR | 1(BC)-1(FX) | 2 | 1 |
| J | 1(BC)-1(MS)-1(FX) | 3 | 1 |
| JOR | 2(FX) | 2 | 2 |
| KIR | 1(FX) | 1 | 1 |
| KOR | 3(BC) | 3 | - |
| KRE | 29(BC)-3(FX) | 32 | 32 |
| LBN | 3(BC) | 3 | 5 |
| LBY | 3(BC)-10(FX) | 13 | 4 |
| MCO | 1(BC) | 1 | 1 |
| MEX | 1(BC)-1(FX) | 2 | 2 |
| MRC | 1(FX) | 1 | - |
| NCG | 11(BC)-1(FX) | 12 | 10 |
| NOR | 3(FC)-3(FX) | 6 | 6 |
| PAK | 1(BC)-2(FX) | 3 | 2 |
| PHL | 2(FX) | 2 | 1 |
| PNR | 1(FC)-1(FX) | 2 | 1 |
| POL | 1(BC)-2(FX) | 3 | 2 |
| POR | 2(BC)-1(FC) | 3 | 4 |
| PRU | 5(BC) | 5 | 3 |
| QAT | 1(BC) | 1 | 2 |
| ROU | 3(FX) | 3 | - |
| S | 3(FX) | 3 | 2 |
| SDN | 1(BC) | 1 | 1 |
| SEN | 2(FX) | 2 | - |
| SLV | 10(BC)-1(FX) | 11 | 13 |
| SMR | 1(FX) | 1 | 1 |
| SRL | 1(FX) | 1 | 1 |
| SUI | 1(FX) | 1 | 1 |
| SYR | 2(FX) | 2 | 1 |
| TCH | 5(FX) | 5 | 1 |
| THA | 1(BC)-2(FX) | 3 | 2 |
| TUN | 1(BC) | 1 | - |
| TUR | 16(FX) | 16 | 10 |
| URS | 39(BC)-196(FX)-11(MS)-2(FC) | | |
| | -1(AT) | 249 | 41 |
| USA | 1(BC)-10(FX)-7(MS)-2(FC) | | |
| | -1(AX)-1(AT) | 22 | 15 |
| VTN | 8(BC)-2(FX) | 10 | 12 |
| YUG | 1(BC) | 1 | - |
| ZAI | 1(FX) | 1 | 1 |

3.3 Out-of-band operations in the bands allocated exclusively to services other than broadcasting

| <u>Country</u> | <u>Number of frequencies</u> | <u>Total number of frequencies</u> | <u>Number of identified stations</u> |
|----------------|------------------------------|------------------------------------|--------------------------------------|
| AFG | 5(BC) | 5 | 2 |
| ALB | 30(BC) | 30 | 23 |
| ALG | 2(BC) | 2 | - |
| ALS | 1(BC) | 1 | 2 |
| ARG | 1(BC) | 1 | - |
| ARS | 11(BC) | 12 | 4 |
| ATN | 3(BC) | 4 | 5 |
| AUS | 1(BC) | 1 | - |
| AUT | 5(BC) | 5 | 5 |
| B | 3(BC) | 3 | 3 |
| BEL | 8(BC)-1(FC) | 9 | 6 |
| BGD | 6(BC) | 7 | 4 |
| BOL | 1(BC) | 1 | 1 |
| BRM | 1(BC) | 1 | 1 |
| BUL | 2(BC) | 2 | 3 |
| CAN | 1(BC) | 1 | - |
| CHL | 1(BC) | 1 | - |
| CHN | 202(BC)-1(FX) | 203 | 191 |
| CLM | 2(BC) | 2 | 4 |
| COG | 1(FA) | 1 | 1 |
| CUB | 10(BC)-1(FC) | 11 | 8 |
| CVA | 9(BC) | 9 | 8 |
| D | 13(BC)-2(FX) | 15 | 9 |
| DDR | 3(BC) | 3 | 2 |
| E | 12(BC) | 12 | 9 |
| EGY | 15(BC) | 15 | 12 |
| EQA | 7(BC) | 7 | 7 |
| F | 8(BC)-2(FX)-2(FC)-1(AX) | 13 | 12 |
| G | 21(BC)-1(FC)-1(AT)-1(AX) | 24 | 21 |
| GAB | 3(BC) | 3 | 3 |
| GRC | 25(BC)-1(FC) | 26 | 26 |
| GTM | 3(BC) | 3 | 1 |
| HND | 6(BC) | 6 | 6 |
| HNG | 1(BC) | 1 | 1 |
| HOL | 7(BC) | 7 | 4 |
| I | 3(BC)-1(FX) | 4 | 3 |
| IND | 8(BC) | 8 | 7 |
| INS | 15(BC)-1(FX) | 16 | 7 |
| IRL | 1(BC) | 1 | 1 |
| IRN | 4(BC) | 4 | 6 |
| IRQ | 1(BC) | 1 | - |
| ISR | 39(BC) | 39 | 43 |
| J | 1(BC) | 1 | 1 |
| KOR | 5(BC) | 5 | 3 |
| KWT | 8(BC) | 8 | 4 |
| KRE | 16(BC)-1(FX) | 17 | 15 |
| LBN | 1(BC) | 1 | - |
| LBR | 1(BC) | 1 | 1 |
| LBY | 2(BC) | 2 | 1 |
| MCO | 2(BC) | 2 | 2 |
| MEX | 1(BC) | 1 | 1 |
| MLA | 2(BC) | 2 | 1 |
| MLI | 1(BC) | 1 | - |
| MRC | 1(BC) | 1 | 1 |
| NCG | 2(BC) | 2 | - |
| NOR | 2(FA) | 2 | 2 |

- 23 -
MOB-87/323-E

- 23 -
CA41/6473-E

Other Services (cont.)

| | | | |
|-----|---------------------|-----|-----|
| NPL | 1(BC) | 1 | - |
| NRU | 1(FX) | 1 | 1 |
| NZL | 1(BC)-1(FC) | 2 | 1 |
| PAK | 23(BC) | 23 | 8 |
| PHL | 4(BC) | 4 | - |
| POL | 2(BC) | 2 | 1 |
| POR | 1(BC)-1(FA) | 2 | 1 |
| PRG | 2(BC) | 2 | 1 |
| PRU | 3(BC) | 3 | 3 |
| QAT | 1(BC) | 1 | 1 |
| ROU | 1(BC) | 1 | 1 |
| SLV | 3(BC) | 3 | 3 |
| SUI | 5(BC)-1(FC) | 6 | 5 |
| SWZ | 1(BC) | 1 | 1 |
| SYR | 5(BC) | 5 | 5 |
| TCH | 5(BC)-1(FX) | 6 | 5 |
| THA | 1(BC) | 1 | - |
| TUR | 3(BC) | 3 | - |
| UAE | 1(BC) | 1 | 1 |
| UKR | 5(BC) | 5 | 5 |
| URS | 244(BC)-1(FX)-1(MS) | 246 | 200 |
| USA | 51(BC)-3(FC)-1(MS) | 55 | 45 |
| VTN | 11(BC) | 11 | 3 |
| YEM | 1(BC) | 1 | - |

COMMITTEE 6International Chamber of Shipping

INFORMATION NOTE

The Committee may wish to take into account in its considerations of Articles 55 and 56 of the Radio Regulations that while the international shipping industry continues to operate in a climate of economic depression unprecedented in world terms this Century, it has maintained close cooperation and support of the development of technology and the organisational arrangements of IMO towards an improved system for the use of radiocommunications for distress and safety.

The total loss of large well-found ships such as the Berge Istra and Derbyshire in recent years where not only were all lives lost but no distress alerting signals were ever received on the prescribed frequencies, gave impetus to the support of shipowners for the development of the improved systems of distress alerting which are to become the GMDSS. The industry is well aware of the costs of the GMDSS, but it is equally conscious that in the climate of greatly improved radiocommunications by, for example, satellite relay, the losses of lives which could otherwise be saved by timely alerting and rescue, can no longer be tolerated and the existing inadequate distress and safety has to be brought up to date.

Shipowners are only able to survive in international business by prudence, economy and by the ability to take into account the value of their labour resources on board ship and ashore and many will decide to retain an electronic repair competence on board their ships. All however can assess the economic and safety prudence of on board maintenance as compared to the costs of equipment duplication, of shore based repair and of course the risks to the economic operation of a ship in being delayed when faulty equipment renders a vessel unseaworthy.

The Committee will therefore understand that it is essential to an industry which is as diverse as the countries which provide the ownership and the crews of its ships to have flexible international agreements which recognise that Administrations are best equipped to assess and to apply procedures on their ships which best suit national standards.

Proposals for amendment to the provisions of Article 56 which the Committee is considering will, for example, apply mandatory on board maintenance certification and facilities on some 25,000 ships which are not required to do so by the current provisions of the Radio Regulations or the IMO SOLAS Convention. No evidence has been presented to the Committee, or for that matter to IMO, that the current provisions have resulted in the unsafe operation of ships. Quite apart from the enormous costs to Administrations in the training of personnel and the legislation of new requirements, it is assessed that proposals before the Committee will add costs to world transportation of goods by sea of some US\$ 875 millions each year - without any consequential improvement in safety standards or efficiency.

The prospect of texts in the Regulations of the ITU mandating maintenance requirements on ships is unpalatable, but the prospect of requirements which restrict the choice of philosophy by which Administrations can ensure the availability of distress and safety communications equipment on their ships is unreasonable and unwarranted.

The Member Associations of ICS, which are listed below, invite your consideration of the above information,

Australia; Belgium, Canada; Colombia, Denmark, Finland, France, Federal Republic of Germany, Greece, Hong Kong, Iceland, India, Ireland, Israel, Italy, Japan, Korea, Kuwait, Liberia, Mexico, Morocco, Netherlands, New Zealand, Norway, Pakistan, Portugal, Spain, Sweden, Switzerland, Turkey, United Kingdom, United States of America, Venezuela and Yugoslavia.

COMMITTEE 5

United States of America

PROPOSALS FOR THE WORK OF THE CONFERENCE

ARTICLE 40

Section III. Safety and Rescue Signal and Messages

3221 through 3226 (as previously addressed in Doc 231)

USA/325/1

- ADD 3226 A
- (1) The rescue signal may be used to indicate that the station is about to transmit a message containing important rescue information.
 - (2) In Morse radiotelegraphy, the rescue signal consists of three repetitions of the group "ZZZ", the individual letters of each group and the successive groups being clearly separated from each other. It shall be sent before the call.
 - (3) In radiotelephony, the rescue signal consists of the word "RESCUE" pronounced clearly, spoken three times and transmitted before the call.
 - (4) Use of this signal does not confer any rights nor create any obligations to the parties of an armed conflict.

USA/325/2

MOD 3227

With the exception of messages transmitted at fixed times, the safety or rescue signal, when used in the maritime mobile service, shall be transmitted towards the end of the first available period of silence (see No 3038 for Morse telegraphy and No 3052 for radiotelephony); the message shall be transmitted immediately after the period of silence.

USA/325/3

MOD 3228

In the cases prescribed in Nos. 3328, 3331 and 3335, the safety or rescue signal and the message which follows it shall be transmitted as soon as possible, and shall be repeated at the end of the first period of silence which follows.

USA/325/4

MOD 3229

All stations hearing the safety or rescue signals shall listen to the safety or rescue messages until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

ARTICLE N 40

Section IV. Safety and Rescue Communications

N 3230 through N 3195AE (as previously addressed, DT/58
USA/325/5

- ADD N 3195AEA (1) The rescue signal may be used to indicate that the station is about to transmit a message containing important rescue information.
- (2) In narrow band direct-printing telegraphy, the rescue signal consists of three repetitions of the group "ZZZ". It shall be sent before the call.
- (3) In radiotelephony, the rescue signal consists of the word "RESCUE" pronounced clearly, spoken three times and transmitted before the call.
- (4) Use of this signal does not confer any rights^{for} or create any obligations to the parties in an armed conflict.

REASONS:

A discussion concerning the identification of rescue craft is more appropriate to the Geneva Conventions of 1947 than the International Radio Regulations. Recognizing the desire of the Committee to identify rescue-related messages, the United States proposes this alternative.

WORKING GROUP 4-B

SECOND REPORT OF SUB-WORKING GROUP 4-B-1 TO
WORKING GROUP 4-B

(with the task of developing a draft Resolution which should
foresee the immediate application of the new Article 14A)

Please find annexed the draft Resolution.

C. VAN DIEPENBEEK
Chairman of Sub-Working Group 4-B-1

Annex: 1

ANNEX

DRAFT RESOLUTION No. [COM4/3]

**Relating to the Procedures to be Applied for the
Coordination of the Use of the Frequency 518 kHz
for the International NAVTEX System**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that this Conference adopted, as a new Article 14A, a 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 (International NAVTEX system);
- b) that this Conference decided to abrogate Resolution No. 318 (Mob-83);

resolves

that the administrations and the Board shall, with immediate effect, apply the procedures as described in the new Article 14A in their activities to coordinate the planned use of the frequency 518 kHz for the international NAVTEX system.

Source: Document DT/61

COMMITTEE 5

NOTE FROM THE CHAIRMAN OF THE TECHNICAL
WORKING GROUP OF THE PLENARY TO THE
CHAIRMAN OF COMMITTEE 5

In response to the request to the Technical Working Group of the Plenary (Document 256) the Working Group offers the following advice:

1. Possible sub-division of the band 1 544 - 1 545 MHz for applications referred to in RR Nos. 2998B and 2998C

It is concluded that to date it is not technically desirable to sub-divide the above-indicated band. A sub-division would require additional information on the progress of the concepts permitted under RR Nos. 2998B and 2998C which is not available (see also Document 3, section 6.13.3).

2. Use of the band 1 645.5 - 1 646.5 MHz

2.1 It is concluded that it is technically desirable to make provision in this band for intersatellite links for the relaying of distress messages, since adequate bandwidth is available to accommodate user needs for the two applications under consideration (i.e. satellite EPIRBs at 1.6 GHz and the above-indicated intersatellite links). No sub-division of the band should, however, be envisaged since such a decision would require additional information on the progress of the proposed concepts (see also Document 3, section 6.13.4).

2.2 Committee 4 has been requested to consider this matter in order to make appropriate modifications to Article 8. Committee 4 has also been asked to inform you on the action taken.

E. GEORGE
Chairman of the Technical Working Group
of the Plenary

Source: Document DT/62

COMMITTEE 4

NOTE FROM THE CHAIRMAN OF THE TECHNICAL
WORKING GROUP OF THE PLENARY TO THE
CHAIRMAN OF COMMITTEE 4

Use of the band 1 645.5 - 1 646.5 MHz

In response to the request from the Chairman of Committee 5 (Document 256) you are requested to take appropriate action concerning a decision taken by the Technical Working Group of the Plenary (see Document 327, paragraph 2) when reviewing Article 8 and to inform Committee 5 on your decisions accordingly.

It should be noted that RR 27 permits intersatellite links in the bands allocated to the mobile-satellite service.

E. GEORGE
Chairman of the Technical Working Group
of the Plenary

Source: Document DT/63COMMITTEE 4NOTE FROM THE CHAIRMAN OF THE TECHNICAL
WORKING GROUP OF THE PLENARY TO THE
CHAIRMAN OF COMMITTEE 4

The Technical Working Group of the Plenary has considered technical issues concerning proposals CEPT-3/10/11 and I/97/4 (draft Recommendation Relating to the Possible Reduction of the Band 4 200 - 4 400 MHz Allocated to the Aeronautical Radionavigation Service) and offers the following technical advice for your consideration of the draft Recommendation.

1. There was no unanimous view on this matter, but there has been considerable support that the CCIR study the necessary bandwidth and frequency tolerance requirements for systems operating in the aeronautical radionavigation service in the frequency band 4 200 - 4 400 MHz without reducing their present accuracy, taking account of studies carried out by ICAO. It was considered that it may be possible to operate radio altimeters in this band with the necessary accuracy in a bandwidth allocation less than 200 MHz.
2. Some administrations objected to studies to be carried out by CCIR. In their view studies so far carried out by ICAO on this matter had shown that operational requirements of the service necessitated the entire band and that any reduction would have an immediate impact on the safety of flight.
3. Any studies by CCIR, should not be extended to other bands.
4. No consideration, technical or otherwise, was given to the advisability of having any future land mobile allocation within the band 4 200 - 4 400 MHz.

E. GEORGE
Chairman of the Technical Working Group
of the Plenary

COMMITTEE 4

NOTE FROM THE CHAIRMAN OF THE TECHNICAL WORKING GROUP
OF THE PLENARY TO THE CHAIRMAN OF COMMITTEE 4

The Technical Working Group of the Plenary considered technical issues of proposal CAN/25/500 for a new Resolution:

Relating to the Need for Technical Improvements
to Minimize the Risk of Adjacent Channel
Harmful Interference Between Assignments
Used for Narrow-Band Direct-Printing (NBDP)
Telegraphy and Data Systems in Accordance with
Appendix 32 and Resolution No. D

The Working Group of the Plenary is in favour of studies to be carried out by the CCIR, but would suggest the following changes to considering c) and request 1 in the Canadian proposal.

c) that the spacing between the frequencies listed in Appendix 32 is 500 Hz;

1. to study the matter of technical compatibility between adjacent channels to determine the need for technical and operational controls;

E. GEORGE
Chairman of the
Technical Working Group
of the Plenary

COMMITTEE 7SIXTH SERIES OF TEXTS FROM THE TECHNICAL WORKING GROUP
OF THE PLENARY TRANSMITTED TO THE EDITORIAL COMMITTEE

1. The Technical Working Group of the Plenary considered a late proposal concerning Appendix 38 and approved new texts for Notes 1 and 2 at its fifteenth meeting.

These notes replace the texts in Documents 246(Rev.1) and B.2/3(Rev.1) and are given in Annex 1.

2. The Working Group of the Plenary agreed on the dates to be inserted in Appendix 7, Notes 1 to 4 in the Table of Frequency Tolerances.

The notes are reproduced in Annex 2.

E. GEORGE
Chairman of the
Technical Working Group
of the Plenary

Annexes: 2

ANNEX 1

MOD
Ap.38

APPENDIX 38

Mob-87

**Narrow-Band Direct-Printing Telegraph Equipment
in the Maritime Mobile Service Using Error
Detection and Correction Methods**

(See Articles 59, 60, 63 and 64)

Note 1 - When frequency shift or phase-shift keying is effected by applying audio signals to the input of a single-sideband transmitter, particular care should be taken to adequately suppress the residual carrier of the single-sideband modulation process. In addition a suitable choice of the centre audio frequency will minimize the possibility of the residual carrier causing interference to nearby channels. For frequency shift keying the CCIR recommends 1 700 Hz as the centre frequency.

Note 2 - For operational purposes the associated receiving equipment should conform to the frequency stability of the transmitters. Receiving equipment should also be in conformity with the necessary bandwidth as specified in the relevant CCIR Recommendations.

ANNEX 2

Notes in the Table of Transmitter Frequency Tolerances

- MOD 1) For coast station transmitters used for direct-printing telegraphy or for data transmission, the tolerance is:
- 5 Hz for narrow-band phase-shift keying;
 - 15 Hz for frequency-shift keying for transmitters in use or installed before 2 January 1992;
 - 10 Hz for frequency-shift keying for transmitters installed after 1 January 1992;
- MOD 2) For coast station transmitters used for digital selective calling, the tolerance is 10 Hz. This tolerance applies to transmitters installed after 1 January 1992 and to all transmitters after [date of full implementation of GMDSS].
- MOD 3) For ship station transmitters used for direct-printing telegraphy or for data transmission, the tolerance is:
- 5 Hz for narrow-band phase-shift keying;
 - 40 Hz for frequency-shift keying for transmitters in use or installed before 2 January 1992;
 - 10 Hz for frequency-shift keying for transmitters installed after 1 January 1992;
- MOD 4) For ship station transmitters used for digital selective calling, the tolerance is 10 Hz. This tolerance applies to transmitters installed after 1 January 1992 and to all transmitters after [date of full implementation of GMDSS].
-

COMMITTEE 2

THIRD REPORT OF THE WORKING GROUP
OF COMMITTEE 2
(CREDENTIALS)

The Working Group of Committee 2 held a third meeting on 5 October 1987. It examined the credentials of the following delegations :

(In French alphabetical order)

Austria
Ecuador
United States of America
India (Republic of)
Indonesia (Republic of)
Morocco (Kingdom of)
Mauritania (Islamic Republic of)
Philippines (Republic of the) *
Czechoslovak Socialist Republic

These credentials are all in order.

V.A. RASAMIMANANA
Chairman of Working Group 2-A

* Provisional credentials

COMMITTEE 4

SUMMARY RECORD
OF THE
SEVENTH MEETING OF COMMITTEE 4
(FREQUENCY)

Friday, 2 October 1987, at 0905 hrs

Chairman: Dr. O. VILLANYI (Hungary)

Subjects discussed:

Documents

- | | |
|--|---------------------------------|
| 1. Fifth report of Working Group 4-A to Committee 4 | 281, 59(Add.1) |
| 2. Second, third and fourth reports of Working Group 4-B to Committee 4 | 216 + Corr.1, 275, 287 |
| 3. Oral progress report on the work of Working Group 4-C | |
| 4. Attribution of notes to Working Groups of Committee 4 | 251, 255, 257, 265, 277, 261 |
| 5. Examination of new Resolutions and Recommendations common to several Working Groups - Establishment of Working Group 4 ad hoc 2 | DT/41(Rev.1) |

1. Fifth report of Working Group 4-A to Committee 4
(Documents 281, 59(Add.1))

1.1 The Chairman of Working Group 4-A, introducing the report, said that a few amendments were necessary: deletion of the words "Additional allocation" and "is also allocated" from MOD 469, and deletion of the reference to Recommendation No. 404 and insertion of the appropriate draft Resolution number by Committee 7 in MOD 595. An editorial amendment to the French text in noting b) of Resolution No. 38 (Annex 3) was also necessary. Attention was drawn to the fact that MOD 595 and the associated draft Resolution had been approved unanimously in the Working Group.

ADD 469A

It was agreed that Cuba should be added to the footnote.

ADD 594A

1.2 The representative of the IFRB (Mr. Berrada) said that since the band 136 - 137 MHz was already allocated to the aeronautical mobile (OR) service on a secondary basis, and in Poland and the USSR it would be allocated on a permitted basis, the footnote should be entitled "Different category of service" rather than "Additional allocation", in accordance with usual practice.

1.3 The delegate of the USSR suggested that in that case the footnote should read:

"Different category of service: As from 1 January 1990, in Poland and in the USSR, the allocation of the band 136 - 137 MHz to the aeronautical mobile (OR) service is on a permitted basis."

It was so agreed.

ADD 743A

1.4 The delegate of Sweden said that Sweden wished to change the second frequency band indicated for that country to "2 290 - 2 450 MHz".

It was so agreed.

1.5 The delegate of the United States said that the footnote ADD 743A just approved provided a different category of service on the allocation to the mobile service (except the aeronautical mobile service) on a primary basis in the band 1 700 - 2 450 MHz for Denmark, the Federal Republic of Germany, Sweden, Switzerland and the United Kingdom. During discussions in Working Group 4-A, the United States Delegation had twice expressed concern about the impact which the new service in Region 1 might have on the various radio services already operating in those bands, particularly the terrestrial and space systems with active and passive operations. A number of those systems were operated on a world-wide basis, including some which involved several international organizations. Many individual administrations also had operations in those services. Extensive steps had already been taken in Regions 2 and 3 by administrations to protect the operations of those services. The United States anticipated that all administrations likely to implement the new services would also take the necessary operational and technical steps to give full protection to those operations.

1.6 The delegate of France expressed support for the United States statement. France was holding discussions with a number of the countries

concerned with ADD 743A and hoped that a solution satisfactory to all would be possible in the near future.

1.7 The delegate of Italy added his support to the statements made by the two preceding speakers. The difficulties in coordinating frequencies in that band, particularly in the European Zone had been clearly brought out during discussions at previous meetings.

1.8 The delegate of the United States suggested that since the footnote had already been approved, his Delegation, together with those of France and Italy should draft an appropriate Resolution on that subject for discussion in Working Group 4-A.

1.9 The delegate of the United Kingdom suggested that the Resolution should be drafted on a wider basis since the problems were world-wide and affected all countries operating space services in Regions 1, 2 and 3.

1.10 The Chairman of Working Group 4-A emphasized the need for the Working Group to have a draft text before it as a starting point if time was not to be wasted. He felt it necessary to point out, however, that although the United States had expressed concern in the Working Group, no reservations had been made when the footnote was approved.

1.11 The Chairman observing that the footnote had also now been approved by the full Committee, asked the Delegations of France, Italy, the United Kingdom and the United States, to prepare jointly a draft Resolution on the subject for consideration by Working Group 4-A.

It was so agreed.

Band 2 700 - 3 100 MHz

1.12 The delegate of Switzerland said that his delegation maintained its reservation on the band as a modification might be necessary as a result of discussions still to be started.

MOD 772

It was agreed that the footnote should be left in abeyance pending clarification by the Secretariat of the abbreviation SIT.

ADD 825A

It was agreed that the footnote should be included on the same line as radionavigation.

1.13 The Chairman of Working Group 4-A replying to a question raised by the delegate of France, said that the intention of the additional footnote was to ensure that before 1 January 2001, shipborne radars with the exception of those already in use before January 1976 would not be used in the band concerned. The delegate of France said that in the light of that explanation the French text should be modified by replacing the word "depuis" by "au".

It was so agreed.

1.14 The delegate of Turkey referring to Annex 2 of Document 281 said that his Delegation had issued an addendum to Document 59 containing a new proposal relating to Recommendation No. 406, and requested that the draft Resolution which it comprised should be considered by Committee 4.

1.15 The Chairman recalled that it had been unanimously agreed in Working Group 4-A some days previously that Recommendation No. 406 should be retained unchanged, and that the draft report contained in Document DT/51, reflecting that decision, had also been approved by the Working Group two days previously. Noting that there appeared to be no support for Turkey's proposal, he ruled that the matter could not be discussed by the Committee.

The fifth report of Working Group 4-A to Committee 4 (Document 281) as amended, with the exception of MOD 772, was approved.

2. Second, third and fourth reports of Working Group 4-B to Committee 4 (Document 216 + Corr.1, 275, 287)

2.1 Second report of Working Group 4-B (Document 216 + Corr.1)

2.1.1. The Chairman of Working Group 4-B introducing the report, drew particular attention to Corrigendum 1 containing the definition of land earth station which had also been considered by Committee 6. Any decision taken in that regard by Committee 4 should therefore be a decision in principle.

2.1.2 The Chairman said that Committee 6 had not yet approved the definition of land earth station, which also appeared in Document 243. If it were approved in Committee 4, the decision could be communicated to Committee 6.

2.1.3 The delegate of Brazil said that the definition as it stood caused some difficulties for his Delegation. No. 71 of the Radio Regulations defined "coast earth station" in the context of the maritime mobile-satellite service, and No. 77 of the Radio Regulations defined an aeronautical earth station in the context of the aeronautical mobile-satellite service. A land earth station as proposed should therefore be defined in the context of the land mobile-satellite service. He suggested that the word "land" should be inserted in the definition before "mobile-satellite service".

2.1.4 The delegate of the United Kingdom wondered whether a definition concerning the fixed-satellite service could be approved by Committee 4.

2.1.5 The Chairman proposed that in view of the difficulties, the discussion on ADD 67A contained in Corrigendum 1 to Document 216 should be postponed.

It was so decided.

The second report of Working Group 4-B, contained in Document 216, with the exception of ADD 69A, was approved

2.2 Third report of Working Group 4-B (Document 275)

2.2.1 The Chairman of Working Group 4-B, introducing the report, drew attention to the Working Group's decision to suppress Resolution No. 30 and to leave Resolution No. 406 and Recommendation No. 707 unchanged. The Group had further adopted a draft new Article 14A on the procedure to be applied for coordinating the planned use of frequency 518 kHz for transmission by means of the international NAVTEX system; that text appeared in the annex to Document 275. It should be noted that no decision had yet been taken with respect to other NAVTEX frequencies, for which the coordination procedure would be slightly different.

2.2.2 The Chairman of the IFRB observed that, in the interests of clarity, the word "Board" in the first line of the title of the draft text should be replaced by "IFRB".

2.2.3 In response to a suggestion by the delegate of Greece, the Chairman said that the square brackets round the words "International NAVTEX system" in the title should not be removed until relevant decisions had been taken in other Working Groups.

Document 275 was approved as amended.

2.3 Fourth report by Working Group 4-B to Committee 4 (Document 287)

2.3.1 The Chairman of Working Group 4-B introduced the report, drawing attention to the Group's decision to suppress Resolution No. 303. The last paragraph of the document reflected a discussion in the Working Group on whether a note should be inserted in the Radio Regulations drawing the attention of the IFRB to the need for a review of the Master Register as a consequence of the suppression of the Resolution; it had been pointed out, however, that such a note would be unnecessary, since the review of the Master Register was a basic task of the Board.

Document 287 was approved on that understanding.

3. Oral progress report concerning the work of Working Group 4-C

3.1 The Chairman of Working Group 4-C said that his Group had not met since the previous meeting of Committee 4 but that Sub-Group 4-C-2, working on the revision of Appendix 31, had held six meetings and hoped to finalize its draft at the next and last meeting and to submit the text to Working Group 4-C early the following week. The Sub-Group had been able to comply with the principles laid down by Working Group 4-C in nearly all cases.

The Committee took note of that report.

4. Attribution of notes to Working Groups of Committee 4
(Documents 251, 255, 257, 265, 277, 261)

4.1 Note from the Chairman of Committee 6 (Document 251)

4.1.1 The Chairman suggested that the Note should be attributed to Working Group 4-A.

4.1.2 The Chairman of Working Group 4-A observed that it might be desirable to consult Committee 5 on whether channel 13 should be used exclusively for intership communications relating to safety of navigation.

It was so agreed.

4.2 Note from the Chairman of the Technical Working Group of the Plenary
(Document 255)

It was agreed to attribute the Note to Working Group 4-C.

4.3 Note from the Chairman of Committee 5 (Document 257)

It was agreed to attribute the Note to Working Group 4-C.

4.4 Note from the Chairman of the Technical Working Group of the Plenary (Document 265)

4.4.1 The Chairman drew attention to his request to the Technical Working Group in Document 173 for its views on the proposal in paragraph 2.2.2 of the IFRB report to the Conference (Document 4) that the 500 Hz bandwidth should be used in the application of RR 466. The Technical Working Group now stated that for the time being studies so far carried out were insufficient to give a definite answer, and he therefore suggested that the Committee should note that reply and that the IFRB should continue to use the 500 Hz bandwidth pending the publication of further CCIR studies.

It was so agreed.

4.5 Note from the Chairman of the Technical Working Group of the Plenary (Document 277)

It was agreed that Working Group 4-A should base its work on Document 277.

4.6 Prospective Note from the Chairman of Committee 6 (Document 261)

4.6.1 The Chairman said that although Document 261 was as yet an internal document of Committee 6, it was intended to assist the work of Committee 4 and should be given preliminary consideration with respect to its attribution.

4.6.2 The Chairman of Working Group 4-A pointed out that Committee 4 bore the primary responsibility for Article 60, which had been allocated to his Working Group. In drawing up timetables, account should be taken of the editorial work that Working Group 4-A would still have to do on Article 60 after Committee 6 had completed its consideration of the text. In any case, there would certainly not be time to hold a substantive discussion on the Article in Working Group 4-A. The delegate of the United States endorsed those remarks.

4.6.3 The representative of the IFRB observed that the review of Article 60 might involve Working Group 4-C as well as Working Group 4-A, since it had been proposed in Working Group 6-A to eliminate all references to frequencies from Article 60 and to place them in Appendices with which Working Group 4-C was concerned.

4.6.4 The Chairman said that the final attribution of any tasks to the Working Groups could not be decided until a Note was received from Committee 6. On the other hand, he had thought it wise to give Committee 4 due warning of the probable submission of such a Note.

The Committee noted the contents of Document 261.

5. Examination of new Resolutions and Recommendations common to several Working Groups - Establishment of Working Group 4 ad hoc 2 (Document DT/41 (Rev.1))

5.1 The Chairman said that although the Steering Committee at its last meeting had extended the deadline for the completion of the deliberations of the Committee's Working Groups until Tuesday, 6 October 1987, that would hardly give

them time to examine all the new Resolutions and Recommendations listed in the document. He therefore suggested that an ad hoc Working Group reporting directly to Committee 4 should be set up to deal with the texts assigned to more than one Working Group; that ad hoc Group, which would be presided over by Mr. Bøe (Norway), would be able to continue working after the set time limit.

The Committee decided to establish Working Group 4 ad hoc 2 for that purpose.

5.2 The Chairman invited delegations to transmit to the Secretariat their suggestions concerning the assignment of documents to the new ad hoc Group.

The meeting rose at 1030 hours.

The Secretary:

T.GAVRILOV

The Chairman:

O.VILLANYI

B.6

PLENARY MEETINGSIXTH SERIES OF TEXTS SUBMITTED BY THE
EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for first reading:

| <u>Source</u> | <u>Documents</u> | <u>Title</u> |
|---------------|------------------|--|
| COM.4 | 275 (297) | Article 14A |
| COM.5 | 215 (289) | Article 37 |
| COM.5 | 161(Rev.1) (210) | Chapter N IX/Article N 37 |
| COM.4 | 281 (297) | Resolution No. 38 (Rev.Mob-87) |
| COM.5 | 253 (317) | Resolution COM5/2 |
| COM.5 | 268 (317) | Resolution COM5/3 |
| COM.5 | 295 (317) | Resolution COM5/4 |
| | | Resolution COM5/5 |
| COM.5 | 286 (317) | Recommendation No. 317 (Rev.Mob-87) |

Y.C. MONGELARD
Chairman of Committee 7

Annex: 19 pages

ADD

ARTICLE 14A

**Procedure to be Applied by Administrations and the
International Frequency Registration Board to Coordinate
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 ([International NAVTEX system])**

1631 Before an administration notifies to 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 the assignment with any other administration with an assignment in the same frequency band which might be affected.

1632 To this effect, the administration shall communicate to the Board, not earlier than one year before the proposed date of bringing the assignment into use, the information listed in Section A of Appendix 1 together with the following additional characteristics:

- 1) the B1 character (transmitter coverage area identifier) to be used by the coast station;
- 2) the regular transmission schedule assigned to the station;
- 3) the duration of transmissions;
- 4) the ground-wave coverage area of the transmission.

The administration shall also indicate the results of any coordination* already effected in relation with the projected use.

1633 In order to enable the procedure to be completed in good time before notification under No. 1214, the administrations should communicate the above information not later than six months before the proposed date of bringing the assignment into use.

1634 In cases where the Board finds that a basic characteristic or any of the additional characteristics is missing, it shall return the request by airmail, stating the reason, unless the information not provided is immediately forthcoming in response to an enquiry of the Board.

* Note - Administrations are strongly recommended to coordinate the above characteristics in accordance with the procedures of the International Maritime Organization (IMO).

- 1635 The Board shall examine the proposed use with respect to assignments to stations of other services to which the band 517.5 - 518.5 kHz is allocated, notified under No. 1214 at an earlier date, and shall identify the administrations whose assignments are likely to be affected.
- 1636 The Board shall, within 45 days of the receipt of the complete information, publish it in a special section of its weekly circular indicating any coordination already effected and the names of administrations identified in application of No. 1635. The Board shall communicate a copy of this publication to the International Maritime Organization (IMO), the International Hydrographic Organization (IHO), and the World Meteorological Organization (WMO), requesting them to communicate to the administrations concerned, with a copy to the Board, any information which may assist in reaching agreement on coordination.
- 1637 On 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 should notify it to the Board in accordance with No. 1214, indicating the names of administrations with which agreement has been reached and those which have signified their disagreement.
- 1638 Upon receipt of the notice, the Board shall request those administrations named in the special section which have not communicated their agreement or disagreement with respect to the proposed use to signify within a period of 30 days their decision on the matter.
- 1639 An administration which does not reply to the Board's request made under No. 1638 or fails to signify a decision on the matter shall be deemed to have undertaken:
- a) that no complaint will be made in respect of any harmful interference which may be caused to its stations by the proposed use;
 - b) that its stations will not cause harmful interference to the proposed use.
- 1640 When examining the proposed use in accordance with Article 12, the Board shall apply the provisions No. 1245, except with respect to those assignments for which the administration responsible has signified its disagreement with respect to the proposed use.
- 1641 The Board shall examine the notified assignments in accordance with No. 1241 on the basis of its technical standards and shall record them in accordance with the pertinent provisions of Article 12. The recording shall contain symbols reflecting the result of the application of this procedure.
- 1642 The Board shall, at appropriate intervals, update and publish the data referred to in No. 1637 in a special list in an appropriate format.

NOC

CHAPTER IX

NOC

Distress and Safety Communications¹

NOC

ARTICLE 37

NOC

General Provisions

MOD 2930

§ 1. The provisions specified in this Chapter are obligatory [(see Resolution COM5/1)] in the maritime mobile service for stations using the frequencies and techniques prescribed in this Chapter and for communications between these stations and aircraft stations. However, stations of the maritime mobile service, when additionally fitted with any of the equipment used by stations operating in conformity with the provisions specified in Chapter N IX shall, when using that equipment, comply with the appropriate provisions of that chapter. The provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of special arrangements between the governments concerned.

NOC 2931

§ 2.

NOC 2932

§ 3. (1)

NOC 2933

(2)

NOC 2934

(3)

MOD 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 ship earth station installations located at Rescue Coordination Centres² to communicate with other stations using bands allocated to the maritime mobile-satellite service, for distress and safety purposes.

NOC 2935

§ 4.

NOC 2936-2937

NOC C.IX

¹ For the purposes of this Chapter, distress and safety communications include distress, urgency and safety calls and messages.

MOD 2934A.1

² The term "Rescue Coordination Centre" as defined in the International Convention on Maritime Search and Rescue, 1979, refers to a unit responsible for promoting efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

- MOD 2937A § 4A. Distress, urgency and safety transmissions may also be made, [taking into account Nos. 2944 to 2949] using digital selective calling and satellite techniques and/or direct-printing telegraphy, in accordance with relevant CCIR Recommendations.
- MOD 2938 § 5. The abbreviations and signals of Appendix 14 and the Phonetic Alphabet and Figure Code in Appendix 24 should be used where applicable.¹
- NOC 2939 § 6. (1)
- NOC 2940 (2)
- NOC 2941 § 7.
- MOD 2942 § 8. Mobile stations² of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified, in Section I of Article 38 (see also No. 2932).
- MOD 2942A Mobile stations of the aeronautical mobile service may communicate, for distress and safety purposes, with stations of the maritime mobile service in conformity with the provisions of this Chapter.
- 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:
- a) until the full implementation of the Global Maritime Distress and Safety System (GMDSS), of transmitting and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2 182 kHz, transmitting class J3E or H3E and receiving class A3E, J3E and H3E emissions³ or, on the carrier frequency 4 125 kHz, transmitting and receiving J3E emission or, on the frequency 156.8 MHz, transmitting and receiving class G3E emissions [(see also Resolution COM5/1)];

ADD 2938.1 ¹ The use of the Standard Marine Navigational Vocabulary and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization, is also recommended.

(MOD) 2942.1 ²

(MOD) 2943.1 ³ As 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.

B.6/5

- ADD 2943B b) after the full implementation of the GMDSS, of transmitting and receiving class J3E emissions when using the carrier frequency 2 182 kHz or the carrier frequency 4 125 kHz or class G3E emissions when using the frequency 156.8 MHz and, optionally, 156.3 MHz.
- SUP 2944 § 10.
- MOD 2945 § 11. Until the full implementation of the Global Maritime Distress and Safety System (GMDSS), all provisions of the Radio Regulations pertaining to the present distress, urgency and safety communications shall be maintained in force [(see Resolution COM5/1)].
- 2946 NOT allocated
- SUP 2947
- SUP 2948
- SUP 2949
- 2950 to 2966 NOT allocated.

ADD

CHAPTER N IX

Distress and Safety Communications¹ for the GMDSS

¹ For the purposes of this Chapter, distress and safety communications include distress, urgency and safety calls and messages.

ADD

ARTICLE N 37

General Provisions

- N 2929 This Chapter contains the provisions for the operational use of the Global Maritime Distress and Safety System (GMDSS).
- N 2930 The provisions specified in this Chapter are obligatory (see Resolution No. [A]) in the maritime mobile service for all stations using the frequencies and techniques prescribed for the functions set out herein. (See also No. N 2939.) Certain provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of special arrangements between the governments concerned. However, stations of the maritime mobile service, when additionally fitted with equipment used by stations operating in conformity with Chapter IX, shall, when using that equipment, comply with the appropriate provisions of that Chapter.
- N 2931 The procedure specified in this Chapter is obligatory in the maritime mobile-satellite service and for communications between stations on board aircraft and stations of the maritime mobile-satellite service, wherever this service or stations of this service are specifically mentioned.
- N 2939 The International Convention for the Safety of Life at Sea, SOLAS 1974, prescribes which ships and which of their survival craft shall be provided with radio equipment, and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be met by such equipment.
- N 2931A Stations of the land mobile service in uninhabited or remote areas may, for distress and safety purposes, use the frequencies provided for in this Chapter.

N 2931B The procedure specified in this Chapter is obligatory for stations of the land mobile service when using frequencies provided in these Regulations for distress and safety communications.

N 2932 No provision of these Regulations prevents the use by a mobile station or a mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

N 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 a mobile earth station in distress.

N 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 a mobile earth station in distress (see also No. 959).

N 2934A Ship earth stations located at Rescue Coordination Centres¹ may be authorized by an administration to communicate for distress and safety purposes with any other station using bands allocated to the maritime mobile-satellite service, when special circumstances make it essential, notwithstanding the methods of working provided for in these Regulations.

N 2934A.1 ¹ The term "Rescue Coordination Centre", as defined in the International Convention on Maritime Search and Rescue, 1979, refers to a unit responsible for promoting the efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

N 2935 Transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

N 2937A Distress, urgency and safety transmissions may also be made, using Morse telegraphy and radiotelephony techniques, in accordance with the provisions of Chapter IX and relevant CCIR Recommendations.

N 2938 The abbreviations and signals of Appendix 14 and the Phonetic Alphabet and Figure Code in Appendix 24 should be used where applicable¹.

N 2938.1 ¹ The use of the Standard Marine Navigational Vocabulary and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization (IMO), is also recommended.

N 2942 Mobile stations¹ of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified, in Section I of Article N 38 (see also No. 2932).

N 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 the Regulations which relate to that service and, as appropriate, to any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.

N 2942A Mobile stations of the aeronautical mobile service may communicate, for distress and safety purposes, with stations of the maritime mobile service in conformity with the provisions of this Chapter.

N 2943 Any station on board an aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service that comply with the provisions of this Chapter, shall be capable of transmitting and receiving class J3E emissions when using the carrier frequency 2 182 kHz, or class J3E emissions when using the carrier frequency [4 125 kHz], or class G3E emissions when using the frequency 156.8 MHz or the alternative frequency 156.3 MHz.

(MOD) RESOLUTION No. 38 (Rev.Mob-87)

NOC Relating to the Reassignment of Frequencies of Stations
in the Fixed and Mobile Services in the Bands Allocated
to the Radiolocation and Amateur Services in Region 1

(1 625 - 1 635 kHz, 1 800 - 1 810 kHz,
1 810 - 1 850 kHz and 2 160 - 2 170 kHz)

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

(MOD) that the World Administrative Radio Conference, Geneva, 1979,
adopted modifications to the allocation of the frequency bands between
1 606.5 kHz and 2 850 kHz;

noting

(MOD) a) that the implementation of the revised Table of Frequency
Allocations presents difficulties, in particular for stations in the
maritime mobile service in Region 1 in the bands 1 625 - 1 635 kHz,
1 800 - 1 810 kHz and 2 160 - 2 170 kHz made available for radiolocation
services and in the band 1 810 - 1 850 kHz made available to the amateur
service;

MOD b) that replacement frequencies for stations of the maritime mobile
service have been provided in the frequency assignment plan contained in
the Final Acts of the Regional Administrative Radio Conference for the
Planning of the MF Maritime Mobile and Aeronautical Radionavigation
Services (Region 1), Geneva, 1985, together with the arrangements for
their implementation;

resolves

- MOD 1. that in Region 1, except for the countries and frequency bands mentioned¹ in Nos. 485, 490, 491, 493 and 499 of the Radio Regulations, on the date of implementation (1 April 1992) of the frequency assignment plan for the maritime mobile service contained in the Final Acts of the Regional Administrative Radio Conference for the Planning of the MF Maritime Mobile and Aeronautical Radionavigation Services (Region 1), Geneva, 1985, all operations of stations of the fixed and mobile services shall be terminated in the bands 1 625 - 1 635 kHz, 1 800 - 1 810 kHz, 1 810 - 1 850 kHz and 2 160 - 2 170 kHz;
- (MOD) 2. that administrations having assignments to stations of the fixed, land mobile or aeronautical mobile (OR) services in the bands concerned shall choose and notify to the IFRB appropriate replacement assignments; and where the finding of the Board is favourable with respect to Nos. 1240 and 1241 of the Radio Regulations, each such replacement assignment shall have the same date and status as that which it has replaced, so far as the assignments of the countries in Region 1 are concerned;
- (MOD) 3. that the protection afforded to stations of the fixed and mobile services by Nos. 486 and 492 of the Radio Regulations shall continue to apply until such time as satisfactory replacement assignments have been found and implemented in accordance with this Resolution;
- MOD 4. that, after the date of implementation (1 April 1992) of the frequency assignment plan for the maritime mobile service contained in the Final Acts of the Regional Administrative Radio Conference for the Planning of the MF Maritime Mobile and Aeronautical Radionavigation Services (Region 1), Geneva, 1985, the continued use of frequency assignments that have not been transferred in accordance with resolves 3 shall be only on the basis of No. 342 of the Radio Regulations.

(MOD) ¹No. 485, bands 1 625 - 1 635 kHz, 1 800 - 1 810 kHz and 2 160 - 2 170 kHz;
No. 490, band 1 810 - 1 830 kHz;
No. 491, band 1 810 - 1 830 kHz;
No. 493, band 1 810 - 1 850 kHz;
No. 499, band 2 160 - 2 170 kHz.

B.6/11

RESOLUTION COM5/2

**Relating to the Study and Implementation of a
Global Land and Maritime Distress and Safety System**

The World Administrative Radio Conference for the Mobile Services, Geneva, 1987,

considering

- a) that the basic characteristics of the Global Maritime Distress and Safety System (GMDSS) have been developed by the International Maritime Organization (IMO) to meet the specific needs of the maritime mobile and maritime mobile-satellite services;
- b) that stations of the land mobile and land mobile-satellite services may use the frequencies and procedures of the GMDSS in uninhabited and remote areas for distress and safety purposes;
- c) that further development of the communication facilities in the GMDSS would enable the system also to meet the specific needs of the land mobile and land mobile-satellite services for distress and safety,

noting

that the CCIR made a considerable contribution to the development of the GMDSS by carrying out appropriate technical and operational studies,

noting further

that the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, decided that the stations of the land mobile service in uninhabited and remote areas may be authorized to use the frequencies of the then Future Global Maritime Distress and Safety System on condition that no harmful interference was caused to other distress and safety communications,

recognizing

- a) that this Conference has adopted provisions to facilitate implementation of the GMDSS;
- b) that administrative, technical and operational studies concerning the land mobile and land mobile-satellite services need to be conducted before detailed provisions relating to the distress and safety requirements of these services can be incorporated into the Radio Regulations,

resolves

that a future competent conference be invited to include, as necessary, provisions in Chapter N IX to ensure adequate distress and safety communications in uninhabited and remote areas,

B.6/12

requests the CCIR

to study the requirements for distress and safety communications in uninhabited and remote areas by the land mobile and land mobile-satellite services, including the technical and operational characteristics of equipment which is simple to operate and inexpensive for use in the global land and maritime distress and safety system,

invites administrations

1. actively to contribute to and participate in the work of the CCIR;
2. to take all legislative or other appropriate measures for the implementation of such a system;
3. to permit the appropriate equipment to be used within the areas under their national jurisdiction,

invites the Administrative Council

to take the necessary steps to place this matter on the agenda of the next competent conference,

instructs the Secretary-General

to communicate this Resolution to IMO and the International Civil Aviation Organization (ICAO).

RESOLUTION COM5/3

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)¹

The World Administrative Radio Conference for the Mobile Services, Geneva,
1987,

considering

- a) that the frequency spectrum should be used in the most efficient way possible;
- b) that the World Administrative Radio Conference, Geneva, 1979, adopted a 495 kHz to 505 kHz guard band for the frequency 500 kHz, which is the international distress and calling frequency for Morse radiotelegraphy in the mobile service;
- c) that the use of frequencies in the band 490 - 510 kHz must be such as to provide full protection for distress and safety communications on 500 kHz;
- d) that an adequate amortization period has been allowed for the radio equipment currently in service;

taking into account

that the World Administrative Radio Conference for the Mobile Services, Geneva, 1983 asked this Conference to decide on the date of entry into force of the definitive 495 kHz to 505 kHz guard band;

resolves

that the date of entry into force of the 10 kHz guardband for the frequency 500 kHz shall be the date for the full implementation of the Global Maritime Distress and Safety System (GMDSS).

¹ Replaces Resolution No. 206 (Mob-83).

RESOLUTION COM5/4

**Relating to Coordination of the Use of the
Frequency [4 MHz] for NAVTEX-type Transmissions
in the Maritime Mobile Service**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that inter alia, high atmospheric noise levels in the 500 kHz band, mainly in the tropical and sub-tropical regions, will limit the range at which NAVTEX signals transmitted on 518 kHz can be received in these regions;
- b) that atmospheric noise levels in the tropical and sub-tropical regions are significantly lower in the 4 MHz band than at 518 kHz;
- c) that a non-paired narrow-band direct-printing (NBDP) channel in the 4 MHz maritime mobile band is needed to provide such transmissions in a predominantly ground wave mode;

noting

- a) that NAVTEX-type transmissions include navigational and meteorological warnings and urgent information to ships;
- b) that the International Maritime Organization (IMO) has agreed that there is a need for NAVTEX-type transmissions on a 4 MHz NBDP channel;

recognizing

- a) that the frequency [...] has been allocated by this Conference for this purpose;
- b) that the IMO, the World Meteorological Organization (WMO) and the International Hydrographic Organization (IHO) are the competent organizations to coordinate a plan for the global use of the HF NBDP marine NAVTEX-type transmission channel;

resolves to invite the IMO, WMO and IHO

1. to develop jointly, in consultation with the IFRB, a plan for the global coordination of NAVTEX-type transmissions using NBDP techniques;
2. to assume joint responsibility for maintaining the plan in consultation with the IFRB;

urges administrations

which need to use this channel to assign the frequency in conformity with the plan and the Recommendations of the IMO, WMO and IHO for that part of the system over which they hold jurisdiction;

invites the Administrative Council

to place this Resolution on the agenda of the next competent world administrative radio conference;

requests the CCIR

to develop the technical characteristics to allow these transmissions to be received using automated techniques;

requests the Secretary-General

to communicate this Resolution to the IMO, IHO and WMO for consideration and comments.

RESOLUTION COM5/5

**Relating to Coordination of the Use of HF Maritime Mobile Frequencies
for Broadcast of High Seas Marine Safety Information**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that the International Maritime Organization (IMO) has reaffirmed the need for long-range navigational and meteorological warnings to all ships on all voyages;
- b) that operational limitations prevent NAVTEX or satellite services from totally fulfilling this requirement;
- [c) that international narrow-band direct-printing channels for this purpose have been identified by this Conference;]*
- d) that, due to HF propagation characteristics, global coordination of broadcasts to prevent interference is required;

noting

- a) that the IMO and the International Hydrographic Organization (IHO), in the development of the World-Wide Navigational Warning Service, have identified sixteen Navigational Areas (NAVAREAs), each under the jurisdiction of an area coordinator, for the promulgation of marine safety information;
- b) that as marine safety information includes meteorological as well as navigational messages, the World Meteorological Organization (WMO) also has an interest in this matter;

recognizing

that the IMO, WMO and IHO are the competent organizations to coordinate the operational aspects of the broadcast of marine safety information;

resolves that the IMO, WMO and IHO be invited

- 1. to develop jointly, in consultation with the IFRB, a global coordinated plan for the broadcast of high seas marine safety information using narrow-band direct-printing techniques;

* Note by the Chairman of Committee 5. Considering c) has been placed between square brackets pending a decision by Committee 4.

B.6/17

2. to assume joint responsibility for maintaining the plan in consultation with the IFRB;

urges administrations

to effect the appropriate operational coordination with the IMO, IHO and WMO in accordance with this plan;

requests the CCIR

to develop the technical characteristics to allow these broadcasts to be received using automated techniques;

invites the Administrative Council

to place this Resolution on the agenda of the next competent world administrative radio conference;

requests the Secretary-General

to communicate this Resolution to IMO, IHO and WMO for consideration and comments.

B.6/18

MOD RECOMMENDATION No. 317 (Rev.Mob-87)

**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 the Mobile Services,
Geneva, 1987,

considering

- a) that the International Convention on Maritime Search and Rescue, 1979, provides for the establishment of ship reporting systems by States for the search and rescue regions for which they are responsible;
- b) that some administrations have already established such ship reporting systems;
- c) that verification of the safety of vessels which have failed to report is required;
- 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 ship reporting system of (name of administration) was expected from the vessel indicated by the call sign (...) but has not been received. This vessel or any vessel or shore station that has been in communication with or sighted this vessel should immediately communicate with the station which has sent this signal.";

- 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 call sign of the vessel would be broadcast with ships' traffic lists or in marine safety information broadcasts, followed by the above signal when an expected position report is overdue for a period specified by administrations;

invites administrations

to consider this matter and submit proposals to the next competent conference for the implementation of this signal taking into account the views of the International Maritime Organization (IMO);

requests the Secretary-General

to communicate this Recommendation to IMO for consideration.

Resolutions

Resolution No. 12: SUP
Resolution No. 30: SUP
Resolution No. 202: SUP
Resolution No. 203 (Mob-83): SUP
Resolution No. 204 (Mob-83): SUP
Resolution No. 206 (Mob-83): SUP
(replaced by Resolution COM5/3)
Resolution No. 303: SUP
Resolution No. 304: SUP
Resolution No. 306: SUP
Resolution No. 307: SUP
Resolution No. 308: SUP
Resolution No. 317 (Mob-83): SUP
Resolution No. 318 (Mob-83): SUP¹
Resolution No. 321 (Mob-83): SUP
Resolution No. 400: SUP
Resolution No. 401: SUP
Resolution No. 402: SUP
Resolution No. 404: SUP
Resolution No. 405: NOC
Resolution No. 406: NOC

Recommendations

Recommendation No. 8: NOC
Recommendation No. 201 (Rev.Mob-83): SUP
Recommendation No. 203: SUP
Recommendation No. 204 (Rev.Mob-83): SUP
Recommendation No. 300: SUP
Recommendation No. 301: SUP
Recommendation No. 306: NOC
Recommendation No. 307: SUP
Recommendation No. 308: SUP
Recommendation No. 311: SUP
Recommendation No. 313 (Rev.Mob-83): SUP
Recommendation No. 400: SUP
Recommendation No. 406: NOC
Recommendation No. 601: NOC
Recommendation No. 707: NOC
Recommendation No. 713 (Mob-83): SUP

¹ Committee 5 points out that this deletion should not take effect until the date of entry into force of the Final Acts.

COMMITTEE 5SUMMARY RECORD
OF THE
SIXTH MEETING OF COMMITTEE 5
(DISTRESS AND SAFETY)

Saturday, 3 October 1987, at 0900 hrs

Chairman: Mr. P.E. KENT (United Kingdom)Subjects discussed:

1. Approval of the summary record of the fourth meeting
2. Matters relating to Chapter IX
3. Reports by the Chairman of Working Group 5 ad hoc 1

Documents

263

223(Rev.1), DL/53
97(Add.1)

253, 268
286, 295

1. Summary record of the fourth meeting (Document 263)

The summary record of the fourth meeting was approved.

2. Matters relating to Chapter IX

ADD 3220A (Documents 223(Rev.1) and DL/53)

2.1 The Chairman said he had been informed that the Legal Adviser would give a verbal reply at the next meeting of Committee 5 to the two questions posed in Document DL/53 on the subject of proposal ADD 3220A contained in Document 223(Rev.1).

On that understanding, it was agreed to defer consideration of proposal ADD 3220A until that verbal reply had been given.

ADD 3031C (Document 97(Add.1))

2.2 The delegate of Italy, introducing Document 97(Add.1), said that proposal ADD 3031C had originally been attributed to Committee 4, which had decided to transfer it to Committee 5. The text had been slightly amended in the interim to take account of comments made in the relevant discussion but it was his understanding that the principle contained in the proposal had been accepted.

2.3 The delegates of the Federal Republic of Germany and the Netherlands expressed support for proposal ADD 3031C.

2.4 The delegate of the United States, supported by the delegate of Norway, said he was concerned that adoption of the proposal might add to the number of unjustified alerts by allowing indiscriminate testing in the first five minutes of each hour. It should not be forgotten that in the frequency band concerned the devices in question could be tested by means of a screened room or a dummy load without requiring testing on the distress frequency. The procedure proposed ran the risk of obscuring genuine distress calls occurring during the test period and, if such testing was considered essential, it should be coordinated with the competent authorities before being carried out.

2.5 The delegate of the United Kingdom said that inclusion of a reference to RR 3011 in the text would go some way to meeting those objections.

2.6 The Chairman suggested that the text of proposal ADD 3031C be amended as follows to reflect the concerns expressed:

"In order to avoid unjustified alert in automatic emergency systems, transmissions of non operational test signals on emergency frequencies on 121.5 MHz and 243 MHz should be coordinated with the competent authorities and carried out only during the first five minutes of each hour, with each test transmission lasting no longer than ten seconds (see RR 3011)".

It was so agreed.

3. Reports by the Chairman of Working Group 5 ad hoc 1 (Documents 253, 268, 286 and 295)

3.1 First Report (Document 253)

The Committee agreed to SUP Resolutions Nos. 203 and 321.

SUP Resolution No. 317 (item 2.2)

3.1.1 The delegate of the Federal Republic of Germany asked that the comment in paragraph 2.2 a) be passed to the Committee dealing with the subject.

It was so agreed.

3.1.2 The delegate of Sweden said that before he could agree to the proposal to suppress Resolution No. 317 he wished to be assured that proposal CEPT-14/21/1 (Document 21) seeking the use of channel 70 for routine (non-distress) calling and acknowledgement purposes, would be considered by the Conference.

3.1.3 The delegate of Portugal, supported by the delegate of New Zealand, said that a draft new Resolution for the implementation and use of channel 70 for digital selective calling for distress, safety and calling was before Working Group 4-A in Document 290. Proposal CEPT-14/21/1 could be considered in that context.

3.1.4 Endorsing those comments, the delegate of the United States, supported by the delegate of Papua New Guinea, proposed that Committee 5 should indicate to Committee 4 that, as recommended in the CCIR SPM Report, general calling should also be provided for in channel 70.

3.1.5 The delegate of Norway drew Sweden's attention to the fact that when Committee 5 came to consider Document 217, item 9, it would be considering whether or not to remove the word "exclusively" from proposal ADD N 2993B relating to the use of channel 70 for distress and safety calls using digital selective calling.

3.1.6 The Chairman suggested, in the light of the discussion, that he should discuss the point raised by the delegate of Sweden with the Chairman of Committee 4 and report on the outcome to Committee 5.

It was so agreed.

[SUP] Resolution No. 318 (item 3)

3.1.7 In reply to a question from the delegate of China with regard to provision for NAVTEX-type transmissions on 490 kHz, the delegate of the Netherlands informed the Committee that Working Group 4-B was preparing a text for such transmissions similar to that for transmission on 518 kHz.

3.1.8 Upon the delegate of the United States drawing attention to the fact that Committee 5 would address the question of NAVTEX-type transmission on 490 kHz when it came to consider item 3 of Document 295, the Chairman suggested that further discussion on the request which Committee 5 wished to make to Committee 4 on the subject should be deferred until Document 295 was before it.

It was so agreed.

3.1.9 In reply to a question from the delegate of the Netherlands, the Chairman suggested that Committee 5 should inform Committee 4 that it recommended the suppression of Resolution No. 318, provided confirmation was received that its annex had been moved to the body of the Radio Regulations, and on the understanding that, in the period between the signing of the Final Acts and their entry into force, the IFRB would continue to apply the provisions of Resolution No. 318. In the meantime the square brackets enclosing the proposed suppression should be retained.

It was so agreed.

3.1.10 The Observer from the IMO noted that a Sub-Drafting Group of Working Group 4-B under the chairmanship of the delegate of the Netherlands, was in the course of preparing a text setting out the relevant interim procedures.

With the action decided on for items 2.2 and 3, the remainder of Document 253, together with its Annex, was approved.

3.2 Second report (Document 268)

Resolution [COM5/3]

3.2.1 The delegate of Spain, supported by the delegates of Tunisia, Cuba, and Togo, proposed inserting the word "Morse" before "radio telegraphy" in the third line of considering (b).

3.2.2 The delegate of Sweden objected on the grounds that that would defeat the original intent of that provision, by making it more restrictive.

3.2.3 The Chairman said that to be consistent with the change made to the existent Chapter 9 as opposed to the new Chapter 9, the addition of the word "Morse" was necessary in order to relate the text to the provisions in Chapter 9.

Resolution [COM5/3], as amended, was approved, and Resolution No. 206 was suppressed as a consequence.

Resolution No. 322(Rev.)

3.2.4 In reply to concerns expressed by the delegate of China, the Chairman of Working Group 5 Ad hoc 1 said that in the case of the HF frequencies, covered by the resolves part, there was a very real need for IMO, in conjunction with the ITU, to coordinate the plan for the selected coast stations. He agreed with the Chairman that the basic intent was for IMO and ITU to develop a plan which would ensure an adequate number of coast stations operating in the HF bands and of coast earth stations to ensure the proper use of the GMDSS. He added that it was not necessary for every administration to undertake the onerous burden of fitting an HF coast station or a coast earth station. Consequently, IMO had to seek out those administrations wishing to provide such services and to coordinate all offers and prepare a plan to ensure adequate world-wide coverage up to the level of safety that was aimed at in the new system.

3.2.5 The delegate of China expressed satisfaction with that reply. All he had sought was an assurance that the aim was to ensure that the selected coast stations would be able to operate on the right frequencies.

3.2.6 The delegate of France, supported by the delegates of Senegal, Madagascar and Tunisia, proposed that the word "selected" should be deleted since it did not correspond to "certains" in the French text. He also suggested inserting the words "reserved for safety and distress" after "on the HF DSC frequencies", and removing the square brackets in the final sentence.

3.2.7 The delegate of the United States explained that that phrase had been enclosed in square brackets because Committee 6 had also been dealing with the matter.

3.2.8 The delegate of Poland thought that the word "selected" should be retained in the English text and the French text aligned thereto. The delegate of France agreed and suggested that the text be referred back to the Editorial Committee.

3.2.9 The delegate of the Federal Republic of Germany, supported by the delegate of Norway, also felt that the word "selected" was necessary to distinguish coast stations and coast earth stations with special duties from other stations which might participate in the GMDSS from time to time.

3.2.10 The delegate of Greece wondered whether the stations in the List had special privileges: the existence of such a list implied two classes.

3.2.11 The delegate of China, supported by the delegate of Togo, pointed out that coast earth stations automatically received distress signals and he failed to see any need for selection. However, he was of the opinion that coast stations should be selected.

3.2.12 After further discussion, the Chairman proposed that the word "selected" should be deleted throughout the Resolution for the following reasons:

- a) the List would be less restrictive and all stations participating in GMDSS communications would be listed including those specifically designated any plan coordinated by the IMO in cooperation with the ITU. Committee 4 would be invited, when it considered the resolution, to devise some way of identifying those stations specifically designated as being part of the IMO/ITU plan;
- b) it would avoid giving the impression that the plan was being imposed on administrations. It was up to the administrations to offer facilities and services and the responsibility of the IMO in conjunction with the ITU was to coordinate those offers and to prepare a plan ensuring adequate coverage.

Furthermore, the word "selection" would be deleted from the title of the Resolution and the ad hoc Working Group would review the text thus amended and make the necessary editorial adjustments.

It was so decided.

3.3 Third report (Document 286)

3.3.1 The Chairman of Working Group 5 ad hoc 1 said that although the Group had decided to recommend suppression of Recommendation 201, it had considered that some of its provisions might usefully be incorporated into Resolution [COM5/1]. This matter was noted. The Committee agreed to SUP Recommendations Nos. 201, 204, 311 and 713 and NOC Recommendation 306. Only minor amendments had been made to Recommendation No. 317 given in Annex 1 to the report.

MOD Recommendation No. 317 (Rev. Mob-87)

3.3.2 The Observer for the IMO suggested that the title of the Recommendation might be amended to read: "Relating to the use of a priority indicator signal for alerting ships to send overdue position reports and for other ships or shore stations to report communications with or sightings, so as to reflect fully the intent of the second sentence of recommends 1).

3.3.3 The Chairman, observing that no delegation was prepared to take up that suggestion, took note of the suggestion.

MOD Recommendation No. 317 was approved.

3.4 Fourth Report (Document 295)

3.4.1 The Chairman of Working Group 5 ad hoc 1 drew particular attention to the action required by Committee 5 with respect to the two draft Resolutions contained in the Fourth Report.

