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

Note du Secrétaire général

PROPOSITIONS COORDONNEES

Veillez trouver, ci-joint, la liste des propositions qui sont parvenues au Secrétariat général depuis la date de publication du DT/1A; ces propositions sont contenues dans les documents 74 à 92

Note by the Secretary-General

COORDINATED PROPOSALS

Please find attached the list of the proposals received by the General Secretariat since the publication of DT/1A. These proposals are contained in Docs. 74 to 92.

Nota del Secretario General

PROPOSICIONES COORDINADAS

Sírvase encontrar adjunta la lista de las proposiciones que la Secretaría general ha recibido desde la publicación del DT/1A. Estas proposiciones figuran en los documentos 74 a 92.

Annexe : 1
Annex : 1
Anexo : 1

ART.1	PHL/77/1-PHL/77/5	CTI/86/1-CTI/86/4
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ART. 48	PHL/77/63-PHL/77/65	CTI/86/39-CTI/86/41
ART. 49	PHL/77/66-PHL/77/69	CTI/86/42-CTI/86/44
ART. 50	PHL/77/70-PHL/77/73	CTI/86/45-CTI/86/48
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RES. 202	SUP PHL/77/105	
RES. 203	SUP CTI/86/73	
RES. 204	SUP PHL/77/106	CTI/86/74
RES. 205	<u>NOC</u> AUS/40/579(Add.1)	
RES. 206	SUP PHL/77/107 MOD GRC/92/9-GRC/92/12	CTI/86/75
RES. 304	SUP PHL/77/108	
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RES. 308	SUP PHL/77/111	CTI/86/77

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RES. 312	SUP	PHL/77/113	
RES. 316	<u>NOC</u>	CTI/86/80	
RES. 317	SUP	PHL/77/114	CTI/86/81
RES. 318	SUP	PHL/77/115	
RES. 321	SUP	CTI/86/82	
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RES. 401	SUP	CTI/86/84	
RES. 402	SUP	CTI/86/85	
RES. 404	SUP	CTI/86/86	
RES. 407	<u>NOC</u>	CTI/86/87	
RES. 600	SUP	CTI/86/88	
RES. 601	<u>NOC</u>	CTI/86/89	

REC. 7	<u>NOC</u>	AUS/40/582(Add.1)	
REC. 8	<u>NOC</u>	AUS/40/583(Add.1)	
REC. 201	SUP MOD	CTI/86/90 GRC/92/13-GRC/92/23	
REC. 203	SUP	CTI/86/91	
REC. 204	SUP	CTI/86/92	
REC. 300	SUP	CTI/86/93	
REC. 301	SUP	CTI/86/94	
REC. 316	MOD	AUS/40/584-AUS/40/590(Add.1)	
REC. 406	<u>NOC</u>	AUS/40/591(Add.1)	
REC. 600	<u>NOC</u>	AUS/40/592(Add.1)	

**Projets de nouvelles Résolutions
Draft New Resolutions
Proyectos de nuevas Resoluciones**

AUS/40/580(Add.1) ADD

Résolution AUS-E
relative à l'utilisation de la bande 136 - 137 MHz par le
service mobile aéronautique (R)

Resolution AUS-E
relating to the Use of the Band 136 - 137 MHz by the
Aeronautical Mobile (R) Service

Resolución AUS-E
relativa a la utilización de la banda 136 - 137 MHz por el
servicio móvil aeronáutico (R)

AUS/40/581(Add.1) ADD

Résolution AUS-F
relative à la compatibilité des équipements utilisés dans
le(s) service(s) mobile(s) par satellite

Resolution AUS-F
relating to the Compatibility of Equipments Used in the
Mobile-Satellite Service(s)

Resolución AUS-F
relativa a la compatibilidad de los equipos utilizados en
los servicios móviles aeronáuticos

ALG/89/9

ADD

Résolution ALG/AA
relative à l'étude et la mise en oeuvre d'un système mondial
de détresse à terre

Resolution ALG/AA
relating to the Study and Implementation of a Global Land Distress
and Safety System

Resolución ALG/AA
relativa al estudio y puesta en servicio de un sistema mundial de
socorro y seguridad en tierra

Projets de nouvelles Recommandations
Draft New Recommendations
Proyectos de nuevas Recomendaciones

AUS/40/593(Add.1) ADD

Recommandation AUS-1
relative aux futurs systèmes des télécommunications mobiles publiques

Recommendation AUS-1
relating to Futur Public Mobile Telecommunication Systems

Recomendación AUS-1
relativa a los sistemas públicos futuros de telecomunicaciones móviles

S/75/8 ADD

Recommandation B
relative à l'extension des bandes de fréquences attribuées au
service mobile par satellite et aux services mobiles

Recommendation B
relating to the Extension of the Frequency Bands Allocated
to the Mobile-Satellite and Mobile Services

Recomendación B
relativa a la aplicación de las bandas de frecuencias atribuidas
al servicio móvil por satélite y a los servicios móviles

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/1A-E
3 September 1987

Note by the Secretary-General

COORDINATED PROPOSALS

I have the honour to submit to the Conference, in pursuance of No. 379 of the Convention, a coordinated list of proposals with the exception of those concerning new Articles N37 to N41 which have been treated separately and are contained in Document DT/1B.

R.E. BUTLER
Secretary-General

Annex : 1



A N N E X

Note : This list is established on the basis of the proposals contained in Documents 1 - 70.

Contents of this list

Col. 1 Nos. of the RR to which the proposals relate.

Col. 2 Symbols indicating the nature of the proposal :

ADD = addition of a new provision

MOD = modification of an existing provision

(MOD) = editorial modification of an existing provision

NOC = provision to be maintained without change

SUP = deletion of the existing provision

Col. 3 Index numbers of proposals concerning the provisions mentioned in Col. 1.

Explanations

Proposals (for modification or addition) which are identical are identified by the sign = or * placed after their reference number.

For example, the symbols as used below

MOD	AAA/1/1=	BBB/1/1=
MOD	CCC/1/1*	DDD/1/1*
MOD	EEE/1/1	

mean that :

- proposals AAA/1/1 and BBB/1/1 are identical, but differ from other proposals;
- proposals CCC/1/1 and DDD/1/1 are identical, but differ from other proposals;
- proposal EEE/1/1 differs from other proposals.

If the equal sign is placed in brackets (=), this means that the proposal concerned is substantively the same but differs editorially.

The symbols CEPT-2, CEPT-3, etc., used in some index numbers refer to proposals submitted jointly by certain CEPT countries. The countries in question with respect to each of these symbols are listed in the Table below.

Countries originating proposals	CEPT-															
	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Germany (F.R.)	x	x	x	x	x	x	x	x		x	x	x	x	x	x	
Austria	x		x	x	x	x	x	x	x	x	x	x	x	x	x	
Belgium	x		x		x	x	x	x	x	x	x	x	x	x	x	
Denmark	x	x	x	x	x	x	x	x	x	x	x	x	x	x		
Spain	x		x	x	x	x		x		x	x	x	x	x	x	
Finland	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
France	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Ireland	x	x	x			x	x	x		x	x	x	x	x		
Norway	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
Netherlands	x		x			x	x	x	x	x	x	x	x	x	x	
United Kingdom	x	x	x	x	x	x	x	x	x	x	x	x	x		x	
Sweden	x	x		x	x	x	x	x	x	x	x	x	x	x	x	
Switzerland	x		x	x		x	x		x	x		x	x	x	x	
Turkey	x	x	x	x	x	x	x	x		x	x	x	x	x	x	

N° RR RR N°. N.º RR	Symbole Symbol Símbolo	Numéros d'indexage des propositions Index Numbers of Proposals Números de las Proposiciones
Col. 1	Col. 2	Col. 3

ARTICLE 1
Termes et définitions

ARTICLE 1
Terms and definitions

ARTICULO 1
Términos y definiciones

Section III
Services radioélectriques

Section III
Radio Services

Sección III
Servicios radioeléctricos

34A	ADD	E/38/1	VTN/49/4	PRG/61/1
34B	ADD	E/38/2	VTN/49/5	PRG/61/2
35A	ADD	PRG/61/3 (voir/see/véase ADD 45A: VTN/49/6)		
35B	ADD	PRG/61/4 (voir/see/véase ADD 45B: VTN/49/7)		
39A	ADD ADD	ARG/5/1= PRG/61/5	USA/24/1=	TUR/59/1=
39B	ADD ADD	ARG/5/2= PRG/61/6	USA/24/2=	TUR/59/2=
39C	ADD	ARG/5/3=	USA/24/3=	TUR/59/3=
45A	ADD	VTN/49/6 (voir/see/véase ADD 35A: PRG/61/3)		
45B	ADD	VTN/49/7 (voir/see/véase ADD 35B: PRG/61/4)		

Section IV
Stations et systèmes
radioélectriques

Section IV
Radio Stations
and Systems

Sección IV
Estaciones y sistemas
radioeléctricos

67A	ADD	F/44/1		
68A	ADD	F/44/2	B/57/1	
69A	ADD	F/44/3		
81A	ADD	ARG/5/4	USA/24/4	TUR/59/4
81B	ADD ADD	ARG/5/5= TUR/59/5	USA/24/5=	
101A	ADD	J/60/1		

ARTICLE 6
Règles générales
d'assignation et
d'emploi des fréquences

ARTICLE 6
General Rules for
the Assignment and
Use of Frequencies

ARTICULO 6
Reglas generales para
la asignación y el
empleo de las frecuencias

347 MOD
 MOD

ARG/5/6=
DDR/7*

USA/24/6=
G/33/2* B/57/2*

348 MOD
 MOD

ARG/5/7=
DDR/7*

USA/24/7=
G/33/3* B/57/3*

ARTICLE 8
Attribution des
bandes de fréquences

Section I
Régions et Zones

405

ARTICLE 8
Frequency
Allocations

Section I
Regions and Areas

MOD POR/6/1

ARTICULO 8
Atribución de bandas
de frecuencias

Sección I
Regiones y Zonas

Section IV
Tableau d'attribution
des bandes de fréquences

Section IV
Table of
Frequency Allocations

Sección IV
Cuadro de atribución de
bandas de frecuencias

448

MOD USA/24/14

70 - 72 kHz

MOD USA/24/8

70 - 90 kHz

MOD USA/24/8

72 - 84 kHz

MOD USA/24/9

84 - 86 kHz

MOD USA/24/10

86 - 90 kHz

MOD USA/24/11

451

MOD USA/24/12
NOC ARG/5/8

90 - 110 kHz

MOD USA/24/13

110 - 130 kHz

MOD USA/24/15

110 - 112 kHz (Reg.3)

MOD USA/24/15

112 - 115 kHz

MOD USA/24/16

112 - 117.6 kHz

MOD USA/24/16

115 - 117.6 kHz

MOD USA/24/17

117.6 - 126 kHz

MOD USA/24/18

126 - 129 kHz

MOD USA/24/19

129 - 130 kHz

MOD USA/24/20

130 - 148.5 kHz

MOD G/33/24

148.5 - 255 kHz

MOD G/33/25

190 - 200 kHz

NOC USA/24/21 PRG/61/7

200 - 285 kHz (Reg.2)

MOD ARG/5/9

200 - 285 kHz (Reg.2+3)

MOD USA/24/22-USA/24/23

ART. 8 (suite/cont.)

458	MOD	G/33/26		
283.5 - 315 kHz	MOD	CEPT-2/9/1		
325 - 335 kHz	<u>NOC</u>	PRG/61/8		
335 - 405 kHz	<u>NOC</u>	USA/24/26	PRG/61/8	
466A	ADD	CEPT-2/9/2		
415 - 495 kHz	MOD <u>NOC</u>	CAN/25/1 ARG/5/10	AUS/40/1	USA/24/27-28
435 - 495 kHz	MOD	CEPT-2/9/3	USA/24/28	
505 - 510 kHz	MOD	USA/24/30C		
505 - 526.5 kHz (Reg.1)	MOD	CEPT-2/9/4	USA/24/30C	
505 - 526.5 kHz (Reg.3)	MOD	USA/24/30C		
510 - 525 kHz	MOD	USA/24/30D		
525 - 535 kHz	<u>NOC</u>	USA/24/30E		
469	MOD SUP	USA/24/30 AUS/40/2		
470A	ADD	USA/24/30A		
470B	ADD	USA/24/30B		
471	SUP MOD	CEPT-2/9/5 USA/24/32	CAN/25/2 AUS/40/3	
472	MOD	J/60/1A		
472A	MOD MOD	CEPT-2/9/6= CAN/25/3	J/60/2=	
473	SUP	CEPT-2/9/7		
474	MOD	CEPT-2/9/8	USA/24/33	J/60/3
1 605.5 - 1800 kHz	<u>NOC</u>	AUS/40/4		
1 705 - 1 800 kHz	<u>NOC</u>	USA/24/34	PRG/61/9	
1 800 - 1850 kHz	MOD	G/33/27		
1 850 - 2 000 kHz (Reg.2)	MOD	G/33/28		
489	MOD	G/33/29=	J/60/4=	

ART. 8 (suite/cont.)

500	MOD	CEPT-2/9/9=	J/60/5=	
500A	MOD	CEPT-2/9/10=	J/60/6=	
500B	MOD	CEPT-2/9/11=	J/60/7=	
2 850 - 3 025 kHz	<u>NOC</u>	USA/24/35	AUS/40/5	PRG/61/10
505	MOD	CEPT-2/9/12=	CAN/25/4=	J/60/8=
3 400 - 3 500 kHz	<u>NOC</u>	USA/24/36	AUS/40/6	PRG/61/11
3 900 - 3 950 kHz (Reg.3)	<u>NOC</u>	AUS/40/7		
4 000 - 4 063 kHz	MOD <u>NOC</u>	USA/24/37 PRG/61/12	VTN/49/8	
517	SUP <u>NOC</u>	USA/24/38 ARG/5/11	B/57/4	
517A	ADD	VTN/49/9		
520	MOD	CEPT-2/9/13=	J/60/9=	
4 650 - 4 700 kHz	<u>NOC</u>	USA/24/39	AUS/40/8	PRG/61/13
4 700 - 4 750 kHz	<u>NOC</u>	PRG/61/14		
5 450 - 5 480 kHz (Reg.2)	<u>NOC</u>	USA/24/40	PRG/61/15	
5 480 - 5 680 kHz	<u>NOC</u>	USA/24/41	AUS/40/9	PRG/61/16
5 680 - 5 730 kHz	<u>NOC</u>	PRG/61/17		
6 525 - 6 685 kHz	<u>NOC</u>	USA/24/42	AUS/40/10	PRG/61/18
6 685 - 6 765 kHz	<u>NOC</u>	PRG/61/19		
8 815 - 8.965 kHz	<u>NOC</u>	USA/24/43	AUS/40/11	PRG/61/20
8 965 - 9 040 kHz	<u>NOC</u>	PRG/61/21		
529A	MOD	CEPT-2/9/14	J/60/10	
10 005 - 10 100 kHz	<u>NOC</u>	USA/24/44	AUS/40/12	
11 275 - 11 400 kHz	<u>NOC</u>	USA/24/45	AUS/40/13	
12 230 - 13 200 kHz	MOD	J/60/11		
532A	ADD	J/60/12		

ART. 8 (suite/cont.)

13 260 - 13 360 kHz	<u>NOC</u>	USA/24/46	AUS/40/14	
16 360 - 17 410 kHz	MOD	J/60/13		
17 900 - 17 970 kHz	<u>NOC</u>	USA/24/47	AUS/40/15	
18 168 - 18 780 kHz	MOD	USA/24/48		
21 924 - 22 000 kHz	<u>NOC</u>	USA/24/49	AUS/40/16	
554	MOD	E/35/1		
74.8 - 75.2 MHz	MOD <u>NOC</u>	CEPT-3/10/1= USA/24/50	G/33/30= AUS/40/17	
572A	ADD	CEPT-3/10/2=	G/33/31=	
100 - 108 MHz	MOD	TUR/59/6		
587	MOD	TUR/59/7		
589	MOD	TUR/59/8		
108 - 117.975 MHz	MOD <u>NOC</u>	CEPT-3/10/3-4= USA/24/51	G/33/32-33= AUS/40/18	B/57/5
117.975 - 136 MHz	<u>NOC</u>	USA/24/52	AUS/40/19	
136 - 137 MHz	MOD MOD <u>NOC</u>	USA/24/53= URS/32/5 ARG/5/12	AUS/40/20= B/57/6 CEPT-3/10/5	G/33/34
594A	ADD	URS/32/6		
595	MOD	B/57/7		
150.05 - 156.7625 MHz	MOD	USA/24/54		
154 - 156.7625 MHz	MOD	USA/24/54	G/33/35	
156.7625 - 156.8375 MHz	MOD MOD	CEPT-2/9/15= USA/24/55	G/33/36=	
156.8375 - 174 MHz (Reg.1)	MOD	G/33/37		
613	MOD <u>NOC</u>	J/60/14 B/57/8		
613A	MOD MOD	ARG/5/13 CEPT-2/9/16=	USA/24/56 G/33/38=	J/60/15=
613B	ADD	G/33/39		
216 - 220 MHz	MOD	CAN/25/475(Add.1)		

ART. 8 (suite/cont.)

223 - 230 MHz (Reg.3)	<u>NOC</u>	AUS/40/21	
230 - 235 MHz (Reg.3)	<u>NOC</u>	AUS/40/21	
621	MOD	E/35/2	
627A	ADD	CAN/25/476(Add.1)	
328.6 - 335.4 MHz	MOD <u>NOC</u>	CEPT-3/10/6= USA/24/57	G/33/40= AUS/40/22
649	MOD	J/60/16	
470 - 790 MHz	MOD	CEPT-5/12/1	G/33/41
790 - 862 MHz	MOD	G/33/42	
677A	ADD	CEPT-5/12/2=	G/33/43=
680	MOD	G/33/44	
681	SUP	CEPT-5/12/3	
695A	ADD	G/33/45	
700	MOD	CAN/25/477(Add.1)	B/57/9
890 - 902 MHz	MOD	CAN/25/478(Add.1)	
960 - 1 215 MHz	<u>NOC</u>	USA/24/58	AUS/40/23
1 300 - 1 350 MHz	<u>NOC</u>	USA/24/59	AUS/40/24
723	<u>NOC</u>	USA/24/60	
1 530 - 1 535 MHz	MOD	CEPT-4/11/1 CAN/25/479(Add.1)	USA/24/61
726	MOD	USA/24/64	
726A	ADD	CEPT-4/11/6	USA/24/65
726B	ADD	USA/24/66	
1 535 - 1 544 MHz	MOD	CEPT-4/11/2 CAN/25/480(Add.1)	USA/24/62
1 544 - 1 545 MHz	MOD <u>NOC</u>	USA/24/63 CAN/25/481(Add.1)	B/57/10
1 545 - 1 559 MHz	MOD	USA/24/68 B/57/11	CAN/25/482-483(Add.1) J/60/17-J/60/18
728	MOD	ARG/5/14=	USA/24/67=

ART. 8 (suite/cont.)

729	MOD	CEPT-4/11/7	CAN/25/483A(Add.1)	
729A	ADD	CAN/25/489(Add.1)		J/60/19
730A	ADD	USA/24/69	B/57/12	
1 559 - 1 610 MHz	MOD <u>NOC</u>	CEPT-4/11/3 USA/24/70		
1 610 - 1 626.5 MHz	MOD	CEPT-4/11/4	USA/24/71	
733	MOD	CEPT-4/11/8=	G/33/53A=	
733A	ADD	ARG/5/15	CEPT-4/11/9	
1 626.5 - 1 645.5 MHz	MOD	CEPT-4/11/5	USA/24/72-73 CAN/25/484(Add.1)	
1 645.5 - 1 646.5 MHz	MOD <u>NOC</u>	USA/24/74 CAN/25/485(Add.1)		B/57/13
1 646.5 - 1 660 MHz	MOD	USA/24/75 B/57/14	CAN/25/486-487(Add.1) J/60/20-21	
1 660 - 1 660.5 MHz	MOD	CAN/25/488(Add.1) J/60/22		B/57/14A
735	MOD	CEPT-4/11/10	CAN/25/489A(Add.1)	
1 700 - 1 710 MHz (Reg.1)	MOD	G/33/46		
1 710 - 2 290 MHz (Reg.1)	MOD	G/33/47		
2 290 - 2 300 MHz (Reg.1)	MOD	G/33/48		
2 300 - 2 450 MHz (Reg.1)	MOD	G/33/49		
751	<u>NOC</u>	USA/24/76		
752A	ADD	USA/24/79		
2 450 - 2 500 MHz	MOD	USA/24/77-78		
2 700 - 2 900 MHz	MOD <u>NOC</u>	AUS/40/25 USA/24/80		
2 900 - 3 100 MHz	MOD	USA/24/81	G/33/50	AUS/40/26
772	SUP MOD	USA/24/82 URS/32/7(Corr.1)	AUS/40/27	

ART. 8 (suite/cont.)

774	SUP MOD	USA/24/82 AUS/40/28	CAN/25/7	G/33/51
775	SUP	CAN/25/7	G/33/51	
775A	ADD	USA/24/83=	AUS/40/29=	
775B	ADD	AUS/40/30		
3 100 - 3 300 MHz	MOD	AUS/40/31		
776	SUP	AUS/40/32		
3 500 - 3 700 MHz	MOD	CEPT-6/13/1	B/57/15	
3 600 - 4 200 MHz	MOD	CEPT-6/13/1	B/57/15	
784A	ADD	CEPT-6/13/2		
785A	ADD	B/57/16		
4 200 - 4 400 MHz	<u>NOC</u>	USA/24/84	AUS/40/33	B/57/17
		(voir aussi/see also/véase también: Rec. [A] CEPT-3/10/11 et/and/y Rec. A G/33/60)		
5 000 - 5 250 MHz	MOD MOD	CEPT-3/10/7-8 USA/24/85=	G/33/52-53 AUS/40/34=	
5 350 - 5 460 MHz	<u>NOC</u>	USA/24/87		
5 460 - 5 470 MHz	<u>NOC</u>	USA/24/88		
796	MOD	CEPT-3/10/9	G/33/54	J/60/23
797	MOD	CEPT-3/10/10=	G/33/55=	
797A	ADD	USA/24/86	AUS/40/35	
5 470 - 5 650 MHz	MOD	USA/24/89=	URS/32/8=	AUS/40/36=
5 925 - 7 075 MHz	MOD	CEPT-6/13/3	B/57/18	
8 750 - 8 850 MHz	<u>NOC</u>	USA/24/90		
9 000 - 9 200 MHz	<u>NOC</u>	USA/24/91		
9 200 - 9 300 MHz	MOD MOD	USA/24/92= CAN/25/5	URS/32/8A(Corr.1)= AUS/40/37	J/60/24
824A	ADD	CAN/25/8	J/60/25	
824B	ADD	CAN/25/9		

ART. 8 (suite/cont.)

9 300 - 9 500 MHz	MOD	USA/24/93 AUS/40/38	CAN/25/6 J/60/26	G/33/56
9 500 - 9 800 MHz	MOD	AUS/40/39		
825A	ADD	USA/24/94	G/33/57	AUS/40/40
825B	ADD	G/33/58	AUS/40/41	
825C	ADD	G/33/59		
13.25 - 13.4 GHz	<u>NOC</u>	USA/24/95		
15.4 - 15.7 GHz	<u>NOC</u>	USA/24/96		

ARTICLE 9
Dispositions spéciales
relatives à l'assignation
et à l'emploi des
fréquences

ARTICLE 9
Special Rules for the
Assignment and Use
of Frequencies

ARTICULO 9
Disposiciones especiales
relativas a la asignación y
al empleo de las frecuencias

962	MOD	J/60/27
963	(voir / <u>see</u> / véase ARG/5)	
964	MOD	CAN/25/10

ARTICLE 12
Notification et
inscription dans le Fichier
de référence international
des fréquences des
assignations de fréquence
aux stations de
radiocommunication de Terre

ARTICLE 12
Notification and
Recording in the
Master International
Frequency Register of
frequency Assignments
to Terrestrial
Radiocommunication
Stations

ARTICULO 12
Notificación e inscripción
en el Registro Internacional
de Frecuencias de
asignaciones de frecuencia
a estaciones de
radiocomunicación terrenal

Sous-section IIA
Procédure à suivre dans
les cas non traités
dans les sous-sections IIB
à IIE du présent article

Sub-Section IIA
Procedure to Be Followed
in Cases Not Covered
by Sub-Sections IIB to
IIE of this Article

Subsección IIA
Procedimiento que ha de
seguirse en los casos no
tratados en las subsecciones
IIB a IIE del presente
artículo

1314

(MOD) USA/24/97= AUS/40/42= J/60/28=
PRG/61/22=

* Note/Nota

SUP USA/24/97 AUS/40/43 PRG/61/22

Sous-section IIB
Procédures à suivre par les
stations côtières radio-
téléphoniques fonctionnant
dans les bandes attribuées
en exclusivité au service
mobile maritime entre
4 000 kHz et 23 000 kHz

Sub-Section IIB
Procedure to Be Followed
for Coast Radiotele-
phone Stations Operating
in the Bands Allocated
Exclusively to the
Maritime Mobile Service
Between 4 000 kHz and
23 000 kHz

Subsección IIB
Procedimiento que ha de
seguirse para las estaciones
costeras radiotelefónicas
que funcionan en las bandas
atribuidas exclusivamente
al servicio móvil marítimo
entre 4 000 kHz y 23 000 kHz

Titre/Title/Título

MOD J/60/29

Note/Nota A.12 IIB.1

ADD J/60/30

Sous-section IIC
Procédure à suivre par les
stations aéronautiques
fonctionnant dans les
bandes attribuées en
exclusivité aux services
mobiles aéronautiques
entre 2 850 kHz et
22 000 kHz

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

Subsección IIC
Procedimiento que ha de
seguirse para las estaciones
aeronáuticas que funcionan
en las bandas atribuidas
exclusivamente a los
servicios móviles
aeronáuticos entre 2 850 kHz
y 22 000 kHz

Titre/Title/Título

NOC AUS/40/44

1333

NOC USA/24/98 AUS/40/45 PRG/61/23

1334

NOC USA/24/99 AUS/40/46 PRG/61/23

1335

MOD USA/24/100= AUS/40/47= J/60/31=

ART. 12 (suite/cont.)

1336	(MOD)	USA/24/101=	AUS/40/48=	PRG/61/24=
* Note/Nota	SUP	USA/24/101	AUS/40/48	PRG/61/24
1337	<u>NOC</u>	USA/24/102	PRG/61/25	
1338	(MOD)	USA/24/103=	AUS/40/49=	PRG/61/26=
* Note/Nota	SUP	USA/24/103	AUS/40/49	PRG/61/26
1339	<u>NOC</u>	USA/24/104	PRG/61/27	
1340	<u>NOC</u>	USA/24/105		
1341	(MOD)	USA/24/106=	AUS/40/50=	PRG/61/28=
1341A	ADD	USA/24/107=	AUS/40/51=	J/60/32=

IIF Titre/Title/Título ADD ARG/5/16(=) USA/24/108(=) G/33/4(=)
J/60/33(=)¹⁾

Sous-section IIF

Procédure à appliquer par les administrations et l'IFRB pour la coordination de l'utilisation planifiée de la fréquence 518 kHz pour l'émission, par les stations côtières à destination de navires, d'avertissements concernant la navigation et météorologie et de renseignements urgents par télégraphie automatique à impression directe à bande étroite (NAVTEX)

Sub-Section IIF

Procedure to be Applied by Administrations and the IFRB for the Coordination of the Planned Use of the Frequency 518 kHz for the Transmission by Coast Stations of Navigational and Meteorological Warnings and Urgent Information to Ships by Means of Automatic Narrow-Band Direct-Printing Telegraphy (NAVTEX)

Subsección IIF

Procedimiento que han de aplicar las administraciones y la IFRB a fin de coordinar la utilización planificada de la frecuencia de 518 kHz para la transmisión por las estaciones costeras de avisos a los navegantes, boletines meteorológicos e información urgente con destino a los barcos por medio de un sistema automático de telegrafía de impresión directa en banda estrecha (NAVTEX)

1385A ADD USA/24/109= G/33/5(=)
J/60/34(ADD 1631)=

1) Proposé par l'Administration japonaise comme nouvel article 14A au lieu d'une nouvelle sous-section IIF de l'article 12.
Proposed by the Japanese Administration as a new Article 14A instead of a new Sub-section IIF of Article 12.
Propuesto por la Administración del Japón como nuevo Artículo 14A en lugar de nueva sub-sección IIF del Artículo 12.

ART.12 (suite/cont.)

1385B	ADD ADD	USA/24/110= G/33/6	J/60/35 (ADD 1632)=
1385C	ADD	USA/24/111= J/60/36(ADD 1633)=	G/33/7=
1385D	ADD	USA/24/112= J/60/37(ADD 1634)=	G/33/8(=)
1385E	ADD ADD	USA/24/113-117 G/33/9(=)	J/60/38-42(ADD 1635)(=)
1385F	ADD	USA/24/118= J/60/43(ADD 1636)=	G/33/10=
1385G	ADD	USA/24/119= J/60/44(ADD 1637)=	G/33/11(=)
1385H	ADD	USA/24/120= J/60/45(ADD 1638)=	G/33/12(=)
1385I	ADD	USA/24/121(= J/60/46(ADD 1639)(=)	G/33/13(=)
1385J	ADD ADD	USA/24/122(= G/33/14	J/60/47(ADD 1640)(=)

Section VIII
Dispositions diverses

Section VIII
Miscellaneous Provisions

Sección VIII
Disposiciones varias

1451	(MOD)	USA/24/123=	AUS/40/52=	PRG/61/29=
* Note/Nota	SUP	USA/24/123	AUS/40/53	PRG/61/29

ARTICLE 14A

Procédure à appliquer pour la coordination de l'utilisation planifiée de la fréquence 518 MHz pour l'émission par les stations côtières à destination de navires d'avertissements concernant la navigation et la météorologie et de renseignements urgents au moyen de la télégraphie automatique à impression directe à bande étroite (NAVTEX)

ARTICLE 14A

Procedure to be Applied for the Coordination of the Planned Use of the Frequency 518 kHz for the Transmission by Coast Stations of Navigational and Meteorological Warnings and Urgent Information to Ships by Means of Automatic Narrow-Band Direct-Printing Telegraphy (NAVTEX)

ARTICULO 14A

Procedimiento que ha de aplicarse para coordinar la utilización planificada de la frecuencia 518 kHz en la transmisión por las estaciones costeras de avisos a los navegantes, boletines meteorológicos e información urgente con destino a los barcos por medio de un sistema automático de telegrafía de impresión directa en banda estrecha (NAVTEX)

1631-1640 ADD

J/60/33-J/60/47

Voir nouvelle sous-section IIF de l'article 12.

See new sub-section IIF of Article 12.

Véase nueva sub-sección IIF del Artículo 12.

ARTICLE 24
Licences

ARTICLE 24
Licences

ARTICULO 24
Licencias

2024 MOD

CHN/63/1

2025 MOD

CHN/63/2

2027 MOD

CHN/63/3

ARTICLE 25
Identification
des stations

Section I
Dispositions générales

2063A-2063B ADD

2064A ADD

2068 MOD

2069 MOD

2069.1 SUP

Section II
Attribution des séries
internationales et
assignation des
indicatifs d'appel

2083 MOD

2083.1 SUP

2087 MOD

2087.1 SUP

2087A MOD

Section VI
Identités du service
mobile maritime dans
le service mobile maritime
et le service mobile
maritime par satellite

2149 MOD

ARTICLE 25
Identification
of Stations

Section I
General Provisions

J/60/48-J/60/49

DDR/7=
CEPT-7/14/1=
CAN/25/11=

DDR/7=
CEPT-7/14/2=
CAN/25/12=

G/33/15

G/33/16

Section II
Allocation of
International Series
and Assignment of
Call Signs

G/33/17

G/33/18

G/33/19

G/33/20

G/33/21

Section VI
Maritime Mobile Service
Identities in the
Maritime Mobile Service
and the Maritime Mobile-
Satellite Service

G/33/22

ARTICULO 25
Identificación de
las estaciones

Sección I
Disposiciones generales

ARG/5/17=
USA/24/124=
AUS/40/54= B/57/19=

ARG/5/18=
USA/24/125(=
AUS/40/55= B/57/20=

Sección II
Atribución de series
internacionales y
asignación de distintivos
de llamada

Sección VI
Identidades del servicio
móvil marítimo en el
servicio móvil marítimo
y en el servicio móvil
marítimo por satélite

ARTICLE 26
Documents de service

Section II
Etablissement et
modification des
documents de service

2246 . SUP

ARTICLE 26
Service Documents

Section II
Preparation and
Amendment of Service
Documents

ARG/5/19

ARTICULO 26
Documentos de servicio

Sección II
Preparación y modificación
de los documentos de
servicio

ARTICLE 35
Service de radiorepérage
et service de radiorepérage
par satellite

Section I
Dispositions générales

2382 MOD

ARTICLE 35
Radiodetermination
Service and
Radiodetermination-
Satellite Service

Section I
General Provisions

AUS/40/56

ARTICULO 35
Servicios de
radiodeterminación y
de radiodeterminación
por satélite

Sección I
Disposiciones generales

Section II
Dispositions relatives au
service de radiorepérage
par satellite

2838A ADD
 ADD

2838B ADD

2839 MOD

2840 MOD

Section II
Provisions for the
Radiodetermination-
Satellite Service

ARG/5/20=
AUS/40/57

ARG/5/21=

AUS/40/58

AUS/40/59

Sección II
Disposiciones relativas al
servicio de radiodetermi-
nación por satélite

USA/24/126=

USA/24/127= TUR/59/9=

Section III
Stations
radiogoniométriques

2842A ADD

Section III
Radio Direction-
Finding Stations

G/33/23

Sección III
Estaciones
radiogoniométricas

CHAPITRE IX
Communications de
détresse et de sécurité

CHAPTER IX
Distress and
Safety Communications

CAPITULO IX
Comunicaciones de socorro
y seguridad

Titre/Title/Título

MOD

AUS/40/60

ARTICLE 37
Dispositions générales

ARTICLE 37
General Provisions

ARTICULO 37
Disposiciones generales

2929	ADD	CAN/25/234	AUS/40/61	J/60/50
2929A	ADD	J/60/51		
2930	MOD MOD MOD	CEPT-8/15/1= USA/24/128 DDR/7* B/57/21*	E/43/1= CAN/25/235*	 AUS/40/62*
2931	SUP	J/60/52		
2932	SUP	DDR/7 AUS/40/63	USA/24/129 B/57/22	CAN/25/236 J/60/53
2933	SUP	DDR/7 AUS/40/63	USA/24/129 B/57/22	CAN/25/236 J/60/53
2934	SUP	DDR/7 AUS/40/63	USA/24/129 B/57/22	CAN/25/236 J/60/53
2934A	SUP MOD	CEPT-8/15/2 E/43/2 USA/24/130	CAN/25/237 J/60/54	AUS/40/64
2934A.1	SUP	CEPT-8/15/3	E/43/3	J/60/54
2937A	SUP MOD MOD	AUS/40/65 DDR/7= B/57/23= USA/24/131*	J/60/55 CEPT-8/15/4= CAN/25/238*	 E/43/4=
2938	MOD	DDR/7= J/60/56=	USA/24/132=	B/57/24=
2942	MOD	J/60/57		
2943	MOD	CEPT-8/15/5	B/57/25	J/60/58
2943.1	(MOD)	CEPT-8/15/8		
2943A	ADD	CEPT-8/15/6		
2943B	ADD	CEPT-8/15/7		
2944-2949	SUP	DDR/7 CAN/25/239 B/57/26	CEPT-8/15/9 AUS/40/66 J/60/59	USA/24/133 E/43/5

ARTICLE 38
Fréquences pour la
détresse et la sécurité

Section I
Fréquences disponibles

ARTICLE 38
Frequencies for
Distress and Safety

Section I
Availability of
Frequencies

ARTICULO 38
Frecuencias para
socorro y seguridad

Sección I
Frecuencias disponibles

2967	SUP	DDR/7 AUS/40/67	CEPT-8/15/10 E/43/6	USA/24/134 B/57/27	CAN/25/240 J/60/60
2968	SUP	DDR/7 AUS/40/67	CEPT-8/15/10 E/43/6	USA/24/134 B/57/27	CAN/25/240 J/60/60
2969	(MOD)	DDR/7= AUS/40/68=	CEPT-8/15/11= E/43/7=	USA/24/135= J/60/61=	CAN/25/241=
2970	MOD MOD	DDR/7= CEPT-8/15/12	AUS/40/69= USA/24/136	B/57/28= J/60/62	
2971	SUP	AUS/40/70	B/57/29		
2971A	SUP	DDR/7 AUS/40/71	CEPT-8/15/13 E/43/8	USA/24/137 B/57/30	CAN/25/242 J/60/63
2971B	SUP	DDR/7 AUS/40/71	CEPT-8/15/13 E/43/8	USA/24/137 B/57/30	CAN/25/242 J/60/63
2971C	SUP	DDR/7 AUS/40/71	CEPT-8/15/13 E/43/8	USA/24/137 B/57/31	CAN/25/243 J/60/63
2971D	SUP	DDR/7 AUS/40/71	CEPT-8/15/13 E/43/8	USA/24/137 B/57/31	CAN/25/243 J/60/63
2972	(MOD)	DDR/7= AUS/40/72=	CEPT-8/15/14= E/43/9=	USA/24/138= J/60/64=	CAN/25/244=
2973	MOD	DDR/7 E/43/10	CEPT-8/15/15 B/57/32	USA/24/139 J/60/64A	AUS/40/73
2974	MOD	B/57/33	J/60/65		
2975	SUP MOD	B/57/34 J/60/66			
2978A	SUP	DDR/7 AUS/40/74	CEPT-8/15/17 E/43/11	USA/24/140 B/57/35	CAN/25/245 J/60/67
2978B	SUP	DDR/7 AUS/40/74	CEPT-8/15/17 E/43/11	USA/24/140 B/57/35	CAN/25/245 J/60/67
2979	(MOD)	CEPT-8/15/18= J/60/68=	USA/24/141=	AUS/40/75=	E/43/12=

ART. 38 (suite/cont.)

2981	MOD	B/57/36			
	(MOD)	CEPT-8/15/19= J/60/69=	USA/24/142=	AUS/40/76=	E/43/13=
2982	MOD	CEPT-8/15/20	AUS/40/77	B/57/37	
	MOD	USA/24/143=	E/43/14=	J/60/70=	
2982A	MOD	AUS/40/78	B/57/38		
2982B-2982E	SUP	DDR/7	CEPT-8/15/21	USA/24/144	CAN/25/246
		AUS/40/79	E/43/15	B/57/39	J/60/71
2983	(MOD)	CEPT-8/15/22= J/60/72=	USA/24/145=	AUS/40/80=	E/43/16=
2985	MOD	CEPT-8/15/23= E/43/17=	USA/24/146= J/60/73=	CAN/25/247=	AUS/40/81=
	MOD	B/57/40			
2986	MOD	DDR/7	CEPT-8/15/24	CAN/25/248	AUS/40/82
		B/57/41	J/60/74		
	MOD	USA/24/147=	E/43/18=		
2986A-2986D	SUP	DDR/7	CEPT-8/15/25	USA/24/148	CAN/25/249
		AUS/40/83	E/43/19	B/57/42	J/60/75
2986E	SUP	DDR/7	CEPT-8/15/25	USA/24/148	CAN/25/249
		AUS/40/83	E/43/19	J/60/75	
	MOD	B/57/43			
2986F	SUP	DDR/7	CEPT-8/15/25	USA/24/148	CAN/25/249
		AUS/40/83	E/43/19	J/60/75	
	MOD	B/57/44			
2986G-2986H	SUP	DDR/7	CEPT-8/15/25	USA/24/148	CAN/25/249
		AUS/40/83	E/43/19	B/57/45	J/60/75
2987	(MOD)	CEPT-8/15/26= J/60/76=	USA/24/149=	AUS/40/84=	E/43/20=
	<u>NOC</u>	B/57/46			
2988	MOD	CEPT-8/15/27			
	<u>NOC</u>	B/57/47			
2988AA	ADD	AUS/40/85=	B/57/48=		
2988A-2988B	SUP	DDR/7	CEPT-8/15/28	USA/24/150	CAN/25/250
		AUS/40/86	E/43/21	B/57/49	J/60/77
2988C	SUP	DDR/7	CEPT-8/15/28	USA/24/150	CAN/25/250
		AUS/40/86	E/43/21	J/60/77	
	MOD	B/57/50			

ART. 38 (suite/cont.)

2988D	SUP	DDR/7 AUS/40/86	CEPT-8/15/28 E/43/21	USA/24/150 J/60/77	CAN/25/250
	MOD	B/57/51			
2988E-2988H	SUP	DDR/7 AUS/40/86	CEPT-8/15/28 E/43/21	USA/24/150 B/57/52	CAN/25/250 J/60/77
2988I	SUP	DDR/7 AUS/40/86	CEPT-8/15/28 E/43/21	USA/24/150 J/60/77	CAN/25/250
	MOD	B/57/53			
2988J	SUP	DDR/7 AUS/40/86	CEPT-8/15/28 E/43/21	USA/24/150 J/60/77	CAN/25/250
	MOD	B/57/54			
2988K-2988N	SUP	DDR/7 AUS/40/86	CEPT-8/15/28 E/43/21	USA/24/150 B/57/55	CAN/25/250 J/60/77
2989	(MOD)	DDR/7= AUS/40/87=	CEPT-8/15/29= E/43/22=	USA/24/151= J/60/78=	CAN/25/251=
2992	(MOD)	DDR/7= AUS/40/88=	CEPT-8/15/30= E/43/23=	USA/24/152= J/60/79=	CAN/25/252=
2993A-2993B	SUP	DDR/7 AUS/40/89	CEPT-8/15/31 E/43/24	USA/24/153 B/57/56	CAN/25/253 J/60/80
2993C	(MOD)	CEPT-8/15/32= J/60/81=	USA/24/154=	AUS/40/90=	E/43/25=
2993D	MOD	DDR/7=	CEPT-8/15/33=	CAN/25/254=	E/43/26=
	MOD	USA/24/155	AUS/40/91	B/57/57	J/60/82
2993E	(MOD)	DDR/7*	CAN/25/255*		
	(MOD)	CEPT-8/15/34= J/60/83=	USA/24/155A=	AUS/40/92=	E/43/27=
2994	MOD	DDR/7=	AUS/40/93=		
	MOD	CEPT-8/15/35	USA/24/156	E/43/28	J/60/84
2995	SUP	B/57/58			
2995A	MOD	AUS/40/94			
2995B-2995C	SUP	DDR/7 AUS/40/95	CEPT-8/15/36 E/43/29	USA/24/157 B/57/59	CAN/25/256 J/60/85
2996	(MOD)	DDR/7*	CAN/25/257*		
	(MOD)	CEPT-8/15/37=	USA/24/158=	E/43/30=	J/60/86=
	(MOD)	AUS/40/96			

ART. 38 (suite/cont.)

2997	SUP	J/60/87			
	(MOD)	DDR/7*	CAN/25/258*		
	(MOD)	CEPT-8/15/38=	USA/24/159=	E/43/31=	
	(MOD)	AUS/40/97			
2997A	SUP	J/60/87			
2998	SUP	J/60/87			
	(MOD)	DDR/7*	CAN/25/259*		
	(MOD)	CEPT-8/15/39=	USA/24/160=	E/43/32=	
	(MOD)	AUS/40/98			
2998A	SUP	J/60/87			
	MOD	D/31/1			
2998B	SUP	J/60/87			
	MOD	D/31/2			
2998C	SUP	J/60/87			
	MOD	D/31/3			
2998D	SUP	J/60/87			
	(MOD)	DDR/7*	CAN/25/260*		
	(MOD)	CEPT-8/15/40=	USA/24/161=	E/43/33=	
	(MOD)	AUS/40/99			
2998E	SUP	J/60/87			
	MOD	AUS/40/100			
2999	(MOD)	DDR/7*	CAN/25/261*	J/60/88*	
	(MOD)	CEPT-8/15/41=	USA/24/162=	E/43/34=	
	(MOD)	AUS/40/101			
3001	(MOD)	DDR/7*	CAN/25/262*	J/60/89*	
	(MOD)	CEPT-8/15/42=	USA/24/163=	E/43/35=	
	(MOD)	AUS/40/102			
3005	<u>NOC</u>	B/57/60			
3008A-3008D	SUP	DDR/7	CEPT-8/15/43	USA/24/164	CAN/25/263
		AUS/40/103	E/43/36	B/57/61	J/60/90

Section II
Protection des fréquences
de détresse et de sécurité

Section II
Protection of Distress
and Safety Frequencies

Sección II
Protección de las frecuencias
de socorro y seguridad

3010	MOD	DDR/7	CEPT-8/15/44	USA/24/165	CAN/25/264
		AUS/40/104	E/43/37	B/57/62	J/60/91

ART. 38 (suite/cont.)

3016	MOD	USA/24/166=	CAN/25/265=		
	MOD	DDR/7	AUS/40/105	E/43/38	
3018	MOD	DDR/7=	CEPT-8/15/45=	USA/24/167=	AUS/40/106=
		E/43/39=	B/57/63=	J/60/92=	
	MOD	CAN/25/266			
3023	MOD	DDR/7=	USA/24/168=	CAN/25/267=	
	MOD	CEPT-8/15/46*	E/43/40*		
	MOD	AUS/40/107			
3031A	(MOD)	J/60/93			
3031C	ADD	D/34/1			
3032	MOD	DDR/7=	CEPT-8/15/47=	CAN/25/268=	AUS/40/108=
3033	MOD	DDR/7*	USA/24/169*	B/57/64*	
	MOD	CEPT-8/15/48=	CAN/25/269=	AUS/40/109=	E/43/41=
		J/60/94=			

Section III
Veille sur les fréquences
de détresse

Section III
Watch on Distress
Frequencies

Sección III
Escucha en las frecuencias
de socorro

3038	MOD	DDR/7*	B/57/65*		
	MOD	CEPT-8/15/49	USA/24/170	AUS/40/110	J/60/95
	MOD	CAN/25/270=	E/43/42=		
3038A	ADD	CEPT-8/15/50			
3040	MOD	DDR/7=	CEPT-8/15/51=	USA/24/171=	CAN/25/271=
		AUS/40/111=	E/43/43=	B/57/66=	J/60/96=
3041	MOD	DDR/7=	USA/24/172=	CAN/25/272=	AUS/40/112=
		E/43/44=	B/57/67=		
	MOD	CEPT-8/15/52			
3042	MOD	DDR/7=	AUS/40/113=	B/57/68=	
	MOD	CEPT-8/15/53	USA/24/173	CAN/25/273	E/43/45
		J/60/97			
3043	SUP	AUS/40/114			
	MOD	DDR/7=	CEPT-8/15/54=	B/57/69=	
3044-3046	SUP	AUS/40/114			
3046A	SUP	AUS/40/114			
	MOD	DDR/7=	CEPT-8/15/55=	USA/24/174=	B/57/70=

ART. 38 (suite/cont.)

3046A.1	SUP	AUS/40/114			
	MOD	CEPT-8/15/56			
3046B-3046E	SUP	AUS/40/114			
3048	MOD	DDR/7* B/57/71*			
	MOD	CEPT-8/15/57=	USA/24/175=	J/60/98=	
	MOD	AUS/40/115			
3049	SUP	AUS/40/116			
3050	MOD	DDR/7*	AUS/40/117*	B/57/72*	
	MOD	CEPT-8/15/58=	USA/24/176=	J/60/99=	
3051	MOD	DDR/7*	AUS/40/118*	B/57/73*	
	MOD	CEPT-8/15/59=	USA/24/177=	J/60/100=	
3052	MOD	DDR/7*	AUS/40/119*	B/57/74*	
	MOD	CEPT-8/15/60=	USA/24/178=	J/60/101=	
3052A	MOD	DDR/7*	USA/24/179*	B/57/75*	
	MOD	CEPT-8/15/61	AUS/40/120	J/60/102	
	MOD	CAN/25/274=	E/43/46=		
3053	MOD	USA/24/180=	CAN/25/275=	AUS/40/121=	E/43/47=
		J/60/103=			
	MOD	B/57/76			
3054	MOD	USA/24/181	AUS/40/122	B/57/77	J/60/104
	<u>NOC</u>	CAN/25/276			
3055	SUP	AUS/40/123			
3057	MOD	DDR/7*	AUS/40/124*	B/57/78*	
	MOD	CEPT-8/15/62=	USA/24/182=	J/60/105=	
3058	MOD	DDR/7*	AUS/40/125*	B/57/79*	
	MOD	CEPT-8/15/63=	USA/24/183=	J/60/106=	
3059	MOD	CEPT-8/15/64			
3060	MOD	CEPT-8/15/65			

ARTICLE 39 Communications de détresse	ARTICLE 39 Distress Communications	ARTICULO 39 Comunicaciones de socorro
Section II Signal de détresse	Section II Distress Signal	Sección II Señal de socorro
3088 MOD J/60/107		
3090 MOD CAN/25/490(Add.1)		
3091 MOD J/60/108		
Section IV Messages de détresse	Section IV Distress Messages	Sección IV Mensajes de socorro
3093 MOD J/60/109		
3095 MOD CAN/25/277 J/60/110		
3097-3100 MOD J/60/111-J/60/114		
3108 MOD J/60/115		
Section VI Accusé de réception d'un message de détresse	Section VI Acknowledgement of Receipt of a Distress Message	Sección VI Acuse de recibo de un mensaje de socorro
3130 MOD J/60/116		
Section VII Trafic de détresse	Section VII Distress Traffic	Sección VII Tráfico de socorro
3138 MOD J/60/117		
3141 MOD J/60/118		
3143 MOD J/60/119		
3149 MOD J/60/120		
3152 MOD J/60/121		
3153 MOD J/60/122		
Section VIII Transmission d'un message de détresse par une sta- tion qui n'est pas elle- même en détresse	Section VIII Transmission of a Distress Message by a Station Not Itself in Distress	Sección VIII Transmisión de un mensaje de socorro por una esta- ción que no se halle en peligro
3164 MOD J/60/123		
3166 MOD J/60/124		

ARTICLE 40
Transmissions d'urgence et
de sécurité, et transports
sanitaires

ARTICLE 40
Urgency and Safety
Transmissions, and
Medical Transports

ARTICULO 40
Transmisiones de urgencia
y seguridad, y transportes
sanitarios

Section I
Signal et messages
d'urgence

Section I
Urgency Signal and
Messages

Sección I
Señal y mensajes de
urgencia

3196	MOD	DDR/7= CAN/25/278= J/60/125=	ARG/5/22= AUS/40/126=	CEPT-8/15/66= E/43/48=	USA/24/184= B/57/80=
3197	MOD	DDR/7= CAN/25/279= J/60/126=	ARG/5/23= AUS/40/127=	CEPT-8/15/67= E/43/49=	USA/24/185= B/57/81=
3198-3199	MOD	J/60/127-J/60/128			
3201	MOD	CEPT-8/15/68=	E/43/50=		
	MOD	B/57/82	J/60/129		

Section II
Transports sanitaires

Section II
Medical Transports

Sección II
Transportes sanitarios

3210 MOD J/60/130

Section III
Signal et messages de
sécurité

Section III
Safety Signal and
Messages

Sección III
Señal y mensajes de
seguridad

3221	MOD	DDR/7= AUS/40/128=	ARG/5/24= B/57/83=	USA/24/186= J/60/131=	CAN/25/280=
3222	MOD	DDR/7= CAN/25/281=	ARG/5/25= AUS/40/129=	CEPT-8/15/69= E/43/51=	USA/24/187= B/57/84=
	MOD	J/60/132			
3224	MOD	CEPT-8/15/70=	E/43/52=		

ARTICLE 41
Signaux d'alarme et
d'avertissement

ARTICLE 41
Alarm and Warning
Signals

ARTICULO 41
Señales de alarma y
de avisos

Section I
Signaux des radiobalises de
localisation des sinistres

Section I
Emergency Position-
Indicating Radiobeacon
Signals

Sección I
Señales de radiobaliza de
localización de sinistros

3259A ADD USA/24/188 D/34/2

Section II
Signaux d'alarme
radiotélégraphique et
radiotéléphonique

Section II
Radiotelegraph and
Radiotelephone Alarm
Signals

Sección II
Señales de alarma
radiotelegráfica y
radiotelefónica

Titre/
Title/ MOD J/60/133
Título

3268-3269 MOD J/60/134-J/60/135

3272 NOC CAN/25/282

3274 MOD J/60/136

3279 SUP CAN/25/491(Add.1)

3280-3281 MOD J/60/137-J/60/138

Section IV
Signal d'avis aux
navigateurs

Section IV
Navigational Warning
Signal

Sección IV
Señal de avisos a los
navegantes

3284 MOD PRG/61/30

3285 MOD USA/24/189= PRG/61/31=

ARTICLE 42
Services spéciaux
relatifs à la sécurité

ARTICLE 42
Special Services
Relating to Safety

ARTICULO 42
Servicios espaciales
relativos a la seguridad

Section I
Messages météorologiques

Section I
Meteorological Messages

Sección I
Mensajes meteorológicos

3226 MOD J/60/139

Section IV
Système de télégraphie à
impression directe à bande
étroite pour la transmission
aux navires d'avertissements
concernant la météorologie
et la navigation et de
renseignements urgents
(système NAVTEX)

Section IV
Narrow-Band Direct
printing Telegraphy
System for Transmission
of Navigational and
Meteorological Warnings
and Urgent Information
to Ships (NAVTEX)

Sección IV
Sistema de telegrafía de
impresión directa de banda
estrecha para transmisión de
avisos a los navegantes,
boletines meteorológicos e
información urgente con
destino a los barcos
(Sistema NAVTEX)

Titre

Title

Título

SUP

DDR/7

AUS/40/129A

CEPT-8/15/71

E/43/53

USA/24/190

B/57/85

CAN/25/283

J/60/140

3339-3341

SUP

DDR/7

AUS/40/129A

CEPT-8/15/72

E/43/54

USA/24/190

B/57/85

CAN/25/283

J/60/140A

CHAPITRE X
Service mobile aéronautique
et service mobile
aéronautique par satellite

CHAPTER X
Aeronautical Mobile
Service and
Aeronautical Mobile-
Satellite Service

CAPITULO X
Servicio móvil aeronáutico
y servicio móvil aeronáutico
por satélite

ARTICLE 42A
Introduction

ARTICLE 42A
Introduction

ARTICULO 42A
Introducción

3362	(MOD) <u>NOC</u>	AUS/40/351= ARG/5/26	B/57/174= USA/24/411	CAN/25/284	PRG/61/32
* Note/Nota	SUP	AUS/40/352	B/57/177		
3362.1	<u>NOC</u>	ARG/5/27 B/57/176	USA/24/412 PRG/61/33	CAN/25/285	AUS/40/353
3363	SUP	ARG/5/28 AUS/40/354	CEPT-9/16/1 B/57/175	USA/24/413 J/60/426	CAN/25/286

ARTICLE 43
Autorité de la personne
responsable des stations
mobiles dans le service
mobile aéronautique et
dans le service mobile
aéronautique par
satellite

ARTICLE 43
Authority of the Person
Responsible for the
Mobile Stations in the
Aeronautical Mobile
Service and in the
Aeronautical Mobile-
Satellite Service

ARTICULO 43
Autoridad de la persona
responsable de las
estaciones móviles del
servicio móvil aeronáutico
y del servicio móvil
aeronáutico por satélite

Titre
Title
Título

	MOD	B/57/178=	J/60/427=		
3364	MOD	B/57/179=	J/60/428=		
	MOD	PRG/61/34			
	<u>NOC</u>	ARG/5/29	USA/24/414	AUS/40/355	
3365	MOD	B/57/180=	J/60/429=		
	<u>NOC</u>	ARG/5/30	USA/24/414	AUS/40/355	PRG/61/35
3366	<u>NOC</u>	ARG/5/31	USA/24/414	AUS/40/355	PRG/61/36
3367	ADD	ARG/5/32=	CEPT-9/16/2=	USA/24/415=	CAN/25/287=
		AUS/40/356=			

ARTICLE 44
Certificats des opérateurs
des stations d'aéronef et
des stations terriennes
d'aéronef

Section I
Dispositions générales

ARTICLE 44
Operator's Certificates
for Aircraft Stations
and for Aircraft Earth
Stations

Section I
General Provisions

ARTICULO 44
Certificado de operador de
estación de aeronave y de
estación terrena de aeronave

Sección I
Disposiciones generales

3392	SUP	ARG/5/33 AUS/40/357	CEPT-9/16/3 PRG/61/37	USA/24/416	CAN/25/288
3393	MOD MOD	ARG/5/34* CEPT-9/16/4=	CAN/25/289* USA/24/417=	AUS/40/358=	PRG/61/38=
3393AA	ADD	J/60/421			
3393A	(MOD) MOD MOD <u>NOC</u>	J/60/422 CEPT-9/16/5= AUS/40/359 ARG/5/35	USA/24/418=	CAN/25/290=	
3394	MOD MOD	CEPT-9/16/6= ARG/5/36	USA/24/419= PRG/61/39	CAN/25/291=	AUS/40/360=
3394.1	<u>NOC</u>	ARG/5/37	USA/24/420	AUS/40/360A	PRG/61/40
3395	MOD MOD <u>NOC</u>	ARG/5/38 USA/24/421= AUS/40/360B	PRG/61/41=		
3396	SUP MOD <u>NOC</u>	ARG/5/39 USA/24/422= AUS/40/360B	PRG/61/42=		
3397-3399	SUP <u>NOC</u>	ARG/5/40 AUS/40/360B	USA/24/423	PRG/61/43	
3400-3402	<u>NOC</u>	ARG/5/41	AUS/40/360B	PRG/61/44	

Section II
Classes et catégories
de certificats

Section II
Classes and Categories
of Certificates

Sección II
Clases y categorías de
certificados de operador

3403	SUP (MOD) <u>NOC</u>	ARG/5/42 USA/24/424= AUS/40/360B	PRG/61/45 J/60/423=
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ART. 44 (suite/cont.)

3404	(MOD) <u>NOC</u>	USA/24/426= ARG/5/43	J/60/424= AUS/40/362A		
3403.1 3404.1	SUP	CEPT-9/16/7 J/60/425	USA/24/425 PRG/61/46	AUS/40/361-AUS/40/362	
3405	MOD MOD	USA/24/427= PRG/61/47	CAN/25/292=	AUS/40/363=	
3406	MOD	ARG/5/44= AUS/40/364=	CEPT-9/16/8= PRG/61/48=	USA/24/428=	CAN/25/293=
3407-3409	SUP	CEPT-9/16/9 PRG/61/49	USA/24/429	CAN/25/294	AUS/40/365
3410	MOD	CEPT-9/16/10= PRG/61/50=	USA/24/430=	CAN/25/295=	AUS/40/366=
3411	SUP MOD MOD	ARG/5/45 CEPT-9/16/11= PRG/61/51	USA/24/431=	CAN/25/296=	AUS/40/367=
3412	SUP <u>NOC</u>	ARG/5/45 USA/24/432	PRG/61/52 AUS/40/367A		

Section III
Conditions d'obtention
des certificats
d'opérateurs

Section III
Conditions for the
Issue of Operators'
Certificates

Sección III
Condiciones para la
obtención del certificado
de operador

3413-3417	<u>NOC</u>	ARG/5/46	USA/24/433	AUS/40/367A	PRG/61/53
3418	SUP MOD <u>NOC</u>	ARG/5/47 PRG/61/54 USA/24/433			
3419	SUP MOD <u>NOC</u>	ARG/5/47 PRG/61/55 USA/24/433			
3420	SUP MOD	ARG/5/47 CAN/25/297	USA/24/434 PRG/61/56		
3420A	ADD	USA/24/435			
3421	SUP MOD	ARG/5/47 CAN/25/298	USA/24/436	PRG/61/57	
3421A	ADD	USA/24/437			

ART. 44 (suite/cont.)

3422	SUP MOD	ARG/5/47 PRG/61/58	USA/24/438	CAN/25/299
3423	SUP MOD	ARG/5/47 USA/24/439	PRG/61/59	
3423.1	ADD	USA/24/440		
3423.2	ADD	USA/24/441		
3424	SUP MOD <u>NOC</u>	ARG/5/47 USA/24/442 PRG/61/60		
3425	SUP MOD MOD	ARG/5/47 USA/24/443 CAN/25/300=	PRG/61/61=	
3426	SUP <u>NOC</u>	ARG/5/47 PRG/61/62	USA/24/444	CAN/25/301=
3427	SUP <u>NOC</u>	ARG/5/47 PRG/61/63	USA/24/444	
3428	SUP MOD <u>NOC</u>	ARG/5/47 PRG/61/64 USA/24/445		
3429	SUP MOD <u>NOC</u>	ARG/5/47 PRG/61/65 USA/24/445		
3430	SUP MOD	ARG/5/47 CAN/25/302	USA/24/446(voir/ <u>see</u> /véase ADD 3430A:USA/24/447) PRG/61/66	
3430A	ADD	USA/24/447		
3431	SUP MOD	ARG/5/47 CAN/25/303	USA/24/448	PRG/61/67
3431A	ADD	USA/24/449		
3432	SUP MOD	ARG/5/47 PRG/61/68	USA/24/450	CAN/25/304
3433	SUP MOD	ARG/5/47 USA/24/451	PRG/61/69	
3434	SUP MOD	ARG/5/47 USA/24/452	PRG/61/70	
3435	SUP MOD	ARG/5/47 USA/24/453=	CAN/25/305=	PRG/61/71=

ART. 44 (suite/cont.)

3436	<u>SUP</u> <u>NOC</u>	ARG/5/47 PRG/61/72	USA/24/454	CAN/25/306
3437	<u>SUP</u> <u>NOC</u>	ARG/5/47 PRG/61/73	USA/24/454	
3438-3439	<u>SUP</u> <u>NOC</u>	ARG/5/47 USA/24/455	PRG/61/74	
3440	<u>SUP</u> MOD	ARG/5/47 USA/24/456	PRG/61/74	
3441	<u>SUP</u> MOD	ARG/5/47 USA/24/457	PRG/61/74	
3441A	ADD	USA/24/458		
3442	<u>SUP</u> (MOD)	ARG/5/47 USA/24/459	PRG/61/74	
3443	<u>SUP</u> MOD	ARG/5/47 USA/24/460	PRG/61/75	
3444	<u>NOC</u>	ARG/5/48	PRG/61/76	
3445-3447	<u>NOC</u>	ARG/5/48	USA/24/461	PRG/61/76
3448	MOD <u>NOC</u>	USA/24/462 ARG/5/48	PRG/61/76	
3449-3450	<u>NOC</u>	ARG/5/48	USA/24/463	PRG/61/76
3451	<u>NOC</u> MOD	ARG/5/48 PRG/61/77	USA/24/463	
3452	MOD <u>NOC</u>	USA/24/464(=) ARG/5/48	PRG/61/78(=)	
3453	<u>NOC</u>	ARG/5/48	USA/24/465	PRG/61/79
3454	MOD MOD	ARG/5/49 CEPT-9/16/12=	CAN/25/307 USA/24/466=	PRG/61/80 AUS/40/368=
3455	<u>NOC</u>	ARG/5/50	PRG/61/81	
3456	<u>NOC</u>	ARG/5/50	USA/24/467	PRG/61/82

ARTICLE 45
Personnel des stations
aéronautiques

ARTICLE 45
Personnel of
Aeronautical Stations

ARTICULO 45
Personal de las
estaciones aeronáuticas

Titre
Title
Título

	MOD	ARG/5/51= AUS/40/369=	CEPT-9/16/13= J/60/430=	USA/24/468= PRG/61/83=	CAN/25/308=
3483	MOD	ARG/5/52= AUS/40/370=	CEPT-9/16/14= J/60/431(=)	USA/24/469= PRG/61/84=	CAN/25/309=

ARTICLE 46

Inspection des stations
d'aéronef et des stations
terriennes d'aéronef

ARTICLE 46

Inspection of Aircraft
Stations and Aircraft
Earth Stations

ARTICULO 46

Inspección de las estaciones
de aeronave y de las
estaciones terrenas de
aeronave

3509	MOD	ARG/5/54			
	MOD	CEPT-9/16/15= J/60/432=	USA/24/470= PRG/61/85=	CAN/25/310=	AUS/40/371(=)
3510	MOD	ARG/5/55(=) AUS/40/372=	CEPT-9/16/16= J/60/433=	USA/24/471= PRG/61/86=	CAN/25/311=
3511	<u>NOC</u>	ARG/5/56 PRG/61/87	USA/24/472	CAN/25/311A	AUS/40/373
3512	<u>NOC</u>	ARG/5/56 PRG/61/88	USA/24/472	CAN/25/311A	AUS/40/373
3513	MOD	ARG/5/57= AUS/40/374=	CEPT-9/16/17= J/60/434=	USA/24/473= PRG/61/89=	CAN/25/312=
3514	MOD <u>NOC</u>	J/60/435 ARG/5/58	USA/24/474	AUS/40/375	PRG/61/90
3515	MOD	ARG/5/59= AUS/40/376=	CEPT-9/16/18= J/60/436=	USA/24/475= PRG/61/91=	CAN/25/313=

ARTICLE 47
Vacations des stations
du service mobile
aéronautique

ARTICLE 47
Working Hours of
Stations in the
Aeronautical Mobile
Service

ARTICLE 47
Horarios de las estaciones
del servicio móvil
aeronáutico

Titre
Title
Título

MOD ARG/5/60= CEPT-9/16/19= USA/24/476= CAN/25/314=
AUS/40/377= J/60/437= PRG/61/92=

Section I
Généralités

Section I
General

Sección I
Generalidades

3541 MOD ARG/5/61 J/60/438
MOD CEPT-9/16/20= USA/24/477= CAN/25/315= AUS/40/378=
PRG/61/93=

Section II
Stations aéronautiques

Section II
Aeronautical Stations

Sección II
Estaciones aeronáuticas

Titre
Title
Título

MOD J/60/439

3542 MOD ARG/5/62= CEPT-9/16/21= USA/24/478= CAN/25/316=
AUS/40/379= J/60/440= PRG/61/94=

Section III
Stations d'aéronef

Section III
Aircraft Stations

Sección III
Estaciones de aeronave

Titre
Title
Título

MOD J/60/441

3542A MOD ARG/5/63(=) CEPT-9/16/22= USA/24/479= CAN/25/317=
AUS/40/380= J/60/442=

3543 SUP CEPT-9/16/23 USA/24/480 URS/32/1 PRG/61/95
MOD J/60/443

ARTICLE 48
Communications des stations
d'aéronef avec les stations
du service mobile maritime
et du service mobile
maritime par satellite

ARTICLE 48
Aircraft Stations
Communicating with
Stations in the
Maritime Mobile Service
and in the Maritime
Mobile-Satellite Service

ARTICLE 48
Estaciones de aeronave que
comunican con estaciones de
los servicios móvil marítimo
y móvil marítimo por
satélite

Titre <u>Title</u> Título		MOD	ARG/5/64= AUS/40/381= J/60/444	CEPT-9/16/24= B/57/181(=)	USA/24/481(=) PRG/61/96=	CAN/25/318=
3571	MOD	MOD	ARG/5/65= CEPT-9/16/25 AUS/40/382	B/57/182= USA/24/482 J/60/445	PRG/61/97= CAN/25/319	URS/32/2
3571.1	SUP	MOD	URS/32/3 CAN/25/320= <u>NOC</u> ARG/5/66	AUS/40/383= USA/24/484	B/57/183= PRG/61/98	J/60/446=

ARTICLE 49

Conditions à remplir par les stations mobiles du service mobile aéronautique et du service mobile aéronautique par satellite

ARTICLE 49

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

ARTICULO 49

Condiciones que deben reunir las estaciones móviles del servicio móvil aeronáutico y del servicio móvil aeronáutico por satélite

Titre
Title
Título

MOD J/60/447

Sec.I Titre
Title
Título

ADD ARG/5/67= CEPT-9/16/26= USA/24/485= AUS/40/384=

Section I

Service mobile aéronautique

Section I

Aeronautical Mobile-Service

Sección I

Servicio móvil aeronáutico

3597	MOD	J/60/448	
	<u>NOC</u>	USA/24/486	PRG/61/99
3598	MOD	J/60/449	
	<u>NOC</u>	USA/24/486	PRG/61/100
3599	<u>NOC</u>	USA/24/486	PRG/61/101
3600	MOD	J/60/450	PRG/61/102
	<u>NOC</u>	USA/24/486	
3601	SUP	PRG/61/103	
	MOD	J/60/451	
	<u>NOC</u>	USA/24/486	
3602	SUP	PRG/61/103	
	MOD	J/60/452	
	<u>NOC</u>	USA/24/486	
3603	MOD	PRG/61/104	
	<u>NOC</u>	USA/24/486	
3604	MOD	J/60/453	
	<u>NOC</u>	USA/24/486	PRG/61/105

Sec.II Titre
Title
Título

ADD ARG/5/68= CEPT-9/16/27= USA/24/487= AUS/40/385=

Section II

Service mobile aéronautique par satellite

Section II

Aeronautical Mobile-Satellite Service

Sección II

Servicio móvil aeronáutico por satélite

3605	ADD	ARG/5/69=	CEPT-9/16/28=	USA/24/488=	AUS/40/386=
------	-----	-----------	---------------	-------------	-------------

ARTICLE 50
Dispositions spéciales
relatives à l'emploi des
fréquences dans le service
mobile aéronautique

ARTICLE 50
Special Rules Relating
to the Use of
Frequencies in the
Aeronautical Mobile
Service

ARTICULO 50
Disposiciones especiales
relativas al empleo de
frecuencias en el servicio
móvil aeronáutico

voir/see/véase

ARG/5/70

Titre
Title
Título

	MOD	CEPT-9/16/29= B/57/184=	USA/24/489= J/60/454=	CAN/25/321= PRG/61/106=	AUS/40/387=
3630	MOD MOD	CEPT-9/16/30 USA/24/490=	J/60/455 CAN/25/322=	PRG/61/107 AUS/40/388=	B/57/185=
3631	MOD	CEPT-9/16/31=	J/60/456=	PRG/61/108=	
3632	(MOD)	CEPT-9/16/32= B/57/186=	USA/24/491= J/60/457=	CAN/25/323= PRG/61/109=	AUS/40/389=
* Note/Nota	SUP	AUS/40/390	B/57/187	J/60/458	PRG/61/109
3632A	ADD	J/60/459			
3633	MOD <u>NOC</u>	CEPT-9/16/33 USA/24/492	CAN/25/324 KEN/58/1	J/60/460 PRG/61/110	
3634	SUP	USA/24/493	PRG/61/111		
3635	SUP MOD	USA/24/494 CEPT-9/16/34=	PRG/61/112 J/60/461=		

ARTICLE 51

Ordre de priorité des
communications dans le
service mobile aéronautique
et dans le service mobile
aéronautique par satellite

ARTICLE 51

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

ARTICULO 51

Orden de prioridad de las
comunicaciones en el
servicio móvil aeronáutico y
en el servicio móvil
aeronáutico por satélite

3651	MOD	CAN/25/325=	CHN/63/4=		
	MOD	CEPT-9/16/35	USA/24/495	AUS/40/391	
		B/57/188	J/60/462	PRG/61/113-PRG/61/120	
3651.1	<u>NOC</u>	CEPT-9/16/36	USA/24/496	B/57/189	PRG/61/121
3651.2	SUP	USA/24/497	CAN/25/326	B/57/191	PRG/61/122
	<u>NOC</u>	CEPT-9/16/37			
3652	<u>NOC</u>	CEPT-9/16/38	USA/24/498	B/57/190	PRG/61/123

ARTICLE 52
Procédure générale
radiotélégraphique dans le
service mobile aéronautique

ARTICLE 52
General Radiotelegraph
Procedure in the
Aeronautical Mobile
Service

ARTICULO 52
Procedimiento general
radiotelegráfico en el
servicio móvil aeronáutico

3677-3767

SUP

ARG/5/71

USA/24/499

PRG/61/124

Restructuration de l'article / Rearrangement of the Article
Reestructuración del artículo

L'Administration de l'URSS propose de supprimer les sections et de réarranger les sous-sections comme suit / The USSR Administration proposes to delete the sections and rearrange the sub-sections as set out below / La Administración de la URSS propone suprimir las secciones y de reorganizar las sub-secciones como siguiente:

A. Dispositions générales	General Provisions	Disposiciones generales
B. Forme de l'appel	Method of Calling	Procedimiento de llamada
C. Appels à plusieurs stations	Calls to Several Stations	Llamada a varias estaciones
D. Forme de la réponse à l'appel	Form of Reply to Calls	Procedimiento de respuestas a la llamada
E. Difficultés de réception	Difficulties in Reception	Dificultades en la recepción
F. Signal de fin de transmission	Signal for the End of Transmission	Señal de fin de transmisión
G. Accusé de réception	Acknowledgement of Receipt	Acuse de recibo
H. Fin du travail	End of Work	Señal de fin de trabajo

Les propositions relatives à cette restructuration sont identifiées par le signe #. / The # sign has been used to identify the proposals relating to the rearrangement. / Las propuestas relativas a la reestructuración se identifican mediante el símbolo #.

Section I
Dispositions générales

Section I
General Provisions

Sección I
Disposiciones generales

Titre
Title
Título

SUP URS/32/10#

3677A

ADD URS/32/11#

ART. 52 (suite/cont.)

3679	<u>NOC</u>	URS/32/13
3680	<u>NOC</u>	URS/32/13
3680A (ex 3764)	ADD	voir/ <u>see</u> /véase URS/32/57#
3680B (ex 3765)	ADD	voir/ <u>see</u> /véase URS/32/58#

Section II
Appels

Section II
Calls

Sección II
Llamadas

Titre
Title
Título

	SUP	URS/32/14#	
3681	SUP	URS/32/15#	
3683	MOD	CAN/25/327(=)	URS/32/16(=)
3683.1	ADD	CAN/25/329 URS/32/17	
3684	MOD	CAN/25/328 URS/32/18	
3684.1	ADD	CAN/25/329	
3685	MOD	CAN/25/330=	URS/32/19=
3685A	ADD	URS/32/20	
3686	MOD	CAN/25/331 URS/32/21	
3687	SUP MOD	URS/32/22 CAN/25/331A	
3688	SUP	CAN/25/332 URS/32/23	
3689	<u>NOC</u>	URS/32/24	
3690	SUP	URS/32/23	
3691-3694	SUP	CAN/25/333 URS/32/23	
3695	(MOD)	URS/32/25# (devient/ <u>becomes</u> /pasa a ser 3709A)	
3696	(MOD)	URS/32/26# (devient/ <u>becomes</u> /pasa a ser 3709B)	
3697	(MOD)	URS/32/27# (devient/ <u>becomes</u> /pasa a ser 3709C)	
3698	(MOD)	URS/32/28# (devient/ <u>becomes</u> /pasa a ser 3709D)	
3699	MOD	URS/32/29# (devient/ <u>becomes</u> /pasa a ser 3709E)	

ART. 52 (suite/cont.)

3700	(MOD)	URS/32/30# (devient/ <u>becomes</u> /pasa a ser 3709F)
3701	SUP	URS/32/31

Section III	Section III	Sección III
Opérations préliminaires	Preliminary Operations	Operaciones preliminares

Titre		
<u>Title</u>	SUP	URS/32/32#
<u>Título</u>		
3702-3706	SUP	URS/32/33

Section IV	Section IV	Sección IV
Forme de l'appel, réponse à l'appel et signaux préparatoires au trafic	Method of Calling, Reply to Calls and Signals Preparatory to Traffic	Procedimiento de llamada, respuesta a la llamada y señales preparatorios del tráfico

Titre		
<u>Title</u>	SUP	URS/32/34#
<u>Título</u>		

3707	(MOD)	URS/32/35#
3708	<u>NOC</u>	URS/32/36
3709	MOD	URS/32/37
3709A-3709F (ex 3695-3700)	ADD	voir/ <u>see</u> /véase URS/32/25#-URS/32/30#
3710-3718	SUP	URS/32/38
3719-3720	<u>NOC</u>	URS/32/39
3721-3736	SUP	URS/32/40
3737	(MOD)	URS/32/41#
3738	MOD	URS/32/42
3739	<u>NOC</u>	URS/32/43

Section V	Section V	Section V
Ecoulement du trafic	Forwarding (Routing) of Traffic	Curso del tráfico

Titre		
<u>Title</u>	SUP	URS/32/44#
<u>Título</u>		

ART. 52 (suite/cont.)

3740-3744	SUP	URS/32/45	
3745-3747	SUP	CAN/25/334	URS/32/45
3748-3753	SUP	URS/32/45	

Section VI
Fin du trafic et
du travail

Section VI
End of Traffic
and Work

Sección VI
Fin del tráfico y
del trabajo

3754	(MOD)	URS/32/46#
3755	<u>NOC</u>	URS/32/47
3756	SUP	URS/32/48
3757	(MOD)	URS/32/49#
3758	MOD	URS/32/50
3759	SUP	URS/32/51
3760	(MOD)	URS/32/52#
3761	<u>NOC</u>	URS/32/53
3762	SUP	URS/32/54

Section VII
Direction du travail

Section VII
Control of Working

Sección VII
Dirección del trabajo

<u>Titre</u> <u>Title</u> <u>Título</u>	SUP	URS/32/55#
3763	SUP	URS/32/56
3764	(MOD)	URS/32/57# (devient/ <u>becomes</u> /pasa a ser 3680A)
3765	(MOD)	URS/32/58# (devient/ <u>becomes</u> /pasa a ser 3680B)

Section VIII
Essais

Section VIII
Tests

Sección VIII
Pruebas

<u>Titre</u> <u>Title</u> <u>Título</u>	SUP	URS/32/59#
3766-3767	SUP	URS/32/60

<p>ARTICLE 53 Procédure radiotéléphonique dans le service mobile aéronautique - Appels</p>	<p>ARTICLE 53 Radiotelephone Procedure in the Aeronautical Mobile Service - Calls</p>	<p>ARTICULO 53 Procedimiento radiotelefónico en el servicio móvil aeronáutico - Llamadas</p>
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3793	SUP <u>NOC</u>	CEPT-9/16/39 USA/24/500	URS/32/61 PRG/61/125	AUS/40/392	J/60/463
3794	MOD MOD <u>NOC</u>	USA/24/501(Corr.1)= URS/32/62 PRG/61/125	CAN/25/335=	J/60/464=	
3794.1	ADD ADD	USA/24/502(Corr.1)= CAN/25/337		J/60/466=	
3795	MOD MOD <u>NOC</u>	USA/24/503= URS/32/63 PRG/61/125	CAN/25/336=	J/60/465=	
3795.1	ADD ADD	USA/24/504= CAN/25/337	J/60/466=		
3796	MOD MOD	CEPT-9/16/40 USA/24/505= J/60/467=	CAN/25/338= PRG/61/126(=)	URS/32/64=	AUS/40/393=
3797	MOD SUP	CEPT-9/16/41= CAN/25/339= USA/24/506 (voir/see/véase MOD 3798 : USA/24/507) URS/32/65 (voir/see/véase ADD 3797A : URS/32/66) AUS/40/394 (voir/see/véase ADD 3797A : AUS/40/395) J/60/468 (voir/see/véase MOD 3798 : J/60/469) PRG/61/127			
3797A	ADD	URS/32/66=	AUS/40/395=		
3798	MOD MOD SUP	CEPT-9/16/42= CAN/25/340= USA/24/507* J/60/469* PRG/61/128* URS/32/67 (voir/see/véase ADD 3798A : URS/32/68) AUS/40/396 (voir/see/véase ADD 3798A : AUS/40/397)			
3798A	ADD	USA/24/508=	URS/32/68(=)	AUS/40/397=	J/60/470=
3799	SUP	CEPT-9/16/43 AUS/40/398	USA/24/509 J/60/471	CAN/25/341 PRG/61/129	URS/32/69
3800	SUP <u>NOC</u>	PRG/61/130 URS/32/70			
3801	SUP	URS/32/71	PRG/61/130		
3802-3805	SUP	CEPT-9/16/44 AUS/40/399	USA/24/510 J/60/472	CAN/25/342 PRG/61/130	URS/32/71

CHAPITRE XI
Service mobile maritime
et mobile maritime par
satellite

CHAPTER XI
Maritime Mobile Service
and Maritime Mobile-
Satellite Service

CAPITULO XI
Servicios móvil marítimo
y móvil marítimo por
satélite

ARTICLE 54A
Registre du service
radioélectrique

ARTICLE 54A
Radio Log

ARTICULO 54A
Registro del servicio
radioeléctrico

Article/Artículo ADD D/30/1-D/30/7

ARTICLE 55
Certificats des opérateurs
des stations de navire et
des stations terriennes
de navire

ARTICLE 55
Operators' Certificates
for Ship Stations and
Ship Earth Stations

ARTICULO 55
Certificado de operador de
estación de barco y de
estación terrena de barco

Note : Les Administrations de la République fédérale d'Allemagne, de l'Espagne et du Japon proposent d'insérer toutes les dispositions concernant les certificats d'opérateurs pour les radiocommunications SMDSM dans un nouvel article distinct (Article N55) (voir les propositions D/30/8 à D/30/65, E/37/1 à E/37/68 et J/60/353 à J/60/420 après l'Article 55).

Note : The Administrations of the Federal Republic of Germany, Spain and Japan propose to insert all the provisions relating to the Operators' Certificates for GMDSS Radiocommunications in a new separate Article (Article N55) (see proposals D/30/8 to D/30/65, E/37/1 to E/37/68 and J/60/353 to J/60/420 after Article 55).

Nota: Las Administraciones de la República Federal de Alemania, de España y del Japón proponen que todas las disposiciones relativas a los certificados de operadores para las radiocomunicaciones del SMSSM se incluyan en un nuevo artículo distinto (Artículo N55) (véanse las proposiciones D/30/8 a D/30/65, E/37/1 a E/37/68 y J/60/353 a J/60/420 a continuación del Artículo 55).

Section I
Dispositions générales

Section I
General Provisions

Sección I
Disposiciones generales

3860	MOD <u>NOC</u>	CEPT-10/17/1 TUR/59/10
3861	MOD <u>NOC</u>	CEPT-10/17/2 TUR/59/10
3862	SUP <u>NOC</u>	CEPT-10/17/3 TUR/59/10
3863-3866	<u>NOC</u>	TUR/59/10
3863A	ADD	B/57/192
3867	MOD <u>NOC</u>	CEPT-10/17/4 TUR/59/10
3868-3875	<u>NOC</u>	TUR/59/10
3876	MOD <u>NOC</u>	USA/24/511 TUR/59/10
3877	<u>NOC</u>	TUR/59/10

ART. 55 (suite/cont.)

Section II Catégories de certificats pour les opérateurs des stations de navire	Section II Categories of Certificates for Ship Stations Operators	Sección II Categorías de certificados de operador de estación de barco
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<u>Titre</u>					
<u>Title</u>	MOD	CEPT-10/17/5		B/57/193	
<u>Título</u>	MOD	CAN/25/3430=		TUR/59/11=	GRC/70/1=
Note 1/Nota 1	ADD	CEPT-10/17/6			
3878	(MOD)	CEPT-10/17/7			
3882A-3882C	ADD	CEPT-10/17/8-CEPT-10/17/10			
3882A.1	ADD	CEPT-10/17/12			
3883	(MOD)	CEPT-10/17/11			
3883.1	(MOD)	CEPT-10/17/12			
3883A	ADD	CAN/25/343			
	ADD	TUR/59/12=		GRC/70/2=	
3883B-3883E	ADD	TUR/59/13-TUR/59/16=		GRC/70/3-GRC/70/6=	
3884	MOD	CEPT-10/17/13			
3884A-3884C	ADD	CEPT-10/17/14-CEPT-10/17/16			
3885	MOD	CEPT-10/17/17		USA/24/512	
3885A	ADD	CEPT-10/17/18			
3890A	ADD	CAN/25/344			
	ADD	TUR/59/17=		GRC/70/7=	
3890B-3890D	ADD	TUR/59/18-TUR/59/20=		GRC/70/8-GRC/70/10=	

Section III Conditions d'obtention des certificats d'opérateur	Section III Conditions for the Issue of Operators' Certificates	Sección III Condiciones para la obtención del certificado de operador
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<u>Titre</u>					
<u>Title</u>	MOD	B/57/194			
<u>Título</u>					
3892	MOD	USA/24/513			

ART. 55 (suite/cont.)

3949A ADD CEPT-10/17/19

G. Certificat général et certificat restreint
d'opérateur de communications automatiques

G. General and Restricted Certificates for Automated Communications

G. Certificados general y restringido para comunicaciones automáticas

3949B-3949O ADD CEPT-10/17/20-CEPT-10/17/33

3949A ADD CAN/25/345

G. Certificats d'opérateur d'équipements utilisés
pour les communications automatiques

G. Certificates for Operators of Equipment Used for Automated Communications

G. Certificado de operador del equipo utilizado en las comunicaciones automáticas

3949B-3949U ADD CAN/25/346-CAN/25/371

3949A ADD TUR/59/21= GRC/70/11=

G. Certificat d'opérateur radioélectronique première classe pour les
communications automatiques dans le service mobile maritime

G. First Class Radioelectronic Operator Certificate for automated
communications in the maritime mobile service

G. Certificado de operador radioelectrónico de primera clase para las
comunicaciones automatizadas en el servicio móvil marítimo

3949B-3949J ADD TUR/59/22-TUR/59/30= GRC/70/12-GRC/70/20=

3949BA ADD TUR/59/31= GRC/70/21=

H. Certificat d'opérateur radioélectronique deuxième classe pour les
communications automatiques dans le service mobile maritime

H. Second Class Radioelectronic Operator's Certificate for Automated
Communications in the Maritime Mobile Service

H. Certificado de operador radioelectrónico de segunda clase para las
comunicaciones automatizadas en el servicio móvil marítimo

3949BB-3949BJ ADD TUR/59/32-TUR/59/40= GRC/70/22-GRC/70/30=

ART.55 (suite/cont.)

3949CA ADD TUR/59/41(=) GRC/70/31(=)

I. Certificat d'exploitation général pour les communications automatiques
dans le service mobile maritime

I. General Operating Certificate for Automated Communications in the
Maritime Mobile Service

I. Certificado de explotación general para comunicaciones automatizadas
en el servicio móvil marítimo

3949CB ADD TUR/59/42(=) GRC/70/32(=)

3949CC-3949CF ADD TUR/59/43-TUR/59/46=
GRC/70/33-GRC/70/36=

3949DA ADD TUR/59/47(=) GRC/70/37(=)

J. Certificat d'exploitation restreint pour les communications automatiques
dans le service mobile maritime

J. Restricted Operating Certificate for automated communications in the
maritime mobile service

J. Certificado de explotación restringida para comunicaciones automatizadas
en el servicio móvil marítimo

3949DB ADD TUR/59/48(=) GRC/70/38(=)

3949DC-3949DF ADD TUR/59/49-TUR/59/52=
GRC/70/39-GRC/70/42=

Section IV
Stages professionnels

Section IV
Qualifying Service

Sección IV
Periodos de prácticas

Titre/Title/Título

MOD CAN/25/372 B/57/195

3949V-3949X

ADD CAN/25/372A-CAN/25/374

ART.55 (suite/cont.)

Sec. V Titre/Title/Título ADD USA/24/514

Section V
Certificats exigés des opérateurs des stations de navire et
des stations terriennes de navire pour participer au SMDSM

Section V
Operators' Certificates for Ship Stations and
Ship Earth Stations Required to Participate in the GMDSS

Sección V
Certificados de operador de estación de barco y
de estación terrena de barco necesarios para participar en el SMSSM

N3954-N3983 ADD USA/24/515-USA/24/545

Sec. V Titre/Title/Título ADD B/57/196

Section V
Catégories de certificats applicables aux stations de navire et aux
stations terriennes de navire pour les communications automatiques

Section V
Categories of Certificates for Ship Stations and Ship Earth Stations
for Automated Communications

Sección V
Categorías de certificados para estaciones de barco y estaciones terrenas
de barcos que efectúan comunicaciones automáticas

3954-3962 ADD B/57/197-B/57/205

Sec. VI Titre/Title/Título ADD B/57/206

Section VI
Conditions d'obtention des certificats pour les stations automatiques

Section VI
Conditions for the Issue of Certificates for Automated Stations

Sección VI
Condiciones para la obtención del certificado de operador
para las estaciones automatizadas

3963-3978W ADD B/57/207-B/57/246

Titre/Title/Título ADD D/30/8 - D/30/9

ARTICLE N55

Certificats des opérateurs des stations de navire et
des stations terriennes de navire pour les communications automatiques

ARTICLE N55

Operators' Certificates for Ship Stations and
Ship Earth Stations for Automated Communications

ARTICULO N55

Certificados de operador de estación de barco y
de estación terrena de barco para las comunicaciones automatizadas

N3860-N3920 ADD D/30/10-D/30/65

Titre/Title/Título ADD E/37/1 - E/37/2

ARTICLE N55

Certificats pour le service des stations de navire et
des stations terriennes de navire qui utilisent les fréquences
et les techniques prescrites au chapitre NIX

ARTICLE N55

Certificates for the Service of Ship Stations and
Ship Earth Stations Which Use the Frequencies and
Techniques Prescribed in Chapter NIX

ARTICULO N55

Certificados para el servicio de las estaciones de barco y
de las estaciones terrenas de barco que utilicen las frecuencias
y técnicas prescritas en el Capítulo NIX

N3860-N3930 ADD E/37/3-E/37/68

Titre/Title/Título ADD J/60/353

ARTICLE N55

Certificats d'opérateurs pour stations de navire et stations terriennes
de navire à bord de navires participant à des radiocommunications SMDSM

ARTICLE N55

Operator's Certificates for Ship Stations and Ship Earth Stations
on Board Ships Participating in GMDSS Radiocommunications

ARTICULO N55

Certificado de operador de estación de barco y de estación terrena de barco
a bordo de los navíos que intervienen en las radiocomunicaciones del SMSSM

N3860-N3920 ADD J/60/354-J/60/420

ARTICLE 56
Personnel des stations du
service mobile maritime

ARTICLE 56
Personnel of Stations
in the Maritime Mobile
Service

ARTICULO 56
Personal de las estaciones
del servicio móvil marítimo

Titre
Title
Título

MOD

CEPT-10/17/34=

B/57/247=

Note : Les Administrations de la République fédérale d'Allemagne, de l'Espagne et du Japon proposent d'insérer toutes les dispositions concernant le personnel des stations pour les radiocommunications SMDSM dans le service mobile maritime dans un nouvel article distinct (Article N56) (voir les propositions D/30/66 à D/30/74, E/37/69 à E/37/82 et J/60/473 à J/60/478 après l'Article 56).

Note : The Administrations of the Federal Republic of Germany, Spain and Japan propose to insert all the provisions relating to the personnel of stations for GMDSS Radiocommunications in the Maritime Mobile Service in a new separate Article (Article N56) (see proposals D/30/66 to D/30/74, E/37/69 to E/37/82 and J/60/473 to J/60/478 after Article 56).

Nota: Las Administraciones de la República Federal de Alemania, de España y del Japón proponen que todas las disposiciones relativas al personal de las estaciones para las radiocomunicaciones del SMSSM del servicio móvil marítimo se incluyan en un nuevo artículo distinto (Artículo N56) (véanse las proposiciones D/30/66 a D/30/74, E/37/69 a D/37/82 y J/60/473 a J/60/478 a continuación del Artículo 56).

Section I
Personnel des
stations côtières

Section I
Personnel of
Coast Stations

Sección I
Personal de las
estaciones costeras

Titre
Title
Título

MOD

CEPT-10/17/35

3979

MOD

B/57/248

Section II
Classe et nombre minimum
d'opérateurs dans les
stations à bord des navires

Section II
Class and Minimum Number
of Operators for
Stations on board Ships

Sección II
Clase y número mínimo de
operadores en las estaciones
a bordo de barcos

Titre
Title
Título

MOD

CEPT-10/17/36

3979A

ADD

CAN/25/375

3980A

ADD

B/57/249

3981

MOD

B/57/250

NOC

USA/24/546

3982

(MOD)

USA/24/547

MOD

B/57/251

ART. 56 (suite/cont.)

3983	(MOD)	USA/24/548
	MOD	B/57/252
3984	(MOD)	USA/24/549
	MOD	B/57/253
3985	MOD	B/57/254
3986	MOD	B/57/255
3987	ADD	USA/24/550
3987-3993	ADD	B/57/256-B/57/262

Sec. III Titre/Title/Título ADD CEPT-10/17/37

Section III

Classe et nombre minimum d'opérateurs dans les stations à bord des navires
effectuant des communications automatiques

Section III

Class and Minimum Number of Operators for Stations on board
Ships Using Automated Communications

Sección III

Clase y número mínimo de operadores para estaciones a bordo
de barcos que utilizan comunicaciones automáticas

3987-3993 ADD CEPT-10/17/38-CEPT-10/17/44

Sec. III Titre/Title/Título ADD TUR/59/53= GRC/70/44=

Section III

Classe et nombre minimum d'opérateurs pour les stations à bord
de navires utilisant les techniques et les fréquences prescrites pour
les communications automatiques dans le service mobile maritime

Section III

Class and minimum Number of Operators for Stations on board Ships using the
Techniques and frequencies prescribed for automated communications in the
Maritime Mobile Service

Sección III

Clase y número mínimo de operadores de estaciones a bordo de barcos
que utilizan técnicas y frecuencias prescritas para las comunicaciones
automatizadas en el servicio móvil marítimo

3988-3990	ADD	TUR/59/54-TUR/59/56=	GRC/70/45-GRC/70/47=
3891-3892	ADD	TUR/59/57-TUR/59/58(=)	GRC/70/48-GRC/70/49(=)

ART.56 (Suite/cont.)

Sec. IV Titre/Title/Título ADD TUR/59/59= GRC/70/50=

Section IV

Catégories de stations de navire utilisant les techniques et les
fréquences prescrites pour les communications automatiques

Section IV

Categories of Ship Stations using the techniques and frequencies prescribed
for automated communications

Sección IV

Categorías de estaciones de barco que utilizan las técnicas y
frecuencias prescritas para las comunicaciones automatizadas

3994 - 3998 ADD TUR/59/60-TUR/59/64= GRC/70/51-GRC/70/55=

Titre/Title/Título ADD D/30/66-D/30/67

ARTICLE N56

Personnel des stations pour les communications automatiques
dans le service mobile maritime

ARTICLE N56

Personnel of Stations for Automated Communications
in the Maritime Mobile Service

ARTICULO N56

Personal de las estaciones para comunicaciones automáticas
del servicio móvil marítimo

N3979-N3983 ADD D/30/68-D/30/74

Titre/Title/Título ADD E/37/69-E/37/70

ARTICLE N56

Personnel des stations côtières et de navire qui utilise les fréquences
et les techniques indiquées au chapitre NIX

ARTICLE N56

Personnel of Coast and Ship Stations Which Use the Frequencies
and Techniques Described in Chapter NIX

ARTICULO N56

Personal de las estaciones costeras y de barco que utilicen las frecuencias
y técnicas establecidas en Capítulo NIX

N3979-N3988 ADD E/37/71-E/37/82

Titre/Title/Título ADD J/60/473

ARTICLE N56

Personnel des stations du service mobile maritime et du service mobile
maritime par satellite participant à des radiocommunications SMDSM

ARTICLE N56

Personnel of Those Stations in the Maritime Mobile Service and the
Maritime Mobile-Satellite Service which participate in GMDSS Radiocommunications

ARTICULO N56

Personal de las estaciones del servicio móvil marítimo
y del servicio móvil marítimo por satélite
que intervienen en las radiocomunicaciones del SMSSM

N3979-N3981 ADD J/60/474-J/60/478

ARTICLE 58	ARTICLE 58	ARTICULO 58
Vacations des stations	Working Hours in the	Horarios de las estaciones
du service mobile maritime	Maritime Mobile Service	del servicio móvil marítimo

Titre/ <u>Title</u> /Título	MOD	J/60/479
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Section I. Généralités	Section I. General	Sección I. Generalidades
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4044	MOD	J/60/480
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Section IIA	Titre/ <u>Title</u> /Título	ADD	J/60/481
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Section IIA
Stations terriennes côtières

Section IIA
Coast Earth Stations

Sección IIA
Estaciones terrenas costeras

4051A	ADD	J/60/482
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Sec. IV	Titre/ <u>Title</u> /Título	ADD	J/60/483
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Section IV
Stations terriennes de navire

Section IV
Ship Earth Stations

Sección IV
Estaciones terrenas de barco

4071	ADD	J/60/484
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ARTICLE 59
Conditions à remplir dans
le service mobile maritime
et dans le service mobile
maritime par satellite

ARTICLE 59
Conditions to Be
Observed in the
Maritime Mobile
Service and in the
Maritime Mobile-
Satellite Service

ARTICULO 59
Condiciones de
funcionamiento del servicio
móvil marítimo y del
servicio móvil marítimo
por satélite

Section I
Service mobile maritime

Section I
Maritime Mobile Service

Sección I
Servicio móvil marítimo

4104	MOD	J/60/485			
4106	MOD	G/33/61=	J/60/486=		
4110	MOD	G/33/62=	J/60/487=		
4112	MOD	G/33/63			
4116	MOD	G/33/64=	J/60/488=		
4118	MOD	G/33/65			
4122	MOD	DNK+/8/1=	E/42/1=		
	MOD	J/60/489			
4122A	ADD	DDR/7=	CEPT-11/18/1=	USA/24/551=	CAN/25/376=
	ADD	J/60/490			
4122B-4122C	ADD	J/60/491-J/60/492			
4123	(MOD)	USA/24/552	J/60/493		
4123A	SUP	DNK+/8/2	E/42/2		
	(MOD)	USA/24/554			
4123B	ADD	DDR/7=	CEPT-11/18/2=		
		USA/24/553 (comme/as/como	4123A)=		CAN/25/377=
	ADD	URS/32/81	J/60/494		
4123D-4123U	ADD	G/33/66-G/33/83			
4124A-4124D	ADD	J/60/495-J/60/498			
4125	(MOD)	J/60/499			
4126	MOD	J/60/500			
4127	MOD	DDR/7=	CEPT-11/18/3=	USA/24/555=	
	MOD	CAN/25/378			
4131	MOD	CEPT-11/18/4=		J/60/501=	
4132	MOD	DDR/7	CEPT-11/18/5	USA/24/556	CAN/25/379
		J/60/502			

ART.59 (suite/cont.)

4133	(MOD)	J/60/503	
4134	MOD	J/60/504	
4136A	ADD	USA/24/557=	J/60/505=
4137	(MOD)	USA/24/558=	J/60/506=
4137A	ADD	DDR/7=	CEPT-11/18/6= CAN/25/380=

S.Sec. E Titre/Title/Título ADD DNK+/8/3= E/42/3=

E. Stations de navires utilisant les techniques d'appel sélectif numérique

E. Ship Stations Using Digital Selective Calling Techniques

E. Estaciones de barco que utilizan técnicas de llamada selectiva digital

4137B-4137FB ADD DNK+/8/4-DNK+/8/19

4137C-4137GB ADD E/42/4-E/42/17

Section II
Conditions à remplir par
les stations terriennes
de navire

Section II
Conditions to Be
Observed by Ship
Earth Stations

Sección II
Condiciones que deben
cumplir las estaciones
terrenas de barco

Titre/Title/Título MOD J/60/507

4139 SUP G/33/84

Section III
Communications des
aéronefs avec des stations
du service mobile maritime
et du service mobile
maritime par satellite

Section III
Aircraft Communicating
with Stations of the
Maritime Mobile Service
and the Maritime Mobile-
Satellite Service

Sección III
Estaciones de aeronave que
comunican con estaciones de
los servicios móvil marítimo
y móvil marítimo por satélite

4144 MOD G/33/85

4145 MOD URS/32/4

4154 MOD G/33/86

4155 ADD G/33/87

ART. 59 (suite/cont.)

Sec. IV Titre/Title/Título ADD USA/24/559

Section IV

Conditions que doivent observer les stations de navire et les stations
terriennes de navire quand ils se trouvent temporairement dans les ports

Section IV

Conditions to be Observed by Ship Stations and Ship Earth Stations
While Temporarily in Ports and Harbors

Sección IV

Condiciones que deben cumplir las estaciones de barco y las estaciones terrenas
de barco cuando se encuentran temporalmente en los puertos y ensenadas

4155 ADD USA/24/560

ARTICLE 60
Dispositions spéciales
relatives à l'emploi des
fréquences dans le
service mobile maritime

ARTICLE 60
Special Rules Relating
to the Use of
Frequencies in the
Maritime Mobile Service

ARTICULO 60
Disposiciones especiales
relativas al empleo de las
frecuencias en el servicio
móvil marítimo

Section I
Dispositions générales

Section I
General Provisions

Sección I
Disposiciones generales

4180	MOD	USA/24/561		
4181A-C	ADD	USA/24/562-USA/24/564		
4183	MOD	G/33/88		
4183A	ADD	URS/32/82		
4184A	SUP MOD	J/60/508 G/33/89	E/36/1	
4184B	SUP MOD	J/60/508 G/33/90		
4184C	ADD	G/33/91		
4188B	ADD	G/33/92		
4188C	ADD	G/33/93		
4196	MOD	USA/24/565=	URS/32/83=	
4196A-4196M	ADD	G/33/95-G/33/110		
4197	SUP MOD	G/33/94 USA/24/566 B/57/263	URS/32/84 J/60/509	E/36/2
4197.1	SUP MOD	URS/32/85 G/33/94 USA/24/567=	J/60/510=	
4197.2	ADD	URS/32/86		
4198	SUP MOD	G/33/94 USA/24/568 B/57/264	URS/32/87 J/60/511	E/36/3
4199	SUP MOD	G/33/94 USA/24/569 B/57/265	URS/32/88 J/60/512	E/36/4
4199.1	ADD	URS/32/89		

ART. 60 (suite/cont.)

