2nd SERIES OF PROPOSALS

FOR THE INTERNATIONAL RADIOCOMMUNICATION CONFERENCE, GENEVA, 1959

Note by the S.G.: This 2nd series includes both additional pages and revised pages. The additional pages are numbered in the decimal system (examples: 33.1, 33.2, 41.1 etc.) and should be interleaved in the 1st series of proposals in numerical order. The revised pages bear the indication "Revision" (examples: 32 Revision 1, 43 Revision 1 etc.). These revised pages cancel and replace the corresponding pages in the 1st series.

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Proposals

3200 Guatemala

CENTRAL AMERICAN REGIONAL RADIO OFFICE

Introduction

Telecommunications, which connect together countries having the same way of life and in particular the chief towns of those countries, occupy a very important place in the economic and social development of mankind; radiocommunications — which constitute the main branch of telecommunications — offer very convenient communication possibilities by means of wireless, and develop accordingly from day to day. New and practical radio systems are introduced and help to save time and work in industry, commerce, banking, agriculture and private life.

The individual countries of Central America are small in size and population, but when they are taken together they become an entity of considerable importance requiring suitable and practical means to administer their radiocommunications and use them to the utmost advantage.

The Guatemalan Administration proposes that a common centre should be set up for Central America for the purpose of administering radiocommunications, with equal participation by all the countries composing the Central American Isthmus. Their number should include Panama, which although a part of South America politically, forms part of Central America from the practical and administrative viewpoints through the express wish of its inhabitants; it has in fact taken part in all regional affairs, congresses and meetings, making up a group known as Central America and Panama.

The setting up of an Administrative Regional Radio Centre would serve the twofold purpose of:

a) Administrative Radio Centre, and

b) Radio Link Operational Centre, connecting up all countries through the various capitals, and centre for the despatch to all other capitals of the world of its telegraphic messages and telephone calls as an undertaking in the service of its inhabitants in both the public and the official spheres.

Surface area and population

The surface area and population of the countries of Central America plus Panama, (570,171 square kilometers and 11,504,000 people respectively) are sound proof of the desirability of bringing them together by their radio systems; they would thus constitute a large block vis-a-vis the other countries of the world.

Administrative Constitution

The Guatemalan Administration proposes the following administrative constitution for the Central American Regional Radio Office:

Permanent delegation: The Central American Regional Radio Office shall be composed of the representation of Permanent Delegates of each of the countries of Central America and of Panama, who shall act as administrators for all matters in this domain which are of interest to the associate countries; together, they shall represent the Central American countries before all international telecommunication institutions and organizations; they shall lay down and regulate measures to improve radiocommunications in the Central American Isthmus both technically and administratively.

Proposals **Guatemala** *(cont'd)*

Administrative High Council: The Ministers of Communications of all the Central American countries shall compose an Administrative High Council, a body of high rank which will deal with and solve questions of importance.

Resident delegations: The Governments of each of the associate countries shall appoint a Resident Delegation of the Central American Regional Radio Office in their respective Ministries of Communications to deal with any matters emanating from the Central American Regional Radio Office.

Administration

The Central American Regional Radio Office shall deal direct with all questions connected with the distribution and usage of frequencies in Central America, and make allocations with the cooperation of the Resident Delegations in each country of the isthmus, taking into account primarily the regulations concerned.

The Resident Delegations shall immediately inform the Regional Office of assignments needed for stations in their respective countries, and as soon as they have been confirmed or revised by the Regional Office itself, they shall classify them, issue the licences for operation and draw up the corresponding frequency notices which the Regional Office shall endorse and forward to the International Frequency Registration Board.

The use of each and all the radio stations of all services shall be coordinated by the Regional Office in accordance with the specifications and requirements expressed by the Resident Delegations.

The Administrative Regulations shall be discussed in detail by the parties concerned so that they may be brought into force in due course.

Laws and Regulations

It is desirable to examine unification of the laws and regulations governing services in the member countries of the Regional Office, so that all types of radio station may be able to accomplish their tasks more efficiently and so that observance of these laws and regulations may be encouraged.

Any infringements shall be considered jointly by the Resident Delegations and the Regional Office as Administrative Council, and, whenever necessary, by the Administrative High Council composed of the Ministers of Communications of the Central American countries.

Monitoring and Checks

The Central American Regional Radio Office shall possess a monitoring and checking station technically designed for efficient service, and shall also have subsidiary stations on the territories of the member countries; these stations shall remain in constant mutual contact, to carry out their specific task jointly.

Infringements by countries outside the Regional Circuit shall be checked by these stations, and the Regional Office shall then inform the country at fault, in accordance with the relevant international regulations.

Infringements by regional concessionaries shall be dealt with by the Resident Delegation of the country where the said infringement occurs, in accordance with specific regulations which remain to be drawn up.

Cost

The cost of a Regional Office would be a heavy burden for any one country, or so it is claimed. However, when this cost is distributed among the associate countries, it would come to about 20 to 16.67 % per head.

Each of the countries in Central America must certainly have a reasonably large budget for administrative offices and staff, and the contributory shares to finance the international union would only come to 20 % of the total annual cost, as it would be shared by the five countries.

With investments by the associate countries it would be feasible to set up the Radio Operations Centre, which would serve as a focal point for all communications from associate countries to the outside world, and which would unite their capitals by means of suitable technical plans through which all traffic abroad would be routed.

Proposals

Operations Centre

The Central American Regional Radio Office can be set up as a centre for radiocommunications in the isthmus, all the capitals being interconnected with direct channels to the Regional Office.

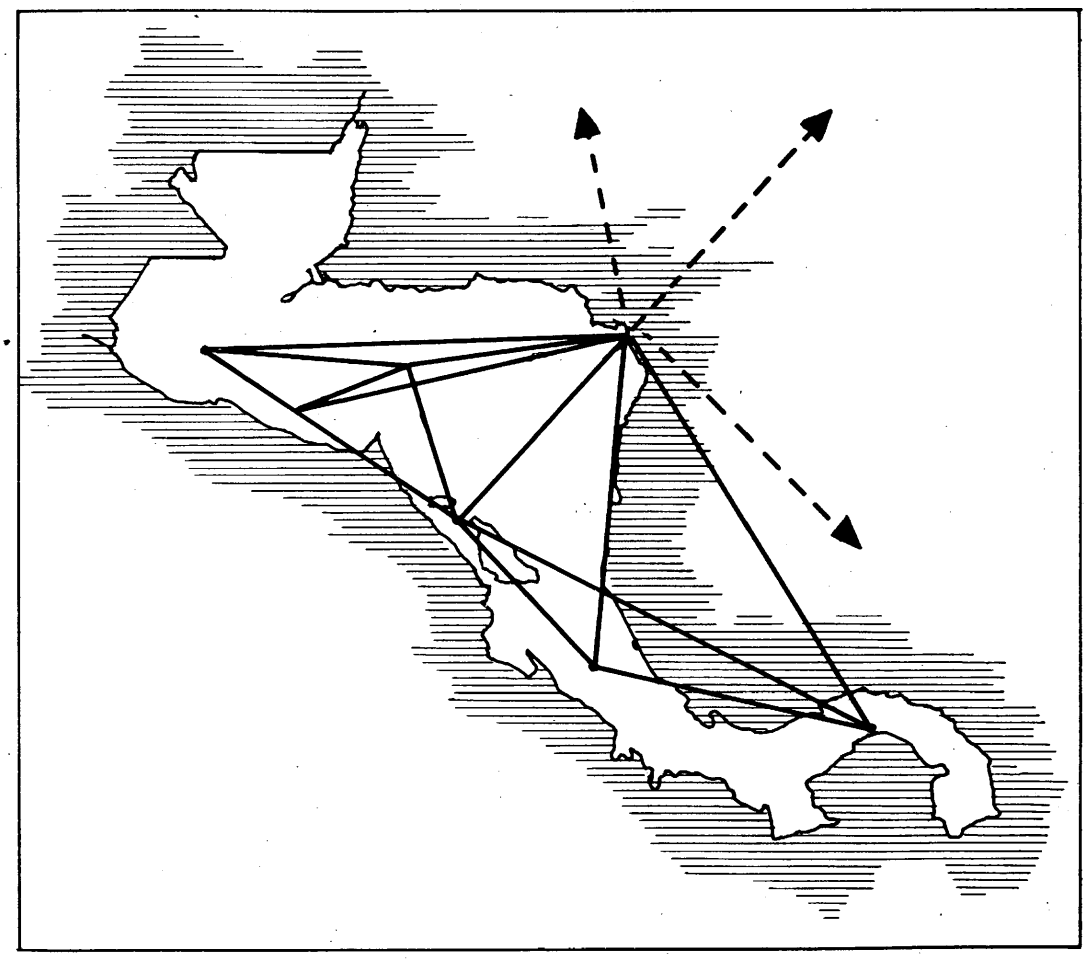
The Operations Centre of the Central American Regional Radio Office would be technically equipped to link up by direct routes to main overseas radio terminal centres and thus to serve as focal point for radiotelegraph and radiotelephone messages.

With microwave links among all the capitals of Central America and with direct routes to the Regional Office, Central America would be ready to open a regional radio service and to use it for joint telegraph and telephone services, either administered direct by the Governments or leased to private companies for operation through collective interests.

Location

It is tentatively proposed that the Regional Office should be located in a place well suited by its geographical position and typical conditions for the aims in view. In the present paper, the Guatemalan Administration proposes the point formed by Cape Gracias a Dios, which for practical and technical purposes dominates the whole Caribbean area; its position is logically the centre of the longitudinal axis.

Proposed location of the Central American Regional Radio Office



——— Microwave broadcasting links.

– – – – Radio connections for overseas destinations.

Financing

It would be possible to finance the establishment of the proposed Operations Centre by means of proportional contributions by the member countries or funds from local or foreign institutions, or with the direct funds offered by companies providing equipment and installing it.

Several undertakings or companies would be pleased to advance long-term credits for the establishment of a communications plan for Central America, as this would guarantee the sale of subsidiary equipment serving a similar purpose in each of the associate countries.

Proposals

3201 Switzerland

OPINION

Relations with Governments which are not Members of the International Telecommunication Union

The Swiss Administration,

considering:

a) that some countries are not Members of the International Telecommunication Union and that, for various reasons, it must be expected that complete world-wide membership of the Union can only be achieved with great difficulty and in the distant future;

b) that, under Article 24 of the International Telecommunication Convention of Buenos Aires, the Members and Associate Members of the I. T. U. may exchange telecommunications with States which are not parties to the Convention;

c) that in the absence of universal coordination of frequency utilization, the application by international and even national services of plans has been and may be jeopardized, or at least made difficult, by the unforeseen and unforeseeable occupation of a part of the frequency spectrum;

proposes

that the Administrative Radio Conference should submit to the Plenipotentiary Conference the opinion that some basis of agreement on frequency utilization should be sought with States which are not members of the I. T. U.

(This page cancels and replaces the present page 40)

Proposals

29 bis U. S. S. R.

The name of the International Frequency Registration Board, *as it appears throughout the RR, should be changed to* "International Frequency Registration Bureau" (I. F. R. B.).

Reasons

See U. S. S. R. proposals for changes in the Convention.

29 ter

Changes in the boundaries of the zones defined in the International Administrative Aeronautical Radio Conference (C. I. A. R. A.) Aeronautical Mobile Allotment Plan:

The Administration of Telecommunication of the Union of Soviet Socialist Republics feels that the development of international airlines justifies the following amendments in the boundaries of the zones defined in the C. I. A. R. A. Aeronautical Mobile Allotment Plan:

— extend the "EU" zone to the east, up to 40° E, then to the south, along the coasts of the Black Sea, through Tuapse, Sochi, Sukhumi, then through Ankara to the present boundary of the zone "EU";

— extend the "ME" zone to the east, from 60° N, 20° E, to 50° N, 80° E, then to the south, along 80° E to the present boundary of the "ME" zone;

— extend the zone "NSA–2" from 60° N, 20° E, to the east, through Leningrad, Moscow, Rostov-on-Don, and Baghdad, to the point where the meridian 32° E intersects with the present limit of the zone "NSA–2";

— extend the zone "NA" from 60° N, 20° E, to the north, along the political frontier of the U. S. S. R. with Finland, to the parallel 68° N, then through Arkhangelsk, Kazan, Kiev, and Lvov, then to the west to the present boundary of the "NA" zone, through Prague;

— extend the "SA" zone like the "NA" one;

— extend the zone "NP" from 33° N, 133° E, to the west, through Peking, Irkutsk, then to the east, through Yakutsk, Enurmino (Chukotka), to the present boundary of the zone "NP", to the intersection with the meridian 140° W;

— extend the zone "FE–2" to the north, from 24° N, 88° E, to Irkutsk, then to the east, through Chita and Khabarovsk, then to the south through Vladivostok, to the existing boundary of the zone "FE–2" (33° N, 133° E).

3202

Proposals for Completion of the Work involved in Drawing Up the International Frequency List

Those Members of the Union who attended the Atlantic City Conference in 1947 unanimously decided that a new International Frequency List should be drawn up, and laid down how this should be done and how long it should take. This decision showed the need for a document reflecting the apportionment of frequencies among the countries of the world, at a time when radio of all kinds, broadcasting and television, were expanding at an extraordinary pace.

It is of course no secret that despite the many long months during which the Provisional Frequency Board sat, despite the numerous Union conferences held and the heavy outlay imposed on Union Members, the decisions in question have not, in essence, been implemented.

There is no point in a lengthy resurrection of the past. But one thing needs to be said. The I. T. U. has been working on the Frequency List for twelve years; experience shows that the conditions required for the

production of such a List, based on technical principles, have been, and still are, absent, and that the Union is at present faced with no proposal which might open up fresh perspectives.

Hence we consider any substantial progress with the International Frequency List is dependent on a methodical apportionment of frequencies and respect for the sovereign rights of I.T.U. Members as regards the frequencies notified by them.

As things stand, the best course would be somewhat to amend the conditions laid down for production of the International Frequency List, and to finish the List for the band 10–27 500 kc/s at the next Administrative Radio Conference in 1959. The following procedure might be adopted:

1. As a basis, the last edition of the Radio Frequency Record (August, 1959), together with the E.A.R.C. plans and lists for individual services, would be used, with any corrections required to enable the countries which have not signed these plans and lists to accede thereto.

   In these lists and plans, it would be important, too, to make provision for the requirements of the countries which have recently become independent.

2. The Conference would consider whether it might not be well to exclude certain categories of fixed and land mobile assignments from the Radio Frequency Record (for example, low-powered stations which, because of their characteristics, cannot possibly cause interference).

3. In the new International Frequency List, the "NOTIFICATION" and "REGISTRATION" status would be kept. Every assignment recorded would have two dates:

   a) the date of registration, either in Column 2a (registration), or in Column 2b (notification).

   The following would enjoy REGISTRATION status in the List: fixed, land mobile, and tropical broadcasting assignments in accordance with the Frequency Allocation Table and the other provisions of the RR, and the assignments of other services which are in accordance with the plans for those services, once amended and adopted by the Conference, in the circumstances described.

   The following would enjoy NOTIFICATION status in the List: assignments which in any respect constitute a breach of the RR, 1959.

   b) the date of bringing into use, in Column 2c. No assignments without a date in Column 2c would be transferred to the International Frequency List.

4. The 1959 Radio Conference would decide on what date should appear in Column 2a or 2b. This date would be the same for the assignments of all countries.

5. As the date on which the International Frequency List is to come into force, it would be well to set the date on which the new RR and new Frequency Allocation Table are to become effective.

   Once the International Frequency List had come into force, the I.F.R.B. would register frequencies as described in the RR, Article 11.

6. Taking the lists and plans amended and adopted by the Conference as a basis, countries could notify their assignments during the Conference itself; they could, before the Radio Frequency Record is published, delete therein the remaining out-of-band assignments, except for those entered under **88** *et al.* of the RR.

7. The U.S.S.R. has always favoured the production of plans for the allotment of frequency-hours for high-frequency broadcasting. But the plans produced by the I.F.R.B. fall short of our requirements as regards both quality and quantity of the frequency-hours therein allotted. Hence, as they stand, they are not acceptable to us.

   Should the Conference acknowledge that there is at present no possibility of acceptable high-frequency broadcasting plans being adopted and applied, the high-frequency broadcasting assignments now shown in the Master Radio Frequency Record would have to be shifted to the new International List. One way of improving high-frequency broadcasting would be to exchange information concerning time schedules.

8. All cases of interference must be considered between the countries concerned in a spirit of international cooperation. But if, despite everything that has been done by the national administrations to eliminate a particular case of interference, the interference still remains, the matter must be settled by abiding by the dates of bringing into use indicated for each of these assignments, on the understanding that full recognition must be given to seniority in dating (Column 2c).

It is our opinion that the proposals set forth above, for completion of work on the International Frequency List, afford an adequate legal basis for the unhampered development of Members' radio, broadcasting and television services, and would enable the I.T.U. to tackle other, and no less important, tasks.

We still hold that the problem of producing a full International Frequency List can be settled only if respect be shown for the interests of all Members of the Union, only if the principles of international cooperation be respected, and only if unanimity can be achieved on the fundamental questions of frequency notification and registration.

(This page cancels and replaces the present page 45)

(Continuation of Art. 1)

Present Provisions

6 *Radio:* A general term applied to the use of Hertzian waves.

Proposals

44 Denmark, Finland, Iceland, Norway, Sweden

6. *After:* Hertzian, *add:* radio.

45 France, French O.P.T.A.

6. *Replace the present text by the following:*

Radio: The technique whereby Hertzian waves are used. The word is both noun and adjective.

46 United Kingdom

6. *Before:* Hertzian, *add:* freely-propagated.

Reasons

See proposal 38.

47 U.S.S.R.

6. *Replace the present text by the following:*

Radiocommunication: Any telecommunication by means of radio waves.

Reasons

Clearer drafting. *(See also proposal 39).*

United States of America

6. *After this No. add the following new definitions:*

3203 *Radio Astronomy:* Astronomy involving the reception of Hertzian waves of other than manmade origin.

Reasons

To define a term which is used in these proposals.

(Continuation of Art. 1)

Present Provisions

Proposals

United States of America *(cont'd)*

3204 *Objects in Space:* Natural or artificial objects such as the moon, planets, satellites and space vehicles, maintaining sustained motion beyond the major portion of the earth's atmosphere. Objects in space do not include such objects as conventional aircraft, balloons, missiles or rockets which are limited to flight between points on the earth's surface.

Reasons

To define a term which is used in these proposals.

7 *Telegraphy:* A system of telecommunication for the transmission of written matter by the use of a signal code.

3205 **7.** *Replace the present text by the following:*

Telegraphy: A system of telecommunication which is concerned in any process providing reproduction at a distance of documentary matter such as written, or printed matter or fixed images, or the reproduction at a distance of any kind of information in such a form.

Reasons

To conform with the intent of the definition of telegraphy contained in the I.T.U. publication "List of Definitions of Essential Telecommunication Terms".

48 India

7. *Replace the present text by the following:*

Telegraphy: Branch of telecommunication which is concerned in any process providing reproduction at a distance of a documentary matter such as written, printed or pictorial matter, or the reproduction at a distance of any kind of information in such a form.

Reasons

See proposal 34.

(This page cancels and replaces the present page 46)

(Continuation of Art. 1)

Present Provisions | **Proposals**

49 Switzerland

7. *Replace the present text by the following:*

Telegraphy: A branch of telecommunication which is concerned in any process providing reproduction at a distance of documentary matter such as written, printed, or pictorial matter, or the reproduction at a distance of any kind of information in such a form.

Reasons

To conform with the I.T.U. List of Definitions (01.03).

50 Australia (Commonwealth of)

7. *After this No. insert the following new definition:*

Telemetering: A process by which remote quantitative indication is given by electrical signals.

Reasons

In view of the increasing use of telemetering devices in radio services, it is considered that this new definition should be included in the RR.

France, French O.P.T.A.

8 *Telephony:* A system of telecommunication set up for the transmission of speech or, in some cases, other sounds.

51 8. *Replace the present text by the following:*

Telephony: A telecommunication system for the transmission of speech or, in some cases, of other sounds, between particular correspondents.

Reasons

The use of "set up" although justifiable, is not essential.

9 *Television:* A system of telecommunication for the transmission of transient images of fixed or moving objects.

52 9. *Television: Does not affect the English text.*

(Continuation of Art. 1)

Present Provisions

10 *Facsimile:* A system of telecommunication for the transmission of fixed images with a view to their reception in a permanent form.

Proposals

3206 United States of America

10. *Replace the present text by the following:*

Facsimile: A system of telegraphy providing reproduction in the form of fixed images (photographic or otherwise), of the form, and possibly of the depth of tone or of the colors, of an original document, whether written, printed or pictorial.

Reasons

To conform with the intent of the definition of facsimile telegraphy contained in the I.T.U. publication "List of Definitions of Essential Telecommunication Terms".

53 France, French O.P.T.A.

10. *Replace the present text by the following:*

Facsimile telegraphy: A system of telecommunication for the transmission of fixed images, with or without half-tones, with a view to their reception in a permanent form.

(This page cancels and replaces the present page 47)

(Continuation of Art. 1)

Present Provisions | **Proposals**

France, French O.P.T.A., Morocco

10. *After this No. insert the following new definitions:*

54 *Phototelegraphy:* A system of facsimile telegraphy chiefly designed for the reproduction of half-tones, and making use of photographic procedures.

Reasons

Proposal (amended) put forward by the C.C.I.T.T.

55 *Remote Control:* A telecommunication system for the remote control of some device.

56 *Telemeasurement:* A telecommunication system for the automatic transmission of measurement results.

57 India

10. *After this No. add the following new definition:*

Phototelegraphy: A system of facsimile having special regard to tone reproduction, in which reception involves photographic processes.

Reasons

Definition considered necessary.

58 United Kingdom

10. *After this No. add the following new definition:*

Telemetry: A system of telecommunication for automatically indicating or recording measurements at a distance from the measuring device.

Reasons

Used in proposal 139.

(This page cancels and replaces the present page 49)

(Continuation of Art. 1)

Present Provisions **Proposals**

3207 United States of America, United Kingdom

12. *At the beginning delete:* solely.

Reasons

United States of America:
The Atlantic City text is too restrictive.

United Kingdom:
To remove an unnecessary restriction.

63 France, French O.P.T.A.

12. *Replace the present text by the following:*

Radionavigation: In navigation, radiolocation used to determine a position or take a bearing, or to detect obstructions.

64 U.S.S.R.

12. *Replace the present text by the following:*

Radionavigation: Orientation in space by means of radio techniques and by methods of ship and aircraft steering.

Reasons

Clearer drafting.

3208 United States of America, United Kingdom

12. *After this No. add the following new definition:*

Radiopositioning: Radiolocation other than radionavigation.

Reasons

United States of America:
To define this new term which is widely used in these proposals.

United Kingdom:
To distinguish two classes of radiolocation: that concerned with navigation and that not so concerned.

(Continuation of Art. 1)

Present Provisions | **Proposals**

3209 United States of America

13. *Replace the present text by the following:*

Radar: A system for determining relative position by the comparison of reference and reflected (or automatically retransmitted) radio signals.

Reasons

To define more clearly the scope of this term.

65 France, French O.P.T.A.

13. *Replace the present text by the following:*

Radar: A radiolocation system used for navigational purposes, making use of the reflecting or retransmitting properties of objects in order to determine their positions.

66 United Kingdom

13. *Add in fine:* and occasionally their identities.

Reasons

For completeness.

67 U.S.S.R.

13. *Delete.*

Reasons

There is no call for this. It has no application in the RR.

(This page cancels and replaces the present page 50)

(Continuation of Art. 1)

Present Provisions **Proposals**

68 U.S.S.R.

13. *After this No. add the following new definition:*

Radio Astronomy: Astronomy based on the reception of radio waves of cosmic origin.

Reasons

Definition of a new kind of service.

69 France, French O.P.T.A.

14. *Replace the present text by the following:*

Primary Radar: Radar using the reflecting properties of objects only.

70 United States of America, U.S.S.R.

14. *Delete.*

Reasons

United States of America:
Not required under USA proposals.

U.S.S.R.:
There is no call for this. It has no application in the RR.

71 France, French O.P.T.A.

15. *Replace the present text by the following:*

Secondary Radar: Radar making use of automatic retransmission on the same or on a different frequency.

72 United Kingdom

15. *Replace the present text by the following:*

Secondary Radar: Radar in which the responding object automatically retransmits on the same or on a different frequency.

Reasons

Clarity.

(This page cancels and replaces the present page 51)

(Continuation of Art. 1)

Present Provisions | **Proposals**

73 United States of America, U.S.S.R.

15. *Delete.*

Reasons

United States of America:
Not required under USA proposals.

U.S.S.R.:
There is no call for this. It has no application in the RR.

3210 United States of America

16. *Replace the present text by the following:*

Radio Direction-Finding: The reception of Hertzian waves for the purpose of determining the direction of a station.

Reasons

For consistency with other USA proposals.

74 France, French O.P.T.A.

16. *Replace the present text by the following:*

Radio Direction-Finding: Radiolocation in which only the direction of a station or object is determined from its emissions. These latter may be peculiar to the station or object, or reflected, or received and retransmitted in the same or in a different form.

75 United Kingdom

16. *Delete:* only.

Reasons

In order not to exclude identification of the station.

(Continuation of Art. 1)

Present Provisions | **Proposals**

76 U.S.S.R.

16. *Replace the present text by the following:*

Radio Direction-Finding: The reception of radio waves to determine the direction or position of transmitting stations.

Reasons

Clearer drafting.

France, French O.P.T.A., Morocco

16. *After this No. insert the following new definitions:*

77 *Radio Telemetry:* Radiolocation determining the distance of a station or object only, by means of its emissions. These emissions may be peculiar to the station or object, or reflected, or received and retransmitted in the same or in a different form.

(This page cancels and replaces the present page 52)

(Continuation of Art. 1)

Present Provisions

Proposals

France, French O.P.T.A., Morocco *(cont'd)*

78 *Radio Control:* A radio system for the remote control of some device.

79 *Radio Measurement:* A radio system for the automatic transmission of measurement results.

Netherlands

16. *After this No. add the following new definitions:*

80 *Simplex Operation:* A method of operation whereby the transmissions in the two directions are made available alternately, for example, by means of a press-to-talk system.

81 *Duplex Operation:* A method of operation whereby the transmissions in the two directions are made available simultaneously.

82 *Semi-Duplex Operation:* A method of operation which employs simplex at one end of the circuit and duplex at the other.

83 *Note:* Duplex and semi-duplex methods of operation necessitate the use of two frequencies; the simplex method of operation may be obtained with either one or two frequencies.

Reasons

In accordance with Annex 1 of the Hague Agreement (1957).

17 *Telegram:* Written matter intended to be transmitted by telegraphy; this term also includes radiotelegram unless otherwise specified.

3211 United States of America

17. *Delete.*

Reasons

Unnecessary. Definition contained in the Convention.

84 France, French O.P.T.A., Morocco

17. *This definition should be transferred to Section VI (see proposal 288).*

Reasons

This is an operating term.

(This page cancels and replaces the present page 54)

(Continuation of Art. 1)

Present Provisions

Proposals

88 India

17. *After this No. add the following new definition:*

Phototelegram: A telegram transmitted by phototelegraphy.

Reasons

Definition considered necessary.

18 *Radiotelegram:* Telegram originating in or intended for a mobile station, transmitted on all or part of its route over the radiocommunication channels of a mobile service.

89 France, French O.P.T.A., Morocco

18. *Radiotelegram:*

This definition to be transferred to Section VI (see proposal 289).

Reasons

This is an operating term.

90 Denmark, Finland, Iceland, Norway, Sweden

18. *After this No. add the following new definition:*

Radiotelephone Call: Telephone call originating at or destined for a mobile station established exclusively or in a section of its route on the radiocommunication circuits of a mobile service.

Reasons

There is a definition of the term "radiotelegram". As a logical consequence of this, a definition of the expression "radiotelephone call" should be incorporated in the RR.

United States of America

18. *After this No. add the following new definitions:*

3212 *Change in Frequency Usage:* The bringing into use of a new frequency assignment, or a change of

Present Provisions

Proposals

United States of America *(cont'd)*

frequency or other basic characteristic (see No. **318** and Appendix 1) of an existing assignment.

Reasons

This expression, which was used most effectively in the E.A.R.C. Agreement, not only simplifies the text of Article 11, but also places the emphasis on the actual usage of frequencies where it properly belongs.

3213 *Master Radio Frequency Record (Master Record):* The interim master register of frequency assignments that was established and maintained pursuant to the provisions of the Agreement adopted by the Extraordinary Administrative Radio Conference, Geneva 1951 (E.A.R.C. Agreement).

Reasons

To define the Master Record of frequency assignments which was prescribed by the E.A.R.C. Agreement.

3214 *Master International Frequency Register (Master Register):* The master register of frequency assignments established and maintained by the International Frequency Registration Board pursuant to the provisions of Article 11 of these Regulations.

Reasons

To define the Master Register of frequency assignments prescribed by these Regulations. Since both the terms "Master Record" and "Master Register" are used in these Regulations, it is considered desirable to define them in order to avoid possible confusion.

United Kingdom

18. *After this No. add the following new definitions:*

91 *Tropospheric Scatter:* The propagation of radio waves by scattering as a result of irregularities or discontinuities in the properties of the troposphere.

Reasons

Used in proposal 118.

(This page cancels and replaces the present page 55)

(Continuation of Art. 1)

Present Provisions | **Proposals**

United Kingdom *(cont'd)*

92 *Ionospheric Scatter:* The propagation of radio waves by scattering as a result of irregularities or discontinuities in the ionization of the ionosphere.

Reasons

Used in proposal 119.

93 *Wideband Radio Relay System:* A system for relaying by radio, normally via one or more intermediate stations, a number of telephone channels, or one or more television channels, or combinations thereof, or any types of signal requiring similar bandwidths.

Reasons

Used in the proposed revised Appendix 3.

94 *Change in frequency usage:* The bringing into use of a new assignment, or a change of frequency or other basic characteristic of an existing assignment.

Reasons

To define the use of this expression in the proposals for Article 11.

Switzerland

18. *After this No. add the following new definitions:*

95 *International Frequency List:* Recapitulative List of Assignment Notices published by the I.T.U.

96 *International Master Radio Frequency Record:* A card-index showing frequency assignments, kept up to date by the I.T.U.

Reasons

Two essential duties performed by the I.T.U.

(This page cancels and replaces the present page 56)

(Continuation of Art. 1)

Present Provisions

Section II. Services

19 *Fixed Service:* A service of radiocommunication between specified fixed points.

20 *Aeronautical Fixed Service:* A fixed service intended for the transmission of information relating to air navigation, preparation for and safety of flight.

Broadcasting Service:

21 *a)* A radiocommunication service of transmissions to be received directly by the general public.

Proposals

97 **France, French O.P.T.A.**

19 and **20.** *Does not affect the English text.*

98 **U.S.S.R.**

20. *Replace the present text by the following:*

Aeronautical fixed service: A radio service between fixed points, for the transmission of information relating to air navigation, and to the preparation and safety of flights.

Reasons

Clearer drafting.

United States of America

20. *After this No. add the following new definitions:*

3215 *Earth-Space Service:* A service of radiocommunication between earth and objects in space.

Reasons

To define a new service set forth in these proposals.

3216 *Space Service:* A service of radiocommunication between objects in space, excluding the earth.

Reasons

To define a new service set forth in these proposals.

France, French O.P.T.A.

Broadcasting Service:

99 **21.** *Replace the present text by the following:*

a) A radio service in which the transmissions are designed for direct reception by the general public.

(Continuation of Art. 1)

Present Provisions

22 *b)* This service may include transmissions of sounds or transmissions by television, facsimile or other means.

Proposals

France, French O.P.T.A. *(cont'd)*

100 **22.** *Replace the present text by the following:*

b) These transmissions may be transmissions of sound, television transmissions, facsimile telegraphy or other transmissions, the appropriate terms being:

— Sound Broadcasting
— Television
— Facsimile Broadcasting.

101 India

22. *Replace the present text by the following:*

b) This service may include transmissions of sounds or transmissions by television or other means.

Reasons

The list of Broadcasting Stations published by the I.T.U. does not contain Facsimile Broadcasting Stations.

(This page cancels and replaces the present page 57)

(Continuation of Art. 1)

Present Provisions

Proposals

102 Australia (Commonwealth of)

22. *After this No. insert the following new definition:*

Harbour Mobile Service: A mobile service between harbour stations and ship stations or between ship stations for harbour control purposes.

Reasons

To meet the needs which arise from establishment of stations for harbour control purposes.

103 India

22. *After this No. add the following new definition:*

Tropical Broadcasting Service: Broadcasting Service in the tropical zone using the frequencies less than vertical incidence critical frequencies.

Reasons

Definition considered necessary.

23 *Mobile Service:* A service of radiocommunication between mobile and land stations, or between mobile stations.

24 *Maritime Mobile Service:* A mobile service between ship stations and coast stations, or between ship stations.

25 *Aeronautical Mobile Service:* A mobile service between aircraft stations and aeronautical stations, or between aircraft stations[1]).

25.1 [1]) As regards public correspondence, see **255**.

26 *Land Mobile Service:* A mobile service between base stations and land mobile stations, or between land mobile stations.

104 France, French O. P. T. A.

23, 24, 25 and **26.** *Does not affect the English text.*

3217 United States of America

25.1. *Before:* **255**, *add:* No.

(This page cancels and replaces the present page 58)

(Continuation of Art. 1)

Present Provisions | **Proposals**

United Kingdom

105 **24.** *After this No. add the following new definition:*

Port Operations Service: A mobile service between coast stations of a harbour authority and ship stations, or between ship stations in or near the port, in which messages are restricted to those related to the movement of ships and their safety.

Reasons

Used in the proposed revised Article 34.

106 **25** and **25.1.** *Delete footnote reference 1) in 25. Delete footnote 25.1.*

Reasons

The footnote is unnecessary and inappropriate to the definition.

27 *Radiolocation Service:* A service involving the use of radiolocation.

3218 **United States of America**

27. *Delete.*

Reasons

Not required under USA proposals

France, French O.P.T.A.

107 **27.** *Replace the present text by the following:*

Radiolocation Service: A service ensuring radiolocation.

28 *Radionavigation Service:* A radiolocation service involving the use of radionavigation.

108 **28.** *Replace the present text by the following:*

Radionavigation Service: A radiolocation service for radionavigation.

(Continuation of Art. 1)

Present Provisions | **Proposals**

109 U.S.S.R.

28. *Replace the present text by the following:*

Radionavigation Service: A service involving the use of radionavigation methods and radio direction-finding.

Reasons

Clarification.

3219 United States of America

28. *After this No. add the following new definition:*

Radiopositioning Service: A radiolocation service involving the use of radiopositioning.

Reasons

To define this new service which is widely treated in these proposals.

(This page cancels and replaces the present page 59)

(Continuation of Art. 1)

Present Provisions

29 *Maritime Radionavigation Service:* A radionavigation service intended for the benefit of ships.

30 *Aeronautical Radionavigation Service:* A radionavigation service intended for the benefit of aircraft.

31 *Amateur Service:* A service of self training, intercommunication and technical investigations carried on by amateurs, that is, by duly authorized persons interested in radio technique solely with a personal aim and without pecuniary interest.

32 *Meteorological Aids Service:* A service of emissions of special radio signals intended solely for meteorological, including hydrological, observations and exploration.

33 *Standard Frequency Service:* A radiocommunication service for the transmission of standard and specified frequencies of known high accuracy, intended for general reception.

Proposals

France, French O.P.T.A.

110 **29.** *Replace the present text by the following:*

Maritime Radionavigation Service: A radionavigation service for the benefit of shipping.

111 **30.** *Replace the present text by the following:*

Aeronautical Radionavigation Service: A radionavigation service for the benefit of aircraft.

3220 United Kingdom

30. *After this No. add the following new definition:*

Radiopositioning Service: A radiolocation service involving the use of radiopositioning.

Reasons

See proposal 3208.

France, French O.P.T.A.

112 **31.** *Replace the present text by the following:*

Amateur Service: A service of self training, intercommunication and technical investigation carried on by amateurs, that is, by duly authorized persons interested in radio solely with a personal aim and without pecuniary interest.

113 **32** and **33.** *Does not affect the English text.*

(Continuation of Art. 1)

Present Provisions | **Proposals**

3221 United States of America

32. *After this No. add the following new definition:*

Radio Astronomy Service: A service involving the use of Radio Astronomy.

Reasons

Required under USA proposal for Article 5.

U.S.S.R.

33. *After this No. add the following new definitions:*

114 *Ionospheric Service:* A service designed for research into the electromagnetic composition of the upper layers of the atmosphere.