Draft Resolution [COM5/4]

3.4.2 The delegate of Spain, supported by the delegates of Argentina, France, Togo and Tunisia, said that the reference to low antenna efficiencies in considering a) was out of place and should be replaced by a reference to propagation difficulties, which were the basic cause of problems in tropical zones.

3.4.3 The delegate of Brazil said that antenna efficiency was extremely important in changes of frequency from 500 kHz to the 4 MHz band, and depended on the electrical height of the antenna. The text should remain as adopted by the ad hoc Group, therefore, unless reference was also made to ionospheric propagation in considering a).

3.4.4 The delegate of the Federal Republic of Germany, supported by the delegate of Malta, also considered that the reference to low antenna efficiency was out of place. The real reason for allocating a frequency in the 4 MHz band was the high atmospheric noise level in the areas concerned, and that point should not be lost or weakened by reference to a purely physical question relevant to all parts of the world. He therefore proposed that the reference to low antenna efficiencies simply be deleted.

3.4.5 The delegate of Brazil expressed surprise that the issue had not been debated at Working Group level. It was a fact that antenna efficiency was greater in the higher frequencies for the same physical height of antenna, hence the importance of having a frequency in the 4 MHz band. For greater clarity, therefore, he suggested that the reference to low antenna efficiency be deleted and that a new sub-paragraph be added to that section referring to that important characteristic.

3.4.6 The Chairman pointed out that the aim of the draft Resolution was not to request a frequency, the need for which had already been approved, but to request coordination. In the light of the discussion, therefore, he suggested that the words "generally low antenna efficiencies and" be deleted from considering a) and the phrase "that in the 4 MHz band coast station antenna efficiencies are much higher than those at 518 kHz and" be deleted from considering b), and that the words "inter alia" be inserted editorially to indicate that the problem of high atmospheric noise levels was not the only problem involved.

It was so agreed.

3.4.7 The Observer from the IMO suggested that in recognizing b) the word "appropriate" be replaced by "competent" and that the words "for consideration and comments" be added at the end of "requests the Secretary-General", in line with the same section in draft Resolution [COM5/5].

It was so agreed and draft Resolution [COM 5/4] was approved as amended.

Draft Resolution [COM 5/5]

3.4.8 The Chairman said that the square brackets around considering c) would have to be retained pending the outcome of discussions elsewhere on the review of Appendix 31. Under recognizing, the word "appropriate" should be replaced by "competent" in line with the change made in draft Resolution [COM 5/4].

Draft Resolution [COM 5/5], as amended, was approved.

3.4.9 The Chairman suggested that a note be sent to Committee 4 informing it of the approval of the above draft Resolutions

It was so agreed.

The meeting rose at 1150 hours.

The Secretary:

A. ZOUDOV

The Chairman:

P.E. KENT

B.7

PLENARY MEETING

SEVENTH SERIES OF TEXTS SUBMITTED BY THE
 EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for first reading:

| <u>Source</u> | <u>Documents</u> | <u>Title</u> |
|---------------|---------------------|--|
| COM.6 | 270 (315) | Article 1 Article 19 (NOC) Article 24 |
| COM.6 | 270 (315)/312 (342) | Article 35 |
| COM.6 | 194 (315) | Article 42A Article 43 |
| COM.6 | 312 (342) | Article 48 Article 51 Article 52 (SUP) Article N 52 Article 53 (SUP) |
| COM.6 | 262 (315) | Article 54 (NOC) Article 57 (NOC) |
| COM.6 | 315 | Article 67 |
| COM.6 | 270 (315) | Article 68 |
| COM.6 | 262 (315) | Appendix 12 (NOC) |
| COM.6 | 270 (315) | Appendix 13 Mob-83 (NOC) |
| COM.6 | 315 | Appendix 14 |

Y.C. MONGELARD
 Chairman of Committee 7

Annex: 13 pages

ARTICLE 1

Terms and Definitions

NOC Section IV. Radio Stations and Systems

- ADD 67A 4.10A Land earth station: An earth station in the fixed-satellite service or, in some cases, in the mobile-satellite service, located at a specified fixed point or within a specified area on land to provide a feeder link for the mobile-satellite service.
- ADD 68A 4.11A Base earth station: An earth station in the fixed-satellite service or, in some cases, in the land mobile-satellite service, located at a specified fixed point or within a specified area on land to provide a feeder link for the land mobile-satellite service.
- ADD 69A 4.12A Land mobile earth station: A mobile earth station in the land mobile-satellite service capable of surface movement within the geographical limits of a country or continent.

NOC ARTICLE 19

ARTICLE 24

NOC

Licences

- MOD 2024 § 3. To facilitate the verification of licences issued to mobile stations and mobile earth stations, a translation of the text in one of the working languages of the Union shall be added, when necessary, to the text written in the national language.
- MOD 2025 § 4. (1) The government which issues a licence to a mobile station or a mobile earth station shall indicate therein in clear form the particulars of the station, including its name, call sign and, where appropriate, the public correspondence category, as well as the general characteristics of the installation.
- MOD 2027 § 5. (1) In the case of a new registration of a ship or aircraft in circumstances where delay is likely to occur in the issue of a licence by the country in which it is to be registered, the administration of the country from which the mobile station or mobile earth station wishes to make its voyage or flight may, at the request of the operating company, issue a certificate to the effect that the station complies with these Regulations. This certificate, drawn up in a form determined by the issuing administration, shall give the particulars mentioned in No. 2025 and shall be valid only for the duration of the voyage or flight to the country in which the registration of the ship or aircraft will be effected, or for a period of three months, whichever is less.

B.7/3

ARTICLE 35

NOC **Radiodetermination Service
and Radiodetermination-Satellite Service**

NOC **Section III. Radio Direction-Finding Stations**

ADD 2842A (2A) Where a radio direction-finding service is provided in the authorized bands between 156.0 MHz and 174.0 MHz, the radio direction-finding stations should be able to take bearings on the VHF distress and calling frequency 156.8 MHz and on the VHF digital selective calling frequency 156.525 MHz.

NOC **Section IV. Radiobeacon Stations**

MOD 2854 § 14. (1) The assignment of frequencies to aeronautical radiobeacons operating in the bands between 160 kHz and 535 kHz shall be based on a protection ratio against interference of at least 15 dB for each beacon throughout its service area.

B.7/4

CHAPTER X

NOC

Aeronautical Mobile Service and
Aeronautical Mobile-Satellite Service

ARTICLE 42A

NOC

Introduction

MOD 3362 § 1. With the exception of Articles 43, 44, 46, 49, 50 and No. 3652, the other provisions of this Chapter may be governed by special arrangements concluded pursuant to Article 31 of the International Telecommunication Convention, Nairobi, 1982, or by intergovernmental agreements¹ provided their implementation does not cause harmful interference to the radio services of other countries.

NOC 3363

NOC 3362.1 ¹For example, the International Civil Aviation
Mob-83 Organization (ICAO) 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.

SUP

* Note by the General Secretariat.

B.7/5

ARTICLE 43

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

- NOC 3364 § 1. The service of a mobile station is placed under the supreme authority of the person responsible for the aircraft or other vehicle carrying the mobile station.
- NOC 3365 § 2. The person holding this authority shall require that each operator comply with these Regulations and that the mobile station for which the operator is responsible is used, at all times, in accordance with these Regulations.
- MOD 3366 § 3. Except as otherwise provided for in these Regulations, the person responsible, as well as all the persons who may have knowledge of any information whatever obtained by means of the radiocommunication service, are placed under the obligation of observing and ensuring the secrecy of correspondence.
- ADD 3367 § 4. The provisions of Nos. 3364, 3365 and 3366 shall also apply to personnel of aircraft earth stations.
- (MOD) 3368 Not allocated.
 to
 3391

B.7/6

ARTICLE 48

MOD **Stations on Board Aircraft Communicating with
Stations in the Maritime Mobile Service and in
the Maritime Mobile-Satellite Service**

MOD 3571 Stations on board aircraft may communicate, for purposes of distress, and for public correspondence¹, with stations of the maritime mobile or maritime mobile-satellite services. For these purposes they shall conform to the relevant provisions of Chapter IX or N IX and Chapter XI, Articles 59 (Section III), 61, 62, 63, 65 and 66 (see also Nos. 962, 963, and 3633).

MOD 3571.1 ¹Stations on board aircraft may communicate for public correspondence purposes as long as watch is maintained on the frequencies provided for safety and regularity of flight.

B.7/7

NOC

ARTICLE 51

NOC

**Order of Priority of Communications in the
Aeronautical Mobile Service and in the
Aeronautical Mobile-Satellite Service**

MOD 3651

§ 1. The order of priority for communications¹ in the aeronautical mobile service and the aeronautical mobile-satellite service shall be as follows, except where impracticable in a fully automated system in which, nevertheless, Category 1 shall receive priority;

NOC

1. Distress calls, distress messages and distress traffic.

NOC

2. Communications preceded by the urgency signal.

MOD

3. Communications relating to radio direction-finding.

MOD

4. Flight safety messages.

MOD

5. Meteorological messages.

MOD

6. Flight regularity messages.

MOD

7. Messages relating to the application of the United Nations Charter.

MOD

8. Government messages for which priority has been expressly requested.

NOC

9. Service communications relating to the working of the telecommunication service or to communications previously exchanged.

MOD

10. Other aeronautical communications.

NOC 3652

NOC 3651.1

SUP 3651.2

SUP

ARTICLE 52

ADD

ARTICLE N 52

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

Section I. General Provisions

3653 As a general rule, it rests with the aircraft station to establish communication with the aeronautical station. For this purpose, the aircraft station may call the aeronautical station only when it comes within the designated operational coverage¹ area of the latter.

3654 An aeronautical station having traffic for an aircraft station may call this station if it has reason to believe that the aircraft station is keeping watch and is within the designated operational coverage area (see No. 3653.1) of the aeronautical station.

3655 When an aeronautical station receives calls in close succession from several aircraft stations, it decides on the order in which these stations may transmit their traffic. Its decision shall be based on the priority in Article 51.

3656 If an aeronautical station finds it necessary to intervene in communications between aircraft stations, these stations shall comply with the instructions given by the aeronautical station.

3657 Before transmitting, a station shall take precautions to ensure that it will not interfere with a communication already in progress and that the station called is not in communication with another station.

3658 When a radiotelephone call has been made to an aeronautical station, but no answer has been received, a period of at least ten seconds should elapse before a subsequent call is made to that station.

3653.1 ¹Designated operational coverage is that volume of airspace needed operationally in order to provide a particular service and within which the facility is afforded frequency protection.

ADD 3659 When a station called fails to reply to a Morse radiotelegraph call sent three times at two-minutes intervals, the call may not be repeated until after an interval of three minutes.

3660 Aircraft stations shall not radiate carrier waves between calls.

Section II. Morse Radiotelegraph Procedure

3661 A. General

3662 The use of Morse code signals for radiotelegraphy shall be obligatory in the aeronautical mobile service. However, for radiocommunication of a special character, the use of other signals is not precluded.

3663 In order to facilitate radiocommunications, stations shall use the service abbreviations given in Appendix 13.

3663A When it is necessary for a station in the aeronautical mobile service to send test signals, either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, such signals shall not be continued for more than ten seconds and shall consist of a series of VVV followed by the call sign of the station emitting the test signals.

3664 B. Method of Calling

3665 The call consists of:

- the call sign of the station called, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- the letter K.

3666 The call "to all stations" CQ is used before the transmission of information of any kind intended to be read or used by anyone who may intercept it.

ADD 3667 C. Form of Reply to Calls

3668 The reply to calls consists of:

- the call sign of the calling station, not more than three times;
- the word DE;
- the call sign of the station called, once only;
- the letter K.

3669 D. Difficulties in Reception

3670 If the station called is unable to accept traffic immediately it shall reply to the call as indicated in Nos. 3667 and 3668 but it shall replace the letter K by the signal (wait) followed by a number indicating in minutes the probable duration of the waiting time.

3671 E. Signal for the End of Transmission

3672 The transmission of a radiotelegram shall be terminated by the signal (end of transmission) followed by the letter K.

3673 F. Acknowledgement of Receipt

3674 The receipt of a radiotelegram shall be acknowledged by the receiving station in the following manner:

- the call sign of the transmitting station;
- the word DE;
- the call sign of the receiving station;
- the abbreviation QSL.

3675 G. End of Work

3676 The end of work between stations shall be indicated by each of them by means of the signal (end of work).

SUP ARTICLE 53

NOC ARTICLE 54

NOC ARTICLE 57

B.7/11

CHAPTER XII

MOD Land Mobile Service and
 Land Mobile-Satellite Service

ARTICLE 67

Conditions to Be Observed by Stations in the
Land Mobile and Land Mobile-Satellite Services

MOD Section I. Land Mobile Stations in the
 Land Mobile Service

NOC 5128-5131

SUP 5132-5133

ADD Section II. Land Mobile Earth Stations in the
 Land Mobile-Satellite Service

ADD 5134 Land mobile earth stations in the land mobile-satellite
 service shall so established in such a way as to conform to the
 provisions of Chapter III as regards frequencies and classes of
 emission.

ADD 5135 The frequencies of emissions of these earth stations
 shall be checked as often as possible by the inspection service to
 which these stations are subject.

ADD 5136 The energy radiated by receiving apparatus shall be
 reduced to the lowest possible value and shall not cause harmful
 interference to other stations.

ADD 5137 Administrations shall take all practicable steps
 necessary to ensure that the operation of any electrical apparatus
 installed in these earth stations does not cause harmful
 interference to the essential radio services of stations which are
 operating in accordance with the provisions of these Regulations.

ADD 5138 In exceptional cases land mobile earth stations in the
 land mobile-satellite service may communicate with stations in the
 maritime mobile-satellite and aeronautical mobile-satellite
 services. Such operations shall comply with the relevant
 provisions of the Radio Regulations relating to those services and
 shall be subject to agreement among the administrations concerned,
 taking due account of No. 953.

NOC

ARTICLE 68

NOC APPENDIX 12

NOC APPENDIX 13
Mob-83

APPENDIX 14
Mob-83

NOC **Miscellaneous Abbreviations and Signals to be Used for
Radiocommunications in the Maritime Mobile Service**

NOC **Section I. Q Code**

NOC **Section II. Miscellaneous Abbreviations and Signals**

ADD DSC Digital selective calling

ADD MSI Maritime safety information

ADD NBDP Narrow-band direct-printing telegraphy

ADD RCC Rescue coordination centre

ADD SAR Search and Rescue

Resolutions

NOC

RESOLUTION No. 13

Recommendations

NOC

RECOMMENDATION No. 7

NOC

RECOMMENDATION No. 405

Source: Documents 285, 311, DL/58COMMITTEE 6SIXTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-B
TO THE CHAIRMAN OF COMMITTEE 6

1. Working Group 6-B considered proposals submitted by Sub-Working Group 6-B-1 concerning Article 49 (Document 285) and approved the proposals in Annex 1.
2. Working group 6-B also considered proposals submitted by Sub-Working Group 6-B-1 and Drafting Group 6-B-1-2 concerning Article 44 (Documents 311 and DL/58) and approved the proposals with some minor modifications as in Annex 2.
3. With regard to Recommendation No. 604 (Second Responsibility), the Working Group noted that its proposals were already considered and approved, in the Plenary (Document 246).

The Working Group also approved to suppress Resolution No. 600 and Recommendation No. 600 (Second Responsibility) in the view that the appropriate addition is to be made in the Regulations (No. 775A, Document 224) on the basis of proposals before the Conference.

Y. HIRATA
Chairman of Working Group 6-B

Annexes: 2

ANNEX 1

ARTICLE 49

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

ADD **Section I. Aeronautical Mobile Service**

NOC 3597-3600

SUP 3601-3602

NOC 3603-3604

ADD **Section II. Aeronautical Mobile-Satellite Service**

ADD 3605 The provisions of Nos. 3597 to 3604 are also applicable
to mobile earth stations in the aeronautical mobile-satellite
service.

ANNEX 2

ARTICLE 44

NOC Operators' Certificates for Aircraft Stations
 and for Aircraft Earth Stations

NOC Section I. General Provisions

SUP 3392

MOD 3393 (2) The service of every aircraft ~~radiotelephone~~ station and every aircraft earth station shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. Provided the station is so controlled, other persons besides the holder of the certificate may use the radiotelephone equipment.

MOD 3393A (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 aircraft radiotelephone stations and aircraft earth 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.

MOD 3394 The service of automatic communication devices¹ installed in an aircraft station or aircraft earth station shall be controlled by an operator holding a certificate issued or recognized by the government to which the station is subject. Provided the devices are so controlled, they may be used by other persons. If such devices require for their basic function the use of Morse code signals specified in the Instructions for the Operation of the International Public Telegram Service, the service shall be performed by an operator holding a radiotelegraph operator's certificate. However, this latter requirement does not apply to automatic devices which may use Morse code signals solely for identification purposes.

NOC 3394.1

MOD 3395 Nevertheless, in the service of ~~radiotelephone~~ aircraft stations and aircraft earth stations operating radiotelephony solely on frequencies above 30 MHz, each government shall decide for itself whether a certificate is necessary and, if so, shall define the conditions for obtaining it.

MOD 3396 The provisions of No. 3395 shall not, however, apply to any aircraft station or aircraft earth station working on frequencies assigned for international use.

NOC 3397-3402

NOC Section II. Classes and Categories of Certificates

MOD 3403 (1) There are two classes of certificates for radiotelegraph operators, as well as a special certificate.

SUP 3403.1

MOD 3404 (2) There are two categories of radiotelephone operators' certificates, general and restricted.

SUP 3404.1

MOD 3405 The holder of first- or second-class radiotelegraph operator's certificates may carry out the radiotelegraph or radiotelephone service of any aircraft station or aircraft earth station.

MOD 3406 (2) The holder of a radiotelephone operator's general certificate may carry out the radiotelephone service of any aircraft station or of any aircraft earth station.

SUP 3407-3409

MOD 3410 ~~(3)(4)~~ The holder of a radiotelephone operator's restricted certificate may carry out the radiotelephone service of any aircraft station or aircraft earth station operating on frequencies allocated exclusively to the aeronautical mobile service or the aeronautical mobile-satellite service, providing 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 by Appendix 7.~~

MOD 3411 ~~(4)(5)~~ The radiotelephone service of aircraft stations or aircraft earth stations for which only a restricted radiotelephone operator's certificate is required may be carried out by an operator holding a radiotelegraph operator's special certificate.

NOC 3412

NOC Section III. Conditions for the Issue of Operators' Certificates

NOC 3413-3419

MOD 3420 a) knowledge both of the general principles electricity and of the theory of radio, ~~knowledge of the adjustment and practical working of various types of radiotelegraph and radiotelephone apparatus used in the mobile service, including apparatus used for radio direction-finding and the taking of direction-finding bearings, as well as a general knowledge of the principles of operation of other apparatus generally used for radionavigation;~~

- MOD 3421 b) theoretical and practical knowledge of the operation, and maintenance of ~~apparatus, such as motor-generators, storage batteries, etc., used in the operation~~ and adjustment of the radiotelegraph, and radiotelephone and radio direction-finding apparatus mentioned in No. 3420;
- SUP 3422
- MOD 3423 ~~d)~~ c) ability to send correctly by hand and receive correctly by ear, in the Morse code, code groups (mixed letters, figures and punctuation marks)¹ at a speed of twenty groups a minute, and a plain language text at a speed of twenty-five words² a minute. ~~Each code group shall comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language shall contain five characters.~~ The duration of each test of sending and of receiving shall be, as a rule, five minutes;
- ADD 3423.1 ¹Each code group shall comprise five characters, each figure or punctuation counting as two characters.
- ADD 3423.2 ²The average word of the text in plain language shall contain five characters.
- MOD 3424 ~~e)~~ d) ability to send correctly and to receive correctly by radiotelephone in one of the working languages of the Union;
- MOD 3425 ~~f)~~ e) detailed knowledge of the Regulations applying to radiocommunications, ~~knowledge of the documents relating to charges for radiocommunications,~~ knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio, and, in the case of air navigation, knowledge of the special provisions governing the aeronautical fixed, mobile and radionavigation services. In the latter case, the certificate states that the holder has successfully passed the test relating to these special provisions;
- SUP 3426-3427
- NOC 3428-3429
- MOD 3430 a) ~~elementary theoretical ... for radionavigation,~~ elementary theoretical and practical knowledge of basic radiocommunications;
- MOD 3431 b) ~~elementary theoretical ... No. 3430 elementary~~ theoretical and practical knowledge of the operation, maintenance and adjustment of radiotelegraph and radiotelephone apparatus;

SUP 3432

MOD 3433 ~~d)~~ c) ability to send correctly by hand and to receive correctly by ear, in the Morse code, code groups (mixed letters, figures and punctuation marks) at a speed of sixteen groups a minute, and a plain language text at a speed of twenty words a minute. ~~Each code group shall comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language shall contain five characters.~~ The duration of each test of sending and of receiving shall, as a rule, be five minutes. (The provisions of Nos. ADD 3423.1 and ADD 3423.2 also apply.)

MOD 3434 ~~e)~~ d) ability to send correctly and to receive correctly by radiotelephone, in one of the working languages of the Union¹ ~~[except in the case provided for in No. 3412,];~~

MOD 3435 ~~f)~~ e) knowledge of the Regulations applying to radiocommunications, ~~knowledge of the documents relating to charges for radiocommunications,~~ knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio, and, in the case of air navigation, knowledge of the special provisions governing the aeronautical fixed, mobile, and radionavigation services. In the latter case, the certificate states that the holder has successfully passed the tests relating to these special provisions.

SUP 3436-3437

NOC 3438-3439

MOD 3441 ~~3440~~ ~~b)~~ a) knowledge of the practical operation and adjustment of radiotelegraph and radiotelephone apparatus¹;

MOD 3440 ~~3441~~ ~~a)~~ b) ability to send correctly by hand and receive correctly by ear, in the Morse code, code groups (mixed letters, figures and punctuation marks) at a speed of sixteen groups a minute, and a plain language text at a speed of twenty words a minute. ~~Each code group shall comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language shall contain five characters.~~ (The provisions of Nos. ADD 3423.1 and ADD 3423.2 also apply.)

ADD 3441A c) ability to send correctly and to receive correctly by radiotelephone in one of the working languages¹ of the Union¹;

ADD 3434.1 ¹ This provision need not apply in the case provided for in
ADD 3440.1 No. 3412.
ADD 3441A.1

MOD 3442 ~~e)~~ d) knowledge of the Regulations applying to radiotelegraph communications and specifically of that part of those Regulations relating to safety of life at sea;

MOD 3443 (2) Each administration concerned ~~shall~~ may fix the other conditions for obtaining this certificate, ~~However,~~ [except as provided for in No. 3412] ~~the conditions specified in Nos. 3450, 3451, 3452 and 3453 or 3454, as the case may be, shall be satisfied.~~

NOC 3444-3447

MOD 3448 c) ability to send correctly and to receive correctly by radio telephone in one of the working languages of the Union;

NOC 3449-3451

MOD 3452 b) ability to send correctly and to receive correctly by radio telephone in one of the working languages of the Union;

NOC 3453

MOD 3454 For aircraft radiotelephone stations and aircraft earth stations operating on frequencies allocated exclusively to the aeronautical mobile service or the aeronautical mobile-satellite service, each administration may itself fix the 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 these conditions, The administration ~~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. 3393A.

NOC 3455-33456

Source: Document DT/64

COMMITTEE 5

FIFTH REPORT OF WORKING GROUP 5
AD HOC 1 TO COMMITTEE 5

1. During each of its eight meetings the Working Group gave consideration to the Resolution for implementing the GMDSS. The results of the considerations are presented in the form of Resolution No. [COM5/1] as attached in the Annex.

2. It should be noted that during the discussions on this matter reservations were made as follows:

- a) reservations by the delegates of Cuba, Mexico, Togo and Tunisia on noting further c);
- b) reservations by the delegates of Cuba, the Islamic Republic of Iran, Mexico, Togo and Tunisia on noting further d) concerning the use of the word "discontinuance";

(The delegates of the Islamic Republic of Iran and Mexico were of the view that the second part of noting further d) should be discussed in the operative part of the Resolution.)

- c) reservations by the delegates of Cuba, Mexico, Togo and Tunisia on resolves a).
- d) reservations by the delegate of Cuba on resolves b).

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

Annex: 1

ANNEX

Draft

RESOLUTION No. [COM5/1]

**Relating to the Introduction of Provisions for the
Global Maritime Distress and Safety System (GMDSS)
and the Continuation of the Existing Distress
and Safety Provisions**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

noting

that the International Maritime Organization (IMO):

- has reached the final stage of development of the Global Maritime Distress and Safety System (GMDSS);
- is preparing a revision of the International Convention for the Safety of Life at Sea (SOLAS), 1974, with a view to introducing the GMDSS;
- will decide the dates of initial and full implementation of the GMDSS including any intermediate dates of application for various classes of ships subject to the above-mentioned Convention;

noting further

- a) that to ensure compatibility between ships following, on the one hand, Chapter IX and, on the other, Chapter N IX of the Radio Regulations, all ships subject to the 1974 SOLAS Convention will continue to use applicable existing distress and safety provisions until the GMDSS has been implemented fully;
- b) that some administrations and ships not subject to the 1974 SOLAS Convention may continue to use provisions of Chapter IX on Distress and Safety Communications after the GMDSS has been implemented fully;
- c) that it would be costly for administrations to maintain in parallel for an excessive period of time, shore-based facilities necessary to support both the existing distress and safety system and the GMDSS;
- d) that discontinuance of the existing shore-based distress and safety services could deprive ships not subject to the SOLAS Convention of the possibility of obtaining assistance from these services, and that administrations should therefore encourage such ships to participate in the GMDSS before such time as the services are discontinued;

considering

- a) that this Conference has placed in Chapter N IX the provisions which are required for the GMDSS to be implemented and that Chapter IX, as modified, retains the provisions for the existing distress and safety system;

- b) that the introduction of the GMDSS will offer the opportunity to gain administrative, technical and operational experience with the new system;
- c) that the experience gained from the operation of the GMDSS should be used to improve the distress and safety system;

recognizing

- a) that to assist IMO, the provisions of Chapter N IX should enter into force prior to the initial implementation date of the GMDSS;
- b) that some elements of the GMDSS described in Chapter N IX, particularly DSC, will not be fully operational in all parts of the world on the date that the Final Acts of this Conference come into force;

resolves

1. that Chapter N IX will come into force with the Final Acts of this Conference with the understanding that the coming into force of Chapter N IX:
 - a) implies that those administrations wishing to start using the provisions of Chapter N IX, may do so;
 - b) does not imply a requirement upon any administration to establish GMDSS facilities or to start using the provisions of Chapter N IX;
2. that nevertheless administrations shall be obliged to follow the provisions of Chapter IX until a future competent conference decides otherwise;

invites

the Administrative Council to place on the agenda of the next competent conference this Resolution, Chapters IX and N IX with a view to considering any changes required to improve the distress and safety system;

invites also

the IMO, when deciding the dates of implementation of the GMDSS, to take into account;

1. Resolution No. 322(Rev.) Relating to Coast Stations and Coast Earth Stations Assuming Watchkeeping Responsibilities on Certain Frequencies in Connection with the Implementation of Distress and Safety Communications for the GMDSS, which addresses the adequate geographic distribution of coast stations and coast earth stations necessary for the implementation of the GMDSS;
2. the economic repercussions and benefits of the GMDSS and the particular limitations of the developing countries;
3. the possibility of a progressive implementation of the GMDSS by bringing into effect component parts of the system particularly those having maximum benefit to the safety of life at sea;

requests the Secretary-General

to communicate this Resolution to IMO and the International Civil Aviation Organization (ICAO).

Source: Document DT/65COMMITTEE 5

SIXTH REPORT OF WORKING GROUP 5 AD HOC 1 TO COMMITTEE 5

1. At the request of Committee 5, the Working Group reviewed Resolution No. 322(Rev.) as contained in Annex 2 to Document 268. This revision is attached in annex.
2. Committee 5 is requested to draw the attention of the appropriate Committee to the need to identify those stations maintaining watches on GMDSS frequencies and those which constitute part of the coordinated plan.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

Annex: 1

ANNEX

MOD

RESOLUTION No. 322(Rev.)

**Relating to Coast Stations and Coast Earth Stations
Assuming Watch-Keeping Responsibilities on
Certain Frequencies in Connection with the
Implementation of Distress and Safety
Communications for the GMDSS**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that the International Maritime Organization (IMO) is implementing a global maritime distress and safety system (GMDSS);
- b) that this Conference has placed provisions in the Radio Regulations for distress and safety communications for the GMDSS 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 use or the exclusive use 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, for MF, HF and VHF frequencies, by all coast stations open to public correspondence and, for space systems, by all coast earth stations;

recognizing

- a) that for the successful implementation of the new system there must be adequate geographical distribution of coast earth stations and coast stations keeping watch on the appropriate frequencies as well as those now in use;
- b) that IMO is the organization best qualified to coordinate, a plan of coast earth stations and coast stations which administrations intend to use for keeping watch on GMDSS frequencies;

resolves to invite

1. administrations to inform the ITU and IMO of the arrangements they intend to make regarding watchkeeping on GMDSS distress and safety calling frequencies;
2. IMO to ensure that the services provided by administrations are sufficient for world-wide HF DSC coverage;
3. ITU to indicate in the List of Coast Stations all those coast and coast-earth stations designated by administrations for providing distress and safety watchkeeping services for the GMDSS;

requests the Secretary-General

to communicate this Resolution to the IMO.

WORKING GROUP 4-BFrance, the Netherlands, the United Kingdom

RESOLUTION No. 704

In the light of discussion in Working Group 4-B of proposals HOL/53/2 and G/33/252, it was agreed that France, the Netherlands and the United Kingdom would draft the text of a Resolution for consideration by the Working Group.

The attached text has been drafted to reflect, in a unified text, the points made in discussion and elements of the previous proposals.

Attachment: 1

ATTACHMENT

F/G/HOL/340/1

DRAFT RESOLUTION

Relating to the Channelling Arrangements for the
Maritime Mobile Service in Region 1 in the Bands
Allocated to that Service between
415 kHz and 2 160 kHz

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that in accordance with Resolution No. 704 of the WARC 1983, the RARC for Region 1, Geneva 1985, adopted channelling arrangements for the maritime mobile service in the bands allocated to that service between 415 kHz and 2 160 kHz;
- b) that in accordance with Resolution No. 704 of the WARC 1983 these channelling arrangements were established in the form of appendices to the Radio Regulations;
- c) that the RARC for Region 1, Geneva 1985, adopted Recommendations Nos. 3, 4 and 5 inviting the Administrative Council to ensure that the WARC MOB 1987 is competent to take a decision to include the relevant appendices in the Radio Regulations;
- d) that in accordance with Resolution No. 704 and Recommendations Nos. 3, 4 and 5 mentioned above, the WARC MOB 1987 is authorized to review and take appropriate action on these instruments;

recognizing

1. that from 0001 hours UTC on 1 April 1992, the channelling arrangements for the maritime mobile service in Appendices A, B and C to this Resolution shall regulate the communications of all stations of the maritime mobile service in Region 1 in the frequency bands concerned;
2. that, from that date, it will be necessary for all ships in or entering Region 1 to comply that these channelling arrangements until the arrangements are revised by a future competent RARC for Region 1;

further recognizing

3. that Appendix D contains a recommended channelling arrangement to the maritime mobile service in certain bands which are shared with other services and that it would be beneficial to the maritime community in Region 1 to use this recommended channelling arrangement;

resolves to invite

1. administrations to draw these arrangements to the attention of their national maritime communities;
2. the Secretary-General to include these arrangements in the Manual for the maritime mobile service and the maritime mobile-satellite service.

Appendix 1 to Resolution No. [...]

**Channelling Arrangement for the Maritime Mobile
Service in the Frequency Bands between
415 and 526.5 kHz in Region 1**

| Channel No. | Coast station (kHz) | Ship station (kHz) | Channel No. | Coast station (kHz) ^{c)} | Ship station (kHz) | Channel No. | Coast station (kHz) ^{c)} | Ship station (kHz) |
|-------------|---------------------|-------------------------|-------------|-----------------------------------|---------------------|------------------|-----------------------------------|---------------------|
| 1 | 415.5 | | 40 | 435.5 | 475.5 | 80 | 456.0 ^{a)} | 459.0 ^{a)} |
| 2 | 416.0 | | 41 | 436.0 | 476.0 | 81 | 456.5 ^{a)} | 459.5 ^{a)} |
| 3 | 416.5 | | 42 | 436.5 | 476.5 | 82 | 457.0 ^{a)} | 460.0 ^{a)} |
| 4 | 417.0 | | 43 | 437.0 | 477.0 | 83 | | 457.5 ^{b)} |
| 5 | 417.5 | | 44 | 437.5 | 477.5 | 84 ^{e)} | 490.5 | 506.0 |
| 6 | 418.0 | | 45 | 438.0 | 478.0 | 85 ^{e)} | 491.0 | 506.5 |
| 7 | 418.5 | | 46 | 438.5 | 478.5 | 86 ^{e)} | 491.5 | 507.0 |
| 8 | 419.0 | | 47 | 439.0 | 479.0 | 87 ^{e)} | 492.0 | 507.5 |
| 9 | 419.5 | | 48 | 439.5 | 479.5 | 88 ^{e)} | 492.5 | 508.0 |
| 10 | 420.0 | | 49 | 440.0 | 461.0 | 89 ^{e)} | 493.0 | 508.5 |
| 11 | 420.5 | | 50 | 440.5 | 480.5 | 90 ^{e)} | 493.5 | 509.0 |
| 12 | 421.0 | | 51 | 441.0 | 481.0 | 91 ^{e)} | 494.0 | 509.5 |
| 13 | 421.5 | | 52 | 441.5 | 481.5 | 92 ^{e)} | 494.5 | 510.0 |
| 14 | 422.0 | | 53 | 442.0 | 482.0 | 93 | 510.5 | 461.5 |
| 15 | 422.5 | | 54 | 442.5 | 482.5 | 94 | 511.0 | 462.0 |
| 16 | 423.0 | 454.0 ^{c)} | 55 | 443.0 | 483.0 | 95 | 511.5 | 462.5 |
| 17 | 423.5 | | 56 | 443.5 | 483.5 | 96 | 512.5 | 463.0 |
| 18 | 424.0 | 458.0 ^{c)} | 57 | 444.0 | 484.0 | 97 | 513.0 | 463.5 |
| 19 | 424.5 | | 58 | 444.5 | 484.5 | 98 | 513.5 | 464.0 |
| 20 | 425.0 ^{d)} | 468.0 ^{c)} | 59 | 445.0 | 485.0 | 99 | 514.0 | 464.5 |
| 21 | 425.5 | 480.0 ^{c)} | 60 | 445.5 | 485.5 | 100 | 514.5 | 465.0 |
| 22 | 426.0 | | 61 | 446.0 | 486.0 | 101 | 515.0 | 465.5 |
| 23 | 426.5 | 505.5 ^{c), e)} | 62 | 446.5 | 486.5 | 102 | 515.5 | 466.0 |
| 24 | 427.0 | | 63 | 447.0 | 487.0 | 103 | 516.0 | 466.5 |
| 25 | 427.5 | | 64 | 447.5 | 487.5 | 104 | 516.5 | 467.0 |
| 26 | 428.0 | | 65 | 448.0 | 488.0 | 105 | 517.0 | 467.5 |
| 27 | 428.5 | | 66 | 448.5 | 488.5 | 106 | 519.0 | 460.5 |
| 28 | 429.0 | | 67 | 449.0 | 489.0 | 107 | 519.5 | 468.5 |
| 29 | 429.5 | | 68 | 449.5 | 489.5 | 108 | 520.0 | 469.0 |
| 30 | 430.0 | | 69 | 450.0 | 450.0 | 109 | 520.5 | 469.5 |
| 31 | 430.5 | | 70 | 450.5 | 450.5 | 110 | 521.0 | 470.0 |
| 32 | 431.0 | | 71 | 451.0 | 451.0 | 111 | 521.5 | 470.5 |
| 33 | 431.5 | | 72 | 451.5 | 451.5 | 112 | 522.0 | 471.0 |
| 34 | 432.0 | | 73 | 452.0 | 452.0 | 113 | 522.5 | 471.5 |
| 35 | 432.5 | | 74 | 452.5 | 452.5 | 114 | 523.0 | 472.0 |
| 36 | 433.0 | | 75 | 453.0 | 453.0 | 115 | 523.5 | 472.5 |
| 37 | 433.5 | | 76 | | 453.5 ^{b)} | 116 | 524.0 | 473.0 |
| 38 | 434.0 | | 77 | | 454.5 ^{b)} | 117 | 524.5 | 473.5 |
| 39 | 434.5 | | 78 | | 455.0 ^{b)} | 118 | 525.0 | 474.0 |
| | | | 79 | 455.5 ^{a)} | 458.5 ^{a)} | 119 | 525.5 | 474.5 |
| | | | | | | 120 | 526.0 | 475.0 |

- a) For DSC use: channel No. 79 for international use, channels Nos. 80-82 for national use.
- b) For intership use.
- c) A coast station has the right to transmit on its own assigned working frequency (paired) when it communicates with a ship station transmitting on one of the frequencies for Morse radiotelegraphy (454, 458, 468, 480 and 505.5 kHz) (see also RR 4237).

Appendix 2 to Resolution No. [...]

**Channelling Arrangement for Radiotelegraphy in the Maritime Mobile Service
in the Frequency Bands 1 606.5 - 1 625 kHz and
2 141.5 - 2 160 kHz in Region 1**

| Channel No. | Coast station (NBDP) (DSC) (kHz) | Ship station (NBDP) (DSC) (kHz) |
|-------------|----------------------------------|---------------------------------|
| 201 | 1607 | 2142 |
| 202 | 1607.5 | 2142.5 |
| 203 | 1608 | 2143 |
| 204 | 1608.5 | 2143.5 |
| 205 | 1609 | 2144 |
| 206 | 1609.5 | 2144.5 |
| 207 | 1610 | 2145 |
| 208 | 1610.5 | 2145.5 |
| 209 | 1611 | 2146 |
| 210 | 1611.5 | 2146.5 |
| 211 | 1612 | 2147 |
| 212 | 1612.5 | 2147.5 |
| 213 | 1613 | 2148 |
| 214 | 1613.5 | 2148.5 |
| 215 | 1614 | 2149 |
| 216 | 1614.5 | 2149.5 |
| 217 | 1615 | 2150 |
| 218 | 1615.5 | 2150.5 |
| 219 | 1616 | 2151 |
| 220 | 1616.5 | 2151.5 |
| 221 | 1617 | 2152 |
| 222 | 1617.5 | 2152.5 |
| 223 | 1618 | 2153 |
| 224 | 1618.5 | 2153.5 |
| 225 | 1619 | 2154 |
| 226 | 1619.5 | 2154.5 |
| 227 | 1620 | 2155 |
| 228 | 1620.5 | 2155.5 |

| Channel No. | Coast station (DSC)* (kHz) | Ship station (DSC)* (kHz) |
|-------------|----------------------------|---------------------------|
| 229 | 1621 | 2156 |
| 230 | 1621.5 | 2156.5 |
| 231 | 1622 | 2157 |
| 232 | 1622.5 | 2157.5 |
| 233 | 1623 | 2158 |
| 234 | 1623.5 | 2158.5 |
| 235 | 1624 | 2159 |
| 236 | 1624.5 | 2159.5 |

NBDP = Narrow-band direct-printing

DSC = Digital selective calling

Appendix 3 to Resolution No. [...]

**Channelling Arrangement for Single Sideband Radiotelephony in the Maritime
Mobile Service in the Frequency Bands 1 635 - 1 800 kHz and
2 045 - 2 141.5 kHz in Region 1**

| Channel No. | Coast station assigned frequency (carrier frequency) (kHz) | Ship station assigned frequency (carrier frequency) (kHz) | Channel No. | Coast station assigned frequency (carrier frequency) (kHz) | Ship station assigned frequency (carrier frequency) (kHz) |
|-------------|--|---|-------------|--|---|
| 241 | 1636.4 (1635) | 2061.4 (2060) * | 271 | 1726.4 (1725) | 2070.4 (2069) |
| 242 | 1639.4 (1638) | 2064.4 (2063) | 272 | 1729.4 (1728) | 2073.4 (2072) |
| 243 | 1642.4 (1641) | 2067.4 (2066) | 273 | 1732.4 (1731) | 2076.4 (2075) |
| 244 | 1645.4 (1644) | 2070.4 (2069) | 274 | 1735.4 (1734) | 2079.4 (2078) |
| 245 | 1648.4 (1647) | 2073.4 (2072) | 275 | 1738.4 (1737) | 2082.4 (2081) |
| 246 | 1651.4 (1650) | 2076.4 (2075) | 276 | 1741.4 (1740) | 2085.4 (2084) |
| 247 | 1654.4 (1653) | 2079.4 (2078) | 277 | 1744.4 (1743) | 2088.4 (2087) |
| 248 | 1657.4 (1656) | 2082.4 (2081) | 278 | 1747.4 (1746) | 2091.4 (2090) |
| 249 | 1660.4 (1659) | 2085.4 (2084) | 279 | 1750.4 (1749) | 2094.4 (2093) |
| 250 | 1663.4 (1662) | 2088.4 (2087) | 280 | 1753.4 (1752) | 2097.4 (2096) |
| 251 | 1666.4 (1665) | 2091.4 (2090) | 281 | 1756.4 (1755) | 2100.4 (2099) |
| 252 | 1669.4 (1668) | 2094.4 (2093) | 282 | 1759.4 (1758) | 2103.4 (2102) |
| 253 | 1672.4 (1671) | 2097.4 (2096) | 283 | 1762.4 (1761) | 2106.4 (2105) |
| 254 | 1675.4 (1674) | 2100.4 (2099) | 284 | 1765.4 (1764) | 2109.4 (2108) |
| 255 | 1678.4 (1677) | 2103.4 (2102) | 285 | 1768.4 (1767) | 2112.4 (2111) |
| 256 | 1681.4 (1680) | 2106.4 (2105) | 286 | 1771.4 (1770) | 2115.4 (2114) |
| 257 | 1684.4 (1683) | 2109.4 (2108) | 287 | 1774.4 (1773) | 2118.4 (2117) |
| 258 | 1687.4 (1686) | 2112.4 (2111) | 288 | 1777.4 (1776) | 2121.4 (2120) |
| 259 | 1690.4 (1689) | 2115.4 (2114) | 289 | 1780.4 (1779) | 2124.4 (2123) |
| 260 | 1693.4 (1692) | 2118.4 (2117) | 290 | 1783.4 (1782) | 2127.4 (2126) |
| 261 | 1696.4 (1695) | 2121.4 (2120) | 291 | 1786.4 (1785) | 2130.4 (2129) |
| 262 | 1699.4 (1698) | 2124.4 (2123) | 292 | 1789.4 (1788) | 2133.4 (2132) |
| 263 | 1702.4 (1701) | 2127.4 (2126) | 293 | 1792.4 (1791) | 2136.4 (2135) |
| 264 | 1705.4 (1704) | 2130.4 (2129) | 294 | 1795.4 (1794) | 2139.4 (2138) |
| 265 | 1708.4 (1707) | 2133.4 (2132) | 295 | 1798.4 (1797) | 2061.4 (2060) |
| 266 | 1711.4 (1710) | 2136.4 (2135) | | | |
| 267 | 1714.4 (1713) | 2139.4 (2138) | | | |
| 268 | 1717.4 (1716) | 2061.4 (2060) | | | |
| 269 | 1720.4 (1719) | 2064.4 (2063) | | | |
| 270 | 1723.4 (1722) | 2067.4 (2066) | | | |

* For sub-band 2 045 - 2 060 kHz see RR 4368 [A] [B].

Appendix 4 to Resolution No. [...]

Tables of Recommended Assignable Frequencies to be Used by
Administrations in Region 1 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 - 3 430 kHz and 3 500 - 3 800 kHz

- a) *Coast stations, single-sideband radiotelephony*
1 852.4 kHz (1 851 kHz) ... 33 channels spaced 3 kHz ...
1 948.4 kHz (1 947 kHz).
- b) *Ship stations, single-sideband radiotelephony*
1 952.4 kHz (1 951 kHz) ... 31 channels spaced 3 kHz ...
2 042.4 kHz (2 041 kHz).
- c) *Ship stations, single-sideband radiotelephony*
2 196.4 kHz (2 195 kHz) ... 22 channels spaced 3 kHz ...
2 259.4 kHz (2 258 kHz).
- d) *Intership, single-sideband radiotelephony*
2 264.4 kHz (2 263 kHz) ... 78 channels spaced 3 kHz ...
2 495.4 kHz (2 494 kHz).
- 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 kHz) ... 90 channels spaced 3 kHz ...
2 847.4 kHz (2 846 kHz).
- or
2 578.5 kHz ... 543 channels spaced 0.5 kHz ... 2 849.5 kHz.
-

WORKING GROUP 4-B

Belgium, France, Italy, Greece

PROPOSED DEFINITIONS

ARTICLE 1

*/341/1

ADD 34A

Aeronautical mobile (R) service

An aeronautical mobile service [mainly] designed to ensure the safety and regularity of flights along national and international civil aviation air routes.

*/341/2

ADD 34B

Aeronautical mobile (OR) service

An aeronautical mobile service designed to ensure the control and safety of flights outside national and international civil aviation air routes.

Reasons: To provide a definition for two important services. In the first definition the word "mainly" will remain between square brackets pending a decision by Committees 4 and 6 on whether or not public correspondence with aircraft should use frequencies in the bands allocated to the aeronautical mobile (R) service. If frequencies in these bands are to be used for public correspondence, the square brackets will be removed. Otherwise, the word "mainly" will be deleted.

* BEL/F/GRC/I

COMMITTEE 7THIRD SERIES OF TEXTS SUBMITTED BY COMMITTEE 6
TO THE EDITORIAL COMMITTEE

The seventh meeting of Committee 6 considered the fifth report of Working Group 6-B, Document 312, and decided as follows:

Annex 1 (Document 312):

Article 35 was approved.

Article 48 was approved.

Article 51 was approved.

Article N 52 was approved with slight modification to ADD 3662.

Article 52: Approved for SUP.

Article 53: Approved for SUP.

Annex 3 (Document 312):

Resolution No. 13: Approved for NOC.

Resolution No. 405: Approved for NOC.

Resolution No. 406: Approved for NOC.

Recommendation No. 7: Approved for NOC.

Recommendation No. 405: Approved for NOC.

I.R. HUTCHINGS
Chairman of Committee 6

WORKING GROUP 4-A

REPORT BY DRAFTING GROUP 4-A-8 TO

WORKING GROUP 4-A

1. Representatives of the following delegations took part in the work of Sub-Group 4-A-8: the United States, Italy, the Ukraine and the USSR.
2. The following documents were considered: 215, 217, 228, 231, 284, 303 and 307.
3. Annexed hereto are the proposed modifications to be made in Article 8 for each frequency (or each frequency band) mentioned in these documents.
4. With regard to Document 284, it was not considered advisable to include the references concerning Article 59 in Article 8.
5. With regard to Document 303, the Sub-Group took note of the decisions taken by Committee 6 and the suggestions made regarding the cross-references which should be established between Article 60 and the revised Appendix 31.
6. Account was taken of the indications given in paragraphs 8, 16 and 20 and in Annex 4 of Document 307. Apart from the frequency 6 215 kHz mentioned in paragraph 8 (MOD RR 520), no other amendment to Article 8 was thought necessary.

The list of frequencies in Annex 4 contains a number of modifications which have to be submitted to Committee 4 for approval. If these proposals are adopted, appropriate modifications will have to be made to Article 8.
7. Apart from the instructions concerning Appendix 31 in Document 303 mentioned above, Committee 6 has not yet, as far as we are aware, published any document dealing with Article 60. Article 60 can only be considered when a revised text has been approved by this Committee.

R. BISNER
Chairman of Drafting Group 4-A-8

Annex: 1

ANNEX

- MOD 472 The frequency 500 kHz is an international distress and calling frequency for radiotelegraphy. The conditions for its use are prescribed in Articles 37, 38, N 38 and 60.
- MOD 472A The frequency 490 kHz is used exclusively for distress and safety calls in the shore-to-ship direction employing digital selective calling techniques. The conditions for the use of this frequency are prescribed in Article N 38. Additional conditions concerning the use of this frequency are given in Resolution No. [206 (Mob-83)].
- MOD 474 The conditions for the use of frequency 518 kHz by the maritime mobile service are prescribed in Articles 38 and N 38 [see Resolution No. 318 (Mob-83)] [see Article 14A].
- MOD 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 37, 38, N 38 and 60.
- MOD 500A The frequencies 2 187.5 kHz, 4 188 kHz, 6 282 kHz, 8 375 kHz, 12 563 kHz and 16 750 kHz are international distress frequencies for digital selective calling. The conditions for the use of these frequencies are prescribed in Articles 38 and N 38.
- MOD 500B 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 international distress frequencies for narrow-band direct-printing telegraphy. The conditions for the use of these frequencies are prescribed in Article N 38.
- [MOD] 501 The carrier frequencies 2 182 kHz, 3 023 kHz, 5 680 kHz, 8 364 kHz and the frequencies 121.5 MHz, 156.8 MHz and 243 MHz may also be used, in accordance with the procedures in force for terrestrial radiocommunication services, for search and rescue operations concerning manned space vehicles. [The conditions for the use of the frequencies are prescribed in Articles 38 and N 38.]
- The same applies to the frequencies 10 003 kHz, 14 993 kHz and 19 993 kHz, but in each of these cases emissions must be confined in a band of + 3 kHz about the frequency.
- 505 The carrier (reference) frequencies 3 023 kHz and 5 680 kHz may also be used, in accordance with Articles 38 and N 38 by stations of the maritime mobile service engaged in coordinated search and rescue operations.
- MOD 520 The conditions for the use of the carrier frequencies 4 125 kHz and 6 215 kHz are prescribed in Articles 37, 38, N 38 and 60.
- ADD 520A The conditions for the use of the frequency 4 229 kHz are prescribed in Article N 38.

MOD 529A The conditions for the use of the carrier frequencies 8 257 kHz, 12 392 kHz and 16 522 kHz are prescribed in Articles 38, N 38 and 60.

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 Articles 38 and N 38 for distress and safety purposes with stations of the aeronautical mobile service.

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 are contained in Articles 38 and N 38.

 In the bands 156 - 156.7625 MHz, 156.8375 - 157.45 MHz, 160.6 - 160.975 MHz and 161.475 - 162.05 MHz, each administration shall give priority to the maritime mobile service on only such frequencies as are assigned to stations of the maritime mobile service by the administration (see Articles 38, N 38 and 60).

 Any use of frequencies in these bands by stations of other services to which they are allocated should be avoided in areas where such use might cause harmful interference to the maritime mobile VHF radiocommunication service.

 However, the frequency 156.8 MHz and the frequency bands in which priority is given to the maritime mobile service may be used for radiocommunications on inland waterways subject to agreement between interested and affected administrations and taking into account current frequency usage and existing agreements.

MOD 613A In the maritime mobile VHF service the frequency 156.525 MHz is to be used exclusively as from 1 January 1986 for digital selective calling for distress and safety communications. The frequency 156.825 MHz is used exclusively for direct-printing telegraphy in the maritime mobile VHF service for distress and safety purposes. The conditions for the use of these frequencies are prescribed in Articles 38 and N 38 and in Appendix 18.

MOD 642 The frequency 243 MHz is the frequency in this band for use by survival craft stations and equipment used for survival purposes (see Article 38).

MOD 649 The use of the band 406 - 406.1 MHz by the mobile-satellite service is limited to low-power satellite emergency position-indicating radiobeacons (see also Articles 38 and N 38).

ADD 726A The bands 1 530 - 1 544 MHz (space-to-Earth) and 1 626.5 - 1 645.5 MHz (Earth-to-space) may also be used for distress and safety traffic in the maritime mobile-satellite service (see Nos. N 2997C and N 2998CB).

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 (see Article N 38).

MOD 823A In the band 9 200 - 9 500 MHz, search and rescue transponders (SART) may be used, having due regard to the appropriate CCIR Recommendation (see also Article N 38).

WORKING GROUP 4-A

Report of Drafting Group 4-A-9 to Working Group 4-A

RADIODETERMINATION-SATELLITE SERVICE

1. Drafting Group 4-A-9 held one meeting on Monday, 5 October 1987. Delegates of Australia, the Federal Republic of Germany, the United States, France, India, Japan, Pakistan, the United Kingdom, Senegal, Swaziland, Sweden, Switzerland and the USSR participated. Representatives of CIRM and the IFRB also attended the meeting.
2. The conclusions reached at the meeting after prolonged discussions are enclosed in the annex.
3. The delegate of the USSR reserved on all the conclusions.
4. The delegates of the United Kingdom and Switzerland reserved on the conclusions until the question of aeronautical public correspondence was resolved.
5. The delegates of Senegal and the United States reserved on the draft provisions which refer to the application of Article 14.
6. The proposal of the delegate of Switzerland, supported by that of the United Kingdom, consisting of an alternative allocation in the band 2 700 - 2 716.5 MHz for the down-link was not discussed at the meeting and remains open for consideration by Working Group 4-A.
7. The Drafting Group held discussions on the use of part of the band 5 000 - 5 250 MHz for feeder-links of the radiodetermination-satellite service and also considered an alternative solution of using the conventional fixed-satellite service bands as feeder links. There was no agreement.
8. Due to limitations of time the Drafting Group could not develop the texts of the footnotes. The Chairman has endeavoured to develop them on the basis of the discussions and with the assistance of the IFRB.

E. STEINER
Chairman of Drafting Group 4-A-9

ANNEX

MHz
 1 610 - 1 626.5

MOD

| Allocation to Services | | |
|--|--|--|
| Region 1 | Region 2 | Region 3 |
| AERONAUTICAL RADIONAVIGATION Radiodetermination- satellite (Earth-to-Space) <u>734A</u> <u>734E</u> 722 727 730 732 733 734 <u>734B</u> | AERONAUTICAL RADIONAVIGATION RADIODETERMINATION- SATELLITE (Earth-to-Space) <u>734A</u> <u>734E</u> 722 732 733 734 <u>734C</u> <u>734D</u> | AERONAUTICAL RADIONAVIGATION Radiodetermination- satellite (Earth-to-Space) <u>734A</u> <u>734E</u> 722 727 730 732 734 <u>734B</u> |

ADD 734A In respect of the radiodetermination-satellite service the provisions of No. 953 do not apply in this frequency band.

ADD 734B Different category of service: In

 the allocation of the band
 1 610 - 1 626.5 MHz to the radiodetermination-satellite service
 (Earth-to-space) is primary (see No. 425) subject to agreement
 obtained under the procedure set forth in Article 14 with respect
 to other countries not listed in this provision.

ADD 734C Different category of service: In Argentina, the
 allocation of the band 1 610 - 1 626.5 MHz to the
 radiodetermination-satellite service is on a secondary basis (see
 No. 424).

ADD 734D Alternative allocation: In Cuba, the band
 1 610 - 1 626.5 MHz is allocated to the aeronautical
 radionavigation service on a primary basis.

ADD 734E In Regions 1 and 3 in countries other than those listed
 in No. 734B harmful interference shall not be caused to stations
 of the radioastronomy service using the band
 1 610.6 - 1 613.6 MHz by stations of the radiodetermination-
 satellite service.

ALTERNATIVE I

MHz
2 450 - 2 500

| Allocation to Services | | | |
|------------------------|---|---|---|
| | Region 1 | Region 2 | Region 3 |
| NOC | 2 450 - 2 483.5 | 2 450 - 2483.5 | 2 450 - 2 483.5 |
| | FIXED | FIXED | FIXED |
| | MOBILE | MOBILE | MOBILE |
| | Radiolocation | RADIOLOCATION | Radiolocation |
| | 752 753 | 752 | 752 |
| | 2 483.5 - 2 500 | 2 483.5 - 2 500 | 2 483.5 - 2 500 |
| | FIXED | FIXED | FIXED |
| | MOBILE | MOBILE | MOBILE |
| | Radiolocation | RADIOLOCATION | RADIOLOCATION |
| | Radiodetermination-satellite (space-to-Earth) <u>753A</u> <u>753B</u> | RADIODETERMINATION-SATELLITE (space-to-Earth) <u>753A</u> RADIOLOCATION | Radiodetermination-satellite (space-to-Earth) <u>753A</u> <u>753B</u> |
| | 752 753 <u>753C</u> | 752 <u>753D</u> <u>753E</u> | 752 <u>753C</u> |

MOD 753 Alternative allocation: In France, the band 2 450 - 2 550 MHz is allocated on a primary basis to the radiolocation service and on a secondary basis to the fixed and mobile services (see Nos. 424 and 425). Such use is ... (rest unchanged).

ADD 753A In respect of the radiodetermination-satellite service the provisions of No. 953 do not apply in this frequency band.

ADD 753B In Regions 1 and 3 in countries other than those listed in No. 753C harmful interference shall not be caused to or protection shall not be claimed from stations of the radiolocation service by stations of the radiodetermination-satellite service.

ADD 734B Different category of service: In
.....
..... the allocation of the band 2
483.5 - 2 500 MHz to the radiodetermination-satellite service
(space-to-Earth) is primary (see No. 425) subject to agreement
obtained under the procedure of Article 14 with respect to other
countries not listed in this provision.

ADD 753D Different category of service: In Argentina, the
allocation of the band 2 483.5 - 2 500 MHz to the
radiodetermination satellite service is on a secondary basis (see
No. 424).

ADD 753E Alternative allocation: In Cuba, the band
2 483.5 - 2 500 MHz is allocated to the fixed, mobile and
radiolocation services on a primary basis.

MHz
2 500 - 2 655

| Allocation to Services | | |
|------------------------|---------------|---|
| Region 1 | Region 2 | Region 3 |
| 2 500 - 2 655 | 2 500 - 2 655 | 2 500 - 2 516.5 |
| NOC | NOC | FIXED 762 764 |
| | | FIXED-SATELLITE (space-to Earth) 761 |
| | | MOBILE except aeronautical mobile |
| | | BROADCASTING-SATELLITE 757 760 |
| | | Radiodetermination- satellite (space-to-Earth) 753A |
| | | 754 754A |
| | | 2 516.5 - onwards |
| | | NOC |

ADD 754A Different category of service: In
.....
..... the allocation of the band
2 500 - 2 516.5 MHz to the radiodetermination-satellite service
(space-to-Earth) is primary (see No. 425) subject to agreement
obtained under the procedure of Article 14 with respect to other
countries not listed in this provision.

WORKING GROUP 4-AREPORT OF DRAFTING GROUP 4-A-10
TO WORKING GROUP 4-A

1. During the meeting on 5 October 1987, the Group agreed that, based upon various submissions from administrations to this Conference, Article 8 should be amended as presented in Annex 1.

It was also agreed that a Resolution should accompany the modification to Article 8.

2. Since RR 3363 will most probably be deleted from the Radio Regulations, it was felt that no modifications on RR 3363 are required.

3. Some frequency bands quoted are placed within square brackets, since decisions of Working Group 4-A may change the current exclusive allocations to the aeronautical mobile satellite (R) service.

R. WITZEN
Chairman of Drafting Group 4-A-10

Annexes: 2

ANNEX 1

ADD to the frequency bands [1 545 - 1 559 MHz] and [1 646.5 - 1 660.5 MHz]
footnote 730A:

730A The bands [1 545 - 1 559 MHz] and [1 646.5 - 1 660.5 MHz] can be
used for public correspondence with aircraft. Such communications
must cease immediately, if necessary, to permit transmission of
messages with priority 1 to [6] in Article 51 (see
Resolution No.....).

ANNEX 2

Draft Resolution No. [COM 4/4]

Relating to the Use of the Frequency Bands [1 545 - 1 559 MHz]
and [1 646.5 - 1 660.5 MHz] Allocated to the Aeronautical Mobile
Satellite (R) Service for Public Correspondence With Aircraft

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that this Conference has made provisions for public correspondence with aircraft in the bands [1 545 - 1 559 MHz] and [1 646.5 - 1 660.5 MHz] allocated to the aeronautical mobile satellite (R) service;
- b) that the International Civil Aviation Organization (ICAO) is studying the technical, operational, institutional and economic questions relating to the future use of satellite communication systems;
- c) that this Conference has also identified the need for a future conference (see Resolution No...) to satisfy the demands for the maritime mobile satellite service, the aeronautical mobile satellite (R) service and the land mobile satellite service;

noting

- a) the continuing efforts of aviation to obtain improvements in communications commensurate with changes in the number, size and speed of aircraft;
- b) that the ICAO is the international body primarily concerned with the establishment of Standards and Recommended Practices governing radiocommunications systems and techniques to support international civil aviation;

further noting

that the ICAO [has agreed] upon the principal elements of an air-ground satellite system architecture which includes as important characteristics the inter-operability and access to all user aircraft classes;

resolves

- 1. that public correspondence with aircraft may be developed in the bands [1 545 - 1 559 MHz] and [1 646.5 - 1 660.5 MHz] in accordance with [RR 730A];
- 2. that control of these bands by the appropriate authorities shall take into account the relevant Recommendations of the CCIR and the CCITT and the relevant Standards and Recommended Practices of the ICAO;
- 3. that systems providing public correspondence with aircraft which are not inter-operable with the aeronautical mobile satellite (R) service shall operate on a non-interference basis;

requests the CCIR

1. to conduct studies on this subject, taking into account the results of ongoing tests;
2. to finalize these studies well before the conference mentioned in considering c);

invites the ICAO

to make the results of their studies on this matter available;

requests the Secretary-General

to communicate this Resolution to the ICAO.

Source: Documents DL/51, 346

WORKING GROUP 6-A

Report of Drafting Group 6-A-6 to Working Group 6-A

DRAFT AMENDMENTS TO ARTICLE 26 AND APPENDICES 9 AND 11

As instructed by Working Group 6-A, Drafting Group 6-A-6 has revised Document 346 taking into account the decisions of Working Group 6-A concerning Documents 346 and DL/51.

The attached annex shows the recommended changes to Article 26 and Appendix 11.

M.E. EDWARDS
Chairman of Drafting Group 6-A-6

Annex: 2

ANNEX 1

ARTICLE 26

Service Documents

- ADD 2202A a) an annex containing a table of inland telegraph rates and rates for telegrams destined for adjacent countries, taking into account the relevant CCITT Recommendation, etc.;
- ADD 2202B b) an annex giving important information concerning the operation of maritime mobile-satellite systems which may be forwarded to the Secretary-General by participating administrations;
- ADD 2202D i) coast stations participating in the VHF, MF and HF watchkeeping using digital selective calling techniques;
- MOD 2215 § 8. List VIIA. List of Call Signs and Numerical Identities of Mobile Stations in the Maritime Mobile and Maritime Mobile-Satellite Services.
- MOD 2216 (1) ~~List VIIA.~~ This list shall contain an Alphabetical List of Call Signs and/or Numerical Table of Identities of Stations Used by the Maritime Mobile Service and Maritime Mobile-Satellite Service (Coast, Coast Earth, Ship, Ship Earth, Radiodetermination and Special Service Stations), Ship and Ship Earth Stations Maritime Mobile Service Identities and Selective Call Numbers or Signals, and Coast and Coast Earth Stations Maritime Mobile Service Identities and Identification Numbers or Signals.
- (MOD) 2217 (2) a) This list shall be preceded by the Table of Allocation of International Call Sign Series and the Table of Nationality Identification Digits Series given in Appendices 42 and 43 and a table of signals characterizing the emissions of radiobeacons used in the maritime mobile service.
- (MOD) 2218 (3) b) List VIIA shall be republished every two years and kept up to date by recapitulative supplements every three months.
- (MOD) 2219 § 9 (2) List VIIB. Alphabetical List of Call Signs of Stations Other than Amateur Stations, Experimental Stations and Stations of the Maritime Mobile Service.
- (MOD) 2220 (1) a) This list shall be preceded by the Table of Allocation of International Call Sign Series given in Appendix 42 and by a table indicating the form of call signs assigned by each administration to its amateur and experimental stations.

(MOD) 2221 (2) b) List VIIB shall be republished at intervals determined by the Secretary-General, and kept up to date by recapitulative supplements issued every three months.

MOD 2228 § 11. Map of Coast Stations Which Are Open to Public Correspondence or Which Participate in the Port Operations Service.

The Map shall be republished in a form and at intervals to be determined by the Secretary-General.

APPENDIX 9

NOC

Service Documents¹

(See Articles 10, 12, 13, 17 and 26)

NOC

List I. International Frequency List

NOC

List II. List of Fixed Stations Operating International Circuits

NOC

List IV. List of Coast Stations

NOC

Part I. Tables of general or specific interest

NOC

Part II. Alphabetical index of coast stations

NOC

Part III. Particulars of coast stations

Names of countries arranged in alphabetical order of abbreviations.
Names of stations in alphabetical order.

| 1 | 2 | Emission | | | Service | | 8 | 9 | 10 | |
|----------------------------------|---|---------------------------|-----------------|-------------------------|------------------------|------------------------|--------------------------|---|---|--|
| | | Frequencies kHz or MHz | Class | Power (kW) ⁶ | Nature ^{7, 8} | Hours of service (UTC) | | | | |
| 1 | 2 | 3a ⁴ | 3b ⁵ | 4 | 5 | 6 | 7 | | | |
| Name of the station ¹ | | Call sign ^{2, 3} | | | | | Charges ^{9, 10} | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | |
| | | | | | | | | | Remarks ^{11, 12} | |

NOC

1 - 12

MOD

Part IV. Inland telegraph rates and
limitrophic rates etc for telegrams
destined for adjacent countries

ADD

The Annex containing a List of Coast Stations and Coast Earth Stations Participating in the GMDSS (see No. 2202C) shall be published as shown below:

Part A. Particulars of coast stations participating in the VHF, MF and HF watchkeeping using digital selective calling techniques

| Name of the coast station | | Maritime Mobile Service Identity | | Emission | | | Service | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|---------------------------|---|----------------------------------|-----------------|------------------------|-------|-------------------------|--------------------------------|------------------------|---|---------|
| | | | | Frequencies kHz or MHz | Class | Power (kW) ³ | Mode of operation ⁴ | Hours of service (UTC) | | |
| 1 | 2 | 3a ¹ | 3b ² | 4 | 5 | 6 | 7 | 8 | 9 | |

1. Transmitting frequencies.
2. Watch and/or receiving frequencies or channels.
3. In the case of directive antennas, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from True North clockwise.
4. Indicate whether radiotelephony and/or narrow-band direct-printing system is provided.