4199A	ADD	USA/24/570			
4200	SUP MOD	G/33/94 USA/24/571 J/60/513	URS/32/90	E/36/5	B/57/266
4200A	ADD	USA/24/572			
4201	SUP MOD	G/33/94 USA/24/573	J/60/514 URS/32/91	E/36/6	B/57/267
4201A	ADD	USA/24/574			
4202	SUP MOD	G/33/94 USA/24/575 J/60/515	URS/32/92	E/36/7	B/57/268
4202.1	ADD	URS/32/95			
4202A	ADD	USA/24/576			
4203	SUP MOD	G/33/94 USA/24/577 J/60/516	URS/32/93	E/36/8	B/57/269
4203.1	SUP MOD MOD	G/33/94 USA/24/578= URS/32/94	B/57/271= URS/32/95	J/60/517=	
4203.2	ADD	URS/32/96			
4203A	ADD	USA/24/579			
4204	SUP MOD	G/33/94 USA/24/580 J/60/518	URS/32/97	E/36/9	B/57/270
4205	SUP MOD	G/33/94 USA/24/581 J/60/519	URS/32/98	E/36/10	B/57/272
4205.1	SUP MOD	G/33/94 USA/24/582	J/60/520		
4206	SUP MOD	G/33/94 USA/24/583 J/60/521	URS/32/99	E/36/11	B/57/273
4206A	ADD	USA/24/584			
4207	SUP MOD	G/33/94 USA/24/585 J/60/522	URS/32/100	E/36/12	B/57/274

ART. 60 (suite/cont.)

4208	SUP MOD	G/33/94 USA/24/586 J/60/523	URS/32/101	E/36/13	B/57/275
4209	SUP MOD	G/33/94 USA/24/587 J/60/524	URS/32/102	E/36/14	B/57/276
4209A	ADD	USA/24/588			
4210	SUP MOD	URS/32/103 J/60/525	G/33/94		
4211	SUP	G/33/94			
4212	MOD	G/33/111			
4212A	MOD	USA/24/589	G/33/112		

Section II
Emploi des fréquences en
radiotélégraphie Morse

Section II
Use of Frequencies for
Morse Radiotelegraphy

Sección II
Utilización de las
frecuencias para
radiotelegrafía Morse

4218	MOD	DDR/7= CAN/25/381=	CEPT-11/18/7= J/60/526=	USA/24/590=
4237	MOD <u>NOC</u>	CEPT-11/18/8 CHN/63/5	CAN/25/382	URS/32/104
4237A	ADD	URS/32/105		
	SUP	G/33/113 (* y compris titre Cl.Région 2;titre C2. devient Cl.)		
4245*	SUP	G/33/114 (* <u>including title Cl.Region 2;title C2. becomes Cl.</u>)		
	(MOD)	G/33/115 (* incluido título Cl.Región 2;título C2. pasa a ser Cl.)		
4246	MOD	J/60/527		
4249	MOD	J/60/528		
4253	MOD	G/33/116	E/36/15	
4254	SUP MOD	G/33/117 E/36/16		
4255	MOD	G/33/118		
4256	MOD MOD	G/33/119 B/57/277=	J/60/529=	

ART. 60 (suite/cont.)

4257	SUP	G/33/120			
4258	MOD	G/33/121			
4259	MOD	G/33/122			
4260	MOD	E/36/17			
4263	MOD	G/33/123			
4265	SUP	DNK+/8/20	G/33/124	E/42/18	
4271	MOD	G/33/125			
4272	MOD	G/33/126			
4273	MOD	G/33/127			
4275	MOD	G/33/128			
4277	MOD	G/33/129	E/36/18	B/57/278	J/60/530
4278	MOD	G/33/130			
4279	MOD	G/33/131			
4280	MOD	G/33/132	E/36/19		
4280.1	SUP	J/60/531			
4281	MOD	G/33/133			
4282	MOD	G/33/134			
4283	MOD	G/33/135			
4284	MOD	G/33/136			
4285	MOD	G/33/137			
4286	SUP	DNK+/8/21	G/33/138	E/42/19	
4288	SUP	G/33/139			
4289	SUP	G/33/139	J/60/532		
4290	SUP	G/33/139			
4291	(MOD) MOD	J/60/533 G/33/140	E/36/20	B/57/279	
4292	SUP	G/33/141	E/36/21		
4293-4296	SUP	G/33/142			

ART. 60 (suite/cont.)

4297-4299	SUP	G/33/142	J/60/534
4300-4301	SUP	G/33/142	
4302	SUP	G/33/142	J/60/535
4303	SUP	G/33/142	
4304	SUP MOD	G/33/142 J/60/536	
4305	(MOD) MOD	G/33/143 E/36/22	
4306	MOD	G/33/144	B/57/280
4306A	MOD	G/33/145	
4307	MOD	G/33/146	
4308	MOD	G/33/147	
4309	MOD	G/33/148	

Section III
Emploi des fréquences en
télégraphie à impression
directe à bande étroite

Section III
Use of Frequencies for
Narrow-Band Direct-
Printing Telegraphy

Sección III
Utilización de las
frecuencias para telegrafía
de impresión directa de
banda estrecha

<u>Titre/</u> <u>Title/</u> <u>Título</u>			
	MOD	G/33/149	
4313	MOD	G/33/150	
4313A	ADD	G/33/151	
4315	MOD	G/33/152	
4315.1	SUP	URS/32/106	G/33/153
4315A	SUP MOD	G/33/153 J/60/537	
4315B-4315C	ADD	G/33/154-G/33/155	
4316	SUP MOD	CEPT-11/18/9 CAN/25/383=	J/60/538=
4318	MOD	G/33/156	

ART. 60 (suite/cont.)

4319	MOD	G/33/157	J/60/539
4319A-4319C	ADD	G/33/158-G/33/160	
4321	MOD	URS/32/107	G/33/161 J/60/540
4321A	SUP	G/33/162	E/42/20 J/60/541
4321B	ADD	G/33/163	CAN/25/498(Add.2)
4321C-4321G	ADD	G/33/164-G/33/168	
4323	MOD	J/60/542	

Sec.IIIA Titre/Title/Título ADD G/33/169

Section IIIA

Emploi des fréquences pour les systèmes de télégraphie à large bande,
de télécopie, les systèmes spéciaux de transmission et
les systèmes de transmission de données océanographiques

Section IIIA

Use of Frequencies for Wide-Band Telegraphy, Facsimile,
Special Transmission Systems and Oceanographic Data Transmissions

Sección IIIA

Utilización de frecuencias para telegrafía de banda ancha, facsímil,
sistemas especiales de transmisión y transmisiones de datos oceanográficos

4323A-4323N ADD G/33/170-G/33/183

Section IV
Emploi des fréquences
en radiotéléphonie

Section IV
Use of Frequencies
for Radiotelephony

Sección IV
Utilización de las
frecuencias para
radiotelefonía

4326	MOD	G/33/184=	F/48/1=
4326A	ADD	F/48/2	
4328	MOD	G/33/185	B/57/281
	MOD	E/36/23=	J/60/543=
4329	SUP	URS/32/108	
4330	SUP	URS/32/109	

ART. 60 (suite/cont.)

4332	SUP MOD	G/33/186 URS/32/110	E/36/24		
4333	SUP	URS/32/111	G/33/186	E/36/25	
4334	SUP MOD	G/33/186 URS/32/112	E/36/25		
4335	SUP MOD	URS/32/113 G/33/187	E/36/25		
4336	SUP	URS/32/114	G/33/188	E/36/25	
4337	SUP MOD	URS/32/115 J/60/544	G/33/188	E/36/25	
4342	MOD	USA/24/591			
4343	MOD MOD	DDR/7= CAN/25/384	CEPT-11/18/10= J/60/545	USA/24/592=	
4343.1	MOD	DDR/7=	CEPT-11/18/11=	USA/24/593=	
4348	MOD MOD	DDR/7= CAN/25/385	CEPT-11/18/12=	USA/24/594=	
4349	SUP	DDR/7 CAN/25/386	CEPT-11/18/13	USA/24/595	
4351A	ADD	USA/24/596			
4357	MOD <u>NOC</u>	E/36/26 F/46/1			
4358	<u>NOC</u>	F/46/2			
4359	MOD	G/33/189=	F/46/3=		
4360	MOD	URS/32/116	G/33/190	E/36/27	F/46/4
4362	MOD	G/33/191=	F/46/5=		
4363	MOD	URS/32/117	G/33/192	E/36/28	F/46/6
4365	MOD	G/33/193=	F/46/7=		
4366	MOD	F/46/8			
4367	MOD	F/46/9			
4368	MOD	F/46/10			
4368A	ADD	G/33/194	F/46/11		
4368B	ADD	G/33/195			

ART. 60 (suite/cont.)

4370	MOD MOD	G/33/196= B/57/282	E/36/29=	J/60/546=	
4371	MOD MOD	G/33/197= B/57/283	E/36/30=	J/60/547=	
4373	MOD MOD	G/33/198= B/57/284	E/36/31=	J/60/548=	
4374	MOD MOD	G/33/199= B/57/285	E/36/32=	J/60/549=	
4375	MOD MOD	CAN/25/387 G/33/200=	URS/32/118 E/36/33=	B/57/286	J/60/550
4375.1	SUP MOD	URS/32/119 B/57/287			
4375.1A	ADD	URS/32/119A			
4375.2	SUP MOD MOD	URS/32/119 CAN/25/388= B/57/288	G/33/201=	J/60/551=	
4375.3	SUP MOD MOD	URS/32/119 CAN/25/389 G/33/202=	B/57/289 E/36/34=	J/60/552=	
4376	MOD MOD	CAN/25/390 G/33/203=	URS/32/120 E/36/35=	B/57/290	J/60/553
4376.2	SUP MOD MOD	URS/32/121 CAN/25/391 G/33/204=	B/57/293 E/36/37=	J/60/554	
4376.2A	ADD	URS/32/122			
4377	SUP	DNK+/8/22	E/42/21		
4379	MOD MOD	CAN/25/392 G/33/205=	B/57/291 E/36/36=	J/60/555=	
4381	MOD	G/33/206			
4382	MOD	G/33/207			
4383	MOD	G/33/208			
4384	MOD MOD	G/33/209= B/57/292	E/36/38=	J/60/556=	
4386	MOD	DDR/7= CAN/25/393(=)	CEPT-11/18/14=	USA/24/597=	

ART. 60 (suite/cont.)

4390	SUP	CAN/25/394	
	MOD	E/42/22	
4393	MOD	DDR/7=	CAN/25/395=
	MOD	CEPT-11/18/15*	J/60/557*
	MOD	USA/24/598	
4394	MOD	DDR/7=	CEPT-11/18/16=
	MOD	USA/24/599	CAN/25/395A
4405	MOD	G/33/210	
4409	MOD	G/33/211	
4413	MOD	G/33/212	
4415	MOD	G/33/213	

Sec.V Titre/Title/Título ADD DNK+/8/23= E/42/23=

Section V
Emploi des fréquences pour l'appel sélectif numérique

Section V
Use of Frequencies for Digital Selective Calling

Sección V
Utilización de las frecuencias para llamada selectiva digital

4417-4421F ADD DNK+/8/24-DNK+/8/69 E/42/24-E/42/81

ARTICLE 62
Procédure relative à
l'appel sélectif dans le
service mobile maritime

Section I
Généralités

4665 ADD

Section II
Système séquentiel à
une seule fréquence

4668A NOC

4677 MOD

4679A MOD

Section III
Système d'appel sélectif
numérique

4680A ADD

4681 MOD
MOD

4681A MOD
MOD

4681A.1 SUP

4681A.2 ADD

4682 MOD

4683 MOD
MOD

4683.1 ADD

4684 MOD
MOD

4684.1 ADD

4685 MOD

ARTICLE 62
Selective Calling
Procedure in the
Maritime Mobile Service

Section I
General

J/60/558

Section II
Sequential Single-
Frequency Code System

USA/24/600

J/60/559

G/33/214 J/60/560

Section III
Digital Selective
Calling System

E/42/82

DNK+/8/70= E/42/83=
J/60/561

CAN/25/396= J/60/562=
G/33/215

CAN/25/397 G/33/216

G/33/217

URS/32/123(=) G/33/218(=)

ARG/5/72= USA/24/601=
URS/32/124 G/33/219

G/33/221

ARG/5/73= USA/24/602=
URS/32/125 G/33/220

G/33/221

USA/24/603 G/33/222

ARTICULO 62
Procedimiento de llamada
selectiva en el servicio
móvil marítimo

Sección I
Generalidades

Sección II
Sistema secuencial de
una sola frecuencia

Sección III
Sistema de llamada
selectiva digital

J/60/563

J/60/564

J/60/565

ART. 62 (suite/cont.)

4685.1 ADD G/33/223

4685.2 ADD G/33/223

4685.3 ADD G/64/1 (voir également/see also/véase también
ADD Res.2:G/64/2)

4686 ADD DNK+/8/71= E/42/84=

Méthode d'appel Method of Calling Método de llamada

4686A-4686H ADD DNK+/8/72-DNK+/8/79

4686A-4686K ADD E/42/85-E/42/95

4687 ADD DNK+/8/80= E/42/96=

Accusés de réception Acknowledgements Acuse de recibo de
des appels of Calls las llamadas

4688-4689C ADD DNK+/8/81-DNK+/8/91

4688-4689H ADD E/42/97-E/42/115

4690 ADD DNK+/8/92(=) E/42/116(=)

Réception d'accusés de Reception of Preparación para el
réception et préparation Acknowledgements and intercambio del tráfico
pour l'échange du trafic Preparation for Exchange of Traffic

4690A-4690H ADD DNK+/8/93-DNK+/8/100 E/42/117-E/42/124

ARTICLE 63
Procédure générale
radiotélégraphique dans le
service mobile maritime

ARTICLE 63
General Radiotelegraph
Procedure in the
Maritime Mobile Service

ARTICULO 63
Procedimiento general
radiotelegráfico en el
servicio móvil marítimo

Titre/Title/Título MOD

G/33/224=

J/60/566=

Section I
Dispositions générales

Section I
General Provisions

Sección I
Disposiciones generales

4710

MOD

J/60/567

Section II
Opérations préliminaires

Section II
Preliminary Operations

Sección II
Operaciones preliminares

4773

MOD

J/60/568

Section III
Appels en
radiotélégraphie

Section III
Calls by
Radiotelegraphy

Sección III
Llamadas en
radiotelegrafia

Titre/Title/Título MOD

J/60/569

4719

SUP

J/60/570

4746

SUP

J/60/571

ARTICLE 64
Procédures générales
applicables à la télégraphie
à impression directe à bande
étroite dans le service
mobile maritime

ARTICLE 64
General Procedures for
Narrow-Band Direct-
Printing Telegraphy in
the Maritime Mobile
Service

ARTICULO 64
Procedimientos generales
aplicables a la telegrafia
de impresión directa de
banda estrecha en el
servicio móvil marítimo

Section I
Généralités

Section I
General

Sección I
Generalidades

4842 MOD J/60/572
4842A ADD J/60/573

Section II
Procédures applicables à
l'exploitation manuelle

Section II
Procedures for
Manual Operation

Sección II
Procedimientos para la
explotación manual

4851 MOD URS/32/126(=) J/60/574(=)
4853 MOD URS/32/127(=) J/60/575(=)
4859 MOD URS/32/128(=) J/60/576(=)

Section III
Procédures applicables à
l'exploitation automatique

Section III
Procedures for
Automatic Operation

Sección III
Procedimientos para la
explotación automática

4862 MOD URS/32/129(=) J/60/577(=)
4865 MOD URS/32/130(=) J/60/578(=)

Section IV
Forme des messages

Section IV
Message Format

Sección IV
Formato del mensaje

4873 MOD G/33/225
4874 SUP G/33/226
4875 SUP G/33/226

ARTICLE 65 Procédure générale radiotéléphonique dans le service mobile maritime		ARTICLE 65 General Radiotelephone Procedure in the Maritime Mobile Service		ARTICULO 65 Procedimiento general radiotelefónico en el servicio móvil marítimo	
Section I Dispositions générales		Section I General Provisions		Sección I Disposiciones generales	
4903	MOD	J/60/579			
4904	MOD	J/60/580			
4908	MOD	G/33/227			
4910	MOD	G/33/228	F/48/3		
Section III Appels en radiotéléphonie		Section III Calls by Radiotelephony		Sección III Llamadas en radiotelefonía	
4921	SUP	J/60/581			
Section IV Méthode d'appel, réponse à l'appel et signaux préparatoires au trafic		Section IV Method of Calling, Reply to Calls and Signals Preparatory to Traffic		Sección IV Procedimiento de llamada, respuesta a la llamada y señales preparatorias del tráfico	
Titre/ <u>Title</u> /Título		MOD	DNK+/8/101=	E/42/126=	
4951	MOD	DNK+/8/102=	E/42/127=		
4959	MOD	ARG/5/74	USA/24/604		
4960	MOD	ARG/5/75=	USA/24/605=		
4961A	ADD	ARG/5/76	USA/24/606		
4962	(MOD)	ARG/5/77=	USA/24/607=		
4963	(MOD)	ARG/5/78=	USA/24/608=		
4964	MOD	ARG/5/79	USA/24/609		
4965	MOD	ARG/5/80	USA/24/610		
4966	MOD	ARG/5/81	USA/24/611		
4968	MOD	G/33/229			
4969	MOD	G/33/230			

ART. 65 (suite/cont.)

4970	MOD	G/33/231	
4972	MOD	G/33/232	
4986	MOD	DNK+/8/103=	E/42/128=
	MOD	G/33/233	
4994	MOD	G/33/234	
4995	MOD	G/33/235	
4998	MOD	G/33/236	
4999	MOD	G/33/237	
5002	MOD	DNK+/8/104=	E/42/129=
5006	MOD	G/33/238	

Section VII
Essais

Section VII
Tests

Section VII
Pruebas

5060	MOD	G/33/239		
5061	SUP	DDR/7	CEPT-11/18/17	USA/24/612 CAN/25/398

Sec. VIII	Titre/Title/Título	ADD	DNK+/8/105= E/42/130=
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Section VIII

**Appel, accusé de réception des appels et écoulement du trafic lorsque
les techniques d'appel sélectif numérique sont utilisées**

Section VIII

**Calling, Acknowledgement of Calls, and Forwarding of Traffic when
Using Digital Selective Calling Techniques**

Sección VIII

**Llamada, acuse de recibo de las llamadas y ulterior intercambio de tráfico
mediante técnicas de llamada selectiva digital**

5062-5069	ADD	DNK+/8/106-DNK+/8/113=	E/42/131-E/42/138=
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ARTICLE 66	ARTICLE 66	ARTICULO 66
Correspondance publique dans le service mobile maritime et dans le service mobile maritime par satellite	Public Correspondence in the Maritime Mobile Service and the Maritime Mobile-Satellite Service	Correspondencia pública en el servicio móvil marítimo y en el servicio móvil marítimo por satélite

Titre/ Title/ Título	(MOD)	G/33/240
----------------------------	-------	----------

A.66 ²	ADD	G/33/241
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Section II Autorité chargée de la comptabilité	Section II Accounting Authority	Sección II Autoridad encargada de la contabilidad
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5086	MOD	G/33/242
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Section III Comptabilité	Section III Accounting	Sección III Contabilidad
-----------------------------	---------------------------	-----------------------------

5092	SUP	G/33/243
------	-----	----------

5093	SUP MOD	G/33/244 ARG/5/82= USA/24/613=
------	------------	-----------------------------------

5095	MOD	ARG/5/83= USA/24/614=
------	-----	-----------------------

5096	MOD NOC	USA/24/615 G/33/245 ARG/5/84
------	------------	---------------------------------

5097	MOD NOC	USA/24/616 G/33/246 ARG/5/85
------	------------	---------------------------------

5098	MOD NOC	USA/24/617 G/33/247 ARG/5/86
------	------------	---------------------------------

5099	MOD	G/33/248
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Section IV Païement des soldes	Section IV Payment of Balances	Sección IV Pago de los saldos
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Titre/ Title/ Título	SUP	G/33/249
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5100	SUP	G/33/249A
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Section V Archives	Section V Archives	Sección V Archivos
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Titre/ Title/ Título	SUP	G/33/250
----------------------------	-----	----------

5101-5102	SUP	G/33/251
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CHAPITRE XII
Service mobile terrestre

CHAPTER XII
Land Mobile Service

CAPITULO XII
Servicio móvil terrestre

Titre/Title/Título MOD

ARG/5/87=
TUR/59/65=

USA/24/618= URS/32/131=
PRG/61/131=

ARTICLE 67
Conditions à remplir par
les stations mobiles du
service mobile terrestre

ARTICLE 67
Conditions to Be
Observed by Mobile
Stations in the Land
Mobile Service

ARTICULO 67
Condiciones de funcionamiento
de las estaciones móviles del
servicio móvil terrestre

Titre/Title/Título MOD

ARG/5/88=
TUR/59/66=

USA/24/619= URS/32/132(=
PRG/61/132=

Sec. I Titre/Title/Título

ADD ARG/5/89=
TUR/59/67=

USA/24/620= URS/32/132(=)

Section I
Service mobile terrestre

Section I
Land Mobile Service

Sección I
Servicio móvil terrestre

5128 MOD

PRG/61/133

5129 MOD

PRG/61/134

5130-5131 NOC

PRG/61/135

5132-5133 SUP

PRG/61/136

Sec. II Titre/Title/Título

ADD ARG/5/90=
TUR/59/68=

USA/24/622= URS/32/133(=)

Section II
Service mobile terrestre par satellite

Section II
Land Mobile-Satellite Service

Sección II
Servicio móvil terrestre por satélite

5134 ADD
ADD

ARG/5/91(=
URS/32/134

USA/24/623=

TUR/59/69=

5135 ADD

ARG/5/92=

USA/24/624=

TUR/59/70=

5136 ADD

ARG/5/93=

USA/24/625=

TUR/59/71=

5137 ADD

ARG/5/94(=)

USA/24/626(=)

CHAP.XIIA/CAP.XIIA Titre/Title/Título ADD USA/24/627-USA/24/628

CHAPITRE XIIA
Service mobile par satellite

CHAPTER XIIA
Mobile-Satellite Service

CAPITULO XIIA
Servicio móvil por satélite

ART. 68A Titre/Title/Título ADD USA/24/629-USA/24/630

ARTICLE 68A
Conditions que doivent remplir les stations mobiles
du service mobile par satellite

ARTICLE 68A
Conditions to be Observed by Mobile Stations in the Mobile-Satellite Service

ARTICULO 68A
Condiciones de funcionamiento de las estaciones móviles
del servicio móvil por satélite

5170-5173 ADD USA/24/631-USA/24/634

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APPENDICE 7
Tableau des tolérances de fréquence des émetteurs

APPENDIX 7
Table of Transmitter Frequency Tolerances

APENDICE 7
Cuadro de tolerancias de frecuencias de los transmisores

En-tête du Tableau
Table Heading
Encabezamiento del Cuadro

MOD DDR/7/1

Tableau/
Table/ Col. 2
Cuadro

Voir Note après DDR/7/11
See Note after DDR/7/11
Véase Nota después de DDR/7/11

Bande/Band/Banda: 1 606.5 kHz (1605 kHz Region 2) à/to/a 4 000 kHz

2. Stations terrestres

Land Stations

MOD DDR/7/2

D/30/75-D/30/76

Estaciones terrestres

3. Stations mobiles : a) stations de navire

Mobile Stations : a) Ship Stations

MOD

ARG/5/95

D/30/77

Estaciones móviles: a) Estaciones de barco

Bande/Band/Banda: 4 MHz à/to/a 29.7 MHz

2. Stations terrestres : a) stations côtières

MOD

D/30/78

Land Stations : a) Coast Stations

ARG/5/96-ARG/5/98

Estaciones terrestres: a) Estaciones costeras

3. Stations mobiles : a) stations de navire

Mobile Stations : a) Ship Stations

MOD

D/30/79

Estaciones móviles: a) Estaciones de barco

Bande/Band/Banda: 100 MHz à/to/a 470 MHz

2. Stations terrestres : a) stations côtières

MOD

DDR/7/3

Land Stations : a) Coast Stations

NOC

D/30/80

Estaciones terrestres: a) Estaciones costeras

3. Stations mobiles : a) stations de navire

et stations d'engin de sauvetage

Mobile Stations : a) Ship Stations and

MOD

DDR/7/4

URS/32/135

Survival Craft Stations

NOC

D/30/81

Estaciones móviles : a) Estaciones de barco
y estaciones de embarcaciones o dispositivos
de salvamento

AP. 7 (suite/cont.)

Renvois du tableau des tolérances de fréquence des émetteurs
Notes in the Table of Transmitter Frequency Tolerances
Notas del Cuadro de tolerancias de frecuencias de los transmisores

Note/Note/Nota:

1)	MOD	DDR/7/5 TUR/59/72	ARG/5/99 CHN/63/6	USA/24/654	URS/32/136
2)	MOD	DDR/7/6	URS/32/137		
3)	MOD	DDR/7/7	URS/32/138		
4)	MOD	ARG/5/100 TUR/59/73	DDR/7/8	USA/24/655	URS/32/139
7)	MOD	DDR/7/9			
11)	MOD	DDR/7/10			
27)	SUP	DDR/7/11	URS/32/140		
37)	ADD	D/30/82			
38)	ADD	D/30/83			

APPENDICE 9
Documents de service

APPENDIX 9
Service Documents

APENDICE 9
Documentos de servicio

Liste V
Nomenclature des
stations de navire

List V
List of Ship Stations

Lista V
Nomenclátor de las
estaciones de barco

Col. 4 b)

MOD USA/24/656=
MOD CAN/25/399

TUR/59/74=

Liste VI
Nomenclature des stations
de radiorepérage et des
stations effectuant des
services spéciaux

List VI
List of Radiodetermi-
nation and Special
Service Stations

Lista VI
Nomenclátor de las
estaciones de radiodetermi-
nación y de las estaciones
que efectúan servicios
especiales

12. Stations terriennes fixes du service de radionavigation maritime par satellite
Fixed earth stations in the maritime radionavigation-satellite service
Estaciones terrenas fijas del servicio de radionavegación marítima por satélite

Titre/Title/Título MOD USA/24/657

Col. 3a, 3b, 3c,
4a, 4b, 7

MOD USA/24/657

13. Stations spatiales du service de radionavigation maritime par satellite
Space stations in the maritime radionavigation-satellite service
Estaciones espaciales del servicio de radionavegación marítima por satélite

Titre/Title/Título MOD USA/24/658

Col. 2a, 2b, 2c,
3a, 3b, 7

MOD USA/24/658

APPENDICE 10
Notations utilisées dans les documents de service

APPENDIX 10
Service Documents Symbols

APPENDICE 10
Símbolos empleados en los documentos de servicio

Symboles/Symbols/Símbolos

BR	ADD	B/57/294	
EF	ADD	USA/24/659=	TUR/59/75=

APPENDICE 11

Documents dont les stations de navire et les stations d'aéronef
doivent être pourvues
(voir les articles 24, 26, 44, 46, 49, 55, 57, 59 et l'appendice 9)

APPENDIX 11

Documents with Which Ship and Aircraft Stations Shall Be Provided
(See Articles 24, 26, 44, 46, 49, 55, 57, 59 and Appendix 9)

APENDICE 11

Documentos de que deben estar provistas las estaciones de barco y de aeronave
(Véanse los artículos 24, 26, 44, 46, 49, 55, 57, 59 y el apéndice 9)

En-tête/Heading/Encabezamiento MOD D/30/84 J/60/582

Section I
Stations de navire
obligatoirement pourvues
d'une installation
radiotélégraphique en
vertu d'un accord
international

Section I
Ship Stations for Which
a Radiotelegraph
Installation is Required
by International
Agreement

Sección I
Estaciones de barco
provistas obligatoriamente
de una instalación radio-
telegráfica en cumplimiento
de un acuerdo internacional

Titre/Title/Título MOD USA/24/660= D/30/84A(=) G/33/253=
J/60/583=

3. MOD USA/24/661= G/33/254=
MOD D/30/85

3.a) - 3.g) SUP D/30/86-D/30/92

8. MOD USA/24/662

Section II
Autres stations radio-
télégraphiques de navire

Section II
Other Ship Radio-
telegraph Stations

Sección II
Las demás estaciones radio-
telegráficas de barco

Titre/Title/Título MOD G/33/255= J/60/584=

Section III
Stations de navire
obligatoirement pourvues
d'une installation
radiotéléphonique en vertu
d'un accord international

Section III
Ship Stations for Which
a Radiotelephone
Installation Is Required
by International
Agreement

Sección III
Estaciones de barco
provistas obligatoriamente
de una instalación radio-
telefónica en cumplimiento
de un acuerdo internacional

3. MOD USA/24/663= G/33/256=
MOD D/30/93

3. a) SUP D/30/94

3. b) SUP USA/24/664 D/30/95 G/33/257

AP. 11 (suite/cont.)

3. c)	SUP (MOD)	D/30/96 USA/24/665=	G/33/258=
3. d)	SUP (MOD)	D/30/97 USA/24/666=	G/33/259=

Sec. VA Titre/Title/Título ADD G/33/260

Section VA
Stations de navire conformes aux dispositions relatives aux
communications automatiques

Section VA
Ship Stations Complying with the Provisions for Automated Communications

Sección VA
Estaciones de barco que cumplen las disposiciones sobre
comunicaciones automatizadas

ADD G/33/261-G/33/273

Sec. VA Titre/Title/Título ADD J/60/585

Section VA
Stations à bord de navires participant au SMDSM

Section VA
Stations on Board Ships Participating in the GMDSS

Sección VA
Estaciones a bordo de los barcos que participan en el SMSSM

ADD J/60/586-J/60/593

Section VI
Stations d'aéronef

Section VI
Aircraft Stations

Sección VI
Estaciones de aeronave

Titre/ <u>Title</u> /Título	MOD	J/60/594
2.	SUP	CAN/25/400
3.	(MOD)	CAN/25/401

AP. 11 (suite/cont.)

Sec. VII Titre/Title/Título ADD USA/24/667= TUR/59/76=

Section VII
Navires répondant aux besoins du SMDSM

Section VII
Ship Meeting the Requirement of the GMDSS

Sección VII
Barcos que cumplen los requisitos del SMSSM

ADD	USA/24/668-USA/24/669=	TUR/59/77-TUR/59/78=
ADD	USA/24/670	TUR/59/79
ADD	USA/24/671-USA/24/677=	TUR/59/80-TUR/59/85=

APPENDICE 12
Vacations des stations de navire classées
dans la deuxième ou dans la troisième catégorie

APPENDIX 12
Hours of Service for Ship Stations of the Second and Third Categories

APPENDICE 12
Horas de servicio de las estaciones de barco clasificadas
en la segunda y tercera categorías

NOC DDR/7/12

APPENDICE 13

**Abréviations et signaux divers à employer dans les communications
radiotélégraphiques, à l'exception de celles du service mobile maritime**

APPENDIX 13

**Miscellaneous Abbreviations and Signals to Be Used in Radiotelegraphy
Communications Except in the Maritime Mobile Service**

APPENDICE 13

**Abreviaturas y señales diversas que habrán de utilizarse en las comunicaciones
radiotelegráficas con excepción de las del servicio móvil marítimo**

NOC DDR/7/13

APPENDICE 14

**Abréviations et signaux à employer dans les radiocommunications
du service mobile maritime**

APPENDIX 14

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

APPENDICE 14

**Abreviaturas y señales diversas que habrán de utilizarse para las
radiocomunicaciones en el servicio móvil marítimo**

NOC DDR/7/14

**Section II
Abréviations et
signaux divers**

**Section II
Miscellaneous Abbreviations
and Signals**

**Sección II
Abreviaturas y señales
diversas**

DSC	ADD	CHN/63/7
MSI	ADD	CHN/63/8
NBDP	ADD	CHN/63/9
RCC	ADD	CHN/63/10
SAR	ADD	CHN/63/11

APPENDICE 16
Voies radiotéléphoniques dans les bandes du service mobile maritime
comprises entre 4 000 kHz et 23 000 kHz

APPENDIX 16
Channelling of the Maritime Mobile Radiotelephone Bands
Between 4 000 kHz and 23 000 kHz

APENDICE 16
Canales radiotelefónicos en las bandas del servicio móvil marítimo
entre 4 000 kHz y 23 000 kHz

	SUP	CEPT-13/20/1		
Titre/ <u>Title</u> /Título	MOD	CAN/25/402		
	MOD	URS/32/141=	J/60/595=	
1. Sec. C-1, C-2	SUP	URS/32/142		
	MOD	USA/24/678		
5.	(MOD)	USA/24/679		
	MOD	CAN/25/402A	URS/32/143	B/57/295
		J/60/596		
5A.	MOD	USA/24/680	CAN/25/403	URS/32/144
		B/57/296	J/60/597	
5B.	ADD	J/60/598		
6. a)	MOD	USA/24/681	URS/32/145	
6. b)	MOD	USA/24/682=	J/60/599=	
	MOD	CAN/25/404	URS/32/145	
7.	SUP	URS/32/146		

Section A
Table des fréquences d'émission à bande latérale unique pour l'exploitation duplex
(voie à deux fréquences), en kHz

Section A
Table of Single-Sideband Transmitting Frequencies for Duplex
(Two-Frequency) Operation (in kHz)

Sección A
Cuadro de frecuencias de transmisión dúplex en banda lateral única
(canales de dos frecuencias), en kHz

Sec. A	SUP	B/57/297 (voir/see/véase: ADD B/57/298)		
	MOD	USA/24/683	CAN/25/405	URS/32/149
		J/60/600		
Sec. AA	ADD	B/57/298		

AP. 16 (suite/cont.)

Section B

Table des fréquences d'émission à bande latérale unique
pour l'exploitation simplex (voies à une fréquence) et
pour l'exploitation à bandes croisées entre navires (deux fréquences), en kHz

Section B

Table of Single-Sideband Transmitting Frequencies
for Simplex (Single-Frequency) Operation and
for Intership Cross-Band (Two-Frequency) Operation (in kHz)

Sección B

Cuadro de frecuencias de transmisión simplex en banda lateral única
(canales de una frecuencia) y de frecuencias de transmisión
entre barcos en banda cruzada (dos frecuencias), en kHz

Sec. B	SUP	B/57/299 (voir/see/véase: ADD B/57/300)
	MOD	CAN/25/406 URS/32/150 J/60/601
Sec. BA	ADD	B/57/300

Section C-1

Table des fréquences d'émission à bande latérale unique (en kHz)
pour les stations de navire fonctionnant dans la bande 4 000 - 4 063 kHz
utilisée en partage avec le service fixe

Section C-1

Table of Single-Sideband Transmitting Frequencies (in kHz) for Ship Stations
in the Band 4 000 - 4 063 kHz Shared with the Fixed Service

Sección C-1

Cuadro de frecuencias de transmisión en banda lateral única (en kHz) para
estaciones de barco en la banda 4 000 - 4 063 kHz compartida con el servicio fijo

Sec. C-1	SUP	URS/32/147
	<u>NOC</u>	CAN/25/407 B/57/301

Section C-2

Table des fréquences d'émission à bande latérale unique (en kHz)
pour les stations de navire et les stations côtières fonctionnant
dans la bande 8 100 - 8 195 kHz utilisée en partage avec le service fixe

Section C-2

Table of Single-Sideband Transmitting Frequencies (in kHz) for Ship and
Coast Stations in the Band 8 100 - 8 195 kHz Shared with the Fixed Service

Sección C-2

Cuadro de frecuencias de transmisión en banda lateral única (en kHz)
para estaciones de barco y costeras en la banda 8 100 - 8 195 kHz
compartida con el servicio fijo

Sec. C-2	SUP	URS/32/148
	<u>NOC</u>	CAN/25/408 B/57/302

APPENDICE 17

Caractéristiques techniques des émetteurs à bande latérale unique
utilisés dans le service mobile maritime pour la radiotéléphonie
dans les bandes comprises entre 1 606,5 kHz (1 605 kHz Région 2) et 4 000 kHz
et entre 4 000 kHz et 23 000 kHz

APPENDIX 17

Technical Characteristics of Single-Sideband Transmitters Used in
the Maritime Mobile Service for Radiotelephony
in the Bands Between 1 606.5 kHz (1 605 kHz Region 2) and 4 000 kHz
and Between 4 000 kHz and 23 000 kHz

APENDICE 17

Características técnicas de los transmisores de banda lateral única
utilizados para la radiotelefonía en el servicio móvil marítimo,
en las bandas comprendidas entre 1 606,5 kHz (1 605 kHz Región 2) y 4 000 kHz
y entre 4 000 kHz y 23 000 kHz

	<u>NOC</u>	CAN/25/409	
Titre/ <u>Title</u> /Título	MOD	USA/24/6840 J/60/602	
1. a)	MOD	DDR/7/15-DDR/7/19 URS/32/151	USA/24/684-USA/24/690 J/60/603
4.	MOD	USA/24/691=	J/60/604=
4. a)	SUP MOD	USA/24/692 D/30/98	J/60/604A
4. b)	SUP MOD	USA/24/693-USA/24/699 D/30/98	J/60/604B DDR/7/20-DDR/7/24
6. a)	SUP	USA/24/700-USA/24/702	J/60/605
6. b)	SUP	USA/24/703	J/60/605A
Tableau/ <u>Table</u> /Cuadro	MOD	USA/24/704	J/60/605B
Note/Nota			
1	SUP	USA/24/705	J/60/606
2	(MOD) ADD	USA/24/706= USA/24/707	J/60/606A=
3	(MOD)	J/60/606B	
4	(MOD)	J/60/606C	
7	ADD	J/60/607	

APPENDICE 18
Tableau des fréquences d'émission pour les stations du service mobile maritime
dans la bande 156 - 174 MHz

APPENDIX 18
Table of Transmitting Frequencies in the Band 156 - 174 MHz for Stations
in the Maritime Mobile Service

APENDICE 18
Cuadro de frecuencias de transmisión para estaciones del servicio móvil marítimo
en la banda 156 - 174 MHz

Tableau/Table/Cuadro

voie/channel/canal

70	MOD	USA/24/708	URS/32/152	B/57/303
	MOD	G/33/274=	J/60/608=	
13	MOD	USA/24/708	CAN/25/410	J/60/609
75	MOD	G/33/275=	J/60/610=	
76	MOD	G/33/276=	J/60/611=	
77	MOD	USA/24/708=	CAN/25/410=	
	MOD	B/57/304		
18)				
19)				
79)				
20)	MOD	USA/24/709=	TUR/59/86=	
80)				
21)				
22)				
89-95	ADD	USA/24/710=	TUR/59/87=	

REMARQUES RELATIVES AU TABLEAU/NOTES REFERRING TO THE TABLE/
NOTAS REFERENTES AL CUADRO

e)	MOD	USA/24/711		
f)	MOD	USA/24/712=	TUR/59/88=	
j)	<u>NOC</u> MOD	CEPT-12/19/1 B/57/305		
k)	SUP MOD	G/33/277 USA/24/713	E/42/140 J/60/612	
n)	MOD	USA/24/714=	CAN/25/411=	TUR/59/89=
		J/60/613=		

AP. 18 (suite/cont.)

p)	MOD	DNK+/8/114 URS/32/153 B/57/306	USA/24/715 G/33/278 J/60/614	CAN/25/412 E/42/141
q)	ADD	USA/24/716	B/57/307	
qa)	ADD	CAN/25/413		
r)	ADD	USA/24/717=	TUR/59/90=	

APPENDICE 19

Caractéristiques techniques des émetteurs et des récepteurs utilisés
dans le service mobile maritime dans la bande 156 - 174 MHz

APPENDIX 19

Technical Characteristics for Transmitters and Receivers Used
in the Maritime Mobile Service in the Band 156 - 174 MHz

APPENDICE 19

Características técnicas de los transmisores y receptores utilizados
en el servicio móvil marítimo en la banda 156 - 174 MHz

Titre/ <u>Title</u> /Título	MOD	URS/32/154=	G/33/279=	J/60/615=
3.	MOD	URS/32/155		
6.	MOD	J/60/616		
7.	ADD	USA/24/718 J/60/617	URS/32/156	F/48/4
8.	ADD	USA/24/719	J/60/618	
9.	ADD	USA/24/720	J/60/619	

APPENDICE 20

Caractéristiques des appareils utilisés pour les communications de bord
dans les bandes de fréquences comprises entre 450 MHz et 470 MHz

APPENDIX 20

Characteristics of Equipment Used for On-Board Communication
in the 450 - 470 MHz Bands

APPENDICE 20

Características de los equipos utilizados para las comunicaciones a bordo
en las bandas de frecuencias comprendidas entre 450 MHz y 470 MHz

	<u>NOC</u>	DDR/7/25
8.A	ADD	URS/32/157
10.	ADD	USA/24/721

APPENDICE 25

Plan d'allotissement de fréquences aux stations côtières radiotéléphoniques
fonctionnant dans les bandes exclusives du service mobile maritime
entre 4 000 kHz et 23 000 kHz

APPENDIX 25

Frequency Allotment Plan for Coast Radiotelephone Stations
Operating in the Exclusive Maritime Mobile Bands
Between 4 000 kHz and 23 000 kHz

APPENDICE 25

Plan de adjudicación de frecuencias a las estaciones costeras radiotelefónicas
que funcionan en las bandas exclusivas del servicio móvil marítimo
comprendidas entre 4 000 kHz y 23 000 kHz

MOD (voir/see/véase) USA/24 URS/32/158

Note a)/Nota a) MOD J/60/620

Col.1 du Plan d'allotissement de fréquences/
Col.1 of Frequency Allotment Plan/
Col.1 del Plan de adjudicación de frecuencias

MOD J/60/621

APPENDICE 26
Plan d'allotissement des fréquences pour le service mobile aéronautique
et renseignements s'y rapportant

APPENDIX 26
Frequency Allotment Plan for the Aeronautical Mobile Service
and Related Information

APPENDICE 26
Plan de adjudicación de frecuencias del servicio móvil aeronáutico
e información conexa

PARTIE II/PART II/PARTE II

Section I/Section I/Sección I

ARTICLE 1/ARTICLE 1/ARTICULO 1

Zone de passage des lignes aériennes mondiales principales - EUROPE (ZLAMP-EU)
Major World Air Route Area - EUROPE (MWARA-EU)
Zonas de paso de Rutas Aéreas Mundiales Principales - EUROPA (ZRMP-EU)

MOD DDR/7/26

ARTICLE 2/ARTICLE 2/ARTICULO 2

Zone des lignes aériennes régionales et nationales - 1 (ZLARN-1)
Regional and Domestic Air Route Area - 1 (RDARA-1)
Zona de rutas aéreas regionales y nacionales - 1 (ZRRN-1)

Subdivision de zone 1B./ <u>Sub-Area 1B.</u> /Sub-zona 1B.	MOD	DDR/7/27
Subdivision de zone 1C./ <u>Sub-Area 1C.</u> /Sub-zona 1C.	MOD	DDR/7/28
Subdivision de zone 1E./ <u>Sub-Area 1E.</u> /Sub-zona 1E.	MOD	DDR/7/29

PARTIE IV/PART IV/PARTE IV

a) Liste alphabétique des abréviations désignant les pays
Alphabetical List of Country Designations
Lista alfabética de abreviaturas de países

D	MOD	DDR/7/30
DDR	ADD	DDR/7/31
TUR	ADD	TUR/59/91
(81)	SUP	DDR/7/32

2. PLAN DES FREQUENCES (OR)/(OR) FREQUENCY PLAN/PLAN DE FRECUENCIAS (OR)

MOD DDR/7/33 TUR/59/92

Appendice 27A/Appendix 27A/Apéndice 27A

ADD J/60/622

APPENDICE 27A

Fréquences de la bande 117,975 - 137 MHz pour les stations du service
mobile aéronautique (R)
(voir Article 50, N° 3632A)

APPENDIX 27A

Frequencies in the Band 117.975 - 137 MHz
for Stations in the Aeronautical Mobile (R) Service
(See Article 50, No. 3632A)

APENDICE 27A

Frecuencias de la banda 117,975 - 137 MHz para las estaciones
del servicio móvil aeronáutico (R)
(Véase el Artículo 50, N.º 3632A)

APPENDICE 31

Tableau des fréquences à utiliser dans les bandes attribuées en exclusivité
au service mobile maritime entre 4 MHz et 27,5 MHz

APPENDIX 31

Table of Frequencies to Be Used in the Bands Between 4 MHz and 27.5 MHz
Allocated Exclusively to the Maritime Mobile Service

APENDICE 31

Cuadro de las frecuencias utilizables en las bandas atribuidas exclusivamente
al servicio móvil marítimo entre 4 MHz y 27,5 MHz

SUP CEPT-13/20/1 (voir/see/véase CEPT/13/20/2)

Tableau/Table/Cuadro ADD USA/24/722

Tableau des fréquences à utiliser dans les bandes des 4 et 8 MHz attribuées
au service mobile maritime et exploitées en partage avec les services fixes

Table of Frequencies to Be Used in the 4 MHz and 8 MHz Maritime Mobile Bands
Shared With the Fixed Services

Cuadro de frecuencias utilizables en las bandas del servicio móvil marítimo
de 4 MHz y 8 MHz compartidas con los servicios fijos

Tableau des fréquences à utiliser dans les bandes attribuées en exclusivité
au service mobile maritime entre 4 MHz et 23 MHz (kHz)

Table of Frequencies to be Used in the Bands Between 4 MHz and 23 MHz
Allocated Exclusively to the Maritime Mobile Service (kHz)

Cuadro de las frecuencias utilizables en las bandas atribuidas exclusivamente
al servicio móvil marítimo entre 4 MHz y 23 MHz (kHz)

Titre/Title/Título MOD USA/24/723 CAN/25/414 J/60/623

Tableau/Table/Cuadro SUP B/57/308 (remplacé par/replaced by/
sustituido por ADD: B/57/309)

MOD USA/24/724 CAN/25/414 URS/32/159
J/60/631

Tableau des fréquences à assigner aux stations de navire dans la bande des 25 MHz

Table of Frequencies Assignable to Ship Stations in the 25 MHz Band

Cuadro de las frecuencias asignables a las estaciones de barco en
la banda de 25 MHz

SUP USA/24/724A

AP. 31 (suite/cont.)

Notes/Notas

b)	MOD	J/60/624
c)	SUP	J/60/625
d)	(MOD)	J/60/626
e)	(MOD)	J/60/627
g)	(MOD)	J/60/628
h)	(MOD)	J/60/629
i)	MOD)	J/60/630

Appendice 31A/Appendix 31A/Apéndice 31A ADD CEPT-13/20/2-CEPT-13/20/9

APPENDICE 31A

**Tableaux des fréquences à utiliser dans les bandes attribuées en exclusivité
au service mobile maritime entre 4 000 kHz et 27 500 kHz**

(voir l'article 60 et les Résolutions B à F)

APPENDIX 31A

**Tables of frequencies to be Used in the Bands Between 4 000 kHz and 27 500 kHz
Allocated Exclusively to the Maritime Mobile Service**

(see Article 60 and Resolutions B to F)

APENDICE 31A

**Cuadro de las frecuencias utilizables en las bandas atribuidas exclusivamente
al servicio móvil marítimo entre 4 000 kHz y 27 500 kHz**

(véanse el artículo 60 y las Resoluciones B a F)

Appendice [UK/A]/Appendix [UK/A]/Apéndice [UK/A] ADD G/33/252

APPENDICE [UK/A]

Disposition des voies ~~radiotéléphoniques~~ attribuées dans la Région 1
aux stations du service mobile maritime dans les bandes 415 - 435 kHz,
435 - 495 kHz, 505 - 526,5 kHz, 1 606,5 - 1 625 kHz,
1 635 - 1 800 kHz et 2 045 - 2 160 kHz
(voir l'Article 60)

APPENDIX [UK/A]

Channelling Arrangements in Region 1 for Stations of 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
(see Article 60)

APENDICE [UK/A]

Disposición de canales en la Región 1 para las estaciones del
servicio móvil marítimo en las bandas 415 - 435 kHz, 435 - 495 kHz,
505 - 526,5 kHz, 1 606,5 - 1 625 kHz, 1 635 - 1 800 kHz y 2 045 - 2 160 kHz
(véase Article 60)

APPENDICE 32

Disposition des voies à utiliser pour les systèmes à bande étroite
de télégraphie à impression directe et de transmission de données
dans les bandes du service mobile maritime comprises entre
4 000 kHz et 23 000 kHz (fréquences appariées)

APPENDIX 32

Channelling of the Maritime Mobile Bands Between 4 000 kHz and 23 000 kHz
Used for Narrow-Band Direct-Printing Telegraphy and Data Systems
(Paired Frequencies)

APENDICE 32

Disposición de canales para los sistemas de banda estrecha de telegrafía
de impresión directa y de transmisión de datos en las bandas
del servicio móvil marítimo comprendidas entre 4 000 kHz y 23 000 kHz
(frecuencias asociadas por pares)

SUP CEPT-13/20/1

Titre/	MOD	USA/24/725=	CAN/25/415=
Title/	MOD	J/60/632	
Título			

Table des fréquences des stations côtières pour l'exploitation à deux fréquences
(kHz)

Table of Frequencies for Two-Frequency Operation by Coast Stations
(kHz)

Cuadro de frecuencias de estaciones costeras para el funcionamiento
con dos frecuencias
(kHz)

SUP	B/57/310				
	remplacé par/ <u>replaced by</u> /sustituido por				
ADD	B/57/311				
MOD	USA/24/725	CAN/25/415	URS/32/160	J/60/633	

APPENDICE 33

Disposition des voies à utiliser pour les systèmes à bande étroite de télégraphie à impression directe et de transmission de données dans les bandes du service mobile maritime comprises entre 4 000 kHz et 27 500 kHz (fréquences non appariées)

APPENDIX 33

Channelling of the Maritime Mobile Bands Between 4 000 kHz and 27 500 kHz Used for Narrow-Band Direct-Printing Telegraphy and Data Transmission (Non-Paired Frequencies)

APENDICE 33

Disposición de canales para los sistemas de banda estrecha de telegrafía de impresión directa y de transmisión de datos en las bandas del servicio móvil marítimo comprendidas entre 4 000 kHz y 27 500 kHz (frecuencias no asociadas por pares)

Titre/Title/Título	MOD	J/60/634
	SUP	CEPT-13/20/1
	MOD	voir Note/ <u>see Note</u> /véase Nota USA/24

Table des fréquences d'émission des stations de navire
(kHz)

Table of Ship Station Transmitting Frequencies
(kHz)

Cuadro de frecuencias de transmisión de estaciones de barco
(kHz)

SUP	B/57/312		
	remplacé par/ <u>replaced by</u> /sustituido por		
ADD	B/57/313		
MOD	CAN/25/416	URS/32/161	J/60/634A

APPENDICE 34

Table des fréquences d'appel à assigner aux stations de navire
pour la télégraphie Morse de classe A1A, à des rapidités de modulation
ne dépassant pas 40 bauds

APPENDIX 34

Table of Calling Frequencies Assignable to Ship Stations for A1A Morse Telegraphy
at Speeds Not Exceeding 40 Bauds

APENDICE 34

Cuadro de frecuencias de llamada asignables a las estaciones de barco
para telegrafía Morse de clase A1A, a velocidades no superiores a 40 baudios

	SUP	CEPT-13/20/1	
	MOD	voir Note/ <u>see Note</u> /véase Nota USA/24	URS/32/162
Tableau/ <u>Table</u> /	SUP	B/57/314	
		remplacé par/ <u>replaced by</u> /sustituido por	
	ADD	B/57/315	
Cuadro			
	MOD	CAN/25/417	J/60/635

Exemples de subdivision des voies (fréquences centrales en italique)

Examples of subdivision of channels (centre frequencies in italics)

Ejemplos de subdivisión de canales (Las frecuencias centrales están en cursiva)

SUP	B/57/316
	remplacé par/ <u>replaced by</u> /sustituido por
ADD	B/57/317

APPENDICE 35

Tableau des fréquences de travail, en kHz, à assigner aux stations de navire
pour la télégraphie Morse de classe A1A, à des rapidités de modulation
ne dépassant pas 40 bauds
(voir également la Note e) de l'Appendice 31)

APPENDIX 35

Table of Working Frequencies, in kHz, Assignable to Ship Stations
for A1A Morse Telegraphy at Speeds Not Exceeding 40 Bauds
(see also Note e) to Appendix 31)

APPENDICE 35

Cuadro de las frecuencias de trabajo (en kHz) asignables a las estaciones de barco
para la telegrafia Morse de clase A1A, a velocidades no superiores a 40 baudios
(véase también la nota e) al Apéndice 31)

Titre/ <u>Title</u> /Título	MOD	J/60/636
Note/Nota	MOD	J/60/637
Appendice/ <u>Appendix</u> /Apéndice	SUP	CEPT-13/20/1
	MOD	voir Note/ <u>see Note</u> /véase Nota USA/24
	MOD	URS/32/163
Tableau/ <u>Table</u> /Cuadro	SUP	B/57/318
		remplacé par/ <u>replaced by</u> /sustituido por
	ADD	B/57/319
	MOD	J/60/638

APPENDICE 36
Appareils automatiques destinés à la réception des signaux d'alarme
radiotélégraphique et radiotéléphonique

APPENDIX 36
Automatic Receiving Equipment for Radiotelegraph and Radiotelephone Alarm Signals

APENDICE 36
Aparato automático de recepción de las señales de alarma
radiotelegráfica y radiotelefónica

Appendice/ <u>Appendix</u> /Apéndice	<u>NOC</u>	DDR/7/34
1. e)	MOD	USA/24/726

APPENDICE 37A
Caractéristiques techniques des radiobalises de localisation des sinistres
fonctionnant sur les fréquences porteuses 121,5 MHz et 243 MHz

APPENDIX 37A
Technical Characteristics of Emergency Position-Indicating Radiobeacons
Operating on the Carrier Frequencies 121.5 MHz and 243 MHz

APENDICE 37A
Características técnicas de las radiobalizas de localización de siniestros
que funcionan en las frecuencias portadoras de 121,5 MHz y 243 MHz

Appendice/ <u>Appendix</u> /Apéndice	<u>NOC</u>	DDR/7/35
b)	(MOD)	D/30/99
ca) [d]	ADD	USA/24/727
d)	MOD	USA/24/728
Note/Nota 2	ADD	USA/24/729

Appendice 37B/Appendix 37B/Apéndice 37B ADD CAN/25/419

APPENDICE 37B

Caractéristiques techniques des radiobalises de localisation des sinistres
fonctionnant sur la fréquence porteuse 406,025 MHz

APPENDIX 37B

Technical Characteristics of Emergency Position-Indicating Radiobeacons
Operating on the Carrier Frequency 406.025 MHz

APENDICE 37B

Características técnicas de las radiobalizas de localización de siniestros
que funcionan en la frecuencia portadora de 406,025 MHz

Appendice 37C/Appendix 37C/Apéndice 37C ADD CAN/25/420

APPENDICE 37C

Caractéristiques techniques des radiobalises de localisation des sinistres
fonctionnant dans la bande 1 645,5 - 1 656,5 MHz

APPENDIX 37C

Technical Characteristics of Emergency Position-Indicating Radiobeacons
Operating in the Band 1 645.5 - 1 656.5 MHz

APENDICE 37C

Características técnicas de las radiobalizas de localización de siniestros
que funcionan en la banda 1 645,5 - 1 656,5 MHz

APPENDICE 38
Appareils à bande étroite de télégraphie à impression directe

APPENDIX 38
Narrow-Band Direct-Printing Telegraph Equipment

APPENDICE 38
Aparatos de banda estrecha para telegrafia de impresión directa

c)	MOD MOD	USA/24/730= URS/32/164	J/60/639=	CHN/63/12=	
Note/Nota 1	MOD	CHN/63/13			
d)	MOD MOD	DDR/7/36= URS/32/165	USA/24/731= J/60/640	CHN/63/14=	
Note/Nota 2	SUP MOD	DDR/7/37 J/60/641	USA/24/734	URS/32/166	CHN/63/21
Note/Nota 3	SUP (MOD)	URS/32/167 DDR/7/38(=)	USA/24/735(=)	CHN/63/22(=)	
e)	MOD	J/60/642			
f)	SUP	USA/24/732	J/60/643	CHN/63/15	
g)	(MOD)	USA/24/733=	J/60/644=	CHN/63/16=	
h)	(MOD) MOD	USA/24/736= J/60/645	CHN/63/17=		
i)	(MOD) MOD	USA/24/737= J/60/646	CHN/63/18=		
ia)	ADD	USA/24/738(=)	CHN/63/19(=)		
j)	MOD MOD	DDR/7/39= J/60/647	USA/24/739=	CHN/63/20=	

Appendice 39A/Appendix 39A/Apéndice 39A

ADD

J/60/647A

APPENDICE 39A
Equipement d'appel sélectif numérique

APPENDIX 39A
Digital Selective Calling Equipment

APENDICE 39A
Equipo de llamada selectiva digital

Appendice 39B/Appendix 39B/Apéndice 39B

ADD

J/60/648

APPENDICE 39B
Procédures d'exploitation du système d'appel sélectif numérique

APPENDIX 39B
Operational Procedures for Digital Selective Calling System

APENDICE 39B
Procedimientos operacionales para el sistema de llamada selectiva digital

APPENDICE 40
Systèmes à compresseurs et extenseurs couplés

APPENDIX 40
Linked Compressor and Expander Systems

APPENDICE 40
Sistemas de compresores expansores acoplados

SUP USA/24/740 URS/32/168

APPENDICE 43
Identités dans le service mobile maritime

APPENDIX 43
Maritime Mobile Service Identities

APPENDICE 43
Identidades en el servicio móvil marítimo

1.2	MOD	G/33/281	
1.2A	ADD	G/33/282	
2.	MOD	G/33/283	
2.2-2.2.5	ADD	G/33/284-G/33/289	
Note/Nota 1	ADD	G/33/281A	
Note/Nota 2	ADD	G/33/283A	
4.	MOD	USA/24/741=	TUR/59/93=

APPENDICE 44
Numéros d'appel sélectif des stations de navire et
numéros d'identification des stations côtières

APPENDIX 44
Ship Station Selective Call Numbers and
Coast Station Identification Numbers

APENDICE 44
Números de llamada selectiva de las estaciones de barco y
números de identificación de las estaciones costeras

Appendice/ <u>Appendix</u> /Apéndice	<u>NOC</u>	USA/24/742	
Tableau de la Partie I/ <u>Table of Part I</u> / Cuadro de la Parte I	MOD	TUR/59/94	J/60/649
Tableau de la Partie II/ <u>Table of Part II</u> / Cuadro de la Parte II	MOD	J/60/650	

RESOLUTION N° 8
relative à la mise en oeuvre des modifications d'attributions
dans les bandes comprises entre 4 000 kHz et 27 500 kHz

RESOLUTION No. 8
Relating to Implementation of the Changes in Allocations
in the Bands Between 4 000 kHz and 27 500 kHz

RESOLUCION N.º 8
relativa a la aplicación de las modificaciones de atribuciones
en las bandas comprendidas entre 4 000 kHz y 27 500 kHz

SUP USA/24/742A (voir/see/véase ADD Res. A3 : USA/24/783)
 J/60/652 (voir/see/véase ADD Res.8A: J/60/651)

MOD CAN/25/421= G/33/290= E/39/1=

RESOLUTION N° 9
relative à la révision de certaines parties du Fichier de référence international
des fréquences dans les bandes de fréquences attribuées au service fixe
comprises entre 3 000 kHz et 27 500 kHz

RESOLUTION No. 9
Relating to the Revision of Entries in the Master International Frequency Register
in the Bands Allocated to the Fixed Service
Between 3 000 kHz and 27 500 kHz

RESOLUCION N.º 9
relativa a la revisión de ciertas partes del Registro Internacional de Frecuencias
en las bandas atribuidas al servicio fijo
entre 3 000 kHz y 27 500 kHz

SUP CAN/25/422

NOC G/33/291

RESOLUTION N° 12
relative aux nouvelles règles de formation des indicatifs d'appel

RESOLUTION No. 12
Relating to the New Rules for the Formation of Call Signs

RESOLUCION N.º 12
relativa a las nuevas reglas de formación de distintivos de llamada

SUP DDR/7/40 USA/24/742B CAN/25/423 G/33/292
 E/39/2 AUS/40/400 J/60/653 PRG/61/137

RESOLUTION N° 13
relative à la formation des indicatifs d'appel et
à l'attribution de nouvelles séries internationales

RESOLUTION No. 13
Relating to the Formation of Call Signs and
the Allocation of New International Series

RESOLUCION N.º 13
relativa a la formación de los distintivos de llamada y
a la atribución de nuevas series internacionales

NOC DDR/7/41 G/33/293

RESOLUTION N° 30
relative à la révision d'inscriptions du Fichier de référence international
des fréquences à la demande de conférences antérieures

RESOLUTION No. 30
Relating to the Review of Entries in the Master International Frequency Register
at the Request of Previous Conferences

RESOLUCION N.º 30
relativa a la revisión de inscripciones en el Registro Internacional
de Frecuencias a petición de conferencias anteriores

SUP DDR/7/42

NOC G/33/294

RESOLUTION N° 38
relative à la réassignation des fréquences aux stations
des services fixe et mobile fonctionnant dans les bandes attribuées
aux services de radiolocalisation et d'amateur dans la Région 1

RESOLUTION No. 38
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

RESOLUCION N.º 38
relativa a la reasignación de frecuencias a las estaciones de
los servicios fijo y móvil en las bandas atribuidas a
los servicios de radiolocalización y de aficionados en la Región 1

MOD G/33/295-G/33/306

NOC DDR/7/43

RESOLUTION N° 90 (Mob-83)
relative à la révision, au remplacement et à l'abrogation de
Résolutions et Recommandations de la Conférence administrative mondiale
des radiocommunications (Genève, 1979)

RESOLUTION No. 90 (Mob-83)
Relating to the Revision, Replacement and Abrogation of
Resolutions and Recommendations of the World Administrative Radio Conference,
Geneva, 1979

RESOLUCION N.º 90 (Mob-83)
relativa a la revisión, sustitución y derogación de las
Resoluciones y Recomendaciones de la Conferencia Administrativa Mundial
de Radiocomunicaciones (Ginebra, 1979)

SUP CAN/25/424

RESOLUTION N° 200 (Rev.Mob-83)
relative à la classe d'émission à utiliser pour la détresse et la sécurité
sur la fréquence porteuse 2 182 kHz

RESOLUTION No. 200 (Rev.Mob-83)
Relating to the Class of Emission to be Used for Distress and Safety Purposes
on the Carrier Frequency 2 182 kHz

RESOLUCION N.º 200 (Rev.Mob-83)
relativa a la clase de emisión que se debe utilizar para fines de socorro
y seguridad en la frecuencia portadora de 2 182 kHz

SUP DDR/7/43A USA/24/742C G/33/312 KEN/58/2
MOD AUS/40/401-AUS/40/413

RESOLUTION N° 202
relative à la convocation d'une conférence administrative mondiale
des radiocommunications pour les services mobiles

RESOLUTION No. 202
Relating to the Convening of a World Administrative Radio
Conference for the Mobile Services

RESOLUCION N.º 202
relativa a la convocación de una conferencia administrativa mundial
de radiocomunicaciones para los servicios móviles

SUP DDR/7/44 USA/24/743 CAN/25/425 B/57/320
KEN/58/3 J/60/654 PRG/61/138

RESOLUTION N° 203 (Mob-83)
relative à l'utilisation des fréquences du futur système mondial de
détresse et de sécurité en mer (FSMDSM) par le service mobile terrestre

RESOLUTION No. 203 (Mob-83)
Relating to the Use of Frequencies of the Future Global Maritime Distress
and Safety System (FGMDSS) by the Land Mobile Service

RESOLUCION N.º 203 (Mob-83)
relativa a la utilización de las frecuencias del futuro sistema mundial
de socorro y seguridad marítimos (FSMSSM) por el servicio móvil terrestre

SUP G/33/313

MOD CAN/25/426-CAN/25/430

RESOLUTION N° 204 (Mob-83)
relative à l'utilisation de la bande 2 170 - 2 194 kHz

RESOLUTION No. 204 (Mob-83)
Relating to the Use of the Band 2 170 - 2 194 kHz

RESOLUCION N.º 204 (Mob-83)
relativa a la utilización de la banda 2 170 - 2 194 kHz

SUP ARG/5/102 DDR/7/45
CEPT-15/22/2 (voir/see/véase ADD Res. H : CEPT-15/22/1)
USA/24/744 G/33/314

RESOLUTION N° 205 (Mob-83)
relative à la protection de la bande 406 - 406,1 MHz
attribuée au service mobile par satellite

RESOLUTION No. 205 (Mob-83)
Relating to the Protection of the Band 406 - 406,1 MHz
Allocated to the Mobile-Satellite Service

RESOLUCION N.º 205 (Mob-83)
relativa a la protección de la banda 406 - 406,1 MHz
atribuida al servicio móvil por satélite

MOD USA/24/745-USA/24/753

NOC CAN/25/431 G/33/315

RESOLUTION N° 206 (Mob-83)
relative à la date d'entrée en vigueur de la bande de garde de 10 kHz
pour la fréquence 500 kHz dans le service mobile (détresse et appel)

RESOLUTION No. 206 (Mob-83)
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)

RESOLUCION N.º 206 (Mob-83)
relativa a la fecha de entrada en vigor de la banda de guarda de 10 kHz
para la frecuencia de 500 kHz en el servicio móvil (socorro y llamada)

SUP DDR/7/46 CEPT-8/15/73
 USA/24/754 (voir/see/véase ADD Res. A5 : USA/24/785)
 CAN/25/432 G/33/316 E/43/55

MOD AUS/40/414-AUS/40/428

RESOLUTION N° 300
relative à l'utilisation et à la notification des fréquences appariées
réservées aux systèmes à bande étroite de télégraphie à impression directe
et de transmission de données fonctionnant dans les bandes d'ondes décamétriques
attribuées au service mobile maritime

RESOLUTION No. 300
Relating to the Use and Notification of Paired Frequencies
Reserved for Narrow-Band Direct-Printing Telegraph and Data Transmission Systems
in the HF Bands Allocated to the Maritime Mobile Service

RESOLUCION N.º 300
relativa a la utilización y a la notificación de frecuencias asociadas por pares
reservadas para los sistemas de banda estrecha de telegrafia de impresión directa
y de transmisión de datos que funcionan en las bandas de ondas decamétricas
atribuidas al servicio móvil marítimo

SUP G/33/317 J/60/655

RESOLUTION N° 301
relative à la notification des fréquences non appariées
utilisées par les stations de navire pour les systèmes à bande étroite
de télégraphie à impression directe et de transmission de données

RESOLUTION No. 301
Relating to the Notification of Non-Paired Ship Station Frequencies
Used for Narrow-Band Direct-Printing Telegraph and Data Transmissions

RESOLUCION N.º 301
relativa a la notificación de las frecuencias no asociadas por pares
utilizadas por las estaciones de barco para los sistemas de banda estrecha
de telegrafia de impresión directa y de transmisión de datos

SUP G/33/318 (voir/see/véase ADD Res. F : CEPT-13/20/14)
 J/60/656

RESOLUTION N° 302
relative au traitement par l'IFRB des fiches de notification
d'assignation de fréquence aux stations océanographiques

RESOLUTION No. 302
Relating to the Manner in Which the IFRB Shall Treat Notifications
Dealing with Frequency Assignments to Oceanographic Stations

RESOLUCION N.º 302
relativa a la tramitación por la IFRB de las notificaciones de
asignaciones de frecuencia para estaciones oceanográficas

SUP J/60/657

voir note/see note/véase nota G/33/319

RESOLUTION N° 304
relative à la mise en oeuvre de la nouvelle disposition des voies utilisées
pour la télégraphie Morse de classe A1A dans les bandes attribuées
au service mobile maritime entre 4 000 kHz et 27 500 kHz

RESOLUTION No. 304
Relating to the Implementation of the New Channelling Arrangement
for A1A Morse Radiotelegraphy in the Bands Allocated
to the Maritime Mobile Service Between 4 000 kHz and 27 500 kHz

RESOLUCION N.º 304
relativa a la aplicación de la nueva disposición de los canales utilizados
para la telegrafia Morse de clase A1A en las bandas atribuidas
al servicio móvil marítimo entre 4 000 kHz y 27 500 kHz

SUP ARG/5/103 DDR/7/47 USA/24/755 URS/32/169
G/33/320 PRG/61/139

RESOLUTION N° 306
relative à l'emploi de la technique de la bande latérale unique
dans les bandes du service mobile maritime radiotéléphonique
comprises entre 1 605 kHz et 4 000 kHz

RESOLUTION No. 306
Relating to the Use of Single-Sideband Technique
in the Radiotelephone Maritime Mobile Service Bands
Between 1 605 kHz and 4 000 kHz

RESOLUCION N.º 306
relativa al empleo de la técnica de banda lateral única
en las bandas del servicio móvil marítimo radiotelefónico
comprendidas entre 1 605 kHz y 4 000 kHz

SUP ARG/5/104 DDR/7/48 USA/24/756 CAN/25/433
G/33/321 KEN/58/4 PRG/61/140

RESOLUTION N° 307
relative au passage à la technique de la bande latérale unique
des stations radiotéléphoniques du service mobile maritime
dans les bandes comprises entre 1 605 kHz et 4 000 kHz

RESOLUTION No. 307
Relating to the Conversion to Single-Sideband Technique
of Stations of the Radiotelephone Maritime Mobile Service
Operating in the Bands Between 1 605 kHz and 4 000 kHz

RESOLUCION N.º 307
relativa a la conversión a la técnica de banda lateral única
en las estaciones radiotelefónicas del servicio móvil marítimo
en las bandas entre 1 605 kHz y 4 000 kHz

SUP	ARG/5/105	DDR/7/49	USA/24/757	CAN/25/434
	G/33/322	KEN/58/5	PRG/61/141	

RESOLUTION N° 308
relative à l'espacement des fréquences attribuées
au service mobile maritime dans la bande 156 - 174 MHz

RESOLUTION No. 308
relating to the Channel Spacing of Frequencies Allocated
to the Maritime Mobile Service in the Band 156 - 174 MHz

RESOLUCION N.º 308
relativa a la separación entre canales de las frecuencias atribuidas
al servicio móvil marítimo en la banda 156 - 174 MHz

SUP	ARG/5/106	DDR/7/50	USA/24/758	CAN/25/435
	G/33/323	KEN/58/6	PRG/61/142	

RESOLUTION N° 309
relative à l'utilisation non autorisée des fréquences des bandes
attribuées au service mobile maritime

RESOLUTION No. 309
Relating to the Unauthorised Use of Frequencies in the Bands
Allocated to the Maritime Mobile Service

RESOLUCION N.º 309
relativa a la utilización no autorizada de frecuencias de las bandas
atribuidas al servicio móvil marítimo

SUP G/33/324 (voir/see/véase ADD Res. UK/C : G/33/370)

RESOLUTION N° 310
relative aux fréquences à prévoir en vue de l'établissement et
de la mise en oeuvre future de systèmes de télémesure, de télécommande
et d'échange de données pour les mouvements des navires

RESOLUTION No. 310
Relating to Frequency Provisions for Development and
Future Implementation of Ship Movement Telemetry,
Telecommand and Data Exchange Systems

RESOLUCION N.º 310
relativa a las disposiciones en materia de frecuencias para
el desarrollo y futura aplicación de los sistemas de telemedida, telemando
o intercambio de datos para el movimiento de los barcos

MOD USA/24/759-USA/24/763

NOC DDR/7/51 G/33/325

RESOLUTION N° 311
relative à l'introduction d'un système d'appel sélectif numérique
pour répondre aux besoins du service mobile maritime

RESOLUTION No. 311
Relating to the Introduction of a Digital Selective Calling System
to Meet the Requirements of the Maritime Mobile Service

RESOLUCION N.º 311
relativa a la introducción de un sistema numérico de llamada selectiva
para atender las necesidades del servicio móvil marítimo

SUP DDR/7/52 USA/24/764 CAN/25/436 G/33/326
KEN/58/7

RESOLUTION N° 312
relative à l'introduction de nouvelles procédures d'appel
en télégraphie Morse A1A à ondes décimétriques

RESOLUTION No. 312
Relating to the Introduction of New Calling Procedures
for HF A1A Morse Telegraphy

RESOLUCION N.º 312
relativa a la introducción de nuevos procedimientos de llamada
aplicables a la telegrafía Morse de clase A1A en las bandas de ondas decamétricas

SUP ARG/5/107 DDR/7/53 USA/24/765 URS/32/170
KEN/58/8 PRG/61/143

MOD G/33/327-G/33/335

RESOLUTION N° 314
relative à l'établissement d'un système mondial coordonné
pour le rassemblement des données concernant l'océanographie

RESOLUTION No. 314
Relating to the Establishment of a Coordinated Worldwide System
for the Collection of Data Relating to Oceanography

RESOLUCION N.º 314
relativa al establecimiento de un sistema mundial coordinado
para recopilar datos relacionados con la oceanografía

voir note/see note/véase nota G/33/336

RESOLUTION N° 315
relative à la suppression éventuelle des taxes de station mobile
pour la correspondance publique du service mobile maritime

RESOLUTION No. 315
Relating to the Eventual Abolition of Mobile Station Charges
for Public Correspondence in the Maritime Mobile Service

RESOLUCION N.º 315
relativa a la posible supresión de las tasas de estación móvil
para la correspondencia pública en el servicio móvil marítimo

SUP CAN/25/437 URS/32/171

RESOLUTION N° 316
relative à la coopération technique avec les pays en développement
dans le domaine des télécommunications maritimes

RESOLUTION No. 316
Relating to Technical Cooperation with the Developing Countries
in Maritime Telecommunications

RESOLUCION N.º 316
relativa a la cooperación técnica con los países en desarrollo
en materia de telecomunicaciones marítimas

NOC CAN/25/438

RESOLUTION N° 317 (Mob-83)
relative à la mise en oeuvre de la fréquence 156,525 MHz
pour l'appel sélectif numérique en matière de détresse et de sécurité
dans le service mobile maritime

RESOLUTION No. 317 (Mob-83)
Relating to the Implementation of the Frequency 156.525 MHz
for Distress and Safety Digital Selective Calling
in the Maritime Mobile Service

RESOLUCION N.º 317 (Mob-83)
relativa a la utilización de la frecuencia de 156,525 MHz
para la llamada selectiva digital de socorro y seguridad
en el servicio móvil marítimo

SUP ARG/5/108 DDR/7/54 USA/24/766 CAN/25/439
G/33/337 (voir/see/véase ADD Res. G : CEPT-14/21/1)
KEN/58/9

RESOLUTION N° 318 (Mob-83)
relative aux procédures provisoires applicables aux stations émettant
des avertissements concernant la navigation et la météorologie
et des informations urgentes destinées aux navires
sur la fréquence 518 kHz à l'aide d'un système automatique
de télégraphie à impression directe à bande étroite (NAVTEX)

RESOLUTION No. 318 (Mob-83)
Relating to Provisional Procedures Applicable to Stations Transmitting
Navigational and Meteorological Warnings and Urgent Information to Ships
on the Frequency 518 kHz Using Automatic Narrow-Band
Direct-Printing Telegraphy (NAVTEX)

RESOLUCION N.º 318 (Mob-83)
relativa a los procedimientos provisionales aplicables a las estaciones
que transmiten avisos a los navegantes y boletines meteorológicos
e información urgente a los barcos en la frecuencia 518 kHz
por telegrafia automática de impresión directa de banda estrecha (NAVTEX)

SUP DDR/7/55 USA/24/767 G/33/338 HOL/55/2
J/60/658

RESOLUTION N° 319 (Mob-83)
relative à un réexamen général des bandes d'ondes decamétriques
attribuées, en exclusivité ou en partage, au service mobile maritime

RESOLUTION No. 319 (Mob-83)
Relating to a General Review of the HF Bands Allocated
on an Exclusive or Shared Basis to the Maritime Mobile Service

RESOLUCION N.º 319 (Mob-83)
relativa a una revisión general de las bandas de ondas decamétricas
atribuidas exclusivamente o en régimen de compartición al servicio móvil marítimo

SUP ARG/5/109 DDR/7/56 USA/24/768 J/60/659
MOD G/33/339-G/33/352

RESOLUTION N° 320 (Mob-83)
relative à l'attribution des chiffres d'identification maritime (MID),
à la formation et l'assignation des identités dans le service mobile maritime
et dans le service mobile maritime par satellite
(Identités dans le service mobile maritime)

RESOLUTION No. 320 (Mob-83)
Relating to the Allocation of Maritime Identification Digits (MID),
and the Formation and Assignment of Identities in the Maritime Mobile
and Maritime Mobile Satellite Services
(Maritime Mobile Service Identities)

RESOLUCION N.º 320 (Mob-83)
relativa a la atribución de cifras de identificación marítima (MID),
y a la formación y la asignación de identidades en el servicio móvil marítimo
y en el servicio móvil marítimo por satélite
(Identidades en el servicio móvil marítimo)

SUP G/33/353

NOC DDR/7/57 USA/24/769 KEN/58/10

RESOLUTION N° 321 (Mob-83)
relative à l'élaboration et à l'introduction dans le Règlement des
radiocommunications de dispositions touchant à l'exploitation du
futur système mondial de détresse et de sécurité en mer (FSMDSM)

RESOLUTION No. 321 (Mob-83)
Relating to the Development of Operational Provisions for the Future Global
Maritime Distress and Safety System (FGMDSS) and to Their Introduction
into the Radio Regulations

RESOLUCION N.º 321 (Mob-83)
relativa a la elaboración e introducción en el Reglamento de Radiocomunicaciones
de disposiciones operacionales para el futuro sistema mundial de socorro y
seguridad marítimos (FSMSSM)

SUP DDR/7/58 USA/24/770 CAN/25/440 G/33/354

RESOLUTION N° 322 (Mob-83)
relative au choix des stations côtières qui seront chargées
de responsabilités dans le domaine de la veille sur certaines fréquences
à l'occasion de la mise en oeuvre du futur système mondial
de détresse et de sécurité en mer (FSMDSM)

RESOLUTION No. 322 (Mob-83)
Relating to the Selection of Coast Stations to Assume Watch-Keeping
Responsibilities on Certain Frequencies in Connection with
the Implementation of the Future Global Maritime Distress
and Safety System (FGMDSS)

RESOLUCION N.º 322 (Mob-83)
relativa a la selección de estaciones costeras que asumirán
las responsabilidades de escucha en ciertas frecuencias en relación
con la implantación del futuro sistema mundial
de socorro y seguridad marítimos (FSMSSM)

MOD CAN/23/441-CAN/23/451

MOD ou/or/o SUP G/33/355

RESOLUTION N° 400
relative au traitement des fiches de notification concernant
les assignations de fréquence aux stations aéronautiques dans les bandes
attribuées en exclusivité au service mobile aéronautique (R)
entre 2 850 kHz et 22 000 kHz

RESOLUTION No. 400
Relating to the Treatment of Notices Concerning Frequency Assignments
to Aeronautical Stations in the Bands Allocated Exclusively to
the Aeronautical Mobile (R) Service Between 2 850 kHz and 22 000 kHz

RESOLUCION N.º 400
relativa a la tramitación de notificaciones de asignaciones de frecuencia
a las estaciones aeronáuticas en las bandas atribuidas exclusivamente
al servicio móvil aeronáutico (R) entre 2 850 kHz y 22 000 kHz

SUP	DDR/7/59	USA/24/771	CAN/25/452	G/33/356
	E/39/3	AUS/40/429	B/57/321	KEN/58/11
	J/60/660	PRG/61/144		

RESOLUTION N° 401
relative à la mise en oeuvre du Plan d'allotissement de fréquences
dans les bandes attribuées en exclusivité au service mobile aéronautique (R)
entre 2 850 kHz et 22 000 kHz

RESOLUTION No. 401
Relating to the Implementation of the Frequency Allotment Plan in the Bands
Allocated Exclusively to the Aeronautical Mobile Service (R) Service
Between 2 850 kHz and 22 000 kHz

RESOLUCION N.º 401
relativa a la aplicación del Plan de adjudicación de frecuencias en las bandas
atribuidas exclusivamente al servicio móvil aeronáutico (R)
entre 2 850 kHz y 22 000 kHz

SUP	DDR/7/60	USA/24/772	CAN/25/453	G/33/357
	E/39/4	AUS/40/430	B/57/322	KEN/58/12
	J/60/661	PRG/61/145		

RESOLUTION N° 402
relative à la mise en oeuvre du nouvel arrangement applicable
aux bandes attribuées en exclusivité au service mobile aéronautique (R)
entre 2 850 kHz et 22 000 kHz

RESOLUTION No. 402
Relating to the Implementation of the New Arrangement Applicable
to Bands Allocated Exclusively to the Aeronautical Mobile (R) Service
Between 2 850 kHz and 22 000 kHz

RESOLUCION N.º 402
relativa a la puesta en práctica del nuevo ordenamiento aplicable a
las bandas atribuidas exclusivamente al servicio móvil aeronáutico (R)
entre 2 850 kHz y 22 000 kHz

SUP	DDR/7/61	USA/24/773	CAN/25/454	G/33/358
	E/39/5	AUS/40/431	B/57/323	KEN/58/13
	PRG/61/146			

RESOLUTION N° 403
relative à l'utilisation des fréquences 3 023 kHz et 5 680 kHz
communes aux services mobiles aéronautiques (R) et (OR)

RESOLUTION No. 403
Relating to the Use of Frequencies 3 023 kHz and 5 680 kHz
Common to the Aeronautical Mobile (R) and (OR) Services

RESOLUCION N.º 403
relativa a la utilización de las frecuencias 3 023 kHz y 5 680 kHz
comunes a los servicios móviles aeronáuticos (R) y (OR)

NOC G/33/359

RESOLUTION N° 404
relative à la mise en oeuvre de la nouvelle disposition des bandes de fréquences
attribuées en exclusivité au service mobile aéronautique (R)
entre 21 924 kHz et 22 000 kHz

RESOLUTION No. 404
Relating to the Implementation of the New Arrangement of Bands Allocated
Exclusively to the Aeronautical Mobile (R) Service
Between 21 924 kHz and 22 000 kHz

RESOLUCION N.º 404
relativa a la puesta en práctica de la nueva ordenación de las bandas
atribuidas exclusivamente al servicio móvil aeronáutico (R)
entre 21 924 kHz y 22 000 kHz

SUP	DDR/7/62	USA/24/774	CAN/25/455	G/33/360
	E/39/6	AUS/40/432	B/57/324	KEN/58/14
	PRG/61/147			

RESOLUTION N° 405
relative à l'utilisation des fréquences du service mobile aéronautique (R)

RESOLUTION No. 405
Relating to the Use of Frequencies of the Aeronautical Mobile (R) Service

RESOLUCION N.º 405
relativa a la utilización de las frecuencias del servicio móvil aeronáutico (R)

<u>NOC</u>	DDR/7/63	USA/24/775	CAN/25/456	G/33/361
	AUS/40/433	KEN/58/15		

RESOLUTION N° 406
relative à l'utilisation de bandes de fréquences supérieures aux bandes
d'ondes décimétriques pour les communications et la diffusion de
renseignements météorologiques dans le service mobile aéronautique (R) et
le service mobile aéronautique par satellite (R)

RESOLUTION No. 406
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

RESOLUCION N.º 406
relativa a la utilización de bandas de frecuencias superiores a las de
ondas decamétricas para las comunicaciones y para la difusión de
datos meteorológicos en el servicio móvil aeronáutico (R) y en el servicio
móvil aeronáutico por satélite (R)

<u>NOC</u>	DDR/7/64	USA/24/776	CAN/25/457	G/33/362
	AUS/40/434	KEN/58/16		

RESOLUTION N° 407
relative à l'utilisation non autorisée des fréquences des bandes
attribuées au service mobile aéronautique (R)

RESOLUTION No. 407
Relating to the Unauthorised Use of Frequencies in the Bands
Allocated to the Aeronautical Mobile (R) Service

RESOLUCION N.º 407
relativa a la utilización no autorizada de frecuencias de las bandas
atribuidas al servicio móvil aeronáutico (R)

SUP G/33/363 (voir/see/véase ADD Res. UK/C : G/33/370)
PRG/61/148 (voir/see/véase ADD Res. 407A : PRG/61/149)

NOC USA/24/777 AUS/40/435 KEN/58/17

RESOLUTION N° 600
relative à l'utilisation, pour le service de radionavigation,
des bandes de fréquences 2 900 - 3 100 MHz, 5 470 - 5 650 MHz,
9 200 - 9 300 MHz, 9 300 - 9 500 MHz et 9 500 - 9 800 MHz

RESOLUTION No. 600
Relating to the Use for the Radionavigation Service
of the Frequency Bands 2 900 - 3 100 MHz, 5 470 - 5 650 MHz,
9 200 - 9 300 MHz, 9 300 - 9 500 MHz and 9 500 - 9 800 MHz

RESOLUCION N.º 600
relativa a la utilización de las bandas de frecuencias
2 900 - 3 100 MHz, 5 470 - 5 650 MHz, 9 200 - 9 300 MHz, 9 300 - 9 500 MHz
y 9 500 - 9 800 MHz para el servicio de radionavegación

SUP DDR/7/65 USA/24/778

MOD G/33/364-G/33/365

RESOLUTION N° 601
relative aux Normes et aux Avis concernant les radiobalises de localisation
des sinistres fonctionnant sur les fréquences 121,5 MHz et 243 MHz

RESOLUTION No. 601
Relating to the Recommendations and Standards for Emergency Position-Indicating
Radiobeacons Operating on the Frequencies 121.5 MHz and 243 MHz

RESOLUCION N.º 601
relativa a las Normas y Recomendaciones concernientes a las radiobalizas
de localización de siniestros que funcionan en las
frecuencias de 121,5 MHz y 243 MHz

SUP USA/24/779 CAN/25/458 PRG/61/150

NOC DDR/7/66 G/33/366 AUS/40/436
KEN/58/18

RESOLUTION N° 704 (Mob-83)
relative à la convocation d'une conférence administrative régionale des
radiocommunications ayant pour objet d'établir des plans d'assignation de
fréquences pour le service mobile maritime dans les bandes comprises
entre 435 kHz et 526,5 kHz et dans les parties de la bande comprise
entre 1 606,5 kHz et 3 400 kHz dans la Région 1 et de planifier
l'utilisation de la bande 415 - 435 kHz par le service de
radionavigation aéronautique dans la Région 1

RESOLUTION No. 704 (Mob-83)
Relating to the Holding of a Regional Administrative Radio Conference
to prepare Frequency Assignment Plans for the Maritime Mobile Service
in the Bands Between 435 kHz et 526.5 kHz and in Parts of the Band
Between 1 606.5 kHz and 3 400 kHz in Region 1 and to Plan for the
Aeronautical Radionavigation Service in the Band 415 - 435 kHz in Region 1

RESOLUCION N.º 704 (Mob-83)
relativa a la convocatoria de una conferencia administrativa regional de
radiocomunicaciones para preparar planes de asignación de frecuencias
para el servicio móvil marítimo en las bandas comprendidas entre
435 kHz y 526,5 kHz y en partes de la banda comprendida entre
1 606,5 kHz y 3 400 kHz en la Región 1 y para planificar el servicio
de radionavegación aeronáutica en la banda 415 - 435 kHz en la Región 1

SUP DDR/7/67 USA/24/780 G/33/367
HOL/53/1 (voir/see/véase ADD Rec. (HOL/A) : HOL/53/2)
KEN/58/19

RESOLUTION N° 3 (EMA)
Choix entre les techniques MDF et MDM pour les transmissions de données
par des radiophares maritimes

RESOLUTION No. 3 (EMA)
Choice Between the FSK and MSK Techniques for Data Transmissions
from Maritime Radiobeacons

RESOLUCION N.º 3 (EMA)
Elección entre las técnicas MDF y MDM para las transmisiones de datos
desde radiofaros marítimos

SUP G/33/368

NOUVELLES RESOLUTIONS PROPOSEES
PROPOSED NEW RESOLUTIONS
NUEVAS RESOLUCIONES PROPUESTAS

(classées par ordre chronologique des documents)
(classified in chronological document order)
(ordenadas por orden cronológico de los documentos)

RESOLUTION N° (Mob-87)
relative à la date d'entrée en vigueur de la bande de garde de 10 kHz
pour la fréquence 500 kHz dans le service mobile (détresse et appel)

RESOLUTION No. (Mob-87)
Relating to the Date of Entry into Force of the 10 kHz Guardband
for the 500 kHz Frequency in the Mobile Service (Distress and Calling)

RESOLUCION N.º (Mob-87)
relativa a la fecha de entrada en vigor de la banda de guarda de 10 kHz
para la frecuencia de 500 kHz en el servicio móvil (socorro y llamada)

ADD ARG/5/101

RESOLUTION N° A
relative à l'introduction de dispositions applicables aux communications
automatiques de détresse et de sécurité en mer et à la poursuite de
l'application des dispositions existantes pour la détresse et la sécurité

RESOLUTION No. A
Relating to the Introduction of Provisions for Automated Communications
for Maritime Distress and Safety and the Continuation of
the Existing Distress and Safety Provisions

RESOLUCION N.º A
relativa a la introducción de disposiciones sobre comunicaciones automatizadas
de socorro y seguridad marítimos y al mantenimiento de las disposiciones
ya existentes sobre socorro y seguridad

ADD CEPT-8/15/304

RESOLUTION N° B

relative au passage de la télégraphie Morse (fréquences d'appel et de travail)
à la télégraphie à bande étroite à impression directe dans les bandes attribuées
en exclusivité au service mobile maritime comprises entre 4 000 kHz et 27 500 kHz

RESOLUTION No. B

Relating to the Transition from Morse Telegraphy (Calling and Working)
to Narrow-Band Direct-Printing Telegraphy in the Bands Between
4 000 kHz and 27 500 kHz Allocated Exclusively to the Maritime Mobile Service

RESOLUCION N.º B

relativa a la transición de telegrafia Morse (de llamada y trabajo)
a telegrafia de impresión directa de banda estrecha en las bandas comprendidas
entre 4 000 kHz y 27 500 kHz atribuidas exclusivamente al servicio móvil marítimo

ADD CEPT-13/20/10

RESOLUTION N° C

relative à l'utilisation et à la notification des fréquences appariées
réservées aux systèmes à bande étroite de télégraphie à impression directe
et de transmission de données fonctionnant dans les bandes d'ondes décamétriques
attribuées au service mobile maritime
(voir l'appendice 31A)

RESOLUTION No. C

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 31A)

RESOLUCION N.º C

relativa a la utilización y notificación de frecuencias asociadas por pares
reservadas para los sistemas de banda estrecha de telegrafia de impresión directa
y de transmisión de datos que funcionan en las bandas de ondas decamétricas
atribuidas con carácter exclusivo al servicio móvil marítimo
(véase el apéndice 31A)

ADD CEPT-13/20/11

RESOLUTION N° D
relative à l'utilisation et à la notification des fréquences appariées
supplémentaires réservées à la radiotéléphonie dans les bandes
d'ondes décimétriques attribuées au service mobile maritime

RESOLUTION No. D
Relating to the Use and Notification of the Additional Paired Frequencies
Reserved for Radiotelephony in the HF Bands Allocated
to the Maritime Mobile Service

RESOLUCION N.º D
relativa a la utilización y notificación de las frecuencias adicionales asociadas
por pares reservadas para radiotelefonía en las bandas de ondas decamétricas
atribuidas al servicio móvil marítimo

ADD CEPT-13/20/12

RESOLUTION N° E
relative à l'entrée en vigueur de l'espacement révisé entre les fréquences
réservées à la radiotéléphonie dans les bandes d'ondes décimétriques
attribuées en exclusivité au service mobile maritime

RESOLUTION No. E
Relating to the Implementation of the Revised Channel Spacing Between Frequencies
Reserved for Radiotelephony in the HF Bands Allocated on an Exclusive Basis
to the Maritime Mobile Service

RESOLUCION N.º E
relativa a la introducción de la separación de canales revisada entre frecuencias
reservadas para radiotelefonía en las bandas de ondas decamétricas atribuidas
con carácter exclusivo al servicio móvil marítimo

ADD CEPT-13/20/13

RESOLUTION N° F
relative à l'utilisation des fréquences non appariées de stations de navire
pour les systèmes à bande étroite de télégraphie à impression directe
et de transmission de données

RESOLUTION No. F
Relating to the Use of Non-Paired Ship Station Frequencies for Narrow-Band
Direct-Printing Telegraph and Data Transmission Systems

RESOLUCION N.º F
relativa a la utilización de frecuencias no asociadas por pares por los sistemas
de banda estrecha de telegrafía de impresión directa y de transmisión de datos

ADD CEPT-13/20/14

RESOLUTION N° G
relative à la mise en service anticipée de la fréquence 156,525 MHz
pour les appels courants (autres que détresse) effectués au moyen
des techniques d'appel sélectif numérique

RESOLUTION No. G
Relating to the Early Implementation of the Frequency 156.525 MHz
for Routine (Non-Distress) Purposes Using Digital Selective Calling Techniques

RESOLUCION N.º G
relativa a la pronta utilización de la frecuencia 156,525 MHz
para llamadas corrientes (que no sean de socorro)
con técnicas de llamada selectiva digital

ADD CEPT-14/21/1

RESOLUTION N° H
relative aux fréquences d'appel (autres que détresse) dans les bandes
comprises entre 1 605 kHz et 4 000 kHz

RESOLUTION No. H
Relating to Frequencies for Routine (Non-Distress) Calling in the Bands
Between 1 605 kHz and 4 000 kHz

RESOLUCION N.º H
relativa a las frecuencias para llamadas corrientes (que no sean de socorro)
en las bandas comprendidas entre 1 605 kHz y 4 000 kHz

ADD CEPT-15/22/1

RESOLUTION N° A1
relative à l'utilisation de la bande 136 - 137 MHz
par le service mobile aéronautique (R)

RESOLUTION No. A1
Relating to the Use of the Band 136 - 137 MHz
by the Aeronautical Mobile (R) Service

RESOLUCION N.º A1
relativa a la utilización de la banda 136 - 137 MHz
por el servicio móvil aeronáutico (R)

ADD USA/24/781

RESOLUTION N° A2
relative à l'utilisation des bandes de fréquences attribuées en exclusivité
au service mobile aéronautique pour diverses formes de correspondance publique

RESOLUTION No. A2
Relating to the Use of Frequency Bands Allocated Exclusively
to the Aeronautical Mobile Service for Various Forms of Public Correspondence

RESOLUCION N.º A2
relativa a la utilización de las bandas de frecuencias atribuidas exclusivamente
al servicio móvil aeronáutico por las diversas formas de correspondencia pública

ADD USA/24/782

RESOLUTION N° A3
relative à la mise en oeuvre de la nouvelle disposition des bandes de
radiotélégraphie et de radiotéléphonie attribuées au service mobile maritime
entre 4 000 kHz et 27 500 kHz

RESOLUTION No. A3
Relating to the Implementation of the New Arrangement of
Radiotelegraphy and Radiotelephony Bands Allocated to the Maritime Mobile Service
Between 4 000 kHz and 27 500 kHz

RESOLUCION N.º A3
relativa a la aplicación de la nueva disposición de las bandas de
radiotelegrafia y radiotelefonía comprendidas entre 4 000 kHz y 27 500 kHz
atribuidas al servicio móvil marítimo

ADD USA/24/783

RESOLUTION N° A4
Transmissions de données par des radiophares maritimes

RESOLUTION No. A4
Data Transmissions from Maritime Radiobeacons

RESOLUCION N.º A4
Transmisiones de datos desde radiofaros marítimos

ADD USA/24/784

RESOLUTION N° A5
relative à la date d'entrée en vigueur de la bande de garde de 10 kHz
pour la fréquence 500 kHz dans le service mobile (détresse et appel)

RESOLUTION No. A5
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)

RESOLUCION N.º A5
relativa a la fecha de entrada en vigor de la banda de guarda de 10 kHz para
la frecuencia de 500 kHz en el servicio móvil (frecuencia de socorro y llamada)

ADD USA/24/785

RESOLUTION N° A6
relative à l'établissement d'allotissements initiaux de voies radiotéléphoniques
duplex supplémentaires dans les bandes rendues disponibles

RESOLUTION No. A6
Relating to the Establishment of Initial Allotments of Additional Duplex
Radiotelephone Channels in Newly Available Spectrum

RESOLUCION N.º A6
relativa al establecimiento de adjudicaciones iniciales de los canales adicionales
de la radiotelefonía en dúplex del espectro recientemente disponible

ADD USA/24/786

RESOLUTION N° A7

Voies spécialisées du service mobile maritime en ondes décamétriques
pour la diffusion d'informations sur la sécurité maritime en haute mer

RESOLUTION No. A7

Dedicated HF Maritime Mobile Channels for Broadcast
of High Seas Marine Safety Information

RESOLUCION N.º A7

Canales especializados de ondas decamétricas en el servicio móvil marítimo para
la radiodifusión de información sobre la seguridad de la navegación en alta mar

ADD USA/24/787

RESOLUTION N° A8

relative à l'introduction de dispositions pour les communications automatiques
de détresse et de sécurité en mer et le maintien des dispositions
de détresse et de sécurité existantes

RESOLUTION No. A8

Relating to the Introduction of Provisions for Automated Communications
for Maritime Distress and Safety and the Continuation of the
Existing distress and safety Provisions

RESOLUCION N.º A8

relativa a la introducción de disposiciones sobre comunicaciones automatizadas
de socorro y seguridad marítimos y sobre la continuación de
las actuales disposiciones sobre socorro y seguridad

ADD USA/24/788

RESOLUTION N° A9

relative au transfert d'assignations de fréquence des stations
fonctionnant conformément à l'appendice 25

RESOLUTION No. A9

Relating to the Transfer of Frequency Assignments of Stations
Operating in Accordance with Appendix 25

RESOLUCION N.º A9

relativa a la transferencia de las asignaciones de frecuencia de las estaciones
que funcionan conforme al apéndice 25

ADD USA/24/789

RESOLUTION N° A10

relative au transfert des assignations de fréquence de stations fonctionnant dans les bandes attribuées exclusivement aux stations côtières de radiotélégraphie dans le service mobile maritime entre 4 000 kHz et 23 000 kHz

RESOLUTION No. A10

Relating to the Transfer of Frequency Assignments of Stations Operating in the Bands Allocated Exclusively to Coast Radiotelegraphy in the Maritime Mobile Service Between 4 000 kHz and 23 000 kHz

RESOLUCION N.º A10

relativa a la transferencia de las asignaciones de frecuencia de las estaciones que funcionan en las bandas comprendidas entre 4 000 kHz y 23 000 kHz atribuidas exclusivamente a la radiotelegrafia costera del servicio móvil marítimo

ADD USA/24/790

RESOLUTION N° A11

relative à la définition de procédures d'utilisation et de notification des fréquences appariées réservées aux systèmes à bande étroite de télégraphie à impression directe et de transmission de données

RESOLUTION No. A11

Relating to the Establishment of Procedures for the Use and Notification of the Paired Frequencies for Narrow-Band Direct-Printing Telegraph and Data Transmission

RESOLUCION N.º A11

relativa al establecimiento de procedimientos de utilización y notificación de frecuencias asociadas por pares para la telegrafia de impresión directa en banda estrecha y de transmisión de datos

ADD USA/24/791

RESOLUTION N° A12

relative au transfert des assignations de fréquence appariées réservées
aux systèmes à bande étroite de télégraphie à impression directe et
de transmission de données

RESOLUTION No. A12

Relating to the Transfer of Paired Frequency Assignments Reserved for
Narrow-Band Direct-Printing Telegraph and Data Transmission Systems

RESOLUCION N.º A12

relativa a la transferencia de las asignaciones de frecuencia asociadas
por pares reservadas para los sistemas de banda estrecha de telegrafia
de impresión directa y de transmisión de datos

ADD USA/24/792

RESOLUTION N° A13

relative à la protection mutuelle des services de radiocommunication
fonctionnant dans la bande 70 - 130 MHz

RESOLUTION No. A13

Relating to the Mutual Protection of Radio Services
Operating in the Band 70 - 130 MHz

RESOLUCION N.º A13

relativa a la protección mutua de los servicios radioeléctricos
que funcionan en la banda 70 - 130 MHz

ADD USA/24/793

RESOLUTION N° A14

Exploitation du service fixe dans la bande 90 - 110 kHz

RESOLUTION No. A14

Operation in the Fixed Service in the Band 90 - 110 kHz

RESOLUCION N.º A14

Explotación del servicio fijo en la banda 90 - 110 kHz

ADD USA/24/794

RESOLUTION NO A
relative à l'introduction de dispositions applicables aux communications
automatiques de détresse et de sécurité en mer et à la continuation des
systèmes de détresse et de sécurité existants

RESOLUTION No. A
Relating to the Introduction of Provisions for Automated Communications
for Maritime Distress and Safety and the Continuation of
the Existing Distress and Safety Provisions

RESOLUCION N.º A
relativa a la introducción de disposiciones sobre comunicaciones automáticas
de socorro y seguridad marítimos y a la continuación de las disposiciones
ya existentes sobre socorro y seguridad

ADD CAN/25/459

RESOLUTION NO B
relative à la nécessité d'établir un plan d'allotissement pour les fréquences
appariées destinées aux systèmes à impression directe à bande étroite (IDBE)
et de transmission de données

RESOLUTION No. B
Relating to the Need for an Allotment Plan for Paired Frequencies
for Narrow-Band Direct-Printing (NBDP) and Data Systems

RESOLUCION N.º B
relativa a la necesidad de un plan de adjudicación de frecuencias
asociadas por pares para sistemas de telegrafía de impresión directa
de banda estrecha (IDBE) y sistemas de transmisión de datos

ADD CAN/25/499(Add.2)

RESOLUTION N° C

relative à la nécessité d'apporter des améliorations techniques afin de minimiser le risque de brouillage préjudiciable causé par les voies adjacentes entre les assignations utilisées pour les systèmes à bande étroite de télégraphie à impression directe (IDBE) et de transmission de données conformément à l'appendice 32 et à la Résolution N° D

RESOLUTION No. C

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

RESOLUCION N.º C

relativa a la necesidad de mejoras técnicas para minimizar el riesgo de causar interferencia perjudicial a los canales adyacentes entre asignaciones utilizadas para sistemas de telegrafía de impresión directa de banda estrecha (IDBE) y sistemas de transmisión de datos, de conformidad con el Apéndice 32 y la Resolución N.º D

ADD CAN/25/500(Add.2)

RESOLUTION N° D

relative à la notification et à l'utilisation des fréquences appariées réservées aux systèmes à bande étroite de télégraphie à impression directe et de transmission de données fonctionnant dans les bandes d'ondes décamétriques attribuées au service mobile maritime (Appendice 32)