Reasons

A term used in the Regulations.

(This page cancels and replaces the present page 60)

(Continuation of Art. 1)

Present Provisions

Proposals

U.S.S.R. *(cont'd)*

115 *Safety service:* A radio service used permanently or temporarily for the safeguard of human life and property.

Reasons

A new term used in the Regulations.

116 *Time Service:* A service or a transmission of signals giving the exact time.

Reasons

A new term used in the Regulations.

34 *Special Service:* A service not otherwise defined in this article carried on exclusively for specific needs of general utility, and not open to public correspondence.

3222 United States of America

34. *Before:* carried on *replace:* article *by:* Article.

117 France, French O.P.T.A.

34. *Does not affect the English text.*

United Kingdom

34. *After this No. add the following new definitions:*

118 *Tropospheric Scatter Service:* A service involving the use of tropospheric scatter.

Reasons

Used in the proposed revised Article 5.

119 *Ionospheric Scatter Service:* A service involving the use of ionospheric scatter.

Reasons

Used in the proposed revised Article 5.

(This page cancels and replaces the present page 61)

(Continuation of Art. 1)

Present Provisions

Section III. Stations

Station:

35 *a)* A separate transmitter or receiver or a combination of transmitters and receivers including the accessory equipment required for carrying on a definite radiocommunication service.

36 *b)* The station assumes the classification of the service in which it operates permanently or temporarily.

37 *Fixed Station:* A station in the fixed service.

38 *Aeronautical Fixed Station:* A station in the aeronautical fixed service.

39 *Broadcasting Station:* A station in the broadcasting service.

40 *Land Station:* A station in the mobile service not intended for operation while in motion.

41 *Coast Station:* A land station in the maritime mobile service carrying on a service with ship stations.

42 *Aeronautical Station:* A land station in the aeronautical mobile service, carrying on a service with aircraft stations. In certain instances an aeronautical station may be placed on board a ship.

43 *Base Station:* A land station in the land mobile service carrying on a service with land mobile stations.

44 *Mobile Station:* A station in a mobile service intended to be used while in motion or during halts at unspecified points.

45 *Ship Station:* A mobile station in the maritime mobile service located on board a vessel which is not permanently moored.

Proposals

France, French O.P.T.A.

120 **35.** *Replace the present text by the following:*

Station:

a) A separate transmitter or receiver, or a combination of transmitters and receivers, including the accessory equipment required to carry on a particular radio service, at one of the terminals of the transmission or telecommunication channels in question.

121 **36.** *Replace the present text by the following:*

b) Each station shall be classified by the service in which it operates permanently or temporarily.

122 **37** to **45.** *Does not affect the English text.*

United States of America

39. *After this No. add the following new definitions:*

3223 *Earth Station:* A station in the earth-space service located upon the earth's surface, or on objects such as conventional aircraft or balloons which are limited to flight between points on the earth's surface and which are engaged in a radiocommunication service with objects in space.

Reasons

To define a term set forth in these proposals.

3224 *Space Station:* A station in either the earth-space or the space service located on an object in space.

Reasons

To define a term set forth in these proposals.

(This page cancels and replaces the present page 63)

(Continuation of Art. 1)

Present Provisions

47 *Land Mobile Station:* A mobile station in the land mobile service capable of surface movement within the geographical limits of a country or continent.

48 *Radiolocation Station:* A station in the radiolocation service.

49 *Radionavigation Station:* A station in the radionavigation service.

50 *Radionavigation Land Station:* A station in the radionavigation service not intended for operation while in motion.

51 *Radionavigation Mobile Station:* A station in the radionavigation service intended to be used while in motion or during halts at unspecified points.

Proposals

127 United Kingdom

46. *Replace the present text by the following:*

Aircraft Station: A mobile station in the aeronautical mobile service on board an aircraft.

Reasons

Clarification.

128 U.S.S.R.

46. *Replace the present text by the following:*

Aircraft station: A mobile station on board an aircraft.

Reasons

Clearer drafting.

France, French O.P.T.A.

129 **47** to **51.** *Does not affect the English text.*

United States of America

3225 **48.** *Delete.*

Reasons

Not required under USA proposals.

3226 **49.** *Delete.*

Reasons

Adequately covered by Nos. **50** and **51**.

3227 **50.** *Replace:* Radionavigation Land Station *by:* Land Radionavigation Station.

Reasons

To remove an ambiguity since this class of station is not in the mobile service (see No. **40**).

Present Provisions

Proposals

United States of America *(cont'd)*

3228 **51.** *Replace:* Radionavigation Mobile Station *by:* Mobile Radionavigation Station.

Reasons

To remove an ambiguity since this class of station is not in the mobile service (see No. **44**).

51. *After this No. add the following new definitions:*

3229 *Land Radiopositioning Station:* A station in the radiopositioning service not intended for operation while in motion.

Reasons

For consistency with other USA proposals.

3230 *Mobile Radiopositioning Station:* A station in the radiopositioning service intended to be used while in motion or during halts at unspecified points.

Reasons

For consistency with other USA proposals.

3231 United Kingdom

51. *After this No. insert the following new definition:*

Radiopositioning Station: A station in the radiopositioning service.

Reasons

See proposal 3208.

52 *Radio Direction-Finding Station:* A radiolocation station intended to determine only the direction of other stations by means of transmissions from the latter.

3232 United States of America

52. *Delete.*

Reasons

No longer required.

130 France, French O.P.T.A.

52. *Replace the present text by the following:*

Radio Direction-Finding Station: A radiolocation station essentially comprising a radio direction-finding device.

(This page cancels and replaces the present page 64)

(Continuation of Art. 1)

Present Provisions

Proposals

131 U.S.S.R.

52. *Replace the present text by the following:*

Radio Direction-Finding station: A station which determines the bearings of other stations.

Reasons

Clearer drafting.

53 *Radiobeacon Station:* A radionavigation station the emissions of which are intended to enable a mobile station to determine its bearing or its direction in relation to the radiobeacon station.

3233 United States of America

53. *At the beginning read:* A land radionavigation or mobile radionavigation station the emissions of which... *(remainder unchanged).*

Reasons

For consistency with other USA proposals.

132 France, French O.P.T.A.

53. *Replace the present text by the following:*

Radiobeacon Station: A radionavigation station essentially comprising a radio beacon.

133 Federal German Republic

53. *Delete the words:* in relation to the radiobeacon station.

Reasons

There exist some radiobeacon systems that require the operation of more than one transmitter and that furnish the information on position or direction in the form of indications on measuring equipment that must be read off and with the readings subsequently evaluated, e.g. by means of special maps, without making any direct reference to the position of a specific transmitting station.

(Continuation of Art. 1)

Present Provisions

Proposals

France, French O.P.T.A.

134 **53.** *After this No. insert the following new definition:*

Watch Radar Station: A radiolocation station essentially comprising a radar picture display.

54 *Standard Frequency Station:* A station in the standard frequency service.

55 *Experimental Station:* A station utilizing Hertzian waves in experiments with a view to the development of science or technique. This definition does not include amateur stations.

56 *Amateur Station:* A station in the amateur service.

135 **54** to **56.** *Does not affect the English text.*

(This page cancels and replaces the present page 65)

(Continuation of Art. 1)

Present Provisions

Proposals

136 U. S. S. R.

54. *After this No. add the following new definition:*

Ionospheric station: A station in the ionospheric service.

Reasons

A new term.

137 Denmark, Finland, Iceland Norway, Sweden

55. *After:* Hertzian, *add:* radio.

United Kingdom

138 **55.** *Before:* Hertzian, *add:* freely-propagated.

Reasons

See proposal 38.

139 **56.** *After this No. add the following new definition:*

Telemetry Station: A station set up for the purpose of telemetry.

Reasons

For completeness.

Section IV. Technical Characteristics

57 *Frequency Assigned to a Station:* The frequency coinciding with the centre of the frequency band in which the station is authorized to work. This frequency does not necessarily correspond to any frequency in an emission.

United States of America

3234 **57.** *Replace the present text by the following:*

Assigned Frequency: The frequency assigned to a station. This frequency is the one about which the band-

(Continuation of Art. 1)

Present Provisions | **Proposals**

United States of America *(cont'd)*

width necessarily occupied by an emission is intended to be centered[1]). (See the definition of the "Bandwidth necessarily occupied by an emission" and Appendix 5.)

Reasons

In the present text, "frequency band in which a station is authorized to work" is ambiguous and is not defined. The term "Bandwidth Necessarily Occupied by an Emission" is defined in these proposals.

3235 *and add the following new footnote:*

---

[1]) It is recognized that in the case of certain complex emissions and "multiple working", the actual band of emission at a particular time might not be as great as the bandwidth necessarily occupied by an emission and might not be distributed evenly about the assigned frequency due to the lack of need for certain channels in the band of emission or for other operating reasons. It is also recognized that in certain types of emission the power above and below the assigned frequency may not be equal.

57. *After this No. add the following new definitions:*

3236 *Reference Frequency:* A frequency having a fixed and specified position with respect to the assigned frequency.

Reasons

This term is used in No. **59** *(proposal* 3240*)* and requires definition.

3237 *Characteristic Frequency:* A frequency which can be identified and measured in a given emission.

Reasons

This term is used in No. **59** *(proposal* 3240*)* and requires definition.

140 France, French O.P.T.A., Morocco

57. *Frequency Assigned to a Station:*

Transfer this definition (See proposal 153).

(This page cancels and replaces the present page 66)

(Continuation of Art. 1)

Present Provisions

Proposals

Japan

57. *After this No. add the following new definitions:*

141 *Characteristic Frequency:* A frequency which can be easily identified and measured in a given emission.

142 *Reference Frequency:* A frequency having a fixed and specified position with respect to the assigned frequency. The displacement of this frequency with respect to the assigned frequency has the same absolute value and sign that the displacement of the characteristic frequency has with respect to the centre frequency band occupied by the emission.

Reasons

It is deemed appropriate to adopt the definition contemplated in the proposed amendment to C.C.I.R. Recommendation No. 148 (Geneva, 1958).

143 United Kingdom

57. *Replace the present text by the following:*

Frequency Assigned to a Station: The frequency which coincides with the centre of the band of frequencies authorized to be occupied by an emission from the station. This frequency does not necessarily correspond to any frequency in the emission.

Reasons

Clarification. "Frequency band" has been changed to "band of frequencies" so as to avoid confusion with the band nomenclature in Article 2.

58 *Bandwidth Occupied by an Emission:* The band of frequencies comprising 99% of the total radiated power extended to include any discrete frequency on which the power is as least 0.25% of the total radiated power.

3238 United States of America

58. *Maintain unchanged the definition of the* "Bandwith Occupied by an Emission".

Reasons

The C.C.I.R. (Warsaw, 1956) recommended deletion of that part of this definition dealing with 0.25% of the total radiated power. However, the inclusion of the reference to power on discrete frequencies outside of the band containing 99% of the power is desirable, particularly in the case of frequency modulation emissions.

(Continuation of Art. 1)

Present Provisions | **Proposals**

144 France, French O.P.T.A., Morocco

58. *Replace the present text by the following:*

Bandwidth Occupied by an Emission: A bandwidth such that, below the lower limit of the band and above the upper limit, the mean powers radiated are each equivalent to one half per cent of the total mean power radiated by the emission in question.

Reasons

Wording in harmony with the spirit of Recommendation No. 146 of the C.C.I.R., revised in Geneva at the interim meeting of its Study Group I.

145 *Cancelled.*

(This page cancels and replaces the present page 68)

(Continuation of Art. 1)

Present Provisions **Proposals**

149 U.S.S.R.

58. *Replace the present text by the following:*

Bandwidth Occupied by an Emission: The band of frequencies comprising 99% of the total radiated power.

Reasons

In accordance with C.C.I.R. recommendations.

3239 United States of America

58. *After this No. add the following new definition:*

Bandwidth Necessarily Occupied by an Emission: The minimum value of the Bandwith Occupied by an Emission, sufficient to ensure the transmission of information of required quality at the output of the receiving equipment for the class of emission, the system employed, and for specified technical conditions (See Appendix 5.)

Reasons

To define the bandwidth calculated in accordance with Appendix 5 and used in the designation of an emission. This is in accordance with C.C.I.R. (Warsaw, 1956) Recommendation No. 145, paragraph 1.2.

France, French O.P.T.A., Morocco

58. *After this No. insert the following new definitions:*

150 *Bandwidth Required:* For a particular class of emission, the minimum bandwidth such that, below the frequency marking the lower limit, and above the frequency marking the upper one, the mean powers radiated are each equivalent to one half per cent of the total mean power radiated, the minimum bandwidth being that required to transmit the information at the requisite speed and with the quality demanded of the system used, under definite technical conditions.

Reasons

Wording in harmony with the spirit of Recommendation No. 145, revised in Geneva, at the interim meeting of C.C.I.R. Study Group I.

(This page cancels and replaces the present page 69)

(Continuation of Art. 1)

Present Provisions

Proposals

France, French O.P.T.A., Morocco *(cont'd)*

151 *Frequency Band Occupied by an Emission:* A frequency band such that below the frequency marking its lower limit, and above the frequency marking its upper one, the mean powers radiated are each equivalent to one half per cent of the total mean power radiated by that particular emission.

152 *Frequency Band Assigned to a Station:* A frequency band the central frequency of which coincides with the frequency assigned to the station; its width is equal to the width required, plus twice the frequency tolerance applicable to the emission in question.

Reasons

A wording in harmony with the spirit of Recommendation No. 148 of the C.C.I.R., revised in Geneva at the interim meeting of Study Group I.

153 *Frequency Assigned to a Station:* The centre of the frequency band assigned to the station.

Reasons

See proposal 152.

154 *Characteristic Frequency of an Emission:* In some particular transmission, a frequency that can be readily identified and measured.

Reasons

See proposal 152.

155 *Reference Frequency:* A frequency with a definite fixed position in relation to the frequency assigned. Its shift in relation to the frequency assigned is in sign and magnitude the same as that of the characteristic frequency in relation to the centre of the band occupied by the emission.

156 *N.B. 1:* A reference frequency is required because the central frequency in certain cases is by no means easy to identify and measure.

(This page cancels and replaces the present page 73)

(Continuation of Art. 1)

Present Provisions

59 *Frequency Tolerance:* The frequency tolerance, expressed as a percentage or in cycles per second, is the maximum permissible deviation, with respect to the reference frequency[1]), of the corresponding characteristic frequency of an emission; the reference frequency may differ from the frequency assigned to a station by a fixed and specified amount.

59.1 [1]) The concept of a reference frequency becomes necessary to include the many classes of emission now coming into use, including single sideband and multiple working. This is merely a frequency which is selected in any convenient way. The actual emission includes frequencies which are characteristic of the physical emission (for example, the carrier frequency itself, or a particular frequency in a sideband) as distinguished from the assigned frequency and the reference frequency, which may be regarded as mere numbers. It is intended that, consistent with the physical qualities of the apparatus, one of these characteristic frequencies shall always coincide with the reference frequency. This characteristic frequency may then be referred to as the one which corresponds to the reference frequency. It is the maximum permissible difference between these two frequencies, namely the reference frequency, which is a mere number, and the corresponding characteristic frequency, which represents a physical attribute of the emission, that is meant by frequency tolerance.

Proposals

United States of America

59. *Replace the present text by the following:*

3240 *Frequency Tolerance:* The maximum permissible deviation of the characteristic frequency of the emission, with respect to the reference frequency or the maximum permissible deviation of the center of the bandwith necessarily occupied by an emission with respect to the assigned frequency. The frequency tolerance is expressed in cycles per second or as a fractional value of the assigned frequency.

Reasons

To clarify the definition and to provide for cases where no characteristic frequency is present in the emission.

3241

59.1 *Delete.*

Reasons

No longer required under USA proposal 3240.

France, French O.P.T.A., Morocco

168 **59.** *Replace the present text by the following:*

Frequency Tolerance: The maximum admissible deviation between the frequency assigned to a station and the frequency at the centre of the band occupied by the emission, or between the reference frequency and the characteristic frequency. The frequency tolerance is expressed in cycles per second or as a figure relative to the assigned frequency.

Reasons

See proposal 152.

169 **59.1.** *Delete.*

Reasons

See proposal 155.

(Continuation of Art. 1)

Present Provisions | **Proposals**

Japan

170 **59.** *Replace the present text by the following:*

Frequency Tolerance: The frequency tolerance, expressed in parts in 10^6 or in cycles per second, is the maximum permissible deviation, with respect to the reference frequency, of the corresponding characteristic frequency of an emission.

Reasons

Expression in parts in 10^6 is more convenient than percentage; to be consistent with proposal 142.

171 **59.1.** *Delete.*

Reasons

To be consistent with proposals 142 and 170.

(This page cancels and replaces the present page 74)

(Continuation of Art. 1)

Present Provisions | **Proposals**

U. S. S. R.

172

59. *Replace the present text by the following:*

Frequency Tolerance: The frequency tolerance, expressed as a percentage or in cycles per second or as a digit times 10 to a certain minus power (such as 3.10^{-7}, 5.10^{-8}, etc.) is the maximum permissible deviation of the frequency in relation to its nominal value.

Reasons

In accordance with C.C.I.R. recommendations.

173

59.1 *Delete.*

Reasons

See proposal 172.

60 *Power of a Transmitter:*
a) When not otherwise specified, one shall use only the definition of "peak power of a radio transmitter" as follows:

3242 United States of America

60. *Delete.*

Reasons

It is believed desirable to state the kind of power that is meant wherever the term "power" is used.

United Kingdom

174

60. *Replace the present text by the following:*

Power of a Radio Transmitter: The power of a radio transmitter is the peak envelope power unless otherwise specified.

Reasons

The word "Radio" has been added in conformity with **61** and **63**. Other changes have been made for clarity.

(Continuation of Art. 1)

Present Provisions

Proposals

United Kingdom *(cont'd)*

175 **60.** *After this No. add the following new definition and footnote:*

If the peak envelope power does not suffice to characterize the practical properties of the emission, the mean power may be quoted in addition.[1])

Reasons

Incorporates the substance of **62** and **63**, with some clarification.

176 [1]) When the words "peak envelope power" or "mean power" are not used in the context, the figure for "peak envelope power" is to be followed by the letter "p" and that for "mean power" by the letter "m".

Reasons

64 transferred to a more appropriate place.

(This page cancels and replaces the present page 75)

(Continuation of Art. 1)

Present Provisions

61 *Peak Power of a Radio Transmitter:* The mean power supplied to the antenna during one radio frequency cycle at the highest crest of the modulation envelope, taken under conditions of normal operation.

62 *b)* In cases where the first definition does not suffice, in view of the classification of the emission, to characterise fully its practical properties, the following definition of "mean power of a radio transmitter" may be employed in addition.

63 *Mean Power of a Radio Transmitter:* The power supplied to the antenna during normal operation, averaged over a time sufficiently long compared to the period corresponding to the lowest frequency encountered in actual modulation.[1])

63.1 [1]) In general a time of 1/10 second, during which the mean power is a maximum, will be selected.

Proposals

177 France, French O.P.T.A., Morocco

61. *Replace the present text by the following:*

Peak Power of a Radio Transmitter: The mean power fed to the antenna by a transmitter in normal operation at the maximum amplitude of the modulation envelope during a high frequency cycle.

178 United Kingdom

61. *Replace the present text by the following:*

Peak Envelope Power of a Radio Transmitter: The average power supplied to an antenna over one radio-frequency cycle at the highest crest of the modulation envelope, taken under conditions of normal operation.

Reasons

The addition of the word "envelope" conforms to current practice.

179 United States of America, United Kingdom

62. *Delete.*

Reasons

United States of America:

Unnecessary in view of USA proposal for No. **60** (proposal 3242) to state the kind of power that is meant wherever the term "power" is used.

United Kingdom:

Incorporated in proposal 175.

180 France, French O.P.T.A., Morocco

63. *Replace the present text by the following:*

Mean Power of a Radio Transmitter: The mean power supplied to the antenna in normal working order, assessed over a period of adequate length in relation to the period of the lowest frequency component of modulation.[1])

181 **63.1** *Replace the present text by the following:*

[1]) Thus, for example, for a radio transmitter, the time chosen will be equal to about a tenth of a second, during which the mean power is at its maximum.

(This page cancels and replaces the present page 76)

(Continuation of Art. 1)

Present Provisions

Proposals

United Kingdom

182

63. *Replace the present text by the following:*

Mean Power of a Radio Transmitter: The power supplied to the antenna during normal operation, averaged over a time sufficiently long compared with the period of the lowest frequency encountered in the actual modulation. In general a time of $^1/_{10}$ second during which the mean power is greatest will be selected.

Reasons

Precision.

183

63.1. *Delete.*

Reasons

Incorporated in the proposed revised **63.**

184

64. *Note by the S. G.*

In this paragraph mention is made of the letters "p" and "m".

Annexed to C.C.I.R. Recommendation No. 73 — Study of Relationships between Peak Power and Mean Power — is a conversion table giving these relationships, in which the symbols Pp and Pm represent respectively the peak and mean transmission power as defined in 64.

The question arises whether the letters "p" and "m" in 64 should be brought into harmony with the symbols used in Recommendation No. 73 of the C.C.I.R.

64 *c)* When the words "peak power" or "mean power" are not used in the context, the figure for "peak power" is to be followed by the letter "p" and that for "mean power" by the letter "m".

185 United States of America
United Kingdom

64. *Delete.*

Reasons

United States of America:

Consequential to USA proposals for the deletion of Nos. 60 and **62** *(proposals* 3242 *and* 179*).*

United Kingdom:

Incorporated in proposal 176.

(This page cancels and replaces the present page 81)

(Continuation of Art. 1)

Present Provisions **Proposals**

isotropic radiator is designated G_{is}. (The latter is also termed "Coefficient of Directivity of an Antenna").

Reasons

The acceptance of these sharper definitions of the two types of antenna gain and the use of the respective indices seems expedient since the former definitions are somewhat at variance with the antenna gain expressions universally used in radio engineering.

United States of America

3243 **66.** *Delete.*

Reasons

Not required under USA proposals.

3244 **66.1** *Delete.*

Reasons

Consequential to USA proposal for the deletion of No. **66** *(proposal* 3243*)*.

206 France, French O.P.T.A.

66. *Replace the present text by the following:*

Absolute Gain of an Antenna in a Given Direction: Isotropic Gain of an Antenna in a Given Direction: Coefficient of Directivity of an Antenna in a Given Direction: The ratio, in decibels, between the cymomotive forces of the particular antenna in the given direction, and those of an isotropic antenna, isolated in space and without loss.[1])

(See proposal 189.)

(Continuation of Art. 1)

Present Provisions

Directivity Diagram of an Antenna:

67 *a)* The directivity diagram of an antenna is the graphical representation of the gain of this antenna in the different directions of space.

68 *b)* The horizontal directivity diagram of an antenna is the representation of the gain in the different directions of a horizontal plane or, if necessary, in the different directions of a plane slightly inclined to the horizontal.

Proposals

Morocco

3245 **66.** *Replace the present text by the following:*

Absolute Gain of an Antenna in a Given Direction: Coefficient of Directivity of an Antenna in a Given Direction:

The ratio, in decibels, between the cymomotive forces of the particular antenna in the given direction, and those of an isotropic antenna, isolated in space and without loss[1].

3246 **66.1.** *Replace the present text by the following:*

[1]) If the direction is not specified, the cymomotive force or gain indicated are assumed to be in the direction where the cymomotive force is at its maximum.

207 United Kingdom

66 and **66.1.** *Delete.*

Reasons

The term is not in current use. See proposal 198.

3247 United States of America

67 and **68.** *Delete.*

Reasons

Not required under USA proposals.

208 France, French O.P.T.A., Morocco

67 and **68.** *Replace the present text by the following:*

Antenna Directivity Diagram: A curve representing, in polar or Cartesian coordinates, a quantity proportional to the cymomotive force in the various directions of a particular plane or cone, the maximum cymomotive force being represented by the unit length.

Reasons

Representation in space in **67** of the RR and the representation of gain in **67** and **68**, are exceedingly unusual.

(This page cancels and replaces the present page 82)

(Continuation of Art. 1)

Present Provisions | **Proposals**

209 United Kingdom

67. *Replace in the heading and in the definition:* directivity diagram *by:* polar diagram.

Reasons

The term "polar diagram" is more usual and avoids confusion between "directivity diagram" and "coefficient of directivity".

210 Federal German Republic

68. *Add the following new paragraph:*

c) The vertical directivity diagram of an antenna is the representation of the gain in the different directions of the vertical plane.

Reasons

Besides the term "horizontal directivity diagram" also the term "vertical directivity diagram" is in general use.

211 United Kingdom

68. *Replace the present text by the following:*

b) The horizontal polar diagram of an antenna is the representation of the gain in the different directions in the horizontal plane or, if necessary, in the different directions at a small, constant angle of inclination to the horizontal.

Reasons

Precision. See proposal 209.

212 Federal German Republic

68. *After this No. add the following new definition:*

Half-power width: Angular range in which the radiation intensity does not fall below the half-power value of the maximum radiation intensity.

Reasons

Since for the notification and registration of transmitting stations the indication of the half-power width is very useful, the inclusion into the RR, of this term is recommended. (See also List I, column 9b of Appendix 6, RR).

(This page cancels and replaces the present page 84)

(Continuation of Art. 1)

Present Provisions **Proposals**

217 Federal German Republic

69. *After the last word of the definition add the following reference:* 2*ter*),

and add the following footnote:

2*ter*) What should be regarded as interference, and how interferences can be avoided or reduced in any particular case is indicated in the pertinent recommendations of the C.C.I.R.

Reasons

C.C.I.R. Recommendations Nos. 161, 162, 163, and 164.

218 U.S.S.R.

69.1. *Delete.*

Reasons

Because of proposal 115.

3248 United States of America

69. *After this No. add the following new definition:*

Spurious Radiation: Radiation on a frequency or frequencies which are outside the Bandwidth Occupied by an Emission, and the level of which may be reduced without affecting the corresponding transmission of information.

Reasons

Recommended by C.C.I.R. (Warsaw, 1956) as paragraph 1.1 of Recommendation No. 147, and required to support USA proposal for Appendix 4 (Proposal 4542).

(Continuation of Art. 1)

Present Provisions | **Proposals**

France, French O.P.T.A., Morocco

69. *After this No. add the following new definitions:*

219

Signal: A figure characterizing a physical phenomenon, and representing a piece of information.

Reasons

See proposal 33.

220

Modulation: A combination of a quantity varying with time, called the "carrier" quantity, and one or more variables, called the modulating signal, with an eye to obtaining a variable quantity depending on the instantaneous values of the modulating signal or signals, and with a spectrum appropriately placed in the scale of frequencies.

221

Amplitude Modulation, Frequency Modulation, Phase Modulation: A modulation in which is varied the amplitude, the frequency, or the phase of the "carrier" quantity which is a sine wave of frequency greater than those of the essential components of the modulating signal.

(This page cancels and replaces the present page 87)

(Continuation of Art. 1)

Present Provisions **Proposals**

India *(cont'd)*

238

Parasitic Radiation: Spurious radiation on frequencies which are not in harmonic relation with the fundamental frequency and are not intermodulation products.

239

Intermodulation Products:

240

a) Spurious radiation at frequencies resulting from intermodulation between the fundamental frequency or the harmonic frequencies of an emission and the fundamental frequencies or the harmonic frequencies of one or several other emissions originating from the same or different stations.

241

b) Spurious radiation at frequencies resulting from intermodulation between several frequencies appearing in the course of generation of the fundamental frequency of one or several emissions, which is not covered by the definition in *a)* above.

Reasons

1. Definitions necessary for the sake of clarity.
2. C.C.I.R. Recommendation No. 147 (Warsaw, 1956).

At the end of Section IV, add the following new definitions:

242 *Radio Noise:* Radio noise is an electromagnetic disturbance, having a large number of frequency components, capable of causing interference to radio reception.

243

Natural Radio Noise: Atmospheric radio noise and cosmic radio noise are natural radio noise.

(This page cancels and replaces the present page 89)

(Continuation of Art. 1)

Present Provisions | **Proposals**

Japan *(cont'd)*

250

Intermodulation Products Outside the Occupied Band:

251

a) Spurious radiation on frequencies resulting from intermodulation between the fundamental frequency or the harmonic frequencies of an emission and the fundamental frequencies or the harmonic frequencies of one or several other emissions originating from the same or different stations;

252

b) Spurious radiation on frequencies resulting from intermodulation between several frequencies appearing in the course of generation of the fundamental frequency of one or several emissions, which is not covered by *a)* above.

Reasons

It is deemed appropriate to adopt the definitions included in C.C.I.R. Recommendation No. 147 (Warsaw, 1956).

Morocco

69. *After this No. add the following new definitions:*

3249 *Radio Emission:* The energy radiated in the form of radio waves in order to provide a radio communication.

3250 *Radio Transmitter:* An apparatus designed to produce electromagnetic energy to provide a radio communication. By extension, a group made up of a radio transmitter and its antenna.

Present Provisions

70 *Instrument Landing System:* A system of radionavigation, intended to facilitate aircraft in landing, which provides lateral and vertical guidance including indications of distance from the optimum point of landing.

71 *Racon:* A radionavigation system transmitting, automatically or in response to a predetermined received signal, a pulsed radio signal with specific characteristics.

72 *Coded Passive Reflector:* An object intended to reflect Hertzian waves and having variable reflecting properties according to a predetermined code, for the purpose of producing an indication on a radar receiver.

73 *Radiosonde:* An automatic radio transmitter in the meteorological aids service usually carried on an aircraft, free balloon, kite or parachute, which transmits meteorological data.

Proposals

253 Australia (Commonwealth of)

70 to **73.** *It is proposed that the need for this section be reviewed and, if necessary, that it be brought up-to-date by including such systems as VAR, VOR, DME, Loran, Decca, Consol, Tacan, Omega, etc., and for this purpose, that the matter receive the attention of an expert Committee at the Conference.*

(This page cancels and replaces the present page 91)

(Continuation of Art. 1)

Present Provisions | **Proposals**

France, French O.P.T.A., Morocco *(cont'd)*

259

Doppler Navigation System: A radio device on board a vehicle which makes use of the reflection of radio waves from the ground to determine, in continuous fashion, the components of the vehicle's ground speed.

260

Radio Beacon: A radio transmitter the transmissions of which enable a mobile station to determine its bearing from the transmitter.

261

Scanning Radar: A fixed radar system for sea and air navigation only.

3251 United States of America

71. *Delete.*

Reasons

Not required under USA proposals.

262 France, French O.P.T.A.

71. *Does not affect the English text.*

263 India

71. *Delete.*

Reasons

The term "racon" is not prevalent.

264 U.S.S.R.

71. *Delete.*

Reasons

No call for this.

(This page cancels and replaces the present page 92)

(Continuation of Art. 1)

Present Provisions **Proposals**

265 France, French O.P.T.A.

72. *Does not affect the English text.*

266 United States of America U.S.S.R.

72. *Delete.*

Reasons

United States of America:

No required under USA proposals.

U.S.S.R.:

No call for this.

France, French O.P.T.A., Morocco

73. *After this No. add the following new definitions:*

267

Radio Relay System: A radio system (generally using very high frequencies), made up of several relay sections.

268

Radio Relay Link: A radio system using very high frequencies (in general, the relay sections are linked by narrow electromagnetic beams).

269

Double Sideband Emission: An amplitude-modulated emission in which the two sidebands resulting from a modulation are transmitted in parallel.

270

Single Sideband Emission (s. s. b.): An amplitude-modulated transmission in which a single sideband is transmitted, the other being either very weak or non-existent.

271

N. B.: The carrier is often reduced, too.

(This page cancels and replaces the present page 106)

(Continuation of Art. 2)

Present Provisions

Type of Modulation	Type of Transmission	Supplementary Characteristics	Symbol
		Audio frequency or audio frequencies modulating the pulse in amplitude	P2d
		Audio frequency or audio frequencies modulating the width of the pulse	P2e
		Audio frequency or audio frequencies modulating the phase (or position) of the pulse	P2f
	Telephony	Amplitude modulated	P3d
		Width modulated	P3e
		Phase (or position) modulated	P3f
	Composite transmissions and cases not covered by the above	—	P9

Proposals

United States of America

80. *In the third column of the table (Supplementary characteristics), delete:*

325 — the words "full carrier" *opposite* A3;
326 — the words "reduced carrier" *opposite* A3a, A3b and A9c.

Reasons

See proposals 312-315.

327

France, French O.P.T.A., Morocco

80. *Replace the present text by the following:*

§ 5. Hereinunder some examples of how emissions and symbols are classified:

Type of Modulation (1)	Type of Signal (2)	Number of Channels *) (3)	Symbol (4)
Amplitude Modulation			
	Absence of any modulating signal (example: standard frequency, radionavigation)		A0
	Telegraphy without a modulating audio frequency	One	A1

328 *) These are frequency-division channels of similar characteristics (see **78**).

(This page cancels and replaces the present page 112)

(Continuation of Art. 2)

Present Provisions

Section II. Bandwidth

81 § 6. Wherever the full designation of an emission is necessary, the symbol for that class of emission, as given above, is prefixed by a number indicating the width in kilocycles of the frequency band occupied by it (see **58**).

Proposals

333 United States of America

81. *Read in fine:*

... a number indicating, in kilocycles, the bandwith necessarily occupied.

Reasons

See proposal 293.

334 France, French O.P.T.A.

81. *Replace the present text by the following:*

§ 6. Whenever an emission has to be fully designated, the symbol for that class of emission, as given above, is prefixed by a number showing the width in kilocycles of the band required or the band actually occupied.

335 India

81. *Read in fine:*

... is prefixed by a number indicating the width in kilocycles of the frequency band necessarily occupied by it. (See proposal 158.)

Reasons

Appendix 5 gives the figures for bandwidth necessarily occupied. C.C.I.R. Recommendation No. 145 (Warsaw, 1956) permits calculations of the bandwidth necessarily occupied by an emission rather than of the bandwidth actually occupied by an emission.

336 Japan

81. *Read in fine:*

... by a number indicating in kilocycles the bandwidth necessarily occupied by it. (See proposal 161.)

Reasons

From the practical point of view, and to be consistent with proposal 161 .

(This page cancels and replaces the present page 113)

(Continuation of Art. 2)

Present Provisions

Proposals

3252 Morocco

81. *Replace the present text by the following:*

§ 6. Whenever an emission has to be fully designated, the symbol for that class of emission, as given above, is prefixed by a number showing the width in kilocycles of the band required when the transmission is planned, or the band actually occupied, when the transmission is one that is actually effected.

337 United Kingdom

81. *Read in fine:*

... is prefixed by a number indicating the bandwidth in kilocycles per second necessarily occupied by the emission.

Reasons

To make clear the intention of the Regulation.

France, French O.P.T.A.

81. *After this No. add the following new paragraphs:*

338

§ 6 *bis*. When a category of emissions belonging to a certain class is designated, the number used shows the bandwidth required for that category.

339

§ 6 *ter*. When a particular emission is designated, the number used shows the bandwidth occupied by that particular emission.

82 § 7. Bandwidths of 10 kilocycles or less shall be expressed to a maximum of two significant figures after the decimal.

340 United States of America

82. *Replace the present text by the following:*

§ 7. Bandwidths shall be expressed to a maximum of two significant figures (See Appendix 5).

Reasons

Two significant figures adequately describe the bandwidths of an emission, regardless of its magnitude. Examples: 0.027; 0.27; 2.7; 27; 270; 27 000.

(This page cancels and replaces the present page 123)

Present Provisions

CHAPTER III

Frequencies

ARTICLE 3

General Rules for the Assignment and Use of Frequencies

86 § 1. The countries, members of the Union, adhering to these Regulations, agree that in assigning frequencies to stations which, by their very nature, are capable of causing harmful interference to the services rendered by the stations of another country, they will make such assignments in accordance with the table of frequency allocations and other provisions of this chapter.

Proposals

3253 United States of America

86. *At the beginning read:*

§ 1. The Members and Associate Members of the Union... *(remainder unchanged).*

Reasons

To be consistent with the provisions of the Convention.

370 India

86. *Replace the present text by the following:*

§ 1. The countries, Members of the Union, adhering to these Regulations, agree that in assigning frequencies to stations which can cause harmful interference, in practice, to services rendered by stations of other countries, they will make such assignments in accordance with the table of frequency allocations and/or other provisions of this Chapter.

Reasons

To be consistent with **88**.

United Kingdom

371 **86.** *Replace:* "The countries, members of the Union, adhering to these Regulations", *by:* "Members and Associate Members of the Union".

Reasons

1. To conform with the wording of the Convention;
2. The words "adhering to these Regulations" are redundant in view of Article 12 of the Convention.