Part B. Particulars of coast earth stations

| Name of the coast earth station | Ocean region ¹ | Service | | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|------------------------------------|---------------------------|-----------------------------------|------------------------|----------------------|--|---------|
| | | Nature of service ² | Hours of service (UTC) | Charges ³ | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |

1. Indicate the ocean region(s) in which the service is provided.
2. Indicate whether the station is capable of providing:
 - a) distress and safety communications including distress alerting with ship earth stations capable of using direct-printing techniques only;
 - b) transmitting marine safety information.
3. Indicate the charges, if any, that may apply to subsequent distress and safety communications after the initial distress alert.

Part C. Particulars of coast stations transmitting navigational and meteorological warnings and urgent information to ships using narrow-band direct-printing techniques

| Nature of the coast station | Frequencies, kHz. ¹ | Call sign/Identification character ² | Times of transmission | Nature of service ³ | Language used | Power (kW) ⁴ | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|-----------------------------|--------------------------------|---|-----------------------|--------------------------------|---------------|-------------------------|---|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

1. Indicate on which frequency(ies) information is transmitted.
2. Indicate the maritime mobile service identity number or the identification number. In the case of the international NAVTEX service, indicate B1 character.
3. Indicate which kinds of broadcasts (navigational and meteorological warnings, ice reports etc.) are provided.
4. In the case of directive antennas, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from True North clockwise.

NOC

List V. List of Ship Stations

MOD

**Particulars of ship stations
and ship earth stations**

The information concerning these stations shall be published as shown below:

| Name of ship | Call sign | Country | Auxiliary installations | Class of ship | Nature of service | Hours of service | Telegraph transmission frequency bands | Telephone transmission frequency bands | Accounting authority Ship charge per word for radiotelegrams | Ship charge for a radiotelephone call of three minutes | Remarks |
|--------------|-----------|---------|-------------------------|---------------|-------------------|------------------|--|--|--|--|---------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |

NOC

Column 1

MOD

Column 2

Call sign. This column also contains the maritime mobile service identity or the selective call number or signal, where appropriate. and/

NOC

Column 3

NOC Column 4 Auxiliary installations, including information concerning:

NOC a) number of lifeboats fitted with radio apparatus, and

MOD b) optionally, types and number of emergency position-indicating radiobeacons (~~optional~~), and search and rescue transponders, the operating frequency being indicated by one of the following letters:

A = 2 182 kHz

B = 121.5 MHz

C = 243 MHz

D = 156.525 MHz

E = 406 - 406.1 MHz

F = 9 200 - 9 500 MHz

A figure following the letter indicates the number of radiobeacons. The letter "X" signifies that the number of radiobeacons has not been communicated.

MOD Columns 5 to 7 In the form of service symbols (see Appendix 10). In addition, the list of the symbols used in Column 5 to designate the class of ship is given in Part I the Preface to the List.

MOD Columns 8 and 9 Indication of the frequency bands and classes of emission by means of the following symbols:

Radiotelegraphy

S = Frequency bands used in the maritime mobile-satellite service

W = 110 - 150 kHz

X = 405 - 535 kHz

Y = 1 605 - 3 800 kHz

Z = 4 000 - 27 500 kHz

Radiotelephony

S = Frequency bands used in the maritime mobile-satellite service

T = 1 605 - 4 000 kHz

U = 4 000 - 27 500 kHz

V = 156 - 174 MHz

These symbols should, if necessary, be followed by references to brief notes and indications of the frequencies for which the transmitters are adjusted, which shall appear at the end of the List.

SUP

Column 10

MOD

Column 11 ~~10~~ ~~Minimum charge for a radiotelephone call of three minutes¹. The information in Columns 10 and 11 shall be followed by a note reference to indicate the administration or private enterprise to which the accounts should be sent. In case of a change of address of the operating authority, a second note reference after the charge should give the new address and the date from which the change will take effect. Accounting authority identification code (AAIC).~~

MOD

Column 12 ~~11~~ When two or more ship stations of the same nationality bear the same name, and have no distinguishing particulars shown in Columns 1, 2 or 5, the name of the licensee or the owner of the ship shall be given in this column.

In addition, if there is no room in the appropriate column, further information relating to Columns 1 to 11 may be given in Column 12 by means of a note reference. This column may comprise several lines.

Optionally Indicate if narrow-band direct-printing telegraphy is provided, indicate the system employed.

ANNEX 2

APPENDIX 11

MOD

**Section VA. Stations on board Ships for
which a GMDSS Installation is Required by
International Agreement**

5. the annex referred to in No. 2202C giving particulars of coast stations and coast earth stations participating in the GMDSS (see also N 3038 and N 3038B); a list of coast stations and coast earth stations with which communications are likely to be conducted, showing watchkeeping hours, frequencies and charges; and a list of coast stations and coast earth stations which provide navigational and meteorological warnings and urgent information for ships (see Article 26 and Appendix 9);
-

Source: Documents DT/37, DL/40WORKING GROUP 6-AReport of Drafting Group 6-A-6 to Working Group 6-A

DRAFT AMENDMENTS TO ARTICLE 26 AND APPENDICES 9 AND 11

As instructed, Working Group 6-A-6 reviewed Documents DL/40 and DT/37 concerning service documents. The report of the Group is shown in the two annexes attached.

In carrying out this review, the Working Group noted:

- a) the table and chart referred to in No. 2210 is also required by No. 2202. Working Group 6-A may wish to consider deleting this requirement in No. 2202;
- b) provision No. N 3038B currently being considered by Committee 5 (see Document 217) may require alignment with the text proposed in Annex 2;
- c) the title of List VIIA in No. 2216 does not correspond to the present wording of List VIIA;
- d) the title of the map referred to in No. 2228 does not correspond with the present edition of the map;
- e) regarding the particular for List V as specified in Appendix 9, column 10 will not be required as a consequence of Resolution No. 315. A consequential re-arrangement of the columns may be needed. In addition, the present content of List V as regards accounting authority information (existing column 11) does not conform to CCITT Recommendation D.90/F.111. (See sub-section 3D of the present List V).

M.E. EDWARDS
Chairman of Drafting Group 6-A-6

Annexes: 2

ANNEX 1

ARTICLE 26

Service documents

NOC 2180 to 2200

NOC 2201 § 5. List IV. List of Coast Stations

ADD 2201A This list shall contain particulars of coast stations and coast earth stations providing a public correspondence service, and

SUP 2202

[ADD 2202A a) an annex containing a table and a chart showing the zones and hours of service of ships of the second and third categories (see Appendix 12) and a table of inland telegraph rates, limitrophic rates, etc.]

ADD 2202B b) an annex giving any details of maritime mobile-satellite systems which may be forwarded to the Secretary-General by participating administrations;

ADD 2202C c) an annex¹ giving in tabulated form the following particulars of coast stations and coast earth stations participating in the Global Maritime Distress and Safety System (GMDSS):

ADD 2202D i) coast stations participating in the [VHF, MF and] HF watchkeeping using digital selective calling techniques;

ADD 2202E ii) coast earth stations operating in the geostationary satellite system and capable of providing distress and safety communications with ship earth stations including distress alerting using radiotelephony and/or direct-printing, or transmitting marine safety information using direct-printing techniques;

ADD 2202C.1 ¹The annex shall be first published following entry into force of Chapter N IX (see Resolution [COM5/1]), and updated as necessary.

ADD 2202F

iii) coast stations transmitting navigational and meteorological warnings and urgent information to ships using narrow-band direct-printing techniques;

NOC 2203

(2) List IV shall be republished every two years and kept up to date by recapitulative supplements issued every six months.

APPENDIX 9

NOC Service Documents¹

List IV. List of Coast Stations

NOC Parts I to IV

ADD The Annex containing a List of Coast Stations and Coast Earth Stations Participating in the GMDSS (See No. 2202C) shall be published as shown below:

Part A. Particulars of coast stations participating in the [VHF, MF and] HF watchkeeping using digital selective calling techniques

| Name of the station ¹ | Maritime Mobile Service Identity | Emission | | | Service | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks | |
|----------------------------------|-------------------------------------|---------------------------|-----------------|-------------------------|--------------------------------|------------------------|--|---------|---|
| | | Frequencies kHz or MHz | Class | Power (kW) ⁴ | Mode of operation ⁵ | Hours of service (UTC) | | | |
| 1 | 2 | 3a ² | 3b ³ | 4 | 5 | 6 | 7 | 8 | 9 |

- 1 Indicate for each country the coast station(s) provided.
- 2 Transmitting frequencies.
- 3 Watch and/or receiving frequencies or channels.
- 4 In the case of directive antennae, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from True North clockwise.
- 5 Indicate whether radiotelephony and/or narrow-band direct-printing system is provided.

Part B. Particulars of selected coast earth stations operating
in the geostationary satellite system

| Name of the station ¹ | Ocean region ² | Service | | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|----------------------------------|---------------------------|----------------------------------|------------------------|----------------------|---|---------|
| | | [Mode of operation] ³ | Hours of service (UTC) | Charges ⁴ | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |

- 1 Indicate for each country the coast earth station(s) or coast earth station(s) provided.
- 2 Indicate the ocean region(s) in which the service is provided.
- 3 Indicate whether the station is capable of providing:
 - a) distress and safety communications including distress alerting with ship earth stations using direct printing techniques only;
 - b) transmitting marine safety information.
- 4 Indicate the charges, if any, that may apply to subsequent distress and safety communications after the initial distress alert.

Part C. Particulars of coast stations transmitting navigational
and meteorological warnings and urgent information to
ships using narrow-band direct-printing techniques

| Name of the station ¹ | Frequencies, kHz. ² | Call sign/Identification character ³ | Times of transmission | Nature of service ⁴ | Language used | Power (kW) ⁵ | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|----------------------------------|--------------------------------|---|-----------------------|--------------------------------|---------------|-------------------------|---|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

- 1 Indicate for each country the coast station(s) provided.
- 2 Indicate on which frequency(ies) information is transmitted.
- 3 Indicate the maritime mobile service identity number or the identification number. In the case of the international NAVTEX service, indicate B1 character.
- 4 Indicate which kinds of broadcasts (navigational and meteorological warnings, ice reports etc.) are provided.
- 5 In the case of directive antennas, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from True North clockwise.

ANNEX 2

APPENDIX 11

Section VA. Stations on board Ships
Participating in the GMDSS

5. the annex referred to in No. 2202C giving particulars of coast stations and coast earth stations participating in the GMDSS (see also N 3038 and N 3038B); a list of coast stations and coast earth stations with which communications are likely to be conducted, showing watchkeeping hours, frequencies and charges; and a list of coast stations and coast earth stations which provide navigational and meteorological warnings and urgent information for ships (see Article 26 and Appendix 9);
-

COMMITTEE 5SUMMARY RECORD
OF THE
SEVENTH MEETING OF COMMITTEE 5
(DISTRESS AND SAFETY)

Tuesday, 6 October 1987, at 0900 hrs

Chairman: Mr. P.E. KENT (United Kingdom)Subjects discussed:Documents

- | | |
|--|---------------------------|
| 1. Approval of the summary record of the fifth meeting | 276, |
| 2. Matters relating to Chapter IX | - |
| a) ADD 3220A | 223(Rev.1), DL/53, 325 |
| b) Use of the bands 1,544 - 1,545 MHz and 1,645.5 - 1,646.5 MHz | 327 |
| 3. Second report of Working Group 5-A | 217 + Corr.1 |

1. Approval of the summary record of the fifth meeting (Document 276)

The summary record of the fifth meeting was approved, subject to amendments put forward by the delegates of the United States of America and the Islamic Republic of Iran, and by the Observer for IMO.

2. Matters relating to Chapter IX

a) ADD 3220A (Documents 223(Rev.1), DL/53 and 325)

2.1 The Secretary-General, referring to the two questions raised by the Delegations of the USSR and United States and contained in Document DL/53, said that under the Convention the Secretary General himself was responsible for providing the legal advice. He had therefore discussed the results of the legal examination with the Legal Adviser. In the course of discussions, attention had been drawn to the question of whether changes made to the original proposals in Document 223 through Document 223(Rev.1) prefixes and identification related to Article 40 as a whole or should be confined to section II (Medical Transport).

2.2 The Legal Adviser replied firstly to question b) and then to question a) of Document DL/53. In reply to question b), he drew upon texts of instruments and other documents of the International Telecommunications Union, International Maritime Organization, the International Committee of the Red Cross and the International Lifeboat Conference, which defined or were pertinent to the definition of "rescue craft". In reply to question a), bearing in mind the difference in approach between Document 223 and Document 223(Rev.1) which had superseded it, he advised that the term "rescue craft" in that document might be interpreted either as referring generally to all the provisions of Article 40 or, as seemed to him with greater justification, in a more restrictive manner.

(See annex for the full statement which the Secretary General asked to be annexed).

In reply to a request from the delegate of Tunisia, it was agreed that a separate document would be published for information listing all available relevant articles of conventions and other texts, including those not specifically quoted in the statements.

2.3 The delegate of Switzerland, referring to Document 223(Rev.1), said that in the list of sponsors, the "Netherlands" should be replaced by "Malta". He also pointed out that the section headings in the French text required correction and that in the first paragraph on page 2 of the Spanish text the reference to Article 27 of the Second Geneva Convention should be deleted to bring it into line with the other language versions.

Referring to the Legal Adviser's reply to question a), he confirmed that the sponsors of Document 223(Rev.1) had intended the more restrictive interpretation and that it related only to Article 40, Section II and Article N 40 Section III on medical transports.

2.4 The delegate of the USSR said that the Legal Adviser's statement had highlighted the difficulty and complexity of defining the term "rescue craft". It would therefore be more appropriate not to include it in the Radio Regulations. He pointed out in relation to question a), that RR 3209 referred to "any means of transportation" or, in other words, to "ships, craft and aircraft". The word "craft" as used in RR 3209 must therefore be taken also to include rescue craft. The matter of the identification signal was a strictly technical matter and could be kept under consideration.

2.5 The delegate of the United States agreed that the Legal Adviser's statement had shown the complexity of the matter. Moreover, his earlier comment that the matter did not properly belong in a radio conference was confirmed. He endorsed the comments of the delegate of the USSR.

2.6 The delegate of Switzerland, assuming the task of introducing Document 223(Rev.1), as a sponsor, in whose country one of the interested parties had its headquarters, said that the new text contained in the revised document a simple, short and practicable text which took into account comments made in discussion, particularly in Working Group 5-A. The matter concerned an optional provision of an operational and technical character and had the potential to enhance human safety in particularly difficult and critical situations. Moreover, there was an already existing relationship between Article 40, Section II and "rescue craft".

2.7 The delegate of the United States, introducing Document 325, said that his Delegation strongly objected to the solution proposed in Document 223(Rev.1). His Delegation did not consider it either appropriate or necessary to introduce into the Radio Regulations a new term of "rescue craft" or "shore-based rescue craft" or indeed any term related to the Second Geneva Convention, the meaning of which was not completely clear. His Government was fully prepared to carry out its humanitarian obligations under the Law of the Sea and the Second Geneva Convention but it could not support the approach proposed in Document 223(Rev.1). The proposal in Document 325 adopted a different approach by addressing the issue in the Section on Safety Communications instead of in the Section on Medical Transports and it addressed communication roles instead of seeking to identify a specific craft. It thus avoided the problem of defining the meaning of rescue craft, it made it clear that its provisions applied to peacetime, and avoided certain technical problems inherent in Document 223(Rev.1).

If delegations could not agree to the approach proposed in Document 325, he suggested that the entire issue should be postponed to a future conference.

2.8 The delegate of Switzerland said that Document 325, which he had received only that morning, did not appear to cover the area of concern to him and might even introduce additional difficulties. He could not comment on it at that stage but reserved the right to return to it later.

2.9 The Chairman invited the delegates of the USSR, Switzerland and the United States of America to meet and consider Documents 223(Rev.1) and 325, taking into account the advice given by the Legal Adviser and the Secretary-General's comments, and to report their conclusions to a meeting of Committee 5 towards the end of the week. If the delegations concerned were unable to reach agreement on the matter, they might suggest a draft Resolution referring the question to a later competent conference.

2.10 The three delegates concerned agreed to do so, and the delegate of Switzerland reserved the right to increase the membership of the informal discussion group.

b) Use of the bands 1 544 - 1 545 MHz and 1 645.5 - 1 646.5 MHz
(Document 327)

2.11 The Chairman said that Document 327 proposed in paragraph 1 that no change should be made in the Radio Regulations in respect of the band 1 544 - 1 545 MHz. Paragraph 2, said in respect of the use of the band 1 645.5 - 1 646.5 MHz, that there was no problem in accommodating the two

particular functions described, but that there should be no formal subdivision of that band.

Document 327 was noted.

3. Second report of Working Group 5-A to Committee 5 (Document 217 and Corr.1)

3.1 The Chairman of Working Group 5-A said that Working Group 5-A had concluded its work after holding 13 meetings. Its second report covered questions dealt with at its third, fourth, fifth and sixth meetings. He drew attention to certain editorial corrections to be made to the document in the light of subsequent decisions.

3.2 The Chairman invited the Committee to consider Article N 38 (Frequencies for Distress and Safety Communications for the GMDSS).

3.3 In connection with N 2968 and the suggestion to add a reference to Resolution COM5/3, the delegate of the USSR said there was a contradiction between the Resolution and the provision concerning the date of entry into force of the guardband for the frequency 500 kHz. The status of the 490 kHz band now appeared to have been changed so that it might be used 24 hours a day and he was not sure that the utilization would not adversely affect the 500 kHz frequency. Accordingly, he proposed that N 2969 be amended to the effect that it would come into force and be exclusive to that purpose only after complete implementation of the GMDSS.

3.4 The Observer from the International Transport Workers' Federation (ITF) said he favoured any proposal which would protect the frequency in question.

3.5 After further discussion, the Chairman said the wording of N 2968 would be amended along the lines proposed.

He recommended that the Committee endorse a number of amendments to the Article stemming from agreements reached concerning HF frequencies for the broadcast of maritime safety information.

3.6 The delegate of Italy considered that frequencies 121.5 and 123.1 MHz should be added in ADD N 3010 and the delegate of Argentina also referred to the frequency of 4 339.5 kHz.

3.7 After asking for the views of the Committee, the Chairman asked that a small group further discuss the matter outside of the meeting and make proposals at the next meeting.

It was so agreed.

3.8 The delegates of Australia and Finland said that they needed time to consider proposed amendments to ADD N 3038 and ADD N 3038B and it was agreed to defer a decision to the following meeting.

3.9 The delegates of Tunisia, Togo, and Mexico, expressed their delegations' reservations on the first sentence of ADD N 3041 since it failed to take account of watchkeeping not on automatic digital selective calling.

3.10 The delegates of Tunisia and Mexico also expressed a reservation with respect to ADD N 3042.

The Committee took note of those reservations.

Article N 38 (Document 217) was approved as amended for transmission to the Editorial Committee, subject to the above comments and items outstanding (the list of frequencies agreed upon appearing in the Table in Annex 4 to Document 307).

The meeting rose at 1205 hrs.

The Secretary:

A. ZOUDOV

The Chairman:

P.E. KENT

Annex: 1

Annex 1

Statement by the Legal Adviser

Mr. Chairman

At your request, the Delegations of the USSR and the United States have, following consideration in the Committee last week and a further study by them of Document 223, submitted, for legal opinion and advice, the following two questions reproduced in Document DL/53:

- "a. What is the relationship between the term "rescue craft" in Document 223 and the terms "medical transport" and "craft" used in RR 3209?
- "b. Is there a precise and internationally accepted definition of the term "rescue craft" in the Second Geneva Convention? If so, could this definition be given to Committee 5?"

The replies called for some research, collection of data and study and consequently took some time.

As the reply to question a) above is easier and, in my opinion, requires to some extent a reply to question b) the latter is therefore presented first.

Reply to question b)

This question concerns the existence or non-existence of a "definition of the term "rescue craft" in the Second Geneva Convention", (the Geneva Convention for the Amelioration of the Condition of Wounded, Sick and Shipwrecked Members of Armed Forces At Sea of 12 August 1949).

In the present reply, "definition" is to be understood in the same sense as in ITU practice concerning "terms and definitions", as reflected in Annex 2 to the 1982 Nairobi Convention and in Article 1 of the Radio Regulations. The present reply is based on a study of relevant documentation within ITU and from the International Maritime Organization (IMO), the International Committee of the Red Cross (ICRC) and the International Lifeboat Conference (ILC).

Due account was also taken of the fact that question b) concerns "a precise and internationally accepted definition" of the term "rescue craft".

The present reply is an attempt to answer question b) in the light of available ITU, IMO, ICRC and ILC documentation in that order.

ITU documentation

Although no such definition could be found in the ITU documentation available, including the Radio Regulations, it should be noted that the ITU "List of Ship Stations" (27th Edition, March 1987) contains in its "Table No. 2" ("Symbols which designate classes of ships"), under "General classifications" the symbol "SV" for "Rescue vessel" and under "Individual classifications" the symbol "Sau" also for "Rescue Vessel". No definition of the term could be found however. Although the term "rescue vessel" with the symbols quoted above dates

back to 1983, it had been introduced in the ITU "List of Ship Stations" in 1970 with a different symbol. Mention is only made in passing that the "Statistics" contained in Table No. 5 of the 1987 List referred to earlier, show a total number of "394 Stations on board rescue vessels" notified to the ITU and included in the List.

IMO documentation

In the absence of any definition of the term "rescue craft" in ITU documentation, the following IMO documentation was studied:

- a) International Convention on Maritime Search and Rescue, 1979;
- b) International Convention for the Safety of Life at Sea, 1974; together with the "1978 SOLAS Protocol" and the "1981" and "1983 SOLAS AMENDMENTS"; and
- c) IMO Search and Rescue Manual (IMOSAR Manual)

In the above documentation, no definition of the term "rescue craft" could be found. Neither could definitions be found for the terms "rescue vessel" or even "rescue", although they could be found for such terms as "rescue boat" ("a boat designed to rescue persons in distress and to marshal survival craft", Regulation 3 of Chapter III of the Annex to the SOLAS Convention as amended), "craft" ("any surface craft or submersible of any kind and size", page 4 under "Definitions" in the IMOSAR Manual) and "rescue unit" ("unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations", paragraph 1.3.5 in Chapter 1 ("Terms and Definitions") in the Annex to the Convention, where, however, "search and rescue operations" themselves are not defined).

ICRC and ILC documentation

In the absence of any definition of the term in either ITU or IMO documentation, the "Second Geneva Convention", to which both Document 223 and question b) refer, has been closely studied.

Although that Convention does not contain a definition of the term "rescue craft" itself, it nevertheless provides important clarification for the understanding and meaning of the term.

The Convention does not contain a special chapter or article containing definitions of terms used as the ITU instruments referred to earlier or other more recent international legal instruments such as the IMO Conventions. However, it describes "coastal rescue craft", in Article 27 as follows:

"Under the same conditions as those provided for in Articles 22 [dealing with "Notification and Protection of Military Hospital Ships"] and 24 [dealing with "Hospital Ships Utilized by Relief Societies and Private Individuals of I. parties of the Conflict"], small craft employed by the State or by the officially recognized lifeboat institutions for coastal rescue operations, shall also be respected and protected, so far as operational requirements permit. The same shall apply so far as possible to fixed coastal installations used exclusively by these craft for their humanitarian missions." (Square brackets, texts therein and emphasis added).

Although in the present context it is impossible to go into all relevant details and articles related to Article 27 and "coastal rescue craft" as referred to therein (i.e. Articles 22, 24, 30, 31 and 43), it might be useful to take note of the details of Article 30 which concerns the "Employment of Hospital Ships and Small Craft" and stipulates that "the vessels described in Articles 22, 24, 25 and 27 shall afford relief and assistance to the wounded, sick and shipwrecked without distinction of nationality", that "the High Contracting Parties undertake not to use these vessels for any military purpose", that "such vessels shall in no wise hamper the movements of the combatants" and that "during and after an engagement, they will act at their own risk". It is in the light of the foregoing that J.S. Pictet, in the Commentary on the Convention, published by the ICRC in 1960, came to the conclusion (ibid, page 173) that Article 27 of the Convention "is therefore applicable to rescue craft for the assistance of victims who may be military personnel, or civilians, or both, according to circumstances".

As far as "coastal rescue craft" is concerned, it can be concluded, on the basis of the foregoing and given the very large number of parties to the Second Geneva Convention, that the meaning and understanding of the term are defined sufficiently precisely and are internationally accepted but that the same cannot be said with regard to a definition of "rescue craft" in the sense of question b).

However, the above conclusion would be incomplete, if the attention of the Committee was not drawn to the evolution of the term "rescue craft" as presently used, which is based on and intimately linked to the purpose and provisions of the Second Geneva Convention.

Thus, in a more recent article on "The protection of rescue craft in periods of armed conflict", in the May-June 1985 issue of the International Review of the Red Cross, Ph. Eberlin states that the term "rescue craft" "indicates any boat in general permanently used for rescue work in the meaning of Articles 22, 27, 30, 31, 34 and 43 of the Second Convention" (ibid, page 9) and concludes: "Therefore the definition of the term 'rescue craft' as understood in the Geneva Convention is: Any vessel, shore-based and employed temporarily or permanently for inshore or offshore rescue work, for life-saving purposes, by the State or by the officially recognized lifeboat institutions" (ibid, page 10).

In addition to this expert view and definition, which can hardly be considered as "internationally accepted" in the meaning of question b), the Committee might also wish to take into consideration the work carried out by ILC in this field.

In 1984, a special Working Group of the ILC elaborated a series of proposals in this respect, of which three pertinent ones are brought to the attention of the Committee:

1. In the future, vessels employed by the State or by the officially recognized Lifeboat Institutions used in Search and Rescue operations in accordance with Article 27 of the Second Geneva Convention, should be known as "Rescue Craft" irrespective of their size or range of operation.
2. The above mentioned rescue craft should not be restricted to coastal rescue operations in order to be "respected and protected, so far as operational requirements permit" as provided for in the Second Geneva Convention, Article 27.

6. The need exists to ensure that the protection provisions of medical transports are made applicable to all rescue craft utilized solely for humanitarian purposes."

In paragraph 3 of its Resolution III on "Identification of medical transports", "the Twenty-fifth International Conference of the Red Cross" (Geneva, 1986) "invites governments to consider the proposals made by the International Lifeboat Conference". According to information received by the Secretariat, these proposals were also included in a report submitted in June 1987 to the 15th International Lifeboat Conference, which in an unanimously adopted resolution recommended that ILC members should accept the report and confirm their approval of the action taken by the improved protection of shore-based rescue craft in periods of armed conflict. That Conference also recommended that its members should urge their governments to support amendment of Section II ("Medical Transports") of Article 40 of the Radio Regulations by the present WARC MOB-87, in order to take account of identification of hospital ships and rescue craft.

Reply to question a)

The question concerns the character of the relationship between the term "rescue craft" in Document 223 and the terms "medical transport" and "craft" used in RR 3209.

When questions a) and b) were formulated by the Delegations of the USSR and the United States on 30 September 1987, only Document 223, dated 25 September 1987, had been tabled by eight co-sponsors to this Conference (the proposal contained therein for "Article N 40" was also included in square brackets in DT/58, dated 1 October 1987); the two questions, therefore, referred only to this document. Since then, Document 223(Rev.1), dated 1 October 1987, has been tabled by 17 co-sponsors, including the eight co-sponsors of the original Document 223. Consequently and in accordance with constant ITU conference practice, Document 223 has been replaced and is superseded by Document 223(Rev.1) which is therefore the only one currently under consideration.

Therefore, with your permission and if none of the delegations concerned objects, I shall reply to question a) in relation to Document 223(Rev.1), by making reference to the preceding Document 223 only when necessary. I shall also only address proposal 1223/1 ADD 3220A concerning paragraph 12A, as my comments thereon apply also to the proposal for "paragraph N 12A".

Turning to question a) as formulated, it is clear that under existing provisions of Article 40 and, in particular the Section II, no relationship has been established between the terms "rescue craft" and "medical transports" as used in No. 3209 of the Radio Regulations. Such relationship is not established by means of the term "craft" as the end of No. 3209 of the Radio Regulations which states "when these ships, craft, and aircraft assist the sick and shipwrecked" (emphasis added). The latter reference to "assist the wounded, the sick and the shipwrecked" relates to and is inspired by the same terms as used in Article 30 of the Second Geneva Convention. However, the term "craft" in No. 3209 of the Radio Regulations is neither "coastal rescue craft" as used in Article 27 of that Convention nor "rescue craft", but simply and generally refers to "medical transports" - which can be carried out by "any means of transportation by land, water, or air", which may include any "craft" other

than "coastal rescue craft" or "rescue craft" and is certainly not limited to the latter. This is also explained and confirmed by the word "these" which in itself establishes the relation to "medical transports" for any "ships, craft and aircraft" used in the context of, and for, "medical transports".

It is, in my opinion, the intention in Document 223(Rev.1) to establish for the future, such a "relationship between the term "rescue craft" and the term "medical transports" as used in No. 3209 of the Radio Regulations.

Although the underlying purpose of Document 223(Rev.1) and that of the preceding version in Document 223 might have been the same, it is, in my legal opinion, precisely the approach and manner of how to establish such a relationship in the future, which makes the two versions rather divergent. The initial Document 223 tried to materialize the relationship through an application "by analogy", to "rescue craft, defined in Article 27 of the Second Geneva Convention", of "the present provisions" "regarding hospital ships". The latter term, which is only used in the Second Geneva Convention and not in the provisions of Section II of Article 40 of the Radio Regulations is certainly to be understood - through an appropriate interpretation in this context - as "regarding medical transports". However, Document 223(Rev.1) tries to materialize the relationship by proposing the wording that "within the present provisions" shore-based rescue craft may use the prefixes "RESCUE CRAFT" in radiotelephony and "ZZZ" in radiotelegraphy..."

In addition, the fact that in Document 223(Rev.1) express reference to "Article 27 of the Second Geneva Convention" is omitted, the new term "within the present provisions" used in Document 223(Rev.1) marks, in my view, the considerable divergency between both those documents and thus makes the decisive difference, from the legal point of view.

First of all, it is not quite evident what is meant by this new term "within the present provisions". As used in Document 223(Rev.1), this term - if it no longer expressly refers to "medical transports" - could be interpreted as referring generally to all the provisions in Article 40 dealing with "Urgency and Safety Transmissions, and Medical Transports" (first alternative). As it is proposed to incorporate paragraph 12A into "Section II. Medical Transports" of this Article it could also, and, in my opinion more justifiably, be interpreted in a more restrictive manner, i.e. as referring only and specifically to the provisions contained in "Section II", which deals only with "Medical Transports" (second alternative).

A clarification, in the sense of a precision, of the above term would appear to me to be useful and appropriate in order to avoid future misinterpretation or misapplication of any such provision should it be adopted for incorporation. If the "first alternative" is intended, the term might be improved by using the words: "in the context of the application of the provisions of the present Article"; the proposal in Document 223(Rev.1) might then even be taken out of "Section II. Medical Transports" and perhaps, with additional provisions form a separate section of Article 40 of the Radio Regulations. If the second alternative is intended, the term might be more precisely specified by using the words "in the context of the application of the provisions of the present Section"; in this case, newly proposed paragraph 12A would have to be incorporated in "Section II. Medical Transports" itself.

In reply to question a) therefore I can, on the basis of the foregoing, only conclude that such a relationship would depend on the choice that the Committee will make between the first and second alternatives outlined above. If the first is chosen, there would be no relationship between "medical transports" and "shore-based rescue craft", which would thus become another, separate and distinct case of "urgency and safety transmissions", which comprise one of the

subjects of Article 40 of the Radio Regulations. If the second is chosen, there will be a direct relationship between "medical transports" and "shore-based rescue craft", which would be a limited one in the sense that under proposed paragraph 12A only those "shore-based rescue craft" which are operating in the context and framework of "medical transports" as determined in Section II, or more precisely in No. 3209 of the Radio Regulations would be covered. In this case, the Committee might perhaps also wish to consider whether those "shore-based rescue craft" should use the new prefixes as proposed in Document 223(Rev.1) or should be allowed to use the same identification prefixes or symbols as provided in No. 3210 of the Radio Regulations for "medical transports" themselves. I simply mention this additional matter here although it is not one of the questions raised as it is one on which the Committee may take a decision in the first instance.

Having thus replied to questions a) and b), at some length due to the issues involved, I shall certainly remain at the Committee's disposal to answer further questions and to assist as possible.

COMMITTEE 5

SUMMARY RECORD
OF THE
EIGHTH MEETING OF COMMITTEE 5
(DISTRESS AND SAFETY)

Tuesday, 6 October 1987, at 1400 hrs

Chairman: Mr. P.E. KENT (United Kingdom)

Subjects discussed:

Documents

- | | |
|---|---------------|
| 1. Reports of Working Group 5-A to Committee 5 | 313, 314, 217 |
| 2. Reports of Working Group 5 ad hoc 1 to Committee 5 | 339, 338 |

1. Reports of Working Group 5-A to Committee 5 (continued)
(Documents 313, 314, 217)

1.1 Third report of Working Group 5-A to Committee 5 (Document 313)

Article N 39

It was agreed to amend the text as follows:

- in the title, to add the word "Communications" after "Distress and Safety";
- in ADD N 3169, to delete the word "situations" in the first line;
- in ADD N 3170A, the first line to read "All stations which receive a distress alert ...";
- in ADD N 3186, to change "alerts" to "alert";
- in ADD N 3189B, the last line to read "... on the appropriate frequency";
- in ADD N 3195L, the second sentence to read "... by searching units and those transmitted by the mobile unit in distress ...";
- in ADD N 3195LA, the second line to read "... or by survival craft".

The third report of Working Group 5-A was approved as amended.

1.2 Fourth and final report of Working Group 5-A to Committee 5
(Document 314)

1.2.1 The Chairman of Working Group 5-A said that the fourth and final report covered decisions taken at the tenth to thirteenth meetings. The Committee had already dealt with the points referred to in paragraphs 2 and 3 of the cover page. He drew attention to some editorial amendments to be made in the text: the title of Section VB (page 6) should read "International NAVTEX System" and in view of the decisions taken by the Committee that morning and the fact that the frequency band 1 530 - 1 535 MHz would not be available before 1 January 1990, he proposed that the reference "See Nos. 726, N 2998B, and N 2998C" be added in paragraph N 3195AFG (Section E).

Article N 40

ADD N 3195U

1.2.2 The delegate of Australia said that to avoid any ambiguity it should be clearly spelt out that when urgency messages were transmitted in narrow-band direct-printing mode, the Forward Error Correction mode (FEC) would be used.

1.2.3 The Chairman pointed out that it was untrue to assume that urgency messages would always be broadcast. He suggested that the Committee return to that point at a later stage.

ADD N 3219A

1.2.4 The delegate of the USSR drew attention to a technical difficulty in regard to the identification of medical transports by maritime radar transponders. At present, maritime radar transponders were designed on the basis of CCIR Recommendation 628, which contained no technical indication regarding the identification of transponder signals other than for search and rescue purposes. He proposed that the Committee should develop a Recommendation inviting the CCIR to study the problem.

1.2.5 The delegate of the United States fully supported that proposal. There were technical difficulties relating to the identification aspect of the provision that needed to be further studied.

1.2.6 The Chairman noted that there was no disagreement in principle on the provision, but that there was concern that identification should not only be technically feasible, but also be easily recognized by all users of the appropriate equipment. He suggested that ADD N 3219A be deleted, pending the adoption of a Recommendation.

1.2.7 The delegate of Switzerland noted that both 3219A and 3219B had appeared in the original Article 40, and had not been contested at all. He had no objection to a Recommendation for the review of the technical aspects of the subject, but suggested that in the meantime the two provisions should stand.

1.2.8 The delegate of the United States could agree to that suggestion with regard to 3219B, which related to aircraft, since no identification problem was involved, but where 3219A was concerned he would prefer the Chairman's suggestion to be followed.

1.2.9 The Chairman proposed that ADD N 3219A be placed within square brackets, and that a Recommendation be developed noting the need for that particular type of radar transponder, inviting the CCIR to carry out the necessary technical studies, and inviting the Administrative Council to include the subject on the agenda of the next competent WARC.

1.2.10 The delegate of Switzerland wished to enter a reservation on that point in view of the fact that N 3219A was to be discussed together with N 3220A.

Subject to the reservation by the delegate of Switzerland, the Chairman's proposal was approved and an ad hoc Group was established to develop a draft new Recommendation.

ADD N 3195AE

1.2.11 The delegate of Australia proposed that two further provisions should be added, reading:

"Error correction techniques, in accordance with the relevant CCIR Recommendations, shall be used for safety traffic direct-printing telegraphy. All messages shall be preceded by at least one carriage return, a line feed signal, a letter shift, and a safety signal."

and the second:

"The establishment of safety traffic by direct-printing telegraphy should normally be in the broadcast (forward error correction) mode. The ARQ mode may subsequently be used when it is advantageous to do so."

1.2.12 The Chairman of Working Group 5-A suggested that to meet that concern, ADD N 3192 and ADD N 3192A, already discussed under Document 313, be incorporated with the necessary editorial amendments.

1.2.13 The delegate of the Federal Republic of Germany supported that suggestion. However, he pointed out that those two provisions related to distress traffic, whereas Section IV covered not safety traffic, but safety communications. The term to use would therefore be "safety messages". It was also agreed that the same solution was appropriate in respect of the discussion concerning ADD N 3195U.

ADD Section V

It was agreed to amend the title to read: "Promulgation of Maritime Safety Information".

ADD N 3195AB

1.2.14 The Chairman noted that the clause used in an earlier provision with respect to the frequency 490 kHz not being available until after full implementation of the GMDSS should be added.

ADD N 3195AFA

It was agreed to amend the first line to read: "The frequency 4 339.5 kHz may be used exclusively for NAVTEX type transmissions ...".

Section D

It was agreed to amend the title to read: "Promulgation of High Seas Maritime Safety Information" and to use the term "maritime safety information" throughout rather than "marine safety information".

ADD N 3195AFG

It was agreed to amend the provision to read:

"Maritime safety information may be transmitted by satellites in the maritime mobile satellite service using the band 1 530 - 1 545 MHz (see Nos. 726, N 2998B and N 2998C)."

1.2.15 The delegate of the United Kingdom recalled the Committee's discussion concerning the exclusive use of frequencies for distress and safety traffic and said that the wording of the provisions in Section V should be altered to reflect that exclusively.

It was so agreed.

ADD N 3195AL

It was agreed to replace the second sentence by the following:

"In the maritime mobile-satellite service, frequencies in the bands 1 530 to 1 544 MHz and 1 626.5 to 1 645.5 MHz are used for this function as well as for distress alerting purposes (see N 3170)."

The fourth report of Working Group 5-A was approved, as amended.

1.3 Outstanding items from the second report of Working Group 5-A
(Document 217)

ADD N 3010

1.3.1 The delegate of the Federal Republic of Germany supported the concept of two different levels of protection for distress and safety frequencies, the first, namely calling frequencies, having maximum protection against harmful interference, while a second set of less important frequencies had a slightly lesser degree of protection. The consensus had appeared to be that frequencies 121.5 MHz, 406 - 406.1 MHz, 1 544 - 1 545 MHz and 1 645.5 - 1 646.5 MHz should be added to the first category.

1.3.2 The Chairman, in response to a point made by the delegate of Finland, said that while 121.5 MHz was not a GMDSS frequency, aeronautical interests should be protected.

1.3.3 The Observer for the International Transport Workers' Federation (ITF), supported by the delegate of Tunisia, expressed concern that the 500 kHz frequency should be protected, possibly until 10 years after full introduction of the GMDSS.

1.3.4 The Chairman suggested that those concerns might be met by changing the 490 kHz frequency from the first category to the second.

It was so agreed.

ADD N 3038

1.3.5 The delegate of Australia said that not all GMDSS frequencies would be monitored by all coast stations and proposed that the first part of the sentence up to and including the word "IMO" should be replaced by "Those coast stations assuming a watch-keeping responsibility in the GMDSS shall ...", and that "(See Resolution No. 322(Rev.))" be added at the end of the sentence.

ADD 3038B

It was agreed to amend the provision along the lines of ADD N 3038, with reference being made to "coast earth stations". The same reference to Resolution No. 322(Rev.) should also be added.

ADD N 3041

1.3.6 The delegate of Tunisia said that as it stood, the provision allowed far too much latitude to ship stations equipped for GMDSS not to keep watch on the appropriate frequencies, and that it should be mandatory for them to continue to apply the provisions of Chapter IX. He proposed, therefore, the addition of the following sentence: "Those ship stations must nevertheless continue the mandatory watches provided for in Chapter IX until otherwise decided by a competent conference."

1.3.7 The delegates of Mauritania, Mexico, Algeria, Togo, Cuba, Syria, Senegal, Saudi Arabia and Mali supported the Tunisian proposals; the delegate of Mexico added that it met the reservations he had expressed.

1.3.8 The delegate of Finland recalled that a Resolution would be forthcoming from the Committee's ad hoc Working Group which would, inter alia, suitably address the concern expressed by the delegate of Tunisia. He therefore proposed that a reference to that Resolution be included in ADD N 3041.

1.3.9 The Chairman reminded delegates that the provisions of existing Chapter IX were not rescinded by Chapter N IX; the provisions of the latter were supplementary. He suggested that reference be made to MOD 2930, contained in Document 215, and to Resolution COM5/1; he reminded delegates that there was no disagreement as to the principle, but only as to method.

1.3.10 The delegates of France, the Federal Republic of Germany and the United Kingdom supported the Chairman's suggestion, as did the delegate of Greece who said that the discussion indicated that MOD 2930 needed clarification.

1.3.11 The delegate of Mexico said that where life and safety were at stake, it was important to be as clear as possible. The Tunisian proposal met that need for clarity.

1.3.12 The delegate of Algeria, whilst also supporting the Tunisian proposal, expressed his agreement with the Chairman's conclusion.

1.3.13 The Chairman put forward as a compromise proposal the sentence "However, ship stations shall also continue to apply the appropriate watch-keeping provisions of Chapter IX (see N 2930 and Resolution COM5/1)".

After prolonged discussion, in which the delegates of Togo, Senegal and Tunisia expressed reservations, it was agreed to hold the matter in abeyance pending further editorial work to ensure conformity among the different language versions and also that there was no conflict of intent.

2. Reports of Working Group 5 ad hoc 1 to Committee 5
(Documents 339, 338)

2.1 Sixth report of Working Group 5 ad hoc 1 (Document 339)

Resolution No. 322(Rev.)

2.1.1 The Chairman of Working Group 5 ad hoc 1 introduced the report, pointing out that the phrase "and those which constitute part of the coordinated plan" at the end of paragraph 2 on the cover page should be deleted and that the words "in cooperation with administrations" should be inserted after "IMO" in recognizing b) of the Resolution.

2.1.2 The delegate of Mexico, supported by the delegate of Tunisia, proposed that the reference "(see Resolution [COM5/1])" should be added at the end of considering b) and that the words "in cooperation with administrations" should be inserted after "to coordinate" in recognizing b), rather than after "IMO".

Document 339 was approved, as amended.

2.2 Fifth report of Working Group 5 ad hoc 1 (Document 338)

2.2.1 The Chairman of Working Group 5 ad hoc 1 said that, even after considering draft Resolution [COM5/1] on the implementation of the GMDSS at each of its eight meetings, the Working Group had been unable to agree unanimously on the text; although a general consensus had been reached on large proportions of the draft, some delegations still had reservations, which were listed in paragraph 2 of the cover page.

2.2.2 The delegate of Mexico observed that his Delegation's reservations were not accurately reported in paragraph 2. He would clarify them as the Committee examined the relevant paragraphs.

2.2.3 The delegate of Cuba said he wished to make some general comments on the draft Resolution, which represented a compromise attempt to reconcile widely differing views concerning the introduction of the GMDSS, the retention of the existing system and, above all, the replacement of the present rescue and safety system.

His Delegation considered that decisions on the date of introduction of the transitional period and the full entry into force of the new system should rest with the current ITU Conference because, apart from the broad representation of countries, the GMDSS, which was to be used by ship, coastal and other stations, in fact amounted to application of provisions concerning frequencies and their operation and protection, the object being to achieve full compatibility with the existing system and other radiocommunication services. Cuba was not opposed to technical development, but wondered why such efforts were being made to hasten the implementation of the GMDSS. Indeed, it feared that that position might be motivated, not so much by a desire to safeguard life at sea, but rather by the business interests of equipment manufacturers. While Cuba considered it desirable for the Conference to adopt Chapter N IX so that all countries could use the techniques of the new system, it also hoped that it would be left to administrations to incorporate those techniques gradually and independently, since the existing system would continue to serve as the main basis for safety of life at sea for many years to come.

Those were the reasons for his Delegation's reservations in Working Group 5 ad hoc 1; moreover, it considered that the draft Resolution did not take full account of the possibilities open to developing countries.

2.2.4 The delegate of Tunisia associated himself with those remarks.

2.2.5 The delegate of Chile said that, some ten years previously, his country had experienced considerable difficulties with the existing distress and safety system and had introduced a system compatible with the GMDSS, using HF NBDP and telephony, which had given excellent results over the past five years in helping Chile to fulfil its responsibilities with respect to safety of human life in its area of the Pacific Ocean. It would therefore be pleased if the GMDSS could be implemented as soon as possible.

2.2.6 The Chairman invited Committee 5 to consider the draft Resolution paragraph by paragraph, with special reference to the provisions to which reservations had been made.

noting - third indent

2.2.7 The delegates of Cuba and Tunisia said they considered that it was for the Member Administrations of the ITU convened at the current Conference, not for the IMO, to decide on the implementation of the new system. The delegate of Mauritius endorsed that view.

2.2.8 In response to a remark by the Chairman that IMO was also a body in which governments were represented, the delegate of Tunisia expressed the view that delegates to IMO meetings were experts in merchant marine matters and had no experience of telecommunications, whereas the decisions in question had an impact on the Radio Regulations, and that very few developing countries could send delegations to IMO. Accordingly, only delegates attending an ITU Conference were competent to adopt provisions to be inserted in the Radio Regulations, which could then be referred to IMO.

2.2.9 The delegate of Spain said that, whereas IMO could decide on the dates of initial and full implementation of the GMDSS for vessels under the SOLAS Convention, it should be borne in mind that the system would have to operate with coast stations. It was difficult to see how IMO could decide when coast stations would be equipped for the GMDSS.

The Committee took note of those comments.

noting further c)

2.2.10 The delegate of Tunisia said that he maintained his Delegation's reservation to that paragraph, which in fact represented an advertisement for the GMDSS. Safety of life at sea had no price, yet the wording of the text gave the impression that a ship receiving a distress signal some 200 kilometres away was discouraged from going to the rescue - whereas all ships should do so on principle, regardless of the cost. The delegates of Cuba and Mexico said that they too maintained their Delegations' reservations, as did the delegate of Togo, who added that the words "an excessive period of time" introduced a dangerous ambiguity.

2.2.11 The observer for the International Transport Workers' Organization (ITF) said that he concurred with the administrations which wished noting further c) to be deleted. The GMDSS was obviously designed to make money. The big industrialized countries fully realized that the best market was a compulsory one and that their best strategy was to be first in the market for GMDSS equipment by pushing the system through as quickly as possible: the developing countries struggling to create the necessary high technology would thus be overwhelmed and could never compete for the market; their hard-earned currency would flow directly to the industrialized countries...

The Chairman interrupted the speaker and stated that the statement was not addressing the matter under discussion.

2.2.12 The delegates of Senegal, Mauritius and Cameroon considered that the paragraph should be deleted altogether and the delegate of Burundi said that the text should be either revised or deleted.

2.2.13 The delegate of the Federal Republic of Germany pointed out that the paragraph contained a statement of fact. The period of running two parallel systems - keeping watches under the existing system and at the same time installing new equipment for participation in the GMDSS - was bound to be one of very high costs, and should therefore be as short as possible.

2.2.14 The delegate of Mexico suggested that the paragraph should be left in abeyance, since the discussion of subsequent paragraphs might shed further light on the problem.

It was so agreed.

The meeting rose at 1700 hours.

The Secretary:

A. ZOUDOV

The Chairman:

P.E. KENT

Source: Document 320

COMMITTEE 6

SEVENTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-B
TO THE CHAIRMAN OF COMMITTEE 6

Working Group 6-B considered proposals concerning Appendix 10
(Document 320) and approved the proposals as in the annex.

Y. HIRATA
Chairman of Working Group 6-B

Annex: 1

ANNEX

Proposed list of service document symbols

Aeronautical mobile service

| | | |
|-----|----|---|
| ADD | FD | <u>Aeronautical station</u> in the aeronautical mobile (R) service |
| ADD | FG | <u>Aeronautical station</u> in the aeronautical mobile (OR) service |
| NOC | FA | <u>Aeronautical station</u> |
| NOC | MA | <u>Aircraft station</u> |

Aeronautical mobile-satellite service

| | | |
|-----|----|--|
| ADD | TB | <u>Aeronautical earth station</u> in the aeronautical mobile-satellite service |
| ADD | TJ | <u>Aircraft earth station</u> in the aeronautical mobile-satellite service |
| ADD | EJ | <u>Space station</u> in the aeronautical mobile-satellite service |

Note - There might be a need to separate the (R) and the (OR) services if separate allocations are made.

Maritime mobile service

| | | |
|-----|----|----------------------|
| NOC | FC | <u>Coast station</u> |
| NOC | MS | <u>Ship station</u> |
| NOC | FP | <u>Port station</u> |

Maritime mobile-satellite service

| | | |
|-----|----|---|
| MOD | TI | <u>Coast earth station</u> in the maritime mobile-satellite service |
| MOD | TG | <u>Ship earth station</u> in the maritime mobile-satellite service |
| NOC | EG | <u>Space station</u> in the maritime mobile-satellite service |

Mobile-satellite service

| | | |
|-----|----|---|
| MOD | TE | Typical satellite EPIRB in a mobile-satellite service |
|-----|----|---|

Mobile-satellite service (general)

| | | |
|-----|----|---|
| MOD | EI | Space station in the mobile-satellite service |
|-----|----|---|

| | | |
|-----|----|--|
| ADD | UA | Mobile earth station in the mobile-satellite service |
|-----|----|--|

| | | |
|-----|----|---|
| ADD | VA | Land earth station (fixed earth station in the mobile-satellite services) |
|-----|----|---|

Land mobile service

| | | |
|-----|----|---------------------|
| NOC | FB | <u>Base station</u> |
|-----|----|---------------------|

| | | |
|-----|----|----------------------------|
| NOC | ML | <u>Land mobile station</u> |
|-----|----|----------------------------|

Land mobile-satellite service

| | | |
|-----|----|--|
| ADD | EU | Space station in the land mobile-satellite service |
|-----|----|--|

| | | |
|-----|----|---|
| ADD | TY | Base earth station in the land mobile-satellite service |
|-----|----|---|

| | | |
|-----|----|--|
| ADD | TU | Land mobile earth station in the land mobile-satellite service |
|-----|----|--|

Radionavigation service

| | | |
|-----|----|-------------------------------------|
| ADD | RN | <u>Radionavigation land station</u> |
|-----|----|-------------------------------------|

| | | |
|-----|------|---------------------------------------|
| ADD | [NM] | <u>Radionavigation mobile station</u> |
|-----|------|---------------------------------------|

| | | |
|-----|----|-----------------------------|
| NOC | RC | Non-directional radiobeacon |
|-----|----|-----------------------------|

| | | |
|-----|----|-------------------------|
| NOC | RD | Directional radiobeacon |
|-----|----|-------------------------|

| | | |
|-----|----|-----------------------|
| NOC | RT | Revolving radiobeacon |
|-----|----|-----------------------|

| | | |
|-----|----|---------------------------------|
| NOC | RG | Radio direction-finding station |
|-----|----|---------------------------------|

Radiolocation service

| | | |
|-----|----|------------------------------|
| NOC | LR | Radiolocation land station |
| NOC | MR | Radiolocation mobile station |

Aeronautical radionavigation service

| | | |
|-----|----|---|
| NOC | AL | Aeronautical radionavigation land station |
| NOC | AM | Aeronautical radionavigation mobile station |

Maritime radionavigation service

| | | |
|-----|----|---|
| NOC | NL | Maritime radionavigation land station |
| NOC | RM | Maritime Radionavigation mobile station |

Radiodetermination-satellite service

| | | |
|-----|----|--|
| ADD | EF | Space station in the radiodetermination satellite service |
| NOC | TF | Fixed earth station in the radiodetermination satellite service |
| NOC | TL | Mobile earth station in the radiodetermination satellite service |

Radionavigation-satellite service

| | | |
|-----|----|---|
| MOD | EN | Space station in the radionavigation-satellite service |
| MOD | TN | Fixed earth station in the radionavigation-satellite service |
| ADD | UM | Mobile earth station in the radionavigation-satellite service |

Aeronautical radionavigation-satellite service

| | | |
|-----|----|--|
| ADD | EO | Space station in the aeronautical radionavigation-satellite service |
| ADD | TZ | Fixed earth station in the aeronautical radionavigation-satellite service |
| ADD | TO | Mobile earth station in the aeronautical radionavigation-satellite service |

Maritime radionavigation-satellite service

| | | |
|-----|----|--|
| ADD | EQ | Space station in the maritime radionavigation-satellite service |
| ADD | TX | Fixed earth station in the maritime radionavigation-satellite service |
| ADD | TQ | Mobile earth station in the maritime radionavigation-satellite service |

Oceanographic data

| | | |
|-----|----|--|
| NOC | OD | Oceanographic data station |
| NOC | OE | Oceanographic data interrogation station |

Note - It should be noted that in the mobile satellite services "fixed" earth stations of these services can alternatively be fixed earth stations in the fixed-satellite service.

LIST OF DOCUMENTS
(301 to 350)

| No. | Origin | Title | Destination |
|-----------------|---|---|-------------|
| 301 + Corr.1 | AFG, BLR, BUL, CUB, HNG, POL, DDR, KRE, UKR, URS, ROU, TCH, VTN | Proposals on Frequency Allocations for the Radiodetermination-Satellite Service (RDSS) | WG/4-A |
| 302 | USA | Proposals for the work of the Conference - Draft Resolution | C4, C6 |
| 303 | C6 | Note from the Chairman of Committee 6 to the Chairman of Committee 4 | C4 |
| 304 | C6 | Note from the Chairman of Committee 6 to the Chairman of Committee 4 | C4 |
| 305 | SWG/4-A-5 | Second Report of Drafting Group 4-A-5 to WG 4-A | WG/4-A |
| 306 | PRG, G | Resolutions Nos. 309 and 407 | WG/4-B |
| 307 | SWG/4-C-2 | Report by SWG 4-C-2 to WG 4-C | WG/4-C |
| 308 | WG/4-B | Fifth Report of WG 4-B to Committee 4 | C4 |
| 309 | WG/4-A | Sixth Report of WG 4-A to Committee 4 | C4 |
| 310 | C6 | Note to the Chairman of Committee 4 from the Chairman of Committee 6 | C4 |
| 311 | SWG/6-B-1 | Third and Final Report by the Chairman of SWG 6-B-1 to the Chairman of WG 6-B | WG/6-B |
| 312 | WG/6-B | Fifth Report by the Chairman of WG 6-B to the Chairman of Committee 6 | C6 |
| 313 | WG/5-A | Third Report by the Chairman of WG 5-A to the Chairman of Committee 5 | C5 |
| 314 | WG/5-A | Fourth and Final Report by the Chairman of WG 5-A to the Chairman of Committee 5 | C5 |
| 315 | C6 | Second series of texts submitted to the Editorial Committee by Committee 6 | C7 |



| No. | Origin | Title | Destination |
|-----|-----------|---|-------------|
| 316 | C5 | Note by the Chairman of Committee 5 to the Chairman of Committee 4 | C4 |
| 317 | C5 | Third series of texts from Committee 5 to the Editorial Committee | C7 |
| 318 | C7 | B.5 | PL |
| 319 | C6 | Summary Record of the sixth meeting of Committee 6 | C6 |
| 320 | AUS | Service Document Symbols - Appendix 10 | WG/6-B |
| 321 | CTI | Inclusion in Appendices to the RR of Chanelling Arrangements for the Maritime Mobile Service in the Frequency Bands Between 415 kHz and 526.5 kHz and between 1 606.5 kHz and 2 160 kHz in Region 1 (Resolution No. 704 of WARC MOB-83) | WG/4-B |
| 322 | CTI | Allocation of Frequency Bands to the Mobile-Satellite Services (Aeronautical, Maritime and Land) | WG/4-A |
| 323 | SG | Application of Resolution No. PLEN/2 of the WARC HFBC Geneva, 1984 | - |
| 324 | ICS | Information Note | C6 |
| 325 | USA | Proposals for the work of the Conference - Articles 40 and N40 | C5 |
| 326 | SWG/4-B-1 | Second Report of SWG 4-B-1 to WG 4-B | WG/4-B |
| 327 | WG/PL | Note from the Chairman of the WG/PL to the Chairman of Committee 5 | C5 |
| 328 | WG/PL | Note from the Chairman of the WG/PL to the Chairman of Committee 4 | C4 |
| 329 | WG/PL | Note from the Chairman of the WG/PL to the Chairman of Committee 4 | C4 |
| 330 | WG/PL | Note from the Chairman of the WG/PL to the Chairman of Committee 4 | C4 |
| 331 | WG/PL | Sixth series of texts from the WG/PL transmitted to the Editorial Committee | C7 |
| 332 | WG/C2 | Third Report of the WG of the Committee 2 (Credentials) | C2 |

| No. | Origin | Title | Destination |
|-----------------|-------------------|---|-------------|
| 333 | C4 | Summary Record of the seventh meeting of Committee 4 | C4 |
| 334 | C7 | B.6 | PL |
| 335 | C5 | Summary Record of the sixth meeting of Committee 5 | C5 |
| 336 | C7 | B.7 | PL |
| 337 | WG/6-B | Sixth Report by the Chairman of WG 6-B to the Chairman of Committee 6 | C6 |
| 338 | WG/5 Ad Hoc 1 | Fifth Report of WG 5 Ad Hoc 1 to Committee 5 | C5 |
| 339 | WG/5 Ad Hoc 1 | Sixth Report of WG 5 Ad Hoc 1 to Committee 5 | C5 |
| 340 | F, HOL, G | Resolution No. 704 | WG/4-B |
| 341 | BEL, F, GRC, I | Proposed Definitions - Article 1 | WG/4-B |
| 342 | C6 | Third series of texts submitted by Committee 6 to the Editorial Committee | C7 |
| 343 | SWG/4-A-8 | Report by Drafting Group 4-A-8 to WG 4-A | WG/4-A |
| 344 | SWG/4-A-9 | Report by Drafting Group 4-A-9 to WG 4-A | WG/4-A |
| 345 | SWG/4A-10 | Report of Drafting Group 4-A-10 to WG 4-A | WG/4-A |
| 346 (Rev. 1) | SWG/6-A-6 | Report of Drafting Group 6-A-6 to WG 6-A - Draft Amendments to Article 26 and Appendices 9 and 11 | WG/6-A |
| 347 | C5 | Summary Record of the seventh meeting of Committee 5 | C5 |
| 348 | C5 | Summary Record of the eighth meeting of Committee 5 | C5 |
| 349 | WG/6-B | Seventh Report by the Chairman of WG 6-B to the Chairman of Committee 6 | C6 |
| 350 | SG | List of Documents (301 to 350) | - |

COMMITTEE 6

SUMMARY RECORD

OF THE

SEVENTH MEETING OF COMMITTEE 6

(MOBILE AND RADIODETERMINATION SERVICES -
EXCEPT DISTRESS AND SAFETY)

1. Paragraph 1.5

Replace the first sentence by the following:

"The Chairman of the IFRB said that one administration, not present in the Working Group, wished to make a modification to Appendix 26 which probably would have been acceptable to the Group and within the agenda of the Conference."

2. Paragraph 1.6

To be deleted.

3. Paragraph 2.2

In the last line, replace "dephasing" by "rephrasing".

COMMITTEE 6

SUMMARY RECORD

OF THE

SEVENTH MEETING OF COMMITTEE 6

(MOBILE AND RADIODETERMINATION SERVICES
- EXCEPT DISTRESS AND SAFETY)

Monday, 5 October 1987, at 1400 hours

Chairman: Mr. I.R. HUTCHINGS (New Zealand)Subjects discussed:Documents

- | | |
|--|-----|
| 1. Fifth report of Working Group 6-B | 312 |
| 2. Resolution CUB/98/265 | 98 |
| 3. Note by the Chairman of Committee 3 | 162 |



1. Fifth report of Working Group 6-B (Document 312)

1.1 The Chairman of Working Group 6-B, presented the report contained in Document 312.

He observed that the Working Group modified RR 2854 to extend the upper limit of the band to 535 kHz. The Working Group had also carefully considered the need to add a new Chapter XIIA for mobile-satellite service and decided not to introduce this addition as the existing Chapters X, XI and XII already provided for this proposed addition.

Articles 35 and 48

Approved.

Article 51

1.2 In reply to the delegate of Paraguay, the Chairman of Working Group 6-B said that the terms in square brackets in MOD 7 and MOD 8, namely "ETATPRIORITENATIONS" and "ETATPRIORITE", were no longer used. He therefore proposed that they be deleted, along with the square brackets.

It was so agreed.

1.3 The delegate of Japan pointed out that the same terms were used in Article 61 and suggested that Working Group 6-B consider making a similar modification to that Article, for the sake of consistency.

Article 51 was approved, as amended.

Article N 52 (to replace Articles 52 and 53)

1.4 The representative of IATA, supported by the delegates of Sweden and the United Kingdom, proposed that ADD 3662 be amended by inserting the words "for radio telegraphy" after the words "Morse code signals" in the first sentence.

It was so agreed.

Article N 52 was approved, as amended.

Appendix 26

1.5 The Chairman of the IFRB said that one administration, not present in the Working Group, wished to make a modification to Appendix 26 which would have been acceptable to the Group. The delegate of France said that his Delegation would support the proposal in question, namely to (add MOD MRC to replace MRC (6)), and had no objection to the deletion of (6) in Appendix 26.

1.6 The delegate of Libya requested the addition of his country's name in parentheses to Appendix 26, as had been done for the other countries added.

1.7 The Secretary-General said that difficulties might arise in dealing with proposals for which the relevant written documents were not before the Committee. He therefore suggested that the Committee take note of the above comments and revert to them at a later meeting. Committee 6 had only a limited role to play in dealing with certain matters relating to Appendix 26. Some of the issues concerned which had resulted in the restricted agenda concerning Appendix 26 were of long standing and had been discussed in the Administrative Council.

1.8 The Chairman pointed out that the Committee had no competence to amend the frequency allotments but was limited to dealing with matters of an editorial nature relating to the names of countries. He suggested that his report to the Plenary mention the request for the inclusion of Libya and the support for the Moroccan proposal expressed by the delegate of France.

It was so agreed and Appendix 26 was approved on that understanding.

Resolutions No. 13, 405 and 406, Recommendations No. 7 and 405

Approved.

2. Resolution CUB/98/265 (Document 98)

2.1 The delegate of Cuba, introducing the draft Resolution dealing with technical cooperation with developing countries in the field of aeronautical telecommunication, noted that the introduction of new systems would call for the employment of advanced techniques. He stressed the need of developing countries for technical assistance, particularly in the training of technical staff, to facilitate the introduction of new technology and to increase the safety and regularity of flight in international civil aviation.

2.2 The delegates of Argentina, Burkina Faso, Costa Rica and Viet Nam, supported the proposed Resolution. The observer from ICAO whilst agreeing with the main thrust of the Resolution expressed concern that the Resolution should be explicit about the on-going ICAO assistance programmes and wished the dephasing of the resolve parts of the Resolution.

In view of the extensive technical assistance already provided by ICAO, it was decided to set up a Drafting Group to consider the wording of the Resolution, composed of the delegate of Cuba (Chairman), the delegates of Burkina Faso and the United States, the observer from ICAO, Mr. Embedoklis (Chief, Technical Cooperation Department), and Mr. Lafuente (External Relations Department) (Secretary).

3. Note by the Chairman of Committee 3 (Document 162)

3.1 The Chairman drew the attention of the Committee, and especially of the Chairmen of Working Groups 6-A and 6-B, to the note from the Chairman of Committee 3 concerning the financial effects of decisions taken by the Committees.

The meeting rose at 1445 hours.