RESOLUTION No. D

Relating to the Notification and Use of Paired Frequencies Reserved for Narrow-Band Direct-Printing Telegraph and Data Transmission Systems in the HF Bands Allocated the Maritime Mobile Service (Appendix 32)

RESOLUCION N.º D

relativa a la notificación y utilización de frecuencias asociadas por pares reservadas para sistemas de telegrafía de impresión directa de banda estrecha y sistemas de transmisión de datos en las bandas de ondas decamétricas atribuidas al servicio móvil marítimo (Apéndice 32)

ADD CAN/25/501(Add.2)

RESOLUTION N° E
relative à la nécessité pour l'IFRB d'étudier la question de l'inclusion
des plans régionaux dans le Règlement des radiocommunications et
de présenter un rapport en la matière à la Conférence de plénipotentiaires de 1989

RESOLUTION No. E
Relating to the Need for the IFRB to Study the Question of Including
Regional Plans in the Radio Regulations and Submit a Report to
the 1989 Plenipotentiary Conference on the Matter

RESOLUCION N.º E
relativa a la necesidad de que la IFRB estudie la cuestión de incluir
planes regionales en el Reglamento de Radiocomunicaciones y
de someter un informe a la Conferencia de Plenipotenciarios de 1989 al respecto

ADD CAN/25/502(Add.2)

RESOLUTION N° 1
Utilisation de la fréquence 156,525 MHz pour l'appel sélectif numérique
dans le service mobile maritime

RESOLUTION No. 1
Use of Frequency 156.525 MHz for Digital Selective Calling
in the Maritime Mobile Service

RESOLUCION N.º 1
Utilización de la frecuencia de 156,525 MHz para la llamada selectiva digital
en el servicio móvil marítimo

ADD D/30/100

RESOLUTION URSS .../A
relative à l'application et à l'utilisation des règles et procédures spécifiées
aux chapitres IX et IXA du Règlement des radiocommunications

RESOLUTION USSR .../A
Application and Use of the Rules and Procedures Specified
in Chapters IX and IXA of the Radio Regulations

RESOLUCION URSS .../A
relativa a la aplicación y utilización de las disposiciones y procedimientos
especificados en los capítulos IX y IXA del Reglamento de Radiocomunicaciones

ADD URS/32/9

RESOLUTION URSS .../B
relative au transfert des assignations de fréquence des stations
radiotélégraphiques côtières fonctionnant dans les bandes attribuées
en exclusivité au service mobile maritime, entre 4 000 kHz et 23 000 kHz

RESOLUTION USSR .../B
Transfer of Frequency Assignments of Coast Radiotelegraph Stations Operating
in the Bands Allocated Exclusively to the Maritime Mobile Service
Between 4 000 kHz and 23 000 kHz

RESOLUCION URSS .../B
Transferencia de asignaciones de frecuencia de las estaciones radiotelegráficas
costeras que funcionan en las bandas atribuidas exclusivamente
al servicio móvil marítimo entre 4 000 kHz y 23 000 kHz

ADD URS/32/172

RESOLUTION NO [UK/A]
relative aux dispositions à prendre pour établir un service mondial
de correspondance publique aéronautique

RESOLUTION No. [UK/A]
Relating to the Provisions for the Development of a Worldwide Service
of Aeronautical Public Correspondence

RESOLUCION N.º [UK/A]
relativa a las disposiciones para el establecimiento de un servicio mundial
de correspondencia pública aeronáutica

ADD G/33/1

RESOLUTION UK/B
relative à l'inclusion, dans le Règlement des télécommunications, de dispositions
concernant la taxation et la comptabilité pour la correspondance publique
dans le service mobile maritime et le service mobile maritime par satellite et aux
modifications consécutives de l'article 66 du Règlement des Radiocommunications

RESOLUTION UK/B
Relating to the Inclusion in the Telecommunication Regulations of Provisions
Concerning Charging and Accounting for Public Correspondence in the Maritime
Mobile Service and the Maritime Mobile-Satellite Service and Consequential
Modifications to Article 66 of the Radio Regulations

RESOLUCION UK/B
relativa a la inclusión en el Reglamento de las Telecomunicaciones de
disposiciones sobre tasación y contabilidad de la correspondencia pública en
el servicio móvil marítimo y en el servicio móvil marítimo por satélite
y consiguiente modificación del artículo 66 del Reglamento de Radiocomunicaciones

ADD G/33/369

RESOLUTION UK/C
relative à l'utilisation non autorisée de fréquences dans les bandes attribuées
au service mobile maritime et au service mobile aéronautique (R)

RESOLUTION UK/C
Relating to the Unauthorized Use of Frequencies in the Bands Allocated to
the Maritime Mobile Service and to the Aeronautical Mobile (R) Service

RESOLUCION UK/C
relativa a la utilización no autorizada de frecuencias en las bandas atribuidas
al servicio móvil marítimo y al servicio móvil aeronáutico (R)

ADD G/33/370

RESOLUTION AUS-A
relative à l'introduction de dispositions pour les communications automatiques
de détresse et de sécurité en mer et le maintien des dispositions de détresse
et de sécurité existantes

RESOLUTION AUS-A
Relating to the Introduction of Provisions for Automated Communications
for Distress and Safety and the Continuation of the Existing Distress
and Safety Provisions

RESOLUCION AUS-A
relativa a la introducción de disposiciones para las comunicaciones automatizadas
de socorro y seguridad y a la continuación de las actuales disposiciones
de socorro y seguridad

ADD AUS/40/437

RESOLUTION AUS-B
relative à l'utilisation des bandes de fréquences attribuées en exclusivité
au service mobile aéronautique pour diverses formes de correspondance publique

RESOLUTION AUS-B
Relating to the Use of Frequency Bands Allocated Exclusively to the
Aeronautical Mobile Service for Various Forms of Public Correspondence

RESOLUCION AUS-B
relativa a la utilización de las bandas de frecuencias atribuidas exclusivamente
al servicio móvil aeronáutico para las diversas formas de correspondencia pública

ADD AUS/40/438

RESOLUTION AUS-C
relative à une voie spécialisée du service mobile maritime en ondes décimétriques
pour la diffusion de données NAVTEX sur une fréquence 4 MHz

RESOLUTION AUS-C
Relating to a Dedicated HF Marine Mobile Channel for the Broadcast of
NAVTEX Data on a 4 MHz Frequency

RESOLUCION AUS-C
relativa a un canal dedicado del servicio móvil marítimo en ondas decamétricas
para la difusión de datos NAVTEX en una frecuencia de la banda de 4 MHz

ADD AUS/40/439

RESOLUTION AUS-D
relative aux voies spécialisées du service mobile maritime en ondes décamétriques
pour la diffusion d'informations sur la sécurité maritime en haute mer

RESOLUTION AUS-D
Relating to Dedicated HF Maritime Mobile Channels for the Broadcast of
High Seas Marine Safety Information

RESOLUCION AUS-D
relativa a los canales dedicados del servicio móvil marítimo para la difusión de
información sobre seguridad en alta mar

ADD AUS/40/440

RESOLUTION N° A
relative à l'introduction de dispositions applicables aux communications
du service mondial de détresse et de sécurité (SMDSM) et à la poursuite de
l'application des dispositions actuelles pour la détresse et la sécurité

RESOLUTION No. A
Relating to the Introduction of Provisions for the Communications of the
Global Maritime Distress and Safety System (GMDSS) and for the Continuation
of the Existing Distress and Safety Regulations

RESOLUCION N.º A
relativa a la introducción de disposiciones sobre las comunicaciones del
Sistema Mundial de Socorro y Seguridad Marítimos (SMSSM) y sobre la continuación
de las actuales disposiciones sobre socorro y seguridad

ADD E/43/293

RESOLUTION NO ...
relative à l'utilisation des voies pour l'appel sélectif numérique
dans les bandes d'ondes décamétriques attribuées au service maritime

RESOLUTION No. ...
Relating to the Use of Channels for Digital Selective Calling
in the Maritime HF Bands

RESOLUCION N.º ...
relativa a la utilización de canales para llamada selectiva digital
en las bandas de ondas decamétricas atribuidas al servicio móvil marítimo

ADD DNK/FNL/ISL/NOR/S/52/1

RESOLUTION (HOL C)
relative aux procédures applicables aux stations émettant des avertissements
concernant la navigation et la météorologie et des informations urgentes
destinées aux navires sur les fréquences 518 kHz (NAVTEX) et 490 kHz à l'aide
d'un système automatique de télégraphie à impression directe à bande étroite

RESOLUTION (HOL/C)
Relating to the Procedures Applicable to Stations Transmitting
Navigational and Meteorological Warnings and Urgent Information
to Ships on the Frequencies 518 kHz (NAVTEX) and 490 kHz
using Automatic Narrow-Band Direct-Printing Telegraphy

RESOLUCION (HOL/C)
relativa a los procedimientos aplicables a las estaciones que transmiten
avisos a los navegantes y boletines meteorológicos e información urgente
a los barcos en las frecuencias de 518 kHz (NAVTEX) y 490 kHz
por telegrafía automática de impresión directa de banda estrecha

ADD HOL/55/1

RESOLUTION N° 8A
relative à la mise en oeuvre des modifications d'attributions
dans les bandes comprises entre 4 000 kHz et 27 500 kHz

RESOLUTION No. 8A
Relating to Implementation of the Changes in Allocations
in the Bands Between 4 000 kHz and 27 500 kHz

RESOLUCION N.º 8A
relativa a la aplicación de las modificaciones de atribuciones
en las bandas comprendidas entre 4 000 kHz y 27 500 kHz

ADD J/60/651

RESOLUTION A
relative à l'introduction d'une disposition concernant les communications
automatiques de détresse et de sécurité et au maintien des dispositions actuelles
relatives à la détresse et à la sécurité

RESOLUTION A
Relating to the Introduction of Provision for Automated Communications
for Distress and Safety and the Continuation of the Existing Distress
and Safety Provisions

RESOLUCION A
relativa a la introducción de disposiciones sobre comunicaciones automatizadas
para socorro y seguridad y el mantenimiento de las actuales disposiciones
de socorro y seguridad

ADD J/60/662

RESOLUTION N° 407A
relative l'utilisation non autorisée des fréquences des bandes
attribuées au service mobile aéronautique (R)

RESOLUTION No. 407A
Relating to the Unauthorised Use of Frequencies in the Bands
Allocated to the Aeronautical Mobile (R) Service

RESOLUCION N.º 407A
relativa a la utilización no autorizada de frecuencias de las bandas
atribuidas al servicio móvil aeronáutico (R)

ADD PRG/61/149

RESOLUTION XX

relative à la date de mise en oeuvre de la bande de garde de 10 kHz pour
la fréquence 500 kHz dans le service mobile (détresse et appel)

RESOLUTION XX

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)

RESOLUCION XX

relativa a la fecha de entrada en vigor de la banda de guarda de 10 kHz para
la frecuencia de 500 kHz en el servicio móvil (socorro y llamada)

ADD CHN/63/23

RESOLUTION Z

relative à la mise en oeuvre, à une date rapprochée, de signaux numériques
spéciaux dans les voies radiotéléphoniques maritimes à ondes décamétriques,
pour l'exploitation des systèmes de téléphonie automatiques

RESOLUTION Z

Relating to Early Implementation of the Use of Special Digital Signals
on Maritime HF Radiotelephone Channels for the Operation of Automatic
Telephony Systems

RESOLUCION Z

relativa a la pronta aplicación del empleo de señales digitales especiales en
los canales de radiotelefonía marítima en ondas decamétricas para la
explotación de los sistemas de telefonía automática

ADD G/64/2

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RECOMMANDATION N° 7
relative à l'adoption de modèles normalisés de licences délivrées
aux stations de navire et aux stations d'aéronef

RECOMMENDATION No. 7
Relating to the Adoption of Standard Forms for
Ship Station Licenses and Aircraft Station Licenses

RECOMENDACION N.º 7
relativa a la adopción de formularios normalizados
para las licencias de las estaciones de barco y de aeronave

MOD B/57/325-B/57/332 CHN/63/24-CHN/63/34
NOC DDR/7/68 CAN/25/460 KEN/58/20

RECOMMANDATION N° 8
relative à l'identification automatique des stations

RECOMMENDATION No. 8
Relating to Automatic Identification of Stations

RECOMENDACION N.º 8
relativa a la identificación automática de las estaciones

SUP DDR/7/69
NOC G/33/371

RECOMMANDATION N° 201 (Rév.Mob-83)
relative au trafic de détresse, d'urgence et de sécurité

RECOMMENDATION No. 201 (Rev.Mob-83)
Relating to Distress, Urgency and Safety Traffic

RECOMENDACION N.º 201 (Rev.Mob-83)
relativa al tráfico de socorro, urgencia y seguridad

SUP DDR/7/70 USA/24/795 G/33/372

RECOMMANDATION N° 203
relative à l'utilisation future de la bande 2 170 - 2 194 kHz

RECOMMENDATION No. 203
Relating to the Future Use of the Band 2 170 - 2 194 kHz

RECOMENDACION N.º 203
relativa al futuro empleo de la banda 2 170 - 2 194 kHz

SUP DDR/7/71 USA/24/796 G/33/373

RECOMMANDATION N° 204 (Rév.Mob-83)
relative à l'application des chapitres IX, X, XI et XII
du Règlement des radiocommunications

RECOMMENDATION No. 204 (Rev.Mob-83)
Relating to the Application of Chapters IX, X, XI and XII
of the Re-Arranged Radio Regulations

RECOMENDACION N.º 204 (Rev.Mob-83)
relativa a la aplicación de los capítulos IX, X, XI y XII
del Reglamento de Radiocomunicaciones

SUP	DDR/7/72	USA/24/797	CAN/25/461	G/33/374
	B/57/333	J/60/663		

RECOMMANDATION N° 300
relative à la planification de l'utilisation des fréquences
par le service mobile maritime dans la bande 435 - 526,5 kHz dans la Région 1

RECOMMENDATION No. 300
Relating to Planning the Use of Frequencies by the Maritime Mobile Service
in the Band 435 - 526.5 kHz in Region 1

RECOMENDACION N.º 300
relativa a la planificación del empleo de frecuencias por el servicio móvil
marítimo en la banda 435 - 526,5 kHz en la Región 1

SUP	DDR/7/73	USA/24/798	G/33/375
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RECOMMANDATION N° 301
relative à la planification de l'utilisation des fréquences
dans les bandes attribuées au service mobile maritime
entre 1 606,5 kHz et 3 400 kHz dans la Région 1

RECOMMENDATION No. 301
Relating to Planning for the Use of Frequencies
in the Bands Between 1 606.5 kHz and 3 400 kHz
Allocated to the Maritime Mobile Service in Region 1

RECOMENDACION N.º 301
relativa a la planificación de la utilización de frecuencias
en las bandas atribuidas al servicio móvil marítimo
entre 1 606,5 kHz y 3 400 kHz en la Región 1

SUP DDR/7/74 USA/24/799 G/33/376

RECOMMANDATION N° 302
relative à une meilleure utilisation des voies radiotéléphoniques
à ondes décimétriques par les stations côtières dans les bandes de fréquences
attribuées en exclusivité au service mobile maritime

RECOMMENDATION No. 302
Relating to the Improved Use of the HF Radiotelephone Channels
for Coast Stations in the Bands Allocated Exclusively
to the Maritime Mobile Service

RECOMENDACION N.º 302
relativa a una mejor utilización de los canales radiotelefónicos
en ondas decamétricas para las estaciones costeras en
las bandas atribuidas exclusivamente al servicio móvil marítimo

MOD G/33/377-G/33/381

NOC CAN/25/462

RECOMMANDATION N° 303

relative à l'utilisation des fréquences porteuses 4 125 kHz et 6 215,5 kHz en plus de la fréquence porteuse 2 182 kHz, aux fins de détresse et de sécurité ainsi que pour l'appel et la réponse dans la zone des Régions 1 et 2 située au sud du parallèle 15° Nord, y compris le Mexique, et dans la zone de la Région 3 située au sud du parallèle 25° Nord

RECOMMENDATION No. 303

Relating to the Use of the Carrier Frequencies 4 125 kHz and 6 215.5 kHz to Supplement the Carrier Frequency 2 182 kHz for Distress and Safety and for Call and Reply Purposes in the Zone of Regions 1 and 2 South of Latitude 15° N, but including Mexico, and in the Zone of Region 3 South of Latitude 25° N

RECOMENDACION N.º 303

relativa a la utilización de las frecuencias portadoras de 4 125 kHz y 6 215,5 kHz, además de la frecuencia portadora de 2 182 kHz, para fines de socorro y de seguridad, y para llamada y respuesta, en la zona de las Regiones 1 y 2 situada al sur del paralelo 15° Norte, incluido México, y en la zona de la Región 3 situada al sur del paralelo 25° Norte

MOD USA/24/800-USA/24/805

AUS/40/441-AUS/40/448

NOC DDR/7/75

G/33/382

KEN/58/21

RECOMMANDATION N° 304

relative aux fréquences de l'appendice 16 (section B) au Règlement des radiocommunications, destinées à être utilisées dans le monde entier par les navires de toutes catégories ainsi que par les stations côtières

RECOMMENDATION No. 304

Relating to the Frequencies in Appendix 16, Section B, of the Radio Regulations, Provided for Worldwide Use by Ships of All Categories and by Coast Stations

RECOMENDACION N.º 304

relativa a las frecuencias del apéndice 16 (Sección B) al Reglamento de Radiocomunicaciones previstas para su utilización en el mundo entero por los barcos de todas las categorías y por las estaciones costeras

MOD G/33/383-G/33/385

NOC CAN/25/463

RECOMMANDATION N° 305
relative à l'utilisation des voies 15 et 17 de l'appendice 18
par les stations de communications de bord

RECOMMENDATION No. 305
Relating to the Use of Channels 15 and 17 of Appendix 18
by On-Board Communications Stations

RECOMENDACION N.º 305
relativa a la utilización de los canales 15 y 17 del apéndice 18
por las estaciones de comunicaciones a bordo

SUP DDR/7/76 G/33/386

RECOMMANDATION N° 306
relative à l'établissement d'une veille sur la fréquence 156,8 MHz
par les stations côtières aux fins de détresse

RECOMMENDATION No. 306
Relating to the Establishment of a Watch by Coast Stations
for Distress Purposes on the Frequency 156.8 MHz

RECOMENDACION N.º 306
relativa al establecimiento de una escucha para fines de socorro
por las estaciones costeras en la frecuencia de 156,8 MHz

SUP G/33/387

NOC DDR/7/77 CAN/25/464 KEN/58/22

RECOMMANDATION N° 307
relative au choix, dans les bandes du service mobile maritime
comprises entre 1 605 kHz et 3 800 kHz, d'une fréquence réservée
aux besoins de la sécurité

RECOMMENDATION No. 307
On the Choice of a Frequency in the Maritime Mobile Bands
Between 1 605 kHz and 3 800 kHz to be Reserved for Safety Requirements

RECOMENDACION N.º 307
relativa a la elección de una frecuencia reservada para fines de seguridad
en las bandas comprendidas entre 1 605 kHz y 3 800 kHz
reservadas al servicio móvil marítimo

SUP DDR/7/78 USA/24/806 G/33/388

RECOMMANDATION N° 308
relative à la désignation de fréquences des bandes d'ondes hectométriques
à utiliser en commun par les stations côtières radiotéléphoniques pour
les communications avec les stations de navire de nationalités autres que la leur

RECOMMENDATION No. 308
Relating to the Designation of Common Frequencies in the Medium Frequency Bands
for Use by Coast Radiotelephone Stations for Communicating
with Ships of other Nationalities

RECOMENDACION N.º 308
relativa a la designación de frecuencias en las bandas de ondas hectométricas
para uso común de las estaciones costeras radiotelefónicas en sus comunicaciones
con barcos de nacionalidad distinta a la suya

SUP DDR/7/79 USA/24/807 CAN/25/465 G/33/389

RECOMMANDATION N° 310
relative à un système automatique de radiocommunications sur ondes décimétriques
pour le service mobile maritime

RECOMMENDATION No. 310
Relating to an Automated UHF Maritime Mobile Radiocommunication System

RECOMENDACION N.º 310
relativa a un sistema automático de radiocomunicaciones por ondas decimétricas
para el servicio móvil marítimo

NOC DDR/7/79A

Voir note/See Note/Véase Nota G/33/390

RECOMMANDATION N° 311
relative à l'utilisation d'un signal à fréquence acoustique consécutif
au signal d'alarme radiotéléphonique émis par les stations côtières

RECOMMENDATION No. 311
Relating to the Introduction of an Additional Tone after the Radiotelephone
Alarm Signal Transmitted by Coast Stations

RECOMENDACION N.º 311
relativa a la utilización de un tono consecutivo a la señal radiotelefónica
de alarma transmitida por las estaciones costeras

SUP CAN/25/466 G/33/391

NOC DDR/7/80

RECOMMANDATION N° 312
relative aux études de l'interconnexion des systèmes de radiocommunications
mobiles maritimes avec les réseaux téléphonique et télégraphique internationaux

RECOMMENDATION No. 312
Relating to Studies in the Interconnection of
Maritime Mobile Radiocommunication Systems
with the International Telephone and Telegraph Networks

RECOMENDACION N.º 312
relativa a los estudios sobre la interconexión de los sistemas de
radiocomunicaciones móviles marítimos con la red telefónica
y la red telegráfica internacionales

SUP G/33/392

NOC CAN/25/467

RECOMMANDATION N° 313 (Rév.Mob-83)
relative à des dispositions temporaires concernant les aspects techniques
et d'exploitation du service mobile maritime par satellite

RECOMMENDATION No. 313 (Rev.Mob-83)
Relating to Temporary Provisions Covering the Technical and
Operational Aspects of the Maritime Mobile-Satellite Service

RECOMENDACION N.º 313 (Rev.Mob-83)
relativa a la adopción de disposiciones provisionales sobre aspectos técnicos
y de explotación del servicio móvil marítimo por satélite

SUP DDR/7/81 G/33/393

RECOMMANDATION N° 314 (Mob-83)
relative à une fréquence radiotéléphonique de la bande des 8 MHz
à utiliser en exclusivité pour le trafic de détresse et de sécurité
dans le futur système mondial de détresse et de sécurité en mer (FSMDSM)

RECOMMENDATION No. 314 (Mob-83)
Relating to a Radiotelephone Frequency in the 8 MHz Band for Exclusive Use
for Distress and Safety Traffic in the Future Global Maritime
Distress and Safety System (FGMDSS)

RECOMENDACION N.º 314 (Mob-83)
relativa a la frecuencia radiotelefónica en la banda de 8 MHz
para uso exclusivo en el tráfico de socorro y seguridad
en el futuro sistema mundial de socorro y seguridad marítimos (FSMSSM)

SUP ARG/5/110 DDR/7/82 USA/24/808 CAN/25/468
G/33/394

RECOMMANDATION N° 315 (Mob-83)
relative à l'appel sélectif numérique côtière-navire dans la bande des 500 kHz

RECOMMENDATION No. 315 (Mob-83)
Relating to Shore-Ship Digital Selective Calls in the Band around 500 kHz

RECOMENDACION N.º 315 (Mob-83)
relativa a las llamadas selectivas digitales costera-barco en la banda de 500 kHz

SUP DDR/7/83 G/33/395

RECOMMANDATION N° 316 (Mob-83)
relative à l'utilisation de stations terriennes de navire à l'intérieur des
eaux portuaires et des autres eaux soumises à la juridiction nationale

RECOMMENDATION No. 316 (Mob-83)
Relating to the Use of Ship Earth Stations Within Harbours and Other Waters
Under National Jurisdiction

RECOMENDACION N.º 316 (Mob-83)
relativa al uso de estaciones terrenas de barco en los puertos y otras aguas
bajo jurisdicción nacional

SUP USA/24/809 HOL/54/2 (voir/see/véase ADD Rec. HOL/B : HOL/54/1)

MOD G/33/396-G/33/404 CAN/25/492-CAN/25/497(Add.1)

RECOMMANDATION N° 317 (Mob-83)
relative à l'utilisation d'un signal indicateur de priorité pour rappeler
aux navires d'envoyer leurs rapports de position en retard et
demander aux autres navires de signaler des repérages éventuels

RECOMMENDATION No. 317 (Mob-83)
Relating to the Use of a Priority Indicator Signal for Alerting Ships
to Send Overdue Position Reports and for Other Ships to Report Sightings

RECOMENDACION N.º 317(Mob-83)
relativa a la utilización de la señal indicadora de prioridad para señalar
a los barcos la necesidad de enviar informes de posición retrasados
y para que los demás barcos envíen informes de avistado

Voir Note/See Note/Véase Nota G/33/405

RECOMMANDATION N° 400
relative au passage du Plan actuel au nouveau Plan d'allotissement de fréquences
dans les bandes attribuées en exclusivité au service mobile aéronautique (R)
entre 2 850 kHz et 22 000 kHz

RECOMMENDATION No. 400
Relating to the Transition from the Present to the New Frequency Allotment Plan
in the Bands Allocated Exclusively to the Aeronautical Mobile (R) Service
Between 2 850 kHz and 22 000 kHz

RECOMENDACION N.º 400
relativa a la transición del Plan actual al nuevo Plan de adjudicación
de frecuencias en las bandas atribuidas exclusivamente al servicio móvil
aeronáutico (R) entre 2 850 kHz y 22 000 kHz

SUP	DDR/7/84	USA/24/810	CAN/25/469	G/33/406
	E/39/7	AUS/40/449	KEN/58/23	

RECOMMANDATION N° 401
relative à l'emploi efficace des fréquences du service mobile aéronautique (R)
désignées pour utilisation mondiale

RECOMMENDATION No. 401
Relating to the Efficient Use of Aeronautical Mobile (R) Worldwide Frequencies

RECOMENDACION N.º 401
relativa a la utilización eficaz de las frecuencias del servicio móvil
aeronáutico (R) previstas para uso mundial

NOC G/33/407

RECOMMANDATION N° 402
relative à la coopération en vue de l'emploi efficace des fréquences
du service mobile aéronautique (R) désignées pour utilisation mondiale

RECOMMENDATION No. 402
Relating to Cooperation in the Efficient Use of Worldwide Frequencies
in the Aeronautical Mobile (R) Service

RECOMENDACION N.º 402
relativa a la cooperación para la utilización eficaz de las frecuencias
del servicio móvil aeronáutico (R) previstas para uso mundial

NOC G/33/408

RECOMMANDATION N° 403
relative à la mise au point de techniques qui contribueront à réduire
l'encombrement des bandes d'ondes décimétriques attribuées au
service mobile aéronautique (R)

RECOMMENDATION No. 403
Relating to the Development of Techniques Which Would Help to Reduce Congestion
in the High Frequency Bands Allocated to the Aeronautical Mobile (R) Service

RECOMENDACION N.º 403
relativa a la elaboración de técnicas que contribuyen a reducir la congestión
en las bandas decamétricas atribuidas al servicio móvil aeronáutico (R)

NOC G/33/409

RECOMMANDATION N° 404
relative à l'utilisation de la bande 136 - 137 MHz
par le service mobile aéronautique (R)

RECOMMENDATION No. 404
Relating to the Use of the Band 136 - 137 MHz
by the Aeronautical Mobile (R) Service

RECOMENDACION N.º 404
relativa a la utilización de la banda 136 - 137 MHz
por el servicio móvil aeronáutico (R)

NOC G/33/410

MOD B/57/334

RECOMMANDATION N° 405
relative à une étude de l'utilisation
du service mobile aéronautique (R) par satellite

RECOMMENDATION No. 405
Relating to a Study of the Utilization of
the Aeronautical Mobile-Satellite (R) Service

RECOMENDACION N.º 405
relativa a un estudio sobre la utilización del
servicio móvil aeronáutico (R) por satélite

NOC DDR/7/85
KEN/58/24

CAN/25/470

G/33/411

AUS/40/450

RECOMMANDATION N° 406
relative à la révision du Plan d'allotissement des fréquences
pour le service mobile aéronautique (OR)

RECOMMENDATION No. 406
Relating to the Revision of the Frequency Allotment Plan
for the Aeronautical Mobile (OR) Service

RECOMENDACION N.º 406
relativa a la revisión del Plan de adjudicación de frecuencias
para el servicio móvil aeronáutico (OR)

NOC DDR/7/86 KEN/58/25

RECOMMANDATION N° 600
relative à l'utilisation de la bande de fréquences 9 300 - 9 500 MHz

RECOMMENDATION No. 600
Relating to the Use of the Frequency Band 9 300 - 9 500 MHz

RECOMENDACION N.º 600
relativa a la utilización de la banda 9 300 - 9 500 MHz

SUP USA/24/811

MOD G/33/412-G/33/414

NOC CAN/25/471

RECOMMANDATION N° 601
concernant les fréquences à utiliser dans le service de
radionavigation aéronautique pour un système destiné à éviter les
collisions entre aéronefs

RECOMMENDATION No. 601
Concerning the Matter of Providing a Suitable Frequency Allocation for a
Collision Avoidance System in the Aeronautical Radionavigation Service

RECOMENDACION N.º 601
relativa a las frecuencias que hay que utilizar en el servicio de
radionavegación aeronáutica para un sistema destinado a evitar los
choques entre aeronaves

<u>NOC</u>	DDR/7/87	USA/24/812	G/33/415	AUS/40/451
	KEN/58/26			

RECOMMANDATION N° 602 (Rév.Mob.83)
relative à la planification des fréquences de la bande 283,5 - 315 kHz
utilisées par les radiophares maritimes dans la Zone européenne maritime

RECOMMENDATION No. 602 (Rev.Mob-83)
Relating to the Planning of Frequencies in the Band 283.5 - 315 kHz
Use by the Maritime Radiobeacons in the European Maritime Area

RECOMENDACION N.º 602 (Rev.Mob-83)
relativa a la planificación de las frecuencias de la banda 283,5 - 315 kHz
utilizadas por los radiofaros marítimos en la Zona Marítima Europea

SUP G/33/416

RECOMMANDATION N° 604 (Rév.Mob-83)
relative à l'utilisation future et aux caractéristiques des radiobalises
de localisation des sinistres

RECOMMENDATION No. 604 (Rev.Mob-83)
Relating to the Future Use and Characteristics of Emergency
Position-Indicating Radiobeacons

RECOMENDACION N.º 604 (Rev.Mob-83)
relativa a la utilización futura y a las características de las
radiobalizas de localización de siniestros

SUP CAN/25/472

MOD G/33/417-G/33/420

NOC DDR/7/88 USA/24/813 AUS/40/452 KEN/58/27

RECOMMANDATION N° 605
relative aux caractéristiques techniques et aux fréquences
des répondeurs à bord des navires

RECOMMENDATION No. 605
Relating to Technical Characteristics and Frequencies
for Shipborne Transponders

RECOMENDACION N.º 605
relativa a las características técnicas y a las frecuencias
de los respondedores a bordo de los barcos

MOD G/33/421-G/33/422

NOC DDR/7/89

RECOMMANDATION N° 703

relative à la nécessité de faire cesser le fonctionnement des stations des services fixe et mobile dans les bandes de fréquences 149,9 - 150,05 MHz et 399,9 - 400,05 MHz attribuées au service de radionavigation par satellite

RECOMMENDATION No. 703

Relating to the Need to Cease Operations of the Fixed and Mobile Services in the Bands 149.9 - 150.05 MHz and 399.9 - 400.05 MHz Allocated to the Radionavigation-Satellite Service

RECOMENDACION N.º 703

relativa a la necesidad de hacer cesar el funcionamiento de las estaciones de los servicios fijo y móvil en las bandas 149,9 - 150,05 MHz y 399,9 - 400,5 MHz atribuidas al servicio de radionavegación por satélite

SUP USA/24/814 G/33/423

MOD DDR/7/90-DDR/7/92

RECOMMANDATION N° 707

relative à l'utilisation de la bande de fréquences 32 - 33 GHz, en partage entre le service inter-satellites et le service de radionavigation

RECOMMENDATION No. 707

Relating to the Use of the Frequency Band 32 - 33 GHz Shared Between the Inter-Satellite Service and the Radionavigation Service

RECOMENDACION N.º 707

relativa al empleo de la banda de frecuencias 32 - 33 GHz compartida por el servicio entre satélites y el servicio de radionavegación

NOC DDR/7/93 USA/24/815 G/33/424 AUS/40/453 KEN/58/28

RECOMMANDATION N° 713 (Mob-83)
relative à l'utilisation de répondeurs radar pour faciliter
les opérations de recherche et sauvetage en mer

RECOMMENDATION No. 713 (Mob-83)
Relating to the Use of Radar Transponders for Facilitating Search
and Rescue Operations at Sea

RECOMENDACION N.º 713 (Mob-83)
relativa al uso de respondedores de radar para facilitar las
operaciones de búsqueda y salvamento en el mar

SUP DDR/7/94 USA/24/816 CAN/25/473 G/33/425

NOC AUS/40/454

RECOMMANDATION N° 1(MM-R1)
Remplacement de la fréquence mondiale de travail 425 kHz utilisée par
les stations de navire du service mobile maritime

RECOMMENDATION No. 1(MM-R1)
Replacement of the Worldwide Maritime Mobile Working Frequency 425 kHz
for Ship Stations

RECOMENDACION N.º 1(MM-R1)
Sustitución de la frecuencia mundial de trabajo 425 kHz utilizada por
las estaciones de barco del servicio móvil marítimo

SUP DDR/7/95 CAN/25/474 G/33/427

RECOMMANDATION N° 2(MM-R1)

Modifications des dispositions du Règlement des radiocommunications relatives à l'utilisation des fréquences 2 047,4 kHz, 2 050,4 kHz, 2 054,4 kHz et 2 057,4 kHz par le service mobile maritime

RECOMMENDATION No. 2(MM-R1)

Modification of the Provisions of the Radio Regulations Concerning the Use of Frequencies 2 047.4 kHz, 2 050.4 kHz, 2 054.4 kHz and 2 057.4 kHz by the Maritime Mobile Service

RECOMENDACION N.º 2(MM-R1)

Modificación de disposiciones del Reglamento de Radiocomunicaciones sobre la utilización de las frecuencias 2 047,4 kHz, 2 050,4 kHz, 2 054,4 kHz y 2 057,4 kHz por el servicio móvil marítimo

SUP DDR/7/100 G/33/428

RECOMMANDATION N° 3(MM-R1)

Disposition des voies pour le service mobile maritime dans les bandes de fréquences planifiées comprises entre 415 et 526,5 kHz dans la Région 1

RECOMMENDATION No. 3(MM-R1)

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

RECOMENDACION N.º 3(MM-R1)

Disposición de canales del servicio móvil marítimo en las bandas de frecuencias planificadas comprendidas entre 415 y 526,5 kHz en la Región 1

SUP DDR/7/97 G/33/429

RECOMMANDATION N° 4(MM-R1)

Disposition des voies pour la radiotélégraphie dans le service mobile maritime dans les bandes de fréquences 1 606,5 - 1 625 kHz et 2 141,5 - 2 160 kHz dans la Région 1

RECOMMENDATION No. 4 (MM-R1)

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

RECOMENDACION N.º 4 (MM-R1)

Disposición de canales en las bandas de frecuencias 1 606,5 - 1 625 kHz y 2 141,5 - 2 160 kHz utilizadas para la radiotelegrafía por el servicio móvil marítimo en la Región 1

SUP DDR/7/98 G/33/430

RECOMMANDATION N° 5(MM-R1)

Disposition des voies pour la radiotéléphonie à bande latérale unique dans le service mobile maritime dans les bandes de fréquences 1 635 - 1 800 kHz et 2 045 - 2 141,5 kHz dans la Région 1

RECOMMENDATION No. 5(MM-R1)

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

RECOMENDACION N.º 5(MM-R1)

Disposición de canales para la radiotelefonía en banda lateral única en el servicio móvil marítimo en las bandas de frecuencias 1 635 - 1 800 kHz y 2 045 - 2 141,5 kHz en la Región 1

SUP DDR/7/99 G/33/431

RECOMMANDATION N° 6(MM-R1)

Paires de fréquences dans les bandes 435 - 526,5 kHz et 1 606,5 - 2 160 kHz
pour les applications nationales et internationales de l'appel
sélectif numérique

RECOMMENDATION No. 6(MM-R1)

Frequency Pairs in the Bands 435 - 526.5 kHz and 1 606.5 - 2 160 kHz to be
Used for Digital Selective Calling for National and International Purposes

RECOMENDACION N.º 6(MM-R1)

Pares de frecuencias en las bandas 435 - 526,5 kHz y 1 606,5 - 2 160 kHz que han
de utilizarse para la llamada selectiva digital a efectos nacionales
e internacionales

SUP DDR/7/96 G/33/432

RECOMMANDATION N° 2(EMA)

Utilisation de systèmes de radionavigation maritime hyperboliques

RECOMMENDATION No. 2(EMA)

Use of the Maritime Radionavigation Hyperbolic Systems

RECOMENDACION N.º 2(EMA)

Utilización de sistemas hiperbólicos de radionavegación marítima

SUP G/33/426

NOUVELLES RECOMMANDATIONS PROPOSEES
PROPOSED NEW RECOMMENDATIONS
NUEVAS RECOMENDACIONES PROPUESTAS

(classées par ordre chronologique des documents)
(classified in chronological document order)
(ordenadas por orden cronológico de los documentos)

RECOMMANDATION [A]
relative à la réduction possible de la bande 4 200 - 4 400 MHz
attribuée au service de radionavigation aéronautique

RECOMMENDATION [A]
Relating to the Possible Reduction of the Band 4 200 - 4 400 MHz Allocated to
the Aeronautical Radionavigation Service

RECOMENDACION [A]
relativa a la posible reducción de la banda 4 200 - 4 400 MHz atribuida
al Servicio de Radionavegación aeronáutica

ADD CEPT-3/10/11

RECOMMANDATION N° B
relative à l'extension des bandes de fréquences attribuées au
service mobile par satellite et au service mobile

RECOMMENDATION No. B
Relating to the Extension of the Frequency Bands Allocated to
the Mobile-Satellite and Mobile Services

RECOMENDACION N.º B
relativa a la ampliación de las bandas de frecuencias atribuidas
al servicio móvil por satélite y a los servicios móviles

ADD CEPT-4/11/11

RECOMMANDATION N° C
relative à l'amélioration de l'utilisation du spectre radioélectrique
dans la bande d'ondes métriques attribuée au service mobile maritime

RECOMMENDATION No. C
Relating to Improved Efficiency in the Use of the Frequency Spectrum
in the VHF Maritime Mobile Band

RECOMENDACION N.º C
relativa a una utilización más eficaz del espectro de frecuencias de la banda
de ondas métricas del servicio móvil marítimo

ADD CEPT-16/23/1

RECOMMANDATION N° B1
Efficacité accrue des communications du
service mobile maritime de l'appendice 18

RECOMMENDATION No. B1
Improved Efficiency for Appendix 18 Maritime Mobile Communications

RECOMENDACION N.º B1
Mejora de la eficacia en las comunicaciones del
servicio móvil marítimo del apéndice 18

ADD USA/24/817

RECOMMANDATION N° B2
relative l'utilisation de la bande de fréquences 1 610,6 - 1 613,8 MHz
par le service de radiorepérage par satellite et le service de radioastronomie

RECOMMENDATION No. B2
Relating to the Use of the Frequency Band 1 610.6 - 1 613.8 MHz by the
Radiodetermination-Satellite and Radio Astronomy Services

RECOMENDACION N.º B2
relativa a la utilización de la banda 1 610,6 - 1 613,8 MHz por los
servicios de radiodeterminación por satélite y de radioastronomía

ADD USA/24/818

RECOMMANDATION [A]
relative à une éventuelle réduction de la bande 4 200 - 4 400 MHz
attribuée au service de radionavigation aéronautique

RECOMMENDATION [A]
Relating to the Possible Reduction of the Band 4 200 - 4 400 MHz
Allocated to the Aeronautical Radionavigation Service

RECOMENDACION [A]
relativa a la posible reducción de la banda 4 200 - 4 400 MHz
atribuida al servicio de radionavegación aeronáutica

ADD G/33/60

RECOMMANDATION ...
relative à la convocation d'une CAMR

RECOMMENDATION ...
Relating to the Convening of a WARC

RECOMENDACION ...
relativa a la convocatoria de una CAMR

ADD F/45/1

RECOMMANDATION [A]
relative à l'utilisation de voies intercalaires dans
l'Appendice 18 et à leur désignation

RECOMMENDATION [A]
Relating to the Use and Designation of Interleaved Channels
in Appendix 18

RECOMENDACION [A]
relativa a la utilización de canales intercalados con los del apéndice 18
y a su designación

ADD F/47/1

RECOMMANDATION [HOL A]
relative à l'utilisation des bandes de fréquences 1 850 - 2 045 kHz,
2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz et 3 500 - 3 800 kHz

RECOMMENDATION [HOL A]
Relating to the Use of the Frequency Bands 1 850 - 2 045 kHz,
2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz and 3 500 - 3 800 kHz

RECOMENDACION [HOL A]
relativa a la utilización de las bandas de frecuencias 1 850 - 2 045 kHz,
2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz y 3 500 - 3 800 kHz

ADD HOL/53/2

RECOMMANDATION [HOL B]
relative à l'utilisation de stations terriennes mobiles dans les zones
soumises à la juridiction nationale

RECOMMENDATION [HOL B]
Relating to the Use of Mobile Earth Stations within Areas Under
National Jurisdiction

RECOMENDACION [HOL B]
relativa al uso de estaciones terrenas móviles en zonas de
jurisdicción nacional

ADD HOL/54/1

PROPOSITIONS COORDONNEES
COORDINATED PROPOSALS
PROPOSICIONES COORDINADAS

(ART. N37 - N40)

Page / Página 39, ADD

<u>Col. 1</u>	ADD N3195ALA - N3195ALB
<u>Col. 2</u>	AUS/40/472-AUS/40/474 (Add.1)

Note by the Secretary-General

COORDINATED PROPOSALS CONCERNING
THE NEW ARTICLES N37 to N41

I have the honour to submit to the Conference, in pursuance of No. 379 of the Convention, a coordinated list of proposals concerning the above cited new articles.

R.E. BUTLER
Secretary-General

Annex : 1

A N N E X

- Notes :
- 1) This list is established on the basis of proposals contained in Documents 1 - 70.
 - 2) For the list of countries whose joint proposals have the symbol CEPT-2, CEPT-3, etc. in their index numbers, see Document DT/1A.

Contents of the list

Col. 1 Contains texts proposed by Administrations which are identical to those suggested by IMO and referred to in ITU Circular-Letter No. 151/RM/Z/CSF dated 23 October 1986. This column also contains references to other texts proposed by some administrations.

Col. 2 This column presents index numbers of:

- proposals with respect to the text appearing in column 1, or
- other provisions proposed by some administrations.

Explanations of symbols used

The proposals of administrations which are identical to the text appearing in Col. 1 are identified by the sign = placed at the beginning of their index number. (The sign (=) means that the proposal concerned is substantively the same but differs editorially.) The proposals of administrations which differ from the text appearing in Col. 1 are identified by the symbol DIF placed before their reference number or by the symbols DIF1, DIF2, etc. if in addition they differ from each other.

For example, the symbols as used below

=AAA/1/1
DIF1 : BBB/1/1 = CCC/1/1
DIF2 : DDD/1/1 = EEE/1/1 (=) FFF/1/1
DIF3 : GGG/1/1

mean that :

- the proposal AAA/1/1 is the only proposal which is identical with the text appearing in Col. 1;
- the proposals BBB/1/1 and CCC/1/1 are identical, but differ from the text appearing in Col. 1 and also from other proposals;
- the proposals DDD/1/1 and EEE/1/1 are identical whereas the proposal FFF/1/1, although substantively the same as DDD/1/1 and EEE/1/1, differs editorially. Furthermore, all these proposals differ from the text appearing in Col. 1 and also from proposals included in DIF1 and DIF3;
- the proposal GGG/1/1 differs from the text appearing in Col. 1 and also from other proposals included in DIF1 and DIF2.

Col. 1	Col. 2
<p data-bbox="591 362 734 381">CHAPTER N IX</p> <p data-bbox="215 471 927 495">ADD AUTOMATED COMMUNICATIONS FOR DISTRESS AND SAFETY¹</p> <p data-bbox="201 696 1079 796">ADD ¹These communications are initiated using techniques that are entirely or largely automated, and they include distress, urgency and safety calls and messages</p> <p data-bbox="201 879 739 898">ADD ARTICLE N 37</p> <p data-bbox="201 983 786 1001">ADD General Provisions</p> <p data-bbox="201 1086 1126 1284">ADD N 2929 Provisions for Automated Communications for Distress and Safety are available for use by the Global Maritime Distress and Safety System (GMDSS) which was developed by the International Maritime Organization to improve distress and safety communications and the safety of life at sea. The GMDSS is capable of being expanded to provide for the safety of life in other environments.</p> <p data-bbox="228 1353 362 1372">ADD N2929.1</p> <p data-bbox="228 1401 371 1420">ADD [N2929A]</p>	<p data-bbox="1232 365 1895 412">=DDR/7 =CEPT-8/15/74 =USA/24/191 =CAN/25/13 (=)URS/32 =AUS/40/130 =E/43/56 =B/57/86 =J/60/141</p> <p data-bbox="1232 500 1921 553">=DDR/7 =CEPT-8/15/74 =USA/24/191 =CAN/25/13 =AUS/40/130 =B/57/86 <u>DIF</u>: E/43/56 (=) J/60/142</p> <p data-bbox="1236 730 1890 777">=DDR/7 =CEPT-8/15/75 =USA/24/192 =CAN/25/14 =B/57/95 <u>DIF</u>: E/43/57 = J/60/142A</p> <p data-bbox="1223 879 1912 926">=DDR/7 =CEPT-8/15/76 =USA/24/193 =CAN/25/15 =AUS/40/131 =E/43/58 =B/57/87 =J/60/143</p> <p data-bbox="1223 986 1912 1033">=DDR/7 =CEPT-8/15/77 =USA/24/194 =CAN/25/16 =AUS/40/131 =E/43/59 =B/57/88 =J/60/143</p> <p data-bbox="1223 1102 1740 1196">=DDR/7 =USA/24/195 =B/57/89 <u>DIF1</u>: CEPT-8/15/78 <u>DIF2</u>: CAN/25/17 <u>DIF3</u>: AUS/40/130A <u>DIF4</u>: E/43/60 <u>DIF5</u>: J/60/144</p> <p data-bbox="1232 1353 1335 1372">J/60/145</p> <p data-bbox="1232 1401 1346 1420">CAN/25/18</p>

Col. 1	Col. 2
<p>ADD 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 the provisions specified in chapter IX, shall, when using that equipment, comply with the appropriate provisions of that chapter.</p> <p>ADD N2930A</p> <p>ADD 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, where this service or stations of this service are specifically mentioned.</p> <p>ADD N2931A</p> <p>ADD N2931A-N2931B</p> <p>ADD N2932</p> <p>ADD N2933</p> <p>ADD N2934</p>	<p>=DDR/7 =CEPT-8/15/79 =CAN/25/19 =E/43/61 (=)USA/24/196 <u>DIF1</u>: AUS/40/131A <u>DIF2</u>: B/57/90 <u>DIF3</u>: J/60/146</p> <p>AUS/40/132</p> <p>=DDR/7 =CEPT-8/15/80 =USA/24/197 =CAN/25/20 =E/43/62 =B/57/91</p> <p>AUS/40/133</p> <p>CAN/25/21 -CAN/25/22</p> <p>CEPT-8/15/81 = E/43/63</p> <p>CEPT-8/15/82 = E/43/64</p> <p>CEPT-8/15/83 = E/43/65</p>

<p>ADD N 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 Centres¹ to communicate with other stations using bands allocated to the maritime mobile-satellite service, for distress and safety purposes.</p> <p>ADD N 2934A.1 The term "Rescue Coordination Centre" refers to a facility designated by a competent national authority to perform rescue coordination functions consistent with the International Convention on Maritime Search and Rescue (1979).</p> <p>ADD N2934B</p> <p>ADD N 2935 Transmissions by radiotelephony shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.</p> <p>ADD 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.</p> <p>ADD N 2938 The abbreviations and signals of appendix 14, the Phonetic Alphabet and Figure Code in appendix 24 and the Standard Marine Navigational Vocabulary should be used where applicable and, where language difficulties exist, the use of the International Code of Signals also is recommended.</p>	<p>=DDR/7 =CEPT-8/15/84 (=)USA/24/198 =CAN/25/23 =E/43/66 =B/57/92 =J/60/147 <u>DIF</u>: AUS/40/134</p> <p>=DDR/7 =CEPT-8/15/85 =USA/24/199 =CAN/25/24 =AUS/40/135 =E/43/67 =B/57/93 <u>DIF</u>: J/60/148</p> <p>USA/24/200 AUS/40/136</p> <p>=DDR/7 =CEPT-8/15/86 =USA/24/201 =CAN/25/25 =AUS/40/137 =E/43/68 =B/57/94 <u>DIF</u>: J/60/149</p> <p>=DDR/7 =CEPT-8/15/87 =USA/24/202 =CAN/25/26 =E/43/69 =B/57/96</p> <p>=DDR/7 =USA/24/203 =B/57/97 =J/60/150 <u>DIF1</u>: CEPT-8/15/88 = E/43/70 <u>DIF2</u>: CAN/25/27 = AUS/40/138</p>
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Col. 1	Col. 2
<p>ADD N 2939 The International Convention for the Safety of Life at Sea prescribes which ships and which of their survival craft shall be fitted with radio equipment and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be complied with by such installations.</p>	<p>=DDR/7 =CEPT=8/15/89 =USA/24/204 =CAN/25/28 =E/43/71 =B/57/98 <u>DIF</u>: J/60/151</p>
<p>ADD N2940</p> <p>ADD N2941</p>	<p>J/60/152</p> <p>J/60/153</p>
<p>ADD 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).</p>	<p>=DDR/7 =CEPT-8/15/90 =E/43/72 =B/57/99 <u>DIF1</u>: USA/24/205 (=) J/60/154 <u>DIF2</u>: CAN/25/29</p>
<p>ADD N 2942.1¹ 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 any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.</p>	<p>=DDR/7 =CEPT-8/15/91 =USA/24/206 =CAN/25/30 =E/43/73 =B/57/100 =J/60/155</p>
<p>ADD N 2942A Mobile stations of the aeronautical mobile service may communicate, for safety purposes, with stations of the maritime mobile service.</p>	<p>=DDR/7 =CEPT-8/15/92 =USA/24/207 =CAN/25/31 =E/43/74 =B/57/101 <u>DIF</u>: J/60/156</p>

Col. 1	Col. 2
<p>ADD N 2943 Any aircraft required by national or international regulations to communicate for distress, urgency or safety purposes with stations of maritime mobile service that comply with the provisions of this chapter, shall be capable of transmitting class J3E or H3E and receiving class J3E emissions when using the carrier frequency 2182 kHz, or class J3E emissions when using the carrier frequency 4125 kHz, or class G3E emissions when using the frequency 156.8 MHz.</p>	<p>=DDR/7 =USA/24/208 =AUS/40/139 <u>DIF1</u>: CEPT-8/15/93 <u>DIF2</u>: CAN/25/32 <u>DIF3</u>: E/43/75 <u>DIF4</u>: B/57/102 <u>DIF5</u>: J/60/157</p>

Col. 1	Col. 2
<p>ADD ARTICLE N 38</p> <p>Frequencies for the Automated Communications for Distress and Safety</p> <p>Section I. Specifically Designated Frequencies</p>	<p>=DDR/7 =CEPT-8/15/94 =USA/24/209 =CAN/25/33 =AUS/40/140 =E/43/76 =B/57/103 =J/60/158</p> <p>=DDR/7 =CEPT-8/15/95 =USA/24/210 =CAN/25/33 (=)AUS/40/140 =B/57/104 <u>DIF</u>: E/43/77 (=) J/60/158</p> <p>=DDR/7 =USA/24/211 =CAN/25/33 =AUS/40/140A <u>DIF1</u>: CEPT-8/15/96 = E/43/78 = B/57/105 <u>DIF2</u>: J/60/158</p>
<p>ADD N 2967 A. 490 kHz</p>	<p>=DDR/7 =USA/24/212 =CAN/25/34 =AUS/40/141 =B/57/106 =J/60/159 <u>DIF</u>: CEPT-8/15/99 = E/43/81(N2971C)</p>
<p>ADD N 2968 The frequency 490 kHz is used exclusively for distress and safety [calls in the shore-to-ship direction by digital selective calling]. Additional conditions concerning the use of this frequency are given in Resolution No. 206(Mob-83).</p>	<p>=DDR/7 <u>DIF1</u>: CEPT-8/15/100 (N2971D) <u>DIF2</u>: USA/24/213 <u>DIF3</u>: CAN/25/35 <u>DIF4</u>: AUS/40/142 <u>DIF5</u>: E/43/82 (ADD N2971D) <u>DIF6</u>: B/57/107 <u>DIF7</u>: J/60/160</p>
<p>ADD N 2971A B. 518 kHz</p>	<p>=DDR/7 =USA/24/214 =CAN/25/36 =AUS/40/143 =B/57/108 =J/60/16 (=)CEPT-8/15/97 (=)E/43/79</p>
<p>ADD N 2971B In the maritime mobile service, the frequency 518 kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy (see Resolution No. 318(Mob-83)).</p>	<p>=DDR/7 =USA/24/37 (=)CEPT-8/15/98 (=)E/43/82 =B/57/109 <u>DIF1</u>: USA/24/214 <u>DIF2</u>: AUS/40/144 <u>DIF3</u>: J/60/162</p>

Col. 1	Col. 2
<p>ADD N 2971C C. 2174.5 kHz</p>	<p>=DDR/7 =USA/24/215 =CAN/25/38 =AUS/40/145 =B/57/110 =J/60/163 (=)CEPT-8/15/101 (=)E/43/83 (N2971E)</p>
<p>ADD N 2971D The frequency 2174.5 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.</p>	<p>=DDR/7 =USA/24/216 =CAN/25/39 =AUS/40/146 =B/57/111 =J/60/164 (=)CEPT-8/15/102 (=)E/43/84 (N2971F)</p>
<p>ADD N 2972 D. 2182 kHz</p>	<p>=DDR/7 =CEPT-8/15/103 =USA/24/217 =CAN/25/40 =AUS/40/147 =E/43/85 =J/60/165</p>
<p>ADD N 2973 The carrier frequency 2182 kHz is used for distress and safety traffic by radiotelephony, using class of emission J3E. (See also No. 2973).</p>	<p>=DDR/7 =CEPT-8/15/104 =USA/24/218 =CAN/25/41 =AUS/40/148 =E/43/86 <u>DIF</u>: J/60/166</p>
<p>ADD N 2978A E. 2187.5 kHz</p>	<p>=DDR/7 =CEPT-8/15/105 =USA/24/219 =CAN/25/42 =AUS/40/149 =E/43/87 =B/57/112 =J/60/167</p>
<p>ADD N 2978B The frequency 2187.5 kHz is used exclusively for distress and safety calls using digital selective calling. (See Nos. N 3172, N 3195T and N 3195 AB.)</p>	<p>=DDR/7 =B/57/113 <u>DIF1</u>: CEPT-8/15/106 = E/43/88 <u>DIF2</u>: USA/24/220 = AUS/40/150 = J/60/168 <u>DIF3</u>: CAN/25/43</p>
<p>ADD N2978B.1</p>	<p>J/60/169</p>
<p>ADD N 2979 F. 3023 kHz</p>	<p>=DDR/7 =CEPT-8/15/107 =USA/24/221 =CAN/25/44 =AUS/40/151 =E/43/89 =B/57/114 =J/60/170</p>
<p>ADD N 2980 The aeronautical carrier (reference) frequency 3023 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of appendix 27 Aer2 (see Nos. 501 and 505).</p>	<p>=DDR/7 =CEPT-8/15/108 =USA/24/222 =CAN/25/45 =AUS/40/152 =E/43/90 =B/57/115 =J/60/171</p>

MOB-87/DT/1B-E

Art. N38

Col. 1	Col. 2
ADD N 2981 G. 4125 kHz	=DDR/7 =CEPT-8/15/109 =USA/24/223 =CAN/25/46 =AUS/40/153 =E/43/91 =J/60/172
ADD N 2982 The carrier frequency 4125 kHz is used for distress and safety traffic by radiotelephony (see also No. 2982).	=DDR/7 =CEPT-8/15/110 =USA/24/224 =CAN/25/47 =AUS/40/154 =E/43/92 <u>DIF</u> : J/60/173
ADD N 2982A The carrier frequency 4125 kHz may be used by aircraft to communicate with stations of the maritime mobile service for distress and safety purposes (see No. N 2943).	=DDR/7 =CEPT-8/15/111 =USA/24/225 =CAN/25/48 =E/43/93 <u>DIF</u> : AUS/40/155
ADD N 2982B H. 4177.5 kHz	=DDR/7 =CEPT-8/15/112 =USA/24/226 =CAN/25/49 =AUS/40/156 =E/43/94 =J/60/174 <u>DIF</u> : B/57/116
ADD N 2982C The frequency 4177.5 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.	=DDR/7 =CEPT-8/15/113 =USA/24/227 =CAN/25/50 =AUS/40/157 =E/43/95 =J/60/175 <u>DIF</u> : B/57/117
ADD N 2982D I. 4188 kHz	=DDR/7 =CEPT-8/15/114 =USA/24/228 =CAN/25/51 =AUS/40/158 =E/43/96 =J/60/176 <u>DIF</u> : B/57/118
ADD N 2982E The frequency 4188 kHz is used exclusively for distress and safety calls using digital selective calling. (See Nos. N 3172, N 3195T and N 3195 AB.)	=DDR/7 <u>DIF1</u> : CEPT-8/15/115 = E/43/97 <u>DIF2</u> : USA/24/229 = AUS/40/159 = J/60/177 <u>DIF3</u> : CAN/25/52 <u>DIF4</u> : B/57/119
ADD N2982EA	B/57/120
ADD N2982EB	B/57/121

Col. 1	Col. 2
ADD N 2983 J. 5680 kHz	=DDR/7 =CEPT-8/15/116 =USA/24/230 =CAN/25/53 =AUS/40/160 =E/43/98 =B/57/122 =J/60/178
ADD N 2984 The aeronautical carrier (reference) frequency 5680 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of appendix 27 Aer2 (see also Nos. 501 and 505).	=DDR/7 =CEPT-8/15/117 =USA/24/231 =CAN/25/54 =AUS/40/161 =E/43/99 =B/57/123 =J/60/179
ADD N 2985 K. 6215.5 kHz	=DDR/7 DIF: CEPT-8/15/118 = USA/24/232 = CAN/25/55 = AUS/40/162 = E/43/100 = J/60/180
ADD N 2986 The carrier frequency 6215.5 kHz is used for distress and safety traffic by radiotelephony (see also No. 2986).	=DDR/7 DIF: CEPT-8/15/119 = USA/24/233 = CAN/25/56 = AUS/40/163 = E/43/101 (=) J/60/181
ADD N 2986A L. 6268 kHz	=DDR/7 =CEPT-8/15/120 =USA/24/234 =CAN/25/57 =AUS/40/164 =E/43/102 =J/60/182 DIF: B/57/124
ADD N 2986B The frequency 6268 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.	=DDR/7 =CEPT-8/15/121 =USA/24/235 =CAN/25/58 =AUS/40/165 =E/43/103 =J/60/183 DIF: B/57/125
ADD N 2986C M. 6282 kHz	=DDR/7 =CEPT-8/15/122 =USA/24/236 =CAN/25/59 =AUS/40/166 =E/43/104 =J/60/184 DIF: B/57/126
ADD N 2986D The frequency 6282 kHz is used exclusively for distress and safety calls using digital selective calling. (See Nos. N 3172, N 3195T and N 3195AB.)	=DDR/7 =AUS/40/167 DIF1: CEPT-8/15/123 = E/43/105 DIF2: USA/24/237 = J/60/185 DIF3: CAN/25/60 DIF4: B/57/127

Col. 1	Col. 2
ADD N 2988G S. 12563 kHz	=DDR/7 =CEPT-8/15/134 =USA/24/248 =CAN/25/71 =AUS/40/178 =E/43/116 =J/60/196 <u>DIF</u> : B/57/134
ADD N 2988H The frequency 12563 kHz is used exclusively for distress and safety calls using digital selective calling. (See Nos. N 3172, N 3195T and N 3195AB.)	=DDR/7 <u>DIF1</u> : CEPT-8/15/135 = E/43/117 <u>DIF2</u> : USA/24/249 = AUS/40/179 = J/60/197 <u>DIF3</u> : CAN/25/72 <u>DIF4</u> : B/57/135
ADD N 2988I T. 16522 kHz	=DDR/7 =CEPT-8/15/136 =USA/24/250 =CAN/25/73 =AUS/40/180 =E/43/118 =J/60/198
ADD N 2988J The carrier frequency 16522 kHz is used for distress and safety traffic by radiotelephony.	=DDR/7 =CEPT-8/15/137 =USA/24/251 =CAN/25/74 =AUS/40/181 =E/43/119 =J/60/199
ADD N 2988K U. 16695 kHz	=DDR/7 =CEPT-8/15/138 =USA/24/252 =CAN/25/75 =AUS/40/182 =E/43/120 =J/60/200 <u>DIF</u> : B/57/136
ADD N 2988L The frequency 16695 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.	=DDR/7 =CEPT-8/15/139 =USA/24/253 =CAN/25/76 =AUS/40/183 =E/43/121 =J/60/201 <u>DIF</u> : B/57/137
ADD N 2988M V. 16750 kHz	=DDR/7 =CEPT-8/15/140 =USA/24/254 =CAN/25/77 =AUS/40/184 =E/43/122 =J/60/202 <u>DIF</u> : B/57/138
ADD N 2988N The frequency 16750 kHz is used exclusively for distress and safety calls using digital selective calling. (See Nos. N 3172, N 3195T and N 3195AB.)	=DDR/7 <u>DIF1</u> : CEPT-8/15/140A = E/43/123 <u>DIF2</u> : USA/24/255 = AUS/40/185 = J/60/203 <u>DIF3</u> : CAN/25/78 <u>DIF4</u> : B/57/139

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Col. 1	Col. 2
<p>ADD N 2989 W. 121.5 MHz and 123.1 MHz</p> <p>ADD N 2990A The aeronautical emergency frequency 121.5 MHz¹ is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service using frequencies in the band between 117.975 MHz and 136 MHz (137 MHz after 1 January 1990). This frequency may also be used for these purposes in survival craft stations and emergency position-indicating radiobeacons.</p> <p>ADD N 2990A.1 Normally aircraft stations transmit distress and urgency messages on the working frequency in use at the time of the distress or urgency incident.</p> <p>ADD N 2990B The aeronautical auxiliary frequency 123.1 MHz, which is auxiliary to the aeronautical emergency frequency 121.5 MHz, is for use by stations of the aeronautical mobile service and by other mobile and land stations engaged in coordinated search and rescue operations (see also No. 593).</p> <p>ADD N 2991 Mobile stations of the maritime mobile service may communicate with stations of the aeronautical mobile service on the aeronautical emergency frequency 121.5 MHz for the purposes of distress and urgency, only, and on the aeronautical auxiliary frequency 123.1 MHz for coordinated search and rescue operations, using class A3E emissions for both frequencies (see also Nos. 501 and 593). They shall then comply with any special arrangements between the governments concerned by which the aeronautical mobile service is regulated.</p>	<p>=DDR/7 =CEPT-8/15/141 =USA/24/256 =CAN/25/79 =AUS/40/186 =E/43/124</p> <p>=DDR/7 =CEPT-8/15/142 =USA/24/257 =CAN/25/80 =E/43/125 <u>DIF:</u> AUS/40/187</p> <p>=DDR/7 =CEPT-8/15/143 =USA/24/258 =CAN/25/81 =AUS/40/188 =E/43/126</p> <p>=DDR/7 =CEPT-8/15/144 =USA/24/259 =CAN/25/82 =E/43/127 <u>DIF:</u> AUS/40/189</p> <p>=DDR/7 =CEPT-8/15/145 =USA/24/260 =CAN/25/83 =E/43/128 <u>DIF:</u> AUS/40/190</p>

Col. 1	Col. 2
<p>ADD N 2992 X. 156.3 MHz</p>	<p>=DDR/7 =CEPT-8/15/146 =USA/24/261 =CAN/25/84 =AUS/40/191 =E/43/129 =J/60/204</p>
<p>ADD N 2993 The frequency 156.3 MHz may be used for communication between ship stations and aircraft stations, using class of emission G3E, engaged in co-ordinated search and rescue operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes (see also note g) of appendix 18).</p>	<p>=DDR/7 =USA/24/262 =CAN/25/85 =AUS/40/192 =E/43/130 =J/60/205 <u>DIF</u>: CEPT-8/15/147</p>
<p>ADD N 2993A Y. 156.525 MHz</p>	<p>=DDR/7 =CEPT-8/15/148 =USA/24/263 =CAN/25/86 =AUS/40/193 =E/43/131 =B/57/140 =J/60/206</p>
<p>ADD N 2993B The frequency 156.525 MHz is used in the maritime mobile service exclusively for distress and safety calls using digital selective calling (see also No.613A and Resolution No. 317(Mob-83)).</p>	<p>=DDR/7 =AUS/40/193 =B/57/141 <u>DIF</u>1: CEPT-8/15/149 <u>DIF</u>2: USA/24/264 <u>DIF</u>3: CAN/25/87 <u>DIF</u>4: E/43/132 <u>DIF</u>5: J/60/207</p>
<p>ADD N 2993C Z. 156.650 MHz</p>	<p>=DDR/7 =CEPT-8/15/150 =USA/24/265 =CAN/25/88 =AUS/40/194 =E/43/133 (=) J/60/208</p>
<p>ADD N 2993D The frequency 156.650 MHz is used for ship-to-ship communications related to the safety of navigation in accordance with note n) of appendix 18.</p>	<p>=DDR/7 =CEPT-8/15/151 =CAN/25/89 =E/43/134 <u>DIF</u>1: USA/24/266 <u>DIF</u>2: AUS/40/195 <u>DIF</u>3: J/60/209</p>

Col. 1	Col. 2
<p>ADD N 2993E AA. 156.8 MHz</p>	<p>=DDR/7 =CEPT-8/15/152 =USA/24/267 =CAN/25/90 =AUS/40/196 =E/43/135 =J/60/210</p>
<p>ADD N 2994 The frequency 156.8 MHz is used for distress and safety traffic by radiotelephony, using class of emission G3E. (see also No.2994).</p>	<p>=DDR/7 =CEPT-8/15/153 =USA/24/268 =CAN/25/91 =AUS/40/197 =E/43/136 <u>DIF</u>: J/60/211</p>
<p>ADD N 2995A The frequency 156.8 MHz may be used by aircraft stations for safety purposes only.</p>	<p>=DDR/7 =CEPT-8/15/154 =USA/24/269 =CAN/25/92 =AUS/40/198 =E/43/137</p>
<p>ADD N2996</p>	<p>E/43/138</p>
<p>ADD N2996A</p>	<p>E/43/139</p>
<p>ADD N 2997 AB. 406 - 406.1 MHz Band</p>	<p>=DDR/7 =CEPT-8/15/155 =USA/24/272 =CAN/25/93 =AUS/40/199 (=)E/43/140 =B/57/142 =J/60/212</p>
<p>ADD N 2997A The frequency band 406 - 406.1 MHz is used exclusively for satellite emergency position-indicating radiobeacons in the Earth-to-space direction (see No.649).</p>	<p>=DDR/7 =CEPT-8/15/156 =USA/24/273 =CAN/25/94 =E/43/141 (=)AUS/40/200 =B/57/143 (=) J/60/213</p>
<p>ADD N2997B</p>	<p>J/60/214</p>
<p>ADD N2997C</p>	<p>J/60/215</p>

Col. 1	Col. 2
<p>ADD N 2998 AC. 1544 - 1545 MHz Band</p>	<p>=DDR/7 =CEPT-8/15/157 =USA/24/274 =CAN/25/95 =AUS/40/201 (=)E/43/142 =B/57/144 (=)J/60/216</p>
<p>ADD N 2998A Use of the band 1 544 - 1 545 MHz (space-to-Earth) is limited to distress and safety operations (see No. 728) including:</p>	<p>=DDR/7 =CEPT-8/15/158 =USA/24/275 =CAN/25/96 =AUS/40/202 =E/43/143 =B/57/145 <u>DIF</u>: J/60/217</p>
<p>ADD N 2998B a) feeder links of satellites needed to relay the emissions of satellite emergency position-indicating radiobeacons to earth stations;</p>	<p>=DDR/7 =CEPT-8/15/159 =USA/24/276 =CAN/25/97 =AUS/40/203 =E/43/144 =B/57/146</p>
<p>ADD N 2998C b) narrow-band (space-to-Earth) links from space stations to mobile stations.</p>	<p>=DDR/7 =CEPT-8/15/160 =USA/24/277 =CAN/25/98 =AUS/40/204 =E/43/145 =B/57/147</p>
<p>ADD N2998CA</p>	<p>J/60/218</p>
<p>ADD N2998CB</p>	<p>J/60/219</p>
<p>ADD N 2998D AD. 1645.5 - 1646.5 MHz Band</p>	<p>=DDR/7 =CEPT-8/15/161 =USA/24/278 =CAN/25/99 =AUS/40/205 (=)E/43/146 =B/57/148 (=)J/60/220</p>
<p>ADD N 2998E Use of the band 1 645.5 - 1 646.5 MHz (Earth-to-space) is limited to distress and safety operations (see No. 728).</p>	<p>=DDR/7 =CEPT-8/15/162 =USA/24/279 =CAN/25/100 =E/43/147 =B/57/149 <u>DIF1</u>: AUS/40/206 <u>DIF2</u>: J/60/221</p>
<p>ADD N 2998F AE. 9300 - 9500 MHz</p>	<p>=DDR/7 =CEPT-8/15/163 (=)E/43/148 =B/57/150 <u>DIF</u>: USA/24/280 = CAN/25/101 = AUS/40/207 = J/60/222</p>
<p>ADD N 2998G The Band 9300 - 9500 MHz is used for radar transponders to facilitate search and rescue.</p>	<p>=DDR/7 =CEPT-8/15/164 =E/43/149 =B/57/151 <u>DIF1</u>: USA/24/281 = CAN/25/102 = AUS/40/208 <u>DIF2</u>: J/60/223</p>

Col. 1	Col. 2
<p>ADD N 3001 AF. Survival Craft Stations</p>	<p>=DDR/7 =CEPT-8/15/165 =USA/24/282 =CAN/25/103 =AUS/40/209 (=)E/43/150 =B/57/152 (=)J/60/224</p>
<p>ADD N 3002 Equipment provided for radiotelephony use in survival craft stations shall, if capable of operating on any frequency in the bands between 156 MHz and 174 MHz, be able to transmit on 156.8 MHz using class G3E emissions. If a receiver is provided in these bands it shall be able to receive class G3E emissions on 156.8 MHz.</p>	<p>=DDR/7 =CEPT-8/15/166 =USA/24/283 =AUS/40/210 =E/43/151 =B/57/153 <u>DIF1</u>: CAN/25/104 <u>DIF2</u>: J/60/225</p>
<p>ADD N 3002A Equipment provided for transmitting locating signals from survival craft stations shall be capable of operating in the 9300-9500 MHz band using class of emission P0N.</p>	<p>=DDR/7 =CEPT-8/15/167 =B/57/154 <u>DIF1</u>: USA/24/284 = CAN/25/104A = AUS/40/211 <u>DIF2</u>: E/43/152 <u>DIF3</u>: J/60/226</p>
<p>ADD N 3008A Equipment with digital selective calling facilities provided for use in survival craft shall, if capable of operating :</p>	<p>=DDR/7 =CEPT-8/15/168 =USA/24/285 =CAN/25/105 =AUS/40/212 =B/57/155 =J/60/227 <u>DIF</u>: E/43/153</p>
<p>ADD N 3008B a) in the bands between 1605 kHz and 2850 kHz, be able to transmit on 2187.5 kHz;</p>	<p>=DDR/7 =CEPT-8/15/169 =USA/24/286 =CAN/25/105A =AUS/40/213 =E/43/154 =B/57/156 =J/60/228</p>
<p>ADD N 3008C b) in the bands between 4000 kHz and 27500 kHz, be able to transmit on 8375 kHz;</p>	<p>=DDR/7 =CEPT-8/15/170 =USA/24/287 =CAN/25/105B =AUS/40/214 =E/43/155 =J/60/229 <u>DIF</u>: B/57/157</p>
<p>ADD N 3008D c) in the bands between 156 MHz and 174 MHz, be able to transmit on 156.525 MHz.</p>	<p>=DDR/7 =CEPT-8/15/171 =USA/24/288 =CAN/25/105C =AUS/40/215 =E/43/156 =B/57/158 =J/60/230</p>

Col. 1	Col. 2
<p>ADD Section II. Protection of Frequencies Used for Automated Communications for Distress and Safety</p>	<p>=DDR/7 =CEPT-8/15/172 =USA/24/289 =CAN/25/106 =AUS/40/216 DIF1: E/43/157 = B/57/159 DIF2: J/60/231A</p>
<p>ADD N 3009 A. General</p>	<p>=DDR/7 =CEPT-8/15/173 =USA/24/290 =CAN/25/107 =AUS/40/217 =E/43/158 =B/57/160 =J/60/231B</p>
<p>ADD N 3010 Except as provided for in these regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies 490 kHz, 500 kHz, 518 kHz, 2174.5 kHz, 2182 kHz, 2187.5 kHz, 4125 kHz, 4177.5 kHz, 4188 kHz, 6215.5 kHz, 6268 kHz, 6282 kHz, 8257 kHz, 8357.5 kHz, 8375 kHz, 12392 kHz, 12520 kHz, 12563 kHz, 16522 kHz, 16695 kHz, 16750 kHz, 156.525 MHz or 156.8 MHz (see also No. 3010) is prohibited. Any emission causing harmful interference to distress and safety communications on any of the other frequencies identified in Section I of this Article is prohibited.</p>	<p>=DDR/7 DIF1: CEPT-8/15/174 = CAN/24/108 DIF2: USA/24/291 DIF3: AUS/40/218 DIF4: E/43/159 DIF5: B/57/161 DIF6: J/60/232</p>
<p>ADD N 3011 Test transmissions shall be kept to a minimum on the frequencies identified in Section I of this Article and should, wherever practicable, be carried out on artificial antennas or with reduced power. However, testing on the distress and safety calling frequencies should be avoided.</p>	<p>=DDR/7 =CEPT-8/15/175 =CAN/25/109 =B/57/162 DIF1: USA/24/292 = E/43/160 DIF2: AUS/40/219 DIF3: J/60/233</p>
<p>ADD N3012</p>	<p>CAN/25/110</p>
<p>ADD N3016A</p>	<p>J/60/234</p>
<p>ADD N3016B</p>	<p>J/60/235</p>

Col. 1	Col. 2
<p>ADD N 3022 B. 2173.5 - 2190.5 kHz Band</p>	<p>=DDR/7 =CEPT-8/15/176 =USA/24/293 =CAN/25/111 =E/43/161 =B/57/163 =J/60/236 <u>DIF</u>: AUS/40/220</p>
<p>ADD N 3023 Except for transmissions authorized on the carrier frequency 2182 kHz and on the frequencies 2174.5 kHz and 2187.5 kHz all transmissions on the frequencies between 2173.5 kHz and 2190.5 kHz are forbidden.</p>	<p>=DDR/7 =CAN/25/112 =B/57/164 <u>DIF1</u>: CEPT-8/15/177 = E/43/162 <u>DIF2</u>: USA/24/293A = J/60/237 <u>DIF3</u>: AUS/40/221</p>
<p>ADD N 3032 C Band 156.7625 MHz to 156.8375 MHz</p>	<p>=DDR/7 =CEPT-8/15/178 =USA/24/294 =CAN/25/113 =AUS/40/222 =E/43/163 =B/57/165 =J/60/238</p>
<p>ADD N 3033 All emissions in the band 156.7625 - 156.8375 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.8 MHz are forbidden.</p>	<p>=DDR/7 =CEPT-8/15/179 =USA/24/295 =CAN/25/114 =AUS/40/223 (=)E/43/164 =B/57/166 (=)J/60/239</p>
<p>ADD Section III. Watch on Frequencies Used for Automated Communications for Distress and Safety</p>	<p>=DDR/7 =CEPT-8/15/180 =USA/24/296 =CAN/25/115 (=)AUS/40/224 <u>DIF1</u>: E/43/165 (=) J/60/240 <u>DIF2</u>: B/57/167</p>
<p>ADD N 3037 A. Selected coast stations</p>	<p>=DDR/7 =CEPT-8/15/181 =USA/24/297 =CAN/25/116 =AUS/40/225 =E/43/166 =B/57/168 =J/60/241</p>
<p>ADD N3037A</p>	<p>J/60/242 (voir/<u>see</u>/véase ADD N3038)</p>
<p>ADD N3037B-N3038</p>	<p>J/60/243-J/60/244</p>
<p>ADD N 3038 Coast stations selected in accordance with the plan co-ordinated by the International Maritime Organization shall maintain an automatic digital selective calling watch on frequencies and for periods of time as indicated in the information published in the List of Coast Stations.</p>	<p>=DDR/7 =CEPT-8/15/182 =USA/24/298 =CAN/25/117 =E/43/167 =B/57/169 <u>DIF1</u>: AUS/40/226 <u>DIF2</u>: J/60/242 (ADD N3037A)</p>

Col. 1	Col. 2
<p>ADD N 3038A B. Coast Earth Stations</p> <p>ADD N3038AA</p>	<p>=DDR/7 =CEPT-8/15/183 =USA/24/299 =CAN/25/118 =AUS/40/227 =E/43/168 =B/57/170 <u>DIF</u>: J/60/245</p> <p>J/60/246</p>
<p>ADD N 3038B Coast earth stations selected in accordance with the plan co-ordinated by the International Maritime Organization shall maintain an automatic watch for distress alerts relayed from satellite emergency position-indicating radiobeacons by space stations.</p>	<p>=DDR/7 =CEPT-8/15/184 =USA/24/300 =B/57/171 <u>DIF1</u>: CAN/25/119 <u>DIF2</u>: AUS/40/228 <u>DIF3</u>: E/43/169 <u>DIF4</u>: J/60/247</p>
<p>ADD N 3040 C. Ship stations</p> <p>ADD N 3041 Ship stations complying with the provisions of this chapter shall, while at sea, maintain an automatic digital selective calling watch on the appropriate distress and safety calling frequencies in the frequency bands in which they are operating.</p>	<p>=DDR/7 =CEPT-8/15/185 =USA/24/301 =CAN/25/120 =AUS/40/229 =E/43/170 =B/57/172 =J/60/248</p> <p>=DDR/7 =USA/24/302 =CAN/25/121 =B/57/173 <u>DIF1</u>: CEPT 8/15/186 <u>DIF2</u>: AUS/40/230 <u>DIF3</u>: E/43/171 <u>DIF4</u>: J/60/249</p>
<p>ADD N3041.1-N3041.2</p>	<p>J/60/253-J/60/254</p>
<p>ADD N3041A</p>	<p>CAN/25/122</p>
<p>ADD N3041A-N3041B</p>	<p>CEPT-8/15/187-CEPT-8/15/188 = E/43/172-E/43/173</p>
<p>ADD N3041A-N3041D</p>	<p>J/60/250-J/60/252, J/60/255</p>
<p>ADD N 3042 Ship stations complying with the provisions of this chapter should, where practicable, maintain a watch on the frequency 156.650 MHz for communications related to the safety of navigation.</p>	<p>=DDR/7 =USA/24/303 =CAN/25/123 =AUS/40/231</p>
<p>ADD N3043-N3044</p>	<p>J/60/257-J/60/258</p>

Col. 1	Col. 2
<p>ADD ARTICLE N 39</p>	<p>=DDR/7 =CEPT-8/15/189 =USA/24/304 =CAN/25/124 =AUS/40/232 =E/43/174 =J/60/259</p>
<p>ADD Operational Procedures for Automated Communications for Distress and Safety System</p>	<p>=DDR/7 =CEPT-8/15/190 =USA/24/305 =CAN/25/125 =AUS/40/233 <u>DIF</u>: E/43/175 (=) J/60/259</p>
<p>ADD Section I. General</p>	<p>=DDR/7 =CEPT-8/15/191 =USA/24/306 =CAN/25/126 =AUS/40/234 =E/43/176 =J/60/260</p>
<p>ADD N 3169 Automated communications for distress and safety situations rely on the use of terrestrial MF, HF and VHF radiocommunications and communications using satellite techniques.</p>	<p>=DDR/7 =USA/24/307 =CAN/25/127 <u>DIF1</u>: AUS/40/235 <u>DIF2</u>: J/60/261</p>
<p>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 exclusive distress and safety frequencies in the MF, HF and VHF bands using digital selective calling.</p>	<p>=DDR/7 =USA/24/308 <u>DIF1</u>: CEPT-8/15/192 = E/43/177 <u>DIF2</u>: CAN/25/128 <u>DIF3</u>: J/60/262</p>
<p>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 to watch until the call has been acknowledged.</p>	<p>=DDR/7 =CEPT-8/15/193 =USA/24/309 =CAN/25/129 =E/43/178 (=)J/60/263</p>
<p>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.</p>	<p>=DDR/7 =CEPT-8/15/194 =USA/24/310 =CAN/25/130 =E/43/179 (=)J/60/264</p>

Col. 1	Col. 2
ADD N 3171A Digital selective calling shall be in accordance with the relevant CCIR Recommendations.	=DDR/7 =CEPT-8/15/195 =USA/24/311 =CAN/25/131 =E/43/180 <u>DIF</u> : J/60/265
ADD N3171B	J/60/266
ADD Section II. Distress Alerting	=DDR/7 =CEPT-8/15/196 =USA/24/312 =CAN/25/132 =AUS/40/236 =E/43/181 (=)J/60/267
A. General	=DDR/7 =CEPT-8/15/197 =USA/24/313 =CAN/25/132 =AUS/40/237 =E/43/182 =J/60/268
ADD N 3172 The transmission of a distress alert indicates that a ship is in distress and requires immediate assistance. The distress alert is a digital selective call using a distress call format in bands used for terrestrial radiocommunication or is a distress message format relayed through space stations.	=DDR/7 =USA/24/314 (=)J/60/269 <u>DIF1</u> : CEPT-8/15/198 = CAN/25/133 = E/43/183 <u>DIF2</u> : AUS/40/238-AUS/40/239
ADD N3172.1	CEPT-8/15/199 = E/43/184
ADD N 3173 The distress alert shall contain ¹ the identification of the ship in distress and provide for its position.	=DDR/7 =USA/24/315 <u>DIF1</u> : CEPT-8/15/200 = E/43/185 <u>DIF2</u> : CAN/25/134 <u>DIF3</u> : AUS/40/240 <u>DIF4</u> : J/60/270
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 ship, and the time that this information was recorded.	=DDR/7 =USA/24/316 <u>DIF1</u> : CEPT-8/15/201 <u>DIF2</u> : CAN/25/135 <u>DIF3</u> : E/43/186
ADD N3173A, N3173B, N3173C	AUS/40/241-AUS/40/243 E/43/187-E/43/189

Col. 1	Col. 2
<p>ADD B. Transmission of a Distress Alert</p>	<p>=DDR/7 =CEPT-8/15/202 =USA/24/317 =CAN/25/136 =AUS/40/244 =E/43/190 =J/60/271</p>
<p>ADD B1. Transmission of a Distress Alert by a Ship Station</p>	<p>=DDR/7 =CEPT-8/15/203 =USA/24/318 =CAN/25/137 =AUS/40/245 =E/43/191 (=)J/60/272</p>
<p>ADD N 3174 Ship-to-shore distress alerts will be used to alert coast stations and rescue co-ordination centres 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), digital selective calling (in the MF, HF and VHF bands), and EPIRBs.</p>	<p>=DDR/7 =USA/24/319 =CAN/25/138 DIF1: CEPT-8/15/204 = E/43/192 <u>DIF2:</u> AUS/40/246 <u>DIF3:</u> J/60/273</p>
<p>ADD N 3175 Ship-to-ship distress alerts will be 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.</p>	<p>=DDR/7 =USA/24/320 =CAN/25/139 DIF1: CEPT-8/15/204 = E/43/192 <u>DIF2:</u> AUS/40/247 <u>DIF3:</u> J/60/274</p>
<p>ADD B2. Transmission of a Shore-to-Ship Distress Alert</p>	<p>=DDR/7 =USA/24/321 =CAN/25/140 =AUS/40/248 =E/43/193 =J/60/275 <u>DIF:</u> CEPT-8/15/205</p>
<p>ADD N 3176 The transmission of a shore-to-ship distress alert will be addressed, as appropriate, to all ships, to a selected group of ships or to a specific ship.</p>	<p>=DDR/7 =USA/24/322 =CAN/25/141 =AUS/40/249 DIF1: CEPT-8/15/206 (=) E/43/194 <u>DIF2:</u> J/60/276</p>
<p>ADD N3176A</p>	<p>CEPT-8/15/207 (=) E/43/195</p>
<p>ADD N3176B</p>	<p>CEPT-8/15/208 (=) E/43/196</p>

Col. 1	Col. 2
ADD B3. Transmission of a Distress Alert by a Station Not Itself in Distress	=DDR/7 (=)CEPT-8/15/209 =USA/24/323 =CAN/25/142 =AUS/40/250 =E/43/197 =J/60/277
ADD N 3177 A mobile station or a land station which learns that a mobile station is in distress shall transmit a distress alert in any of the following cases:	=DDR/7 =USA/24/324 =CAN/25/143 =AUS/40/251 DIF1: CEPT-8/15/210 = E/43/198 DIF2: J/60/278
ADD N 3178 a) when the station in distress is not itself in a position to transmit the distress alert;	=DDR/7 =CEPT-8/15/211 =USA/24/325 =CAN/25/144 =AUS/40/252 =E/43/199 =J/60/279
ADD N 3179 b) when the master or person responsible for the ship, aircraft or other vehicle not in distress, or the person responsible for the land station, considers that further help is necessary.	=DDR/7 =CEPT-8/15/212 =USA/24/326 =CAN/25/145 =E/43/200 DIF1: AUS/40/253 DIF2: J/60/280
ADD N 3180 A station transmitting a distress alert in accordance with No N 3177 and N 3188 shall indicate that it is not itself in distress.	=DDR/7 (=)CEPT-8/15/213 =USA/24/327 (=)CAN/25/146 =AUS/40/254 (=)E/43/201 (=)J/60/281
ADD C. Receipt and Acknowledgement of Distress Alerts	=DDR/7 =CEPT-8/15/214 =USA/24/328 =CAN/25/147 =AUS/40/255 =E/43/202 (=)J/60/282
ADD C1. Procedure for the Acknowledgement of Receipt of Distress Alerts	=DDR/7 =CEPT-8/15/215 =USA/24/329 =CAN/25/148 =AUS/40/256 =E/43/203 DIF: J/60/283
ADD N 3181 Acknowledgement by digital selective calling of receipt of a distress alert shall be in accordance with relevant CCIR Recommendations.	=DDR/7 =CEPT-8/15/216 =USA/24/330 =CAN/25/149 =E/43/204 DIF: AUS/40/257

Col. 1	Col. 2
<p>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). Consequently, the ship earth station operator shall not terminate the communications link until the acknowledgement is received.</p> <p>ADD N 3183 The acknowledgement by radiotelephony of receipt of a distress alert from a ship earth station shall be given in the following form:</p> <ul style="list-style-type: none"> - 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. <p>ADD N3183A</p>	<p>=DDR/7 =USA/24/331 =CAN/25/150 (=)AUS/40/258 DIF1: CEPT-8/15/217 = E/43/205 <u>DIF2: J/60/284</u></p> <p>=DDR/7 =CEPT-8/15/218 (=)USA/24/332 =CAN/25/151 =AUS/40/259 =E/43/206 <u>DIF: J/60/285</u></p> <p>CAN/25/152</p>

Col. 1	Col. 2
<p>ADD C2. Receipt and Acknowledgement by a Coast Station</p> <p>ADD N 3184 Selected coast stations and appropriate coast earth stations in receipt of distress alerts shall ensure that they are routed immediately to a rescue co-ordination centre. The receipt of a distress alert is to be immediately acknowledged by a coast station or a rescue co-ordination centre.</p> <p>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.</p> <p>ADD C3. Receipt and Acknowledgement by a Ship Station</p> <p>ADD N 3186 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 or rescue co-ordination centre.</p> <p>ADD N3186A</p>	<p>=DDR/7 =USA/24/333 =AUS/40/260 <u>DIF1</u>: CEPT-8/15/219 = E/43/207 <u>DIF2</u>: CAN/25/153 <u>DIF3</u>: J/60/286</p> <p>=DDR/7 =USA/24/334 =CAN/25/154 (=)AUS/40/261 <u>DIF1</u>: CEPT-8/15/220 = E/43/208 <u>DIF2</u>: J/60/287</p> <p>=DDR/7 =CEPT-8/15/221 =USA/24/335 =CAN/25/155 AUS/40/262 =E/43/209 =J/60/288</p> <p>=DDR/7 =CEPT-8/15/222 =USA/24/336 =CAN/25/156 =AUS/40/263 =E/43/210 =J/60/289</p> <p>=DDR/7 =CEPT-8/15/223 =USA/24/337 =AUS/40/264 =E/43/211 <u>DIF</u>: CAN/25/157 (=) J/60/290</p> <p>J/60/291</p>

Col. 1	Col. 2
ADD N 3187 Ship stations, in areas where reliable communications with a coast station are not practicable, which receive a distress alert from a ship station which is, beyond any possible doubt, in their vicinity, shall immediately acknowledge receipt and inform the appropriate rescue co-ordination centre.	=DDR/7 =CEPT-8/15/224 =USA/24/338 =CAN/25/158 =E/43/212 =J/60/292 <u>DIF</u> : AUS/40/265 (voir/ <u>see</u> /v é ase ADD N3188: AUS/40/266)
ADD N 3188 However, a ship station, receiving an HF distress alert will not acknowledge it and shall, if the alert is not acknowledged by a coast station within 5 minutes, relay the distress alert.	=DDR/7 =CEPT-8/15/225 =USA/24/339 =CAN/25/159 =E/43/213 (=)J/60/293 <u>DIF</u> : AUS/40/266 (voir/ <u>see</u> /v é ase ADD N3187: AUS/40/265)
ADD N 3189 A ship station acknowledging receipt of a distress alert in accordance with No. N 3186 or No. N 3187 should:	=DDR/7 =CEPT-8/15/226 =USA/24/340 =CAN/25/160 =E/43/214 (=)J/60/294 <u>DIF</u> : AUS/40/267
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;	=DDR/7 =CEPT-8/15/227 =USA/24/341 =CAN/25/161 =E/43/215 (=)J/60/295 <u>DIF</u> : AUS/40/268
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.	=DDR/7 =CEPT-8/15/228 =USA/24/342 =CAN/25/162 =E/43/216 (=)J/60/296 <u>DIF</u> : AUS/40/269
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.	=DDR/7 =CEPT-8/15/229 =USA/24/343 =CAN/25/163 =AUS/40/270 =E/43/217 (=)J/60/297

Col. 1	Col. 2
ADD N3189D	CEPT-8/15/230 = E/43/218
ADD N3189E	CEPT-8/15/231 = E/43/219
ADD N3189F	CEPT-8/15/232 = E/43/220
ADD Section III. Distress Traffic	=DDR/7 =CEPT-8/15/233 =USA/24/344 =CAN/25/164 =AUS/40/271 =E/43/221 =J/60/298A
ADD A. General	=DDR/7 =USA/24/345 =CAN/25/165 =AUS/40/272 =J/60/298A <u>DIF</u> : CEPT-8/15/234 = E/43/222
ADD N 3190 Distress traffic consists of all messages relating to the immediate assistance required by the ship station in distress including search and rescue communications, on-scene communications and signals for locating.	=DDR/7 =USA/24/346 =AUS/40/273 (=)J/60/298B <u>DIF1</u> : CEPT-8/15/235 = E/43/223 <u>DIF2</u> : CAN/25/166
ADD N 3190A The distress signal consists of the word MAYDAY, pronounced in radiotelephony as the French expression "m'aider".	=DDR/7 =CEPT-8/15/236 =USA/24/347 =CAN/25/167 (=)AUS/40/274 =E/43/224 (=)J/60/299
ADD N 3191 For distress traffic by radiotelephony on other than exclusive distress traffic frequencies, the call shall be prefixed by the distress signal MAYDAY.	=DDR/7 =USA/24/348 =J/60/300 <u>DIF1</u> : CEPT-8/15/237 = E/43/225 <u>DIF2</u> : CAN/25/168 = AUS/40/275
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.	=DDR/7 =CEPT-8/15/238 =USA/24/349 =CAN/25/169 (=)AUS/40/276 =E/43/226 =J/60/301

Col. 1	Col. 2
<p>ADD 3192A</p> <p>ADD N 3193 The rescue co-ordination centre responsible for controlling a search and rescue operation shall also control the distress traffic relating to that incident.</p> <p>ADD N 3194 The rescue co-ordination centre in control of distress traffic, the on-scene commander or the coast station involved may impose silence on stations which interfere with that traffic. It shall address this instruction to all stations or to one station only, according to circumstances. In either case, it shall use:</p> <p>(a) in radiotelephony, the signal SEELONCE MAYDAY, pronounced as the French expression "silence, m'aider";</p> <p>(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.</p> <p>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, are forbidden to transmit on the frequencies on which the distress traffic is taking place.</p> <p>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.</p>	<p>CAN/25/170</p> <p>=DDR/7 =USA/24/350 =CAN/25/171 =J/60/302 DIF1: CEPT-8/15/239 = E/43/227 DIF2: AUS/40/277</p> <p>=DDR/7 (=)CEPT-8/15/240 =USA/24/351 (=)CAN/25/172 (=)AUS/40/278 (=)E/43/228 DIF: J/60/303</p> <p>=DDR/7 =CEPT-8/15/241 =USA/24/351 =CAN/25/172 =AUS/40/279 =E/43/229 =J/60/303</p> <p>=DDR/7 =CEPT-8/15/242 =USA/24/351 =CAN/25/172 =AUS/40/280 =E/43/230 =J/60/303</p> <p>=DDR/7 =USA/24/352 =CAN/25/173 =AUS/40/281 =J/60/304 DIF: CEPT-8/15/243 = E/43/231</p> <p>=DDR/7 =CEPT-8/15/244 =USA/24/353 =CAN/25/174 =AUS/40/282 =E/43/232 =J/60/305</p>

Col. 1	Col. 2
<p>ADD N 3195B When distress traffic has ceased on frequencies which have been used for distress traffic, the rescue co-ordination centre controlling a search and rescue operation shall transmit on these frequencies a message indicating that distress traffic has finished.</p> <p>ADD N 3195C In radiotelephony the message referred to in No. N 3195B consists of:</p> <ul style="list-style-type: none"> - 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". <p>ADD N 3195CA In direct-printing telegraphy the message referred to in No. N 3195B consists of:</p> <ul style="list-style-type: none"> - 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. 	<p>=DDR/7 (=)CEPT-8/15/245 =USA/24/354 (=)CAN/25/175 (=)AUS/40/283 (=)E/43/233 <u>DIF:</u> J/60/306</p> <p>=DDR/7 =CEPT-8/15/246 =USA/24/355 =CAN/25/176 =E/43/234 (=) J/60/307 <u>DIF:</u> AUS/40/284</p> <p>=DDR/7 =CEPT-8/15/247 =USA/24/356 =CAN/25/177 =E/43/235 (=) J/60/308 <u>DIF:</u> AUS/40/285</p>

Col. 1	Col. 2
<p>ADD B. Search and rescue co-ordinating communications</p> <p>ADD N 3195D Search and rescue co-ordinating communications are the SAR communications, other than on-scene communications, necessary for the co-ordination and control of units participating in a distress incident.</p> <p>ADD N 3195E The appropriate rescue co-ordination centre (RCC) controlling the search and rescue operation is responsible for the SAR co-ordinating communications.</p> <p>ADD N 3195F The SAR co-ordinating communications are usually conducted on frequencies from among those contained in Article N 38 Section I using direct printing telegraphy or radiotelephony.</p>	<p>=DDR/7 (=)USA/24/357 =CAN/25/178 (=)AUS/40/286 =J/60/309</p> <p>=DDR/7 (=)USA/24/358 =CAN/25/179 (=)AUS/40/287 <u>DIF</u>: J/60/310</p> <p>=DDR/7 =USA/24/359 =CAN/25/180 (=)AUS/40/288 =J/60/311</p> <p>=DDR/7 =USA/24/360 =CAN/25/181 =AUS/40/289 =J/60/312</p>
<p>ADD C. On-scene communications</p> <p>ADD N3195G On-scene communications are those between the ship in distress and assisting ships and aircraft and between searching ships and aircraft and the on-scene commander.</p> <p>ADD N 3195H Control of on-scene communications is the responsibility of the on-scene commander. Simplex communications, in a forward error correcting mode when using direct printing, should be used so that all on-scene mobile stations may share relevant information concerning the distress incident.</p>	<p>=DDR/7 (=)CEPT-8/15/248 =USA/24/361 =CAN/25/182 =AUS/40/290 (=)E/43/236 =J/60/313</p> <p>=DDR/7 =USA/24/362 =CAN/25/183 <u>DIF1</u>: CEPT-8/15/248A = E/43/237 (ADD N3195D) <u>DIF2</u>: AUS/40/291 <u>DIF3</u>: J/60/314</p> <p>=DDR/7 =USA/24/363 =CAN/25/184 <u>DIF1</u>: CEPT-8/15/249 = E/43/238 (ADD N3195E) <u>DIF2</u>: AUS/40/292 <u>DIF3</u>: J/60/315</p>

Col. 1	Col. 2
<p>ADD N 3195I The preferred frequencies for ship-to-ship on-scene communications are: 156.8 MHz using class of emission G3E, the carrier frequency 2182 kHz using class of emission J3E and the frequency 2174.5 kHz using class of emission F1B or J2B.</p>	<p>=DDR/7 =USA/24/364 =CAN/25/185 <u>DIF1</u>: CEPT-8/15/250-CEPT-8/15/251 (ADD N3195F-N3195G) <u>DIF2</u>: AUS/40/293 <u>DIF3</u>: E/43/239-E/43/240 (ADD N3195F-3195G) <u>DIF4</u>: J/60/316</p>
<p>ADD N 3195J The preferred frequencies for ship-to-aircraft on-scene communications are those in No. N 3195I and the carrier frequencies 3023 kHz and 5680 kHz using class of emission J3E and 123.1 MHz using class of emission A3E.</p>	<p>=DDR/7 =CAN/25/186 (=)J/60/317 <u>DIF1</u>: CEPT-8/15/252 = E/43/241 (ADD N3195H) <u>DIF2</u>: USA/24/365 <u>DIF3</u>: AUS/40/294</p>
<p>ADD N 3195K The selection or designation of on-scene frequencies is a responsibility of the on-scene commander. Normally, once established, an on-scene frequency is maintained as a continuous aural or teleprinter watch by all participating on-scene mobile units.</p>	<p>=DDR/7 =USA/24/366 =AUS/40/295 (=)CAN/25/187 <u>DIF</u>: J/60/318</p>
<p>ADD D. Signals for locating</p>	<p>=DDR/7 (=)CEPT-8/15/253 =USA/24/367 =CAN/25/188 =AUS/40/296 (=)E/43/242 =J/60/319</p>
<p>ADD N 3195L Locating signals are transmissions intended to facilitate, by means of the propagation properties of radio waves, the finding of a ship, aircraft or vehicle in distress or the location of survivors. These signals include those transmitted from searching units and homing signals (see No. 3195LA) transmitted by the unit in distress or by survival craft to assist the searching units.</p>	<p>=DDR/7 =USA/24/368 =CAN/25/189 =J/60/320 <u>DIF1</u>: CEPT-8/15/254 = E/43/243 <u>DIF2</u>: AUS/40/297</p>
<p>ADD N 3195 LA Homing signals are those locating signals which are transmitted by a ship, aircraft or vehicle in distress, or by a survival craft, for the purpose of providing search units with a signal that can be used to determine the bearing to the transmitting station.</p>	<p>=DDR/7 =USA/24/369 =J/60/321 <u>DIF1</u>: CAN/25/190 <u>DIF2</u>: AUS/40/298</p>

Col. 1	Col. 2
<p>ADD N 3195M Locating signals may be transmitted in the following frequency bands:</p> <p>(a) 117.975 - 136 MHz;</p> <p>(b) 156 - 174 MHz;</p> <p>(c) 406 - 406.1 MHz; and</p> <p>(d) 9300 - 9500 MHz.</p> <p>ADD N 3195N Transmit and receive signals for locating shall comply with the relevant Recommendations of the CCIR.</p>	<p>=DDR/7 =CEPT-8/15/255 <u>DIF1</u>: USA/24/370 = CAN/25/191 =J/60/322 <u>DIF2</u>: AUS/40/299 <u>DIF3</u>: E/43/244</p> <p>=DDR/7 (=)CEPT-8/15/256 =USA/24/371 =CAN/25/192 (=)E/43/245 (=)J/60/323 <u>DIF</u>: AUS/40/300</p>

Col. 1	Col. 2
<p data-bbox="607 268 752 291"><u>Article N 40</u></p> <p data-bbox="349 421 996 479">Operational Procedures Used in Automated Communications for Urgency and Safety</p> <p data-bbox="568 600 795 620">Section I. General</p> <p data-bbox="210 790 1131 879">ADD N 3195NA. Automated communications for urgency and safety situations rely on the use of terrestrial MF, HF and VHF radiocommunications and communications using satellite techniques. These include:</p> <ul data-bbox="275 926 1099 1196" style="list-style-type: none"> (a) navigational and meteorological warnings and urgent information; (b) ship-to-ship navigation safety 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. 	<p data-bbox="1227 263 1939 310">=DDR/7 =CEPT-8/15/257 =USA/24/372 =CAN/25/193 =AUS/40/301 =E/43/246 =J/60/324</p> <p data-bbox="1227 429 1939 476">=DDR/7 =CEPT-8/15/258 =USA/24/373 =CAN/25/194 =AUS/40/302 <u>DIF</u>: E/43/247 (=) J/60/324</p> <p data-bbox="1227 586 1939 633">=DDR/7 =CEPT-8/15/259 =USA/24/374 =CAN/25/195 =AUS/40/303 =E/43/248 =J/60/325</p> <p data-bbox="1227 793 1744 868">=DDR/7 =USA/24/375 =CAN/25/196 <u>DIF1</u>: CEPT-8/15/260 = E/43/249(ADD N31950) <u>DIF2</u>: AUS/40/304 <u>DIF3</u>:J/60/326</p>

Col. 1	Col. 2
<p style="text-align: center;">Section II. Urgency communications</p> <p>ADD N 31950 Urgency communications are safety related transmissions which include:</p> <p>(a) for terrestrial systems, an announcement in the form of a digital selective call using an urgency call format, an urgency signal and an urgency message;</p> <p>(b) an urgency signal and message relayed through space stations.</p> <p>ADD N 3195P The announcement of the urgency message is made either by using digital selective calling techniques on one or more of the distress and safety calling frequencies specified in Section I of Article N 38 or by using frequencies of the maritime mobile-satellite service.</p> <p>ADD N 3195Q The urgency signal consists of the words PAN PAN, in radiotelephony each word of the group pronounced as the French word "panne".</p> <p>ADD N 3195R The urgency call format and the urgency signal indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or the safety of a person.</p> <p>ADD N 3195S The urgency signal and the message shall be transmitted on one or more of the distress and safety traffic frequencies specified in Section I of Article N 38 or on frequencies of the maritime mobile-satellite service.</p>	<p>=DDR/7 =CEPT-8/15/261 =USA/24/376 =CAN/25/197 =AUS/40/305 =E/43/250 =J/60/327</p> <p>=DDR/7 =USA/24/377 =CAN/25/197 =AUS/40/306 =J/60/328 <u>DIF</u>: CEPT-8/15/262 = E/43/251(ADD N3195P)</p> <p>=DDR/7 =USA/24/378 =CAN/25/198 =AUS/40/307 =J/60/329 <u>DIF</u>: CEPT-8/15/263 = E/43/252(ADD N3195Q)</p> <p>=DDR/7 =USA/24/379 =CAN/25/199 (=)AUS/40/308-AUS/40/309 (=)J/60/330 (=)CEPT-8/15/264 (=)E/43/253(ADD N3195R)</p> <p>=DDR/7 =USA/24/380 =CAN/25/200 =AUS/40/310 (=)J/60/331 (=)CEPT-8/15/265 (=)E/43/254(ADD N3195S)</p> <p>=DDR/7 (=)USA/24/381 =CAN/25/201 =AUS/40/311 =J/60/332 (=)CEPT-8/15/263 (=)E/43/252(ADD N3195Q)</p>

Col. 1	Col. 2
<p>ADD N 3195T In radiotelephony, the urgency message will be preceded by the urgency signal (see N 3195Q), repeated three times.</p> <p>ADD N 3195U In narrow-band direct-printing, the urgency message will be preceded by the urgency signal (see N 3195Q).</p> <p>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 ship, aircraft or other vehicle carrying the mobile station or mobile earth station.</p> <p>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.</p> <p>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.</p> <p>ADD N3195XC-N3195XE</p> <p>ADD [N3209] [N3210] [N3212] [N3213] ADD [N3214] [N3215] [N3216] [N3217] ADD [N3218] [N3219A] [N3219B] [N3220]</p>	<p>=DDR/7 =USA/24/382 (=)AUS/40/312 =J/60/333 <u>DIF1</u>: CEPT-8/15/266 <u>DIF2</u>: CAN/25/202 (=) E/43/255</p> <p>=DDR/7 =USA/24/383 =AUS/40/313 =J/60/334 <u>DIF1</u>: CEPT-8/15/265 <u>DIF2</u>: CAN/25/203 (=) E/43/256</p> <p>=DDR/7 =USA/24/384 =CAN/25/204 =J/60/335 (=)CEPT-8/15/268 (=)E/43/257(ADD N3195V) <u>DIF</u>: AUS/40/314</p> <p>=DDR/7 =USA/24/385 =CAN/25/205 =AUS/40/315 =J/60/336 (=)CEPT-8/15/269 (=)E/43/258(ADD N3195W)</p> <p>=DDR/7 =USA/24/386 =CAN/25/206 =J/60/337 (=)CEPT-8/15/270 (=)E/43/259(ADD N3195X) <u>DIF</u>: AUS/40/316</p> <p>CAN/25/207-CAN/25/209</p> <p>} CEPT-8/15/271-CEPT-8/15/283 } = E/43/261-E/43/272 }</p>

Col. 1	Col. 2
<p>ADD Section III. Safety communications</p> <p>ADD N 3195Y Safety communications include:</p> <p>(a) for terrestrial systems, an announcement in the form of a digital selective call using a safety call format, a safety signal and a safety message; and</p> <p>(b) a safety signal and message relayed through space stations.</p> <p>ADD N 3195Z The announcement of the safety message is made either by using digital selective calling techniques on one or more of the distress and safety calling frequencies specified in Section I of Article N 38 or by using frequencies of the maritime mobile-satellite service.</p> <p>ADD N 3195AA The safety signal consists of the word SECURITE, in radiotelephony pronounced as in Fench.</p> <p>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.</p> <p>ADD N 3195AC Safety communications shall normally be transmitted on one or more of the distress and safety traffic frequencies specified in Section I of Article N 38 or on frequencies of the maritime mobile-satellite service.</p>	<p>=DDR/7 =USA/24/387 =CAN/25/210 =AUS/40/317 =J/60/338 (=)CEPT-8/15/284 (=)E/43/273(Sec. IV)</p> <p>=DDR/7 =USA/24/388 =CAN/25/211 =AUS/40/318 =J/60/339 <u>DIF</u>: CEPT-8/15/285 = E/43/274(ADD N3230)</p> <p>=DDR/7 =USA/24/389 =CAN/25/212 =AUS/40/319 =J/60/340 <u>DIF</u>: CEPT-8/15/286 = E/43/275(ADD N3231)</p> <p>=DDR/7 =USA/24/390 =CAN/25/213 (=)AUS/40/320 (=)J/60/341 (=)CEPT-8/15/287 (=)E/43/276(ADD N3232)</p> <p>=DDR/7 =USA/24/391 =CAN/25/214 =AUS/40/321 =J/60/342 (=)CEPT-8/15/288 (=)E/43/277(ADD N3233)</p> <p>=DDR/7 =USA/24/392 =CAN/25/215 =AUS/40/322 =J/60/343 <u>DIF</u>: CEPT-8/15/286 = E/43/275(ADD N3231)</p>

Col. 1	Col. 2
<p>ADD N 3195AD In radiotelephony, the safety message will be preceded by the safety signal (see N 3195AA), repeated three times.</p>	<p>=DDR/7 (=)USA/24/393 (=)AUS/40/323 =J/60/344 <u>DIF</u>: CEPT-8/15/289 = E/43/278(ADD N3234) (=)CAN/25/216</p>
<p>ADD N 3195AE In narrow-band direct-printing, the safety message will be preceded by the safety signal (see N 3195AA).</p>	<p>=DDR/7 =USA/24/394 =AUS/40/324 =J/60/345 <u>DIF</u>: CEPT-8/15/290 = E/43/279(ADD N3235) (=) CAN/25/217</p>
<p>ADD Section IV. Narrow-Band Direct-Printing Telegraphy System for Transmission of Navigational and Meteorological Warnings and Urgent Information to Ships (NAVTEX)</p>	<p>=DDR/7 =USA/24/395 =CAN/25/218 =AUS/40/325 =J/60/346 (=)CEPT-8/15/291 (=)E/43/280 (Sec. V)</p>
<p>ADD N 3195AF In addition to existing methods, navigational and meteorological warnings and urgent information shall be transmitted by means of narrow-band direct-printing telegraphy, with forward error correction, by selected coast stations and their operational details shall be indicated in the List of Radiodetermination and Special Service Stations (see Nos. 3323, 3326 and 3334). Information is also published in a separate list in accordance with Resolution 318 (Mob-83).</p>	<p>=DDR/7 <u>DIF1</u>: USA/24/396 = CAN/25/219 (=) CEPT-8/15/292(ADD N3236) <u>DIF2</u>: AUS/40/326 <u>DIF3</u>: E/43/281(ADD N3236) <u>DIF4</u>: J/60/347</p>
<p>ADD N3195AFA</p>	<p>AUS/40/327</p>
<p>ADD N 3195AG The mode and format of transmission should be in conformity with relevant CCIR Recommendations.</p>	<p>=DDR/7 =USA/24/397 =CAN/25/220 =J/60/348 (=)CEPT-8/15/293(ADD N3237) (=)AUS/40/330(ADD N3195AH) <u>DIF</u>: E/43/282(ADD N3237)</p>

Col. 1	Col. 2
<p>ADD N 3195AH In the maritime mobile service the frequency 518 kHz shall be used for the automatic narrow-band direct-printing telegraphy system for transmission of navigational and meteorological warnings and urgent information to ship stations in the MF band (see No. 474).</p>	<p>=DDR/7 =USA/24/398 =CAN/25/221 =J/60/349 (=)CEPT-8/15/294(ADD N3238) <u>DIF1</u>: AUS/40/328-AUS/40/329(ADD N3195AG-3195AGA) <u>DIF2</u>: E/43/283(ADD N3238)</p>
<p>ADD N3195AHA N3195AHB N3195AHC</p>	<p>AUS/40/331-AUS/40/334 (Sec. V)</p>
<p>ADD N3195AHD N3195AHE N3195AHF</p>	<p>AUS/40/335-AUS/40/338 (Sec. VI)</p>
<p>ADD Section V. Navigation Safety Communications</p>	<p>=DDR/7 =USA/24/399 =CAN/25/222 =J/60/350 (=)AUS/40/339 (Sec. VII) <u>DIF</u>: CEPT-8/15/295 = E/43/284 (Sec. VI)</p>
<p>ADD N 3195AI Navigation safety communications are those VHF radiotelephone communications conducted between ships for the purpose of ensuring the safety of movement of ships relative to one another.</p>	<p>=DDR/7 =USA/24/400 =CAN/25/223 =J/60/351 <u>DIF1</u>: CEPT-8/15/296(ADD N3239) <u>DIF2</u>: AUS/40/340 <u>DIF3</u>: E/43/285(ADD N3239)</p>
<p>ADD N 3195 AJ The frequency 156.650 MHz is used for navigation safety communications (see also No. N 2993D and note p) of appendix 18).</p>	<p>=DDR/7 <u>DIF1</u>: USA/24/401 <u>DIF2</u>: CEPT-8/15/297 = E/43/286(ADD N3240) <u>DIF3</u>: CAN/25/224 <u>DIF4</u>: AUS/40/341 <u>DIF5</u>: J/60/352</p>

Col. 1	Col. 2
<p>ADD ARTICLE N 41</p>	<p>=DDR/7 =CEPT-8/15/298 =USA/24/405 =CAN/25/228 =AUS/40/345 =E/43/287</p>
<p>ADD ALERTING SIGNALS</p>	<p>=DDR/7 =CEPT-8/15/299 =USA/24/406 =CAN/25/229 =AUS/40/346 =E/43/288</p>
<p>ADD Section I. Emergency Position-Indicating Radiobeacon Signals</p>	<p>=DDR/7 =CEPT-8/15/300 =USA/24/407 =CAN/25/230 =AUS/40/347 =E/43/289</p>
<p>ADD N 3195AM The emergency position-indicating radiobeacon signal transmitted on 156.625 MHz, and satellite EPIRB in the band 406-406.1 MHz or 1645.5 - 1646.5 MHz shall be in accordance with relevant CCIR Recommendations.*</p>	<p>=DDR/7 (=)CEPT-8/15/301(ADD N3287) DIF1: USA/24/408 = CAN/25/231 DIF2: AUS/40/348 DIF3: E/43/290 (ADD N3287)</p>
<p>ADD N3195AMA</p>	<p>CAN/25/232</p>
<p>ADD Section II. Digital Selective Calling</p>	<p>=DDR/7 =CEPT-8/15/302 =USA/24/409 =CAN/25/233 =AUS/40/349 =E/43/291</p>
<p>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.</p>	<p>=DDR/7 =USA/24/410 =CAN/25/233 =AUS/40/350 (=)CEPT-8/15/303 (=)E/43/292 (ADD N3288)</p>

DraftNote by the Secretary-GeneralSTRUCTURE OF THE
WORLD ADMINISTRATIVE RADIO CONFERENCE
FOR MOBILE SERVICES
(Geneva, 1987)

The agenda of the Conference appears in Resolution No. 933 which was adopted by the Administrative Council at its 40th Session (Geneva, 1985).