372

and in fine replace: this chapter, *by:* these Regulations.

Reasons

To conform with the wording of **88**.

(This page cancels and replaces the present page 124)

(Continuation of Art. 3)

Present Provisions

87 § 2. The frequencies so assigned shall be selected in such a manner as to avoid causing harmful interference with services carried on by stations using frequencies assigned to them in conformity with the provisions of this chapter and which are entitled to international protection from harmful interference as provided in article 11.

88 § 3. A country, member of the Union, shall not assign to a station any frequency in derogation of either the table of frequency allocations given in this chapter or the other provisions of these Regulations, except on the express condition that harmful interference shall not be caused to services carried on by stations operating in accordance with the provisions of the Convention and of these Regulations.

Proposals

United States of America

3254 **87.** *Replace the present text by the following:*

§ 2. Each Change in Frequency Usage (see No. ...) *(Proposal No.* 3212*)* effected pursuant to No. **86** shall be made in such a manner as to avoid causing harmful interference with services carried on by stations using frequencies assigned to them in conformity with the provisions of these Regulations (except those made pursuant to No. **88**) and whose particulars are recorded in the Master International Frequency Register.

Reasons

To emphasize frequency usage, and to be consistent with the revised text of Article 11.

3255

88. *At the beginning, read:*

§ 3. Administrations shall not assign... *(remainder unchanged).*

Reasons

To be consistent with the provisions of the Convention.

373 Finland

88. *Replace the present text by the following:*

§ 2. A country, member of the Union, shall not assign to a station any frequency in derogation of either the table of frequency allocations or other provisions of these Regulations without the approbation of the I.F.R.B.

Reasons

By this insertion and by eliminating the latter part of the sentence, the temptation to use frequencies for services other than those for which these frequencies are reserved in the table of frequency allocations, is avoided. This is the only way of eliminating interference on the bands reserved e.g. to maritime mobile radio services.

(Continuation of Art. 3)

Present Provisions | **Proposals**

374 France, French O.P.T.A.

88. *Add in fine:* (See **236** also).

Reasons

236 describes how an administration might be led to commit a breach of **88**.

375 United Kingdom

88. *Replace:* A country, member of the Union, *by:* A Member or Associate Member.

Reasons

To conform with the wording of the Convention.

(Continuation of Art. 3)

Present Provisions

89 § 4. The stations of a service shall use frequencies so separated from the limits of a band allocated to that service as not to cause harmful interference to the services to which the frequency bands immediately adjoining are allocated.

Proposals

3256 United States of America

89. *After this No. add the following new paragraph:*

§ 4 *bis*. In the development of receiving equipment for use in any particular band, due regard should be taken of the technical characteristics of the systems likely to be employed in the adjacent bands, in order to ensure that sufficient capability of signal rejection has been provided to ensure interference-free reception, particularly in the case of communications involving the safety of life.

Reasons

To make clear that receivers, as well as transmitters, should be designed with a view to the avoidance of adjacent band interference.

376 United Kingdom

89. *Replace the present text by the following:*

§ 4. The frequency assigned to the station of a service shall be selected so that the bandwidth necessarily occupied by the emission from the station shall be confined within the band allocated to that service so as not to cause harmful interference to the services to which the frequency bands immediately adjoining are allocated.

Reasons

For precision and ease of interpretation.

(Continuation of Art. 5)

Proposals

3257 Guatemala

In relation with Question No. 170 (X) of the C.C.I.R., which is reproduced below, Guatemala submits the following proposal:

« QUESTION No. 170 (X)

STEREOPHONIC BROADCASTING

The C.C.I.R.,

CONSIDERING that:

a) stereophonic recording of sound on both disc and magnetic tape is already becoming well established in the industry and such discs and tapes are already on sale to the public in some countries;

b) experimental transmissions of stereophonic sound programmes have already been made by broadcasting stations in a number of countries;

c) if such transmission became generalized without any international coordination of the radio parameters serious interference could be caused to existing sound broadcasting services;

d) by adoption of suitable techniques on an international scale such interference and indeed spectrum occupancy could be minimized;

e) it is desirable to achieve standardization internationally of transmission parameters so as to make possible the use of standard parameters in receivers.

DECIDES that the following question be studied:

1. by what methods should stereophonic sound be broadcast so as to ensure good reproduction with the maximum economy of spectrum space and the minimum interference to existing services;
2. what parameters should be standardized so as to ensure a "compatible" system;* »
3. what values should be assigned to these parameters?»

* "Compatible" in the sense that ordinary single channel receivers may continue to receive one channel without any special adaptation or special adustment whatever.

It is quite certain that stereophonic broadcasting, a new creation offering the illusion of perspective in sound, will become relatively widespread. Companies manufacturing transmitting and receiving equipment have begun to give demonstrations of this new broadcasting system and as the results have proved satisfactory this type of transmission is becoming a fact.

It is desirable to take appropriate measures so that this new phase of the broadcasting industry may reach full development, and the C.C.I.R. has in fact taken the necessary steps to obtain international regulation of this system (Question 170(X)).

At present, the industry is offering the public disc and magnetic tape recordings; their reproduction does not determine the use of equipment or systems but is generalized on a basic principle; in this case regulation of this type of recordings is simple, but stereophonic broadcasting, which requires receiving equipment specially designed for the purpose, makes it depend practically on a given broadcast.

The stereophonic broadcasting industry will develop differently from the "monaural" broadcasting industry; the latter lends itself, by its very nature, to common development and is used only with the aid of technical systems to convert reception in private.

Stereophonic broadcasting will provide an easy outlet for private enterprise, i.e. companies will

establish stereophonic broadcasting stations to be received on equipment which they themselves design or sell, thus constituting private stereophonic broadcasting networks operated by groups engaged in this industry.

It is desirable to designate wavebands for the exclusive use of this system and to distribute among them service channels (similar to television); in this respect, the Guatemalan Administration wishes to recommend that the waveband 174.0 to 216.0 Mc/s should be studied, as well as higher bands (610.0 to 940.0 Mc/s, 940.0 to 960.0 Mc/s), the first taking into account its service for television channels and the second ones for broadcasting in the world service and Region 1.

VHF transmissions offer better conditions for these systems and, owing to their emission class occupying a fairly wide channel, the degree of interference is kept to the minimum.

To ensure satisfactory performance for this type of broadcasting in future, it would be necessary first to allocate channels taking into account the size of the various countries and estimate the opening of various services in each area with a view to limiting them in the most suitable way.

With regard to the use of repeater stations to pass on the stereophonic signal of a given system so that areas may be reached which are not normally attainable by the main transmitter, care will have to be taken that no interference is caused to services already operating in the secondary areas thus reached.

Private organizations interesting themselves in future in the operation of stereophonic systems will have to obtain special permission and consider initially the number of receivers to be served as the limited coverage.

3258

BARRIERS IN AMATEUR WAVEBANDS

The allocation of the spectrum, which includes wavebands for the exclusive use of amateur stations does not really define usage within these bands, nor is a distinction made between telegraph and telephone transmissions connected with these services.

In many cases, chiefly in countries where supervision of services in general is not suitably strict, stations set up for other purposes use the amateur bands for emissions which are clearly in conflict with the Radio Regulations; similarly, amateur stations with little experience have been noted operating outside the bands set aside for these services, thus causing harmful interference to various other types of station operating in neighbouring wavebands.

The Guatemalan Administration proposes, with a view to avoiding as far as possible infringements against the established allocation of the spectrum and in order to ensure observance of all the allocations, that protection barriers should be constituted in the amateur wavebands: these barriers would involve subdivisions in the wavebands the sidebands of which would be used for telegraph communications. If this proposal is accepted, it will be necessary to regulate every waveband set aside for amateur stations; in each case, the available space in the sideband (for telegraphic operation) would have to be designated, the centre being set aside for telephony, and, even more important, enabling a distinction to be made in the use of the single and double sideband.

3258bis Iran

Most countries have more frequencies than they really need, whereas other do not have enough to meet their requirements. If account be taken of real needs and if requirements be reduced to a minimum, the frequencies available can be apportioned among all countries in a manner which would eliminate the present difficulties.

(Continuation of Art. 5)

Proposals

Switzerland

3259 Medium-wave and ultra-short-wave broadcasting

The Swiss Administration,

considering

a) that the frequency band assigned to medium-wave broadcasting is very congested in the European region;

b) that, in practice, while medium waves are intended to serve the national broadcasting services, a very wide audience in every European country would like foreign stations to listen in on this band;

c) that reception in prevailing circumstances is subject to interference not only beyond the national frontiers of each country but also within these frontiers;

d) that an early conference on medium-wave frequency distribution could not improve the situation if, in accordance with the principle that this band is to be used exclusively by national services, a revised plan of distribution had to satisfy the claims of all countries in the European region;

e) that the present tendency is to increase the power of various stations, thus giving rise to further interference (effect of Luxemburg);

f) that most countries in the European region have developed networks of ultra-short-wave frequency modulation transmitters which have proved satisfactory;

g) that a contribution to the solution of the problem of frequency distribution between countries might be obtained by coordinating the use of medium- and ultra-short waves by the national broadcasting services in the European region;

proposes

3260

1) that the Administrative Radio Conference should study the possibility of issuing directives for future regional broadcasting conferences, in order that the problem of frequency distribution for national sound broadcasting purposes may be reconsidered in the light of present development of ultra-short-wave frequency modulation broadcasting;

3261

2) that, so far as ultra-short-wave sound broadcasting in the European region is concerned, the advisability of combining the Stockholm and Copenhagen Plans in revised form, should be examined, it being understood that that part of the Stockholm which deals with television would be revised at a separate conference.

3262 Frequencies assigned for industrial, scientific and medical purposes

The Swiss Administration,

considering

a) the ineffectiveness and expense of the screening devices with which industrial, scientific and medical apparatus is equipped;

b) the need to use frequencies which are suited to the kind of work performed by such apparatus;

c) the great volume of industrial, scientific and medical apparatus used in residential areas;

d) the difficulty of achieving a frequency stabilization of $\pm$ 0.05 %;

(Continuation of Art. 5)

Proposals **Switzerland** *(cont'd*

e) the conclusions reached by the Special International Committee on Radio Interference regarding economically feasible tolerance values;

f) that the amount of equipment now operating in the

890 – 940 MHz
2 400 – 2 500 MHz
and 5 775 – 5 925 MHz

bands is relatively small and represents no great risk of interference for telecommunication services;

g) that an increase in the number of bands allocated and a widening of the frequency bands reserved for industrial, scientific and medical equipment would appear, in existing circumstances, to be the most practical means of avoiding the multiplication of apparatus constructed and operated without regard for telecommunication requirements;

h) that if similar measures were taken by all countries, the circulation of industrial, scientific and medical equipment would be facilitated;

proposes

3263

1. that the frequency bands reserved for industrial, scientific and medical purposes should be placed in harmonic relation in Ultra High Frequency and Super High Frequency as well as in Very High Frequency and High Frequency waves;

3264

2. that a frequency tolerance of 0.5 % should be permitted for nominal frequencies in the bands below 30 MHz mentioned in 3;

3265

3. that, consequently, attention should be paid to the advisability of adopting the following series of bands of frequencies comprising 99 % of the radiated power (see RR Chapter I, Article 1, Section IV, **58**):

6.75 – 6.81 MHz	(6.78 MHz ± 0.5 %)
13.49 – 13.63 MHz	(13.56 MHz ± 0.5 %)
26.98 – 27.26 MHz	(27.12 MHz ± 0.5 %)
40.48 – 40.88 MHz	(40.68 MHz ± 0.5 % i. e. 3 × 13.56 MHz)
870 – 896.66 MHz	(883.33 MHz ± 13.33 MHz)[1]
1 300 – 1 350 MHz	(1 325 MHz ± 25 MHz)
2 600 – 2 700 MHz	(2 650 MHz ± 50 MHz i. e. 3 × 883.33 MHz)
5 225 – 5 375 MHz	(5 300 MHz ± 75 MHz)
10 500 – 10 700 MHz	(10 600 MHz ± 100 MHz)

3266

4. that the frequency bands:

890 – 940 MHz[2]
2 400 – 2 500 MHz[2]
5 775 – 5 925 MHz[2]

in Region 2 should no longer be reserved for industrial, scientific and medical purposes;

3267

5. that the same frequencies should be assigned for industrial, scientific and medical purposes in the 3 regions defined in Appendix 16, RR, Atlantic City 1947.

Notes:

1. This frequency meets a desire expressed by industrial concerns which need a frequency lying between 100 and 900 MHz for certain purposes. This frequency should compensate for the withdrawal of the present assignment of 915 MHz (Region 2).
2. It is not intended that the new frequency assignments should be made compulsory for the equipment now in use.

(This page cancels and replaces the present page 163)

414 Notes by the S.G.

a) *Table of Frequency Allocations*

There have been many and varied proposals to modify this table.

The systematic arrangement of proposals from various countries in the present volume has raised complex problems. If the frequency bands given in the present table had been taken as a basis, as would have been reasonable, it would have been very difficult to split up the proposals submitted by each individual country, for they often refer to bands which do not coincide with those of the existing table.

This being so, it seemed advisable to submit the proposals from each country in one group. They are included below in the normal alphabetical order of the countries.

However, it was noted that some countries have submitted proposals which are often identical with those of several other countries. Proposals by these countries have therefore been grouped together and inserted in conjunction with the first of the countries concerned (in alphabetical order), with an indication of the proposals common to several countries and of those which contain some differences or which are submitted separately.

To facilitate examination of the whole of the proposals concerning the table of frequency allocations, a table with a list of the countries which have submitted proposals concerning a given frequency band has been placed opposite each of the bands of the existing table. It will be found below immediately after the text of the proposals relative to Article 5. As regards the proposals by the countries which have been grouped together, the names of countries submitting similar proposals are shown in brackets; when proposals by these countries contain some differences, or are submitted separately, the names of the countries concerned are quoted individually, but in the order in which their proposals are reproduced below.

b) *Report by the Administrative Council to the Administrative Radio Conference on the implementation of the Atlantic City "Table of Frequency Allocations".*

The Administrative Council, at its Fourteenth Session, drafted a Report to the Administrative Radio Conference on implementation of the Atlantic City Table of Frequency Allocations.

This report was sent to Administrations with the literature normally supplied after every Council session. It has also been annexed to the second series of proposals.

Copies will be available in the Conference Secretariat.

Proposals

415 Australia (Commonwealth of)

109. *See proposals* 5–7 . . . in connection with Annexes 5, 6, 7, 8 and 9 to the Final Acts of the E.A.R.C.

416

Table of Frequency Allocations

Note: Unless otherwise specified, all the modification proposals hereafter refer to Region 3.

417

70–90 kc/s *Under* World-Wide, *read:*

a) Fixed
b) Maritime mobile
c) Radionavigation

Reasons

In view of the possibility that a standard long-range aeronautical navigation aid will operate in this band, it is considered the allocation should be world-wide for the three services indicated.

(This page cancels and replaces the present page 182)

(Continuation of Art. 5)

Proposals

maritime radiotelephony. It may be used for transmission of messages preceded by the urgent signal, too, and, if necessary, for the transmission of distress messages as described in **865**.

523 Belgium, France, French O.P.T.A., Italy

198. *After this No. add the following new note:*

84*bis*) In the bands 156·025–157·425, 160·625–160·975, and 161·475–162·025 Mc/s, administrations which assign frequencies to authorized stations other than maritime mobile ones must avoid harmful interference to international VHF maritime mobile radiotelephony.

524 Netherlands

198. *After this No. add the following new note:*

84*bis*) In the bands 156·025–158·025 Mc/s, 160·625–162·625 Mc/s, administrations which allocate frequencies to authorized service stations other than maritime mobile ones must make every effort to avoid harmful interference to the international maritime mobile VHF radiotelephony.

525 Belgium

Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
	World-Wide	Region 1	
216–235 (19)		216–223 (7) Broadcasting	Unchanged

526 Italy

216–235 (19)		— — — — — — —	

527 Belgium, France, French O.P.T.A., Italy, Netherlands

328·6–335·4 (6·8)	93*bis*)		Unchanged

528

207. *After this No. add the following new footnote:*

93*bis*) The 328·6–335·4 Mc/s band shall be reserved for instrument landing systems (glide-path indicator).

(This page cancels and replaces the present page 190)

(Continuation of Art. 5)

Proposals

Netherlands

573

Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
	World-Wide	Region 1	
1 660–1 700 (40)	Meteorological aids		

Belgium, Italy, Netherlands

574

1 700–2 700 106) (1 000)			Unchanged

575

Italy, Netherlands

220. [106]) *Add:* the Netherlands.

Belgium, France, French O.P.T.A., Italy, Netherlands

576

2 700–3 400 (700)	Radiolocation 108) 110)		

577

222. *Replace the present text by the following:*

[108]) The aeronautical radionavigation service and the meteorological aids service may use the band 2700–2900 Mc/s for ground radar only.

578

223. [109]) *Delete.*

579

224. *Replace the present text by the following:*

[110]) In the band 2700–3400 Mc/s racons and shipborne radar in merchant ships shall be confined to the band 3000–3266 Mc/s.

(Continuation of Art. 5)

Proposals

Bermuda / British Caribbean Group

3268 *Band 88 – 108 Mc/s. Region 2.*

1. In Region 2 this band, now allocated exclusively to broadcasting, should become a shared band allocated to:

a) Broadcasting,
b) Fixed services,
c) Mobile services.

3269

2. As an alternative to 1. above a note should be inserted in the RR to the effect that low-powered fixed and mobile services may be accommodated locally in the bands 88 – 100 Mc/s and 100 – 108 Mc/s until required for the broadcasting service, and subject to non-interference with any broadcasting service in adjacent territories.

3270 *Band 220 – 225 Mc/s. Region 2.*

3. In cases where the band 220 – 225 Mc/s is not used by the amateur service, its use by the fixed services should be regularized in the West Indies by the RR.

Reasons

Regarding the allocation of frequencies to the various services above 27.5 Mc/s some members of the Bermuda/British Caribbean Group are of the view that the interests of the group will be best served if certain modifications are made to the Table of Frequency Allocations for those frequencies above 27.5 Mc/s.

It may be added in support of 1. and 2. above that, on the one hand, the demand for VHF allocations in respect of fixed and mobile services is very great, while on the other hand the demand for frequencies within the broadcasting service is very small.

3271

Burma

27 500 – 28 000 kc/s

Replace the present allocation to Services as under:

Frequency Band and (Bandwidth) kc/s	Allocation to Services			
	World-Wide	Regional		
		Region 1	Region 2	Region 3
27 500–28 000 (500)	Meteorological Aids.	—	—	—

Reasons

The standardisation of radio frequencies for meteorological aids on a world wide exclusive basis greatly facilitating manufacture and use of common equipment and carrying out of observations over large areas requiring co-operation between two or more countries.

(This page cancels and replaces the present page 197)

(Continuation of Art. 5)

Proposals

Denmark, Finland, Iceland, Norway, Sweden *(cont'd)*

622

223. *Delete.*

623

3 500–3 900 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile

624

5 460–5 650 Mc/s. *In column* World wide *read:*

Radionavigation except aeronautical radionavigation.

625

227. *Delete.*

626

230. *Delete.*

(Continuation of Art. 5)

Proposals

United States of America

3272 COMMENTS REGARDING THE PROPOSALS FOR THE REVISION OF ARTICLE 5

Background

By and large the USA has found that the Atlantic City Table of Frequency Allocations below 25 Mc/s is satisfactory.

Likewise, we have found the provisions of Articles 41 and 42 of the Convention of considerable benefit in the resolution of problems not specifically covered in the table of frequency allocations, particularly in the spectrum above about 70 Mc/s. These arrangements have resulted in a more efficient utilization of the radio spectrum without detriment to those services for which the space in question was allocated. We are therefore proposing to the Plenipotentiary Conference that Articles 41 and 42 of the Convention be retained unchanged to the end that we may, in the future, continue these arrangements and make additional ones.

In preparing this proposal, we found it convenient to divide the spectrum into two segments for study purposes, i. e., (a) frequencies below 25 Mc/s, and (b) frequencies above 25 Mc/s. As regards the frequencies above 25 Mc/s, we have conducted and now have concluded a comprehensive review of existing frequency requirements and have formulated all of our allocation proposals therefor except as regards:

a) the provision, if any, which should be made either on a shared or exclusive basis for the aeronautical mobile (R), earth-space, fixed, mobile, and radiopositioning services in the frequency spectrum immediately above 132 Mc/s.

b) the possible need for provision of frequencies between 150 and 1 700 Mc/s for the (new) proposed space and earth-space services.

c) the possible provision of "relaying" frequencies used in connection with either active or passive earth satellites (e. g., the international relaying of television programs, etc.). This type of requirement is not encompassed in our proposal for frequency allocations for the new space and earth-space services which contemplates only the operational or functional uses of radio incident to communications involving objects in space.

d) certain requirements of the fixed, mobile and television broadcasting services between 25 and 890 Mc/s.

Our continued study of these matters may possibly lead us to propose amendments to the proposal set forth herein. Such amendments would, however, be designed to have a minimum of impact on those of our proposals which should have world-wide status.

In the case of certain allocations above 25 Mc/s because of the nature of the operations, this Administration considers it most desirable that those particular allocations, either by band or service, be made on a world-wide basis. Such allocations have been indicated by asterisks in this proposal. This method of emphasizing the need for world-wide allocations has not been used below 25 Mc/s, since the need for world-wide allocation in those parts of the spectrum which are particularly useful for long distance communications is well known.

The USA proposals for the allocation table refer to footnotes in the columns of the table by separate paragraph number only, since experience has demonstrated no particular advantage in the dual numbering system used in the current Radio Regulations for these notes. The USA is making no recommendations at this time with respect to the retention or deletion of those footnotes to the Atlantic City Table which are not specifically mentioned in these proposals.

3273 Spectrum below 2 850 kc/s

In the spectrum below 2 850 kc/s, the USA proposes certain relatively minor changes which experience indicates would be desirable, among them being a new standard frequency at 20 kc/s. These changes, for the most part, do not affect the distribution of spectrum space to radio services.

3274 Spectrum between 2 850 and 25 000 kc/s

The portion of the radio spectrum of most concern to the 1951 Extraordinary Administrative Radio Conference (E.A.R.C.) was the part between 2 850 and 25 000 kc/s. The USA inclines strongly to the opinion that the experience of the I.T.U. with the Atlantic City Table has, in reality, only begun and that the Union should continue for some years yet to use the Atlantic City Allocations, as brought into use pursuant to the E.A.R.C. Agreement, before considering any changes in allocations in this portion of the radio spectrum. We can add that our experience since the final adjustment period stipulated in the E.A.R.C. Agreement indicates a decided improvement in frequency usage over the situation that prevailed in this portion of the spectrum during and prior to the E.A.R.C. Any changes in spectrum allocations in this portion of the spectrum could have the effect of negating the improvements and benefits which have derived from the extraordinarily successful E.A.R.C. program.

3275 Spectrum above 25 000 kc/s

Segregation of Radiopositioning and Radionavigation Services

The USA proposals for the revision of the Table above 200 Mc/s provide for the allocation of certain bands on an exclusive basis for the radionavigation service, certain others for the radiopositioning service, and in those instances where it has not been possible to effect such exclusivity, every effort has been made to afford protection to the radionavigation service. Our proposals arise out of the experience gained with respect to various uses of radio in the radionavigation and radiopositioning services. Our experience in the use of radar and associated devices since the Atlantic City Radio Conference has demonstrated clearly the need for frequency segregation of various applications of the radar technique. Congestion in many of the Atlantic City bands which are allocated to the radionavigation service dictates that positive relief must be afforded if the future satisfaction of present and foreseeable requirements is not to be jeopardized. In view of the safety-of-life aspect, effort should be made to afford the maximum degree of protection attainable to the radionavigation service. International standardization and operational usability would be enhanced thereby.

Aeronautical Radionavigation Service

Attention is invited to the proposed footnote 100 *bis)*, which lists certain bands proposed to be allocated exclusively and on a world-wide basis for the use and development of airborne electronic aids to aeronautical radionavigation and directly associated ground-based facilities. Cooperative systems which use only a receiver either in the aircraft or on the ground are included within the intent of this footnote. This proposal is prompted by the following factors:

a) Because of rapid increases in the numbers, sizes and speeds of modern aircraft, considerable evolution is now taking place in the safety requirements for air traffic control and navigation.

b) That being the case, it is urgent that adequate exclusive space be provided in suitable parts of the radio spectrum for the development and operation of satisfactory air navigation aids.

c) To avoid confusion and a waste of funds and radio frequencies, it is essential that the development of airborne radionavigation equipment be closely associated, and possibly identified, with the development of the corresponding ground-based installations.

The intent of footnote *100 bis)* is to provide maximum flexibility for use of the listed bands for airborne radionavigation aids and directly associated ground facilities. It is also intended that these bands will not be used for purposes which will conflict with development and future implementation of world-wide standardized aeronautical radionavigation functions.

(Continuation of Art. 5)

Proposals **United States of America** *(cont'd)*

The matter of providing a suitable frequency allocation for a "collision avoidance" system in the aeronautical radionavigation service has been studied at some length. The United States shares with other countries the interest and the desire to encourage early development of collision avoidance systems as a means of enhancing safety in the air. It is our present conclusion that the collision avoidance system should be accommodated in one of the frequency bands bearing the note *100 bis)*, when and if it is developed and available for operational use. These bands are: 960–1 215 Mc/s, 1 535–1 660 Mc/s, 4 200–4 400 Mc/s, 5 000–5 250 Mc/s and 15 375–15 625 Mc/s. It should be recognized, however, that because such a system has not yet been developed there might be technical reasons why the "*100 bis)*" bands are not suitable for this purpose. Should such an eventuality develop during the life of the 1959 Radio Regulations, it is our opinion that international consideration of this matter might have to be given at that time, including the possibility of appropriate action on the matter within the framework of the "special arrangement" provisions of the Convention and the Radio Regulations.

Other Features of Our Proposal

Our proposals for allocations above 25 000 kc/s also include:
— an allocation for the protection of hydrogen line observations in radio astronomy;
— a slight change in the position of the 3 000 Mc/s allocation for maritime radionavigation in order that the allocation therefor will more nearly conform to current practice;
— additional provision for the meteorological aids service;
— special provisions for self-contained airborne radionavigation aids;
— limited provisions for the functional requirements of the proposed new Space and Earth-Space services;
— and other relatively minor changes.

ARTICLE 5. *Heading. Read:*

3276 Table of Frequency Allocations 10 kc/s to 40 000 Mc/s.

3277 , 100. *Replace:* appendix 16 *by:* Appendix 16.

Table of Frequency Allocations – 10 kc/s to 40 000 Mc/s

	Frequency Band kc/s	Allocation to Services	Footnotes
3278	10–14 [1 *bis*)]	Radionavigation	*Add the following new footnote:* [1 *bis*)] The radiopositioning service may be authorized in the band 10–14 kc/s on the condition that harmful interference is not caused to the radionavigation service.
3279	14–19.95	*a)* Fixed *b)* Maritime mobile	*Delete:* **110** [note [1])].
3280	19.95–20.05	Standard Frequency [1 *ter*)]	*Add the following new footnote:* [1 *ter*)] The standard frequency is 20 kc/s.
3281	20.05–70	*a)* Fixed *b)* Maritime mobile	*Delete:* **110** [note [1])].

	Frequency Band kc/s	Allocation to Services	Footnotes
3282	70–90 [2 bis])	*a)* Fixed *b)* Maritime mobile	*Delete* **110** [note [1])] *and add the following new footnote:* [2 bis]) In Region 2, the radiopositioning service may use the bands 70–72 kc/s and 84–86 kc/s on the condition that no harmful interference is caused to the fixed and maritime mobile services.
3283	90–110 [3 bis])	Radionavigation	*Delete* **112** [note [3])] *and add the following new footnote:* [3 bis]) The radiopositioning service may be authorized in the band 90–110 kc/s on the condition that harmful interference is not caused to the radionavigation service.
3284	110–130 [4 bis])	*a)* Fixed *b)* Maritime mobile	*Add the following new footnote:* [4 bis]) In Region 2, the radiopositioning service may use the bands 112–118 kc/s and 126–129 kc/s on the condition that no harmful interference is caused to the fixed and maritime mobile services.
3285	130–160 [5])	*a)* Fixed *b)* Maritime mobile	[5]) The frequency 143 kc/s is the calling frequency for stations in the maritime mobile service using the band 110–160 kc/s. The conditions for its use are prescribed in Article 33. *Delete:* **115** *and* **116** [notes [6]) *and* [7])].
3286	160–200	Fixed	*Delete* **124** [note [12])].
3287	200–285	*a)* Aeronautical mobile *b)* Aeronautical radionavigation [13])	**125.** *Replace the present text by the following:* [13]) In the band 200–285 kc/s, the aeronautical mobile service shall not cause harmful interference to the aeronautical radionavigation service.
3288	285–325	Maritime radionavigation (radio beacons) [15])	**127.** *At the beginning of note* [15]) *delete:* In Region 2.
3289	325–415 [21])	*a)* Aeronautical mobile *b)* Aeronautical radionavigation [17])	**129.** *Replace the present text by the following:* [17]) In the band 325–415 kc/s, the aeronautical mobile service shall not cause harmful interference to the aeronautical radionavigation service. *Delete* **130** [note [18])]. **133.** *Replace the present text by the following:* [21]) The frequency 410 kc/s is designated for the mobile service (radio direction-finding). Other services shall not cause harmful interference to radio direction-finding. *Delete* **137** [note [23])].
3290	415–490	Maritime mobile [25])	**139.** [25]) Limited to telegraphy.
3291	490–510 [26])	Mobile (Distress and calling)	**140.** [26]) The frequency 500 kc/s is the international distress and calling frequency. The conditions for its use are prescribed in Article 33.

	Frequency Band kc/s	Allocation to Services	Footnotes
3292	510–535	Mobile	
3293	535–1 605	Broadcasting	
3294	1 605–1 800 [29 bis)]	*a)* Aeronautical radionavigation *b)* Fixed *c)* Mobile	*Add the following new footnote:* [29 bis)] The radiopositioning service may be authorized in the band 1 605–1 800 kc/s on the condition that harmful interference is not caused to the aeronautical radionavigation service.
3295	1 800–2 000	*a)* Amateur *b)* Fixed *c)* Mobile except aeronautical mobile *d)* Radionavigation [32 bis)] [33)]	*Delete* **146** [note [32)]]. *Add the following new footnote:* [32 bis)] The operation of LORAN chains in the band 1 900–2 000 kc/s is authorized temporarily in Region 1 but only until such time as a suitable long-distance radionavigational aid is internationally adopted for operation in frequency bands authorized for the radionavigation service. All practicable measures shall be taken to minimize harmful interference from LORAN transmissions to other services operating in the same or adjacent bands and, in particular, to narrow the emitted bandwidth. **147.** *Replace the present text by the following:* [33)] In Regions 2 and 3 the Loran System of radionavigation has priority. Any of the authorized services may employ frequencies in this band not required for Loran on condition that they do not cause harmful interference to Loran. *Delete* **146.1** *).
3296	2 000–2 065	*a)* Fixed *b)* Mobile	
3297	2 065–2 107	Maritime mobile [33 bis)]	*Add the following new footnote:* [33 bis)] Limited to ship stations (telegraphy).
3298	2 107–2 170	*a)* Fixed *b)* Mobile	*Delete* **151** [note [37)]].
3299	2 170–2 194	Mobile (Distress and Calling) [34)]	**148.** *Replace the present text by the following:* [34)] The frequency 2 182 kc/s is the distress and calling frequency for the maritime mobile service (telephony) and may be used by aircraft stations for communication with ship and coast stations of the maritime mobile service for distress, urgency and safety communications. The conditions for the use of this frequency are prescribed in Article 34.
3300	2 194–2 300	*a)* Fixed *b)* Mobile	*Delete* **151** [note [37)]].

	Frequency Band kc/s	Allocation to Services	Footnotes
3301	2 300–2 495	*a)* Broadcasting [36]) *b)* Fixed *c)* Mobile	**150.** [36]) For the conditions of use of this band by the broadcasting service see Nos. **243**, **244** and **250–254**. *Delete* **151** [note [37])].
3302	2 495–2 505	Standard frequency [38])	**152.** [38]) The standard frequency is 2 500 kc/s.
3303	2 505–2 850	*a)* Fixed *b)* Mobile	
3304	2 850–3 025	Aeronautical mobile (R) [35])	**149.** [35]) For the explanation of the terms "aeronautical mobile (R)" and "aeronautical mobile (OR)" see Nos. **256** and **257**. Unchanged.
3305	3 025–3 500	*Unchanged*	
3306	3 500–4 000	*a)* Amateur *b)* Fixed *c)* Mobile except aeronautical mobile (R) [35])	
3307	4 000–4 063	*Unchanged*	
3308	4 063–4 438	Maritime mobile	
3309	4 438–4 650	*a)* Fixed *b)* Mobile except aeronautical mobile (R) [35])	
3310	4 650–4 750	*Unchanged*	
3311	4 750–4 850	*a)* Broadcasting [36]) *b)* Fixed	
3312	4 850–5 250	*Unchanged*	
3313	5 250–5 450	*a)* Fixed *b)* Land mobile	
3314	5 450–5 680	Aeronautical mobile (R) [35])	
3315	5 680–6 200	*Unchanged*	

	Frequency Band kc/s	Allocation to Services	Footnotes
3316	6 200–6 525	Maritime mobile	
3317	6 525–7 000	*Unchanged*	
3318	7 000–7 300	Amateur	
3319	7 300–8 195	*Unchanged*	
3320	8 195–8 815	Maritime mobile	
3321	8 815–11 400	*Unchanged*	
3322	11 400–11 700	Fixed	
3323	11 700–12 330	*Unchanged*	
3324	12 330–13 200	Maritime mobile	
3325	13 200–14 000	*Unchanged*	
3326	14 000–14 350	Amateur	
3327	14 350–16 460	*Unchanged*	
3328	16 460–17 360	Maritime mobile	
3329	17 360–23 350	*Unchanged*	
3330	23 350–24 990	*a)* Fixed *b)* Land mobile	
3331	*24 990–25 010	Standard Frequency [56])	**170.** [56]) The standard frequency is 25 000 kc/s.
3332	*25 010–25 600	*a)* Fixed *b)* Mobile except aeronautical mobile	

* The U.S. considers that this allocation should be on a world-wide basis.