The Secretary:

S. CHALLO

The Chairman:

I.R. HUTCHINGS

COMMITTEE 6

Source : Document DL/59(Rev.1)

REPORT BY THE CHAIRMAN OF WORKING GROUP 6 AD HOC 1
TO THE CHAIRMAN OF COMMITTEE 6

1. Working Group 6 ad hoc 1 met on 6 October to prepare draft Resolution [COM6/3] along the guidelines provided by the Secretary-General, as decided at the seventh meeting of Committee 6 on 5 October.
2. The meeting of Working Group 6 ad hoc 1 was attended by representatives of the Delegations of Burkina Faso, Cuba and the United States, as well as by an ICAO observer and members of the ITU's Department of Technical Cooperation.
3. The results of the Working Group's consideration of new Resolution [COM6/3], given in the annex to this report, are submitted herewith for your consideration.

A. MARTINEZ PADRON
Chairman of Working Group 6 ad hoc 1

Annex: 1

ANNEX

RESOLUTION [COM6/3]

**Relating to Technical Cooperation with
Developing Countries in the Field
of Aeronautical Telecommunications**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- [a) that the allocations of the frequency bands and the provisions concerning the various aeronautical mobile services have been revised;]
- b) that some of these frequency bands and provisions are intended for the world-wide implementation of new aeronautical telecommunication systems;
- c) that these new systems will employ more advanced techniques such as satellite communications in combination with modern information transmission systems;
- d) that this technological modernization should serve to improve the security and regularity of international civil aviation, as well as to render aeronautical radionavigation more accurate and more secure and distress and rescue systems more efficient;
- e) that the developing countries may require assistance to improve the training of their technical staff, as well as to introduce new systems to cope with technological modernization and enhanced operation of aeronautical telecommunications;

recognizing

the value of the assistance which the Union has provided and may provide to developing countries in the field of telecommunications, also in conjunction with other international organizations,

requests the Secretary-General

- [1. to offer developing countries which are trying to improve their aeronautical telecommunications the Union's assistance, in particular by providing them with technical advice for the planning, establishment, operation and maintenance of equipment, as well as help with the training of staff and basically with matters related to the new technologies;]
- [1. to encourage ICAO to offer assistance to developing countries which are trying to improve their aeronautical telecommunications, in particular by providing them with technical advice for the planning, establishment, operation and maintenance of equipment, as well as help with the training of staff and basically with matters related to the new technologies;]
- 2. in this context, to seek the collaboration of ICAO, the United Nations Conference for Trade and Development (UNCTAD) and other specialized agencies of the United Nations, as appropriate, on a continuing basis;

3. to inform ICAO that this Conference has recognized the valuable cooperation provided by that organization to developing countries in their technical assistance programmes;

[4. to continue to give special attention to seeking the aid of the United Nations Development Programme and other sources in financial support, to enable the Union to render sufficient and effective technical assistance in the field of aeronautical telecommunications, when necessary in collaboration with other specialized agencies concerned;]

to call on the developing countries

as far as possible, to give high priority to and to include in their national programmes of requests for technical assistance projects related to aeronautical telecommunications and to support multinational projects in that field.

Source: Document DL/33

COMMITTEE 6

NINTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

The Working Group 6-A has completed its review and recommends the following modifications to Article 64.

R. SWANSON
Chairman of Working Group 6-A

Attachment: 1

ARTICLE 64

NOC General Procedures for Narrow-Band
 Direct-Printing Telegraphy in the
 Maritime Mobile Service¹

NOC Section I. General

NOC 4841

J/60/573

ADD 4842A § 2A. Before transmitting, a station shall take precautions to ensure that its emissions will not interfere with transmissions already in progress; if such interference is likely, the station shall await an appropriate break in the communications in progress. This obligation does not apply to stations where unattended operation is possible through automatic means (see No. 3863).

SUP 4843

NOC 4844-4847

NOC Section II. Procedures for Manual Operation

NOC 4848 A. General

NOC 4849

NOC A.64

NOC 4850 B. Ship to Coast Station

J/60/574

MOD 4851 § 7. (1) The operator of the ship station establishes communication with the coast station by AIA Morse telegraphy, telephony or by other means using normal calling procedures. The operator then requests direct-printing communication, exchanges information regarding the frequencies to be used and, when applicable, gives the ship station the direct-printing selective call number assigned in accordance with Appendix 38, or the ship station identity assigned in accordance with Appendix 43.

Reasons: To enable use of the maritime mobile service identities on the narrow band direct-printing system.

NOC 4852

J/60/575

MOD 4853 § 8. (1) Alternatively the operator of the ship station, using the direct-printing equipment, calls the coast station on a predetermined coast station receive frequency using the identification of the coast station assigned in accordance with Appendix 38, or the coast station identity assigned in accordance with Appendix 43.

Reasons: See No. 4851.

NOC 4854

NOC 4855 C. Coast Station to Ship

NOC 4856-4857

NOC 4858 D. Intership

J/60/576

MOD 4859 § 10. (1) The operator of the calling ship station establishes communication with the called ship station by AIA Morse telegraphy, telephony, or by other means, using normal calling procedures. The operator then requests direct-printing communication, exchanges information regarding the frequencies to be used and, when applicable, gives the direct-printing selective call number of the calling ship station assigned in accordance with Appendix 38, or the ship station identity assigned in accordance with Appendix 43.

NOC 4860

NOC Section III. Procedures for Automatic Operation

NOC 4861 A. Ship to Coast Station

J/60/577

MOD 4862 § 11. (1) The ship station calls the coast station on a predetermined coast station receive frequency, using the direct-printing equipment and the identification signal of the coast station assigned in accordance with Appendix 38, or the coast station identity assigned in accordance with Appendix 43.

Reasons: See No. 4851

NOC 4863

NOC 4864

B. Coast Station to Ship

J/60/578

MOD 4865 § 12. (1) The coast station calls the ship station on a predetermined coast station transmit frequency, using the direct-printing equipment and the ship station direct-printing selective call number assigned in accordance with Appendix 38, or the ship station identity assigned in accordance with Appendix 43.

NOC 4866-4868

NOC

Section IV. Message Format

NOC 4869-4872

G/33/225

MOD 4873 § 15. In the ship-to-shore direction, the message format should conform to normal telex network practice with the addition ~~of a preamble as follows:~~ the operational procedures specified in the relevant CCIR Recommendations.

G/33/226

SUP 4874-4875

Reasons: MOD 4873 and SUP 4874-4875. The preambles detailed in Nos. 4874 and 4875, together with operational procedures are now given in relevant CCIR Recommendations.

NOC

Section V. Procedures for Operation
in the Forward-Error-Correcting Mode

NOC 4876-4881

NOC 4882

to NOT allocated.
4902

COMMITTEE 7FOURTH SERIES OF TEXTS FROM COMMITTEE 5
TO THE EDITORIAL COMMITTEE

The following texts were approved with modifications by Committee 5 at its seventh and eighth meetings and are submitted to the Editorial Committee:

Article N 38 as in the Annex to Document 217 and Corrigendum 1;

Article N 39 as in the Annex to Document 313;

Article N 40 as in the Annex to Document 314;

(It should be noted that ADD N 3219A and ADD N 3220A are in square brackets pending further discussion in Committee 5.)

Article N 41 as in the Annex to Document 314;

MOD Resolution 322(Rev.) as in the Annex to Document 339.

P.E. KENT
Chairman of Committee 5

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document 355-E
6 October 1987
Original: English

WORKING GROUP 6-A

REPORT OF DRAFTING GROUP 6-A-5
TO WORKING GROUP 6-A

In order to assist Committee 6-A, attached is Appendix 43 as revised by the Drafting Group 6-A-5.

WILLIAM A. LUTHER
Chairman of Drafting Group 6-A-5

ANNEX

APPENDIX 43

Maritime Mobile Service Identities¹

- NOC 1. and 1.1
- NOC 1.2
- MOD 1.3 These identities are formed in such a way principally that
- MOD 1.4 There are ~~three~~ four kinds of service:
- i) ship station,
 - ii) group ship call,
 - iii) coast station,
 - iv) group coast call identities.
- NOC 1.5
- NOC 2. Maritime Identification Digits (MID)
- MOD 2.1 Table 1 gives the Maritime Identification Digits (MID) allocated to each country. In accordance with No. 2087, the Secretary-General is responsible for allocating Maritime Identification Digits to countries not included in this table. No. ~~2987A~~ 2087A authorizes the Secretary-General to allocate additional MIDs to countries in accordance with Resolution 320 (Mob-83) this appendix within the limits specified,² provided he is satisfied that the possibilities offered by the MIDs allocated to an administration will soon be exhausted in spite of judicious ship station identity assignment as outlined in 2.2 3.1 below and in conformity with the guidelines contained in the relevant CCIR and CCITT Recommendations.

ADD ¹In this appendix a reference to a ship station or a coast station could include the respective earth stations.

ADD ²No country, in any case, can justify more MIDs than the total number of its ship stations shown in the ITU List of Ship Stations (List V) divided by 1000.

2.2 A single MID has been allocated to each country. A second MID should not be requested unless the first allocated MID is more than 80% exhausted in the basic category of three trailing zeros and the rate of assignments is such that 90% exhaustion is foreseen. The same criteria should be applied to subsequent requests for MIDs.

2.3 These guidelines do not require an administration to assign numerical identities until it determines that the need exists for such identities. They do not address the assignment of ship station identities without trailing zeros as it is assumed that there is enough capacity inherent in the system to provide for the assignment of such identities to all ship stations which an administration may wish to identify in this manner.

- NOC 3. Ship Station Identities
- ADD 3.1 Administrations should:
- ADD 3.1.1 follow the guidelines contained in the relevant CCIR and CCITT Recommendations for the assignment of ship station identities;
- ADD 3.1.2 make optimum use of the possibilities of forming identities from the single MID allocated to them;
- ADD 3.1.3 take particular care in assigning ship station identities with six significant digits (three-trailing-zero identities) which should only be assigned to ship stations which can be reasonably expected to require such an identity for automatic access on a world-wide basis for public switched networks;
- ADD 3.1.4 assign one-trailing-zero or two-trailing-zero identities to vessels when they require automatic access only on a national or regional level, as defined in the relevant CCITT Recommendations;
- ADD 3.1.5 assign ship station identities without trailing zeros to all other vessels requiring a numerical identification.
- MOD 3.2 The 9-digit code constituting a ship station ... (same as existing unnumbered text of Appendix 43).
- MOD 4. Group Ship Call Identities
- Group ship call identities ... more than one ship are formed ... (same as existing Appendix 43).

The particular MID ... the group ship call identity ...

NOC 5.

ADD 6. Group Coast Call Identities

Group coast call identities for calling simultaneously more than one coast station are formed as a subset of coast station identities, as follows:

O₁ O₂ M₃ I₄ D₅ X₆ X₇ X₈ X₉

where the first two figures are zero and X is any figure from 0 to 9.

The particular MID reflects only the country allocating the group coast call identity. The identity may be assigned to stations of one administration and located in only one geographical region under provisions of the relevant CCITT Recommendation.

NOC

TABLE 1

COMMITTEE 6NOTE FROM THE CHAIRMAN OF COMMITTEE 5
TO THE CHAIRMAN OF COMMITTEE 6

Committee 5 has adopted a revised text of Resolution No. 322 (Document 339) which might be of interest for Committee 6 in its considerations of Article 26 and Appendix 9.

P.E. KENT
Chairman of Committee 5

WORKING GROUP 4-BREPORT OF DRAFTING GROUP 4-B-2
TO WORKING GROUP 4-B

1. Representatives of the following delegations took part in the work of Drafting Group 4-B-2: United States, France, Italy, Japan, Paraguay, United Kingdom, Sweden and ICAO.
2. The Group's work concerning aeronautical mobile (R) and (OR) services was based on Document 341. Account was also taken of a proposal by a delegation at the meeting of Working Group 4-B to draft definitions of the aeronautical mobile satellite (R) and (OR) services.
3. Consideration of the different aspects of the definitions gave rise to a lively discussion, in the course of which some delegations expressed concern regarding the traffic and stations involved, though without expressing formal reservations.
4. Although the rules mentioned in Nos. 3630 and 3631 of the Radio Regulations were partially used, it was not thought necessary to modify them.

R. BISNER
Chairman of Drafting Group 4-B

ADD 34A Aeronautical mobile (R) service

An aeronautical mobile service reserved for communications related to safety and regularity of flight between aircrafts and those aeronautical stations primarily concerned with flights along national and international civil air routes.

ADD 34B Aeronautical mobile (OR) service

An aeronautical mobile service reserved for communications, including communications for control and safety, concerned with flights outside national and international civil air routes.

ADD 35A Aeronautical mobile-satellite (R) service

An aeronautical mobile-satellite service reserved for communications related to safety and regularity of flights between aircraft and those aeronautical earth stations primarily concerned with flights along national and international civil air routes.

ADD 35B Aeronautical mobile-satellite (OR) service

An aeronautical mobile-satellite service reserved for communications, including communications for control and safety, concerned with flights outside national and international civil air routes.

Source: Documents DT/67, 343COMMITTEE 4SEVENTH REPORT OF WORKING GROUP 4-A
TO COMMITTEE 4

1. In addition to the items already reported in the previous reports, Working Group 4-A took the following decisions:
 - 1.1 To modify Article 8, as contained in Annex 1;
 - 1.2 To modify Appendix 18, as contained in Annex 2; the notes n) and q) being in square brackets pending the decisions of Committee 5;
 - 1.3 NOC for Recommendation No. 305.
2. The Working Group also approved a new Resolution COM4/2, and two new Recommendations (COM4/A and COM4/B) which are to be found in Annexes 3, 4 and 5.
3. Cuba has reserved its position with respect to MOD RR 700, and Pakistan has reserved its position with respect to Recommendation [COM4/A]. All other decisions were approved unanimously.
4. With respect to Appendix 18, the Delegations of France, Monaco and the United Kingdom "expressed regret at the fact that the Conference appeared likely to reject any proposal for a short-term solution to the problem of the congestion prevailing in VHF channels of the maritime mobile service, which is critical in certain areas".

J. KARJALAINEN
Chairman of Working Group 4-AAnnexes: 5

ANNEX 1

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 are contained in Articles 38 and N 38.

In the bands 156 - 156.7625 MHz, 156.8375 - 157.45 MHz, 160.6 - 160.975 MHz and 161.475 - 162.05 MHz, each administration shall give priority to the maritime mobile service on only such frequencies as are assigned to stations of the maritime mobile service by the administration (see Articles 38, N 38 and 60).

Any use of frequencies in these bands by stations of other services to which they are allocated should be avoided in areas where such use might cause harmful interference to the maritime mobile VHF radiocommunication service.

However, the frequency 156.8 MHz and the frequency bands in which priority is given to the maritime mobile service may be used for radiocommunications on inland waterways subject to agreement between interested and affected administrations and taking into account current frequency usage and existing agreements.

MOD 613A

In the maritime mobile VHF service the frequency 156.525 MHz is to be used exclusively ~~as from 1 January 1986~~ for digital selective calling for distress, and safety ~~communications and calling~~. ~~The frequency 156.825 MHz is used exclusively for direct-printing telegraphy in the maritime mobile VHF service for distress and safety purposes.~~ The conditions for the use of this frequency are prescribed in Articles 38 and N 38 and in Appendix 18.

MHz
420 - 470

| Allocation to Services | | | | | | | | | | | | |
|------------------------|-----|-----|-----|---------------|-----|-----|-----|----------|-----|-------------|--|--|
| Region 1 | | | | Region 2 | | | | Region 3 | | | | |
| 430 - 440 | | | | 430 - 440 | | | | | | | | |
| AMATEUR | | | | RADIOLOCATION | | | | | | | | |
| RADIOLOCATION | | | | Amateur | | | | | | | | |
| 653 | 654 | 655 | 656 | | | | | | | | | |
| 657 | 658 | 659 | 661 | | | | | | | | | |
| 662 | 663 | 664 | 665 | 653 | 658 | 659 | 660 | 663 | 664 | <u>664A</u> | | |

ADD 664A

Additional allocation: in Mexico, the bands 430 - 435 MHz and 438 - 440 MHz are also allocated on a primary basis to the land mobile service, subject to the agreement obtained under the procedure set forth in Article 14.

MHz
470 - 890

| Allocation to Services | | |
|------------------------|--|--|
| Region 1 | Region 2 | Region 3 |
| | 470 - 512 BROADCASTING Fixed Mobile 674 675 | 470 - 585 FIXED MOBILE BROADCASTING |
| | 512 - 608 BROADCASTING 678 | 673 677 679 |
| | 608 - 614 RADIOASTRONOMY Mobile-Satellite except aeronautical mobile-satellite (Earth-to-space) | 585 - 610 FIXED MOBILE BROADCASTING RADIONAVIGATION 688 689 690 |
| | 614 - 806 BROADCASTING Fixed Mobile 675 692 693 <u>693A</u> | 610 - 890 FIXED MOBILE BROADCASTING |
| | 806 - 890 FIXED MOBILE BROADCASTING 700 <u>693A</u> | 677 688 689 690 691 693 701 |

- MOD 674 Different category of service: in Mexico and Venezuela, the allocation of the band 470 - 512 MHz to the fixed and mobile services, and in Argentina and Uruguay to the mobile service, is on a primary basis (see No. 425), subject to agreement obtained under the procedure set forth in Article 14.
- ADD 693A Additional allocation: in Cuba, the band 614 - 890 MHz is also allocated to the radionavigation service on a primary basis, subject to agreement obtained under the procedure set forth in Article 14.
- MOD 699 Additional allocation: in Norway and Sweden, the bands 806 - 890 MHz and 942 - 960 MHz are also allocated to the mobile-satellite, except aeronautical mobile-satellite, service on a primary basis. The use of this service is limited to operation within national boundaries and subject to agreement obtained under the procedure set forth in Article 14. ~~This service shall not cause harmful interference to services operating in accordance with the Table. In seeking such agreement, appropriate protection shall be afforded to services operating in accordance with the Table.~~
- MOD 700 Additional allocation: in Region 2, the band 806 - ~~890~~ 896 MHz is also allocated to the mobile-satellite, ~~except aeronautical mobile-satellite,~~ service on a primary basis. The use of this service is intended for operation within national boundaries and subject to agreement obtained under the procedure set forth in Article 14.
- MOD 701 Additional allocation: in Region 3, the bands 806 - 890 MHz and 942 - 960 MHz are also allocated to the mobile-satellite, except aeronautical mobile-satellite (R) service on a primary basis. The use of this service is limited to operation within national boundaries and subject to agreement obtained under the procedure set forth in Article 14. ~~This service shall not cause harmful interference to services operating in accordance with the Table. In seeking such agreement, appropriate protection shall be afforded to services operating in accordance with the Table.~~

MHz
890 - 960

| Allocation to Services | | |
|------------------------|---|---|
| Region 1 | Region 2 | Region 3 |
| | 890 - 902 FIXED MOBILE except aeronautical mobile Radiolocation 705 <u>700</u> | 890 - 942 FIXED MOBILE BROADCASTING Radiolocation |
| | 902 - 928 FIXED Amateur Mobile except aeronautical mobile Radiolocation 705 707 <u>705A</u> | |
| | 928 - 942 FIXED MOBILE except aeronautical mobile Radiolocation 705 | |
| | 942 - 960 FIXED Mobile 708 | 942 - 960 FIXED MOBILE BROADCASTING 701 |

ADD 705A

Different category of service: In Chile, the band 903 - 905 MHz is allocated to the mobile except aeronautical mobile service on a primary basis and is subject to agreement obtained under the procedure set forth in Article 14.

ANNEX 2

APPENDIX 18
Mob-~~83~~87

Table of Transmitting Frequencies in the
Band 156 - 174 MHz for Stations in the
Maritime Mobile Service

(See Nos. 613, 613A, 613B and Articles 59 and 60)

Note 1: For assistance in understanding the Table, see notes a) to ~~p)~~ q) below.

Note 2: Channels 01 to 28, except 15 and 17, correspond to the channels of Appendix 18 to the Radio Regulations, Geneva, 1959, and channels 15, 17, and 60 to 88 correspond to those additional channels made available for assignment in accordance with the provisions of Appendix 18 Mar to the Radio Regulations, Geneva, 1967 (~~see Resolution 308~~).

Note 3: Channel designators 60 to 88 were chosen for the additional channels in order to separate them clearly from the original channels.

| Channel designators | 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 | |
| 60 | <i>h)</i> | 156.025 | 160.625 | | | 17 | | 9 | 25 |
| 01 | | 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 | | 156.150 | 160.750 | | | 9 | | 16 | 9 |
| 63 | | 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 | <i>g)</i> | 156.300 | | 1 | | | | | |
| 66 | | 156.325 | 160.925 | | | 19 | | 7 | 23 |
| 07 | | 156.350 | 160.950 | | | 7 | | 18 | 11 |
| 67 | <i>l)</i> | 156.375 | 156.375 | 9 | 10 | | 9 | | |
| 08 | | 156.400 | | 2 | | | | | |
| 68 | <i>n)</i> | 156.425 | 156.425 | | 6 | | 2 | | |
| 09 | <i>m)</i> | 156.450 | 156.450 | 5 | 5 | | 12 | | |
| 69 | <i>n)</i> | 156.475 | 156.475 | 8 | 11 | | 4 | | |
| 10 | <i>l)</i> | 156.500 | 156.500 | 3 | 9 | | 10 | | |
| 70 | <i>p)</i> | 156.525 | 156.525 | Digital selective calling for distress, and safety and calling | | | | | |
| 11 | <i>n)</i> | 156.550 | 156.550 | | 3 | | 1 | | |
| 71 | <i>n)</i> | 156.575 | 156.575 | | 7 | | 6 | | |
| 12 | <i>n)</i> | 156.600 | 156.600 | | 1 | | 3 | | |
| 72 | <i>m)</i> | 156.625 | | 6 | | | | | |
| 13 | <i>n), q)</i> | 156.650 | 156.650 | 4 | 4 | | 5 | | |
| 73 | <i>l)</i> | 156.675 | 156.675 | 7 | 12 | | 11 | | |
| 14 | <i>n)</i> | 156.700 | 156.700 | | 2 | | 7 | | |
| 74 | <i>n)</i> | 156.725 | 156.725 | | 8 | | 8 | | |

| Channel desig- nators | Notes | Transmitting frequencies (MHz) | | Inter- ship | Port operations | | Ship movement | | Public corres- pondence |
|-----------------------------|---------------|---|-----------------------------------|------------------------------|--------------------------|-----------------------|--------------------------|-----------------------|-------------------------------|
| | | Ship stations | Coast stations | | Single fre- quency | Two fre- quency | Single fre- quency | Two fre- quency | |
| 15 | j) | 156.750 | 156.750 | 11 | 14 | | <u>14</u> | | |
| 75 | k) | | Guardband 156.7625 – 156.7875 MHz | | | | | | |
| 16 | | 156.800 | 156.800 | DISTRESS, SAFETY AND CALLING | | | | | |
| 76 | k) | Direct-printing telegraphy for distress and safety purposes Guard band 156.8125 - 156.8375 MHz | | | | | | | |
| 17 | j) | 156.850 | 156.850 | 12 | 13 | | <u>13</u> | | |
| 77 | | 156.875 | | 10 | | | | | |
| 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) n) | 156.975 | 161.575 | | | 14 | | 1 | |
| 20 | f) | 157.000 | 161.600 | | | 1 | | 23 | |
| 80 | f) n) | 157.025 | 161.625 | | | 16 | | 2 | |
| 21 | f) | 157.050 | 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 | | 157.150 | 161.750 | | | | | | 5 |
| 83 | | 157.175 | 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 | o) | 157.325 | 161.925 | | | | | | 15 |
| 27 | | 157.350 | 161.950 | | | | | | 2 |
| 87 | | 157.375 | 161.975 | | | | | | 14 |
| 28 | | 157.400 | 162.000 | | | | | | 6 |
| 88 | h) | 157.425 | 162.025 | | | | | | 18 |

NOTES REFERRING TO THE TABLE

- NOC a) The figures in the column headed "Intership" indicate the normal sequence in which channels should be taken into use by mobile stations.
- NOC 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.
- NOC 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.
- MOD d) The ^{70,} channels of the present Appendix, with the exception of channels 06, ^{13,} 15, 16, 17, 75 and 76, may also be used for highspeed data and facsimile transmissions, subject to special arrangement between interested and affected administrations (~~see also notes k) and p).~~
- MOD e) ~~Except in the United States of America,~~ ^{70,} The channels of Appendix 18, preferably two adjacent channels from the series 87, 28, 88, with the exception of ^{13,} channels 06, 15, 16, 17, 75 and 76, may be used for direct-printing telegraphy and data transmission, subject to special arrangement between interested and affected administrations (~~see also notes k) and p).~~
- NOC 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.
- MOD g) ^{, / N 2993 /} The frequency 156.300 MHz (channel 06) (see Nos. 2993¹ 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.

- NOC h) Channels 60 and 88 can be used subject to special arrangements between interested and affected administrations.
- NOC i) The frequencies in this Table may also be used for radiocommunications on inland waterways in accordance with the conditions specified in No. 613.
- NOC j) 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.)
- MOD k) ~~The frequency 156.825 MHz (channel 76) is used exclusively for direct-printing telegraphy for distress and safety purposes subject to not causing harmful interference to channel 16 (see also Nos. 3033 and 4393).~~ (Note not allocated)
- NOC l) 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.
- NOC m) The preferred first three frequencies for the purpose indicated in note c) are 156.450 MHz (channel 09), 156.625 MHz (channel 72) and 156.675 MHz (channel 73).
- [n) These channels (68, 69, 11, 71, 12, 13, 14, 74, 79 and 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 also used on a worldwide basis for intership navigation safety communications.]
- NOC o) This channel (86) may be used as a calling channel if such a channel is required in an automatic radiotelephone system when such a system is recommended by the CCIR.
- MOD p) This channel (70) is to be used exclusively for digital selective calling for distress, ~~and safety purposes as from 1 January 1986 (see Resolution 317 (Mob-83)); until 31 December 1985 it may be used as an intership channel with order of priority 13 (see note a)).~~ and calling (see Resolution COM4/2 7).

q)

Channel 13 is designated for use on a world-wide basis as a navigation safety communication channel, primarily for intership navigation safety. It may also be assigned to the ship movement and port operations service subject to the national regulations of the administrations concerned, [provided that intership navigation safety is not in any way degraded].

ANNEX 3

RESOLUTION [COM4/2]

Relating to the Implementation and Use of Frequency 156.525 MHz
for Digital Selective Calling for Distress,
Safety and Calling

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

noting

that the World Administrative Radio Conference for the Mobile Services, 1983 (WARC MOB-83) designated, on an exclusive basis, the frequency 156.525 MHz for distress and safety calling by digital selective calling techniques;

considering

- a) that the frequency 156.525 MHz became available for distress and safety calling using digital calling techniques on 1 January 1986;
- b) that this Conference has decided that the frequency 156.525 MHz may also be used for other calling purposes using digital calling techniques;
- c) that the Final Acts of this Conference will enter into force on [];
- d) that there is an urgent need to implement the use of digital selective calling techniques on 156.525 MHz for calling purposes in addition to distress and safety calling at the earliest possible date;
- e) that every effort must be made to prevent the use of 156.525 MHz for purposes other than digital selective calling in the maritime mobile service;
- f) that the use of 156.525 MHz for other maritime mobile communication purposes must cease as soon as practical;

resolves

that the frequency 156.525 MHz in the maritime mobile service shall be used exclusively for digital selective calling for distress, safety and calling, as of 1 January 1988;

urges administrations

to take all practical measures including the possible use of technical means to prevent, as soon as possible, but not later than 1 January 1988, any maritime mobile use of the frequency 156.525 MHz other than indicated in the resolves;

requests the Secretary-General

to communicate this Resolution to the IMO.

ANNEX 4

RECOMMENDATION [COM4/A]

**Relating to the Provision of Frequency Bands for Feeder Links
in the Fixed-Satellite Service for the Aeronautical, [Land],
Maritime or Mobile-Satellite Service in the
Bands 1 530 - 1 559 MHz and 1 626.5 - 1 660.5 MHz**

The World Administrative Radio Conference for Mobile Services,
Geneva, 1987,

considering

- a) that No. 726 of the Radio Regulations states that the allocation to the maritime mobile-satellite service in the band 1 530 - 1 535 MHz shall be effective from 1 January 1990. Up to that date the fixed service shall be on a primary basis in Regions 1 and 3;
- b) that feeder links are required for the aeronautical mobile-satellite service, the [land mobile-satellite service], the maritime mobile-satellite service and the mobile-satellite service operating in the bands 1 530 - 1 559 MHz and 1 626.5 - 1 660.5 MHz;
- c) that although No. 27 of the Radio Regulations indicates that such feeder links may be part of the mobile-satellite service, No. 22 of the Radio Regulations indicates that the fixed-satellite service may also include feeder links for the mobile-satellite services;
- d) that the majority of such feeder links have been located in the bands 3 400 - 4 200 MHz and 5 925 - 7 075 MHz;
- e) that the bands mentioned in considering c) above are becoming increasingly congested thus causing some difficulties during the coordination process;
- f) that the inhomogeneity of technical characteristics of feeder links for the mobile-satellite services and links of the fixed-satellite service results in coordination difficulties;
- g) that distress and safety traffic is carried on feeder links for mobile-satellite services;
- h) that extension of the spectrum necessary for feeder links in contiguous frequency bands would be desirable from a technical and economic point of view, but may cause significant sharing and/or allocation problems;

noting

that there were proposals by administrations to WARC MOB-87 for sub-bands in the frequency bands 3 400 - 4 200 MHz and 5 925 - 7 075 MHz where the feeder links for aeronautical, [land] maritime and mobile-satellites would have priority over other assignments to the fixed-satellite service, whilst other administrations were of the opinion that frequency spectrum for feeder links for mobile-satellite services can more readily be provided in fixed-satellite service bands by the normal coordination process;

recommends

that the World Administrative Radio Conference (ORB-88) shall take note of the concerns expressed in the considerations and notings above, in its decisions with respect to feeder links for the aeronautical mobile-satellite service, [the land mobile-satellite service], the maritime mobile-satellite service and the mobile-satellite service in the bands 1 530 - 1 559 MHz and 1 626.5 - 1 660.5 MHz;

requests the CCIR

to continue its study relating to this matter;

requests the Secretary-General

to forward this Recommendation to WARC ORB-88.

ANNEX 5

RECOMMENDATION [COM4/B]

**Relating to Improved Efficiency in the Use of
Appendix 18 VHF Frequency Spectrum for Maritime
Mobile Communications**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that growth in the use of Appendix 18 VHF maritime mobile channels is expected to continue;
- b) that in many parts of the world significant congestion already exists;
- c) that increases in congestion could be harmful to the safe movement and operation of vessels and port operations and is a matter of concern to the International Association of Lighthouse Authorities, the International Maritime Organization and many administrations;

noting

- a) that it may be possible to make more efficient use of the VHF maritime mobile spectrum with the development of existing or new technologies such as narrow-band FM, single sideband, compandored sideband, use of interleaved channels separated by 12.5 kHz, reduced channel spacing, etc.;
- b) that a great number of mariners using low-cost transceivers rely on this band and the safety services that are thereby provided;
- c) that any modification to the Appendix 18 shall take account of the distress and safety utilization;

requests the CCIR

to urgently undertake studies to determine the most appropriate means of promoting a more efficient use of the frequency spectrum in the VHF maritime mobile band and to develop Recommendations covering the technical and operational characteristics of systems using this band;

invites administrations

to actively participate in these studies;

recommends

that a future competent administrative radio conference review and revise, if appropriate, the provisions of Appendix 18 taking into account relevant CCIR Recommendations;

requests the Secretary-General

to communicate this Recommendation to the International Association of Lighthouse Authorities and the International Maritime Organization.

COMMITTEE 4

SUMMARY RECORD
OF THE
EIGHTH MEETING OF COMMITTEE 4
(FREQUENCY)

Wednesday, 7 October 1987, at 0900 hrs

Chairman : Dr. O. VILLANYI (Hungary)

Subjects discussed:

Documents

- | | |
|---|------------|
| 1. Approval of the summary record of the sixth meeting | 258 |
| 2. Pending item from the fifth report of Working group 4-A (MOD RR 772) | 281, DT/69 |
| 3. Sixth report of Working Group 4-A | 309 |
| 4. Seventh report of Working Group 4-A | 358 |
| 5. Oral report by the Chairman of Working Group 4-A | - |

1. Approval of the summary record of the sixth meeting (Document 258)

The summary record of the sixth meeting was approved.

2. Pending item from the fifth report of Working Group 4-A to Committee 4 (MOD RR 772) (Documents 281 and DT/69)

2.1 The Chairman noted that following the Committee's consideration and approval of the rest of Document 281, proposal MOD 772 had remained pending because of difficulties about the definition of SIT. In order to remove those difficulties a new wording of MOD 772 was proposed to the Committee in Document DT/69.

Document DT/69 was approved.

3. Sixth report of Working Group 4-A (Document 309)

Approved.

4. Seventh report of Working Group 4-A (Document 358)

Annex 1

4.1 The delegates of Norway and Sweden informed the Committee that MOD 699 was no longer required and could be deleted.

It was so agreed.

4.2 The delegate of Cuba said that allocation of the band 806-890 MHz to the mobile-satellite service in Region 2 had been a compromise reached at WARC-79; he maintained his reservation about extending that allocation to 896 MHz as proposed in MOD 700. In the light of the upper band limit set by WARC-79, Cuba had established a radio relay system for the fixed service in the band segment 890-896 MHz, which operated throughout the national territory. Cuba would therefore find it difficult to agree to application of the Article 14 procedure in that band segment, particularly in view of the fact that no mobile-satellite system was at present using even the existing band. RR 700 should therefore be maintained unchanged, a view supported by the delegates of Argentina, Chile, Uruguay and Venezuela.

4.3 The delegate of Canada, supported by the delegates of the United States and Brazil, said that mobile-satellite systems had been in their infancy when WARC-79 had adopted the original text of RR 700. It was true that no mobile-satellite system was using the band 806-890 MHz at present; in Canada's case that had been because it had been unable to coordinate its systems under the Article 14 procedure - evidence that the procedure did provide adequate protection. It should continue to provide protection on extension of the band to 896 MHz. He did, however, understand Cuba's concern and suggested it might be met by adding the same final sentence to MOD 700 as appeared in proposed MOD 701, namely: "In seeking such agreement, appropriate protection shall be afforded to services operating in accordance with the Table".

4.4 The delegate of Cuba asked that a final decision on proposed MOD 700 be deferred to a later meeting of the Committee in order to give the delegations concerned time to coordinate their views.

It was so agreed.

4.5 The delegate of Pakistan maintained his Delegation's objection to deletion of the sentence "This service shall not cause harmful interference to services operating in accordance with the Table" in proposed MOD 701.

4.6 The Chairman of Working Group 4-A, supported by the delegate of Thailand, said that the sentence had been proposed for deletion because it was incompatible with the fact that the band concerned was allocated on a primary basis; it thus posed problems for the IFRB.

4.7 The representative of the IFRB said that in general the entry of a frequency allocation in the Master Register with a symbol indicating allocation on a primary basis and a symbol indicating that it should not cause harmful interference (as would happen if the sentence in question were maintained) would cause difficulties as the two symbols cancelled each other. In the case of proposed MOD 701 the problem was not insuperable since in bands below 1 GHz no technical examination or coordination was called for, but above 1 GHz the Board would encounter serious difficulties in applying such texts.

4.8 The delegate of Sweden, supported by the delegate of Brazil, said that in view of the fact that the problem was not confined to footnote RR 700 it was essential that the wording be rigorously applicable. He appreciated Pakistan's wish to have explicit reference made to the protection afforded to existing services in the band, but assured him that the Article 14 procedure would provide such protection.

4.9 The delegate of Pakistan said that his Delegation could agree to the deletion of the penultimate sentence in MOD 701, provided the last sentence was amended by the addition after the word "Table" of the phrase "to ensure that no harmful interference shall take place to the said services allocated in this Table".

4.10 In reply to a question by the delegate of Thailand regarding his views on the proposed amendment, the representative of the IFRB said that the amendment would then refer to the conditions to be discussed when two administrations negotiated the application of Article 14. He pointed out that the words "harmful interference" generally referred to "stations" rather than "services". It would also be necessary to indicate whether the stations were in operation or planned.

It was agreed to defer a decision on MOD 701, to enable the delegate of Pakistan to consider his proposed amendment further.

With consideration of MOD 700, MOD 701 and the relevant Tables deferred to a later meeting of Committee 4 and MOD 699 deleted, the remainder of Annex 1 was approved.

Annex 2

Approved, with retention of the square brackets around the texts of notes (n) and (q), and insertion of square brackets around those notes in the Table, pending a decision of Committee 5 with respect to channel 13.

Annex 3

4.11 Annex 3 was approved subject to retention of the square brackets concerning the date in considering c).

Annex 4

4.12 The Chairman of Working Group 4-A pointed out that in Annex 4 (draft Recommendation COM4/A) the term "land mobile-satellite service" should remain in square brackets until such time as a decision had been taken whether or not to make an allocation for that service.

4.13 The delegate of Pakistan expressed dissatisfaction with the wording of considering a): the current status of existing systems could not be changed before the proposed 1992 conference which would review the Radio Regulations.

4.14 The Chairman of Working Group 4-A said that the Working Group had discussed the matter at length. The wording was in no way intended to imply any change in the status of any of the services listed in the Table of Frequency Allocations or in any footnotes but was simply a statement of fact concerning the status of services.

4.15 The delegate of the USSR supported Annex 4 as it stood.

4.16 The Chairman said that note would be taken of the concern expressed by the delegate of Pakistan.

Annex 4 was approved subject to minor editorial changes in considering a) and e).

Annex 5

Annex 5 was approved subject to the alignment of the Spanish text with the other language versions.

The Seventh report of Working Group 4-A was approved, subject to reaching a final decision on MOD 700 AND MOD 701.

4.17 The delegates of France and the United Kingdom drew attention to paragraph 4 of the cover page of the report and requested that the statement below be included both in the summary record and in the Committee's report to the Plenary

"With respect to Appendix 18, the Delegations of France, Monaco and the United Kingdom "expressed regret at the fact that the Conference appeared likely to reject any proposal for a short-term solution to the problem of the congestion prevailing in VHF channels of the maritime mobile service which is critical in certain areas"."

5. Oral report by the Chairman of Working Group 4-A

5.1 The Chairman of Working Group 4-A said that the Working Group had held 17 meetings and had established 10 drafting groups with instructions to produce texts on specific issues for consideration by the Working Group. Six drafting groups - Drafting Group 4-A-1 on Allocations in bands between 70 and 130 kHz and modification of footnote 451, 4-A-2 on allocations in bands between 415 and 495 kHz and associated footnotes, 4-A-3 on modifications of RR 595 and the associated Resolution, 4-A-4 on allocations for the radionavigation service in 3, 5 and 9 GHz bands and associated footnotes, Recommendations and Resolutions, 4-A-5 to draft a Recommendation concerning feeder links for mobile satellites and 4-A-6 on Appendix 18, RR 613, 613A and associated Recommendations and Resolutions - had reported to the Working Group and the results examined and

approved. Drafting Group 4-A-7 had held two meetings to discuss possible elements for inclusion in a compromise solution concerning allocations for the mobile satellite services but no conclusions had been reached so far. Drafting Group 4-A-8, which was a special editorial group aligning frequencies and cross-references to Articles 8, 47, 38 and 60 on the basis of decisions made in Working Group 4-C and Committees 5 and 6, had successfully completed the first part of its task and would continue its work as soon as the positions adopted by other bodies of the Conference became known. Drafting Group 4-A-9 on allocations concerning radiodetermination-satellite services and the associated footnotes and draft Resolution had reported to the Working Group but no agreement had been reached. Drafting group 4-A-10 on the footnote concerning aeronautical public correspondence in aeronautical satellite service bands and the associated Resolution had reported to the Working Group but some delegations had difficulties in accepting the general structure and contents of its report.

Some difficult procedural questions had thus arisen and the Working Group was therefore faced with major obstacles to the completion of its task. Many delegates felt that it was almost impossible at the current stage to reach agreement on matters concerning mobile-satellite services, aeronautical public correspondence and radiodetermination-satellite services if they were each considered in isolation.

5.2 The Chairman suggested that the outstanding work might be completed either by establishing three groups to meet separately to prepare options on each of the three main items or by working as a single group on all three matters in an attempt to find a package solution.

5.3 The delegate of Sweden supported the first proposal. He suggested that Drafting Group 4-A-7 should continue the work it had already started, albeit in the form of an ad hoc Group in order to shorten reporting procedures, that another ad hoc should be set up to deal with the aeronautical public correspondence question and that Group 4-A-9 should remain to continue consideration of the third matter. The delegates of Pakistan, Canada, Denmark, Netherlands, France, Japan, the United States and Portugal endorsed his suggestion.

5.4 The delegate of Algeria supported the second proposal. The three issues were interrelated and should be considered together by a single group. The delegates of China, Iran, and Senegal endorsed his comments.

5.5 The delegate of Swaziland proposed that the questions of mobile-satellite services and aeronautical public correspondence should be merged and discussed by one group. The question of radiodetermination-satellite services had already been discussed at length. The delegate of the USSR supported that proposal.

5.6 The delegate of Thailand said that he supported the Swedish proposal except that he thought Working Group 4-A-7 should also cover work on APC. He agreed with the delegate of Swaziland that the RDSS should be discussed in Committee 4.

5.7 The delegate of the United Kingdom supported the Swedish proposal although he had some sympathy with the Algerian viewpoint. Working Groups 4-A-7 and 4-A-10 should be combined to form an ad hoc Group of Committee 4 to deal with mobile-satellite services including the satellite provisions of APC and another ad hoc Group should be set up to deal with the provision of a terrestrial APC network. As had been indicated, the establishment of ad hoc Groups would cut down reporting time.

5.8 The delegate of Australia, while substantially endorsing that view, felt that there should be a common ad hoc Group to discuss the two APC services.

5.9 The delegate of Saudi Arabia said that Working Group 4-A-7 should continue with its work and should also consider the satellite element of the APC service. There was no point in referring the RDSS back to a Working Group and it should be discussed at committee level.

5.10 The delegate of India said that although there would be many advantages in dealing with all the issues together, for practical reasons it would be preferable to have only two groups, one to discuss the mobile-satellite service and APC, while the RDSS should be discussed either in Working Group 4-A or in Committee 4.

5.11 On the basis of the views expressed, the Chairman proposed that Working Groups 4-A-7 should continue the work taking into account the APC in relation to satellite services with the status of an ad hoc Working Group (Working Group 4 ad hoc 3) and under the chairmanship of Mr. Karjalainen. Questions concerning APC terrestrial services should be discussed in a smaller group, which would report to Working Group 4-A, and Working Group 4-A should report its conclusions on RDSS, either unanimous or in the form of various options, to Committee 4.

5.12 Following comments by the delegates of Swaziland and the USSR, the Chairman of Working Group 4-A confirmed that Document 344 dealing with RDSS and the proposal for its amendment had been considered in Working Group 4-A and it had been provisionally agreed that because of lack of time the document and its amendment, should be transmitted to Committee 4 for further discussion.

5.13 The delegates of the United States, Costa Rica and Mexico endorsed the need for further discussion of Document 344 either in Working Group 4-A or in Committee 4.

The Chairman's proposal for the future organization of work was approved.

5.14 The Chairman said that the documents dealing with the terrestrial element of APC which should be considered by Working Group 4-A or its ad hoc Group were Documents 11, 16, 33, 24 and 40.

5.15 The delegate of Sweden drew attention to the very heavy workload which would fall upon Mr. Karjalainen as Chairman both of Working Group 4-A and Working Group 4 ad hoc 3, and on a proposal by the delegate of the United Kingdom, supported by the delegate of Sweden, it was agreed that Mr. Broere (Netherlands) should act as Chairman of Working Group 4 ad hoc 3.

The meeting rose at 1210 hours.

The Secretary:

T. GAVRILOV

The Chairman:

O. VILLANYI

COMMITTEE 5

SUMMARY RECORD
OF THE
NINTH MEETING OF COMMITTEE 5
(DISTRESS AND SAFETY)

Wednesday, 7 October 1987, at 0900 hrs

Chairman: Mr. P.E. KENT (United Kingdom)

Subjects discussed:

Documents

- | | |
|--|---------------|
| 1. Protection of intership navigational safety communications on VHF Channel 13 | 24, 25, DT/67 |
| 2. Matters relating to Chapter N IX, ADD N 3041 (continued) | 217 |
| 3. Fifth report of Working Group 5 ad hoc 1 to Committee 5 - Draft Resolution [COM5/1] (continued) | 338 |

1. Protection of intership navigational safety communications on VHF Channel 13 (Documents 24, 25 and DT/67)

1.1 The Chairman reminded the Committee that the subject had also been discussed in Committee 4 and drew attention to the seventh report of Working Group 4-A to Committee 4 contained in Document DT/67 in which Notes (n) and (q) related to Appendix 18. The purpose of the square brackets around Note (n) and part of Note (q) was to enable Committee 5 to give some advice on any changes that might be necessary.

Proposal US/24/716

1.2 The delegate of the United States said that the proposal was totally consistent with the IMO's recommendation in MSC Circular No. 458, that Channel 13 should be designated for use as a navigational safety communications channel primarily for intership navigational safety, and reflected the United States Administration's interpretation of that recommendation.

1.3 The delegate of the USSR said that while his Administration agreed with the designation of Channel 13 for world-wide navigational safety communications, that channel was used for port operations in the USSR, in accordance with footnote (n) of Appendix 18. He therefore proposed that the words "and port operations" be inserted after "ship movement" in the United States proposal, in line with the text contained in Document DT/67. With that addition in footnote (q) the USSR Delegation would have no objection to deleting Channel 13 from footnote (n) and the problems which had arisen in Committee 4 would be solved.

1.4 The delegate of Denmark said that Channel 13 was also used for port operations in Denmark and he failed to see why it should not continue to be so used in the future. He therefore supported the USSR proposal. In addition, he proposed deletion of the last phrase in footnote (q), as contained in square brackets in Document DT/67, because it had no meaning, the use of Channel 13 for the ship movement and port operations services being subject to the national regulations of each individual administration.

1.5 The delegate of the United States said that he could support the USSR proposal but not the deletion of the last phrase as proposed by Denmark. The phrase was intended to highlight the importance of protecting navigational safety world-wide, to the extent possible, and was a note of caution to administrations.

The proposal by the USSR was approved.

1.6 The delegates of Canada and France opposed the proposal to delete the last phrase from footnote (q); the delegates of the Netherlands and Mauritania expressed support for the proposal.

1.7 The delegate of Finland said that such obscure expressions as "intership navigational safety" should not be inserted into the Radio Regulations without clarification; the delegate of the United States pointed out that that particular expression was defined in Chapter N IX in ADD N 3195AI. If the majority view was to delete the phrase his Delegation would, reluctantly, agree.

It was agreed that the phrase contained in square brackets in Document DT/67 should be deleted from the United States proposal.

Footnote (q), as amended, was approved. Consequentially, all reference to Channel 13 was deleted from footnote (n), which was thus approved.

1.8 The Chairman said that the appropriate recommendations would therefore be made to Committee 4.

Proposal US/24/719

1.9 The delegate of the United States said that the purpose of the proposal was to provide protection to the 156.650 MHz frequency from interference to communications taking place on navigational safety channels.

1.10 The delegate of Canada supported the United States proposal.

1.11 The delegate of the Federal Republic of Germany said that in his country, that channel was mainly used for the port operations and ship movement service, and a power reduction such as that proposed would not meet their requirements. His Delegation therefore opposed the United States proposal. The delegates of Cuba, France, Spain, Tunisia, the United Kingdom and Venezuela also opposed the United States proposal for the same reasons.

1.12 The Chairman suggested that as the provision addressed port stations, it might be considered to be a national matter and left to the administration concerned to decide rather than be included in the Regulations.

It was so agreed and the United States proposal was withdrawn.

Proposal US/24/720

1.13 The delegate of the United States said that the proposal was aimed at ensuring that when two stations were operating on Channel 13 they did not transmit more power than needed, thereby solving the problems experienced in the United States of interference between parallel waterways and between vessels operating on that frequency.

1.14 The delegate of Canada said that the United States proposal was consistent with good operating practices and the efficient use of the spectrum and could therefore be supported.

1.15 The delegates of the Federal Republic of Germany, Cuba, the Netherlands and Tunisia opposed the proposal. The delegate of Japan also opposing the proposal said that the problem was an operational one, the technical characteristics of the equipment were already contained in Appendix 19, which was sufficient for the Japanese Administration.

1.16 The delegate of New Zealand wondered whether note 6 in Appendix 19 would take care of the United States concerns.

1.17 The Chairman, replying to a question raised by the delegate of Mexico, said that "newly installed transmitters" within the meaning of the proposal would apply to those installed in a ship after 1 February 1997. In the light of the discussion he suggested that the matter should be considered as a national rather than an international problem, since Appendix 19 already required such equipment to be capable of reducing its power to one Watt. In addition, from the technical point of view, there might be problems in accepting the proposal without detailed studies being done.

1.18 The delegate of the United States accepted that view.

The United States proposal was withdrawn.

1.19 The Chairman of Working Group 5-A said that now the Committee had completed its consideration of all his Working Group's output documents, he wished to take the opportunity to thank all members of the Group for their efforts and cooperation. Their task had not been a simple one because the texts had been new and all proposals had had to be checked, but the sense of compromise and careful preparation by all delegations had enabled the Group to complete its work, and, it was to be hoped, to the satisfaction of Committee 5. Special thanks were expressed to the Secretary of the Working Group (Ms. Petter) for her hard work and excellent cooperation, without which the work could not have been completed so quickly.

1.20 The Chairman reiterated his words of appreciation of the previous day to Working Group 5-A and its Chairman for their excellent work in preparing a completely new chapter. It was a task which would be remembered by all for a very long time.

2. Matters relating to Chapter N IX, ADD N 3041 (Document 217) (continued)

2.1 The Chairman said that when the amendments approved the previous day were incorporated into the document, he had taken the very arbitrary decision, to expedite the Committee's work, to include an amendment to N 3041 which could still be changed if the Committee thought fit. The additional words agreed the previous day had been added, but only a reference to Resolution [COM5/1] had been included, and not No. 2930 which had caused difficulties. The text submitted to the Editorial Committee therefore was as it appeared in Document 217, ADD N 3041 except that navigation and meteorological had been interchanged, the word "other" deleted, and the following sentence added: "However, ship stations shall also continue to apply the appropriate watchkeeping provisions of Chapter IX (see Resolution [COM5/1]).

2.2 The delegate of Australia said that he would support that proposal as an acceptable compromise. The delegates of Mali, Mexico, Togo and Tunisia also supported the proposal.

The text was approved.

3. Fifth report of Working Group 5 ad hoc 1 to Committee 5
(Document 338)(Continued)

Resolution [COM5/1]

3.1 The Chairman said that discussion of noting further c) would be resumed later and invited the Committee to comment on noting further d) about which many reservations had been made, and some of which he shared. The last sentence of the paragraph was not really in its correct place and he suggested, with the support of the delegates of Spain and Mexico, that it should be placed elsewhere in the Resolution. It could be discussed when that part of the Resolution came up for consideration.

noting further d)

3.2 The delegate of Norway suggested, in order to make the text clearer, that the words "unless such ships are fitted with GMDSS equipment" should be inserted after "these services". The delegate of Finland further suggested "appropriate equipment" instead of "GMDSS equipment".

3.3 The proposed amendment was supported by the delegate of Denmark.

3.4 The delegate of Tunisia said that he could not accept paragraph d) as currently worded because its reference to the "discontinuance of the existing ... services" implied that administrations were being pushed to conform to the SOLAS Convention as quickly as possible. As it had stated in its proposals for the work of the Conference (Document 76), his Administration was in favour of the coexistence of the current distress system and the proposed new system, until such time as a competent conference decided otherwise.

3.5 The Chairman said that the Tunisian reservation was noted. He pointed out, however, that the aim of that paragraph was to sound a warning as to the problems which could arise if existing shore-based services were discontinued.

3.6 The delegate of the Federal Republic of Germany supported the Norwegian amendment in conjunction with the Finnish proposal. It would be in the interests of improving the safety of life at sea for ships not under the SOLAS Convention to install appropriate equipment during the transitional period when both the new and old systems were in use.

3.7 The proposal was opposed by the delegates of Australia, Mexico, Senegal, Paraguay, the Islamic Republic of Iran, Togo and Spain as inappropriate and unnecessary.

3.8 The delegate of Greece considered that sub-paragraph d) as a whole did not make sense and could well be deleted. It dealt with ships not under the SOLAS Convention, i.e. ships under 300 tons. It was therefore a national matter whether or not to provide services for them. His country would not deprive those ships of such services. Furthermore, there was a recommendation by IMO laying down the minimum equipment required by those ships to ensure their own protection and also in cases where they rendered assistance to other ships. No Recommendation about fitting GMDSS equipment was therefore necessary.

3.9 The delegate of Saudi Arabia supported the delegate of Greece. He saw no reason to mention the continuance or discontinuance of the present system in the discussion on the introduction of GMDSS.

3.10 The Chairman pointed out that a proposal had been made and supported to delete the first part of the sentence and the Committee could discuss the second part, if necessary, at a later stage.

3.11 The delegate of Mexico expressed his opposition to the deletion of the first part of sub-paragraph d); he pointed out that sub-paragraph c) stated that it was costly to maintain both systems, while d) referred to the difficulties which would arise from a discontinuance of the present system. Those two paragraphs were complimentary and should both be retained to achieve balance. The second part of sub-paragraph of d) could well be discussed later.

3.12 The Chairman proposed retaining the first part of sub-paragraph d) without the addition proposed by Norway. As a corollary sub-paragraph c) was accepted as originally drafted. The two sub-paragraphs complemented each other. The second part of d) could be taken up later in the discussions.

3.13 The delegate of Greece agreed with the retention of the first part of sub-paragraph d) but saw no useful purpose in discussing the second part, while the delegate of the Federal Republic of Germany considered sub-paragraph d) to be lacking in clarity unless some explanatory words were added. However, the delegates of Mali, Madagascar, Cuba and Cameroon supported the Chairman's proposal.

3.14 The Chairman said that in the absence of any objection he would take it that noting further a), b) and c), were approved without change and that noting further d) up to and including the words "assistance from these services" was approved, with the remainder left in abeyance for the moment.

3.15 The delegate of Tunisia pointed out that his own proposals and that of Venezuela had not been discussed; according to the provisions of the Convention that should be done. Tunisia reserved its position in respect of items c) and d) of "noting further".

3.16 The Chairman suggested that those proposals should be submitted in writing and that in the meantime the paragraph in question would be left in square brackets. It was so agreed.

considering a), b) and c

3.17 In reply to a request by the delegate of Tunisia for an explanation of the usefulness of considering b), the Chairman of the Working Group said that it complemented recognizing a) and was closely linked to resolves 1. It indicated that the introduction of GMDSS would afford administrations the opportunity of gaining administrative, technical and operational experience which would be fruitful for discussions at future conferences.

3.18 The Chairman said that in the absence of any objections he would take it that considering a), b) and c) were approved.

It was so agreed.

resolves 1

3.19 The Chairman drew attention to the reservations entered by Cuba, Mexico, Togo and Tunisia relating to resolves 1 a).

3.20 The delegate of Cuba, supported by the delegates of Tunisia, Paraguay, Mexico, Senegal, Togo and Mauritania could not agree that Chapter N IX should come into force with the Final Acts of the present Conference. The date of 1 January 1991 was the most acceptable for his Administration.

3.21 The delegates of Australia, Canada, Chile, Denmark, Federal Republic of Germany, Finland, France, Ireland, Japan, the Netherlands, Norway, the United Kingdom, United States, the USSR and Sweden supported the provisions of Chapter N IX coming into force at the same time as the Final Acts.

3.22 The delegate of Spain, supported by the delegate of Greece, said that no date could yet be fixed because Chapter N IX was closely linked to certain other chapters in relation to which the final decision had yet to be taken, for instance, Chapter XI and Articles 55 and 56. He would prefer to leave in abeyance for decision by the Plenary the date for coming into force of Chapter N IX.

3.23 The delegate of the United States pointed out that many provisions had been carried over from Chapter IX to Chapter N IX, including those relating to frequencies used in the GMDSS. If it were decided that Chapter N IX were to come into force on a date other than the date of coming into force of the Final Acts, provisions would have to be made to allow administrations to use those frequencies to test or start to implement that system. He recalled that IMO had

not yet set a date for the implementation of the system. He therefore was in favour of Chapter N IX coming into force with the Final Acts of the Conference.

3.24 The delegate of the USSR noted that many of the frequencies were currently being used in the COSPAS/SARSAT system. He asked whether the use of such frequencies would have to be discontinued if the date of entry into force of Chapter N IX were set as, say, 1991. He stressed that Chapter N IX should come into force with the Final Acts.

3.25 The delegate of Sweden said that Chapter N IX offered administrations the opportunity of gaining pre-operational experience with the new system, without imposing any obligations. It should, therefore, come into force as soon as possible, with the Final Acts of the Conference.

3.26 The Chairman proposed that the first phrase of resolves 1 should be amended and that a footnote be appended as follows:

"1 that the coming into force of Chapter N IX:*

...

*fifteen delegates considered that Chapter N IX should come into force with the Final Acts of the Conference. Seven delegates considered that Chapter N IX should come into force on 1 January 1991. Two delegates considered that the date of coming into force of Chapter N IX should be considered in association with the work of other Committees."

It was so agreed.

3.27 The delegate of Algeria proposed that resolves 1.b) be amended to read: "does not commit any administration to install or establish...".

It was so agreed.

resolves 2

3.28 The Chairman drew attention to the reservation entered by Cuba.

3.29 The delegate of Tunisia proposed that resolves 2 be amended to read: "...administrations shall be obliged to follow the provisions of Chapter N IX until the full implementation of the GMDSS and a future competent conference decides otherwise". He said that the system would have to be fully implemented before it could be evaluated. Moreover, a competent conference could not suppress the provisions of existing Chapter IX until the new system was in place. The new system could not be properly tested until it had been completely set up and no competent conference could take a decision on an untested system.

3.30 The delegate of Mexico supported the Tunisian proposal and suggested that resolves 2 be further amended to read: "that nevertheless, in the light of resolves 1 above, administrations...".

3.31 The delegates of Cuba, Libya, Mauritania, Saudi Arabia, Senegal, Spain and Togo also supported the Tunisian proposal.

3.32 In response to the concern expressed by the delegate of Cuba concerning the type of conference that would take such a decision, the Chairman said that that concern would be better addressed under invites.

3.33 The delegate of the USSR said that it was not known when the future GMDSS would be fully implemented. He therefore opposed the Tunisian proposal. It should be left to a future competent conference to decide. Enough experience would by then have been accumulated to allow such a decision to be taken. If the GMDSS were fully implemented, then there would be nothing left for a competent conference to take a decision upon.

3.34 The delegates of Denmark, the Federal Republic of Germany, Finland, the German Democratic Republic, Ireland, Japan and the United Kingdom supported the delegate of the USSR.

3.35 The Chairman suggested the following compromise wording: "... shall be obliged to follow the provisions of Chapter IX until a future competent conference, taking account of the implementation programme of the GMDSS, decides otherwise".

3.36 The delegate of New Zealand said that it was up to the ITU to decide how long the provisions of Chapter IX were to remain in force. It should therefore be left to a future competent conference to take such a decision, taking into account the implementation of the GMDSS.

3.37 The delegate of Mexico proposed that the Chairman's suggested wording be amended to read: "... taking account of the progress made in the implementation of the GMDSS...".

3.38 The delegate of Spain, referring to the terms of noting further, said that a competent conference would not decide to suppress the provisions of Chapter IX until the GMDSS had been fully implemented.

3.39 The representative of ITF requested that the remarks made in an earlier meeting by an ITF representative concerning cost implications be retracted. He stressed that the ITF did not attribute any dubious motives to the IMO or any administrations in their efforts to improve maritime safety.

The meeting rose at 1205 hours.

The Secretary:

A. ZOUDOV

The Chairman:

P.E. KENT

COMMITTEE 6

SUMMARY RECORD

OF THE

EIGHTH MEETING OF COMMITTEE 6

(MOBILE AND RADIODETERMINATION SERVICES
- EXCEPT DISTRESS AND SAFETY)

Wednesday, 7 October 1987, at 1040 hrs.

Chairman: Mr. I.R. HUTCHINGS (New Zealand)

Subjects discussed:

Documents

- | | |
|--|---------|
| 1. Approval of the summary record of the fourth meeting of Committee 6 | 247 |
| 2. Eighth report of Working Group 6-A to Committee 6 | 284, 54 |
| 3. Ninth report of Working Group 6-A to Committee 6 | 353 |
| 4. Sixth report of Working Group 6-B to Committee 6 | 337 |
| 5. Seventh report of Working Group 6-B to Committee 6 | 349 |
| 6. Report of Working Group 6 ad hoc 1 to Committee 6 | 352 |

1. Approval of the summary record of the fourth meeting of Committee 6 (Document 247)

1.1 The Chairman said, in response to an observation by the delegate of Spain relating to paragraph 1.3.14, that, although the word "calendar" should remain in all language versions for reasons of textual alignment, the contention that the word had no significance in the Spanish text would be noted.

The summary record was approved.

2. Eighth report of Working Group 6-A to Committee 6 (Documents 284, 54)

2.1 The Chairman of Working Group 6-A, introducing the report contained in Document 284, said that some difficulty had arisen concerning the reference to aircraft stations. The Working Group had intended to propose the term "stations aboard aircraft"; since, however, the IFRB had cautioned about possible conflict with RR 78 and 79, the Working Group confined itself to drawing the attention of Committees 6 and 5 to the need for some subsequent editorial review. A minor correction was required in ADD 4123J: the square brackets should be deleted from the text.

Article 59

MOD 4104

2.2 The delegate of Australia, said that the term "survival craft station" should be qualified to indicate craft subject to international agreements.

2.3 The Secretary-General pointed out that not all craft subject to international agreements were required to carry documents; perhaps the best procedure would be to make an appropriate reference under Appendix 11.

2.4 The Chairman of Working Group 6-A said that the text of Appendix 11 might limit the scope to vessels required, under international agreement, to participate in the GMDSS; a text did exist in that connection. Perhaps the matter could be referred to the Editorial Committee.

2.5 The Chairman suggested that the decision should be deferred pending consideration of Appendix 11.

It was so agreed.

MOD 4131 and 4132

2.6 The delegate of Burundi reminded the Committee that the reference to 27 500 kHz was to be retained and the figure of 23 000 kHz deleted; the latter figure, therefore, should be deleted from MOD 4131 and replaced by "27 500 kHz" in the first sentence of MOD 4132.

It was so agreed.

Section III

It was agreed, following an observation by the Chairman of the IFRB, to replace the term "Aircraft" in the title by "Stations on board Aircraft".

Recommendation No. 316 (Mob-87) (Document 54)

2.7 The delegate of the Netherlands said that the purpose of the proposal HOL/54/1 was to establish a Recommendation to apply to the use of mobile satellite terminals in the aeronautical and land mobile satellite services, since international systems for those services were under development.

2.8 The Chairman of Working Group 6-A said that there had been little support in the Working Group for broadening the text of a Resolution to cover ship stations; it had been felt sufficient to draw attention to the existing International Agreement referred to in the noting part of draft Recommendation No. 316. He understood that the Netherlands Delegation was to have withdrawn its document in favour of the updated Recommendation.

2.9 The delegate of the Netherlands said that, in view of the lack of support, he withdrew his Delegation's proposal.

2.10 The delegate of Australia recalled that in Working Group 5-A his Delegation had proposed a small editorial amendment to Recommendation No. 316 to reflect an allocation to the maritime mobile-satellite service in the band 1 530 - 1 535 MHz, to become effective from 1 January 1990, pursuant to RR 726. The Chairman of Working Group 6-A replied that, since the Drafting Group concerned had felt such an editorial reference unnecessary, none had been included in the text submitted to the Committee.

2.11 The Chairman noted that there was no support for the Australian proposal.

The texts of Article 59 and Recommendation No. 316 contained in Document 284 were approved, as amended, and subject to the above comments.

3. Ninth report of Working Group 6-A to Committee 6 (Document 353)

3.1 The Chairman of Working Group 6-A said that the proposals contained in Document 353 related to revisions proposed by the Delegation of Japan to Article 64. In Section IV, a suggestion by the United Kingdom Delegation to refer to the relevant CCIR Recommendations had been included.

Article 64, as amended, was approved

4. Sixth report of Working Group 6-B to Committee 6 (Document 337)

4.1 The Chairman of Working Group 6-B introduced the report. With reference to the final paragraph relating to the deletion of Resolution No. 600 and Recommendation No. 600 (Secondary Responsibility), he said that the appropriate addition referred to had now been dealt with by Committee 4.

Article 49

Approved.

Article 44

4.2 A number of editorial corrections were indicated by the Chairman of Working Group 6-B.

MOD 3421

4.3 A proposal by the delegate of Burundi to delete the word "maintenance" was rejected.

Article 44 was approved, as amended.

5. Seventh report of Working Group 6-B to Committee 6 (Document 349)

5.1 The Chairman of Working Group 6-B introduced the proposals contained in the annex to Document 349.

5.2 The Chairman noted that appropriate symbols would be added in respect of the aeronautical mobile service and aeronautical mobile-satellite service. With reference to an observation by the delegate of Australia, he confirmed that the underlined headings in the annex were solely for assistance during discussions and would not appear in the final text. He also said, with reference to observations by the Chairman of the IFRB, that the note under ADD EJ relating to the aeronautical mobile-satellite service and the note under NOC OE relating to oceanographic data were to be deleted.

With reference to Radionavigation mobile station, it was agreed, following observations by the delegates of Burkina Faso and Argentina, to request the IFRB to indicate to the Committee, at its next meeting, whether an alternative to the symbol NM, currently within square brackets, was possible.