Bearing in mind Nos. 464 to 479 inclusive of the International Telecommunication Convention, Nairobi, 1982, the following committees with their terms of reference are suggested. These terms of reference have been drawn up within the framework of the Convention, the Conference Agenda and in the light of experience at previous conferences.

Committee 1 - Steering CommitteeTerms of Reference:

Coordinate all matters connected with the smooth execution of work and plan the order and number of meetings, avoiding overlapping wherever possible in view of the limited number of members of some delegations (Nos. 468 and 469 of the International Telecommunication Convention, Nairobi, 1982).

Committee 2 - Credentials CommitteeTerms of Reference:

Verify the credentials of delegations and report on its conclusions to the Plenary Meeting within the time specified by the latter (Nos. 390 and 471 of the International Telecommunication Convention, Nairobi, 1982).

Committee 3 - Budget Control CommitteeTerms of Reference:

Determine the organization and the facilities available to the delegates, examine and approve the accounts of expenditure incurred throughout the duration of the Conference and report to the Plenary Meeting the estimated total expenditure of the Conference, as well as the estimated costs entailed by the execution of the decisions of the Conference (Nos. 476 to 479 inclusive of the International Telecommunication Convention, Nairobi, 1982 and Nairobi Resolution 48).

Committee 4 - Frequency Committee

Terms of Reference:

Review and revise, as necessary, provisions of the Radio Regulations in so far as frequency matters are concerned for the following Articles and Appendices of the Radio Regulations, as stipulated in agenda items 1, 2, 3, 4 and 6:

- Articles : 1, 8, 9, 12, 16, 19, 37, 38, 50, 60;
- Appendices: 5, 9, 16, 18, 25, 26, 31-35;
- review and take appropriate action, as necessary, in so far as frequency matters are concerned, on the following Resolutions and Recommendations of WARC 79 and 83 (Mob) as well as RARCs MM-R1-85 and EMA-R1-85, as specified in agenda items 5 and 7:
- Resolutions: 8, 9, 30, 38, 200(Rev. Mob-83), 203(Mob-83), 204(Mob-83), 205(Mob-83), 206(Mob-83), 300-304, 306-309, 310(Rev. Mob-83), 318(Mob-83), 319(Mob-83), 400-402, 404-407, 600, 704(Mob-83);
- Recommendations: 203, 300-305, 307, 308, 314(Mob-83), 400, 406, 600, 601, 703, 707, 2(EMA), 1(MM), 2(MM), 3(MM), 4(MM), 5(MM), 6(MM).

Committee 5 - Distress and Safety Committee

Terms of Reference:

Review and revise, as necessary, provisions of the Radio Regulations in so far as distress and safety services and related matters (other than frequency matters) are concerned for the following Articles and Appendices of the Radio Regulations, as stipulated in agenda items 1, 2, 4 and 6:

- Articles : 1, 26, 35, 37-42, 59, 60;
- Appendices: 9-11, 31, 36, 37, 37A;
- review and take appropriate action, as necessary, in so far as distress and safety services and related matters (other than frequency matters) are concerned, on the following Resolutions and Recommendations of WARC 79 and 83 (Mob) as specified in agenda items 5 and 7:
- Resolutions: 200(Rev. Mob-83), 203(Mob-83), 204(Mob-83), 206(Mob-83), 317(Mob-83), 318(Mob-83), 321(Mob-83), 322(Mob-83), 600;
- Recommendations: 201(Rev. Mob-83), 203, 204(Rev. Mob-83), 303, 306, 307, 311, 314(Mob-83), 317(Mob-83), 600, 604(Rev. Mob-83), 713(Mob-83).

Committee 6 - Mobile and Radiodetermination Services (except Distress and Safety) Committee

Terms of Reference:

Review and revise, as necessary, provisions of the Radio Regulations in so far as the Mobile and Radiodetermination Services (excluding frequency matters, Distress and Safety), and related matters are concerned, for the following Articles and Appendices of the Radio Regulations, as stipulated in agenda items 1, 2, 3, 4 and 6:

- Articles : 1, 19, 24-26, 35, 42A, 43-68;

- Appendices: 9-14, 26, 31, 38, 39, 41-44;

- review and take appropriate action, as necessary, in so far as the Mobile and Radiodetermination Services (excluding frequency matters, Distress and Safety) and related matters are concerned, on the following Resolutions and Recommendations of WARC's 79 and 83 (Mob) as specified in agenda items 5 and 7:

- Resolutions: 12, 13, 202, 204(Mob-83), 304, 308, 311, 312, 314, 316, 319, 320(Mob-83), 405-407, 600;

- Recommendations: 7, 8, 203, 204, 301, 302, 305, 310, 312, 313(Rev. Mob-83), 315(Mob-83), 316(Mob-83), 405, 600, 601.

Committee 7 - Editorial Committee

Terms of Reference:

Perfect the form of the texts prepared in the various committees of the Conference, without altering the sense, for submission to the Plenary Meeting (Nos. 473 and 474 of the International Telecommunication Convention, Nairobi, 1982).

Working Group of the Plenary Meeting - Technical Working Group

Terms of Reference:

Review and revise, as necessary, technical criteria and parameters relevant to the various Articles and Appendices of the Radio Regulations as specified in the agenda, in particular:

- Articles : 35, 60;

- Appendices: 7, 17, 19, 20, 36, 37, 37A, 38-40;

- review and take appropriate action, as necessary, on technical criteria and parameters relevant to the various Resolutions and Recommendations of WARC 79 and 83 (Mob) and RARC EMA-R1-85 as specified in the agenda, in particular:

- Resolutions: 306, 307, 601, 3(EMA);

- Recommendations: 310-312, 313(Rev. Mob-83), 405, 603,
604(Rev. Mob-83), 605.

NOTE

A number of Articles, Appendices, Resolutions and Recommendations will require consideration in more than one Committee and/or the Technical Working Group.

Primary responsibility of Appendix 31 rests with Committee 4.
Primary responsibilities of matters involving more than one Committee or Working Group of the Plenary are presented in Annex.

Annex

Annex

Articles/Artículos

GT/PL					Observations/Remarks/Observaciones
ART	Com4	Com5	Com6	WG/PL	
1	+	+	+		PR: C6
8	+				
9	+				
12	+				
16	+				
19	(+)		+		
24			+		
25			+		
26		(+)	+		
35		(+)	+	(+)	
37	(+)	+			PR: C5
38	(+)	+			PR: C5
39		+			
40		+			
41		+			
42		+			
42A			+		PR: C4
43			+		
44			+		
45			+		
46			+		
47			+		
48			+		
49			+		
50	+		(+)		
51			+		
52			+		
53			+		
54			+		PR: C6 PR: C4
55			+		
56			+		
57			+		
58			+		
59		(+)	+		
60	+	(+)	(+)	(+)	
61			+		
62			+		
63			+		
64			+		
65			+		
66			+		
67			+		
68			+		

PR = Responsabilité primaire
Primary responsibility
Responsabilidad primaria

Annex

Appendices/Apéndices

APP	Com4	Com5	Com6	GT/PL	
				WG/PL	Observations/Remarks/Observaciones
5	+				
7				+	
9	(+)	(+)	+		PR: C6
10		(+)	+		PR: C6
11		(+)	+		PR: C6
12			+		
13			+		
14			+		
16	+				
17				+	
18	+				
19				+	
20				+	
25	+				
26	(+)		+		PR: C6
31	+	(+)	(+)		PR: C4
32	+				
33	+				
34	+				
35	+				
36		(+)		+	PR: GT/PL
37		(+)		+	PR: GT/PL
37A		(+)		+	PR: GT/PL
38			(+)	+	PR: GT/PL
39			(+)	+	PR: GT/PL
40				+	
41			+		
42			+		
43			+		
44			+		

PR = Responsabilité primaire
Primary responsibility
Responsabilidad primaria

Annex

Resolutions/Resoluciones

RES	Com4	Com5	Com6	GT/PL	
				WG/PL	Observations/Remarks/Observaciones
8	+				
9	+				
12			+		
13			+		
30	+				
38	+				
200m	+	(+)			PR: C4
202			+		
203m	(+)	+			PR: C5
204m	+	(+)	(+)		PR: C4
205m	+				
206m	(+)	+			PR: C5
300	+				
301	+				
302	+				
303	+				
304	+		(+)		PR: C4
306	+			(+)	PR: C4
307	+			(+)	PR: C4
308	(+)		+		PR: C6
309	+				
310m	+				
311			+		
312			+		
314			+		
316			+		
317m		+			
318m	(+)	+			PR: C5
319m	+		(+)		PR: C4
320m			+		
321m		+			
322m		+			
400	+				
401	+				
402	+				
404	+				
405	+		(+)		PR: C4
406	+		(+)		PR: C4
407	+		(+)		PR: C4
600	+	(+)	(+)		PR: C4
601				+	
704m	+				
3(EMA)				+	

RP = Responsabilité primaire
Primary responsibility
Responsabilidad primaria

m= Mob-83

Annex

Recommendations/Recomendaciones

REC	Com4	Com5	Com6	GT/PL	
				WG/PL	Observations/Remarks/Observaciones
7			+		
8			+		
201m		+			
203	+	(+)	(+)		PR: C4
204m		+	(+)		PR: C5
300	+				
301	+		(+)		PR: C4
302	+		(+)		PR: C4
303	+	(+)			PR: C4
304	+				
305	+		(+)		PR: C4
306		+			
307	+	(+)			PR: C4
308	+				
310			(+)	+	PR: GT/PL
311		+		(+)	PR: C5
312			(+)	+	PR: GT/PL
313m			+	(+)	PR: C6
314m	+	(+)			PR: C4
315m			+		
316m			+		
317m		+			
400	+				
405			(+)	+	PR: GT/PL
406	+				
600	+	(+)	(+)		PR: C4
601	+		(+)		PR: C4
603				+	
604m			(+)	+	PR: GT/PL
605				+	
703	+				
707	+				
713m		+			
2(EMA)	+				
1(MM)	+				
2(MM)	+				
3(MM)	+				
4(MM)	+				
5(MM)	+				
6(MM)	+				

PR = Responsabilité primaire
Primary responsibility
Responsabilidad primaria

m= Mob-83

HEADS OF DELEGATIONSDRAFT AGENDA OF THE
FIRST PLENARY MEETING

Monday, 14 September 1987, at 1430 hrs

(Room I)

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2. Opening of the Conference	-
3. Election of the Chairman of the Conference	-
4. Election of the Vice-Chairmen of the Conference	-
5. Address by the Secretary-General	-
6. Conference Structure	DT/2
7. Election of the Chairmen and Vice-Chairmen of the Committees	-
8. Composition of the Conference Secretariat	-
9. Allocation of documents to Committees	DT/4
10. Requests for participation received from international organizations	87
11. Date by which the Credentials Committee must submit its conclusions	-
12. Working hours of the meetings of the Conference	-
13. Financial responsibilities of administrative conferences	73
14. Other business	-

R.E. BUTLER
Secretary-General

SEANCE PLENIERE /
PLENARY MEETING /
SESION PLENARIA

Projet / Draft / Proyecto

Note du Secrétaire général / Note by the Secretary-General /
Nota del Secretario GeneralATTRIBUTION DES DOCUMENTS / ALLOCATION OF DOCUMENTS /
ATRIBUCION DE LOS DOCUMENTOSSéance plénière / Plenary Meeting / Sesión plenaria : 87C2 - Pouvoirs / Credentials / Credenciales : -C3 - Contrôle budgétaire / Budget Control / Control del presupuesto :

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C4 - Fréquences / Frequency / Frecuencias :3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 18, 19, 20, 22, 23, 24, 25, 28,
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57, 58, 59, 60, 61, 63, 64, 74(F/G)*, 75(S)*, 76(TUN)*, 77(PHL)*,
86(CTI)*, 89(ALG)*, 90(SDN)*C5 - Questions de détresse et de sécurité / Distress and Safety / Socorro y
seguridad :3, 4, 5, 7, 8, 9, 15, 18, 20, 21, 22, 24, 25, 28, 30, 31, 32, 33, 34, 36,
37, 40, 42, 43, 49, 55, 57, 58, 59, 60, 61, 63, 70, 76(TUN)*, 77(PHL)*,
86(CTI)*, 89(ALG)*C6 - Services mobiles et de radiorepérage (à l'exception des services de
détresse et de sécurité) / Mobile and Radiodetermination Services (except
Distress and Safety) / Servicios móviles y de radiodeterminación (excepto
las cuestiones de socorro y seguridad :3, 4, 5, 7, 8, 14, 16, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30,
32, 33, 36, 37, 38, 39, 40, 42, 44, 48, 49, 52, 54, 55, 57, 58, 59, 60, 61,
63, 64, 70, 77(PHL)*, 86(CTI)*, 89(ALG)**) Documents en préparation / Documents being prepared /
Documentos en preparación

./.

GT/WG-PL (technique / Technical / técnico) :

3, 5, 7, 8, 10, 18, 23, 24, 25, 28, 29, 30, 32, 33, 36, 40, 42, 47, 48, 56,
58, 60, 61, 62, 63, 65, 66, 67, 68, 69, 77(PHL)*), 78(USA)*), 79(USA)*),
80(USA)*), 81(USA)*), 82(USA)*), 83(USA)*), 84(USA)*), 86(CTI)*),
89(ALG)*)

R.E. BUTLER
Secrétaire général

*) Documents en préparation / Documents being prepared /
Documentos en preparación

Pas attribués / Not allocated / No atribuidos : 1, 2, 41, 50, 51, 85*), 88*)

COMMITTEE 6Note from the Chairman of Committee 6

DRAFT PROPOSAL FOR THE ORGANIZATION OF COMMITTEE 6

The following are the terms of reference for the proposed Working Groups of Committee 6.

Working Group 6-A

Review and revise, as necessary, the provisions of the Radio Regulations relating to the maritime mobile and maritime mobile-satellite services (excluding frequency matters, distress and safety) for the following:

1. Articles: 1, 19, 26, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66
2. Appendices: 9, 11, 12, 14, 31, 38, 39, 43, 44
3. Resolutions: 204, 304, 308, 311, 312, 314, 316, 319, 320
4. Recommendations: 7, 203, 301, 302, 305, 310, 312, 313, 315, 316

Working Group 6-B

Review and revise, as necessary, the provisions of the Radio Regulations relating to aeronautical and land mobile services and their associated mobile-satellite services, radiodetermination and radiodetermination-satellite services (excluding frequency matters and distress and safety) for the following:

1. Articles: 1, 19, 24, 25, 26 (list VI), 35, 42A to 53, 67, 68
2. Appendices: 10, 13, 26, 41, 42
3. Resolutions: 12, 13, 202, 405, 406, 407, 600
4. Recommendations: 7, 8, 204, 405, 600, 601, 604

I.R. HUTCHINGS
Chairman of Committee 6

WORKING GROUP 5-A

Note by the Chairman of Working Group 5-A

The terms of reference of Working Group 5-A as approved at the first meeting of Committee 5 are as follows:

To prepare new Chapter NIX using Document DT/1B and Addendum 1 as a base document, taking into account all proposals to the Conference, as well as suggestions made during discussions, which address new Articles N37-N42 inclusive, and to include the necessary provisions relating to Resolution No. 203 concerning the use of certain frequencies in this Chapter by the land mobile service.

U. HAMMERSCHMIDT
Chairman of Working Group 5-A

WORKING GROUP 5-B

TERMS OF REFERENCE OF WORKING GROUP 5-B

The terms of reference of Working Group 5-B as approved at the first meeting of Committee 5 are as follows:

To prepare a revised version of Chapter IX (Articles 37-42) of the Radio Regulations, using Document DT/1A, pages 20-30 inclusive, as a base document, taking into account all relevant proposals to the Conference as well as suggestions made during discussions.

T. HAHKIO
Chairman of Working Group 5-B

WORKING GROUP 6-BNote by the Chairman of Working Group 6-B

ATTRIBUTION OF TERMS OF REFERENCE ASSIGNED TO WORKING GROUP 6-B

1. Aeronautical services

Articles : 42A, 43, 44, 45, 46, 47, 48, 49, 50*, 51, 52,
53 (Chapter X)
Appendices : 13, 26
Resolutions Nos. : 405, 406, 407
Recommendations Nos.: 7, 405, 604*

2. Radiodetermination services

Articles : 26, 35
Appendix : 41
Resolution No. : 600
Recommendations Nos.: 600*, 601

3. Land mobile services

Articles : 67, 68

4. Miscellaneous

Articles : 1, 19, 24, 25
Appendices : 10, 13, 42
Resolutions Nos. : 12, 202
Recommendations Nos.: 8, 204

Y. HIRATA
Chairman of Working Group 6-B

* Secondary responsibility.

TECHNICAL WORKING GROUP
PLENARYDraftFIRST REPORT OF THE TECHNICAL WORKING GROUP
OF THE PLENARY

The Technical Working Group of the Plenary considered all proposals concerning Appendix 7 to the Radio Regulations and adopted the modifications contained in the annex. The dates to be entered in Notes 1 to 4 are closely related to the date of implementation of the global maritime distress and safety system. They can only be determined when this latter date is known.

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

Annex: 1

Note to the Editorial Committee - Attention is drawn to the fact that column 2 as well as Notes 11, 17, 18, 30, 34 and 35 may be removed if the date of entry into force of the Final Acts of this Conference is after 1 January 1990.

ANNEX

AP7-1

APPENDIX 7

Table of Transmitter Frequency Tolerances

(See Article 5)

1. NOC
2. NOC
3. NOC

Frequency Bands (lower limit exclusive, upper limit inclusive) and Categories of Stations	Tolerances applicable until 1 January 1990 to transmitters installed before 2 January 1985	Tolerances applicable to transmitters installed after 1 January 1985 and to all transmitters after 1 January 1990
1	2	3
Band: 9 kHz to 535 kHz 1. Fixed Stations: — 9 kHz to 50 kHz — 50 kHz to 535 kHz 2. Land Stations: a) Coast Stations: — power 200 W or less — power above 200 W b) Aeronautical Stations	 1 000 200 500 1) 200 1) 100	 100 50 100 1) 2) 100

AP7-2

1	2	3
3. Mobile Stations: <i>a) Ship Stations</i> <i>b) Ship's Emergency Transmitters</i> <i>c) Survival Craft Stations</i> <i>d) Aircraft Stations</i>	1 000 3) 5 000 5 000 500	200 3) 4) 500 5) 500 100
4. Radiodetermination Stations	100	100
5. Broadcasting Stations	10 Hz	10 Hz
NOC Band: 535 kHz to 1 606.5 kHz (1 605 kHz in Region 2)		
Band: 1 606.5 kHz (1 605 kHz in Region 2) to 4 000 kHz 1. Fixed Stations: — power 200 W or less — power above 200 W 2. Land Stations: — power 200 W or less — power above 200 W 3. Mobile Stations: <i>a) Ship Stations</i> <i>b) Survival Craft Stations</i> <i>c) Emergency Position-Indicating Radiobeacons</i> <i>d) Aircraft Stations</i> <i>e) Land Mobile Stations</i> 4. Radiodetermination Stations: — power 200 W or less — power above 200 W 5. Broadcasting Stations	100 50 100 1) 9) 10) 50 1) 9) 10) 200 3) 11) 300 300 100 10) 200 100 50 20	100 7) 8) 50 7) 8) 100 1)2)7)9)10) 50 1)2)7)9)10) 40 Hz 12) 3) 4) 100 100 100 10) 50 13) 20 14) 10 14) 10 Hz 15)

AP7-3

1	2	3
Band: 4 MHz to 29.7 MHz		
1. Fixed Stations:		
— power 500 W or less	50	
— power above 500 W	15	
a) Single-sideband and independent-sideband emissions:		
— power 500 W or less		50 Hz
— power above 500 W		20 Hz
b) Class F1B emissions		
		10 Hz
c) Other classes of emission:		
— power 500 W or less		20
— power above 500 W		10
2. Land Stations:		
a) Coast Stations:		
— power 500 W or less	50 1) 9)	20 Hz 1) 2) 16)
— power above 500 W and less than or equal to 5 kW	30 1) 9)	
— power above 5 kW	15 1) 9)	
b) Aeronautical Stations:		
— power 500 W or less	100 10)	100 10)
— power above 500 W	50 10)	50 10)
c) Base Stations:		
		20 7)
— power 500 W or less	100	
— power above 500 W	50	
3. Mobile Stations:		
a) Ship Stations:		
1) Class A1A emissions	50 17) 18)	10
2) Emissions other than Class A1A	50 3) 11)	50 Hz 3) 4) 19)

AP7-4

	1	2	3
	b) Survival Craft Stations	200	50
	c) Aircraft Stations	100 10)	100 10)
	d) Land Mobile Stations	200	40 20)
	4. Broadcasting Stations	15	10 Hz 15) 21)
	5. Space Stations		20
	6. Earth Stations		20
NOC	Band: 29.7 MHz to 100 MHz		
	Band: 100 MHz to 470 MHz		
	1. Fixed Stations:		
	— power 50 W or less	50	20 26)
	— power above 50 W	20	10
	2. Land Stations:		
	a) Coast Stations	10	10
	b) Aeronautical Stations	50	20 28)
	c) Base Stations:		
	— power 5 W or less	50	
	— power above 5 W	20	
	— in the band 100 - 235 MHz		15 29)
	— in the band 235 - 401 MHz		7 29)
	— in the band 401 - 470 MHz		5 29)
	3. Mobile Stations:		
	a) Ship Stations and Survival Craft Stations:		
	— in the band 156 - 174 MHz	10	10
	— outside the band 156 - 174 MHz	50 30) 31)	50 31)
	b) Aircraft Stations	50	30 28)
	c) Land Mobile Stations:		
	— power 5 W or less	50	
	— power above 5 W	20	

AP7-6

	1	2	3
	<ul style="list-style-type: none"> — in the band 100 - 235 MHz — in the band 235 - 401 MHz — in the band 401 - 470 MHz 		15 29) 7 29) 32) 5 29) 32)
	4. <i>Radiodetermination Stations</i>	50 30) 33)	50 33)
	5. <i>Broadcasting Stations (other than television)</i>	20	2 000 Hz 23)
	6. <i>Broadcasting Stations (television sound and vision):</i>		500 Hz 24) 25)
	— power 100 W or less	100	
	— power above 100 W	1 000 Hz	
	7. <i>Space Stations</i>		20
	8. <i>Earth Stations</i>		20
NOC	Band: 470 MHz to 2 450 MHz		
NOC	Band: 2 450 MHz to 10 500 MHz		
NOC	Band: 10.5 GHz to 40 GHz		

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;
 - 10 Hz for frequency shift keying for transmitters installed after [];
 - 15 Hz for frequency shift keying for transmitters in use or installed before [].
- MOD (2) For coast station transmitters used for digital selective calling the tolerance is 10 Hz. This tolerance applies to transmitters installed after [] and to all transmitters after [].
- 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;
 - 10 Hz for frequency shift keying for transmitters installed after [];
 - 40 Hz for frequency shift keying for transmitters in use or installed before [].
- MOD (4) For ship station transmitters used for digital selective calling the tolerance is 10 Hz. This tolerance applies to transmitters installed after [] and to all transmitters after [].
- NOC (5) and (6)
- MOD (7) For single-sideband radiotelephone transmitters except at coast stations the tolerance is:
- in the bands 1 606.5 (1 605 Region 2) - 4 000 kHz and 4 - 29.7 MHz for peak envelope powers of 200 W or less and 500 W or less, respectively, 50 Hz;
 - in the bands 1 606.5 (1 605 Region 2) - 4 000 kHz and 4 - 29.7 MHz for peak envelope powers above 200 W and 500 W, respectively, 20 Hz.
- NOC (8) to (10)

(11) For ship station single-sideband radiotelephone transmitters the tolerance is:

- a) in the band 1 606.5 (1 605 in Region 2) - 4 000 kHz;
 - 100 Hz for transmitters installed before 2 January 1982;
 - 50 Hz for transmitters installed after 1 January 1982;
- b) in the band 4 000 - 27 500 kHz;
 - 100 Hz for transmitters installed before 2 January 1978;
 - 50 Hz for transmitters installed after 1 January 1978.

NOC (12) to (26)
SUP (27)
NOC (28) to (36).

TECHNICAL WORKING GROUP
PLENARYDraftFIRST REPORT OF THE TECHNICAL WORKING GROUP
OF THE PLENARY

The Technical Working Group of the Plenary considered all proposals concerning Appendix 7 to the Radio Regulations and adopted the modifications contained in the annex.

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

Annex: 1

Note to the Editorial Committee - Attention is drawn to the fact that column 2 may be removed if the date of entry into force of the Final Acts of this Conference is after 1 January 1990.

ANNEX

AP7-1

APPENDIX 7

Table of Transmitter Frequency Tolerances

(See Article 5)

1. NOC
2. NOC
3. NOC

Frequency Bands (lower limit exclusive, upper limit inclusive) and Categories of Stations	Tolerances applicable until 1 January 1990 to transmitters installed before 2 January 1985	Tolerances applicable to transmitters installed after 1 January 1985 and to all transmitters after 1 January 1990
1	2	3
Band: 9 kHz to 535 kHz 1. Fixed Stations: — 9 kHz to 50 kHz — 50 kHz to 535 kHz 2. Land Stations: a) Coast Stations: — power 200 W or less — power above 200 W b) Aeronautical Stations	 1 000 200 1 500 \pm 1 200 \pm 1 100	 100 50 100 1) 2) 100

AP7-2

1	2	3
3. Mobile Stations: a) Ship Stations b) Ship's Emergency Transmitters c) Survival Craft Stations d) Aircraft Stations 4. Radiodetermination Stations 5. Broadcasting Stations	1 000 3) 5 000 5 000 500 100 10 Hz	200 4 3) 4) 500 5) 500 100 100 10 Hz
NOC Band: 535 kHz to 1 606.5 kHz (1 605 kHz in Region 2)		
Band: 1 606.5 kHz (1 605 kHz in Region 2) to 4 000 kHz 1. Fixed Stations: — power 200 W or less — power above 200 W 2. Land Stations: — power 200 W or less — power above 200 W 3. Mobile Stations: a) Ship Stations b) Survival Craft Stations c) Emergency Position-Indicating Radiobeacons d) Aircraft Stations e) Land Mobile Stations 4. Radiodetermination Stations: — power 200 W or less — power above 200 W 5. Broadcasting Stations	100 50 1 100 2 9) 10) 50 2 9) 10) 1 200 3) 11) 300 300 100 10) 200 100 50 20	100 7) 8) 50 7) 8) 2) 100 1) 7) 10) 50 1) 7) 10) 2) 40 Hz 12) 4) 100 100 100 10) 50 13) 20 14) 10 14) 10 Hz 15)

AP7-3

1	2	3
Band: 4 MHz to 29.7 MHz		
1. Fixed Stations:		
— power 500 W or less	50	
— power above 500 W	15	
a) Single-sideband and independent-sideband emissions:		
— power 500 W or less		50 Hz
— power above 500 W		20 Hz
b) Class F1B emissions		
		10 Hz
c) Other classes of emission:		
— power 500 W or less		20
— power above 500 W		10
2. Land Stations:		
a) Coast Stations:		
— power 500 W or less	1 50 ¹ / ₂) 9)	2) 20 Hz 1) ¹ / ₁₆)
— power above 500 W and less than or equal to 5 kW	1 30 ¹ / ₂) 9)	
— power above 5 kW	15 ¹ / ₂) 9) 1	
b) Aeronautical Stations:		
— power 500 W or less	100 10)	100 10)
— power above 500 W	50 10)	50 10)
c) Base Stations:		
— power 500 W or less		20 7)
— power above 500 W	100 50	
3. Mobile Stations:		
a) Ship Stations:		
1) Class A1A emissions	50 17) 18)	10
2) Emissions other than Class A1A	50 3) 11)	3) 4) 50 Hz ¹ / ₁₉)

AF7-4

	1	2	3
	b) Survival Craft Stations	200	50
	c) Aircraft Stations	100 10)	100 10)
	d) Land Mobile Stations	200	40 20)
	4. <i>Broadcasting Stations</i>	15	10 Hz 15) 21)
	5. <i>Space Stations</i>		20
	6. <i>Earth Stations</i>		20
NOC	Band: 29.7 MHz to 100 MHz		
	Band: 100 MHz to 470 MHz		
	1. <i>Fixed Stations:</i>		
	— power 50 W or less	50	20 26)
	— power above 50 W	20	10
	2. <i>Land Stations:</i>		
	a) Coast Stations	20-27 10	10
	b) Aeronautical Stations	50	20 28)
	c) <i>Base Stations:</i>		
	— power 5 W or less	50	
	— power above 5 W	20	
	— in the band 100 - 235 MHz		15 29)
	— in the band 235 - 401 MHz		7 29)
	— in the band 401 - 470 MHz		5 29)
	3. <i>Mobile Stations:</i>		
	a) Ship Stations and Survival Craft Stations:		
	— in the band 156 - 174 MHz	20-27 10	10
	— outside the band 156 - 174 MHz	50 30) 31)	50 31)
	b) Aircraft Stations	50	30 28)
	c) Land Mobile Stations:		
	— power 5 W or less	50	
	— power above 5 W	20	

API-0

	1	2	3
	<ul style="list-style-type: none"> — in the band 100 - 235 MHz — in the band 235 - 401 MHz — in the band 401 - 470 MHz 		<ul style="list-style-type: none"> 15 29) 7 29) 32) 5 29) 32)
	4. <i>Radiodetermination Stations</i>	50 30) 33)	50 33)
	5. <i>Broadcasting Stations (other than television)</i>	20	2 000 Hz 23)
	6. <i>Broadcasting Stations (television sound and vision):</i>		500 Hz 24) 25)
	— power 100 W or less	100	
	— power above 100 W	1 000 Hz	
	7. <i>Space Stations</i>		20
	8. <i>Earth Stations</i>		20
NOC	Band: 470 MHz to 2 450 MHz		
NOC	Band: 2 450 MHz to 10 500 MHz		
NOC	Band: 10.5 GHz to 40 GHz		

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 15 Hz for frequency shift keying and 5 Hz for narrow-band phase-shift keying.
- MOD 2) For coast station transmitters used for digital selective calling the tolerance is 10 Hz. This tolerance applies to transmitters installed after [] and to all transmitters after [].
- MOD 3) For ship station transmitters used for direct-printing telegraphy or for data transmission, the tolerance is 40 Hz, for frequency shift-keying and 5 Hz for narrow-band phase-shift keying.
- MOD 4) For ship station transmitters used for digital selective calling the tolerance is 10 Hz. This tolerance applies to transmitters installed after [] and to all transmitters after [].
- NOC 5) to 10)
- MOD 11) For ship station single-sideband radiotelephone transmitters the tolerance is:
- a) in the band 1 606.5 [(1 625 in Region 2)] [(2 065 in Regions 2 and 3)] - 4 000 kHz;
 - 100 Hz for transmitters in use or to be installed before 2 January 1982;
 - 50 Hz for transmitters installed after 1 January 1982, but before 1 January 1985;
 - b) in the band 4 000 - [27 500] [26 175] kHz;
 - 100 Hz for transmitters in use before 2 January 1978;
 - 50 Hz for transmitters installed after 1 January 1978.
- [(See also Appendix 17.)]
- NOC 12) to 26)
- SUP 27)
- NOC 28) to 36).
-

TECHNICAL WORKING GROUP
PLENARY

Draft

FIRST REPORT OF THE TECHNICAL WORKING GROUP
OF THE PLENARY

The Technical Working Group of the Plenary considered all proposals concerning Appendix 7 to the Radio Regulations and adopted the modifications contained in the annex.

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

Annex: 1

Note to the Editorial Committee - Attention is drawn to the fact that column 2 may be removed if the date of entry into force of the Final Acts of this Conference is after 1 January 1990.

ANNEX

AP7-1

APPENDIX 7

Table of Transmitter Frequency Tolerances

(See Article 5)

1. NOC
2. NOC
3. NOC

Frequency Bands (lower limit exclusive, upper limit inclusive) and Categories of Stations	Tolerances applicable until 1 January 1990 to transmitters in-use and to those to be installed before 2 January 1985	Tolerances applicable to new transmitters installed after 1 January 1985 and to all transmitters after 1 January 1990
1	2	3
Band: 9 kHz to 535 kHz 1. Fixed Stations: — 9 kHz to 50 kHz — 50 kHz to 535 kHz 2. Land Stations: a) Coast Stations: — power 200 W or less — power above 200 W b) Aeronautical Stations	1 000 200 1 500 ¹ / ₂) 200 ¹ / ₂) 100	100 50 100 1) 2) 100

AP7-2

1	2	3
3. Mobile Stations: a) Ship Stations b) Ship's Emergency Transmitters c) Survival Craft Stations d) Aircraft Stations 4. Radiodetermination Stations 5. Broadcasting Stations	1 000 3) 5 000 5 000 500 100 10 Hz	200 4) 3) 4) 500 5) 500 100 100 10 Hz
Band: 535 kHz to 1 606.5 kHz (1 605 kHz in Region 2) Broadcasting Stations	10 Hz 6)	10 Hz 6)
Band: 1 606.5 kHz (1 605 kHz in Region 2) to 4 000 kHz 1. Fixed Stations: — power 200 W or less — power above 200 W 2. Land Stations: — power 200 W or less — power above 200 W 3. Mobile Stations: a) Ship Stations b) Survival Craft Stations c) Emergency Position-Indicating Radiobeacons d) Aircraft Stations e) Land Mobile Stations 4. Radiodetermination Stations: — power 200 W or less — power above 200 W 5. Broadcasting Stations	100 50 1 100 2) 9) 10) 50 2) 9) 10) 1 200 3) 11) 300 300 100 10) 200 100 50 20	100 7) 8) 50 7) 8) 2) 100 1) 7) 10) 50 1) 7) 10) 2) 40 Hz 12) 4) 100 100 100 10) 50 13) 20 14) 10 14) 10 Hz 15)

AP7-3

1	2	3
Band: 4 MHz to 29.7 MHz		
1. Fixed Stations:		
— power 500 W or less	50	
— power above 500 W	15	
a) Single-sideband and independent-sideband emissions:		
— power 500 W or less		50 Hz
— power above 500 W		20 Hz
b) Class F1B emissions		
		10 Hz
c) Other classes of emission:		
— power 500 W or less		20
— power above 500 W		10
2. Land Stations:		
a) Coast Stations:		
— power 500 W or less	1 50 ¹ / ₂) 9)	20 Hz 1) ¹ / ₁₆)
— power above 500 W and less than or equal to 5 kW	1 30 ¹ / ₂) 9)	
— power above 5 kW	15 ¹ / ₂) 9)	
b) Aeronautical Stations:		
— power 500 W or less	100 10)	100 10)
— power above 500 W	50 10)	50 10)
c) Base Stations:		
— power 500 W or less		20 7)
— power above 500 W	100 50	
3. Mobile Stations:		
a) Ship Stations:		
1) Class A1A emissions	50 17) 18)	10
2) Emissions other than Class A1A	50 3) 11)	3) 4) 50 Hz ¹ / ₁₉)

AP7-4

1	2	3
b) Survival Craft Stations	200	50
c) Aircraft Stations	100 10)	100 10)
d) Land Mobile Stations	200	40 20)
4. Broadcasting Stations	15	10 Hz 15) 21)
5. Space Stations		20
6. Earth Stations		20
Band: 29.7 MHz to 100 MHz		
1. Fixed Stations:		
— power 200 W or less	50	
— power above 200 W	30	
— power 50 W or less		30
— power above 50 W		20
2. Land Stations:		20
— power 15 W or less	50	
— power above 15 W	20	
3. Mobile Stations:		20 22)
— power 5 W or less	100	
— power above 5 W	50	
4. Radiotermination Stations	200	50
5. Broadcasting Stations (other than television):		2 000 Hz 23)
— power 50 W or less	50	
— power above 50 W	20	

AP7-5

1	2	3
<p>6. <i>Broadcasting Stations</i> (<i>television sound and vision</i>):</p> <p>— power 50 W or less</p> <p>— power above 50 W</p> <p>7. <i>Space Stations</i></p> <p>8. <i>Earth Stations</i></p>	<p>100</p> <p>1 000 Hz</p>	<p>500 Hz 24) 25)</p> <p>20</p> <p>20</p>
<p>Band: 100 MHz to 470 MHz</p> <p>1. <i>Fixed Stations:</i></p> <p>— power 50 W or less</p> <p>— power above 50 W</p> <p>2. <i>Land Stations:</i></p> <p>a) <i>Coast Stations</i></p> <p>b) <i>Aeronautical Stations</i></p> <p>c) <i>Base Stations:</i></p> <p>— power 5 W or less</p> <p>— power above 5 W</p> <p>— in the band 100 - 235 MHz</p> <p>— in the band 235 - 401 MHz</p> <p>— in the band 401 - 470 MHz</p> <p>3. <i>Mobile Stations:</i></p> <p>a) <i>Ship Stations and Survival Craft Stations:</i></p> <p>— in the band 156 - 174 MHz</p> <p>— outside the band 156 - 174 MHz</p> <p>b) <i>Aircraft Stations</i></p> <p>c) <i>Land Mobile Stations:</i></p> <p>— power 5 W or less</p> <p>— power above 5 W</p>	<p>50</p> <p>20</p> <p>20-27 10</p> <p>50</p> <p>50</p> <p>20</p> <p>50</p> <p>20</p> <p>20-27 10</p> <p>50 30) 31)</p> <p>50</p> <p>50</p> <p>20</p>	<p>20 26)</p> <p>10</p> <p>10</p> <p>20 28)</p> <p>15 29)</p> <p>7 29)</p> <p>5 29)</p> <p>10</p> <p>50 31)</p> <p>30 28)</p>

AP7-6

1	2	3
<ul style="list-style-type: none"> — in the band 100 - 235 MHz — in the band 235 - 401 MHz — in the band 401 - 470 MHz <p>4. <i>Radiodetermination Stations</i></p> <p>5. <i>Broadcasting Stations (other than television)</i></p> <p>6. <i>Broadcasting Stations (television sound and vision):</i></p> <ul style="list-style-type: none"> — power 100 W or less — power above 100 W <p>7. <i>Space Stations</i></p> <p>8. <i>Earth Stations</i></p>	<p>50 30) 33)</p> <p>20</p> <p>100 1 000 Hz</p>	<p>15 29) 7 29) 32) 5 29) 32)</p> <p>50 33)</p> <p>2 000 Hz 23)</p> <p>500 Hz 24) 25)</p> <p>20</p> <p>20</p>
<p>Band: 470 MHz to 2 450 MHz</p> <p>1. <i>Fixed Stations:</i></p> <ul style="list-style-type: none"> — power 100 W or less — power above 100 W <p>2. <i>Land Stations</i></p> <p>3. <i>Mobile Stations</i></p> <p>4. <i>Radiodetermination Stations</i></p> <p>5. <i>Broadcasting Stations (other than television)</i></p> <p>6. <i>Broadcasting Stations (television sound and vision)</i> in the band 470 MHz to 960 MHz:</p> <ul style="list-style-type: none"> — power 100 W or less — power above 100 W <p>7. <i>Space Stations</i></p> <p>8. <i>Earth Stations</i></p>	<p>300 34) 100 35)</p> <p>300</p> <p>300</p> <p>500 33)</p> <p>100</p> <p>100 1 000 Hz</p>	<p>100 50</p> <p>20 36)</p> <p>20 36)</p> <p>500 33)</p> <p>100</p> <p>500 Hz 24) 25)</p> <p>20</p> <p>20</p>

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 15 Hz for frequency shift keying and 5 Hz for narrow-band phase-shift keying.
- MOD 2) For coast station transmitters used for digital selective calling the tolerance is 10 Hz. This tolerance applies to transmitters installed after [] and to all transmitters after [].
- MOD 3) For ship station transmitters used for direct-printing telegraphy or for data transmission, the tolerance is 40 Hz, for frequency shift-keying and 5 Hz ~~This tolerance is applicable to equipment installed after 1 January 1976 and to all equipment after 1 January 1985. For equipment installed before 2 January 1976 the tolerance is 100 Hz (with a maximum deviation of 40 Hz for short periods of the order of 15 minutes) for narrow-band phase-shift keying.~~
- MOD 4) For ship station transmitters used for digital selective calling the tolerance is 10 Hz. This tolerance applies to transmitters installed after [] and to all transmitters after [].
- NOC 5) to 10)
- MOD 11) For ship station single-sideband radiotelephone transmitters the tolerance is:
- a) in the band 1 606.5 ~~(1 605 Region 2)~~ [2 065 in Regions 2 and 3] - 4 000 kHz;
 - 100 Hz for transmitters ~~in use or to be~~ installed before 2 January 1982;
 - 50 Hz for transmitters installed after 1 January 1982, but before 1 January 1985;
 - b) in the band 4 000 - ~~23 000~~ [26 175] kHz;
 - 100 Hz for transmitters in use before 2 January 1978;
 - 50 Hz for transmitters installed after 1 January 1978.
- [(See also Appendix 17.)]
- NOC 12) to 26)
- SUP 27)
- NOC 28) to 36).

WORKING GROUP 4-A

DRAFT

FIRST REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. At its first meeting, held on 15 September 1987, Working Group 4-A unanimously approved the following proposals concerning Article 8:

- 1.1 to modify RR405;
- 1.2 to modify the Table (band 200 - 285 kHz, R2);
- 1.3 to modify the Table (bands 130 - 148.5 kHz and 148.5 - 255 kHz, R1) and RR458;
- 1.4 to modify the Table (band 283.5 - 315 kHz and ADD RR466A);
- 1.5 to SUP RR473.

The approved modifications are contained in Annex 1 to this report.

2. Working Group 4-A is faced with the problems of allocation of documents (namely Documents 41, 51, 56, 65-69 and 78-84) which are not allocated to Committee 4. Some delegations felt that these documents are also relevant for Working Group 4-A.

2.1 With respect to the documents which are allocated to the Technical Working Group of the Plenary (Documents 56, 65-69 and 78-84), Working Group 4-A was of the opinion that their eventual consideration in Working Group 4-A should be done after the Working Group of the Plenary takes a position on them. In this connection a draft note to the Chairman of the Technical Working Group of the Plenary is being envisaged and is contained in Annex 2 to this report.

2.2 With respect to Documents 41 and 51, which are not allocated to any body of the Conference, Working Group 4-A felt that they may also be considered as information papers for the work of Working Group 4-A, but since they contain technical matters too, an opinion from the Technical Working Group of the Plenary would also be appreciated.

2.3 The attention of Working Group 4-A has also been drawn to the comments of the IFRB (Document 4) and particularly to paragraph 2.2.2. In order to take a position concerning this particular comment and, if necessary, to propose an appropriate modification of RR466, Working Group 4-A would appreciate comments from the Technical Working Group of the Plenary on this subject.

J. KARJALAINEN
Chairman of Working Group 4-A

Annexes: 2

ANNEX 1

Modifications to Article 8

MOD 405 § 5. The "European Maritime Area" is bounded on the north by a line extending along parallel 72° North from its intersection with meridian 55° East of Greenwich to its intersection with meridian 5° West, then along meridian 5° West to its intersection with parallel 67° North, thence along parallel 67° North to its intersection with meridian ~~30°~~ 32° West; on the west by a line extending along meridian ~~30°~~ 32° West to its intersection with parallel 30° North; (the remainder of the text is unchanged).

kHz
130 - 283.5

Allocation to Services		
Region 1	Region 2	Region 3
130 - 148.5 MARITIME MOBILE /FIXED/ 454 457 458	130 - 160 (NOC) FIXED MARITIME MOBILE 454	130 - 160 (NOC) FIXED MARITIME MOBILE RADIONAVIGATION 454
148.5 - 255 BROADCASTING	160 - 190 (NOC) FIXED 459	160 - 190 (NOC) FIXED Aeronautical Radionavigation
458 460 461 462	190 - 200 (NOC) AERONAUTICAL RADIONAVIGATION	
255 - 283.5 BROADCASTING /AERONAUTICAL RADIONAVIGATION/ 463	200 - 285 275 AERONAUTICAL RADIONAVIGATION Aeronautical Mobile	200 - 285 (NOC) AERONAUTICAL RADIONAVIGATION Aeronautical Mobile
458 462 464	<u>257</u> - 285 AERONAUTICAL RADIONAVIGATION Aeronautical mobile <u>Maritime</u> <u>radionavigation</u> <u>(radiobeacons)</u>	

458 In Region 1, the change of the band limits from 150 kHz and 285 kHz to ~~148.5 kHz~~ and 283.5 kHz respectively shall take place on ~~1 February 1986~~ for the lower limit and 1 February 1990 for the upper limit. (See Resolution No. 500.)

Allocation to Services		
Region 1	Region 2	Region 3
283.5 - 315	285 - 315 (NOC)	
MARITIME RADIONAVIGATION (radiobeacons) 466 /AERONAUTICAL RADIONAVIGATION/ 458 465 <u>466A</u>		
	MARITIME RADIONAVIGATION (radiobeacons) 466 /AERONAUTICAL RADIONAVIGATION/	

466A Additional Allocation: The frequency band 285.3 - 285.7 kHz is also allocated to the maritime radionavigation service (other than radiobeacons) on a permitted basis.

kHz
415 - 1606.5

505 - 526.5	525 - 535	526.5 - 535
MARITIME MOBILE 470 /AERONAUTICAL RADIONAVIGATION/ 473 465 471 474 475 476		
526.5 - 1 606.5	BROADCASTING 477 AERONAUTICAL RADIONAVIGATION	BROADCASTING Mobile 479
478	535 - 1 605 BROADCASTING	535 - 1 606.5 BROADCASTING

ANNEX 2

Draft note from the Chairman of Committee 4 to the
Chairman of the Technical Working Group of the Plenary

1. Committee 4 is considering the proposals relating to the modification of the Table of Frequency Allocations. Some proposals are relating to technical matters, which are within the terms of reference of the Technical Working Group of the Plenary. In this connection, particular mention is made to Documents 56, 65-69 and 78-84, which are allocated to the Technical Working Group of the Plenary.

The Technical Working Group of the Plenary is, therefore, requested to advise Committee 4 on the matters treated in the above documents, as well as in Documents 41 and 51, which are relevant for frequency allocation and frequency use, as soon as possible.

2. The Technical Working Group of the Plenary is also asked to give its opinion on the comments of the IFRB (Document 4) and particularly to paragraph 2.2.2.

WORKING GROUP 5-A

DRAFT

FIRST REPORT BY WORKING GROUP 5-A TO COMMITTEE 5

1. Working Group 5-A has held three meetings (15, 16 and 17 September 1987).
2. The Working Group approved the title of Chapter N IX and Article N 37 (provisions N 2929-N 2943 inclusive) as contained in the annex.
3. The question of a reference to IMO's role in the development of the GMDSS is referred to in Committee 5.
4. Advice is requested from Committee 5 on whether to retain a reference to Nos. 347 and 348 or one to N 2939 in N 2930, N 2931A and N 2942.
5. N 2932, N 2933 and N 2934 are kept in square brackets pending directives from Committee 5.
6. With respect to N 2934A a majority was in favour of the text in DT/1B. However, three administrations preferred placing the provision in square brackets and seeking advice, through the Chairman of Committee 5, from the other competent committees.
7. With respect to N 2939, the Editorial Committee is requested to note the new location of the provision.
8. With respect to N 2942, a compromise was reached that the text as contained in DT/1B would be retained but that in Article N 38 the use of frequencies would be specified.
9. A Drafting Group with the representative of Japan as convenor and including representatives from the Federal Republic of Germany (for CEPT), Spain, Canada and Brazil, was established to draft a text for N 2943.

U. HAMMERSCHMIDT
Chairman of Working Group 5-A

Annex: 1

ANNEX

DT/1B

CHAPTER N IX

J/60/142

ADD

Distress and Safety Communications¹ for the GMDSS

J/60/142A

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

ADD

ARTICLE N 37

DT/1B

ADD

General Provisions

CEPT-8/15/78

ADD N 2929

This Chapter contains the provisions for the operational use of the Global Maritime Distress and Safety System (GMDSS).

ADD 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 the provisions specified in Chapter IX, shall, when using that equipment, comply with the appropriate provisions of that Chapter. [See Nos. 347 and 348.]

DT/1B

ADD 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, where this service or stations of this service are specifically mentioned.

DT/1B

ADD N 2939

The International Convention for the Safety of Life at Sea prescribes which ships and which of their survival craft shall be fitted 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 complied with by such installations equipment.

DT/1B

CAN/25/21

ADD N 2931A

Stations of the land mobile service in uninhabited and remote areas may, for distress and safety purposes, avail themselves of the frequencies provided for automated in this Chapter. communications for distress and safety. [(See ~~Resolution No. 203~~ (Rev. MOB 87) and No. 347.)]

CAN/25/22

ADD N 2931B

The procedure specified in this Chapter is obligatory for stations of the land mobile service when they use frequencies provided in these Regulations for automated communications for distress and safety.

CEPT-8/15/81

ADD 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.

CEPT-8/15/82

ADD 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.

CEPT-8/15/83

ADD 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).

ADD N 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 Centres¹ to communicate with other stations using bands allocated to the maritime mobile-satellite service, for distress and safety purposes.

DT/1B

J/60/148

ADD N 2934A.1

¹The term "Rescue Coordination Centre" 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, as defined in the International Convention on Maritime Search and Rescue, 1979.

ADD N 2935

DT/1B

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

ADD N 2937A

DT/1B

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.

USA/24/203

*ADD N 2938

The abbreviations and signals of Appendix 14, and the Phonetic Alphabet and Figure Code in Appendix 24 ~~and the Standard Marine Navigational Vocabulary~~ should be used where applicable¹. ~~and, where language difficulties exist, the use of the International Code of signals also is recommended.~~

¹ The use of the standard marine vocabulary, where language difficulties exist, the international code of signals, both published by IMO, is also recommended.

ADD N 2942

DT/1B

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).] [(See also Nos. 347 and 348).]

ADD N 2942.1

DT/1B

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 any special arrangements between the governments concerned by which the aeronautical mobile (R) service is regulated.

[ADD N 2942A

DT/1B

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

J/60/156

[ADD N 2942A 10.

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

[ADD N 2943

DT/1B

Any 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 class J3E or H3E 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.]

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/12-E
17 September 1987
Original: English

WORKING GROUP 6-A

DRAFT

REPORT OF THE CHAIRMAN OF THE DRAFTING GROUP OF WORKING GROUP 6-A
TO THE CHAIRMAN OF WORKING GROUP 6-A

Attached are the consolidated proposals from Administrations relating to
Article 66.

M.E. EDWARDS
Chairman of Drafting Group 6-A

Attachment: 1

ATTACHMENT

CONSOLIDATED PROPOSALS CONCERNING ARTICLE 66

ARTICLE 66

MOD Public Correspondence in the Maritime Mobile Service
and the Maritime Mobile-Satellite Service 1, 2

NOC A.66 1 See Resolution 201

ADD 2 See Resolution [...].

Section II. Accounting Authority

MOD 5086 2. Charges for radio~~communications~~ maritime
telecommunications 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

MOD 5093 6. The accounts shall be sent as promptly as possible but in any case before the end of the third month following that to which they relate. They shall be sent by the most expeditious means and the covering invoice shall be identified by a unique number.

NOC 5094 to 5095

MOD 5095 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.

NOC 5096

MOD 5096 9. All radiomaritime maritime telecommunications accounts shall be paid by the accounting authority without delay and in any case within [six] [four] months after dispatch of the account.

NOC 5097

MOD 5097 10. If international radiomaritime maritime telecommunication accounts remain unpaid after [six] [four] 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.

NOC 5098

MOD 5098 In the case referred to in No. 5095, if the account is seriously delayed in transit, If the period between the date of dispatch and receipt exceeds 21 days then 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 months from the date of receipt of the account.

MOD 5098 11. In the case referred to in No. 5095, if the account is seriously delayed in transit 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 handing in of the radiotelegrams; or the date of establishment of the radiotelephone calls or radiotelex calls the traffic to which the accounts relate.

SUP Section IV. Payment of Balances

SUP 5100

SUP Section V. Archives

SUP 5101 to 5102

ADD DRAFT RESOLUTION [....]

Relating to the Inclusion in the Regulations to be adopted by the WATTC-88 of Provisions Concerning Charging and Accounting for Public Correspondence in the Maritime Mobile Service and the Maritime Mobile-Satellite Service and 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 public correspondence in the maritime mobile service and the maritime mobile-satellite service may be included in the Regulations to be adopted by the WATTC-1988;

considering

that if such provisions are included in these Regulations it will not be necessary to retain similar provisions in the Radio Regulations;

noting

that the Regulations, if adopted, will enter into force after the revision of the Radio Regulations by this Conference;

resolves

1. that if the provisions of Article 66 of the Radio Regulations are contained in the Regulations to be adopted by the WATTC-88 when the latter enter into force, the provisions of Article 66 of the Radio Regulations should be replaced by the following:

"ARTICLE 66

Charging and Accounting for Public Correspondence in the Maritime Mobile Service and the Maritime Mobile-Satellite Service

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 public correspondence in the maritime mobile and maritime mobile-satellite services, administrations and recognized private operating agencies shall continue to apply the provisions of Article 66 of the Radio Regulations as modified by this Conference;

3. that if the special provisions concerning charging and accounting in the maritime mobile and maritime mobile-satellite services are not to be included in the new Regulations adopted by the WATTC-88, the provisions of Article 66 of the Radio Regulations, as modified by this Conference, shall continue to apply;

4. that a future competent conference be invited to review this Resolution;

invites the Administrative Council

to place this Resolution on the agenda of the next competent conference.

TECHNICAL WORKING GROUP
PLENARY

Draft

SECOND REPORT OF THE TECHNICAL WORKING GROUP
OF THE PLENARY

The Technical Working Group of the Plenary considered all proposals concerning Appendices 17 and 36 to the Radio Regulations and adopted the modifications contained in Annexes I and II.

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

Annexes: 2

ANNEX 1

APPENDIX 17

**Technical Characteristics of Single-Sideband Transmitters Used
in the Maritime Mobile Service for Radiotelephony
in the Bands Between 1 606.5 kHz (1 625 kHz Region 2)
and 4 000 kHz and Between 4 000 kHz and 27 500 kHz**

(See Article 60, Section IV)

1. Power of the carrier:

MOD a) The power of the carrier for class R3E emissions in the bands between 1 606.5 kHz (1 605 kHz Region 2) and 4 000 kHz shall be: 18 ± 2 dB below the peak envelope power.

Note - Class R3E emissions are not permitted in the bands between 4 000 kHz and [23 000] [27 500] (see RR No. 4371).

NOC b)

NOC 2 and 3

4. The carrier frequencies shall be maintained within the tolerances specified in Appendix 7.

NOC 5

6. When class H3E, R3E or J3E emissions are used, the power of any unwanted emission supplied to the antenna transmission line on any discrete frequency shall, when the transmitter is driven to full peak envelope power, be in accordance with the following table for transmitters installed after 1 January 1982.

Separation Δ in kHz between the frequency of the unwanted emission ¹ and the assigned frequency ⁴	Minimum attenuation below peak envelope power
$1.6 < \Delta \leq 4.8$	28 dB
$4.8 < \Delta \leq 8$	38 dB
$8 < \Delta$	43 dB without exceeding the power of 50 mW

Transmitters using reduced carrier or suppressed carrier emission may, as far as concerns out-of-band emissions² and those spurious emissions³ which are a result of the modulation process but do not fall in the spectrum of out-of-band emissions², be tested for compliance with this regulation by means of a two-tone-audio input signal with a frequency separation between the tones such that all intermodulation products occur at frequencies at least 1.5 kHz removed from the assigned frequency⁴.

¹ Unwanted emission: See Article 1, No. 140.

² Out-of-band emission: See Article 1, No. 138.

³ Spurious emission: See Article 1, No. 139.

⁴ The assigned frequency is 1 400 Hz higher than the carrier frequency see Article 60, No. 4325.

ANNEX 2

APPENDIX 36

**Automatic Receiving Equipment for Radiotelegraph and
Radiotelephone Alarm Signals**

NOC 1. a) to d)

MOD e) The equipment should, as far as practicable, give warning of any faults that would prevent the apparatus from performing its normal functions during watch hours.

NOC 2.

COMMITTEE 4

NOTE FROM THE CHAIRMAN OF COMMITTEE 4

In an attempt to establish the meaning of the term "minimal effect" used in the agenda for the Conference, it will be evident that Committee 4 and its Working Groups dealing with Article 8 will need one or more general rules. The following are put forward for discussion:

1. The Conference may not remove or reduce the status of any existing allocation to a service not included in the agenda for the Conference.
2. The Conference may not introduce a new allocation which would restrict the future use of a band already allocated to a service which is not included in the agenda for the Conference.

O. VILLANYI
Chairman of Committee 4

COMMITTEE 4

NOTE BY THE SECRETARY-GENERAL

The Administrative Council at its 40th Session (July 1985) considering the scope of the agenda for the WARC MOB-87, discussed various possible solutions as contained in Document CA40/DT/18 which is reproduced in Annex.

Administrative Council adopted the Option 2 (Broad approach) as proposed on page 2 of the Document CA40/DT/18 with two editorial amendments.

- 1) replace the word "encroachment" with "effect";
- 2) delete fullstop and continue the last sentence with "taking into account the following list of items".

The adopted text read as follows:

'resolves 1': To review, and revise as necessary, the provisions of the Radio Regulations for the mobile services, the mobile-satellite services and the radionavigation and radiodetermination-satellite services with only minimum effect on the radiocommunication services not included in this agenda taking into account the following list of items.

It is up to the present Conference to interpret its agenda including the scope of "minimum effect".

However, the Administrative Council Document CA40/DT/18 as reproduced, in Annex provides some background information which may assist the Conference in consideration of this matter.

R.E. BUTLER
Secretary-General

Annex: 1

ANNEX

INTERNATIONAL TELECOMMUNICATION UNION
ADMINISTRATIVE COUNCIL

40th SESSION — GENEVA — JULY 1985

Document DT/18-E
9 July 1985
Original : English

WORKING GROUP PL-B

Note by the Chairman

SCOPE OF THE AGENDA FOR THE
WORLD ADMINISTRATIVE RADIO CONFERENCE FOR MOBILE SERVICES

1. Following discussions at the third and fourth meetings of Working Group PL/B, it is evident that there is no consensus on which of the various suggested statements should be recommended for the scope of the WARC. The particular areas of concern are 'resolves 1', Articles 8 and 35, and consideration of incompatibility between aeronautical and broadcasting services in the bands around 108 MHz.
2. This document has been prepared for the purpose of summarizing the situation and to identify, as clearly as possible, the various major alternatives open to the Group. In preparing this material, I have consulted with most, if not all, of the administrations that spoke on the subject in meetings of the Working Group.
3. The following are the major items of concern which have been raised :
 - a) The extent to which the radiodetermination service should be dealt with. No opposition to dealing with the radionavigation services has been voiced. On the other hand, there has been no support raised for including the radiolocation service, although it has been noted that there may be a need to make radiodetermination provisions for homing in the Future Global Maritime Distress and Safety System (FGMDSS).
 - b) Whether revisions to the selected portions of the Regulations (other than Article 8) are to have no adverse effect on services not specifically included in the WARC's agenda or to have only a minimum effect.
 - c) Whether revisions to Article 8 are to have no adverse effect on specific services not included in the WARC's agenda or to have only a minimum effect. (The option here could be the same or different from that selected for b) above).

./.

POSSIBLE SOLUTIONS

4. With regard to Article 35, it is suggested that removal of the brackets on the clause associated with item 1.10, and the retention of the clause, provides adequate opportunity for Administrations to make proposals in this area. Further, the proposed 'resolves 1' (dealing specifically with the FGMDSS) and 'resolves 6' (dealing with consequential changes to the regulations), appear to provide an adequate mandate for proposing any changes thought to be required on this subject in other parts of the Regulations.

5. With regard to the other areas of concern, the following three options are put forward for consideration by the Working Group in the hope that one of them can be recommended to Council. (The numbering and order of presentation is not intended to imply any preference or precedence).

OPTION 1 (Narrow approach)

'resolves 1' : To review, and revise as necessary, the provisions of the Radio Regulations for the mobile services, the mobile-satellite services and the radionavigation and radiodetermination-satellite services without encroaching upon the radiocommunication services not included in this agenda.

'resolves 2.1' : Article 8 : Frequency Allocations

OPTION 2 (Broad approach)

'resolves 1' : To review, and revise as necessary, the provisions of the Radio Regulations for the mobile services, the mobile-satellite services and the radionavigation and radiodetermination-satellite services with only minimum encroachment on the radiocommunication services not included in this agenda.

'resolves 2.1' : Article 8 : Frequency Allocations

(It is suggested that specific items regarding the aeronautical and broadcasting services incompatibility item, the shared bands at 4000 - 4063 kHz and 8100 - 8195 kHz, and the radiodetermination-satellite service would not be needed with the above 'resolves' if, in each case, there is to be only minimum encroachment on the services not included in the agenda).

OPTION 3 (Narrow approach for Article 8, broad approach for remainder)

'resolves 1' : To review, and revise as necessary, the provisions of the Radio Regulations for the mobile services, the mobile-satellite service and the radionavigation and radiodetermination-satellite services with minimum encroachment, except in Article 8, on the radiocommunication services not included in this agenda.

'resolves 1.2' : Article 8 : Frequency Allocations, but with no encroachment, except in the case of the Radiodetermination-Satellite Service, on the radiocommunication services not included in this agenda.

J.W. EGAN
Chairman PL/R

WORKING GROUP 4C

DRAFT

BASIC PRINCIPLES FOR REVISING APPENDIX 31(REV.1)

1. To revise Appendix 31 on the basis of 3 kHz channel spacing for radiotelephony, the carrier frequencies being integer multiples of 1 kHz.
2. To include in Appendix 31 the bands referred to in RR532 and RR544.
3. To increase the number of paired frequencies for duplex operations:
 - a) for SSB radiotelephony,
 - b) for NBDP.
4. To provide a maximum possible spacing between transmitting frequencies of ship and coast stations for duplex operations (telephony and NBDP).
5. To increase the number of channels for simplex radiotelephony.
6. To reduce the number of working frequencies for A1A and A1B Morse telegraphy.
7. The number of Morse calling frequencies should be proportional to the number of working frequencies in the exclusive sub-bands for A1A, A1B Morse telegraphy.
8. The basic format of Appendix 34 and Resolution No. 312 shall be maintained.
9. To increase the number of frequencies for NBDP (non-paired) and to permit these channels to be used by ship stations for A1A and A1B Morse telegraphy.
10. To maintain unchanged to the maximum extent practicable the distress frequencies allocated in the GMDSS for DSC, NBDP and SSB radiotelephony.
11. To increase the number of channels for ship stations for wide-band telegraphy, facsimile and special transmissions systems.
12. To maintain the amount of spectrum available in the present Appendix 31 for coast stations for all types of telegraphy.
13. To maintain, if required, the sub-bands for oceanographic data transmissions.
14. Not to provide for guard bands around the GMDSS frequencies.
15. Not to maintain harmonic relationship between the calling frequencies for A1A and A1B Morse telegraphy.

For reasons of economy, this document is printed in a limited number of copies. Participants are therefore kindly asked to bring their copies to the meeting since no others can be made available.

16. To maintain or increase the number of channels for DSC.
17. Not to provide DSC channels for national use.
18. Only to allow radiotelephony, automated telegraphy and DSC in the bands 18 780 - 18 900 kHz and 19 680 - 19 800 kHz.
19. To permit the ship stations frequencies of the new NBDP (paired) channels to be used for ship stations A1A Morse telegraphy working provided it is technically feasible.
20. To provide for contiguous sub-bands if practicable for each type of transmission.
21. The revision of Appendix 31 should not have an adverse impact on the operations carried out in the sub-bands which may be decreased.
22. Not to include the shared bands 4 000 - 4 063 kHz and 8 100 - 8 195 kHz in the new Appendix 31.

Consideration should also be given to the following items:

- 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) The use of the sub-bands for NBDP (non paired) also for coast stations.
- [vi) To provide for frequencies for the promulgation of maritime safety information.]
- [vii) To provide for one frequency in the 4 MHz band for NAVTEX type of emission.]
- [viii) To provide for an exclusive frequency in the 8 MHz band for distress and safety traffic by radiotelephony.]

A.R. VISSER
Chairman of Sub-Working Group 4C/1

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/17(Rev.1)-E
24 September 1987
Original: English/
French/
Spanish

WORKING GROUP 4-C

NOTE BY THE CHAIRMAN OF WORKING GROUP 4-C

In order to assist Working Group 4-C, attached is a revised document containing comparison of different proposals concerning Appendix 31.

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

Annex: 1

Annexe / Annex / Anexo

Stations côtières et stations de navire, téléphonie,
 exploitation duplex (voies à deux fréquences)

Coast and Ship stations, telephony, duplex operation
 (two-frequency channels)

Estaciones costeras y estaciones de barco, telefonía
 en duplex (canales de dos frecuencias)

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	26	30	32	28	29	28	29	30
6 MHz	6	13	9	7	5	10	10	7
8 MHz	31	39/40	38	32	36	39	32	35
12 MHz	32	55	44	45	35	54	55	38
16 MHz	41	64	58	54	45	71	60	50
18 MHz	-	14	18	10	13	18	16	13
22 MHz	40	50	57	55	44	51	60	50
26 MHz	-	6	15	10	13	11	18	13

Voies / Channels / Canales

Stations de navire et stations côtières, téléphonie, exploitation
simplex (voies à une fréquence) et exploitation à bandes
croisées entre navires (deux fréquences) (RR 4199)

Ship stations and coast stations, telephony, simplex operation
(single-frequency channels) and intership cross-band
operation (two frequencies) (RR 4199)

Estaciones de barco y estaciones costeras, telefonía en simplex
(canales de una frecuencia) y comunicaciones entre
barcos en bandas cruzadas (dos frecuencias) (RR 4199)

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	1	2	2 + 2	2	4	4	1	6
6 MHz	2	2	3	3	6	3	2	3
8 MHz	2	3	4 + 6	2	4	3	1	3
12 MHz	3	3	5	10	8	6	3	10
16 MHz	3	5	8	10	10	8	3	10
18 MHz	-	2	8	4	5	8	2	5
22 MHz	5	5	9	6	6	9	4	6
26 MHz	-	3	10	5	8	10	4	8

Stations de navire, télégraphie à large bande,
fac-similé et systèmes spéciaux de transmission
(RR 4200) [voies]

Ship stations, wideband telegraphy, facsimile and special
transmission systems (RR 4200) [channels]

Estaciones de barco, telegrafía de banda ancha, facsímil y sistemas
especiales de transmisión (RR 4200) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	5	5	5 + 3	5	6	5	5	7
6 MHz	7	7	7	7	7	6	7	7
8 MHz	10	10	10 + 3	10	12	10	11	12
12 MHz	12	12	15	14	15	15	14	15
16 MHz	15	15	19	20	17	20	24	17
18 MHz	-	6	7	6	7	7	8	7
22 MHz	12	12	15	18	15	15	18	15
26 MHz	-	12	13	6	8	13	12	8

Stations de navire, transmission de données océanographiques (RR 4201) [voies]

Ship stations, oceanographic data transmission (RR 4201) [channels]

Estaciones de barco, transmisión de datos oceanográficos (RR 4201) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	10	10	10	10	10	1	-	10
6 MHz	10	10	-	10	10	1	-	10
8 MHz	10	10	10	10	10	2	-	10
12 MHz	10	10	10	10	10	3	-	10
16 MHz	10	10	10	10	10	4	-	10
18 MHz	-	-	-	10	-	-	-	-
22 MHz	10	10	10	10	10	10	-	10
26 MHz	10	-	-	10	-	-	-	-

Stations de navire, systèmes de télégraphie à impression
directe à bande étroite et de transmission de données
(fréquences non appariées)
(RR 4203) [voies]

Ship stations, narrow-band direct-printing telegraph and data
transmission systems (non-paired frequencies) (RR 4203) [channels]

Estaciones de barco, sistemas de telegrafía de impresión
directa de banda estrecha y de transmisión de datos
(frecuencias no asociadas por pares)
(RR 4203) [canales]

	RR	CEPT	USA *	CAN	URS **	B	J	IND
4 MHz	5	9	5 + 22	7	25	5	8	6
6 MHz	4	6	3	8	52	3	6	4
8 MHz	6	7	6 + 41	6	70	6	8	71
12 MHz	14	10	14	20	113	14	32	95
16 MHz	22	12	22	19	145	22	35	145
18 MHz	-	-	11	5	41	11	18	41
22 MHz	2	12	19	12	80	6	36	80
26 MHz	-	13	9	15	55	10	-	55

- * Ces fréquences peuvent être également utilisées par les stations côtières.
- * These frequencies may also be used by coast stations.
- * Estas frecuencias pueden también ser utilizadas por las estaciones costeras.

- ** Ces fréquences peuvent être également utilisées pour la télégraphie Morse A1A et A1B (fréquences de travail) par les stations de navire.

- ** These frequencies may also be used for A1A and A1B Morse telegraphy (working frequencies) by ship stations.

- ** Estas frecuencias pueden también ser utilizadas en la telegrafía Morse A1A y A1B (en frecuencias de trabajo), por las estaciones de barco.

Stations côtières, télégraphie Morse AlA et télégraphie à large bande,
fac-similé, systèmes spéciaux de transmission,
transmission de données et
télégraphie à impression directe (RR 4209); kHz

Coast stations, wideband and All Morse telegraphy, facsimile,
special and data transmission systems and direct-printing
telegraph systems (RR 4209); kHz

Estaciones costeras, telegrafía Morse All y telegrafía de banda ancha,
facsimil, sistemas especiales de transmisión, sistemas
de transmisión de datos y sistemas de telegrafía
de impresión directa (RR 4209); kHz

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	130	94.75	130	122	130	130	120.5	130
6 MHz	168.5	121.75	168	166	168.5	168.5	143.75	168
8 MHz	269	199.75	269	266	269	269	296.75	269
12 MHz	418.5	308.75	418	416.5	418.5	418.5	399.75	418
16 MHz	337.5	273.25	337	391	337.5	337.5	390.25	337
18 MHz	-	30	57.5	69.25	64	57.5	47.5	64
22 MHz	250.5	299.25	250	249	250.5	250.5	227.5	250
26 MHz	-	11.25	21.5	73	19	21.5	11.75	19

Stations de navire, télégraphie Morse A1A, fréquences d'appel (RR 4204)

Ship stations, A1A Morse telegraphy, calling frequencies (RR 4204)

Estaciones de barco, telegrafía Morse A1A, frecuencias de llamada (RR 4204)

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	7.45 k	k 9.25	5 k					
		c 18		18 c	3 k	18 c	4.25 k	4 k
6 MHz	11.05 k	k 9.25	5 k					
		c 18		18 c	4 k	18 c	6.25 k	4 k
8 MHz	14.65 k	k 9.25	9 k					
		c 18		18 c	7 k	18 c	8.25 k	7 k
12 MHz	22 k	k 9.25	19 k					
		c 18		18 c	12 k	18 c	12.25 k	12 k
16 MHz	29 k	k 9.25	25 k					
		c 18		18 c	15 k	18 c	6.25 k	15 k
18 MHz	-	-	-	10 c	-	-	-	-
22 MHz	20 k	k 5.25	17 k					
		c 10		18 c	8 k	10 c	12.25 k	8 k
26 MHz	6 k	k 1.75	-					
		c 3		6 c	-	3 c	6.25 k	-

k = kHz

c = voies/channels/canales

Stations de navire, télégraphie AlA Morse, fréquences de travail
(RR 4206) [Voies]

Ship stations, AlA Morse telegraphy, working frequencies
(RR 4206) [Channels]

Estaciones de barco, telegrafía AlA Morse, frecuencias de trabajo
(RR 4206) [Canales]

	RR	CEPT	USA	CAN	URS*	B	J	IND
4 MHz	62	42 ¹ /27 ² /12 ³	39/34	45	27	37	28	49
6 MHz	57	46 ¹ /30 ² /15 ³	42/36	50	28	34	28	53
8 MHz	120	83 ¹ /53 ² /27 ³	76/70	85	50	42	56	50
12 MHz	194	119 ¹ /76 ² /38 ³	173/135	146	65	121	84	55
16 MHz	234	156 ¹ /100 ² /51 ³	209/162	193	94	140	112	94
18 MHz	-	-	-	40	-	-	-	-
22 MHz	118	97 ¹ /63 ² /29 ³	106/82	90	45	233	99	46
26 MHz	-	19 ¹ /12 ² /7 ³	-	15	-	35	20	-

1 Jusqu'au/until/hasta el 14.06.1993.

2 Depuis le/as from/desde el 15.06.1993, et jusqu'au/and until/y hasta el 14.06.1997.

3 Depuis le/from/desde el 15.06.1997, après/onwards/y en adelante.

* Les fréquences pour la télégraphie à IDBE (non appariées) peuvent être également utilisées pour la télégraphie Morse AlA (fréquences de travail) par les stations de navire.

* The frequencies for NBDP (non-paired) telegraphy may also be used for AlA Morse telegraphy (working frequencies) by ship stations.

* Las frecuencias para telegrafía de IDBE (no asociadas por pares), pueden también ser utilizadas en la telegrafía Morse AlA (en frecuencias de trabajo) por las estaciones de barco.

Stations côtières, systèmes à bande étroite de télégraphie à impression directe et de transmission de données (fréquences appariées) (RR 4207) [Voies]

Stations de navire, systèmes à bande étroite de télégraphie à impression directe et de transmission de données (fréquences appariées) (RR 4202) [Voies]

Coast stations, narrow-band direct-printing telegraph and data transmission systems (paired frequencies) (RR 4207) [Channels]

Ship stations, narrow-band direct-printing telegraph and data transmission systems (paired frequencies) (RR 4202) [Channels]

Estaciones costeras, sistema de banda estrecha de telegrafía de impresión directa y de transmisión de datos (frecuencias asociadas por pares) (RR 4207) [Canales]

Estaciones de barco, sistemas de banda estrecha de telegrafía de impresión directa y de transmisión de datos (frecuencias asociadas por pares) (RR 4202) [Canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	14	27 ¹ /42 ² /57 ³	25 ⁴ /20 ¹	20	63	14	29	46
6 MHz	23	44 ¹ /60 ² /75 ³	35 ⁴ /29 ¹	35	31	23	53	50
8 MHz	27	63 ¹ /93 ² /119 ³	49 ⁴ /43 ¹	52	97	27	36	106
12 MHz	57	179 ¹ /222 ² /260 ³	113 ⁴ /75 ¹	95	149	57	100	140
16 MHz	69	205 ¹ /261 ² /310 ³	138 ⁴ /92 ¹	100	202	69	99	173
18 MHz	-	88	14	40	31	14	46	31
22 MHz	67	121 ¹ /155 ² /189 ³	103 ⁴ /79 ¹	120	185	67	100	149
26 MHz	-	84 ¹ /92 ² /96 ³	14	20	31	15	16	31

¹ Immédiatement après l'entrée en vigueur des Actes finals de la MOB-87.
Immediately after the entering into force of the Final Acts of WARC MOB-87.
Inmediatamente después de la entrada en vigor de las Actas Finales de la CAMR MOB-87.

² Depuis le/from/desde el 15.06.1993.

³ Depuis le/from/desde el 15.06.1997.

⁴ Depuis le/from/desde el 01.02.1997.

Stations côtières, fréquences d'appel sélectif numérique (RR 4208) [voies]

Stations de navire, fréquences d'appel sélectif numérique (RR 4205) [voies]

Coast stations, digital selective calling frequencies (RR 4208) [channels]

Ship stations, digital selective calling frequencies (RR 4205) [channels]

Estaciones costeras, frecuencias de llamada selectiva digital
(RR 4208) [canales]

Estaciones de barco, frecuencias de llamada selectiva digital
(RR 4205) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	2	5	1	1/3	1	3	3	1
6 MHz	2	7	1	1/4	1	2	3	1
8 MHz	2	10	1/2	1/5	1	3	2	1
12 MHz	3	16	2	2/10	2	3	3	2
16 MHz	3	14	2	2/9	2	3	3	2
18 MHz	-	6	2	1/6	2	3	2	2
22 MHz	2	6	2	1/4	2	2	3	2
26 MHz	-	6	2	1/2	2	2	3	2/3

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/17-E
18 September 1987
Original: English/
French/
Spanish

WORKING GROUP 4-C

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

Annex: 1

Annexe / Annex / Anexo

Stations côtières et stations de navire, téléphonie,
exploitation duplex (voies à deux fréquences)

Coast and Ship stations, telephony, duplex operation
(two-frequency channels)

Estaciones costeras y estaciones de barco, telefonía
en duplex (canales de dos frecuencias)

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	26	30	32	28	29	28	29	30
6 MHz	6	13	9	7	5	10	10	7
8 MHz	31	39/40	38	32	36	39	32	35
12 MHz	32	55	44	45	35	54	55	38
16 MHz	41	64	58	54	45	71	60	50
18 MHz	-	14	18	10	13	18	16	13
22 MHz	40	50	57	55	44	51	60	50
26 MHz	-	6	15	10	13	11	18	13

Voies / Channels / Canales

Stations de navire et stations côtières, téléphonie, exploitation
simplex (voies à une fréquence) et exploitation à bandes
croisées entre navires (deux fréquences) (RR 4199)

Ship stations and coast stations, telephony, simplex operation
(single-frequency channel) and intership cross-band
operation (two frequencies) (RR 4199)

Estaciones de barco y estaciones costeras, telefonía en simplex
(canales de una frecuencia) y comunicaciones entre
barcos en bandas cruzadas (dos frecuencias) (RR 4199)

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	1	2	2 + 2	2	4	4	1	6
6 MHz	2	2	3	3	6	3	2	3
8 MHz	2	3	4 + 6	2	4	3	1	3
12 MHz	3	3	4	10	8	6	3	10
16 MHz	3	5	8	10	10	8	3	10
18 MHz	-	2	8	4	5	8	2	5
22 MHz	5	5	9	6	6	9	4	6
26 MHz	-	3	10	5	8	10	4	8

Stations de navire, systèmes de télégraphie à large bande,
de fac-similé et systèmes spéciaux de transmission
(RR 4200) [voies]

Ship stations, wideband telegraphy, facsimile and special
transmission systems (RR 4200) [channels]

Estaciones de barco, telegrafía de banda ancha, facsímil y sistemas
especiales de transmisión (RR 4200) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	5	5	5 + 3	5	6	5	5	7
6 MHz	7	7	7	7	7	6	7	7
8 MHz	10	10	10 + 3	10	12	10	11	12
12 MHz	12	12	15	14	15	15	14	15
16 MHz	15	15	19	20	17	20	24	17
18 MHz	-	6	7	6	7	7	8	7
22 MHz	12	12	15	18	15	15	18	15
26 MHz	-	12	13	6	8	13	12	8

Stations de navire, transmission de données océanographiques (RR 4201) [voies]

Ship stations, oceanographic data transmission (RR 4201) [channels]

Estaciones de barco, transmisión de datos oceanográficos (RR 4201) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	10	10	-	10	10	1	-	10
6 MHz	10	10	-	10	10	1	-	10
8 MHz	10	10	-	10	10	2	-	10
12 MHz	10	10	10	10	10	3	-	10
16 MHz	10	10	10	10	10	4	-	10
18 MHz	-	-	-	10	-	-	-	-
22 MHz	10	10	10	10	10	10	-	10
26 MHz	10	-	-	10	-	-	-	-

Stations de navire, systèmes à bande étroite de télégraphie à impression
directe et de transmission de données (fréquences non appariées)
(RR 4203) [voies]

Ship stations, narrow-band direct-printing telegraph and data
transmission systems (non-paired frequencies) (RR 4203) [channels]

Estaciones de barco, sistemas de banda estrecha de telegrafia de impresión
directa y de transmisión de datos (frecuencias no asociadas por pares)
(RR 4203) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	5	9	5 + 22	7	25	5	8	6
6 MHz	4	6	3	8	52	3	6	4
8 MHz	6	7	6 + 41	6	70	6	8	71
12 MHz	14	10	14	20	113	14	32	95
16 MHz	22	12	22	19	145	22	35	145
18 MHz	-	-	11	5	41	11	18	41
22 MHz	2	12	19	12	80	6	36	80
26 MHz	-	13	9	15	55	10	-	55

Stations côtières, télégraphie Morse A1A et télégraphie à large bande,
fac-similé systèmes spéciaux de transmission, systèmes de
transmission de données et systèmes
de télégraphie à impression directe (RR 4209); kHz

Coast stations, wideband and A1 Morse telegraphy, facsimile,
special and data transmission systems and direct-printing
telegraphy systems (RR 4209); kHz

Estaciones costeras, telegrafía Morse A1 y telegrafía de banda ancha,
facsimil, sistemas especiales de transmisión, sistemas
de transmisión de datos y sistemas de telegrafía
de impresión directa (RR 4209); kHz

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	130	94.75	130	122	130	130	120.5	130
6 MHz	168.5	121.75	168	166	168.5	168.5	143.75	168
8 MHz	269	199.75	269	266	269	269	271	269
12 MHz	418.5	308.75	418	416.5	418.5	418.5	336.75	418
16 MHz	337.5	273.25	337	391	337.5	337.5	321.25	337
18 MHz	-	30	57.5	69.25	64	57.5	47.5	-
22 MHz	250.5	299.25	250	249	250.5	250.5	227.5	250
26 MHz	-	11.25	21.5	73	19	21.5	11.75	19

Stations de navire, télégraphie Morse A1A, fréquences d'appel (RR 4204)

Ship stations, A1 Morse telegraphy, calling frequencies (RR 4204)

Estaciones de barco, telegrafía Morse A1, frecuencias de llamada (RR 4204)

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	7.45 k	k 9.25	5 k					
		c 18		18 c	3 k	18 c	4.25 k	4 k
6 MHz	11.05 k	k 9.25	6 k					
		c 18		18 c	4 k	18 c	6.25 k	4 k
8 MHz	14.65 k	k 9.25	9 k					
		c 18		18 c	7 k	18 c	8.25 k	7 k
12 MHz	22 k	k 9.25	19 k					
		c 18		18 c	12 k	18 c	12.25 k	12 k
16 MHz	29 k	k 9.25	25 k					
		c 18		18 c	15 k	18 c	6.25 k	15 k
18 MHz	-	-	-	10 c	-	-	-	-
22 MHz	20 k	k 5.25	17 k					
		c 10		18 c	8 k	10 c	12.25 k	8 k
26 MHz	6 k	k 1.75	-					
		c 3		6 c	-	3 c	6.25 k	-

k = kHz

c = voies/channels/canales

Stations de navire, télégraphie AlA Morse, fréquences de travail
(RR 4206) [Voies]

Ship stations, Al Morse telegraphy, working frequencies
(RR 4206) [Channels]

Estaciones de barco, telegrafía Al Morse, frecuencias de trabajo
(RR 4206) [Canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	62	42 ¹ /27 ² /32 ³	41/36	45	27	37	28	49
6 MHz	57	46 ¹ /30 ² /15 ³	42/35	50	28	34	28	53
8 MHz	120	83 ¹ /53 ² /27 ³	77/71	85	50	42	56	50
12 MHz	194	119 ¹ /76 ² /38 ³	175/137	146	65	121	84	55
16 MHz	234	156 ¹ /100 ² /51 ³	210/164	193	94	140	112	94
18 MHz	-	-	-	40	-	-	-	-
22 MHz	118	97 ¹ /63 ² /29 ³	106/82	90	45	233	99	46
26 MHz	-	19 ¹ /12 ² /7 ³	-	15	-	35	20	-

- 1 Jusqu'au/until/hasta el 14.06.1993.
- 2 Depuis le/as from/desde el 15.06.1993, et jusqu'au/and until/y hasta el 14.06.1997.
- 3 Depuis le/from/desde el 15.06.1997, après/onwards/y en adelante.

Stations côtières, systèmes à bande étroite de télégraphie à impression directe et de transmission de données (fréquences appariées) (RR 4207) [Voies]

Stations de navire, systèmes à bande étroite de télégraphie à impression directe et de transmission de données (fréquences appariées) (RR 4202) [Voies]

Coast stations, narrow-band direct-printing telegraph and data transmission systems (paired frequencies) (RR 4207) [Channels]

Ship stations, narrow-band direct-printing telegraph and data transmission systems (paired frequencies) (RR 4202) [Channels]

Estaciones costeras, sistema de banda estrecha de telegrafía de impresión directa y de transmisión de datos (frecuencias asociadas por pares) (RR 4207) [Canales]

Estaciones de barco, sistemas de banda estrecha de telegrafía de impresión directa y de transmisión de datos (frecuencias asociadas por pares) (RR 4202) [Canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	14	27 ¹ /42 ² /57 ³	25 ⁴ /20 ¹	20	63	14	29	46
6 MHz	23	44 ¹ /60 ² /75 ³	35 ⁴ /29 ¹	35	31	23	53	50
8 MHz	27	63 ¹ /93 ² /119 ³	49 ⁴ /43 ¹	52	97	27	36	106
12 MHz	57	179 ¹ /222 ² /260 ³	113 ⁴ /75 ¹	95	149	57	100	140
16 MHz	69	205 ¹ /261 ² /310 ³	138 ⁴ /92 ¹	100	202	69	99	173
18 MHz	-	88	14	40	31	14	46	31
22 MHz	67	121 ¹ /155 ² /189 ³	103 ⁴ /79 ¹	120	185	67	100	149
26 MHz	-	84 ¹ /92 ² /96 ³	14	20	31	15	16	31

¹ Immédiatement après l'entrée en vigueur des Actes finals de la MOB-87.
Immediately after the entering into force of the Final Acts of WARC MOB-87.
Inmediatamente después de la entrada en vigor de las Actas Finales de la CAMR MOB-87.

² Depuis le/from/desde el 15.06.1993.

³ Depuis le/from/desde el 15.06.1997.

⁴ Depuis le/from/desde el 01.02.1997.

Stations côtières, fréquences d'appel sélectif numérique (RR 4208) [voies]

Stations de navire, fréquences d'appel sélectif numérique (RR 4205) [voies]

Coast stations, digital selective calling frequencies (RR 4208) [channels]

Ship stations, digital selective calling frequencies (RR 4205) [channels]

Estaciones costeras, frecuencias de llamada selectiva digital
(RR 4208) [canales]

Estaciones de barco, frecuencias de llamada selectiva digital
(RR 4205) [canales]

	RR	CEPT	USA	CAN	URS	B	J	IND
4 MHz	2	5	1	1/3	1	3	3	1
6 MHz	2	7	1	1/4	1	2	3	1
8 MHz	2	10	1/2	1/5	1	3	2	1
12 MHz	3	16	2	2/10	2	3	3	2
16 MHz	3	14	2	2/9	2	3	3	2
18 MHz	-	6	2	1/6	2	3	2	2
22 MHz	2	6	2	1/4	2	2	3	2
26 MHz	-	6	2	1/2	2	2	3	2/3

WORKING GROUP 5-B

(MOD) 2969

~~-B-~~ A. 500 kHz

2970

The frequency 500 kHz is the international distress frequency for Morse telegraphy (see also No. 472); it shall be used for this purpose by ship, aircraft and survival craft stations which employing Morse telegraphy on frequencies in the bands between 415 kHz and 535 kHz when requesting assistance from the maritime services. It shall be used for the distress call and distress traffic, for the urgency signal and urgency messages, for the safety signal and, outside regions of heavy traffic, for short safety messages. When practicable, safety messages shall be transmitted on the working frequency after a preliminary announcement on 500 kHz (see also No. 4236). For distress and safety purposes, the classes of emission to be used on 500 kHz shall be A2A, A2B, H2A or H2B (see also No. 3042 and Resolution No. A).

T. HAHKIO

Chairman of Working Group 5-B

Source: DL/3WORKING GROUP 5-B

DRAFT

FIRST REPORT OF WORKING GROUP 5-B TO COMMITTEE 5

1. Working Group 5-B has held two meetings (16 and 18 September 1987).
2. At its first meeting, it was noted that matters belonging to the Resolution on the timing and status of texts in Chapters IX and N IX were excluded from the terms of reference. It was therefore decided to consider first the scenario where Chapter IX is still mandatory. It was also understood that the texts provided might have to be revised and adjusted after decision on the Resolution has been taken in Committee 5.
3. The Working Group agreed on the provisions under Articles 37 and 38 up to provision 2997A, as given in the annex.
4. The beginning of provision 2943A, the reference to Resolution No. A, the retention of No. 2944 as a reference in provision No. 2973, the retention of provisions 2945 to 2947 and the new provision 2943B are in square brackets and are only as a reminder that there are proposals on them but that these matters remain open until the decision on the Resolution has been taken in the Committee.

T. HAHKIO
Chairman of Working Group 5-B

ANNEX

NOC CHAPTER IX

NOC Mob-83 Distress and Safety Communications¹

NOC ARTICLE 37

NOC General Provisions

MOD 2930 § 1. The provisions procedure specified in this Chapter are ~~is~~ obligatory [see Resolution No. A] in the maritime mobile service for stations using the frequencies and techniques prescribed in this Chapter and for communications between these aircraft stations and aircraft stations of the maritime-mobile service. [See also Nos. 347 and 348.] 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. 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, where this service or stations of this service are specifically mentioned. Nos. 3086, 3090, 3095, 3096, 3097, 3098, 3200, 3203 and 3223 are also applicable.

[2932 § 3. (1) No provision of these Regulations prevents the use by a
Mob-83 mobile station or mobile earth station in distress of any means at
its disposal to attract attention, make known its position, and
obtain help.]

[2933 (2) No provision of these Regulations prevents the use by
Mob-83 stations on board aircraft or ships engaged in search and rescue
operations, in exceptional circumstances, of any means at their
disposal to assist a mobile station or mobile earth station in
distress.]

[2934 (3) No provision of these Regulations prevents the use by a
Mob-83 land station or coast earth station, in exceptional circumstances,
of any means at its disposal to assist a mobile station or mobile
earth station in distress (see also No. 959).]