	Frequency Band kc/s	Allocation to Services	Footnotes
3333	*25 600–25 650	Earth-Space	
3334	*25 650–26 100	Broadcasting	
3335	*26 100–27 500 [57]) [58])	*a)* Fixed *b)* Mobile except aeronautical mobile	**171.** [57]) The frequency 27 120 kc/s is designated for industrial, scientific and medical purposes. Emissions must be confined within the limits of ± 0.6 per cent of that frequency. Radiocommunication services operating within those limits must accept any harmful interference that may be experienced from the operation of industrial, scientific and medical equipment. **172.** *Replace the present text by the following:* [58]) The amateur service may operate within the band 26 960 – 27 230 kc/s.
3336	*27 500–28 000	*a)* Fixed *b)* Mobile	
3337	*28 000–29 700	Amateur	
3338	*29 700–30 000 [60 *bis*])	*a)* Fixed *b)* Mobile	*Add the following new footnote:* [60 *bis*]) Harmful interference caused by fixed stations in the international service must be accepted by the other fixed and mobile services in the bands 29 800–29 890 and 29 910–30 000 kc/s.
3339	Mc/s 30–32.60	*a)* Fixed [61 *bis*]) [61 *ter*]) *b)* Mobile	*Add the following new footnotes:* [61 *bis*]) In the bands 30–32.6, 33–34.6, 35–36.6, 37–46.51 and 47–49.51 Mc/s, the fixed service shall not cause harmful interference to the mobile service. [61 *ter*]) In Region 2, fixed stations employing the ionospheric scatter technique are not permitted in the bands 30–32.6, 33–34.6, 35–36.6, 37–46.51 and 47–49.51 Mc/s.
3340	*32.60–33 [63 *bis*])	*a)* Fixed *b)* Mobile	*Add the following new footnote:* [63 *bis*]) In the bands 32.6–33, 34.6–35, 36.6–37, 46.51–47, and 49.51–50 Mc/s, fixed stations employing the ionospheric scatter technique shall be protected from harmful interference from other stations operating in these bands. Equipment and frequencies used for ionospheric scatter circuits should be such as to ensure that, irrespective of the particular phase of the solar cycle, these circuits can be operated to the maximum practicable extent on higher frequencies than will be propagated by the F2 mode. The only fixed stations permitted in these bands are those whose transmissions are intended to be directly received over distances of at least 400 miles. The mobile service in these bands must accept harmful interference from the fixed service, which may be caused over long periods of time.
3341	33–34.60	*a)* Fixed [61 *bis*]) [61 *ter*]) *b)* Mobile	

* The U.S. considers that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3342	*34.60–35 [63 bis)]	*a)* Fixed *b)* Mobile	
3343	35–36.60	*a)* Fixed [61 bis)] [61 ter)] *b)* Mobile	
3344	*36.60–37 [63 bis)]	*a)* Fixed *b)* Mobile	
3345	37–46.51 (176)	*a)* Fixed [61 bis)] [61 ter)] *b)* Mobile	**176.** [62)] The frequency 40.68 Mc/s is designated for industrial, scientific and medical purposes. Emissions must be confined within the limits of ± 0.05 per cent of that frequency. Radiocommunication services operating within those limits must accept any harmful interference that may be experienced from the operation of industrial, scientific and medical equipment.
3346	*46.51–47 [63 bis)]	*a)* Fixed *b)* Mobile	
3347	47–49.51	*a)* Fixed [61 bis)] [61 ter)] *b)* Mobile	
3348	*49.51–50 [63 bis)]	*a)* Fixed *b)* Mobile	
3349	50–54	Amateur	
3350	54–88 [64 bis)] [70)]	*a)* Broadcasting *b)* Fixed [64 ter)] *c)* Mobile [64 ter)]	*Add the following two new footnotes:* [64 bis)] In the band 54–54.4 Mc/s, fixed stations employing the ionospheric scatter technique are permitted on the basis of bilateral or multilateral arrangements. [64 ter)] In the band 54.4–88 Mc/s, the fixed and mobile services must not cause harmful interference to the broadcasting service. [70)] The frequency 75 Mc/s is designated for aeronautical marker beacons. In Region 1, the guard band is ±0.2 Mc/s; in Regions 2 and 3, ±0.4 Mc/s.
3351	88–108	Broadcasting	
3352	*108–117.975	Aeronautical radionavigation	
3353	*117.975–132 [81)]	Aeronautical mobile (R) [35)]	**195.** [81)] The frequency 121.5 Mc/s is the aeronautical emergency frequency in this band.
3354	132–136	*Under study*	

* The U. S. considers that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3355	136–144	*a)* Fixed *b)* Mobile *c)* Radiopositioning	
3356	144–148	Amateur	
3357	148–150.8	*a)* Fixed *b)* Mobile *c)* Radiopositioning	
3358	150.8–174	*a)* Fixed *b)* Mobile [84])*	**198.** *Replace the present text by the following:* [84]) Frequencies in the bands 156.25–157.45, 161.575–161.625 and 161.825–162.025 Mc/s are designated for world-wide use in the maritime mobile service. Any other use of the frequencies in these bands shall be avoided in areas where such other use is liable to cause harmful interference to the maritime mobile service. The interested administrations will ensure, by special arrangements where necessary, that a 75 kc/s band on each side of 156.8 Mc/s is provided to protect this frequency.
3359	174–216	*a)* Broadcasting *b)* Fixed *c)* Mobile	
3360	216–220 [90 *bis*])	*a)* Fixed *b)* Mobile *c)* Radiopositioning*	*Add the following new footnote:* [90 *bis*]) In the band 216–220 Mc/s, the fixed and mobile services shall not cause harmful interference to the radiopositioning service.
3361	220–225	*a)* Amateur [92 *bis*]) *b)* Radiopositioning*	*Add the following new footnote:* [92 *bis*]) In the band 220–225 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service. *Delete* **207** [note [93])].
3362	*225–328.6	*a)* Fixed *b)* Mobile [92 *ter*])	*Add the following new footnote:* [92 *ter*]) The frequency 243 Mc/s is the frequency in this band for use on board lifeboats, liferafts, survival craft and by equipment used for survival purposes.
3363	*328.6–335.4 [93 *bis*])	Aeronautical radionavigation	*Add the following new footnote:* [93 *bis*]) The band 328.6–335.4 Mc/s is for the use of the Instrument Landing System (glide slope).
3364	*335.4–400	*a)* Fixed *b)* Mobile	
3365	*400–406	Meteorological aids	*Delete* **208** [note [94])].

* The U. S. considers that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3366	406–420	*a)* Fixed *b)* Mobile	*Delete* **208** [note [94])].
3367	420–450 [96 *bis*])	*a)* Amateur [96]) *b)* Radiopositioning*	**210.** *Replace the present text by the following:* [96]) In the band 420–450 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service. [96 *bis*]) Radio altimeters may be temporarily employed in the band 420–460 Mc/s until they are moved to a frequency band allocated to the aeronautical radionavigation service, or until they are no longer required. *Delete* **211** [note [97])].
3368	450–470 [96 *bis*])	*a)* Fixed *b)* Mobile	*Delete* **211** [note [97])].
3369	470–890	Broadcasting	
3370	890–942 [98])	Radiopositioning*	**212.** *At the beginning delete:* In Region 2. *Delete* **214** [note [100])].
3371	942–960	Fixed	
3372	*960–1 215 [100 *bis*])	Aeronautical radionavigation	*Add the following new footnote:* [100 *bis*]) The bands 960–1 215, 1 535–1 660, 4 200–4 400, 5 000–5 250 and 15 375–15 625 Mc/s are reserved on a world-wide basis for the use and development of airborne electronic aids to air navigation and any directly associated ground based facilities.
3373	1 215–1 300	*a)* Amateur [101 *bis*]) *b)* Radiopositioning*	*Add the following new footnote:* [101 *bis*]) In the band 1 215–1 300 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service.
3374	**1 300–1 350	*a)* Aeronautical radionavigation [104 *bis*]) *b)* Radiopositioning [104 *ter*])	*Delete* **216** [note [102])] *and* **218** [note [104])]. *Add the following new footnotes:* [104 *bis*]) In the band 1 300–1 350 Mc/s, the only uses permitted by the aeronautical radionavigation service are for ground based radars and associated airborne transponders which transmit only on frequencies in this band and only when actuated by radars also operating in this band. [104 *ter*]) In the band 1 300–1 350 Mc/s, the radiopositioning service shall not cause harmful interference to the aeronautical radionavigation service.
3375	*1 350–1 400	Radiopositioning	*Delete* **216** [note [102]] and **218** [note [104]].
3376	*1 400–1 427	Radio Astronomy	*Delete* **216** [note [102])].

* The U. S. considers that this allocation should be on a world-wide basis.
** The U. S. considers it desirable, for purposes of standardization, that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3377	1 427–1 435	*a)* Fixed *b)* Mobile	*Delete* **216** [note [102])].
3378	1 435–1 535	Mobile	*Delete* **216** [note [102])].
3379	*1 535–1 660 [100 *bis*)]	Aeronautical radionavigation	*Delete* **216** [note [102])].
3380	1 660–1 700 [104 *quater*)]	*a)* Fixed *b)* Mobile	*Add the following new footnote:* [104 *quater*)] The meteorological aids service (radio sonde) may be operated in the band 1 660–1 700 Mc/s. However, such operations between 1 660 and 1 670 Mc/s are temporary until reaccommodated in the band 1 670–1 700 Mc/s or in other bands allocated to the meteorological aids service.
3381	1 700–1 725	*a)* Earth-Space* *b)* Fixed [104 *quinquies*)] *c)* Mobile [104 *quinquies*)] *d)* Space*	*Add the following new footnote:* [104 *quinquies*)] In the band 1 700–1 725 Mc/s, the fixed and mobile services shall not cause harmful interference to the earth-space and space services. This band is established primarily for communications with, or between, earth and space stations.
3382	1 725–1 825	*a)* Fixed *b)* Mobile	
3383	1 825–1 850	*a)* Earth-Space* *b)* Fixed [104 *sexies*)] *c)* Mobile [104 *sexies*)] *d)* Space*	*Add the following new footnote:* [104 *sexies*)] In the band 1 825–1 850 Mc/s, the fixed and mobile services shall not cause harmful interference to the earth-space and space services. This band is established primarily for communications with, or between, earth and space stations.
3384	1 850–2 275	*a)* Fixed *b)* Mobile	
3385	2 275–2 300	*a)* Earth-Space* *b)* Fixed [104 *septies*)] *c)* Mobile [104 *septies*)] *d)* Space*	*Add the following new footnote:* [104 *septies*)] In the band 2 275–2 300 Mc/s, the fixed and mobile services shall not cause harmful interference to the earth-space and space services. This band is established primarily for communications with, or between, earth and space stations.
3386	2 300–2 400	*a)* Amateur [105 *bis*)] *b)* Fixed *c)* Mobile *d)* Radiopositioning	*Add the following new footnote:* [105 *bis*)] In the band 2 300–2 450 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service.
3387	2 400–2 450 [106)]	*a)* Amateur [105 *bis*)] *b)* Radiopositioning*	**220.** *At the beginning delete:* In Region 2, Australia ... and the United Kingdom *and read:* The frequency 2 450 Mc/s, etc. *(remainder unchanged).*

* The U. S. considers that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3388	2 450–2 500 [106])	*a)* Fixed *b)* Mobile *c)* Radiopositioning	
3389	2 500–2 700	*a)* Fixed *b)* Mobile	
3390	**2 700–2 900	*a)* Aeronautical radionavigation [108 *bis*]) *b)* Meteorological aids [108 *bis*]) *c)* Radiopositioning [108 *ter*]	*Delete* **222** [note [108])]. *Add the following new footnotes:* [108 *bis*]) In the band 2 700–2 900 Mc/s, the only uses permitted by the aeronautical radionavigation and meteorological aids services are for ground based radars. Airborne transponders associated with the aeronautical radionavigation service which transmit only on frequencies in this band and only when actuated by radars operating in this band are also authorized. [108 *ter*]) In the band 2 700–2 900 Mc/s, the radiopositioning service shall not cause harmful interference to the aeronautical radionavigation or the meteorological aids services.
3391	*2 900–3 100	*a)* Maritime radionavigation *b)* Radiopositioning [110 *bis*])	*Delete* **224** [note [110])]. *Add the following new footnote:* [110 *bis*]) In the band 2 900–3 100 Mc/s, the radiopositioning service shall not cause harmful interference to the maritime radionavigation service.
3392	*3 100–3 500 [110 *ter*])	Radiopositioning	*Add the following new footnote:* [110 *ter*]) Existing shipborne radars in merchant ships may continue to operate between 3 100 and 3 246 Mc/s on the condition that harmful interference must be accepted from the radiopositioning service. *Delete* **223** [note [109])].
3393	3 500–3 700	*a)* Amateur [110 *quater*]) *b)* Radiopositioning*	*Add the following new footnote:* [110 *quater*]) In the band 3 500–3 700 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service.
3394	3 700–4 200	*a)* Fixed *b)* Mobile	
3395	*4 200–4 400 [100 *bis*])	Aeronautical radionavigation	
3396	4 400–5 000	*a)* Fixed *b)* Mobile	

* The U. S. considers that this allocation should be on a world-wide basis.
** The U. S. considers it desirable, for purposes of standardization, that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3397	*5 000–5 250 [100 *bis*)]	Aeronautical radionavigation	
3398	*5 250–5 350	Radiopositioning	
3399	*5 350–5 460	*a)* Aeronautical radionavigation [111 *bis*)] *b)* Radiopositioning	*Add the following new footnote:* [111 *bis*)] The use of the band 5 350–5 470 Mc/s by the aeronautical radionavigation service is limited to airborne radars and associated airborne beacons. *Delete* **226** [note [112])].
3400	*5 460–5 470	*a)* Aeronautical radionavigation [111 *bis*)] *b)* Maritime radionavigation [113 *bis*)] *c)* Radiopositioning [113 *ter*)]	*Delete* **227** [note [113])]. *Add the following new footnotes:* [113 *bis*)] The use of the band 5 460–5 650 Mc/s by the maritime radionavigation service is limited to shipborne radars. [113 *ter*)] In the band 5 460–5 600 Mc/s, the radiopositioning service shall not cause harmful interference to the maritime radionavigation service.
3401	*5 470–5 600	*a)* Maritime radionavigation [113 *bis*)] *b)* Radiopositioning [113 *ter*)]	
3402	*5 600–5 650	*a)* Maritime radionavigation [113 *bis*)] *b)* Meteorological aids *c)* Radiopositioning [113 *quater*)]	*Add the following new footnote:* [113 *quater*)] In the band 5 600–5 650 Mc/s, the radiopositioning service shall not cause harmful interference to the maritime radionavigation or meteorological aids services.
3403	5 650–5 925 [114)]	*a)* Amateur [114 *bis*)] *b)* Radiopositioning*	**228**. *At the beginning delete:* In Region 2, Australia, . . . and the United Kingdom *and read:* The frequency 5 850 Mc/s, etc. *(remainder unchanged).* *Add the following new footnote:* [114 *bis*)] In the band 5 650–5 925 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service.
3404	5 925–8 300	*a)* Fixed *b)* Mobile	
3405	8 300–8 400	*a)* Earth-Space* *b)* Fixed [114 *ter*)] *c)* Mobile [114 *ter*)] *d)* Space*	*Add the following new footnote:* [114 *ter*)] In the band 8 300–8 400 Mc/s, the fixed and mobile services shall not cause harmful interference to the earth-space and space services. This band is established primarily for communications with, or between, earth and space stations.
3406	8 400–8 500	*a)* Fixed *b)* Mobile	

* The U. S. considers that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3407	*8 500–9 000 [114 *quater*)]	Radiopositioning	*Add the following new footnote:* [114 *quater*)] The operation of airborne doppler navigational aids in the aeronautical radionavigation service is recognized in the band 8 750–8 850 Mc/s on the center frequency of 8 800 Mc/s. The possibility of mutual interference between the aeronautical radionavigation service and the radiopositioning service is recognized and any such interference shall be accepted by both services.
3408	**9 000–9 200	*a)* Aeronautical radionavigation [115 *bis*)] *b)* Radiopositioning [115 *ter*)]	*Add the following new footnotes:* [115 *bis*)] In the band 9 000–9 200 Mc/s, the only uses permitted by the aeronautical radionavigation service are for ground based radars and associated airborne transponders which transmit only on frequencies in this band and only when actuated by radars also operated in this band. [115 *ter*)] In the band 9 000–9 200 Mc/s, the radiopositioning service shall not cause harmful interference to the aeronautical radionavigation service.
3409	*9 200–9 300 [115 *quater*)]	Radiopositioning	*Add the following new footnote:* [115 *quater*)] Airborne weather radars in the aeronautical radionavigation service may operate in the band 9 200–9 300 Mc/s subject to the acceptance of any interference that may be received from the radiopositioning service.
3410	*9 300–9 500 [116 *bis*)]	*a)* Aeronautical radionavigation [116 *ter*)] *b)* Maritime radionavigation *c)* Meteorological aids [116 *quater*)] *d)* Radiopositioning [116 *quinquies*)]	*Delete* **230** [note [116])] and **231** [note [117])]. *Add the following new footnotes:* [116 *bis*)] In the band 9 300–9 320 Mc/s low-powered maritime radiobeacon stations and ship identification systems, should ship identification systems be found to be necessary, shall be protected from harmful interference. [116 *ter*)] The use of the band 9 300–9 500 Mc/s by the aeronautical radionavigation service is limited to airborne radars and associated airborne beacons. [116 *quater*)] The use of the band 9 300–9 500 Mc/s by the meteorological aids service is limited to ground based radars, which shall not cause harmful interference to the aeronautical or maritime radionavigation services. [116 *quinquies*)] In the band 9 300–9 500 Mc/s, the radiopositioning service shall not cause harmful interference to the aeronautical or maritime radionavigation services or to the meteorological aids service.
3411	*9 500–10 000	Radiopositioning	
3412	10 000–10 500 [117 *bis*)]	*a)* Amateur [117 *ter*)] *b)* Radiopositioning*	*Add the following new footnotes:* [117 *bis*)] The band 10 000–10 550 Mc/s is limited to CW systems. [117 *ter*)] In the band 10 000–10 500 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service.
3413	10 500–10 550 [117 *bis*)]	Radiopositioning	

* The U. S. considers that this allocation should be on a world-wide basis.
** The U. S. considers it desirable, for purposes of standardization, that this allocation should be on a world-wide basis.

	Frequency Band Mc/s	Allocation to Services	Footnotes
3414	10 550–13 250	*a)* Fixed *b)* Mobile	
3415	*13 250–13 400	Aeronautical radionavigation [117 *quater*)]	*Add the following new footnote:* [117 *quater*)] The use of the band 13 250–13 400 Mc/s is limited to mutually compatible airborne devices.
3416	*13 400–14 000 [117 *quinquies*)]	Radiopositioning	*Add the following new footnote:* [117 *quinquies*)] The use of the band 13 400–14 000 Mc/s is limited to CW systems.
3417	14 000– 15 150	*a)* Fixed *b)* Mobile	
3418	15 150–15 250	*a)* Earth-Space* *b)* Fixed [117 *sexies*)] *c)* Mobile [117 *sexies*)] *d)* Space*	*Add the following new footnote:* [117 *sexies*)] In the band 15 150–15 250 Mc/s, the fixed and mobile services shall not cause harmful interference to the earth-space and space services. This band is established primarily for communications with, or between, earth and space stations.
3419	15 250–15 375	*a)* Fixed *b)* Mobile	
3420	*15 375–15 625 [100 *bis*)]	Aeronautical radionavigation	
3421	*15 625–17 625	Radiopositioning	
3422	17 625–21 000	*a)* Fixed *b)* Mobile	
3423	21 000–22 000	Amateur	
3424	22 000–23 000 [117 *septies*)]	*a)* Fixed *b)* Mobile	*Add the following new footnote:* [117 *septies*)] The frequency 22 235 Mc/s is designated for industrial, scientific and medical purposes. Emissions must be confined within the limits of ± 125 Mc/s of that frequency. Radiocommunication services operating within those limits must accept any harmful interference that may be experienced from the operation of industrial, scientific and medical equipment.
3425	*23 000–24 500	Radiopositioning	
3426	*24 500–25 000	Radionavigation [117 *octies*)]	*Add the following new footnote:* [117 *octies*)] In the bands 24 500–25 000 Mc/s and 33 000–33 400 Mc/s, ground-based radionavigation aids are not permitted except where they operate in cooperation with airborne or shipborne radionavigation devices.

* The U. S. considers that this allocation should be on a world-wide basis.

Proposals **United States of America** *(cont'd)*

	Frequency Band Mc/s	Allocation to Services	Footnotes
3427	25 000–31 500	*a)* Fixed *b)* Mobile	
3428	31 500–31 800	*a)* Earth-Space* *b)* Fixed [117 *nonies*)] *c)* Mobile [117 *nonies*)] *d)* Space*	*Add the following new footnote:* [117 *nonies*)] In the band 31 500–31 800 Mc/s, the fixed and mobile services shall not cause harmful interference to the earth-space and space services. This band is established primarily for communications with, or between, earth and space stations.
3429	31 800–33 000	*a)* Fixed *b)* Mobile	
3430	*33 000–33 400	Radionavigation [117 *octies*)]	
3431	*33 400–36 000	Radiopositioning	
3432	36 000–40 000	*a)* Fixed *b)* Mobile	

* The U. S. considers that this allocation should be on a world-wide basis.

(This page cancels and replaces the present page 198)

(Continuation of Art. 5)

Proposals

627 India

109. *Heading, read:*

Table of frequency allocations 9 975 c/s to 30 000 Mc/s

Reasons

Consequential to proposal 396.

Amend as follows the Table of Frequency Allocations:

628 *Replace:* 10–14 *by:* 9.975–14
(4) (4.025)

Reasons

Consequential to proposal 396.

629

112. 70–90 kc/s. *Note 3) to apply to* Region 3 *against the spectrum block* 70–80 kc/s.

Reasons

To provide for Decca Navigator Systems.

630

Maritime Radionavigation *to be added as allocation c) for* Region 3.

Reasons

Same as for proposal 629.

631

110–130 kc/s. *Opposite this band under* Region 3, *insert:*

c) Maritime radionavigation, *and a reference to* note 3 (No. 112).

160–285 kc/s.

632 *For* Region 3, *replace:* 160–200 *by:* 160–185 kc/s.

633 *For* Region 3, *replace:* 200–285 *by:* 185–285 kc/s.

634 *For* Region 3, *under* 200–285, *delete: a)* Aeronautical mobile *and the reference to* footnote 13).

Reasons

Shortage of aero radionavigation channels in the higher bands.

635

122. *Replace the present text by the following:*

b) Broadcasting operation in Region 1 in the band 185–285 kc/s should be on non-interference basis to the radionavigation services in Region 3.

Reasons

Consequential to 90. Considerable interference is experienced in India from broadcasting stations in Region 1 in this band.

(This page cancels and replaces the present page 199)

(Continuation of Art. 5)

Proposals

636 **India** *(cont'd)*

125. *Delete:* China, India and Pakistan.

637

Delete in column Region 3 *the reference to* footnote 13).

Reasons

Consequential to proposals 632 to 634.

638

325–405 kc/s. *Delete:*

a) Aeronautical mobile.

Reasons

This band needs to be exclusively allocated to aeronautical radionavigation.

639

130. *Read:* In Region 1, the frequency... *(remainder unchanged).*

Reasons

1. Consequential to proposal 638.
2. Frequency 333 kc/s has no use as a general calling frequency for aircraft stations.

640

405–415 kc/s. *Delete: a)* Aeronautical mobile *in column* Region 3.

Reasons

Shortage of navigation channels.

641

415–490 kc/s. In Region 3, band 415–450 kc/s may be made available to aeronautical radionavigation *[with references to footnotes numbered* 25*bis*) *and* 25*ter*)*].*

Reasons

Shortage of navigation channels.

642

139. *After this No. add the following new footnotes:*

25*bis*) The aeronautical radionavigation service would operate with power less than 100 watts strictly on the basis of non-interference to maritime mobile operations.

Reasons

Consequential to proposal 641.

643

25*ter*) No allocation to aeronautical radionavigation service shall, however, be made within the band 423–427 kc/s to protect the channel 425 kc/s which is used for WT international ship operations of the maritime mobile service.

Reasons

To protect frequency 425 kc/s.

(This page cancels and replaces the present page 210)

(Continuation of Art. 5)

711 **Proposals** **Japan** *(cont'd)*

228. *After this No. add the following new footnote:*

114*bis*) In Region 3, the band 5 650–5 850 Mc/s may be used for the fixed, mobile and radiolocation services.

712

10 000–10 500 Mc/s. *In column* World-Wide *read:*

Amateur
117*bis*)

713

231. *After this No., add the following new footnote:*

117*bis*) In Region 3, the band 10 000–10 500 Mc/s may be used for the fixed, mobile and radiolocation services.

714 **Norway**

123. *Replace the present text by the following:*

c) Norwegian stations of the aeronautical fixed service situated in northern areas subject to auroral disturbances are allowed to continue operation in the band 255–285 kc/s.

Reasons

Norwegian broadcasting stations operating in this band ceased to do so in 1950. In the Region 1 plan of the E.A.R.C. the frequency 276 kc/s was allotted to Norway for meteorological transmissions. A change has taken place in the requirements of the civil aviation and experience has proved the necessity of at least one frequency in the said band for the aeronautical fixed service in the Arctic area.

715

132. *Replace the present text by the following:*

20) Norwegian stations of the fixed service situated in northern areas subject to auroral disturbances are allowed to continue operation in the band 385–395 kc/s for transmissions comprising mainly meteorological messages.

Reasons

In the Region 1 plan of the E.A.R.C. two frequencies, viz. 387.5 kc/s and 394.7 kc/s, were allotted to Norway. Norway is now the only Scandinavian country maintaining a fixed service in this band. Experience has proved the necessity of at least two frequencies for transmission of meteorological messages between Norway and a number of distant meteorological observation stations in the Arctic area. The messages are of great importance for the meteorological service in general and for the polar flight route in particular.

716

Table of Frequency Allocations

I. *The band 29.7–31.7 Mc/s, now allocated to aeronautical radionavigation, should be reallocated to the fixed and mobile services in Region 1.*

Reasons

There is no radionavigation aid operating in this band, which has been standardized by the International Civil Aviation Organization, and it is not likely that any aid operating in this band will be standardized.

Norway has ceased operation of the old radionavigation aids (S.B.A.) in this band. On the other hand there is a strong demand for frequency channels in the same band, primarily for mobile stations of low power.

717

II. *The band 174–216 Mc/s, now allocated to the broadcasting service, should be extended upwards to 223 Mc/s.*

Reasons

A closer examination of the Stockholm Plan has shown that one additional television channel will be necessary in order to obtain satisfactory coverage of the country with one television programme. The proposed extension is assumed to be the most suitable solution of this problem.

(Continuation of Art. 5)

Proposals

Morocco

109. *Amend as follows the Table of Frequency Allocations:*

3433 **110.** *Replace the present text by the following:*

[1]) Limited to coast telegraph stations (A1 and F1 only).

3434 110–130 kc/s. *In column* Region 1 *add the following footnote reference:* 4[bis]).

3435 **113.** *After this No. add the following new footnote:*

[4 bis]) In Region 1 aeronautical stations, but not aircraft stations, shall be authorized to work in the 110–130 kc/s band.

3436 325–405 kc/s. *In column* World-Wide *read:*

Aeronautical radionavigation
[20])

3437 **129, 130** and **131.** *Delete.*

3438 **143.** *After this No. add the following new footnote:*

[29 bis]) In the tropical zone of Region 1 (see **252**), the 1 605–1 800 kc/s band may be used for aeronautical radionavigation (radiobeacons), provided always that no harmful interference be caused to other services in this band.

3439 1 605–2 000 kc/s. *In column* Region 1 *add the following footnote references:*

[29 bis]) and [30 bis]).

3440 **144.** *After this No. add the following new footnote:*

[30 bis]) In Region 1, stations which use frequencies in the band 1 625–1 670 kc/s allocated for low-power radiotelephony services shall employ the lowest possible power. Such power shall not exceed 20 watts.

Reasons

No. 31, E.A.R.C., 1951.

3441 2 045–2 065 kc/s. *In column* Region 1 *read:*

a) Fixed

b) Mobile except aeronautical mobile
[33 bis])

3442 **147.** *After this No. add the following new footnote:*

[33 bis]) The frequency 2 055 kc/s is designated as intership working frequency common to Regions 1, 2 and 3.

Reasons

Recommendation No. 2, Göteborg, 1955.

(Continuation of Art. 5)

Proposals

Morocco *(cont'd)*

3443 2 170–2 194 kc/s. *In column* World-Wide *read:*

Mobile
(distress and calling)

3444 **148.** *Replace the present text by the following:*

[34]) 2 182 kc/s is the maritime mobile radiotelephone distress and calling frequency. It may be used by aircraft for distress, urgency and safety calls. The rules governing the use of this frequency are set forth in Article 34.

3445 7 100–7 150 kc/s. *In column* World-Wide *read:*

a) Amateur
b) Broadcasting
[44])

3446 7 150–7 300 kc/s. *In column* World-Wide *read:*

Broadcasting

3447 **158.** *Replace the present text by the following:*

[44]) The 7 100–7 150 kc/s band may be allocated to amateurs using stations with a peak power of less than 100 watts, provided they cause no harmful interference to broadcasting. But in the Union of South Africa and the Territory of Southwest Africa, this band shall be reserved for amateurs only.

3448 **159.** *Delete.*

3449 8 363–8 365 kc/s. *In column* World-Wide *read:*

Mobile
(distress only)

3450 **177.** *Delete.*

3451 27 500–28 000 kc/s. *In column* World-Wide *read:*

Meteorological aids

3452 28 000–29 000 kc/s. *In column* World-Wide *read:*

Amateur

3453 29 000–29 700 kc/s. *In column* World-Wide *read:*

Fixed

3454 29.7–41 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile

(Continuation of Art. 5)

Proposals

3455 68–68.5 Mc/s. *In column* World-Wide *read:*

Meteorological aids

3456 68.5–70 Mc/s. *In column* World-Wide *read:*

Aeronautical radionavigation

3457 70–74.8 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile except aeronautical mobile

3458 74.8–75.2 Mc/s. *In column* World-Wide *read:*

Aeronautical radionavigation

3459 78–80 Mc/s. *In column* World-Wide *read:*

Aeronautical radionavigation

3460 80–87.5 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile except aeronautical mobile

3461 132–144 Mc/s. *In column* Region 1 *read:*

Aeronautical mobile

3462 146–148 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile except aeronautical mobile (R)

3463 148–151 Mc/s. *In column* Region 1 *read:*

Aeronautical mobile (OR)

3464 151–154 Mc/s. *In column* World-Wide *read:*

Meteorological aids

3465 **197.** *Delete.*

3466 154–155 Mc/s. *In column* Region 1 *read:*

Aeronautical mobile (OR)

3467 155–156 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile except aeronautical mobile (R)

(Continuation of Art. 5)

Proposals **Morocco** *(cont'd)*

3468 **198.** *Replace the present text by the following:*

[84]) 156.80 Mc/s shall be the calling and safety frequency to be used throughout the world for simplex maritime radiotelephony. It may be used for transmission of messages preceded by the urgent signal, too, and, if necessary, for the transmission of distress messages as described in **865**.

3469 **198.** *After this No. add the following new footnote:*

[84 *bis*]) In the bands 156.025–157.425 Mc/s, 160.625–160.975 Mc/s, and 161.475–162.025 Mc/s, administrations which assign frequencies to authorized stations other than maritime mobile ones must avoid harmful interference to international VHF maritime mobile radiotelephony.

3470 **199.** *Replace the present text by the following:*

[85]) In France and in Morocco, the band 162–174 Mc/s is allocated to the broadcasting service.

3471 335.4–400 Mc/s. *In column* World-Wide *read:*

a) Fixed
b) Mobile

3472 400–406 Mc/s. *In column* World-Wide *read:*

Meteorological aids

3473 406–410 Mc/s. *In column* World-Wide *read:*

a) Meteorological aids
b) Fixed
c) Mobile

3474 410–420 Mc/s. *In column* World-Wide *read:*

a) Fixed
b) Mobile

3475 **208.** *Delete.*

3476 420–440 Mc/s. *In column* World-Wide *read:*

a) Amateur
b) Aeronautical radionavigation

3477 440–460 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile

3478 **210.** *After this No. add the following new footnote:*

[96 *bis*]) Radio altimeters may be used in the band 400–460 Mc/s until they are transferred into another aeronautical radionavigation band.

(Continuation of Art. 5)

Proposals **Morocco** *(cont'd)*

3479 610–860 Mc/s. *In column* World-Wide *read:*

Broadcasting

3480 860–960 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Broadcasting

3481 960–1 325 Mc/s. *In column* World-Wide *read:*

Aeronautical radionavigation

3482 1 325–1 350 Mc/s. *In column* World-Wide *read:*

a) Amateur
b) Aeronautical radionavigation

3483 1 350–1 600 Mc/s. *In column* Region 1 read:

Fixed

3484 1 600–1 700 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Radiolocation

3485 **216** and **218.** *Delete.*

3486 **218.** *After this No. add the following new footnote:*

[104 *bis*]) The 1 300–1 350 Mc/s band may be used for aeronautical radio navigation purposes by ground-based radar only.

3487 2 700–3 400 Mc/s. *In column* World-Wide *read:*

Radiolocation

3488 3 400–3 900 Mc/s. *In column* Region 1 *read:*

a) Fixed
b) Mobile

3489 **222.** *Replace the present text by the following:*

[108]) The aeronautical radionavigation service and the meteorological aids service may use the band 2 700–2 900 Mc/s for ground-based radar only.

3490 **223.** *Delete.*

3491 **224.** *Replace the present text by the following:*

[110]) In the band 2 700–3 400 Mc/s racons and shipborne radar in merchant ships shall be confined to the band 3 000 –3 266 Mc/s.

(Continuation of Art. 5)

Proposals **Morocco** *(cont'd)*

3492 5 000–5 650 Mc/s. *In column* World-Wide *read:*

Radiolocation
[111 bis])

3493 **225.** *After this No. add the following new footnote:*

[111 bis]) The 5 250–5 460 Mc/s band may be used by the aeronautical radionavigation service for airborne radar only.

3494 **228.** *Replace the present text by the following:*

[114]) In Region 2, Australia, France, Morocco, New Zealand, Northern Rhodesia, Southern Rhodesia, the Union of South Africa, the territory under mandate of Southwest Africa, and the United Kingdom, the frequency 5 850 Mc/s is designated for industrial, scientific and medical purposes.

Emissions must be confined within the limits of ± 75 Mc/s of that frequency. Radiocommunication services operating within those limits must accept any harmful interference that may be experienced from the operation of industrial, scientific and medical equipment.

3495 8 500–9 800 Mc/s. *In column* World-Wide *read:*

Radiolocation
[117])

3496 **230.** *Delete.*

3497 **231.** *Replace the present text by the following:*

[117] In the band 8 500–9 800 Mc/s racons and shipborne radar in merchant ships shall be confined to the band 9 300–9 500 Mc/s.

(This page cancels and replaces the present page 211)

(Continuation of Art. 3)

Proposals

3498 New Zealand

129. *Delete:* except in New Zealand.

Reasons

There is no longer any requirement for this provision.

718 Poland (People's Republic of)

109. Table of Frequency Allocations – 10 kc/s to 10 500 Mc/s.

It is proposed that in the People's Republic of Poland the frequency bands between 10 kc/s and 27 500 kc/s be allocated to the various radio services as follows:

	Frequency Band and (Bandwidth) kc/s	Allocation to services
719	10–14 (4)	Radionavigation
720	14–24 (10)	*a)* Fixed *b)* Maritime mobile
721	24–26 (2)	Standard frequency – 25 kc/s
722	26–48 (22)	*a)* Fixed *b)* Maritime mobile
723	48–52 (4)	Standard frequency – 50 kc/s
724	52–70 (18)	*a)* Fixed *b)* Maritime mobile
725	70–80 (10)	*a)* Fixed *b)* Maritime mobile *c)* Radionavigation
726	80–150 (70)	*a)* Fixed *b)* Mobile *c)* Radionavigation
727	150–160 (10)	*a)* Maritime mobile *b)* Broadcasting
728	160–255 (95)	Broadcasting
729	255–285 (30)	*a)* Maritime mobile *b)* Broadcasting *c)* Aeronautical radionavigation

(This page cancels and replaces the present page 217)

(Continuation of Art. 5)

Proposals **Poland (People's Republic of)** *(cont'd)*

	Frequency Band and (Bandwidth) kc/s	Allocation to services
812	18 030–19 990 (1 960)	Fixed
813	19 990–20 010 (20)	Standard frequency – 20 000 kc/s
814	20 010–21 000 (990)	Fixed
815	21 000–21 450 (450)	Amateur
816	21 450–21 750 (300)	Broadcasting
817	21 750–21 850 (100)	Fixed
818	21 850–22 000 (150)	*a)* Fixed *b)* Mobile
819	22 000–22 720 (720)	Maritime mobile
820	22 720–23 200 (480)	Fixed
821	23 200–23 350 (150)	*a)* Fixed *b)* Mobile
822	23 350–24 990 (1 640)	*a)* Fixed *b)* Land mobile
823	24 990–25 010 (20)	Standard frequency – 25 000 kc/s
824	25 010–25 600 (590)	*a)* Fixed *b)* Mobile, except aeronautical mobile
825	25 600–26 100 (500)	Broadcasting
826	26 100–27 500 (1 400)	*a)* Fixed *b)* Mobile, except aeronautical mobile (The frequency 27 120 kc/s is designated for industrial, scientific and medical purposes. Emissions must be confined within the limits of ±0.6 % of that frequency.)
3499	68 –70 Mc/s [67bis)]	[67 bis)] In the People's Republic of Poland, the 68–73 Mc/s band is allocated to the broadcasting service. The Polish broadcasting service and the mobile and fixed aeronautical radionavigation services in other countries are subject to local agreement to avoid mutual harmful interference.
3500	70 –72 Mc/s [67bis)]	
3501	72.8–75.2 Mc/s [67bis)]	

(Continuation of Art. 5)

Proposals

United Kingdom

3502 **107.** *Replace:* European Area, *by:* European Broadcasting Area.

Reasons

To avoid confusion with the European Maritime Area.

3503 **107.** *After this No. add the following new paragraph:*

§ 4 *bis.* The European Maritime Area is bounded: on the North by a line extending along parallel 72 degrees North from its intersection with Meridian 55 degrees East to its intersection with Meridian 5 degrees West, then along Meridian 5 degrees West to its intersection with parallel 67 degrees North thence along parallel 67 degrees North to its intersection with Meridian 30 degrees West; on the West by a line extending along Meridian 30 degrees West to its intersection with parallel 30 degrees North; on the South by a line extending along parallel 30 degrees North to its intersection with Meridian 43 degrees East; on the East by a line extending along Meridian 43 degrees East to its intersection with parallel 60 degrees North, thence along parallel 60 degrees North to its intersection with Meridian 55 degrees East and thence along Meridian 55 degrees East to its intersection with parallel 72 degrees North.