The proposals contained in Document 349 were approved on that understanding.

6. Report of Working Group 6 ad hoc 1 to Committee 6 (Document 352)

6.1 The Chairman of Working Group 6 ad hoc 1 introduced the proposals set forth in the annex to Document 352.

Draft Resolution [COM 6/3]

The Chairman read out a number of changes to be made to the text, as follows:

- [considering a)] and considering b), to be amended if necessary at the end of the Conference;
- considering d) (English version), replace "security" by "safety" and the second phrase by "to improve the accuracy and security of aeronautical radionavigation as well as to improve the efficiency of the distress and rescue systems.";
- replace "requests the Secretary-General" by "resolves to invite the Secretary-General" and delete the first alternative in square brackets; in the second, replace "to offer assistance to developing countries which are trying to improve ..." by "continue its assistance to developing countries which are endeavouring to improve ...".

resolves to invite the Secretary-General 4

Following observations by the delegates of Cuba and Spain, it was also agreed to delete the square brackets and to replace the second and third phrases by:

"to ensure sufficient and effective technical assistance in the field of aeronautical telecommunications."

to call on the developing countries

It was agreed to replace "to call on" by "invites".

Draft Resolution [COM 6/3] was approved as amended and subject to further minor editorial corrections.

The meeting rose at 1210 hours.

The Secretary:

S. CHALLO

The Chairman:

I.R. HUTCHINGS

COMMITTEE 4

Australia, Canada, France, Sweden

PROPOSAL FOR THE WORK OF THE CONFERENCE

DRAFT RECOMMENDATION

Relating to Future Public Land Mobile
Telecommunication Systems

The World Administrative Radio Conference for Mobile
Services, Geneva 1987,

considering

- a) that present techniques used by land mobile cellular systems allow for a significant degree of spectrum efficiency;
- b) that new applications involving digital techniques are being introduced in public switched networks and that these applications will be introduced also in the land mobile service;
- c) that there is a need for world-wide operation especially for hand-held (personal) terminals;
- d) that the demand for mobile services will continue to increase making it necessary to develop techniques to further improve spectrum utilization efficiency;
- e) that the spectrum needs will be relatively small for systems serving short range, low power hand-held (personal) terminals due to the high spectrum efficiency inherent with the small cells in such systems;
- f) that a high degree of equipment standardization allows for quantity production, which reduces the cost;
- g) that mobile systems technique may also be used to provide telecommunications services to fixed locations in remote areas;
- h) that future systems which provide service to hand-held (personal) terminals may evolve from existing or currently planned systems;

noting

- a) Recommendation No. 310 of the World Administrative Radio Conference, Geneva, 1979, relating to an automated UHF maritime mobile system;
- b) CCIR Question 39/8, Study Programme 39A and Report 742-2 on public land mobile telephone systems;
- c) CCIR Decision 69 initiating a study of future public land mobile telecommunication systems within the current study period;
- d) relevant CCITT studies and Recommendations;

recommends

that the next competent world administrative radio conference: review the relevant CCIR Recommendations and reports and consider designating suitable band or bands for international use by future public land mobile telecommunication systems;

invites the CCIR

to continue to study, as a matter of urgency, the technical characteristics and suitable frequency bands for the equipment and systems providing public land mobile services, taking into account the above considerations and to develop a Recommendation(s) before the next competent world administrative radio conference;

invites the CCITT

to continue studies to permit the interworking of future public land mobile telecommunication systems with the public switched telecommunications network;

invites the Administrative Council

to take the necessary action to place this matter on the agenda of the next competent world administrative radio conference.

COMMITTEE 4Australia, Canada, France, Sweden

PROPOSAL FOR THE WORK OF THE CONFERENCE

DRAFT RECOMMENDATION

Relating to Future Public Land Mobile
Telecommunication Systems

The World Administrative Radio Conference for Mobile
Services, Geneva 1987,

considering

- a) that present techniques used by land mobile cellular systems allow for a significant degree of spectrum efficiency;
- b) that new applications involving digital techniques are being introduced in public switched networks and that these applications will be introduced also in the land mobile service;
- c) that there is a need for world-wide operation especially for personal (portable hand-held) terminals;
- d) that the demand for mobile services will continue to increase making it necessary to develop techniques to further improve spectrum utilization efficiency;
- e) that the spectrum needs will be relatively small for systems serving short range, low power personal terminals due to the high spectrum efficiency inherent with the small cells in such systems;
- f) that a high degree of equipment standardization allows for quantity production, which reduces the cost;
- g) that mobile systems technique may also be used to provide telecommunications services to fixed locations in remote areas;
- h) that future systems which provide service to personal (portable hand-held) terminals may evolve from existing or currently planned systems;

noting

- a) Recommendation No. 310 of the World Administrative Radio Conference, Geneva, 1979, relating to an automated UHF maritime mobile system;
- b) CCIR Question 39/8, Study Programme 39A and Report 742-2 on public land mobile telephone systems;
- c) CCIR Decision 69 initiating a study of future public land mobile telecommunication systems within the current study period;

recommends

that the next competent world administrative radio conference: review the relevant CCIR Recommendations and reports and consider designating suitable band or bands for use by future public land mobile telecommunication systems;

invites the CCIR

to continue to study, as a matter of urgency, the technical characteristics and suitable frequency bands for the equipment and systems providing public land mobile services, taking into account the above considerations and to develop a Recommendation(s) before the next competent world administrative radio conference;

invites the Administrative' Council

to take the necessary action to place this matter on the agenda of the next competent world administrative radio conference.

COMMITTEE 4

SIXTH REPORT FROM THE CHAIRMAN OF WORKING GROUP 4-B
TO THE CHAIRMAN OF COMMITTEE 4

Working Group 4-B decided at its tenth meeting to adopt the new or modified Resolutions set out in the following annexes hereto:

- Annex 1: New Resolution which superseded Resolutions Nos. 309 and 407
- Annex 2: Modified Resolution which supersedes Resolution No. 310 (Rev.Mob-83)
- Annex 3: New Resolution relating to the decision to abrogate Resolution No. 318 (Mob-83)
- Annex 4: New Resolution which supersedes Resolution No. 704.

J. PIPONNIER
Chairman of Working Group 4-B

ANNEX 1

RESOLUTION [COM4/8]

**Relating to the Unauthorized Use of Frequencies in the Bands
Allocated to the Maritime Mobile Service¹ and to the
Aeronautical Mobile (R) Service²**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that monitoring observations of the use of frequencies in the band 2 170 - 2 194 kHz, in the bands allocated exclusively to the maritime mobile service between 4 063 kHz and 27 500 kHz, and to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz show that a number of frequencies in these bands are still being used by stations of other services, some of which are operating in contravention of No. 2665 of the Radio Regulations;
- b) that these stations are causing harmful interference to the maritime mobile and aeronautical mobile (R) services;
- c) that radio is the sole means of communication of the maritime mobile service and that certain frequencies in the bands mentioned in considering a) are reserved for distress and safety purposes;
- d) that radio is the sole means of communication of the aeronautical mobile (R) service and that this is a safety service;

considering in particular

- e) that it is of paramount importance that the distress and safety channels of the maritime mobile service be kept free from harmful interference, since they are essential for the protection of the safety of life and property;
- f) that it is also of paramount importance that channels directly concerned with the safe and regular conduct of aircraft operations be kept free from harmful interference, since they are essential for the safety of life and property;

¹ Replaces Resolution No. 309 of the WARC, Geneva, 1979;

² Replaces Resolution No. 407 of the WARC, Geneva, 1979;

resolves

to urge administrations

1. to ensure that stations of services other than the maritime mobile service abstain from using frequencies in distress and safety channels and their guard bands and in the bands allocated exclusively to that service, except under the conditions expressly specified in Nos. 342, 518, 519, 522 or 956 to 958 of the Radio Regulations; and to ensure that stations of services other than the aeronautical mobile (R) service refrain from using frequencies allocated to that service other than under the conditions expressly specified in Nos. 342 and 956 of the Radio Regulations;
2. to make every effort to identify and locate the source of any unauthorized emission capable of endangering human life or property and the safe and regular conduct of aircraft operations, 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 make every effort to ensure that such emissions are made in appropriate bands allocated to those services other than the maritime mobile service or the aeronautical mobile (R) service;
5. to request their governments to enact such legislation as is necessary to prevent stations located off their coasts or on board aircraft operating in contravention of No. 2665 of the Radio Regulations;

to request the IFRB

1. to continue to organize monitoring programmes, at regular intervals, in the maritime distress and safety channels and their guard bands, and in the bands allocated exclusively to the maritime mobile service between 4 063 kHz and 27 500 kHz and to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz, with a view to identifying the stations of other services operating on these channels or in these bands;
2. to seek the cooperation of administrations in identifying the sources of those emissions by all available means and in securing the cessation of those emissions;
3. when the station of another service transmitting in a band allocated to the maritime mobile service or to the aeronautical mobile (R) service has been identified, to inform the administration concerned;

requests

administrations, in such cases, to take all necessary steps to ensure the cessation of any transmissions contravening the provisions of the Radio Regulations on the frequencies or in the bands mentioned in this Resolution.

ANNEX 2

RESOLUTION No. 310 (Rev.Mob-87)

**Relating to Frequency Provisions for Development and
Future Implementation of Ship Movement Telemetry,
Telecommand and Data Exchange Systems**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) the need to specify radio frequencies which may be used by the maritime mobile service on a world-wide basis for ship movement requirements [including transmission of electronic nautical chart data corrections] 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 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 CCIR is considering this matter particularly within its Question 55/8;
- b) that further operational and technical information is needed in deciding the most effective frequency utilization and sharing criteria;
- c) that the International Maritime Organization has identified a need for data exchange between shore and ship for ship's position and movement data, correction data of radionavigation systems and electronic nautical charts using digital transmission techniques (see CCIR Report 1044);

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;

invites the Administrative Council

to include this Resolution in the agenda of a forthcoming competent world administrative radio conference.

ANNEX 3

RESOLUTION [COM4/3]

Relating to the Procedures to be Applied for the
Coordination of the Use of the Frequency 518 kHz
for the International NAVTEX System

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that this Conference adopted, as a new Article 14A, a 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 (International NAVTEX system);
- b) that this Conference decided to abrogate Resolution No. 318 (Mob-83);

resolves

that the administrations and the Board shall, with immediate effect, apply the procedures as described in the new Article 14A in their activities to coordinate the planned use of the frequency 518 kHz for the international NAVTEX system.

requests the Secretary-General

to communicate this Resolution to the International Maritime Organization (IMO), the International Hydrographic Organization (IHO) and the World Meteorological Organization (WHO).

ANNEX 4

F/G/HOL/340/1

RESOLUTION [COM4/9]

**Relating to the Channelling Arrangements for the
Maritime Mobile Service in Region 1 in the Bands
Allocated to that Service between
415 kHz and 3 800 kHz**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that in accordance with Resolution No. 704 of the WARC 1983, the RARC for Region 1, Geneva 1985, adopted channelling arrangements for the maritime mobile service in the bands allocated to that service between 415 kHz and 2 160 kHz;
- b) that in accordance with Resolution No. 704 of the WARC 1983 these channelling arrangements were established in the form of appendices to the Radio Regulations;
- c) that the RARC for Region 1, Geneva 1985, adopted Recommendations Nos. 3, 4 and 5 inviting the Administrative Council to ensure that the WARC MOB 1987 is competent to take a decision to include the relevant appendices in the Radio Regulations;
- d) that in accordance with Resolution No. 704 and Recommendations Nos. 3, 4 and 5 mentioned above, the WARC MOB 1987 is authorized to review and take appropriate action on these instruments;

recognizing

- 1. that from 0001 hours UTC on 1 April 1992, the channelling arrangements for the maritime mobile service in Appendices A, B and C to this Resolution shall regulate the communications of all stations of the maritime mobile service in Region 1 in the frequency bands concerned;
- 2. that, from that date, it will be necessary for all ships in or entering Region 1 to comply with these channelling arrangements until the arrangements are revised by a future competent RARC for Region 1;

further recognizing

- 3. that Appendix D contains a recommended channelling arrangement for the maritime mobile service in certain bands which are shared with other services and that it would be beneficial to the maritime community in Region 1 to use this recommended channelling arrangement;

resolves to invite

- 1. administrations to draw these arrangements to the attention of their national maritime communities;
- 2. the Secretary-General to include these arrangements in the Manual for the maritime mobile service and the maritime mobile-satellite service.

APPENDIX 1 TO RESOLUTION [COM4/9]

Channelling Arrangement for the Maritime Mobile
Service in the Frequency Bands between
415 and 526.5 kHz in Region 1

| Channel No. | Coast station (kHz) | Ship station (kHz) | Channel No. | Coast station (kHz) ^{c)} | Ship station (kHz) | Channel No. | Coast station (kHz) ^{c)} | Ship station (kHz) |
|-------------|---------------------|---------------------|-------------|-----------------------------------|---------------------|-------------|-----------------------------------|---------------------|
| 1 | 415.5 | | 40 | 435.5 | 475.5 | 80 | 456.0 ^{a)} | 459.0 ^{a)} |
| 2 | 416.0 | | 41 | 436.0 | 476.0 | 81 | 456.5 ^{a)} | 459.5 ^{a)} |
| 3 | 416.5 | | 42 | 436.5 | 476.5 | 82 | 457.0 ^{a)} | 460.0 ^{a)} |
| 4 | 417.0 | | 43 | 437.0 | 477.0 | 83 | | 457.5 ^{b)} |
| 5 | 417.5 | | 44 | 437.5 | 477.5 | 84 | 490.5 | 506.0 |
| 6 | 418.0 | | 45 | 438.0 | 478.0 | 85 | 491.0 | 506.5 |
| 7 | 418.5 | | 46 | 438.5 | 478.5 | 86 | 491.5 | 507.0 |
| 8 | 419.0 | | 47 | 439.0 | 479.0 | 87 | 492.0 | 507.5 |
| 9 | 419.5 | | 48 | 439.5 | 479.5 | 88 | 492.5 | 508.0 |
| 10 | 420.0 | | 49 | 440.0 | 461.0 | 89 | 493.0 | 508.5 |
| 11 | 420.5 | | 50 | 440.5 | 480.5 | 90 | 493.5 | 509.0 |
| 12 | 421.0 | | 51 | 441.0 | 481.0 | 91 | 494.0 | 509.5 |
| 13 | 421.5 | | 52 | 441.5 | 481.5 | 92 | 494.5 | 510.0 |
| 14 | 422.0 | | 53 | 442.0 | 482.0 | 93 | 510.5 | 461.5 |
| 15 | 422.5 | | 54 | 442.5 | 482.5 | 94 | 511.0 | 462.0 |
| 16 | 423.0 | 454.0 ^{c)} | 55 | 443.0 | 483.0 | 95 | 511.5 | 462.5 |
| 17 | 423.5 | | 56 | 443.5 | 483.5 | 96 | 512.5 | 463.0 |
| 18 | 424.0 | 458.0 ^{c)} | 57 | 444.0 | 484.0 | 97 | 513.0 | 463.5 |
| 19 | 424.5 | | 58 | 444.5 | 484.5 | 98 | 513.5 | 464.0 |
| 20 | 425.0 ^{d)} | 468.0 ^{c)} | 59 | 445.0 | 485.0 | 99 | 514.0 | 464.5 |
| 21 | 425.5 | 480.0 ^{c)} | 60 | 445.5 | 485.5 | 100 | 514.5 | 465.0 |
| 22 | 426.0 | | 61 | 446.0 | 486.0 | 101 | 515.0 | 465.5 |
| 23 | 426.5 | 505.5 ^{c)} | 62 | 446.5 | 486.5 | 102 | 515.5 | 466.0 |
| 24 | 427.0 | | 63 | 447.0 | 487.0 | 103 | 516.0 | 466.5 |
| 25 | 427.5 | | 64 | 447.5 | 487.5 | 104 | 516.5 | 467.0 |
| 26 | 428.0 | | 65 | 448.0 | 488.0 | 105 | 517.0 | 467.5 |
| 27 | 428.5 | | 66 | 448.5 | 488.5 | 106 | 519.0 | 460.5 |
| 28 | 429.0 | | 67 | 449.0 | 489.0 | 107 | 519.5 | 468.5 |
| 29 | 429.5 | | 68 | 449.5 | 489.5 | 108 | 520.0 | 469.0 |
| 30 | 430.0 | | 69 | 450.0 | 450.0 | 109 | 520.5 | 469.5 |
| 31 | 430.5 | | 70 | 450.5 | 450.5 | 110 | 521.0 | 470.0 |
| 32 | 431.0 | | 71 | 451.0 | 451.0 | 111 | 521.5 | 470.5 |
| 33 | 431.5 | | 72 | 451.5 | 451.5 | 112 | 522.0 | 471.0 |
| 34 | 432.0 | | 73 | 452.0 | 452.0 | 113 | 522.5 | 471.5 |
| 35 | 432.5 | | 74 | 452.5 | 452.5 | 114 | 523.0 | 472.0 |
| 36 | 433.0 | | 75 | 453.0 | 453.0 | 115 | 523.5 | 472.5 |
| 37 | 433.5 | | 76 | | 453.5 ^{b)} | 116 | 524.0 | 473.0 |
| 38 | 434.0 | | 77 | | 454.5 ^{b)} | 117 | 524.5 | 473.5 |
| 39 | 434.5 | | 78 | | 455.0 ^{b)} | 118 | 525.0 | 474.0 |
| | | | 79 | 455.5 ^{a)} | 458.5 ^{a)} | 119 | 525.5 | 474.5 |
| | | | | | | 120 | 526.0 | 475.0 |

- a) For DSC use: channel No. 79 for international use, channels Nos. 80-82 for national use.
- b) For intership use.
- c) A coast station has the right to transmit on its own assigned working frequency (paired) when it communicates with a ship station transmitting on one of the frequencies for Morse radiotelegraphy (454, 458, 468, 480 and 505.5 kHz) (see also RR 4237).

APPENDIX 2 TO RESOLUTION [COM4/9]

Channelling Arrangement for Radiotelegraphy in the Maritime Mobile Service
in the Frequency Bands 1 606.5 - 1 625 kHz and
2 141.5 - 2 160 kHz in Region 1

| Channel No. | Coast station (NBDP) (DSC) (kHz) | Ship station (NBDP) (DSC) (kHz) |
|-------------|----------------------------------|---------------------------------|
| 201 | 1607 | 2142 |
| 202 | 1607.5 | 2142.5 |
| 203 | 1608 | 2143 |
| 204 | 1608.5 | 2143.5 |
| 205 | 1609 | 2144 |
| 206 | 1609.5 | 2144.5 |
| 207 | 1610 | 2145 |
| 208 | 1610.5 | 2145.5 |
| 209 | 1611 | 2146 |
| 210 | 1611.5 | 2146.5 |
| 211 | 1612 | 2147 |
| 212 | 1612.5 | 2147.5 |
| 213 | 1613 | 2148 |
| 214 | 1613.5 | 2148.5 |
| 215 | 1614 | 2149 |
| 216 | 1614.5 | 2149.5 |
| 217 | 1615 | 2150 |
| 218 | 1615.5 | 2150.5 |
| 219 | 1616 | 2151 |
| 220 | 1616.5 | 2151.5 |
| 221 | 1617 | 2152 |
| 222 | 1617.5 | 2152.5 |
| 223 | 1618 | 2153 |
| 224 | 1618.5 | 2153.5 |
| 225 | 1619 | 2154 |
| 226 | 1619.5 | 2154.5 |
| 227 | 1620 | 2155 |
| 228 | 1620.5 | 2155.5 |

| Channel No. | Coast station (DSC)* (kHz) | Ship station (DSC)* (kHz) |
|-------------|----------------------------|---------------------------|
| 229 | 1621 | 2156 |
| 230 | 1621.5 | 2156.5 |
| 231 | 1622 | 2157 |
| 232 | 1622.5 | 2157.5 |
| 233 | 1623 | 2158 |
| 234 | 1623.5 | 2158.5 |
| 235 | 1624 | 2159 |
| 236 | 1624.5 | 2159.5 |

NBDP = Narrow-band direct-printing

DSC = Digital selective calling

APPENDIX 3 TO RESOLUTION [COM4/9]

**Channelling Arrangement for Single Sideband Radiotelephony in the Maritime
Mobile Service in the Frequency Bands 1 635 - 1 800 kHz and
2 045 - 2 141.5 kHz in Region 1**

| Channel No. | Coast station assigned frequency (carrier frequency) (kHz) | Ship station assigned frequency (carrier frequency) (kHz) | Channel No. | Coast station assigned frequency (carrier frequency) (kHz) | Ship station assigned frequency (carrier frequency) (kHz) |
|-------------|--|---|-------------|--|---|
| 241 | 1636.4 (1635) | 2061.4 (2060) * | 271 | 1726.4 (1725) | 2070.4 (2069) |
| 242 | 1639.4 (1638) | 2064.4 (2063) | 272 | 1729.4 (1728) | 2073.4 (2072) |
| 243 | 1642.4 (1641) | 2067.4 (2066) | 273 | 1732.4 (1731) | 2076.4 (2075) |
| 244 | 1645.4 (1644) | 2070.4 (2069) | 274 | 1735.4 (1734) | 2079.4 (2078) |
| 245 | 1648.4 (1647) | 2073.4 (2072) | 275 | 1738.4 (1737) | 2082.4 (2081) |
| 246 | 1651.4 (1650) | 2076.4 (2075) | 276 | 1741.4 (1740) | 2085.4 (2084) |
| 247 | 1654.4 (1653) | 2079.4 (2078) | 277 | 1744.4 (1743) | 2088.4 (2087) |
| 248 | 1657.4 (1656) | 2082.4 (2081) | 278 | 1747.4 (1746) | 2091.4 (2090) |
| 249 | 1660.4 (1659) | 2085.4 (2084) | 279 | 1750.4 (1749) | 2094.4 (2093) |
| 250 | 1663.4 (1662) | 2088.4 (2087) | 280 | 1753.4 (1752) | 2097.4 (2096) |
| 251 | 1666.4 (1665) | 2091.4 (2090) | 281 | 1756.4 (1755) | 2100.4 (2099) |
| 252 | 1669.4 (1668) | 2094.4 (2093) | 282 | 1759.4 (1758) | 2103.4 (2102) |
| 253 | 1672.4 (1671) | 2097.4 (2096) | 283 | 1762.4 (1761) | 2106.4 (2105) |
| 254 | 1675.4 (1674) | 2100.4 (2099) | 284 | 1765.4 (1764) | 2109.4 (2108) |
| 255 | 1678.4 (1677) | 2103.4 (2102) | 285 | 1768.4 (1767) | 2112.4 (2111) |
| 256 | 1681.4 (1680) | 2106.4 (2105) | 286 | 1771.4 (1770) | 2115.4 (2114) |
| 257 | 1684.4 (1683) | 2109.4 (2108) | 287 | 1774.4 (1773) | 2118.4 (2117) |
| 258 | 1687.4 (1686) | 2112.4 (2111) | 288 | 1777.4 (1776) | 2121.4 (2120) |
| 259 | 1690.4 (1689) | 2115.4 (2114) | 289 | 1780.4 (1779) | 2124.4 (2123) |
| 260 | 1693.4 (1692) | 2118.4 (2117) | 290 | 1783.4 (1782) | 2127.4 (2126) |
| 261 | 1696.4 (1695) | 2121.4 (2120) | 291 | 1786.4 (1785) | 2130.4 (2129) |
| 262 | 1699.4 (1698) | 2124.4 (2123) | 292 | 1789.4 (1788) | 2133.4 (2132) |
| 263 | 1702.4 (1701) | 2127.4 (2126) | 293 | 1792.4 (1791) | 2136.4 (2135) |
| 264 | 1705.4 (1704) | 2130.4 (2129) | 294 | 1795.4 (1794) | 2139.4 (2138) |
| 265 | 1708.4 (1707) | 2133.4 (2132) | 295 | 1798.4 (1797) | 2061.4 (2060) |
| 266 | 1711.4 (1710) | 2136.4 (2135) | | | |
| 267 | 1714.4 (1713) | 2139.4 (2138) | | | |
| 268 | 1717.4 (1716) | 2061.4 (2060) | | | |
| 269 | 1720.4 (1719) | 2064.4 (2063) | | | |
| 270 | 1723.4 (1722) | 2067.4 (2066) | | | |

* For sub-band 2 045 - 2 060 kHz see RR 4368 [A] [B].

APPENDIX 4 TO RESOLUTION [COM4/9]

Tables of Recommended Assignable Frequencies to be Used by
Administrations in Region 1 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 - 3 430 kHz and 3 500 - 3 800 kHz

- a) *Coast stations, single-sideband radiotelephony*
1 852.4 kHz (1 851 kHz) ... 33 channels spaced 3 kHz ...
1 948.4 kHz (1 947 kHz).
- b) *Ship stations, single-sideband radiotelephony*
1 952.4 kHz (1 951 kHz) ... 31 channels spaced 3 kHz ...
2 042.4 kHz (2 041 kHz).
- c) *Ship stations, single-sideband radiotelephony*
2 196.4 kHz (2 195 kHz) ... 22 channels spaced 3 kHz ...
2 259.4 kHz (2 258 kHz).
- d) *Intership, single-sideband radiotelephony*
2 264.4 kHz (2 263 kHz) ... 78 channels spaced 3 kHz ...
2 495.4 kHz (2 494 kHz).
- 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 kHz) ... 90 channels spaced 3 kHz ...
2 847.4 kHz (2 846 kHz).
- 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 kHz) ... 46 channels spaced 3 kHz ...
3 337.4 kHz (3 336 kHz).
- i) *Intership, single-sideband radiotelephony*
3 341.4 kHz (3 340 kHz) ... 20 channels spaced 3 kHz ...
3 398.4 kHz (3 397 kHz).
- j) *Intership, single-sideband radiotelephony*
3 501.4 kHz (3 500 kHz) ... 33 channels spaced 3 kHz ...
3 597.4 kHz (3 596 kHz).
- k) *Coast stations, single-sideband radiotelephony*
3 602.4 kHz (3 601 kHz) ... 66 channels spaced 3 kHz ...
3 797.4 kHz (3 796 kHz).

Note: The frequencies between parentheses are the carrier frequencies.

COMMITTEE 4

SUMMARY RECORD
OF THE
NINTH MEETING OF COMMITTEE 4
(FREQUENCY)

Thursday, 8 October 1987, at 0905 hrs

Chairman : Dr. O. VILLANYI (Hungary)

Subjects discussed:

Documents

- | | |
|--|---|
| 1. Fifth and sixth reports of Working Group 4-B to Committee 4 | 308, 363 |
| 2. Oral progress report on the work of Working Group 4-C | - |
| 3. Oral progress report on the work of Working Group 4 ad hoc 2 | - |
| 4. Attribution of notes to Working Groups of Committee 4 | 303, 304, 310, 316, 328, 329, 330 |
| 5. Pending items from the seventh report of Working Group 4-A to Committee 4 | 358 |
| 6. Oral report by the Chairman of Working Group 4-A | - |

1. Fifth and sixth reports of Working Group 4-B to Committee 4
(Documents 308 and 363)

1.1 Fifth report of Working Group 4-B (Document 308)

1.1.1 The Chairman of Working Group 4-B said that the Working Group had decided to add a reference to Article N 38 in No. 962 of the Radio Regulations. It had decided not to modify Resolution No. 9. Resolution No. 8, which appeared in the Annex to the document, had been updated by deleting resolves 5, and by adding the words "See also Resolution PL/3 (HFBC 1987)", in parenthesis before the title which follows from the 1987 HFBC Conference.

Resolution No. 8 (Rev.Mob 87)

1.1.2 The delegate of Mexico said the dates referred to in resolves 2 should be changed.

1.1.3 The Chairman of the IFRB explained that resolves 2 applied to the shared basis with the fixed service and the present Conference was not empowered to make any changes in that area.

On that understanding, Resolution No. 8 was approved

1.2 Sixth report of Working Group 4-B to Committee 5 (Document 363)

1.2.1 The Chairman of Working Group 4-B presented:

1) the new Resolution [COM4/8] superseding Resolutions Nos. 309 and 407; after lengthy discussion in the Working Group, a small Drafting Group had been set up to produce the text which had been adopted in the Working Group by a majority of delegations;

2) an updated and modified version of Resolution No. 310;

3) a Resolution [COM4/3] covering the procedure to be applied for the coordination of the use of the frequency 518 kHz for the international NAVTEX system: the Resolution had been adopted by the Working Group on the advice of the representative of the IFRB (Mr. Berrada) and enabled the Board to apply Article N 14A immediately in coordinating the frequency 518 kHz without any need for a transitional period;

4) a new Resolution [COM4/9] superseding Resolution No. 704. It had been discussed at great length in the Working Group and a considerable majority had been in favour of the new Resolution, which related to the channelling arrangements for the maritime mobile service in Region 1.

1.2.2 The delegates of the United States and India expressed concern that the report's cover page made no mention of the fact that a majority of countries in Regions 2 and 3 had expressed strong reservations about Resolution [COM4/9]. Those reservations should have been reflected in the report.

1.2.3 The Chairman of Working Group 4-B said that following very lengthy discussions on that Resolution, he had noted that 14 delegations had been in favour and five delegations had entered reservations. He had thought it unnecessary to prolong the discussion in the Working Group, and had submitted the text to the Committee for further consideration.

1.2.4 The delegate of the United States said that in view of the reservations made in the Working Group, the Committee would run into serious problems if it attempted to adopt draft Resolution [COM4/9] at the present meeting, since its adoption would impose on all countries conditions regarding certain frequency usage. The countries that would have to respect those conditions had had no opportunity to decide those provisions. The United States Delegation had just submitted a document to the Secretariat concerning the situation in Region 1 which would result from the incorporation of the various plans in the Radio Regulations. It might therefore be appropriate to postpone the debate on Annex 4 until the document was available. The delegate of India supported that suggestion.

1.2.5 The Chairman of Working Group 4-B replying to a query raised by the delegate of the United Kingdom said that the Appendices to Resolution [COM4/9] were channelling arrangement tables which provided information on the channels used in Region 1. They did not constitute a plan.

It was decided that the discussion on Annex 4 (Draft Resolution [COM4/9]) should be postponed until the United States document was available.

It was also decided, after a brief consultation, that Working Group 4-A would not consider Proposal HOL/53/2 for the time being at least, since it contained similar material to that in Annex 4, which already covered views expressed on that proposal in Working Group 4-B.

Resolution [COM4/8]

1.2.6 The Chairman of the IFRB drew the Committee's attention to Document 323, shortly to be available, which gave the results of the monitoring programme carried out by administrations under Resolutions Nos. 309 and 407 and conveyed to the Administrative Council.

resolves 5

1.2.7 The delegate of Mexico, supported by the delegate of Tunisia proposed that the words "enact such legislation" be replaced by "adopt such measures". He also asked for an explanation of the expression "stations located off their coasts".

1.2.8 The delegate of the United Kingdom said that in his view the language used in the English text caused no difficulties.

1.2.9 The representative of the IFRB (Mr. Berrada), replying to the first point, said that the problem had been considered by previous conferences to be a serious one because it related to broadcasting stations operating on board ships in international waters. Those conferences had considered it essential to recommend that governments adopt rules in order to prohibit what was already prohibited in the Radio Regulations. Something stronger than "taking the appropriate measures" had been considered necessary.

1.2.10 The delegate of Finland recalled that the subject had been discussed at great length at WARC-79 when it had been included in the Radio Regulations in Resolution No. 309 and he wondered why it should now cause concern.

1.2.11 The delegate of Mexico said that the problem existed because no way had been found of requesting governments to enact legislation on acts committed outside their territories.

1.2.12 The delegate of Finland observed that all countries had legislation governing ships and aircraft under their jurisdiction which had to be observed, whether or not those ships and aircraft were in or above national or international waters.

1.2.13 The delegate of Norway endorsed that statement. The point at issue was extremely important. Resolves 5 was more general than was perhaps realized, and implied that efforts should be made to prevent ships and aircraft operating in contravention of No. 2665 of the Radio Regulations by, for example, refusing them stock in harbours and ports controlled by a national government. The phrase in question should remain in the text and the wording should not be softened.

1.2.14 The delegate of the United Kingdom endorsed the views of the delegates of Finland and Norway. The only way for countries to abide by No. 2665 of the Radio Regulations was to adopt measures as described in resolves 5. The use of broadcasting stations on board ships off territorial waters could cause vital problems to safety services and in some countries had caused great difficulties. Resolves 5 should therefore remain as drafted.

1.2.15 The delegate of Paraguay said that in view of the explanations given, he had no difficulty in supporting Mexico's proposal. If governments took the necessary steps, they would enact the necessary legislation.

1.2.16 The delegate of Argentina agreed with the Mexican delegate that governments could not legislate in areas outside their national territory, to which No. 2665 of the Radio Regulations applied. However, since "off their coasts" in Resolution No. 309 could refer to national territory where government legislation could be requested, there seemed to be a contradiction between the Resolution and No. 2665. He therefore proposed that resolves 5 should read: "to request their governments to take the necessary steps to prevent stations from operating in contravention of No. 2665 of the Radio Regulations".

1.2.17 Following further drafting suggestions, the delegate of Finland said that the problem was too serious to be solved at Committee level. As it had been discussed at length at WARC-79 both in Committee and in Plenary meetings, he proposed that the discussion on Resolution [COM4/8] be postponed to enable the Secretariat to consult the records of those meetings for any important related material.

It was so agreed.

Resolution No. 310 (Rev.Mob-87)

1.2.18 The delegate of the USSR and the Observer for IMO were in favour of deleting the square brackets in considering a).

It was so agreed.

The Resolution was approved as amended.

Resolution [COM4/3]

Approved.

2. Oral progress report on the work of the Working Group 4-C

2.1 The Chairman of Working Group 4-C said that the Working Group had held one meeting at which it had made considerable progress. Sub-Working Group 4-C-2 had achieved a delicate compromise in revised Appendix 31, which had been approved unchanged by the Working Group, with a reservation by the Delegation of Greece concerning the number of Morse telegraphy calling frequencies on 8, 12 and 16 MHz. A forthcoming meeting would review the consequential amendments which would have to be made to Appendices 16, 32, 33, 34 and 35 and consequential changes to other parts of the Radio Regulations, especially Articles 8 and 12.

3. Oral progress report on the work of Working Group 4 ad hoc 2

3.1 The Chairman of Working Group 4 ad hoc 2 said that two meetings had been held and a Drafting Party established to prepare texts of draft Resolutions. The Group had decided on the suppression of Resolutions Nos. 302 and 314 and had adopted three draft Resolutions which would be submitted to Committee 4 for final decision. Two other Resolutions had also been drafted but had not been examined by the Working Group and would therefore be submitted directly to the Committee.

4. Attribution of Notes to Working Groups of Committee 4
(Documents 303, 304, 310, 316, 328, 329 and 330)

Document 303

4.1 The delegate of the United States reiterated the concern he had expressed at a previous meeting and urged the Committee to indicate to Committee 6 that it should continue its work on the principles of using the existing structure of Article 60.

The Committee took note of Document 303.

Document 304

4.2 The delegate of the United Kingdom once again expressed his concern over competency for the first two definitions contained in the document and said that he would raise the matter in Plenary.

The Committee took note of Document 304.

Document 310

4.3 The delegate of Australia withdrew proposal AUS/40/593 in favour of the revised proposal - submitted by the Delegations of Canada, France and Sweden as well as his own - contained in Document 362.

4.4 The Chairman of Working Group 4-A said that the latter proposal was to be considered at the forthcoming Working Group meeting.

The Committee took note of Document 310.

Document 316

4.5 The Chairman pointed out that the document had already been taken into account and that no further action was therefore required.

Document 328

It was agreed to discuss the document in Working Group 4-A.

Document 329

4.6 The Chairman pointed out that Document 329 had already been taken into account in Document DT/41 and that Working Group 4-A had been requested to consider it.

Document 330

It was agreed to discuss Document 330 in Working Group 4-C.

5. Pending items from the seventh report of Working Group 4-A to Committee 4 (Document 358)

MOD 700

5.1 The Chairman recalled that it had been proposed to retain the text as it appeared in the Radio Regulations, with the deletion of the words "except aeronautical mobile-satellite". It was further proposed to add an additional footnote 705B to read:

"In Brazil and Canada the band 890 - 896 MHz is also allocated to the mobile-satellite service on a primary basis. The use of this service is intended for operation within national boundaries and subject to agreement obtained under the procedure set forth in Article 14. In seeking such agreement, appropriate protection shall be afforded to services operating in accordance with the Table."

MOD 700 and ADD 705B were approved.

MOD 701

5.2 The delegate of Pakistan confirmed that he agreed to the proposed deletion on condition that the following sentence read:

"In seeking such agreement, appropriate protection shall be afforded to services operating in accordance with the Table to ensure that no harmful interference is caused to services operating in accordance with the Table."

It was so agreed.

Appendix 18 Mob-87

5.3 The Secretary informed the Committee that Committee 5 had suggested that in Note n) the reference to channel 13 in the first line should be deleted together with the final sentence, and that in Note q) the words in square brackets should be deleted. A consequential change was also required in the Table.

These amendments were approved.

6. Oral report by the Chairman of Working Group 4-A

6.1 The Chairman of Working Group 4-A said that the Group had held a further meeting following the eighth meeting of Committee 4, at which it had set up a Drafting Party to consider the question of public correspondence communication. Question of inclusion of appropriate provisions in Article 8 was still pending. As far as allocations for radiodetermination-satellite services were concerned, he requested confirmation that the IFRB would be able to produce a document setting out the Radio Regulations to be applied when an assignment was at the stage of advanced publication, coordination, publication and registration in the Master Register.

The representative of the IFRB confirmed that the document in question was almost complete.

The meeting rose at 1030 hours.

The Secretary:

T. GAVRILOV

The Chairman:

O. VILLANYI

COMMITTEE 7

FIFTH SERIES OF TEXTS FROM COMMITTEE 5
TO THE EDITORIAL COMMITTEE

At its tenth meeting Committee 5 adopted the text of Resolution [COM5/1] as in Document 338, with modifications and two items left in square brackets for consideration by the Plenary.

P.E. KENT
Chairman of Committee 5

Annex: 1

ANNEX

Draft

RESOLUTION [COM5/1]

**Relating to the Introduction of Provisions for the
Global Maritime Distress and Safety System (GMDSS)
and the Continuation of the Existing Distress
and Safety Provisions**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

noting

that the International Maritime Organization (IMO):

- has reached the final stage of development of the Global Maritime Distress and Safety System (GMDSS);
- is preparing a revision of the International Convention for the Safety of Life at Sea (SOLAS), 1974, with a view to introducing the GMDSS;
- will decide the dates of initial and full implementation of the GMDSS including any intermediate dates of application for various classes of ships subject to the above-mentioned Convention;

noting further

- a) that to ensure compatibility between ships following, on the one hand, Chapter IX and, on the other, Chapter N IX of the Radio Regulations, all ships subject to the 1974 SOLAS Convention will continue to use applicable existing distress and safety provisions until the GMDSS has been implemented fully;
- b) that some administrations and ships not subject to the 1974 SOLAS Convention may continue to use provisions of Chapter IX on Distress and Safety Communications after the GMDSS has been implemented fully;
- c) that it would be costly for administrations to maintain in parallel for an excessive period of time, shore-based facilities necessary to support both the existing distress and safety system and the GMDSS;
- [d) that it is necessary to continue existing shore-based distress and safety services so that ships not subject to the 1974 SOLAS Convention will be able to obtain assistance from these services until such time as they are able to participate in the GMDSS.] (x)

(x) Notes of information to the Plenary:

- a) delegates of 21 administrations supported this proposed text;
- b) delegates of 15 administrations opposed this text;
- c) delegates of 2 administrations expressed reservations on the text and considered that administrations should exercise their own discretion on the matter.

considering

- a) that this Conference has placed in Chapter N IX the provisions which are required for the GMDSS to be implemented and that Chapter IX, as modified, retains the provisions for the existing distress and safety system;
- b) that the introduction of the GMDSS will offer the opportunity to gain administrative, technical and operational experience with the new system;
- c) that the experience gained from the operation of the GMDSS should be used to improve the distress and safety system;

recognizing

- a) that to assist IMO, the provisions of Chapter N IX should enter into force prior to the initial implementation date of the GMDSS;
- b) that some elements of the GMDSS described in Chapter N IX, particularly DSC, will not be fully operational in all parts of the world on the date that the Final Acts of this Conference come into force;

resolves

- 1. that the entry into force of Chapter N IX (xx):
 - a) implies that those administrations wishing to start using the provisions of Chapter N IX, may do so;
 - b) does not commit any administration to install or establish GMDSS facilities or to start using the provisions of Chapter N IX;
- 2. that nevertheless, and in light of resolves 1, administrations shall be obliged to follow the provisions of Chapter IX until adequate measures have been taken to ensure the continuation of safety communications for ships not subject to the 1974 SOLAS Convention [, full implementation of the GMDSS] and a future competent conference decides otherwise;

invites

the Administrative Council to draw this Resolution to the attention of the next Plenipotentiary Conference and to request that Conference to decide on a world administrative radio conference which should be made competent to review this Resolution and Chapters IX and N IX;

(xx) Notes of information to the Plenary:

- a) delegates of 15 administrations expressed the view that Chapter N IX should enter into force with the Final Acts;
- b) delegates of 7 administrations expressed the view that Chapter N IX should enter into force on 1 January 1991;
- c) delegates of 2 administrations considered that the date of entry into force of Chapter N IX was related to work in other Committees.

invites also

the IMO, when deciding the dates of implementation of the GMDSS, to take into account;

1. Resolution No. 322(Rev.) Relating to Coast Stations and Coast Earth Stations Assuming Watchkeeping Responsibilities on Certain Frequencies in Connection with the Implementation of Distress and Safety Communications for the GMDSS, which addresses the adequate geographic distribution of coast stations and coast earth stations necessary for the implementation of the GMDSS;
2. the economic repercussions and benefits of the GMDSS and the particular limitations of the developing countries;
3. the possibility of a progressive implementation of the GMDSS by bringing into effect component parts of the system particularly those having maximum benefit to the safety of life at sea;

requests the Secretary-General

to communicate this Resolution to IMO and the International Civil Aviation Organization (ICAO).

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR THE MOBILE SERVICES

GENEVA, September-October 1987

Document 365-E

7 October 1987

Original: English

COMMITTEE 7

FIFTH SERIES OF TEXTS FROM COMMITTEE 5 TO THE EDITORIAL COMMITTEE

At its tenth meeting Committee 5 adopted the text of Resolution [COM5/1] as in Document 338, with modifications and two items left in square brackets for consideration by the Plenary.

P.E. KENT
Chairman of Committee 5

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION

WARC FOR THE MOBILE SERVICES

GENEVA, September-October 1987

Document 366-E

7 October 1987

Original: English

Source: Document DL/34

COMMITTEE 6

TENTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

Working Group 6-A recommends the attached modifications be made to Article 65.

R. SWANSON

Chairman of Working Group 6-A

Attachment: 1

ATTACHMENT

ARTICLE 65

NOC **General Radiotelephone Procedure in the
Maritime Mobile Service**

NOC **Section I. General Provisions**

NOC 4903

MOD 4904 § 2. (1) The service of ship radiotelephone stations shall be performed or controlled by an operator satisfying the conditions specified in Article 55.

NOC 4905-4907

MOD 4908 (2) The use of devices for continuous or repetitive calling or identification in a manually operated radiotelephony service is not permitted.

Reasons: Consequential upon MOD 4326.

NOC 4909

MOD 4910 (4) A station shall not emit any carrier wave between calls. However, stations in an automatically operated service may emit marking signals under the conditions provided for in No. 4326A.

NOC 4911-4914

NOC **Section II. Preliminary Operations**

NOC 4915-4919

NOC **Section III. Calls by Radiotelephony**

NOC 4920

SUP 4921

NOC 4922-4945

MOD Section IV. Method of Calling, Reply to Calls and
 Signals Preparatory to Traffic when Using Calling
 Methods Other than Digital Selective Calling

NOC 4946 A. Method of Calling

NOC 4947-4950

MOD 4951 When the coast station is fitted with equipment for selective calling in accordance with Section II of Article 62, and the ship station is fitted with equipment for receiving such selective calls, the coast station shall call the ship by transmitting the appropriate code signals. The ship station shall call the coast station by speech in the manner given in No. 4947 (see also Section II of Article 62).

NOC 4952-4954

NOC 4955 B. Frequency to be Used for Calling
 and for Preparatory Signals

NOC 4956-4958

NOC 4959 b)

NOC 4960 c)

ADD 4960A d) in Region 2 except for Greenland, the carrier frequency 2 191 kHz as a supplementary calling frequency in those areas of heavy usage of 2 182 kHz and when 2 182 kHz is being used for distress and safety traffic.

NOC 4961-4963

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 2 182 kHz or in Region 2 except for Greenland on 2 191 kHz.

MOD 4965 However, a ship station which keeps watch simultaneously on the carrier frequency 2 182 kHz or in Region 2 except for Greenland on 2 191 kHz and a working frequency should be called on the working frequency.

NOC 4966

NOC 4967

MOD 4968 B2. Bands Between 4 000 kHz and
 ~~23-000~~ 27 500 kHz

MOD 4969 § 17. (1) A ship ... accordance with [Section A of Table B of Appendix 16, 31A Section A].

MOD 4970 (2) A coast ... 4 125 kHz or ~~6-215.5~~ 6 215 kHz, in accordance with the provisions of Nos. 4375.2 and 4375.3.

NOC 4971

MOD 4972 (4) The provisions ... specified in [Section B of Table B of Appendix 16, 31A Section B].

NOC 4973-4980

NOC 4981 C. Form of Reply to Calls

NOC 4982

NOC 4983 D. Frequency for Reply

NOC 4984-4985

MOD 4986 (2) When a ship station is called by selective calling in accordance with Section II of Article 62, it shall reply on a frequency on which the coast station keeps watch.

NOC 4987-4993

MOD 4994 D2. Bands Between 4 000 kHz and
 ~~23-000~~ 27 500 kHz

MOD 4995 § 22. (1) A ship ... accordance with [Section A of Table B of Appendix 16, 31A Section A].

NOC 4996-4997

MOD 4998 (4) When a station is called on the carrier frequency ~~6-215.5~~ 6 215 kHz it ... calling station.

MOD 4999 (5) The provisions ... specified in [Section B of Table B of Appendix 16, 31A Section B].

NOC 5000-5001

MOD 5002 (2) When a coast station open to public correspondence calls a ship either by speech or by selective calling in accordance with Section II of Article 62, using a two-frequency channel, the ship station shall reply by speech on the frequency associated with that of the coast station; conversely, a coast station shall reply to a call from a ship station on the frequency associated with that of the ship station.

NOC 5003 E. Indication of the Frequency
to Be Used for Traffic

NOC 5004-5005

MOD 5006 E2. Bands Between 4 000 kHz
and ~~23-000~~ 27 500 kHz

NOC 5007-5014

NOC 5015 F. Agreement on the Frequency
to Be Used for Traffic

NOC 5016-5021

NOC 5022 G. Indication of Traffic

NOC 5023

NOC 5024 H. Difficulties in Reception

NOC 5025-5027

NOC Section V. Forwarding (Routing) of Traffic

NOC 5028 A. Traffic Frequency

NOC 5029-5036

NOC 5037 B. Establishment of Radiotelephone Calls
and Transmission of Radiotelegrams

NOC 5038-5054

NOC Section VI. Duration and Control of Working

NOC 5055-5057

NOC Section VII. Tests

NOC 5058-5059

MOD 5060 (2) Any signals ... identified in ~~Article~~ Articles 38 and
 N 38 for the ... purposes.

SUP 5061

ADD Section VIII. Calling, Acknowledgement of Calls, and
 Subsequent Exchange of Traffic when Using Digital
 Selective Calling Techniques

ADD 5062 A. Method of Calling and Frequencies to
 be Used for Calling

ADD 5063 § 37. (1) Calling by digital selective calling techniques shall
 be carried out in accordance with the provisions of Nos. 4686A to
 4686H.

ADD 5064 (2) An appropriate digital selective calling channel chosen
 in accordance with the provision of Nos. 4419D to 4419H or
 Nos. 4420D to 4420H, as appropriate, shall be used for the call.

ADD 5065 B. Acknowledgement of Calls and Agreement on
 the Frequency to be used for Traffic

ADD 5066 § 38. (1) Acknowledgement of a received digital selective call
 and the exchange of information concerning the frequency to be
 used for traffic, should be carried out in accordance with the
 provisions of Nos. 4688A to 4690H.

ADD 5067 (2) When agreement regarding the working frequency or
 channel to be used for the exchange of traffic has been reached in
 accordance with the provisions of Nos. 4688A to 4690H, the two
 stations then transfer to the working frequency or channel agreed
 for the exchange of traffic.

ADD 5068 C. Forwarding of Traffic and
 Control of Working

ADD 5069 § 39. The forwarding of traffic and the control of working
 shall be carried out in accordance with the provisions of
 Nos. 5028 to 5054, No. 5056 and No. 5057.

MOD ~~5062~~5070
 to NOT allocated.
 5084

Source: Documents 33, 302, DT/72COMMITTEE 6

ELEVENTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-A

Attached are the recommended modifications to Resolution No. 319 in accordance with discussions in Working Group 6-A.

Two members of the Working Group, however, have expressed some concern about the modifications to this Resolution. A summary of their concerns is shown below.

Statement by Japan

This Conference is making a general review of the HF bands and the number of NBDP and DSC channels is being increased. Japan is concerned that any modification to Resolution No. 319 should clearly state that it is addressing the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz and should avoid a general review of the HF bands again at the next competent conference. Japan feels that reference should be made to Appendix 16 so that any future review is consistent with that appendix.

Statements by the United States

The United States expressed the desire that the Resolution should be broad enough to assure that when CCIR studies are complete and if they shown evidence that the 4 000 - 4 063 kHz and the 8 100 - 8 195 kHz bands can effectively be shared, the subsequent reviewing conference should be permitted to consider, as appropriate, the 4 MHz and 8 MHz bands in general for the purpose of implementing the shared bands in duplex service.

R. SWANSON
Chairman of Working Group 6-A

Attachment: 1

ATTACHMENT

- (MOD) RESOLUTION No. 319 ~~(Mob-83)~~
- MOD Relating to a General Review of the
~~HF~~ Bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz
Allocated ~~on an Exclusive or a Shared Basis to~~
the Maritime Mobile Service¹
- MOD The World Administrative Radio Conference for the Mobile Services,
Geneva, ~~1983~~ 1987,
- NOC noting
- MOD a) that ~~this~~ the World Administrative Radio Conference for the Mobile
Services, Geneva, 1983 has established ... 1 kHz;
- SUP b)
- ADD ¹Replaces Resolution No. 319 of the WARC (Mob-83)
- MOD ~~e) b)~~ that it was not within the competence of ~~this Conference~~ the World
Administrative Radio Conference for the Mobile Services, Geneva, 1983 to
carry out ... bands;
- ADD c) that this Conference has decided not to include frequencies in the
bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz in either Appendix 31 or the
Allotment Plan of Appendix 25, and that this decision was made pending
continuation of the related studies in the CCIR;
- SUP recognizing a) - f)
- NOC considering a) - b)
- MOD resolves 1
- MOD 1. that the next ... revision of ~~all the HF~~ bands 4 000 - 4 063 kHz
and 8 100 - 8 195 kHz allocated on an exclusive or a shared basis ...
administration;

SUP 2 - 4

NOC invites the Administrative Council

MOD 1. to include on the agenda of the next competent WARC the Articles and Appendices of the Radio Regulations relevant to the review and revision ~~referred to in resolves 1 and 2;~~ of the bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz;

NOC 2. to empower ... fixed services;

NOC requests the CCIR

MOD to study the technical issues involved in the establishment of sharing criteria between the maritime mobile and fixed services in the 4 000 - 4 063 kHz and 8 100 - 8 195 kHz frequency bands ~~a revision of ... following issues;~~ including the possibility of using other emissions in the maritime mobile service by ship stations.

SUP a) - c)

NOC invites administrations

NOC to make ... 8 195 kHz

Reasons: Issues, other than sharing, in Resolution No. 319 have been resolved as a result of ADD Appendix 31A and ADD Chapter N IX.

COMMITTEE 7FOURTH SERIES OF TEXTS SUBMITTED TO
THE EDITORIAL COMMITTEE BY COMMITTEE 6

Committee 6 has considered the following documents and decided on them as follows:

Document 284

Recommendation No. 316 was approved.

Document 353

Article 64 was approved.

Document 337

- 1) Article 49 was approved.
- 2) Article 44 was approved with minor editorial changes.

Document 312

Annex 2, Appendix 26, was approved with an addition of MOD MRC replacing MRC(6).

I.R. HUTCHINGS
Chairman of Committee 6

COMMITTEE 4Brazil, New Zealand, and the United States

RESOLUTION NO. 704

The Final Acts of the Regional Administrative Conference for the Planning of the MF Maritime Mobile and Aeronautical Radionavigation Services (Region 1) Geneva, 1985 (RARC-MM-R1) contain regional agreements and regional frequency assignment/channelling plans. These agreements and frequency plans cover the spectrum allocated to the maritime mobile and aeronautical radionavigation service (radiobeacons) in the bands 415 - 526.5 kHz and 1 606.5 - 2 160 kHz. The agreements are binding on Contracting Members in their relations with each other but are not binding on the Contracting Members in their dealings with non-contracting countries.

During discussions in Committee 4-B relating to the suppression of Resolution No. 704, several Region 1 administrations proposed the addition of Region 1 "channelling arrangements" as appendices to the Radio Regulations. These "channelling arrangements" were developed by the RARC MM-R1 and are contained in the Final Acts of that Conference. Further, the proposing administrations argue that inclusion of the channel plans are necessary to provide information to all regions so all administrations can comply with the plans. Additionally, there is a proposal to include, in an appendix or a Resolution, several frequency bands between 1 850 kHz and 3 800 kHz currently delineated in No. 4188 of the Radio Regulations. Several of these bands are also mentioned in No. 495 of the Radio Regulations. Also, a modified Resolution No. 38 that is in the process of being adopted by this Conference appears to satisfy the necessary Region 1 regulatory and operational procedures in the bands under consideration.

The proposals to include these regional channel plans and other information regarding planning considerations in the Radio Regulations either as appendices or in a Resolution raise issues that have serious world-wide regulatory and legal implications. Some administrations have insisted that this Conference has been mandated by WARC MOB-83 to include these plans as appendices to the Radio Regulations. However, agenda item 7 for this Conference, as developed by the Administrative Council, only mentions that these regional matters be reviewed and that appropriate action be taken as necessary. Therefore this Conference is competent to consider these regional matters and include or reject them as it sees fit.

The above countries take exception to the inclusion of the Region 1 agreements and Resolution No. 704 non-mandatory recommended planning considerations in the Radio Regulations. Listed below are some of the potential problems, both legal and regulatory, that must be considered before any action can be taken regarding this subject:

1. The channelling arrangements are in fact channel plans.
2. The band limit information of the channel plans and other informational planning considerations are contained in Nos. 4188 and 4188A of the Radio Regulations, and are also addressed in MOD Resolution No. 38, and also in No. 495 of the Radio Regulations. Therefore, additional information in the Radio Regulations is not required.
3. There are other sources for information on the Region 1 plans such as the RARC MM-R1 Final Acts and the List of Coast Stations. The latter being the appropriate source for radio operators to consult when communication with Region 1 stations is necessary.
4. As delineated in the Convention, regional conferences deal only with regional matters. They must not conflict with the interests of other regions and must be in conformity with provisions of the Administrative Regulations. Further, the Administrative Regulations can only be changed by a world administrative radio conference. Inclusion of the Region 1 plans in the Radio Regulations whether it be by Resolution or the addition of appendices place an obligation on all signatories of the WARC to comply with the regional plans. Therefore, countries in Regions 2 and 3 who did not have the opportunity to participate in the development of the Region 1 Agreement and those countries in Region 1 who for one reason or another did not participate, are faced with a conflict regarding their interests.
5. Inclusion of Region 1 plans in the Radio Regulations establishes a precedence that requires careful consideration regarding the potential international legal and regulatory aspects. The impact on Regions 2 and 3 must be considered plus the impact on other Members of the Union in Region 1 who have not acceded to the Region 1 Agreement. Noting that 49 administrations of Region 1 participated in the development of the Regional Agreement, there are 19 Region 1 countries present at this Conference who did not participate in the formation of the Regional Agreement. Further, there are several Region 1 countries who are Members of the Union who were not present at the RARC MM-R1 and are not present at this Conference. The IFRB assumes that all administrations participating in a regional conference and those administrations which have not participated but have entries in the regional plan, are party to the Regional Agreement with some exceptions. These exceptions include administrations who formally indicate that they do not intend to be a party and those administrations who did not participate, have no entry in the plan, and have not replied to the IFRB's request that they may be considered as not party to the Agreement. To date five Region 1 administrations have acceded to the Regional Agreement. Below are listed the countries who are present at this Conference who did not participate in the development of the Region 1 Agreement and those administrations who are considered as exceptions to regional administrations that are party to the Agreement.

- a) Administrations not participating in development of the Region 1 Agreement but who are considered a party to the Agreement unless they formally advise the IFRB to the contrary:

Burundi, United Arab Emirates, Iceland, Lebanon, Liberia, Mali, Mauritania, Nigeria, Uganda, San Marino, Senegal, Syrian Arab Republic, Tanzania, Togolese Republic, Zaire, Vatican.

- b) Administrations not participating in development of the Region 1 Agreement, who have no entry in the Plan, and who have not replied to the IFRB so that they may be considered a party to the Agreement:

Andorra, Central African Republic, Guinea-Bissau, Burkina Faso, Lesotho, Luxembourg, Mongolian People's Republic, Malawi, Rwandese Republic, Swaziland, Tanzania, Uganda, Zambia.

6. If regional plans are included in the Radio Regulations it will take a competent WARC to make any changes that might be desired by countries in the region. This will place an additional burden and expense on WARCs.

7. Several administrations have recognized the difficulties regarding the inclusion of regional plans or agreements in the Radio Regulations. These administrations have made proposals, or supported proposals, that would request the 1989 Plenipotentiary Conference to address this issue.

In view of the foregoing, the countries sponsoring this document propose the following:

- 1) Suppress Resolution No. 704 as all necessary action has been taken.
- 2) Inclusion of regional plans in the Radio Regulations be deferred pending the decision of the Plenipotentiary Conference in accordance with the information and Recommendations contained in DT/71(COM4/5). This proposal is made in fairness to all regions who may have a requirement for regional plans or agreements. Failing this,
- 3) This Conference opens the Region 1 Agreement for discussion on a point-by-point basis. In this regard we have immediate problems with the following:
 - a) the channelling arrangement for radiotelegraphy in the maritime mobile service in the planned frequency bands between 415 and 526.5 kHz in Region 1 because:
 - channel 79 is specified for DSC use;
 - channels No. 80-82 are specified for international use;
 - intership channels are specified;
 - a new working frequency of 458 kHz is specified;
 - b) the channelling arrangement for radiotelegraphy in the maritime mobile service in the frequency bands 1 606.5 - 1 625 kHz and 2 141.5 - 2 160 kHz in Region 1 because:
 - NBDP and DSC channels are specified;

- c) the channelling arrangement for single-sideband radiotelephony in the maritime mobile service in the frequency bands 1 635 - 1 800 kHz and 2 045 - 2 141.5 kHz in Region 1 because:
- the reuse of some ship station frequencies is not clear;
 - it appears that some frequencies that should be available are not included. (Those between 2 045 and 2 060 kHz). Therefore indicating an inefficient use of the available spectrum;
- d) the potential impact of these channel plans on other regions using the same bands for other radio services must be explored.
-

COMMITTEE 3SUMMARY RECORD
OF THE
THIRD MEETING OF COMMITTEE 3
(BUDGET CONTROL)

Thursday, 8 October 1987, at 0900 hrs

Chairman : Dr. M.K. RAO (India)Subjects discussed:

1. Approval of the summary record of the second meeting of Committee 3
2. Financial implications of decisions taken by the Conference
3. Draft report of the Budget Control Committee to the Plenary Meeting

Documents

291

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DT/70

1. Approval of the summary record of the second meeting of Committee 3
(Document 291)

The summary record of the second meeting of Committee 3 was approved.

2. Financial implications of decisions taken by the Conference

2.1 The Chairman said that no major decision with a significant impact on the budget of the Union had yet been taken by the Conference as a whole or by any of its Committees. The Committee would be kept informed of any developments on the subject.

3. Draft report of the Budget Control Committee to the Plenary Meeting
(Document DT/70)

3.1 The delegate of the United States said that his Delegation wished to record its satisfaction with the facilities provided and the excellent arrangements made for the present Conference, especially in view of the indication in section 4, second paragraph, of Document DT/70, that that had been accomplished with expenditure kept well below the budget ceiling.

3.2 In reply to the delegate of the United Kingdom, who asked why the Conference budget did not comprise expenditure on common services supernumerary staff salaries (section 2, second paragraph), the Secretary said that there was no provision in Additional Protocol 1 to prevent such a separation, which was in fact dictated by purely practical considerations. The expenditure on common services supernumerary salaries for all ITU meetings held during a financial year was charged to a special section (section 17) of the ordinary budget because it was not possible to calculate the proportion of the expenditure to be charged to each meeting until the accounts had been closed at the end of the year. However, allowance was in fact made for that particular item of expenditure in calculating the budget ceilings for each meeting.

In reply to a question from the delegate of Japan, he said that the difference between the adjusted budget figure (1,874,000 Swiss francs) for 1 September 1987, shown in Document 236, and that (1,855,400 Swiss francs) for 2 October 1987, shown in section 2, third paragraph, of Document DT/70, was explained by the fact that the United Nations US\$/SFr accounting rate had risen from 1.50 in September to 1.53 in October, thus affecting expenditure on salaries of non-local interpreters.

In reply to a second question from the delegate of Japan, he confirmed that the date of 4 October 1987 which appeared in the English text only of section 4, second paragraph, of Document DT/70 was a typographical error and should be replaced by 2 October 1987.

In reply to a third question from the delegate of Japan, he said that the difference between the figure of 195,195.70 Swiss francs for expenditure on preparatory work given in Annex 2 and the 270,000 Swiss francs of actual or estimated expenditure on preparatory work given in Annex 3 was explained by the fact that the latter figure included the estimated expenditure on common services supernumerary staff salaries which were charged to Section 17 of the ordinary budget. The breakdown of the figure of 270,000 Swiss francs, the ceiling on expenditure on preparatory work for MOB-87 set by the 1982 Plenipotentiary Conference on 1 September 1982, was 180,000 Swiss francs for the type of expenditure detailed in Annex 2 and 90,000 Swiss francs for expenditure under section 17 of the ordinary budget.

3.3 The Chairman, referring to section 6 and Annex 4 of Document DT/70, said that all seven of the international organizations contributing to the work of the Conference had now indicated that they would be contributing half a unit each.

The text of the draft report was approved on the understanding that any further information received from the Committees or the Secretary-General which would have to be incorporated would be considered at the following meeting of Committee 3.

The meeting rose at 0920 hours.

The Secretary:

R. PRELAZ

The Chairman:

M.K. RAO

PLENARY MEETING

MINUTES

OF THE

FIFTH PLENARY MEETING

Thursday, 8 October 1987, at 1400 hrs

Page 3, read paragraph 2.11 as follows:

2.11 The Chairman observed that a clear majority had emerged in favour of retaining a period of six months. Consequently the square brackets around the word "six" would be removed and the word "four" deleted.

PLENARY MEETINGMINUTES
OF THE
FIFTH PLENARY MEETING

Thursday, 8 October 1987, at 1400 hours

Chairman : Mr. J.W. EGAN (Canada)

| <u>Subjects discussed:</u> | <u>Documents</u> |
|--|------------------|
| 1. Minutes of the Third and Fourth Plenary meetings | 219, 293 |
| 2. Third series of texts submitted by the Editorial Committee for first reading (B.3) | 280 |
| 3. Fourth series of texts submitted by the Editorial Committee for first reading (B.4) | 298 |
| 4. Fifth series of texts submitted by the Editorial Committee for first reading (B.5) | 318 |
| 5. Sixth series of texts submitted by the Editorial Committee for first reading (B.6) | 334 |



1. Approval of the Minutes of the Third and Fourth Plenary meetings
(Documents 219, 293)

The minutes of the Third Plenary meeting were approved as amended (see Corrigendum 1 to Document 219).

The minutes of the Fourth Plenary meeting were approved as amended (see Corrigendum 1 to Document 293).

2. Third series of texts submitted by the Editorial Committee
for first reading (B.3) (Document 280)

Article 45

Approved.

Article 46

MOD 3510

2.1 The delegate of Japan pointed out that the reference should be NOC 3510 and not MOD 3510.

2.2 The delegate of Spain, noted that in the Spanish text the reference to "badge" had been deleted.

2.3 The Chairman of the Editorial Committee said that the wording had been taken from the Radio Regulations; the Spanish text would be aligned with the English and French texts, if necessary.

Article 46 was approved, subject to those corrections.

Article 47

MOD 3542

2.4 The Chairman of the Editorial Committee said that it had been suggested that in the English text the square brackets should be removed and the word "and" deleted so that it would read: "... aeronautical station or aeronautical earth station ...". The delegate of Spain said that the same correction should be made in the Spanish text. No change was required to the French version.

2.5 The Secretary-General drew attention to the fact that that was not the first time that such a problem had arisen; the ITU had endeavoured to avoid the expression "and/or" in the three languages. He invited the Editorial Committee to reflect on that problem.

After discussion, it was agreed to accept the wording suggested by the delegate of Tunisia, and Article 47 was approved, subject to that alignment.