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

- 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 Centres¹ to communicate with other stations using bands allocated to the maritime mobile-satellite service, for distress and safety purposes.
- NOC 2935 § 4. In cases of distress, urgency or safety, transmissions:
- NOC 2936 a) by telegraphy, when using Morse, shall not in
Mob-83 general exceed a speed of sixteen words a minute;
- NOC 2937 b) by radiotelephony, shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.
- MOD 2937A § 4A. Distress, urgency and safety transmissions may also be
Mob-83 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.² ~~and, where language difficulties exist, the use of the International Code of Signals also is recommended.~~
- NOC 2939 § 6. (1) The International Convention for the Safety of Life at Sea prescribes which ships and which of their survival craft shall be fitted with radio equipment and which ships shall carry portable radio equipment for use in survival craft. It also prescribes the requirements which shall be complied with by such installations.

2934A.1 ¹ The term "Rescue Coordination Centre" refers to a
Mob-83 facility designated by a competent national authority to perform rescue coordination functions consistent with the International Convention on Maritime Search and Rescue (1979).

ADD 2938A.1 ² The use of the Standard Maritime Navigational Vocabulary and, where language difficulties exist, the International Code of Signals, both published by the International Maritime Organization, is also recommended.

- NOC 2940 (2) The Annexes to the Convention on International Civil
Mob-83 Aviation state which aircraft should be fitted with radio
equipment and which aircraft should carry portable survival radio
equipment. They state also the requirements which should be
complied with by such installations.
- NOC 2941 § 7. The applicable provisions of the present Regulations
shall, however, be observed in the use of all such installations.
- MOD 2942 § 8. Mobile stations¹ of the maritime mobile service may
Mob-83 communicate, for safety purposes, with stations of the
aeronautical mobile service. Such communications shall be made on
the frequencies authorized, and under the conditions specified, in
Section I of Article 38 [see also Nos. 2932, 347 and 348].
- NOC 2942A § 8A. Mobile stations of the aeronautical mobile service may
Mob-83 communicate, for safety purposes, with stations of the maritime
mobile service.
- MOD 2943 § 9. Any aircraft required by national or international
Mob-83 regulations to communicate for distress, urgency or safety
purposes with stations of the maritime mobile service. ~~shall be
capable of transmitting preferably class A2A or H2A and receiving
preferably class A2A and H2A emissions on the carrier frequency
500 kHz or, on the carrier frequency 2 182 kHz, transmitting class
J3E or H3E and receiving class A3E, J3E and H3E emissions², or on
the carrier frequency 4 125 kHz, transmitting class J3E and
receiving class J3E emissions, or on the frequency 156.8 MHz
transmitting and receiving class G3E emissions.~~
-
- NOC 2942.1 ¹ Mobile stations communicating with the stations of the
Mob-83 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,
any special arrangements between the governments concerned by
which the aeronautical mobile (R) service is regulated.
- (MOD) 2943A.1 ² As an exception, the requirement to receive class A3E
Mob-83 emissions on the carrier frequency 2 182 kHz may be made optional
when permitted by national regulations.

ADD 2943A [Until the full implementation of] the GMDSS shall be capable of transmitting preferably class A2A or H2A and receiving preferably class A2A and H2A emissions on the carrier frequency 500 kHz or, on the carrier frequency 2 182 kHz, transmitting class J3E or H3E and receiving class A3E, J3E and H3E emissions¹, or on the carrier frequency 4 125 kHz, transmitting class J3E and receiving J3E emissions, or on the frequency 156.8 MHz transmitting and receiving class G3E emissions.

ADD 2943B [After the full implementation of the GMDSS shall be capable 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.]

SUP 2944 § 10.
Mob-83

MOD 2945 § 11. Until the full implementation a ~~future world-~~
Mob-83 ~~administrative radio-conference has made full provision for the normal operational use~~ of the future global maritime distress and safety system (FGMDSS):

2946 [a) all provisions of the Radio Regulations pertaining
Mob-83 [to the present distress, urgency and safety
communications shall be maintained in force;]

2947 [b) particular care shall be taken to ensure that
Mob-83 [harmful interference is not caused to distress,
urgency and safety communications on the
established international distress frequencies
500 kHz, 2 182 kHz and 156.8 MHz and on the
supplementary distress frequencies 4 125 kHz and
6 215.5 kHz;]

SUP 2948 c) operators of stations participating in the future
Mob-83 global maritime distress and safety system (FGMDSS)
for distress, urgency or safety purposes, should
recognize that it may be necessary to revert to the
other distress, urgency and safety arrangements
provided for in these Regulations (see
Recommendation 201 (Rev.Mob-83));

(MOD) 2943A.1 ¹ As an exception, the requirement to receive class A3E
Mob-83 emissions on the carrier frequency 2 182 kHz may be made optional
when permitted by national regulations.

SUP 2949 d) the frequencies identified in Section I of
Mob-83 Article 38 for exclusive use for distress and
safety calls by digital selective calling may
additionally be used for test transmissions only to
the extent necessary to facilitate the testing and
progressive introduction of that system.

2950 to 2966 NOT allocated.

NOC ARTICLE 38

NOC Frequencies for Distress and Safety

NOC Section I. Availability of Frequencies

SUP 2967 A. 490 kHz
Mob-83

SUP 2968 § 0. The frequency 490 kHz is used exclusively for distress
Mob-83 and safety calls in the shore-to-ship direction by digital
selective calling techniques (see No. 2944). Additional conditions
concerning the use of this frequency are given in
Resolution No. 206 (Mob-83).

MOD 2969 ~~B.~~ A. 500 kHz
Mob-83

MOD 2970 § 1. (1) The frequency 500 kHz is the international distress
Mob-83 frequency for Morse telegraphy (see also No. 472); it shall be used
for this purpose by ship, aircraft and survival craft stations
employing frequencies in the bands between 415 kHz and 535 kHz
when requesting assistance [in these bands] from the maritime
services. It shall be used for the distress call and distress
traffic, for the urgency signal and urgency messages, for the
safety signal and, outside regions of heavy traffic, for short
safety messages. When practicable, safety messages shall be
transmitted on the working frequency after a preliminary
announcement on 500 kHz (see also No. 4236). For distress and
safety purposes, the classes of emission to be used on 500 kHz
shall be A2A, A2B, H2A or H2B (see also No. 3042) [and
Resolution No. A].

NOC 2971 (2) However, ship and aircraft stations which cannot
transmit on 500 kHz should use any other available frequency on
which attention might be attracted.

SUP 2971A C. 518 kHz
Mob-83

SUP 2971B § 1A. In the maritime mobile service, the frequency 518 kHz
Mob-83 is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy (see No. 2944 and Resolution No. 318 (Mob-83)).

SUP 2971C D. 2 174.5 kHz
Mob-83

SUP 2971D § 1B. The frequency 2 174.5 kHz is used exclusively for
Mob-83 distress and safety traffic by narrow-band direct-printing telegraphy (see No. 2944).

(MOD) 2972 ~~E~~. B. 2 182 kHz
Mob-83

MOD 2973 § 2. (1) The carrier frequency 2 182 kHz¹ is an international
Mob-83 distress frequency for radiotelephony (see also Nos. 500 and 501); it shall be used for this purpose by ship, aircraft and survival craft stations and by emergency position-indicating radiobeacons using frequencies in the authorized bands between 1 605 kHz and 4 000 kHz when requesting assistance from the maritime services. It is used for the distress call and distress traffic, for signals of emergency position-indicating radiobeacons, for the urgency signal and urgency messages and for the safety signal. Safety messages shall be transmitted, where practicable, on working frequency after a preliminary announcement on 2 182 kHz ~~(see No. 2944)~~. The class of emission to be used for radiotelephony on the frequency 2 182 kHz shall be H3E. Class A3E emission may continue to be used by apparatus provided solely for distress, urgency and safety purposes (see No. 4127). The class of emission to be used by emergency position-indicating radiobeacons shall be as specified in Appendix 37 (see also No. 3265). The class of emission J3E may be used for the exchange of distress traffic on 2 182 kHz following the acknowledged reception of a distress call using digital selective calling techniques on 2 187.5 kHz taking into account that other shipping in the vicinity may not be able to receive this traffic. (See also N 2973 [and Resolution No. A].)

2973.1 ¹ Where administrations provide at their coast stations a watch on 2 182 kHz for receiving class J3E emissions as well as class A3E and H3E emissions, ship stations may communicate with them using class J3E emissions.

- MOD 2974 (2) If a distress message on the carrier frequency
Mob-83 2 182 kHz has not been acknowledged, the radiotelephone alarm
signal, whenever possible followed by the distress call and
message, may be transmitted again on a carrier frequency of
4 125 kHz or [6 215.5 kHz] as appropriate (see Nos. 2982, 2986 and
3054).
- MOD 2975 (3) However, ship and aircraft stations which cannot
transmit on the carrier frequency 2 182 kHz or, in accordance with
No. 2974, on the carrier frequencies 4 125 kHz or [6 215.5 kHz],
should use any other available frequency on which attention might
be attracted.
- SUP 2976
Mob-83
- NOD 2977 (5) Any coast station using the carrier frequency 2 182 kHz
for distress purposes shall be able to transmit the radiotelephone
alarm signal described in No. 3270 (see also Nos. 3277, 3278 and
3279).
- NOC 2978 (6) Any coast station authorized to send navigational
warnings should be able to transmit the navigational warning
signal described in Nos. 3284, 3285 and 3286.
- SUP 2978A F. 2 187.5 kHz
Mob-83
- SUP 2978B § 2A. The frequency 2 187.5 kHz is used exclusively for
Mob-83 distress and safety calls by digital selective calling techniques
(see No. 2944). It may also be used for emergency position-
indicating radiobeacons using digital selective calling.
- (MOD) 2979 G. C. 3 023 kHz
Mob-83
- NOC 2980 § 3. the aeronautical carrier (reference) frequency
Mob-83 3 023 kHz may be used for intercommunication between mobile
stations when they are engaged in coordinated search and rescue
operations, and for communication between these stations and
participating land stations, in accordance with the provisions of
Appendix 27 Aer2 (see Nos. 501 and 505).
- (MOD) 2981 H. D. 4 125 kHz
Mob-83
- MOD 2982 § 4. (1) The carrier frequency 4 125 kHz is used to supplement
Mob-83 the carrier frequency 2 182 kHz for distress and safety purposes
and for call and reply (see also No. 520). This frequency is also
used for distress and safety traffic by radiotelephony (see also
No. N 2982). N2986 [and Resolution No. A]).

- MOD 2982A (2) The carrier frequency [4 125 kHz] may be used by
Mob-83 aircraft stations to communicate with stations of the maritime
mobile service for distress and safety purposes, and search and
rescue (see No. 2943).
- SUP 2982B I. 4 177.5 kHz
Mob-83
- SUP 2982C § 4A. The frequency 4 177.5 kHz is used exclusively for
Mob-83 distress and safety traffic using narrow-band direct-printing
telegraphy (see No. 2944).
- SUP 2982D J. 4 188 kHz
Mob-83
- SUP 2982E § 4B. The frequency 4 188 kHz is used exclusively for
Mob-83 distress and safety calls using digital selective calling
techniques (see No. 2944).
- (MOD) 2983 K. E. 5 680 kHz
Mob-83
- NOC 2984 § 5. . The aeronautical carrier (reference) frequency
Mob-83 5 680 kHz may be used for intercommunication between mobile
stations when they are engaged in coordinated search and rescue
operations, and for communication between these stations and
participating land stations, in accordance with the provisions of
Appendix 27 Aer2 (see also Nos. 501 and 505).
- MOD 2985 L. F. [6 215.5 kHz]
Mob-83
- MOD 2986 § 6. The carrier frequency [6 215.5 kHz] is used to
Mob-83 supplement the carrier frequency 2 182 kHz for distress and safety
purposes and for call and reply (see also No. 520). This frequency
is also used for distress and safety traffic by radiotelephony
(see No. ~~2944~~). also No. N 2986 [and Resolution No. A].
- SUP 2986A M. 6 268 kHz
Mob-83
- SUP 2986B § 6A. The frequency 6 268 kHz is used exclusively for
Mob-83 distress and safety traffic using narrow-band direct-printing
telegraphy (see No. 2944).

- SUP 2986C N. 6 282 kHz
Mob-83
- SUP 2986D § 6B. The frequency 6 282 kHz is used exclusively for
Mob-83 distress and safety calls by digital selective calling techniques
(see No. 2944).
- SUP 2986E O. 8 257 kHz
Mob-83
- SUP 2986F § 6C. The carrier frequency 8 257 kHz is used for distress
Mob-83 and safety traffic by radiotelephony (see No. 2944).
- SUP 2986G P. 8 357.5 kHz
Mob-83
- SUP 2986H § 6D. The frequency 8 357.5 kHz is used exclusively for
Mob-83 distress and safety traffic using narrow-band direct-printing
telegraphy (see No. 2944).
- (MOD) 2987 ~~Q.~~ G. 8 364 kHz
Mob-83
- MOD 2988 § 7. The frequency 8 364 kHz is designated for use by
survival craft stations if they are equipped to transmit on
frequencies in the bands between 4 000 kHz and 27 500 kHz and if
they desire to establish communications relating to search and
rescue operations with stations of the maritime and aeronautical
mobile services (see also No. 501). [and Resolution No. A)].
- SUP 2988A R. 8 375 kHz
Mob-83
- SUP 2988B § 7A. The frequency 8 375 kHz is used exclusively for
Mob-83 distress and safety calls using digital selective calling
techniques (see No. 2944).
- SUP 2988C S. 12 392 kHz
Mob-83
- SUP 2988D § 7B. The carrier frequency 12 392 kHz is used for distress
Mob-83 and safety traffic by radiotelephony (see No. 2944).
- SUP 2988E T. 12 520 kHz
Mob-83
- SUP 2988F § 7C. The frequency 12 520 kHz is used exclusively for
Mob-83 distress and safety traffic using narrow-band direct-printing
telegraphy (see No. 2944).

- SUP 2988G U. 12 563 kHz
Mob-83
- SUP 2988H § 7D. The frequency 12 563 kHz is used exclusively for
Mob-83 distress and safety calls using digital selective calling
techniques (see No. 2944).
- SUP 2988I V. 16 522 kHz
Mob-83
- SUP 2988J § 7E. The carrier frequency 16 522 kHz is used for distress
Mob-83 and safety traffic by radiotelephony (see No. 2944).
- SUP 2988K W. 16 695 kHz
Mob-83
- SUP 2988L § 7F. The frequency 16 695 kHz is used exclusively for
Mob-83 distress and safety traffic using narrow-band direct-printing
telegraphy (see No. 2944).
- SUP 2988M X. 16 750 kHz
Mob-83
- SUP 2988N § 7G. The frequency 16 750 kHz is used exclusively for
Mob-83 distress and safety calls using digital selective calling
techniques (see No. 2944).
- (MOB) 2989 Y. H. 121.5 MHz and 123.1 MHz
Mob-83
- SUP 2990
Mob-83
- NOC 2990A § 8. (1A) The aeronautical emergency frequency 121.5 MHz¹ is used
Mob-83 for the purposes of distress and urgency for radiotelephony by
stations of the aeronautical mobile service using frequencies in
the band between 117.975 MHz and 136 MHz (137 MHz after
1 January 1990). This frequency may also be used for these
purposes in survival craft stations and emergency position-
indicating radiobeacons.
- NOC 2990A.1 ¹ Normally aircraft stations transmit distress and
Mob-83 urgency messages on the working frequency in use at the time of
the distress or urgency incident.

- NOC 2990B (1B) the aeronautical auxiliary frequency 123.1 MHz, which
Mob-83 is auxiliary to the aeronautical emergency frequency 121.5 MHz, is
for use by stations of the aeronautical mobile service and by
other mobile and land stations engaged in coordinated search and
rescue operations (see also No. 593).
- NOC 2991 (2) Mobile stations of the maritime mobile service may
Mob-83 communicate with stations of the aeronautical mobile service on
the aeronautical emergency frequency 121.5 MHz for the purposes of
distress and urgency only, and on the aeronautical auxiliary
frequency 123.1 MHz for coordinated search and rescue operations
using class A3E emissions for both frequencies (see also Nos. 501
and 593). They shall then comply with any special arrangements
between the governments concerned by which the aeronautical mobile
service is regulated.
- (MOD) 2992 Z. I. 156.3 MHz
Mob-83
- NOC 2993 § 9. The frequency 156.3 MHz may be used for communication
Mob-83 between ship stations and aircraft stations, using G3E emission,
engaged in coordinated search and rescue operations. It may also
be used by aircraft stations to communicate with ship stations for
other safety purposes (see also note g) of Appendix 18).
- SUP 2993A AA. 156.525 MHz
- SUP 2993B § 9A. The frequency 156.525 MHz is used exclusively in the
Mob-83 maritime mobile service for distress and safety calls by digital
selective calling techniques (see Nos. 613A and 2944 and
Resolution No. 317 (Mob-83)).
- (MOD) 2993C AB. J. 156.650 MHz
- MOD 2993D § 9B. The frequency 156.650 MHz is used for ship-to-ship
Mob-83 communications related to the safety of navigation in accordance
with note n) of Appendix 18 (~~see No. 2944~~).
- (MOD) 2993E AC. K. 156.8 MHz
Mob-83

- MOD 2994 § 10. (1) The frequency 156.8 MHz is the international distress,
Mob-83 safety and calling frequency for radiotelephony for stations of
the maritime mobile service when they use frequencies in the
authorized bands between 156 MHz and 174 MHz (see also Nos. 501
and 613). It is used for the distress signal, the distress call
and distress traffic, as well as for the urgency signal, urgency
traffic and the safety signal (see also No. 2995A). Safety
messages shall be transmitted where practicable on a working
frequency after a preliminary announcement on 156.8 MHz. The class
of emission to be used for radiotelephony on the frequency
156.8 MHz shall be G3E (see No. ~~2944~~ N 2994, ~~and~~ Appendix 19).
[and Resolution No. A)].
- NOC 2995 (2) However, ship stations which cannot transmit on
156.8 MHz should use any other available frequency on which
attention might be attracted.
- NOC 2995A (3) The frequency 156.8 MHz may be used by aircraft
Mob-83 stations for safety purposes only.
- SUP 2995B AD. 156.825 MHz
Mob-83
- SUP 2995C § 10A. The frequency 156.825 MHz is used exclusively in
Mob-83 the maritime mobile service for distress and safety traffic by
direct-printing telegraphy (see Nos. 2944, 3033 and 4393 and
note k) of Appendix 18).
- (MOD) 2996 AE. L. 243 MHz
Mob-83
- (See Nos. 501 and 642)
- (MOD) 2997 AF. M. 406 - 406.1 MHz Band
Mob-83
- NOC 2997A § 10B. The frequency band 406 - 406.1 MHz is used exclusively
Mob-83 by satellite emergency position-indicating radiobeacons in the
Earth-to-space direction (see No. 649).
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TECHNICAL WORKING GROUP
OF THE PLENARY

DRAFT

THIRD REPORT OF THE TECHNICAL WORKING GROUP OF THE PLENARY

1. The Technical Working Group of the Plenary considered all proposals concerning Appendix 38 to the Radio Regulations and adopted the modifications contained in Annex I.
2. Appendix 40 to the Radio Regulations has been deleted as proposed.
3. Proposals concerning the creation of new appendices relating to technical characteristics of digital selective calling equipment and of emergency position indicating radiobeacons at 406 MHz and 1.6 GHz have not been adopted. Due to the fact that the CCIR has approved comprehensive Recommendations for the three types of equipment it was felt sufficient to make reference to the relevant CCIR Recommendations in the appropriate Articles of the Radio Regulations. Committees 5 and 6 have been informed accordingly.

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

Annex: 1

ANNEX

MOD

APPENDIX 38

**Narrow-Band Direct-Printing Telegraph Equipment
in the Maritime Mobile-Service Using Error
Detection and Correction Methods
(See Articles 59, 60, 63 and 64)**

The equipment for narrow-band direct-printing telegraph systems in the maritime mobile service using error detection and correction methods shall fulfil the following conditions:

- a) the equipment shall accept signals conforming to International Telegraph Alphabet Code No. 2 at a modulation rate of 50 bauds and shall provide similar signals at its output suitable for extension to the public telegraph network;
- b) the modulation rate over the radio path shall not exceed 100 bauds;
- c) class F1B or J2B emissions ~~shall be used~~ with a frequency shift of 170 Hz, ~~(Note 1)~~, or class G1B (narrow-band phase-shift keying telegraphy) shall be used (Note 1);
- d) the frequency ~~tolerance~~ of the transmitted signal shall be ~~+40 Hz for ship stations, and shall be +15 Hz for coast stations (Note 1, Note 2 and Note 3)~~; maintained within the tolerances specified in Appendix 7 (Note 2);
- e) the higher of the emitted frequencies shall correspond to "space" ~~(start)~~, and the lower of the emitted frequencies shall correspond to "mark" ~~(stop)~~ in accordance with the relevant CCIR Recommendation;

Note 1 - When frequency [or phase-] shift keying is effected by applying audio signals to the input of a single-sideband transmitter particular care should be taken to suppress adequately 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 this reason ~~some administrations have chosen~~ 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.

- ~~g)~~ f) ~~when an error detecting and correcting system is used for direct-printing telegraphy in the maritime mobile service.~~ A 7-unit ARQ system or a 7-unit forward acting error-correcting and indicating time diversity system, using the same code, shall be employed. Remaining technical characteristics of the error-detecting and correcting equipment should be in accordance with the relevant CCIR Recommendations;
 - ~~h)~~ g) a station, equipped with a direct-printing system in accordance with the provisions of the present Appendix ~~and using a two block call signal, which has not already been~~ shall be assigned a number in accordance with Nos. 2088, 2134 and 2143 to 2146 ~~should be assigned such a number for the direct-printing system;~~
 - h) a station, equipped with a direct-printing system in accordance with the provisions of the present Appendix capable of using a three block call signal, shall employ a maritime mobile service identity number in accordance with Appendix 43 when communicating with stations also capable of using a three block call signal.
 - i) conversion from the numerical identification to the 28-bit (4 character) two or three block call signal pattern shall be performed according to the relevant CCIR Recommendations.
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MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/20-E
21 September 1987
Original: English

WORKING GROUP 6-A

Draft

REPORT OF THE CHAIRMAN OF THE DRAFTING GROUP 6-A/1
TO THE CHAIRMAN OF WORKING GROUP 6-A

In order to assist Working Group 6-A, attached is a draft of
Appendix 11.

T. KIYASU
Chairman of Drafting Group 6-A/1

APPENDIX 11

Section VA. Stations on board ships participating
in the GMDSS

These stations shall be provided with:

1. the licence 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. a list of selected coast stations and coast earth stations in accordance with Nos. N 3038 and N 3038B of the Radio Regulations; 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 which provide navigational and meteorological warnings and urgent information for ships;
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 exempt ships sailing only within range of VHF coast stations from the carriage of the documents mentioned in paragraphs 4 and 7 above.

WORKING GROUP 6-ADRAFT REPORT OF THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

1. Working Group 6-A has held five meetings between 15 September and 21 September. Our work programme was divided into three sub-categories as follows:

Items for which no change was proposed, and items for non-controversial modification or items for which all proposals were the same. Then items for which another committee will require the comments from Committee 6 were considered. Finally controversial items for which a significant amount of time is anticipated for discussion and all other items were taken.

The Working Group thus far has completed its review and recommends NOC for the following items:

Articles 19, 54, 57 and Appendices 12 and 14.

Resolution No. 308 and Recommendation No. 313 were then review and the Working Group recommends that they both be suppressed.

Minor modification to Appendix 14 (see annex) were proposed by China and supported by the Working Group. The additions to this appendix for using the abbreviation RCC may need to be brought to the attention of Committee 5 for their use in developing proposals for Article 1.

2. The Working Group also has given preliminary consideration to Article 66, and to Resolution No. 315 and expects to complete its review when it is next considered by the Working Group. Additionally we have given initial consideration to Article 26, Appendix 9 and Appendix 11. A Drafting Group has been formed and has completed a revision for consideration at our meeting on Tuesday, 22 September. However, Cuba requested the group to defer consideration of Article 26 until their document was available.

3. The Working Group began consideration of Article 59 and decided on the basic structure. Further consideration will be given with regard to the need for a new section dealing with the use of stations aboard ships and the consequential suppression of Resolution No. 315 (not on our agenda). Some members believed that in lieu of a new section of the Radio Regulations, modifications to Resolution No. 315 should be made.

4. The Working Group began a general discussion on Monday morning concerning a proposal for France to the Technical Working Group to the Plenary to permit automatic stations not using DSC in the VHF-FM bands to emit low power marking signals and two proposals from USA concerning limiting power by

automatic means on VHF channel 13. Neither of these could be fully considered until a later meeting. The Working Group will attempt to resolve these items as a matter of priority so as to permit the Technical Working Group to continue its work.

On Monday morning also, the Working Group began a complicated general discussion of Articles 56 and 55. Before proceeding further, the Working Group may require some time for compromises to emerge. As expected, two basic themes were suggested, one requiring technical certificates associated with repair and maintenance functions while the majority of speakers believed that only operator certificates were appropriate for the Radio Regulations. Maintenance functions are still a subject of some controversy within IMO and no specific requirements have been agreed there to date, although there has been agreement that a flexible approach to maintenance should be used in the GMDSS.

R. SWANSON
Chairman of Working Group 6-A

WORKING GROUP 4-A

DRAFT

THIRD REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. In addition to the items listed in the first report (Document 147), Working Group 4-A approved the following proposals concerning Article 8:

- 1.1 to modify RR 451;
- 1.2 to modify RR 489;
- 1.3 to modify RR 517 and to ADD RR 529A;
- 1.4 to modify RR 554 (by adding CTI, IRL and E to the list of countries already appearing in that footnote);
- 1.5 to modify RR 587 (by adding TUR) and to modify RR 589 (by deleting TUR);
- 1.6 to ADD RR 594A;
- 1.7 to ADD RR 627A (national footnote for CAN, LAND MOBILE in the band 216 - 220 MHz);
- 1.8 to modify RR 621 (by adding E);
- 1.9 to modify RR 680 and to ADD RR 695A;
- 1.10 To SUP RR 681.

The approved modifications are contained in Annex 1 to this report.

2. The Working Group decided neither to change the Table of Frequency Allocation for the bands:

74.8 - 75.2 MHz
108 - 117.975 MHz
328.6 - 335.4 MHz

nor to proceed to a draft Recommendation concerning the future allocation of these bands.

In this connection several delegations reserved their right to revert to this matter at Committee 4 level.

3. The Working Group decided not to change the Table of Frequency Allocation in the band 136 - 137 MHz. A modification to RR 595 is still under consideration.

4. It is to be noted that the Working Group postponed the consideration of the items linked to the GMDSS. In this connection the Working Group members felt that an appropriate Editorial Group of Working Group 4-A should be established to deal with the consequential changes to be made in Article 8, on the basis of the decision to be taken by Committee 5.

J. KARJALAINEN
Chairman of Working Group 4-A

Annex: 1

ANNEX

MOD 451

In the bands 70 - 90 kHz (70 - 86 kHz in Region 1) and 110 - 130 kHz (112 - 130 kHz in Region 1), pulsed radionavigation systems may be used on condition that they do not cause harmful interference to other services to which these bands are allocated.

kHz
1 800 - 2 000

Allocation to Services					
	Region 1	Region 2	Region 3		
MOD	1 800 - 1 810 (NOC) RADIOLOCATION 487 485 486	1 800 - 1 850 AMATEUR 489	1 800 - 2 000 (NOC) AMATEUR FIXED MOBILE except aeronautical mobile RADIONAVIGATION Radiolocation		
MOD	1 810 - 1 850 (NOC) AMATEUR 490 491 492 493	1 850 - 2 000 AMATEUR FIXED MOBILE except aeronautical mobile RADIOLOCATION RADIONAVIGATION 489 494	489		

- MOD 489 ~~In Region 2, - Loran stations operating in the band 1 000 - 2 000 kHz shall cease operation by 31 December 1982.~~ In Region 3, the Loran system operates either on 1 850 kHz or 1 950 kHz, the bands occupied being 1 825 - 1 875 kHz and 1 925 - 1 975 kHz respectively. Other services to which the band 1 800 - 2 000 kHz is allocated may use any frequency therein on condition that no harmful interference is caused to the Loran system operating on 1 850 kHz or 1 950 kHz.
- MOD 517 The use of the band 4 000 - 4 063 kHz by the Maritime Mobile Service is limited to ship stations using radiotelephony (see No. 4374 and [Appendix 16]).
- ADD 529A For the use of the band 8 100 - 8 195 kHz by the Maritime Mobile Service see RR 4373, RR 43744 and [Appendix 16].
- (Note for Editorial Committee - This footnote is to be added, in the Table, in the continuation of MARITIME MOBILE 529A).
- MOD 554 (By adding CTI, E and IRL.)
- MOD 587 (By adding TUR.)
- MOD 589 (By deleting TUR.)
- ADD 594A Additional allocation: In Poland and in the USSR, the band 136 - 137 MHz is also allocated to the Aeronautical Mobile (OR) Service on a permitted basis.
- MOD 621 (By adding E.)
- ADD 627A Additional allocation: In Canada, the band 216 - 220 MHz is also allocated to the Land Mobile Service on a primary base.
- MOD 680 Additional allocation: In the United Kingdom, the band 598 - 606 MHz is also allocated to the Aeronautical Radionavigation Service on a primary basis until 31 December 1994. (The remainder unchanged.)
- SUP 681
- ADD 695A Additional allocation: In the United Kingdom, the band 790 - 862 MHz is also allocated to the Land Mobile Service on a secondary basis.
-

WORKING GROUP 6-A

DRAFT

MARKING SIGNALS IN THE MARITIME MOBILE SERVICE

(Proposals F/48/1 to 3)

At its meeting on 21 September 1987, Working Group 6-A requested the French and Netherlands Administrations to put forward an amended version of proposals F/48/1 to 3 by France.

In line with the discussions which took place, the text we are submitting now makes it clear that the HF bands are not concerned and that other maritime mobile service stations must not be adversely affected.

Proposals

NOC 4326

ADD 4326A

However, stations in an automatic service in the VHF or UHF band may emit marking signals. The emission power of the signals shall however be limited to the minimum value necessary for effective operation of the signalling. Such emissions shall not cause harmful interference to maritime mobile service operations in other countries.

MOD 4910

(Add the following sentence after the existing text)

However, stations in an automatic service in the VHF or UHF band may emit marking signals under the conditions provided for in No. 4326A.

R. SWANSON
Chairman of Working Group 6-A

COMMITTEE 5Note by the Chairman of Committee 5THE INTRODUCTION OF THE GMDSS AND CONTINUATION
OF EXISTING DISTRESS AND SAFETY PROVISIONS

Taking account of the various proposals concerning a Resolution, relating to the introduction of provisions for the GMDSS and the continuation of existing provisions, and the views expressed at the second meeting of the Committee, a draft Resolution has been prepared as a working document for the Committee. The draft Resolution is given in the annex to this document.

P.E. KENT
Chairman of Committee 5

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 developed the GMDSS and is preparing revisions to the International Convention for the Safety of Life at Sea (SOLAS) 1974, to require certain ships to participate in the system;

noting further

- a) that until such time as the GMDSS has been implemented fully, ships subject to the SOLAS Convention will continue to use some of the existing distress and safety provisions;
- b) that some administrations and some ships not governed by the SOLAS Convention may continue to use the existing radiotelephone distress and safety provisions after the GMDSS has been implemented fully;
- c) that it would be inappropriate to require administrations to maintain all existing distress and safety facilities and those for the GMDSS for an excessive period of time;

considering

- a) that this Conference has placed the provisions for the GMDSS in [Chapter N IX] and that Chapter [IX] has been modified so that it retains the provisions that will not form part of the GMDSS;
- b) that Chapters N IX and IX each contain provisions relating to distress and safety which are mandatory under the conditions given in the various provisions;
- c) that the World Administrative Radio Conference for the Mobile Services, Geneva, 1983, recognized that the provisions then existing for distress and safety communications would need to be maintained until the GMDSS had been implemented fully;

recognizing

a) that IMO is the organization competent to decide upon the dates that the provisions relating to the GMDSS shall be used by ships subject to the SOLAS Convention, and that:

- i) the implementation of the GMDSS shall be considered as started when, in accordance with amendments to the SOLAS Convention, the first of the ships subject to that Convention conforms to Chapter N IX;
- ii) the GMDSS shall be considered to be implemented fully when all ships subject to the SOLAS Convention conform to Chapter N IX;

b) that to assist the IMO, the provisions of Chapter N IX should enter into force prior to the earliest date on which the amendments to the SOLAS Convention might start the implementation of the GMDSS;

resolves

- 1. that Chapter N IX shall enter into force on [15 January, 1991];
- 2. that during the period between [15 January, 1991] and a date after the GMDSS has been implemented fully, the provisions of Chapters N IX and IX shall have equal force and each administration may if necessary, decide on its own transition arrangements;

- 3. that on a date after the GMDSS has been implemented fully:

- a) the provisions of Chapter N IX and Chapter IX, except for Nos. 3037 to 3046E, shall have equal force until they are further considered by a competent conference;
- b) the provisions of Chapter IX, Nos. 3037 to 3046E shall become permissive and may be used at the discretion of administrations in respect of their own station;

- 4. the date referred to in resolves 2 and 3 and shall be:

(Option A) [1 February, 1997];

(Option B) [the date decided by the competent body of the IMO for full implementation of the GMDSS;]

(Option C) [a date determined by the Administrative Council at its first meeting after the decision by the competent body of the IMO on the full implementation the GMDSS. The date to be not less than [six] years after the provisions of Chapter N IX enter into force and not later than [six] months after the date decided by the IMO for the system to be implemented fully;]

invites

1. the Administrative Council to place the subject of Chapter IX on the agenda of the next competent conference;
2. the next competent conference to take appropriate steps regarding the requirement for administrations to comply with the provisions of Chapter IX relating to the international distress frequencies 2 182 kHz and 156.8 MHz;

requests the Secretary-General

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

WORKING GROUP 6-A

NOTE BY THE CHAIRMAN OF WORKING GROUP 6-A

In order to assist Working Group 6-A, attached is a consolidated document concerning proposals on Article 58.

R. SWANSON
Chairman of Working Group 6-A

Attachment: 1

ARTICLE 58

Working Hours of Stations in the Maritime Mobile Service

ARTICLE 58

J/60/479

MOD Working Hours of Stations in the Maritime Mobile Service
and Maritime Mobile-Satellite Service

Reason: To provide for the working hours of stations in the Maritime Mobile-satellite service, similar to Maritime Mobile service.

Section I. General

J/60/480

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).

Reason: To obligate stations of the maritime mobile-satellite service to be provide with clocks, similar to stations of the maritime mobile service.

NOC 4045 § 2. Coordinated Universal Time (UTC), reckoned from 0000 to 2359 h beginning at midnight, shall be used for all entries in the radio-communication service log and in all similar documents of ships compulsorily equipped with radiocommunication apparatus in compliance with an international agreement; this same provision will apply, as far as possible, to other ships.

Section II. Coast Stations

NOC 4046 § 3. (1) The service of coast stations is, 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 (2) These hours of service shall be notified to the Secretary-General who shall publish them in the List of Coast Stations.

NOC 4048 § 4. Coast stations whose service is not continuous shall not close before:

NOC 4049 a) finishing all operations resulting from a distress call or from an urgency or safety signal;

NOC 4050 b) exchanging all traffic originating in or destined for ship stations which are situated within their service area and have indicated their presence before the actual cessation of work;

NOC 4051 c) making a general call to all stations announcing the closing down of the service and advising the time of reopening, if other than their normal hours of service.

J/60/481.

ADD

Section IIA. Coast Earth Stations

J/60/482

ADD 4051A 4A. The service of coast earth stations is, as far as possible, continuous (day and night).

Reason: To specify the working hours of coast earth stations.

Section III. Ship Stations

NOC 4052 § 5. (1) For the international public correspondence service, ship stations are divided into four categories:

NOC 4053 a) stations of the first category: these stations maintain a continuous service;

NOC 4054 b) stations of the second category: these stations maintain a service for 16 hours a day;

NOC 4055 c) stations of the third category: these stations maintain a service for 8 hours a day;

NOC 4056 d) stations of the fourth category: these stations maintain a service the duration of which is either shorter than that of stations of the third category, or is not fixed by these Regulations.

NOC 4057 (2) Each administration shall itself determine the rules under which ship stations subject to it are to be placed in one of the above four categories.

NOC 4058 § 6. (1) Ship stations of the second category shall maintain the following hours of service:

0000 - 0400	} ship's time or zone time,
0800 - 1200	
1600 - 1800	
2000 - 2200	

and, additionally, four hours of service at times to be decided by the administration, master or responsible person, to meet the essential communication needs of the ship, having regard to propagation conditions and traffic requirements.

NOC 4059 (2) Ship stations of the third category shall maintain the following hours of service:

0800 - 1200 ship's time or zone time,

two continuous hours of service between 1800 and 2200 h, ship's time or zone time, at times decided by the administration, master or responsible person and, additionally, two hours of service at times decided by the administration, master or responsible person, to meet the essential communication needs of the ship, having regard to propagation conditions and traffic requirements.

- NOC 4060 (3) Each administration will determine whether ship's time observed by its ships is to be zone time as shown in Appendix 12 (see Nos. 4058 and 4059).
- NOC 4061 (4) In case of short voyages, these stations shall provide service during the hours fixed by the administrations to which they are subject.
- NOC 4062 § 7. Ship stations of the fourth category are encouraged to provide service from 0830 to 0930 h, ship's time or zone time.
- NOC 4063 § 8. (1) Ship stations whose service is not continuous shall not close before:
- NOC 4064 a) finishing all operations resulting from a distress call or from an urgency or safety signal;
- NOC 4065 b) exchanging, so far as practicable, all traffic originating in or destined for coast stations situated within their service area and for ship stations which, being within their service area, have indicated their presence before the actual cessation of work.
- NOC 4066 (2) Any ship station not having fixed working hours shall inform the coast stations with which it is in communication of the time of closing and the time of reopening its service.
- NOC 4067 § 9. (1) Any ship station arriving in port, and whose service is therefore about to close, shall:
- NOC 4068 a) notify accordingly the nearest coast station and, if appropriate, the other coast stations with which it generally communicates;
- NOC 4069 b) not close until after the disposal of traffic on hand, unless this conflicts with the regulations in force in the country of the port of call.
- NOC 4070 (2) On departure from port the ship station shall notify the coast station or stations concerned that its service is reopening as soon as such reopening is permitted by the regulations in force in the country of the port of departure. However, a ship station not having hours of service fixed by these Regulations may defer such notification until the station first reopens its service after departure from port.

J/60/483:

ADD

Section IV. Ship Earth Stations

J/60/484:

- ADD 4071 10. Each administration shall itself make the regulations relating to the working hours of ship earth stations under its jurisdiction.

Reason: To prescribe the working hours of ship earth stations.

- NOC 4071
to
4095 NOT allocated.
-

WORKING GROUP 6-A

NOTE BY THE CHAIRMAN OF WORKING GROUP 6-A

In order to assist Working Group 6-A, attached is a consolidated document concerning proposals on Article 59.

R. SWANSON
Chairman of Working Group 6-A

Attachment: 1

ARTICLE 59

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

NOC **Section I. Maritime Mobile Service**

NOC 4096 *A. General*

NOC 4097 § 1. Ship stations shall be established in such a way as to conform to the provisions of Chapters III and XI as regards frequencies and classes of emission.

NOC 4098 § 2. The frequencies of emission of ship stations shall be checked as often as possible by the inspection service to which these stations are subject.

NOC 4099 § 3. The energy radiated by receiving apparatus shall be reduced to the lowest possible value and shall not cause harmful interference to other stations.

NOC 4100 § 4. Administrations shall take all practicable steps necessary to ensure that the operation of any electrical or electronic apparatus installed in ship stations does not cause harmful interference to the essential radio services of stations which are operating in accordance with the provisions of these Regulations.

NOC 4101 § 5. (1) Changes of frequency in the sending and receiving apparatus of any ship station shall be capable of being made as rapidly as possible.

NOC 4102 (2) Installations of any ship station shall be capable, once communication is established, of changing from transmission to reception and vice versa in as short a time as possible.

NOC 4103 § 6. The operation of a broadcasting service (see No. 36) by a ship station at sea is prohibited. (See also No. 2665.)

J/60/485!

MOD 4104 7. Ship stations other than survival craft station and ship earth stations shall be provided with the documents enumerated in the appropriate section of Appendix 11.

Reason: To obligate ship earth stations to provide with certain documents.

NOC 4105 § 8. When any ship station transmitter itself cannot be controlled in such a way that its frequency satisfies the tolerance specified in Appendix 7, the ship station shall be provided with a device, having a precision equal to at least one-half of this tolerance, for measuring the frequency of the emission.

G/33/61
MOD 4106

B. Ship Stations Using Morse Radiotelegraphy

Reason: To indicate that Nos 4107-4121 apply to Morse telegraphy.

J/60/486

MOD 4106

B. Ship Stations Using Morse Radiotelegraphy

NOC 4107

§ 9. Ship stations equipped with radiotelegraph apparatus intended to be used for normal traffic by Morse telegraphy shall be provided with devices permitting changeover from transmission to reception and vice versa without manual switching. In addition these stations should be able to listen on the reception frequency during the course of periods of transmission.

NOC 4108
Mob-83

B1. Bands Between 415 kHz and 535 kHz

NOC 4109
Mob-83

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

G/33/62
MOD 4110

11. All ship stations equipped with Morse radiotelegraph apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to:

Reason: To indicate that this provision applies only to Morse telegraphy.

J/60/487

MOD 4110

11. All ship stations equipped with Morse radiotelegraph apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to:

NOC 4111

a) send either class A2A and A2B* or H2A and H2B* emissions and receive class A2A, A2B*, H2A and H2B* emissions with a carrier frequency of 500 kHz;

G/33/63

MOD 4112

b) send, in addition, class A1A emissions on at-least two working frequencies necessary for their service;

Reason: To extend the scope of this provision.

NOC 4113
Mob-83

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

* This is to cater for the automatic reception of the radiotelegraph alarm signal.

NOC 4114 § 12. The provisions of Nos. 4112 and 4113 do not apply to apparatus provided solely for distress, urgency and safety purposes.

NOC 4115 B2. Bands Between 1 605 kHz and 2 850 kHz

G/33/64
MOD 4116 13. In Region 2, any Morse radiotelegraph..... 2850 kHz.
Reason: As for MOD 4110.

J/60/488:

MOD 4116 13. In Region 2, any Morse radiotelegraph station installed on board a ship which uses frequencies in the band 2089.5 - 2092.5 kHz for call and reply shall be provided with at least one other frequency in the authorized bands between 1605 kHz and 2850 kHz.

NOC 4117 B3. Bands Between 4 000 kHz and 27 500 kHz

G/33/65
MOD 4118 14. In ship stations, all apparatus using class A1A emissions for Morse telegraphy on frequencies in the authorized bands between 4000 kHz and 27500 kHz shall satisfy the following conditions:
Reason: As for MOD 4110.

NOC 4119 a) in each of the bands necessary to carry on the station's service, it shall have at least two working frequencies in addition to one in the calling band (see No. 4306);

NOC 4120 b) changes of frequency in transmitting apparatus shall be effected as quickly as practicable, but within fifteen seconds in any event;

NOC 4121 c) in the matter of frequency changing, receiving apparatus shall be capable of a performance equal to that of the transmitting apparatus.

DNK/FNL/ISL/NOR/S/8/1
MOD 4122

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

Reasons: Consequential to ADD 4137A, proposing inclusion of a new subsection E concerning ship stations using digital selective-calling techniques.

E/42/1

¹MOD 4122 C. Ship Stations Using Narrow-Band
~~Direct-Printing Telegraphy and Digital Selective Calling~~

Reasons: Consequential to ADD 4137B, proposing the inclusion of a new sub-section "E" concerning ship stations using digital selective calling techniques.

J/60/489

MOD 4122 C. Ship Stations Using ~~Narrow-Band Direct-Printing-
Telegraphy and Digital Selective Calling~~

CAN/25/376

* ADD

4122A All ship stations using narrow-band direct-printing telegraphy equipment shall be able to send and receive on the frequency designated for distress traffic by narrow-band direct-printing telegraphy in the frequency bands in which they are operating.

CEPT-11/18/1*

ADD 4122A

14A. All ship stations using narrow-band direct-printing telegraphy equipment shall be able to send and receive on the frequency designated for distress traffic by narrow-band direct-printing telegraphy in the frequency bands in which they are operating.

J/60/490

MOD 4122A

~~4123A~~

15. (1) ~~(2)~~- The characteristics of the digital selective calling equipment ~~shall should~~ be in accordance with Appendix 39A ~~the Recommendations of the CCIR~~

Reason: To specify the characteristics of the digital selective calling equipment.

USA/24/551

ADD

4122A 15. (1) All ship stations using narrow-band direct-printing telegraphy equipment shall be able to send and receive on the frequency designated for distress traffic by narrow-band direct-printing telegraphy in the frequency bands in which they are operating.

¹ This proposal does not conflict with Spain's endorsement of the proposal contained in Document CEPT-11, published as Conference Document MOB-87/18, since the intention - subject to the approval of the Conference - is to gather "digital selective calling" procedures into a new sub-section ("E") of Article 59.

J/60/491

ADD 4122B (2) All ship stations using digital selective calling equipment shall be able to send and receive class F1B or J2B emission of digital selective calling signals on the frequencies used for distress alerting and all other DSC frequencies necessary for their service in the frequency bands in which they are operating.

Reason: To specify the radio waves which must be equipped by ship stations using digital selective calling equipment.

J/60/492

ADD 4122C CA. Ship Stations Using Narrow Band Direct-Printing Telegraphy

J/60/493

(MOD) 4123 15A. (1) The characteristic of the narrow-band direct-printing equipment shall be in accordance with Appendix 38.

USA/24/552
(MOD) 4123 ~~15-~~ (1) (2) The characteristics of the narrow-band direct-printing equipment shall be in accordance with Appendix 38.

DNK/FNL/ISL/NOR/S/8/2 4123A (2) The characteristics of the digital selective calling equipment should be in accordance with the Recommendations of the CCIR.
SUP 4123A Mob-83

Reasons: See No. 4137B.

E/42/2

1 SUP 4123A

Reasons: The text of 4123A is transferred unchanged to the proposed new sub-section "E". See ADD 4137C.

USA/24/553
ADD

4123A (3) All ship stations equipped with digital selective calling equipment shall be able to send and receive digital selective calling signals on the frequency designated for distress alerting (see No. N 3172) in the frequency bands in which they are operating.

CAN/25/377
* ADD

4123B*) All ship stations equipped with digital selective calling equipment shall be able to send and receive digital selective calling signals on the frequency designated for distress alerting (see No. N 3172) in the frequency bands in which they are operating.

NOC 4123A

Reason: To specify the requirement for ship stations, if appropriately equipped, to be able to use the frequencies set aside for distress purposes. (Re-numbering of Nos. 4123B*) and 4123A will need to be considered by the Conference.)

CEPT-11/18/2

ADD 4123B

(2A) All ship stations equipped with digital selective-calling equipment shall be able to send and receive digital selective-calling signals on the frequency designated for distress alerting (see No. N3172) in the frequency bands in which they are operating.

Reasons: ADD 4122A and 4123B - to specify the requirement for ship stations, if appropriately equipped, to be able to use the frequencies designated for distress purposes.

J/60/494

ADD 4123B

(2) All ship stations using narrow-band direct-printing telegraphy equipment shall be able to send and receive class F1B or J2B emission on the frequencies used for distress and safety traffic and all other frequencies necessary for their service in the frequency bands in which they are operating.

Reason: To specify the radio waves which must be equipped by ship stations using narrow-band direct-printing telegraphy equipment.

URS/32/81

ADD 4123B

The conditions governing the use of frequencies for narrow-band direct-printing and digital selective calling are laid down in Articles 60 and 62.

Reasons: It is necessary to specify where the conditions to be respected may be found for the use of NBDP and DSC in the maritime mobile service.

USA/24/554
(MOD)

~~4123A~~ 4123B (2) (4) The characteristics of the digital selective calling equipment should be in accordance with the Recommendations of the CCIR.

Reason: To specify the requirement for ship stations, if appropriately equipped, to be able to use the frequencies set aside for distress purposes.

G/33/66
ADD 4123D

C1. Bands Between 415 kHz and 535 kHz

G/33/67
ADD 4123E

15A. All ship stations equipped with narrow-band direct-printing telegraphy apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to:

G/33/68
ADD 4123F

a) send and receive class F1B or J2B emissions on the working frequencies necessary to carry out their service;

G/33/69
ADD 4123G

b) if complying with the provisions of Chapter NIX, receive class F1B emissions on 518 kHz.

G/33/70
ADD 4123H

15B. All ship stations equipped with digital selective calling apparatus to work in the authorized bands between 415 kHz and 535 kHz shall be able to:

G/33/71
ADD 4123I

a) send class F1B or J2B emissions on the international digital selective calling frequency 458.5 kHz and receive class F1B or J2B emissions on the international digital selective calling frequency 455.5 kHz;

G/33/72
ADD 4123J

b) in addition, send and receive class F1B or J2B emissions on other digital selective calling frequencies in this band as necessary to carry out their service.

G/33/73
ADD 4123K

C2. Bands Between 1605 kHz and 4000 kHz

G/33/74
ADD 4123L

15C. In addition to the requirements specified in No. 4123A, all ship stations equipped with narrow-band direct-printing telegraphy apparatus to work in the authorized bands between 1605 kHz and 4000 kHz shall be able to send and receive class F1B or J2B emissions on working frequencies as necessary to carry out their service.

G/33/75
ADD 4123M

15D. In addition to the requirements specified in No. 4123C, all ship stations equipped with digital selective calling apparatus to work in the authorized bands between 1605 kHz and 4000 kHz shall be able to:

G/33/76
ADD 4123N

a) send class F1B or J2B emissions on the international digital selective calling frequency 2189.5 kHz and receive class F1B or J2B emissions on the international digital selective calling frequency 2177 kHz;

G/33/77
ADD 4123O

b) in addition, send and receive class F1B or J2B emissions on other digital selective calling frequencies in this band as necessary to carry out their service.

- G/33/78
ADD 4123P C3. Bands Between 4000 kHz and 27500 kHz.
- G/33/79
ADD 4123Q 15E. In addition to the requirements specified in No. 4123A, all ship stations equipped with narrow-band direct-printing telegraphy apparatus to work in the authorized bands between 4000 kHz and 27500 kHz shall be able to send and receive class F1B or J2B emissions on working frequencies in each of the HF maritime mobile bands as necessary to carry out their service..
- G/33/80
ADD 4123R 15F. In addition to the requirements specified in No. 4123C, all ship stations equipped with digital selective calling apparatus to work in the authorized bands between 4000 kHz and 27500 kHz shall be able to:
- G/33/81
ADD 4123S a) send class F1B or J2B emissions on the international digital selective calling frequencies in each of the HF maritime mobile bands as necessary to carry out their service;
- G/33/82
ADD 4123T b) receive class F1B or J2B emissions on the international digital selective calling frequencies in each of the HF maritime mobile bands as necessary to carry out their service;
- G/33/83
ADD 4123U c) send and receive class F1B or J2B emissions on other digital selective calling frequencies in each of the HF maritime mobile bands as necessary to carry out their service.
- Reason: ADD 4123D-ADD 4123U. To specify the necessary provisions for NBDP and DSC in the bands 415-535 kHz, 1605-4000 kHz and 4000-27500 kHz.

NOC 4124 D. Ship Stations Using Radiotelephony

J/60/495
ADD 4124A D1 Ship Stations equipped with Radiotelephony apparatus used with Relation to Digital Selective Calling System

J/60/496
ADD 4124B 15B. (1) All ship stations equipped with radiotelephony apparatus used with relation to digital selective calling system shall be able to send and receive on frequencies for distress and safety traffic and all other frequencies necessary for their service in the frequency bands in which they are operating.

Reason: To specify the radio waves which must be equipped by ship stations using radiotelephony in relation to digital selective calling.

J/60/497

ADD 4124C (2) Ship stations, when using the carrier frequency 2182 kHz, shall be able to send and receive class J3E emission on this frequency.

J/60/498

ADD 4124D D2. Ship Station equipped with Radiotelephony apparatus used without Relation to Digital Selective Calling System

J/60/499

(MOD) 4125 A) ~~D1~~ Bands Between 1605 kHz and 4000 kHz

J/60/500

MOD 4126 16. All ship stations equipped with radiotelephony apparatus used without relation to digital selective calling system ~~to work~~ in the authorized bands between 1605 kHz and 2850 kHz shall be able to:

Reason: To rearrange the provision on the traditional manual operated radiotelephony, because of prescribing the regulation No. 4124A.

CAN/25/378

MOD 4127 a) send class J3E and H3E emissions on a carrier frequency of 2182 kHz and receive class J3E and H3E emissions on a carrier frequency of 2182 kHz except for such apparatus as is referred to in No. 4130;

Reason: To take account of the provisions proposed in Nos. 2973 and N 2973.

CEPT-11/18/3

MOD 4127 a) send class J3E or H3E emissions on a carrier frequency of 2 182 kHz and receive class J3E or H3E emissions on a carrier frequency of 2 182 kHz except for such apparatus as is referred to in No. 4130 (see also Resolution No. A);

Reasons: To take account of the provisions proposed in Nos. 2973 and N2973 and Resolution No. A.

USA/24/555

MOD 4127 a) send class J3E or H3E emissions on a carrier frequency of 2182 kHz and receive class J3E or H3E emissions on a carrier frequency of 2182 kHz except for such apparatus as is referred to in No. 4130 (see also Resolution No. A8);

Reason: To take account of the provisions proposed in Nos. 2973 and N 2973, and Resolution No. A8.

- NOC 4128 Mob-83 b) send, in addition, J3E emissions on at least two working frequencies¹;
- NOC 4129 Mob-83 c) receive, in addition, J3E emissions on all other frequencies necessary for their service.
- NOC 4130 § 17. The provisions of Nos. 4128 and 4129 do not apply to apparatus provided solely for distress, urgency and safety purposes.

CEPT-11/18/4

MOD 4131

D2. Bands Between 4 000 kHz and
~~23 000~~ 27 500 kHz

Reasons: To indicate the correct upper limit of the band.

J/60/501

MOD 4131

B) ~~D2~~ Bands Between 4000 kHz and 27500 ~~23000~~ kHz

CAN/25/379

MOD

4132 In the zone of Region 1 south of latitude 15°N, in Region 2 (except Greenland) and in the zone of Region 3 South of latitude 25°N, all ship stations equipped with radiotelephony to work in the authorized bands between 4000 kHz and 23000 kHz and which do not comply with the provisions of Chapter N IX should be able to send and receive on the carrier frequencies 4 125 kHz and ~~6215.5~~ 6215 kHz (see Nos. 2982 and 2986). However, all ship stations which comply with the provision of Chapter N IX shall be able to send and receive on the carrier frequencies designated in Article N 38 for distress and safety traffic by radiotelephony for the frequency bands in which they are operating.

Reason: To expand the application of this regulation to apply to ships throughout the world which comply with provisions for the new system.

CEPT-11/18/5

MOD 4132

18. In the zone of Region 1 south of latitude 15°N, in Region 2 (except Greenland) and in the zone of Region 3 south of latitude 25°N, all ship stations equipped with radiotelephony to work in the authorized bands between 4 000 kHz and ~~23 000~~ 27 500 kHz and which do not comply with the provisions of Chapter NIX should be able to send and receive on the carrier frequencies 4 125 kHz and 6 215 kHz (see Nos. 2982 and 2986). However, all ship stations which comply with the provisions of Chapter NIX shall be able to send and receive on the carrier frequencies designated in Article N38 for distress and safety traffic by radiotelephony for the frequency bands in which they are operating.

Reasons: To expand the application of this regulation to apply to ships throughout the world which comply with the provisions for automated communications. MOD to 23 000 kHz to reflect the correct upper limit of the band.

J/60/502

MOD 4132 18. In the zone of Region 1 south of latitude 15°N, in Region 2 (except Greenland) and in the zone of Region 3 south of Latitude 25°N, all ship stations equipped with radiotelephony used without relation to digital selective calling system ~~to work~~ in the authorized bands between 4000 kHz and 27500 ~~23000~~ kHz should be able to send and receive on the carrier frequencies 4125 kHz and 6215 ~~6215.5~~ kHz (see Nos. 2982 and 2986).

Reason: See No. 4126

USA/24/556

MOD 4132 ~~In the zone of Region 1 south of latitude 15°N, in Region 2 (except Greenland) and in the zone of Region 3 south of latitude 25°N, all~~ All ship stations equipped with radiotelephony to work in the authorized bands between 4000 kHz and 23000 kHz and which do not comply with the provisions of Chapter N IX should be able to send and receive on the carrier frequencies 4125 kHz and 6215.5 kHz (see Nos. 2982 and 2986). However, all ship stations which comply with the provisions of Chapter N IX shall be able to send and receive on the carrier frequencies designated in Article N 38 for distress and safety traffic by radiotelephony for the frequency bands in which they are operating.

Reason: To expand the application of this Regulation to apply to ships throughout the world which comply with provisions for the new system.

J/60/503

(MOD) 4133 ~~C) B3-~~ Bands Between 156 MHz and 174 MHz

J/60/504

MOD 4134 19. All ship stations equipped with radiotelephony used without relation to digital selective calling system ~~to work~~ in the authorized bands between 156 MHz and 174 MHz (see No. 613 and Appendix 18) shall be able to send and receive class G3E emissions ~~(see Resolution 308)~~ on:

Reason: See No. 4126

NOC 4135 a) the distress, safety and calling frequency 156.8 MHz;

NOC 4136 b) the primary intership frequency 156.3 MHz;

J/60/505

ADD 4136A (C) The Intership Navigation Safety Frequency 156.650 MHz

USA/24/557
ADD 4136A c) the intership navigation safety frequency
156.650 MHz;

J/60/506

(MOD) 4137 (d) ~~(e)~~ All the frequencies necessary for their
service.

USA/24/558
(MOD) 4137 e) d) all the frequencies necessary for their
service.

Reason: To allow vessels to communicate on the bridge-
to-bridge navigation safety channel 13.

CAN/25/380
*ADD

4137A In addition to the frequencies specified in Nos. 4135 to 4137,
all ship stations complying with the provisions of chapter N IX and
equipped with radiotelephony to work in the authorized bands between 156
MHz and 174 MHz (see No. 613 and Appendix 18) shall be able to send and
receive class G3E emissions on the ship-to-ship navigation safety
communications frequency 156.650 MHz.

Reason: To provide for ship stations using maritime mobile VHF
radiotelephony and complying with chapter N IX.

CEPT-11/18/6

ADD 4137A 19A. In addition to the frequencies specified in
Nos. 4135-4137, all ship stations complying with the provisions of
Chapter NIX and equipped with radiotelephony to work in the
authorized bands between 156 MHz and 174 MHz (see No. 613 and
Appendix 18) shall be able to send and receive class G3E emissions on
the ship-to-ship navigation safety communication frequency
156.650 MHz.

Reasons: To provide for ship stations using maritime mobile VHF
radiotelephony, and complying with Chapter NIX, a frequency for navigation
safety communications.

DNK/FNL/ISL/NOR/S/8/3
ADD 4137A

E. Ship Stations Using Digital Selective-
Calling Techniques

Reasons: To include a new sub-section concerning ship stations equipped with apparatus for digital selective calling.

DNK/FNL/ISL/NOR/S/8/4
ADD 4137B

The characteristics of the digital selective-calling equipment should be in accordance with the relevant Recommendations of the CCIR.

Reasons: To transfer the former regulation No. 4123A to this new section.

DNK/FNL/ISL/NOR/S/8/5
ADD 4137CA

E1. Bands Between 415 kHz and 526.5 kHz

DNK/FNL/ISL/NOR/S/8/6
ADD 4137CB

All ship stations equipped with apparatus for digital selective calling to work in the authorized bands between 415 kHz and 526.5 kHz shall be able to:

DNK/FNL/ISL/NOR/S/8/7
ADD 4137CC

a) transmit class F1B or J2B emissions on the digital selective-calling channels necessary for their service;

DNK/FNL/ISL/NOR/S/8/8
ADD 4137CD

b) receive class F1B or J2B emissions on the digital selective-calling channels necessary for their service.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls.

DNK/FNL/ISL/NOR/S/8/9
ADD 4137DA

E2. Bands Between 1 605 kHz and 4 000 kHz

DNK/FNL/ISL/NOR/S/8/10
ADD 4137DB

All ships stations equipped with apparatus for digital selective calling to work in the authorized bands between 1 605 kHz and 4 000 kHz shall be able to:

DNK/FNL/ISL/NOR/S/8/11
ADD 4137DC

a) transmit class F1B or J2B emissions on 2 187.5 kHz and receive class F1B or J2B emissions on 2 187.5 kHz;

DNK/FNL/ISL/NOR/S/8/12
ADD 4137DD

- b) transmit, in addition, class F1B or J2B emissions on the digital selective-calling channels necessary for their service;

DNK/FNL/ISL/NOR/S/8/13
ADD 4137DE

- c) receive, in addition, class F1B or J2B emissions on the digital selective-calling channels necessary for their service.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls.

DNK/FNL/ISL/NOR/S/8/14
ADD 4137EA

E3. Bands Between 4 000 kHz and 27 500 kHz

DNK/FNL/ISL/NOR/S/8/15
ADD 4137EB

All ships stations equipped with apparatus for digital selective calling to work in the authorized bands between 4 000 kHz and 27 500 kHz shall be able to:

DNK/FNL/ISL/NOR/S/8/16
ADD 4137EC

- a) transmit class F1B or J2B emissions on at least two digital selective calling channels in each of the bands necessary to carry on the station's service, one of these should be an international calling channel (see No. 4683) in the bands concerned;

DNK/FNL/ISL/NOR/S/8/17
ADD 4137ED

- b) receive class F1B or J2B emissions on at least two digital selective-calling channels in each of the bands necessary to carry on the station's service, one of these should be an international calling channel (see No. 4684) in the bands concerned.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls.

DNK/FNL/ISL/NOR/S/8/18
ADD 4137FA

E4. Bands Between 156 MHz and 174 MHz

DNK/FNL/ISL/NOR/S/8/19
ADD 4137FB

All ship stations equipped with apparatus for digital selective calling to work in the authorized bands between 156 MHz and 174 MHz shall be able to transmit and receive class G3X emissions on the frequency 156.525 MHz.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls on the frequency 156.525 MHz.

E/42/3

ADD 4137B E. Ship Stations Using Digital Selective
Calling Techniques

Reasons: To include a new sub-section concerning ship stations equipped with apparatus for digital selective calling.

E/42/4

ADD 4137C The characteristics of the digital selective calling equipment should be in accordance with the relevant Recommendations of the CCIR.

Reasons: To transfer the former Regulation No. 4123A to this new sub-section.

E/42/5

ADD 4137DA E1. Bands Between 415 kHz and 526.5 kHz

E/42/6

ADD 4137DB All ship stations equipped with apparatus for digital selective calling to work in the authorized bands between 415 kHz and 526.5 kHz shall be able to transmit and receive class F1B or J2B emissions on at least two digital selective calling channels necessary for their service.

E/42/7

ADD 4137DC The transmitters used for the above purposes shall be equipped with convenient means of reducing power substantially.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls in these bands in the conditions indicated.

E/42/8

ADD 4137EA E2. Bands Between 1 605 kHz and 4 000 kHz

E/42/9

ADD 4137EB All ships stations equipped with apparatus for digital selective calling to work in the authorized bands between 1 605 kHz and 4 000 kHz shall be able to:

E/42/10

ADD 4137EC a) transmit and receive class F1B or J2B emissions on the frequency 2 187.5 kHz;

E/42/11

ADD 4137ED b) transmit and receive class F1B or J2B emissions on at least another two digital selective calling channels necessary for their service.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls in these bands.

E/42/12
ADD 4137FA E3. Bands Between 4 000 kHz and 27 500 kHz

E/42/13
ADD 4137FB All ships stations equipped with apparatus for digital selective calling to work in the authorized bands between 4 000 kHz and 27 500 kHz shall be able to:

E/42/14
ADD 4137FC a) transmit and receive class F1B or J2B emissions on the frequencies 4 188 kHz, 6 282 kHz, 8 375 kHz, 12 563 kHz and 16 750 kHz;

E/42/15
ADD 4137FD b) transmit and receive class F1B or J2B emissions on at least two digital selective calling channels in each of the bands necessary for their service, one of which should be an international calling channel (see Nos. 4683 and 4684) as appropriate in the bands concerned.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls in these bands.

E/42/16
ADD 4137GA E4. Bands Between 156 MHz and 174 MHz

E/42/17
ADD 4137GB All ship stations equipped with apparatus for digital selective calling to work in the authorized bands between 156 MHz and 174 MHz shall be able to transmit and receive class G3X emissions on the frequency 156.525 MHz.

Reasons: To prescribe the capability of ship stations equipped with apparatus for digital selective calling to transmit and receive digital selective calls on the frequency 156.525 MHz.

J/60/507

MOD Section II. ~~Conditions to be Observed by Ship Earth Stations~~ Maritime Mobile-Satellite Service

NOC 4138 § 20. Ship earth stations shall be so established as to conform to the provisions of Chapter III as regards frequencies.

G/33/84
SUP 4139 § 21. The frequencies of emissions of ship earth stations shall be checked as often as practicable by the inspection service to which these stations are subject.

Reason: This checking is not practicable.

NOC 4140 § 22. The energy radiated by receiving apparatus shall be reduced to the lowest practicable value and shall not cause harmful interference to other stations.

NOC 4141 § 23. Administrations shall take all practicable steps necessary to ensure that the operation of any electrical or electronic apparatus installed in ship 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.

URS/135/3
MOD Section III. Aircraft Stations and Aircraft Earth Stations
Communicating with Stations of the Maritime Mobile
Service and the Maritime Mobile-Satellite Service

NOC 4142 A. General Provisions

URS/135/4
MOD 4143 Stations on board Aircraft stations and aircraft earth stations may communicate with stations of the maritime mobile or maritime mobile-satellite services. They shall conform to those provisions of these Regulations which relate to these services (see Articles 48, 61, 62, 63, 65 and also Nos. MOD 962 and MOD 3633).

G/33/85
MOD 4144 (2) For this purpose stations on board aircraft ~~should~~ shall use the frequencies allocated to the maritime mobile or maritime mobile-satellite services.

Reason: To require stations on board aircraft to use only those frequencies allocated to the maritime mobile or maritime mobile-satellite services when communicating with stations of those services.

URS/135/5
SUP 4144

URS/135/6
SUP 4145

Reasons: These provisions are mentioned in MOD 4143.

URS/32/4
MOD 4145

(3) Stations on board aircraft, when handling ~~public~~ correspondence with stations of the maritime mobile service or of the maritime mobile-satellite service, shall comply with all the provisions applicable to the handling of ~~public~~ correspondence in the maritime mobile or maritime mobile-satellite services (see particularly Articles 61, 62, 63, 65 and 66).

Reasons: Observance of rules ought to apply to all stations, whether operating temporarily or permanently for a particular service.

URS/135/7

MOD 4146

In the case of communication between a station of the maritime mobile service and an aircraft station, calling may be renewed as is specified in Nos. 4933, 4934 and after an interval of five minutes, not withstanding No. 4735.

Reasons: To reflect radiotelephone procedures.

NOC 4147

*B. Provisions Relating to the Use of Frequencies
Between 156 MHz and 174 MHz*

NOC 4148

§ 26. (1) Having regard to interference which may be caused by aircraft stations at high altitudes, frequencies in the maritime mobile bands above 30 MHz shall not be used by aircraft stations, with the exception of those frequencies between 156 MHz and 174 MHz specified in Appendix 18 which may be used provided that the following conditions are observed:

NOC 4149

a) the altitude of aircraft stations shall not exceed 300 metres (1 000 feet), except for reconnaissance aircraft participating in ice-breaking operations, where an altitude of 450 metres (1 500 feet) is allowed;

NOC 4150

b) the mean power of aircraft station transmitters shall not exceed 5 W; however, a power of 1 W or less shall be used to the maximum extent possible;

NOC 4151

c) aircraft stations shall use the channels designated for this purpose in Appendix 18;

NOC 4152

d) except as provided in No. 4150, aircraft station transmitters shall comply with the technical characteristics given in Appendix 19;

NOC 4153

e) the communications of an aircraft station shall be brief and limited to operations in which stations of the maritime mobile service are primarily involved and where direct communication between the aircraft and the ship or coast station is required.

G/33,86

MOD 4154

(2) The frequencies frequency 156.3 MHz and 156.8 MHz may be used by aircraft stations for safety purposes only. It may also be used for communication between ship stations and aircraft stations engaged in co-ordinated search and rescue operations (see Nos. 2993 and N2993).

G/33/87

ADD 4155

(2A) The frequency 156.8 MHz may be used by aircraft stations for safety purposes only (see Nos. 2995A and N2995A).

Reason: MOD 4154 and ADD 4155, to indicate that, in addition to its use for safety purposes, 156.3 MHz may also be used by aircraft stations engaged in coordinated search and rescue operations, and that 156.8 MHz may be used by aircraft stations for safety purposes only.

USA/24/559
ADD

Section IV. Conditions to be Observed by
Ship Stations and Ship Earth Stations
While Temporarily in Ports and Harbors

USA/24/560
ADD

4155 Members of the Union should permit operation of foreign ship stations and foreign ship earth stations which are temporarily in their ports and harbors (see No. 4018). In conducting such operations, foreign ship stations and foreign ship earth stations shall comply with the applicable provisions of the Radio Regulations, noting those contained in Nos. 4096 through 4141, Article 57 and Article 61.

Reason: To bring into the Radio Regulations the intent of Recommendation No. 316. The proposed new Regulation would provide a uniform policy for all administrations to follow in permitting ships to use their communications equipment while temporarily in their ports and harbors, but would still leave open the possibility for restrictions as an administration might see necessary. Upon adoption of this provision, Recommendation No. 316 can be suppressed.

4155
to
4179

NOT allocated.

WORKING GROUP 5-BDraftSECOND REPORT BY WORKING GROUP 5-B
TO COMMITTEE 5

Following discussion of the proposal in Document 31 concerning RR 2998B and RR 2998C, the Chairman proposes the following text for submission to Committee 5 as the contents of a draft letter to be sent to the Technical Working Group of the Plenary.

"Radio Regulations Nos. 2998B and 2998C provide for two operational requirements in the band 1 544 - 1 545 MHz. The Report of the Special Meeting of CCIR Study Group 8 concludes in section 6.13.3.3 that sharing of this band can be accommodated and that additional information would be required."

The Technical Working Group of the Plenary is requested to consider:

- 1) whether it is technically desirable to sub-divide this band for the two applications provided for in Nos. 2998B and 2998C, noting its present utilization by existing systems;
- 2) if it is, to advise Committee 4 of the required bandwidths for each with a request that Committee 5 be advised of the specific frequencies agreed so that Nos. 2998B and 2998C may be modified;
- 3) if it is not, to advise Committee 5.

T. HAHKIO
Chairman of Working Group 5-B

WORKING GROUP 5-ADraftSECOND REPORT OF WORKING GROUP 5-A
TO COMMITTEE 5

1. At its third, fourth, fifth and sixth meetings, Working Group 5-A considered Article N 38. The approved text is in the Annex.
2. The delegate of Grèce reserved the right to come back to the future use of the frequency 490 kHz in Committee 5.
3. A consolidated text for N 2968 was proposed in Document DL/9 and was adopted with some modification. The last sentence was left in square brackets for referral to Committee 4.
4. In N 2971B, the words "(international NAVTEX system)" were added and a reference to Resolution No. 318 was placed in square brackets pending a decision by Committee 6.
5. In N 2973, the word "exclusively" was placed in square brackets pending a decision by Committee 6.
6. In provisions N 2978B, N 2982E, N 2986D, N 2988B, N 2988H and N 2988N a reference to N 3171A was included and the three final references now read N 3172, N 3195R and N 3195AB. It was agreed that the references in Document DT/1B would be used throughout.
7. A proposal by the delegate of Japan requested the inclusion of a description of distress call. It was agreed that this would be covered in Article N 39.
8. N 2982EA and N 2982EB as submitted in Documents B/57/120 and B/57/121 were approved with the frequency itself in square brackets pending a decision of Committee 4. However, the delegate of the USSR reserved the right to come back to this in Committee 5.
9. In N 2993B, the word "exclusively" was placed in square brackets and the "See No. 347" in square brackets was added, pending decisions in Committee 4.
10. Certain frequencies in the 4, 6, 8, 12 and 16 MHz bands were placed in square brackets pending discussions of Appendix 31 in Committee 4.

11. It was agreed that the reference to "class of emission G3E" would be deleted in N 2993 and N 2994.

12. In relation to ADD N 3002 the following statement was made by the representative of IMO: "The IMO Sub-Committee on Life-Saving, Search and Rescue at its 18th session (June 1987), agreed that a frequency in addition to channel 16 was necessary for the two-way radiotelephone apparatus. The additional frequency is needed so that the equipment can be used during drills and for other safety purposes on board ships. The purpose of the additional frequency is also to ensure that the equipment is in working order and so that it can be used without the restrictions that would apply if only channel 16 was available. (Decision subject to approval by MSC-55 in April 1988.)"

13 The representative of IATA while acknowledging the commendable work done by its sister organizations IMO and ICAO expressed the plea that once the details were worked out that all parties concerned with safety in all mobile services be consulted with a view to maximal cooperation.

14. With respect to N 3010, the delegate of Australia wished to take up the addition of other frequencies as in AUS/40/218 at the Committee 5 discussion on principles.

15. Small ad hoc Drafting Groups were called to submit texts on N 3002, N 3016A and N 3041.

16. The Editorial Committee is requested to consider the titles of the Articles and sections in Chapter N IX with a view to avoiding redundancy.

U. HAMMERSCHMIDT
Chairman of Working Group 5-A

Annex: 1

ANNEX

ADD ARTICLE N 38

**Frequencies for Distress and Safety
Communications for the GMDSS**

Section I. Availability of Frequencies

DT/1B

ADD N 2967 A. 490 kHz

DL/9

N 2968 In the maritime mobile service the frequency 490 kHz is reserved exclusively for the transmission by coast stations of meteorological and navigational warnings and other urgent information to ships by means of narrow-band direct-printing telegraphy.

Note - Consideration of the following text is referred to Committee 5 for transmission to Committee 4.

DL/9

[The frequency may be used by administrations for
transmissions of such information in their national ~~language~~
services.]

DT/1B

ADD N 2971A B. 518 kHz

DT/1B

ADD N 2971B In the maritime mobile service, the frequency 518 kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy (international NAVTEX system) [(see Resolution No. 318(Mob-83))].

DT/1B

ADD N 2971C C. 2 174.5 kHz

DT/1B

ADD N 2971D The frequency 2 174.5 kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.

DT/1B

ADD N 2972 D. 2 182 kHz

DT/1B

ADD N 2973 The carrier frequency 2 182 kHz is used [exclusively] for distress and safety traffic by radiotelephony, using class of emission J3E. (See also No. 2973.)

DT/1B

ADD N 2978A E. 2 187.5 kHz

DT/1B

ADD N 2978B The frequency 2 187.5 kHz is used exclusively for distress and safety calls using digital selective calling in accordance with No. N 3171A. (See Nos. N 3172, N 3195R and N 3195AB.)

DT/1B

ADD N 2979 F. 3 023 kHz

DT/1B

ADD N 2980 The aeronautical carrier (reference) frequency 3 023 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of Appendix 27 Aer2 (see Nos. 501 and 505).

DT/1B

ADD N 2981 G. 4 125 kHz

DT/1B

ADD N 2982 The carrier frequency 4 125 kHz is used for distress and safety traffic by radiotelephony (see also No. 2982).

DT/1B

ADD N 2982A The carrier frequency 4 125 kHz may be used by aircraft to communicate with stations of the maritime mobile service for distress and safety purposes (see No. N 2943).

DT/1B

ADD N 2982B H. [4 177.5] kHz

DT/1B

ADD N 2982C The frequency [4 177.5] kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.

DT/1B

ADD N 2982D I. [4 188] kHz

DT/1B

ADD N 2982E The frequency [4 188] kHz is used exclusively for distress and safety calls using digital selective calling in accordance with No. N 3171A. (See Nos. N 3172, N 3195R and N 3195AB.)

B/57/120

ADD N 2982EA IA. [4 229] kHz

B/57/121

ADD N 2982EB In the maritime mobile service, the frequency [4 229] kHz is used exclusively for the transmission by coast stations of meteorological and navigational warnings and urgent information to ships, by means of narrow-band direct-printing telegraphy.

DT/1B

ADD N 2983 J. 5 680 kHz

DT/1B

ADD N 2984 The aeronautical carrier (reference) frequency 5 680 kHz may be used for intercommunication between mobile stations when they are engaged in coordinated search and rescue operations, and for communication between these stations and participating land stations, in accordance with the provisions of Appendix 27 Aer2 (see also Nos. 501 and 505).

DT/1B
ADD N 2985 K. [6 215.5] kHz

DT/1B
ADD N 2986 The carrier frequency [6 215.5] kHz is used for distress and safety traffic by radiotelephony (see also No. 2986).

DT/1B
ADD N 2986A L. [6 268] kHz

DT/1B
ADD N 2986B The frequency [6 268] kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.

DT/1B
ADD N 2986C M. [6 282] kHz

DT/1B
ADD N 2986D The frequency [6 282] kHz is used exclusively for distress and safety calls using digital selective calling in accordance with No. N 3171A. (See Nos. N 3172, N 3195R and N 3195AB.)

DT/1B
ADD N 2986E N. 8 257 kHz

DT/1B
ADD N 2986F The carrier frequency 8 257 kHz is used exclusively for distress and safety traffic by radiotelephony.

DT/1B
ADD N 2986G O. [8 357.5] kHz

DT/1B
ADD N 2986H The frequency [8 357.5] kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.

DT/1B
ADD N 2988A P. [8 375] kHz

DT/1B
ADD N 2988B The frequency [8 375] kHz is used exclusively for distress and safety calls using digital selective calling in accordance with No. N 3171A. (See Nos. N 3172, N 3195R and N 3195AB.)

DT/1B
ADD N 2988C Q. [12 392] kHz

DT/1B
ADD N 2988D The carrier frequency [12 392] kHz is used for distress and safety traffic by radiotelephony.

DT/1B
ADD N 2988E R. [12 520] kHz

DT/1B
ADD N 2988F The frequency [12 520] kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.

DT/1B
ADD N 2988G S. [12 563] kHz

DT/1B
ADD N 2988H The frequency [12 563] kHz is used exclusively for distress and safety calls using digital selective calling in accordance with No. N 3171A. (See Nos. N 3172, N 3195R and N 3195AB.)

DT/1B
ADD N 2988I T. 16 522 kHz

DT/1B
ADD N 2988J The carrier frequency 16 522 kHz is used for distress and safety traffic by radiotelephony.

DT/1B
ADD N 2988K U. [16 695] kHz

DT/1B
ADD N 2988L The frequency [16 695] kHz is used exclusively for distress and safety traffic using narrow-band direct-printing telegraphy.

DT/1B
ADD N 2988M V. [16 750] kHz

DT/1B
ADD N 2988N The frequency [16 750] kHz is used exclusively for distress and safety calls using digital selective calling in accordance with No. N 3171A. (See Nos. N 3172, N 3195R and N 3195AB.)

DT/1B
ADD N 2989 W. 121.5 MHz and 123.1 MHz

DT/1B
ADD N 2990A The aeronautical emergency frequency 121.5 MHz¹ is used for the purposes of distress and urgency for radiotelephony by stations of the aeronautical mobile service using frequencies in the band between 117.975 MHz and 136 MHz (137 MHz after 1 January 1990). This frequency may also be used for these purposes in survival craft stations and emergency position-indicating radiobeacons.

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

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

DT/1B

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

DT/1B

ADD N 2992 X. 156.3 MHz

DT/1B

ADD N 2993 The frequency 156.3 MHz may be used for communication between ship stations and aircraft stations ~~using class of emission G3E~~ engaged in coordinated search and rescue operations. It may also be used by aircraft stations to communicate with ship stations for other safety purposes (see also note g) of Appendix 18).

DT/1B

ADD N2993A Y. 156.525 MHz

DT/1B

ADD N2993B The frequency 156.525 MHz is used [exclusively] in the maritime mobile service exclusively for distress and safety calls using digital selective calling (see also No. 613A and Resolution No. 317(Mob-83)) [(see No. 347)].

DT/1B

ADD N 2993C Z. 156.650 MHz

DT/1B

ADD N 2993D The frequency 156.650 MHz is used for ship-to-ship communications related to the safety of navigation in accordance with note[n)] of Appendix 18.

DT/1B

ADD N 2993E AA. 156.8 MHz

DT/1B

ADD N 2994 The frequency 156.8 MHz is used for distress and safety traffic by radiotelephony, ~~using class of emission G3E~~. (see also No. 2994).

DT/1B

ADD N 2995A The frequency 156.8 MHz may be used by aircraft stations for safety purposes only.

DT/1B

ADD N 2997 AB. 406 - 406.1 MHz band

DT/1B

ADD N 2997A The frequency band 406 - 406.1 MHz is used exclusively ~~for~~ by satellite emergency position-indicating radiobeacons in the Earth-to-space direction (see No. 649).

J/60/214

ADD N 2997B AC. 1 530 - 1 544 MHz band

J/60/215

ADD N 2997C 28 In addition to its availability for routine non-safety purposes, the band 1 530 - 1 544 MHz is used for distress and safety purposes in the space-to-Earth direction in the maritime mobile-satellite service.

DT/1B

ADD N 2998 AC. 1 544 - 1 545 MHz band

DT/1B

[ADD N 2998A Use of the band 1 544 - 1 545 MHz (space-to-Earth) is limited to distress and safety operations (see No. 728) including:]

DT/1B

[ADD N 2998B a) feeder links of satellites needed to replay the emissions of satellite emergency position-indicating radiobeacons to earth stations;]

DT/1B

[ADD N 2998C b) narrow-band (space-to-Earth) links from space stations to mobile stations.]

J/60/218

ADD N 2998CA AE. 1 626.6 - 1 645.5 MHz band

J/60/219

ADD N 2998CB 30 In addition to its availability for routine non-safety purposes, the band 1 626.5 - 1 645.5 MHz is used for distress and safety purposes in the Earth-to-space direction in the maritime mobile-satellite service.

DT/1B

[ADD N 2998D AD. 1 645.5 - 1 646.5 MHz band]

DT/1B

[ADD N 2998E Use of the band 1 645.5 - 1 646.5 MHz (Earth-to-space) is limited to distress and safety operations (see No. 728).]

DT/1B

ADD N 2998F AE. ~~9-300~~ 9 200 - 9 500 MHz

DT/1B

ADD N 2998G The band ~~9-300~~ 9 200 - 9 500 MHz is used ~~for~~ by radar transponders to facilitate search and rescue.

DT/1B

ADD N 3001 AF. Survival Craft Stations

CAN/25/104

ADD N 3002

Equipment provided for radiotelephony use in survival craft stations shall, if capable of operating on any frequency in the bands between 156 MHz and 174 MHz, be able to transmit and receive on 156.8 MHz and at least one other frequency in these bands. ~~using class G3E emission. If a receiver is provided in these bands it shall be able to receive class G3E emissions on 156.8 MHz and at least one other frequency in these bands.~~

USA/24/284

ADD N 3002A Equipment provided for transmitting locating signals from survival craft stations shall be capable of operating in the 9 200 - 9 500 MHz band, ~~using class of emission PON.~~

DT/1B

ADD N 3008A Equipment with digital selective calling facilities provided for use in survival craft shall, if capable of operating:

DT/1B

ADD N 3008B a) in the bands between 1 605 kHz and 2 850 kHz, be able to transmit on 2 187.5 kHz;

DT/1B

ADD N 3008C b) in the bands between 4 000 kHz and 27 500 kHz, be able to transmit on [8 375] kHz;

DT/1B

ADD N 3008D c) in the bands between 156 MHz and 174 MHz, be able to transmit on 156.525 MHz.

DT/1B

ADD **Section II. Protection of Frequencies ~~Used~~
~~for Automated Communications~~ for Distress
and Safety Communications for the GMDSS**

DT/1B

ADD N 3009 A. General

DT/1B

ADD N 3010 Except as provided for in these Regulations, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the frequencies 490 kHz, 500 kHz, 518 kHz, 2 174.5 kHz, 2 182 kHz, 2 187.5 kHz, 4 125 kHz, 4 177.5 kHz, 4 188 kHz, 6 215 kHz, 6 268 kHz, 6 282 kHz, 8 257 kHz, 8 357.5 kHz, 8 375 kHz, [12 392] kHz, 12 520 kHz, 12 563 kHz, 16 522 kHz, 16 695 kHz, 16 750 kHz, 156.525 MHz or 156.8 MHz (see also No. 3010) is prohibited. Any emission causing harmful interference to distress and safety communications on any of the other frequencies identified in Section I of this Article and in Section I of Article 38 is prohibited.

(New)

ADD N 3011 Test transmissions shall be kept to a minimum on the frequencies identified in Section I of this Article and should be coordinated with a competent authority, as necessary, and, wherever practicable, be carried out on artificial antennas or with reduced power. However, testing on the distress and safety calling frequencies should be avoided, but where this unavoidable, it should be indicated that these are test transmissions.

J/60/234

ADD N 3016A 38 (1) Before transmitting for other than distress purposes on any of the frequencies identified in Section I for distress and safety, a station shall, where practicable, listen on the frequency concerned to make sure that no distress transmission is being sent.

DT/1B

ADD N 3022 B. 2 173 - 2 190 kHz Band

CEPT-8/15/177

ADD N 3023 Except for transmissions authorized on the carrier frequency 2 182 kHz and on the frequencies 2 174.5 kHz, [2 177] kHz, 2 187.5 kHz and [2 189.5] kHz, all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden.

DT/1B

ADD N 3032 C. 156.7625 to 156.8375 MHz Band

DT/1B

ADD N 3033 All emissions in the band 156.7625 - 156.8375 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.8 MHz are forbidden.

DT/1B

ADD Section III. Watch on Frequencies ~~Used for~~
~~Automated Communications~~ for Distress
and Safety Communications for the GMDSS

DT/1B

ADD N 3037 A. Selected Coast Stations

DT/1B

ADD N 3038 Coast stations selected in accordance with the plan coordinated by the ~~International Maritime Organization~~ IMO shall maintain an automatic digital selective calling watch on frequencies and for periods of time as indicated in the information published in the List of Coast Stations.

DT/1B

ADD N 3038A B. Coast Earth Stations

DT/1B

ADD N 3038B Coast earth stations selected in accordance with the plan coordinated by the ~~International Maritime Organization~~ IMO shall maintain ~~an~~ a continuous automatic watch for appropriate distress alerts relayed by space stations. ~~from satellite~~
~~emergency position indicating radiobeacons by space stations.~~

DT/1B

ADD N 3040 C. Ship Stations

DT/1B

ADD N 3041 Ship stations complying with the provisions of this Chapter shall, while at sea, maintain an automatic digital selective calling watch on the appropriate distress and safety calling frequencies in the frequency bands in which they are operating. Ship stations, where so equipped, should also maintain watch on the appropriate frequencies for the automatic reception of transmissions of navigational and meteorological warnings and other urgent information to ships.

DT/1B

ADD N 3042 Ship stations complying with the provisions of this Chapter should, where practicable, maintain a watch on the frequency 156.650 MHz for communications related to the safety of navigation.

CEPT-8/15/187

ADD N 3041A D. Ship Earth Station

CEPT-8/15/188

ADD N 3041B Ship earth stations in use for the reception of shore-to-ship distress alert relays should maintain watch except when communicating on a working channel.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/29-E
23 September 1987
Original: English

WORKING GROUP 5 AD HOC 1

NOTE BY THE CHAIRMAN OF WORKING GROUP 5 AD HOC 1

The terms of reference of the Working Group as approved at the third meeting of Committee 5 are as follows:

To consider in detail the Resolution providing for "The Introduction of the GMDSS and the Continuation of Existing Distress and Safety Provisions" and to consider all other Resolutions and Recommendations pertinent to the work of Committee 5.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

WORKING GROUP 5 AD HOC 1

Note by the Chairman of Working Group 5 ad hoc 1

DRAFT RESOLUTION No. [COM5/2]

**The Study and Implementation of a Distress and Safety
Service for uninhabited and Remote Areas of the World**

Taking account of the proposal by Algeria (ALG/89/9 in Document 89) and the views expressed at the third meeting of Committee 5, a draft Resolution prepared by the Chairman of Committee 5 is attached in the annex.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

Annex: 1

DRAFT

RESOLUTION No. [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 requirements for the Global Maritime Distress and Safety System (GMDSS) has been developed by 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 incorporated 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 contributed substantially to the development of the GMDSS by carrying out appropriate technical and operational studies;

recognizing

- a) that this Conference has adopted provisions to facilitate the implementation of the GMDSS;
- b) that administrative, technical and operational studies appropriate to 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

- 1. that the next competent conference be requested to make the necessary provisions to the Radio Regulations for a global [land and maritime] distress and safety system;

invites

- 1. the CCIR to study the technical and operational requirements for distress and safety by the land mobile and land mobile-satellite services, including:
 - a) the configuration of coast and coast earth stations being used in the GMDSS and whether additional land stations or earth stations might be needed to ensure adequate coverage of uninhabited and remote areas of the world;

- b) the need for frequencies additional to those used in the GMDSS;
- c) the technical and operational characteristics of equipment, which is simple to operate and of low cost, for use in the global [land and maritime] distress and safety system;

2. administrations

- a) actively to contribute to and participate in the work of the CCIR;
- b) to prepare and as far as possible coordinate, proposals on these matters, taking account of the CCIR studies, for submission to the next competent conference;

3. the Administrative Council to take the necessary steps to place this matter on the agenda of the next competent WARC and to take appropriate steps to assist in its preparation;

4. the Secretary-General to send the Resolution to IMO and ICAO.

WORKING GROUP 5-BDraft

THIRD REPORT BY WORKING GROUP 5-B TO COMMITTEE 5

1. The text reproduced in the annex was approved at the fourth meeting of Working Group 5-B.
2. Provisions 2998B, 2998C and 2998E are reproduced in square brackets pending the proposed consideration of matters contained in the proposals made by the Federal Republic of Germany and Australia by the Technical Working Group.
3. With respect to provision 3018, the Delegations of Greece, Cuba and the Islamic Republic of Iran reserved their position concerning the reduction of the guard band.
4. With respect to provision 3038, there was also a reservation by the Delegation of Greece.

T. HAHKIO
Chairman of Working Group 5-B

Annex: 1

ANNEX

(MOD) 2998 ~~AG~~ 1 544 - 1 545 MHz Band

2998A § 10C. Use of the band 1 544 - 1 545 MHz (space-to-Earth) is limited to distress and safety operations (see No. 728) including:

- | | | | | |
|---|-------|----|---|---|
| [| 2998B | a) | feeder links of satellites needed to relay the emissions of satellite emergency position-indicating radiobeacons to earth stations; |] |
| [| 2998C | b) | narrow-band (space-to-Earth) links from space stations to mobile stations. |] |

(MOD) 2998D ~~AH~~ 1 645.5 - 1 646.5 MHz Band

[2998E § 10D. Use of the band 1 645.5 - 1 646.5 MHz (Earth-to-space) is limited to distress and safety operations (see No. 728).]

(MOD) 2999 ~~AI~~ Aircraft in Distress

NOC 3000

(MOD) 3001 ~~AJ~~ Survival Craft Stations

NOC 3002-3008

SUP 3008A

SUP 3008B

SUP 3008C

SUP 3008D

NOC

**Section II. Protection of Distress
and Safety Frequencies**

NOC 3009

(MOD) 3010 § 13. Except as provided for in Nos. 2944, 2949 and 3011, any emission capable of causing harmful interference to distress, alarm, urgency or safety communications on the international distress frequencies 500 kHz, 2 182 kHz or 156.8 MHz, or on the distress and safety calling frequencies 490 kHz, 2 187.5 kHz, 4 125 kHz, 4 188 kHz, [6 215.5 kHz,] 6 282 kHz, 8 375 kHz, 12 563 kHz, 16 750 kHz or 156.525 MHz is prohibited. Any emission causing harmful interference to distress and safety communications on any of the other frequencies identified in Section I of this Article and Section I of Article N 38 is prohibited.

NOC 3011

3012 to 3015 SUP

MOD 3016 (2) It is not permitted to transmit complete alarm signals for testing purposes on any frequency except for essential tests coordinated with competent authorities. As an exception such tests are permitted for radiotelephone equipment which can operate only on the international distress ~~frequency~~ frequencies 2 182 kHz, and 156.8 MHz, in which case a suitable artificial antenna shall be employed.

NOC 3016A

NOC 3016B

NOC 3017 B. 500 kHz

MOD 3018 § 15. (1) Apart from the transmissions authorized on ~~490 kHz and~~ 500 kHz, and taking account of No. 4226, all transmissions on the frequencies included between ~~490 kHz~~ 495 kHz and ~~510 kHz~~ 505 kHz are forbidden (see No 471 [and Resolution ~~206 (Mob-83)~~ A.])

NOC 3019

NOC 3020 and 3021 SUP

NOC 3022 C. 2 182 kHz

MOD 3023 § 16. (1) Except for transmissions authorized on the carrier frequency 2 182 kHz and on the frequencies 2 174.5 kHz, [2 177 kHz], and 2 187.5 kHz, [and 2 189.5 kHz], all transmissions on the frequencies between 2 173.5 kHz and 2 190.5 kHz are forbidden. (See also No. 3023.)

3024 and 3025 SUP

NOC 3026-3028

3029 to 3031 SUP

(MOD) 3031A ~~DA~~ D. 121.5 MHz, 123.1 MHz and 243 MHz

NOC 3031B

(MOD) 3032 E. ~~156.8~~ 156.7625 - 156.8375 MHz

MOD 3033 § 18. (1) All emissions in the band 156.7625 - 156.8375 MHz capable of causing harmful interference to the authorized transmissions of stations of the maritime mobile service on 156.8 MHz are forbidden. ~~The frequency 156.825 MHz may, however, be used for the purposes described in No. 2995C subject to not causing harmful interference to authorized transmissions on 156.8 MHz (see also note k) of Appendix 18).~~

3034 and 3035 SUP

NOC 3036

NOC Section III. Watch on Distress Frequencies

NOC 3037

MOD 3038 § 19. (1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 415 kHz and 526.5 kHz which employ Morse telegraphy shall, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kHz for three minutes twice an hour beginning at x h 15 and x h 45, Coordinated Universal Time (UTC) by an operator using headphones or loudspeaker. [See also Resolution A].

WORKING GROUP 5-BDraftFIFTH REPORT BY WORKING GROUP 5-B
TO COMMITTEE 5

Following discussion of the proposal in Document 40 concerning RR 2998E, the Chairman proposes the following text for submission to Committee 5 as the contents of a draft note to be sent to the Technical Working Group of the Plenary.

"Radio Regulation 2998E provides the 1 645.5 - 1 646.5 MHz band for distress and safety operations in the Earth-to-space direction."

This 1 MHz of spectrum is not currently used but it is considered likely that it may be used by Satellite Emergency Position. Indicating radiobeacons (satellite EPIRBs) operating through the second generation of INMARSAT geostationary satellites. Additionally, to reduce the delays in forwarding 406 MHz satellite EPIRB signals received by the COSPAS/SARSAT system, it is proposed to relay these signals, from the COSPAS/SARSAT satellite in low polar earth orbits in the band 1 645.5 - 1 646.5 MHz to geostationary satellites for transmission to coast earth stations. The report of the SPM of Study Group 8 at Section 6.13.4 addresses spectrum sharing considerations.

The Technical Working Group of the Plenary is requested to consider:

1. whether it is technically desirable to relay satellite EPIRB signals received by COSPAS and SARSAT satellite in the 1 645.5 - 1 646.5 MHz band;
2. if so, to advise Committee 4 of the required bandwidth, with a request that Committee 5 be advised of the specific frequencies agreed for this function so that No. 2998E may be modified;
3. if not, to advise Committees 4 and 5 of the most appropriate frequencies to be used to relay the satellite EPIRB signals received by polar orbiting satellites via geostationary satellites.

T. HAHKIO
Chairman of Working Group 5-B

WORKING GROUP 5-B

Draft

SIXTH REPORT OF WORKING GROUP 5-B
TO COMMITTEE 5

1. Working Group 5-B has completed consideration of nearly all matters in Chapter IX, as shown in the Annex.
2. In No. 3090, the words [or persons] are added, and as a consequence No. 3279 is also in square brackets.
3. The proposals on 3284, 3285, ADD 3285A and ADD 3285B (proposals PRG/61/30, USA/24/189, PRG/61/31, G/163/1 and G/163/2) have not been dealt with by the Working Group but are reproduced in square brackets for easy reference.
4. An editorial amendment in No. 3259A appears in square brackets.
5. There was general agreement on the suppression of Section IV of Article 42, but some delegates felt that this text should be retained in square brackets for further consideration.
6. If there are any outstanding proposals on Chapter IX, these will be dealt with at the next meeting of Working Group 5-B, or submitted to Committee 5.

T. HAHKIO
Chairman of Working Group 5-B

Annex: 1

ANNEX

NOC 3052

MOD 3052A § 23A. During the periods referred to in No. 3052 all transmissions, except those provided for in this Chapter and in Chapter N IX [and on 2 177 kHz and 2 189.5 kHz], shall cease in the band 2 173.5 - 2 190.5 kHz.

(MOD) 3053 C. [4 125 kHz and 6 215.5 kHz]

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

NOC 3055

NOC 3056

MOD 3057 § 25. (1) A coast station providing an international maritime mobile radiotelephone service in the band 156 - 174 MHz and which forms an essential part of the coverage of the area for distress purposes should, during its working hours in that band, maintain an efficient aural watch on 156.8 MHz (see Recommendation 306). See [Resolution No. A] and Recommendation No. 306.

MOD 3058 (2) Ship stations should, where practicable, maintain watch on 156.8 MHz when within the service area of a coast station providing international maritime mobile radiotelephone service in the band 156 - 174 MHz. Ship stations fitted only with VHF radiotelephone equipment operating in the authorized bands between 156 MHz and 174 MHz, should maintain watch on 156.8 MHz when at sea. [See Resolution No. A]

MOD 3059 (3) Ship stations, when in communication with a port station, may, on an exceptional basis and subject to the agreement of the administration concerned, continue to maintain watch, on the appropriate port operations frequency only, provided that watch on 156.8 MHz is being maintained by the port station. [See Resolution No. A]

MOD 3060 (4) Ship stations, when in communication with a coast station in the ship movement service and subject to the agreement of the administrations concerned, may continue to maintain watch on the appropriate ship movement service frequency only, provided the watch on 156.8 MHz is being maintained by the coast station.
[See Resolution No. A]

ARTICLE 39

Distress Communications

Section I. General

NOC 3086

NOC 3087

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 [or persons] is threatened by grave and imminent danger and requests immediate assistance.

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

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.

MOD 3094 (2) The Morse radiotelephone distress message consists of:

- the distress signal MAYDAY;
- 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.

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.

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;

MOD 3142 b) in radiotelephony, the word SEELONCE, pronounced as the French word "silence", followed by the word DISTRESS and its own call sign.

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 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 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

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

MOD 3164

a) Radiotelegraphy:

- the signal DDD SOS SOS SOS 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

ARTICLE 40

**Urgency and Safety Transmissions,
and Medical Transports**

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 three repetitions~~ of the group of words PAN PAN, each word of the group pronounced as the French word "panne". The urgency signal shall be ~~transmitted~~ 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.

NOC 3202-3209

Section II. Medical Transports

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

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, ~~spoken three times and transmitted before the call.~~ 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

ARTICLE 41

Alarm and Warning Signals

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

NOC 3255-3259

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

NOC 3260-3267

Section II. 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, the actuation of 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

- [SUP] 3279 c) the loss of a person or persons overboard. 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. 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

Section IV. Navigational Warning Signal

- [MOD] 3284 § 12. (1) The navigational warning signal consists of one [substantially] sinusoidal tone of the frequency 2 220 Hz, interrupted so that the durations of tone and space are 250 milliseconds each.
- [MOD] 3285 (2) The signal should be transmitted by coast stations continuously for a period of fifteen seconds before vital navigational warnings on radiotelephony in the medium frequency [or very high frequency] maritime bands.
- 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 rammed or by land stations that consider a ship is in imminent danger or 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 land concerned.

ADD 3285B (2B) The transmission specified in No. 3285A should be immediately followed by a transmission using radiotelephony giving the identity and position of the installation or structure. Land stations should provide as much identification and position information as possible. This transmission should be followed by a vital navigational warning.
- NOC 3286

ARTICLE 42

Special Services Relating to Safety

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 3327-3338

SUP

Section IV.

SUP 3339-3341

WORKING GROUP 4-A

Draft

FOURTH REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. Add the following text to Annex 1 of the Report, with the consequential change in the table on page 6:

ADD 677A

Additional allocation: in the Federal Republic of Germany, Austria, Cyprus, Denmark, Spain, Finland, France, Ireland, Italy, Lybia, Malta, Monaco, Morocco, Norway, the Netherlands, Portugal, the United Kingdom, Switzerland, Sweden and Turkey, the band 470 - 790 MHz is also allocated on a secondary basis to the land mobile service, intended for applications ancillary to broadcasting. Stations of the land mobile service in the countries mentioned in this footnote, shall not cause harmful interference to existing or planned stations operating in accordance with the Table of Frequency Allocations in countries other than those listed in this footnote.

J. KARJALAINEN
Chairman of Working Group 4-A

Source: DL/29
DL/24

WORKING GROUP 4-A

Draft

FOURTH REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. In addition to the items listed in the first report (Document 147), and in the third report (Document 206), Working Group 4-A approved the modifications to Article 8 as contained in the annex to this report.
2. The Working Group decided not to ADD 517A (which was proposed by VTN, see VTN/49/8 and 9). In this connection, the Delegation of Viet Nam asked that its statement concerning this issue be presented to Committee 4. The statement can be found in Annex 2 of this report.
3. With respect to MOD RR 701, the Delegations of Japan and the USSR have reserved the right to revert back at Committee 4 level.