Reasons

To incorporate the definition contained in the European Regional Convention for the Maritime Mobile Radio Service, Copenhagen, 1948.

3504 **109.** *Amend as follows the table of Frequency Allocations:*

Frequency Band and (Bandwidth) kc/s	Amend entry in Column(s) headed:	As follows:

3505 **110.** *Delete:* using unmodulated emissions (A1 only).

3506

70–90 (20)	World-Wide Region 1, Region 2 and Region 3	*a)* Fixed *b)* Maritime mobile[1]) *c)* Radio-navigation [2]) [2 *bis*]) *Delete*

3507 **111.** *Delete:* In Region 1, Australia and New Zealand.

3508 **111.** *After this No. add the following new footnote:*

[2 *bis*]) The intermittent use of very-low-power hydrographic survey systems is authorized in the bands 84–135 kc/s and 170–180 kc/s on a world-wide basis, provided harmful interference is not caused to other services authorized to use these bands.

3509

90–110 (20)	World-Wide	*a)* Fixed *b)* Maritime mobile[1]) *c)* Radio-navigation [2 *bis*]) [3])

3510

110–130 (20)	World-Wide Region 1, Region 2 and Region 3	*a)* Fixed *b)* Maritime mobile *c)* Radio-navigation [2 *bis*]) [4]) [4 *bis*]) *Delete*

(Continuation of Art. 5)

Proposals **United Kingdom** *(cont'd)*

3511 **113.** *Delete:* In Region 1, Australia and New Zealand, *and replace:* 112–115 kc/s, *by:* 112–117.6 kc/s.

3512 **113.** *After this No. add the following new footnote:*

[4 *bis*]) The aeronautical mobile (R) service may use the frequencies ... for narrow-shift radio-teletypewriter emissions for aeronautical stations to aircraft stations flying over the main ocean air-routes.

(These frequencies to be established by the Conference, having due regard to the protection of existing planned frequencies.)

	Frequency Band and (Bandwidth) kc/s	Amend entry in Column(s) headed:	As follows:
3513	130–150 (20) [5])	Region 1	Maritime mobile [2 *bis*]) [6])
		Region 2 and Region 3	*a)* Fixed[7]) *b)* Maritime mobile [2 *bis*])
3514	150–160 (10)	Region 1	*a)* Broadcasting *b)* Maritime mobile [9])

3515 **117.** *Delete.*

3516	160–285 (125)	Region 1	160–255 (95) Broadcasting [2 *bis*]) [10])
			255–285 (30) *a)* Aeronautical radionavigation *b)* Broadcasting *c)* Maritime mobile [9]) [10]) [11])
		Region 2	160–200 (40) Fixed [2 *bis*]) [12])
			200–285 (85) *a)* Aeronautical mobile *b)* Aeronautical radionavigation [13])
		Region 3	160–200 (40) Fixed [2 *bis*])
			200–285 (85) *a)* Aeronautical mobile *b)* Aeronautical radionavigation [13])

3517 **120.** *Delete.*

3518 **121.** *After:* European *add:* Broadcasting.

3519 **123.** *Delete.*

(Continuation of Art. 5)

Proposals **United Kingdom** *(cont'd)*

3520

Frequency Band and (Bandwidth) kc/s	Amend entry in Column(s) headed:	As follows:
325–405 (80)	World-Wide	Aeronautical radionavigation [17] [17 *bis*] [20]

3521 **129.** *After this No. add the following new footnote:*

[17 *bis*]) In the band 325–405 kc/s the aeronautical mobile service may in certain areas be authorized to use frequencies on an operationally co-ordinated basis and shall not cause harmful interference to the aeronautical radio-navigation service, e. g. voice (A3) transmissions multiplexed on or associated with the operation of radio beacons.

3522 **130.** *Delete.*

3523 **131.** *Delete.*

3524

405–415 (10) [21])	Region 1	*a)* Aeronautical radionavigation *b)* Maritime radionavigation (radio direction-finding) *c)* Maritime mobile [22])

3525 **138.** *Replace:* . . . in the European Area, subject to authorization by the regional agreement concluded by the next European Regional Broadcasting Conference and to the conditions specified in that agreement. . ., *by:* in the European Maritime Area, subject to the conditions specified in the Final Acts of the European Maritime Conference (Copenhagen, 1948), and any subsequent revision of the agreement.

Delete: Geneva *and:* Innsbruck.

3526 **143.** *After:* European *add:* Broadcasting.

3527 **146.** *Replace the present text by the following:*

[32]) The operation of Loran Chains on 1950 kc/s is authorized temporarily in Region 1, but only until such time as a suitable long-distance radio-navigational aid is available and is in operation in frequency bands authorized for the radio-navigation service. All practicable measures shall be taken to minimize harmful interference from Loran transmissions to other services operating in the same or adjacent bands and, in particular, to narrow the emitted bandwidth.

3528 **146.1.** *Delete.*

3529

2 065–2 300 (235)	Region 1	2 065–2 176 (111) *a)* Fixed *b)* Mobile except aeronautical mobile (R) and land mobile [35]) [30])
		2 176–2 188 (12) Mobile (Distress and Calling) [34])
		2 188–2 300 (112) *a)* Fixed *b)* Mobile except aeronautical mobile (R) and land mobile [35]) [30])

3530 **148.** *Replace the present text by the following:*

[34]) The frequency 2 182 kc/s is the international distress and calling frequency. The conditions for the use of this frequency are prescribed in Article 34.

(Continuation of Art. 5)

Proposals **United Kingdom** *(cont'd)*

	Frequency Band and (Bandwidth) kc/s	Amend entry in Column(s) headed:	As follows:
3531	2 625–2 650 (25) (Region 1)	Region 1	2 625–2 650 (25) *a)* Maritime mobile *b)* Maritime radionavigation [38 *bis*])

3532 **152.** *After this No. add the following new footnote:*

[38 *bis*]) By special arrangement.

3533	4 438–4 650 (212)	Region 1	*a)* Fixed *b)* Mobile except aeronautical mobile (R) [35])

3534 **169.** *Replace:* telegraphy *by:* working.

3535	27 500–28 000 (500)	World-Wide Region 1, Region 2 and Region 3	Meteorological Aids *Delete* entries in the three columns

3536	Mc/s 31.7–41 (9.3) (Region 1)	Region 1	31.7–41 (9.3) *a)* Fixed *b)* Mobile [63]) [63 *bis*])

3537 **177.** *Delete the whole of the second sentence.*

3538 **177.** *After this No. add the following new footnote:*

[63 *bis*]) In Region 1, the ionospheric-scatter service may be accommodated in the bands 32.6–33.0, 35.75–36.25 and 39.0–40.0 Mc/s under arrangements to be agreed between administrations concerned or affected.

3539	41–68 (27) (Region 1)	Region 1	41–68 (27) Broadcasting [64])

3540 **179.** *Delete.*

3541	80–83 (3) (Region 1)	Region 1	80–83 (3) *a)* Fixed *b)* Land mobile [71]) [73])
3542	83–85 (2) (Region 1)	Region 1	83–85 (2) Aeronautical radionavigation [71]) [72]) [73]) [73 *bis*])

(Continuation of Art. 5)

Proposals **United Kingdom** *(cont'd)*

	Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
3543	87.5–88.0 (0.5) (Region 1)	Region 1	87.5–88 (0.5) Broadcasting 72) 73 *ter*)

3544 **187.** *Replace the present text by the following:*

73) In the United Kingdom the band 82–87 Mc/s is also allocated for the radiopositioning service.

187. *After this No. add the following new footnotes:*

3545 73 *bis*) In the United Kingdom, the band 83–85 Mc/s is also allocated for the mobile (except aeronautical mobile) service.

3546 73 *ter*) In the United Kingdom, the band 87.5–88.0 Mc/s is also allocated for the mobile (except aeronautical mobile) service.

3547	88–100 (12)	World-Wide	Broadcasting 72) 74) 75) 76) 77) 78)

3548 **190.** *Replace:* France, India and the United Kingdom *by:* France and India.

3549	100–108 (8)	Region 1	Mobile except aeronautical mobile (R) 35) 71) 79) 79 *bis*)
3550	132–144 (12)	Region 1	132–136 (4) Aeronautical mobile (R) 35) 79) 81 *bis*)
			136–144 (8) Aeronautical mobile (OR) 35) 79) 79 *bis*)
3551	146–235 (89) *(cont'd)*	Region 1	146–156 (10) Aeronautical mobile (OR) 35) 79) 79 *bis*) 83) 83 *bis*)
			156–174 (18) *a)* Fixed *b)* Mobile except aeronautical mobile 79) 84) 84 *bis*) 85)

(Continuation of Art. 5)

Proposals **United Kingdom** *(cont'd)*

Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
(cont'd) 146–235 (89)	Region 1 *(cont'd)*	174–216 (42) Broadcasting 87) 88)
		216–225 (9) *a)* Aeronautical radionavigation *b)* Radiopositioning 89 *bis*) 90) 91)
		225–235 (10) Aeronautical radionavigation 89 *ter*) 90)

3552 **193.** *After this No. add the following new footnote:*

79 *bis*) In the United Kingdom the bands 100–108 Mc/s, 136/144 Mc/s and 148–154 Mc/s will eventually be allocated to the fixed and mobile (excluding aeronautical) services.

3553 **195.** *After this No. add the following new footnote:*

81 *bis*) In the United Kingdom the aeronautical mobile (OR) service will continue to operate for an unspecified period in the band 132–136 Mc/s.

3554 **197.** *After this No. add the following new footnote:*

83 *bis*) In the United Kingdom, the bands 146–148 Mc/s and 154–156 Mc/s are also allocated for the fixed and mobile (excluding aeronautical) services.

3555 **198.** *Replace the present text by the following:*

84) The frequency 156.80 Mc/s is the international safety and calling frequency in the maritime mobile service. Any other use of this frequency should be avoided in areas where such other use is liable to cause harmful interference to the maritime mobile service. The conditions for the use of this frequency in the maritime mobile service are contained in Article 34.

3556 **198.** *After this No. add the following new footnote:*

84 *bis*) The maritime mobile service shall have priority in the following bands: 156.025–157.425, 160.625–160.975 and 161.475–162.025 Mc/s.

3557 **201.** *Replace the present text by the following:*

87) In the United Kingdom, the band 174–184 Mc/s is also used for the fixed service, and the band 211–216 Mc/s is allocated for the aeronautical radionavigation service.

3558 **203.** *Delete.*

203. *After this No. add the following new footnotes:*

3559 89 *bis*) In Regions 1 and 3 the radiopositioning service in the band 216–225 Mc/s shall not cause harmful interference to the aeronautical radionavigation service.

3560 89 *ter*) In the United Kingdom, the band 225–235 Mc/s will eventually be allocated for the fixed and mobile services.

3561

328.6–335.4 (6.8)	World-Wide	Aeronautical radionavigation 91 *bis*)

3562 **205.** *After this No. add the following new footnote:*

91 *bis*) The band 328.6–335.4 Mc/s is for the use of the Instrument Landing System (glide path).

(Continuation of Art. 5)

Proposals **United Kingdom** *(cont'd)*

	Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
3563	335.4–420 (84.6)	World-Wide	*a)* Fixed *b)* Mobile 94) 95) 95 *bis*)

3564 **209.** *After this No. add the following new footnote:*

95 *bis*) In the United Kingdom, the band 400–420 Mc/s is also allocated for the radiopositioning service.

3565	420–450 (30)	World-Wide	*a)* Amateur *b)* Radiopositioning 96 *bis*) 96 *ter*)
3566	450–460 (10)	Region 1	*a)* Aeronautical radionavigation *b)* Amateur 96 *bis*) 96 *quater*)

3567 **210.** *Delete.*

210. *After this No. add the following new footnotes:*

3568 96 *bis*) In the band 420–460 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning or aeronautical radionavigation service.

3569 96 *ter*) In the United Kingdom, the band 420–450 Mc/s is temporarily allocated to the aeronautical radionavigation service.

3570 96 *quater*) In the United Kingdom, the fixed and mobile services may also be operated in the band 450–460 Mc/s.

3571	585–610 (25)	Region 1	*a)* Radionavigation *b)* Radiopositioning 99) 99 *ter*)
3572	610–940 (330)	World-Wide	Broadcasting 99) 99 *bis*)
3573	940–960 (20)	Region 1	Broadcasting 99 *bis*)
3574	960–1 215 (255)	World-Wide	Aeronautical radionavigation 99 *quater*)

213. *After this No. add the following new footnotes:*

3575 99 *bis*) In Region 1, the tropospheric-scatter service may be accommodated in the band 800–960 Mc/s under arrangements to be agreed between administrations concerned or affected.

3576 99 *ter*) In Region 1, the radiopositioning service in the band 585–610 Mc/s shall not cause harmful interference to the radionavigation service.

3577 99 *quater*) The bands 960–1 215 Mc/s, 1 535–1 660 Mc/s, 4 200–4 400 Mc/s, 5 000–5 250 and 15 500–16 000 Mc/s are reserved on a world-wide basis for the use and development of airborne electronic aids to air navigation and any directly associated ground-based facilities.

3578	1 215–1 300 (85)	World-Wide	*a)* Amateur *b)* Radiopositioning 101) 101 *bis*)

3579 **215.** *After this No. add the following new footnote:*

[101 *bis*]) In the band 1 215–1 300 Mc/s the amateur service shall not cause harmful interference to the radiopositioning service.

3580

Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
1 300–1 700 (400)	World-Wide	1 365–1 400 (35) Radiopositioning [103])
		1 400–1 427 (27) Radioastronomy [103])
		1 535–1 700 (165) Aeronautical radionavigation [99 *quater*]) [103]) [104 *bis*])
	Region 1	1 300–1 365 (65) Radiopositioning [103])
		1 427–1 535 (108) *a)* Fixed *b)* Mobile excluding aeronautical mobile [103])
	Region 2	1 300–1 365 (65) Aeronautical radionavigation
		1 427–1 535 (108) Aeronautical radionavigation
	Region 3	1 300–1 365 (65) *a)* Aeronautical radionavigation *b)* Fixed *c)* Mobile
		1 427–1 535 (108) *a)* Aeronautical radionavigation *b)* Fixed *c)* Mobile

3581

2 300–2 450 (150)	World-Wide	*a)* Amateur *b)* Fixed *c)* Mobile *d)* Radiopositioning [106]) [106 *bis*])

3582 **218.** *Delete.*

218. *After this No. add the following new footnote:*

3583 [104 *bis*]) The meteorological aids service (radio sonde) may be operated in the band 1 660–1 700 Mc/s.

220. *After this No. add the following new footnote:*

3584 [106 *bis*]) In the band 2 300–2 450 Mc/s, the amateur, fixed and mobile services shall not cause harmful interference to the radiopositioning service.

	Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
3585	2 700–2 900 (200)	World-Wide	*a)* Aeronautical radionavigation *b)* Meteorological aids *c)* Radiopositioning 108 *bis*)

3586 **222.** *Delete.*

3587 **222.** *After this No. add the following new footnote:*

108 *bis*) In the band 2 700–2 900 Mc/s the radiopositioning service shall not cause harmful interference to the aeronautical radionavigation or the meteorological aids services.

3588

2 900–3 300 (400) 3 300–3 900 (600) 3 900–4 200 (300)	World-Wide	3 100–3 700 (600) Radiopositioning 109) 109 *bis*) 109 *ter*)
		3 700–4 200 (500) *a)* Fixed *b)* Mobile 110 *ter*)
	Region 1	2 900–3 100 (200) *a)* Radionavigation *b)* Radiopositioning 110) 110 *bis*)
	Region 2 and Region 3	2 900–3 100 (200) Radionavigation 109) 110)

223. *After this No. add the following new footnotes:*

3589 109 *bis*) In the United Kingdom, the amateur service may be operated in the band 3 600–3 675 Mc/s provided that no harmful interference is caused to the radiopositioning service.

3590 109 *ter*) In the band 3 100–3 700 Mc/s shipborne radars in merchant ships may continue to operate within the band 3 100 to 3 246 Mc/s.

3591 **224.** *Replace:* 3 300 *and:* 3 246 *by:* 3 100.

224. *After this No. add the following new footnotes:*

3592 110 *bis*) In the band 2 900–3 100 Mc/s the radiopositioning service shall not cause harmful interference to the radionavigation service.

3593 110 *ter*) In the United Kingdom the band 3 700–3 770 Mc/s is allocated to the radiopositioning service.

3594

4 200–4 400 (200)	World-Wide	Aeronautical radionavigation 99 *quater*) 111)

3595

5 000–5 250 (250)	World-Wide	Aeronautical radionavigation 99 *quater*)

3596

5 250–5 650 (400) *(cont'd)*	World-Wide	5 250–5 460 (210) *a)* Aeronautical radionavigation *b)* Radiopositioning 111 *bis*)

(Continuation of Art. 5)

Proposals

United Kingdom *(cont'd)*

Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
(cont'd) 5 250–5 650 (400)	World-Wide	5 460–5 600 (140) *a)* Maritime radionavigation *b)* Radiopositioning 112 *bis*)
		5 600–5 650 (50) *a)* Maritime radionavigation *b)* Meteorological aids *c)* Radiopositioning 112 *ter*)

3597 **225.** *After this No. add the following new footnote:*

111 *bis*) In the band 5 250–5 460 Mc/s the aeronautical radionavigation service is limited to airborne radars.

3598 **226.** *Delete.*

226. *After this No. add the following new footnotes:*

3599 112 *bis*) In the band 5 460–5 600 Mc/s, the radiopositioning service shall not cause harmful interference to the maritime radionavigation service.

3600 112 *ter*) In the band 5 600–5 650 Mc/s, the radiopositioning service shall not cause harmful interference to the maritime radionavigation or meteorological aids services.

3601 **227.** *Delete.*

3602

5 650–5 850 (200)	World-Wide	*a)* Amateur *b)* Radiopositioning 114) 114 *bis*)

228. *After this No. add the following new footnote:*

3603 114 *bis*) In the band 5 650–5 850 Mc/s, the amateur service shall not cause harmful interference to the radiopositioning service.

3604

5 925–8 500 (2 575) 8 500–9 800 (1 300) 9 800–10 000 (200)	World-Wide	5 925–8 450 (2 525) *a)* Fixed *b)* Mobile 115) 115 *bis*)
		8 450–9 000 (550) *a)* Aeronautical radionavigation *b)* Radiopositioning 115 *ter*)
		9 000–9 200 (200) *a)* Aeronautical radionavigation *b)* Radiopositioning 115 *quater*) 115 *quinquies*)
		9 200–9 300 (100) *a)* Aeronautical radionavigation *b)* Radiopositioning 115 *sexies*)
(cont'd)		

Proposals **United Kingdom** *(cont'd)*

Frequency Band and (Bandwidth) Mc/s	Amend entry in Column(s) headed:	As follows:
5 925–8 500 (2 575) 8 500–9 800 (13 000) 9 800–10 000 (200)	World-Wide	9 300–9 500 (200) *a)* Meteorological aids *b)* Radionavigation *c)* Radiopositioning [116 *bis*) [116 *ter*) [116 *quater*)
		9 500–10 000 (500) *a)* Aeronautical radionavigation *b)* Radiopositioning [116 *quinquies*)
3605 10 000–10 500 (500)	World-Wide	*a)* Amateur *b)* Radiopositioning [116 *sexies*)

229. *After this No. add the following new footnotes:*

3606 [115 *bis*) In the United Kingdom, the band 8 250–8 450 Mc/s is allocated for the radiopositioning service.

3607 [115 *ter*) The use of the band 8 450–9 000 Mc/s for the aeronautical radionavigation service is limited to the operation of airborne doppler navigational aids on a centre frequency of 8 800 Mc/s.

3608 [115 *quater*) The use of the band 9 000–9 200 Mc/s for the aeronautical radionavigation service is limited to ground-based radars.

3609 [115 *quinquies*) In the band 9000–9 200 Mc/s the radiopositioning service shall not cause harmful interference to the aeronautical radionavigation service.

3610 [115 *sexies*) The use of the band 9 200–9 300 Mc/s for the aeronautical radionavigation service is limited to airborne weather radars.

3611 **230.** *Delete.*

230. *After this No. add the following new footnotes:*

3612 [116 *bis*) In the band 9 300–9 500 Mc/s use by the radionavigation service is limited to shipborne radars, shore-based radars of the maritime service and existing aeronautical radionavigation equipments which may continue to operate until no longer required.

3613 [116 *ter*) The use of the band 9 300–9 500 Mc/s by the meteorological aids service is limited to ground-based radars, which shall not cause harmful interference to the radionavigation service.

3614 [116 *quater*) In the band 9 300–9 500 Mc/s the radiopositioning service shall not cause harmful interference to the radionavigation or the meteorological aids services.

3615 [116 *quinquies*) The use of the band 9 500–10 000 Mc/s by the aeronautical radionavigation service is limited to the operation of airborne doppler navigational aids on a centre frequency of 9 830 Mc/s.

3616 [116 *sexies*) In the band 10 000–10 500 Mc/s the amateur service shall not cause harmful interference to the radiopositioning service.

3617 [116 *septies*) In the band 10 500–10 700 Mc/s the radiopositioning service shall not cause harmful interference to the fixed and mobile services.

3618 **231.** *Delete*

and extend table as follows:

Frequency Band and (Bandwith) Mc/s	Allocation to services	
	World-Wide	Region 1
3619 10 500–10 700 (200)		*a)* Fixed *b)* Mobile *c)* Radiopositioning [116 *septies*)
3620 10 700–12 900 (2 200)		*a)* Fixed *b)* Mobile
3621 12 900–13 250 (350)		*a)* Radionavigation *b)* Fixed *c)* Mobile

(Continuation of Art. 5)

Proposals

United Kingdom *(cont'd)*

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services	
		World-Wide	Region 1
3622	13 250–13 400 (150)	Aeronautical radionavigation 117 *bis*)	
3623	13 400–14 000 (600)	Radiopositioning	
3624	14 000–14 400 (500)	Radionavigation	
3625	14 400–15 400 (1 000)		*a)* Fixed *b)* Mobile
3626	15 400–15 800 (400)	Aeronautical radionavigation 99 *quater*)	
3627	15 800–17 800 (2 000)	Radiopositioning	
3628	17 800–21 000 (3 200)	*a)* Fixed *b)* Mobile	*a)* Fixed *b)* Mobile
3629	21 000–22 000 (1 000)		Amateur 117 *ter*)
3630	22 000–23 000 (1 000)		*a)* Fixed *b)* Mobile 117 *ter*)
3631	23 000–24 500 (1 500)	Radiopositioning	
3632	24 500–25 000 (500)	Radionavigation	
3633	25 000–26 000 (1 000)		*a)* Fixed *b)* Mobile
3634	26 000–28 000 (2 000)		*a)* Radionavigation *b)* Fixed *c)* Mobile
3635	28 000–31 000 (3 000)		*a)* Fixed *b)* Mobile
3636	31 000–32 000 (1 000)		Amateur
3637	32 000–33 400 (1 400)	Radionavigation	
3638	33 400–36 000 (2 600)	Radiopositioning	
3639	36 000–40 000 (4 000)		*a)* Fixed *b)* Mobile

231. *After this No. add the following new footnotes:*

3640 117 *bis*) The use of the band 13 250–13 400 Mc/s is limited to mutually compatible airborne devices.

3641 117 *ter*) The frequency 22 000 Mc/s is designated for industrial, scientific and medical purposes. Emissions must be confined within the limits of ± 125 Mc/s of that frequency. Radiocommunication services operating within those limits must accept any harmful interference that may be experienced from the operation of industrial, scientific and medical equipment.

Reasons

As regards the amendments, see the proposals in respect of the footnotes. The extension of the table is to cater for technical developments.

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1004

Note by the S.G.

Lists of Countries making Proposals for Changes in the Frequency Allocation Table

Lists of the countries which have submitted proposals in connection with the frequency bands shown in the left-hand column of the Frequency Allocation Table, or in connection with footnotes thereto, are given below for each band and footnote concerned. When countries have submitted identical proposals, the countries in question are shown as far as possible in brackets. When a country or group of countries has submitted several proposals relating to the same band or the same note, they are listed once only opposite the band or note in question. The name of the country(ies) is followed by the number of the page on which the proposal is to be found.

Frequency bands kc/s	*Notes*	
10–14		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.3)* — India *(page 198 Revision 1)* — Poland (People's Rep. of) *(page 211 Revision 1)* — U.S.S.R. *(page 227)*
14–70		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.3)* — Japan *(page 203)* — Poland (People's Rep. of) *(page 211 Revision 1)* — U.S.S.R. *(page 227)*
70–90		Australia (Commonwealth of) *(page 163 Revision 1)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — India *(page 198 Revision 1)* — Japan *(page 203)* — Poland (People's Rep. of) *(page 211 Revision 1)* — United Kingdom *(page 271.1)* — U.S.S.R. *(page 227, 228)*
90–110		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — Poland (People's Rep. of) *(page 211 Revision 1)* — United Kingdom *(page 221.1)* — U.S.S.R. *(Page 228)*
	110	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.3, 197.4)* — Morocco *(page 210.1)* — United Kingdom *(page 221.1)* — U.S.S.R. *(page 227)*
	111	Japan *(page 203)* — United Kingdom *(page 221.1)* — U.S.S.R *(page 227)*
	112	United States of America *(page 197.4)* — India *(page 198 Revision 1)*
110–130		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — India *(page 198 Revision 1)* — Japan *(page 203)* — Morocco *(page 210.1)* — Poland (People's Rep. of) *(page 211 Revision 1)* — United Kingdom *(page 221.1)* — Sweden *(page 222)* — U.S.S.R. *(page 228)*
130–150		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — United States of America *(page 197.4)* — Poland (People's Rep. of) *(page 211 Revision 1)* — United Kingdom *(page 221.2)* — Sweden *(page 222)* — U.S.S.R. *(page 228)*
150–160		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — Poland (People's Rep. of) *(page 221 Revision 1)* — United Kingdom *(page 221.2)* — Sweden *(page 222)* — U.S.S.R. *(page 228)*
	113	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — Japan *(page 203)* — Morocco *(page 210.1)* — United Kingdom *(page 221.2)* — U.S.S.R. *(page 228)*
	114	U.S.S.R. *(page 228)*
	115	United States of America *(page 197.4)* — U.S.S.R. *(page 228)*
	116	United States of America *(page 197.4)*
	117	United Kingdom *(page 221.2)* — U.S.S.R. *(page 228)*
	118	U.S.S.R. *(page 228)*
160–285		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — India *(page 198 Revision 1)* — Japan *(page 203)* — Poland (People's Rep. of) *(page 211 Revision 1)* — United Kingdom *(page 221.2)* — U.S.S.R. *(page 228)*
	120	United Kingdom *(page 221.2)* — U.S.S.R. *(page 228)*
	121	United Kingdom *(page 221.2)* — U.S.S.R. *(page 228)*
	122	India *(page 198 Revision 1)* — U.S.S.R. *(page 228)*
	123	Norway *(page 210 Revision 1)* — United Kingdom *(page 221.2)* — U.S.S.R. *(page 228)*
	124	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — Japan *(page 204)*
	125	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 173)* — United States of America *(page 197.4)* — India *(page 199 Revision 1)* — Japan *(page 204)* — U.S.S.R. *(page 229)*
285–325		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 172)* — United States of America *(page 197.4)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 229)*

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Frequency bands kc/s	*Notes*	
	126	U.S.S.R. *(page 229)*
	127	United States of America *(page 197.4)*
	128	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 173)*
325–405		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 173)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — United States of America *(page 197.4)* — India *(page 199 Revision 1)* — Japan *(page 204)* — Morocco *(page 210.1)* — Poland (People's Rep. of) *(page 212)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 229)*
	129	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 173)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — United States of America *(page 197.4)* — Japan *(page 204)* — Morocco *(page 210.1)* — New Zealand *(page 211 Revision 1)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 229)*
	130	Australia (Commonwealth of) *(page 164)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 173)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — United States of America *(page 197.4)* — India *(page 199 Revision 1)* — Japan *(page 204)* — Morocco *(page 210.1)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 229)*
	131	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 173)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — Morocco *(page 210.1)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 229)*
	132	Norway *(page 210 Revision 1)*
405–415		(Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — United States of America *(page 197.4)* — India *(page 199 Revision 1)* — Japan *(page 204)* — Poland (People's Rep. of) *(page 212)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 229)*.
	133	United States of America *(page 197.4)* — Federal German Rep. *(page 218)*
	134	U.S.S.R. *(page 229)*
	135	U.S.S.R. *(page 229)*
	136	U.S.S.R. *(page 229)*
	137	United States of America *(page 197.4)* — Japan *(page 204)*
415–490		United States of America *(page 197.4)* — India *(page 199 Revision 1)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 230)*
490–510		United States of America *(page 197.4)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 230)*
510–525		United States of America *(page 197.5)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 230)*
525–535		Australia (Commonwealth of) *(page 164)* — United States of America *(page 197.5)* — India *(page 209)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 230)*
535–1 605		United States of America *(page 197.5)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 230)*
	138	United Kingdom *(page 221.3)* — U.S.S.R. *(page 230)*
	139	United States of America *(page 197.4)* — India *(page 199 Revision 1)*
	140	United States of America *(page 197.4)* — U.S.S.R. *(page 230)*
	143	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 174)* — Morocco *(page 210.1)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 230, 231)*
1 605–2 000		Australia (Commonwealth of) *(page 164)* — Belgium *(page 173)* — (France, French O.P.T.A., Italy, Netherlands) *(page 174)* — United States of America *(page 197.5)* — India *(page 200)* — Japan *(page 205)* — Morocco *(page 210.1)* — Poland (People's Rep. of) *(page 212)* — U.S.S.R. *(page 230)*
2 000–2 065		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 175)* — United States of America *(page 197.5)* — Morocco *(page 210.1)* — Poland (People's Rep. of) *(page 212)* — Federal German Rep. *(page 218)* — Sweden *(page 222)* — U.S.S.R. *(page 230)*
	144	Japan *(page 205)* — Morocco *(page 210.1)* — U.S.S.R. *(page 231)*
	146	(France, French O.P.T.A., Italy, Netherlands) *(page 174)* — United States of America *(page 197.5)* — United Kingdom *(page 221.3)*
	146.1	United States of America *(page 197.5)* — United Kingdom *(page 221.3)*
	147	(France, French O.P.T.A., Netherlands) *(page 174)* — Italy *(page 174)* — United States of America *(page 197.5)* — Japan *(page 205)* — Morocco *(page 210.1)*
2 065–2 300		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 175)* — United States of America *(page 197.5)* — Japan *(page 205)* — Morocco *(page 210.2)* — Poland (People's Rep. of) *(page 212)* — United Kingdom *(page 221.3)* — U.S.S.R. *(page 230)*
2 300–2 850		United States of America *(page 197.6)* — Poland (People's Rep. of) *(page 212)* — United Kingdom *(page 221.4)* — U.S.S.R. *(page 230, 231)*

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Frequency bands kc/s	*Notes*	
	148	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 175)* — China *(page 193)* — United States of America *(page 197.5)* — Japan *(page 206)* — Morocco *(page 210.2)* — United Kingdom *(page 221.3)* — Sweden *(page 222)* — U.S.S.R. *(page 231)*
	149	United States of America *(page 197.6)* — U.S.S.R. *(page 231)*
	150	United States of America *(page 197.6)* — U.S.S.R. *(page 231)*
	151	United States of America *(page 197.5)*
	152	United States of America *(page 197.6)* — United Kingdom *(page 221.4)*
2 850–3 025		United States of America *(page 197.6)* — Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231)*
3 025–3 155		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231)*
3 155–3 200		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231)*
3.200–3 230		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231)*
3 230–3 400		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231)*
3 400–3 500		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231)*
3 500–4 000		Australia (Commonwealth of) *(page 164)* — United States of America *(page 197.6)* — India *(page 200)* — Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 231, 232)*
4 000–4 063		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
4 063–4 438		Australia (Commonwealth of) *(page 164)* — United States of America *(page 197.6)* — India *(page 200)* — Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
4.438–4 650		United States of America *(page 197.6)* — Poland (People's Rep. of) *(page 213)* — United Kingdom *(page 221.4)*
4 650–4 700		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
4 700–4 750		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
	154	U.S.S.R. *(page 232)*
	155	Australia (Commonwealth of) *(page 164)* — India *(page 200)* — U.S.S.R. *(page 232)*
4 750–4 850		United States of America *(page 197.6)* — Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
4 850–4 995		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
4 995–5 005		Poland (People's Rep. of) *(page 213)* — U.S.S.R. *(page 232)*
5 005–5 060		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 232)*
5 060–5 250		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 232)*
5 250–5 480		United States of America *(page 197.6)* — Poland (People's Rep. of) *(page 214)*
5 480–5 680		United States of America *(page 197.6)* — Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 232)*
5 680–5 730		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 232)*
5 730–5 950		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
5 950–6 200		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
6 200–6 525		United States of America *(page 197.7)* — India *(page 201)* — Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
6 525–6 685		Poland (People's Rep. of) *(page 214)* — Switzerland *(page 135.2)* U.S.S.R. *(page 233)*
6 685–6 765		Poland (People's Rep. of) *(page 214)* — Switzerland *(page 135.2)* — U.S.S.R. *(page 233)*
6 765–7 000		Poland (People's Rep. of) *(page 214)* — Switzerland *(page 135.2)* — U.S.S.R. *(page 233)*
7 000–7 100		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
7 100–7 300		Australia (Commonwealth of) *(page 165)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 175)* — United States of America *(page 197.7)* — India *(page 201)* — Morocco *(page 210.2)* — Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
	157	India *(page 201)* — U.S.S.R. *(page 233)*
	158	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 175)* — Morocco *(page 210.2)* — U.S.S.R. *(page 233)*
	159	Australia (Commonwealth of) *(page 165)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 175)* — Morocco *(page 210.2)*

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(Continuation of Art. 5)

Frequency bands kc/s	*Notes*	
7 300–8 195		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
8 195–8 815		United States of America *(page 197.7)* — Morocco *(page 210.2)* — Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
8 815–8 965		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
8 965–9 040		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
9 040–9 500		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
9 500–9 775		Poland (People's Rep. of) *(page 214)* — U.S.S.R. *(page 233)*
9 775–9 995		Poland (People's Rep. of) *(page 214, 215)* — U.S.S.R. *(page 233)*
9 995–10 005		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
	160	Australia (Commonwealth of) *(page 165)* — U.S.S.R. *(page 233)*
10 005–10 100		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
10 100–11 175		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
11 175–11 275		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
11 275–11 400		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
11 400–11 700		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
11 700–11 975		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
11 975–12 330		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
12 330–13 200		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 234)*
	162	U.S.S.R. *(page 234)*
	163	Australia (Commonwealth of) *(page 165)* — U.S.S.R. *(page 234)*
13 200–13 260		Poland (People's Rep. of) *(page 215)* — U.S.S.R. *(page 235)*
13 260–13 360		Poland (People's Rep. of) *(page 215, 216)* — U.S.S.R. *(page 235)*
13 360–14 000		Poland (People's Rep. of) *(page 216)* — Switzerland *(page 135.2)* — U.S.S.R. *(page 235)*
14 000–14 350		Australia (Commonwealth of) *(page 165)* — United States of America *(page 197.7)* — India *(page 201)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
14 350–14 990		Australia (Commonwealth of *(page 165)* — India *(page 201)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
14 990–15 010		Australie (Commonwealth of) *(page 165)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
15 010–15 100		Australia (Commonwealth of) *(page 165)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
15 100–15 450		Australia (Commonwealth of) *(page 165)* — India *(page 201)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
15 450–16 460		India *(page 201)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
16 460–17 360		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
17 360–17 700		India *(page 201)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 235)*
17 700–17 900		India *(page 201)* — Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 236)*
17 900–17 970		Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 236)*
17 970–18 030		Poland (People's Rep. of) *(page 216)* — U.S.S.R. *(page 236)*
	167	Australia (Commonwealth of) *(page 165)* — U.S.S.R. *(page 235)*
18 030–19 990		Australia (Commonwealth of) *(page 165)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
19 990–20 010		Australia (Commonwealth of) *(page 165)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
20 010–21 000		Australia (Commonwealth of) *(page 165)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*

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(Continuation of Art. 5)