Article 58

Approved.

Article 66

MOD 5096 and MOD 5097

2.6 The Chairman of the Editorial Committee drew attention to the figures in square brackets and to the need to complete the Spanish text of MOD 5097.

2.7 The Chairman of Committee 6 suggested that the word "maritime" should be inserted in the title before "Radiocommunications" in order to avoid encroaching on the field of aeronautical radiocommunications.

It was so agreed.

2.8 The delegate of Japan proposed that "[six]" should be deleted and the square brackets around "four" be removed, in accordance with the Recommendations of CCITT.

2.9 That proposal was supported by the delegates of the Netherlands, Norway and the United States.

2.10 It was opposed by the delegates of Algeria, Mexico, Argentina, Tunisia, India, Pakistan, Cuba, Libya, Romania, Côte d'Ivoire, Greece, Saudi Arabia, Nigeria, Indonesia, Uruguay, Venezuela, Sri Lanka, Togo, Islamic Republic of Iran, Oman, Ethiopia and Mauritania who emphasized the problems which would be faced by developing countries if the period was reduced.

2.11 The Chairman observed that a clear majority had emerged in favour of retaining a period of six months. Consequently the square brackets around the word "six" would be removed and the word "five" deleted.

It was so decided.

2.12 The Secretary-General pointed out that notwithstanding that decision, the MOD reference should remain because the text had been changed to apply to all maritime radiocommunications.

2.13 In reply to a question from the delegate of Kenya, the Chairman of Committee 6 said that MOD 5095 remained valid, as it had been agreed in Committee to leave the text unchanged whatever the decision regarding four or six months.

Article 66 was approved, as amended.

Resolution No. 601 (Rev.Mob-87)

Resolution COM6/1

Recommendation No. 312 (Rev.Mob-87)

Recommendation No. 603 (Rev.Mob-87)

Recommendation No. 605 (Rev.Mob-87)

Approved, with an editorial correction to the title of Resolution No. 601 (French version).

The third series of texts submitted by the Editorial Committee (Series B.3) (Document 280) was thus approved on first reading as amended and subject to editorial corrections.

3. Fourth series of texts submitted by the Editorial Committee for first reading (B.4) (Document 298)

Resolution No. 316 (Rev.Mob-87)

resolves to request the Secretary-General

3.1 The representative of the International Maritime Organization (IMO) requested to amend resolves 2 with inclusion of the words "and the World Maritime University (WMU)" after the words "United Nations". The World Maritime University had been established by IMO in Malmo, Sweden in 1982. A total of 199 students from some 89 developing countries had already completed two-year courses at the University and many of them now occupied senior positions in their countries.

3.2 The delegates of Norway, Sweden, Greece and Cyprus supported the suggested amendment.

It was so agreed.

3.3 The Secretary-General noted that ITU had discussed the matter with IMO with a view to the University widening its activities to include various aspects of telecommunications.

Resolution No. 316 (Rev.Mob-87) was approved as amended.

Resolution GT-TEC PLEN/1

considering a) and resolves 2

3.4 The delegate of the Federal Republic of Germany pointed out that in quoting No. 466 of the Radio Regulations, the word "degraded" used in the original text had become "impaired". In the second case the word "impaired" might be retained since it was not a direct quotation.

3.5 In addition, the delegate of Sweden pointed out that in considering a) the word "prime" used in the Radio Regulations had been changed to "primary".

After a brief discussion, it was agreed that the original wording of the Radio Regulations should be used in both considering a) and resolves 2 and that the Editorial Committee would ensure that the English, French and Spanish texts of the Resolution were properly aligned.

Resolution GT-TEC PLEN/1, as thus amended, was approved.

Resolution GT-TEC PLEN/2

resolves that administrations

3.6 The delegate of the United Kingdom proposed that for the sake of clarity the text in paragraph 2 should be amended to read "use the relevant CCIR Recommendations and encourage the exchange of information between authorities ...".

It was so agreed and Resolution GT-TEC PLEN/2, as thus amended, was approved.

Resolution GT-TEC PLEN/3

It was agreed to defer consideration of Resolution GT-TEC PLEN/3 pending further consideration of the Resolution by Committee 4.

Resolution COM6/2

Approved.

The fourth series of texts submitted by the Editorial Committee (B.4) (Document 298) was approved on first reading as amended, with the exception of Resolution GT-TEC PLEN/3.

4. Fifth series of texts submitted by the Editorial Committee for first reading (B.5) (Document 318)

4.1 The Chairman of Committee 7 said that in considering documents dealing with frequencies, it might be necessary for the meeting to consult the Chairmen of Committees 4 and 5, since Committee 7 was not aware what stage had been reached in the discussions in those committees.

Article 39

Approved.

Article 40

MOD 3201 and MOD 3224

4.2 The Chairman of Committee 4 said that the frequency 6 215.5 kHz should be in square brackets.

4.3 The Chairman of Committee 5 said that the square brackets around the reference at the end of MOD 3201 should be retained pending the adoption of a decision on new Chapter IX. That also applied to the square brackets in MOD 3224.

Subject to those comments, Article 40 was approved.

Article 41

Approved, subject to a change in the title of Section II (French and Spanish versions).

Article 42

Approved

Resolution GT-TEC PLEN/4

4.4 The delegate of France, supported by the delegate of the USSR, proposed that a new considering d) should be added reading "that some services, in particular the maritime and aeronautical services, have specific requirements with respect to safety".

It was so agreed.

4.5 The delegate of Mexico having questioned the meaning of the words "possible need" in considering b), the Chairman of Committee 7, supported by the delegate of Paraguay, suggested that "possible need" might be replaced by "possibility".

4.6 On proposals by the delegates of Paraguay and Australia, it was agreed that the section resolves should have only one paragraph, and that the second paragraph should form a separate section under the caption "urges administrations".

4.7 The delegate of the USSR, supported by the delegate of Norway, the German Democratic Republic and Brazil, said that the Technical Working Group had considered not only technical possibilities but also operational aspects and the paragraph reflected that. He suggested the words "the possibility and the need".

Following the discussion in which the USSR, Chile, Mexico, Paraguay and Brazil participated, this Resolution was referred back to the Technical Working Group to be resubmitted for first reading with improvements, taking into account the discussions by this Plenary.

Recommendation No. 604 (Rev.Mob-87)

Approved, subject to review by Committee 7 of the French text of recognizing d).

The fifth series of texts submitted by the Editorial Committee (Series B.5) was approved on first reading as amended with the exception of Resolution GT-TEC PLEN/4.

5. Sixth series of texts submitted by the Editorial Committee for first reading (B.6) (Document 334)

Article 14A and Resolution COM5/4

5.1 The Chairman of Committee 4 explained that there was a need for coordination between Committees 4 and 5 on the texts of Article 14A and Resolution COM5/4 and suggested that discussion of them be deferred.

It was so agreed.

Chapter N IX, Article 37

MOD 2930

5.2 In reply to the Chairman of the Editorial Committee, the Chairman of Committee 5 said that the square brackets should be retained, since Resolution COM5/1 had not yet been discussed in Plenary.

MOD 2934A

5.3 The Chairman of the Editorial Committee said that the text should be aligned to that of text of N 2934A in Chapter N IX.

MOD 2934A.1

5.4 The delegate of Australia said that the text should be aligned with that of N 2943A.1 in Chapter N IX, by inserting the word "the" after the word "promoting".

MOD 2937A

5.5 The Chairman of Committee 5 said that the text should be amended by removing the square brackets and replacing "Nos. 2944 to 2949" by "No. 2945".

MOD 2943

5.6 The representative of the Editorial Committee drew attention to two typographical errors in the English text. He said that 9.a) should be amended by inserting the words "preferably class A2A or H2A" after the words "until the full implementation of the Global Maritime Distress and Safety System (GMDSS), of transmitting". That amendment would allow a choice of classes for transmitting on 500 kHz, but maintain both classes for receiving.

The above amendments were all agreed.

5.7 The delegate of Tunisia proposed the insertion in 9.a) of the words "and a competent conference decides otherwise" after the words "until the full implementation of the Global Maritime Distress and Safety System (GMDSS)". He feared that when the GMDSS was established, that frequency would be abandoned, depriving many vessels of the possibility of sending distress or safety messages.

5.8 The Chairman pointed out that sub-paragraph a) dealt with the period until the full implementation of the GMDSS, whereas sub-paragraph b) dealt with the period after full implementation.

5.9 The Chairman of Committee 5 said that, in practice, few aircraft were capable of transmitting on 500 kHz. He noted that Resolution COM5/1, to which reference was made in sub-paragraph a), provided for a competent conference to decide on whether to maintain the provisions of Chapter IX in force.

5.10 The delegate of Tunisia said that he would bring the question up again at a later stage in Plenary.

5.11 The delegate of Tunisia proposed the insertion of the words "and a competent conference decides otherwise" after the words "Until the full implementation of the Global Maritime Distress and Safety System (GMDSS)". He pointed out that some 80% of third world vessels were not covered by the SOLAS Convention and stressed that, for the protection of human life, it was essential to maintain the provisions of Chapter IX until the GMDSS had not only been fully established, but also had proved to be totally satisfactory and efficient. He stressed that such a safeguard should appear in the Radio Regulations, not merely in a related Resolution.

5.12 The delegates of Algeria, Brazil, Libya, and Mexico supported the amendment proposed by the delegate of Tunisia.

The Tunisian amendment was approved.

5.13 The suggestion by the delegate of Algeria that discussion of all provisions referring to Resolution COM5/1 be deferred until that Resolution had been discussed was considered at some length but finally not taken up in the light of the comment by the Secretary-General that some such provisions had already been approved. But he pointed out that the text of Article 37 as approved will not be submitted to the Plenary Meeting for a second reading before Resolution COM5/1 is adopted.

Article 37 was approved, as amended, subject to the above comments.

The meeting rose at 1715 hours.

The Secretary General

R.E. BUTLER

The Chairman

J.W. EGAN

MOB-87

UNION INTERNATIONALE DES TÉLÉCOMMUNICATIONS
CAMR POUR LES SERVICES MOBILES
GENÈVE, septembre-octobre 1987

Corrigendum 1 au ✓
Document 372-F/E/S
9 octobre 1987

COMMISSION 4
COMMITTEE 4
COMISION 4

Ajouter à la page 5, avant le titre, le mot : ANNEXE

Add to page 5, before the title the word: ANNEX

Añádase en la página 5, antes del título, la palabra: ANEXO

COMMITTEE 4

REPORT BY THE CHAIRMAN OF WORKING GROUP 4 AD HOC 2

The Group examined the draft Resolutions under its terms of reference and took the following decisions:

SUP Resolution No. 302

SUP Resolution No. 314.

The Group adopted the three Resolutions which are annexed to this report.

The Group, in its drafting party, drafted two more Resolutions, which could not be examined in the full meeting of the Working Group. The Group noted, however, that these draft Resolutions contained in Document DT/75 will be submitted directly to Committee 4.

T. BOE
Chairman of Working Group 4 ad hoc 2

Annex: 1

ANNEX

RESOLUTION No. 300 (Rev.Mob-87)

**Relating to the Use and Notification of the Paired Frequencies Reserved for
Narrow-Band Direct-Printing Telegraph and Data Transmission Systems in the HF
Bands Allocated on an Exclusive Basis to the Maritime Mobile Service
(see Appendix 32)**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that certain sections of the HF bands allocated to the maritime mobile service have been reserved for narrow-band direct-printing telegraph and data transmission systems for use on a paired frequency basis only;
- b) that Appendix 32 of the Radio Regulations contains a channelling arrangement in the maritime HF bands for narrow-band direct-printing telegraphy and data systems (paired frequencies);
- c) that this Conference has made available an increased number of paired frequencies reserved for narrow-band direct-printing telegraphy and data transmission systems for use on a paired basis only and modified Appendix 32 accordingly;
- d) that the World Maritime Administrative Radio Conference (WMARC, Geneva, 1974) established interim measures for the orderly taking into use of the paired frequencies;
- e) that WARC 1974 established a provisional procedure for the use and notification of paired frequencies for narrow-band direct-printing telegraphy and that the application of this procedure by administrations and by the IFRB was satisfactory;

resolves

- 1. that paired frequencies in the HF bands reserved for narrow-band direct-printing telegraphy between coast stations and ship stations shall be used by those stations, notified to the IFRB and recorded in the Master Register in the following manner:
 - 1.1 assignments of pairs of frequencies for transmission and reception shall be made solely to coast stations. Ship stations of any nationality shall use by right for their transmissions the receiving frequencies of the coast stations with which they exchange traffic;

1.2 to achieve usage, each administration shall choose the pairs of frequencies for its requirements, if necessary with the assistance of the IFRB;

1.3 the assignments thus selected shall be notified to the IFRB in notices as shown in Appendix 1 to the Radio Regulations and administrations shall supply the basic characteristics listed in Section A or B of that Appendix, as appropriate;

1.4 whenever practicable each notice should reach the Board before the date on which the assignment is brought into use. It must reach the Board not earlier than one year before the date on which it is to be brought into use but in any case not later than 30 days after it is actually brought into use;

1.5 assignments which are in conformity with the Radio Regulations, and in particular Appendix 32, shall be examined by the Board from the viewpoint of the probability of harmful interference to be caused by or to other existing or proposed used. The Board shall inform the administration concerned of the results of its examination and shall record the notified assignment with a reference to this Resolution and without any date in Column 2. The date of receipt of the notice by the Board and the date of putting into use of the assignment shall be entered in the Remarks Column. In cases where the Board reaches an unfavourable finding, it shall make any suggestion with a view to resolving the incompatibilities;

1.6 any notice not in conformity with the Radio Regulations shall be returned to the notifying administration by the IFRB, together with any suggestion which the Board may be able to submit in this respect;

1.7 should difficulties arise between administrations using the same channel, or adjacent channels, the matter shall be settled by agreement between the administrations concerned taking into account the information published by the IFRB;

2. that a future competent conference be invited to review this Resolution and examine any difficulties which may have arisen in its application;

3. that the entries made in the Master Register under this Resolution shall in no way prejudice any decisions which may be taken by the aforementioned conference;

invites the Administrative Council

to place this Resolution on the agenda of the next competent conference.

RESOLUTION [COM4/6]

Relating to the Use of the Additional Channels Reserved for
Duplex Radiotelephony in the HF Bands
Allocated to the Maritime Mobile Service

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

a) that there is an increasing demand for additional duplex channels for radiotelephony in the HF bands allocated on an exclusive basis to the maritime mobile service;

b) that this Conference has modified Appendix 31 of the Radio Regulations and has provided a number of additional duplex channels for radiotelephony (channels Nos.:

427 - 429
607 - 608
832 - 836
1233 - 1241
1642 - 1656
1801 - 1815
2241 - 2253
2501 - 2510)

c) that it is necessary to develop procedures for the establishment of initial duplex radiotelephony allotments for the newly available channels, as well as for the updating of the use of these channels;

noting

that the current Appendix 25 allotment plan together with Article 16 of the Radio Regulations have effectively served the maritime mobile service and the latter may be used for the updating of the use of the new channels;

resolves

1. that the newly available channels shall be initially allotted in accordance with the procedure contained in the Annex to this Resolution;

2. that Appendix 25 shall be updated by including in it the allotments resulted from the application of the provisions of the Annex to this Resolution;

3. that following the application of "resolves 2" above, the administrations shall apply the procedure of Article 16 for any modification to existing allotments or addition of new allotments.

**Procedure for Establishing an Initial Allotment Arrangement
in the Newly Available Channels for
Duplex Radiotelephony in the HF bands**

1. Administrations intending to use one of the new channels shall send their requirements to the Board by providing the information listed in Appendix 5 of the Radio Regulations before [1 May 1988].*
2. Following the receipt of this information, the Board shall examine these requirements and if necessary request the Administrations to communicate any missing information. Only those requirements which are complete will be taken into account in this procedure.
3. Using its technical standards, the Board shall prepare an initial allotment arrangement following the ordering indicated in paragraph 4 below.
4. The initial allotment arrangement for the new channels shall include for a given band and a given allotment area the requirements in the following order:
 - 4.1 requirements of administrations having no coast station allotments in Appendix 25 of the Radio Regulations and which require such allotments;
 - 4.2 requirements of administrations which, following the application of Article 16 could not be afforded an allotment in the current Appendix 25 with the required protection criteria;
 - 4.3 requirements of administrations asking for additional allotments to supplement their existing allotments in order to satisfy an increase in radiotelephony traffic.

* Note - Administrations that cannot use channels Nos. [428, 429, 833, 834, 835, 836] shall indicate it when submitting their requirements.

5. The Board shall consult those administrations whose requirements could not be included in the allotment arrangements for the new channels and, if an administration insists, the Board shall determine from all the channels available for duplex radiotelephony the channel which is the least affected and shall include the requirement in this channel.

6. Not later than [1 February 1989] the Board shall publish the allotment arrangement for the new channels for comments by administrations.

7. If within a period of [60 days] following this publication an administration informs the Board that its proposed allotment is not acceptable to it, the Board shall endeavour to identify an alternative channel as indicated in paragraph 5 above.

8. If following the application of paragraph 7 above, the administration concerned is not in a position to accept the Board's recommendation, the requirement will be returned to the administration concerned suggesting that it apply the Article 16 procedure.

9. At [Date D3] the Board shall enter the allotment arrangement for the new channels in Appendix 25 and shall prepare a revised version of Appendix 25 for publication by the Secretary-General.

RESOLUTION [COM4/7]

**Relating to the Transfer of Frequency
Assignments of Stations Operating in
Accordance with Appendix 25**

The World Administrative Radio Conference for the Mobile Service,
Geneva, 1987,

considering

- a) that this Conference has modified Appendices 16 and 31 of the Radio Regulations and has placed the paired frequencies reserved for radiotelephony in the HF bands allocated to the maritime mobile service at intervals of 3.0 kHz as opposed to 3.1 kHz;
- b) that it will be necessary to make a consequential modification to Appendix 25 of the Radio Regulations;
- c) that coast and ship radiotelephone stations will need to change their transmitting and receiving frequencies to bring them into conformity with the corresponding channels in Appendix 16 (MOD) (Section A);
- d) that there should be an orderly transition to the revised paired frequencies reserved for radiotelephony in the HF bands allocated to the maritime mobile service;

resolves

- 1. that at 0001 UTC on [] coast and ship radiotelephone stations shall change their transmitting and receiving frequencies to the replacement frequency indicated for the same channel number in Appendix 16 (MOD);
 - 2. that within three months prior to [Date D4] the administrations shall notify the Board of the transfer of their assignments to the replacement frequencies;
 - 3. that an assignment for a replacement frequency, the other basic characteristics of which are not modified, shall be recorded with the date [7 June 1974] in column 2a;
 - 4. that frequency assignments for which the Board received no notification for the frequency indicated in Appendix 16 (MOD) shall bear a symbol to indicate that they will not longer be taken into account. The Board shall apply the provisions of Article 16 to the corresponding allotment appearing in Appendix 25.
-

COMMITTEE 4

EIGHTH REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. Working Group 4-A has considered the proposals concerning the introduction of the radiodetermination-satellite service (RDSS). Due attention has been paid to all proposals presented to the Conference, as well as to the results obtained within the Technical Working Group of the Plenary, which are contained in Document 277.
2. Drafting Group 4-A-9, chaired by Mr. E. Steiner, was created to deal with these proposals. Its conclusions are to be found in Document 344.
3. The Working Group considered that report at its seventeenth and eighteenth meetings on 6 and 7 October 1987, but was unable to approve it. An alternative proposal was put forward to the Working Group, which obtained considerable support, but was not acceptable either.
4. The Working Group considered also the proposal contained in Corrigendum 1 to Document 5 which was published after Drafting Group 4-A-9's report. That proposal obtained some support, but was objected by several delegations.
5. The Working Group, being unable to reach an agreement concerning these issues decided to present the proposals referred to in paragraphs 2 and 3 of this report to Committee 4 for consideration and approval. For easy reference, the proposal referred to in paragraph 2 is presented in Annex 1 to this report with correction of the typing errors appearing in Document 344. On the other hand, the alternative proposal, referred to in paragraph 3, is presented in an analogue form in Annex 2.

J. KARJALAINEN
Chairman of Working Group 4-A

Annexes: 2

ANNEX 1

MOD MHz
1 610 - 1 626.5

| Allocation to Services | | |
|---|---|---|
| Region 1 | Region 2 | Region 3 |
| AERONAUTICAL RADIONAVIGATION | AERONAUTICAL RADIONAVIGATION | AERONAUTICAL RADIONAVIGATION |
| <u>Radiodetermination- satellite</u> <u>(Earth-to-space)</u> 734A <u>734E</u> | <u>RADIODETERMINATION- SATELLITE</u> <u>(Earth-to-space)</u> 734A <u>734E</u> | <u>Radiodetermination- satellite</u> <u>(Earth-to-space)</u> 734A <u>734E</u> |
| 722 727 730 732 733 734 <u>734B</u> | 722 732 733 734 <u>734C</u> <u>734D</u> | 722 727 730 732 734 <u>734B</u> |

ADD 734A In respect of the radiodetermination-satellite service the provisions of No. 953 do not apply in this frequency band.

ADD 734B Different category of service: In
.....
..... the allocation of the band
1 610 - 1 626.5 MHz to the radiodetermination-satellite service
(Earth-to-space) is primary (see No. 425) subject to agreement
obtained under the procedure set forth in Article 14 with respect
to other countries not listed in this provision.

ADD 734C Different category of service: In Argentina, the
allocation of the band 1 610 - 1 626.5 MHz to the
radiodetermination-satellite service is on a secondary basis (see
No. 424).

ADD 734D Alternative allocation: In Cuba, the band
1 610 - 1 626.5 MHz is allocated to the aeronautical
radionavigation service on a primary basis.

ADD 734E

In Regions 1 and 3 in countries other than those listed in No. 734B harmful interference shall not be caused to stations of the radioastronomy service using the band 1 610.6 - 1 613.6 MHz by stations of the radiodetermination-satellite service.

MHz
2 450 - 2 500

NOC

| Allocation to Services | | |
|--|---|--|
| Region 1 | Region 2 | Region 3 |
| 2 450 - 2 483.5 FIXED MOBILE Radiolocation 752 753 | 2 450 - 2 483.5 FIXED MOBILE RADIOLOCATION 752 | 2 450 - 2 483.5 FIXED MOBILE RADIOLOCATION 752 |
| 2 483.5 - 2 500 FIXED MOBILE Radiolocation <u>Radiodetermination-satellite</u> <u>(space-to-Earth) 753A</u> <u>753B</u> 752 753 <u>753C</u> | 2 483.5 - 2 500 FIXED MOBILE <u>RADIODETERMINATION-SATELLITE</u> <u>(space-to-Earth) 753A</u> RADIOLOCATION 752 <u>753D</u> <u>753E</u> | 2 483.5 - 2 500 FIXED MOBILE RADIOLOCATION <u>Radiodetermination-satellite</u> <u>(space-to-Earth) 753A</u> <u>753B</u> 752 <u>753C</u> |

- MOD 753 Alternative allocation: In France, the band
2 450 - 2 550 MHz is allocated on a primary basis to the
radiolocation service and on a secondary basis to the fixed and
mobile services (see Nos. 424 and 425). Such use is ... (rest
unchanged).
- ADD 753A In respect of the radiodetermination-satellite service
the provisions of No. 953 do not apply in this frequency band.
- ADD 753B In Regions 1 and 3 in countries other than those listed
in No. 753C harmful interference shall not be caused to or
protection shall not be claimed from stations of the radiolocation
service by stations of the radiodetermination-satellite service.
- ADD 753C Different category of service: In
..... the allocation of the band
2 483.5 - 2 500 MHz to the radiodetermination-satellite service
(space-to-Earth) is primary (see No. 425) subject to agreement
obtained under the procedure of Article 14 with respect to other
countries not listed in this provision.
- ADD 753D Different category of service: In Argentina, the
allocation of the band 2 483.5 - 2 500 MHz to the
radiodetermination-satellite service is on a secondary basis (see
No. 424).
- ADD 753E Alternative allocation: In Cuba, the band
2 483.5 - 2 500 MHz is allocated to the fixed, mobile and
radiolocation services on a primary basis.

MHz
2 500 - 2 655

| Allocation to Services | | |
|------------------------|---------------|--|
| Region 1 | Region 2 | Region 3 |
| 2 500 - 2 655 | 2 500 - 2 655 | 2 500 - 2 516.5 |
| NOC | NOC | FIXED 762 764 |
| | | FIXED-SATELLITE (space-to Earth) 761 |
| | | MOBILE except aeronautical mobile |
| | | BROADCASTING-SATELLITE 757 760 |
| | | <u>Radiodetermination- satellite</u> <u>(space-to-Earth) 753A</u> |
| | | 754 <u>754A</u> |
| | | 2 516.5 - onwards |
| | | NOC |

ADD 754A

Different category of service: In

..... the allocation of the band
2 500 - 2 516.5 MHz to the radiodetermination-satellite service
(space-to-Earth) is primary (see No. 425) subject to agreement
obtained under the procedure of Article 14 with respect to other
countries not listed in this provision.

ANNEX 2

| | |
|-----|-----------------|
| | MHz |
| MOD | 1 610 - 1 626.5 |

| Allocation to Services | | | | | | | | | | | |
|---------------------------------|-----|-------------|-------------|---|-------------|-----|-----|---------------------------------|-------------|-------------|-----|
| Region 1 | | | | Region 2 | | | | Region 3 | | | |
| AERONAUTICAL RADIONAVIGATION | | | | AERONAUTICAL RADIONAVIGATION | | | | AERONAUTICAL RADIONAVIGATION | | | |
| | | | | <u>RADIODETERMINATION-</u> <u>SATELLITE</u> <u>(Earth-to-space)</u> <u>734A</u> | | | | | | | |
| 722 | 727 | 730 | 732 | 722 | 732 | 733 | 734 | 722 | 727 | 730 | 732 |
| 733 | 734 | <u>734A</u> | <u>734B</u> | <u>734C</u> | <u>734D</u> | | | 734 | <u>734B</u> | <u>734A</u> | |

ADD 734A In respect of the radiodetermination-satellite service
the provisions of No. 953 do not apply in this frequency band.

ADD 734B Subject to the agreement obtained under the procedure set forth in Article 14, the bands 1 610 - 1 626.5 MHz and 2 483.5 - 2 500 MHz in Region 1, and the bands 1 610 - 1 626.5 MHz and [] MHz in Region 3, may also be used for the radiodetermination-satellite service. However, the stations of the radiodetermination-satellite service shall not cause harmful interference to, nor claim protection from, stations of the services operating in accordance with the Table and Nos. 734 and 753.

ADD 734C Different category of service: In Argentina, the allocation of the band 1 610 - 1 626.5 MHz to the radiodetermination-satellite service is on a secondary basis (see No. 424).

ADD 734D Alternative allocation: In Cuba, the band
1 610 - 1 626.5 MHz is allocated to the aeronautical
radionavigation service on a primary basis.

ALTERNATIVE I

MHz
2 450 - 2 500

| Allocation to Services | | | |
|------------------------|---------------------------------|--|-----------------------------|
| | Region 1 | Region 2 | Region 3 |
| NOC | 2 450 - 2 483.5 | 2 450 - 2483.5 | 2 450 - 2 483.5 |
| | FIXED | FIXED | FIXED |
| | MOBILE | MOBILE | MOBILE |
| | Radiolocation | RADIOLOCATION | RADIOLOCATION |
| | 752 753 | 752 | 752 |
| | 2 483.5 - 2 500 | 2 483.5 - 2 500 | 2 483.5 - 2 500 |
| | FIXED | FIXED | FIXED |
| | MOBILE | MOBILE | MOBILE |
| | Radiolocation | <u>RADIODETERMINATION-</u> <u>SATELLITE</u> <u>(space-to-Earth)</u> 753A | RADIOLOCATION |
| | 752 753 <u>753A</u> <u>734B</u> | 752 <u>753D</u> <u>753E</u> | 752 <u>734B</u> <u>753A</u> |

MOD 753 Alternative allocation: In France, the band 2 450 - 2 550 MHz is allocated on a primary basis to the radiolocation service and on a secondary basis to the fixed and mobile services (see Nos. 424 and 425). Such use is ... (rest unchanged).

ADD 753A In respect of the radiodetermination-satellite service the provisions of No. 953 do not apply in this frequency band.

ADD 753D Different category of service: In Argentina, the allocation of the band 2 483.5 - 2 500 MHz to the radiodetermination-satellite service is on a secondary basis (see No. 424).

ADD 753E Alternative allocation: In Cuba, the band 2 483.5 - 2 500 MHz is allocated to the fixed, mobile and radiolocation services on a primary basis.

MHz
2 500 - 2 655

| Allocation to Services | | |
|------------------------|---------------|---|
| Region 1 | Region 2 | Region 3 |
| 2 500 - 2 655 | 2 500 - 2 655 | 2 500 - 2 516.5 |
| NOC | NOC | FIXED 762 764 |
| | | FIXED-SATELLITE (space-to Earth) 761 |
| | | MOBILE except aeronautical mobile |
| | | BROADCASTING-SATELLITE 757 760 |
| | | 754 <u>753A</u> <u>734B</u> |
| | | 2 516.5 - onwards |
| | | NOC |

COMMITTEE 4

SEVENTH REPORT OF THE CHAIRMAN OF
WORKING GROUP 4-B TO THE CHAIRMAN OF COMMITTEE 4

1. At its twelfth and last meeting held on 7 October 1987, Working Group 4-B decided not to establish any new definitions for inclusion in Article 1 for the different aeronautical mobile (R) and (OR) services. It did however decide to add the following footnote referring to Nos. 34 and 35:

1) See numbers 3630 and 3631.

2. The following problems were partially dealt with by Working Group 4-B:

2.1 It was not possible to examine questions relating to public correspondence in the bands allocated exclusively to the aeronautical mobile service as well as the other questions relating to the aeronautical mobile service in Article 50. These problems are being considered by Working Group 4-A.

2.2 Drafting Group 4-B-1 has been instructed to submit directly to Committee 4 a draft Resolution relating to the procedure for coordinating NAVTEX type frequencies 490 kHz and 4 MHz independently of the Resolution relating to frequency 518 kHz.

2.3 A Drafting Group of Working Group 4-B has prepared a draft Resolution relating to the need to include regional agreements in the Radio Regulations (Document DT/71). It was not possible for this Resolution to be adopted at the twelfth meeting of the Working Group and for this reason it is being submitted directly to Committee 4 for consideration.

3. All the other proposals submitted to Working Group 4-B for consideration have been considered and the decisions taken have been communicated to Committee 4.

J. PIPONNIER
Chairman, Working Group 4-B

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document 375-E
8 October 1987
Original: English

COMMITTEE 4

Note by the Secretary-General

At the request of the Chairman of the IFRB, I have the honour to transmit herewith a copy of a Note by the IFRB on Radiodetermination-Satellite Service requested at the 18th Meeting of Working Group 4A.

R.E. BUTLER
Secretary-General

Annex: 1

COMMITTEE 4

Note by the IFRB

RADIODETERMINATION-SATELLITE SERVICE

1. At the 18th meeting of Working Group 4A, the Working Group asked the Board to prepare a document explaining the regulatory and legal implications, vis-à-vis the other services sharing the same frequency bands, of an allocation to the radiodetermination-satellite service with different scenarios, such as:

- a) the radiodetermination-satellite service being primary;
- b) the radiodetermination-satellite service being secondary.

The document was required to explain the implications in relation to the procedures of advance publication, coordination, notification and recording of frequency assignments to stations of the radiodetermination-satellite service vis-à-vis other services.

2. The Board has attempted to provide the required information in as concise a form as possible taking into account the need for making this information available to the Conference with the least possible delay. This note does not cover the case of Article 14 which is referred to in some proposals.

Annex

ANNEX

REGULATORY PROCEDURES TO BE APPLIED BY A
SPACE RADIOCOMMUNICATION SERVICE

1. ADVANCE PUBLICATION

This procedure of Section I of Article 11 is required to be applied for the planned system with the information listed in Appendix 4. The procedure is applicable irrespective of the category of allocation and irrespective of whether the system uses the geostationary-satellite orbit or not. This procedure is intended to inform all administrations about the planned system and the Board publishes the received information without any examination other than for completeness of the items specified in Appendix 4.

2. SPACE SYSTEM COORDINATION

2.1 Every space radiocommunication network which uses a space station on a geostationary satellite has to apply the coordination procedure applicable between space networks, frequency assignment by frequency assignment, for the space station on the geostationary-satellite orbit and for the associated earth stations. The procedure is described in Section II of Article 11.

2.2 The Board is required to publish this information together with its Findings with respect to conformity of the information with the provisions of the Radio Regulations other than those relating to coordination and probability of harmful interference (Finding with respect to RR1503 which also takes into account conformity of the assignments concerned with the provisions of Articles 27, 28 and 29, as applicable).

2.3 The Board is also required to identify the affected administrations with whom coordination has to be effected by the administration responsible for the space station or the earth station concerned. For this purpose, the Board uses the method of calculation prescribed in Appendix 29. In application of this procedure, the provisions of Section II of Article 11 do not distinguish between the category of allocation of the service to which the space system belongs. The procedure is thus obligatory whether the allocation to the space service is primary or secondary. However, taking account of the definition of the secondary service, the Board does not identify an administration when its network belongs to a service which is of a lower category.

3. TERRESTRIAL SYSTEM COORDINATION

3.1 Article 11 also requires coordination of any frequency assignment to an earth station in relation to terrestrial stations. This procedure is described in Section III of Article 11.

3.2 The coordination procedure has to be initiated by the administration responsible for an earth station and applied vis-à-vis terrestrial stations within the coordination area of the earth station. For the purpose of determination of the coordination area, the method prescribed in Appendix 28 to the Radio Regulations is used.

3.3 The Board considers that the coordination procedure, described in Section III of Article 11, is applicable as follows:

- an earth station of a primary space service must coordinate with stations of primary terrestrial services;
- an earth station of a secondary space service must coordinate with stations of primary and secondary terrestrial services;
- an earth station notified under RR342 must coordinate with stations of primary and secondary terrestrial services.

4. NOTIFICATION TO THE IFRB

4.1 The provisions concerning the notification of frequency assignments to be used for transmission or reception by an earth or space station are described in Article 13 of the Radio Regulations. Normally an assignment to a station belonging to a space service, whether used for transmission or reception has to be notified to the Board (RR1488 - RR1491).

4.2 On receipt of the notices relating to a space or earth station, the Board examines each notice:

- with respect to its conformity with the provisions of the Convention, the Table of Frequency Allocations and other provisions of the Radio Regulations, such as Articles 27, 28 and 29 (RR1503);
- with respect to its conformity with the provisions relating to the coordination vis-à-vis space radiocommunication stations where the provisions of RR1060 or RR1066 - RR1071 are applicable (RR1504) (in accordance with the definition of a secondary service, a space network of a primary service does not need to effect this coordination with a space network of a secondary service);
- with respect to its conformity with the provisions relating to the coordination vis-à-vis terrestrial stations where the provisions of RR1107 are applicable (RR1505) (see also paragraphs 3.2 and 3.3 above);
- with respect to the probability of harmful interference in cases where either the RR1060 coordination or the RR1107 coordination was not effected (RR1506-RR1508 and RR1509-RR1512) (the Board considers that in these examinations, it needs to take into account only the assignments to stations of space and terrestrial services of the same or higher category of allocation).

5. ADDITIONAL CONSIDERATIONS

5.1 The rights and obligations of services having primary or secondary category of allocation vis-à-vis services of the same category of allocation in another Region are governed by the provisions of RR346, where the basic principle is the equality of right to operate.

5.2 The relationship between the primary, permitted and secondary services is defined only in Section II of Article 8, particularly by the provisions of RR419 (primary and permitted services), RR420 - RR423 (secondary allocation) and RR435. The provisions of RR424 and RR425 define the same relations when the allocation is made in a footnote to an area smaller than a Region.

5.3 In recording the frequency assignment in the Master Register, the Board enters a remark in Column 13B2 for an assignment of a secondary service or service with an allocation, subject to not causing harmful interference (RR435), to the effect that the Board does not take this assignment into account when examining, with respect to the provisions of Article 12 or Article 13 as appropriate, an assignment pertaining to a primary or permitted service.

COMMITTEE 6

NOTE BY THE CHAIRMAN OF COMMITTEE 6

The Committee, at its fifth and sixth meetings was unable to agree on Articles 55 and 56. A small group of delegates has met every day since the sixth meeting and has been able to clarify and partially resolve some of the issues.

I have prepared this document to focus the work of Committee 6 on the matters to be resolved.

The document contains possible qualifications for six certificates (Annexes 1-6) and the only disagreement in the small group was concerning the words [general] and [elementary] in Annex 6.

The other major issue concerns the degree of flexibility that should be afforded to administrations when requiring certificates for personnel operating ship stations in A3 areas. Some administrations saw that a Second-Class Radio Electronic Operator's Certificate was necessary, while others sought the ability to utilize a General Operator's Certificate together with a Second-Class Technical Certificate and alternative maintenance provisions.

The two Regulations Nos. [x] and [xx] and Resolution No. [xyz] are an attempt to meet the needs of all administrations and were the basis of discussion in the small Working Group.

These draft texts are put forward as the Chairman's proposals for the work of the Committee. It should be noted that there are a significant number of regulations not contained in this paper, and Document 232 in conjunction with the Radio Regulations will provide the structure to accompany these texts.

I.R. HUTCHINGS
Chairman of Committee 6

Annexes: 6

Structure of Articles 55 and 56

Articles 55 and 56 should be modified to reflect the agreements of the Conference and an Article N 55 and N 56 should not be included.

Certificates

There could be six certificates added to Article 55 as shown. The names of the certificates shown are selected to be different from the existing certificates, but alternative names are also possible.

1. First-Class Radio Electronic Operator's Certificate
 See Annex 1.
2. Second-Class Radio Electronic Operator's Certificate
 See Annex 2.
3. General Operator's Certificate
 See Annex 3.
4. Restricted Operator's Certificate
 See Annex 4.
5. First-Class Technical Certificate
 See Annex 5.
6. Second-Class Technical Certificate
 See Annex 6.

Regulations

ARTICLE 56

- ADD [x] Where a general operator's certificate is used under the provisions of No. [3986E], administrations may, for ship stations under their jurisdiction, make alternative provision to ensure equipment availability whilst at sea in accordance with appropriate international agreements.
- ADD [xx] Instead of the radio electronic operator's certificate required in No. [3986C], administrations may, for ship stations under their jurisdiction, require a general operator's certificate and an alternative provision for maintenance of equipment to ensure communication availability whilst at sea, taking into account Resolution No. [xyz] and in accordance with appropriate international agreements.

Resolutions

ADD DRAFT RESOLUTION No. [xyz]

**Relating to Personnel of Stations in the Maritime
Mobile and Maritime Mobile-Satellite Services**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that the IMO has adopted the basic requirements for the GMDSS;
- b) that the IMO intends to proceed with the introduction of the GMDSS and will consider the details and timing of this introduction in 1988;
- c) that this Conference has placed in Chapter N IX the provisions which are required for the GMDSS to be implemented;
- d) that this Conference has amended Articles 55 and 56 to include provisions for the personnel of stations in the maritime mobile and maritime mobile-satellite services using the frequencies and techniques prescribed in Chapter N IX;

recognizing

the provisions of No. [3986C] and No. [xx];

resolves

1. to urge administrations which use the provisions of No. [xx] to limit the application to those ships which:
 - a) have short international voyages in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination;

[or
 - b) have regular trading patterns between ports where adequate repair facilities are available;]

or
 - c) have gross tonnage not exceeding [1600] tons;

2. that a future competent WARC should be requested to review the provisions of Articles 55 and 56 and this Resolution in the light of experience gained up to that time;

invites

1. the Secretary-General to bring this Resolution to the attention of the IMO;
2. the Administrative Council to take the necessary action to place this matter on the agenda of the next competent WARC.

ANNEX 1

First-Class Radio Electronic Operator's Certificate

- a) knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the requirements specified in b), c) and d);
- b) theoretical knowledge of GMDSS radiocommunication equipment, including direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radiobeacons, marine antenna systems, radio equipment for lifeboats and other survival crafts together with all auxiliary items including power supplies as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service;
- c) practical knowledge of the operation and knowledge of the preventive maintenance of the equipment mentioned in b);
- d) practical knowledge necessary for the location and repairing (using appropriate testing equipment and tools) of faults in the equipment mentioned in b) which may occur during a voyage;
- e) detailed practical knowledge of the operation of all GMDSS sub-systems and equipment;
- f) ability to send and receive correctly by radiotelephone and direct-printing telegraphy;
- g) detailed knowledge of the regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications and knowledge of those provisions of the Convention for the Safety of Life at Sea which relate to radio;
- h) sufficient knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language required.

ANNEX 2

Second-Class Radio Electronic Operator's Certificate

- a) general knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the requirements specified in b), c) and d);
- b) general theoretical knowledge of GMDSS radiocommunication equipment, including direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radiobeacons, marine antenna systems, radio equipment for lifeboats and other survival craft together with all auxiliary items including power supplies as well as general knowledge of other equipment generally used for radionavigation;
- c) practical knowledge of the operation and knowledge of the preventive maintenance of the equipment mentioned in b);
- d) practical knowledge sufficient for effecting repairs in the case of damage of the equipment mentioned in b), using the means available on board and if necessary replacing modular components;
- e) detailed practical knowledge of the operation of all GMDSS sub-systems and equipment;
- f) ability to send and receive correctly by radiotelephone and direct-printing telegraphy;
- g) detailed knowledge of the regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications and knowledge of those provisions of the Convention for the Safety of Life at Sea which relate to radio;
- h) sufficient knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language required.

ANNEX 3

General Operator's Certificate

- a) detailed practical knowledge of the operation of all GMDSS sub-systems and equipment;
- b) ability to send and receive correctly by radiotelephone and direct-printing telegraphy;
- c) detailed knowledge of the regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications and knowledge of those provisions of the Convention for the Safety of Life at Sea which relate to radio;
- d) sufficient knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language required.

ANNEX 4

Restricted Operator's Certificate

- a) practical knowledge of the operation of the GMDSS sub-systems and equipment which is required while the ship is sailing within the range of VHF coast stations;
- b) ability to send and receive correctly by radiotelephone and direct-printing telegraphy;
- c) knowledge of the regulations applying to radiotelephony and direct-printing telegraphy communications and specifically of that part of those regulations relating to the safety of life;
- d) an elementary knowledge of one of the working languages of the Union. Candidates should be able to express themselves satisfactorily in that language, both orally and in writing. Each administration shall decide for itself the language required. Administrations may waive the above language requirements for holders of a restricted operating certificate when the ship station is confined to a limited area specified by the administration concerned. In such cases the certificate shall be suitably endorsed.

ANNEX 5

First-Class Technical Certificate

- a) knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the requirements specified in b), c) and d);
- b) theoretical knowledge of GMDSS radiocommunication equipment, including direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radiobeacons, marine antenna systems, radio equipment for lifeboats and other survival craft together with all auxiliary items including power supplies as well as general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service;
- c) practical knowledge of the operation and knowledge of the preventive maintenance of the equipment mentioned in b);
- d) practical knowledge necessary for the location and repairing (using appropriate testing equipment and tools) of faults in the equipment mentioned in b) which may occur during a voyage;

ANNEX 6

Second-class technical certificate

- a) [general] [elementary] knowledge of the principles of electricity and the theory of radio and electronics sufficient to meet the requirements specified in b), c) and d);
 - b) [general] [elementary] theoretical knowledge of GMDSS radiocommunication equipment, including direct-printing telegraph and radiotelephone transmitters and receivers, digital selective calling equipment, ship earth stations, emergency position-indicating radiobeacons, marine antenna systems, radio equipment for lifeboats and other survival craft together with all auxiliary items including power supplies as well as a general knowledge of the principles of other equipment generally used for radionavigation, with particular reference to maintaining the equipment in service;
 - c) practical knowledge of the operation and knowledge of the preventive maintenance of the equipment mentioned in b);
 - d) practical knowledge sufficient for effecting repairs in the case of damage of the equipment mentioned in b), using the means available on board and if necessary, replacing modular components;
-

COMMITTEE 4

France

PROPOSALS FOR THE MODIFICATION OF ARTICLE 8

In Document 344, France proposes modifying the footnotes which concern it as follows:

Page 3

F/377/1 MOD 753

Alternative allocation: in France the bands 2 450 - 2 483.5 MHz and 2 500 - 2 550 MHz are allocated on a primary basis to the radiolocation service and on a secondary basis to the fixed and mobile services.

F/377/2 ADD 753F

Alternative allocation: in France, the band 2 483.5 - 2 500 MHz is allocated on a primary basis to the radiolocation service and on a secondary basis to the mobile service.

Add: 753F at the foot of the Region 1 table for the band 2 483.5 - 2 500 MHz.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document 378-E
8 October 1987
Original: English

Source: Documents 244, 346(Rev.1)

COMMITTEE 6

TWELFTH REPORT OF THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6 CONCERNING
MODIFICATIONS TO APPENDIX 9

R. SWANSON
Chairman of Working Group 6-A-6

APPENDIX 9

| | |
|-----|--|
| NOC | Service Documents¹ (See Articles 10, 12, 13, 17 and 26) |
| NOC | List I. International Frequency List |
| NOC | List II. List of Fixed Stations Operating International Circuits |
| NOC | List IV. List of Coast Stations |
| NOC | <i>Part I. Tables of general or specific interest</i> |
| NOC | <i>Part II. Alphabetical index of coast stations</i> |
| NOC | <i>Part III. Particulars of coast stations</i> |
| MOD | <u>Part IV. Inland telegraph rates and rates for telegrams destined for adjacent countries, etc.</u> |

ADD

The Annex containing a List of Coast Stations and Coast Earth Stations Participating in the GMDSS (see No. 2202C) shall be published as shown below:

Part A. Particulars of coast stations
participating in the VHF, MF and HF watchkeeping
using digital selective calling techniques

| Name of the coast station | | Maritime Mobile Service Identity | | Emission | | | Service | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|---------------------------|---|----------------------------------|-----------------|------------------------|-------|-------------------------|--------------------------------|------------------------|---|---------|
| | | | | Frequencies kHz or MHz | Class | Power (kW) ³ | Mode of operation ⁴ | Hours of service (UTC) | | |
| 1 | 2 | 3a ¹ | 3b ² | 4 | 5 | 6 | 7 | 8 | 9 | |

1. Transmitting frequencies.
2. Watch and/or receiving frequencies or channels.
3. In the case of directive antennas, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from True North clockwise.
4. Indicate whether radiotelephony and/or narrow-band direct-printing system is provided.

Part B. Particulars of coast earth stations

| Name of the coast earth station | Ocean region ¹ | Service | | | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|------------------------------------|---------------------------|-----------------------------------|------------------------|----------------------|--|---------|
| | | Nature of service ² | Hours of service (UTC) | Charges ³ | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |

1. Indicate the ocean region(s) in which the service is provided.
2. Indicate whether the station is capable of providing:
 - a) distress and safety communications including distress alerting with ship earth stations capable of using direct-printing techniques only;
 - b) transmitting marine safety information.
3. Indicate the charges, if any, that may apply to subsequent distress and safety communications after the initial distress alert.

Part C. Particulars of coast stations transmitting navigational and meteorological warnings and urgent information to ships using narrow-band direct-printing techniques

| Nature of the coast station | ¹ Frequencies, kHz. | Call sign/Identification character ² | Times of transmission | Nature of service ³ | Language used | Power (kW) ⁴ | Geographical coordinates of the transmitting antenna (longitude and latitude in degrees, minutes and seconds) | Remarks |
|-----------------------------|-----------------------------------|---|-----------------------|--------------------------------|---------------|-------------------------|---|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |

1. Indicate on which frequency(ies) information is transmitted.
2. Indicate the maritime mobile service identity number or the identification number. In the case of the international NAVTEX service, indicate B1 character.
3. Indicate which kinds of broadcasts (navigational and meteorological warnings, ice reports etc.) are provided.
4. In the case of directive antennas, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from True North clockwise.

NOC

List V. List of Ship Stations

MOD

Particulars of Ship Stations
and Ship Earth Stations

The information concerning these stations shall be published as shown below:

| Name of ship | Call sign | Country | Auxiliary installations | Class of ship | Nature of service | Hours of service | Telegraph transmission frequency bands | Telephone transmission frequency bands | Accounting authority | Remarks |
|--------------|-----------|---------|-------------------------|---------------|-------------------|------------------|--|--|----------------------|---------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |

NOC Column 1

MOD Column 2

Call sign. This column also contains the maritime mobile service identity and/or the selective call number where appropriate.

NOC Column 3

- NOC Column 4 Auxiliary installations, including information concerning:
- NOC a) number of lifeboats fitted with radio apparatus, and
- MOD b) optionally, types and number of emergency position-indicating radiobeacons and search and rescue transponders, the operating frequency or frequency band being indicated by one of the following letters:

A = 2 182 kHz
B = 121.5 MHz
C = 243 MHz
D = 156.525 MHz
E = 406 - 406.1 MHz
F = 1 645.5 - 1 646.5 MHz
G = 9 200 - 9 500 MHz

A figure following the letter indicates the number of radiobeacons.

- MOD Columns 5 In the form of service symbols (see Appendix 10). In addition, the list of the symbols used in Column 5 to designate the class of ship is given in Part I of the List.

- MOD Columns 8 Indication of the frequency bands and classes of emission by means of the following symbols:

Radiotelegraphy

S = Frequency bands used in the maritime mobile-satellite service

W = 110 - 150 kHz

X = 405 - 535 kHz

Y = 1 605 - 3 800 kHz

Z = 4 000 - 27 500 kHz

Radiotelephony

S = Frequency bands used in the maritime mobile-satellite service

T = 1 605 - 4 000 kHz

U = 4 000 - 27 500 kHz

V = 156 - 174 MHz

These symbols should, if necessary, be followed by references to brief notes and indications of the frequencies for which the transmitters are adjusted, which shall appear at the end of the List.

SUP Column 10

MOD Column 10 The accounting authority identification code (AAIC).

MOD Column 11 When two or more ship stations of the same nationality bear the same name, and have no distinguishing particulars shown in Columns 1, 2 or 5, the name of the licensee or the owner of the ship shall be given in this column.

In addition, if there is no room in the appropriate column, further information relating to Columns 1 to 11 may be given in Column 12 by means of a note reference. This column may comprise several lines.

Optionally, if narrow-band direct-printing telegraphy is provided, indicate the system employed.

NOC **List VI. List of Radiodetermination
and Special Service Stations**

NOC Part A. Alphabetical index of stations

NOC Part B. Particulars of stations

NOC 1 - 11

12. Fixed earth stations in the maritime
radiodetermination-satellite service.

Columns 3a, 3b, 3c Transmission of radiodetermination information.

Columns 4a, 4b Reception of radiodetermination information.

Column 7 Remarks: Special methods of modulation, charges, etc. All listed stations provide maritime radiodetermination-satellite service except where otherwise indicated, in which case a station provides only radiolocation or radionavigation-satellite service.

13. Space stations in the maritime radiodetermination-satellite service.

Columns 2a, 2b, 2c Transmission of radiodetermination information to ships.

Columns 3a, 3b Reception of radiodetermination information from ships.

Column 7 Remarks: Orbital information, special channeling arrangements, special modulation methods, charges, etc. All listed stations provide maritime radiodetermination-satellite service except where otherwise indicated, in which case a station provides only radiolocation-satellite service or radionavigation-satellite service.

NOC **List VIII. List of International Monitoring Stations**

NOC **List VIIIA. List of Space Radiocommunication
Stations and Radio Astronomy Stations**

Source: Documents 346, 346(Rev.1)

COMMITTEE 6

THIRTEENTH REPORT OF THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6 CONCERNING
MODIFICATIONS TO ARTICLE 26.

R. SWANSON
Chairman of Working Group 6-A

Annex: 1

ANNEX 1

ARTICLE 26

Service Documents

NOC 2180 to 2200

NOC 2201 § 5. List IV. List of Coast Stations

ADD 2201A (1) This list shall contain particulars of coast stations and coast earth stations providing a public correspondence service, and

MOD 2202 a) an annex containing a table of inland telegraph rates and rates for telegrams destined for adjacent countries, taking into account the relevant CCITT Recommendation, etc.;

ADD 2202A b) an annex giving important information concerning the operation of maritime mobile-satellite systems which may be forwarded to the Secretary-General by participating administrations;

ADD 2202B i) coast stations participating in the VHF, MF and HF watchkeeping using digital selective calling techniques;

NOC 2203 to 2214

MOD 2215 § 8. List VIIA. List of Call Signs and Numerical Identities of Stations Used by the Maritime Mobile and Maritime Mobile-Satellite Services.

MOD 2216 (1) This list shall contain an alphabetical list of call signs and/or numerical table of identities of stations used by the maritime mobile service and maritime mobile-satellite service (coast, coast earth, ship, ship earth, radiodetermination and special service stations), ship and ship earth stations maritime mobile service identities and selective call numbers or signals, and coast and coast earth stations maritime mobile service identities and identification numbers or signals.

- (MOD) 2217 (2) This list shall be preceded by the Table of Allocation of International Call Sign Series and the Table of Nationality Identification Digits Series given in Appendices 42 and 43 and a table of signals characterizing the emissions of radiobeacons used in the maritime mobile service.
- (MOD) 2218 (3) List VIIA shall be republished every two years and kept up to date by recapitulative supplements every three months.
- (MOD) 2219 § 8.A List VIIB. Alphabetical List of Call Signs of Stations Other than Amateur Stations, Experimental Stations and Stations of the Maritime Mobile Service.
- (MOD) 2220 (1) This list shall be preceded by the Table of Allocation of International Call Sign Series given in Appendix 42 and by a table indicating the form of call signs assigned by each administration to its amateur and experimental stations.
- (MOD) 2221 (2) List VIIB shall be republished at intervals determined by the Secretary-General, and kept up to date by recapitulative supplements issued every three months.
- NOC 2222 to 2227
- MOD 2228 § 11. Map of Coast Stations Open to Public Correspondence.
- The Map shall be republished in a form and at intervals to be determined by the Secretary-General.
- NOC 2229 to 2500
-

COMMITTEE 6FOURTEENTH REPORT OF THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

Revisions to Article 62, as approved by Working Group 6-A, are shown in the attached annex.

It is noted that DSC frequencies contained in Nos. 4679A, 4681A, 4683 and 4684 will need to be aligned with decisions of Committee 4.

The Working Group proposes a new Resolution [COM 6/4] to conform to MOD 4685, in order to permit an early introduction of digital selective calling prior to the date at which the final acts of this Conference come into force.

R.L. SWANSON
Chairman of Working Group 6-A

Annex: 1

ANNEX

ARTICLE 62

NOC Selective Calling Procedure in the
Maritime Mobile Service

NOC. Section I. General

SUP 4665

NOC 4665A

SUP 4666

NOC 4666A

NOC Section II. Sequential Single-Frequency
Code System

NOC 4667 A. General

NOC 4668

NOC 4668A § 2A. The sequential single-frequency code system may be in operation until it is superseded by the digital selective calling system referred to in Section III.

NOC 4669

B. Method of Calling

NOC 4670-4674

NOC 4675 C. Reply to Calls

NOC 4676

MOD 4677 a) Nos. 4767 and 4769 when using Morse radiotelegraphy.

NOC 4678

NOC 4679

D. Frequencies to Be Used

MOD 4679A § 4A. Selective calling may be carried out on:

a) the following calling frequencies:

| | | | |
|-----------|------------|---------------|-------------------|
| [| 500 | | kHz |
| 2 | 170.5 | | kHz |
| 4 | 125 | | kHz |
| 4 | 419.4 | <u>4 417</u> | kHz |
| 6 | 521.9 | <u>6 522</u> | kHz |
| 8 | 788.9 | <u>8 779</u> | kHz |
| 13 | 162.8 | <u>13 164</u> | kHz |
| 17 | 294.9 | <u>17 293</u> | kHz |
| 19 | 773 | | kHz |
| 22 | 658 | <u>22 765</u> | kHz |
| <u>26</u> | <u>172</u> | | kHz |
| | 156.8 | | MHz ¹⁾ |

SUP 4679B-4679C

SUP 4680

NOC **Section III. Digital Selective Calling System**

ADD 4680A A. General

MOD 4681 § 6. The technical characteristics of equipment used for digital selective calling shall be in conformity with the relevant CCIR Recommendations.

MOD 4681A The frequencies used for distress and safety purposes using digital selective calling are as follows (see also Article 38):

| | |
|---------|----------------------------------|
| [490 | kHz (shore to ship) ² |
| 2 187.5 | kHz |
| 4 188 | kHz |
| 6 282 | kHz |
| 8 375 | kHz |
| 12 563 | kHz |
| 16 750 | kHz |
| 156.525 | kHz <u>MHz</u> ¹] |

MOD 4682 § 7. The frequencies assignable on an international basis to ship and coast stations for digital selective calling, for purposes other than distress and safety, are as follows:

SUP 4680.1 and 4680.2

SUP 4681A.1 ²See also Resolution No 206 (Mob-83)

ADD 4681A.1 ¹In addition to its use for distress and safety purposes, the frequency 156.525 MHz may also be used for other digital selective calling purposes.

MOD 4683 a) Ship stations

[2 189.5 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
156.525 MHz¹]

MOD 4684 b) Coast stations

[2 189.5 kHz
4 357.0 kHz
6 506.0 kHz
8 718.5 kHz
13 100.0 kHz
13 100.5 kHz
17 232.0 kHz
17 232.5 kHz
22 595.0 kHz
22 595.5 kHz
156.525 MHz²]

MOD 4685 In addition to the frequencies listed in
Nos. 4683 and 4684, appropriate working frequencies in the
following bands may be used for digital selective calling:

| | | | |
|---------|---|------------|-------------------|
| 415 | - | 526.5 kHz | (Regions 1 and 3) |
| 415 | - | 525 kHz | (Region 2) |
| 1 606.5 | - | 4 000 kHz | (Regions 1 and 3) |
| 1 605* | - | 4 000 kHz | (Region 2) |
| 4 000 | - | 27 500 kHz | |
| 156 | - | 174 MHz | |

* For the band 1 605 - 1 625 kHz, see Nos. 480 and 481.

ADD 4683.1) 1,2156.525 MHz is also used for distress and safety
4684.1) purposes (see No. 4681A.1).

ADD 4686 B. Method of Calling

ADD 4686A § 9. (1) The procedures set out in this section are applicable to the use of digital selective calling techniques, except in cases of distress, urgency or safety, to which the provisions of Chapter N IX are applicable.

ADD 4686B (2) The call shall contain information indicating to which station or stations the call is directed, and the identification of the calling station.

ADD 4686C (3) The call should also contain information indicating the type of communication to be set up and may include supplementary information such as a proposed working frequency or channel, which shall always be included in the case of calls from coast stations, which shall have priority for that purpose.

ADD 4686D (4) The technical format of the call sequence shall be in conformity with the relevant CCIR Recommendations.

ADD 4686E (5) The call shall be transmitted once on a single appropriate calling channel or frequency only. Only in exceptional circumstances may a call be transmitted simultaneously on more than one frequency.

ADD 4686F (6) When calling ship stations, coast stations may transmit the call sequence twice at the same calling frequency, whichever it may be, with an interval of at least 45 seconds between the two calls, provided that they receive no acknowledgement within that interval.

ADD 4686G (7) When calling on nationally assigned frequencies, coast stations may transmit a call attempt consisting of up to five calls at the same frequency.

ADD 4686H (8) If the station called does not acknowledge the call, the call may be transmitted again on the same or another calling frequency after a period of at least five minutes (five seconds in automated VHF/UHF systems) and should then normally not be renewed until after a further interval of 15 minutes.

ADD 4686I (9) When initiating a call to a coast station, a ship station should preferably use the coast station's nationally assigned calling channels, for which purpose it shall send a single calling sequence on the selected frequency.

ADD 4687 C. Acknowledgement of calls

ADD 4688 C.1. Content and transmission procedure of
 acknowledgements

ADD 4688A § 10. (1) The reply to a digital selective call requesting an acknowledgement shall be made by transmitting an appropriate acknowledgement using digital selective calling techniques.

ADD 4688B (2) Transmission of the calling signal shall cease as soon as an acknowledgement is received.

ADD 4688C (3) Acknowledgements may be manual or automatic. When an acknowledgement can be transmitted automatically, it shall be in conformity with the relevant CCIR Recommendations.

ADD 4688D (4) Acknowledgements shall normally be transmitted on the frequency paired with the frequency of the received call. If the same call is received on several calling channels, the most appropriate shall be chosen for transmission of the acknowledgement.

ADD 4688E (5) The technical format of the acknowledgement sequence shall be in conformity with the relevant CCIR Recommendations.

ADD 4688F (6) If the call includes a proposal for a working channel or frequency, which can be used immediately by the station called, the latter should transmit an acknowledgement indicating this possibility.

ADD 4688G (7) If, in the above case, the station called is not able immediately to use the working frequency or channel proposed in the received call, it should indicate this in its acknowledgement, which may also include supplementary information in that respect.

ADD 4688H (8) Coast stations not able to comply immediately on a proposed working frequency or channel may include a proposal of an alternative working frequency or channel in the acknowledgement specified in No. 4688G.

ADD 4688I (9) If no working frequency or channel was proposed in the call, the station called should include a proposal for a working frequency or channel in its acknowledgement of the call.

- ADD 4689 C.2. Mode of transmission of acknowledgements
- ADD 4689A § 11. (1) Acknowledgements may be initiated either manually or automatically. Where automatic transmission of acknowledgement takes place, this should be in conformity with the relevant CCIR Recommendations.
- ADD 4689B (2) If the ship station is unable to acknowledge a received call within a time limit of five minutes, the ship station's reply to the call should be made by transmitting a call in accordance with the provisions of No. 4686 to the calling station. Where automated or semi-automated systems are used, a time limit in accordance with the relevant Recommendation of the CCIR should apply.
- ADD 4690 D. Preparation for Exchange of Traffic
- ADD 4690A § 12. (1) The procedures described in this sub-section are applicable for manual operation. Where automated or semi-automated digital selective calling VHF/UHF systems are used, these should operate in conformity with relevant CCIR Recommendations.
- ADD 4690B (2) After having transmitted an acknowledgement indicating that it can use the proposed working frequency or channel, the station called transfers to the working frequency or channel and prepares for receiving the traffic.
- ADD 4690C (3) The calling station shall prepare for transmitting traffic on the working channel or frequency it has proposed.
- ADD 4690D (4) The calling station and the called station then exchange traffic on the appropriate working frequency or channel.
- ADD 4690E (5) If the ship station is unable to use the working frequency or channel proposed in an acknowledgement transmitted by the coast station, the ship station should then transmit a new call in accordance with the provisions of Nos. 4686I to 4686K, indicating that it is unable to comply.
- ADD 4690F (6) The coast station shall then transmit an acknowledgement indicating an alternative working frequency or channel.
- ADD 4690G (7) On reception, the operator of the ship station shall then apply the provisions of Nos. 4690C or 4690E as appropriate.
- ADD 4690H (8) For communication between a coast station and a ship station, the coast station shall finally decide the working frequency or channel to be used.
- (MOD) 4686 4691 to 4709 NOT allocated.

ADD

RESOLUTION [COM6/4]

**Relating to Early Implementation of the Use of Digital Selective
Calling on Maritime HF Radiotelephone Channels**

The World Administrative Conference for the Mobile Services, Geneva, 1987,
considering

- a) that it is desirable for ship stations capable of operating radiotelephony to also be able to signal using digital selective calling;
- b) that at present digital signals are not allowed to be emitted on maritime HF radiotelephony channels;
- c) that nevertheless this Conference has adopted a modification to provision 4685 to permit the use of digital selective calling on HF Radiotelephone working channels;
- d) that it is probable that equipment capable of satisfying the requirement will be available before the date of implementation of the Final Acts of the Conference;

resolves

that, with effect from 1 January 1988 on the maritime HF radiotelephony working channels digital selective calling may be emitted in accordance with Radio Regulation 4685 as modified by this Conference.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document 381-E
8 October 1987
Original: English

Source: Documents DT/37, 346

COMMITTEE 6

FIFTEENTH REPORT BY THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

The Working Group has reviewed Appendix 11 and submits the attached modifications for the consideration of Committee 6.

R. SWANSON
Chairman of Working Group 6-A

APPENDIX 11

MOD Documents with Which Stations on Board Ships
 and Aircraft Shall be Provided

MOD Section I. Ship Stations for Which a Morse
 Radiotelegraph Installation is Required
 by International Agreement

NOC These stations shall be provided with:

NOC 1.

NOC 2.

MOD 3. A log in which the following are recorded as they occur, together
 with the time of the occurrence, unless administrations have adopted other
 arrangements for recording all information which the log should contain:

NOC a) to g)

NOC 4.

NOC 5.

NOC 6.

NOC 7.

MOD 8. the Manual for Use by the Maritime Mobile and Maritime Mobile-
 Satellite Services;

NOC 9.

MOD Section II. Other Ship Stations with Morse
 Radiotelegraph Facilities

NOC These stations shall be provided with the documents mentioned in
 items 1 to 6, 8 and 9 of Section I.

NOC **Section III. Ship Stations for Which a
Radiotelephone Installation Is Required
by International Agreement**

NOC These stations shall be provided with:

NOC 1.

NOC 2.

MOD 3. A log in which the following are recorded as they occur, together
with the time of the occurrence, unless administrations have adopted other
arrangements for recording all information which the log should contain:

NOC a)

SUP b)

(MOD) c)

(MOD) d)

NOC 4.