J. KARJALAINEN
Chairman of Working Group 4-A

Annexes: 2

ANNEX 1

Allocation to Services		
Region 1	Region 2	Region 3
90 - 110	RADIONAVIGATION 453 Fixed Maritime Mobile 448 454 448A	

MOD 448 The use of the bands 14 - 19.95 kHz, 20.05 - 70 kHz and 70 - 90 kHz (72 - 84 kHz and 86 - 90 kHz in Region 1) ~~and 90 - 100 kHz~~ by the maritime mobile service is limited to coast radiotelegraph stations (A1A and F1B only). Exceptionally, the use of class J2B or J7B emissions is authorized subject to the necessary bandwidth not exceeding that normally used for class A1A or F1B emissions in the band concerned.

ADD 448A Additional allocation: in the United Kingdom the band 90 - 110 kHz is also allocated to the maritime mobile service on a secondary basis for coast radiotelegraph stations.

kHz
1 605 - 1 800

Allocation to Services		
Region 1	Region 2	Region 3
	1605 - 1 625	
1 606.5 - 1 625 MARITIME MOBILE <u>480A</u> / FIXED / / LAND MOBILE / 483 484	BROADCASTING 480 481 <u>480A</u>	1 606.5 - 1 800 FIXED MOBILE RADIOLOCATION RADIONAVIGATION
1625 - 1 635 RADIOLOCATION 487 485 486	1 625 - 1 705 BROADCASTING 480 / FIXED / / MOBILE / Radiolocation 481 <u>480A</u>	
1 635 - 1 800 MARITIME MOBILE <u>480A</u> / FIXED / / LAND MOBILE / 483 484 488	1 705 - 1800 FIXED MOBILE RADIOLOCATION AERONAUTICAL RADIONAVIGATION	482

ADD 480A

In cases where a broadcasting station of Region 2 is concerned, the service area of the maritime mobile stations in Region 1 shall be limited to that provided by ground-wave propagation.

MHz
 87 - 108

Allocation to Services		
Region 1	Region 2	Region 3
		87 - 100
87.5 - 100 BROADCASTING	88 - 100 BROADCASTING	FIXED MOBILE BROADCASTING
581 582		580
100 - 108	BROADCASTING 582 583 584 585 586 587 588 589 590	

SUP 583

SUP 590

150.05 - 174 MHz

Allocation to Services		
Region 1	Region 2	Region 3
150.05 - 153 FIXED MOBILE except aeronautical mobile RADIO ASTRONOMY 610 612	150.05 - 156.7625 FIXED MOBILE	
153 - 154 FIXED MOBILE except aeronautical mobile (R) Meteorological Aids		
154 - 156.7625 FIXED MOBILE except aeronautical mobile (R) [613] [613A]		
156.7625 - 156.8375	MARITIME MOBILE (distress and calling) 501 [613] [613A]	
156.8375 - 174 FIXED MOBILE except aeronautical mobile [613] 614 615 <u>613B</u>	156.8375 - 174 FIXED MOBILE [613] 616 617 618	

ADD 613B

Additional allocation: In Ireland and in the United Kingdom, the band 161.3875 - 161.4125 MHz is also allocated to the Maritime Radionavigation Service on a primary basis, subject to agreement obtained under the procedure set forth in Article 14.

MHz
470 - 890

Allocation to Services		
Region 1	Region 2	Region 3
470 - 790 BROADCASTING	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
676 680 601 682 683 684 685 686 687 689 693 694		
790 862 FIXED BROADCASTING		
694 695 696 <u>695A</u> 697 698 699 <u>702</u>	806 - 890 FIXED	
862 - 890 FIXED MOBILE except aeronautical mobile BROADCASTING 703 699 704	MOBILE BROADCASTING 700 <u>693A</u>	677 688 689 690 691 693 701

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 697 (by adding EGY)

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.~~

MHz
890 - 960

Allocation to Services		
Region 1	Region 2	Region 3
890 - 942	890 - 902	890 - 942
FIXED	FIXED	FIXED
MOBILE except aeronautical mobile	MOBILE except aeronautical mobile	MOBILE
BROADCASTING 703	Radiolocation	BROADCASTING
Radiolocation	705	Radiolocation
	902 - 928	
	FIXED	
	Amateur	
	Mobile except aeronautical mobile	
	Radiolocation	
	705 707 <u>705A</u>	
	928 - 942	
	FIXED	
	MOBILE except aeronautical mobile	
	Radiolocation	
704	705	706
942 - 960	942 - 960	942 - 960
FIXED	FIXED	FIXED
MOBILE except aeronautical mobile	Mobile	MOBILE
BROADCASTING 703		BROADCASTING
699 704	708	701

ADD 705A

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 Article 14 procedure.

MHz
1 700 - 1 710

Allocation to Services		
Region 1	Region 2	Region 3
1 700 - 1 710 FIXED METEOROLOGICAL-SATELLITE (space-to-Earth) Mobile except aeronautical mobile 671 722 <u>743A</u>	1 700 - 1 710 FIXED METEOROLOGICAL-SATELLITE (space-to-Earth) MOBILE except aeronautical mobile 671 722 743	

ADD 743A

Different category of service: In the Federal Republic of Germany, the United Kingdom, the Netherlands and Switzerland, the allocation of the bands 1 700 - 1 710 MHz and 2 290 - 2 300 MHz to the mobile, except aeronautical mobile, service is on a primary basis, subject to agreement obtained under the procedure set forth in Article 14.

MHz
1 710 - 2 290

Allocation to Services		
Region 1	Region 2	Region 3
1 710 - 2 990 FIXED Mobile 722 744 746 <u>743B</u> 747 748 750	1 710 - 2 290 FIXED MOBILE 722 744 745 746 747 748 749 750	

ADD 743B

Different category of service: In the Federal Republic of Germany, the United Kingdom, the Netherlands and Switzerland, the allocation of the band 1 710 - 2 290 MHz to the mobile service is on a primary basis, subject to agreement obtained under the procedure set forth in Article 14.

MHz
2 290 - 2 450

Allocation to Services		
Region 1	Region 2	Region 3
2 290 - 2 300 FIXED SPACE RESEARCH (deep space) (space-to Earth) Mobile except aeronautical mobile <u>743A</u>	2 290 - 2 300 FIXED MOBILE except aeronautical mobile SPACE RESEARCH (deep space) (space-to-Earth)	
2 300 - 2 450 FIXED Amateur Mobile Radiolocation 664 752 <u>743C</u>	2 300 - 2 450 FIXED MOBILE RADIOLOCATION Amateur 664 751 752	

ADD 743C

Different category of service: In the Federal Republic of Germany, the United Kingdom, and the Netherlands, the allocation of the band 2 300 - 2 450 MHz to the mobile service is on a primary basis, subject to agreement obtained under the procedure set forth in Article 14.

ANNEX 2

Statement by the delegate of Viet-Nam at the
meeting of Working Group 4-A on 23 September 1987
concerning proposals VTN/49/8 and VTN/49/9

Mr. Chairman,

During the discussions at the last meeting of Working Group 4-A and after consultations held since then, the Delegation of the Vietnamese Administration has agreed that its proposal should not be mentioned in a footnote as had been proposed. The Vietnamese Delegation requests you to state in Working Group 4-A's report to Committee 4 that Viet-Nam intends to allocate the frequency band 4 000 - 4 063 kHz on its territory to the fixed service on a primary basis and to the maritime mobile service on a secondary basis, at a time still to be determined.

Thank you, Mr. Chairman.

COMMITTEE 6

Draft

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

Following a request from the Chairman of the Technical Working Group of the Plenary, Working Group 6-A has reviewed proposals USA/24/719 and USA/24/720.

In order to have an opinion on this matter, the Working Group requests your decision on the status of channel 13. Proposal USA/24/716 relates to channel 13 and is the responsibility of Committee 4.

I.R. HUTCHINGS
Chairman of Committee 6

TECHNICAL WORKING GROUP
OF THE PLENARY

NOTE BY THE CHAIRMAN OF THE
TECHNICAL WORKING GROUP OF THE PLENARY

Committee 4 in Document 197 asks for advice on the technical feasibility of using the ship station frequencies of the new NBDP (paired) channels as A1A Morse telegraphy working frequencies by the ship stations. The annex contains an extract of the final acts of the Regional Administrative Conference for the Planning of the MF Maritime Mobile and Aeronautical Radionavigation Services (Region 1), Geneva, 1985 which might be of use in answering that question. That conference also decided that in the frequency bands between 415 and 526.5 kHz, A1A emissions may be used on F1B assignments and vice versa.

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

Annex: 1

ANNEX

TECHNICAL DATA

**Technical Parameters Used in Establishing the Frequency Assignment Plans in Region 1
for the Maritime Mobile Service in the Bands 415 - 435 kHz, 435 - 526.5 kHz,
1 606.5 - 1 625 kHz, 1 635 - 1 800 kHz and 2 045 - 2 160 kHz and for the
Aeronautical Radionavigation Service in the Bands 415 - 435 kHz and 510 - 526.5 kHz**

1. *Maritime mobile service*

1.1 *Class of emission*

The Plan for the maritime mobile service was established for the following classes of emission in accordance with the channel arrangements as indicated in Annex 3.

1.1.1 *Morse telegraphy*, class of emission A1A, bands 415 - 435 kHz and 435 - 526.5 kHz.

1.1.2 *Narrow-band direct-printing telegraphy* (transmission rate 100 bauds, frequency shift 170 Hz), class of emission F1B and *digital selective calling* (transmission rate 100 bauds, frequency shift 170 Hz), class of emission F1B in the bands 415 - 435 kHz, 435 - 526.5 kHz, 1 606.5 - 1 625 kHz and 2 141.5 - 2 160 kHz.

1.1.3 *Single-sideband telephony* (upper sideband), class of emission J3E in the bands 1 635 - 1 800 kHz and 2 045 - 2 141.5 kHz.

1.2 *Propagation*

The Plans were established using ground-wave propagation values which were calculated according to CCIR Recommendation 368-4 for propagation over sea water, average salinity, 20 °C, $\sigma = 5$ S/m and $\epsilon = 70$. For the bands 415 - 435 kHz, 435 - 526.5 kHz and above 1 606.5 kHz the curves for 400 kHz, 500 kHz and 2 MHz, respectively, were used. The curves applied are given in Figure 4.1; they refer to an e.m.r.p. of 1 kW.

1.3 *Minimum field strength to be protected*

The following values of the minimum field strength to be protected, which include allowances for variations in noise level with time and signal fading with time, were applied:

1.3.1 *Class of emission A1A*

Bands 415 - 435 kHz and 435 - 526.5 kHz:

36.5 dB(μ V/m) north of and on parallel 30° North, and

56.5 dB(μ V/m) south of parallel 30° North.

1.3.2 Class of emission F1B

Since the emission characteristics of narrow-band direct-printing and digital selective calling are essentially the same, they require the same minimum field strength to be protected.

Bands 415 - 435 kHz and 435 - 526.5 kHz:

31.5 dB(μ V/m) north of and on parallel 30° North, and

51.5 dB(μ V/m) south of parallel 30° North.

Bands 1 606.5 - 1 625 kHz and 2 141.5 - 2 160 kHz:

22.5 dB(μ V/m) north of and on parallel 30° North, and

42.5 dB(μ V/m) south of parallel 30° North.

1.3.3 Class of emission J3E

Bands 1 635 - 1 800 kHz and 2 045 - 2 141.5 kHz:

37 dB(μ V/m) north of and on parallel 30° North, and

57 dB(μ V/m) south of parallel 30° North.

1.4 Protection ratio

The following values of protection ratio (see No. 164 of the Radio Regulations) were applied:

Frequency separation between wanted and interfering signal in kHz	Protection ratio in dB		
	Wanted signal		
	A1A	F1B	J3E
	Interfering signal A1A or F1B	Interfering signal F1B or A1A	Interfering signal J3E
0	8	8	20
0.5	-13	-38	
1.0	-26	-62	
1.5	-42		
2.0	-60		
3.0			-25
6.0			-50

Note — Since the emission characteristics of narrow-band direct-printing (class of emission F1B) and digital selective calling (class of emission F1B) are essentially the same, they have the same interference potential and require the same protection ratios.

1.5 Multiple interference

For a given compatibility calculation only the interference contribution from the strongest interfering signal was considered.

1.6 *Channel spacing*

1.6.1 Planning was based on a channel spacing of 0.5 kHz for A1A and F1B emissions.

1.6.2 Planning was based on a channel spacing of 3 kHz for J3E emissions.

1.7 *Radiated power*

The effective monopole radiated power (e.m.r.p., see No. 157 of the Radio Regulations) was derived from the minimum field strength to be protected at the edge of the coverage area. The power supplied to the antenna transmission line was derived from the e.m.r.p. by applying the following typical values of antenna gain (see No. 154 of the Radio Regulations) relative to a short vertical antenna, which include the loss of the antenna coupling unit:

1.7.1 Bands below 526.5 kHz: -7 dB;

1.7.2 Bands above 1 606.5 kHz: -4 dB.

1.8 *Further considerations*

Due to constraints in the available computer program, the computer analysis of the Plan could not take account of propagation over mixed land/sea paths. This was, however, taken into consideration by administrations in a case by case analysis, when solving incompatibilities during the Conference.

Source: DL/6-E
DT/20

WORKING GROUP 6-A

Draft

REPORT BY THE CHAIRMAN OF WORKING GROUP 6-A
TO THE CHAIRMAN OF COMMITTEE 6

In order to assist Working Group 6-A, attached is a revised Appendix 11.

R. SWANSON
Chairman of Working Group 6-A

Attachment: 1

ATTACHMENT

APPENDIX 11

MOD Documents with Which Stations on Board Ships
and Aircraft ~~Stations~~ 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. ~~the a log (diary of the radio service)~~ 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*;

* Nos. 347 and 348 should be included by the General Secretariat in the
Manual for Use by the Maritime Mobile and Maritime Mobile-Satellite
Services.

Reasons: To ensure that these important provisions relating to distress
radiocommunications are included in the "Maritime Manual".

NOC 9. telegraph tariffs of the countries for which the station most
frequently accepts radiotelegrams.

MOD Section II. Other Ship Stations with Morse
Radiotelegraph ~~Stations~~ 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. ~~the a log (diary of the radio service)~~ 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:

SUP b)

(MOD) ~~e)~~ b)

(MOD) ~~d)~~ c)

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 Participating
in the GMDSS

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)

a list of selected coast stations and coast earth stations in accordance with Nos. N 3038 and N 3038B of the Radio Regulations; 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 which provide navigational and meteorological warnings and urgent information for ships;
--
- 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. ~~Aircraft~~ Stations on Board
 and Aircraft Earth Stations

NOC These stations shall be provided with:

NOC 1.

MOD 2. The log (~~diary of the radio service~~) as defined in item 3 of
Section I, unless administrations have adopted other arrangements for
recording all information which the log should contain.

NOC 3.

Source: DL/3
p. 12 and 13
Document 15

WORKING GROUP 5-B

Draft

FOURTH REPORT BY WORKING GROUP 5-B TO COMMITTEE 5

1. The Working Group approved the texts as shown in the annex.
2. The Delegation of Greece made a reservation with respect to No. 3038.
3. With respect to ADD 3038A, there were reservations by the Delegations of Greece, France and the Islamic Republic of Iran.
4. With respect to No. 3040, the Delegation of Greece reserved its position with respect to the reduction of the guard band.

T. HAHKIO
Chairman of Working Group 5-B

Section III. Watch on Distress Frequencies

3037 A. 500 kHz

MOD 3038 § 19. (1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 415 kHz and 526.5 kHz which employ Morse telegraphy shall, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kHz for three minutes twice an hour beginning at x h 15 and x h 45, Coordinated Universal Time (UTC) by an operator using headphones or loudspeaker. [See also Resolution A].

ADD 3038A (2) No. 3038 does not apply to a coast station open to public correspondence when its operational area for distress purposes is covered by one or more coast stations keeping watch on 500 kHz in accordance with an agreement between the administrations concerned. These administrations shall inform the Secretary-General of the details of such agreements for publication in the List of Coast Stations (see Article 26 and Appendix 9).

NOC 3039

MOD 3040 a) transmissions shall cease in the bands between ~~485~~ 495 kHz and ~~515~~ 505 kHz (see also Resolution 206 (Mob-83));

MOD 3041 b) outside these bands, transmissions of stations of the mobile service may continue; stations of the maritime mobile service may listen to these transmissions on the express condition that they first ensure watch on the distress frequency as required by No. 3038. [See also Resolution A.]

MOD 3042 § 20. (1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between 415 kHz and 526.5 kHz shall, during their hours of service, remain on watch on 500 kHz except in the situation referred to in No. 3038A. This watch is obligatory only for class A2A and H2A emissions. [See also Resolution A.]

MOD 3043 (2) These stations, while observing the ~~requirements~~ provisions of No. 3038, are authorized to relinquish this watch only when they are engaged in communications on other frequencies.

NOC 3044

NOC 3045

NOC 3046

MOD 3046A (4) Ship stations, while observing the ~~requirements~~
provisions of No. 3038, are also authorized to relinquish this
watch¹ when it is impractical to listen by split headphones or by
loudspeaker, and by order of the master in order to repair or
carry out maintenance required to prevent imminent malfunction
of:

NOC 3046B

NOC 3046C

NOC 3046D

NOC 3046E

NOC 3047 B. 2 182 kHz

MOD 3048 § 21. (1) Coast stations which are open to public correspondence
and which form an essential part of the coverage of the area for
distress purposes shall, during their hours of service, maintain a
watch on 2 182 kHz. [See Resolution A].

NOC 3049

NOC 3050

NOC 3051

MOD 3046A.1 ¹For additional information see the relevant provisions
of the International Convention for the Safety of Life at Sea.
[See Resolution A.]

WORKING GROUP 5 AD HOC 1

Note by the Chairman of Working Group 5 ad hoc 1

DRAFT RESOLUTION No. [COM5/2]

**The Study and Implementation of a Distress and Safety
Service for uninhabited and Remote Areas of the World**

The above-mentioned Resolution was agreed to in its basic features at the Working Group's first meeting on 23 September.

A revised version, which takes into account the modifications made at that meeting, as well as the addition of a new paragraph on legal instruments prepared by the delegates of France and the Netherlands, is attached.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

Annex: 1

DRAFT

RESOLUTION No. [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 requirements for the Global Maritime Distress and Safety System (GMDSS) have been developed by 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 incorporated 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 contributed substantially to the development of the GMDSS by carrying out appropriate technical and operational studies;

noting further

that the WARC MOB-83 had already decided that the stations of the land mobile service in uninhabited and remote areas may be authorized to use the frequencies of the then FGMDSS on condition that no harmful interference was caused to other distress and safety communications, [See Resolution No. 203 (MOB-83)];

recognizing

a) that this Conference has adopted provisions to facilitate the implementation of the GMDSS;

b) that administrative, technical and operational studies appropriate to 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

1. 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 of the world;

requests the CCIR

1. to study the requirements for distress and safety communications in uninhabited and remote areas of the world by the land mobile and land mobile-satellite services, including the technical and operational characteristics of equipment, which is simple to operate and of low cost, 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 establish the relevant international legal instruments for the implementation of such a system;
3. to permit the use of the appropriate equipment within 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 WARC;

requests the Secretary-General

to communicate this Resolution to IMO and ICAO.

TECHNICAL WORKING GROUP
OF THE PLENARY

Draft

FOURTH REPORT OF THE TECHNICAL WORKING GROUP OF THE PLENARY

1. The Technical Working Group of the Plenary having considered all relevant proposals has adopted:
 - a) modifications to Appendix 37A to the Radio Regulations; a complete text of Appendix 37A as modified is contained in Annex 1;
 - b) modifications to Recommendation No. 604(Rev.Mob-83) which are contained in Annex 2).
2. The Technical Working Group of the Plenary decided that Appendices 37 and 39 to the Radio Regulations shall be maintained unchanged.

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

Annexes: 2

ANNEX 1

MOD

APPENDIX 37A
Mob-837

**Technical Characteristics of Emergency Position-Indicating
Radiobeacons Operating on the Carrier Frequencies
121.5 MHz and 243 MHz**

(See Section I of Article 41)

Emergency position-indicating radiobeacons operating on the carrier frequencies 121.5 MHz and 243 MHz shall fulfil the following conditions:¹

- a) emission in normal antenna conditions and positions shall be vertically polarized and essentially shall be omnidirectional in the horizontal plane;
- b) carrier frequencies shall be amplitude-modulated (minimum duty cycle of 33%), with a minimum ~~modulation~~ index depth of modulation of 0.85;
- c) the emission shall consist of a characteristic audio-frequency signal obtained by amplitude modulation of the carrier frequencies with a downward audio-frequency sweep within a range of not less than 700 Hz between 1 600 Hz and 300 Hz and with a sweep repetition rate of 2 to 4 times per second;

¹ Additional characteristics for emergency position-indicating radiobeacons aboard aircraft are specified in the relevant annexes to the Convention on International Civil Aviation.

- d) the emission should include a clearly defined carrier frequency distinct from the modulation sideband components; in particular, on 121.5 MHz at least 30 percent of the power shall be contained within ± 30 Hz of the carrier frequency at all times, and on 243 MHz at least 30 percent of the power shall be contained within ± 60 Hz of the carrier frequency at all times;¹
- ~~d)~~ e) the class of emission shall be A3X; however, any type of modulation which satisfies the requirements laid down in b), c) and ~~e)~~ d) above may be used, provided it does not impair the precise location of the radiobeacon, ~~by the homing equipment.~~

¹ Early implementation of these characteristics for new equipment is strongly recommended (see also Recommendation No. 604(Rev.Mob-87)).

ANNEX 2

MOD RECOMMENDATION No. 604 (Rev. Mob-837)

**Relating to the Future Use and Characteristics of
Emergency Position-Indicating Radiobeacons**

The World Administrative Radio Conference for the Mobile Services,
Geneva, 19837,

NOC considering a) to e)

recognizing

MOD a) that there are provisions in the Radio Regulations for EPIRBs on
the frequencies 2 182 kHz, 121.5 MHz, 243 MHz, and in the
bands 406 - 406.1 MHz and 1 645.5 to 1 646.5 MHz;

SUP b)

(MOD) c): renumber b)

ADD c) that there is a need to improve the detection and location
function of 121.5/243 MHz EPIRBs by satellite systems,

recommends

NOC 1 and 2.

ADD 3. that the CCIR and ICAO study, as a matter of urgency, the
technical and operational questions resulting from the addition of
paragraph d) to Appendix 37A.

NOC request

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/41(Rev.1)-E
28 September 1987
Original: English

COMMITTEE 4

NOTE BY THE CHAIRMAN OF COMMITTEE 4

Attached are the revised lists of proposed new Resolutions and new Recommendations to be considered by the Working Groups of Committee 4.

O. VILLANYI
Chairman of Committee 4

Annexes: 2

ANNEX 1

New Resolutions

Proposal No.	Provisional No.	4-A	4-B	4-C	Remark
CEPT-13/20/10	[B]		x	(x)	PR: 4-B
CEPT-13/20/11	[C]		x	(x)	PR: 4-B
CEPT-13/20/12	[D]		x	(x)	PR: 4-B
CEPT-13/20/13	[E]		x	(x)	PR: 4-B
CEPT-13/20/14	[F]		x	(x)	PR: 4-B
CEPT-14/21/1	[G]	x			
CEPT-15/22/1	[H]	x			
USA/24/781	[A1]	x			
USA/24/782	[A2]		x		
USA/24/783	[A3]		x		
USA/24/784	[A4]		x		
USA/24/786	[A6]			x	
USA/24/787	[A7]			x	
USA/24/789	[A9]		x		
USA/24/790	[A10]		x	(x)	PR: 4-B
USA/24/791	[A11]		x	(x)	PR: 4-B
USA/24/792	[A12]		x	(x)	PR: 4-B
USA/24/793	[A13]	x			
USA/24/794	[A14]	x			
D/30/100	[1]	x			
URS/32/172	[URS-B]		x	(x)	PR: 4-B
G/33/1	[UK/A]	x			
G/33/370	[UK/C]		x		
AUS/40/438	AUS-B		x		

PR = Primary responsibility
Responsabilité primaire
Responsabilidad primaria

Proposal No.	Provisional No.	4-A	4-B	4-C	Remark
AUS/40/439	AUS-C		x		
AUS/40/440				x	
CAN/25/499	[B]		x	(x)	PR: 4-B
CAN/24/500	[C]			(x)	PR: TWG/PL
CAN/25/501	[D]		x	(x)	PR: 4-B
CAN/25/502	[E]		x		
NORD/52/1	-		x		
HOL/55/1	HOL-C		x		
AUS/40/580	AUS-E	x			
I/97/3	-	x			
PRG/61/149			x		

PR = Primary responsibility
Responsabilité primaire
Responsabilidad primaria

ANNEX 2

New Recommendations

Proposal No.	Provisional No.	4-A	4-B	4-C
CEPT-3/10/11	Rec. A	x		
CEPT-4/11/11	Rec. B	x		
CEPT-16/23/1	Rec. C	x		
USA/24/817	[B1]	x		
USA/24/818	[B2]	x		
G/33/60	[A]	x		
F/45/1	-	x		
F/47/1	[A]	x		
HOL/53/2	[HOL A]	x		
S/75/8	B	x		
I/97/4	-	x		
I/97/7	-	x		
I/97/15	B	x		
F/104/1	-	x		
AUS/40/593	AUS-1	x		

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/41-E
25 September 1987
Original English

COMMITTEE 4

NOTE BY THE CHAIRMAN OF COMMITTEE 4

Attached are the lists of proposed new Resolutions and new Recommendations to be considered by the Working Groups of Committee 4.

O. VILLANYI
Chairman of Committee 4

Annexes: 2

ANNEX 1

New Resolutions

Proposal No.	Provision No.	4-A	4-B	4-C	Remark
CEPT-13/20/10	[B]		x	(x)	PR: 4-B
CEPT-13/20/11	[C]		x	(x)	PR: 4-B
CEPT-13/20/12	[D]		x	(x)	PR: 4-B
CEPT-13/20/13	[E]		x	(x)	PR: 4-B
CEPT-13/20/14	[F]		x	(x)	PR: 4-B
CEPT-14/21/1	[G]	x			
CEPT-14/21/1	[H]	x			
USA/24/781	[A1]	x			
USA/24/782	[A2]		x		
USA/24/783	[A3]		x		
USA/24/784	[A4]		x		
USA/24/786	[A6]			x	
USA/24/787	[A7]			x	
USA/24/789	[A9]		x		
USA/24/790	[A10]		x	(x)	PR: 4-B
USA/24/791	[A11]		x	(x)	PR: 4-B
USA/24/792	[A12]		x	(x)	PR: 4-B
USA/24/793	[A13]	x			
USA/24/794	[A14]	x			
D/30/100	[1]	x			
URS/32/172	[URS-B]		x	(x)	PR: 4-B
G/33/1	[UK/A]		x		
G/33/370	[UK/C]	x			
AUS/40/438	AUS-B		x		

PR - Primary responsibility
Responsabilité primaire
Responsabilidad primaria

Proposal No.	Provision No.	4-A	4-B	4-C	Remark
AUS/40/439	AUS-C		x		
AUS/40/440				x	
CAN/25/499	[B]		x	(x)	PR: 4-B
CAN/24/500	[C]			(x)	PR: TWG/PL
CAN/25/501	[D]		x	(x)	PR: 4-B
CAN/25/502	[E]		x		
NORD/52/1	-		x		
HOL/55/1	HOL-C		x		
AUS/40/580	AUS-E	x			
I/97/3	-	x			

PR = Primary responsibility
 Responsabilité primaire
 Responsabilidad primaria

ANNEX 2

New Recommendations

Proposal No.	Provision No.	4-A	4-B	4-C
CEPT-3/10/11	Rec. A	x		
CEPT-4/11/11	Rec. B	x		
CEPT-16/23/1	Rec. C	x		
USA/24/817	[B1]	x		
USA/24/818	[B2]	x		
G/33/60	[A]	x		
F/45/1	-	x		
F/47/1	[A]	x		
HOL/53/2	[HOL A]	x		
S/75/8	B	x		
I/97/4	-	x		
I/97/1	-	x		
I/97/15	B	x		
F/104/1	-	x		

TECHNICAL WORKING GROUP
OF THE PLENARY

Draft

FIFTH REPORT OF THE TECHNICAL WORKING GROUP
OF THE PLENARY

The Technical Working Group of the Plenary considered all proposals concerning Appendix 20 to the Radio Regulations and adopted the modifications appearing in the annex.

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

ANNEX

MOD

APPENDIX 20

**Characteristics of Equipment Used for
On-Board Communication in
the 450 - 470 MHz Bands**

(See Nos. 699 and 670)

NOC

§§ 1 to 8

(MOD)

Renumber existing §§ 9 to 11.

ADD

§ 9. The frequencies specified in No. 669 for on-board communications may be used for single-frequency and two-frequency simplex operation.

[USA/24/721]

ADD

§ 10. For ships using these on-board frequencies in survival craft two-way radiotelephones, the survival craft radiotelephones shall be capable of transmitting and receiving the frequency 457.525 MHz.

WORKING GROUP 5 AD HOC 1

Draft

FIRST REPORT OF WORKING GROUP 5 AD HOC 1 TO COMMITTEE 5

1. The Working Group has held two meetings. The second meeting adopted the text of draft Resolution No. [COM5/2], with paragraph 2 of "invites administration" modified, as attached in the annex.

2. It was agreed that the following Resolutions allocated to Committee 5 be suppressed:

SUP Resolution No. 203

SUP Resolution No. 317

SUP Resolution No. 321

3. It was agreed to place the suppression of Resolution No. 318 in square brackets:

[SUP] Resolution No. 318

pending confirmation that the annex to the Resolution has been moved to the body of the Radio Regulations by Committee 4. Committee 5 is requested to bring this matter to the attention of Committee 4.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

ANNEX

DRAFT

RESOLUTION No. [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 requirements for the Global Maritime Distress and Safety System (GMDSS) have been developed by 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 incorporated 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 contributed substantially to the development of the GMDSS by carrying out appropriate technical and operational studies;

noting further

that the WARC MOB-83 had already decided that the stations of the land mobile service in uninhabited and remote areas may be authorized to use the frequencies of the then FGMDSS on condition that no harmful interference was caused to other distress and safety communications, [See Resolution No. 203 (MOB-83)];

recognizing

a) that this Conference has adopted provisions to facilitate the implementation of the GMDSS;

b) that administrative, technical and operational studies appropriate to 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 of the world;

requests the CCIR

to study the requirements for distress and safety communications in uninhabited and remote areas of the world by the land mobile and land mobile-satellite services, including the technical and operational characteristics of equipment, which is simple to operate and of low cost, 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 establish all legislative or other appropriate measures for the implementation of such a system;
3. to permit the use of the appropriate equipment within 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 WARC;

requests the Secretary-General

to communicate this Resolution to IMO and ICAO.

BUDGET CONTROL
COMMITTEENote by the Secretary-GeneralLIST OF RECOGNIZED PRIVATE OPERATING AGENCIES AND INTERNATIONAL
ORGANIZATIONS CONTRIBUTING TO THE WORK OF THE CONFERENCE

		<u>No. of contributory</u> <u>units</u>
I.	<u>Recognized private operating agencies</u>	
	None	
II.	<u>International organizations</u>	
II.1	<u>United Nations</u>	*)
II.2	<u>Specialized agencies</u>	
	International Civil Aviation Organization	*)
	International Maritime Organization	*)
	World Meteorological Organization	*)
II.3	<u>Regional telecommunication organizations</u>	
	European Conference of Postal and Telecommunications Administrations	*)
	Arab Telecommunication Union	*)
	Panafrican Telecommunication Union	*)
II.4	<u>Other international organizations</u>	
	European Space Agency	1/2
	International Air Transport Association	*)
	International Association of Lighthouse Authorities	1/2
	International Chamber of Shipping	1/2

International Committee of the Red Cross	*)
International Maritime Radio Association	*)
International Electrotechnical Commission	*)
International Transport Workers' Federation	1/2
International Maritime Satellite Organization	**)
International Telecommunications Satellite Organization	**)
International Society for Aeronautical Telecommunications	1/2
International Amateur Radio Union	*)

*) Exempted from any contribution by Administrative Council Resolution No. 925.

***) The class of contribution has not yet been chosen.

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

USE OF A1A MORSE TELEGRAPHY ON NBDP CHANNELS

The Technical Working Group of the Plenary having studied the question raised in Document 197 concludes that it is technically feasible to use the ship station frequencies of the new NBDP (paired) channels as A1A Morse telegraphy working frequencies by ship stations.

This conclusion takes account of the following:

1. Co-channel and non-co-channel protection ratio values (combinations of wanted and unwanted emissions: A1A/A1A, A1A/F1B, F1B/A1A, F1B/F1B), adopted at the Regional Administrative Conference for the Planning of the Maritime and Aeronautical Radionavigation Services (Region 1), Geneva, 1985 for the bands between 415 and 526.5 kHz, support this conclusion. It is worth noting that that conference decided that A1A emissions may be used on F1B assignments and vice-versa in the above-indicated bands.
2. Interference to wanted Morse telegraphy (A1A) signals from unwanted A1A and narrow-band direct-printing (essentially F1B) signals has been considered.
3. Interference to wanted narrow-band direct-printing (essentially F1B) signals from unwanted A1A and F1B signals has been considered.
4. Narrow-band direct-printing was considered to be essentially frequency shift-keying telegraphy (F1B) since narrow-band phase shift keying telegraphy (G1B) would only be used in exceptional cases. Furthermore, NBPSK has a smaller transmission bandwidth than FSK when using the same modulation rate and thus a reduced interference potential. The worst case regarding interference to an A1A signal will therefore be FSK (F1B). NBPSK at 200 bauds (two independent sub-channels) can be disregarded because it is even more exceptional than NBPSK at 100 bauds.
5. Co-channel and non-co-channel interference has been considered.

6. With regard to co-channel interference some administrations expressed the view that for a wanted Morse telegraphy signal an interfering NBDP signal of high level was more disturbing to the operator than an interfering Morse telegraphy signal of about the same level. The majority view, however, was that this did not apply to the case where the required co-channel protection ratio of 8 dB (i.e. the value adopted at the Conference mentioned in paragraph 1 for all possible combinations of wanted and unwanted A1A and F1B signals) was attained.

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

WORKING GROUP 5-ADraft

THIRD REPORT OF WORKING GROUP 5-A TO COMMITTEE 5

1. 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.
2. N 3173B, N 3182 and N 3183A were left in square brackets pending advice from INMARSAT.
3. A Drafting Group was established with the delegate of the Federal Republic of Germany as convenor to consider how best Section C (N 3195G-N 3195K) was to be included in the Radio Regulations.

U. HAMMERSCHMIDT
Chairman of Working Group 5-A

Annex: 1

ANNEX

- DL/30
ADD ARTICLE N 39
- DL/30
ADD **Operational Procedures for Distress and Safety**
~~Communications~~ in the GMDSS
- DL/30
ADD **Section I. General**
- DL/30
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.
- DL/30
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.
- DL/30
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.
- DL/30
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.
- DL/30
ADD N 3171A Digital selective calling shall be in accordance with the relevant CCIR Recommendations.

DL/30

ADD

Section II. Distress Alerting

A. General

DL/30

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.

DL/30

N 3172.1

Mobile Unit: A ship, aircraft or other vehicle.

DL/30

N 3172.2

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

DL/30

ADD N 3173

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

DL/30

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 ship mobile unit, the time that this information was recorded and any other information which might facilitate rescue.

[ADD N 3173B]

DT/1B

ADD

B. Transmission of a Distress Alert

DT/1B

ADD

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

DT/1B

ADD N 3174

Ship-to-shore distress alerts are used to alert ~~coast stations and~~ 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).

DT/1B

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.

DT/1B

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

CEPT-8/15/206

ADD N 3176 A station or a rescue coordination centre which receives a distress alert through a coast station or a coast earth station 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.

CEPT-8/15/207

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

DT/1B

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

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

DT/1B

ADD N 3178 a) when the station 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 ~~ship aircraft or other vehicle~~ mobile unit not in distress, or the person responsible for the land station, considers that further help is necessary.

DT/1B

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.

DT/1B
ADD C. Receipt and Acknowledgement of Distress Alerts

DT/1B
ADD C1. Procedure for the Acknowledgement of
Receipt of Distress Alerts

DT/1B
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.

CEPT-8/15/217
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). The ship earth station operator shall keep the
line open as far as practicable to receive an acknowledgement.

DT/1B
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.

CAN/25/152
ADD N 3183A The acknowledgement by direct-printing telegraphy 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 SOS;
- 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 SOS.

DT/1B

ADD C2. Receipt and Acknowledgement by a Coast Station

DT/1B

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.

DT/1B

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.

DT/1B

ADD C3. Receipt and Acknowledgement by a Ship Station

DT/1B

ADD N 3186 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.

J/60/291

ADD N 3186A Ship or ship earth stations in receipt of a distress alert shall inform the master or person responsible for the ship of the contents of the distress alerts.

(NEW) 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.

DT/1B ADD N 3189 A ship station acknowledging receipt of a distress alert in accordance with No. N 3186 or No. N 3187 should:

DT/1B 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;

DT/1B 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.

DT/1B ADD N 3188 However, a ship station, receiving an HF distress alert will not acknowledge it and observe the provisions N 3189D, N 3189E and N 3189F and shall, if the alert is not acknowledged by a coast station within 5 minutes, relay the distress alert.

DT/1B 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.

CEPT-8/15/230

ADD N 3189D

D. Preparation for Distress Traffic

CEPT-8/15/231

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.

(NEW) 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.

DT/1B

ADD

Section III. Distress Traffic

CEPT-8/15/234

ADD N 3189G

A. General and Search and Rescue
Coordinating Communications

DT/1B

ADD N 3190

Distress traffic consists of all messages relating to the immediate assistance required by the ship ~~station~~ 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.

DT/1B

ADD N 3190A

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

CEPT-8/15/237

ADD N 3191

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

DT/1B

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.

CAN/25/170

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.

CEPT-8/15/239

ADD N 3193

The rescue coordination centre responsible for controlling a search and rescue operation shall also ~~control~~ coordinate the distress traffic relating to that incident or may appoint another station to do so.

DT/1B

ADD N 3194

The rescue coordination centre ~~in control of~~ coordinating distress traffic, the ~~on-scene commander~~ station controlling the traffic or the coast station involved may impose silence on stations which interfere with that traffic. It shall address this instruction to all stations or to one station only, according to circumstances. In either case, it 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.

DT/1B

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.

DT/1B

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.

DT/1B

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 ~~transmit~~ initiate a message for transmission on these frequencies a message indicating that distress traffic has finished.

DT/1B

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".

DT/1B

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.

DT/1B

ADD C. On-scene communications

DT/1B

ADD N 3195G On-scene communications are those between ~~the ship the~~ mobile unit in distress and assisting ~~ships and aircraft~~ mobile units and between searching ~~ships and aircraft~~ mobile units and the [on-scene commander] participating in the rescue operations.

AUS/40/292

ADD N 3195H [Control of on-scene communications is the responsibility of the on-scene commander]. 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.

E/43/239

E/43/240

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.

CEPT-8/15/252

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 156.4 MHz may be used for ship-to-aircraft on-scene communications.

CAN/25/187

ADD N 3195K The selection or designation of on-scene frequencies is the responsibility of the [on-scene commander]. 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.

DT/1B

ADD D. Signals for Locating

DT/1B

ADD N 3195L Locating signals are radio transmissions intended to facilitate, ~~by means of the propagation properties of radio waves,~~ the finding of a mobile unit ~~ship, aircraft or vehicle~~ in distress or the location of survivors. These signals include those transmitted from searching units and homing signals ~~(see No. 3195IA)~~ transmitted by the mobile unit in distress, ~~or~~ by a survival craft or by float-free EPIRBs, satellite EPIRBs and search and rescue radar transponders to assist the searching units.

DT/1B

ADD N 3195LA Homing signals are those locating signals which are transmitted by a ship, aircraft or vehicle in distress, or by a survival craft, for the purpose of providing search units with a signal that can be used to determine the bearing to the transmitting stations.

DT/1B

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.

DT/1B

ADD N 3195N ~~Transmit and receive~~ Signals for locating shall ~~comply~~
be in accordance with the relevant CCIR Recommendations ~~of the~~
CCIR.

COMMITTEE 4

NOTE BY THE CHAIRMAN OF COMMITTEE 4

In order to assist Committee 4, attached is a consolidated document concerning proposals on new Recommendations.

O. VILLANYI
Chairman of Committee 4

Annex: 1

CEPT-3/10/11

ANNEX

RECOMMENDATION [A]

Relating to the Possible Reduction of the Band
4 200 - 4 400 MHz allocated to the
Aeronautical Radionavigation Service

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 may be possible to operate radio altimeters in this band with sufficient accuracy with a necessary bandwidth less than 200 MHz;
- e) that the frequency tolerance of such devices might be improved;

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;
- 3. that the conference mentioned in recommends 1 above 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.

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.

CEPT-4/11/11

RECOMMENDATION B

Relating to the Extension of the Frequency Bands Allocated
to the Mobile-Satellite and Mobile Services

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

considering

- a) that the demand for frequency allocations for the various mobile-satellite services has increased immensely during the last few years;
- b) that the allocations for the mobile-satellite services at 1.5 GHz are the only allocations generally available for those services below 10 GHz and may not meet the requirements by the year 2000;
- c) that this Conference has made provisions for additional services and operations in the existing mobile-satellite bands;
- d) that from a system development point of view it would be preferable for any additional spectrum for the mobile-satellite services to be adjacent to the present allocations at 1.5 - 1.6 GHz;
- e) that the demand for additional frequency allocations for the mobile services is expected to increase considerably within the foreseeable future;
- f) that the most suitable frequencies for the operation of mobile and mobile-satellite services are below about 3 GHz;
- g) that sufficient time must be made available to develop new systems and, where necessary, to reallocate existing services;
- h) that this Conference was not empowered to make such changes to Article 8 of the Radio Regulations that could have effects on other services other than minimal;

recommends

that the Plenipotentiary Conference, 1989 should take appropriate steps for the convening of a world administrative radio conference, not later than 1992, to revise certain parts of the frequency allocation table in Article 8 of the Radio Regulations in the range 1 - 3 GHz with a view to providing the necessary spectrum for the mobile-satellite services (taking into account "considering d)" above) as well as for the mobile services;

further recommends

that this Recommendation is brought to the attention of the Administrative Council.

CEPT-16/23/1*

ADD

RECOMMENDATION C

Relating to Improved Efficiency in the Use of the Frequency Spectrum
in the VHF Maritime Mobile Band

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

considering

- a) that owing to the volume of traffic, the international channels listed in Appendix 18 of the Radio Regulations are saturated and the situation will not improve unless a satisfactory solution can be found;
- b) that this situation is harmful to the safe movement and operation of vessels and to port operations, is affecting public correspondence communications and it is thus of concern to the International Association of Lighthouse Authorities and the International Maritime Organization as well as to administrations;

noting

that it may be possible, with the development of existing technology (the use of single-sideband emissions, the use of interleaved channels, the reduction of frequency spacing between channels, etc.), to make more efficient use of the frequency spectrum in the VHF maritime mobile band;

requests the CCIR

to undertake studies to determine the most appropriate way of promoting a more efficient use of the frequency spectrum in the VHF maritime mobile band;

invites administrations

to actively participate in these studies;

recommends

that a future competent conference should review and revise the provisions of Appendix 18 of the Radio Regulations taking account of the results of these studies;

requests the Secretary-General

to communicate this Recommendation to the International Association of Lighthouse Authorities and to the International Maritime Organization.

Reasons: There is a need to find a solution to the problem of saturation of the international VHF maritime mobile channels; the CCIR is being invited to study this question.

USA/24/817
ADD

RECOMMENDATION No. B1

**Improved Efficiency for
Appendix 18 Maritime Mobile Communications**

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

considering

- a) that continued growth in the use of VHF maritime mobile bands, in particular the Appendix 18 bands, is inevitable;
- b) that in many parts of the world significant congestion already exists in the Appendix 18 channels, and this congestion will continue to become worse;
- c) that new uses of the band which could significantly benefit mariners, such as the VHF radio lighthouse system described by the CCIR and the International Association of Lighthouse Authorities (IALA) for the transmission of data, cannot be implemented by many administrations because of band congestion;
- d) that the potential exists for solving these problems by improved spectral efficiency of communications using low cost new technology narrow band techniques, such as narrow band FM and companded sideband;

noting

- a) that thousands of mariners using low cost transceivers rely on this band and the safety services which it provides;
- b) that any modifications to the Appendix 18 system should have minimal impact to existing users of this band;
- c) that any new system must also be fully compatible with existing Appendix 18 distress and safety channels, navigation safety channels and GMDSS channels;
- d) that there exists in many administrations non-maritime users of this band who also must be protected;

requests the CCIR

to urgently study means for improving the spectral efficiency of the Appendix 18 bands, and to develop Recommendations covering the technical and operational characteristics of systems using these bands;

invites administrations

to participate actively in these studies;

invites the Administrative Council

to make the necessary arrangements for the next competent world administrative radio conference to consider changes to Appendix 18 to alleviate congestion in these bands, taking into account relevant CCIR Recommendations.

Reason: To provide a means for relieving congestion and improving spectrum efficiency in the Appendix 18 VHF maritime mobile bands.

USA/24/818
ADD

RECOMMENDATION No. B2

Relating to the Use of the
Frequency Band 1610.6-1613.8 MHz
by the Radiodetermination-Satellite and
Radio Astronomy Services

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

considering

- a) that the advancement of modern communications technology has fostered the introduction of numerous new services, resulting in complex spectrum usage and, consequently, the necessity of developing creative techniques for sharing portions of the electromagnetic spectrum;
- b) that this Conference has modified the Table of Frequency Allocations to include an allocation to the radiodetermination-satellite service (Earth-to-space) on a primary basis in the band 1610-1626.5 MHz;
- c) that several administrations are actively engaged in the development of radiodetermination-satellite systems;
- d) that recognition has been given to the radio astronomy service in the band 1610.6-1613.8 MHz within the Table of Frequency Allocations and in No. 734;
- e) that the observations of radiations from hydroxyl molecules within the band 1610.6-1613.8 MHz are of prime importance in understanding the physical character of stars and interstellar clouds in our galaxy and in other galaxies;
- f) that one administration has adopted the following procedure to protect radio astronomy operations:

transmissions in the radiodetermination-satellite service in the band 1610-1626.5 MHz are restricted to occur only within the first 200 milliseconds following the one second time marks of Coordinated Universal Time when an airborne transmitter is within 150 kilometers or a land transmitter is within 25 kilometers from a radio astronomy station during a period of radio astronomy observations in the band 1610.6-1613.8 MHz;

g) that adoption of a similar procedure by other administrations would provide the means whereby the band 1610.6-1613.8 MHz could continue to be used for international scientific collaboration among radio astronomy observatories;

recommends that administrations

when implementing the radiodetermination-satellite service in the band 1610-1626.5 MHz, should adopt appropriate procedures with radio astronomy stations which are registered in the band 1610.6-1613.8 MHz in accordance with Nos. 1492 and 2896 of the Radio Regulations.

Reason: The proposed allocation for the radiodetermination-satellite service in the band 1610-1626.5 MHz could have an impact on the current radio astronomy allocation in the band 1610.6-1613.8 MHz. These procedures will minimize the impact.

G/33/60
ADD RECOMMENDATION [A]

Relating to the possible reduction of the band 4200-4400 MHz allocated to 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 utilising the radio frequency spectrum should be efficient in their use of this scarce resource;
- c. that the allocation to the aeronautical radionavigation service 4200-4400 MHz appeared in the Radio Regulations (Atlantic City, 1947) and has not been changed despite technological advances;
- d. that it may be possible to operate radio altimeters in this band with sufficient accuracy with a necessary bandwidth less than 200 MHz.
- e. that the frequency tolerance of such devices might be improved;

recommends

1. that the next competent world administrative conference considers, if appropriate, a reduction of the band 4200-4400 MHz allocated to the aeronautical radionavigation service;
2. that any reduction should be based on a detailed technical evaluation of the systems in question;
3. that the conference mentioned in recommends 1 above 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 4200-4400 MHz.

requests the Secretary General;

to refer this Recommendation to ICAO inviting their consideration of the possibility of reducing the band 4200-4400 MHz for the aeronautical radionavigation service and to make appropriate recommendations to assist administrations in this matter.

45/1

PROPOSED RECOMMENDATION ...

Relating to the Convening of a WARC

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

considering

- a) that a requirement exists for the allocation of frequencies to the land mobile-satellite service;
- b) that the current allocations to the mobile-satellite services are not sufficient to cope with the requirements of the land mobile-satellite service;
- c) that the present Conference is only empowered to amend Article 8 of the Radio Regulations insofar as the effect on other services is minimal;
- d) that the use of non-geostationary satellites to cover geographical areas above latitude 30° and of geostationary satellites for those located below 30° should enable mobile stations to be equipped with sufficiently directional zenithal antennas to share the frequency spectrum with the existing services;
- e) that in view of the growing demand for frequency bands for satellite communications with mobile stations, there is an urgent need to revise the allocations in a portion of the frequency spectrum;

recommends

- 1. that the 1989 Plenipotentiary Conference should make appropriate arrangements to convene, by 1992 at the latest, a world administrative radio conference to revise certain parts of the Table of Frequency Allocations in Article 8 of the Radio Regulations in order to meet the needs of the mobile-satellite services (in the light of preambular paragraphs d) and e) above);
- 2. that the administrations should be urged to undertake or pursue experiments on the land mobile-satellite service in the frequency bands referred to in the Report of the Special Meeting (sections 6.2.12.2 and 6.2.12.3);
- 3. that the CCIR should expedite studies on the technical characteristics of regional or national land mobile-satellite systems and on the criteria for compatibility with the existing services in the bands concerned;

further recommends

that this Recommendation be brought to the attention of the Administrative Council.

F/47/1

ADD

RECOMMENDATION [A]

Relating to the Use and Designation of
Interleaved Channels in Appendix 18

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

considering

- a) that in view of the congestion in the Appendix 18 channels, a study needs to be conducted with a view to improving use of the spectrum within the frequency bands occupied by those channels;
- b) that Recommendation C (Document 23) requests the CCIR to undertake such studies,

recognizing

- a) that one of the possibilities to be covered in the CCIR's studies is the use of "interleaved" channels separated by 12.5 kHz from the normal Appendix 18 channels;
- b) that the countries intending to participate in the CCIR studies may wish to use those interleaved channels for trials on condition that operations on the channels in accordance with the Table in Appendix 18 are not adversely affected,

recommends

that for relations between administrations, between the administrations and the CCIR or the IFRB, and between coast stations and ship stations, an interleaved channel be considered as a channel separated by + 12.5 kHz from a normal channel in the Table in Appendix 18;

that such channels be designated by the letter "i" (interleaved) placed to the right of the normal channel number (e.g. channel 66i is the channel comprising the two frequencies 156.3375 MHz (ship)/160.9375 MHz (coast)).

HOL/53/2

ADD

RECOMMENDATION (HOL A)

Relating to the Use of the Frequency Bands 1 850 - 2 045 kHz,
2 194 - 2 498 kHz, 2 502 - 2 850 kHz, 3 155 - 3 400 kHz
and 3 500 - 3 800 kHz

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

considering

- a) that the World Administrative Radio Conference for the Mobile Services, Geneva 1983, adopted a resolution relating to the Holding of a Regional Administrative Radio Conference to Prepare Frequency Assignment Plans for the Maritime Mobile Service in the Bands between 435 kHz and 526.5 kHz and in Parts of the Band between 1606.5 kHz and 3400 kHz in Region 1 and to Plan for the Aeronautical Radionavigation Service in the Band 415 - 435 kHz in Region 1;
- b) that this Resolution contained in Appendix 3 the Table of Recommended Assignable Frequencies to be used by administrations when planning and assigning frequencies in the bands 1850-2045 kHz, 2194-2498 kHz, 2502-2850 kHz, 3155-3400 kHz and 3500-3800 kHz to stations of the maritime mobile service;
- c) that the Regional Administrative Radio Conference for Region 1 prepared frequency assignment plans for the maritime mobile service in the frequency bands between 435 and 526.5 kHz and in parts of the band between 1606.5 kHz and 2850 kHz and for the Aeronautical Radionavigation Service in the band 415-435 kHz;
- d) that there is no need for preparing frequency assignment plans in the bands 1850-2045 kHz, 2194-2498 kHz, 2502-2850 kHz, 3155-3400 kHz and 3500-3800 kHz;

HOL/53/2 (contd.)

resolves

to retain the Table of Recommended Assignable Frequencies as it appeared in Appendix 3 of Resolution No. 704.

recommends

that the Table of Recommended Assignable Frequencies appearing in the Appendix to this Resolution be used by Administrations in Region 1 when planning and assigning frequencies in the bands 1850-2045 kHz, 2194-2498 kHz, 2502-2850 kHz, 3155-3400 kHz and 3500-3800 kHz to stations of the maritime mobile service.

HOL/53/2 (contd.)

APPENDIX TO RECOMMENDATION [HOL A]

**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 - 3 400 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.

(Rev. 1985)

S/75/8

ADD

RECOMMENDATION B

Relating to the Extension of the Frequency Bands Allocated
to the Mobile-Satellite and Mobile Services

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

- a) that the demand for frequency allocations for the various mobile-satellite services has increased immensely during the last few years;
- b) that the allocations for the mobile-satellite services at 1.5 GHz are the only allocations generally available for those services below 10 GHz and may not meet the requirements by the year 2000;
- c) that this Conference has made provisions for additional services and operations in the existing mobile-satellite bands;
- d) that from a system development point of view it would be preferable for any additional spectrum for the mobile-satellite services to be adjacent to the present allocations at 1.5 - 1.6 GHz;
- e) that the demand for additional frequency allocations for the mobile services is expected to increase considerably within the foreseeable future;
- f) that the most suitable frequencies for the operation of mobile and mobile-satellite services are below about 3 GHz;
- g) that sufficient time must be made available to develop new systems and, where necessary, to reallocate existing services;
- h) that this Conference was not empowered to make such changes to Article 8 of the Radio Regulations that could have effects on other services other than minimal;

recommends

that the Plenipotentiary Conference, 1989 should take appropriate steps for the convening of a world administrative radio conference, not later than 1992, to revise certain parts of the frequency allocation table in Article 8 of the Radio Regulations in the range 1 - 3 GHz with a view to providing the necessary spectrum for the mobile-satellite services (taking into account "considering d)" above) as well as for the mobile services;

further recommends

that this Recommendation is brought to the attention of the Administrative Council.

I/97/4
ADD

DRAFT RECOMMENDATION

Relating to the possible reduction of the band 4200-4400 MHz
allocated to the aeronautical radionavigation service.

The World Administrative Radio Conference, 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 4200-4400 MHz appeared in the Radio Regulations (Atlantic City, 1947) and has not changed despite technological advances;
- d) that it may be possible to operate radio altimeters in this band with sufficient accuracy with a necessary bandwidth less than 200 MHz;
- e) that the frequency tolerance of such device might be improved;

recommends

- 1) that the next competent World Administrative Conference considers, if appropriate, a reduction of the band 4200-4400 MHz allocated to the aeronautical radionavigation service;
- 2) that any reduction should be based on a detailed technical evaluation of the system in question;
- 3) that the Conference mentioned in recommends 1) above 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 4200-4400 MHz;

request the Secretary General

to refer this Recommendation to ICAO inviting their consideration of the possibility of reducing the band 4200-4400 MHz for the aeronautical radionavigation service and to make appropriate recommendations to assist Administrations in this matter.

I/97/7
ADD

DRAFT RECOMMENDATION

Relating 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 Administrative Radio Conference for Mobile Services ,Geneva 1987

considering

- a) that VHF air/ground communications ensure 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) (Geneve 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 basic requirements for intermodulation and desensitization;

invites the CCIR

to continue to study compatibility between these two services from the standpoint of possible interference to 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 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.

I/97/15

ADD

RECOMMENDATION B

Relating to the Extension of the Frequency Bands Allocated
to the Mobile-Satellite and Mobile Services

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

considering

- a) that the demand for frequency allocations for the various mobile-satellite services has increased immensely during the last few years;
- b) that the allocations for the mobile-satellite services at 1.5 GHz are the only allocations generally available for those services below 10 GHz and may not meet the requirements by the year 2000;
- c) that this Conference has made provisions for additional services and operations in the existing mobile-satellite bands;
- d) that from a system development point of view it would be preferable for any additional spectrum for the mobile-satellite services to be adjacent to the present allocations at 1.5 - 1.6 GHz;
- e) that the demand for additional frequency allocations for the mobile services is expected to increase considerably within the foreseeable future;
- f) that the most suitable frequencies for the operation of mobile and mobile-satellite services are below about 3 GHz;
- g) that sufficient time must be made available to develop new systems and, where necessary, to reallocate existing services;
- h) that this Conference was not empowered to make such changes to Article 8 of the Radio Regulations that could have effects on other services other than minimal;

recommends

that the Plenipotentiary Conference, 1989 should take appropriate steps for the convening of a world administrative radio conference, not later than 1992, to revise certain parts of the frequency allocation table in Article 8 of the Radio Regulations in the range 1 - 3 GHz with a view to providing the necessary spectrum for the mobile-satellite services (taking into account "considering d)" above) as well as for the mobile services;

further recommends

that this Recommendation is brought to the attention of the Administrative Council.

F/104/1

ADD

DRAFT RECOMMENDATION

Relating to the Inclusion in the Radio Regulations
of Some of the Provisions of the Regional Administrative
Conference for the Planning of the MF Maritime Mobile and
Aeronautical Radionavigation Services (Region 1) (Geneva, 1985)

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

considering

- a) that the Regional Administrative Conference for the Planning of the MF Maritime Mobile and Aeronautical Radionavigation Services (Region 1) adopted Recommendations Nos. 3, 4 and 5 relating to the inclusion in the Radio Regulations of the provisions governing the use of the frequency bands by the services concerned;
- b) that item 6 of the agenda of WARC MOB-87 deals with the examination of the above-mentioned Recommendations, providing for the possibility of taking the appropriate decisions and, in particular, the inclusion of certain Conference decisions in the Radio Regulations relating to the Allotment Plan;
- c) that, in parallel to this question, the band 1 605 - 1 705 kHz was planned by the Regional Administrative Broadcasting Conference for Region 2 (BC R2) in 1986 and that the question of the amendment of Note 480 of the Radio Regulations was included in the agenda of the Second Session of the WARC on the Use of the Geostationary-Satellite Orbit and the Planning of the Space Services Utilizing It (WARC ORB 1988);

recognizing

- 1. that the regional Plans and associated Agreements are not as a general rule embodied in the Radio Regulations;
- 2. that the inclusion of the Final Acts of the RABC R2 (Geneva, 1983) in the Radio Regulations at the First Session of WARC-ORB constitutes a particular case which is justified by the fact that the Plan for Regions 1 and 3 has already been embodied in the Radio Regulations by the WARC for Satellite Broadcasting (Geneva, 1977);

3. that, before any inclusion either of the Plans of the MF maritime mobile service for Region 1 or the Plans of the MF broadcasting service for Region 2, the absence of any problem of compatibility between regions should be established;

4. that the fact of deciding on the inclusion of regional decisions in the Radio Regulations in order to render these decisions applicable to all the members of a particular region, irrespective of the accession of these members to an agreement, raises a question of principle which affects all administrations of the Union;

recommends

that the question of the inclusion of regional conference decisions should appear in the agenda of the Plenipotentiary Conference in order to provide an overall reply to this question;

entrusts to the CCIR

the task of studying the question of interregional sharing.

AUS/40/593

ADD

Draft Recommendation AUS-1

Relating to Future Public Mobile Telecommunication Systems

.....

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

considering

- a. that public mobile telecommunication services, i.e services for public correspondence via radio stations connected to the switched public telephone network, are in operation in a number of countries and that their use is extending;
- b. that there is a very large potential demand for future public land mobile telecommunication services;
- c. the rapidly increasing demand for spectrum by the land mobile services in the VHF and UHF bands;
- d. the need to encourage adoption of systems which improve spectrum utilization efficiency and hence system capacity per MHz per unit area;
- e. that future public land mobile telecommunication systems have the potential for high spectrum efficiency;
- f. that maximum commonality of systems is desirable to ensure that overall system cost per mobile user is reduced;
- g. that system compatibility is necessary for international operation, particularly with the increasing use of personal (hand-held, portable) terminals;
- h. the benefits to all countries from the international standardization of frequency bands for similar services;

noting

- a. Recommendation 310 of the World Administrative Radio Conference, Geneva, 1979, relating to an automated UHF maritime mobile system;
- b. CCIR Report 742-2 on public land mobile telephone systems in response to Question 39/8;
- c. CCIR Decision 69 directing Interim Working Party 8/13 to examine the overall objectives and frequency band or bands which would be suitable for future land mobile telecommunication systems as part of Study Programme 39A/8;

recommends

that the next competent world administrative radio conference:

designate a suitable band or bands for use by future public land mobile telecommunication systems from those bands allocated on a worldwide basis to the mobile service;

invites the CCIR in consultation with the CCITT

to continue to study, as a matter of urgency, the bands which are preferred from operational and sharing aspects for use by future public land mobile telecommunication systems, and to issue a revised Report or Recommendation 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.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/48-E
28 September 1987
Original: English

COMMITTEE 4

NOTE BY THE CHAIRMAN OF COMMITTEE 4

In order to assist Committee 4, attached is a consolidated document concerning proposals on new Resolutions.

O. VILLANYI
Chairman of Committee 4

Annex: 1

ANNEX

CEPT-13/20/10

ADD

RESOLUTION No. B

Relating to the Transition from Morse Telegraphy (Calling and Working) to Narrow-Band Direct-Printing Telegraphy in the Bands Between 4000 kHz and 27500 kHz Allocated Exclusively to the Maritime Mobile Service

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

considering

- a) that this Conference has carried out a general review of the sub-allocations and the channelling plans in the exclusive maritime mobile HF bands;
- b) that the number of paired channels for narrow-band direct-printing telegraphy has been increased considerably in order to provide for an increased demand for such channels;
- c) that it is expected that the demand for paired channels for narrow-band direct-printing telegraphy will continue to increase;
- d) that this Conference has reduced the number of channels available for Morse telegraphy (working);
- e) that it is expected that the demand for frequencies for Morse telegraphy will continue to decrease;
- f) that it is reasonable to expect that the phased introduction of the Future Global Maritime Distress and Safety System (FGMDSS) and the associated fitting of new and automated equipment onboard ships will lead to a further reduction in the number of frequencies required for Morse telegraphy;

resolves

- 1. that the channels indicated in Annex A to this Resolution shall become available on a paired basis for narrow-band direct-printing telegraphy on the dates mentioned in the Annex;
- 2. that those channels may continue to be used for Morse telegraphy (working) by administrations wishing to do so;
- 3. that those channels that become available for narrow-band direct-printing telegraphy as a result of the application of this Resolution shall be taken into use, notified to the IFRB and recorded in the Master Register in accordance with the procedure specified in Resolution No. C;
- 4. that the IFRB shall assist administrations in applying this Resolution;
- 5. that a future competent conference be invited to review this Resolution and examine any difficulties that may have arisen in its application;

further resolves

that a future competent conference be invited to review the need to provide frequencies for Morse telegraphy (calling and working) in the HF bands allocated to the maritime mobile service and if it decided that such frequencies are no longer needed it be invited to decide whether the remaining Morse telegraphy working frequencies (see Annex B to this Resolution) and the Morse telegraphy calling frequencies should be made available for other purposes such as narrow-band direct-printing telegraphy on a paired basis or wideband telegraphy. If that conference decided that the remaining Morse telegraphy working frequencies should be made available for narrow-band direct-printing telegraphy on a paired basis, it is recommended that the pairing arrangement shown in Annex B to this Resolution should be adopted;

invites the Administrative Council

to place this Resolution on the agenda of the next competent conference.

Reason: To provide a procedure for the transition from Morse telegraphy to narrow-band direct-printing telegraphy.

CEPT-13/20/10 (continued)

ANNEX A TO RESOLUTION No. 8.

1. From 15 June 1993 the following channels, listed in Table F of Appendix 31A, shall be used on a paired basis for narrow-band direct-printing telegraphy:

<u>Band (MHz)</u>	<u>Channel Nos.</u>
4	1 - 15
6	1 - 16
8	1 - 30
12	1 - 43
16	1 - 56
22	1 - 34
25	1 - 7

2. From 15 June 1997 the following channels, listed in Table F of Appendix 31A, shall be used on a paired basis for narrow-band direct-printing telegraphy:

<u>Band (MHz)</u>	<u>Channel Nos.</u>
4	16 - 30
6	17 - 31
8	31 - 56
12	44 - 81
16	57 - 105
22	35 - 68
25	8 - 12

3. The pairing arrangement of the channels mentioned in paragraphs 1 and 2 above is specified in Table D of Appendix 31A.

CEPT-13/20/10 (continued)

ANNEX B TO RESOLUTION No. 8

The recommended pairing arrangement for the following channels from Table F of Appendix 31A is shown below (frequencies in kHz):

Series No.	4 MHz Band		Series No.	6 MHz Band		Series No.	8 MHz Band	
	Transmit	Receive		Transmit	Receive		Transmit	Receive
31	4316.5	4217	32	6445	6319.5	57	8633.5	8429.5
+	+	+	+	+	+	+	+	+
42	4311	4211.5	46	6438	6312.5	83	8620.5	8416.5

Series No.	12 MHz Band		Series No.	16 MHz Band		Series No.	22 MHz Band	
	Transmit	Receive		Transmit	Receive		Transmit	Receive
82	12897	12582.5	106	17056	16776	69	22606.5	22300.5
+	+	+	+	+	+	+	+	+
119	12878.5	12564	156	17031	16751	97	22592.5	22286.5

Series No.	25 MHz Band	
	Transmit	Receive
13	26105	25196.5
+	+	+
19	26102	25193.5

+ Frequencies spaced at 0.5 kHz intervals.

CEPT-13/20/11
ADD.

RESOLUTION No. C

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 Service¹

(see 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 have been reserved for narrow-band direct-printing telegraph and data transmission systems for use on a paired frequency basis only;
- b) that the World Maritime Administrative Radio Conference (WMARC), Geneva, 1974 only established interim measures for the orderly taking into use of the paired frequencies;
- c) that this Conference has provided wider bands than those available at present for narrow-band direct-printing telegraphy;
- d) that it is necessary to establish a procedure to replace the interim measures established by the WMARC, 1974, for the use and notification of paired frequencies for narrow-band direct-printing telegraphy;

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 efficient frequency 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 Replaces Resolution No. 300 of the WARC, Geneva, 1979.

1.5 if the notified assignment is in conformity with the relevant provisions of the Radio Regulations and this Resolution the Board shall record it in the Master Register. The date of taking into use of the assignment shall be entered in Column 2c;

1.6 any notice not in conformity with the relevant provisions of the Radio Regulations or with this Resolution and each notice concerning an assignment which the Board considers to be capable of causing harmful interference to an assignment already recorded, shall be returned to the notifying administration together with any suggestion which the Board is able to offer with a view to a satisfactory solution of the problem;

1.7 all assignments recorded in the Master Register not taken into use within one year - or taken out of use for one year - shall be cancelled by the Board after consultation with the administration concerned and shall be available for re-assignment;

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.

Reason: To provide a procedure for the use and notification of the paired frequencies reserved for narrow-band direct-printing telegraphy to replace that contained in Resolution No. 300.

CEPT-13/20/12

ADD

RESOLUTION No. D

Relating to the Use and Notification of the Additional Paired
Frequencies Reserved for 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 paired frequencies for radiotelephony in the HF bands allocated on an exclusive basis to the maritime mobile service;
- b) that it has not been possible to satisfy this demand by further allocation of the paired frequencies previously reserved for radiotelephony in those bands;
- c) that this Conference has modified Appendices 16 and 37 of the Radio Regulations and has placed the paired frequencies previously reserved for radiotelephony at intervals of 3.0 kHz as opposed to 3.1 kHz (see also Resolution No. E), thus providing a number of additional channels (see Annex to this Resolution);

d) that this Conference has further modified Appendix 31 of the Radio Regulations and has provided a number of additional paired frequencies for radiotelephony at intervals of 3.0 kHz in the HF bands allocated to the maritime mobile service (see Resolution No. E and the Annex to this Resolution);

noting

that the additional paired frequencies for radiotelephony provided by this Conference will not be sufficient to satisfy all demands;

resolves

1. that there should be an equitable and orderly distribution of the additional paired frequencies for radiotelephony amongst administrations in the following order of priority:

1.1 to those administrations having no coast station allotments in Appendix 25 of the Radio Regulations and which require such allotments;

1.2 to those administrations whose existing allotments in Appendix 25 of the Radio Regulations have proved to be unsatisfactory due to harmful interference;

1.3 to those administrations requiring additional frequencies to supplement their existing allotments in order to satisfy an increase in radiotelephony traffic;

2. to instruct the IFRB:

2.1 following the coming into force of the Final Acts of this Conference, to prepare a programme for the notification, assessment, taking into use and recording in the Master Register of the additional paired frequencies for radiotelephony;

2.2 to include the following in that programme:

2.2.1 all assignments shall be notified to the Board within one year before the 30 days after the date of taking them into use;

2.2.2 all assignments recorded in the Master Register not taken into use within one year - or taken out of use for one year - shall be cancelled by the Board after consultation with the administration concerned and shall be available for re-assignment;

2.2.3 all assignments recorded in the Master Register shall have a date in Column 2c of that Register to show the actual date of taking into use;

2.2.4 all radiotelephony assignments made in accordance with this Resolution shall be temporary pending a future revision of Appendix 25;

2.3 to circulate details of the programme referred to in 2.1 to all administrations;

2.4 to invite administrations requiring allotments or additional allotments for radiotelephony to notify their requirements to the Board by a date to be decided by the Board;

2.5 to apply the procedure specified in the programme after the date referred to in 2.4 above;

3. that a future competent conference be invited to review this Resolution, examine any difficulties which may have arisen in its application and decide whether the additional paired frequencies for radiotelephony should be incorporated in Appendix 25 of the Radio Regulations;

4. that the entries made in the Master Register as a result of the application of this Resolution shall in no way prejudice any decisions which may be taken by the afore-mentioned conference;

urges administrations

to cooperate to the fullest possible extent with the Board in the application of this Resolution;

invites the Administrative Council

to place this Resolution on the agenda of the next competent conference.

Reason: To provide a procedure for the use and notification of the additional frequencies reserved for radiotelephony in the maritime mobile HF bands.

CEPT-13/20/12 (continued)

ANNEX TO RESOLUTION No. D

ADDITIONAL RADIOTELEPHONY CHANNELS

The following is a list of the additional radiotelephony channels referred to in 'considering c)' and 'considering d)' of Resolution No. D (frequencies in kHz):

Channel No.	Coast Stations		Ship Stations	
	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency
427	4435	4436.4	4134	4135.4
428	4348	4349.4	4146	4147.4
429	4351	4352.4	4149	4150.4
430	4354	4355.4	4152	4153.4
607	6486	6487.4	6218	6219.4
+	+	+	+	+
613	6505	6506.4	6236	6237.4
832	8812	8813.4	8290	8291.4
833	8698	8699.4	+	+
+	+	+	+	+
839	8716	8717.4	8311	8312.4
1233	13035	13036.4	12263	12264.4
+	+	+	+	+
1255	13101	13102.4	12329	12330.4
1642	17356	17357.4	16393	16394.4
+	+	+	+	+
1659	17407	17408.4	+	+
1660	17218	17219.4	+	+
+	+	+	+	+
1664	17230	17231.4	16459	16460.4
1801	19758	19759.4	18780	18781.4
+	+	+	+	+
1806	19773*	19774.4*	18759*	18796.4*
+	+	+	+	+
1814	19797	19798.4	18819	18820.4

+ Frequencies spaced at 3.0 kHz intervals.

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376).

CEPT-13/20/12 (continued)

Channel No.	Coast Stations		Ship Stations	
	Carrier Frequency	Assigned Frequency	Carrier Frequency	Assigned Frequency
2241	22825	22826.4	22120	22121.4
+	+	+	+	+
2250	22852	22853.4	22147	22148.4
2501	26157	26158.4	25070	25071.4
+	+	+	+	+
2506	26172*	26173.4*	25085*	25086.4*

+ Frequencies spaced at 3.0 kHz intervals.

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376).

CEPT-13/20/13

ADD

RESOLUTION No. E

Relating to the Implementation of the Revised Channel Spacing
Between Frequencies Reserved for Radiotelephony in the HF
Bands Allocated on an Exclusive Basis to the Maritime Mobile
Service

The World Administrative Radio Conference for the Mobile
Services, 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 modification made to Appendix 16 (see Table 2, Section A of Appendix 31A);
- d) that there should be an orderly transition to the new paired frequencies reserved for radiotelephony in the HF bands allocated to the maritime mobile service;

resolves

- 1. that the frequencies presently shown in Appendix 25 shall be superseded by the frequency arrangement specified in the Annex to this Resolution on 15 April 1990;

2. that at 0001 Universal Time Coordinated (UTC) on 15 April 1990, coast and ship radiotelephone stations shall change their transmitting and receiving frequencies to bring them into conformity with the Annex to this Resolution;

3. that on 15 April 1990 assignments for radiotelephony, recorded in the Master Register in conformity with Appendix 25, shall be transferred in the Master Register to the replacement frequencies shown in the Annex to this Resolution; such assignments shall retain their existing dates recorded in Column 2 of the Master Register and shall contain a remark in Column 13 to indicate that they have been transferred from their existing frequencies in accordance with this Resolution;

4. to instruct the IFRB to prepare a modification to Appendix 25, based on the Annex to this Resolution, and to circulate it to all administration;

5. that the provisions of Article 16 of the Radio Regulations shall apply to the revised frequency arrangement specified in the Annex to this Resolution;

urges administrations

to cooperate to the fullest possible extent with the Board in the application of this Resolution.

Reason: To provide a procedure for the implementation of the revised channel spacing in the maritime mobile HF bands reserved for radiotelephony.

CEPT-13/20/13 (continued) ANNEX TO RESOLUTION No. E

Change from 3.1 kHz Frequency Spacing to 3.0 kHz Frequency Spacing in the HF Bands Reserved for Radiotelephony in the Maritime Mobile Service

In accordance with Resolution No. E, the frequencies shown in Column 2 below will replace those shown in Column 1 below on 15 April 1990 (see 'resolves. 1' of Resolution No. E) (frequencies in kHz):

Chan- No.	Column 1 - Present Frequencies				Column 2 - Replacement Frequencies			
	Coast Stations		Ship Stations		Coast Stations		Ship Stations	
	Carrier Freq- uency	Assigned Freq- uency	Carrier Freq- uency	Assigned Freq- uency	Carrier Freq- uency	Assigned Freq- uency	Carrier Freq- uency	Assigned Freq- uency
401	4357.4	4358.8	4063	4064.4	4357	4358.4	4065	4066.4
.
.	X	X	X	X	+	+	+	+
.
421	4419.4*	4420.8*	4125*	4126.4*	4417*	4418.4*	4125* ¹	4126.4*
.
.	X	X	X	X	+	+	+	+
.
426	4434.9	4436.3	4140.5	4141.9	4432	4433.4	4131	4132.4
.
.
.
601	6506.4	6507.8	6200	6201.4	6507	6508.4	6200	6201.4
.
.	X	X	X	X	+	+	+	+
.
606	6521.9*	6523.3*	6215.5*	6216.9*	6522*	6523.4*	6215* ²	6216.4*
.
.
.
801	8718.9	8720.3	8195	8196.4	8719	8720.4	8197	8198.4
.
.	X	X	X	X	+	+	+	+
.
820	.	.	.	.	.	.	8254	8255.4
821	8780.9*	8782.3*	8257*	8258.4*	8779*	8780.4*	8314*	8315.4*
822	.	.	.	.	.	.	8260	8261.4
.
.	X	X	X	X	+	+	+	+
.
.
831	8811.9	8813.3	8288	8289.4	8809	8810.4	8287	8288.4
.
.
.

X Frequencies spaced at 3.1 kHz intervals.

+ Frequencies spaced at 3.0 kHz intervals.

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376).

1 For the conditions of use of the carrier frequency 4125 kHz see Nos. 2982 and N2982.

2 For the conditions of use of the carrier frequency 6215 kHz see Nos. 2986 and N2986.

CEPT-13/20/13 (continued)

Chan. No.	Column 1 - Present Frequencies				Column 2 - Replacement Frequencies			
	Coast Stations		Ship Stations		Coast Stations		Ship Stations	
	Carrier Freq- uency	Assigned Freq- uency	Carrier Freq- uency	Assigned Freq- uency	Carrier Freq- uency	Assigned Freq- uency	Carrier Freq- uency	Assigned Freq- uency
1201	13100.8	13102.2	12330	12331.4	13104	13105.4	12332	12333.4
	X	X	X	X	+	+	+	+
1221	13162.8*	13164.2*	12392*	12393.4*	13164*	13165.4*	12392* ¹	12393.4*
1222							12230	12231.4
	X	X	X	X	+	+	+	+
1232	13196.9	13198.3	12426.1	12427.5	13197	13198.4	12260	12261.4
1601	17232.9	17234.3	16460	16461.4	17233	17234.4	16462	16463.4
	X	X	X	X	+	+	+	+
1621	17294.9*	17296.3*	16522*	16523.4*	17293*	17294.4*	16522* ²	16523.4*
	X	X	X	X	+	+	+	+
1630							16649	16650.4
1631							16360	16361.4
							+	+
1641	17356.9	17358.3	16584	16585.4	17353	17354.4	16390	16391.4
2201	22596	22597.4	22000	22001.4	22705	22706.4	22000	22001.4
	X	X	X	X	+	+	+	+
2221	22658*	22659.4*	22062*	22063.4*	22765*	22766.4*	22060*	22061.4*
	X	X	X	X	+	+	+	+
2240	22716.9	22718.3	22120.9	22122.3	22822	22823.4	22117	22118.4

X Frequencies spaced at 3.1 kHz intervals.

+ Frequencies spaced at 3.0 kHz intervals.

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376).

¹ For the conditions of use of the carrier frequency 12392 kHz see No. N2988D.

² For the conditions of use of the carrier frequency 16522 kHz see No. N2988J.

CEPT-13/20/14

ADD

RESOLUTION No. F

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 Board, 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);

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 Board the frequencies on which ship stations transmit;
- 2. to instruct the IFRB to delete in the Master Register all assignments recorded therein as a result of the application of Resolution 301.

¹ Replaces Resolution No. 301 of the World Administrative Radio Conference, Geneva, 1979.

Reason: To provide a revised procedure for the use of non-paired ship station frequencies for narrow-band direct-printing telegraphy.

CEPT-14/21/1*
ADD

RESOLUTION G

Relating to the Early Implementation of the Frequency 156.525 MHz
for Routine (Non-Distress) Purposes Using
Digital Selective-Calling Techniques.

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 the frequency 156.525 MHz on an exclusive basis in the maritime mobile service for distress and safety calls by digital selective-calling techniques;

considering

a) that this Conference has decided that the frequency 156.525 MHz, previously designated only for distress and safety calls by digital selective-calling techniques, may also be used for routine (non-distress) calling and acknowledgement purposes (such as public correspondence) using digital selective-calling techniques;

b) that the Final Acts of this Conference will not enter into force until 15 April 1989;

c) that 156.525 MHz became available for distress and safety calls using digital selective-calling techniques on 1 January 1986;

d) that there is an urgent need to implement the use of digital selective calling on 156.525 MHz for purposes other than distress and safety at the earliest possible date;

resolves

that from 1 January 1988 the frequency 156.525 MHz may also be used for routine (non-distress) calling and acknowledgement purposes in accordance with the provisions of Article 62 of the Radio Regulations.

Reasons: There is an urgent need to implement this requirement at the earliest possible date.

CEPT-15/22/1*
ADD

RESOLUTION H

Relating to Frequencies for Routine (Non-Distress) Calling
in the Bands Between 1 605 kHz and 4 000 kHz

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

noting

- a) that after the full implementation of the GMDSS the carrier frequency 2 182 kHz is to be used only for distress and safety purposes (see Resolution A);
- b) that as a consequence there may be a need to provide a frequency for routine (non-distress) calling by radiotelephony; however, this Conference was not in a position to identify a specific frequency for this purpose in the bands between 1 605 kHz and 4 000 kHz;
- c) that this Conference has provided the frequency pair 2 177 kHz (coast stations) and 2 189.5 kHz (ship stations) for routine (non-distress) calling using digital selective-calling techniques;

considering

that as this Conference has provided frequencies for routine (non-distress) calling using digital selective-calling techniques, there may no longer be a need to provide a frequency for routine (non-distress) calling by radiotelephony in the bands between 1 605 kHz and 4 000 kHz after the full implementation of the GMDSS;

resolves

to recommend that a future competent world administrative radio conference should consider whether there is a need to provide a frequency for routine (non-distress) calling by radiotelephony in the bands between 1 605 kHz and 4 000 kHz,

invites the Administrative Council

to include this question in the agenda of the next competent world administrative radio conference;

requests the Secretary-General

to communicate this Resolution to the International Maritime Organization.

USA/24/781
ADD

RESOLUTION No. A1

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

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

considering

- a) that this Conference has deleted the secondary allocation to the mobile except aeronautical mobile (R) service from the band 136-137 MHz in the table of frequency allocations;
- b) that the revised table now allocates the band 136-137 MHz to the aeronautical mobile (R) service on a primary basis, and to the fixed service on a secondary basis;
- c) that 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, in conformity with internationally approved plans for that service;
- d) that radio communications in the aeronautical mobile (R) service are safety-related and require special measures to ensure their freedom from harmful interference;
- e) that after 1 January 1990 the aeronautical mobile (R) service may well be subject to interference harmful to the safety of air navigation and that it is of the utmost importance to protect this service against harmful interference from stations in the services to which the band 136-137 MHz is allocated on a secondary basis;

resolves

- 1. that administrations of all regions which have stations operating in the fixed service, the space operation service, the meteorological-satellite service and the space research service in the band 136-137 MHz after 1 January 1990 take all necessary steps to ensure the required protection to the aeronautical mobile (R) service as and when the stations of the aeronautical mobile (R) service come into operation;

2. that after 1 January 1990 administrations refrain from authorizing new assignments to the services to which the band 136-137 MHz is allocated on a secondary basis (except the service mentioned in No. 591);

3. that the question of deleting all secondary allocations (except that mentioned in No. 591) from the band 136-137 MHz be referred to the next competent World Administrative Radio Conference;

invites

the Administrative Council to place this matter on the agenda of the next competent World Administrative Radio Conference.

Reason: To accommodate essential aeronautical services.

USA/24/782
ADD

RESOLUTION No. A2

Relating to the Use of Frequency Bands
Allocated Exclusively to the
Aeronautical Mobile Service for Various
Forms of Public Correspondence.

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

considering

- a) that administrations have notified to the IFRB assignments in the frequency bands allocated exclusively to the aeronautical mobile service where such assignments relate to public correspondence, limited public correspondence and correspondence of a private agency;
- b) that such assignments are in contravention of No. 3633 of the Radio Regulations, which prohibits public correspondence in frequency bands allocated exclusively to the aeronautical mobile service;
- c) that such assignments are capable of causing harmful interference to the aeronautical mobile service;
- d) that radio is the sole means of communication available to the aeronautical mobile service and that this service is concerned with the safety and regularity of flight;

recognizing

- a) that this Conference has made appropriate amendment to Article 12 of the Radio Regulations to allow the IFRB the flexibility required in dealing with notices not in conformity with No. 3633;
- b) that it is of paramount importance that frequencies 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 refrain from making assignments to stations for various forms of public correspondence in frequency bands allocated exclusively to the aeronautical mobile service;

2. to cease current operations for such use and delete present assignments for such use from the Master Register;

3. to take actions necessary to prevent land stations and stations on board aircraft from operating in contravention of No. 3633 of the Radio Regulations, with respect to the aeronautical mobile service;

to request the IFRB

1. to, as a matter of urgency, advise administrations concerned of those assignments contained in the Master Register which are in contravention of No. 3633 of the Radio Regulations with respect to the aeronautical mobile service;

2. to seek the cooperation of administrations in the cessation of operations in contravention of No. 3633 of the Radio Regulations with respect to the aeronautical mobile service and consequent deletion of the assignments concerned from the Master Register.

Reason: To minimize interference to the aeronautical mobile service.

USA/24/783
ADD

RESOLUTION No. A3

Relating to the Implementation of the New Arrangement of
Radiotelegraphy and Radiotelephony Bands Allocated
to the Maritime Mobile Service Between 4000 and 27500 kHz

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

considering

- a) that each of the high-frequency radiotelegraphy and radio-telephony bands allocated exclusively to the maritime mobile service by the World Administrative Radio Conference, Geneva, 1979, has been modified by this Conference;
- b) that the radiotelephony bands between 4000-4063 kHz and 8100-8195 kHz with allocations shared with the fixed service has been likewise modified;
- c) that each of the high-frequency bands allocated exclusively to the maritime mobile service and listed in No. 532 has been sub-allocated for radiotelephony and radiotelegraphy by this Conference;
- d) that the transfer of assignments should be made with the least possible disruption of the service provided by each station;
- e) that the transfer of assignments should be made in such a manner that harmful interference between stations involved is avoided during the implementation period;

resolves

- 1. that the implementation of the decisions made by the present Conference relating to the new arrangement of the high-frequency bands allocated to the maritime mobile service should follow an orderly procedure for the transfer of the existing services from the old to the new assignments and for the introduction of new services;
- 2. that administrations shall make every effort to implement the new arrangement in accordance with the time schedule in Annex 1.

Reason: To provide for transition in reallocating services within the HF maritime mobile bands.

Resolution No. A3

ANNEX 1

(All frequencies in kHz)

Implementation Action*	From old band	To new band	Date
1. Transfer ship station, telephony, duplex, and commence using new frequencies	4063.0 - 4143.6 6200.0 - 6218.6 8195.0 - 8291.1 12330.0 -12429.2 16460.0 -16587.1 22000.0 -22124.0	4035 - 4134 6200 - 6227 8164 - 8281 12230 -12362 16360 -16537 18780 -18834 22000 -22171 25070 -25115	1 Aug 1990
2. Transfer coast station, telephony, duplex, and commence using new frequencies	4357.4 - 4438.0 6506.4 - 6525.0 8718.9 - 8815.0 13100.8 -13200.0 17232.9 -17360.0 22596.0 -22720.0	4342 - 4438 6498 - 6525 8701 - 8815 13068 -13200 17236 -17410 19746 -19800 22684 -22855 26130 -26175	1 Aug 1990
3. Transfer ship and coast stations, telephony, simplex, and commence using new frequencies	4143.6 - 4146.6 6218.6 - 6224.6 8291.1 - 8297.3 12492.2 -12439.5 16587.1 -16596.4 22124.0 -22139.5	4134 - 4140 6230 - 6239 8281 - 8293 12362 -12377 16537 -16561 18834 -18858 22171 -22198 25115 -25145	1 Aug 1990
4. Transfer ship station, wideband telegraphy, facsimile, and special systems, and commence using new frequencies	4146.6 - 4162.5 4166.0 - 4170.0 6224.6 - 6244.5 6248.0 - 6256.0 8300.0 - 8328.0 12439.5 -12479.5 12483.0 -12491.0 16596.4 -16636.5 16640.0 -16660.0 22139.5 -22160.5 22164.0 -22192.0	4140 - 4160 6239 - 6267 8293 - 8333 12377 -12437 16561 -16637 18858 -18886 22198 -22258 25145 -25197	1 Aug 1990
5. Vacate ship station, oceanographic data transmission bands	4162.5 - 4166.0 6244.5 - 6248.0 8328.0 - 8331.5		31 Jul 1990

Resolution No. A3

ANNEX 1 (Continued)

Implementation Action*	From old band	To new band	Date
6. Transfer ship station, oceanographic data transmission, and commence using new frequencies	12479.5 -12483.0 16636.5 -16640.0 22160.5 -22164.0	12437.00-12440.25 16637.00-16640.25 22258.00-22261.25	1 Aug 1990
7. Transfer ship station, paired, narrow-band direct-printing, and commence using new frequencies	4170.0 - 4177.25 6256.0 - 6267.75 8343.5 - 8357.25 12491.0 -12519.75 16660.0 -16694.75 22192.0 -22225.75	4162.75- 4172.75 6269.25- 6284.25 8336.25- 8358.25 12447.25-12484.75 16651.25-16697.75 18891.75-18898.75 22270.75-22310.25 25201.75-25208.75	1 Aug 1990
8. Transfer coast station, paired, narrow-band direct-printing, and commence using new frequencies	4349.4 - 4356.75 6493.9 - 6505.75 8704.4 - 8718.25 13070.8 -13099.75 17196.9 -17231.75 22561.0 -22594.75	4328.75- 4338.75 6479.75- 6494.25 8675.75- 8697.25 13010.25-13047.75 17165.75-17211.75 22631.25-22670.75 26121.75-26128.75	1 Aug 1990
9. Transfer ship and coast station, narrow-band direct-printing, simplex (non-paired), and commence using new frequencies	4177.25- 4179.75 6267.75- 6269.75 8297.30- 8300.00 8357.25- 8357.75 12519.75-12526.75 16694.75-16705.80 22225.75-22227.00 25076.00-25090.10	4160.25- 4162.75 6267.25- 6269.25 8333.25- 8336.25 12440.25-12447.25 16640.25-16651.25 18886.25-18891.75 22261.25-22270.75 25197.00-25201.75	1 Aug 1990
10. Transfer ship station, A1A Morse telegraphy, working, and commence using new frequencies	4188.25- 4219.40 6282.25- 6325.40 8357.75- 8359.75 8376.00- 8435.40 12526.75-12539.60 12564.00-12652.30 16705.80-16719.80 16752.00-16859.40 22250.00-22310.50	4172.75- 4193.25 6284.25- 6305.25 8358.25- 8396.75 12484.75-12572.25 16697.75-16802.75 22310.25-22363.25	1 Aug 1990

Resolution No. A3

ANNEX 1 (Continued)

Implementation Action*	From old band	To new band	Date
11. Transfer ship station, A1A Morse telegraphy, calling, and commence using new frequencies	4179.75- 4187.20 6269.75- 6280.80 8359.75- 8374.40 12539.60-12561.60 16719.80-16748.80 22227.00-22247.00	4193.25- 4198.25 6305.25- 6311.25 8396.75- 8405.75 12572.25-12591.25 16802.75-16827.75 22363.25-22380.25	1 Aug 1990
12. Transfer ship station, digital selective calling, and commence using new frequencies	4187.20- 4188.25 6280.80- 6282.25 8374.40- 8376.00 12561.60-12564.00 16748.80-16752.00 22247.00-22250.00	4198.25- 4198.75 6311.25- 6311.75 8405.75- 8406.75 12591.25-12592.25 16827.75-16828.75 18898.75-18900.00 22380.25-22381.25	1 Aug 1990
13. Transfer coast station, wideband and A1A Morse telegraphy, facsimile, special and data transmission systems and direct-printing telegraph systems, and commence using new frequencies	4219.40- 4349.40 6325.40- 6439.90 8435.40- 8704.45 12652.30-13070.80 16859.40-17196.90 22310.50-22561.00	4198.75- 4328.75 6311.75- 6479.75 8406.75- 8675.75 12592.25-13010.25 16828.75-17165.75 19680.00-19737.75 22381.25-22631.25 26100.00-26121.75	1 Aug 1990
14. Commence using for coast station, A1A Morse		4338.75- 4341.25 6494.25- 6497.25 8697.25- 8700.25 13047.75-13066.75 17211.75-17234.75 22670.25-22682.75	1 Aug 1990
15. Transfer coast station, digital selective calling, and commence using new frequencies	4356.75- 4357.40 6505.75- 6506.40 8718.25- 8718.90 13099.75-13100.80 17231.75-17232.90 22594.75-22596.00	4341.25- 4342.00 6497.25- 6498.00 8700.25- 8701.00 13066.75-13068.00 17234.75-17236.00 19744.75-19746.00 22682.75-22684.00 26128.75-26130.00	1 Aug 1990
16. Vacate ship station, A1A Morse, working	4172.75- 4175.25 6284.25- 6287.25 8358.25- 8361.25 12484.75-12503.75 16697.75-16720.75 22310.25-22322.25		31 Jan 1997

Resolution No. A3

ANNEX 1 (Continued)

Implementation Action*	From old band	To new band	Date
17. Commence using for ship station, narrow-band direct-printing, paired		4172.75- 4175.25 6284.25- 6287.25 8358.25- 8361.25 12484.75-12503.75 16697.75-16720.75 22310.25-22322.25	1 Feb 1997
18. Vacate from coast station, A1A Morse	4338.75- 4341.25 6494.25- 6497.25 8697.25- 8700.25 13047.75-13066.75 17211.75-17234.75 22670.75-22682.75		1 Jan 1997
19. Commence using for coast station, narrow-band direct-printing, paired		4338.75- 4341.25 6494.25- 6497.25 8697.25- 8700.25 13047.75-13066.75 17211.75-17234.75 19737.75-19744.75 22670.75-22682.75	1 Feb 1997

* See also USA proposed Resolution No. A6

USA/24/784
ADD

RESOLUTION No. A4

Data Transmissions from Maritime Radiobeacons

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

considering

- a) that the International Maritime Organization (IMO) has identified a need for data exchange between shore and ship in the case of radioavigation systems (e.g. Omega, GPS, Loran-C) operating in the differential mode;
- b) that Resolution COM 4/1 (EMA) invited this Conference to consider the aspects of using maritime radiobeacons to transmit data to ships using either minimum shift keying (MSK) or frequency shift keying (FSK) techniques, and to choose between the two techniques;
- c) that studies have shown that a need exists to offset the modulation signal from the carrier by 350-400 Hz to prevent interference to certain types of automatic radio direction finders, regardless of whether MSK or FSK modulation is chosen;
- d) that these same studies have shown that MSK modulation has advantages over FSK because of improved spectral efficiency;
- e) that the Regional Administrative Radio Conference for the planning of the Maritime Radionavigation Service (Radiobeacons) in the band 283.5-315 kHz in the European Maritime Area (Geneva, 1985) decided that radiobeacons in that region should be channeled in multiples of 500 Hz;
- f) that if FSK or MSK modulation with a 350-400 Hz offset is encoded onto a radiobeacon signal in the European Maritime Area, then the digital modulation signal will be partially contained in the channel adjacent to the radiobeacon channel;

resolves

- 1. that transmissions of data to ships using FSK or MSK modulation on maritime radiobeacons be offset from the radiobeacon carrier signal an amount sufficient to ensure that no harmful interference is caused to automatic radio direction finders;

2. that channeling plans for maritime radiobeacon systems accommodate the transmission of data to ships on maritime radiobeacons using frequency offset data modulation;

3. that the CCIR continue considering the technical factors and make recommendations;

requests the IFRB

to consider this Resolution in the registration of maritime radiobeacon stations which transmit data.

Reason: To provide for the transmission of data over radiobeacon systems. Adoption of this Resolution will negate the need for Resolution COM 4/1.

USA/24/786
ADD

RESOLUTION No. A6

Relating to the Establishment of
Initial Allotments of Additional Duplex Radiotelephone
Channels in Newly Available Spectrum

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

noting

that Nos. 532 and 544 of the Radio Regulations were added
by the 1979 World Administrative Radio Conference;

considering

a) that, prior thereto, the fixed services enjoyed an
exclusive worldwide allocation in each of the bands to which
No. 532 was applied in 1979;

b) that the 1979 Conference, by Nos. 532 and 544, provided
for the maritime mobile service to be brought into use within
these bands subject to the satisfactory transfer of assignments
to those stations of the fixed and mobile services operating in
full accordance with the Radio Regulations;

considering further

that the present Conference, in revising the HF maritime
mobile bands, including those set forth in Nos. 532 and 544, has
made available an increased number of mobile radiotelephone
channels;

recognizing

that through these actions newly available additional
duplex radiotelephone channels have been identified in the
radiotelephone channeling arrangements of Appendix 16, Section A,
as follows:

Band (MHz)	Channel No.
4	427-432
6	607-609
8	832-838
12	1233-1244
16	1642-1658
18/19	1901-1918
22	2241-2257
25/26	2501-2515

noting further

that the present Conference is of the view that

- a) the current Appendix 25 allotment plan has effectively served the maritime mobile service and a change to the allotment arrangement for the channels in the plan is not required, and that
- b) Article 16 of the Radio Regulations has proven effective in keeping the coastal radiotelephone allotment plan up to date by permitting the accommodation of additional requirements, and that
- c) a procedure for the establishment of initial duplex radiotelephony allotments for the newly available additional channels is necessary;

resolves

- 1. that on [1 July 1989], initial allotments for all channels newly made available by the present Conference for duplex radiotelephony will be brought into existence simultaneously;
- 2. that the IFRB will develop the initial allotment arrangement by specifying the new allotments per administration, based on the applications for the new channels submitted by administrations. These administrations shall transmit their requirements to the Board by providing the information listed in Appendix 5 of the Radio Regulations before [1 February 1989];
- 3. that the IFRB will construct the initial allotment arrangement in keeping with the following principles;
 - 3.1 the allotment areas to be used for the newly available channels in a given band will be each of those occurring on that date in the same megahertz order band appearing in Appendix 25;
 - 3.2 the sharing to be used for each allotment will be based on the sharing arrangements used in the same megahertz order in Appendix 25 or, if different, will not result in a greater probability of harmful interference;
 - 3.3 the Board shall inform administrations by [1 July 1989] on the formation of the initial allotment arrangement for the newly available channels;

4. that as from [2 July 1989] administrations may commence the application of Article 16 for the newly available channels;

5. that five years after the coming into existence of the initial allotment arrangement, the IFRB will consult with each administration having at least one unimplemented allotment therein and propose the deletion of each such allotment to increase efficient use of the spectrum, and, if the administration concurs, the IFRB will delete the allotment;

6. that if the allotments of the initial allotment arrangement have not been implemented by [1 July 2004] it shall be deleted by the IFRB without any need for further consultation;

invites

the IFRB to provide technical assistance in keeping with the Convention and Radio Regulations so as to facilitate the early use by administrations of duplex radiotelephony on those channels newly made available by the present Conference;

urges

all administrations who provide, within the lifetime of the initial allotment arrangement, a maritime mobile radiotelephone service on newly available channels to use the least amount of resource needed to provide a satisfactory service, and all other administrations to resort to the assistance available under the procedure set forth in Article 16 at such time as they plan to implement such a service.

Reason: To provide for an orderly implementation of new duplex telephone channels established as a result of the Conference.

USA/24/787
ADD

RESOLUTION No. A7

Dedicated HF Maritime Mobile Channels
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 satellites from totally fulfilling this requirement;
- c) that non-paired narrow-band direct printing channels in the HF maritime mobile (Appendix 31) bands may be needed to provide broadcasts of such information;
- d) that international channels for this purpose have been identified by this conference in modifications to Appendix 31;
- e) that HF propagation characteristics will require worldwide coordination of broadcasts to prevent interference;

noting

that the IMO and the International Hydrographic Organization (IHO) have identified sixteen Long Range Navigational Warning Areas (NAVAREAs), each under the jurisdiction of an area coordinator, for the promulgation of marine information and warnings;

resolves

- 1. that the IMO, the World Meteorological Organization (WMO) and the IHO be invited to develop jointly, in consultation with the IFRB, and in consultation with administrations of the Members, as appropriate, a coordinated plan for the use of and coordination of frequencies for HF narrow-band direct printing marine broadcast channels;
- 2. that administrations be encouraged to assign frequencies in conformance with the plan and the recommendations of the IMO, WMO and IHO for the portion of the worldwide system over which they have jurisdiction;

3. that the IMO, WMO and IHO be invited further to assume jointly the responsibility, in consultation with the IFRB, for keeping such a plan current;

4. that the plan developed under paragraphs 1 and 3 above shall be considered at the next competent administrative radio conference to determine what changes, if any, appear necessary to improve its effectiveness.

Reason: To provide a means for broadcasting high seas marine safety information to mariners, using the HF maritime mobile bands.

USA/24/789
ADD

RESOLUTION No. A9

Relating to the Transfer of
Frequency Assignments of Stations Operating in
Accordance with Appendix 25

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

considering

- a) that it has adopted a uniform spacing of 3.0 kHz for all duplex radiotelephone channels in the exclusive maritime mobile bands between 4000 kHz and 26000 kHz;
- b) that it has brought into use the exclusive maritime mobile bands of Nos 532 and 544 for the maritime mobile service;
- c) that these actions have provided for additional duplex radiotelephone channels;
- d) that a procedure for the establishment of initial duplex radiotelephony allotments for the newly available additional channels has been set out in Resolution No. A6;

recognizing

- a) that the allotment plan in Appendix 25 in force on (date of start of Conference) has been effective in serving the needs of the maritime mobile service;
- b) the geographical grouping and pattern of use of frequency assignments in Appendix 25 for over 10 years has established a desirable duplex radiotelephone channel arrangement;

resolves

- 1. that the Appendix 25 allotment arrangements as of (date of start of Conference) will continue unchanged for the duplex radiotelephone channels identified in Appendix 16, Section A, as follows:

BAND (MHz)	CHANNEL No.
4	401-426
6	601-606
8	801-831
12	1201-1232
16	1601-1641
22	2201-2240

2. that the frequency assignments for the above channels will be obtained from the radiotelephone channeling arrangements of Appendix 16;
3. that at 0001 UTC on 1 August 1990, coast and ship radiotelephone stations shall change their transmitting and receiving frequencies to bring them into conformity with Appendix 16, Section A;
4. that administrations shall notify the IFRB of these transfers by 1 February 1991, in accordance with the provisions of Article 12 of the Radio Regulations;
5. provided that the notices received by the IFRB in accordance with paragraph 4, above, do not contain any changes in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the IFRB shall record the change in the Master Register. The dates to be entered in the appropriate parts of Column 2 shall be those of the original assignment. Should any other change in the basic characteristics of the original assignment be notified, this change shall be dealt with in accordance with the provisions of Article 12 of the Radio Regulations.

Reason: This Resolution is consequential to the general review of the HF bands allocated on an exclusive or shared basis to the maritime mobile service as shown in our Appendix 31 and Appendix 32 proposals. It establishes the necessary assignment procedure for the transfer of existing coast stations or the establishment of new stations.