Frequency bands kc/s	*Notes*	
21 000–21 450		Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
21 450–21 750		Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
21 750–21 850		Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
21 850–22 000		Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
22 000–22 720		Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
22 720–23 200		Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
23 200–23 350		Italy *(page 176)* — Netherlands *(page 176)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
23 350–24 990		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
24 990–25 010		United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
	169	United Kingdom *(page 221.4)*
	170	United States of America *(page 197.7)* — U.S.S.R. *(page 236)*
25 010–25 600		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 176)* — United States of America *(page 197.7)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
25 600–26 100		United States of America *(page 197.8)* — Poland (People's Rep. of) *(page 217 Revision 1)* — U.S.S.R. *(page 236)*
26 100–27 500		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 176)* — United States of America *(page 197.8)* — Poland (People's Rep. of) *(page 217 Revision 1)* — Switzerland *(page 135.2)* — U.S.S.R. *(page 236)*
27 500–28 000		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 176)* — Burma *(page 192.1)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 194)* — United States of America *(page 197.8)* — Morocco *(page 210.2)* — United Kingdom *(page 221.4)*
28 000–29 700		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 176)* — United States of America *(page 197.8)* — Japan *(page 206)* — Morocco *(page 210.2)*
	172	United States of America *(page 197.8)* — Japan *(page 206)*
Mc/s		
29.7–88		Australia (Commonwealth of) *(page 166)* — Belgium *(page 176, 177, 179)* — Italy *(page 177, 179)* — (France, French O.P.T.A.) *(page 177, 178 Revision 1, 179)* — Netherlands *(page 178 Revision 1, 179, 180)* — (Belgium, Italy) *(page 178)* — (Belgium, France, French O.P.T.A., Italy) *(page 180)* — Bulgaria (People's Republic of) *(page 193)* — (Denmark, Finland, Iceland, Norway, Sweden *(page 195, 196)* — United States of America *(page 197.8, 197.9)* — Japan *(page 206, 207)* — Morocco *(page 210.2, 210.3)* — Norway *(page 210 Revision 1)* — Poland (Peole's Rep. of) *(page 217 Revision 1)* — Federal German Rep. *(page 218)* — United Kingdom *(page 221.4,221.5)* — Sweden *(page 222)* — Switzerland *(page 135.2, 223)*
	174	Australia (Commonwealth of) *(page 166)*
	176	United States of America *(page 197.9)*
	177	Australia (Commonwealth of) *(page 166)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 177)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 195)* — Japan *(page 207)* — Morocco *(page 210.2)* — United Kingdom *(page 221.4)* — Switzerland *(page 223)*
	179	United Kingdom *(page 221.4)*
	184	(Belgium, France, French O.P.T.A.) *(page 178 Revision 1)*
	187	United Kingdom *(page 221.5)*
	188	Australia (Commonwealth of) *(page 167)*
88–100		Australia (Commonwealth of) *(page 166)* — Bermuda/British Caribbean Group *(page 192.1)* — United States of America *(page 197.9)* — Federal German Rep. *(page 218)* — United Kingdom *(page 221.5)*
100–108		Australia (Commonwealth of) *(page 166)* — Belgium *(page 180)* — Bermuda/British Caribbean Group *(page 192.1)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 196)* — United States of America *(page 197.9)* — United Kingdom *(page 221.5)* — Switzerland *(page 224)*
108–118		United States of America *(page 197.9)*
118–132		United States of America *(page 197.9)*
	190	(France, French O.P.T.A., Italy) *(page 180)* — United Kingdom *(page 221.5)*
	193	United Kingdom *(page 221.6)*
	194	Australia (Commonwealth of) *(page 167)*
	195	United States of America *(page 197.9)* — United Kingdom *(page 221.6)*
132–144		Australia (Commonwealth of) *(page 166)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 180)* — United States of America *(page 197.10)* — Morocco *(page 210.3)* — United Kingdom *(page 221.5)*
144–146		United States of America *(page 197.10)*
146–235		Australia (Commonwealth of) *(page 168)* — Bermuda/British Caribbean Group *(page 192.1)* — (France, French O.P.T.A.) *(page 181)* — Italy *(page 181, 182 Revision 1)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 181)* — Belgium *(page 182 Revision 1)* — United States of America *(page 197.10)* — Japan *(page 207)* — *Morocco (page 210.3)* — Norway *(page 210 Revision 1)* — Federal German Rep. *(page 218, 219)* — United Kingdom *(page 221.5, 221.6)* — Switzerland *(page 224)*

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(Continuation of Art. 5)

Frequency bands Mc/s	*Notes*	
	196	Australia (Commonwealth of) *(page 167)* — Japan *(page 207)*
	197	(France, French O.P.T.A.) *(page 181)* — Morocco *(page 210.3)* — United Kingdom *(page 221.6)*
	198	Australia (Commonwealth of) *(page 168)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 181)* — (Belgium, France, French O.P.T.A., Italy) *(page 182 Revision 1)* — Netherlands *(page 182 Revision 1)* — China *(page 193)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 196)* — United States of America *(page 197.10)* — India *(page 202)* — Morocco *(page 210.4)* — United Kingdom *(page 221.6)*
	199	Morocco *(page 210.4)*
	200	Australia (Commonwealth of) *(page 168)*
	201	United Kingdom *(page 221.6)*
	203	United Kingdom *(page 221.6)*
	205	United Kingdom *(page 221.6)*
235–328.6		Australia (Commonwealth of) *(page 168)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 196)* — United States of America *(page 197.10)*
328.6–335.4		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 182 Revision 1)* — United States of America *(page 197.10)* — United Kingdom *(page 221.6)* — Sweden *(page 222)*
335.4–420		(France, French O.P.T.A.) *(page 183, 184)* — Netherlands *(page 183, 184)* — (Belgium, France, French O.P.T.A., Italy) *(page 183)* — Italy *(page 184)* — United States of America *(page 197.10, 197.11)* — Morocco *(page 210.4)* — Federal German Rep. *(page 219)* — United Kingdom *(page 221.7)*
	207	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 182 Revision 1)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 196)* — United States of America *(page 197.10)*
	208	Australia (Commonwealth of) *(page 168)* — (Belgium, France, O.P.T.A., Italy, Netherlands) *(page 183)* — United States of America *(page 197.10)* — Morocco *(page 210.4)*
	209	United Kingdom *(page 221.7)*
420–450		Australia (Commonwealth of) *(page 169)* — Belgium *(page 184, 186)* — (France, French O.P.T.A.) *(page 185)* — Italy *(page 185)* — Netherlands *(page 185, 186)* — (France, French O.P.T.A., Italy) *(page 186)* — United States of America *(page 197.11)* — Morocco *(page 210.4)* — Federal German Rep. *(page 219)* — United Kingdom *(page 221.7)* — Switzerland *(page 224)*
450–460		Australia (Commonwealth of) *(page 169)* — Belgium *(page 186)* — (France, French O.P.T.A., Italy) *(page 186)* — Netherlands *(page 186)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 196)* — United States of America *(page 197.11)* — India *(page 202)* — Japan *(page 207)* — Morocco *(page 210.4)* — Federal German Rep. *(page 219)* — United Kingdom *(page 221.7)* — Switzerland *(page 225)*
460–470		Australia (Commonwealth of) *(page 169)* — Netherlands *(page 186)* — United States of America *(page 197.11)* — Federal German Rep. *(page 219)*
470–585		Australia (Commonwealth of) *(page 169)* — Netherlands *(page 186)* — United States of America *(page 197.11)* — Federal German Rep. *(page 220)*
	210	(France, French O.P.T.A.) *(page 185)* — (Belgium, Italy, Netherlands) *(page 185)* — Netherlands *(page 185)* — (France, French O.P.T.A., Italy) *(page 186)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 196)* — United States of America *(page 197.11)* — India *(page 202)* — Morocco *(page 210.4)* — United Kingdom *(page 221.7)* — Switzerland *(page 224)*
	211	Australia (Commonwealth of) *(page 169)* — United States of America *(page 197.11)* — Japan *(page 208)*
585–610		Australia (Commonwealth of) *(page 169)* — Belgium *(page 186)* — (France, French O.P.T.A., Italy) *(page 187)* — United States of America *(page 197.11)* — Japan *(page 208)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.7)* — Switzerland *(page 225)*
610–940		Australia (Commonwealth of) *(page 169)* — Belgium *(page 187)* — (France, French O.P.T.A.) *(page 187)* — Italy *(page 187)* — United States of America *(page 197.11)* — Japan *(page 208)* — Morocco *(page 210.5)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.7)* — Switzerland *(page 135.2, 225)*
940–960		Australia (Commonwealth of *(page 169)* — Belgium *(page 187)* — (France, French O.P.T.A.) *(page 187)* — Italy *(page 187)* — United States of America *(page 197.11)* — Japan *(page 208)* — Morocco *(page 210.5)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.7)* — Switzerland *(page 225)*
960–1 215		Australia (Commonwealth of) *(page 170)* — (France, French O.P.T.A.) *(page 188)* — United States of America *(page 197.11)* — Morocco *(page 210.5)* — United Kingdom *(page 221.7)*
1 215–1 300		Australia (Commonwealth of) *(page 170)* — (France, French O.P.T.A.) *(page 188)* — Italy *(page 188)* — United States of America *(page 197.11)* — Japan *(page 208)* — Morocco *(page 210.5)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.7)* — Switzerland *(page 225)*
	212	United States of America *(page 197.11)*
	213	Australia (Commonwealth of) *(page 169)* — (France, French O.P.T.A., Italy) *(page 187)* — (Belgium France, French O.P.T.A., Italy) *(page 187)* — Japan *(page 208)* — United Kingdom *(page 221.7)*
	214	Australia (Commonwealth of) *(page 170)* — United States of America *(page 197.11)* — Japan *(page 208)*
	215	Australia (Commonwealth of) *(page 170)* — Japan *(page 208)* — United Kingdom *(page 221.8)* — Switzerland *(page 226)*
1 300–1 700		Australia (Commonwealth of) *(page 170)* — (France, French O.P.T.A.) *(page 188, 189)* — Italy *(page 188, 189)* — Belgium *(page 188)* — Netherlands *(page 188, 189, 190)* — China *(page 193)* — United States of America *(page 197.11, 197.12)* — Morocco *(page 210.5)* — United Kingdom *(page 221.8)* — Switzerland *(page 135.2)*
1 700–2 300		Australia (Commonwealth of) *(page 170)* — (Belgium, Italy, Netherlands) *(page 190)* — United States of America *(page 197.12)*
2 300–2 450		Australia (Commonwealth of) *(page 170)* — (Belgium, Italy, Netherlands) *(page 190)* — United States of America *(page 197.12)* — Japan *(page 209)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.8)* — Switzerland *(page 225)*

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(Continuation of Art. 5)

Frequency bands Mc/s	*Notes*	
	216	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 189)* — China *(page 193)* — United States of America *(page 197.12)* — Morocco *(page 210.5)*
	218	(France, French O.P.T.A., Italy, Netherlands) *(page 189)* — (France, French O.P.T.A.) *(page 189)* — United States of America *(page 197.11)* — Morocco *(page 210.5)* — United Kingdom *(page 221.8)*
	219	Australia (Commonwealth of) *(page 170)*
	220	(Italy, Netherlands) *(page 190)* — China *(page 194)* — United States of America *(page 197.12)* — Japan *(page 209)* — United Kingdom *(page 221.8)*
2 450–2 700		(Belgium, Italy, Netherlands) *(page 190)* — United States of America *(page 197.13)* — Federal German Rep. *(page 220)* — Switzerland *(page 135.2, 235)*
2 700–2 900		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 190)* — United States of America *(page 197.13)* — Morocco *(page 201.5)* — United Kingdom *(page 221.9)*
2 900–3 300		Australia (Commonwealth of) *(page 171)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 190)* — United States of America *(page 197.13)* — Morocco *(page 210.5)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.9)*
3 300–3 900		Australia (Commonwealth of) *(page 171)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 190)* — Belgium *(page 191)* — (France, French O.P.T.A.) *(page 191)* — Italy *(page 191)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 197 Revision 1)* — United States of America *(page 197.13)* — Japan *(page 209)* — Morocco *(page 210.5)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.9)* — Switzerland *(page 226)*
	221	Switzerland *(page 226)*
	222	Australia (Commonwealth of) *(page 171)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 190)* — United States of America *(page 197.13)* — Morocco *(page 210.5)* — United Kingdom *(page 221.9)*
	223	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 190)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 197 Revision 1)* — United States of America *(page 197.13)* — Morocco *(page 210.5)* — United Kingdom *(page 221.9)*
	224	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 190)* — United States of America *(page 197.13)* — Japan *(page 209)* — Morocco *(page 210.5)* — United Kingdom *(page 221.9)*
3 900–4 200		United States of America *(page 197.13)* — Federal German Rep. *(page 220)* — United Kingdom *(page 221.9)* — Switzerland *(page 226)*
4 200–4 400		United States of America *(page 197.13)* — United Kingdom *(page 221.9)*
4 400–5 000		Australia (Commonwealth of) *(page 171)* — United States of America *(page 197.13)*
5 000–5 250		Australia (Commonwealth of) *(page 171)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 191)* — United States of America *(page 197.14)* — Morocco *(page 210.6)* — United Kingdom *(page 221.9)* — Switzerland *(page 135.2)*
5 250–5 650		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 191)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 197 Revision 1)* — United States of America *(page 197.14)* — Japan *(page 209)* — Morocco *(page 210.6)* — United Kingdom *(page 221.9, 221.10)* — Sweden *(page 222)* — Switzerland *(page 135.2)*
5 650–5 850		Australia (Commonwealth of) *(page 171)* — (Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 191)* — United States of America *(page 197.14)* — Japan *(page 209)* — Federal German Rep. *(page 221)* — United Kingdom *(page 221.10)* — Switzerland *(page 226)*
	225	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 191)* — Morocco *(page 210.6)* — United Kingdom *(page 221.10)*
	226	United States of America *(page 197.14)* — United Kingdom *(page 221.10)* — Sweden *(page 222)*
	227	(Denmark, Finland, Iceland, Norway, Sweden) *(page 197 Revision 1)* — United States of America *(page 197.14)* — Japan *(page 209)* — United Kingdom *(page 221.10)*
	228	Belgium *(page 192)* — (France, French O.P.T.A.) *(page 192)* — Italy *(page 192)* — Netherlands *(page 192)* — United States of America *(page 197.14)* — Japan *(page 210 Revision 1)* — Morocco *(page 210.6)* — United Kingdom *(page 221.10)* — Switzerland *(page 226)*
5 850–5 925		United States of America *(page 197.14)* — Federal German Rep. *(page 221)*
5 925–8 500		United States of America *(page 197.14)* — Federal German Rep. *(page 221)* — United Kingdom *(page 221.10, 221.11)*
8 500–9 800		(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 192)* — United States of America *(page 197.15)* — Morocco *(page 210.6)* — Federal German Rep. *(page 221)* — United Kingdom *(page 221.10, 221.11)*
9 800–10 000		United States of America *(page 197.15)* — United Kingdom *(page 221.10, 221.11)* — Switzerland *(page 226)*
10 000–10 500		Australia (Commonwealth of) *(page 172)* — United States of America *(page 197.15)* — Japan *(page 210 Revision 1)* — Federal German Rep. *(page 221)* — United Kingdom *(page 221.11)*
Above 10 500		United States of America *(page 197.15, 197.16, 197.17)* — Federal German Rep. *(page 221)* — United Kingdom *(page 221.11, 221.12)* — Switzerland *(page 135.2, 226)*
	229	United Kingdom *(page 221.11)*
	230	(Belgium, France, French O.P.T.A., Italy, Netherlands) *(page 192)* — (Denmark, Finland, Iceland, Norway, Sweden) *(page 197 Revision 1)* — United States of America *(page 197.15)* — Morocco *(page 210.6)* — United Kingdom *(page 221.11)*
	231	Belgium *(page 192)* — (France, French O.P.T.A., Italy, Netherlands) *(page 192)* — Japan *(page 210 Revision 1)* — Morocco *(page 210.6)* — United Kingdom *(page 221.11)*

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Present Provisions

ARTICLE 6

Special Rules Relating to Use of Classes of Emissions

232 § 1. The use of class B emissions is forbidden in all stations. However, it is permitted for emergency (reserve) installations in ships and for lifeboats, liferaft and survival craft equipments under the conditions fixed by article 33 (see **712**).

Proposals

1005 China

232. *Delete the second sentence.*

Reasons

The deleted portion is unnecessary.

3642 United States of America

232. *Delete.*

Reasons

First sentence transferred to Article 7, (Proposal 3647). Second sentence more adequately dealt with in Article 33.

1006 France, French O.P.T.A.

232. *Delete* (reserve).

Reasons

See proposals 232, 233 and 234.

1007 Morocco

232. *Replace the present text by the following:*

§ 1. Class B emissions shall be forbidden in all stations, but such relief equipment as may be carried by ships on 1 January, 1960, shall be authorized to use them as laid down in Article 33 (see **712**) until 1 January, 1965.

Reasons

Class B is inefficient because of excessive energy dispersion.

1008 United Kingdom

232. *Delete second sentence.*

Reasons

To make complete the ban on class B emissions.

1009 U.S.S.R.

232. *Replace the present text by the following:*

§ 1. The use of class B emissions shall be forbidden in all stations.

Reasons

The use of damped waves is out-of-date.

(This page cancels and replaces the present page 245)

(Continuation of Art. 6)

Present Provisions

233 § 2. Only classes A1 or F1 emissions are authorized for stations of the fixed and maritime mobile services working on frequencies in the band 110 to 160 kc/s. As an exception to this rule, class A2 emissions may be employed within the band 110–125 kc/s exclusively for the transmission of time signals.

Proposals

3643 United States of America

233. *Delete.*

Reasons

Too restrictive in the light of present requirements.

1010 France, French O.P.T.A., Morocco

233. *Delete:* As an exception . . . time signals.

Reasons

France, French O.P.T.A.:

Stations using the band 110–125 kc/s for time signals do not use A2.

1011 U.S.S.R.

233. *Replace the present text by the following:*

§ 2. Only classes A1 or F1 emissions are authorized for stations of the fixed and maritime mobile services working on frequencies in the band 80–160 kc/s. As an exception to this rule, class A2 emissions may be used for the transmission of time signals only.

Reasons

See our proposals for changes in the Frequency Allocation Table.

1012 Netherlands

232 and **233.** *Delete.*

Reasons

Both paragraphs are so closely related to the mobile service that they should be transferred to Article 33 (see proposals 1945 and 1952).

(Continuation of Art. 6)

Present Provisions | **Proposals**

1013 Sweden

232–233. *It is proposed that these paragraphs be* either *revised so as to cover all the frequency bands concerned* or *included in the special provisions regarding the various bands. (See* **574**, **711**, *and* **752** *and also the general proposal (proposal 13) submitted by Sweden, in conjunction with Denmark, Finland, Iceland and Norway, concerning an editorial revision of Chapters XIII, XIV and XV of the Radio Regulations.)*

Reasons

For the sake of completeness.

(This page cancels and replaces the present page 246)

Present Provisions

ARTICLE 7

Special Rules for the Assignment and Use of Frequencies

234 § 1. (1) The countries, members of the Union, recognize that among frequencies which have long distance propagation characteristics, those between 5000 and 30000 kc/s are particularly useful for long distance communications, and agree to make every possible effort to reserve this band for such communications. Whenever frequencies in this band are used for short or medium distance communications, the minimum power necessary shall be employed.

Proposals

3644 United States of America

234. *At the beginning, read:*

§ 1. (1) The Members and Associate Members of the Union recognize that among frequencies which have long distance propagation characteristics, those between 4 000 and 30 000 kc/s . . . *(remainder unchanged)*.

Reasons

To reflect more closely the propagation characteristics of radio waves in the high frequency spectrum, and to be consistent with the provisions of the Convention.

1014 India

234. *Delete.*

Reasons

No clear purpose is served by its presence.

United Kingdom

1015 **234.** *Replace:* The countries, members of the Union *by:* Members and Associate Members of the Union.

Reasons

To conform with the wording of the Convention.

1016 *and replace:* 5 000 *by* 4 000.

Reasons

4 000 is a more accurate figure.

1017 U. S. S. R.

234. *Replace:* 5000 and 30 000 kc/s *by:* 4000 and 30 000 kc/s.

Reasons

See proposal 1011.

(Continuation of Art. 7)

Present Provisions

235 (2) In order to reduce the requirement for frequencies in this band, and thus to prevent harmful interference to long distance radiocommunications, the administrations are encouraged to use every other means of communication wherever practicable.

Proposals

3645 United States of America

235. *After this No. add the following new subparagraph:*

(2 *bis*) The administrations agree to satisfy the requirements of all categories of their stations by using, insofar as possible, only frequencies above 30 Mc/s.

Reasons

To generalize and emphasize the need to transfer to very high frequencies such operations as can use them, in view of the increasing saturation of the high frequency spectrum.

(This page cancels and replaces the present page 247)

(Continuation of Art. 7)

Present Provisions

Proposals

1018 India

235. *Replace:* this band *by:* the band between 5000 and 30 000 kc/s.

Reasons

See proposal 1014.

1019 Japan

235. *After this No. add the following new sub-paragraph:*

(2 *bis*) Administrations are urged to introduce the single sideband technique in communications, and, wherever practicable, replace the double sideband telephony on frequencies below 30 Mc/s by the single sideband telephony especially in the fixed and mobile services.

Reasons

It is necessary to introduce the SSB system as a practical measure for the relief of frequency congestion below 30 Mc/s.

236 § 2. When special circumstances make it indispensable to do so, an administration may, as an exception to the normal methods of working authorized by these Regulations, have recourse to the special methods of working enumerated below, on the sole condition that the characteristics of the stations still conform to those inserted in the Master International Frequency Register:

a) a fixed station may, as a secondary service, transmit to mobile stations on its normal frequencies;

b) a land station may communicate, on a secondary basis, with fixed stations or other land stations of the same category.

1020 United Kingdom

236. *In fine, delete:* of the same category.

Reasons

To facilitate emergency working between aeronautical stations and coast stations in case of distress.

(Continuation of Art. 7)

Present Provisions

237 § 3. Any administration may assign a frequency in a band allocated to the fixed service to a station authorized to transmit by the unilateral method from one specified fixed point to a number of other specified fixed points, provided that such transmissions are not intended to be received directly by the general public.

238 § 4. Any mobile station the emission of which complies with the frequency tolerances required of coast stations may transmit on the same frequency as the coast station with which it communicates on condition that the coast station requests such transmission and that no harmful interference results to other stations.

Proposals

1021 France, French O. P. T. A., Morocco

238. *Delete.*

Reasons

France, French O.P.T.A.:

When the E.A.R.C. plans were being drawn up, it was recognized that in most cases there was a risk of harmful interference if a mobile station used frequencies assigned to a coast one.

(This page cancels and replaces the present page 248)

(Continuation of Art. 7)

Present Provisions

239 § 5. In certain cases, for which provision is made in articles 33 and 34, aircraft stations are authorized to use frequencies in the maritime mobile bands between 4000 and 23000 kc/s for the purpose of entering into communication with stations of the maritime mobile service.

ARTICLE 8

Protection of Distress Frequencies

240 § 1. In the band 475–535 kc/s, no class of emission capable of rendering inoperative distress, alarm, safety or urgency signals transmitted on 500 kc/s is allowed.

Proposals

3646 United States of America

239. *Replace:* articles *by:* Articles.

1022 United Kingdom

239. *Delete:* between 4000 and 23 000 kc/s.

Reasons

To make the Regulation less restrictive and give greater scope for the operation of **571**.

3647 United States of America

239. *After this No. add the following new paragraph:*

§ 5 *bis*. The use of class B emission is forbidden in all stations.

Reasons

Transferred from Article 6 (No. **232**).

1023 Denmark, Finland, Iceland, Norway, Sweden

240. *It is proposed that the frequency 2182 kc/s be introduced and that adequate guard-bands for the frequencies 500 kc/s and 2182 kc/s be considered with a view to the technical progress, which has taken place. (See E.A.R.C. Agreement, No. 42.)*

1024 France, French O.P.T.A.

240. *Replace the present text by the following:*

§ 1. Administrations must proscribe any emission that might render inoperative the alarm, distress, safety or urgency signals emitted on 500 or 2182 kc/s.

Reasons

a) 2 182 kc/s has to be protected too.

b) Alarm, distress, safety or urgency signals may be rendered inoperative for reasons which may have nothing to do with the class of the interfering emission.

(Continuation of Art. 8)

Present Provisions

Proposals

1025 Morocco

240. *Replace the present text by the following:*

§ 1. Administrations shall take steps to forbid transmissions that might render the following inoperative:

1. Alarm, distress, safety and urgency signals on 500 kc/s or 2 182 kc/s;
2. Distress signals on 8 364 kc/s.

(This page cancels and replaces the present page 250)

(Continuation of Art. 8)

Present Provisions | **Proposals**

3648 United States of America

240. *After this No. add the following new paragraph:*

§ 1 *bis.* The administrations concerned will ensure, by special arrangements if necessary, that an adequate guard-band is provided for the frequency 2 182 kc/s.

Reasons

To be consistent with Article 34.

1030 Japan

240. *After this No. add the following new paragraph:*

§ 1 *bis.* In the band 2170–2194 kc/s, no class of emission capable of rendering inoperative distress, safety or urgency signals transmitted on 2182 kc/s is allowed.

Reasons

It is necessary to protect 2182 kc/s as the distress frequency.

1031 Netherlands

240. *After this No. add the following new paragraph:*

§ 1 *bis.* In the band 2170–2194 kc/s, all transmissions are forbidden, apart from the authorized transmissions on the frequency 2182 kc/s.

Reasons

In accordance with No. 42 E.A.R.C. (Geneva, 1951).

1032 Sweden

240. *After this No. add the following new paragraph:*

§ 1 *bis.* In the band ..... kc/s no class of emission capable of rendering inoperative alarm signals and distress, urgency or safety communications transmitted on 2182 kc/s is allowed.

Reasons

The protection of the distress frequency 2182 kc/s should also be prescribed in Article 8.

(Continuation of Art. 8)

Present Provisions

241 § 2. In Regions 1 and 3, in the band 325 to 345 kc/s, no class of emission capable of rendering inoperative distress, safety or urgency signals transmitted on 333 kc/s is allowed.

Proposals

1033 Australia (Commonwealth of)

241. *Delete.*

Reasons

The frequency 333 kc/s is not now used in Australia as the general calling frequency for aircraft stations operating in the band 325–405 kc/s.

(This page cancels and replaces the present page 253)

(Continuation of Art. 9)

Present Provisions

Proposals

1043 Switzerland

243. *Replace the present text by the following:*

(1) The rules applicable to broadcasting stations using frequencies below 1 605 kc/s shall be as set forth in the agreements reached by regional broadcasting conferences.

Reasons

To provide for what is at present the case. **243** becomes 1045.

1044 U. S. S. R.

243. *Replace:* 3900–4000 kc/s *by:* 3900–4063 kc/s.

Reasons

See our proposals for the Frequency Allocation Table.

244 (2) The use by the broadcasting service of the bands listed below is restricted to the Tropical Zone as defined in **252**:

2 300–2 498 kc/s (Region 1)
2 300–2 495 kc/s (Regions 2 and 3)
3 200–3 400 kc/s (All Regions)
4 750–4 995 kc/s (All Regions)
5 005–5 060 kc/s (All Regions)

3649 United States of America

244. *Before:* **252** *add:* No.

1045 Switzerland

244. *After this No. add the text of former* **243.**

245 § 2. *Broadcasting in the European Area.*[1])

245.1 [1]) See **107** for the definition of the European Area.

United Kingdom

1046 **245.** *Read:* § 2 *European Broadcasting Area.*[1])

Reasons

To avoid confusion with the European Maritime Area.

1047

245.1. *After:* European *add:* Broadcasting.

Reasons

Consequent on proposal 1046.

3650 United States of America

245.1. *Before:* **107** *add:* No.

(This page cancels and replaces the present page 254)

(Continuation of Art. 9)

Present Provisions

246 (1) So far as broadcasting in the European Area is concerned, the following restrictions are accepted in the application of the principle stated in **88.** These may be annulled or modified by arrangement among the countries of the European Area.

247 (2) In the absence of previous arrangements among the countries of the European Area, the option mentioned in **88** may not be exercised, within the limits of the European Area, for the purpose of effecting a broadcasting service outside the bands allocated to that service by these Regulations on frequencies below 1605 kc/s.

248 (3) In principle, the previous arrangements referred to in the preceding paragraph are concluded at Broadcasting Conferences of the countries of the European Area. However, if a country desires to establish such a service or to obtain a modification of the conditions fixed by a previous arrangement relating to such a service (frequency, power, geographical position of the stations, etc.) in the interval between two such conferences, it shall so inform the countries of the European Area at least three months in advance through the medium of the Secretary General of the Union. Any country which has not answered within a period of six weeks after receipt of the communication in question shall be considered as having given its consent.

249 (4) In the case of a broadcasting station in the European Area working outside the authorized bands of frequencies, it is understood that such previous arrangement will also be necessary on every occasion when a change which might affect the conditions of international interference is to be made in the characteristics which have been previously inserted in the Master International Frequency Register.

Proposals

1048 Switzerland

245. *Delete.*

Reasons

See proposal 1055.

1049 France, French O.P.T.A., Morocco

245 to **249.** *Delete.*

Reasons

France, French O.P.T.A.:

The questions dealt with in **245** to **249** are usually dealt with by European Broadcasting Conferences. If these numbers were to be kept, their wording would have to be appreciably amended.

Morocco:

Questions dealt with by European Broadcasting Conferences.

3651 United States of America

246. *Before:* **88** *add:* No.

1050 Switzerland

246. *Delete.*

Reasons

See proposal 1055.

1051 United Kingdom

246 to **249.** *Replace:* European Area, *wherever it occurs, by:* European Broadcasting Area.

Reasons

Consequent on proposal 1046.

3652 United States of America

247. *Before:* **88** *add:* No.

1052 Switzerland

247. *Delete.*

Reasons

See proposal 1055.

(This page cancels and replaces the present page 255)

(Continuation of Art. 9)

Present Provisions **Proposals**

3653 United States of America

248. *At the end of the second sentence delete:* of the Union.

1053 United Kingdom

248. *In the first sentence, replace:* Broadcasting Conferences of the countries of the European Area *by:* special conferences of the countries of the European Broadcasting Area convened under Article 10 of the Convention.

Reasons

To conform with Article 10 of the Convention (which does not mention Broadcasting Conferences specifically).

Switzerland

1054 **248.** *Delete.*

Reasons

See proposal 1055.

1055

249. *Delete.*

Reasons

These paragraphs were included in the RR because of the position in which European broadcasting was at the time of the Atlantic City Conference. There is no longer any call to make an exception by speaking of broadcasting in Region 1, while overlooking that in the other Regions. The new **243** replaces those paragraphs which are to be deleted.

(Continuation of Art. 9)

Present Provisions

251 (1) In these Regulations, the expression "broadcasting in the Tropical Zone" indicates a type of broadcasting, for internal national use in countries in the zone defined in **252,** where it may be shown that because of difficulty of high atmospheric noise level and propagation it is not possible to furnish economically a more satisfactory service through the use of low, medium or very high frequencies.

Proposals

3654 United States of America

251. *Before:* **252** *add:* No.

1056 France, French O.P.T.A., Morocco

251. *Read in fine:*

... a more satisfactory service through the use of kilometric, hectometric or metric waves.

Reasons

Further to **85** of the RR.

1057 India

251. *Delete.*

Reasons

A definition of "Tropical broadcasting service" has been suggested.

(This page cancels and replaces the present page 256)

(Continuation of Art. 9)

Present Provisions

252 (2) The Tropical Zone (see appendix 16) is defined as:

a) the whole of that area in Region 2 contained between the Tropics of Cancer and Capricorn;

b) the whole of that area in Regions 1 and 3 contained between the parallels 30° North and 35° South, with the addition of the area contained between the meridians 40° East and 80° East of Greenwich and the parallels 30° North and 40° North;

c) the zone may be extended, in Region 2, to parallel 33° North, subject to appropriate special arrangements between the countries concerned in that Region.

253 (3) Within the Tropical Zone, the broadcasting service has priority over the other services with which it shares those bands listed in **244.**

254 (4) The broadcasting service operating inside the Tropical Zone, and other services operating outside the Zone, are subject to the provisions of **90.**

Section II. Aeronautical Mobile Service

255 § 4. Administrations shall not permit public correspondence in the frequency bands allocated exclusively to the aeronautical mobile service, unless allowed by special aeronautical regulations adopted by an aeronautical administrative conference to which all interested members of the Union have been invited. Such regulations must recognize the absolute priority of safety and control messages.

Proposals

3655 United States of America

252. *Replace:* appendix *by:* Appendix, *and under c) replace:* zone *by:* Zone.

1058 U. S. S. R.

252. *Replace under* (2)*b) in fine:* parallels 30° North and 40° North *by:* parallels 30° North and 43° North.

United States of America

3656 **253.** *Before:* **244** *add:* No.

3657

254. *Before:* **90** *add:* No.

3658

255. *At the end of the first sentence replace:*

members of the Union *by:* Members and Associate Members.

Reasons

To be consistent with the provisions of the Convention.

1059 France, French O. P. T. A.

255. *Delete the following, at the end of the first sentence of the paragraph:*

adopted by an aeronautical administrative conference to which all interested members of the Union have been invited.

Reasons

The E. A. R. C. Agreement has taken into account the provisions of the I. A. A. R. C.

(Continuation of Art. 9)

Present Provisions

Proposals

1060 United Kingdom

255. *In the middle, read:* regulations adopted by a conference to which all interested Members and Associate Members have been invited.

Reasons

Editorial.

(This page cancels and replaces the present page 257)

(Continuation of Art. 9)

Present Provisions

256 § 5. Frequencies in any band allocated to the aeronautical mobile (R) service are reserved for communications between any aircraft and those aeronautical stations primarily concerned with the safety and regularity of flight along national or international civil air routes.

257 § 6. Frequencies in any band allocated to the aeronautical mobile (OR) service are reserved for communications between any aircraft and aeronautical stations other than those primarily concerned with flight along national or international civil air routes.

Section III. Aeronautical Radionavigation Service

258 § 7. (1) Standard beam approach equipment, to be accommodated in the band 31.7 – 41 Mc/s in Region 1, consists of a localizer and markers used to assist aircraft in making landing approach.

Proposals

United States of America

3659 **257.** *After this No. add the following new paragraph:*

§ 6 *bis*. The allotment plans for the aeronautical mobile (R) and (OR) services are contained in Appendix 16 *bis (proposal* 4596*)* to these Regulations, and consist of the following four parts:

Part I Technical and operational principles for the aeronautical mobile (R) allotment plan, including maps and transparencies.

Part II The allotment plan for the aeronautical mobile (R) service.

Part III Technical and operational principles for the aeronautical mobile (OR) service.

Part IV The allotment plan for the aeronautical mobile (OR) service.

Reasons

To provide for the retention of the allotment plans for the aeronautical mobile (R) and (OR) services in the new Radio Regulations.

3660

Section III. *Delete the heading and Nos.* **258, 259, 260** *and* **261.**

Reasons

The provisions of Nos. **258** to **261** have been either transferred to Article 5 or are no longer required.

1061 Denmark, Finland, Iceland, Norway, Sweden

258. *Delete.*

1062 France, French O.P.T.A., Morocco

258. *Delete.*

Reasons

This sub-paragraph is redundant.

(Continuation of Art. 9)

Present Provisions **Proposals**

1063 United Kingdom

258. *Delete.*

Reasons

Not required after 1961.

1064 Switzerland

258. *Delete.*

Reasons

Such equipment no longer exists.

(This page cancels and replaces the present page 260)

(Continuation of Art. 9)

Present Provisions

Proposals

3661 United States of America

Comments regarding the Proposals of the United States of America for the Revision of Article 9, Section IV and related Matters.

While the United States of America does not propose any changes whatever in the service allocations between 2 850 and 25 000 kc/s, we do propose a revision of the sub-divisions within the maritime mobile telegraph bands. This revision is necessary to permit the maritime mobile service to use modern equipment employing wide band techniques and to satisfy the requirement for high traffic capacity in the maritime mobile service. These proposed changes are reflected in Article 9 (Section IV), Article 33, and Appendices 3 and 10.

Section IV. Maritime Mobile Service

262 § 8. Ship stations authorized to work in the band 415 – 535 kc/s must, as far as possible, transmit on the frequencies indicated in article 33 (see **730**).

3662

262. *Replace:* article 33, **730** *by:* Article 33, No. **730.**

1075 France, French O.P.T.A., Morocco

262. *Delete:* as far as possible.

Reasons

This deletion has also been proposed in Article 33 **(730)**.