NOC 5.

NOC **Section IV. Other Ship Radiotelephone Stations**

NOC These stations shall be provided with:

NOC 1.

NOC 2.

NOC **Section V. Ship Stations Equipped with
Multiple Installations**

NOC These stations shall be provided with:

NOC 1.

NOC 2.

**Section VA. Stations on board Ships for
which a GMDSS Installation is Required by International Agreement**

These stations shall be provided with:

1. the license prescribed by Article 24;
2. certificates of [operator or operators];
3. a log in which the following are recorded as they occur, together with the time of their occurrence, unless administrations have adopted other arrangements for recording all information which the log should contain;
 - a) a summary of communications relating to distress, urgency, and safety traffic,
 - b) a reference to important service incidents,
 - c) if the ship's rules permit, the position of the ship at least once a day;
4. the Alphabetical List of Call Signs and/or Numerical Table of Identities of Stations Used by the Maritime Mobile Service and Maritime Mobile-Satellite Service (Coast, Coast Earth, Ship, Ship Earth, Radiodetermination and Special Service Stations), Ship and Ship Earth Stations, Maritime Mobile Service Identities and Selective Call Numbers or Signals, and Coast and Coast Earth Stations, Maritime Mobile Service Identities and Identification Numbers or Signals (List VIIA);
- 5) the annex referred to No. 2202C giving particulars of coast stations and coast earth stations participating in the GMDSS (see also N 3038 and N 3038B); a list of coast stations and coast earth stations with which communications are likely to be conducted, showing watchkeeping hours, frequencies and charges; and a list of coast stations and coast earth stations which provide navigational and meteorological warnings and urgent information for ships (see Article 26 and Appendix 9);

- 6) the List of Ship Stations (the carriage of the supplement is optional);
- 7) the Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite Services.

Note - Administrations may, under appropriate circumstances (for example, when ships are sailing only within range of VHF coast stations) exempt ships from the carriage of the documents mentioned in paragraphs 4 to 7 above.

MOD **Section VI. Stations on Board and Aircraft**

NOC These stations shall be provided with:

NOC 1.

MOD 2. The log unless administrations have adopted other arrangements for recording all information which the log should contain.

NOC 3.

Source: Document 355

COMMITTEE 6

SIXTEENTH REPORT OF THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

The Working Group has reviewed Appendix 43 and has included the essence of Resolution No. 320 into Appendix 43. Therefore, the Working Group believes that Resolution No. 320 can be suppressed upon the effective date that the Final Acts of this Conference come into force. Therefore, the Committee may wish to consider an appropriate Resolution. Committee 4 actions may also require editorial alignment consequential to these modifications to Appendix 43.

R. SWANSON
Chairman of Working Group 6-A

ANNEX

APPENDIX 43

Maritime Mobile Service Identities¹

- NOC 1. and 1.1
- NOC 1.2
- MOD 1.3 These identities are formed in such a way that network principally to call ships direction.
- MOD 1.4 There are four kinds of service identities:
- i) ship station,
 - ii) group ship call,
 - iii) coast station,
 - iv) group coast call identities.
- NOC 1.5
- NOC 2. Maritime Identification Digits (MID)
- MOD 2.1 Table 1 gives the Maritime Identification Digits (MID) allocated to each country. In accordance with No. 2087, the Secretary-General is responsible for allocating Maritime Identification Digits to countries not included in this table. No. [2987A 2087A] authorizes the Secretary-General to allocate additional MIDs to countries in accordance with this appendix within the limits specified,² provided he is satisfied that the possibilities offered by the MIDs allocated to an administration will soon be exhausted in spite of judicious ship station identity assignment as outlined in 3.1 below and in conformity with the guidelines contained in the relevant CCIR and CCITT Recommendations.
- 2.2 A single MID has been allocated to each country. A second MID should not be requested unless the first allocated MID is more than 80% exhausted in the basic category of three trailing zeros and the rate of assignments is such that 90% exhaustion is foreseen. The same criteria should be applied to subsequent requests for MIDs.

ADD ¹In this appendix a reference to a ship station or a coast station could include the respective earth stations.

ADD ²No country, in any case, can justify more MIDs than the total number of its ship stations shown in the ITU List of Ship Stations (List V) divided by 1000.

2.3 These guidelines do not require an administration to assign numerical identities until it determines that the need exists for such identities. They do not address the assignment of ship station identities without trailing zeros as it is assumed that there is enough capacity inherent in the system to provide for the assignment of such identities to all ship stations which an administration may wish to identify in this manner.

NOC 3. Ship Station Identities

ADD 3.1 Administrations should:

ADD 3.1.1 follow the guidelines contained in the relevant CCIR and CCITT Recommendations for the assignment of ship station identities;

ADD 3.1.2 make optimum use of the possibilities of forming identities from the single MID allocated to them;

ADD 3.1.3 take particular care in assigning ship station identities with six significant digits (three-trailing-zero identities) which should only be assigned to ship stations which can be reasonably expected to require such an identity for automatic access on a world-wide basis for public switched networks;

ADD 3.1.4 assign one-trailing-zero or two-trailing-zero identities to vessels when they require automatic access only on a national or regional level, as defined in the relevant CCITT Recommendations;

ADD 3.1.5 assign ship station identities without trailing zeros to all other vessels requiring a numerical identification.

MOD 3.2 The 9-digit code constituting a ship station ... (same as existing unnumbered text of Appendix 43).

MOD 4. Group Ship Call Identities

 Group ship call identities ... more than one ship are formed ... (same as existing Appendix 43).

 The particular MID reflects only the country assigning ... the group ship call identity ...

NOC 5.

ADD

6. Group Coast Call Identities

Group coast call identities for calling simultaneously more than one coast station are formed as a subset of coast station identities, as follows:

$O_1 O_2 M_3 I_4 D_5 X_6 X_7 X_8 X_9$

where the first two figures are zero and X is any figure from 0 to 9.

The particular MID reflects only the country assigning the group coast call identity. The identity may be assigned to stations of one administration and located in only one geographical region as indicated in the relevant CCITT Recommendation.

NOC

TABLE 1

WORKING GROUP 4-AREPORT FROM THE CHAIRMAN OF DRAFTING GROUP 4-A-11
TO THE CHAIRMAN OF WORKING GROUP 4-A1. Introduction

Drafting Group 4-A-11 has held one meeting, on 8 October 1987. Since there was no possibility to review a draft report from the Drafting Group it was agreed that the Chairman should submit a report to Working Group 4-A summarizing the conclusions which would be a basis for consideration by the Working Group.

2. Terms of reference

"To draft necessary suitable provisions indicating frequency bands for terrestrial aeronautical public correspondence and associated Resolution requesting further studies with a view to develop a world-wide standard."

3. Frequency bands

The following proposals in documents were considered:

- a) CEPT-4/11/7 and S/75/5: MOD 729 (1 545 - 1 559 MHz)
- b) CEPT-4/11/10 and S/75/7: MOD 735 (1 646.5 - 1 660.5 MHz)
- c) CEPT-4/11/9: ADD 733A (1 559 - 1 626.5 MHz)
- d) G/33/1: Resolution No. UKA (1 559 - 1 562/1 623.5 - 1 626.5 MHz)

Additionally, the following frequency bands were considered:

- e) 1 429 - 1 525 MHz, preferably 2 MHz at the upper boundary to be used in one direction and a corresponding band at the lower boundary.

A selection of two frequency bands from the following:

- 1 594 - 1 597 MHz
- 1 624.5 - 1 626.5 MHz
- 1 850 - 1 852 MHz
- 2 023 - 2 025 MHz
- 2 480 - 2 482 MHz

None of the considered bands could get general support within the Drafting Group. Some of the objections were:

- bands under a) and b) above: These bands should be used for aeronautical mobile-satellite systems only;
- bands c) and d): No protection can be afforded from existing high-power transmitters in the aeronautical radionavigation service in at least one country. Also incompatible with stations in the fixed service in some countries (RR 730);
- band e): Incompatible with existing services. In Region 1, this band is presently not allocated to the aeronautical mobile service. A change of allocation to include that service might have more than a minimal effect on the existing allocation to the fixed service in the band;
- bands under f) above: In the Drafting Group, objections were made to the bands 1 594 - 1 597 and 1 624.5 - 1 626.5 MHz for the same reason as for the bands c) and d). It was noted that incompatibility with existing services were likely also in the remaining bands, however, there was no time for consideration in depth of the situation in these bands.

Since agreement could not be reached on one set of frequency bands, it was agreed that some alternative allocations to the aeronautical mobile service should be available as a result of this Conference. A Resolution to the effect that one set of bands should be studied would give an indication without excluding other possible frequency bands.

In order to facilitate the considerations in Working Group 4-A, some modifications to Article 8 were agreed as a basis for further discussion. They are given in Annex 1.

It was also agreed that the Chairman should review the proposed Resolution No. UKA and submit a draft Resolution based on the considerations in the Drafting Group. The draft appears in Annex 2.

4. Resolutions to prevent the use of exclusive aeronautical bands for public correspondence

Due to lack of time the proposals:

- USA/24/782 Resolution No. A2, and
- AUS/40/438 Resolution No. AUS-B

were not considered. It was however noted that they were closely related and seemed to have the same aim. It was agreed that the Delegations of the United States and Australia should seek agreement on a common proposal to be submitted to Committee 4.

K. BJÖRNJÖ
Chairman of Drafting Group 4-A-11

Annexes: 2

ANNEX 1

MOD 729 Transmissions in the bands [1 545 - 1 559] MHz from terrestrial aeronautical stations directly to aircraft stations, ~~or between aircraft stations, in the aeronautical mobile (R) service~~ are also authorized when such transmissions are used to extend or supplement the satellite ~~to aircraft links~~ network.

ADD 733A Subject to agreement obtained under the procedure set forth in Article 14, the bands 1 559 - 1 610 MHz and 1 610 - 1 626.5 MHz may also be used by the aeronautical mobile service where such use is intended to supplement or extend the aeronautical mobile-satellite service in the bands 1 545 - 1 559 MHz, 1 610 - 1 626.5 MHz or 1 646.5 - 1 660.5 MHz.

MOD 735 Transmissions in the band [1 646.5 - 1 660.5] MHz from aircraft stations ~~in the aeronautical mobile (R) service~~ directly to terrestrial aeronautical stations, ~~or between aircraft stations~~, are also authorized when such transmissions are used to extend or supplement the ~~aircraft-to satellite links~~ network.

ANNEX 2

DRAFT RESOLUTION [COM4/15]

**Relating to the Provisions for the
Development of a World-Wide Service of
Aeronautical Public Correspondence**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that market research studies and operational experience in some areas indicates a growing demand for a world-wide service of aeronautical public correspondence (APC), which the ITU must help to satisfy;
- b) that a world-wide APC service will necessitate a combination of terrestrial and satellite radiocommunications techniques;
- c) that there already exists a world-wide intergovernmental satellite organization with the capacity of providing a world-wide APC service;
- d) that the band 862 - 960 MHz is not allocated to the aeronautical mobile service on a world-wide basis;
- e) that it would be beneficial to supplement and extend the satellite service by additionally developing a terrestrial APC service providing a spectrally efficient cost effective service over the more densely populated areas of the World;
- f) that the band 1 559 - 1 626.5 MHz has at this Conference been additionally allocated to the aeronautical mobile service on a world-wide basis;
- g) that the band mentioned in f) above would appear to have sufficient capacity taking account of existing systems to provide spectrum for a terrestrial APC service;
- h) that this band is additionally contiguous to the bands where the satellite APC service will be operating;
- i) that studies are required to determine the optimum technical and operational characteristics to be adopted for a terrestrial APC system;
- j) that consideration must be given to electro-magnetic compatibility problems in the operation of radiocommunications and radionavigation equipment in aircraft;

decides

that the ITU will provide appropriate assistance in the development of a world-wide APC service;

resolves

1. that a world-wide aeronautical public correspondence service provided by an appropriate satellite system be established, consistent with the need to ensure priority for services concerned with the safety and regulatory of flight within the bands allocated to mobile-satellite services in the range 1 530 - 1 660.5 MHz;
2. that a terrestrial APC system shall also be developed to extend and supplement the satellite APC service mentioned in resolves 1 above for those countries or geographical areas which require a cost effective spectrally efficient APC service;
3. that 2 MHz from the bands []* MHz (ground-to-air) and []* MHz (air-to-ground) be reserved for a terrestrial APC system, the precise 2 MHz paired bands to be selected will await further studies;

invites the CCIR

1. to study urgently the frequency bands mentioned in resolves 3 above to provide a terrestrial APC service taking account of the need to protect existing systems operating in the same or adjacent frequency bands;
2. to additionally study the optimum technical and operational characteristics for a terrestrial APC system and to prepare a report for the XVII Plenary Assembly;

invites the CCITT

to study the question of whether the introduction of an APC service will necessitate additional provisions relating to tariff principles, accounting and numbering schemes, and if appropriate prepare a report for consideration by a competent WATTC;

-
- * To be selected from the following bands:
- | | |
|---------|-------------|
| 1 559 - | 1 626.5 MHz |
| 1 429 - | 1 525 MHz |
| 1 850 - | 1 852 MHz |
| 2 023 - | 2 025 MHz |
| 2 480 - | 2 482 MHz |

invites administrations

as a matter of urgency to arrange in their regional telecommunications organizations in conjunction with appropriate aviation interests, discussions concerning the necessary provisions for their terrestrial APC service, including the locations of aeronautical stations, the foreseen traffic demands and the number of channels required;

invites the Administrative Council

to take note of this Resolution and if appropriate following the reports to be prepared, include this subject in the agenda of a future WARC;

instructs the Secretary-General

to bring this Resolution to the attention of ICAO, INMARSAT and IATA and other appropriate organizations having an interest in the subject of APC.

COMMITTEE 6SUMMARY RECORD
OF THE
NINTH MEETING OF COMMITTEE 6
(MOBILE AND RADIODETERMINATION SERVICES
- EXCEPT DISTRESS AND SAFETY)

Friday, 9 October 1987, at 0900 hrs

Chairman: Mr. I.R. HUTCHINGS (New Zealand)Subjects discussed:Documents

| | |
|---|-----|
| 1. Statement by the Chairman of the Conference | - |
| 2. Approval of the summary record of the fifth meeting of Committee 6 | 292 |
| 3. Tenth report of Working Group 6-A | 366 |
| 4. Eleventh report of Working Group 6-A | 367 |
| 5. Twelfth report of Working Group 6-A | 378 |
| 6. Thirteenth report of Working Group 6-A | 379 |
| 7. Fourteenth report of Working Group 6-A | 380 |
| 8. Fifteenth report of Working Group 6-A | 381 |
| 9. Organization of work - isolated proposals | - |

1. Statement by the Chairman of the Conference

1.1 The Chairman of the Conference recalled that the Atlantic City Conference, held 40 years previously, had established the current structure of the Union and the basis for management of the radio frequency spectrum, a basis subsequently applied to management of the geostationary satellite orbit. He felt sure that the Conference would wish to congratulate two of the participants, Mr. Holliman of the United States Administration and Mr. David of the United Kingdom Administration, who had taken part in the 1947 Conference and had continued since then to serve in the field of international telecommunications.

1.2 Mr David, of the United Kingdom Administration, expressed his appreciation of the meeting's congratulations.

1.3 Mr. Holliman, of the United States Administration, said that he was honoured by the expressions of congratulation. Vast changes had taken place in technology over the years but the dedication and professionalism of delegations and Secretariat personnel had remained constant.

2. Approval of the summary record of the fifth meeting of Committee 6
(Document 292)

The summary record of the fifth meeting was approved, as amended by the delegates of Greece and Finland (see Corrigendum 1 to Document 292).

3. Tenth report of Working Group 6-A (Document 366)

3.1 The Chairman of Working Group 6-A introduced the report in Document 366.

Article 65

3.2 The Chairman invited the Committee to consider the recommended modifications. He pointed out, following observations by the Chairman of Working Group 6-A and the delegate of the United States, that a number of editorial amendments were required.

Subject to those editorial revisions, Article 65, was approved.

4. Eleventh report of Working Group 6-A (Document 367)

4.1 The Chairman of Working Group 6-A introducing the report in Document 367, drew attention to the statements made by the Delegations of Japan and the United States. He pointed out that the word "on" should remain in the title of Resolution No. 319. In response to an observation by the delegate of Spain, relating to resolves 1, he said that the Spanish text would be aligned with the other versions, in which the reference to an exclusive basis had been deleted.

4.2 The delegate of Japan requested that his Administration's statement, as set forth in the report, be noted in the corresponding document to be sent by the Chairman of Committee 6 to Committee 4.

4.3 The Chairman said he had intended to report the matter to the Editorial Committee for consideration by the Plenary meeting; in response to the Japanese Delegation's request, the statement would appear also in his note to Committee 4 but would not be reflected in the text itself of the recommended modifications to Resolution No. 319.

On that understanding, Document 367 was approved.

5. Twelfth report of Working Group 6-A (Document 378)

5.1 The Chairman of Working Group 6-C and the delegate of Australia indicated two editorial corrections to the text of Appendix 9, as contained in the twelfth report.

ADD The Annex containing a List of Coast Stations and Coast Earth stations ...

5.2 The delegate of Australia drew the Committee's attention to the fact that the format of the contents of the above additional information, whose inclusion had been agreed by Working Group 6-C, was not necessarily in alignment with the Radio Regulations - in particular it had not been possible to identify the Annex by a number or as a specific part of the Radio Regulations. The Working Group had considered that such alignment was not essential at the present time but could be tackled by a future competent WARC if required.

It was so agreed.

List V. List of Ship Stations

5.3 The delegate of Cuba said that as far as he was aware the Working Group had not approved the inclusion of frequency band F (1 645.5 - 1 646.5 MHz) in note (b) to Column 4 of the Table.

5.4 The Chairman of Working Group 6-C explained that during the Group's review of the Table during consideration of Document 346, it had unanimously decided to add EPIRBs (emergency position-indicating radiobeacons) as a further category to the list of auxiliary installations in column 4. EPIRBs operated through the INMARSAT system in the VHF band using DSC format and were expected to be used only by administrations having ships sailing within VHF range of the coast. That addition had, unfortunately, been omitted from the revised Document 346(Rev.1) but had been reinserted in the text when reissued as Document 378.

5.5 The delegate of Cuba reserved his right to return to the issue in the Plenary.

With that reservation and as amended, the twelfth report of Working Group 6-C was approved.

6. Thirteenth report of Working Group 6-A (Document 379)

6.1 The Chairman of Working Group 6-A introduced Document 379. In reply to questions by the delegate of the United Kingdom and the Observer for IMO, he said that the list of provisions relating to Article 26 should include ADD 2202C, ADD 2202E and ADD 2202F, together with the corresponding texts as set out in Document 346.

6.2 The Chairman said that editorial amendments would be made to that effect as well as to take account of the footnote relating to ADD 2202C.1, and the term "and/or" in the text of ADD 2202E, in Document 436. In addition, (MOD) 2217 would be amended by changing the term "Nationality, Identification Digits" to "Maritime Identification Digits" and adding the word "respectively" after "given".

Article 26, as amended was approved.

7. Fourteenth report of Working Group 6-A (Document 380)

Article 62

7.1 The Chairman of Working Group 6-A, introducing Document 380, drew the Committee's attention to the fact that the frequencies listed in MOD 4679A, MOD 4681A, MOD 4683 and MOD 4684 and their footnotes should remain in square brackets pending decisions by Committee 4. Together with the delegate of Australia, he pointed out a number of editorial amendments to the text.

With respect to MOD 4685, he noted that the change made was to allow administrations to use the listed HF calling frequencies for DSC. Some concern had been expressed on the matter by the USSR Delegation, from which the following statement had since been received:

"The USSR Delegation expressed its concern about the decision proposed by Sub-Working Group 4-C relating to an allocation of international channels for exclusive DSC utilization for purposes other than distress and safety (three channels in each HF band). In the opinion of the USSR Delegation the allocation of three channels is inadequate to develop a satisfactory operational system since it contradicts the CCIR studies (see Report 908.1). At the same time RR 4685 permits administrations to use practically any working frequency in the HF band for DSC purposes. Based on the above consideration, the USSR Delegation considers it possible to reduce the number of international channels to one, with due regard to the right of any administration to apply RR 4685 with the publication of appropriate information in the list of coast stations."

7.2 The Chairman suggested that, as the problem had arisen as a result of work done in Working Group 4-C, he should include that statement in a note to the Plenary so that it might be considered at the same time as the results of the work of that Group.

It was so agreed.

ADD 4686D and 4688E

7.3 In reply to the delegate of the United Kingdom who suggested that ADD 4686D and 4688E were redundant and should be deleted, since calling was automatic in those systems and it was unnecessary to call attention to the relevant CCIR Recommendations, the Chairman of Working Group 4-C said the Group had agreed to delete ADD 4686D but had considered that ADD 4688E could be useful as a reminder since its retention would cause no difficulties.

It was agreed to delete ADD 4686D and retain ADD 4688E.

[COM6/4]

7.4 The Chairman of Working Group 6-A said the draft Resolution had been prepared with a view to enable use of the HF radiotelephony channels listed in MOD 4686 (Appendix 62) to begin well before the date of entry into force of the Final Acts of the Conference since the relevant equipment was expected to be available for use at ship and shore stations early in 1988. He drew attention to an editorial correction to the text, as did the delegate of Uruguay.

7.5 The delegate of Australia proposed that in paragraph considering (a) the words "capable of operating" be replaced by "using".

7.6 Upon the Secretary-General pointing out that it was incorrect to refer to the date of implementation of the Final Acts of the Conference in paragraph

considering d) since it was the date of entry into force of the revisions to the Radio Regulations that was in question, and in any event the reference was unnecessary as any Resolution adopted by a conference came into force immediately the conference ended, the Chairman suggested that the paragraph be deleted.

It was so agreed, and the Resolution was approved, as amended.

8. Fifteenth report of Working Group 6-A (Document 381)

Appendix 11

8.1 The Chairman drew attention to two editorial amendments to the text.

8.2 The delegate of Australia suggested that as the square brackets in item 2 section VA referred to an editorial matter the necessary amendment should be left to the Editorial Committee.

It was so agreed.

Appendix 11, as so amended, was approved.

9. Organization of work - isolated proposals

9.1 The Secretary-General said that at the previous meeting of Committee 6 two proposals had been made from the floor without documentation and he urged delegates to exercise caution in that respect. The Secretariat had had discussions with the delegations concerned and the anxiety of the Delegation of Libya had been dissipated since provision for Libya appeared in Appendix 26. No further consideration of that issue was therefore necessary. The proposal made by Morocco and supported by France regarding a change of symbols for the former was appropriate and the Committee should take the relevant decision.

It was decided that the symbol MRC(6) now appearing in Appendix 26 should be replaced by MRC.

The meeting rose at 1040 hours.

The Secretary:

S. CHALLO

The Chairman:

I.R. HUTCHINGS

COMMITTEE 5

SUMMARY RECORD
OF THE
TENTH MEETING OF COMMITTEE 5
(DISTRESS AND SAFETY)

Wednesday, 7 October 1987, at 1405 hrs

Chairman: Mr. P.E. KENT (United Kingdom)

Subjects discussed:

Documents

1. Fifth report of Working Group 5 ad hoc 1
to Committee 5 - draft Resolution [COM5/1]
(continued)

338

1. Fifth report of Working Group 5 ad hoc 1 to Committee 5 -
draft Resolution [COM5/1] (continued) (Document 338)

resolves 2

1.1 The Chairman recalled that that morning a number of proposals had been made for the wording of resolves 2 of the draft Resolution. The text that he proposed to work from was the following: "That nevertheless, in the light of Resolution No. 1, administrations shall be obliged to follow the provisions of Chapter IX until [full implementation of the GMDSS and] a future competent conference decides otherwise". The phrase "full implementation of the GMDSS and" had been proposed by the Tunisian delegate, and was for the present within square brackets.

1.2 The delegate of Spain said he could support the text read out by the Chairman with an addition to make provision for the safety communications of ships which were not subject to SOLAS.

1.3 The delegates of Mexico and Paraguay urged that the discussion should not be reopened, and that the Chairman's text should be accepted.

1.4 The delegate of Tunisia said it had been his understanding that the whole of resolves 2, and not merely his own proposed amendment, should be placed within square brackets. He could only accept the text proposed on that basis.

1.5 The Chairman said that as he recalled that morning's discussion it had been agreed that the Tunisian amendment only should be placed within square brackets, and not the whole of resolves 2. In reply to a point raised by the delegate of Togo, he noted that the delegates of Togo, Mexico, Senegal, Cuba, Libya, Saudi Arabia and Spain had supported the Tunisian amendment, while the delegates of USSR, United Kingdom, Finland, Federal Republic of Germany, Ireland, the German Democratic Republic, Denmark and Japan had opposed it.

He asked the delegate of Spain if his concern would be met if the following phrase were inserted after "Chapter IX": "until adequate measures have been taken to ensure continued safety communications for non-convention ships".

1.6 The delegate of Spain said he found that wording acceptable.

1.7 The delegate of Norway said he had some difficulty with the text proposed. Resolves 2 stated that administrations would be obliged to follow the provisions of Chapter IX for the time being. After the complete changeover to the new system, it could be assumed that the existing system could still be used on a permissive basis.

1.8 The Chairman said that in fact the words proposed did not necessarily imply the continuation of existing safety measures for non-convention vessels.

1.9 The delegate of Mexico also thought it would be going too far to assume that once the GMDSS was fully implemented the present system would be operating on a permissive basis. That was a matter to be decided at a future conference.

1.10 The delegate of Finland noted that the proposals put forward so far had been based on the assumption that there would be two phases; during the first observance of the provisions of Chapter IX would be obligatory, while in the second that observance would be permissive. The second phase seemed to have been overlooked in the discussion, and accordingly doubts remained on that score.

In the absence of further comments, the Chairman suggested that the text, together with the addition proposed by Spain, be forwarded to the Editorial Committee.

It was so agreed.

invites

1.11 After some discussion, the Chairman suggested that the text should read:

"Invites ... the Administrative Council to draw this Resolution to the attention of the next Plenipotentiary Conference and request that Conference to decide on a WARC which should be made competent to review this Resolution and Chapters IX and N IX".

It was so agreed.

The delegate of Cuba had withdrawn his objection, shared by Tunisia and Togo, on the understanding that his view that only a mobile services conference would be an appropriate forum for discussion of the Resolution, would be taken into account by the Plenipotentiary Conference.

noting further d) (continued)

1.12 The delegate of Mexico, supported by the delegates of the Islamic Republic of Iran, Tunisia and Spain, considered that it was undesirable to transfer the second part of noting further d) from after the word "services" into a second paragraph under invites in the form

"... administrations to take measures to encourage non-Convention ships to participate in the GMDSS"

because it conflicted with the title of the Resolution, which concerned the continuation of existing provisions, and would in some way encourage administrations to opt for a single system because of the cost of maintaining parallel systems.

1.13 The delegate of Tunisia proposed that the text be amended to read:

"that existing shore-based distress and safety services should be continued so that ships not subject to the SOLAS Convention will be able to obtain assistance from those services until such time as they are able to participate in the GMDSS".

1.14 The delegate of Mexico supported that proposal, but thought that the wording should be strengthened by stating "it is necessary to continue" instead of "should be continued"; the delegate of Tunisia accepted that amendment.

The proposal as amended was supported by the delegates of Spain, Algeria, Mexico, Togo, Cameroon, Cuba, Senegal, Saudi Arabia, Venezuela, Mauritania, Burkina Faso, Morocco, Greece, Iraq, Mali, Madagascar, Côte d'Ivoire, Korea and Nigeria.

1.15 The delegate of Chile supported by the delegate of Argentina expressed the view that administrations should exercise their discretion on the matter of discontinuation of the existing distress and safety services.

1.16 The Chairman, observing that 20 delegations were in favour of the Tunisian proposal, 15 were against and two had suggested amendments to give the text greater flexibility, proposed a new wording for noting further d) which might take care of some of the concerns expressed. He proposed that the revised version would read as follows:

"d) that to provide distress and safety communications for ships not subject to the SOLAS Convention, shore-based services conforming with the provisions of Chapter IX will need to be continued until such ships are able to participate in the GMDSS [or until administrations have made adequate alternative arrangements for such ships to communicate for distress and safety purposes]."

1.17 The delegate of Tunisia said that the proposed text ran counter to the very basis of his proposal by restricting continuation of shore-based services to those conforming with Chapter IX, thus exempting other such services in developed countries from providing protection to vessels in their territorial waters and on the high seas. The Chairman said that the reference to conformity with Chapter IX could be deleted and the word "existing" reinserted before "shore-based". The delegate of Tunisia said that the new text was in any case too ambiguous. He could not see why his concise and specific proposal, supported by the majority, should not be approved. The delegate of Togo said that, since other possibilities seem to have been exhausted, consensus should be sought on the basis of the Tunisian proposal.

1.18 The delegate of Finland said that the realities of the situation must be duly taken into account. There were no requirements in the Radio Regulations or elsewhere for ships not subject to the SOLAS Convention to carry any equipment, and indeed many such vessels had no equipment at all. It seemed to be excessive to ask for the existing situation to continue until even those ships were equipped for the GMDSS. The delegates of Norway and the Netherlands supported that view.

1.19 The delegate of the United States considered that it was definitely incorrect for the Conference to tell any administration to continue existing services: it was the prerogative of a sovereign administration to decide whether or not to keep a coastal facility.

1.20 The delegate of Tunisia said that the position just expressed by the United States delegate confirmed his Delegation's fear that when Chapter N IX came into force administrations would no longer be obliged to keep watch on distress frequencies. The reference to the high cost of keeping two watches at the same time also increased Tunisia's apprehension that a price was being put on the safety of life at sea. Finally, the present text of the paragraph failed to provide for the safety requirements of ships not subject to the SOLAS Convention, since most such ships belonged to the developing countries.

1.21 The delegate of the Federal Republic of Germany said that the Tunisian proposal placed a heavy burden on the administrations which had been providing safety services for many years. He wondered whether the proposal implied that other administrations would now be urged to establish such services.

1.22 The delegate of Mexico observed that the common purpose must be that laid down in No. 23 of the Nairobi Convention, namely, to promote the adoption of measures for ensuring the safety of life at sea through the cooperation of telecommunication services; to achieve that end, a link must be established between the existing and new systems. The problem clearly could not be solved

merely by changing the wording of the paragraph, and the Chairman's compromise proposal did not fully cover some of the concerns expressed. The solution should therefore be based on the Tunisian proposal, perhaps with the incorporation of the Finnish delegate's idea that ships should comply with Chapter IX of the Radio Regulations to be eligible for assistance from safety services.

1.23 The delegate of Libya supported the Tunisian proposal as it stood.

1.24 The delegate of Tunisia observed that his proposal was in conformity with No. 23 of the Nairobi Convention, cited by the Mexican delegate, and also with Nos. 138, 139 and 140 of that instrument. The delegate of the Federal Republic of Germany said he was glad that attention had been drawn to those provisions of the Nairobi Convention. In many parts of the world, very long stretches of coast were not covered by stations providing safety services: perhaps the Tunisian proposal was designed to achieve such coverage in the future, so that safety services could be provided for all ships. The delegate of Tunisia pointed out that his proposal related only to existing safety services.

1.25 The Chairman, noting that it seemed impossible to reach a consensus on the matter at that stage, suggested that the Tunisian proposal should be inserted in square brackets in the Committee's report to the Plenary, with a note stating that the text had been supported by 21 delegations and opposed by 15 and that two delegations had entered reservations to the proposal.

1.26 In response to a question from the delegate of Tunisia, the Chairman said that he had recorded the following:

- a) Support for the proposal by Tunisia: the delegates of Spain, Algeria, Mexico, Togo, Cameroon, Cuba, Senegal, Saudi Arabia, Venezuela, Mauritania, Burkino Faso, Morocco, Greece, Iraq, Mali, Madagascar, Côte d'Ivoire, Korea, Nigeria and Libya.
- b) Opposed to the proposal: the delegates of the Federal Republic of Germany, New Zealand, the Netherlands, Norway, the United Kingdom, Finland, Denmark, France, Ireland, Australia, the United States, Japan, Belgium, Canada and Portugal.
- c) Reservations on the proposal had been made by the Delegations of Chile and Argentina.

1.27 The delegate of Tunisia considered that the two delegations in question had not made reservations to his proposal. The Chairman said he had interpreted the statements of Chile and Argentina to be a reservation and that they had also expressed the wish for administrations to have some discretion with respect to their requirements for the protection of vessels not subject to the SOLAS Convention. The delegates of Chile and Argentina confirmed that the interpretation of the Chairman correctly reflected their views.

1.28 The delegate of New Zealand suggested that the words "SOLAS Convention" in the existing noting further d) and in the Tunisian proposal should be preceded by the date "1974". The delegate of Tunisia agreed to that insertion.

The Chairman's suggestion was approved.

Draft Resolution [COM5/1] was approved, as amended and subject to the above comments.

The meeting rose at 1630 hours.

The Secretary:

A. ZOUDOV

The Chairman:

P.E. KENT

R.2

PLENARY MEETINGSECOND SERIES OF TEXTS SUBMITTED BY THE
EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for second reading:

| <u>Source</u> | <u>Documents</u> | <u>Title</u> |
|---------------|------------------|-------------------------------------|
| COM.7 | 318/B.5 | Article 39 |
| | | Article 40 |
| | | Article 41 |
| | | Article 42 |
| COM.7 | 280/B.3 | Article 45 |
| | | Article 46 |
| | | Article 47 |
| | | Article 58 |
| | | Article 66 |
| COM.7 | 298/B.4 | Resolution No. 316 (Rev.Mob-87) |
| COM.7 | 280/B.3 | Resolution No. 601 (Rev.Mob-87) |
| COM.7 | 298/B.4 | Resolution GT-TEC PLEN/1 |
| | | Resolution GT-TEC PLEN/2 |
| COM.7 | 280/B.3 | Resolution COM6/1 |
| COM.7 | 298/B.4 | Resolution COM6/2 |
| COM.7 | 280/B.3 | Recommendation No. 312 (Rev.Mob-87) |
| | | Recommendation No. 603 (Rev.Mob-87) |
| COM.7 | 318/B.5 | Recommendation No. 604 (Rev.Mob-87) |
| COM.7 | 280/B.3 | Recommendation No. 605 (Rev.Mob-87) |

Y.C. MONGELARD
Chairman of Committee 7

Annex: 31 pages

NOC ARTICLE 39

NOC Distress Communications

NOC Section I. General

NOC 3086

NOC 3087

NOC Section II. Distress Signal

MOD 3088 § 3. (1) The Morse radiotelegraph distress signal consists of the group ······, symbolized herein by SOS, transmitted as a single signal in which the dashes are emphasized so as to be distinguished clearly from the dots.

NOC 3089

MOD 3090 (3) These distress signals indicate that a ship, aircraft or other vehicle is threatened by grave and imminent danger and requests immediate assistance (see also No. 3279).

NOC Section III. Distress Call

MOD 3091 § 4. (1) The distress call sent by Morse radiotelegraphy consists of:

- the distress signal SOS, sent three times;
- the word DE;
- the call sign of the mobile station in distress, sent three times.

NOC 3092

NOC Section IV. Distress Messages

MOD 3093 § 5. (1) The Morse radiotelegraph distress message consists of:

- the distress signal SOS;
- the name, or other identification, of the mobile station in distress;
- particulars of its position;
- the nature of the distress and the kind of assistance desired;
- any other information which might facilitate the rescue.

NOC 3094

MOD 3095 § 6. (1) As a general rule, a ship shall signal its position in latitude and longitude (Greenwich), using figures for the degrees and minutes, together with one of the words NORTH or SOUTH and one of the words EAST or WEST. In Morse radiotelegraphy, the signal ····· shall be used to separate the degrees from the minutes; however, this shall not necessarily apply to the maritime mobile-satellite service. When practicable, the true bearing and distance in nautical miles from a known geographical position may be given.

NOC 3096

MOD 3097 (3) As a general rule, an aircraft in flight shall signal its position either in radiotelephony or Morse radiotelegraphy;

- by latitude and longitude (Greenwich) using figures for the degrees and minutes, together with one of the words NORTH or SOUTH and one of the words EAST or WEST; or
- by the name of the nearest place, and its approximate distance in relation thereto, together with one of the words NORTH, SOUTH, EAST or WEST, as the case may be, or when practicable, by words indicating intermediate directions.

MOD 3098 (4) However, in Morse radiotelegraphy, the words NORTH or SOUTH and EAST or WEST, indicated in Nos. 3095 and 3097, may be replaced by the letters N or S and E or W.

NOC Section V. Procedures

MOD 3099 A. Morse Radiotelegraphy

MOD 3100 § 7. (1) The Morse radiotelegraph distress procedure shall consist of:

NOC 3101-3107

MOD 3108 § 8. (1) The distress message, preceded by the distress call, shall be repeated at intervals, especially during the periods of silence prescribed in No. 3038 for Morse radiotelegraphy, until an answer is received.

NOC 3109-3129

MOD 3130

a) Morse Radiotelegraphy:

- the distress signal SOS;
- the call sign of the station sending the distress message, sent three times;
- the word DE;
- the call sign of the station acknowledging receipt, sent three times;
- the group RRR;
- the distress signal SOS.

NOC 3131-3137

MOD 3138

a) in Morse radiotelegraphy, the abbreviation QRT, followed by the distress signal SOS;

NOC 3139

NOC 3140

MOD 3141

a) in Morse radiotelegraphy, the abbreviation QRT, followed by the word DISTRESS and its own call sign;

NOC 3142

MOD 3143 § 25.(1) In Morse radiotelegraphy, the use of the signal QRT SOS shall be reserved for the mobile station in distress and for the station controlling distress traffic.

NOC 3144-3151

MOD 3152

(3) a) In Morse radiotelegraphy, the message referred to in No. 3150 consists of:

- the distress signal SOS;
- the call "to all stations" (CQ) sent three times;
- the word DE;
- the call sign of the station sending the message;
- the time of handing in of the message;
- the name and call sign of the mobile station which was in distress;
- the service abbreviation QUM.

MOD 3153

- b) In Morse radiotelegraphy, the message referred to in No. 3151 consists of:
- the distress signal $\overline{\text{SOS}}$;
 - the call "to all stations" (CQ) sent three times;
 - the word DE;
 - the call sign of the station sending the message;
 - the time of handing in of the message;
 - the name and call sign of the mobile station which is in distress;
 - the service abbreviation QUZ.

NOC 3154-3163

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

MOD 3164

- a) Morse Radiotelegraphy:
- the signal $\overline{\text{DDD}} \overline{\text{SOS}} \overline{\text{SOS}} \overline{\text{SOS}} \overline{\text{DDD}}$;
 - the word DE;
 - the call sign of the transmitting station, sent three times.

NOC 3165

MOD 3166 § 34. When the Morse radiotelegraph alarm signal is used, an interval of two minutes shall be allowed, whenever this is considered necessary, before the transmission of the call mentioned in No. 3164.

NOC 3167-3168

NOC ARTICLE 40

NOC Urgency and Safety Transmissions,
and Medical Transports

NOC Section I. Urgency Signal and Messages

MOD 3196 § 1. (1) In Morse radiotelegraphy, the urgency signal consists of three repetitions of the group XXX, sent with the letters of each group and the successive groups clearly separated from each other. It shall be transmitted before the call.

MOD 3197 (2) In radiotelephony, the urgency signal consists of the group of words PAN PAN, each word of the group pronounced as the French word "panne". The urgency signal shall be repeated three times before the call.

NOC 3198-3200

MOD 3201 (2) The urgency signal and message following it shall be sent on one or more of the international distress frequencies 500 kHz, 2 182 kHz, 156.8 MHz, the supplementary distress frequencies 4 125 kHz and [6 215 kHz], the aeronautical emergency frequency 121.5 MHz, the frequency 243 MHz, or on any other frequency which may be used in case of distress. [(See also No. N 3195Q).]

NOC 3202-3208

NOC Section II. Medical Transports

NOC 3209

MOD 3210 § 8. For the purpose of announcing and identifying medical transports which are protected under the above-mentioned Conventions, a complete transmission of the urgency signals described in Nos. 3196 and 3197 shall be followed by the addition of the single group YYY in Morse radiotelegraphy and by the addition of the single word MAY-DEE-CAL, pronounced as in French "médical", in radiotelephony.

NOC 3211-3220

NOC Section III. Safety Signal and Messages

MOD 3221 § 13. (1) In Morse radiotelegraphy, the safety signal consists of three repetitions of the group TTT, the individual letters of each group and the successive groups being clearly separated from each other. It shall be sent before the call.

MOD 3222 (2) In radiotelephony, the safety signal consists of the word SÉCURITÉ pronounced clearly as in French. The safety signal shall be repeated three times before the call.

NOC 3223

MOD 3224 (2) The safety signal and call shall be sent 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 also No. N 3231.)]

NOC 3225-3229

NOC ARTICLE 41

NOC Alarm and Warning Signals

MOD Section I. Emergency Position-Indicating Radiobeacon
and Satellite Emergency Position-Indicating
Radiobeacon Signals

NOC 3255-3259

ADD 3259A c) for ultra-high frequencies, i.e. in the bands
406 - 406.1 MHz and 1 645.5 - 1 646.5 MHz, signals
whose characteristics shall be in accordance with
the relevant CCIR Recommendations.

NOC 3260-3267

MOD Section II. Morse Radiotelegraph and
Radiotelephone Alarm Signals

MOD 3268 § 5. (1) The Morse radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. It may be transmitted by hand but its transmission by means of an automatic instrument is recommended.

MOD 3269 (2) Any ship station working in the bands between 415 kHz and 526.5 kHz which is not provided with an automatic apparatus for the transmission of the Morse radiotelegraph alarm signal shall be permanently equipped with a clock, clearly marking the seconds 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.

NOC 3270-3273

MOD 3274 a) in Morse radiotelegraphy, to activate automatic devices giving the alarm to attract the attention of the operator when there is no listening watch on the distress frequency;

NOC 3275-3278

MOD 3279 c) the loss of a person or persons overboard or grave and imminent danger threatening a person or persons. In this case they may only be used when the assistance of other ships is required and cannot be satisfactorily obtained by the use of the urgency signal alone, but the alarm signal shall not be repeated by other stations. The message shall be preceded by the urgency signal (see Nos. 3090, 3196 and 3197).

MOD 3280 (2) In the cases referred to in Nos. 3278 and 3279, an interval of two minutes should, if possible, separate the end of the Morse radiotelegraph alarm signal and the beginning of the warning or the message.

MOD 3281 § 9. Automatic devices intended for the reception of the Morse radiotelegraph and radiotelephone alarm signals shall meet the requirements specified in Appendix 36.

NOC 3282-3283

NOC Section IV. Navigational Warning Signal

NOC 3284

NOC 3285

ADD 3285A (2A) In addition, the signal specified in No. 3284 may be transmitted on the carrier frequency 2 182 kHz by off-shore installations or structures in imminent danger of being struck, or by stations that consider a ship is in imminent danger of running aground. The power of this transmission should, where practicable, be limited to the minimum necessary for reception by ships in the immediate vicinity of the off-shore installations or structures or of the land concerned.

ADD 3285B (2B) The transmission specified in No. 3285A should be immediately followed by a radiotelephone transmission giving the identity and position of the off-shore installation or structure. Stations that consider a ship is in imminent danger of running aground should provide as much identification and position information as possible. This transmission should be followed by a vital navigational warning.

NOC 3286

R.2/8

NOC

ARTICLE 42

NOC

Special Services Relating to Safety

NOC

Section I. Meteorological Messages

NOC 3312-3325

MOD 3326 § 4. (1) Meteorological messages specially intended for all ship stations shall in principle be sent in accordance with a definite timetable, and, as far as possible, at times when they can be received by ship stations with only one operator. In Morse radiotelegraphy the transmission speed shall not exceed sixteen words a minute.

NOC 3327-3341

ARTICLE 45

MOD **Personnel of Aeronautical Stations
 and Aeronautical Earth Stations**

MOD 3483 Administrations shall ensure that the staff on duty in aeronautical stations and in aeronautical earth stations shall be adequately qualified to operate the stations efficiently.

ARTICLE 46

MOD 3509 § 1. (1) The inspectors of governments or appropriate administrations of countries who visit an aircraft station or aircraft earth station may require the production of the licence for examination. The operator of the station, or the person responsible for the station, shall facilitate this examination. The licence shall be kept in such a way that it can be produced upon request.

NOC 3510

NOC 3511

NOC 3512

MOD 3513 § 2. (1) When a government or an administration has found it necessary to adopt the course indicated in No. 3511, or when the operators' certificates cannot be produced, the government or administration to which the aircraft station or aircraft earth station is subject shall be so informed without delay. In addition, the procedure specified in Article 21 is followed when necessary.

NOC 3514

MOD 3515 § 3. Members undertake not to impose upon foreign aircraft stations or aircraft earth stations which are temporarily within their territorial limits or which make a temporary stay in their territory, technical and operating conditions more severe than those contemplated in these Regulations. This undertaking in no way affects arrangements which are made under international agreements relating to air navigation, and which are therefore not covered by these Regulations.

ARTICLE 47

MOD Working Hours of Stations in the
 Aeronautical Mobile Service and in the
 Aeronautical Mobile-Satellite Service

SUP Section I. General

MOD 3541 § 1. Every station of the aeronautical mobile service and
 the aeronautical mobile-satellite service shall have an accurate
 clock correctly regulated to Coordinated Universal Time (UTC).

SUP Section II. Aeronautical Stations

MOD 3542 § 2. The service of an aeronautical station or an
 aeronautical earth station shall be continuous throughout the
 period during which it bears responsibility for the
 radiocommunication service to aircraft in flight.

SUP Section III. Aircraft Stations

MOD 3542A § 2A. Aircraft stations and aircraft earth 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 the competent authority
 and shall not cease watch, except for reasons of safety, without
 informing the aeronautical station or aeronautical earth station
 concerned.

SUP 3543

R.2/11

ARTICLE 58

**MOD Working Hours of Stations in the Maritime Mobile
 Service and Maritime Mobile-Satellite Service****Section I. General**

MOD 4044 § 1. In order to permit the application of the following rules on the subject of hours of watch, every station of the maritime mobile service and the maritime mobile-satellite service shall have an accurate clock correctly regulated to Coordinated Universal Time (UTC).

NOC 4045

MOD Section II. Coast Stations and Coast Earth Stations

MOD 4046 § 3. (1) The services of coast stations and coast earth stations are, as far as possible, continuous (day and night). Certain coast stations, however, may have a service of limited duration. Each administration or recognized private operating agency duly authorized to that effect fixes the hours of service for coast stations under its jurisdiction.

NOC 4047-4051

NOC Section III. Ship Stations

NOC 4052-4070

R.2/12

ARTICLE 66

MOD **Charging and Accounting for Maritime Radiocommunications
 in the Maritime Mobile Service and the
 Maritime Mobile-Satellite Service, 1, 2
 except for Distress and Safety Communications**

NOC A.66

ADD Note 2 See Resolution COM6/1

NOC **Section II. Accounting Authority**

MOD 5086 § 2. Charges for maritime radiocommunications from ship to
 shore shall, in principle, and subject to national law and
 practice, be collected from the maritime mobile station licensee:

NOC 5087 to 5091

SUP 5092

SUP 5093

NOC 5094

MOD 5095 § 8. However, any accounting authority shall have the right
 to question the contents of an account for a period of six months
 after dispatch of the account, even if the account has been paid.

(MOD) 5096 §9. All maritime radiocommunications accounts shall be paid
 by the accounting authority without delay and in any case within
 six months after dispatch of the account.

(MOD) 5097 § 10. If international maritime radiocommunications accounts
 remain unpaid after six months, the administration that has
 licensed the mobile station shall, on request, take all possible
 steps, within the limits of applicable national law, to ensure
 settlement of the accounts of the licensee.

- MOD 5098 § 11. In the case referred to in No. 5095, if the period between the date of dispatch and receipt exceeds 21 days, the receiving accounting authority should at once notify the originating administration (or recognized private operating agency) that queries and payment may be delayed. The delay shall, however, not exceed three calendar months in respect of payment, or five calendar months in respect of queries, both periods commencing from the date of receipt of the account.
- MOD 5099 § 12. The debtor accounting authority may refuse the settlement and adjustment of accounts presented more than eighteen months after the date of the traffic to which the accounts relate.

SUP Section IV. Payment of Balances

SUP 5100

SUP Section V. Archives

SUP 5101 to 5102

(MOD) RESOLUTION No. 316 (Rev.Mob-87)

(MOD) Relating to Technical Cooperation with the Developing
Countries in Maritime Telecommunications

MOD The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

noting

MOD that, in the field of maritime telecommunications, the assistance
provided by the Union to developing countries, in collaboration with other
organizations, in particular the International Maritime Organization
(IMO), has been promising;

conscious of

NOC a) the need for the developing countries to increase their own
shipping activities and attract foreign maritime traffic in order to
develop their trade;

NOC b) the important role that telecommunications play in maritime
activities throughout the world, from the economic and safety aspects;

NOC c) the possibility of providing adequate safety and improved economy
in shipping activities by a relatively modest investment in the
installation and operation of maritime telecommunication facilities;

ADD d) the significant changes in operating techniques and methods that
are being introduced in the maritime mobile service for the improvement of
general, distress and safety communications;

considering

- NOC a) that in many developing countries there is a need to increase the efficiency of the services for:
- safety of navigation and safety of life at sea;
 - commercially viable port operations;
 - public correspondence for passengers and crews;
- NOC b) that in this regard the Union's technical cooperation activities could be extended to render very valuable assistance to these countries;
- ADD c) that it is necessary to adapt the levels of knowledge of techniques among developing countries to meet the technological and operational changes in maritime telecommunications;

resolvesto request the Secretary-General

- MOD 1. to offer the assistance of the Union to developing countries endeavouring to improve their maritime telecommunications, particularly by providing technical advice in the establishment, operation and maintenance of equipment and by assisting in training staff, especially in matters relating to the new technologies and operating methods examined at the present Conference;
- MOD 2. in this context, to seek the collaboration of IMO, the United Nations Conference for Trade and Development (UNCTAD), other specialized agencies of the United Nations, and the World Maritime University (WMU), as appropriate;
- NOC 3. to continue to give special attention to seeking the aid of the United Nations Development Programme and other sources of financial support, to enable the Union to render sufficient and effective technical assistance in the field of maritime telecommunications, when necessary in collaboration with other specialized agencies concerned;

to urge Member countries

NOC to give priority in supporting, to the extent of their capabilities and their technical advancement, the Union's technical cooperation with developing countries in the field of maritime telecommunications by facilitating the recruitment of experts for missions to work in developing countries, by receiving students from developing countries who have been awarded a fellowship by the Union, by providing lecturers to seminars arranged by the Union and, upon request, by giving technical advice to the Union;

to invite the developing countries

NOC to include maritime telecommunications projects as needed in their country programmes for external technical assistance and to support inter-country projects in this field.

(MOD) RESOLUTION No. 601 (Rev.Mob-87)

(MOD) Relating to the Recommendations and Standards for
Emergency Position-Indicating Radiobeacons Operating
on the Frequencies 121.5 and 243 MHz

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

NOC a) that emergency position-indicating radiobeacons operating on the
frequencies 121.5 MHz and 243 MHz are intended to facilitate search and
rescue operations;

NOC b) that the frequencies 121.5 MHz and 243 MHz are in common use by
aircraft engaged in search and rescue operations;

(MOD) c) that the International Civil Aviation Organization (ICAO) has
established recommended signal characteristics and technical
specifications for aircraft equipment operating on 121.5 MHz and/or 243
MHz;

ADD d) Appendix 37A;

(MOD) resolves

that administrations authorizing the use of emergency position-
indicating radiobeacons on 121.5 MHz and/or 243 MHz should ensure that
such radiobeacons comply with the relevant Recommendations and standards
of ICAO and the CCIR.

RESOLUTION GT-TEC PLEN/1

**Relating to Data Transmission from Maritime Radiobeacons
for Differential Radionavigation Systems**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that No. 466 of the Radio Regulations provides for the transmission of supplementary navigational information using narrow-band techniques, on condition that the prime function of the beacon is not significantly degraded;
- b) that the International Maritime Organization (IMO) has identified a need for data exchange between shore and ship in the case of radionavigation systems (e.g., Omega, GPS, Loran-C) operating in the differential mode;
- c) that Resolution No. 3 of the Regional Administrative Conference for the Planning of the Maritime Radionavigation Service (Radiobeacons) in the European Maritime Area (Geneva, 1985) (EMA) invited this Conference to consider the various aspects of the use of maritime radiobeacons to transmit data to ships using either minimum shift keying (MSK) or frequency shift keying (FSK) techniques, and to choose between these two techniques;
- d) that CCIR studies have shown that, for continuous data transmission, it is necessary to use a second carrier, offset from the main carrier by 300 Hz or more, to prevent interference to certain types of automatic radio direction finders, regardless of whether MSK or FSK modulation is chosen;
- e) that these studies have shown that MSK modulation has advantages over FSK modulation because of its improved spectral efficiency;
- f) that the EMA Conference decided that radiobeacons in the European Maritime Area would be channelled in multiples of 500 Hz;
- g) that if FSK or MSK modulation with an offset of 300 Hz or more is encoded on to a radiobeacon signal in the European Maritime Area, then the digital modulation signal will be contained partly in the channel adjacent to the radiobeacon channel, particularly in the case of high-speed data transmission;
- h) that many administrations prefer the use of MSK modulation;
- i) that the satellite system data corrections have to be transmitted on a continuous basis;

resolves

1. that the frequency for continuous data transmission to ships using FSK or MSK modulation on maritime radiobeacons should be offset from the radiobeacon main carrier frequency by an amount sufficient to ensure that no harmful interference is caused to automatic radio direction finders;
2. that the CCIR should continue to study the technical factors, including a standard coding format, modulation method, necessary bandwidth, protection ratios and frequency offsets, such that the prime function of the radiobeacon is not significantly degraded, and make Recommendations;
3. that channelling plans for maritime radiobeacons should accommodate the transmission of data to ships using frequency offset techniques;

invites the IFRB

to consider this Resolution in preparing its technical standards and rules of procedure;

invites

the Members of the Union in the European Maritime Area to consider convening a competent regional administrative radio conference concerning a possible revision of the Regional Agreement (Geneva, 1985) for the purpose of accommodating continuous data transmission using frequency offset techniques.

RESOLUTION GT-TEC PLEN/2

**Relating to the Mutual Protection of Radio Services
Operating in the Band 70 - 130 kHz**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that various radio services, including radionavigation systems used by maritime and aeronautical services, operate in frequency bands between 70 and 130 kHz;
- b) that, radionavigation being a safety service, all practical steps consistent with the Radio Regulations should be taken to prevent harmful interference to any radionavigation system;
- c) that the CCIR has noted that users of phased pulse radionavigation systems in the band 90 - 110 kHz receive no protection outside the band, yet may receive benefit from their signals outside the occupied bandwidth;

noting

that CCIR studies show:

- that for CW radionavigation systems in the frequency bands 70 - 90 kHz and 110 - 130 kHz, the protection ratio should be 15 dB within the receiver passband of ± 7 Hz at 3 dB;
- that phased pulse radionavigation systems require a 15 dB protection ratio within the band 90 - 110 kHz;
- that these pulse radionavigation systems would be aided by protection ratios of 5 dB and 0 dB for frequency separations between wanted and interfering signal of 10 - 15 kHz and 15 - 20 kHz, respectively;

further noting

that the CCIR has recommended the exchange of information between authorities operating radionavigation systems in the band 90 - 110 kHz and those operating other systems in the band 70 - 130 kHz employing emissions of very high stability;

recognizing

- a) that radio services other than radionavigation operating in the bands 70 - 90 kHz and 110 - 130 kHz fulfil essential functions that may be affected;
- b) the provisions of Nos. 343, 451, 453 and 953 of the Radio Regulations;

resolves that administrations

- 1. in assigning frequencies to services in the bands 70 - 90 kHz, 90 - 110 kHz and 110 - 130 kHz, consider the potential mutual impairment to other stations operating in accordance with the Table of Frequency Allocations and apply protective measures;
- 2. use the relevant CCIR Recommendations and encourage the exchange of information in ensuring that information is exchanged between authorities operating radionavigation systems in the band 90 - 110 kHz and those operating other systems in the band 70 - 130 kHz employing emissions of very high stability, to assist in preventing potential interference problems;
- 3. encourage consultation, both nationally and internationally, between operators of radionavigation systems using the band 90 - 110 kHz and of other systems using the band 70 - 130 kHz;

requests the CCIR

to continue studies in this matter, particularly the development of technical criteria and standards to permit compatible operations within the allocated bands and to assist in developing the list of contacts of system operators;

invites

- 1. the Administrative Council to place this matter on the agenda of the next competent world administrative radio conference, in order to establish technical criteria for the harmonious operation of the services in the bands between 70 - 130 kHz;
- 2. the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), the International Association of Lighthouse Authorities (IALA), the Bureau international de l'heure (BIH) and national authorities to provide the Union with information pertaining to the potential impairment of systems operating in the bands 70 - 90 kHz, 90 - 110 kHz and 110 - 130 kHz, together with their views and proposals resulting therefrom.

R.2/22

RESOLUTION COM6/1

Relating to the Inclusion, in the Regulations to be
Adopted by the WATTC-88, of Provisions Concerning
Charging and Accounting for Maritime
Radiocommunications in the Maritime Mobile Service
and the Maritime Mobile-Satellite Service
except for Distress and Safety Communications,
and to Consequential Modifications to Article 66
of the Radio Regulations

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

recognizing

that it is expected that provisions concerning charging and
accounting for maritime radiocommunications in the maritime mobile service
and the maritime mobile-satellite service may be included in the
Regulations to be adopted by the WATTC-88;

considering

that, if such provisions are included in those Regulations, it
will not be necessary to retain similar provisions in the Radio
Regulations;

noting

that those Regulations, if adopted, will enter into force after
the revision of the Radio Regulations by this Conference;

resolves

1. that if provisions concerning charging and accounting for maritime
radiocommunications in the maritime mobile service and the maritime
mobile-satellite service are contained in the Regulations to be adopted by
the WATTC-88, when the latter enter into force, Article 66 of the Radio
Regulations should be replaced by the following text:

"ARTICLE 66

Charging and Accounting for Maritime
Radiocommunications in the Maritime
Mobile Service and the Maritime Mobile-Satellite
Service except for Distress and Safety Communications

The provisions of the Regulations adopted by the WATTC-88, taking
into account the relevant CCITT Recommendations, shall apply.";

2. that in any interim period between the entry into force of the Final Acts of this Conference and the entry into force of the new Regulations containing modified provisions concerning charging and accounting for maritime radiocommunications in the maritime mobile and maritime mobile-satellite services, administrations and recognized private operating agencies shall apply Article 66 of the Radio Regulations as modified by this Conference;

3. that if special provisions concerning charging and accounting in the maritime mobile and maritime mobile-satellite services are not included in the new Regulations adopted by the WATTC-88, Article 66 of the Radio Regulations, as modified by this Conference, shall continue to apply;

4. that a future competent conference should be invited to review this Resolution;

invites the Administrative Council

to place this Resolution on the agenda of the next competent conference.

RESOLUTION COM6/2

**Relating to the Use of Non-Paired Ship Station Frequencies
for Narrow-Band Direct-Printing Telegraph
and Data Transmission Systems¹**

(see Article 60 and Table G of Appendix 31A)

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that certain sections of the HF bands allocated to the maritime mobile service are reserved for narrow-band direct-printing telegraph and data transmission systems operating on a non-paired frequency basis;
- b) that neither the World Maritime Administrative Radio Conference, Geneva, 1974, nor the World Administrative Radio Conference, Geneva, 1979, were in a position to decide the extent to which it was necessary to regulate the orderly use of frequencies for the transmission by ship stations of non-paired direct-printing telegraph signals or on what basis this might be done;
- c) that administrations operating or bringing into operation non-paired narrow-band direct-printing telegraph or data transmission systems for ships have notified the IFRB, for recording in the Master Register, the frequencies on which ship stations transmit;
- d) that these notices have not been subject to technical examination by the IFRB, and that the assignments notified have been recorded in the Master Register for information only, with no date in Column 2;
- e) that this Conference has provided administrations with guidance on how the frequencies reserved for non-paired narrow-band direct-printing telegraph and data transmission systems should be used by ship stations (see No. 4304);

¹Replaces Resolution No. 301 of the World Administrative Radio Conference, Geneva, 1979.

resolves

1. that administrations operating or bringing into operation non-paired narrow-band direct-printing telegraph or data transmission systems for ships shall not be required to notify to the IFRB the frequencies on which ship stations transmit;
2. to instruct the IFRB to delete from the Master Register all assignments recorded as a result of the application of Resolution No. 301.

(MOD) RECOMMENDATION No. 312 (Rev.Mob-87)

(MOD) Relating to Studies of the Interconnection
of Maritime Mobile Radiocommunication Systems
with the International Telephone and Telegraph Networks

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

SUP noting a) to f);

NOC considering

a) that it is desirable that there be interconnection of
radiocommunication systems in the maritime mobile service with the
international public telephone and telegraph networks to permit automatic
routing of ship-shore traffic to and from national networks;

b) that such interconnection would greatly improve maritime
radiocommunications;

urges the CCIR and the CCITT

(MOD) to continue all required studies relating to compatibility between
the maritime mobile radiocommunication systems and the international
telephone and telegraph systems, including various quality-of-service
criteria, to permit the full interconnection of the maritime mobile
services with the international telephone and telegraph networks;

NOC and invites administrations

to give priority to these studies in their participation in the
work of the CCIR and the CCITT.

SUP Note 1

(MOD) RECOMMENDATION No. 603 (Rev.Mob-87)

(MOD) Relating to Technical Provisions for
Maritime Radiobeacons in the African Area

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

NOC considering

the need to facilitate the planning for new maritime radiobeacons
in the band 283.5 - 315 kHz particularly in the neighbouring localities of
the European and African Areas;

MOD recommends

that the administrations of the countries of the African Area
adopt provisions similar to those contained in the Regional Agreement
concerning the planning of the maritime radionavigation service
(radiobeacons) in the European Maritime Area, Geneva, 1985.

SUP Note 1

(MOD) RECOMMENDATION No. 604 (Rev.Mob-87)

(MOD) Relating to the Future Use and Characteristics of
Emergency Position-Indicating Radiobeacons (EPIRBs)¹

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987.

NOC considering

MOD a) that the essential purpose of signals is to help locate survivors
in search and rescue operations;

MOD b) that requirements for carriage of EPIRBs operating on the
frequencies 121.5 and 243 MHz have been included in the 1983 Amendments to
the International Convention for the Safety of Life at Sea, 1974;

SUP c)

MOD d) that the International Maritime Organization (IMO) has been
considering various types of EPIRBs;

NOC e) that the IMO has stressed in its Resolution A.279 (VIII) the
urgent need for unification of the characteristics of EPIRBs;

ADD ¹ For the purpose of this Recommendation, references to EPIRBs include
references to satellite EPIRBs as appropriate.

recognizing

- MOD a) that there are provisions in the Radio Regulations for EPIRBs on the frequencies 2 182 kHz, 121.5 MHz, 156.525 MHz, 243 MHz, and in the bands 406 - 406.1 MHz and 1 645.5 - 1 646.5 MHz;
- SUP b)
- (MOD) c) that Appendix 37A was established in order to facilitate the application of a universal standard for EPIRBs operating on the frequencies 121.5 MHz and 243 MHz;
- ADD d) that for EPIRBs operating on 121.5 and 243 MHz, there is a need to improve their function of being detected and located by satellite systems;

recommends

- NOC 1. that, in view of their mutual interest in this matter, IMO and the International Civil Aviation Organization (ICAO) be invited, as a matter of urgency, to review and align their concepts for EPIRBs in regard to search and rescue operations and the safety of life at sea;
- NOC 2. that the CCIR continue to study technical and operating questions for EPIRBs, in consideration of concepts stated by the IMO and ICAO;
- ADD 3. that the CCIR and ICAO study, as a matter of urgency, the technical and operational questions arising from paragraph d) of Appendix 37A.
- (MOD) instructs the Secretary-General
- to communicate this Recommendation to the IMO and ICAO.

(MOD) RECOMMENDATION No. 605 (Rev.Mob-87)

(MOD) Relating to Technical Characteristics and Frequencies
for Shipborne Transponders¹

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

NOC 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;

MOD requests the CCIR

to recommend, after consultation with appropriate international organizations, the most suitable order of magnitude of frequencies and bandwidth required for this purpose, and the technical parameters to be met by such devices, taking into account both electromagnetic compatibility with other services having allocations in the same frequency band and the need to ensure that the response of a transponder of the system studied should not be capable of interpretation as being from a radar beacon of whatever type;

NOC ¹ A receiver-transmitter which emits a signal automatically when it receives the proper interrogation.

(MOD) invites administrations and the International Maritime Organization

NOC to continue to evaluate the operational benefits which could result from the widespread use of transponders on ships and to consider whether there would be advantage in adopting an internationally approved system for future implementation;

NOC 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.

COMMITTEE 4SUMMARY RECORD
OF THE
TENTH MEETING OF COMMITTEE 4
(FREQUENCY)

Friday, 9 October 1987, at 1435 hrs

Chairman : Dr. O. VILLANYI (Hungary)Subjects discussed:Documents

- | | |
|---|--------------|
| 1. Report by the Chairman of Working Group 4 ad hoc 2 | 372 + Corr.1 |
| 2. Second report of Working Group 4 ad hoc 2-1 | DT/75 |
| 3. Seventh report of Working Group 4-B to Committee 4 | 374 |
| 4. Draft Resolution COM/4 | DT/71 |

1. Report by the Chairman of Working Group 4 ad hoc 2 to Committee 4 (Documents 372 + Corr.1)

1.1 The Chairman of Working Group 4 ad hoc 2 said that the Working Group proposed the suppression of Resolutions Nos. 302 and 314 and the adoption of three new texts: Resolution No. 300 (Rev.Mob-87), new Resolution [COM4/6] and its annex, and new Resolution [COM4/7].