USA/24/790
ADD

RESOLUTION No. A10

Relating of the Transfer of Frequency Assignments
of Stations Operating in the Bands Allocated
Exclusively to Coast Radiotelegraphy in the
Maritime Mobile Service Between 4000 and 23000 kHz

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

considering

a) that the frequency band limits for coast radiotelegraphy
have been modified as a result of the revision of the HF maritime
mobile bands called for in Resolution 319 (Mob-83);

b) that the new limits of the frequency bands to be trans-
ferred for coast radiotelegraphy are:

4198.75-4328.75 kHz
6311.75-6479.75 kHz
8406.75-8675.75 kHz
12592.25-13010.25 kHz
16828.75-17165.75 kHz
22381.25-22631.25 kHz

recognizing

that the new arrangements of the frequency bands allocated
to the maritime mobile service are interconnected and the
transfer of frequency assignments in the coast radiotelegraphy
bands must be phased so as to facilitate the new arrangements;

resolves

1. that the frequency assignments to stations in the coast
radiotelegraphy bands which, on 31 July 1990, are recorded in the
Master International Frequency Register, shall be transferred as
follows:

- any frequency assignment f in the 4219.4-4349.4 kHz band
shall be transferred to the frequency f - 20.65 kHz;
- any frequency assignment f in the 6325.4-6493.9 kHz band
shall be transferred to the frequency f - 13.65 kHz;
- any frequency assignment f in the 8435.4-8704.4 kHz band
shall be transferred to the frequency f - 28.5 kHz;

- any frequency assignment f in the 12652.3-13070.8 kHz band shall be transferred to the frequency f - 60 kHz;
- any frequency assignment f in the 16859.4-17196.9 kHz band shall be transferred to the frequency f - 30 kHz;
- any frequency assignment f in the 22310.5-22561 kHz band shall be transferred to the frequency f - 69.5 kHz;

2. that on 1 August 1990, administrations shall transfer the transmitting frequencies of their stations as indicated in paragraph 1, above, notifying the IFRB of these transfers, in accordance with the provisions of Article 12 of the Radio Regulations;

3. provided that the notices received by the IFRB in accordance with paragraph 2, above, do not contain any changes in the basic characteristics of the originally recorded assignments, other than the assigned frequency, the IFRB shall record the change in the Master Register. The dates to be entered in the appropriate parts of Column 2 shall be those of the original assignment. Should any other change in the basic characteristics of the original assignment be notified, this change shall be dealt with in accordance with the provisions of Article 12 of the Radio Regulations;

4. that in those cases where the foregoing transfer procedure will result in an increase in the probability of a specific frequency assignment causing or experiencing harmful interference, the IFRB shall render all necessary assistance to the administrations concerned in order to solve the problem. In so doing, the IFRB shall apply the provisions of No. 1307 or Nos. 1445-1450 of the Radio Regulations, as the case might be.

Reason: This Resolution is consequential to the general review of the HF bands allocated on an exclusive or shared basis to the maritime mobile service as shown in our Appendix 31 and Appendix 32 proposals. It establishes the necessary assignment procedure for the transfer of existing coast stations or the establishment of new stations.

USA/24/791
ADD

RESOLUTION NO. All

Relating to the Establishment of Procedures
for the Use and Notification of the Paired Frequencies
for Narrow-Band Direct-Printing Telegraph
and Data Transmission

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

considering

- a) that the present Conference has brought into use the exclusive maritime mobile bands of Nos. 532 and 544 for the maritime mobile service;
- b) that in revising the HF maritime mobile bands, including the new bands set forth in Nos 532 and 544, it has made available an increased number of paired frequencies reserved for narrow-band direct-printing telegraph and data transmission systems for use on a paired basis only;
- c) that these newly available additional channels are identified in the paired frequency arrangements of Appendix 32, as follows:

Band (MHz)	Series No.
4	15 - 25
6	24 - 35
8	28 - 49
12	58 - 113
16	70 - 137
18	1 - 14
22	68 - 103
25	1 - 14

recognizing

that a satisfactory procedure for the use and notification of paired frequencies for narrow-band direct-printing telegraph and data transmission has been established in Resolution No. 300;

resolves

that Resolution 300 shall continue to provide procedures for the use and notification of paired frequencies reserved for narrow-band direct-printing telegraph and data transmission in the HF bands allocated to the maritime mobile service, including the additional channels indicated above.

Reason: This Resolution is consequential to the general review of the HF bands allocated on an exclusive or shared basis to the maritime mobile service as shown in our Appendix 31 and Appendix 32 proposals. It establishes the necessary assignment procedure for the transfer of existing coast stations or the establishment of new stations.

USA/24/792
ADD

RESOLUTION No. A12

Relating to the Transfer of Paired Frequency
Assignments Reserved for Narrow-Band
Direct-Printing Telegraph and Data Transmission Systems

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

considering

- a) that it has brought into use the exclusive maritime mobile bands of Nos. 532 and 544 for the maritime mobile service;
- b) that these actions have provided for additional narrow-band direct-printing and data transmission channels;
- c) that a means for the establishment of a procedure for the frequency assignment and use of these new available additional channels has been set out in Resolution No. A3;

recognizing

- a) that the transfer of channels established by the World Administrative Radio Conference, Geneva, 1974, and which have already been placed into use should be made with the least possible disruption of the service provided by each station;
- b) that a satisfactory procedure for the use and notification of paired frequencies for narrow-band direct-printing telegraph and data transmission has been established in Resolution No. 300;
- c) that the present coast station assignment arrangements for paired narrow-band direct-printing telegraphy and data transmission have provided an effective order for this service;

resolves

- 1. that the coast station and ship station channel arrangements as of (date of beginning of Conference) effected according to Resolution No. 300 shall continue in force unchanged with respect to channel numbers;
- 2. that the frequency assignments for these channels will be obtained from the paired narrow-band direct-printing and data transmission arrangements of Appendix 32;

3. that at 0001 UTC on 1 August 1990, coast and ship stations using paired narrow-band direct-printing and data transmission shall change their transmitting and receiving frequencies to bring them into conformity with Appendix 32;

4. that administrations shall notify the IFRB of these transfers by 1 February 1991, in accordance with the provision of Article 12 of the Radio Regulations;

5. provided that the notices received by the IFRB in accordance with paragraph 4, above, do not contain any changes in the basic characteristics of the originally recorded assignment, other than the assigned frequency, the IFRB shall record the change in the Master Register. The dates to be entered in the appropriate parts of Column 2 shall be those of the original assignment. Should any other change in the basic characteristics of the original assignment be notified, this change shall be dealt with in accordance with provisions of Article 12 of the Radio Regulations.

Reason: This Resolution is consequential to the general review of the HF bands allocated on an exclusive or shared basis to the maritime mobile service as shown in our Appendix 31 and Appendix 32 proposals. It establishes the necessary assignment procedure for the transfer of existing coast stations or the establishment of new stations.

USA/24/793
ADD

RESOLUTION No. A13

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 means consistent with the Radio Regulations should be taken to prevent harmful interference to any radionavigation system;
- c) that the CCIR noted 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 out-of-band protection ratios of 5 dB within the bands 85-90 and 110-115 kHz, and 0 dB within the bands 80-85 and 115-120 kHz;

further noting

that CCIR recommended information be exchanged between authorities operating radionavigation systems in the band 90-110 kHz with those operating other systems in the band 70-130 kHz employing stable emissions;

recognizing

- a) that radio services other than radionavigation occupying the bands 70-90 kHz and 110-130 kHz serve critically necessary functions that may be impacted;
- b) that No. 343 requires that taking account of the frequency band assignment to a station, no harmful interference is caused to services to which frequency bands immediately adjoining are allocated;
- c) that No. 953 recognizes the safety aspects of radionavigation and other safety services require special measures to ensure their freedom from harmful interference, and that it is necessary therefore to take this factor into account in the assignment and use of frequencies;
- d) that No. 453 urges administrations which operate stations in the radionavigation service in the band 90-110 kHz to coordinate technical and operational characteristics in such a way to avoid harmful interference to the services provided by these stations;
- e) that No. 451 directs that in the bands 70-90 kHz (70-86 kHz in Region 1) and 110-130 kHz (112-130 kHz in Region 1), non continuous wave radionavigation systems shall operate on a secondary basis;

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 degradation to other stations of authorized services and apply protective measures;
- 2. use relevant CCIR Recommendations in ensuring that information is exchanged between authorities operating radionavigation systems in the band 90-110 kHz with those operating other systems in the band 70-130 kHz employing stable emissions, 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 other systems using the band 70-130 kHz;
- 4. in order to encourage consultation among operators, develop and make available a list of contacts of such operators of systems;

requests the CCIR

to continue studies in this matter, particularly the development of technical criteria and standards to permit the conducting of compatible operations within the allocated bands and to assist in the developing of 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;
2. the International Maritime Organization, the International Civil Aviation Organization, the International Association of Lighthouse Authorities and national authorities to communicate with the Union on the potential degradation of systems operating in the bands 70-90 kHz, 90-110 kHz and 110-130 kHz, together with their views and proposals resulting therefrom.

Reason: To ensure compatible operation of stations performing the allocated services within the bands between 70 and 130 kHz.

USA/24/794
ADD

RESOLUTION No. A14

Operation of Fixed Service
in the Band 90-110 kHz

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

considering

- a) the need to protect phase pulse hyperbolic radionavigation systems (Loran) operating in the band 90-110 kHz used as a safety service for both maritime and aeronautical services;
- b) the studies made by the CCIR in this band;
- c) that harmful interference affecting safety of flight and ship navigation can occur to this service from the operation of fixed and maritime mobile services as a secondary allocation in this band;
- d) that this Conference removed the allocation for the maritime mobile service from this band;

noting

that this Conference is not competent to significantly
affect the allocation of a fixed service;

resolves

that the next competent conference review the fixed
service allocation in this band with a view toward its deletion;

invites

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

Reason: To ensure that a future conference will address
the protection of phase pulse hyperbolic radionavigation
systems operating in the 90-110 kHz band.

D/30/100

ADD

New RESOLUTION No. I

Use of Frequency 156.525 MHz for Digital Selective Calling in the
Maritime Mobile Service

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

considering

- a) that the frequency 156.525 MHz is used for digital selective calling;
- b) that this frequency is assigned to the global maritime distress and safety system (GMDSS) for distress and safety alerting using digital selective calling techniques;
- c) that every effort must be made to prevent misuse of frequency 156.525 MHz;

recognizing

- a) that the World Administrative Radio Conference, Geneva, 1979, authorized the use of the frequency 156.525 MHz (channel 70) for intership communications and this use is operationally incompatible with the use of this channel specifically for distress and safety alerting purposes using digital selective calling techniques;
- b) that other maritime mobile communications on this frequency must cease as soon as practicable, but not later than 1 January 1988, to enable digital selective calling to be introduced on a full scale;

urges administrations

to take all practicable measures, including the possible use of technical means, to prevent any maritime mobile use of the frequency 156.525 MHz (channel 70) other than for digital selective calling for distress and safety purposes;

resolves that in the maritime mobile service

- 1. as soon as practicable, but not later than 1 January 1988, the frequency 156.525 MHz shall be used exclusively for digital selective calling;

2. no new assignments on this frequency shall be allowed, other than those for digital selective calling;
3. as soon as practicable, but not later than 1 August 1991, only such VHF radio stations may be installed in which the use of frequency 156.525 MHz for emissions other than those relating to digital selective calling has been prevented by technical means;
4. from 1 February 1997, only such VHF radio stations may be operated in which the use of frequency 156.525 MHz for emissions other than those relating to digital selective calling has been prevented by technical means.

Reason: Adaptation of Resolution No. 317 to current developments with a view to preventing misuse of frequency 156.525 MHz (channel 70) as this frequency is of general importance to digital selective calling and of special importance to distress and safety alerting in the GMDSS.

URS/32/172
ADD

RESOLUTION URSS .../B

relative au transfert des assignations de fréquence des
stations radiotélégraphiques côtières fonctionnant dans
les bandes attribuées en exclusivité au service
mobile maritime, entre 4 000 kHz et 23 000 kHz

La Conférence administrative mondiale des radiocommunications pour
les services mobiles, Genève, 1987,

considérant

- a) que les bandes de fréquences, attribuées aux stations côtières du service mobile maritime ont été modifiées en fonction des résultats du réexamen général des bandes d'ondes décimétriques du service mobile maritime effectué sur la base des Résolutions N^{OS} 8 et 319 (MOB-83);
- b) que les nouvelles limites des fréquences applicables aux stations radiotélégraphiques côtières sont spécifiées dans les dispositions révisées de l'article 60 et des appendices 31 et 32;

décide

- 1) que les assignations de fréquence aux stations radiotélégraphiques côtières, inscrites [à la date du ...] dans le Fichier de référence international des fréquences, seront transférées de la façon suivante:
 - toute assignation de fréquence "f" de la bande 4 219,4 - 4 349,4 kHz sera transférée à la fréquence f - 30,9 kHz;
 - toute assignation de fréquence "f" de la bande 8 435,4 - 8 704,4 kHz sera transférée à la fréquence f - 46,9 kHz;
 - toute assignation de fréquence "f" de la bande 12 652,3 - 13 070,8 kHz sera transférée à la fréquence f - 51,8 kHz;
 - toute assignation de fréquence "f" de la bande 16 859,4 - 17 196,9 kHz sera transférée à la fréquence f - 24,4 kHz;
 - toute assignation de fréquence "f" de la bande 22 310,5 - 22 561 kHz sera transférée à la fréquence f + 68 kHz;
- 2) que, lors de ce transfert, aucune des caractéristiques des assignations de fréquence ne devra être modifiée;
- 3) que, lors de ce transfert, la date d'entrée en vigueur des assignations de fréquence indiquée dans la colonne 2, devra être maintenue;
- 4) que, à l'occasion de ce transfert, l'IFRB fournira aux administrations toute l'aide qui pourra leur être nécessaire.
- 5) que le transfert devra être achevé à 0001 h UTC.
[...].

G/33/1
ADD

RESOLUTION NO [UK A]

Relating to the Provisions for the Development
of a Worldwide 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 worldwide service of aeronautical public correspondence (APC), which the ITU must help to satisfy;
- b) that a worldwide APC service will necessitate a combination of terrestrial and satellite radiocommunications techniques;
- c) that there already exists a worldwide intergovernmental satellite organisation with the capacity of providing a worldwide APC service;
- d) that the band 862-960 MHz is not allocated to the aeronautical mobile service on a worldwide 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 1559-1626.5 MHz has at this Conference been additionally allocated to the aeronautical mobile service on a worldwide 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 worldwide APC service.

Resolves

1. that a worldwide 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 1530-1660.5 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 1559-1562 MHz (ground to air) and 1623.5-1626.5 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.

Invites Administrations

as a matter of urgency to arrange in their regional telecommunications organisations 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 organisations having an interest in the subject of APC.

G/33/370
ADD

RESOLUTION UK/C

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 2170-2194 kHz and in the bands allocated exclusively to the maritime mobile service between 4063 kHz and 27500 kHz and to the aeronautical mobile (R) service between 2850 kHz and 22000 kHz show that a number of frequencies in these bands are still being used by stations of services other than those services, notably by high-powered broadcasting stations, 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 and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;
- 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 service 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 guardbands 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;

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

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

2. to continue 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 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 guardbands, and in the bands allocated exclusively to the maritime mobile service between 4063 kHz and 27500 kHz and to the aeronautical mobile (R) service between 2850 kHz and 22000 kHz, with a view to identifying the stations of other services operating on these channels or in these bands;

2. to take the necessary steps with a view to elimination of the emissions of stations of other services operating in these bands, which cause or are likely to cause harmful interference to the authorized maritime mobile and aeronautical mobile (R) services;

3. to seek, as appropriate, the cooperation of administrations in identifying the sources of those emissions by all available means and in securing the cessation of those emissions.

Reason: To place the content of Resolutions Nos. 309 and 407 in a single Resolution.

AUS/40/438
ADD

Draft Resolution AUS-B

Relating to the Use of Frequency Bands Allocated
Exclusively to the Aeronautical Mobile Service
for Various Forms of Public Correspondence

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

considering

- a) that some Administrations have notified the IFRB of assignments in the frequency bands allocated exclusively to the aeronautical mobile service where such assignments relate to public correspondence, limited public correspondence and correspondence of a private agency;
- b) that such assignments are in contravention of No. 3633 which prohibits public correspondence in frequency bands allocated exclusively to the aeronautical mobile service;
- c) that such assignments are capable of causing harmful interference to the aeronautical mobile service;
- d) that radio is the sole means of communication available to the aeronautical mobile service and that this service is concerned with the safety and regularity of flight;

recognizing

- a) that this conference has made appropriate amendments to Article 12 to allow the IFRB the flexibility required in dealing with notices not in conformity with No. 3633;
- b) that frequencies 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

- 1. to urge administrations
 - a) to refrain from making assignments to stations for various forms of public correspondence in frequency bands allocated exclusively to the aeronautical mobile service;
 - b) to cease current operations for such use and to delete present assignments for such use from the Master Register;
- 2. to request the IFRB
 - a) to advise administrations concerned of those assignments contained in the Master Register which are in contravention of No. 3633 of the Radio Regulations;
 - b) to seek the co-operation of administrations in the cessation of operations in contravention of No. 3633 of the Radio Regulations and consequent deletion of the assignments concerned from the Master Register.

AUS/40/439
ADD

Draft Resolution No. AUS-C

Relating to a Dedicated HF Marine Mobile
Channel for the Broadcast of NAVTEX Data
on a 4 MHz Frequency

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

considering

- a) that generally low antenna efficiencies and high atmospheric noise levels in the 500 kHz band in the tropical and sub-tropical regions of the world will limit the range at which NAVTEX signals transmitted on 518 kHz can be received in these areas; and
- b) that in the 4 MHz band coast station antenna efficiencies are much higher and that atmospheric noise levels are significantly lower in the tropical and sub-tropical regions of the world;

AUS/40/439 (cont.)

c) that a non-paired narrow-band direct-printing channel in a HF maritime mobile (Appendix 31) band may be needed to provide broadcasts of such information;

d) that an international channel for this purpose has been identified by this conference in modifications to Appendix 31;

further considering

that for a given transmitter output power, the range of 4 MHz signals propagating mainly in the ground wave mode will be greater than signals in the 500 kHz band in tropical and sub-tropical regions;

noting

that the IMO's Radiocommunications Sub-Committee has agreed that a need exists for countries in the tropical and sub-tropical regions to transmit NAVTEX data in a predominantly ground wave mode on a 4 MHz NBDP channel;

resolves

1. that the IMO, WMO (World Meteorological Organization) and the IHO be invited to develop jointly, in consultation with the IFRB, and in consultation with Administrations of the Members, as appropriate, a plan for the global co-ordinated use of the HF narrow-band direct-printing marine NAVTEX data channel;
2. that Administrations which need to use this channel be encouraged to assign the frequency in conformance with the plan and the recommendations of the IMO, WMO and IHO for the portion of the system over which they have jurisdiction;
3. that the IMO, WMO and IHO be invited further to assume jointly the responsibility, in consultation with the IFRB, for maintaining the plan;
4. that the plan developed under paragraphs 1 and 3 above, shall be considered at the next competent administrative radio conference to determine what changes, if any, appear necessary to improve its effectiveness.

Reason: Coverage of NAVTEX signals transmitted on 518 kHz will be limited in tropical and sub-tropical regions of the world and transmission of NAVTEX data in the predominantly ground wave mode on a 4 MHz frequency will provide greater coverage in these regions.

AUS/40/440
ADD

Draft Resolution No. AUS-D

Relating to Dedicated HF Maritime Mobile Channels for the
Broadcast of High Seas Marine Safety Information

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

considering

- a) that there is a need for long range navigational and meteorological warnings to all ships on all voyages as part of the GMDSS;
- b) that operational limitations prevent NAVTEX or satellites from totally fulfilling this requirement;
- c) that non-paired narrow-band direct-printing channels in the HF maritime mobile (Appendix 31) bands may be needed to provide broadcasts of such information;
- d) that international channels for this purpose have been identified by this Conference in modifications to Appendix 31;

noting

that the IMO and IHO (International Hydrographic Organization) have identified sixteen Long Range Navigational Warning Areas (NAVAREAs), each under the jurisdiction of an area coordinator, for the promulgation of marine information and warnings;

resolves

- 1. that the IMO, WMO (World Meteorological Organization) and the IHO be invited to develop jointly, in consultation with the IFRB, and in consultation with Administrations of the Members, as appropriate, a plan for the global coordinated use of the HF narrow-band direct-printing marine broadcast channels;
- 2. that Administrations be encouraged to assign frequencies, in conformance with the plan and the recommendations of the IMO, WMO and IHO for the portion of the worldwide system over which they have jurisdiction;
- 3. that the IMO, WMO and IHO be invited further to assume jointly the responsibility, in consultation with the IFRB, for maintaining the plan;
- 4. that the plan developed under paragraphs 1 and 3 above shall be considered at the next competent administrative radio conference to determine what changes, if any, appear necessary to improve its effectiveness.

Reason: Geostationary satellites cannot provide services to the polar regions and HF must be used. Additionally, some or all sixteen IMO NAVAREA coordinators may be required to broadcast marine safety information on international HF channels.

CAN/25/499

ADD

RESOLUTION No. B

Relating to the Need for an Allotment Plan
for Paired Frequencies for Narrow-Band
Direct-Printing (NBDP) and Data Systems

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

considering

that Appendix 32 of the Radio Regulations contains the channelling
arrangement for NBDP and data systems (paired frequencies);

that the notification and use of these channels are governed by
the provisions of Resolution No. D;

that, by the provisions of Resolution No. 300 of WARC-79, a future
competent conference is invited to consider the status to be given to
assignments made under the provisions of the interim measures contained in
that Resolution;

that, as well, administrations are invited to examine any
difficulties which may have arisen in the application of that Resolution
and to consider, if appropriate, the conditions for drawing up a plan for
the bands and systems in question;

further considering

that the frequencies used for NBDP are congested in many areas of
the world;

that the present Conference has identified a limited number of
additional frequencies for paired narrow-band direct-printing telegraphy
and data transmission systems;

that there is a need to rationalize the use of the available
channels in order that this resource may provide the maximum benefits
possible to the Members of the Union;

that there is also a need to provide a greater degree of
regulatory protection to NBDP operations in order to ensure viable
operations;

recognizing

that difficulties have arisen with the application of
Resolution No. 300 because harmful interference to adjacent channels is
not taken into account in that Resolution;

that harmful interference has occurred to adjacent channel
operations;

that the provisions of Resolution No. 300 of WARC-79 specify a
procedure for resolving difficulties between countries only when they are
using the same channel;

CAN/25/499 (contd.)

that because of these difficulties, the CCIR has been requested to study the matter of compatibility between adjacent channels and present its conclusions to the next competent conference (see Resolution No. C);

resolves

that a future competent conference be invited to establish an allotment plan and associated procedures for the effective use of the channels contained in Appendix 32 of the Radio Regulations;

that, in the meantime, the interim procedures contained in Resolution No. D and the provisions of Resolution No. C shall be applied;

that administrations shall cooperate to the fullest extent possible in the resolution of difficulties including adjacent channel harmful interference, noting in particular the spacing constraints associated with the paired frequencies;

invites the Administrative Council

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

CAN/25/500

ADD

RESOLUTION No. C

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

considering

that Appendix 32 of the Radio Regulations contains the channelling
arrangement for NBDP and data systems (paired frequencies);

that the use of these frequency pairs is subject to the provisions
of Article 60 of the Radio Regulations and Resolution No. D;

that the spacing between the frequencies listed in Appendix 32 is
quite narrow (i.e. 500 Hz);

that Section 2 of Resolution No. 300 of WARC-79 specifies "that a
future competent conference be invited to examine any difficulties which
may have arisen in the application of this Resolution" and take the
appropriate action;

that Resolution No. B of the present Conference has resolved that
an allotment plan and associated procedures be developed at a future
competent conference for the frequency pairs in question;

that the present conference has decided to adopt No. 4321B which
specifies the maximum mean powers to be used by coast stations for F1B and
J2B emissions in bands between 4 000 kHz and 27 500 kHz;

CAN/25/500 (contd.)

resolves

that administrations cooperate to the fullest extent possible in resolving harmful interference in the adjacent channels;

that, in the case of harmful interference to adjacent channel operations, due account is to be taken of the date of receipt of the assignment notices by the IFRB;

that these provisions supplement those of Resolution No. D insofar as adjacent channels harmful interference problems are concerned;

requests the CCIR

to study the matter of technical compatibility between adjacent channels to determine the need for technical and operational controls (e.g. increased spacing, guard bands, power restrictions, etc.);

to take into account the maximum mean powers now permitted in No. 4321B for coast radiotelegraph stations employing class F1B or J2B emissions in various bands between 4 000 and 27 500 kHz;

to present the results of its studies to the next competent conference.

CAN/25/501

ADD

RESOLUTION No. D

**Relating to the Notification and Use
of Paired Frequencies Reserved for
Narrow-Band Direct-Printing Telegraph and
Data Transmission Systems in the HF Bands Allocated
to the Maritime Mobile Service (Appendix 32)¹**

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

considering

that certain parts of the high frequency 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;

that the existing frequencies are congested in many areas of the world and efficient use of the channels on a world-wide basis has suffered due to the lack of adequate planning;

that the present Conference has provided some additional frequency pairs but that the number of frequency pairs in each band is still limited;

that the World Maritime Administrative Radio Conference, Geneva, 1974 considered it inopportune to draw up a plan at that time but that such a plan might later be considered necessary by the congested state of channels;

¹ Replaces Resolution No. 300 of WARC-79

CAN/25/501 (contd.)

that the present Conference, having reviewed the matter, has decided that an allotment plan is necessary in order to permit optimum use of the channels to the benefit of Members of the Union as a whole;

that the present Conference has adopted Resolution No. B to this effect in which the Administrative Council is invited to take the necessary action;

recognizing

that the World Maritime Administrative Radio Conference, Geneva, 1974 adopted, in Resolution No. Mar2-7 interim measures to be taken by administrations and the IFRB in order to provide for the orderly introduction of the paired frequencies;

that these interim measures were confirmed by the World Administrative Radio Conference, Geneva, 1979 in its Resolution No. 300;

that until the coming into force of an allotment plan for the paired frequencies, there is a need for interim procedures for the notification and use of these frequencies;

resolves

1. that paired frequencies in the HF bands reserved for narrow-band direct-printing telegraphy between coast stations and ship stations shall be notified and recorded in the Master International Frequency Register (MIFR) in the following manner:

1.1 assignment 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 although protection is not afforded to existing operations using the same channel, administrations shall take account of the assignments registered in the Master Register, to the extent that these assignments are in actual use, in order to reduce the incidence of conflicts to a minimum;

1.3 in attempting to identify suitable frequency pairs, administrations may seek the assistance of the IFRB;

1.4 the assignments shall be notified to the IFRB in accordance with the criteria given in Sections A and B of Appendix 1 to the Radio Regulations;

1.5 if the assignments conform to the Table of Frequency Allocations, to the related provisions of the Radio Regulations and to this Resolution, the Board shall enter them for information in Part 1A of its Weekly Circular and in the Master Register. No date will be entered in Columns 2A, 2B, 2C and 2D of the Master Register and no technical examination for compatibility with existing assignments will be carried out by the Board. The date of receipt of the notice by the Board will be entered in Part 1A of the Weekly Circular and in the Remarks Column of the Master Register. A reference to this Resolution shall also be entered in the Remarks column;

CAN/25/501 (contd.)

1.6 any notice not in conformity with the above-mentioned provisions of the Radio Regulations and this Resolution 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 countries using the same channel, or adjacent channels, the matter shall be settled by mutual arrangements between the administrations concerned;

2. that the entries recorded in the Master Register as a result of the application of the provisions of the Radio Regulations and this Resolution shall not prejudice any decisions which may be taken by the Conference referred to in Resolution No. 8;

3. that this Resolution shall apply to assignments of paired frequencies for narrow-band direct-printing telegraphy notwithstanding any other provisions of the Radio Regulations and existing Resolutions of administrative radio conferences that may conflict with this Resolution.

CAN/25/502

ADD

RESOLUTION No. E

Relating to the Need for the IFRB to Study
the Question of Including Regional Plans in
the Radio Regulations and Submit a Report to
the 1989 Plenipotentiary Conference on the Matter

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

considering

that the World Administrative Radio Conference for the Mobile Services, Geneva, 1983 adopted Resolution No. 704 (Mob-83) relating to the holding of a regional administrative radio conference to prepare frequency assignment plans for the maritime mobile service in the bands between 435 kHz and 526.5 kHz and in parts of the band between 1 605.5 kHz and 3 400 kHz in Region 1 and to plan for the aeronautical radionavigation service in the band 415 - 435 kHz in Region 1;

that by the provisions of the same Resolution, the Administrative Council was invited to include in the agenda of the World Administrative Radio Conference for the Mobile Services, Geneva, 1987 an item covering the inclusion in the Radio Regulations of the appendices relating thereto;

that the Regional Administrative Radio Conference, Geneva, 1985 adopted Final Acts pertaining to the referenced Region 1 plans;

that the present Conference has examined these plans in consideration of the relevant agenda items;

further considering

that there are certain matters pertaining to the Region 1 plans and associated provisions that require the attention of other ITU Regions;

CAN/25/502 (cont.)

that the band 1 605 - 1 705 kHz is being planned in Region 2 for MF broadcasting and that this matter will be treated at the second session of the Region 2 MF Broadcasting Conference in 1988;

that the ITU Administrative Council declined to propose for inclusion in the agenda of WARC-ORB-88 the incorporation of the Final Acts of the second session of the Region 2 MF Broadcasting Conference in the band 1 605 - 1 705 kHz;

recognizing

that regional plans are not normally incorporated into the Radio Regulations;

that an exceptional case occurred in 1985 when the Region 2 Broadcasting Satellite Plan was incorporated into the Radio Regulations by WARC-ORB-85 noting that this action was required to complete the "world plan" as decided upon by the 1977 World Broadcasting-Satellite Conference;

resolves

that the question of including regional plans in the Radio Regulations should be considered by the 1989 Plenipotentiary Conference;

that in order for all relevant information to be available to that Conference, the IFRB should prepare a report on the matter and submit it to the Conference for consideration;

that administrations should also consider the matter in order to enable the Plenipotentiary Conference to reach a decision on the matter;

that a decision on incorporating the Region 1 plans into the Radio Regulations be postponed pending a decision on the matter of including regional plans in general by the Plenipotentiary Conference;

requests the IFRB

to prepare a report on the subject and submit it for consideration by the 1989 Plenipotentiary Conference;

invites the Administrative Council

to bring to the attention of the Plenipotentiary Conference the need for a decision by that Conference on the inclusion of regional plans in the Radio Regulations by a future administrative radio conference.

DNK/FNL/ISL/NOR/S/52/1

ADD

RESOLUTION No. ...

Relating to the Use of Channels for Digital Selective Calling in
the Maritime HF bands

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

noting

- a) that this Conference has designated channels in the maritime
HF bands for digital selective calling,
- b) that this Conference has agreed on an Allotment Plan (annexed to
this Resolution) for distribution of these channels between
groups of coast stations by Countries and Areas,

considering

that the effectiveness of the digital selective calling services
provided requires agreement between administrations with respect
to use of these channels,

invites

- a) administrations providing an international public correspondence
service using digital selective calling techniques to determine,
after coordination as far as possible with other interested and
affected administrations in the group concerned, the channels or
channel on which an automatic digital selective calling watch
will be maintained,
- b) administrations providing such automatic digital selective cal-
ling watch to indicate for publication in the List of Coast Sta-
tions the hours of service and the frequencies or frequency on
which the automatic watch is maintained,

invites further

administrations which wish to enter into a group in the Allotment Plan, or administrations included in the Plan wishing to make a modification to the Plan, to coordinate as far as possible their proposed changes with other interested and affected administrations which are designated in the group concerned. An administration which has decided to enter into a group or change group in the Allotment Plan shall inform the Secretary-General of its decision and it shall be published in the Annex to the List of Coast Stations;

instructs the Secretary-General

1. to circulate this Resolution to all administrations which are responsible for coast stations in countries or areas designated in the Allotment Plan in order to obtain their agreement to the Plan or an adjustment of the Plan,
2. in the light of the foregoing consultation with the administrations concerned to update the Allotment Plan annexed to the List of Coast Stations,
3. in advance of the publication of any revision of the Allotment Plan in the List of Coast Stations, to notify any variation in the Plan through the Operational Bulletin.

ANNEX TO RESOLUTION No. ...

Allotment Plan for Distribution of Digital Selective Calling
Channels for National Use in the Maritime HF bands between
Coast Stations by Countries and Areas

For the frequencies of the channels, see Appendix 31A, Table E.

Country or Area	Frequency Band (MHz)							
	4	6	8	12	16	18	22	25
Azores	chl	chl	ch2	chl	chl	chl	ch2	ch2
Angola	2	2	3	2	2	2	3	3
Bahamas								
Bahrain				etc				
Bangladesh								
Brazil								
Canada								
Chile								
.								
.								
.								

HOL/55/1
ADD

RESOLUTION (HOL C)

Relating to the Procedures Applicable to Stations Transmitting
Navigational and Meteorological Warnings and Urgent
Information to Ships on the Frequencies 518 kHz (NAVTEX)
and 490 kHz using Automatic Narrow-Band
Direct-Printing Telegraphy

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

considering

- 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 using Narrow-Band Direct-Printing Telegraphy (NAVTEX)
(see No 2971 B);
- b) that the NAVTEX transmissions on the frequency 518 kHz will be in the English language;
- c) that this Conference allocated the frequency 490 kHz to be used exclusively for transmissions of similar warnings and information in other languages;
- d) that the proper functioning of such systems is dependent on the coordinated use of the frequencies mentioned by the coast stations involved;
- e) that the coordination of the operational aspects of the NAVTEX system is being undertaken by the International Maritime Organization (IMO) and the International Hydrographic Organization (IHO);
- f) that the IMO, in cooperation with the IHO, provides guidance on the operational aspects of these matters in order to ensure coordination of transmissions by coast stations;

HOL/55/1 (contd.)

- g) that the frequency bands 435-495 kHz and 510-526.5 kHz (510-525 kHz in Region 2) are allocated on a shared basis to several services;

resolves

- 1) that the procedures contained in the Annex to this Resolution shall be applied for coordinating the planned use of the frequencies 490 and 518 kHz for the transmission of navigational and meteorological warnings and urgent information prior to notifying the frequency assignments concerned in accordance with article 12 of the Radio Regulations;

urges administrations

- 1) to refer to and comply with, to the maximum extent possible CCIR Recommendation 540-1 concerning the "Operational and Technical Characteristics for an Automated Direct-Printing Telegraph System for Transmissions of Navigational and Meteorological Warnings and Urgent Information to Ships";
- 2) intending to use the frequency 518 kHz for the promulgation of navigational and meteorological warnings and urgent information to ships to effect appropriate operational coordination with the IMO and the IHO;
- 3) intending to use the frequency 490 kHz for the promulgation of Navigational and Meteorological Warnings and Urgent Information to ships to effect appropriate coordination;
- 4) to refrain from authorizing transmissions which could cause harmful interference to the reception of navigational and meteorological warnings and urgent information on the frequencies 490 and 518 kHz;

requests the IMO and the IHO

to carry out any operational coordination that may be necessary;

requests the Secretary-General

to communicate this Resolution to the IMO, IHO and WMO.

HOL/55/1 (contd.)

ANNEX TO RESOLUTION (HOL C)

Procedure to be applied by Administrations and IFRB for the Coordination of the planned use of the Frequency 518 kHz (NAVTEX) and of the Frequency 490 kHz for the Transmission by Coast Stations of Navigational and Meteorological Warnings and Urgent Information to Ships by means of Automatic Narrow-Band Direct-Printing Telegraphy (NAVTEX).

1. Before an administration notifies the Board of a frequency assignment to a coast station for the transmission of navigational and meteorological warnings and urgent information to ships by means of automatic narrow-band direct-printing telegraphy, it shall coordinate this frequency assignment:
 - 1.1 with respect to similar usages recorded in the Master Register or under coordination in accordance with the present procedure;
 - 1.2 with respect to assignments to stations of other services to which the band 517.5 - 518.5 kHz is allocated.
- 2.1 The information to be communicated by Administrations to the IFRB shall be the characteristics as listed in Section A of Appendix 1 to the Radio Regulations, Geneva 1979, together with the following additional characteristics
 - 1) regular transmission schedule allocated to the station;
 - 2) the duration of transmissions;
 - 3) the B₁ character (transmitter coverage area identifier) to be used by the coast station (CCIR Recommendation 540-1);
 - 4) the ground-wave coverage area of transmission;
- 2.2 the procedure shall be initiated not earlier than one year and not later than six months before the proposed date of putting the assignment into use;
- 2.3 the IFRB shall publish this information within 45 days of its receipt, in a special section of its weekly circular and shall send a copy of this publication to IMO, IHO and WMO requesting them to communicate to the administration concerned, with a copy to the IFRB, any information which may assist in reaching agreement on coordination;

HOL/55/1 (contd.)

- 2.4 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 may notify the IFRB in accordance with No. 1214 of the Radio Regulations indicating the names of administrations with which agreement was reached and those which have expressly communicated their disagreement;
- 2.5 on receipt of the notice of the frequency assignment the Board shall take into account the results of the application of the procedure and examine it in accordance with the provisions of Nos. 1241 en 1245 and the related provisions of Article 12 of the Radio Regulations;
- 2.6 the Board shall update and publish at appropriate intervals the data received in a special list in an appropriate form.

AUS/40/580

ADD

Draft Resolution AUS-E

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

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

noting

- a) the provisions of Recommendation 404 and 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 the aeronautical mobile (R) service is primarily a safety service and therefore requires special measures to ensure freedom from harmful interference;

considering

- a) that, as from 1 January 1990, the table of frequency allocations (see No. 595) includes allocations to the aeronautical mobile (R) service on a primary basis, and to the fixed and mobile, except aeronautical mobile (R) services on a secondary basis, in the band 136-137 MHz;
- b) that 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, in conformity with internationally approved plans for that service;
- 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

that Administrations operating or intending to operate, stations in the fixed service, the mobile except aeronautical mobile (R) service, the space operation service (space-to-Earth), the meteorological-satellite service (space-to-Earth) and the space research service (space-to-Earth) in the band 136-137 MHz after 1 January 1990 take all necessary steps to protect the aeronautical mobile (R) service;

urges Administrations

to 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;

invites the Administrative Council

to place this matter on the agenda of the next competent World Administrative Radio Conference to determine whether all secondary allocations (except that mentioned in RR591) should be deleted from this band.

I/97/3
ADD

DRAFT RESOLUTION
Relating to the use of the Band 136-137 MHz by the
Aeronautical Mobile (R) Service

The World Administrative Radio Conference Mobile, Geneva 1987

considering

- a) that the aeronautical mobile (R) service is a safety service and therefore requires an exclusive allocation on a world-wide basis;
- b) that safety services require special measures to ensure their freedom from harmful interference;
- c) that the table of frequency allocation includes allocation to the aeronautical mobile (R) service on a primary basis, and to the fixed and mobile, except aeronautical mobile (R) services on a secondary basis, in the band 136 - 137 MHz;
- d) that 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, in conformity with internationally agreed plans for that service;
- e) that on that date the aeronautical mobile (R) service may well be subject to the interference harmful to the safety of air navigation and that it is of the utmost importance to protect this service against interference from stations in the fixed service, the space research service (space-to-earth), the space operation service (space-to-earth) and the meteorological-satellite service (space-to-earth);

resolves

that Administrations of all regions operating or intending to operate stations in the fixed service, the space operation service (space-to-earth), the meteorological satellite service (space-to-earth) and the space research service (space-to-earth) in the band 136-137 MHz after 1 January 1990 take all necessary steps to ensure the required protection to the aeronautical mobile (R) service and to 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 in to operation;

invites

the Administrative Council to place this matter on the agenda to the next competent World Administrative Conference with the aim of deleting all secondary allocation (except that mentioned in RR 591) in this band.

PRG/61/149
ADD

RESOLUTION No. 407 A

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

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

considering

- a) that radio is the sole means of communication available to aircraft for the aeronautical mobile (R) service;
- b) that this service watches over the security and regularity of air navigation;
- c) that it is 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;
- d) that a number of frequencies in the bands allocated exclusively to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz are used by stations of services other than the aeronautical mobile (R) service;
- e) that these stations are causing harmful interference to the aeronautical mobile (R) service and may thus endanger human life and air navigation;

resolves

- 1. to urge administrations to take all necessary steps to ensure that stations of services other than the aeronautical mobile (R) service refrain from using frequencies in the bands allocated exclusively for the use of the aeronautical mobile (R) service;
- 2. to make every effort to ensure that such emissions are made in appropriate bands allocated to those services other than the aeronautical mobile (R) service;

¹ Replaces Resolution No. 407 of the World Administrative Radio Conference (Geneva, 1979).

instructs the IFRB

1. to continue to organize monitoring programmes in the bands allocated exclusively to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz with a view to identifying the source of emissions coming from stations of other services;
2. once the station of another service emitting on a frequency attributed to the aeronautical mobile (R) service has been identified, to inform the administration concerned;

calls upon

administrations, in such a case, to take all necessary steps to stop any emissions contravening the provisions of the Radio Regulations concerning the aeronautical mobile (R) service.

WORKING GROUP 5 AD HOC 1DraftSECOND REPORT OF WORKING GROUP 5 AD HOC 1
TO COMMITTEE 5

1. At its third meeting, the Working Group agreed to adopt Resolution No. [COM5/3] as a consequence of the suppression of Resolution No. 206 (see Annex 1). It should be noted that certain provisions adopted in Working Group 5-B may have to be reviewed in the light of this decision.
2. The Working Group also adopted a revised version of Resolution No. 322 as contained in Annex 2.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

Annexes: 2

ANNEX 1

RESOLUTION No. [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)**

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 guardband for the frequency 500 kHz, which is the international distress and calling frequency for 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;

recognizing

that WARC-83 asked this Conference to decide on the date of entry into force of the definitive 495 kHz to 505 kHz guardband;

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 GMDSS.

ANNEX 2

MOD

RESOLUTION No. 322(Rev.)

**Relating to the Selection of Coast Stations
and Coast Earth Stations to Assume 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 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;
- e) that the additional frequencies are to be used as part of a world wide coordinated distress system which will require selected coast stations and selected coast earth stations to keep watch on specific frequencies;

recognizing

- a) that for the successful implementation of the new system there must be adequate geographical distribution of coast earth and coast stations keeping watch on the appropriate frequencies as well as those not in use;
- b) that IMO is the organization best qualified to coordinate, with the agreement of administrations, a plan of coast earth stations and coast stations to accept watch-keeping responsibilities on the frequencies used in the system;

resolves to invite IMO

in cooperation with the ITU, to coordinate a plan for selected coast stations to assume watch-keeping responsibilities on the DSC frequencies and for selected coast earth stations to assume watch-keeping responsibilities on appropriate space system frequencies provided for use in the GMDSS and to forward this plan to the Secretary-General of the ITU who shall bring it to the attention of all administrations and shall also include the appropriate information in the [List of selected coast and coast earth stations participating in the GMDSS. (See Article 26 and Appendix 9.)];

requests the Secretary-General

to communicate this Resolution to the IMO.

WORKING GROUP 6-ANote by the Secretary-General

APPENDIX 11

Section VA Stations on board ships participating in the GMDSS

Further to the report furnished in Document 28 on action taken pursuant to Resolution No. 322 (MOB-83) re selected coast stations to assume additional watch-keeping responsibilities on the frequencies identified for use in the FGMDSS, I have the honour to submit to Working Group 6-A, a cost estimate as requested for the publication of this data along with related information in a separate service document.

R.E. BUTLER
Secretary-General

A N N E X

Resolution No. 322 (MOB-83) resolves to invite the IMO in cooperation with the ITU, to coordinate a plan for selected coast stations to assume additional watch-keeping responsibilities on the frequencies identified for use in the FGMDSS and to forward this plan to the Secretary-General of the ITU, who shall bring it to the attention of all administrations and shall also include the appropriate information in the List of Coast Stations;

Administrations were consulted with respect to the number of coast stations likely to be identified for use in a FGMDSS. Replies were received from 28 countries and a total of 43 coast stations were designated as selected coast stations to assume additional watch-keeping responsibilities on frequencies identified for use in the FGMDSS.

As regards data concerning the three requirements specified in paragraph 5 of Document DT/20, two of these requirements are currently available in existing service documents and the third is scheduled for inclusion; these could therefore be readily included in separate sections or annexes to these documents.

Details of the three requirements appear to be the following :

- a) a list of selected coast stations and coast earth stations in pursuance of Nos. N3038 and N3038B of the Radio Regulations;
 - i) a list of selected coast stations in accordance with No.3038 of the RR is to be published in List IV - List of Coast Stations pursuant to Resolution No. 322 (MOB-83).
 - ii) a list of selected coast earth stations in accordance with N3038B of the RR could also be published in List IV - List of Coast Stations in conjunction with (i) above, or in accordance with No. 2202 of the RR which states "This list shall also contain an annex giving any details of maritime mobile-satellite systems". To date, only very few administrations have been reporting the required information to the Secretary-General.
- b) a list of coast stations and coast earth stations with which communications are likely to be conducted, showing watch-keeping hours, frequencies and charges;
 - i) the above coast station information is currently published in List IV - List of Coast Stations and provision is made for publishing the corresponding coast earth station information also in List IV, i.e. in accordance with RR 2202 with respect to maritime mobile-satellite systems.
- c) a list of coast stations which provide navigational and meteorological warnings and urgent information for ships;
 - i) this information is currently published in List VI - List of Radiodetermination and Special Service Stations, i.e. Section 10 - Stations Transmitting Regular Meteorological Bulletins, and, Section 11 - Stations Transmitting Notices to Navigators.

If a separate service document for the GMDSS, is to be published bi-annually, with bi-monthly recapitulative supplements this would have to be phased in with the publication of existing service documents which to a certain degree contain or will contain identical information, i.e. List IV - List of Coast Stations and List VI - List of Radiodetermination and Special Service Stations.

However, even with a phased publication programme, the various time factors involved would result in a certain number of discrepancies between the information notified and published for the two existing service documents and the proposed new service document and their associated supplements.

The duplication of publishing information of the same kind in three different service documents with their associated supplements indicating amendments (additions, deletions, modifications) could lead to some avoidable confusion.

Preliminary cost estimates for the publication of a separate service document for the GMDSS, every two years, with bi-monthly recapitulative supplements indicate that there would be an increase in the publication's budget by approximately S.F. 260,000 per edition (this includes S.F. 185,000 for the supplements) and in the regular budget by about S.F. 150.000 per annum.

These preliminary estimates are based on a new document of approximately 145 - 150¹ pages (containing information most of which is currently being published) and a printing of 10,000 copies. The sale price for administrations would be about S.F. 41 per copy and S.F. 52 for others.

A variation in the number of pages contained in the separate service document for the GMDSS or the number of copies printed would have an impact on the publication costs and sale price accordingly. The regular budget costs would within limits be more or less insensitive to changes in the number of pages.

If the required information were to be published as separate sections in Lists IV and VI, a preliminary analysis indicates that the increases in costs in both the publications and regular budgets would be marginal.

¹ This number is based on an estimated 30 pages for the preface and index/tables, about 45 pages for the basic information on selected stations, 30 pages for meteorological information, 30 pages for navigational information, and 10 pages for accounting charges.

WORKING GROUP 4-ADraft

FIFTH REPORT OF WORKING GROUP 4-A TO COMMITTEE 4

1. In addition to the items listed in the first report (Document 147), in the third report (Document 206), and in the fourth report (Document 235), Working Group 4-A approved the modifications to Article 8 as contained in the annex to this report.

1.1 In this respect it is to be noted that several footnotes are under square brackets for several reasons:

- RR471 and RR472A, due to the fact that the final wording may depend on the decisions to be taken by Committee 5;
- the new footnote 470B and part of the modified footnote 469, since no agreement was reached;
- MOD 772, since the French wording seems inappropriate.

1.2 The attention of Committee 4 is drawn to the fact that the Delegation of Switzerland reserved its position with respect to the band 2 700 - 2 900 MHz.

2. The Working Group also considered some of the Resolutions and Recommendations, which are attributed to it.

With respect to the Resolutions and Recommendations from the Radio Regulations, the Working Group unanimously adopted the conclusions set forth in Annexes 2 and 3 and proposes that Committee 4 approve them.

The Working Group also took note of the Recommendations from the two Regional Conferences, RARC-MM-R1 and RARC-EMA.

J. KARJALAINEN
Chairman of Working Group 4-A

Annexes: 3



ANNEX 1

kHz
415 - 1 606.5

Allocation to Services		
Region 1	Region 2	Region 3
415 - 435 AERONAUTICAL RADIONAVIGATION / MARITIME MOBILE / 470 465	415 - 495 MARITIME MOBILE 470 <u>Aeronautical</u> <u>Radionavigation</u> 470A	MARITIME MOBILE 470 <u>Aeronautical</u> <u>Radionavigation</u>
435 - 495 MARITIME MOBILE 470 Aeronautical Radionavigation 465 [471] [472A]	[471] [472A] <u>469A</u> 469 [470B]	469 [471] [472]

MOD 469

~~Additional allocation:~~ Different category of service: In Afghanistan, Australia, China, the Overseas French Territories of Region 3, India, Japan, Pakistan and Papua New Guinea, the allocation of the band 415 - 495 kHz is also allocated to the aeronautical radionavigation service is on a permitted basis. [Administrations in these countries shall take all practical steps necessary to ensure that aeronautical radionavigation stations in the band 435 - 495 kHz do not cause interference to coast stations reception of ship stations transmitting on frequencies designated for ship stations on a world-wide basis (see No. 4327).]

ADD 469A

Different category of service: In the United States of America the allocation of the band 415 - 435 kHz to the aeronautical radionavigation service is on a primary basis.

ADD 470A

In Region 2, the use of the band 435 - 495 kHz by the aeronautical radionavigation service is limited to non-directional beacons not employing voice transmission.

ADD 470B

Administrations shall take all practical steps necessary to ensure that aeronautical radionavigation stations in the 435 - 495 kHz band do not cause interference to coast station reception of ship stations transmitting on frequencies designated for ship stations on a world-wide basis (see No. 4237).

MHz
108 - 138

Allocation to Services		
Region 1	Region 2	Region 3
108 - 117.975	AERONAUTICAL RADIONAVIGATION	
117.975 - 136	AERONAUTICAL MOBILE (R) 501 591 592 593 594	
136 - 137	AERONAUTICAL MOBILE (R) Fixed Mobile except aeronautical mobile (R) 591 595 <u>594A</u>	

MOD 595

Until 1 January 1990, the band 136 - 137 MHz is also allocated to the space operation service (space-to-Earth), meteorological-satellite service (space-to-Earth) and the space research service (space-to-Earth) on a primary basis. The introduction of stations of the aeronautical mobile (R) service shall only occur after that date. ~~and shall be effected in accordance with internationally agreed plans for that service.~~ After 1 January 1990, the band 136 - 137 MHz will also be allocated to the above-mentioned space radiocommunication services on a secondary basis (see Recommendation [404(Rev. Mob-87)]).

ADD 594A

Additional allocation: As from 1 January 1990, in Poland and in the USSR, the band 136 - 137 MHz is also allocated to the Aeronautical Mobile (OR) Service on a permitted basis.

MHz
 1 700 - 1 710

Allocation to Services		
Region 1	Region 2	Region 3
1 700 - 1 710	1 700 - 1 710	
FIXED	FIXED	
METEOROLOGICAL-SATELLITE (space-to-Earth)	METEOROLOGICAL-SATELLITE (space-to-Earth)	
Mobile except aeronautical mobile	MOBILE except aeronautical mobile	
671 722 <u>743A</u>	671 722 743	

ADD 743A

Different category of service: In the Federal Republic of Germany, Denmark, Norway, the Netherlands, and the United Kingdom, in the band 1 700 - 2 450 MHz, and in Switzerland, in the band 1 700 - 2 300 MHz, and in Sweden, in the bands 1 700 - 1 710 MHz and 2 290 - 2 300 MHz, the allocation to the mobile, except aeronautical mobile, service is on a primary basis (see No. 425), subject to agreement obtained under the procedure set forth in Article 14.

MHz
1 710 - 2 290

Allocation to Services		
Region 1	Region 2	Region 3
1 710 - 2 290	1 710 - 2 290	
FIXED	FIXED	
Mobile	MOBILE	
722 744 746 <u>743A</u>	722 744 745 746	
747 748 750	747 748 749 750	

MHz
2 290 - 2 450

2 290 - 2 300	2 290 - 2 300
FIXED	FIXED
SPACE RESEARCH (deep space) (space-to Earth)	MOBILE except aeronautical mobile
Mobile except aeronautical mobile	SPACE RESEARCH (deep space) (space-to-Earth)
<u>743A</u>	
2 300 - 2 450	2 300 - 2 450
FIXED	FIXED
Amateur	MOBILE
Mobile	RADIOLOCATION
Radiolocation	Amateur
664 752 <u>743A</u>	664 751 752

MHz
2 700 - 3 100

Allocation to Services		
Region 1	Region 2	Region 3
(NOC) 2 700 - 2 9 00	AERONAUTICAL RADIONAVIGATION 717 Radiolocation 770 771	
2 900 - 3 100	RADIONAVIGATION 773 774 775 <u>775A</u> Radiolocation 772	

SUP 774-775

[MOD 772 In the bands 2 900 - 3 100 MHz, ~~5 470 - 5 650 MHz and 9 200 - 9 300 MHz~~, the use of the shipborne transponder system SIT shall be confined to the sub-bands 2 930 - 2 950 MHz, ~~5 470 - 5 480 MHz and 9 280 - 9 300 MHz~~.]

ADD 775A In bands 2 900 - 3 100 MHz and 9 300 - 9 500 MHz, the response from radar transponders shall not be capable of being confused with the response from radar beacons (racons) and shall not cause interference to ship or aeronautical radars in the radionavigation service; noting, however, the provision No. 347 of these Regulations.

3 100 - 3 300

3 100 - 3 300	RADIOLOCATION 713 776 777 778
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SUP 776

MHz
5 470 - 5 650

Allocation to Services		
Region 1	Region 2	Region 3
5 470 - 5 650	MARITIME RADIONAVIGATION 772 Radiolocation 800 801 802	

8 850 - 9 300

9 200 - 9 300	RADIOLOCATION MARITIME RADIONAVIGATION 772 823 <u>823A</u> 824
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ADD 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.

9 300 - 10 000

(NOC)	9 300 - 9 500	RADIONAVIGATION 774 775 <u>775A</u> <u>823A</u> Radiolocation 825 <u>825A</u>
	9 500 - 9 800	RADIOLOCATION RADIONAVIGATION 713

ADD 825A In the band 9 300 - 9 320 MHz in the radionavigation service, the use of shipborne radars, other than those existing on 1 January 1976, is not permitted until 1 January 2001.

ANNEX 2

1. Resolutions

- 1.1 Resolution No. 38: MOD (see Annex 3)
- 1.2 Resolution No. 204 (Mob-83): SUP
- 1.3 Resolution No. 304: SUP
- 1.4 Resolution No. 306: SUP
- 1.5 Resolution No. 307: SUP
- 1.6 Resolution No. 401: SUP
- 1.7 Resolution No. 402: SUP

2. Recommendations

- 2.1 Recommendation No. 203: SUP
- 2.2 Recommendation No. 300: SUP
- 2.3 Recommendation No. 301: SUP
- 2.4 Recommendation No. 307: SUP
- 2.5 Recommendation No. 400: SUP
- 2.6 Recommendation No. 406: NOC
- 2.7 Recommendation No. 601: NOC

ANNEX 3

RESOLUTION No. 38 (Rev.Mob-87)

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 1¹

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

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

considering

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

noting

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 which are being
made available for radiolocation services and in the band 1 810 - 1 850 kHz which is
being made available to the amateur service;

b) that replacement frequencies for stations of the maritime mobile service ~~shall~~
be have been provided in the frequency assignment plan mentioned above, together with
the arrangements for their implementation;

¹ Replaces Resolution No. 38 of the WARC, Geneva, 1979.

resolves

1. that in Region 1, except for the countries and frequency bands mentioned¹² in Nos. 485, 490, 491, 493 and 499, on the date of implementation (1 April 1992) of ~~a~~ the frequency assignment plan for the maritime mobile service ~~to be contained in the final acts~~ Final Acts of the ~~competent conference~~ 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;

3.2. 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, each such replacement assignment shall have the same date and status as that which it replaced. as far as the assignments of the countries in Region 1 are concerned;

4.3. that the protection afforded to stations of the fixed and mobile services by Nos. 486 and 492 shall continue to apply until such time as satisfactory replacement assignments have been found and implemented in accordance with this Resolution;

5.4. that, after the date of implementation (1 April 1992) of the frequency assignment plan for the maritime mobile service contained in the ~~final acts~~ Final Acts of the ~~competent conference~~ 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.

¹² No. 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.

Source: Documents 252, 24

TECHNICAL WORKING GROUP
OF THE PLENARY

Draft

SIXTH REPORT OF THE TECHNICAL WORKING GROUP OF THE PLENARY

The Technical Working Group of the Plenary considered the proposals for new Resolutions and agreed upon the draft texts contained in Annexes 1, 2 and 3 to this document.

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

Annexes: 3

ANNEX 1

[DRAFT] RESOLUTION [GT-TEC PLEN/1]

**Data Transmission from Maritime Radiobeacons
for Differential Navigation Systems**

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

considering

- a) that RR 466 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 (EMA) invited this Conference to consider the aspects of using maritime radiobeacons to transmit data to ships using either minimum shift keying (MSK) or frequency shift keying (FSK) techniques, and to choose between the two techniques;
- d) that CCIR studies have shown that for the transmission of continuous data 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 same studies have shown that MSK modulation has advantages over FSK modulation because of improved spectral efficiency;
- f) that the Regional Administrative Conference for the planning of the maritime radionavigation service (radiobeacons) in the European Maritime Area (Geneva, 1985) decided that radiobeacons in that area should be channelled in multiples of 500 Hz;
- g) that if FSK or MSK modulation with an offset of 300 Hz or more is encoded onto a radiobeacon signal in the European Maritime Area, then the digital modulation signal will be partially contained in the channel adjacent to the radiobeacon channel particularly in the case of high speed data;
- 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 the transmission of continuous data to ships using FSK or MSK modulation on maritime radiobeacons should be offset from the radiobeacon main carrier frequency an amount sufficient to ensure that no harmful interference is caused to automatic radio direction finders;

2. that the CCIR continues studying 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.

ANNEX 2

USA/24/793
ADD

[DRAFT] 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 means consistent with the Radio Regulations should be taken to prevent harmful interference to any radionavigation system;
- c) that the CCIR 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 to 15 kHz and 15 - 20 kHz, respectively;

further noting

that CCIR recommended information be exchanged between authorities operating radionavigation systems in the band 90 - 110 kHz with those operating other systems in the band 70 - 130 kHz employing stable emissions of very high stability;

recognizing

- a) that radio services other than radionavigation occupying the bands 70 - 90 kHz and 110 - 130 kHz serve critically necessary functions that may be impacted;
- b) the provisions of RR Nos. 343, 451, 453 and 953;

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 degradation to other stations operating in accordance with the Table of Frequency Allocations apply protective measures;
- 2. use relevant CCIR Recommendations in ensuring that information is exchanged between authorities operating radionavigation systems in the band 90 - 110 kHz with 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 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 the conducting of compatible operations within the allocated bands and to assist in the developing of 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 [sharing] [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 communicate with the Union on the potential degradation of systems operating in the bands 70 - 90 kHz, 90 - 110 kHz and 110 - 130 kHz, together with their views and proposals resulting therefrom.

ANNEX 3

USA/24/794
ADD

[DRAFT] RESOLUTION [GT-TEC PLEN/3]

**Operation of Fixed and Maritime Mobile Services in the
Band 90 - 110 kHz**

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

considering

- a) the need to protect phased pulse hyperbolic radionavigation systems (Loran) operating in the band 90 - 110 kHz used as a safety service for both maritime and aeronautical services;
- b) the studies made by the CCIR in this band;
- c) that harmful interference affecting safety of flight and ship navigation can occur to this service from the operation of fixed and maritime mobile services as a secondary allocation in this band;
- d) that notwithstanding RR 448A this Conference removed the allocation for the maritime mobile service from this band;

noting

that this Conference is not competent to affect significantly the allocation of the fixed service;

resolves

that the next competent conference review the fixed service allocation as well as the maritime mobile service allocation according to RR 448A in this band with a view towards their deletion;

invites

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

COMMITTEE 6

PROPOSAL FROM THE CHAIRMAN OF COMMITTEE 6

ARTICLE 43

NOC	Title
NOC 3364	
NOC 3365	
MOD 3366	§ 3. <u>Except as otherwise provided for in these Regulations</u> the person responsible, as well as all the persons who may have knowledge [of the text or even of the existence of a radiotelegram, or] 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 to 3391	Not allocated.

I.R. HUTCHINGS
Chairman of Committee 6

WORKING GROUP 5 AD HOC 1Draft

THIRD REPORT OF WORKING GROUP 5 AD HOC 1 TO COMMITTEE 5

1. At its fourth meeting the Working Group agreed upon the following:

SUP Recommendation No. 201 (Rev. Mob-83)

(It was agreed that some essential elements be incorporated into Resolution No. [COM5/1].)

SUP Recommendation No. 204 (Rev. Mob-83)

NOC Recommendation No. 306

SUP Recommendation No. 311

SUP Recommendation No. 713 (Mob-83)

2. It was agreed that Recommendation No. 317 (Mob-83) should be modified as in Annex 1.

R.C. McINTYRE
Chairman

Annex: 1

ANNEX 1

RECOMMENDATION No. 317 (MOB-83)

**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, 1983,

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 verification of the safety of vessels, which have failed to report, is required;
- c) that some administrations have already established such ship reporting systems;
- d) that standard procedures need to be adopted;

recommends

- 1. that a priority indicator signal with the following meaning be adopted:

"A position report to the 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 the IMO for consideration.

TECHNICAL WORKING GROUP
OF THE PLENARY

Draft

SEVENTH REPORT OF THE TECHNICAL WORKING GROUP OF THE PLENARY

The Technical Working Group of the Plenary has adopted the draft Resolution appearing in the annex.

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

Annex: 1

ANNEX

[DRAFT] RESOLUTION No. [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 there is only a limited number of frequency bands 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) the need for an efficient use of the bands allocated to the mobile-satellite service;

resolves

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

TECHNICAL WORKING GROUP
OF THE PLENARY

Draft

EIGHTH REPORT OF THE TECHNICAL WORKING GROUP OF THE PLENARY

The Technical Working Group of the Plenary has adopted the revision of Appendix 19 to the Radio Regulations appearing in the annex.

Proposals USA/24/719 and USA/24/720 are still pending subject to advice needed from Committee 6 (see Document 260, paragraph 6).

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

Annex: 1

ANNEX

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, 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 the table 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.
 8. The remaining characteristics of transmitters and receivers used for digital selective calling shall comply with relevant CCIR Recommendations.
 9. Coast station transmitters shall be fitted with equipment providing a mean power attenuation of at least 10 dB when they emit marking signals (see Nos. 4326A and 4910).
-

WORKING GROUP 5 AD HOC 1

Draft

FOURTH REPORT OF WORKING GROUP 5 AD HOC 1 TO COMMITTEE 5

At its fifth meeting the Working Group approved [in principle] the texts of the two new draft Resolutions in Annexes 1 and 2.

R.C. McINTYRE
Chairman of Working Group 5 ad hoc 1

Annexes: 2

ANNEX 1

DRAFT RESOLUTION No. [COM5/4]

**Relating to a Dedicated HF Marine Mobile
Channel for the Broadcast of NAVTEX Data
on a 4 MHz Frequency**

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

considering

- a) that generally low antenna efficiencies and high atmospheric noise levels in the 500 kHz band, mainly in the tropical and sub-tropical regions of the world, will limit the range at which NAVTEX signals transmitted on 518 kHz can be received in these areas;
- b) that in the 4 MHz band coast station antenna efficiencies are much higher than those at 518 kHz and that atmospheric noise levels in the tropical and sub-tropical regions of the world are significantly lower in the 4 MHz band than at 518 kHz;
- c) that a non-paired narrow-band direct-printing channel in the 4 MHz maritime mobile band is needed to provide broadcasts of such information in a predominantly ground wave mode;

noting

- a) that NAVTEX data includes navigational and meteorological warnings and urgent information to ships;
- b) that IMO has agreed that a need exists to transmit NAVTEX data on a 4 MHz NBDP channel;

recognizing

- a) that an exclusive channel for this purpose has been allocated by this Conference;
- b) that the IMO, WMO (World Meteorological Organization) and the IHO are the appropriate organizations to coordinate a plan for the global use of the HF narrow-band direct-printing marine NAVTEX data channel;

resolves to invite the IMO, WMO and IHO

- 1. to develop jointly, in consultation with the IFRB, a plan for the global coordinated use of the HF narrow-band direct-printing marine NAVTEX data channel;
- 2. to assume jointly the responsibility, in consultation with the IFRB, for maintaining the plan;

urges administrations

which need to use this channel to assign the frequency in conformance with the plan and the Recommendations of the IMO, WMO and IHO for the portion 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 broadcasts to be received using automated techniques;

requests the Secretary-General

to communicate this Resolution to the IMO, IHO and WMO.

ANNEX 2

RESOLUTION No. [COM5/5]

**Dedicated HF Maritime Mobile Channels
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 satellites from totally fulfilling this requirement;
- c) that non-paired narrow-band direct printing channels in the HF maritime mobile (Appendix 31) bands are needed to provide broadcasts of such information;
- d) that international channels for this purpose have been identified by this Conference in modifications to Appendix 31;
- e) that due to HF propagation characteristics world-wide 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 messages, as well as navigational messages, the World Meteorological Organization (WMO) also has an interest in this matter;

recognizing

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

resolves that the IMO, WMO and the IHO be invited:

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

urges administrations

to effect 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.

WORKING GROUP 5-ADRAFT FOURTH 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.

M. 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

DT/1B

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

CEPT-8/15/262

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. **If the** urgency message is to be transmitted through the maritime mobile-satellite service a separate announcement will not be made.

CEPT-8/15/263

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.

CEPT-8/15/264

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".

CEPT-8/15/265

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.

DT/1B

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

CEPT-8/15/272

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 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.

CEPT-8/15/273

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.

CEPT-8/15/274

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:

CEPT-8/15/275

ADD N 3213

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

CEPT-8/15/276

ADD N 3214

b) position of the medical transport;

CEPT-8/15/277

ADD N 3215

c) number and type of medical transport;

CEPT-8/15/278

ADD N 3216

d) intended route;

CEPT-8/15/279

ADD N 3217

e) estimated time en route and of departure and arrival, as appropriate;

CEPT-8/15/280

ADD N 3218

f) any other information, such as flight altitude, radio frequencies guarded, languages used and secondary surveillance radar modes and codes.

CEPT-8/15/281

ADD N 3219A

The identification and location of medical transports at sea may be effected by means of appropriate standard maritime radar transponders.

CEPT-8/15/282

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.

CEPT-8/15/283

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

(N 3195Z)
CEPT-8/15/285
ADD N 3230

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. If the message is to be transmitted through the maritime mobile-satellite service a separate announcement will not be made.

(3195AC)
CEPT-8/15/286
ADD N 3231

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.

(3195AA)
CEPT-8/15/287
ADD N 3232

The safety signal consists of the word SECURITÉ In radiotelephony it shall be pronounced as in French.

(3195AB)
CEPT-8/15/288
ADD N 3233

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

DT/1B

ADD N 3195AD In radiotelephony, the safety message will be preceded by the safety signal (see N 3195AA [N 3232]), 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 [N 3232]), and the identification of the transmitting station.

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

ADD A. Narrow-Band Direct-Printing Telegraphy
System for the Promulgation of
Marine Safety Information to Ships (NAVTEX)

ADD N 3195AF Marine safety information shall be transmitted by means of narrow-band direct-printing telegraphy, in the international NAVTEX system using the frequency 518 kHz with forward error correction and using the English language.

ADD N 3195AFA Marine safety information shall be transmitted by means of narrow-band direct-printing telegraphy in areas of the world not covered by the international NAVTEX system but for that purpose using the frequency 4 XXX kHz with forward error correction and using the English language.

ADD N 3195AFB Marine safety information may be transmitted by means of narrow-band direct-printing telegraphy at the discretion of administrations for national services using the frequency 490 kHz with forward error correction.

ADD N 3195AFC The marine safety information referred to in Nos. N 3195AF, N 3195AFA and N 3195AFB shall be transmitted by selected coast stations and their operational details 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 transmission should be in accordance with relevant CCIR Recommendations.

ADD B. Narrow-Band Direct-Printing Telegraphy
 Systems for the Promulgation of Marine
 Safety Information in the World-Wide
 Navigational Warning Service (WWNWS)

ADD N 3195AFE In the WWNWS marine safety information shall be transmitted either:

ADD N 3195AFF a) by means of narrow-band direct-printing telegraphy using the frequencies 4 YYY, 6 YYY, 8 YYY, 12 YYY, 16 YYY, 18 YYY, 22 YYY and 26 YYY kHz with forward error correction, transmitted by selected coast stations (see No. N 3195AFC) [and using the English language].

The mode and format of transmission should be in accordance with relevant CCIR Recommendations;
or/and

ADD N 3195AFG b) by means of narrow-band direct-printing telegraphy through selected coast earth stations (see No. 3195AFC) in the maritime mobile-satellite service with forward error correction [and using the English language].

DT/1B

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 ensuring the safety of movement of ships relative to one another.

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).

STILL TO BE CONSIDERED IN WORKING GROUP 5-A

ADD Section VII. General Radiocommunications for
 Distress and Safety

ADD N 3195AK General radiocommunications for distress and safety are those between mobile stations and between mobile stations and land-based communication networks using non-distress and safety channels in support of distress incident operations.

ADD N 3195AL General 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.

AUS/40/472

ADD Section VIII. Narrow-Band Direct-Printing
 Telegraphy System for Ship Transmissions
 in the HF Band of Position Reports
 and Meteorological Observations

AUS/40/473

ADD N 3195ALA Ship position reports and meteorological observations are transmitted by maritime mobile stations to land-based communication networks using non-distress and safety channels to provide safety related information.

AUS/40/474

ADD N3195ALB When using the HF band in the maritime mobile service, the frequencies 4 AAA, 6 AAA, 8 AAA, 12 AAA and 16 AAA kHz shall be used for the automatic narrow-band direct-printing telegraphy system, preferably operating in the forward error correcting mode, for transmission by ships of position reports and meteorological observations, to coast stations.

DT/1B

ADD ARTICLE N 41

ADD Alerting Signals

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

ADD N 3195AM The emergency position-indicating radiobeacon signal transmitted on 156.625 MHz, and satellite EPIRB 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.

TECHNICAL WORKING GROUP
OF THE PLENARY

(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 facilitate determining the position of
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;

NOC c) that requirements for carriage of EPIRBs are included in the
International Convention for the Safety of Fishing Vessels, Torremolinos,
1977;

(MOD) d) that the International Maritime Organization (IMO) is considering
various types of EPIRBs for the use in the global maritime distress and
safety system (GMDSS), and that these EPIRBs will be an integral part of
the system;

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, 243 MHz, and in the bands 406 - 406.1 MHz and 1 645.5 - 1 646.5 MHz;

SUP b)

(MOD) c): renumber b)

ADD c) 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;

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) to Appendix 37A.

NOC requests the Secretary General

to communicate this Recommendation to the IMO and ICAO.

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

Source: Documents 271, 282WORKING GROUP 4-ADraft

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

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.

TECHNICAL WORKING GROUP
OF THE PLENARYDraftNOTE 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

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).

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

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/62-E
2 October 1987
Original: English

TECHNICAL WORKING GROUP
OF THE PLENARY

Draft

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

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 DT/61, paragraph 2) when reviewing Article 8 and to inform Committee 5 on your decisions accordingly.

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

TECHNICAL WORKING
GROUP OF THE PLENARYDraftNOTE 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 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 sufficient accuracy with a necessary bandwidth less than 200 MHz and that the frequency tolerance of such devices might be improved.
2. Studies by CCIR, if at all, should not be extended to other bands.
3. 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.

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

WORKING GROUP 5 AD HOC 1

Draft

FIFTH AND FINAL 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 Mexico, Togo and Tunisia on noting further c);

b) reservations by the delegates of Togo and Tunisia on noting further d) concerning the use of the work "discontinuance";

(The delegates of Mexico and Uruguay were of the view that the second part of noting further d) should appear in the operative part of the Resolution.)

c) reservations by the delegates of Cuba, Mexico, Togo and Tunisia on resolves a).

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 has been modified so that it retains the provisions that will not form part of the GMDSS;

- b) that, after the date of the introduction of the GMDSS, stations in the maritime mobile and the maritime mobile-satellite services are obliged to follow either the appropriate provisions established in Chapter IX or in Chapter N IX or in both;
- c) that the introduction of the GMDSS will offer the opportunity to gain administrative, technical and operational experience with the new system;
- d) 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

- a) that Chapter N IX will come into force with the Final Acts of this Conference;
- b) that administrations shall be obliged to follow the provisions of Chapter IX until the next 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 the Selection of Coast Stations and Coast Earth Stations to Assume Watchkeeping Responsibilities on Certain Frequencies in Connection with the Implementation of Distress and Safety Communications for the GMDSS, which addresses the 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 needs 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).

WORKING GROUP 5 AD HOC 1Draft

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 IMO

in cooperation with the ITU, to coordinate a plan for coast stations to assume watch-keeping responsibilities on the HF DSC frequencies reserved for distress and safety calling and for coast earth stations to assume watch-keeping responsibilities on appropriate space system frequencies provided for use in the GMDSS and to forward this plan to the Secretary-General of the ITU, who shall bring it to the attention of all administrations and shall also include the information in an appropriate list.

requests the Secretary-General

to communicate this Resolution to the IMO.

WORKING GROUP 4-BNote by the Chairman of Working Group 4-B

DRAFT RESOLUTION

The draft amended text of Resolution No. 310 (Rev.Mob-83), prepared by a small Drafting Group, is annexed hereto.

J. PIPONNIER
Chairman of Working Group 4-B

Annex: 1

ANNEX

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 short-range systems in the safe and efficient operations of ships;
- d) the advantages to port authorities for safe and efficient port management and operations;

noting

- a) the 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.

Source: Documents 290, 305, DL/57

WORKING GROUP 4-A

DRAFT

SEVENTH 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. With the exception of MOD RR 700 and MOD RR 701, 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-A

Annexes: 5

ANNEX 1

NOC 613

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 and calling 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 Article 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 705 700	890 - 942 FIXED MOBILE BROADCASTING Radiolocation
	902 - 928 FIXED Amateur Mobile except aeronautical mobile Radiolocation 705 707 705A	
	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-8387

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 correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	Single frequency	Two frequency	
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 designators	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations		Ship movement		Public correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	Single frequency	Two frequency	
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) ^{70,} The channels of the present Appendix, with the exception of channels ^{13,} 06, 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. 2993 and 4154) may also be used for communication between ship stations and aircraft stations engaged in coordinated search and rescue operations. Ship stations shall avoid harmful interference to such communications on channel 06 as well as to communications between aircraft stations, ice-breakers and assisted ships during ice seasons.

- 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 [COM 4/2]

**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 not enter into force until [];
- d) that there is an urgent need to implement the use of digital selective calling 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 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;
- 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;
- g) 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;

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 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 system 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.

WORKING GROUP 4-C

Replace pages 8, 9, 11, 48 and 57 by the attached revised pages.

		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 for FSK and 200 bauds for PSK		Frequencies (non-paired) assignable to ship stations for NEOP and A1A, A1B Morse telegraphy (working)		Frequencies assignable to ship stations for Digital Selective Calling	
Band MHz	Limit kHz	g)	Limit kHz	d)	Limit kHz	b)	Limit kHz	k)	Limit kHz
4	4202.25		4202.25		4202.25	4202.5 4207 10 c. 0.5 kHz	4207.25	4207.5 4209 3 c. 0.5 kHz	4209.25
6	6300.25		6300.25		6300.25	6300.5 6311.5 23 c. 0.5 kHz	6311.75	6312 6313.5 3 c. 0.5 kHz	6313.75
8	8396.25		8396.25		8396.25	8396.5 8414 36 c. 0.5 kHz	8414.25	8414.5 8416 3 c. 0.5 kHz	8416.25
12	12549.75		12554.75	12555 12559.5 10 c. 0.5 kHz	12559.75	12560 12576.5 34 c. 0.5 kHz	12576.75	12577 12578.5 3 c. 0.5 kHz	12578.75
16	16733.75		16738.75	16739 16784.5 92 c. 0.5 kHz	16784.75	16785 16804 39 c. 0.5 kHz	16804.25	16804.5 16806 3 c. 0.5 kHz	16806.25
18/19	18892.75		18892.75		18892.75	18893 18898 11 c. 0.5 kHz	18898.25	18898.5 18899.5 3 c. 0.5 kHz	18899.75
22	22351.75		22351.75		22351.75	22352 22374 45 c. 0.5 kHz	22374.25	22374.5 22375.5 3 c. 0.5 kHz	22375.75
25/26	25192.75		25192.75		25192.75	25193 25208 31 c. 0.5 kHz	25208.25	25208.5 25209.5 3 c. 0.5 kHz	25210

c. = voie / channel / canal

			Frequencies assignable to coast station for wide- band and A1A or A1B Morse telegraphy, facsimile special and data transmission systems and direct- printing telegraphy systems		Frequencies (paired) assignable to coast stations for NBDP and data transmission systems at speeds not exceeding 100 bauds for FSK and 200 bauds for PSK		Frequencies to coast stations for digital selective calling		Frequencies assignable to to coast stations for telephony, duplex operation	
Band MHz	Limit kHz	Limit kHz		Limit kHz	d)	Limit kHz		Limit kHz	a)	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	22375.75		250.5 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		22.75 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 2

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	45		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

Frequency Bands								
	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	18/19 MHz	22 MHz	25/26 MHz
1	4202.5	6300.5	8396.5	12560	16785	18893	22352	25193
2	4203	6301	8397	12560.5	16785.5	18893.5	22352.5	25193.5
3	4203.5	6301.5	8397.5	12561	16786	18894	22353	25194
4	4204	6302	8398	12561.5	16786.5	18894.5	22353.5	25194.5
5	4204.5	6302.5	8398.5	12562	16787	18895	22354	25195
6	4205	6303	8399	12562.5	16787.5	18895.5	22354.5	25195.5
7	4205.5	6303.5	8399.5	12563	16788	18896	22355	25196
8	4206	6304	8400	12563.5	16788.5	18896.5	22355.5	25196.5
9	4206.5	6304.5	8400.5	12564	16789	18897	22356	25197
10	4207	6305	8401	12564.5	16789.5	18897.5	22356.5	25197.5
11		6305.5	8401.5	12565	16790	18898	22357	25198
12		6306	8402	12565.5	16790.5		22357.5	25198.5
13		6306.5	8402.5	12566	16791		22358	25199
14		6307	8403	12566.5	16791.5		22358.5	25199.5
15		6307.5	8403.5	12567	16792		22359	25200
16		6308	8404	12567.5	16792.5		22359.5	25200.5
17		6308.5	8404.5	12568	16793		22360	25201
18		6309	8405	12568.5	16793.5		22360.5	25201.5
19		6309.5	8405.5	12569	16794		22361	25202
20		6310	8406	12569.5	16794.5		22361.5	25202.5
21		6310.5	8406.5	12570	16795		22362	25203
22		6311	8407	12570.5	16795.5		22362.5	25203.5
23		6311.5	8407.5	12571	16796		22363	25204
24			8408	12571.5	16796.5		22363.5	25204.5
25			8408.5	12572	16797		22364	25205
26			8409	12572.5	16797.5		22364.5	25205.5
27			8409.5	12573	16798		22365	25206
28			8410	12573.5	16798.5		22365.5	25206.5
29			8410.5	12574	16799		22366	25207
30			8411	12574.5	16799.5		22366.5	25207.5
31			8411.5	12575	16800		22367	25208
32			8412	12575.5	16800.5		22367.5	
33			8412.5	12576	16801		22368	
34			8413	12576.5	16801.5		22368.5	
35			8413.5		16802		22369	
36			8414		16802.5		22369.5	
37					16803		22370	
38					16803.5		22370.5	
39					16804		22371	
40							22371.5	
41							22372	
42							22372.5	
43							22373	
44							22373.5	
45							22374	

- MOD **Sub-Section IIB. Procedure to Be Followed for Coast Radiotelephone Stations Operating in the Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz**
27 500
- MOD **1315** § 24. (1) *Examination of Notices Concerning Frequency Assignments to Coast Radiotelephone Stations in the Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Coast Radiotelephone Stations (see No. 1239).*
27 500
- MOD **1326** § 25. (1) *Examination of Notices Concerning Frequencies Used for Reception by Coast Radiotelephone Stations in the Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Ship Radiotelephone Stations (see Nos. 1219 and 1239).*
27 500
- MOD **1388** § 40. (1) *Frequency Bands:*
- | | | | |
|----------------------------|-----------------------|----------------|---------------------------|
| 9 | - 2 850 | kHz | |
| 3 155 | - 3 400 | kHz | |
| 3 500 | - 3 900 | kHz | in Region 1 |
| 3 500 | - 4 000 | kHz | in Region 2 |
| 3 500 | - 3 950 | kHz | in Region 3 |
| 4 219.4 | - 4 349.4 | kHz | 4 209.5 - 4 339.25 kHz |
| 6 325.4 | - 6 493.9 | kHz | 6 313.75 - 6 482.25 kHz |
| 8 435.4 | - 8 704.4 | kHz | 8 416.25 - 8 685.25 kHz |
| 12 652.3 | - 13 070.8 | kHz | 12 578.75 - 12 997.75 kHz |
| 16 859.4 | - 17 196.9 | kHz | 16 806.25 - 17 143.25 kHz |
| [19 680 - 19 730.25 kHz] | | | |
| 22 310.5 | - 22 561 | kHz | 22 375.75 - 22 626.25 kHz |
| [26 100 - 26 122.75 kHz] | | | |
- MOD **1391** § 41. (1) *Frequency Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Coast Radiotelephone Stations.*
27 500
- MOD **1395** § 42. (1) *Frequency Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Ship Radiotelephone Stations.*
27 500

WORKING GROUP 4-C

DRAFT REPORT BY WORKING GROUP 4-C TO COMMITTEE 4

1. Working Group 4-C met eight times.
2. At its sixth meeting it established Sub-Working Group 4-C-2 in which representatives of the following delegations participated: Brazil, Canada, China, Japan, Morocco, United Kingdom, Ukraine, United States and USSR.
3. Sub-Working Group 4-C-2 met seven times and established, on the basis of the basic principles contained in Annex 1 to Document 227, a draft of a revised Appendix 31.
4. At its seventh meeting Working Group 4-C approved the revised Appendix 31 (see Annex 1). The Delegation of Greece expressed a reservation on the extent of the sub-bands for calling frequencies assignable to ship stations for A1A or A1B Morse telegraphy in the 8, 12 and 16 MHz bands which they consider to be not adequate to meet the requirements.
5. In Annex 2 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.
6. The attention of Committee 4 is drawn to the possibility that the frequencies from the sub-bands for NBDP (non-paired) may also be used for A1A and A1B Morse telegraphy (working) (see heading of the relevant columns in Appendix 31(Rev.)).

The Working Group decided that frequencies from those sub-bands may also be used for NBDP duplex operation (see Appendix 33(Rev.) in Annex 6). When doing so, coast station frequencies should be selected by administrations from the sub-bands for coast station wideband telegraphy, facsimile and special transmission systems.
7. In order to maintain the possibilities for A1A and A1B Morse telegraphy (working) it was decided that the newly added assignable frequencies for ship stations for NBDP (paired) may also be used for ship stations A1A and A1B Morse telegraphy (working). The frequencies to which this applies are duly marked in Appendix 32(Rev.) (see Annex 5). However, in the 4 MHz band the Working Group decided that all frequencies assignable to ship stations for NBDP (paired) may be used for A1A and A1B Morse telegraphy (working). This is to preserve, in the 4 MHz band, sufficient possibilities for A1A and A1B Morse telegraphy (working).
8. It was not possible to retain unchanged in all cases the frequencies for use in the GMDSS for DSC, NBDP and radiotelephony. Annex 3 contains among others the list of frequencies for use in the GMDSS.

9. The frequency 8 364 kHz (see RR 501, RR 2987, RR 2988 and RR 3005) does not need to be changed.

10. The Working Group succeeded in maintaining the harmonic relationship between the common channels in the 4, 6, 8, 12 and 16 MHz bands while using a channel width of 0.5 kHz (see Appendix 34(Rev.) in Annex 7).

11. As can be seen in Annex 7 the format of Appendix 34 is not changed. Furthermore, no changes need to be made in the annex to Resolution No. 312.

12. Following the decision of Committee 5 (Document 257 refers) the Working Group provided for an exclusive frequency in the 8 MHz band for the GMDSS for distress and safety traffic using radiotelephony (viz. 8 291 kHz).

13. Furthermore, one exclusive frequency in each of the 4, 6, 8, 12, 16, 18/19, 22 and 25/26 MHz band was selected from the coast station NBDP (paired) sub-bands for the promulgation of marine safety information (MSI) to ships using NBDP.

14. Following the decision in Committee 5 (see Document 204), the Working Group selected an exclusive frequency in the 4 MHz band for NAVTEX type transmissions in the coast station NBDP (paired) sub-band (see Annex 3).

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

15. For radiotelephony in the 4 and 8 MHz bands additional frequencies are selected for duplex operation. For only 1 of the 3 additional coast station frequencies in the 4 MHz a corresponding ship station frequency is provided. In the 8 MHz band for only 1 of 5 additional coast station frequencies a corresponding ship station frequency is provided.

The "missing" ship station frequencies (e.g. 2 in the 4 MHz band and 4 in the 8 MHz band) to be used for 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.

16. Concerning the channelling in Appendix 31(Rev.) the Working Group decided to place the carrier frequencies for radiotelephony on integer multiples of 1 kHz (see principle No. 1 in Annex 1 to Document 227).

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

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

[19. The Working Group approved the revisions of Appendices 16, 32, 33, 34 and 35, which can be found in Annexes 4 to 8 respectively.]

20. The attention of Committee 4 is drawn to amendments which are to be made in Articles 8 and 12 consequential to the revisions of Appendix 31. The relevant amendments are shown in Annex 9. Dependent on the decisions to be taken in Sub-Working Group 4 ad hoc 2, further amendments may be needed in Sub-Section IIB and Section III of Article 12.

21. Consequential amendments are also to be made to Chapters IX, N IX and XI. The Chairmen of Committees 5 and 6 should be invited to take into account the decisions of Committee 4 concerning the revision of Appendix 31. A draft note is shown in Annex 10.

[22. Following the reduction of the channel-width for radiotelephony from 3.1 kHz to 3 kHz, consequential changes have to be made to Appendix 25. The attention of Committee 4 is drawn to the fact that the allotments in the said Appendix can remain on the same channel numbers.

A procedure has to be developed with a view to regulating the modification of frequencies (carrier and assigned) for radiotelephony which appear in Appendix 25.]

[23. A decision should be taken with regard to the procedure for the taking into use of the additional channels for radiotelephony (duplex).]

[24. Following the revision of Appendix 31, the sub-bands for coast stations for wideband telegraphy and AlA or AlB Morse telegraphy etc. (although the amount of spectrum available in these sub-bands remains the same) are relocated. This requires, in the opinion of the Working Group, a procedure to regulate the transfer.]

[25. The Working Group decided that the revised Appendix 31 shall be implemented on the same date as the coming into force of the Final Acts of this Conference.]

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

Annexes: 10

ANNEX 1

AP31-(Rev.)

APPENDIX 31(Rev.)

**Table of Frequencies to Be Used in the Bands Between 4 MHz and
27.5 MHz Allocated Exclusively to the Maritime Mobile Service**

(See Article 60)

In the table, where appropriate, the assignable frequencies in a given band for each usage are:




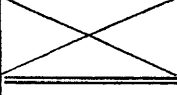
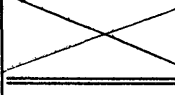
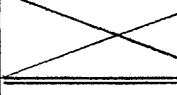


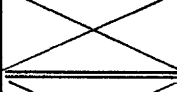
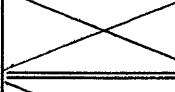
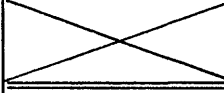
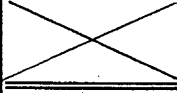
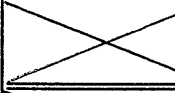
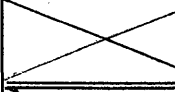
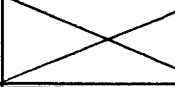
- indicated by the lowest and highest frequency, in heavy type, assigned in that band;
- regularly spaced, the number of assignable frequencies and the spacing in kHz being indicated in italics.

		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	
Band MHz	Limit kHz	c)	Limit kHz	a) i)	Limit kHz	a)	Limit kHz		Limit kHz
4	4063	4063.3 4064.8 6 c. 0.3 kHz	4065	4066.4 4144.4 27 c. 3 kHz	4146	4147.4 4150.4 2 c. 3 kHz	4152	4154 4170 5 c. 4 kHz	4172
6	6200		6200	6201.4 6222.4 8 c. 3 kHz	6224	6225.4 6231.4 3 c. 3 kHz	6233	6235 6259 7 c. 4 kHz	6261
8	8195		8195	8196.4 8292.4 32 c. 3 kHz	8294	8295.4 8298.4 2 c. 3 kHz	8300	8302 8338 10 c. 4 kHz	8340
12	12230		12230	12231.4 12351.4 41 c. 3 kHz	12353	12354.4 12366.4 5 c. 3 kHz	12368	12370 12418 13 c. 4 kHz	12420
16	16360		16360	16361.4 16526.4 56 c. 3 kHz	16528	16529.4 16547.4 7 c. 3 kHz	16549	16551 16615 17 c. 4 kHz	16617
18/19	18780		18780	18781.4 18823.4 15 c. 3 kHz	18825	18826.4 18844.4 7 c. 3 kHz	18846	18848 18868 6 c. 4 kHz	18870
22	22000		22000	22001.4 22157.4 53 c. 3 kHz	22159	22160.4 22178.4 7 c. 3 kHz	22180	22182 22238 15 c. 4 kHz	22240
25/26	25070		25070	25071.4 25098.4 10 c. 3 kHz	25100	25101.4 25119.4 7 c. 3 kHz	25121	25123 25159 10 c. 4 kHz	25161.25

c. = voie / channel / canal

		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 for FSK and 200 bauds for FSK		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 for FSK and 200 bauds for FSK	
Band MHz	Limit kHz	c)	Limit kHz	d) j)	Limit kHz	g)	Limit kHz	d)	Limit kHz
4	4172		4172	4172.5 18 c. 4181.5 0.5 kHz	4181.75		4186.75		4186.75
6	6261	6261.3 6262.5 5 c. 0.3 kHz	6262.75	6263 6275.5 25 c. 0.5 kHz	6275.75		6280.75	6281 6284.5 8 c. 0.5 kHz	6284.75
8	8340	8340.3 8341.5 5 c. 0.3 kHz	8341.75		8341.75		8341.75		8341.75
12	12420	12420.3 12421.5 5 c. 0.3 kHz	12421.75		12421.75		12421.75		12421.75
16	16617	16617.3 16618.5 5 c. 0.3 kHz	16618.75		16618.75		16618.75		16618.75
18/19	18870		18870		18870		18870		18870
22	22240	22240.3 22241.5 5 c. 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

		Working frequencies assignable to ship stations for A1A or A1B Morse telegraphy			Calling frequencies assignable to ship stations for A1A or A1B Morse telegraphy		Working frequencies assignable to ship stations for A1A or A1B Morse telegraphy			Frequencies (paired) assignable to ship telegraphy and data transmission systems at speeds not exceeding 100 bauds for FSK and 200 bauds for PSK		
Bands MHz	Limit kHz	e)	f)	Limit kHz	g)	Limit kHz	e)	f)	Limit kHz	d)	j)	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	12477 145 c.	12549.5 0.5 kHz	12549.75
16	16618.75	16619 129 c.	16683 0.5 kHz	16683.25		16683.25			16683.25	16683.5 100 c.	16733.5 0.5 kHz	16733.75
18/19	18870			18870		18870			18870	18870.5 45 c.	18892.5 0.5 kHz	18892.75
22	22241.75	22242 75 c.	22279 0.5 kHz	22279.25		22284.25			22284.25	22284.5 135 c.	22351.5 0.5 kHz	22351.75
25/26	25161.25	25161.5 20 c.	25171 0.5 kHz	25171.25		25172.75			25172.75	25173 40 c.	25192.5 0.5 kHz	25192.75

c. = voir / channel / canal

		Calling frequencies assignable to ship stations for A1A or A1B Morse telegraphy		Frequencies (paired) assignable to ship stations for NEP and data transmissions at speeds not exceeding 100 bauds for FSK and 200 bauds for FSK		Frequencies (non-paired) assignable to ship stations for NEP and A1A, A1B Morse telegraphy (working)		Frequencies assignable to ship stations for Digital Selective Calling	
Band MHz	Limit kHz	g)	Limit kHz	d)	Limit kHz	b)	Limit kHz	k)	Limit kHz
4	4202.25		4202.25		4202.25	4202.5 4207 10 c. 0.5 kHz	4207.25	4207.5 4209 3 c. 0.5 kHz	4209.25
6	6300.25		6300.25		6300.25	6300.5 6311.5 23 c. 0.5 kHz	6311.75	6312 6313.5 3 c. 0.5 kHz	6313.75
8	8396.25		8396.25		8396.25	8396.5 8414 36 c. 0.5 kHz	8414.25	8414.5 8416 3 c. 0.5 kHz	8416.25
12	12549.75		12564.75	12555 12569.5 10 c. 0.5 kHz	12569.75	12560 12576.5 34 c. 0.5 kHz	12576.75	12577 12578.5 3 c. 0.5 kHz	12578.75
16	16733.75		16738.75	16739 16784.5 92 c. 0.5 kHz	16784.75	16785 16804 39 c. 0.5 kHz	16804.25	16804.5 16806 3 c. 0.5 kHz	16806.25
18/19	18892.75		18892.75		18892.75	18893 18898 11 c. 0.5 kHz	18898.25	18898.5 18899.5 3 c. 0.5 kHz	18899.75
22	22351.75		22351.75		22351.75	22352 22374.5 46 c. 0.5 kHz	22374.75	22375 22376 3 c. 0.5 kHz	22376.25
25/26	25192.75		25192.75		25192.75	25193 25208 31 c. 0.5 kHz	25208.25	25208.5 25209.5 3 c. 0.5 kHz	25210

c. = voie / channel / canal

			Frequencies assignable to coast station for wide- band and A1A or A1B Morse telegraphy, facsimile special and data transmission systems and direct- printing telegraphy systems		Frequencies (paired) assignable to coast stations for NBDP and data transmission systems at speeds not exceeding 100 bauds for FSK and 200 bauds for FSK		Frequencies to coast stations for digital selective calling		Frequencies assignable to to coast stations for telephony, duplex operation	
Band MHz	Limit kHz	Limit kHz		Limit kHz	d)	Limit kHz		Limit kHz	a)	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		22.75 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. = voice / channel / canal

AP31(Rev.)

NOTES REFERRING TO THE TABLE

- a) See Appendix 16 (Rev.).
- b) See Appendix 33 (Rev.).
- c) The frequency bands may also be used by buoy stations for oceanographic data transmission and by stations interrogating these buoys, in accordance with the conditions set forth in Resolution No. 314.
- d) See Appendix 32 (Rev.).
- e) In the frequency bands to be used by ship stations for A1A Morse telegraphy working at speeds not exceeding 40 bauds, administrations may assign additional frequencies interleaved between the assignable frequencies. Any frequencies so assigned shall be multiples of 100 Hz. Administrations shall ensure a uniform distribution of such assignments within the bands.
- f) See Appendix 35 (Rev.).
- g) See Appendix 34 (Rev.).
- h) For the conditions of use of the frequency 8 364 kHz, see No. 2988.
- i) For the use of the carrier frequencies 4 125 kHz, 6 215 kHz, 8 291 kHz, 12 290 kHz and 16 420 kHz in these sub-bands by ship and coast stations for distress and safety purposes, see Article N 38.
- j) For the use of the frequencies 4 177.5 kHz, 6 268 kHz, 8 376.5 kHz, 12 520 kHz and 16 695 kHz in these sub-bands by ship and coast stations for distress and safety purposes, see Article N 38.
- k) For the use of the frequencies 4 207.5 kHz, 6 312 kHz, 8 414.5 kHz, 12 577 kHz and 16 804.5 kHz in these sub-bands by ship and coast stations for distress and safety purposes, see Article N 38.

ANNEX 2

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

ANNEX 3

List of frequencies for use in the GMDSS, for the
promulation of marine safety informations (MSI)
and for NAVTEX type transmissions

1. GMDSS frequencies

Radiotelephony		DSC		NBDP	
Present (kHz) (carrier frequencies)	New (kHz) (carrier frequencies)	Present (kHz)	New (kHz)	Present (kHz)	New (kHz)
4 125	4 125	4 188	4 207.5	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

ANNEX 4

AP16-(Rev.)

APPENDIX 16 (Rev.)
Mob-85

**Channelling of the Maritime Mobile Radiotelephone Bands
Between 4 000 kHz and ~~23-000~~ 27 500 kHz**

(See Article 60, Section IV)

1. Radiotelephone channelling arrangements for the frequencies to be used by coast and ship stations in the bands allocated to the maritime mobile service are indicated in the following sections:

Section A – Table of single-sideband transmitting frequencies for duplex (two-frequency) operation (in kHz);

Section B – Table of single-sideband transmitting frequencies for simplex (single-frequency) operation and for intership cross-band (two-frequency) operation (in kHz);

Section C-1 – Table of single-sideband transmitting frequencies (in kHz) for ship stations in the band 4 000 - 4 063 kHz shared with the fixed service;

Section C-2 – Table of single-sideband transmitting frequencies (in kHz) for ship and coast stations in the band 8 100 - 8 195 kHz shared with the fixed service.

2. The technical characteristics for single-sideband transmitters are specified in Appendix 17.

3. One or more series of frequencies from Section A (with the exception of those frequencies mentioned in paragraph 5 below) may be assigned to each coast station, which uses these frequencies associated in pairs (see No. 4381); each pair consists of a transmitting and a receiving frequency. The series shall be selected with due regard to the areas served and so as to avoid, as far as possible, harmful interference between the services of different coast stations.

AP16-(Rev.)

4. The frequencies in Section B are provided for worldwide common use by ships of all categories, according to traffic requirements, for ship transmissions to coast stations and for intership communication. They are also authorized for worldwide common use for transmissions by coast stations (simplex operation) provided the peak envelope power does not exceed 1 kW. (See Recommendation 304.)

5. The following frequencies in Section A are allocated for calling purposes:

- Channel No. 421 in the 4 MHz band;
- Channel No. 606 in the 6 MHz band;
- Channel No. 821 in the 8 MHz band;
- Channel No. 1221 in the 12 MHz band;
- Channel No. 1621 in the 16 MHz band;
- Channel No. 1806 in the 18 MHz band;
- Channel No. 2221 in the 22 MHz band;
- Channel No. 2510 in the 25 MHz band.

The remaining frequencies in Sections A, B, C-1 and C-2 are working frequencies.

5A. For the use of the carrier frequencies:

- 4 125 kHz (Channel No. 421)
- 6 215 kHz (Channel No. 606)
- 12 290 kHz (Channel No. 1221)
- 16 420 kHz (Channel No. 1621)

in Section A, by coast and ship stations for distress and safety purposes, see Article N 38.

6. a) Maritime radiotelephone stations using single-sideband emissions shall operate only on the carrier frequencies shown in Sections A, B, C-1 and C-2 in conformity with the technical characteristics specified in Appendix 17. The upper sideband mode shall always be employed.

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- b) Stations employing the single-sideband mode shall use only class J3E emissions.

7. The channelling plan established in Section C-2 does not prejudice the rights of administrations to establish, and to notify assignments to stations in the maritime mobile service other than those using radiotelephony in the band 8 100 - 8 195 kHz, in conformity with the relevant provisions of these Regulations.

8. For the use and notification of channels Nos. 427, 428, 429, 607, 608, 832, 834, 835, 836, 1233 up to and including 1241, 1642 up to and including 1656, 1801 up to and including 1815, 2241 up to and including 2253 and 2501 up to and including 2510, see [Resolution No. ...].

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Channel No.	4 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
401	4357	4358.4	4065	4066.4
402	4360	4361.4	4068	4069.4
403	4363	4364.4	4071	4072.4
404	4366	4367.4	4074	4075.4
405	4369	4370.4	4077	4078.4
406	4372	4373.4	4080	4081.4
407	4375	4376.4	4083	4084.4
408	4378	4379.4	4086	4087.4
409	4381	4382.4	4089	4090.4
410	4384	4385.4	4092	4093.4
411	4387	4388.4	4095	4096.4
412	4390	4391.4	4098	4099.4
413	4393	4394.4	4101	4102.4
414	4396	4397.4	4104	4105.4
415	4399	4400.4	4107	4108.4
416	4402	4403.4	4110	4111.4
417	4405	4406.4	4113	4114.4
418	4408	4409.4	4116	4117.4
419	4411	4412.4	4119	4120.4
420	4414	4415.4	4122	4123.4
421*	4417*	4418.4*	4125* 3	4126.4*
422	4420	4421.4	4128	4129.4
423	4423	4424.4	4131	4132.4
424	4426	4427.4	4134	4135.4
425	4429	4430.4	4137	4138.4
426	4432	4433.4	4140	4141.4
427	4435	4436.4	4143	4144.4
427 ²	4351	4352.4	-	-
428 ^{1 2}	4354	4355.4	-	-
429 ^{1 2}				

¹ These coast station frequencies should be paired with a ship station frequency being a simplex frequency for ship and coast stations (see Section B) or a frequency from the band 4 000 - 4 063 kHz (see Section C1) to be selected by the administration concerned.

² See [Resolution No. ...].