1076 United Kingdom

262. *Delete:* as far as possible.

Reasons

To accord with amendment proposed to **730**.

1077

262. *After this No. add the following new paragraph:*

§ 8*bis*. In Region 1, frequencies assigned to stations of the Maritime Mobile Service, operating in the

(Continuation of Art. 9)

Present Provisions

Proposals

United Kingdom *(cont'd)*

bands between 1605 and 3800 kc/s (see Article 5) should, whenever possible, be in accordance with the following sub division:

1 605–1 625 kc/s	Telegraphy exclusively.
1 625–1 670 kc/s	Low-power Telephony
1 670–1 950 kc/s	Coast stations.
1 950–2 045 kc/s	Ship stations working to Coast stations.
2 065–2 176 kc/s	Ship stations working to Coast stations.
2 176–2 188 kc/s	Guard-band for the distress frequency 2182 kc/s.
2 188–2 440 kc/s	Intership working.
2 440–2 578 kc/s	Ship stations working to Coast stations.
2 578–2 850 kc/s	Coast stations.
3 155–3 340 kc/s	Ship stations working to Coast stations.
3 340–3 400 kc/s	Intership working.
3 500–3 600 kc/s	Intership working.
3 600–3 800 kc/s	Coast stations.

Reasons

To include 40 of the E.A.R.C. Agreement.

(This page cancels and replaces the present page 261)

(Continuation of Art. 9)

Present Provisions

263 § 9. (1) The frequency bands allocated to the maritime mobile service between 4000 and 23000 kc/s (see article 5), are sub-divided into the following categories:

264 *a) Ship stations*, telephony

4 063 – 4 133 kc/s
8 195 – 8 265 kc/s
12 330 – 12 400 kc/s
16 460 – 16 530 kc/s
22 000 – 22 070 kc/s

265 *b) Coast stations*, telephony

4 368 – 4 438 kc/s
8 745 – 8 815 kc/s
13 130 – 13 200 kc/s
17 290 – 17 360 kc/s
22 650 – 22 720 kc/s

266 *c) Ship stations*, telegraphy

4 133 – 4 238 kc/s
6 200 – 6 357 kc/s
8 265 – 8 476 kc/s
12 400 – 12 714 kc/s
16 530 – 16 952 kc/s
22 070 – 22 400 kc/s

Proposals

3663 United States of America

263. *Replace:* article 5 *by:* Article 5.

3664 **265.** *After this No. add the following new sub-paragraph:*

b bis) Ship stations, wide band and special transmission system [see Article 33, § 16 (1 *bis*)].

4 133 – 4 154 kc/s
6 200 – 6 231 kc/s
8 265 – 8 308 kc/s
12 400 – 12 462 kc/s
16 530 – 16 616 kc/s
22 070 – 22 145.5 kc/s

Reasons

These bands are established in order to expand the space previously provided by No. **791**. Operating experience within the frequency allocation structure of the Atlantic City Regulations for the maritime mobile service indicates that further provision for special wide band transmission systems is needed. At present there are no satisfactory means of accommodating advances in the state of radio communications such as specialized facsimile, multiplexed radiotelegraphy, single sideband techniques and various forms of data transmission wherein composite emissions are involved which cannot tolerate the casual but destructive interference which they would experience when using either of the two frequency series provided by No. **791**. Protected space is needed. These systems are now being employed in other services and are adaptable to and desirable for use in the maritime mobile service. Still further improvements in high speed intelligence handling are foreseeable in the immediate future. The provision of specific frequency space and regulations for wide band and special transmission systems within the exclusive maritime mobile bands will provide an incentive to the maritime service to take advantage of these new techniques. Due to the many years which elapse between Radio Conferences it seems desirable and necessary that these provisions be made now.

3665

266. *Replace the present text by the following:*

c) Ship stations, telegraphy

4 154 – 4 238 kc/s
6 231 – 6 357 kc/s
8 308 – 8 476 kc/s
12 462 – 12 714 kc/s
16 616 – 16 952 kc/s
22 145.5 – 22 400 kc/s

Reasons

Consequential to proposal 3664.

(Continuation of Art. 9)

Present Provisions

267 *d) Coast stations*, telegraphy

4 238 – 4 368 kc/s
6 357 – 6 525 kc/s
8 476 – 8 745 kc/s
12 714 – 13 130 kc/s
16 952 – 17 290 kc/s
22 400 – 22 650 kc/s

268 (2) Within the bands listed in **266,** the following bands are reserved exclusively for calling:

4 177 – 4 187 kc/s
6 265.5 – 6 280.5 kc/s
8 354 – 8 374 kc/s
12 531 – 12 561 kc/s
16 708 – 16 748 kc/s
22 220 – 22 270 kc/s

269 (3) In Region 2, the frequency band 2088.5—2093.5 kc/s is reserved exclusively for calling (telegraphy only).

Proposals

United States of America *(cont'd)*

3666

267. *After:* telegraphy *add:* (other than transmission type 2).

Reasons

To prohibit the use of A2, F2 and P2 emissions.

3667

268. *Before:* **266** *add:* No. *and replace:*

6 265.5 *by* 6 266
16 708 *by* 16 709
22 220 *by* 22 222.5

1078 United Kingdom

268. *Replace in the first column:*

6265.5 *by* 6266.
16 708 *by* 16 709.
22 220 *by* 22 222.5

Reasons

Consequent upon proposals in Article 33 for additional wide-band channels.

United States of America

3668

269. *After this No. add the following new sub-paragraph:*

(3 *bis*) In Region 2, the frequency band 2 066.5 – 2 076.875 kc/s is allocated to wide band and special transmission systems. The provisions of Nos. . . . and . . . (*Proposales* 4220, 4221 *and* 4247) are applicable.

Reasons

To maintain the same harmonic relationship for wide band and special transmission systems in the 2 Mc/s marine telegraph band as exists in the high frequency bands.

1079 Japan

269. *At the beginning read:* (3) In Regions 2 and 3. . . *(remainder unchanged).*

Reasons

To cater for the calling frequency 2091 kc/s as adopted by the E.A.R.C. (Geneva, 1951).

(This page cancels and replaces the present page 262)

(Continuation of Art. 9)

Present Provisions

Proposals

1080

Japan *(cont'd)*

269. *After this No. add the following new sub-paragraph:*

(3*bis*) In Region 3, the frequency band 2 634–2 642 kc/s is reserved exclusively for intership working frequency 2 638 kc/s (telephony only).

Reasons

To cater for the intership working frequency 2 638 kc/s as adopted by the E.A.R.C. (Geneva, 1951).

270 § 10. In order to minimize interference in the frequency bands allocated for radiotelephony in the maritime mobile service between 4000 and 23000 kc/s administrations agree to apply the following rules:

271 *a)* radiotelephone emissions of ship stations, and of aircraft stations when communicating with stations of the maritime mobile service, shall comply with the frequency tolerance requirements prescribed for coast stations in appendix 3;

272 *b)* the recommendations for radiotelephony operation given in article 34, including duplex channelling, should be applied wherever possible.

3669 United States of America

270 to **272.** *Delete.*

Reasons

Nos. **270** to **272** more appropriately covered in Article 34.

1081 France, French O.P.T.A.

270 to **272.** *Delete.*

Reasons

It would seem more appropriate to indicate in Appendix 3, without ambiguity, the frequency tolerances applicable to ship stations operating in telephony in the bands between 4000 and 23 000 kc/s; further, the recommendations in Article 34 are sufficient.

1082 Japan

270 to **272.** *Delete.*

Reasons

270 and **271** are no longer required because of the revision of frequency tolerances. **272** is not necessary in this article, as a provision to that effect is contained in the existing Article 34.

(This page cancels and replaces the present page 263)

(Continuation of Art. 9)

Present Provisions

273 § 11. Radiotelegraph ship and coast stations may share the appropriate bands allocated for radiotelephony, on a temporary basis and under the following conditions:

274 *a)* wherever possible ship stations will observe the frequency tolerance requirements specified for coast stations in appendix 3;

275 *b)* all possible steps will be taken to minimize the possibility of causing harmful interference to radiotelephony, special arrangements being made where necessary;

276 *c)* every effort will be made to discontinue, by the date of the next ordinary Administrative Radio Conference, the operation of radiotelegraph stations in the bands allocated for radiotelephony.

Proposals

1083 United Kingdom

270 to **272.** *Delete.*

Reasons

271 can be catered for in Appendix 3, and **272** is considered superfluous. **270** therefore becomes unnecessary.

1084 Morocco

270 to **276.** *Delete.*

Reasons

See Appendix 3 for frequency tolerances. At present the bands reserved for radiotelephony should be used for radiotelephony alone.

1085 Australia (Commonwealth of)

273 to **276.** *Delete.*

Reasons

The provisions of **273, 274, 275** and **276** are redundant so far as this Administration is concerned and may therefore be deleted.

1086 Denmark, Finland, Iceland, Norway, Sweden

273 to **276.** *Replace these four Nos. by the following text:*

§ 11. Radiotelegraph ship and coast stations are not permitted to operate in the bands allocated to the maritime mobile radiotelephone service between 4 000 and 23 000 kc/s.

3670 United States of America

273 to **276.** *Delete.*

Reasons

Nos. **273** to **276** no longer required.

(Continuation of Art. 9)

Present Provisions

Proposals

1087 France, French O.P.T.A.

273 to **276.** *Delete.*

Reasons

The provisional use by ship stations and radiotelegraph coast stations of bands allocated for radiotelephony is no longer admissible.

(This page cancels and replaces the present page 265)

(Continuation of Art. 9)

Present Provisions

Proposals

174 Mc/s (Article 5) must be in accordance with Article 34, Section IV.

Reasons

To provide for maritime VHF working.

1093 U.S.S.R.

276. *Delete.*

Reasons

Obsolete.

277 § 12. The frequency 8364 kc/s is designated for the use of survival craft equipped to transmit on frequencies between 4000 and 23000 kc/s and wishing to establish, with stations of the maritime mobile service, communications relating to search and rescue.

1094 Morocco

277. *Replace the present text by the following:*

§ 12. 8 364 kc/s shall be the frequency used by lifeboats, life-rafts, and other safety craft transmitters for the A2 radiotelegraph transmission of distress messages and calls. This frequency shall not be assigned to a ship as normal calling frequency.

United States of America

3671 **277.** *After this No. add the following new paragraph:*

§ 12 *bis.* Mobile and coast stations operating on frequencies within the band 150.8 – 174 Mc/s authorized for the maritime mobile service may use —

a) telephony (including the supplemental use of telegraphy for calling, etc.) on any of these frequencies in accordance with the applicable provisions of Article 34;

b) telegraphy on any of these frequencies in accordance with the applicable provisions of Article 33;

Present Provisions

Proposals

United States of America *(cont'd)*

c) other authorized emissions necessary for conduct of the maritime mobile service as determined by special arrangements or by each administration in respect of its own stations, on condition that harmful interference is not caused to any international maritime mobile service of telephony or telegraphy.

Reasons

To apply the same kind of regulatory principles to the international maritime mobile service on the recognized maritime frequencies in the VHF band 150.8–174 Mc/s as is applied in this Article to the lower maritime frequencies. With respect to *c)*, examples of "other emissions" might be "data transmission" or telemetering in connection with radiopositioning, radionavigation, or trial trips of new vessels.

3672

Section V. Fixed Service

278. *Before this No. add in Section V the following new paragraph:*

§ 12 ter. General

(1) Administrations are urged to discontinue the use of double sideband telephony on frequencies below 30 Mc/s in the fixed service by January 1, 1970.

(2) The frequency modulated type of transmissions (F3) on frequencies below 30 Mc/s in the fixed service shall not be permitted.

Reasons

To conserve spectrum space in the congested HF spectrum.

278 § 13. *Selection of Frequencies for the International Exchange of Police Information.*

279 (1) The frequencies needed for the international exchange of information necessary to assist in the apprehension of criminals will be selected, if necessary, by special arrangement among the interested administrations in the bands of frequencies allocated to the fixed service.

1095 **United Kingdom**

279. *After:* arrangement *add:* made under Article 41 of the Convention.

Reasons

To introduce an appropriate reference to the Convention.

(Continuation of Art. 9)

Present Provisions

280 (2) It is recognized that, in order to realize the maximum economy of frequencies, the International Frequency Registration Board should be consulted by the administrations concerned whenever such arrangements are under discussion on a regional or world-wide basis.

Proposals

3673 United States of America

280. *Replace:* International Frequency Registration Board *by:* I.F.R.B.

1096 Switzerland

280. *Delete.*

Reasons

Already covered in **292**, **293** and **295**.

(This page cancels and replaces the present page 266)

(Continuation of Art. 9)

Present Provisions

281 § 14. *Selection of Frequencies for the International Exchange of Synoptic Meteorological Information.*

282 (1) The frequencies needed for the international exchange of synoptic meteorological information will be selected, if necessary, by special arrangement among the interested administrations in the bands of frequencies allocated to the fixed service.

283 (2) It is recognized that, in order to realize the maximum economy of frequencies, the International Frequency Registration Board should be consulted by the administrations concerned whenever such arrangements are under discussion on a regional or world-wide basis.

CHAPTER IV

Notification and Registration of Frequencies International Frequency Registration Board

Proposals

1097 United Kingdom

282. *After:* arrangement *add:* made under Article 41 of the Convention.

Reasons

To introduce an appropriate reference to the Convention.

3674 United States of America

283. *Replace:* International Frequency Registration Board *by:* I.F.R.B.

1098 Switzerland

283. *Delete.*

Reasons

Already covered in **292**, **293** and **295**.

(Continuation of Art. 10)

Proposals

United States of America

Comments regarding the Proposals of the USA for the Revision of Chapter IV (Articles 10–12) and related Matters

3675

Background

The fundamental objectives of the United States proposals for Articles 10–12 of the new Radio Regulations, and related matters, are the attainment by the ITU of a published frequency list which accurately reflects, on a current basis, the actual use being made of the radio frequency spectrum by the radio stations of all countries, together with an enlargement of the scope and resources of the International Frequency Registration Board in order to enable it to render more effective service to the Members and Associate Members of the Union within the field of its prescribed duties and functions.

As the administrations are aware, the Atlantic City Radio Conference predicated Article 11 of the Radio Regulations on the establishment of a compatible frequency list for all of the radio spectrum, that is, a list of frequency assignments to stations which, provided they were operated in accordance with their notified basic characteristics, would not cause or receive harmful interference to or from each other. Once such a list had been established, the I. F. R. B. was to take up its substantive function of examining each notice of a new frequency assignment, or change in the basic characteristics of an existing assignment, submitted to it, in order to determine if it was in conformity with the provisions of the Convention and RR, and if there was a likelihood of it causing harmful interference to the operations of stations already appearing in the list. Should the notice be found satisfactory in all respects, it was to be entered in the Master International Frequency Register with REGISTRATION status, whereas the others could, under certain conditions, also be entered in the Master Register but with NOTIFICATION status. It is sufficient to note on this connection that while the RR made a very clear distinction between the relative status of listings with registration status on the one hand and those with notification status on the other, no such distinction was made among the listings having registration status since each would have been accorded that status only after a finding that it would not cause harmful interference to the previously listed stations with that status.

In spite of the most extraordinary efforts on the part of the Union over the next few years to prepare a new compatible frequency list, carried on by a series of some eight planning committees and thirteen conferences, the results were unavailing insofar as the HF fixed, land mobile and broadcasting services are concerned. While the methods adopted by the E. A. R. C. for bringing into band the world's out-of-band stations have been remarkably successful, it is only those portions of the Radio Frequency Record below 3 950 kc/s (4 000 kc/s Region 2) and those for the exclusive aeronautical and maritime mobile bands that have attained a semblance of the compatibility visualized by the Atlantic City Conference for the whole of the list. Furthermore, in spite of the efforts of both the Atlantic City Conference and the E. A. R. C., the present international frequency list falls considerably short of being an accurate reflection of actual frequency usage, a circumstance clearly demonstrated by the fact that harmful interference is experienced to a much less degree than a technical examination of the list would lead one to expect.

In the light of the above-mentioned situation, it is the view of the United States that a satisfactory international frequency list can only be obtained by a slow, evolutionary process over a number of years, and that meanwhile the efforts of the I. F. R. B., which obviously cannot be applied to the unplanned bands in the manner contemplated by the Atlantic City Conference for at least some years to come, should be focused meanwhile on the task of furthering that evolutionary process to the maximum extent practicable.

3676

The Unplanned Bands

The United States proposals for the unplanned bands (1) do away with the concept of registration status for all listings; (2) de-emphasize the importance of dates; and (3) direct the efforts of the Board toward

a determination of the actual usage being made of each frequency assignment, and that of the administrations toward the maintenance of their listings in conformity with such actual usage. To that end, each listing would be given the date of its first receipt in Column 2b of the list, and the date of its being brought into use in Column 2c.

The technical examinations of the Board, instead of being confined to a determination of the probability of harmful interference being caused *to* assignments already in the list, based solely on their notified particulars, would instead, in each case of apparent incompatibility between a new notice and one or more assignments then in the list, be expanded to include every means at the disposal of the Board in order that it could determine the actual usage situation, advise *each* of the affected administrations of its conclusions, and invite them to amend their listings as appropriate in order to make them more nearly factual. Should any incompatibility still exist among those listings upon the completion of this process, the Board would place statements in the remarks column describing the situation as they found it to exist. In order to concentrate the efforts of the Board upon the portions of the spectrum where it is the most needed, this procedure would in general be waived for the bands above 30 Mc/s except where an interested administration specifically requested the Board to apply it.

It is to be noted that under these proposals the I.F.R.B could not amend or delete any listing in the Master Register without the consent of the notifying country. It would, however, enter in the remarks column any findings it may have made as to an incompatibility between a listing and the actual operations of the station concerned.

3677 The Planned Bands

The U.S. considers that for the most part the lists and plans adopted by the E.A.R.C will have served their purpose by the date that the new RR come into force, and in deference to the views of a number of administrations which have come to its attention since the publication of its tentative proposals last year, has decided to propose the application to the planned bands of the Atlantic City Article 11 procedure substantially unchanged. Exceptionally, however, the allotment plans for the aeronautical mobile (R) and (OR) services are considered essential for the continued orderly development of those services. It is proposed therefore that these particular plans, together with the technical and operational principles for the guidance of administrations and the Board in the application thereof, be continued in full force and effect as an appendix to the new Radio Regulations; this in turn necessitates a special procedure to be followed by the I.F.R.B. in the treatment of notices of changes in frequency usage for aeronautical stations in the bands concerned which parallels Nos. 251–253 of the E.A.R.C. Agreement.

The U.S. is of the opinion, however, that there would be a considerable advantage in applying to all of the bands below 30 Mc/s the procedure it proposes for the unplanned bands. It therefore will be quite willing to support that approach should it be the majority view of the Radio Conference.

3678 The Establishment of the Master International Frequency Register

These proposals contemplate the derivation of the initial entries in the Master Register from those in the Master Radio Frequency Record which have been notified as having been brought into use by the effective date of the new Radio Regulations, by the application thereto by the Board, in the interval between the signing of the Final Acts of the Conference and their entry into force, of the provisions contained in Section II of Article 11. For each listing so transferred to the Master Register which has a date in Column 2b, provision is made for the transfer of that date to the 2a column where compatibility has been demonstrated by interference-free operation over a sufficient period of time or is indicated by the Board's investigative procedures.

3679 Harmful Interference

The resolution of cases of harmful interference, particularly in the unplanned bands, would depend upon many factors besides the dates appearing in the list, e. g., the actual use made of each frequency over a significant period of time; the fact that a particular administration could perhaps more readily effect an adjustment of its assignment than the other administration; the extent to which frequency conservation techniques were being employed and advantage was being taken of applicable improvements in the state of the art.

3680 **High Frequency Broadcasting**

The United States continues to support the concept of planned frequency usage for the HF broadcasting service. It is our present view, however, that realistic plans for this service can only be evolved gradually over a period of several years. To that end, Section V of Article 11 prescribes a procedure for bringing about the gradual transition from unplanned status for the HF broadcasting bands, and brings into being those elements of international coordination and understanding which must exist before more formal plans for this service can be considered. The proposal is based upon the belief that HF broadcasting requirements can be realistically accommodated within the HF broadcasting bands by applying the process of international coordination to frequency usage in these bands.

The proposed procedure brings about this international coordination by providing for the quarterly submission to the I.F.R.B. by all broadcasting administrations of their proposed frequency usage schedules some six weeks prior to their implementation. The Board is given the responsibility for coordinating these submitted schedules into a Master Broadcasting Schedule showing complete frequency usage for the HF broadcasting bands. Upon examination of the Master Schedule, the Board would notify instances of conflicting frequency usage to the administrations concerned, giving as many additional technical details concerning the probability of harmful interference as the examination period will permit. (Since this examination for the HF broadcasting service replaces the technical examination which would otherwise be required under Article 11, § *10 septies (5)*, it is not expected to increase the overall work-load of the Board significantly). One of the unique features of the proposal is that administrations are given the opportunity to resolve conflicting frequency usage *before* such interference actually develops; they may take into account Article 14 of the RR and any suggestions that the Board may be able to offer with a view to the satisfactory resolution of the conflict.

The adoption of the United States proposal would result in the immediate implementation of procedures which can bring about international coordination in the use of frequencies in the HF broadcasting bands, thereby gradually achieving a realistic accommodation of the world's HF broadcasting requirements, as well as leading the way to the development of more formal plans for consideration at a future High Frequency Broadcasting Conference.

3681 **Composition of the I.F.R.B.**

In order to attract to the I.F.R.B. the best qualified individuals obtainable, and take every measure humanly possible to insure their independence in office, it is proposed that the Radio Conference elect the Board members from panels of candidates nominated by the delegations accredited to the Conference, and that they serve in office indefinitely, subject only to removal for cause and the retirement provisions of the staff regulations of the Union.

While the United States has heretofore advocated a smaller Board than eleven members, the experience gained at the Atlantic City and Buenos Aires Conferences had led it to propose status quo in that regard. Any proposal to enlarge the Board would be firmly opposed by this administration.

3682 **Internal Rules of the I.F.R.B.**

The United States continues to favor the principle of a rotating chairmanship, which has proven to be satisfactory in the case of both the Administrative Council and the I.F.R.B.

Among the changes proposed for the internal rules of the Board is the elimination of the present provision by which abstentions count as negative votes. Insofar as Article 12 as a whole is concerned, this administration is prepared to give sympathetic consideration to any proposals which the Board, in the light of its experience, may make to the Conference for the amendment of that Article.

3683 **Staff and Funds for the I. F. R. B.**

The United States is fully prepared to advocate and support the adoption by the Conference of whatever measures are necessary to enable the Board to discharge the duties prescribed for it in these proposals. It is inadmissible for the Board to continue to be so hampered by inadequate resources as to fall as much as a year behind in its processing of notices, and equally inadmissible to so overburden the members with work more appropriate for its staff to perform as to deprive the members of the time needed for those aspects of the work which they alone can accomplish. To ensure the provision of a staff adequate in both classes and numbers the Radio Conference will not only have to provide guidance to the Plenipotentiary Conference to that end, but should consider the advisability of requesting that Conference to prescribe an annual minimum sum for the budget of the Board as an assistance to the Administrative Council in its formulation of the annual budgets of the Union.

To those who may question the cost of the Board's operations, it is the view of the United States that the funds involved are small compared to the cost to the Union of attaining a satisfactory frequency list by any other means.

3684 **U. S. S. R.**

The proposals by the Soviet Union for the revision of the International Telecommunication Convention in force at present (Buenos Aires, 1952) envisage the reorganization of the International Frequency Registratinn Board which would be transformed into an International Frequency Registration Bureau (I. F. R. B.). They define its duties as the result of proposals by the U. S. S. R. on the conclusion of the work of establishing the International Frequency List.

The U. S. S. R. Administration proposes:

to replace the present title of Chapter IV of the RR by the following: "Notification and registration of frequencies. International Frequency Registration Bureau" *(proposal 1099)*;

to delete all provisions relative to the membership of the I. F. R. B., the election procedure, and the duties of its members (**296** to **308**) *(proposal 1116)*;

to amend the present provisions as shown below opposite the Nos. concerned.

(Continuation of Art. 10)

Present Provisions **Proposals**

1099 U. S. S. R.

Replace the present heading by the following:

CHAPTER IV

Notification and Registration of Frequencies The International Frequency Registration Bureau (IFRB)

Reasons

See our proposals for changes in the Convention.

1100 Belgium

General proposal. All matters relating to membership of the International Frequency Registration Board, the qualifications demanded of its members and the procedures for their election, come within the province of the Plenipotentiary Conference and should not appear in the Regulations. Hence we suggest that everything relating to these matters should be deleted from the Regulations (**297** and **299** to **307**).

(This page cancels and replaces the present page 267)

(Continuation of Art. 10)

Present Provisions

ARTICLE 10

General Provisions

284 § 1. The essential duties of the International Frequency Registration Board shall be:

285 *a)* to effect an orderly recording of frequency assignments made by the respective countries so as to establish, in accordance with the procedure provided for in these Regulations, the date, purpose and technical characteristics of each of these assignments, with a view to ensuring formal international recognition thereof;

286 *b)* to render advice to the members of the International Telecommunication Union with a view to the operation of the maximum practicable number of radio channels in those portions of the spectrum where international interference may occur.

Proposals

1101 France, French O.P.T.A.

General Proposal. Questions concerning the membership of the International Frequency Registration Board, the method of election and the qualifications of its members are within the competence of the Plenipotentiary Conference and should not be included in the RR. Hence we propose that all provisions relating to these questions (Nos. **297** and **299** to **307**) be deleted.

1102 Belgium

284. *Replace the present text by the following:*

§ 1. The essential tasks of the International Frequency Registration Board are defined in the Convenion as follows (Article 6, § 1).

Reasons

See proposal 1112.

3685 United States of America

284 to **286.** *Delete.*

Reasons

More appropriate for treatment in the Convention.

1103 France, French O.P.T.A., Morocco

284. *Replace the present text by the following:*

§ 1. The essential duties of the International Frequency Registration Board are defined as follows in the Convention (Article 6, § 1).

Reasons

France, French O.P.T.A.:

See proposal 1112.

(Continuation of Art. 10)

Present Provisions **Proposals**

3686 U. S. S. R.

284. *Replace the present text by the following:*

§ 1. The essential duties of the International Frequency Registration Bureau shall be:

1104 China

284 to **308.** *Delete the whole of Article 10.*

Reasons

More appropriate to be treated in the Convention.

(This page cancels and replaces the present page 269)

(Continuation of Art. 10)

Present Provisions **Proposals**

1109 France, French O.P.T.A., Morocco

286. *Replace the present text by the following:*

b) to furnish advice to Members and Associate Members with a view to the operation of the maximum practicable number of radio channels in those portions of the spectrum where harmful interference may occur.

Reasons

France, French O.P.T.A.:

See proposal 1112.

1110 U.S.S.R.

286. *Replace the present text by the following:*

b) to render advice to the Members of the Union, at their request, about the occupation of the various portions of the spectrum, with a view to the operation of as many radio channels as possible in those portions of the spectrum where international interference may occur.

Belgium, France, French O.P.T.A., Morocco

286. *After this No. add the following two paragraphs:*

1111

b bis) to perform any additional duties, concerned with the assignment and utilization of frequencies, prescribed by a competent conference of the Union, or by the Administrative Council with the consent of the majority of the Members of the Union in preparation for or in pursuance of the decisions of such a conference;

1112

b ter) to maintain such essential records as may be related to the performance of its duties.

(This page cancels and replaces the present page 270)

(Continuation of Art. 10)

Present Provisions | **Proposals**

Reasons

Belgium, France, French O.P.T.A.:

Although the essential duties of the Board are set forth in the Convention, it would be well to include them at the beginning of the article of the RR relating to the Board. The above text is that of article 6 — paragraph 1, of the Buenos Aires Convention. Should the Plenipotentiary Conference make any amendments to this text, they would have to be inserted in the RR.

287 § 2. The functions of the Board shall include:

1113 United Kingdom

287. *Before:* Board *add:* International Frequency Registration.

Reasons

Consequential on the deletion of 284.

3687 U. S. S. R.

287. *Replace the present text by the following:*

§ 2. The functions of the Office shall comprise:

United States of America

288 *a)* the recording of radio frequency assignments made in accordance with **285** for inclusion in the Master International Frequency Register;

3688 **288.** *Replace the present text by the following:*

a) the recording and processing of notices of Changes in Frequency Usage (see the definition in Article 1) for inclusion in the Master International Frequency Register;

Reasons

To be consistent with the proposals for Articles 1 and 11.

3689

289 *b)* the compilation in collaboration with, and for publication in suitable form and at appropriate intervals by the Secretary General of the Union of frequency lists and other material relating to the assignment and use of frequencies;

289. *Replace the present text by the following:*

b) the compilation, for publication in suitable form and at appropriate intervals by the Secretary General, of frequency lists and other material relating to the assignment and use of frequencies;

Reasons

To delineate more clearly the respective functions of the Board and the Secretary General in the compilation and publication of frequency lists and associated material.

(Continuation of Art. 10)

Present Provisions | **Proposals**

3690 U. S. S. R.

289. *Replace the present text by the following:*

b) the compilation, with a view to publication by the Secretary-General in suitable form and at appropriate intervals, of frequency lists and other material relating to the registration and use of frequencies.

3691 United States of America

290 *c)* the collection of such results of monitoring observations as administrations and organizations may be able to supply and the making of arrangements, through the Secretary General of the Union, for their publication in suitable form;

290. *In fine, delete:* of the Union.

Reasons

Editorial.

3692 U. S. S. R.

290. *Replace the present text by the following:*

c) the periodical publication, through the Secretary-General, of registration data and of such results of monitoring observations as Administration or the monitoring stations of international organizations may be able to supply, in order to inform the Members of the Union about the occupation of the frequency spectrum or of its various bands.

3693 United States of America

291 *d)* the periodic review of entries in the Frequency Register with a view to eliminating, in agreement with the country which made the assignment, inactive entries;

291. *Replace the present text by the following:*

d) the review of entries in the Master Register with a view to amending or eliminating as appropriate, in agreement with the country which made the assignment, inaccurate and inactive entries;

Reasons

To be consistent with the proposals for Article 11.

(Continuation of Art. 10)

Present Provisions	Proposals
	3694 **U. S. S. R.**
	291. *Replace the present text by the following:*
	d) Deletion of unused frequency assignments or other frequency assignments from the Master Radio Frequency Record, at the request of the countries which notified them.
	3695
292 *e)* the investigation, at the request of one or more of the interested countries, of harmful interference and the formulation of recommendations with respect thereto;	**292.** *Delete.*
	Reasons
	A consequence of our proposal 1110.
	3696
293 *f)* the prosecution of studies of frequency utilization, and the recommendation to administrations, where appropriate, of adjustments in the use of frequencies in order to allow the establishment of new circuits;	**293** and **294.** *Delete.*
294 *g)* the formulation and reference to C.C.I.R. of all general technical questions arising from the Board's examination of frequency assignments; and	

(This page cancels and replaces the present page 271)

(Continuation of Art. 10)

Present Provisions | **Proposals**

1114 Belgium, France, French O.P.T.A., Morocco

295 *h)* the participation in an advisory capacity, upon invitation by the organization or countries concerned in the formulation of service or regional agreements.

295. *Replace the present text by the following:*

h) attendance in an advisory capacity, upon invitation by the organization or countries concerned, at conferences and meetings where questions relating to the assignment and the utilization of frequencies are discussed.

Reasons

Belgium, France, French O.P.T.A.:

The presence of members of the I.F.R.B. can be of use at such conferences even if they do not lead to a regional or service agreement.

3697 United States of America

295. *After this No., add the following new paragraph:*

§ 2 *bis*. The composition of the Board and the election and qualification of its members are prescribed by the Convention (Article 6); its working arrangements are set forth in the remaining articles of this chapter.

Reasons

To indicate where the composition of the Board, the election and qualification of its members and its working arrangements are to be found.

(Continuation of Art. 10)

Present Provisions

Proposals

3698 U. S. S. R.

295. *Replace the present text by the following:*

h) Participation, in an advisory capacity, at the invitation of the organizations concerned, in conferences and meetings dealing with questions of frequency assignment and usage.

296 § 3. (1) The International Frequency Registration Board shall be composed of a body of eleven independent members, all nationals of different countries members of the Union.

1115 Belgium, France, French O. P. T. A.

296. *Replace the present text by the following:*

§ 3. (1) The membership of the Board, the method of election and the qualifications of its members shall be as set forth in the Convention (Article 6).

Reasons

See the general proposal at the beginning of the article.

297 (2) The members of the Board shall be thoroughly qualified by technical training in the field of radio and shall possess practical experience in the assignment of frequencies.

298 (3) The members of the Board shall perform all their functions on a world-wide basis and in

1116 United States of America, United Kingdom, U. S. S. R.

296 to **308.** *Delete.*

Reasons

United States of America:

More appropriate for treatment in the Convention.

United Kingdom:

See proposal 1105.

(Continuation of Art. 10)

Proposals

United States of America

Recommendation of the Radio Conference to the Plenipotentiary Conference regarding Articles 6 and 8 of the Convention, and Part III of the General Regulations

3699

The International Radio Conference at Geneva (1959),

considering:

a) that the Constitution of the International Frequency Registration Board is contained in Article 6 of the International Telecommunication Convention, (Buenos Aires, 1952);

b) that Nos. **284–286, 296, 297** and **299–307** of the Atlantic City Radio Regulations have not been included in the 1959 Radio Regulations in order to avoid redundancies and possible divergencies between the Convention and the Radio Regulations;

c) that Nos. **298** and **308** of the Atlantic City Radio Regulations are matters more appropriate for treatment in the Convention;

d) that the number of members of the Board should be stipulated in the Convention;

e) that the Radio Conference favors the election of individuals as members of the Board from panels of qualified candidates, their indefinite tenure in office subject only to removal for cause, and consequent changes in the procedure for filling vacancies on the Board;

f) that the technical standards of the Board should be published for the information of all countries;

recommends that:

1. The Plenipotentiary Conference adopt the appended texts for Article 6 and Section 2 *j)* of Article 8 of the Convention, and for Part III of the General Regulations;
2. The Plenipotentiary Conference authorize the Radio Conference to proceed meanwhile with the election of the members of the Board in accordance with the appended procedure.

3700

Convention

ARTICLE 6

International Frequency Registration Board

1. The essential duties of the International Frequency Registration Board shall be:

a) to effect an orderly recording of frequency assignments made by the different countries so as to establish, in accordance with the procedure provided for in the Radio Regulations and in accordance with any decisions which may be taken by competent conferences of the Union, the date, purpose and technical characteristics of each of these assignments, with a view to ensuring formal international recognition thereof;

b) to furnish advice to Members and Associate Members with a view to the operation of the maximum practicable number of radio channels in those portions of the spectrum where harmful interference may occur;

c) to perform any additional duties, concerned with the assignment and utilization of frequencies, prescribed by a competent conference of the Union, or by the Administrative Council with the consent of the majority of the Members of the Union in preparation for or in pursuance of the decisions of such a conference;

d) to maintain such essential records as may be related to the performance of its duties.

(Continuation of Art. 10)

Proposals **United States of America** *(cont'd)*

2. (1) The International Frequency Registration Board shall be a body composed of eleven independent members, all nationals of different countries, Members of the Union.

Reasons

To specify the number of Board members in the Convention.

(2) The members of the Board shall be thoroughly qualified by technical training in the field of radio and shall possess practical experience in the assignment and utilization of frequencies.

(3) The members of the Board shall perform all their functions on a world-wide basis and in the interest of the most effective use of the radio spectrum. In particular, they shall reach their decisions on frequency assignments [see sub-paragraph 1.*a)*, above] solely on an engineering basis.

Reasons

RR No. **298,** which is considered to be more appropriate for inclusion in the Convention.

(4) Moreover, for the more effective understanding of the problems coming before the Board under paragraph 1.*b)* above, each member shall be familiar with geographic, economic and demographic conditions within a particular area of the world.

3. (1) The members of the International Frequency Registration Board shall serve indefinitely on the Board, subject only to the provisions of sub-paragraphs (5), (6) and (7) below. They shall be subject to the retirement provisions of the Staff Regulations of the Union.

Reasons

Board members should serve in office either for a specific numbers of years, or be given indefinite tenure. The current provision to serve between the ordinary administrative radio conferences (which in the case of the present Board has resulted in a situation where persons appointed to serve for about 5 years will in reality have been called upon to serve for 12 years or more):

1. makes effective planning by Board members for their futures virtually impossible;
2. could have an adverse effect on the efforts of the Union to attract the best qualified individuals to this most important office;
3. falls short of taking "all the precautions which it is humanly possible to take" (Atlantic City document 475R) to maintain the complete independence of the members of the Board.