The suppression of Resolutions Nos. 302 and 314 was approved.

Resolution No. 300 (Rev.Mob-87)

1.2 The delegate of Mexico asked whether there should not be some intermediate step between resolves 1.5 and 1.7 such as the procedure to be followed if a case of incompatibility could not be solved.

1.3 The representative of the IFRB (Mr. Berrada) said that under Resolution No. 300 the Board examined notified assignments with a view only to indicating to the notifying administration whether or not there was any probability of harmful interference. An unfavourable finding did not mean that the notice would be returned. An administration could put its assignment into use even where the Board's finding was unfavourable.

Under resolves 1.7 there were two possible types of interference: either on the same channel because the Board had already found it to be unfavourable, or from an adjacent channel because it had not been taken into account in the Board's examination. Those assignments would be recorded without a date in column 2, as indicated in resolves 1.5.

invites the Administrative Council

1.4 The delegate of Paraguay, supported by the delegate of Togo, said that the reasons for placing the Resolution on the agenda of the next competent conference should be specified so that the Administrative Council, in drawing up the agenda, would fully understand the wishes of the present Conference.

1.5 After a brief discussion, the Chairman proposed that the section read as follows:

"to place this Resolution on the agenda of the next competent conference in order to examine any difficulties that may have arisen in its application."

It was so agreed.

Resolution No. 300 was approved, as amended.

Resolution [COM4/6]

Approved, with the insertion of a reference to Appendix 16 in considering b), the deletion of channels 823 and 1806 from the list of channel numbers and the change of channel 836 to 837 and channel 2510 to 2509.

Annex to Resolution [COM4/6]

1.6 The Chairman of Working Group 4 ad hoc 2 said that the Committee would have to decide what dates to include within the square brackets in paragraphs 1, 6, 7 and 9. Square brackets had also been placed around the footnote, pending confirmation by Working Group 4-C. In line with the channel number changes made in the Resolution, No. 833 should be deleted from the footnote and No. 837 added.

Paragraph 1

1.7 The delegate of Tunisia said that the date suggested by the Working Group was too close and should be 1990 at the soonest.

1.8 The representative of the IFRB (Mr. Berrada) explained that the question of the dates was a complex one, and related to the date of entry into force of the Final Acts of the Conference and the date on which the Conference decided to use the new channels. Those two dates might be the same but might not. In addition, account had to be taken of the date in Resolution No. 8 which fixed the limit for the use of the new bands at 1 July 1989. Because of the uncertainties surrounding all those dates, the Board's only estimate had been that, between the time of receiving the complete requirements and the time of publishing the list of new allotments, it needed a period of about nine months, which might be extended depending on the final date adopted for implementation of the system. Given the national planning required and communication of that to the Board, the date suggested by the Working Group in paragraph 1 might be considered too close. It was in any event open to discussion.

1.9 The delegate of India said that adequate time should be provided for changing or implementing changes in Appendix 32. The period should enable the developing countries to change over to the new frequencies and arrangements set out in Appendix 31, so once the date of entry into force of the revised Appendix 31 was settled, the other dates could be worked out in the light of the Board's requirements.

1.10 The Chairman of Working Group 4 ad hoc 2 agreed that the dates would have to be determined in connection with the revised Appendix 31.

It was agreed that the question of dates be postponed until the revised Appendix 31 could be considered.

1.11 The representative of the IFRB (Mr. Berrada) suggested that to make it clear that the planning process referred only to the new channels, the words "indicated in considering b)" should be inserted in paragraph 1 after "one of the new channels".

It was so agreed.

Paragraph 2

1.12 The representative of the IFRB (Mr. Berrada), replying to a question raised by the delegate of Mauritania said that the last sentence referred to information included in Appendix 5. All the basic characteristics included in that Appendix had to be provided, otherwise the requirement was considered incomplete.

Paragraph 4.1

At the suggestion of the representative of the IFRB (Mr. Berrada) it was agreed that the words "coast stations" should be deleted to avoid misinterpretation in other languages.

Paragraph 5

1.13 The delegate of Spain asked how the Board would determine the least affected channel from all those available.

1.14 The representative of the IFRB (Mr. Berrada) replied that paragraph 4 indicated the order in which requirements would be included in the new channels: first priority was given to administrations which had no allotments in Appendix 25; next to administrations whose allotments had been entered in Appendix 25 in accordance with Article 16 but which were not satisfactory. The process would be to take those allotments from the existing channels and see whether a better situation could be found for them in the new channels. If that was not possible, they would be put back to their original positions. Other requirements communicated to the Board in accordance with Resolution [COM4/6] would be distributed equally over all the channels, the least affected channel being chosen first.

The Annex to Resolution [COM4/6], as amended, was approved, with the dates in paragraphs 1, 6, 7 and 9 to be decided in connection with the revised Appendix 31.

Resolution [COM4/7]

At the suggestion of the Chairman of Working Group 4 ad hoc 2, it was agreed that the dates left in square brackets in resolves 1 and 2 should be dealt with at a later stage in connection with the revised Appendix 31.

1.15 The Chairman of Working Group 4 ad hoc 2 said that the Working Group had assumed that the date 7 June 1974 in resolves 3 was to be retained.

1.16 The representative of the IFRB (Mr. Berrada) said that in Appendix 25 all assignments deriving from allotments had been given the same date to indicate that they had equal rights. The new Appendix 25 would contain all channels, including the new ones, many of them in bands newly available to the maritime mobile service, but which in 1974 had been occupied by the fixed service. Where it might therefore have appeared correct to have the same date, namely 7 June 1974, it might not be valid for the newly allocated bands, and the Committee might best be advised to set another date such as that of the present Conference. The date itself was not important; what was important was that it should be the same for all allotments.

1.17 The delegate of India said that since the new channels would be available only as from 1 July 1989, the date set should be after that.

After some discussion it was agreed that the date to be included in resolves 3 should be set at 1 July 1989.

1.18 The Vice-Chairman of Committee 4 having asked what provisions of Article 16 were referred to in resolves 4, the representative of the IFRB (Mr. Berrada) replied that they referred to an allotment appearing in the old Appendix 25, which had not been transferred to the new frequency. The Board's interpretation therefore was that they related to the suppression of the allotments in the old Appendix 25.

Resolution [COM4/7], as amended, was approved, the dates in resolves 1 and 2 to be decided in connection with the revised Appendix 31.

2. Second report of Working Group 4 ad hoc 2-1 (Document DT/75)

Resolution [COM4/10]

Resolution [COM4/10] was approved subject to correction of a typographical error in resolves 4.

Resolution [COM4/11]

2.1 The Chairman of Working Group 4 ad hoc 2 said that the figure in square brackets in the title of the Resolution should now be 27 500 kHz.

On a proposal by the Chairman, it was agreed to amend the figure in the title and that "[Appendix 31A]" in considering b) should become "[Appendix 31(Rev.)]" and should remain in square brackets.

2.2 The delegate of Spain drew attention to the need for alignment of the English and Spanish texts in the title of the Resolution and in considering b).

2.3 The delegate of India enquired, in view of the complexity of the work involved in transferring so many frequencies, whether it would be acceptable to the Board if administrations were merely to notify the Board that all frequency assignments in their favour had been transferred in accordance with the respective Resolutions, instead of sending a separate notice in each case.

2.4 The representative of the IFRB said that that would be acceptable.

resolves 1

2.5 The Chairman of Working Group 4 ad hoc 2 proposed to give the corrected figures; the Chairman of Working Group 4-C said that his Working Group had met that morning and had taken a decision regarding the location of coast stations for wideband telegraphy, so the figures given in resolves 1 were no longer relevant. He proposed that the whole of resolves 1 should be placed in square brackets and that the figures should be changed editorially after Working Group 4-C's proposal had been approved.

2.6 The delegate of the USSR suggested, with reference to the figures in resolves 1, that it was not really necessary to transfer all coast stations to new frequencies. He outlined a procedure which had been adopted by a previous conference whereby only a small proportion of stations, particularly in the lower kHz bands, would need to be displaced. That method would be much simpler to apply, both for administrations and for the IFRB.

2.7 The delegate of the Federal Republic of Germany said that the USSR proposal was very attractive, particularly for the 4 MHz band where the shift was only 1.6 kHz, so that the bulk of the assignments could be kept unchanged. However, he foresaw certain difficulties in its implementation and thought that it was not perhaps worth applying in the 16 and 22 MHz bands.

2.8 The representative of the IFRB also endorsed the merits of the proposal, particularly for the four lower bands, where its application would lead to a decrease in the workload both for administrations and for the IFRB.

It was agreed to set up a small Working Group 4 ad hoc 4 to be convened by Mr. Williams (United States) consisting of the delegates of the United States, Netherlands, USSR, Federal Republic of Germany and any others who wished to participate, as well as the Chairman of the Technical Working Group of the Plenary and a representative of Working Group 4-C, and with the participation of the IFRB, to discuss the USSR proposal on resolves 1.

resolves 6

2.9 The Chairman of Working Group 4-C said that resolves 6 appeared in square brackets because there had not been time to consider it in the Working Group. He himself had difficulty in understanding the text, and considered it to be superfluous.

2.10 The delegate of the Federal Republic of Germany endorsed that view suggesting that the paragraph would unduly complicate the work of the Board.

2.11 The delegate of the United States said that resolves 6 arose from a proposal submitted by his Administration, which had not been discussed because of lack of time. He proposed that it be deleted.

2.12 The representative of the IFRB said that that should not be done until a decision had been reached regarding the USSR proposal on resolves 1, since, if the latter was not accepted, something similar to resolves 6 would be required.

It was agreed to defer further consideration of Resolution [COM4/11] until the results of Working Group 4 ad hoc 4's work were known.

3. Seventh report of Working Group 4-B to Committee 4
(Document 374)

3.1 The Chairman of Working Group 4-B presented the report contained in Document 374. He particularly thanked the Chairman of Drafting Group 4-B-1 for the efficient way in which the work of that Group had been carried out.

paragraph 1

3.2 The delegate of the Federal Republic of Germany, referring to paragraph 1, proposed that the footnote referring to Nos. 34 and 35 read "See also numbers 3630 and 3631", since those numbers contained additional information.

3.3 The delegate of Burundi said that the Radio Regulations should contain clear definitions of aeronautical mobile (R) and (OR) services and pointed out that such definitions were at present lacking.

3.4 The delegate of Cameroon wondered why there was reluctance to introduce such definitions; the Chairman of Working Group 4-B drew the attention of the Committee to the report of Drafting Group 4-B-2 to Working Group 4-B in Document 357 and to the fact that, in spite of a three-hour discussion, it had proved impossible to achieve a satisfactory result.

3.5 The delegate of Switzerland said that there was no unwillingness to provide a definition, rather that it had proved too difficult to draw up one that was satisfactory.

3.6 The delegate of Burkina Faso claimed that it had been impossible to reach agreement on a definition because of the rigid attitudes of some delegations. He found the decision of Working Group 4-B unacceptable and suggested that the various proposals for definitions be reconsidered.

3.7 The delegates of Tunisia and India said that aeronautical mobile (R) and (OR) services should be defined in Article 1 and supported the setting up of an ad hoc Group to consider the matter.

It was agreed to set up ad hoc Group 4/5 under the chairmanship of Mr Bisner (France), open to all delegates wishing to participate, to draw up proposals for definitions of aeronautical mobile (R) and (OR) services.

3.8 The delegates of Finland and the United States pointed out that any new definitions should be considered in terms of their frequency allocation implications.

paragraph 2.1

3.9 The Chairman of Working Group 4-A drew attention to paragraph 4 of Document 383: he reported that Working Group 4-A was about to consider the report of a Drafting Group on terrestrial aeronautical public correspondence. He noted that satellite issues were being considered by ad hoc Group 4/3.

In view of the controversy over public correspondence, it was agreed to set up ad hoc Group 4/6, under the chairmanship of Mr. Björnsjö (Sweden), to consider all aspects of public correspondence, except those being dealt with by ad hoc Group 4/3.

paragraph 2.2

3.10 The Chairman called on Drafting Group 4-B-1 to coordinate with Committee 5 and to report back to the Committee at a later meeting.

4. Draft Resolution COM4/5 (Document DT/71)

4.1 The Chairman drew the attention of the Committee to the draft Resolution contained in Document DT/71.

4.2 The delegate of Cuba opposed the drafting of the Resolution. Regional Agreements should not, in general, be included in the Radio Regulations because, in addition to making the Radio Regulations unduly bulky, their inclusion would extend to all Members of the ITU agreements that had been designed to apply to a specific region. He considered that the particular text prepared by Region 1 was very important and proposed that the Resolution be redrafted to leave it to the next Plenipotentiary Conference to decide whether that particular text should be included in the Radio Regulations, without setting a precedent for all regional agreements.

4.3 The delegate of the United Kingdom supported by the delegate of the Netherlands said that the Resolution should merely request the IFRB and the Administrative Council to advise the Plenipotentiary Conference on the regulatory aspects of the inclusion of decisions of regional administrative radio conferences in the Radio Regulations, without referring to specific cases.

4.4 The delegate of India also pointed to the danger of setting a precedent. In general, he opposed the inclusion of any regional plans in the Radio Regulations. He stressed that the Resolution should make it clear why it was thought important to include those particular channelling plans in the Radio Regulations.

The meeting rose at 1735 hours.

The Secretary:

T. GAVRILOV

The Chairman:

O. VILLANYI

COMMITTEE 5

SUMMARY RECORD

OF THE

ELEVENTH AND LAST MEETING OF COMMITTEE 5

(DISTRESS AND SAFETY)

Friday, 9 October 1987, at 1040 hrs

Chairman: Mr. P.E. KENT (United Kingdom)

Subjects discussed:

Documents

- | | |
|--|-----------------------------------|
| 1. Approval of the summary record of the sixth meeting | 335 |
| 2. ADD 3220A and ADD N 3219, N 3220AA (Document 314) | 223 (Rev.1), DL/53, 325, DT/74 |
| 3. Completion of the Committee's work | - |

1. Approval of the summary record of the sixth meeting (Document 335)

The summary record of the sixth meeting was approved.

2. ADD 3220A and ADD N 3219A, N 3220A (Documents 223(Rev.1) 314, 325, DL/53, 325, DT/74)

2.1 The Chairman drew attention to the proposals in Document 223(Rev.1) introduced by Switzerland on behalf of a number of delegations, to Document 325 submitted by the United States and to Document DL/53. At the Committee's seventh meeting, it had been decided to set up Drafting Group 5-1 to arrive at a compromise approach, and the results of that Group's work were set out in Document DT/74.

2.2 The delegate of the United States, speaking as the Convener of Drafting Group 5-1, pointed out that, during the consideration of matters relating to the identification of medical transports, the USSR Delegation had drawn attention to the technical problems involved. The United States Delegation and that of Switzerland on behalf of the sponsors of Document 223(Rev.1) had agreed that further technical studies were required and, in cooperation with experts of the International Committee of the Red Cross (CIRC), had agreed on the text of draft Recommendation [COM5/A] appearing in the Annex to Document DT/74.

Draft Recommendation [COM5/A]

Title

2.3 The delegate of Mexico proposed that the words "such as Medical Transports" should be inserted after "Special Vessels".

considering c)

2.4 The Chairman said that, in the interest of accuracy, the words "among administrations" should be replaced by the phrase "by the maritime and aeronautical radionavigation services".

2.5 The delegate of Finland said that the words "identification and location" before "transponders" were unnecessary and should be deleted.

considering d)

2.6 The Chairman said that, to take account of the fact that the problem lay in the length of response from the SAR transponders dealt with in Recommendation 628, the word "purposes" in the third line should be replaced by "of special vessels".

2.7 The delegate of Spain said it should be made clear that Recommendations 628 and 630 were those of the CCIR, not those attached to the Radio Regulations.

invites the CCIR

2.8 The delegate of Mexico, supported by the delegates of the United States, Switzerland, the Islamic Republic of Iran and Saudi Arabia, proposed that the text should be aligned with the title by replacing the words "medical transport ships" by "special vessels such as medical transports".

2.9 In response to a suggestion by the delegate of Argentina that the titles of Articles 40 and N 40 should also be aligned, the Chairman said that the matter should be considered by Committee 7 in the light of the final contents of the two Articles.

requests the Administrative Council

2.10 Replying to the delegate of Paraguay, who thought that the next competent conference should be specified, the Chairman said that the present Conference was not in a position to do so, but could state what that conference would be expected to do, by adding the phrase "for review and, if appropriate, amendment of the Radio Regulations".

2.11 The delegate of the Islamic Republic of Iran proposed that the words "world administrative radio" should be inserted after "competent".

Draft Recommendation [COM5/A] was approved, with the above amendments. As a consequence of the approval of the above draft Recommendation, it was agreed that the square brackets should be removed from ADD N 3219A and that the reference "(See Recommendation COM5/A)" be added to it and to 3219A.

2.12 The delegate of the United States withdrew Document 325 and proposed, with the support of the delegate of Switzerland, that ADD N 3220A be deleted.

It was so agreed.

2.13 The delegate of Switzerland, speaking on behalf of the sponsors, said that Document 223(Rev.1) could be withdrawn.

3. Completion of the Committee's work

3.1 The Chairman announced that Committee 5 had completed the work assigned to it. Pursuant to No.595 of the International Telecommunication Convention, he would examine and approve the summary records of the seventh and subsequent meetings of the Committee.

3.2 The Observer for the International Maritime Organization (IMO) stated that, contrary to some views which had been expressed, IMO had at its disposal experts in the field of radiocommunication and that the developing countries were well represented therein.

3.3 The Chairman said that the statement by the Observer for IMO would be annexed to the summary record of the eleventh meeting.

3.4 After the customary exchange of courtesies by the Chairman and the delegates of Mexico, France, Tunisia and Togo, the Chairman declared the last meeting of Committee 5 closed.

The meeting rose at 1140 hours.

The Secretary: .

A. ZOUDOV

The Chairman:

P.E. KENT

ANNEX 1

Statement by the representative of IMO

Mr. Chairman,

I would like to request your kind permission to address two points made by a distinguished speaker in his interventions at the eighth meeting of Committee 5, namely that delegates at IMO meetings are experts in merchant marine matters and have no experience of telecommunications and that very few developing countries can send delegations to IMO meetings.

As to the first allegation, I wish to state that in IMO we take pride in seeing some of the world's best brains in radiocommunication matters honouring the meetings of our competent bodies, namely the Sub-Committee on Radiocommunications and the Maritime Safety Committee.

An excellent example of the quality of the work accomplished in this field in IMO is the fact that the IMO recommendations to this Conference were used by Committee 5 as basic documents for its work.

Another relevant example is that the Conference entrusted the work of Committee 5 and its Working Groups and ad hoc Group to the hands of maritime radiocommunication experts who uninterruptedly attend the radio work in IMO, namely yourself, Mr. Chairman, Mr. U Hammerschmidt (Chairman of Working Group 5-A), Mr. T. Hahkio (Chairman of Working Group 5-B) and Mr. R. McIntyre (Chairman of Ad Hoc Working Group 1).

The same recognition can be found in Resolution No. 321 of WARC-83.

As to the alleged participation in the work of IMO of very few developing countries, the following figures speak for themselves:

- two-thirds of IMO Member States are developing countries;
 - of the 56 countries which participated in the last session of IMO's Maritime Safety Committee, 34, i.e., 60%, were developing countries; and
 - of the 39 countries which participated in the last session of IMO's Sub-Committee on Radiocommunications, 20, i.e., 51%, were developing countries.
-

Source: Documents 264, DL/48, DL/57

COMMITTEE 4

NINTH REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. In addition to the items already reported, the Working Group approved the modifications to Article 8 as contained in Annex 1 to this report.
2. In the light of the proposed new footnotes RR 609A and RR 609B, the Working Group proposes: SUP Recommendation No. 703.
3. The Delegation of Swaziland made reservations concerning the introduction of 572A in the bands 74.8 - 75.2 MHz, 108 - 117.975 MHz and 328.6 - 335.4 MHz. The Delegations of Canada and the United States made reservations concerning the introduction of 726A in the bands specified therein.

All other modifications were adopted unanimously.

4. The Working Group considered the issues raised in Document 327 and concluded not to sub-divide the bands 1 544 - 1 545 MHz and 1 645.5 - 1 646.5 MHz for applications referred to in RR Nos. 2998B and 2998C.
5. The Working Group covered the question raised in Document 328 by amending RR 728 (by adding a reference to RR 27).

The Working Group based its decision on the understanding that the definition of the mobile-satellite service (RR 27) covers the possibility of operation between space stations of the mobile-satellite service. This was confirmed by the following statement of the IFRB:

"Considered together, the provisions Nos. 27 and 728 lead to the conclusion that the band 1 544 - 1 545 MHz can be used by the mobile-satellite service only for distress and safety purposes and that intersatellite links in this band are also limited for these purposes."

6. The Working Group also adopted two new Recommendations which are to be found in Annexes 2 and 3. The Delegation of Tunisia reserved its position with respect to considering e) of Recommendation [COM4/C].

7. The Working Group considered also the operational aspects in some footnotes, as raised by the IFRB in its report to this Conference (Document 4). In this connection, the comment of the Working Group is to be found in Annex 4.

J. KARJALAINEN
Chairman of Working Group 4-A

Annexes: 4

ANNEX 1

MHz
74.8 - 75.2

| Allocation to Services | | |
|------------------------|------------------------------|----------|
| Region 1 | Region 2 | Region 3 |
| 74.8 - 75.2 | AERONAUTICAL RADIONAVIGATION | |
| | 572 <u>572A</u> | |

MHz
108 - 117.975

| | |
|---------------|------------------------------|
| 108 - 117.975 | AERONAUTICAL RADIONAVIGATION |
| | <u>572A</u> |

MHz
328.6 - 335.4

MOD

| | |
|---------------|------------------------------|
| 328.6 - 335.4 | AERONAUTICAL RADIONAVIGATION |
| | 645 <u>572A</u> |

ADD 572A

Additional allocation: in the Federal Republic of Germany, Cyprus, Denmark, France, Norway, Monaco, the United Kingdom and Sweden, the bands 74.8 - 75.2 MHz, 108 - 112 MHz and 328.6 - 335.4 MHz are also allocated to the mobile service on a secondary basis, subject to the agreement obtained under the procedure set forth in Article 14.

In order to ensure that harmful interference is not caused, stations of the mobile service shall not be introduced into parts of the bands until they are no longer required for the aeronautical radionavigation service.

MHz

| Allocation to Services | | |
|------------------------|---------------------------|----------|
| Region 1 | Region 2 | Region 3 |
| 149.9 - 150.05 | RADIONAVIGATION-SATELLITE | |
| | 609 <u>609A</u> | |

ADD 609A Recognizing that the use of the band 149.9 - 150.05 MHz by the fixed and mobile services may cause harmful interference to the radionavigation satellite service, administrations are urged not to authorize such uses in application of RR 342.

MHz

| | |
|----------------|---------------------------|
| 399.9 - 400.05 | RADIONAVIGATION-SATELLITE |
| | 609 <u>609B</u> |

ADD 609B Recognizing that the use of the band 399.9 - 400.05 MHz by the fixed and mobile services may cause harmful interference to the radionavigation satellite service, administrations are urged not to authorize such uses in application of RR 342.

MHz

| Allocation to Services | | |
|------------------------|-----------------------------------|----------|
| Region 1 | Region 2 | Region 3 |
| 406 - 406.1 | MOBILE-SATELLITE (Earth-to-space) | |
| | 649 <u>649A</u> | |

ADD 649A Recognizing that the use of the band 406 - 406.1 MHz by the fixed and mobile services may cause harmful interference to the mobile-satellite (Earth-to-space) service, administrations are urged not to authorize such use in application of RR 342 (see also Resolution No. 205).

MHz
1 215 - 1 240

| | |
|---------------|---|
| 1 215 - 1 240 | RADIOLOCATION |
| | RADIONAVIGATION-SATELLITE (space-to-Earth) 710 |
| | 711 712 713 <u>712A</u> |

ADD 712A Additional allocation: In Cuba, the band 1 215 - 1 300 MHz is also allocated to the radionavigation service on a primary basis, subject to the agreement obtained under the procedure set forth in Article 14.

MHz
1 240 - 1 300

| Allocation to Services | | |
|------------------------|--|----------|
| Region 1 | Region 2 | Region 3 |
| 1 240 - 1 260 | RADIOLOCATION RADIONAVIGATION-SATELLITE (space-to-Earth) 710 Amateur 711 712 <u>712A</u> 713 714 | |
| 1 260 - 1 300 | RADIOLOCATION Amateur 664 711 712 <u>712A</u> 713 714 | |

MHz
1 525 - 1 530

| | | |
|--|--|--|
| | 1 525 - 1 530 SPACE OPERATION (space-to-Earth) Earth-Exploration Satellite Fixed Mobile 723 722 <u>722A</u> | |
|--|--|--|

ADD 722A Different category of service: In Cuba, the allocation of the band 1 525 - 1 530 MHz to the aeronautical mobile service is on a primary basis, under the conditions specified in No. 723.

ADD 726 The bands 1 530 - 1 544 MHz, 1 545 - 1 559 MHz,
1 626.5 - 1 645.5 MHz and 1 646.5 - 1 660.5 MHz shall not be used
for feeder links of any service.

MOD 728 The use of the band 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 (see also
RR 27).

ANNEX 2

RECOMMENDATION [COM4/C]

Relating to the Possibility of Reducing the Band
4 200 - 4 400 MHz used by Radio Altimeters
in the Aeronautical Radionavigation Service

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987

considering

- a) that there is a demand for additional frequency allocations for the mobile service, particularly the land mobile service;
- b) that all systems utilizing the radio-frequency spectrum should be efficient in their use of this scarce resource;
- c) that the allocation to the aeronautical radionavigation service of the band 4 200 - 4 400 MHz appeared in the Radio Regulations (Atlantic City, 1947) and has not been changed despite technological advances;
- d) that it decided not to change the frequency allocations in that band;
- e) that it might be possible to operate radio altimeters in this band with sufficient accuracy with a necessary bandwidth less than 200 MHz;
- f) that the frequency tolerance of such devices might be improved;
- g) that studies carried out by ICAO on this question indicate that the operation of the existing radio altimeter equipment necessitates the whole band;

recommends

1. that the next competent world administrative conference considers, if appropriate, a reduction of the band 4 200 - 4 400 MHz allocated to the aeronautical radionavigation service;
2. that any reduction should be based on a detailed technical evaluation of the systems in question, taking into account the ICAO reports on the evaluation of future world traffic of aircrafts using this band;

3. that the conference mentioned in recommends 1 above should consider reallocating to the land mobile service any portion of the band currently available for the aeronautical radionavigation service which is identified as a result of technical considerations;

invites the CCIR

to study the necessary bandwidth and frequency tolerance requirements for systems operating in the aeronautical radionavigation service in the frequency band 4 200 - 4 400 MHz.

invites the Administrative Council

to place this Recommendation on the agenda of the next competent world administrative radio conference;

requests the Secretary-General

to refer this Recommendation to ICAO inviting their consideration of the possibility of reducing the band 4 200 - 4 400 MHz for the aeronautical radionavigation service and to make appropriate Recommendations to assist administrations in this matter.

ANNEX 3

RECOMMENDATION [COM4/D]

**Relating to the Compatibility between the Aeronautical Mobile (R)
Service in the band 117.975 - 137 MHz and the Sound
Broadcasting Stations in the band 87.5 - 108 MHz**

The World Administration Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that VHF air/ground communications ensure a vital role in the operations and safety of aircraft, which could be prejudiced by interference;
- b) that compatibility problems have arisen in various parts of the world between the aeronautical mobile (R) service in the band 117.975 - 137 MHz and the FM sound broadcasting stations in the band 87.5 - 108 MHz;
- c) that the Regional Administrative Conference for Planning on VHF Sound Broadcasting (Region 1 and part of Region 3) (Geneva, 1984) did not consider the aspects of compatibility between these two services in preparation of the Sound Broadcasting Plan;
- d) that the CCIR and the ICAO have studied the problem and the CCIR has recommended technical criteria which can be used by administrations for coordination between the two services concerned;
- e) that the ICAO has agreed standards, to come into effect on 1 January 1998, relating to the immunity characteristics of future aeronautical VHF receivers and incorporating the agreed immunity levels for intermodulation and desensitization;

invites the CCIR

to continue to study compatibility between these two services from the standpoint of possible interference to the aeronautical mobile service;

invites the ICAO

to continue to study these problems and communicate the results of its studies to the CCIR;

recommends administrations

- a) to participate actively in these studies and provide the CCIR with expert guidance on this matter;
- b) to take all possible steps to give the required protection to the aeronautical mobile (R) service, taking into account the information contained in consistent CCIR reports;

requests the Secretary-General

to communicate this Recommendation to the ICAO.

ANNEX 4

Operational aspects in footnotes

The IFRB, in its Document 4, paragraphs 2.2.1 and 2.2.2, has raised some problems encountered in the application of certain footnotes in Article 8 of the Radio Regulations in particular when operational aspects of use are referred to in footnotes for a particular service. The IFRB pointed out that it cannot consider these aspects in its regulatory and technical examination of frequency assignment notices due to lack of relevant information. Also Appendix 1 of the Radio Regulations does not provide for the submission of such data.

Consequently, the Working Group noted that the IFRB in general is not taking into account, in its examinations, of the operational limitations imposed on stations of a radio service in a footnote to the Table of Frequency Allocations (e.g. MOD 451 in Document 206 or ADD 775A in Document 224) and that the observance of such conditions is the sole responsibility of the administrations.

COMMITTEE 7

FOURTH SERIES OF TEXTS FROM COMMITTEE 4
TO THE EDITORIAL COMMITTEE

1. The following texts, which were approved by Committee 4 at its eighth and ninth meetings with slight modifications, are submitted to the Editorial Committee.

- MOD RR 772, as contained in Document DT/69;
- text in annex to Document 309, as contained therein;
- texts in Annexes 1 to 5 to Document 358, with slight modifications;
- MOD RR 962, as contained in paragraph 1 of Document 308 (this completes the examination of Article 9);
- text in annex to Document 308, with slight modification (correct title);
- text in Annex 2 to Document 363 (remove the square brackets in considering a);
- text in Annex 3 to Document 363, (quote exact abbreviation, WMO, in the English text).

In this respect please note that the reference in MOD 595 should be: Resolution [COM4/1].

2. Committee 4 took, also, the following decisions:

Resolution No. 9: NOC
Resolution No. 600: SUP
Recommendation No. 305: NOC
Recommendation No. 404: SUP
Recommendation No. 600: SUP

3. The attention of Committee 7 is drawn to the fact that the examination of Article 8 is not completed and that further modifications to this article are expected.

O. VILLANYI
Chairman of Committee 4

COMMITTEES 6 AND 7Note by the Secretary-GeneralMATTERS FOR CLARIFICATION: APPENDIX 25 AND No. 2246
OF THE RADIO REGULATIONS

1. Appendix 43, as adopted by the WARC MOB-83 and currently in force, contains under "1. General", the following clarifying provision:

"1.5 In this Appendix, the word "country" is used with the meaning attributed to it in No. 2246 of the Radio Regulations."

A similar clarifying footnote ("3") is also contained in Resolution No. 320 (MOB-83) against the letter "f)" of the "noting" paragraph thereof.

2. Document 355 indicates ("NOC") no change in respect of this provision "1.5" quoted above for Appendix 43.

3. Appendix 25, which as such was not on the agenda of the WARC MOB-83, but is on the agenda of the present Conference (see Document 1), refers in its introductory "Note c)" under "Column 2" to the term "country or area".

4. It might be considered useful to have a similar clarification made in Appendix 25 in respect of the meaning of the word "country" as used therein, in order to bring the provision into line with Appendix 43. This could be done by adding against that word an asterisk followed by a footnote with the same text as in provision "1.5" of Appendix 43 quoted above. This footnote would thus read:

"*) In this Appendix, the word "country" is used with the meaning attributed to it in No. 2246 of the Radio Regulations".

5. Committee 6 is invited to consider the above suggestion.

6. As a purely editorial matter, the attention of Committee 7 is drawn to a divergency existing between the current French and Spanish texts, on the one hand, and the English text, on the other hand, of No. 2246 of the Radio Regulations.

Whereas the French and Spanish texts read as follows:

F: "2246 § 16. En ce qui concerne les documents de service, il y a lieu d'entendre par le mot "pays" le territoire dans les limites duquel se trouve la station; un territoire n'ayant pas l'entière responsabilité de ses relations internationales est également considéré à cet effet comme un "pays".

S: "2246 § 16. En lo que concierne a los documentos de servicio, se entenderá por "país" el territorio dentro de cuyos límites se encuentra la estación. Se considerará también "país" un territorio que no tiene la plena responsabilidad de sus relaciones internacionales.",

the English text reads as follows:

E: "2246 § 16. For the purpose of the service documents, a country shall be understood to mean the territory within the limits of which the station is located; a territory which does not have full responsibility for its international relations shall also be considered as a country for this purpose."

7. Committee 7 is invited to consider bringing the English version of the text of No. 2246 into line and conformity with the French and Spanish versions.

R.E. BUTLER

Secretary-General

COMMITTEE 7SEVENTH SERIES OF TEXTS TRANSMITTED BY THE
TECHNICAL WORKING GROUP OF THE PLENARY
TO THE EDITORIAL COMMITTEE

1. The text of Appendix 19 contained in Document DT/56, with modifications.
2. The text of Resolution GT-TEC PLEN/4, which was reconsidered by the Technical Working Group of the Plenary.

The above mentioned texts have been approved by the Technical Working Group of the Plenary at its sixteenth meeting and are contained in Annexes 1 and 2. In addition the Technical Working Group of the Plenary took the following decisions:

NOC Appendix 37
NOC Appendix 39
NOC Recommendation No. 310
NOC Recommendation No. 405

E. GEORGE
Chairman of the Technical Working Group
of the Plenary

Annexes: 2

ANNEX 1

MOD

APPENDIX 19 (MOB-87)

**Technical Characteristics for Transmitters and Receivers
Used in the Maritime Mobile Service
in the Band 156 - 174 MHz**

(see Articles 59 and 60 and Appendix 18)

1. Only frequency modulation with a pre-emphasis of 6 dB/octave (phase modulation) shall be used.
2. The frequency deviation corresponding to 100% modulation shall approach ± 5 kHz as nearly as practicable. In no event shall the frequency deviation exceed ± 5 kHz.
3. The frequency tolerance for coast and ship stations shall be 10 parts in 10^6 .
4. When transmitting on any of the frequencies designated in Appendix 18, the emission of each station shall be vertically polarized at the source.
5. The audio-frequency band shall be limited to 3 000 Hz.
6. It shall be possible to reduce, readily, the mean power of a ship station transmitter to 1 W or less, except for digital selective calling equipment operating on 156.525 MHz (channel 70), where this facility may be provided.
7. Stations using digital selective calling shall incorporate the following capabilities:
 - a) sensing to determine the presence of a signal on 156.525 MHz (channel 70) and
 - b) automatic prevention of the transmission of a call, except for distress and safety calls, when the channel is occupied by calls.
8. The remaining characteristics of transmitters and receivers used for digital selective calling shall comply with relevant CCIR Recommendations.
9. When coast station transmitters emit marking signals required for the operation of an automatic service, this shall be done with a mean power attenuation of at least 10 dB (see Nos. 4326A and 4910).

ANNEX 2

RESOLUTION GT-TEC PLEN/4

**Relating to the Compatibility of Equipment
Used in the Mobile-Satellite Service**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) that only a limited number of frequency bands is allocated to the mobile-satellite service;
- b) that the CCIR is studying the preferred technical and operating characteristics for a mobile-satellite system which would have earth stations on ships, land and/or aircraft all operating within the same system;
- c) that there is a need for an efficient use of the bands allocated to the mobile-satellite service;
- d) that the maritime mobile-satellite service and the aeronautical mobile-satellite service have special requirements with regard to safety;

resolves

that the CCIR should continue to study as a matter of urgency terminal characteristics which are common to the extent practicable in order to provide compatibility between the land, maritime, and aeronautical mobile-satellite services;

urges

administrations to encourage the development and manufacture of compatible mobile-satellite user equipment.

B.8

PLENARY MEETINGEIGHTH SERIES OF TEXTS SUBMITTED BY THE
EDITORIAL COMMITTEE TO THE PLENARY MEETING

The following texts are submitted to the Plenary Meeting for first reading:

| <u>Source</u> | <u>Documents</u> | <u>Title</u> |
|---------------|------------------|---------------------------|
| COM.5 | 365(Rev.1) | Resolution COM5/1 |
| COM.7 | 334 (B.6) | Article 37* |
| COM.5 | 161(Rev.1) (210) | Chapter N IX/Article N 37 |

* Note by Committee 7

Article 37 is submitted for second reading with the text approved at the first reading (fifth Plenary Meeting of Thursday, 8 October 1987).

Y.C. MONGELARD
Chairman of Committee 7

Annexes: 9 pages

RESOLUTION COM5/1

**Relating to the Introduction of Provisions for the
Global Maritime Distress and Safety System (GMDSS)
and the Continuation of the Existing Distress
and Safety Provisions**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

noting

that the International Maritime Organization (IMO):

- has reached the final stage of development of the Global Maritime Distress and Safety System (GMDSS);
- is preparing a revision of the International Convention for the Safety of Life at Sea (SOLAS), 1974, with a view to introducing the GMDSS;
- will decide on the dates of initial and full implementation of the GMDSS, including any intermediate dates of application for various classes of ships subject to the above-mentioned Convention;

noting further

- a) that to ensure compatibility between ships following Chapter IX and those following Chapter N IX of the Radio Regulations, all ships subject to the 1974 SOLAS Convention will continue to use applicable existing distress and safety provisions until the GMDSS has been implemented fully;
- b) that some administrations and ships not subject to the 1974 SOLAS Convention may continue to use provisions of Chapter IX on Distress and Safety Communications after the GMDSS has been implemented fully;
- c) that it would be costly for administrations to maintain in parallel for an excessive period of time shore-based facilities necessary to support both the existing distress and safety system and the GMDSS;
- [d) that it is necessary to continue existing shore-based distress and safety services so that ships not subject to the 1974 SOLAS Convention will be able to obtain assistance from these services until such time as they are able to participate in the GMDSS.] (x)

(x) Notes of information to the Plenary:

- a) delegates of 21 administrations supported this proposed text;
- b) delegates of 15 administrations opposed this text;
- c) delegates of 2 administrations expressed reservations on the text and considered that administrations should exercise their own discretion on the matter.

considering

- a) that this Conference has placed in Chapter N IX the provisions which are required for the GMDSS to be implemented, and that Chapter IX, as modified, retains the provisions for the existing distress and safety system;
- b) that the introduction of the GMDSS will offer the opportunity to gain administrative, technical and operational experience with the new system;
- c) that the experience gained from the operation of the GMDSS should be used to improve the distress and safety system;

recognizing

- a) that to assist IMO, the provisions of Chapter N IX should enter into force prior to the initial implementation date of the GMDSS;
- b) that some elements of the GMDSS described in Chapter N IX, particularly digital selective calling, will not be fully operational in all parts of the world on the date of entry into force of the Final Acts of this Conference;

resolves

- 1. that the entry into force of Chapter N IX (xx):
 - a) implies that those administrations wishing to start using the provisions of Chapter N IX may do so;
 - b) does not commit any administration to install or establish GMDSS facilities or to start using the provisions of Chapter N IX;
- 2. that nevertheless, and in light of resolves 1, administrations shall be obliged to follow the provisions of Chapter IX until adequate measures have been taken to ensure the continuation of safety communications for ships not subject to the 1974 SOLAS Convention [, until full implementation of the GMDSS] and until a future competent conference decides otherwise;

invites the Administrative Council

to draw this Resolution to the attention of the next Plenipotentiary Conference and to request that Conference to decide on a world administrative radio conference which should be made competent to review this Resolution and Chapters IX and N IX;

(xx) Notes of information to the Plenary:

- a) delegates of 15 administrations expressed the view that Chapter N IX should enter into force with the Final Acts;
- b) delegates of 7 administrations expressed the view that Chapter N IX should enter into force on 1 January 1991;
- c) delegates of 2 administrations considered that the date of entry into force of Chapter N IX was related to work in other Committees.

requests the IMO

when it is deciding the dates of implementation of the GMDSS, to take into account:

1. Resolution No. 322(Rev.) Relating to Coast Stations and Coast Earth Stations Assuming Watch-keeping Responsibilities on Certain Frequencies in Connection with the Implementation of Distress and Safety Communications for the GMDSS, which is concerned with the adequate geographic distribution of coast stations and coast earth stations necessary for the implementation of the GMDSS;
2. the economic repercussions and benefits of the GMDSS and the particular limitations confronting the developing countries;
3. the possibility of a progressive implementation of the GMDSS by bringing into effect component parts of the system, particularly those having maximum benefit to the safety of life at sea;

instructs the Secretary-General

to communicate this Resolution to IMO and the International Civil Aviation Organization (ICAO).

NOC

CHAPTER IX

NOC

Distress and Safety Communications¹

NOC

ARTICLE 37

NOC

General Provisions

MOD 2930 § 1. The provisions specified in this Chapter are obligatory [(see Resolution COM5/1)] in the maritime mobile service for stations using the frequencies and techniques prescribed in this Chapter and for communications between these stations and aircraft stations. However, stations of the maritime mobile service, when additionally fitted with any of the equipment used by stations operating in conformity with the provisions specified in Chapter N IX shall, when using that equipment, comply with the appropriate provisions of that chapter. The provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of special arrangements between the governments concerned.

NOC 2931 § 2.

NOC 2932 § 3. (1)

NOC 2933 (2)

NOC 2934 (3)

MOD 2934A Ship earth stations located at Rescue Coordination Centres² may be authorized by an administration to communicate for distress and safety purposes with any other station using bands allocated to the maritime mobile-satellite service, when special circumstances make it essential, notwithstanding the methods of working provided for in these Regulations.

NOC 2935 § 4.

NOC 2936-2937

NOC C.IX ¹ For the purposes of this Chapter, distress and safety communications include distress, urgency and safety calls and messages.

MOD 2934A.1 ² The term "Rescue Coordination Centre" as defined in the International Convention on Maritime Search and Rescue, 1979, refers to a unit responsible for promoting the efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.

- MOD 2937A § 4A. Distress, urgency and safety transmissions may also be made, taking into account No. 2945, using digital selective calling and satellite techniques and/or direct-printing telegraphy, in accordance with relevant CCIR Recommendations.
- MOD 2938 § 5. The abbreviations and signals of Appendix 14 and the Phonetic Alphabet and Figure Code in Appendix 24 should be used where applicable.¹
- NOC 2939 § 6. (1)
- NOC 2940 (2)
- NOC 2941 § 7.
- MOD 2942 § 8. Mobile stations² of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified, in Section I of Article 38 (see also No. 2932).
- MOD 2942A Mobile stations of the aeronautical mobile service may communicate, for distress and safety purposes, with stations of the maritime mobile service in conformity with the provisions of this Chapter.
- 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:
- MOD 2943A a) until the full implementation of the global maritime distress and safety system [GMDSS], 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 J3E or H3E and receiving class A3E, J3E and H3E emissions³ or, on the carrier frequency 4 125 kHz, transmitting and receiving J3E emissions or, on the frequency 156.8 MHz, transmitting and receiving class G3E emissions [(see also Resolution COM5/1)];

ADD 2938.1 ¹ The use of the Standard Marine Navigational Vocabulary and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization, is also recommended.

(MOD) 2942.1 ²

(MOD) 2943.1 ³ As 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 2943B b) after the full implementation of the GMDSS, of transmitting and receiving class J3E emissions when using the carrier frequency 2 182 kHz or the carrier frequency 4 125 kHz or class G3E emissions when using the frequency 156.8 MHz and, optionally, 156.3 MHz.

SUP 2944 § 10.

MOD 2945 § 11. Until the full implementation of the global maritime distress and safety system (GMDSS), and until a competent conference decides otherwise, all provisions of the Radio Regulations pertaining to the present distress, urgency and safety communications shall be maintained in force [(see Resolution COM5/1)].

SUP 2946 to 2949

ADD

CHAPTER N IX

Distress and Safety Communications¹ for the GMDSS

¹For the purposes of this Chapter, distress and safety communications include distress, urgency and safety calls and messages.

ADD

ARTICLE N 37

General Provisions

N 2929 This Chapter contains the provisions for the operational use of the Global Maritime Distress and Safety System (GMDSS).

N 2930 The provisions specified in this Chapter are obligatory [(see Resolution COM5/1] in the maritime mobile service for all stations using the frequencies and techniques prescribed for the functions set out herein. (See also No. N 2939.) Certain provisions of this Chapter are also applicable to the aeronautical mobile service except in the case of special arrangements between the governments concerned. However, stations of the maritime mobile service, when additionally fitted with equipment used by stations operating in conformity with Chapter IX, shall, when using that equipment, comply with the appropriate provisions of that Chapter.

N 2931 The procedure specified in this Chapter is obligatory in the maritime mobile-satellite service and for communications between stations on board aircraft and stations of the maritime mobile-satellite service, wherever this service or stations of this service are specifically mentioned.

N 2939 The International Convention for the Safety of Life at Sea, SOLAS 1974, prescribes which ships and which of their survival craft shall be provided with radio equipment, and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be met by such equipment.

N 2931A Stations of the land mobile service in uninhabited or remote areas may, for distress and safety purposes, use the frequencies provided for in this Chapter.

- N 2931B The procedure specified in this Chapter is obligatory for stations of the land mobile service when using frequencies provided in these Regulations for distress and safety communications.
- N 2932 No provision of these Regulations prevents the use by a mobile station or a mobile earth station in distress of any means at its disposal to attract attention, make known its position, and obtain help.
- N 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 a mobile earth station in distress.
- N 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 a mobile earth station in distress (see also No. 959).
- N 2934A Ship earth stations located at Rescue Coordination Centres¹ may be authorized by an administration to communicate for distress and safety purposes with any other station using bands allocated to the maritime mobile-satellite service, when special circumstances make it essential, notwithstanding the methods of working provided for in these Regulations.
-
- N 2934A.1 ¹ The term "Rescue Coordination Centre", as defined in the International Convention on Maritime Search and Rescue, 1979, refers to a unit responsible for promoting the efficient organization of search and rescue services and for coordinating the conduct of search and rescue operations within a search and rescue region.
- N 2935 Transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.
- N 2937A Distress, urgency and safety transmissions may also be made, using Morse telegraphy and radiotelephony techniques, in accordance with the provisions of Chapter IX and relevant CCIR Recommendations.

N 2938 The abbreviations and signals of Appendix 14 and the Phonetic Alphabet and Figure Code in Appendix 24 should be used where applicable¹.

N 2938.1 ¹ The use of the Standard Marine Navigational Vocabulary and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization (IMO), is also recommended.

N 2942 Mobile stations¹ of the maritime mobile service may communicate, for safety purposes, with stations of the aeronautical mobile service. Such communications shall normally be made on the frequencies authorized, and under the conditions specified, in Section I of Article N 38 (see also No. N 2932).

N 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 the Regulations which relate to that service and, as appropriate, to any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.

N 2942A Mobile stations of the aeronautical mobile service may communicate, for distress and safety purposes, with stations of the maritime mobile service in conformity with the provisions of this Chapter.

N 2943 Any station on board an aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of the maritime mobile service that comply with the provisions of this Chapter, shall be capable of transmitting and receiving class J3E emissions when using the carrier frequency 2 182 kHz, or class J3E emissions when using the carrier frequency [4 125 kHz], or class G3E emissions when using the frequency 156.8 MHz or the alternative frequency 156.3 MHz.

COMMITTEE 4

THIRD REPORT OF DRAFTING GROUP 4-B-1 TO COMMITTEE 4

THE COORDINATION OF THE USE OF THE FREQUENCIES
490 kHz AND 4 339.5 kHz FOR NAVTEX-TYPE INFORMATION

The Group considered the necessary regulations to provide for a coordination procedure for the frequencies 490 kHz and 4 339.5 kHz, used for the transmission of NAVTEX-type informations.

The Drafting Group concluded that the new Article 14A could be used in order to achieve also for these frequencies a coordination procedure, however with the understanding that some exemptions from the provisions of Article 14A were considered necessary.

In order to point out more that the provisions of Article 14A would not be mandatory, but only strongly recommended, a Resolution was drafted. This Resolution calls also on administrations to cooperate with IMO, and requests IMO, IHO and WMO to provide any comments, when applicable.

Finally a modified footnote 472A and an additional footnote 518A to Article 8 are approved to mention the specific use of these frequencies.

C. VAN DIEPENBEEK
Chairman of Drafting Group 4-B-1

Annexes: 2

ANNEX 1

DRAFT RESOLUTION (COM4/12.)

**Relating to the Procedure Applicable to Stations Transmitting
NAVTEX-type Information on the Frequencies 490 [and 4 339.5] kHz
Using Automatic Narrow-Band Direct-Printing Telegraphy**

The World Administrative Radio Conference for the Mobile Services, Geneva,
1987,

consideration

- a) That in the maritime mobile service the frequency 518 kHz is used exclusively for the transmission by coast stations of navigational and meteorological warnings and urgent information to ships using narrow-band direct-printing telegraphy (the International NAVTEX System);
- b) that this Conference has included in Article 14A the procedure for the coordination of the planned use of the frequency 518 kHz for NAVTEX;
- c) that this Conference also designated within the maritime mobile service the frequencies 490 kHz and [4 339.5 kHz] to be used exclusively for the transmission of NAVTEX-type information;
- d) that the frequency 490 kHz will become available for NAVTEX-type transmissions after the full implementation of the GMDSS;
- e) that the proper functioning of the transmission of NAVTEX-type information is dependent on the coordinated use of these transmissions by the coast stations involved;
- f) that the coordination of the operational aspect of the International NAVTEX System on 518 kHz is being undertaken by the International Maritime Organization (IMO), the International Hydrographic Organization (IHO), and the World Meteorological Organization (WMO);
- g) that it is also desirable that the IMO, in cooperation with the IHO and WMO, give its assistance in the coordination of the transmission of NAVTEX-type information by coast stations on the frequencies 490 kHz and [4 339.5 kHz].

resolves

1. that administrations working IMO to coordinate the use of the frequencies 490 kHz and [4 339.5] kHz for the transmission of NAVTEX-type information should also communicate to the International Frequency Registration Board (IFRB) the additional characteristics of No. 1632;
2. that administrations and the IFRB shall use the procedures set forth in Article 14A with the understanding that
 - the communication of the additional characteristics as mentioned in No. 1632 is only strongly recommended;
 - No. 1634 applies only to the basic characteristics;
 - No. 1635 shall also be applied to the frequency bands 489.5 - 490.5 kHz and [4 339.25 - 4 339.75] kHz.
 - the IFRB shall communicate a copy of the special section of its weekly circular indicating any coordination already effected and the names of administrations identified in application of No. 1635 only for information to the IMO, IHO and WMO.

requests

1. the IMO to provide, upon receipt of the information supplied by the IFRB under resolves 2, to the administrations concerned and the IFRB, any comments which may assist the administrations in reaching agreement;
2. the IMO, the IHO and the WMO to carry out any operational coordination that may be necessary;
3. the CCIR to undertake the necessary technical studies for the global coordination of planned use for the transmission of NAVTEX-type information, to be used by the IMO, the WMO, the IHO and the IFRB;
4. the Secretary-General to communicate this Resolution to the IMO, the IHO and the WMO.

ANNEX 2

MOD 472A

In the maritime mobile service, the frequency 490 kHz is, from the date of full implementation of GMDSS (see Resolution COM5 [1]), to be used exclusively for the transmission by coast stations of navigational and meteorological warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy (see Resolution COM4/12).

ADD 518A

The frequency 4 339.5 kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships by means of NBDP techniques (see Resolution [COM5/4]).

WORKING GROUP 4-ASECOND REPORT OF DRAFTING GROUP 4-A-8
TO WORKING GROUP 4-A

1. In accordance with the instructions given at the meeting of Working Group 4-A on 8 October 1987, the Drafting Group reconsidered the regulatory provisions that had not yet been approved in Document 343 and the draft relating to Article 60 (DL/63).
2. Drafting Group 4-A-8's revised proposals are annexed hereto.

R. BISNER
Chairman of Drafting Group 4-A-8

Annex: 1

ANNEX

MOD 472

The frequency 500 kHz is an international distress and calling frequency for Morse radiotelegraphy. The conditions for its use are prescribed in Articles 37, 38, N 38 and 60.

MOD 472A

~~The frequency 490 kHz is used exclusively for distress and safety calls in the shore-to-ship direction employing digital selective calling techniques. The conditions for the use of this frequency are prescribed in Article N 38. Additional conditions concerning the use of this frequency are given in Resolution No. [206 (Mob-83)].~~ The conditions for the use of the frequency 490 kHz are prescribed in Articles N 38 and 60 (see also Resolution COM5/1).

MOD 474

The conditions for the use of frequency 518 kHz by the maritime mobile service are prescribed in Articles 38, N 38 and 60 [(see Resolution No. 318 (Mob-83))] [(see Article 14A)].

ADD 472B

In using the band 415 - 495 kHz for the AERO-RN service, administrations are requested to take every possible precaution to ensure that no harmful interference is caused to the frequency 490 kHz, which is designated for distress and safety calls in the shore-to-ship direction employing digital selective calling systems (see Articles 38 and N 38).

ADD 520A

The conditions for the use of the frequency [4 339.5] kHz are prescribed in Article N 38.

MOD 613A

In the maritime mobile VHF service the frequency 156.525 MHz is to be used exclusively ~~as from 1 January 1986 for digital selective calling for distress, and safety communications and calling. The frequency 156.825 MHz is used exclusively for direct-printing telegraphy in the maritime mobile VHF service for distress and safety purposes.~~ The conditions for the use of this frequency are prescribed in Articles 38, N 38 and 60 and in Appendix 18.

MOD 726

The allocation to the maritime mobile-satellite service in the band 1 530 - 1 535 MHz shall be effective from 1 January 1990. Up to that date the allocation to the fixed service shall be on a primary basis in Regions 1 and 3. After that date this band may also be used for distress and safety traffic in the maritime mobile-satellite service (space-to-Earth) (see No. N 2997C).

ADD 726A The bands [1 535 - 1 544] MHz (space-to-Earth) and [1 626.5 - 1 645.5] MHz (Earth-to-space) may also be used for distress and safety traffic in the maritime mobile-satellite service (see Article N 38).

ADD 726B The use of the band 1 544 - 1 545 MHz (space-to-Earth) by the maritime mobile-satellite service is limited to distress and safety traffic (see Article N 38).

MOD 728 The use of the bands ~~1 544 - 1 545 MHz (space-to-Earth)~~ and 1 645.5 - 1646.5 MHz (Earth-to-space) by the mobile-satellite service and for intersatellite links is limited to distress and safety ~~operations~~ traffic (see Article N 38).

COMMITTEE 2FOURTH REPORT OF THE WORKING GROUP
OF COMMITTEE 2
(CREDENTIALS)

The Working Group of Committee 2 held a fourth meeting on 9 October 1987. It examined the credentials of the following delegations :

(In French alphabetical order)

Bahamas (Commonwealth of the)
Colombia (Republic of)
Malta (Republic of)
Syrian Arab Republic
Swaziland (Kingdom of)
Venezuela (Republic of)

These credentials are all in order.

V.A. RASAMIMANANA
Chairman of Working Group 2-A

COMMITTEE 7SIXTH SERIES OF TEXTS FROM COMMITTEE 5
TO THE EDITORIAL COMMITTEE

At its eleventh meeting Committee 5 adopted Recommendation [COM5/A] as contained in the annex.

As a consequence of this action the square brackets around N 3219A (in Article N 40 should be removed and the following addition should be made to N 3219A and 3219A at the end of the respective texts:

"(See Recommendation [COM5/A].)"

In addition, the proposed ADD N 3220A in Article N 40 should be deleted.

P.E. KENT
Chairman of Committee 5

Annex: 1

ANNEX

RECOMMENDATION [COM5/A]

Relating to the Identification and Location of Special
Vessels, such as Medical Transports, by Means of
Standard Maritime Radar Transponders

The World Administrative Radio Conference for the Mobile Services,
Geneva, 1987,

considering

- a) the desirability to implement modern techniques in standard maritime radar transponders for the identification and location of vessels at sea;
- b) Radio Regulations 3219A and N 3219A which provide that the identification and location of medical transports at sea may be effected by means of appropriate standard maritime radar transponders;
- c) that transponders designed to be compatible with radiolocation radars are not necessarily compatible with radars used by the maritime and aeronautical radionavigation services; nor are their coding for identification technically defined;
- d) that if maritime radar transponders of the type described in CCIR Report 775-2 and CCIR Recommendations 628 and 630, or using the technology described in CCIR Report 774-2, were to be encoded for the identification of special vessels such as medical transports, they would likely be incompatible with most radiolocation radars;

invites the CCIR

to study the question of the identification and location of special vessels such as medical transports by means of the standard maritime radar transponders taking into account also the technical and economical impact of implementation;

invites administrations

to supply information on this question to the CCIR;

requests the Administrative Council

to include this Recommendation in the agenda of the next competent world administrative radio conference for review and, if appropriate, to amend the Radio Regulations.

COMMITTEE 7

NOTE FROM THE CHAIRMAN OF COMMITTEE 5 TO
THE CHAIRMAN OF COMMITTEE 7

Following discussions with the Chairman of Committee 4, to ensure compatibility with Resolution [COM4/12], three minor amendments are necessary to Resolution [COM5/4]. The revised texts are:

1. Title

RESOLUTION COM5/4

Relating to ~~Coordination of~~ the Use of the Frequency [4 MHz]
for NAVTEX-type Transmissions in the
Maritime Mobile Service

2. recognizing

- a) that the frequency [...] has been allocated by this Conference for this purpose;
- b) that the IMO, the World Meteorological Organization (WMO) and the International Hydrographic Organization (IHO) are the competent organizations to ~~coordinate~~ develop a plan for the global use of the HF NBDP marine NAVTEX-type transmission channel;

3. urges administrations

which need to use this channel to assign the frequency in conformity with the ~~plan~~ procedures set out in Resolution [COM4/12] and the Recommendations of the IMO, WMO and IHO for that part of the system over which they hold jurisdiction.

P.E. KENT
Chairman of Committee 5

Note by the Secretary-General

FOR INFORMATION
FINAL DAYS OF THE CONFERENCE

1. Final Acts

The copies of the Final Acts will be distributed, in principle one copy per delegate, in the document distribution boxes before the signing ceremony.

Note - Delegates who leave the Conference before the signing ceremony are requested to fill in a form available at the Document Distribution Service to enable the Secretariat to dispatch their copies after the Conference.

2. Declarations concerning the Final Acts

When the last text to be included in the Final Acts of the Conference has been approved in second reading by the Plenary Meeting, a time limit will be set for the deposit of declarations concerning the Final Acts.

The declarations concerning the Final Acts are to be handed in to the Documents Control Service (J.169) for publication in a consolidated document.

The Plenary Meeting will take note (without debate) of the declarations concerning the Final Acts and fix a second deadline for the deposit of additional declarations having regard to the first set of declarations.

A subsequent Plenary Meeting will take note (without debate) of the additional declarations.

3. Volume of pages in Final Acts

The Secretariat has reviewed the definitive texts emerging in the work of the Conference. Present estimates are 400 pages to be presented for signature.

4. Signing ceremony

Between the final adoption, in second reading, of the last texts of the Final Acts and the signing ceremony, a period of 24 hours is now required:

- for the preparation and printing of the Final Acts, and
- for the deposit and publication of the declarations and additional declarations, as well as for the Plenary Meeting held to take note of them.

The time of the opening of the signing ceremony will therefore depend on when the last text is cleared in Plenary.

It should be noted that delegations (or members thereof) wishing to sign the Final Acts before the signing ceremony may do so by application to office J.165 (Mr. X. Escofet).

R.E. BUTLER
Secretary-General

LIST OF DOCUMENTS
(351 to 400)

| No. | Origin | Title | Destination |
|-----------------|-------------------|--|-------------|
| 351 | C6 | Summary Record of the seventh meeting of Committee 6 | C6 |
| 352 | WG/6 Ad Hoc 1 | Report by the Chairman of WG Ad Hoc 1 to the Chairman of Committee 6 | C6 |
| 353 | WG/6-A | Ninth Report by the Chairman of WG 6-A to the Chairman of Committee 6 | C6 |
| 354 | C5 | Fourth series of texts from Committee 5 to the Editorial Committee | C7 |
| 355 | SWG/6-A-5 | Report of Drafting Group 6-A-5 to WG 6-A | WG/6-A |
| 356 | C5 | Note from the Chairman of Committee 5 to the Chairman of Committee 6 | C6 |
| 357 | SWG/4-B-2 | Report of Drafting Group 4-B-2 to WG 4-B | WG/4-B |
| 358 | WG/4-A | Seventh Report of WG 4-A to Committee 4 | C4 |
| 359 | C4 | Summary Record of the eighth meeting of Committee 4 | C4 |
| 360 | C5 | Summary Record of the ninth meeting of Committee 5 | C5 |
| 361 | C6 | Summary Record of the eighth meeting of Committee 6 | C6 |
| 362 (Rev. 1) | AUS, CAN, F, S | Draft Recommendation Relating to Future Public Land Mobile Telecommunication Systems | C4 |
| 363 | WG/4-B | Sixth Report from the Chairman of WG 4-B to the Chairman of Committee 4 | C4 |
| 364 | C4 | Summary Record of the ninth meeting of Committee 4 | C4 |
| 365 (Rev. 1) | C5 | Fifth series of texts from Committee 5 to the Editorial Committee | C7 |
| 366 | WG/6-A | Tenth Report by the Chairman of WG 6-A to the Chairman of Committee 6 | C6 |

| No. | Origin | Title | Destination |
|-----------------|------------------|---|-------------|
| 367 | WG/6-A | Eleventh Report by the Chairman of WG 6-A to the Chairman of Committee 6 | C6 |
| 368 | C6 | Fourth series of texts submitted to the Editorial Committee by Committee 6 | C7 |
| 369 | B, NZL, USA | Resolution No. 704 | C4 |
| 370 | C3 | Summary Record of the third meeting of Committee 3 | C3 |
| 371 | PL | Minutes of the fifth Plenary Meeting | PL |
| 372 +Corr. 1 | WG/4 Ad Hoc 2 | Report by the Chairman of WG 4 Ad Hoc 2 | C4 |
| 373 | WG/4-A | Eighth Report of WG 4-A to Committee 4 | C4 |
| 374 | WG/4-B | Seventh Report of the Chairman of WG 4-B to the Chairman of Committee 4 | C4 |
| 375 | SG | Radiodetermination-Satellite Service | C4 |
| 376 | C6 | Note by the Chairman of Committee 6 | C6 |
| 377 | F | Proposals for the modification of Article 8 | C4 |
| 378 | WG/6-A | Twelfth Report of the Chairman of WG 6-A to the Chairman of Committee 6 concerning modifications to Appendix 9 | C6 |
| 379 | WG/6-A | Thirteenth Report of the Chairman of WG 6-A to the Chairman of Committee 6 concerning modifications to Article 26 | C6 |
| 380 | WG/6-A | Fourteenth Report of the Chairman of WG 6-A to the Chairman of Committee 6 | C6 |
| 381 | WG/6-A | Fifteenth Report by the Chairman of WG 6-A to the Chairman of Committee 6 | C6 |
| 382 | WG/6-A | Sixteenth Report of the Chairman of WG 6-A to the Chairman of Committee 6 | C6 |
| 383 | SWG/4-A11 | Report from the Chairman of Drafting Group 4-A-11 to the Chairman of WG 4-A | WG/4-A |

| No. | Origin | Title | Destination |
|-----|----------|---|-------------|
| 384 | C6 | Summary Record of the ninth meeting of Committee 6 | C6 |
| 385 | C5 | Summary Record of the tenth meeting of Committee 5 | C5 |
| 386 | C7 | R.2 | PL |
| 387 | C4 | Summary Record of the tenth meeting of Committee 4 | C4 |
| 388 | C5 | Summary Record of the eleventh meeting of Committee 5 | C5 |
| 389 | WG/4-A | Ninth Report of WG 4-A to Committee 4 | C4 |
| 390 | C4 | Fourth series of texts from Committee 4 to the Editorial Committee | C7 |
| 391 | SG | Matters for clarification : Appendix 25 and No. 2246 of the Radio Regulations | C6, C7 |
| 392 | WG/PL | Seventh series of texts transmitted by the WG/PL to the Editorial Committee | C7 |
| 393 | C7 | B.8 | PL |
| 394 | WG/4-B-1 | Third Report of Drafting Group 4-B-1 to Committee 4 | C4 |
| 395 | WG/4-A-8 | Second Report of Drafting Group 4-A-8 to WG 4-A | WG/4-A |
| 396 | WG/C2 | Fourth Report of the WG of Committee 2 (Credentials) | C2 |
| 397 | C5 | Sixth series of texts from Committee 5 to the Editorial Committee | C7 |
| 398 | C5 | Note from the Chairman of Committee 5 to the Chairman of Committee 7 | C7 |
| 399 | SG | Final days of the Conference | - |
| 400 | SG | List of documents (351 to 400) | - |