³ For the conditions of use of the carrier frequency 4 125 kHz, see Nos. 2982, 4379 and 4380.

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376).

Channel No.	6 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
601	6501	6502.4	6200	6201.4
602	6504	6505.4	6203	6204.4
603	6507	6508.4	6206	6207.4
604	6510	6511.4	6209	6210.4
605	6513	6514.4	6212	6213.4
606*	6516*	6517.4*	6215* 4	6216.4*
607 ²	6519	6520.4	6218	6219.4
608 ²	6522	6523.4	6221	6222.4

² See [Resolution No. ...].

⁴ For the conditions of use of the carrier frequency 6 215 kHz, see No. 2986.

* The frequencies followed by an asterisk are calling frequencies (see Nos. 4375 and 4376).

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Channel No.	8 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
801	8719	8720.4	8195	8196.4
802	8722	8723.4	8198	8199.4
803	8725	8726.4	8201	8202.4
804	8728	8729.4	8204	8205.4
805	8731	8732.4	8207	8208.4
806	8734	8735.4	8210	8211.4
807	8737	8738.4	8213	8214.4
808	8740	8741.4	8216	8217.4
809	8743	8744.4	8219	8220.4
810	8746	8747.4	8222	8223.4
811	8749	8750.4	8225	8226.4
812	8752	8753.4	8228	8229.4
813	8755	8756.4	8231	8232.4
814	8758	8759.4	8234	8235.4
815	8761	8762.4	8237	8238.4
816	8764	8765.4	8240	8241.4
817	8767	8768.4	8243	8244.4
818	8770	8771.4	8246	8247.4
819	8773	8774.4	8249	8250.4
820	8776	8777.4	8252	8253.4
821	8779	8780.4	8255	8256.4
822	8782	8783.4	8258	8259.4
823	8785	8786.4	8261	8262.4
824	8788	8789.4	8264	8265.4
825	8791	8792.4	8267	8268.4
826	8794	8795.4	8270	8271.4
827	8797	8798.4	8273	8274.4
828	8800	8801.4	8276	8277.4
829	8803	8804.4	8279	8280.4
830	8806	8807.4	8282	8283.4
831	8809	8810.4	8285	8286.4
832 ²	8812	8813.4	8288	8289.4
833 ^{5 2}	8707	8708.4	-	-
834 ^{5 2}	8710	8711.4	-	-
835 ^{5 2}	8713	8714.4	-	-
836 ^{5 2}	8716	8717.4	-	-

² See [Resolution No. ...].

⁵ Those coast frequencies should be paired with a ship station frequency being a simplex frequency for ships and coast stations (see Section B) or a frequency from the band 8 100 - 8 195 kHz (see Section C2) to be selected by the administration concerned.

Channel No.	12 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1201	13077	13078.4	12230	12231.4
1202	13080	13081.4	12233	12234.4
1203	13083	13084.4	12236	12237.4
1204	13086	13087.4	12239	12240.4
1205	13089	13090.4	12242	12243.4
1206	13092	13093.4	12245	12246.4
1207	13095	13096.4	12248	12249.4
1208	13098	13099.4	12251	12252.4
1209	13101	13102.4	12254	12255.4
1210	13104	13105.4	12257	12258.4
1211	13107	13108.4	12260	12261.4
1212	13110	13111.4	12263	12264.4
1213	13113	13114.4	12266	12267.4
1214	13116	13117.4	12269	12270.4
1215	13119	13120.4	12272	12273.4
1216	13122	13123.4	12275	12276.4
1217	13125	13126.4	12278	12279.4
1218	13128	13129.4	12281	12282.4
1219	13131	13132.4	12284	12285.4
1220	13134	13135.4	12287	12288.4
1221	13137	13138.4	12290	12291.4
1222	13140	13141.4	12293	12294.4
1223	13143	13144.4	12296	12297.4
1224	13146	13147.4	12299	12300.4
1225	13149	13150.4	12302	12303.4
1226	13152	13153.4	12305	12306.4
1227	13155	13156.4	12308	12309.4
1228	13158	13159.4	12311	12312.4
1229	13161	13162.4	12314	12315.4
1230	13164	13165.4	12317	12318.4
1231	13167	13168.4	12320	12321.4
1232	13170	13171.4	12323	12324.4
1233	13173	13174.4	12326	12327.4
1234	13176	13177.4	12329	12330.4
1235	13179	13180.4	12332	12333.4
1236	13182	13183.4	12335	12336.4
1237	13185	13186.4	12338	12339.4
1238	13188	13189.4	12341	12342.4
1239	13191	13192.4	12344	12345.4
1240	13194	13195.4	12347	12348.4
1241	13197	13198.4	12350	12351.4

² See [Resolution No. ...].

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Channel No.	16 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1601	17242	17243.4	16360	16361.4
1602	17245	17246.4	16363	16364.4
1603	17248	17249.4	16366	16367.4
1604	17251	17252.4	16369	16370.4
1605	17254	17255.4	16372	16373.4
1606	17257	17258.4	16375	16376.4
1607	17260	17261.4	16378	16379.4
1608	17263	17264.4	16381	16382.4
1609	17266	17267.4	16384	16385.4
1610	17269	17270.4	16387	16388.4
1611	17272	17273.4	16390	16391.4
1612	17275	17276.4	16393	16394.4
1613	17278	17279.4	16396	16397.4
1614	17281	17282.4	16399	16400.4
1615	17284	17285.4	16402	16403.4
1616	17287	17288.4	16405	16406.4
1617	17290	17291.4	16408	16409.4
1618	17293	17294.4	16411	16412.4
1619	17296	17297.4	16414	16415.4
1620	17299	17300.4	16417	16418.4
1621	17302	17303.4	16420	16421.4
1622	17305	17306.4	16423	16424.4
1623	17308	17309.4	16426	16427.4
1624	17311	17312.4	16429	16430.4
1625	17314	17315.4	16432	16433.4
1626	17317	17318.4	16435	16436.4
1627	17320	17321.4	16438	16439.4
1628	17323	17324.4	16441	16442.4
1629	17326	17327.4	16444	16445.4
1630	17329	17330.4	16447	16448.4
1631	17332	17333.4	16450	16451.4
1632	17335	17336.4	16453	16454.4
1633	17338	17339.4	16456	16457.4
1634	17341	17342.4	16459	16460.4
1635	17344	17345.4	16462	16463.4
1636	17347	17348.4	16465	16466.4
1637	17350	17351.4	16468	16469.4
1638	17353	17354.4	16471	16472.4
1639	17356	17357.4	16474	16475.4
1640	17359	17360.4	16477	16478.4

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Channel No.	16 MHz Band (cont.)			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1641	17362	17363.4	16480	16481.4
1642	17365	17366.4	16483	16484.4
1643	17368	17369.4	16486	16487.4
1644	17371	17372.4	16489	16490.4
1645	17374	17375.4	16492	16493.4
1646	17377	17378.4	16495	16496.4
1647	17380	17381.4	16498	16499.4
1648	17383	17384.4	16501	16502.4
1649	17386	17387.4	16504	16505.4
1650	17389	17390.4	16507	16508.4
1651	17392	17393.4	16510	16511.4
1652	17395	17396.4	16513	16514.4
1653	17398	17399.4	16516	16517.4
1654	17401	17402.4	16519	16520.4
1655	17404	17405.4	16522	16523.4
1656	17407	17408.4	16525	16526.4

² See [Resolution No. ...].

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Channel No.	18/19 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
1801	19755	19756.4	18780	18781.4
1802	19758	19759.4	18783	18784.4
1803	19761	19762.4	18786	18787.4
1804	19764	19765.4	18789	18790.4
1805	19767	19768.4	18792	18793.4
1806	19770	19771.4	18795	18796.4
1807	19773	19774.4	18798	18799.4
1808 } ²	19776	19777.4	18801	18802.4
1809	19779	19780.4	18804	18805.4
1810	19782	19783.4	18807	18808.4
1811	19785	19786.4	18810	18811.4
1812	19788	19789.4	18813	18814.4
1813	19791	19792.4	18816	18817.4
1814	19794	19795.4	18819	18820.4
1815	19797	19798.4	18822	18823.4

² See [Resolution No. ...].

Channel No.	22 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
2201	22696	22697.4	22000	22001.4
2202	22699	22700.4	22003	22004.4
2203	22702	22703.4	22006	22007.4
2204	22705	22706.4	22009	22010.4
2205	22708	22709.4	22012	22013.4
2206	22711	22712.4	22015	22016.4
2207	22714	22715.4	22018	22019.4
2208	22717	22718.4	22021	22022.4
2209	22720	22721.4	22024	22025.4
2210	22723	22724.4	22027	22028.4
2211	22726	22727.4	22030	22031.4
2212	22729	22730.4	22033	22034.4
2213	22732	22733.4	22036	22037.4
2214	22735	22736.4	22039	22040.4
2215	22738	22739.4	22042	22043.4
2216	22741	22742.4	22045	22046.4
2217	22744	22745.4	22048	22049.4
2218	22747	22748.4	22051	22052.4
2219	22750	22751.4	22054	22055.4
2220	22753	22754.4	22057	22058.4
2221	22756	22757.4	22060	22061.4
2222	22759	22760.4	22063	22064.4
2223	22762	22763.4	22066	22067.4
2224	22765	22766.4	22069	22070.4
2225	22768	22769.4	22072	22073.4
2226	22771	22772.4	22075	22076.4
2227	22774	22775.4	22078	22079.4
2228	22777	22778.4	22081	22082.4
2229	22780	22781.4	22084	22085.4
2230	22783	22784.4	22087	22088.4
2231	22786	22787.4	22090	22091.4
2232	22789	22790.4	22093	22094.4
2233	22792	22793.4	22096	22097.4
2234	22795	22796.4	22099	22100.4
2235	22798	22799.4	22102	22103.4

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Channel No.	22 MHz Band (cont.)			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
2236	22801	22802.4	22105	22106.4
2237	22804	22805.4	22108	22109.4
2238	22807	22808.4	22111	22112.4
2239	22810	22811.4	22114	22115.4
2240	22813	22814.4	22117	22118.4
2241	22816	22817.4	22120	22121.4
2242	22819	22820.4	22123	22124.4
2243	22822	22823.4	22126	22127.4
2244	22825	22826.4	22129	22130.4
2245	22828	22829.4	22132	22133.4
2246	22831	22832.4	22135	22136.4
2247	22834	22835.4	22138	22139.4
2248	22837	22838.4	22141	22142.4
2249	22840	22841.4	22144	22145.4
2250	22843	22844.4	22147	22148.4
2251	22846	22847.4	22150	22151.4
2252	22849	22850.4	22153	22154.4
2253	22852	22853.4	22156	22157.4

² See [Resolution No. ...].

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Channel No.	25/26 MHz Band			
	Coast stations		Ship stations	
	Carrier frequency	Assigned frequency	Carrier frequency	Assigned frequency
2501	26145	26146.4	25070	25071.4
2502	26148	26149.4	25073	25074.4
2503	26151	26152.4	25076	25077.4
2504	26154	26155.4	25079	25080.4
2505	26157	26158.4	25082	25083.4
2506	26160	26161.4	25085	25086.4
2507	26163	26164.4	25088	25089.4
2508	26166	26167.4	25091	25092.4
2509	26169	26170.4	25094	25095.4
2510	26172	26173.4	25097	25098.4

² See [Resolution No. ...].

SECTION B

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Table of Single-Sideband Transmitting Frequencies for Simplex (Single-Frequency) Operation
and for Intership Cross-Band (Two-Frequency) Operation (in kHz)

(See paragraph 4 of this Appendix)

4 MHz Band ¹		6 MHz Band		8 MHz Band ²		12 MHz Band		16 MHz Band		18/19 MHz Band		22 MHz Band		25/26 MHz Band	
Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency	Carrier fre- quency	Assigned fre- quency
4 146	4 147.4	6 224	6 225.4	8 294	8 295.4	12 353	12 354.4	16 528	16 529.4	18 825	18 826.4	22 159	22 160.4	25 100	25 101.4
4 149	4 150.4	6 227	6 228.4	8 297	8 298.4	12 356	12 357.4	16 531	16 532.4	18 828	18 829.4	22 162	22 163.4	25 103	25 104.4
		6 230	6 231.4			12 359	12 360.4	16 534	16 535.4	18 831	18 832.4	22 165	22 166.4	25 106	25 107.4
						12 362	12 363.4	16 537	16 538.4	18 834	18 835.4	22 168	22 169.4	25 109	25 110.4
						12 365	12 366.4	16 540	16 541.4	18 837	18 838.4	22 171	22 172.4	25 112	25 113.4
								16 543	16 544.4	18 840	18 841.4	22 174	22 175.4	25 115	25 116.4
								16 546	16 547.4	18 843	18 844.4	22 177	22 178.4	25 118	25 119.4

- 1) Those frequencies may be used for duplex operation with coast stations operating in Channels 428 and 429 (see Section A).
- 2) Those frequencies may be used for duplex operation with coast stations operating on Channels 833 up to and including 836 (see Section A).

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SECTION C-1

**Table of Single-Sideband Transmitting Frequencies (in kHz)
for Ship Stations in the Band 4 000 - 4 063 kHz
Shared with the Fixed Service**

The frequencies in this Section may be used:

- for supplementing ship-to-shore channels for duplex operation in Section A;
- for intership simplex (single-frequency) and cross-band operation;
- for cross-band working with coast stations on channels in Section C-2;
- for duplex operation with coast stations working in the band 4 438 - 4 650 kHz.
- for duplex operation with Channels Nos. 428 and 429.

Channel No.	Carrier Frequency	Assigned Frequency	Channel No.	Carrier Frequency	Assigned Frequency
1	4 000 *	4 001.4 *	12	4 033	4 034.4
2	4 003 *	4 004.4 *	13	4 036	4 037.4
3	4 006	4 007.4	14	4 039	4 040.4
4	4 009	4 010.4	15	4 042	4 043.4
5	4 012	4 013.4	16	4 045	4 046.4
6	4 015	4 016.4	17	4 048	4 049.4
7	4 018	4 019.4	18	4 051	4 052.4
8	4 021	4 022.4	19	4 054	4 055.4
9	4 024	4 025.4	20	4 057	4 058.4
10	4 027	4 028.4	21	4 060	4 061.4
11	4 030	4 031.4			

* Administrations are requested to urge ship stations under their jurisdiction to refrain from using the band 4 000 - 4 005 kHz when navigating in Region 3 (see also No. 516).

SECTION C-2

**Table of Single-Sideband Transmitting Frequencies (in kHz) for Ship
and Coast Stations in the Band 8 100 - 8 195 kHz
Shared with the Fixed Service**

The frequencies in this Section may be used:

- for supplementing ship-to-shore and shore-to-ship channels for duplex operation in Section A;
- for intership simplex (single frequency) and cross-band operation;
- for cross-band working with ship stations on channels in Section C-1;
- for ship-to-shore or shore-to-ship simplex operation;
- for duplex operation with Channel Nos. 833, 834, 835 and 836.

Channel No.	Carrier Frequency	Assigned Frequency	Channel No.	Carrier Frequency	Assigned Frequency
1	8 101	8 102.4	17	8 149	8 150.4
2	8 104	8 105.4	18	8 152	8 153.4
3	8 107	8 108.4	19	8 155	8 156.4
4	8 110	8 111.4	20	8 158	8 159.4
5	8 113	8 114.4	21	8 161	8 162.4
6	8 116	8 117.4	22	8 164	8 165.4
7	8 119	8 120.4	23	8 167	8 168.4
8	8 122	8 123.4	24	8 170	8 171.4
9	8 125	8 126.4	25	8 173	8 174.4
10	8 128	8 129.4	26	8 176	8 177.4
11	8 131	8 132.4	27	8 179	8 180.4
12	8 134	8 135.4	28	8 182	8 183.4
13	8 137	8 138.4	29	8 185	8 186.4
14	8 140	8 141.4	30	8 188	8 189.4
15	8 143	8 144.4	31	8 191	8 192.4
16	8 146	8 147.4			

ANNEX 5

APPENDIX 32(Rev.)

**Channelling of the Maritime Mobile Bands Between 4 000 kHz and
23 000 kHz Used for Narrow-Band Direct-Printing Telegraphy
27 500 and Data Systems (Paired Frequencies)**

(See Article 60 and Resolution 300)

**Each coast station which uses paired frequencies is assigned
one or more frequency pairs from the following series;
each pair consists of a transmitting and a receiving frequency.**

ANNEX 5

Table of Frequencies for Two-Frequency Operation
by Coast Stations (kHz)

SERIES No.	4 MHz BAND ¹⁾	
	TRANSMIT	RECEIVE
1	4340.5	4172.5
2	4341	4173
3	4341.5	4173.5
4	4342	4174
5	4342.5	4174.5
6	4343	4175
7	4343.5	4175.5
8	4344	4176
9	4344.5	4176.5
10	4345	4177
11	4345.5	4178
12	4346	4178.5
13	4346.5	4179
14	4347	4179.5
15	4347.5	4180
16	4348	4180.5
17	4348.5	4181
18	4349	4181.5

- 1) All coast station receiving frequencies may be used by ship stations for transmitting A1A and A1B Morse telgraphy (working).

SERIES No.	6 MHz BAND	
	TRANSMIT	RECEIVE
1	6483	6263
2	6483.5	6263.5
3	6484	6264
4	6484.5	6264.5
5	6485	6265
6	6485.5	6265.5
7	6486	6266
8	6486.5	6266.5
9	6487	6267
10	6487.5	6267.5
11	6488	6268.5
12	6488.5	6269
13	6489	6269.5
14	6489.5	6270
15	6490	6270.5
16	6490.5	6271
17	6491	6271.5
18	6491.5	6272
19	6492	6272.5
20	6492.5	6273
21	6493	6273.5
22	6493.5	6274
23	6494	6274.5
24	6494.5	6275
25	6495	6275.5
26	6495.5	6281
27	6496	6281.5
28	6496.5	6282
29	6497	6282.5
30	6497.5	6283
31	6498	6283.5
32	6498.5	6284
33	6499	6284.5

- 2) The coast station receiving frequencies of channels Nos. 24 up to and including 33 may be used by ship stations for transmitting A1A and A1B Morse telegraphy (working).

SERIES No.	8 MHz BAND	
	TRANSMIT	RECEIVE
1	8686	8377
2	8686.5	8377.5
3	8687	8378
4	8687.5	8378.5
5	8688	8379
6	8688.5	8379.5
7	8689	8380
8	8689.5	8380.5
9	8690	8381
10	8690.5	8381.5
11	8691	8382
12	8691.5	8382.5
13	8692	8383
14	8692.5	8383.5
15	8693	8384
16	8693.5	8384.5
17	8694	8385
18	8694.5	8385.5
19	8695	8386
20	8695.5	8386.5
21	8696	8387
22	8696.5	8387.5
23	8697	8388
24	8697.5	8388.5
25	8698	8389
26	8698.5	8389.5
27	8699	8390
28	8699.5	8390.5
29	8700	8391
30	8700.5	8391.5
31	8701	8392
32	8701.5	8392.5
33	8702	8393
34	8702.5	8393.5
35	8703	8394
36	8703.5	8394.5
37	8704	8395
38	8704.5	8395.5
39	8705	8396

- 3) The coast station receiving frequencies of channels Nos. 28 up to and including 39 may be used by ship stations for transmitting A1A and A1B Morse telegraphy (working).

SERIES No.	12 MHz BAND ⁴⁾	
	TRANSMIT	RECEIVE
1	12998	12477
2	12998.5	12477.5
3	12999	12478
4	12999.5	12478.5
5	13000	12479
6	13000.5	12479.5
7	13001	12480
8	13001.5	12480.5
9	13002	12481
10	13002.5	12481.5
11	13003	12482
12	13003.5	12482.5
13	13004	12483
14	13004.5	12483.5
15	13005	12484
16	13005.5	12484.5
17	13006	12485
18	13006.5	12485.5
19	13007	12486
20	13007.5	12486.5
21	13008	12487
22	13008.5	12487.5
23	13009	12488
24	13009.5	12488.5
25	13010	12489
26	13010.5	12489.5
27	13011	12490
28	13011.5	12490.5
29	13012	12491
30	13012.5	12491.5
31	13013	12492
32	13013.5	12492.5
33	13014	12493
34	13014.5	12493.5
35	13015	12494
36	13015.5	12494.5
37	13016	12495
38	13016.5	12495.5
39	13017	12496
40	13017.5	12496.5
41	13018	12497
42	13018.5	12497.5
43	13019	12498

SERIES No.	12 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
44	13019.5	12498.5
45	13020	12499
46	13020.5	12499.5
47	13021	12500
48	13021.5	12500.5
49	13022	12501
50	13022.5	12501.5
51	13023	12502
52	13023.5	12502.5
53	13024	12503
54	13024.5	12503.5
55	13025	12504
56	13025.5	12504.5
57	13026	12505
58	13026.5	12505.5
59	13027	12506
60	13027.5	12506.5
61	13028	12507
62	13028.5	12507.5
63	13029	12508
64	13029.5	12508.5
65	13030	12509
66	13030.5	12509.5
67	13031	12510
68	13031.5	12510.5
69	13032	12511
70	13032.5	12511.5
71	13033	12512
72	13033.5	12512.5
73	13034	12513
74	13034.5	12513.5
75	13035	12514
76	13035.5	12514.5
77	13036	12515
78	13036.5	12515.5
79	13037	12516
80	13037.5	12516.5
81	13038	12517
82	13038.5	12517.5
83	13039	12518
84	13039.5	12518.5
85	13040	12519
86	13040.5	12519.5
87	13041	12520.5

SERIES No.	12 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
88	13041.5	12521
89	13042	12521.5
90	13042.5	12522
91	13043	12522.5
92	13043.5	12523
93	13044	12523.5
94	13044.5	12524
95	13045	12524.5
96	13045.5	12525
97	13046	12525.5
98	13046.5	12526
99	13047	12526.5
100	13047.5	12527
101	13048	12527.5
102	13048.5	12528
103	13049	12528.5
104	13049.5	12529
105	13050	12529.5
106	13050.5	12530
107	13051	12530.5
108	13051.5	12531
109	13052	12531.5
110	13052.5	12532
111	13053	12532.5
112	13053.5	12533
113	13054	12533.5
114	13054.5	12534
115	13055	12534.5
116	13055.5	12535
117	13056	12535.5
118	13056.5	12536
119	13057	12536.5
120	13057.5	12537
121	13058	12537.5
122	13058.5	12538
123	13059	12538.5
124	13059.5	12539
125	13060	12539.5
126	13060.5	12540
127	13061	12540.5
128	13061.5	12541
129	13062	12541.5
130	13062.5	12542

SERIES No.	12 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
131	13063	12542.5
132	13063.5	12543
133	13064	12543.5
134	13064.5	12544
135	13065	12544.5
136	13065.5	12545
137	13066	12545.5
138	13066.5	12546
139	13067	12546.5
140	13067.5	12547
141	13068	12547.5
142	13068.5	12548
143	13069	12548.5
144	13069.5	12549
145	13070	12549.5
146	13070.5	12555
147	13071	12555.5
148	13071.5	12556
149	13072	12556.5
150	13072.5	12557
151	13073	12557.5
152	13073.5	12558
153	13074	12558.5
154	13074.5	12559
155	13075	12559.5

- 4) All coast station receiving frequencies of channels Nos. 58 up to and including 155 may be used by ship stations for transmitting A1A and A1B Morse telegraphy (working).

SERIES No.	16 MHz BAND ⁵⁾	
	TRANSMIT	RECEIVE
1	17144.5	16683.5
2	17145	16684
3	17145.5	16684.5
4	17146	16685
5	17146.5	16685.5
6	17147	16686
7	17147.5	16686.5
8	17148	16687
9	17148.5	16687.5
10	17149	16688
11	17149.5	16688.5
12	17150	16689
13	17150.5	16689.5
14	17151	16690
15	17151.5	16690.5
16	17152	16691
17	17152.5	16691.5
18	17153	16692
19	17153.5	16692.5
20	17154	16693
21	17154.5	16693.5
22	17155	16694
23	17155.5	16694.5
24	17156	16695.5
25	17156.5	16696
26	17157	16696.5
27	17157.5	16697
28	17158	16697.5
29	17158.5	16698
30	17159	16698.5
31	17159.5	16699
32	17160	16699.5
33	17160.5	16700
34	17161	16700.5
35	17161.5	16701
36	17162	16701.5
37	17162.5	16702
38	17163	16702.5
39	17163.5	16703
40	17164	16703.5
41	17164.5	16704
42	17165	16704.5
43	17165.5	16705
44	17166	16705.5

SERIES No.	16 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
45	17166.5	16706
46	17167	16706.5
47	17167.5	16707
48	17168	16707.5
49	17168.5	16708
50	17169	16708.5
51	17169.5	16709
52	17170	16709.5
53	17170.5	16710
54	17171	16710.5
55	17171.5	16711
56	17172	16711.5
57	17172.5	16712
58	17173	16712.5
59	17173.5	16713
60	17174	16713.5
61	17174.5	16714
62	17175	16714.5
63	17175.5	16715
64	17176	16715.5
65	17176.5	16716
66	17177	16716.5
67	17177.5	16717
68	17178	16717.5
69	17178.5	16718
70	17179	16718.5
71	17179.5	16719
72	17180	16719.5
73	17180.5	16720
74	17181	16720.5
75	17181.5	16721
76	17182	16721.5
77	17182.5	16722
78	17183	16722.5
79	17183.5	16723
80	17184	16723.5
81	17184.5	16724
82	17185	16724.5
83	17185.5	16725
84	17186	16725.5
85	17186.5	16726
86	17187	16726.5
87	17187.5	16727
88	17188	16727.5
89	17188.5	16728

SERIES	16 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
90	17189	16728.5
91	17189.5	16729
92	17190	16729.5
93	17190.5	16730
94	17191	16730.5
95	17191.5	16731
96	17192	16731.5
97	17192.5	16732
98	17193	16732.5
99	17193.5	16733
100	17194	16733.5
101	17194.5	16739
102	17195	16739.5
103	17195.5	16740
104	17196	16740.5
105	17196.5	16741
106	17197	16741.5
107	17197.5	16742
108	17198	16742.5
109	17198.5	16743
110	17199	16743.5
111	17199.5	16744
112	17200	16744.5
113	17200.5	16745
114	17201	16745.5
115	17201.5	16746
116	17202	16746.5
117	17202.5	16747
118	17203	16747.5
119	17203.5	16748
120	17204	16748.5
121	17204.5	16749
122	17205	16749.5
123	17205.5	16750
124	17206	16750.5
125	17206.5	16751
126	17207	16751.5
127	17207.5	16752
128	17208	16752.5
129	17208.5	16753
130	17209	16753.5
131	17209.5	16754
132	17210	16754.5
133	17210.5	16755
134	17211	16755.5

SERIES No.	16 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
135	17211.5	16756
136	17212	16756.5
137	17212.5	16757
138	17213	16757.5
139	17213.5	16758
140	17214	16758.5
141	17214.5	16759
142	17215	16759.5
143	17215.5	16760
144	17216	16760.5
145	17216.5	16761
146	17217	16761.5
147	17217.5	16762
148	17218	16762.5
149	17218.5	16763
150	17219	16763.5
151	17219.5	16764
152	17220	16764.5
153	17220.5	16765
154	17221	16765.5
155	17221.5	16766
156	17222	16766.5
157	17222.5	16767
158	17223	16767.5
159	17223.5	16768
160	17224	16768.5
161	17224.5	16769
162	17225	16769.5
163	17225.5	16770
164	17226	16770.5
165	17226.5	16771
166	17227	16771.5
167	17227.5	16772
168	17228	16772.5
169	17228.5	16773
170	17229	16773.5
171	17229.5	16774
172	17230	16774.5
173	17230.5	16775
174	17231	16775.5
175	17231.5	16776
176	17232	16776.5
177	17232.5	16777
178	17233	16777.5

SERIES No.	16 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
179	17233.5	16778
180	17234	16778.5
181	17234.5	16779
182	17235	16779.5
183	17235.5	16780
184	17236	16780.5
185	17236.5	16781
186	17237	16781.5
187	17237.5	16782
188	17238	16782.5
189	17238.5	16783
190	17239	16783.5
191	17239.5	16784
192	17240	16784.5

- 5) The coast station receiving frequencies of channels Nos. 70 up to and including 192 may be used by ship stations for Morse telegraphy (working).

SERIES No.	18/19 MHz BAND	
	TRANSMIT	RECEIVE
1	19731	18870.5
2	19731.5	18871
3	19732	18871.5
4	19732.5	18872
5	19733	18872.5
6	19733.5	18873
7	19734	18873.5
8	19734.5	18874
9	19735	18874.5
10	19735.5	18875
11	19736	18875.5
12	19736.5	18876
13	19737	18876.5
14	19737.5	18877
15	19738	18877.5
16	19738.5	18878
17	19739	18878.5
18	19739.5	18879
19	19740	18879.5
20	19740.5	18880
21	19741	18880.5
22	19741.5	18881
23	19742	18881.5
24	19742.5	18882
25	19743	18882.5
26	19743.5	18883
27	19744	18883.5
28	19744.5	18884
29	19745	18884.5
30	19745.5	18885
31	19746	18885.5
32	19746.5	18886
33	19747	18886.5
34	19747.5	18887
35	19748	18887.5
36	19748.5	18888
37	19749	18888.5
38	19749.5	18889
39	19750	18889.5
40	19750.5	18890
41	19751	18890.5
42	19751.5	18891
43	19752	18891.5
44	19752.5	18892
45	19753	18892.5

SERIES No.	22 MHz BAND ⁶⁾	
	TRANSMIT	RECEIVE
1	22627	22284.5
2	22627.5	22285
3	22628	22285.5
4	22628.5	22286
5	22629	22286.5
6	22629.5	22287
7	22630	22287.5
8	22630.5	22288
9	22631	22288.5
10	22631.5	22289
11	22632	22289.5
12	22632.5	22290
13	22633	22290.5
14	22633.5	22291
15	22634	22291.5
16	22634.5	22292
17	22635	22292.5
18	22635.5	22293
19	22636	22293.5
20	22636.5	22294
21	22637	22294.5
22	22637.5	22295
23	22638	22295.5
24	22638.5	22296
25	22639	22296.5
26	22639.5	22297
27	22640	22297.5
28	22640.5	22298
29	22641	22298.5
30	22641.5	22299
31	22642	22299.5
32	22642.5	22300
33	22643	22300.5
34	22643.5	22301
35	22644	22301.5
36	22644.5	22302
37	22645	22302.5
38	22645.5	22303
39	22646	22303.5
40	22646.5	22304
41	22647	22304.5
42	22647.5	22305
43	22648	22305.5
44	22648.5	22306
45	22649	22306.5

SERIES No.	22 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
46	22649.5	22307
47	22650	22307.5
48	22650.5	22308
49	22651	22308.5
50	22651.5	22309
51	22652	22309.5
52	22652.5	22310
53	22653	22310.5
54	22653.5	22311
55	22654	22311.5
56	22654.5	22312
57	22655	22312.5
58	22655.5	22313
59	22656	22313.5
60	22656.5	22314
61	22657	22314.5
62	22657.5	22315
63	22658	22315.5
64	22658.5	22316
65	22659	22316.5
66	22659.5	22317
67	22660	22317.5
68	22660.5	22318
69	22661	22318.5
70	22661.5	22319
71	22662	22319.5
72	22662.5	22320
73	22663	22320.5
74	22663.5	22321
75	22664	22321.5
76	22664.5	22322
77	22665	22322.5
78	22665.5	22323
79	22666	22323.5
80	22666.5	22324
81	22667	22324.5
82	22667.5	22325
83	22668	22325.5
84	22668.5	22326
85	22669	22326.5
86	22669.5	22327
87	22670	22327.5
88	22670.5	22328
89	22671	22328.5
90	22671.5	22329

SERIES No.	22 MHz BAND(Cont.)	
	TRANSMIT	RECEIVE
91	22672	22329.5
92	22672.5	22330
93	22673	22330.5
94	22673.5	22331
95	22674	22331.5
96	22674.5	22332
97	22675	22332.5
98	22675.5	22333
99	22676	22333.5
100	22676.5	22334
101	22677	22334.5
102	22677.5	22335
103	22678	22335.5
104	22678.5	22336
105	22679	22336.5
106	22679.5	22337
107	22680	22337.5
108	22680.5	22338
109	22681	22338.5
110	22681.5	22339
111	22682	22339.5
112	22682.5	22340
113	22683	22340.5
114	22683.5	22341
115	22684	22341.5
116	22684.5	22342
117	22685	22342.5
118	22685.5	22343
119	22686	22343.5
120	22686.5	22344
121	22687	22344.5
122	22687.5	22345
123	22688	22345.5
124	22688.5	22346
125	22689	22346.5
126	22689.5	22347
127	22690	22347.5
128	22690.5	22348
129	22691	22348.5
130	22691.5	22349
131	22692	22349.5
132	22692.5	22350
133	22693	22350.5
134	22693.5	22351
135	22694	22351.5

- 6) The coast station receiving frequencies of channels Nos. 68 up to and including 135 may be used for transmitting by ship stations for Morse telegraphy (working).

SERIES No.	25/26 MHz BAND	
	TRANSMIT	RECEIVE
1	26123	25173
2	26124	25173.5
3	26124.5	25174
4	26125	25174.5
5	26125.5	25175
6	26126	25175.5
7	26126.5	25176
8	26127	25176.5
9	26127.5	25177
10	26128	25177.5
11	26128.5	25178
12	26129	25178.5
13	26129.5	25179
14	26130	25179.5
15	26130.5	25180
16	26131	25180.5
17	26131.5	25181
18	26132	25181.5
19	26132.5	25182
20	26133	25182.5
21	26133.5	25183
22	26134	25183.5
23	26134.5	25184
24	26135	25184.5
25	26135.5	25185
26	26136	25185.5
27	26136.5	25186
28	26137	25186.5
29	26137.5	25187
30	26138	25187.5
31	26138.5	25188
32	26139	25188.5
33	26139.5	25189
34	26140	25189.5
35	26140.5	25190
36	26141	25190.5
37	26141.5	25191
38	26142	25191.5
39	26142.5	25192
40	26143	25192.5

ANNEX 6

APPENDIX 33(Rev.)

**Channelling of the Maritime Mobile Bands Between
4 000 kHz and 26 175 kHz used for Narrow-Band
Direct-Printing Telegraphy and Data Transmission
(Non-Paired Frequencies)**

(See Article 60 and Resolution No. 301)

1. One or more frequencies are assigned to each ship station as transmitting frequencies.
2. All frequencies in this Appendix may also be used by ship stations for transmitting A1A and A1B Morse telegraphy (working).
3. All frequencies appearing in this Appendix may be used for NBDP duplex operation.

The corresponding coast station frequencies should be selected by the administration concerned from the sub-bands for coast station wideband telegraphy, A1A and A1B Morse telegraphy, facsimile, special and data transmission systems and direct-printing telegraphy systems.

[illegible]

APPENDIX 34(Rev.)

**Table of Calling Frequencies Assignable to Ship Stations for AIA Morse Telegraphy
at Speeds Not Exceeding 40 Bauds***

(See Article 60 and Resolution No. 312) (kHz)

GROUP	CHANNEL SERIES	4 MHz BAND	6 MHz BAND	8 MHz BAND	12 MHz BAND	16 MHz BAND	22 MHz BAND	25/26 MHz BAND
I	1 2	4 182 4 182.5	6 277 6 277.5	8 366 8 366.5	12 550 12 550.5	16 734 16 734.5	22 279.5 22 280	Channel A 25 171.5 Groups I and II
Common Channel Common Channel	3 4	4 184 4 184.5	6 276 6 276.5	8 368 8 369	12 552 12 553.5	16 736 16 738	22 280.5 22 281	Common Channel C 25 172
II	5 6	4 183 4 183.5	6 278 6 278.5	8 367 8 367.5	12 551 12 551.5	16 735 16 735.5	22 281.5 22 282	Channel A 25 171.5 Groups I and II
III	7 8	4 185 4 185.5	6 279 6 279.5	8 368.5 8 369.5	12 552.5 12 553	16 736.5 16 737	22 282.5 22 283	Channel B 25 172.5
IV	9 10	4 186 4 186.5	6 280 6 280.5	8 370 8 370.5	12 554 12 554.5	16 737.5 16 738.5	22.283.5 22 284	Groups III and IV

* Channel width in every band: 0.5 kHz

Examples of subdivision of channels (centre frequencies are underlined)

4 181.8	6 276.8	8 365.8	12 549.8	16 733.8	22 279.3	25 171.3
4 181.9	6 276.9	8 365.9	12 549.9	16 733.9	22 279.4	25 171.4
4 182	6 <u>277</u>	8 366	12 550	16 734	22 279.5	25 171.5
4 182.1	6 277.1	8 366.1	12 550.1	16 734.1	22 279.6	25 171.6
4 182.2	6 277.2	8 366.2	12 550.2	16 734.2	22 279.7	25 171.7

Notes

1. Only the common channels in the 4, 6, 8, 12 and 16 MHz for A1A Morse telegraphy are harmonically related.
2. Administrations should assign the frequencies as they appear in this Appendix only to ship stations equipped with crystal controlled oscillators.
3. However, administrations may subdivide each appropriate group channel and common channel into specific calling frequencies on every full 100 Hz in the channel and assign these discrete frequencies to ships with synthesized transmitters.
4. Administrations should avoid as far as possible, assigning the two frequencies at +100 Hz from the harmonically related common channel.
5. In the 22 MHz and 25 MHz bands the channels are not harmonically related to those in the 4 to 16 MHz bands. However, the principle of subdivision of channels into specific calling frequencies on 100 Hz applies.

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ANNEX 8

APPENDIX 35(Rev.)

**Table of Working Frequencies, in kHz, Assignable to Ship Stations
for A1A Morse Telegraphy at Speeds Not Exceeding 40 Bauds**

(See also Note e) to Appendix 31)

Frequency Bands							
	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	22 MHz	25/26 MHz
1	4187	6285	8342	12422	16619	22242	25161.5
2	4187.5	6285.5	8342.5	12422.5	16619.5	22242.5	25162
3	4188	6286	8343	12423	16620	22243	25162.5
4	4188.5	6286.5	8343.5	12423.5	16620.5	22243.5	25163
5	4189	6287	8344	12424	16621	22244	25163.5
6	4189.5	6287.5	8344.5	12424.5	16621.5	22244.5	25164
7	4190	6288	8345	12425	16622	22245	25164.5
8	4190.5	6288.5	8345.5	12425.5	16622.5	22245.5	25165
9	4191	6289	8346	12426	16623	22246	25165.5
10	4191.5	6289.5	8346.5	12426.5	16623.5	22246.5	25166
11	4192	6290	8347	12427	16624	22247	25166.5
12	4192.5	6290.5	8347.5	12427.5	16624.5	22247.5	25167
13	4193	6291	8348	12428	16625	22248	25167.5
14	4193.5	6291.5	8348.5	12428.5	16625.5	22248.5	25168
15	4194	6292	8349	12429	16626	22249	25168.5
16	4194.5	6292.5	8349.5	12429.5	16626.5	22249.5	25169
17	4195	6293	8350	12430	16627	22250	25169.5
18	4195.5	6293.5	8350.5	12430.5	16627.5	22250.5	25170
19	4196	6294	8351	12431	16628	22251	25170.5
20	4196.5	6294.5	8351.5	12431.5	16628.5	22251.5	25171
21	4197	6295	8352	12432	16629	22252	
22	4197.5	6295.5	8352.5	12432.5	16629.5	22252.5	
23	4198	6296	8353	12433	16630	22253	
24	4198.5	6296.5	8353.5	12433.5	16630.5	22253.5	
25	4199	6297	8354	12434	16631	22254	
26	4199.5	6297.5	8354.5	12434.5	16631.5	22254.5	
27	4200	6298	8355	12435	16632	22255	
28	4200.5	6298.5	8355.5	12435.5	16632.5	22255.5	
29	4201	6299	8356	12436	16633	22256	
30	4201.5	6299.5	8356.5	12436.5	16633.5	22256.5	
31	4202	6300	8357	12437	16634	22257	
32			8357.5	12437.5	16634.5	22257.5	
33			8358	12438	16635	22258	
34			8358.5	12438.5	16635.5	22258.5	
35			8359	12439	16636	22259	
36			8359.5	12439.5	16636.5	22259.5	
37			8360	12440	16637	22260	
38			8360.5	12440.5	16637.5	22260.5	
39			8361	12441	16638	22261	
40			8361.5	12441.5	16638.5	22261.5	
41			8362	12442	16639	22262	
42			8362.5	12442.5	16639.5	22262.5	
43			8363	12443	16640	22263	
44			8363.5	12443.5	16640.5	22263.5	
45			8364	12444	16641	22264	

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Frequency Bands							
	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	22 MHz	25/26 MHz
46			8364.5	12444.5	16641.5	22264.5	
47			8365	12445	16642	22265	
48			8365.5	12445.5	16642.5	22265.5	
49			8371	12446	16643	22266	
50			8371.5	12446.5	16643.5	22266.5	
51			8372	12447	16644	22267	
52			8372.5	12447.5	16644.5	22267.5	
53			8373	12448	16645	22268	
54			8373.5	12448.5	16645.5	22268.5	
55			8374	12449	16646	22269	
56			8374.5	12449.5	16646.5	22269.5	
57			8375	12450	16647	22270	
58			8375.5	12450.5	16647.5	22270.5	
59			8376	12451	16648	22271	
60				12451.5	16648.5	22271.5	
61				12452	16649	22272	
62				12452.5	16649.5	22272.5	
63				12453	16650	22273	
64				12453.5	16650.5	22273.5	
65				12454	16651	22274	
66				12454.5	16651.5	22274.5	
67				12455	16652	22275	
68				12455.5	16652.5	22275.5	
69				12456	16653	22276	
70				12456.5	16653.5	22276.5	
71				12457	16654	22277	
72				12457.5	16654.5	22277.5	
73				12458	16655	22278	
74				12458.5	16655.5	22278.5	
75				12459	16656	22279	
76				12459.5	16656.5		
77				12460	16657		
78				12460.5	16657.5		
79				12461	16658		
80				12461.5	16658.5		
81				12462	16659		
82				12462.5	16659.5		
83				12463	16660		
84				12463.5	16660.5		
85				12464	16661		
86				12464.5	16661.5		
87				12465	16662		
88				12465.5	16662.5		
89				12466	16663		
90				12466.5	16663.5		

Frequency Bands							
	4 MHz	6 MHz	8 MHz	12 MHz	16 MHz	22 MHz	25/26 MHz
91				12467	16664		
92				12467.5	16664.5		
93				12468	16665		
94				12468.5	16665.5		
95				12469	16666		
96				12469.5	16666.5		
97				12470	16667		
98				12470.5	16667.5		
99				12471	16668		
100				12471.5	16668.5		
101				12472	16669		
102				12472.5	16669.5		
103				12473	16670		
104				12473.5	16670.5		
105				12474	16671		
106				12474.5	16671.5		
107				12475	16672		
108				12475.5	16672.5		
109				12476	16673		
110				12476.5	16673.5		
111					16674		
112					16674.5		
113					16675		
114					16675.5		
115					16676		
116					16676.5		
117					16677		
118					16677.5		
119					16678		
120					16678.5		
121					16679		
122					16679.5		
123					16680		
124					16680.5		
125					16681		
126					16681.5		
127					16682		
128					16682.5		
129					16683		

ANNEX 9

Consequential amendments to the Radio Regulations

ARTICLE 8

- MOD 500A The frequencies 2 187.5 kHz, 4 207 kHz, 6 312 kHz, 8 414.5 kHz, 12 577 kHz and 16 804.5 kHz are international distress frequencies for digital selective calling. The conditions for the use of these frequencies are prescribed in Article N 38.
- MOD 500B The frequencies 2 174.5 kHz, 4 177.5 kHz, 6 268 kHz, 8 356.5 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.
- ADD 520A The frequency 4 339.5 kHz is the [international] frequency for the broadcasting of NAVTEX type transmissions (see Resolution COM5/4, Appendix 31(Rev.)).
- ADD 520B The frequencies 4 340 kHz, 6 482.5 kHz, 8 685.8 kHz, 12 997.5 kHz, 17 144 kHz, 19 730.5 kHz, 22 626.5 kHz, 26 123.5 kHz are the [international] frequencies for the broadcasting of Marine Safety Information (MSI) (see Resolution COM5/5, Appendix 31(Rev.)).
- The new footnote 520B has to be included in the bands
4 063 - 4 438 kHz, 6 200 - 6 525 kHz, 8 195 - 8 815 kHz,
12 230 - 13 200 kHz, 16 360 - 17 410 kHz, 19 680 - 19 800 kHz,
22 000 - 22 855 kHz and 26 100 - 26 175 kHz.
- MOD 529A The conditions for the use of the carrier frequency 8 291 kHz, 12 290 kHz and 16 420 kHz are prescribed in Articles 38, N 38 and 60.
- SUP [Footnotes 532 and 544]

- MOD **Sub-Section IIB. Procedure to Be Followed for Coast Radiotelephone Stations Operating in the Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz**
27 500
- MOD **1315** § 24. (1) *Examination of Notices Concerning Frequency Assignments to Coast Radiotelephone Stations in the Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Coast Radiotelephone Stations (see No. 1239).*
27 500
- MOD **1326** § 25. (1) *Examination of Notices Concerning Frequencies Used for Reception by Coast Radiotelephone Stations in the Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Ship Radiotelephone Stations (see Nos. 1219 and 1239).*
27 500
- MOD **1388** § 40. (1) *Frequency Bands:*
- | | | | | |
|---------------------|---|---------------------|----------------|----------------------------------|
| 9 | - | 2 850 | kHz | |
| 3 155 | - | 3 400 | kHz | |
| 3 500 | - | 3 900 | kHz | <i>in Region 1</i> |
| 3 500 | - | 4 000 | kHz | <i>in Region 2</i> |
| 3 500 | - | 3 950 | kHz | <i>in Region 3</i> |
| 4 219.4 | - | 4 349.4 | kHz | <u>4 209.5 - 4 339.25 kHz</u> |
| 6 325.4 | - | 6 493.9 | kHz | <u>6 313.75 - 6 482.25 kHz</u> |
| 8 435.4 | - | 8 704.4 | kHz | <u>8 416.25 - 8 685.25 kHz</u> |
| 12 652.3 | - | 13 070.8 | kHz | <u>12 578.75 - 12 997.75 kHz</u> |
| 16 859.4 | - | 17 196.9 | kHz | <u>16 806.25 - 17 143.25 kHz</u> |
| <u>19 680</u> | - | <u>19 730.25</u> | <u>kHz</u> | <u>7</u> |
| 22 310.5 | - | 22 561 | kHz | <u>22 376.25 - 22 626.25 kHz</u> |
| <u>26 100</u> | - | <u>26 122.75</u> | <u>kHz</u> | <u>7</u> |
- MOD **1391** § 41. (1) *Frequency Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Coast Radiotelephone Stations.*
27 500
- MOD **1395** § 42. (1) *Frequency Bands Allocated Exclusively to the Maritime Mobile Service Between 4 000 kHz and ~~23 000~~ kHz for Ship Radiotelephone Stations.*
27 500

ANNEX 10

Draft Note from the Chairman of Committee 4 to the
Chairman of Committee 5 and Committee 6

Committee 4 has taken a decision on the revision of Appendix 31 (see annex).
You are invited to take into account, where appropriate, the decisions of Committee 4
in the work of your Committee.

COMMITTEE 4

NOTE FROM THE CHAIRMAN OF COMMITTEE 4

1. At the seventh meeting of Committee 4 clarification was requested regarding the use of the term SIT in the wording of MOD 772.
2. Recommendation 630 and Report 775-2 of the CCIR use the term SIT in the following manner:

In the English version: shipborne interrogator transponders (SIT);

In the French version: Interrogameur-répondeur de navire (SIT - shipborne interrogator-transponder);

In the Spanish version: Interrogador-responder a bordo de barcos (IRB) (SIT- shipborne interrogator-transponder).

3. The possible wording of the MOD772, in the light of the proposal contained in document 281 and these explanations may be:

3.1 In English:

MOD 772 In the band 2900 - 3100 MHz, the use of the shipborne interrogator-transponder system (SIT) shall be confined to the sub-band 2930 - 2950 MHz.

3.2 In French:

MOD 772 Dans la bande 2900-3100 MHz, l'emploi du système interrogameur-répondeur de navire (SIT, shipborne interrogator-transponder) est limité à la sous-bande 2930-2950 MHz.

3.3 In Spanish:

MOD 772 En la banda 2900-3100 MHz, el uso del sistema interrogador - responder a bordo de barcos (IRB) (SIT- shipborne interrogator-transponder) se limitará a la sub-banda 2930-2950 MHz.

4. This wording is submitted to Committee 4 for consideration and approval.

O. VILLANYI
Chairman of Committee 4

BUDGET CONTROL
COMMITTEE

Draft

REPORT OF THE BUDGET CONTROL COMMITTEE
TO THE PLENARY MEETING

The Budget Control Committee held 4 meetings during the Conference and examined the questions arising from its terms of reference.

Under Nos. 475 to 479 of the International Telecommunication Convention (Nairobi, 1982), the Committee's terms of reference are :

- a) to determine the organization and the facilities available to delegates ;
- b) to examine and approve the accounts for expenditure incurred throughout the duration of the Conference ;
- c) to estimate the costs that may be entailed by the execution of the decisions taken by the Conference.

1. Determination of the organization and facilities available to delegates

The Committee took note of the fact that no delegation had made any comments on the subject of the organization and facilities or the administrative arrangements made by the Secretary-General. It expressed the view that the organization and the arrangements made by the Secretary-General had been entirely satisfactory and thanked him and his staff for the same.

2. Conference budget

The Budget Control Committee examined the Conference budget, amounting to 1,916,000 Swiss francs, which was approved by the Administrative Council at its 41st session (1986).

The Committee noted that the Conference budget did not comprise expenditure on common services supernumerary staff salaries, which are charged to a special section of the ordinary budget. This expenditure was estimated at 1,069,000 Swiss francs.

In addition, the Committee noted that the Conference budget had been adjusted to take into account changes in the common system of the United Nations and the specialized agencies with regard to the salaries and allowances of short-term supernumerary staff and fluctuations in the rate of exchange between the US dollar and the Swiss franc, as required by Administrative Council Resolution No. 647. As a result of these adjustments, the budget of the Conference stands at 1,855,400 Swiss francs, i.e. a decrease of 60,600 Swiss francs.

3. Final Acts

Under the terms of Administrative Council Resolution No. 83 (amended),

"... if a conference or meeting prints, for its own use, documents of which the typographical composition can subsequently be used, in whole or in part, for the printing of the Final Acts, it must bear a percentage of the composition costs and the whole of the printing costs of the said document ;"

"... the percentage of the composition costs shall be decided by the Plenary Meeting of the conference or meeting."

As all the documents which can be used as a basis for the sales edition of the Final Acts of the Conference are prepared using word processing systems, no expenditure under this heading need be charged to the supplementary publications budget.

On the other hand, in accordance with the provisions of Nos. 119 and 122 of the Convention (Nairobi, 1982), the costs of translating the Final Acts of the Conference into the six official languages are charged to the Conference.

4. Situation of the Conference expenditure

Under No. 478 of the Convention, the Budget Control Committee has to submit a report to the Plenary Meeting showing, as accurately as possible, the estimated total expenditure of the Conference.

Accordingly, Annex 1 contains a statement showing the Conference budget, as approved by the Administrative Council and adjusted under Resolution No. 647, together with a breakdown of credits among the budget sub-heads and items as well as the actual expenditure incurred as at 4 October 1987. There is also an indication of the expenditure committed up to that date and an estimate of expenditure up to the close of the Conference's work.

The above statement shows that the total amount to be charged to the ordinary budget for WARC-MOB 87 is estimated at 1,713,700 Swiss francs, i.e. 141,700 Swiss francs less than the amount allocated by the Administrative Council and adjusted under Resolution No. 647. It can therefore be assumed that Conference expenditure will remain within the limits laid down.

Annex 2 to this document show, for information, the situation of expenditure on preparatory work for Study Group 8 of the CCIR and for the Regional Administrative Conference (EMA), 1985.

5. Expenditure limit fixed by Additional Protocol I to the Convention (Nairobi, 1982)

Committee 3 considered the situation of Conference expenditure, including expenditure on preparatory work, in relation to the expenditure limit fixed for WARC-MOB 87 by the Plenipotentiary Conference (see Annex 3 to this document). It is noted that the expenditure limit of 4,600,000 Swiss francs may leave a credit balance of 1,656,000 Swiss francs and this, without taking into account the margins existing in the Conference's accounts.

6. Recognized private operating agencies and international organizations taking part in the Conference

Under Article 16 of the Financial Regulations, the report of the Budget Control Committee must include a list of the recognized private operating agencies and international organizations which contribute to the expenses of the Conference. To this shall be added a list of the international organizations which have been exempted from payment in accordance with Resolution No. 925 of the Administrative Council.

A list is found in Annex 4 to this document.

7. Additional expenditure to be envisaged for implementation of the decisions of the Conference

No. 478 of the International Telecommunication Convention (Nairobi, 1982) provides that the Budget Control Committee's report to the Plenary Meeting must show, as accurately as possible, the costs that may be entailed by the execution of the decisions taken by the Conference. Article 80 of the Convention, concerning the financial responsibilities of administrative conferences, specifies that before adopting proposals with financial implications, conferences must take account of all the Union's budgetary provisions with a view to ensuring that those proposals will not result in expenses beyond the credits which the Administrative Council is empowered to authorize.

In this connection, it is recalled that, in the budget approved for 1988, the Administrative Council made a global provision of 30,000 Swiss francs for post conference work to be done by the General Secretariat.

(will be completed lately)

In accordance with No. 479 of the Convention, this report, after consideration and approval, will be transmitted to the Secretary-General, together with the observations of the Plenary Meeting, for submission to the Administrative Council at its next session.

The Plenary Meeting is requested to examine this report.

Dr. M.K. RAO
Chairman of the
Budget Control Committee

Annexes : 4

ANNEX 1

Situation of accounts for WARC MOB (1987) as at 2 October 1987

Heading	Budget approved by AC	Budget adjusted on 01.09.87	Expenditure at 2.10.1987		
			actual	committed estimated	total
col.	1	2	3	4	5
thousands of Swiss francs					
Sub. II Staff expenditure					
11.621 Salaries & relat.exp.	1394	1333	9	1148	1157
11.622 Travel (recruitment)	81	81	3	60	63
11.623 Insurance	36	36	0	32	32
	1511	1450	12	1240	1252
Sub.III Premises & equip.					
11.631 Prem.,furniture,mach.	47	47	0	44	44
11.632 Document production	110	110	30	113	143
11.633 Office supp.& overh.	45	45	22	63	85
11.634 PTT	80	80	27	50	77
11.635 Techn. installat.	5	5	5	0	5
11.636 Sundry & unforeseen	10	10	9	4	13
	297	297	93	274	367
Sub.IV Other expenditure					
11.643 Finals Acts	108	108	0	95	95
TOTAL, SECTION 11.6	1916	1855	105	1609	1714
XX					
UNUSED CREDITS					
					141
XXXXXXXXXXXX					

Col. 2 Budget including additional credits to take account of changes in the common system of the United Nations and its specialized agencies.

ANNEX 2

Preparatory work in 1986
for the WARC MOB 87

	Budget 1986*)	1986 Accounts
	- Swiss francs -	
Items		
Sub-head I Staff expenditure		
11.611 Salaries and related expenses	192,400	138,285.85
11.612 Travel (recruitment)	44,000	8,092.65
11.613 Insurance	5,000	1,323.80
	241,400	147,702.30
Sub-head II Premises and equipment		
11.621 Premises, furniture, machines	10,000	13,306.31
11.622 Document production	17,000	20,040.55
11.623 Office supplies and expenses	15,000	6,446.35
11.624 PTT	15,000	5,973.90
11.625 Technical installations	0	0
11.626 Sundry and unforeseen	10,000	1,726.34
	67,000	47,493.45
	308,400	195,195.75

*) Budget 1986 including additional credits

ANNEX 3

Expenditure limit fixed by Additional Protocol I
to the Convention (Nairobi, 1982)

WARC MOB 87	Sections 11 and 17		
	Limit on expenditure Add.Prot.I	Actual or estimated expenditure	Difference
	- Swiss francs -		
Limit on expenditure	4,600,000		
1986 : Preparatory work		* 270,000	
1987 : Cost of the Conference		** 2,630,000	
1988 : Post-Conference work		** 44,000	
	4,600,000	2,944,000	1,656,000

The figures given in the table correspond to 1 September values.

* Actual expenses

** Expenses provided for in the budget.

ANNEX 4

List of recognized private operating agencies and international
Organizations contributing to the work of the conference

	<u>No. of contributory units</u>
I. <u>Recognized private operating agencies</u>	
None	
II. <u>International organizations</u>	
II.1 <u>United Nations</u>	*)
II.2 <u>Specialized agencies</u>	
International Civil Aviation Organization	*)
International Maritime Organization	*)
World Meteorological Organization	*)
II.3 <u>Regional telecommunication organizations</u>	
European Conference of Postal and Telecommunications Administrations	*)
Arab Telecommunication Union	*)
Panafrican Telecommunication Union	*)
II.4 <u>Other international organizations</u>	
European Space Agency	1/2
International Air Transport Association	*)
International Association of Lighthouse Authorities	1/2
International Chamber of Shipping	1/2
International Committee of the Red Cross	*)
International Maritime Radio Association	*)
International Electrotechnical Commission	*)

International Transport Workers' Federation	1/2
International Maritime Satellite Organization	1/2
International Telecommunications Satellite Organization	1/2
International Society for Aeronautical Telecommunications	1/2
International Amateur Radio Union	*)

*) Exempted from any contribution by Administrative Council
Resolution No. 925.

WORKING GROUP 4-BNote by the Chairman of Working Group 4-B

DRAFT RESOLUTION [COM4/5]

The draft text of new Resolution [COM4/5], prepared by a small Drafting Group, is annexed hereto.

J. PIPONNIER
Chairman of Working Group 4-B

Annex: 1

ANNEX

RESOLUTION [COM4/5]

**Relating to the Need to Study the Question of Including
Decisions of Regional Administrative Radio
Conferences in the Radio Regulations**

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

considering

- a) that its agenda contained an item relating to Resolution No. 704 of the World Administrative Radio Conference for the Mobile Services, Geneva, 1983 with the view to consider the final text of appendices containing channelling arrangements prepared by "MM - Region 1"* and to include them in the Radio Regulations;
- b) that the consideration of the above item would lead the countries of Region 2 and 3 to study in detail the impact of the proposed appendices on services to which the bands in question are allocated;
- c) that it was not possible to carry out such a study within the time available to the Conference;

further considering

- a) that the inclusion in the Radio Regulations of the Satellite Broadcasting Plan in the band 11.2 - 12.7 GHz (Region 2) intended to complete the planning process initiated by WAR 1977 lead to similar concern resulting in a detailed review by WARC 1985 of all of the decisions of the Regional Conference and the Conference could only include some of the Regional Conference decisions in the Radio Regulations, the others being included in Resolutions;
- b) that the band 1 605 - 1 705 KHz is being planned in Region 2 for MF broadcasting and that this matter will be treated at the second session of the Region 2 MF Broadcasting Conference in 1988;
- c) that the adoption of regional plans in the same band in different regions for different services may give rise to particular difficulties between the Regions concerned;

* Regional Administrative Conference for the Planning of the MF Maritime Mobile and Aeronautical Radionavigation Services (Region 1), Geneva, 1985.

d) that when included in the Radio Regulations decisions of a Regional Administrative Conference become applicable to all the countries of the Regions concerned whether or not they are party to the agreement and the remaining country-Members of the ITU will have to observe them;

resolves

1. to submit to the next Plenipotentiary Conference the consideration of the question of including in the Radio Regulations the decisions of Regional Administrative Radio Conferences and the implications of such inclusion on all country-Members of the Union;
2. that in order for all relevant information to be available to that Conference, the IFRB shall prepare a report on the difficulties encountered in the application of Regional Agreements and submit it to the Conference for consideration;
3. that administrations should also consider the matter in order to enable the Plenipotentiary Conference to reach decisions on the matter;

requests the IFRB

to prepare a report on the subject and submit it for consideration by the 1989 Plenipotentiary Conference;

invites the Administrative Council

to bring to the attention of the Plenipotentiary Conference the need for a decision by that Conference on the inclusion of decisions of Regional Administrative Radio Conferences in the Radio Regulations;

recommends to the Plenipotentiary Conference

to consider the question of including in the Radio Regulations decisions of Regional Administrative Conferences and, to request the Administrative Council to include in the agenda of a competent Administrative Conference any action that it may decide on the matter.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/72-E
6 October 1987
Original: English

Source: Documents 33, 302

WORKING GROUP 6-A

NOTE BY THE CHAIRMAN OF WORKING GROUP 6-A

Attached is a consolidation of modifications to the Resolution No. 319 in accordance with discussions at our twelfth meeting and discussions with Argentina and Japan after the twelfth meeting.

R. SWANSON
Chairman of Working Group 6-A

(MOD) RESOLUTION No. 319 (~~Mob-83~~)

G/33/340

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

G/33/341

MOD

The World Administrative Radio Conference for the Mobile Services,
Geneva, ~~1983~~ 1987,

NOC

noting

G/33/342

MOD

a) that ~~this~~ the World Administrative Radio Conference for the Mobile
Services, Geneva, 1983 has established ... 1 kHz;

G/33/343

SUP

b)

G/33/344

ADD

¹Replaces Resolution No. 319 of the WARC (Mob-83)

G/33/345

MOD

~~e)~~ b) that it was ~~not~~ neither within the competence of the World
Administrative radio Conference for the Mobile Services, Geneva, 1983 nor
of this Conference to carry out ... bands;

G/33/346

SUP

recognizing a) - f)

NOC

considering a) - b)

MOD

resolves 1

1. that the next competent world administrative radio conference
(WARC) should carry out a general review and any necessary revision of all
the HF bands allocated on an exclusive or shared basis to the maritime
mobile service in accordance with Appendix 16, taking into account the
requirements of each administration;

G/33/347

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;

G/33/348

SUP 2 - 4

NOC invites the Administrative Council

G/33/349

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, in accordance with Appendix 16;

G/33/350

(MOD) ~~2.~~ to empower ... fixed services;

NOC requests the CCIR

G/33/351

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 ships;

G/33/352

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.

WORKING GROUP 4 AD HOC 2

1. On page 2 (Resolution No. 300(Rev.)(Mob-87)), under "considering":

- modify paragraph d) to read:

"d) that the World Maritime Administrative Radio Conference (WMARC, Geneva, 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;"

- suppress paragraph e).

2. On page 7 (Resolution [COM4/7]), add a new "resolves":

"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 no longer be taken into account. The Board shall apply the provisions of Article 16 to the corresponding allotment appearing in Appendix 25."

WORKING GROUP 4 AD HOC 2DRAFT REPORT OF WORKING GROUP 4 AD HOC 2-1
TO WORKING GROUP 4 AD HOC 2

The attached draft Resolutions are submitted for further consideration.

The USSR Delegation was unable to participate and may wish to address these matters at Working Group 4 ad hoc 2.

If the effective date of revised Appendix 25 is other than 7 June 1974, consequential amendments should be made to RR 1392 and 1396.

F.K. WILLIAMS
Chairman of Working Group 4 ad hoc 2

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 efficient 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 uses. 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 Notification and Use of the Additional Paired
Frequencies Reserved for 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 paired frequencies 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 paired frequencies for radiotelephony;
- c) that a procedure for the establishment of initial duplex radiotelephony allotments, as well as a procedure for the updating of the use of these channels, for the newly available additional channels is necessary,

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

that the newly available channels shall be used in accordance with the procedure contained in the Annex to this Resolution.

ANNEX

**Procedure for Bringing into Use the Newly
Available Radiotelephone Channels**

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 [Date D1].
2. Following the receipt of this information, the Board shall examine these requirements and if necessary request the Administrations to communicate any missing informations. 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.
5. The Board shall consult those administrations whose requirements could not be included in the allotment arrangement for the new channels and, if an administration insists, the Board shall determine the channel which is the least affected and shall include the requirement in this channel.
6. Not later than [Date D2] the Board shall publish the allotment arrangement for the new channels for comments by administrations.
7. If within a period of [X] months 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 9 above, the administration concerned is not in 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.

10. Thereafter administrations and the Board shall apply the provisions of Article 12 for notification and recording in the Master Register.

11. As of [Date D3] Administrations and the Board shall also apply the provisions of Article 16 for the updating of Appendix 25.

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 Services,
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 modification made to Appendix 16 (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 bring them into conformity with Appendix 16 (MOD), Section A;
 - 2. that within three months prior to [Date D4] the administrations shall notify the Board of the transfer of their assignments to the frequency indicated for the same channel number in Appendix 16 (MOD);
 - 3. that notices of frequency assignments which are in conformity with Appendix 25, the basic characteristics of which are not modified, shall be recorded with the date [Date D5] in column 2a.
-

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/74-E
7 October 1987
Original: English

COMMITTEE 5

DRAFT REPORT OF DRAFTING GROUP 5-1 TO COMMITTEE 5

Drafting Group 5-1, composed of delegates from the United States, the USSR and Switzerland and with concurrence of the observers of the International Red Cross, submits the attached draft Recommendation for consideration of Committee 5.

E. HOLLIMAN
Convener of Drafting Group 5-1

Annex: 1

ANNEX

DRAFT

RECOMMENDATION [COM5/A]

**Relating to Identification of Special Vessels 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 identification and location transponders designed to be compatible with radiolocation radars are not necessarily compatible with radars used among administrations; nor are their coding for identification technically defined;
- d) that if maritime radar transponders of the type described in CCIR Report 775-2 and Recommendations 628 and 630, or using the technology described in CCIR Report 774-2, were to be encoded for identification purposes, they would likely be incompatible with most radiolocation radars;

invites the CCIR

to study the question of the identification and location of medical transport ships 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 conference.

MOB-87

INTERNATIONAL TELECOMMUNICATION UNION
WARC FOR THE MOBILE SERVICES
GENEVA, September-October 1987

Document DT/75-E
7 October 1987
Original: English

WORKING GROUP 4 AD HOC 2

SECOND DRAFT REPORT OF WORKING GROUP 4 AD HOC 2-1

The attached draft Resolutions are submitted for further consideration.

F.K. WILLIAMS
Chairman of Working Group 4 ad hoc 2

RESOLUTION [COM4/10]

**Relating to the Transfer of Paired Frequency
Assignments Reserved for Narrow-Band
Direct-Printing Telegraph and Data Transmission Systems**

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

considering

- a) that it has provided for additional narrow-band direct-printing and data transmission channels;

recognizing

- a) that the transfer of frequency assignments from the channels established by the World Administrative Radio Conference, Geneva, 1974, and which have already been put into use to the channels adopted by this Conference should be made with the least possible disruption of the service provided by each station;
- b) that a satisfactory procedure of the use and notification of paired frequencies for narrow-band direct-printing telegraph and data transmission has been established in Resolution No. 300 (Rev.Mob-87).
- c) that the present coast station assignment arrangements for paired narrow-band direct-printing telegraphy and data transmission have been an effective order for this service;

resolves

1. that at 0001 UTC on [Date D4] coast and ship stations using paired narrow-band direct-printing and data transmission shall change their transmitting and receiving frequencies to bring them into conformity with Appendix 32 (MOD);
2. that within three months prior to [Date D4] the administrations shall notify the Board of the transfer of their assignments to the frequency indicated for the same channel number in Appendix 32 (MOD);
3. that notices of frequency assignments whose basic characteristics, other than the frequency, are not modified, shall be recorded in the Master Register;
4. that frequency assignments for which the band received no notification for the frequency indicated in Appendix 32 (MOD) shall bear a symbol to indicate that they will no longer be taken into account in the application of Resolution No. 300 (Rev.Mob-87).

RESOLUTION [COM4/11]

**Transfer of Frequency Assignments of Coast Stations
for Wideband and A1A or A1B Morse Telegraphy,
Facsimile Special and Data Transmission Systems
and Direct-Printing Telegraphy Systems
Operating in the Bands Allocated Exclusively to the
Maritime Mobile Service Between 4 000 and [23 000] kHz**

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

considering

- a) that the frequency bands allocated to the maritime mobile service for coast stations have been changed as a result of the general review of the HF maritime mobile service bands;
- b) that new frequency limits for coast stations for wideband and A1A or A1B Morse telegraphy, facsimile special and data transmission systems and direct-printing telegraphy systems are laid down in the revised provisions of [Appendix 31A].
- c) that this Conference has not established a channelling arrangement for these bands;
- d) that there should be an orderly transition of the frequency assignments to the newly allocated bands;
- e) that, in order to effect this transfer, a fixed translation frequency should be determined in each of the frequency bands;

resolves

1. that the frequency assignments to coast radiotelegraph stations recorded in the Master Frequency Register as at [...] shall be transferred as follows:

- any frequency assignment "f" in the band 4 219.4 - 4 349.4 kHz shall be transferred to a frequency f - 10.15 kHz,
- any frequency assignment "f" in the band 6 325.4 - 6 493.9 kHz shall be transferred to a frequency f - 11.65 kHz,
- any frequency assignment "f" in the band 8 435.4 - 8 704.4 kHz shall be transferred to a frequency f - 19.15 kHz,
- any frequency assignment "f" in the band 12 652.3 - 13 070.8 kHz shall be transferred to a frequency f - 73.55 kHz,
- any frequency assignment "f" in the band 16 859.4 - 17 196.9 kHz shall be transferred to a frequency f - 53.15 kHz,
- any frequency assignment "f" in the band 22 310.5 - 22 561 kHz shall be transferred to a frequency f - 65.75 kHz;

2. that on the basis of "resolves 1" the IFRB shall indicate to each administration the new frequencies for their assignments recorded in the Master Register, prior to [Date D];

3. that at 0001 UTC, on [Date D4] administrations shall transfer the transmitting frequencies of their stations as indicated in resolves 2 above, notifying the IFRB of these transfers, in accordance with the provisions of Article 12 of the Radio Regulations;

4. that notices of frequency assignments whose basic characteristics, other than the frequency, are not modified, shall be recorded with the date [Date D5] in column 2 as in the original assignment;

5. that frequency assignments for which the Board received no notification of changeover shall be examined under Article 12 of the Radio Regulations with respect to all the transferred assignments irrespective of the date of their notification to the Board. Following this examination the Board shall modify the findings if necessary and shall enter a symbol to indicate that the assignment is not in conformity with this Resolution;

6. that in those cases where the foregoing transfer procedure will result in an increase in the probability of a specific frequency assignment causing or experiencing harmful interference, the IFRB shall render all necessary assistance to the administrations concerned in order to solve the problem. In so doing, the IFRB shall apply the provisions of Nos. 1445-1450 of the Radio Regulations, as the case might be.

COMMITTEE 2DRAFTREPORT OF COMMITTEE 2 TO THE PLENARY MEETING
(CREDENTIALS)1. Terms of reference of the Committee

The terms of reference of the Committee are set out in Document 102.

2. Meetings

The Committee met twice, on 17 September and 12 October 1987.

At its first meeting, it set up a Working Group consisting of the Chairman and Vice-Chairman of the Committee and one delegate from the United Kingdom, from Poland and from Canada, to verify delegations' credentials in accordance with Article 67 of the International Telecommunication Convention, Nairobi (1982).

3. Conclusions

The conclusions reached by the Committee are reproduced in the Annex attached hereto and submitted to the Plenary Meeting for approval.

4. Final remark

The Committee recommends that the Plenary Meeting authorize the Chairman and Vice-Chairman of Committee 2 to verify the credentials received after the date of the present Report and to submit their conclusions to the Plenary Meeting on the matter.

V.A. RASAMIMANANA

Chairman of Committee 2

Annex : 1

ANNEX

1. Credentials found to be in order, deposited by the delegations of countries having the right to vote

(In French alphabetical order)

Afghanistan (Democratic Republic of)
Albania (Socialist People's Republic of)
Algeria (People's Democratic Republic of)
Germany (Federal Republic of)
Antigua and Barbuda
Saudi Arabia (Kingdom of)
Argentine Republic
Australia
Belgium
Byelorussian Soviet Socialist Republic
Bulgaria (People's Republic of)
Burkina Faso
Cameroon (Republic of)
Canada
Chile
China (People's Republic of)
Cyprus (Republic of)
Vatican City State
Colombia (Republic of)
Korea (Republic of)
Côte d'Ivoire (Republic of)
Cuba
Denmark
Egypt (Arab Republic of)
Spain
United States of America
Ethiopia
Finland
France
Greece
Hungarian People's Republic
India (Republic of)
Indonesia (Republic of)
Iran (Islamic Republic of)
Iraq (Republic of)
Israel (State of)
Italy
Japan
Jordan (Hashemite Kingdom of)
Kenya (Republic of)
Kuwait (State of)
Lebanon
Libya (Socialist People's Libyan Arab Jamahiriya)
Madagascar (Democratic Republic of)
Malaysia
Malta (Republic of)
Mexico
Monaco
Nigeria (Federal Republic of)
Norway
New Zealand

Oman (Sultanate of)
Panama (Republic of)
Papua New Guinea
Paraguay (Republic of)
Netherlands (Kingdom of the)
Poland (People's Republic of)
Portugal
Qatar (State of)
Syrian Arab Republic
German Democratic Republic
Democratic People's Republic of Korea
Ukrainian Soviet Socialist Republic
Romania (Socialist Republic of)
United Kingdom of Great Britain and Northern Ireland
San Marino (Republic of)
Senegal (Republic of)
Singapore (Republic of)
Sri Lanka (Democratic Socialist Republic of)
Sweden
Switzerland (Confederation of)
Suriname (Republic of)
Swaziland (Kingdom of)
Tanzania (United Republic of)
Czechoslovak Socialist Republic
Thailand
Trinidad and Tobago
Tunisia
Turkey
Union of Soviet Socialist Republics
Uruguay (Eastern Republic of)
Venezuela (Republic of)
Viet Nam (Socialist Republic of)
Yugoslavia (Socialist Federal Republic of)
Zambia (Republic of)

Conclusion : The delegations of these countries are entitled to vote and to sign the Final Acts.

2. Credentials found to be in order, deposited by the delegations of countries which do not have the right to vote (see Document 91)

(In French alphabetical order)

Angola (People's Republic of)
Austria
Bahamas (Commonwealth of the)
Brazil (Federative Republic of)
Burundi (Republic of)
Costa Rica
Ecuador
Guinea (Republic of)
Ireland
Liberia (Republic of)
Morocco (Kingdom of)
Mauritania (Islamic Republic of)
Togolese Republic

Conclusion : The delegations of these countries are not entitled to vote, but may sign the Final Acts.

3. Provisional credentials found to be in order, deposited by the delegations of countries having the right to vote (see No. 383 of the Convention)

Philippines (Republic of the)

Conclusion : The delegation of this country is entitled to vote but will only be able to sign the Final Acts if confirmation of the provisional credentials, issued by one of the authorities referred to in No. 382 of the Convention, is received before the signing ceremony.

4. Delegations attending the Conference which have not deposited credentials

*Dominican Republic
*Honduras (Republic of)
Mali (Republic of)
Pakistan (Islamic Republic of)
*Peru
*Sudan (Republic of the)
*Zaire (Republic of)

Conclusion : The delegations of these countries are neither entitled to vote nor to sign the Final Acts.

* Appears in the list of countries which have lost their right to vote (see Document 91)

Source: Document DL/67

WORKING GROUP 4 AD HOC 3

Working Group 4 ad hoc 3 at its third meeting agreed to forward a possible approach to the allocation table in the band 1.5 to 1.6 GHz as outlined in the attached Annexes 1 and 2. A draft Resolution is attached in Annex 3.

All three Annexes to this document are provisional and should be considered as being between square brackets.

J.F. BROERE
Chairman of Working Group 4 ad hoc 3

Annexes: 3

ANNEX 1

MHz

Allocation to Services		
Region 1	Region 2	Region 3
1 545 - [1 555]	AERONAUTICAL MOBILE-SATELLITE (R) (space-to-Earth) 722 727 729 730 <u>729[B]</u>	
[1 555] - 1 559	<u>LAND MOBILE-SATELLITE</u> <u>(space-to-Earth)</u> 722 727 729 730 <u>730A</u>	

(MOD) 729 1 545 - [1 555]

1 646.5 - [1 656.5]	AERONAUTICAL MOBILE-SATELLITE (R) (Earth-to-space) 722 727 730 735 <u>729[B]</u>	
[1 656.5] - 1 660.0	<u>LAND MOBILE-SATELLITE</u> <u>(Earth-to-space)</u> 722 727 730 <u>730A</u>	
1 660.0 - 1 660.5	RADIO ASTRONOMY <u>LAND MOBILE-SATELLITE</u> <u>(Earth-to-space)</u> 722 735 736 <u>730[A]</u>	

ADD 729[B] Notwithstanding any other provisions of the Radio Regulations, the bands [1 545 - 1 555 and 1 646.5 - 1 656.5 MHz] [may be authorized by administrations] [may be used] for communications 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. ...).

ADD 730A In the bands [1 555 - 1 559 and 1 656.5 - 1 660.5 MHz] administrations may also authorize [aircraft earth stations and] ship earth stations to communicate with space stations in the land mobile-satellite service.

(MOD) 735 (1 646.5 - [1 656.5])

ANNEX 2

Allocation to Services		
Region 1	Region 2	Region 3
1 530 — 1 535 [1 533] SPACE OPERATION (space-to-Earth) MARITIME MOBILE-SATELLITE (space-to-Earth) Earth Exploration-Satellite Fixed Mobile except aeronautical mobile <u>LAND MOBILE-SATELLITE</u> (space-to-Earth) 722 726	1 530 — 1 535 [1 533] SPACE OPERATION (space-to-Earth) MARITIME MOBILE-SATELLITE (space-to-Earth) Earth Exploration-Satellite Fixed Mobile 723 <u>LAND MOBILE-SATELLITE</u> (space-to-Earth) 722 726	

1 530 — 1 535 [1 533] SPACE OPERATION (space-to-Earth) MARITIME MOBILE-SATELLITE (space-to-Earth) Earth Exploration-Satellite Fixed Mobile except aeronautical mobile <u>Land Mobile-Satellite</u> (space-to-Earth) 726A 722 726	1 530 — 1 535 [1 533] SPACE OPERATION (space-to-Earth) MARITIME MOBILE-SATELLITE (space-to-Earth) Earth Exploration-Satellite Fixed Mobile 723 <u>Land Mobile-Satellite</u> (space-to-Earth) 726A 722 726
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ADD 726A

The use of the band 1 530 - 1 544 and 1 626.5 - 1 645.5 MHz by the land mobile-satellite service is limited to non-speech low bit-rate data transmissions.

Allocation to Services		
Region 1	Region 2	Region 3
1 535 - 1 544	MARITIME MOBILE-SATELLITE (space-to-Earth) <u>Land Mobile-Satellite (space-to-Earth)</u> 726A 722 727	

1 626.5 - 1 645.5 [1 631.5]	MARITIME MOBILE-SATELLITE (Earth-to-space) <u>LAND MOBILE-SATELLITE (Earth-to-space)</u> 726A 722 727 730	
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[1 631.5] - [1 634.5]	MARITIME MOBILE-SATELLITE (Earth-to-space) <u>Land Mobile-Satellite (Earth-to-space)</u> 722 727 730	
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1 626.5 [1 634.5] - 1 645.5	MARITIME MOBILE-SATELLITE (Earth-to-Space) <u>Land Mobile-Satellite (Earth-to-space)</u> 726A 722 727 730	
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ANNEX 3

DRAFT RESOLUTION [COM4/14]

**Relating to the Extension of the Frequency Bands Allocated to the
Mobile-Satellite and Mobile Services [and Their Conditions of Use]**

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

considering

- a) that the demand for frequency allocations for the various mobile-satellite services has increased during the last few years;
- b) that the allocations for the mobile-satellite services at 1.5 GHz are the only allocations generally available for those services below 10 GHz;
- c) that since AMSS(R) systems will not be fully operational before 1992 parts of the spectrum allocated to that service have been reallocated to the LMSS;
- d) that in view of the growing demand for frequency bands for satellite communications with mobile stations, it is necessary to revise the allocations in parts of the frequency spectrum to cover needs beyond 1992;
- e) that the most suitable frequencies for the operation of mobile and mobile-satellite services are below about 3 GHz;
- f) that the CCIR is studying the possibility and need for maritime, aeronautical and land mobile-satellite systems to use common frequency bands of the mobile-satellite service;
- g) Resolutions Nos. 2 and 4 of the Radio Regulations;
- h) that ICAO studies indicate that future AMSS(R) systems might require the use of all spectrum presently allocated to that service;
- i) that the use of non-geostationary satellites to cover geographical areas above latitude 30° and of geostationary satellites for those located below 30° should enable mobile stations to be equipped with sufficiently directional zenithal antennas to share the frequency spectrum with the existing services;

resolves

- 1. that mobile satellite systems operating in the bands [] shall be designed to provide national service or, with the agreement of administrations concerned, provide multinational service;
- 2. that the antennas of such systems should to the extent practicable be designed using the latest techniques such that the beam area is consistent with service requirements;

invites

1. the Plenipotentiary Conference, 1989 to take appropriate steps for the convening of a world administrative radio conference, not later than 1992, to revise certain parts of the frequency allocation table in Article 8 of the Radio Regulations in the approximate range 1 - 3 GHz with a view to providing the necessary spectrum for the mobile-satellite services as well as for the mobile services;
2. the CCIR to study as a matter of urgency the technical and operational issues related to the mobile-satellite services. These studies should include applications, spectrum requirements, available and future technology and sharing aspects between the mobile-satellite services;
3. IMO, ICAO and other interested international organizations to cooperate in these studies and to make the results of their own studies available to the CCIR;
4. the WARC-ORB-88 to consider the particular characteristics of the mobile-satellite services when dealing with provisions relating to improved procedures and, if not possible, to invite the Plenipotentiary Conference to include this matter in the agenda of the 1992 WARC referred to in "invites 1", above;

requests the Secretary-General

to bring this Resolution to the attention of IMO and ICAO.

Source: Documents 232, 376

COMMITTEE 6

NOTE BY THE CHAIRMAN OF COMMITTEE 6

A draft Article 56 is given in Annex 1. The text up to ADD 3986A is largely editorial, and is as discussed on 10 October 1987.

The text of 3986E includes the substance of Regulation [X], Document 376, as modified by proposals made in Committee 6.

The wider application of Regulation [X] should be discussed further by Committee 6.

Regulation [XX] and Resolution No. [COM6/5] have been included in Annex 2 for convenience.

I.R. HUTCHINGS
Chairman of Committee 6

Annexes: 2

ANNEX 1

NOC

DRAFT ARTICLE 56

MOD

**Personnel of Stations in the Maritime Mobile
and the Maritime Mobile-Satellite Service**

MOD

**Section I. Personnel of Coast Stations and
Coast Earth Stations**

MOD 3979

Administrations shall ensure that the staff on duty in coast stations and in coast earth stations shall be adequately qualified to operate the stations efficiently.

MOD

**Section II. Class and Minimum Number of
Operators for Stations on board Ships
using the Frequencies and Techniques
as prescribed in Chapter IX**

NOC 3980-3986

ADD

**Section III. Class and Minimum Number of
Operators for Ship Stations and Ship
Earth Stations on board Ships using
the Frequencies and Techniques
prescribed in Chapter N IX**

ADD 3986A

§ 4. The personnel of ship stations for which a radio installation is made compulsory by international agreements and which are using the frequencies and techniques prescribed in Chapter N IX shall, with respect to the provisions of Article 55, include at least:

ADD 3986B

- a) ship stations on board passenger ships which sail beyond the range of MF coast stations:
one operator holding a first-class radio electronic [operator's] [officer's] certificate;

ADD 3986C

- b) ship stations on board ships other than passenger ships which sail beyond the range of MF coast stations:
one operator holding a first- or a second-class radio electronic [operator's] [officer's] certificate;

- ADD 3986D c) ship stations on board passenger ships which sail within the range of MF coast stations:
one operator holding a first- or a second-class radio electronic [operator's] [officer's] certificate;
- ADD 3986E d) ship stations on board ships other than passenger ships which sail within the range of MF coast stations:
one operator holding a first- or a second-class radio electronic [operator's] officer's] certificate or a general operator's certificate where a general operator's certificate is used under this regulation, administrations shall, for ship stations of their nationality, make alternative provision to ensure equipment availability whilst at sea, e.g. a first-class technical certificate (No. 3949E) or a second-class technical certificate (No. 3949F), in accordance with appropriate international agreements;
- ADD 3986F e) ship stations on board ships which sail within the range of VHF coast stations:
one operator holding a first- or a second-class radio electronic [operator's] [officer's] certificate or a general operator's certificate or a restricted operator's certificate.
- ADD 3986G § 5. The personnel of ship stations for which a radio installation is not made compulsory by international agreements and which are using the frequencies and techniques prescribed in Chapter N IX, shall, with regard to the provisions of Article 55, include at least:
- ADD 3986H a) ship stations on board ships which sail beyond the range of MF coast stations:
one operator holding a first-or a second-class radio electronic [operator's] [officer's] certificate or a general operator's certificate;
- ADD 3986I b) ship stations on board ships which sail within the range of MF coast stations:
one operator holding a first- or a second-class radio electronic [operator's] [officer's] certificate or a general operator's certificate or a restricted operator's certificate.

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ANNEX 2

ADD [xx] Instead of the radio electronic [operator's]
[officer'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 [COM6/5] and in
accordance with appropriate international agreements.

Resolutions

ADD DRAFT RESOLUTION [COM6/5]

**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.

BUDGET CONTROL
COMMITTEE

Draft

REPORT OF THE BUDGET CONTROL COMMITTEE
TO THE PLENARY MEETING

The Budget Control Committee held 4 meetings during the Conference and examined the questions arising from its terms of reference.

Under Nos. 475 to 479 of the International Telecommunication Convention (Nairobi, 1982), the Committee's terms of reference are :

- a) to determine the organization and the facilities available to delegates ;
- b) to examine and approve the accounts for expenditure incurred throughout the duration of the Conference ;
- c) to estimate the costs that may be entailed by the execution of the decisions taken by the Conference.

1. Determination of the organization and facilities available to delegates

The Committee took note of the fact that no delegation had made any comments on the subject of the organization and facilities or the administrative arrangements made by the Secretary-General. It expressed the view that the organization and the arrangements made by the Secretary-General had been entirely satisfactory and thanked him and his staff for the same, especially in view of the fact that expenditure was kept well below the budget.

2. Conference budget

The Budget Control Committee examined the Conference budget, amounting to 1,916,000 Swiss francs, which was approved by the Administrative Council at its 41st session (1986).

The Committee noted that the Conference budget did not comprise expenditure on common services supernumerary staff salaries, which are charged to a special section of the ordinary budget. This expenditure was estimated at 1,069,000 Swiss francs.

In addition, the Committee noted that the Conference budget had been adjusted to take into account changes in the common system of the United Nations and the specialized agencies with regard to the salaries and allowances of short-term supernumerary staff and fluctuations in the rate of exchange between the US dollar and the Swiss franc, as required by Administrative Council Resolution No. 647. As a result of these adjustments, the budget of the Conference stands at 1,855,400 Swiss francs, i.e. a decrease of 60,600 Swiss francs.

3. Final Acts

Under the terms of Administrative Council Resolution No. 83 (amended),

"... if a conference or meeting prints, for its own use, documents of which the typographical composition can subsequently be used, in whole or in part, for the printing of the Final Acts, it must bear a percentage of the composition costs and the whole of the printing costs of the said document ;"

"... the percentage of the composition costs shall be decided by the Plenary Meeting of the conference or meeting."

As all the documents which can be used as a basis for the sales edition of the Final Acts of the Conference are prepared using word processing systems, no expenditure under this heading need be charged to the supplementary publications budget.

On the other hand, in accordance with the provisions of Nos. 119 and 122 of the Convention (Nairobi, 1982), the costs of translating the Final Acts of the Conference into the six official languages are charged to the Conference.

4. Situation of the Conference expenditure

Under No. 478 of the Convention, the Budget Control Committee has to submit a report to the Plenary Meeting showing, as accurately as possible, the estimated total expenditure of the Conference.

Accordingly, Annex 1 contains a statement showing the Conference budget, as approved by the Administrative Council and adjusted under Resolution No. 647, together with a breakdown of credits among the budget sub-heads and items as well as the actual expenditure incurred as at 10 October 1987. There is also an indication of the expenditure committed up to that date and an estimate of expenditure up to the close of the Conference's work.

The above statement shows that the total amount to be charged to the ordinary budget for WARC-MOB 87 is estimated at 1,692,300 Swiss francs, i.e. 163,100 Swiss francs less than the amount allocated by the Administrative Council and adjusted under Resolution No. 647. It can therefore be assumed that Conference expenditure will remain within the limits laid down.

Annex 2 to this document show, for information, the situation of expenditure on preparatory work for Study Group 8 of the CCIR and for the Regional Administrative Conference (EMA), 1985.

5. Expenditure limit fixed by Additional Protocol I to the Convention (Nairobi, 1982)

Committee 3 considered the situation of Conference expenditure, including expenditure on preparatory work, in relation to the expenditure limit fixed for WARC-MOB 87 by the Plenipotentiary Conference (see Annex 3 to this document). It is noted that the expenditure limit of 4,600,000 Swiss francs may leave a credit balance of 1,656,000 Swiss francs and this, without taking into account the margins existing in the Conference's accounts.

6. Recognized private operating agencies and international organizations taking part in the Conference

Under Article 16 of the Financial Regulations, the report of the Budget Control Committee must include a list of the recognized private operating agencies and international organizations which contribute to the expenses of the Conference. To this shall be added a list of the international organizations which have been exempted from payment in accordance with Resolution No. 925 of the Administrative Council.

A list is found in Annex 4 to this document.

7. Additional expenditure to be envisaged for implementation of the decisions of the Conference

No. 478 of the International Telecommunication Convention (Nairobi, 1982) provides that the Budget Control Committee's report to the Plenary Meeting must show, as accurately as possible, the costs that may be entailed by the execution of the decisions taken by the Conference. Article 80 of the Convention, concerning the financial responsibilities of administrative conferences, specifies that before adopting proposals with financial implications, conferences must take account of all the Union's budgetary provisions with a view to ensuring that those proposals will not result in expenses beyond the credits which the Administrative Council is empowered to authorize.

In this connection, it is recalled that, in the budget approved for 1988, the Administrative Council made a ~~global~~ provision of 30,000 Swiss francs for post conference work to be done by the General Secretariat.

(will be completed later)

In accordance with No. 479 of the Convention, this report, after consideration and approval, will be transmitted to the Secretary-General, together with the observations of the Plenary Meeting, for submission to the Administrative Council at its next session.

The Plenary Meeting is requested to examine this report.

Dr. M.K. RAO
Chairman of the
Budget Control Committee

Annexes : 4

ANNEX 1

Situation of accounts for WARC MOB (1987) as at 10 October 1987

Heading	Budget approved by AC	Budget adjusted on 01.09.87	Expenditure at 10.10.1987		
			actual	committed estimated	total
col.	1	2	3	4	5
thousands of Swiss francs					
Sub. II Staff expenditure					
11.621 Salaries & relat.exp.	1394	1333	9	1092	1101
11.622 Travel (recruitment)	81	81	4	48	52
11.623 Insurance	36	36	0	31	31
	1511	1450	13	1171	1184
Sub.III Premises & equip.					
11.631 Prem.,furniture,mach.	47	47	0	44	44
11.632 Document production	110	110	30	138	168
11.633 Office supp.& overh.	45	45	22	36	58
11.634 PTT	80	80	48	21	69
11.635 Techn. installat.	5	5	5	0	5
11.636 Sundry & unforeseen	10	10	11	4	15
	297	297	116	243	359
Sub.IV Other expenditure					
11.643 Finals Acts	108	108	0	149	149
TOTAL, SECTION 11.6	1916	1855	129	1563	1692
xx					
UNUSED CREDITS					163
					xxxxxxxxxxxx

Col. 2 Budget including additional credits to take account of changes in the common system of the United Nations and its specialized agencies.

ANNEX 2

Preparatory work in 1986
for the WARC MOB 87

	Budget 1986*)	1986 Accounts
	- Swiss francs -	
Items		
Sub-head I Staff expenditure		
11.611 Salaries and related expenses	192,400	138,285.85
11.612 Travel (recruitment)	44,000	8,092.65
11.613 Insurance	5,000	1,323.80
	241,400	147,702.30
Sub-head II Premises and equipment		
11.621 Premises, furniture, machines	10,000	13,306.31
11.622 Document production	17,000	20,040.55
11.623 Office supplies and expenses	15,000	6,446.35
11.624 PTT	15,000	5,973.90
11.625 Technical installations	0	0
11.626 Sundry and unforeseen	10,000	1,726.34
	67,000	47,493.45
	308,400	195,195.75

*) Budget 1986 including additional credits

ANNEX 3

Expenditure limit fixed by Additional Protocol I
to the Convention (Nairobi, 1982)

WARC MOB 87	Sections 11 and 17		
	Limit on expenditure Add.Prot.I	Actual or estimated expenditure	Difference
- Swiss francs -			
Limit on expenditure	4,600,000		
1986 : Preparatory work		* 270,000	
1987 : Cost of the Conference		** 2,630,000	
1988 : Post-Conference work		** 44,000	
	4,600,000	2,944,000	1,656,000

The figures given in the table correspond to 1 September values.

* Actual expenses

** Expenses provided for in the budget.

ANNEX 4

List of recognized private operating agencies and international
Organizations contributing to the work of the conference

		<u>No. of contributory units</u>
I.	<u>Recognized private operating agencies</u>	
	None	
II.	<u>International organizations</u>	
II.1	<u>United Nations</u>	*)
II.2	<u>Specialized agencies</u>	
	International Civil Aviation Organization	*)
	International Maritime Organization	*)
	World Meteorological Organization	*)
II.3	<u>Regional telecommunication organizations</u>	
	European Conference of Postal and Telecommunications Administrations	*)
	Arab Telecommunication Union	*)
	Panafrican Telecommunication Union	*)
II.4	<u>Other international organizations</u>	
	European Space Agency	1/2
	International Air Transport Association	*)
	International Association of Lighthouse Authorities	1/2
	International Chamber of Shipping	1/2
	International Committee of the Red Cross	*)
	International Maritime Radio Association	*)
	International Electrotechnical Commission	*)

International Transport Workers' Federation	1/2
International Maritime Satellite Organization	1/2
International Telecommunications Satellite Organization	1/2
International Society for Aeronautical Telecommunications	1/2
International Amateur Radio Union	*)

*) Exempted from any contribution by Administrative Council Resolution No. 925.

COMMITTEE 4

NOTE BY THE CHAIRMAN OF COMMITTEE 4

Attached is the text concerning the new footnote (RDSS feeder links in Region 2), and the necessary amendment to RR 39.

O. VILLANYI
Chairman of Committee 4

nnex: 1

ANNEX

1. ADD 797A In Region 2, the band 5 150 - 5 216 MHz is also allocated to the radiodetermination-satellite service (space-to-Earth) on a primary basis for use by feeder links in conjunction with the radiodetermination-satellite service operating in the bands 1 610 - 1 626.5 MHz and [2 483.5 - 2 500 MHz]. The total power flux density at the Earth's surface shall in no case exceed -159 dBW/m² per 4 kHz for all angles of arrival.

2. Add the following sentence to the definition for the radiodetermination-satellite service:

MOD 39 This service may also include feeder links necessary for its operation.

COMMITTEE 4

NOTE BY THE CHAIRMAN OF COMMITTEE 4

Attached is a draft Recommendation, prepared by a small Drafting Group, as requested at the fifteenth meeting of Committee 4 (morning session), concerning the band 5 000 - 5 250 MHz.

O. VILLANYI
Chairman of Committee 4

Annex: 1

DRAFT RECOMMENDATION [COM4/F]

Relating to the Future Requirements of the
Band 5 000 - 5 250 for 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 within the band 5 000 - 5 250 the internationally agreed microwave landing system (MLS) is presently in the process of implementation;
- d) that the protection of this vital aeronautical radionavigation system is paramount;
- e) that the final MLS may not require at all locations the complete band 5 000 - 5 250 for its full implementation;
- f) that ICAO is studying the requirements of this band for MLS and other aeronautical radionavigation systems and has come to the conclusion that no change should be made;

recommends

- 1. that a future competent world administrative conference consider the requirements of the aeronautical radionavigation service in the band 5 000 5 250 MHz and if appropriate the possibility of sharing a portion of the band with other services;
- 2. that any sharing should be based on a detailed technical evaluation of the systems in this band 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 an allocation to the mobile service in any portion of the band considered to be capable of being shared;

invites the CCIR

to study the possibility of sharing a portion of the 5 000 - 5 250 MHz band not required by the MLS system and any other aeronautical radionavigation system;

invites the Administrative Council

to place this Recommendation on the agenda of the appropriate future competent world administrative radio conference;

requests the Secretary-General

to refer this Recommendation to ICAO inviting their consideration of the requirements of the aeronautical radionavigation service in the band 5 000 - 5 250 MHz and to make appropriate Recommendations to assist administrations in this matter.

BUDGET CONTROL
COMMITTEENote by the Secretary-GeneralFINANCIAL IMPLICATIONS OF THE DISCUSSIONS
OF WARC MOB-87

Further to the note by the Chairman of the Budget Control Committee to the Chairman of Committees 4, 5 and 6 and Working Groups of the Plenary Meeting (Document 162) and to the letter by the Chairman of Committee 3 to the Secretary-General, the financial implications of the work of the Conference are set out below.

a) General Secretariat

Reference MOB-87 Document 431 - Article 26, Service Documents.

The additional costs envisaged for the publication of the List of Coast Stations (List IV), bearing in mind not only the implementation of the GMDSS but also the results of the changes to the HF bands allocated on an exclusive or shared basis to the MMS, i.e. 3.0 kHz in lieu of 3.1 kHz, and on the assumption that the requirements will not be effective until 1990, preparatory work will have to commence in 1989.

The estimated additional expenditure for:

1989 is 56,000 Swiss francs, and for
1990 is 28,000 Swiss francs.

b) IFRB

The Chairman of the IFRB has informed me of the financial implications of the decisions of the Conference on the work of the IFRB.

He especially informed me of a preliminary estimate of the IFRB requirements of manpower and other resources to implement the decisions of the WARC MOB-87 as they are already taken, or are likely to be taken, on the basis of the outputs of various Committees of the Conference. He has indicated that these are preliminary estimates and the Board will have to study in depth the decisions of the Conference, and prepare a document for the 43rd session of the Administrative Council in 1988.

The IFRB's requirements have the following financial implications:

Staff costs

24 man-months at P4 level	275,000 Sw.frs.
18 man-months at G5 level	95,000 Sw.frs.
	<hr/>
	370,000 Sw.frs.
Office accommodation, office equipment, office supplies and furniture	80,000 Sw.frs.
	<hr/>
	450,000 Sw.frs.
	<hr/>

The details of the IFRB requirements are found in Annex A.

c) CCIR

According to information provided by the Director of the CCIR, no additional expenditure is expected to arise from the decisions of the Conference.

R.E. BUTLER

Secretary-General

ANNEX A

Note by the IFRB

FINANCIAL IMPLICATIONS OF THE DECISIONS OF WARC MOB-87

From the activities of the various Committees, as well as the decisions taken by the Plenary and the Committees, it is evident that the major tasks for the IFRB arise from the decisions of Committee 4. Some of these decisions represent one-time tasks and require execution prior to the entry into force of the Final Acts of the Conference during the period in the calendar years 1988/89. Some other tasks are of an ongoing nature, and have to be carried out from the date of entry into force.

2. The tasks of an ongoing nature are more or less a continuation of the tasks which the Board already carries out in conformity with the provisions of the Radio Regulations, such as Article 16 and Resolution No. 300. Any additional tasks of this type arising from the decisions of the present Conference can be absorbed by the available manpower within the IFRB, and do not require any additional resources.

3. The tasks which have to be executed on a one-time basis during the period 1988/89 result essentially from the rearrangement of the frequency bands allocated exclusively to the maritime mobile service between 4 and 27.5 MHz. Some of the major tasks in this group are listed below:

- i) establishment of initial allotment plan for coast radiotelephone transmitting stations for the additional channels in Appendix 25 (commencement of the work in early 1988 and termination by mid-1989) (Resolution COM4/6);
- ii) transfer of allotments in the present Appendix 25 to frequencies in the revised Appendix 25 (Resolution COM4/7);
- iii) transfer of assignments from the present paired NBDP channels to the revised NBDP channels (Resolution COM4/10);
- iv) transfer of assignments to coast radiotelegraph stations (Resolution COM4/11).

4. There are many other additional tasks which the Board has identified which are not listed below, but can be explained to Committee 3 and to the Plenary, if required. Taken individually these tasks may appear to be minor, but when considered together they represent a substantial additional workload on the Specialized Secretariat of the IFRB. These tasks can be categorized into two groups:

- a) tasks requiring review and updating of the Master International Frequency Register;
- b) revision and updating of the Technical Standards and Rules of Procedure of the IFRB relating to the treatment of frequency assignment notices of stations in the mobile services.

5. There is also the task of continuation of the monitoring activities in the frequency bands allocated to the aeronautical mobile, maritime mobile, radionavigation and radiodetermination services. Although this task represents ongoing work, the Board has to examine the implications of the Resolution on the subject which does represent a certain amount of one-time additional tasks.

6. Without giving a detailed breakdown of the manpower requirements for executing each of the tasks resulting from specific decisions of the Conference, the Board has considered the overall impact of the additional workload on the available resources, and has concluded that some additional manpower will be necessary to execute the immediate post-conference work, comprising a certain number of one-time tasks. The additional manpower requirements amount to the preliminary estimates as given below:

- 24 man-months at P4 level (Engineer/System Analyst)
- 18 man-months at G5 level (Administrative assistance
including Data Capture)

7. Associated with these manpower requirements, it is necessary to foresee a provision for office accommodation, office equipment, office supplies and furniture. This is estimated to be approximately 80,000 Swiss francs.

8. The Board endeavoured to include in its normal work the greatest number of tasks referred to in paragraph 4 above. The above estimates could only be reduced to this level by modifying the priorities of the Frequency Management System (FMS).