When it is considered that the replacement of Board members:

1. involves heavy expenses which, in the interests of the Union as a whole, must be kept to a minimum, and
2. adversely affects the efficiency and continuity of the work of the Board,

it is the opinion of the United States that indefinite tenure will best serve the over-all objectives of the Union.

(2) In order to constitute the Board, the Ordinary Administrative Radio Conference shall elect the members from panels of candidates nominated by the delegations of the Members and Associate Members of the Union accredited to that Conference.

Reasons

To provide for the election by the Administrative Radio Conference of the persons who, in the opinion of the Conference, are the best qualified to serve in these important posts. Since it is of the utmost importance that the members of the Board be the best qualified of the available candidates in each Region, their election by the Conference itself is considered the surest means of attaining this goal. It is further considered that the election of persons would greatly strengthen the concept of the independence of the members of the Board.

(3) The method of this election shall be established by the Conference itself, in such a way as to ensure an equitable distribution of the members among the various parts of the world.

Reasons

Sub-parapraph 3. (3) of the Buenos Aires text is deleted as a consequence of sub-paragraphs (1) and (2) above.

(Continuation of Art. 10)

Proposals **United States of America** *(cont'd)*

(4) The members of the Board shall take up their duties on the date determined by the ordinary administrative radio conference.

Reasons

As a consequence of sub-paragraph (1) above.

(5) If a member of the Board dies or resigns, the Board shall notify the Secretary General of the vacancy that exists on the Board.

(6) If, in the unanimous opinion of the other members of the Board, a member has ceased to fulfil the required duties of his office, the Board shall report all the facts to the Administrative Council. If the Council subsequently declares the position vacant, the Secretary General shall be so notified.

(7) The method of election of the persons to replace members of the Board whose posts are declared vacant under the provisions of (5) and (6) above shall be in accordance with the procedure laid down in Part III of the General Regulations annexed to this Convention.

Reasons

Sub-paragraph (5) has been revised as a consequence of (1) and (2) above, and expanded by (6) and (7) to provide for the removal and replacement of a Board member if he has ceased to fulfil the duties of his office. There is at present no provision for the dismissal of a member of the Board. Provisions for dismissal exist in the constitutions of most international tribunals and in Article 18 of the Statute of the International Court of Justice, the latter being the source for the text herein proposed. The election of persons as members with indefinite tenure would make the inclusion of a provision for their dismissal most desirable. The requirement for a unanimous recommendation to the Council by the remaining members of the Board would provide a safeguard against a possible miscarriage of justice.

4. (1) The working arrangements of the Board are defined in the Radio Regulations.

(2) The Board shall have the assistance of an adequate specialized staff, of the requisite qualifications and experience, to enable the Board to discharge the duties prescribed for it in the Radio Regulations. This staff, which shall work under the direction of the Board in organizing and carrying out its work, shall be selected by the Board in agreement with the Secretary General and shall be attached to the General Secretariat for administrative purposes. However, the Board shall be the sole judge of the technical competence of its staff.

Reasons

RR No. **308,** which is considered more appropriate for inclusion in the Convention, has been revised and strengthened to ensure that the I.F.R.B. is provided with a staff adequate in class and numbers to enable the Board fully to discharge its duties. The Board has been hampered throughout its existence by a staff deficient in both numbers and senior technical posts, which has often resulted not only in long delays in the processing of notices but also in so overburdening the members with work more appropriate for its staff to perform as to deprive them of the time needed for those aspects of the work which they alone can perform.

5. (1) The members of the Board shall serve, not as representatives of their respective countries, or of a region, but as custodians of an international public trust.

(2) No member of the Board shall request or receive instructions relating to the exercise of his duties from any Government or a member thereof, or from any public or private organization or person. Furthermore, each Member and Associate Member must respect the international character of the Board and of the duties of its members and shall refrain from any attempt to influence any of them in the exercise of their duties.

(3) No member of the Board or of its staff shall participate in any manner or have any financial interest whatsoever in any branch of telecommunication, apart from the work of the Board. However, the term "financial interest" is not to be construed as applying to the continuation of retirement benefits accruing in respect of previous employment or service.

Reasons

Since it is proposed that persons and not countries should be elected to serve as independent members of the Board, as custodians of an international public trust, there is no reason why a member should resign if the country of which he is a national ceases to be a Member of the Union. The present paragraph 6 is incompatible with the concept of the complete independence of Board members.

3701 **Convention**

ARTICLE 8

Amend Article 8, *Section* 2 *j) to read as follows:*

j) publish the technical standards of the International Frequency Registration Board, as well as such other data concerning the assignment and utilization of frequencies as are prepared by the Board in the discharge of its duties.

Reasons

To provide for the publication of the technical standards of the Board.

3702 **GENERAL REGULATIONS**

PART III

INTERNATIONAL FREQUENCY REGISTRATION BOARD

Chapter 20 bis

Procedure for Filling Vacancies on the Board

1. Upon the receipt of a notification from the I.F.R.B. that a vacancy exists on the Board, the Secretary General shall immediately notify each Member and Associate Member of the Union and shall invite each to nominate one person for election to the Board from the same region as that of the Board member whose seat has become vacant.

2. Each nomination submitted under paragraph 1 above must reach the Secretary General within sixty days from the date of the notification, and must contain full particulars of the candidate, including his full name, nationality, age and date of birth, present rank or position, technical qualifications and training in the field of radio, and details of his practical experience in the assignment and utilization of frequencies.

3. Upon the receipt of each nomination, the Secretary General shall determine:

a) Whether the nominee agrees to serve as a member of the Board if elected, and

b) whether the Country of which the nominee is a national supports his nomination.

4. After making this determination for each nomination received by him, the Secretary General shall prepare a list of the candidates for whom an affirmative determination was made under sub-paragraphs 3.*a)* and *b)* above, in the alphabetical order of their surnames.

5. The Secretary General shall forward the list of candidates, together with the full particulars of each, to each Member of the Union, and shall ask it to inform him which candidate in its opinion should fill the vacant seat. A Member shall be deemed to have abstained if it has not replied within 30 days after its opinion has been requested.

6. If the highest number of votes has been cast for two or more candidates the Secretary General shall so advise each Member of the Union and shall ask it to inform him which of these candidates in its opinion should fill the vacant seat. A Member shall be deemed to have abstained if it has not replied within two weeks after its opinion on this second ballot has been requested. This procedure shall be repeated as often as is necessary.

7. The Secretary General shall notify all the Members and Associate Members of the Union of the results of the election, and of the number of votes for each candidate in decreasing order of the number of votes cast; he shall declare elected the candidate who has obtained the largest number of votes.

Reasons

To stipulate the procedure for the filling of vacancies on the Board.

(Continuation of Art. 10)

Proposals **United States of America** *(cont'd)*

3703 **Rules of Procedure of the Administrative Radio Conference (Geneva, 1959) for the Election of the Members of the I.F.R.B.**

1. In order to ensure an equitable distribution of the members of the Board among the various parts of the world, the countries, Members of the Union, shall be grouped into the following four regions:

Region A	American Region
Region B	Western European and African Region
Region C	Eastern European and Northern Asian Region
Region D	Southern Asian and Australasian Region

The Head of the Delegation of each country, Member or Associate Member of the Union, shall inform the Secretary General of the Conference in which of the above regions it wishes to be included for the purposes of the election.

2. The delegation of each country, Member and Associate Member of the Union, may nominate not more than three persons for election as members of the Board. Each such nomination, which must be signed by the Head of the Delegation of the nominating Member or Associate Member of the Union, or by his Deputy, must have annexed to it, on a form to be obtained from the Conference Secretariat, the full particulars of the candidate including his full name, nationality, age and date of birth, present rank or position, technical qualifications and training in the field of radio, and details of his practical experience in the assignment and utilization of frequencies. Only nominations which reach the Secretary General by the date and time fixed by the Plenary Assembly shall be considered.

3. The Secretary General shall:

a) register and publish for the benefit of the participants at the Conference all the nominations received, together with the full particulars of each, grouped according to the regions of the nominating Members and Associate Members;

b) formally transmit the nominations to the Chairman of the Conference.

4. The Conference shall appoint a Committee to be responsible for examining the nominations, to ensure, before the election has taken place, that the nominations are valid according to the provisions of paragraph 2 above and that the nominees will serve if elected.

5. Upon submission by the nominating committee of the list of candidates whose nominations are valid, the Secretary General shall prepare a ballot on which are shown the world areas referred to above. Under each area he shall list the candidates from that area in alphabetical order of their surnames, together with the names of the countries of which they are nationals.

6. At a plenary session of the conference, each voting delegation shall be provided with one copy of this ballot and shall cast votes for two candidates from Area C and three candidates from each of the other areas, but no delegation shall vote for more than one national of a single country.

7. The tellers, appointed by the Chairman, shall gather the marked ballots, count the number of votes cast for each candidate, and report the results of the voting by grouping the candidates from each world area in descending order of the number of votes cast for each.

8. All votes shall be recorded by secret ballot.

9. In the event of a tie for any or all of the first three positions in regions A, B or D, a special vote shall be taken to decide which of the candidates who obtained the three highest numbers of votes shall occupy the first, second and third positions in each region. In the event of a tie for one or both of the first two positions in region C, a special vote shall be taken to decide which of the candidates who obtained the two highest numbers of votes shall occupy the first and second positions in region C. If necessary, further special votes shall be taken until the candidates who shall occupy the first three positions in regions A, B or D respectively and the first two positions in region C have been established.

10. The Chairman shall then declare elected the two candidates, not nationals of the same country, with the highest number of votes in Area C, and the three candidates, no two of whom are nationals of the same country, with the highest number of votes in each of the other areas.

Reasons

To prescribe the rules of procedure for the election by the Radio Conference of the members of the I.F.R.B. This procedure is based upon that used for the election of the Board members at Atlantic City, modified as appropriate for the election of persons instead of countries.

(Continuation of Art. 11)

Proposals

3704 United States of America

Resolution relating to the Preparation of the Master International Frequency Register

Whereas:

a) The Radio Regulations (Geneva 1959) provide in Section II of Article 11 thereof for the establishment of a Master International Frequency Register, to replace the Master Radio Frequency Record on the date that those Regulations come into force.

b) The International Frequency Registration Board has been charged with the task of preparing the initial Master Register in accordance with the directives contained in the above-mentioned Article.

c) The work involved in the preparation of the initial Master Register may require considerable time for its completion.

Therefore, be it resolved that:

1. The International Frequency Registration Board is authorized and directed to begin the preparation of the initial Master Register immediately upon the signing of the Final Acts of this Conference.

2. The Board is directed to organize its work thereafter in such a manner as to ensure the completion of the initial Master Register by the date that the Geneva Radio Regulations come into force.

(Continuation of Art. 11)

Proposals

Mexico

3705 UNDERLYING PRINCIPLES OF THE PROPOSAL FOR A NEW DRAFT TEXT FOR ARTICLE 11 OF THE RADIO REGULATIONS

1. Any change in frequency usage shall be notified for international registration even if the administration concerned considers that no harmful interference can be caused.

Reasons

Experience shows that there are many stations operating on frequencies which ought, according to the international register, to be free.

Some of them know that they cause or can cause interference and have not been notified, perhaps through lack of time. Others operate possibly contrary to the laws of their respective countries, but there are certainly many which operate in the belief that they cannot cause harmful interference. However, the latter are mixed with the others and, as they cannot be identified, make the problem unnecessarily more acute.

2. All entries in the Master Radio Frequency Record and the List must state the phase to which they refer.

Reasons

The daily task of seeking free space to satisfy a frequency usage requirement reveals that, on the basis of the existing Frequency List, success is very difficult to attain since a very high percentage of entries show operation during 24 hours for all phases which is strictly impossible, especially with reference to the second phase. An administration can, of course, make the necessary calculations to reveal the phase and operating times in which certain recorded assignments are useful in order to make use of available facilities, but this is obviously such a laborious task that in practice it can only be executed in specific cases, for example when there are complaints of interference. However, it would be possible to attain the objective of a completely useful register, if each administration were to make the calculations for every single one of its assignments, both existing assignments and those which will be notified in future, adding in each case the respective calculations to enable it to be classified by the Board before it is entered in the Register and the List.

Mexico already submitted this viewpoint in its reply to I.F.R.B. Circular-Letter 2296/57/R, dated 17 June 1957, in which it made certain suggestions in connection with so-called "occasional use". The Board proposed that a complete technical examination thereof should be made only with reference to new assignments or additions to existing assignments. The Mexican viewpoint in relation with the proposal by the Board, is contained in Annex 2 to I.F.R.B. Circular-Letter 2486/58/R dated 1 April 1958. The reply in question said in brief that Mexico was in favour of the information requested in relation with "occasional use" being supplied not only for future notifications but also for existing assignments; to this end administrations would be required to notify the appropriate corrections and the Board would have to prepare a new Master Record and a new List containing only revised assignments. It pointed out that the information to be supplied by the administrations should include data about the phase for which the assignment was intended. It recognized, however, that it was difficult for the complete information required to include existing assignments, as an agreement by the forthcoming Radio Conference might be necessary and as, even if the agreement could be arrived at previously by means of a referendum among administrations, it would be necessary to allocate large credits to the Board to cover the additional work of revising and correcting, when necessary, the information relating to existing assignments. The Mexican reply therefore supported the opinion of the Board, provided that all administrations supplied, in addition to the information it was proposed to request, data concerning the phase for which the assignment concerned was intended.

Hence, and in view of the fact that apparently there was no clear majority in favour of the Board's proposal, the Mexican viewpoint is now submitted for consideration by the Radio Conference in the practical form of a proposed new text for Article 11.

3. Any new entry in the List will be subject to previous verification of the operation of the station concerned.

Reasons

Since verification of existing assignments in the Master Radio Frequency Record prior to their inclusion in the International Frequency List would take a long time and would thus be incompatible with the early application of the provisions contained in the proposed new text for Article 11, such verification is not envisaged, but all assignments in the Master Record which have been given a favourable finding by the Board when they were examined will be entered in the List with a note in column 13 to the effect that operation has not been verified. However, by means of the routine monitoring recommended to the Board, or as a result of complaints of interference, the Board will order specific checks; the above-mentioned note in column 13 will be progressively deleted as the stations are checked.

New assignments, however, will have the corresponding emissions checked before they are entered in the List. If they are not monitored, they will be included only in the Appendix which will by definition contain only those assignments which have obtained a favourable finding from the Board although their operation has not been checked. When the station has been monitored in the phase for which it was notified, it will be transferred to the List.

(Continuation of Art. 11)

Proposals **Mexico** *(cont'd)*

4. For the technical examination of a notification, the Board shall base itself on the calculations made by the administration concerned.

Reasons

These calculations will have to be attached to the notification and contained in the form prepared by the Board itself, so that both parties may base themselves on common documents, thus improving the efficiency of their respective tasks.

5. Any station operating with tolerance shall be considered as accepting the condition that it will suspend operation if harmful interference is caused.

Reasons

The operation of such stations is obviously the result of careful calculations by the administration concerned. The latter undoubtedly does not intend, when notifying such operation, to justify or maintain interference to properly established services, but does so in the certainty that there will be no such interference. On this assumption, operation is carried out in reality as though it were covered by **88** of the Regulations.

6. Any complaint of harmful interference submitted to the Board must first be verified and studied. If the finding is unfavourable for the interfering country, the Board will invite it to suspend operation.

Reasons

Verification of the interference is envisaged as a preliminary measure, to be followed by a propagation study to ascertain whether the interference is sporadic. If it is concluded that the interference is of a permanent nature, the Board shall determine by studying the descriptive memoranda which it is envisaged shall be sent in each case, whether the transmitting or receiving stations, as the case may be, are capable of adjusting themselves to the technical standards in force; unfavourable findings will be forwarded to the corresponding administration or administrations together with pertinent recommendations. If the interfering country receives an unfavourable finding, it may ignore the Board's recommendation and negotiate direct with the country receiving interference. If there is no agreement after two months, it must follow the Board's recommendation or resort to arbitration taking that which is decided by the I.F.R.B. as the first possibility.

7. Any assignment received by the Board before 31 March 1953 shall be entered with the date 1 April 1952.

Reasons

This provision is intended to help a number of countries which for various reasons could not send the information mentioned in No. 272 of the E.A.R.C. Agreement by the specified date. This seems to be a fair provision, particularly if it is considered that priority of dates would have little importance in the procedure envisaged by the Mexican proposal, although they might be of importance in cases submitted to arbitration; however, these are expected to be very few as has been shown by past experience.

8. Advice.

Reasons

Up to the present the means at the disposal of the I.F.R.B. have not allowed it to fulfil No. 110 of the E.A.R.C. Agreement and other related provisions in the Radio Regulations. Apart from certain exceptions, the Board has explained the reasons on which an unfavourable finding is based, but this is strictly speaking a judgment and not advice. According to the Mexican proposal, all communications by the Board containing unfavourable findings concerning notifications or resulting from complaints of harmful interference, will have to be supplemented by specific recommendations of assignments capable of settling the problem. This suggestion is based on the certainty that the Board possesses the best information for issuing a recommendation, since

a) there will be certain assignments in the Register whose publication will be postponed;
b) it is possible that the administration concerned is not yet aware of information published;
c) monitoring information supplied by administrations and, even more, the extensive network which Mexico suggests (in a separate proposal) should be controlled by the Board itself, would provide it with the best criteria on which to base itself.

It is also envisaged that before making a notification, an administration shall request the advice explicitly referred to in No. 110 of the E.A.R.C. Agreement provided the proposal is supported by a trial assignment as the result of a fruitless attempt to find an adequate assignment on the basis of the List and the Appendix and, possibly, the weekly circulars.

(Continuation of Art. 11)

Proposals **Mexico** *(cont'd)*

DEFINITIONS

For the sake of brevity, the following terms will be used with the meaning indicated:

1. *Conventional examination:*

An examination of a frequency assignment notice in order to ascertain:

a) that it is in accordance with the relevant provisions of the Convention and the Regulations;

b) that it is in accordance with a regional agreement, or with plans adopted for the allocation of frequencies in exclusive bands.

2. *Change in frequency usage:*

A new or additional assignment, or a change in any basic characteristic of an existing assignment.

3. *Present operation:*

A change in frequency usage occurring before its notification to the Board.

4. *Future operation:*

A change in frequency usage which will be notified by a given date before its introduction.

5. *Operation with tolerance:*

Operation which is not fully in accordance with the Convention, the Regulations or the technical standards in force.

6. *Monitoring:*

A service responsible for:

a) keeping a watch to verify the operation of a station;

b) measuring the operational characteristics of a station;

c) to detect a station which it has not been possible to identify.

Section V of the Existing Regulations

Review of Findings

3706 **340** to **346.** *Delete.*

Reasons

Deletion is proposed since the review of a notification will be meaningless in view of the Mexican proposals for the whole of this Article; according to these proposals a notification will be entered if the finding is favourable (after the operation concerned has been verified) or, if it is unfavourable, it will be returned to the administration concerned with relevant suggestions.

Review in the light of probable interference is likewise pointless since, in accordance with Nos. N75 and N76 (Proposals 3799 and 3800), the Board will undertake the necessary steps to get rid of the interference or, if not, to suspend the operation causing the interference which has been verified.

Section VI of the Existing Regulations

3707 **Cancellation of Frequency Recordings**

Deletion of this section is proposed for the following reasons:

a) Assignments notified for present operation have to be verified as laid down in Nos. N56, N58 and N59 (Proposals 3780, 3782 and 3783) and their normal operation (or end of operation) calls for the action specified in No. N89 (Proposal 3813). Assignments for future operation are governed by Nos. N54 and N57 to N59 (Proposals 3778 and 3781 to 3783).

(Continuation of Art. 11)

Proposals **Mexico** *(cont'd)*

b) In any case, it is envisaged to withdraw assignments which do not operate from the List, which amounts to cancellation, subject to consultation with the administration concerned.
Hence, only **350** should be retained from Section VI, and this has been included in the proposed Section II. To confirm the foregoing, specific comments are made below regarding the other paragraphs of Section VI which it is proposed to delete.

3708 **347.** *Delete.*

Reasons

If an administration has any reason for not bringing an assignment into operation, it will tend not to notify the entry into operation. As laid down in No. N90 (Proposal 3814), the Board will take steps to modify or delete the respective recording or to see it that the administration acts in accordance with No. N55 (Proposal 3779).

3709 **348.** *Delete.*

Reasons

The Mexican proposals lay down that any assignment whose operation has not been checked by the Board shall be withdrawn from the corresponding service documents, subject to consultation with the administration concerned. The relevant procedure is specified in Nos. N84 to N90 of the proposed text (Proposals 3808 to 3814).

3710 **349.** *Delete.*

Reasons

To offer this facility (not exactly provisional) to administrations, it has been proposed that all notifications should explicitly state the phase for which the assignment in question is intended.

3711 **350.** *Incorporated into No. N 11 with slight amendments (Proposal 3725).*

3712 **351.** *Delete.*

Reasons

See proposal 3709.

Section VII of the Existing Regulations

3713 **Studies and Recommendations**

It is proposed that this Section should be deleted, for the following reasons:

a) When an administration requests the Board to make a study it is, strictly speaking, asking for advice and this matter is suitably covered by Section VI of the Mexican proposal.

b) According to the Mexican proposal, it is no longer possible to speak of probable interference but only of actual interference, which is covered in detail by proposed Section VII.

c) The action to be taken in any of the previous cases is also envisaged in each of the Sections quoted.
Hence, only **356, 357, 358** and **359** of Section VII should be considered (**358** because an administration may find it speedier to negotiate direct with the corresponding administration before a complaint is sent to the Board). The se numbers have been incorporated into No. N8 with the pertinent amendments (Proposal 3722).

(Continuation of Art. 11)

Proposals Mexico*(cont'd)*

ARTICLE 11

(New title)

3714

Procedure for the Integration of the Master International Frequency Register and for its Maintenance

No. in the new art. proposed	Proposed Text
	Section I. Preamble
3715 N1 (309) (314)	Any change in frequency usage by stations of the different services shall be notified to the International Frequency Registration Board. According to its characteristics and the relevant provisions of the present Regulations, the said change shall be recorded or published in the appropriate document or documents mentioned below:
	a) Master International Frequency Register (referred to hereinafter as "the Register"); this document, which may not be published, shall contain all information to be recorded either for the internal work of the Board or for due publication in other service documents. It shall replace the "Master Radio Frequency Record" (referred to hereinafter as "the Master Record").
	b) The International Frequency List (referred to hereinafter as "the List") shall contain sifted information useful for the work of administrations and for their relations with the I. F. R. B. It shall be published at the intervals specified in **470** of the present Regulations and shall be supplemented by:
	1. Supplements which shall be published at the intervals mentioned in **470,** to keep the List up to date.
	2. The appendix to the List or to its corresponding supplement, which shall be known as the "Appendix". It shall contain assignments which have received a favourable finding from the Board in all respects but which have not been verified in operation.
	The List and its Appendix shall be published simultaneously; this also applies to the supplements and their appendices. The body of this article will mention only the List and the Appendix but this expression also covers the corresponding supplements and appendices.
	c) The weekly circulars of the I. F. R. B., which shall be referred to conventionally as the "weekly circulars", and which shall be published to inform administrations of
	1. any notifications received by the Board for which a favourable finding has been issued, with any relevant supplementary data;
	2. the assignments to be transferred from the Appendix to the List, the publication of which can, however, be postponed;
	3. any assignments which are deleted from the Register and the Appendix since then have not been monitored.

	No. in the new art. proposed	Proposed Text
		Observations The new text is intended to exclude any possibility of assignments not recorded in the Register, even if an administration should consider that the operation of such assignments cannot cause harmful interference. Experience shows that a large number of stations are operating in practically all places for which the Master Record contains no entry; such stations are difficult to identify and constitute an obstacle to the introduction of new assignments in those places.
3716	N2	The Register shall be integrated on the basis of the Master Record by the I.F.R.B. according to the procedure laid down in this article.
3717	N3 **(310)** **(312)**	The dates given in a notification shall be entered, as appropriate, in the REGISTRATION column or in the ENTRY INTO OPERATION column, or in both, of the Register, identified as 2a and 2b in Appendix 1.
3718	N4	1. The entries with a date in columns 2a and 2b of the Register and of the List will enjoy international protection with respect to assignments with a subsequent date, and to assignments operating with tolerance, which are dealt with in Section IX of this article, namely: *a)* Those which do not operate in strict conformity with the provisions of the Convention and the Regulations, as envisaged by **88**. *b)* Those whose entry was insisted upon, and which are still the subject of an unfavourable finding. *c)* Those referring to assignments which received a qualified favourable finding by the Board. *d)* Those whose publication is postponed in accordance with No. N95 until it is verified that they do not produce harmful interference.
3719	N5	2. Entries concerning stations operating with tolerance have no right to international protection, except with respect to assignments which are notified at a subsequent date for operation in the same conditions as themselves. However, the assignments referred to in para. *c)* of No. N4 above shall enjoy international protection with respect to all subsequent assignments.
3720	N6	All assignments notified must relate explicitly to a particular phase. This is part of the information which must be supplied by administrations in accordance with Appendix 1 and No. N34. **Observations** This provision, supplemented by monitoring, should be the most important, enabling the Register to reflect actual operation and to permit better use to be made of the spectrum.
3721	N7	No notification shall be entered relative to an assignment which is in any way a duplication of another assignment for the simultaneous transmission of a same communication to the same points of reception, except for the transition period between two consecutive phases. **Observations** The aim is to get rid of the practice, followed by some administrations, of using one or more frequencies to transmit the same communication on the same circuit, for different reasons, which means an unjustified use of the spectrum.

	No. in the new art. proposed	Proposed Text
3722	N8 (356) (357) (358) (359)	1. One or more administrations may notify to the Board any changes in frequency usage for the purpose of *a)* falling into line with the provisions of the Convention or Regulations; *b)* avoiding interference; *c)* using a given portion of the radio spectrum more efficiently. If the notifications receive a favourable finding by the Board, the latter shall make the respective modifications, retaining the original dates. However, the original assignments shall not be withdrawn from the Register or the List before 6 months, so that the action envisaged in No. N9 may be taken.
3723	N9	2. If operation in all or some of the cases does not prove to be as satisfactory as had been expected, the administration may, within a period of 6 months from the date of entry into operation of the transferred assignment, return to its original assignment and send an appropriate notification to the Board, which shall retain the original dates recorded. **Observations** This provision is substantially the same as No. 250 of the E.A.R.C. Agreement which has proved to be very useful in practice.
3724	N10 (313)	Assignments operating with tolerance, mentioned in No. N 4 and considered in detail in Section IX of this article, shall be included in the Register and the List (although those whose publication is delayed, referred to in No. N95, shall not be included in the latter), so that the members of the Board and the Members of the International Telecommunication Union, as the case may be, may take it into account that the corresponding assignment is in service. The protection to be given and received by the said assignments is laid down in Nos. N4 and N5.
3725	N11	If use were abandoned of a frequency that has been recorded, the country which made the notification shall inform the Board thereof within 3 months from the date of cessation. The Board shall thereupon cancel the entry in the Register and the List.
3726	N12	The technical standards used by administrations to establish their assignments and by the Board for its examinations and findings shall be based on the appendices to these Regulations and on the standards adopted by specialized Administrative Conferences. However, any modifications, additions or deletions affecting these standards originating in C.C.I.R. recommendations or in considerations by the I.F.R.B. itself, shall first be approved by the administrations by means of a referendum. **Observations** This provision is considered essential so that the administrations and the Board will have common, and, so far as possible, undisputed technical bases when making calculations regarding a notice of an assignment.

	No. in the new art. proposed	Proposed Text
3727	N13 (314)	All correspondence between administrations and the Board regarding notifications and their treatment shall be sent by registered air mail with acknowledgment of receipt.
		Observations
		The Mexican Administration considers that this is the best practical means of satisfying the need for documents acknowledging the receipt of a communication.
3728	N14	Any problem related with a notification, including complaints of harmful interference, shall be dealt with directly and exclusively between the Board and the corresponding administrations.
		Observations
		It would be awkward, and even inconvenient, for an administration not involved in a problem to be obliged to pay attention to a series of matters which do not concern it, and the provision of not forwarding useless copies to such an administration would be justified if it did not need to be informed of such matters.
3729	N15	When priority is to be the deciding criterion for the settlement of a dispute or for a decision by arbitration, the date to be considered shall be that appearing in the Register, provided the corresponding notification has satisfied the following conditions:
		a) If the assignment is for future operation, it must have been monitored within 30 days after the date notified for entry into operation, in accordance with No. N54.
		b) If the assignment is for the phase during which it was notified, it must have received a favourable finding and have been monitored, in accordance with No. N56.
3730	N16	If the conditions mentioned under *a)* and *b)* above are not satisfied, although the procedure laid down in No. N58 has been applied, priority will be given to the date of entry into operation which has been verified.
		Section II. Transfers from the Master Record to the Register
3731	N17	Only those assignments which have a date in column 2c of the Master Record shall be transferred to the Register, provided the information mentioned in Nos. N33 and N34 has been supplied.
		Observations
		This must be the first important step to ensure that the Register will reflect actual operational conditions. To this end, the Conference will have to fix, probably by means of a resolution, the closing date for supplying such information, for example 6 months after the entry into force of the new Regulations.
3732	N18	For all assignments, the date to be entered in column 2a of the Register shall be the date on which the Board received the first notification, or 1 April 1952 for assignments which were notified between this date and 31 March 1953.

	No. in the new art. proposed	Proposed Text
		Observations This provision should get rid of the difficulties experienced by a large number of countries which were not able to send the information mentioned in No. 272 of the E.A.R.C. Agreement by the date specified.
3733	N19	Assignments bearing the date 3.12.51 in columns 2a or 2b of the Master Record shall keep this date in column 2a of the Register. However, any of these assignments notified for operation on a secondary basis shall bear the letter *s* in column 13 of the Register.
		Observations The aim of this text is to incorporate the substance of No. 85 of the E.A.R.C. Agreement, although it could be dropped if it is considered that the case to which it refers could be perfectly dealt with by **88** of the present Regulations.
3734	N20	If an assignment bears a date in column 2c of the Master Record, this date shall be entered in column 2b of the Register, with the following exception:
3735	N21	Any assignment bearing a date in columns 2c and 13 of the Master Record, which represents an entry insisted upon by the administration concerned, shall be reviewed in the light of the information to be supplied in accordance with Nos. N33 and N34. The following procedure shall be applied regarding the date of entry into operation: *a)* If the new finding by the Board is favourable, the entry in column 2b of the Register shall bear the earliest of the dates entered in columns 2c and 13 of the Master Record; *b)* If the finding continues to be unfavourable, the date in column 2c of the Master Record shall be inserted in column 2b of the Register, with the relevant notes in column 13.
		Observations The aim of this text is to prevent an assignment recorded through the insistence of an administration becoming a regular assignment even though it may be capable of producing harmful interference.
3736	N22	Any assignment transferred to another frequency with the aim of conforming to the provisions of the Regulations or of avoiding interference, and which has been the subject of a favourable finding by the Board, shall retain the original dates and the reason therefor shall be noted in column 13.
		Observations An effort which benefits one or more administrations should not have to be paid for by a loss of priority legitimately enjoyed. If the priority is not retained, the administration concerned will probably decide not to make the transfer. Furthermore, it seems reasonable that the benefits mentioned in No. 249 of the E.A.R.C. Agreement should be extended to cases in which transfer is necessary.
3737	N23	1. Any assignment which is entered in the Master Record with a note in column 13 representing a qualified favourable finding by the Board shall be submitted to a fresh examination in the light of the information to be supplied in accordance with Nos. N33 and N34.

	No. in the new art. proposed	Proposed Text
		Observations
		The aim of this measure is to ensure that after information has been sifted, the Register will reflect actual operating conditions.
3738	N24	2. If the result of the fresh examination is a completely favourable finding, the assignment shall be entered in the Register with the same notified characteristics which appear in the Master Record, and the comments shall be withdrawn from column 13.
3739	N25	3. However, if the original condition, or other conditions, are to be maintained, the assignment shall be recorded in the Register with the dates it bears in the Master Record, but the relevant notes shall be entered in column 13.
		Section III. Integration of the International Frequency List
3740	N26	1. Any entry in the Register originating from the Master Record and which has been the subject of final action by the Board, shall also be entered in the List. a note being included in column 13 to the effect that operation has not been verified; nevertheless, the assignment shall not be published in the Appendix.
3741	N27	2. When monitoring information reveals that an assignment entered in the List in the conditions laid down in No. N26 above has not been verified, the Board shall consult with the respective administration regarding the possibility of cancelling the said entry or of putting it into operation.
3742	N28	3. The administration concerned shall notify the date on which it brought the assignment in question into operation within 2 months from the date when it received the communication from the Board. If the respective communication is not received within the said time period, the assignment shall be deleted from the Register and the List.
3743	N29	4. When the Board receives the communication indicating the date when the assignment was brought into operation, it shall proceed to verify it within 30 days.
3744	N30	5. If the assignment is monitored within the said time period, the entry shall retain its original dates. If it is not monitored, it shall be deleted from the List.
3745	N31	As the monitoring reports verify the operation of stations referred to in No. N26, the Board shall progressively delete the corresponding note in column 13.
3746	N32	Assignments subsequent to the integration of the Register shall be dealt with in accordance with the provisions of the following sections of the present Article.
		Section IV. Notification of frequency assignments
3747	N33	Information contained in a notification shall be supplied in accordance with Appendix 1 and supplemented as indicated in No. N34.
3748	N34	All notifications to the Board shall be accompanied by:

	No. in the new art. proposed	Proposed Text
		a) The calculation data used by the respective administration to conclude that the notified assignment is feasible; these data shall be submitted on a form to be prepared by the Board itself.
		Observations
		a) All notifications of changes in frequency usage should be very carefully studied by the administration with the twofold purpose of convincing the administration that the assignment concerned will not lead to harmful interference and of facilitating the task of the Board when it undertakes the technical examination of the notification. The importance of the form is to ensure that when the administration supplies information and the Board examines it, both will work on a common basis.
		b) A descriptive memorandum containing the technical characteristics of the installation, which shall likewise be forwarded on forms to be drawn up by the Board. The administration concerned shall keep this memorandum up-to-date by duly forwarding any modifications introduced.
		Observations
		b) In cases when the Board has to issue findings concerning complaints of harmful interference, an examination of the descriptive memorandum may be useful to ascertain whether the interfering equipment is capable of conforming to the technical standards in force. The task of conveying and handling this information, which is obviously very burdensome, may be greatly simplified if the Board adopts standard machines.
		c) Additional information, which in the opinion of the administration, may be useful.
3749	N35	Any change in frequency usage shall be notified not earlier than 3 months before the date for such a change.
		Observations
		This is substantially the same as No. 215 of the E.A.R.C. Agreement.
3750	N36	Nevertheless, a change in frequency usage may be effected without previous notification if it is necessary to meet an urgent need and if the calculations and monitoring reveal that the said assignment will not produce any international interference, provided that the respective notification is forwarded within 30 days of the date on which the change took place.
		Observations
		This is practically the same as the last part of **317** of the Regulations which it is proposed to amend.
3751	N37	When making a frequency assignment to be used for reception by a land station as part of a special service with mobile stations, the administration concerned shall notify the Board if it desires international recognition.
		Observations
		Simplified text of **314** which it replaces consequent to inclusion of the latter in No. N1.

	No. in the new art. proposed	Proposed Text
3752	321.	*Unchanged.*
3753	316.	*Unchanged.*
3754	317.	*Delete.* **Reasons** Replaced by Nos. N35 and N36.
3755	318.	*Delete.* **Reasons** Replaced by Nos. N33 and N34.
3756	319.	*Delete.* **Reasons** Pointless since, in accordance with Nos. N35 and N36, there is sufficient time for the complete notice to be sent.
3757	320.	*Delete.* **Reasons** Replaced by No. N54.
3758	N38	The Board shall send a weekly circular by registered air mail to all countries Members of the Union containing a list of the information specified in No. N1*c*).
3759	323.	*Delete.* **Reasons** No objections or observations by administrations are envisaged which may in any way prevent the entry into operation of a notified assignment.
3760	324.	*Delete.* **Reasons** Consistent with the deletion of **323.**
3761	325.	*Delete.* **Reasons** Consistent with the deletion of **323.**

	No. in the new art. proposed	Proposed Text
		Section V. Preliminary procedure, examinations, findings and final action
3762	N39	As soon as the Board receives a notice, it shall ascertain that it contains all the information laid down in Appendix 1 supplemented by that indicated in No. N34. If this is not so, the notice shall neither receive a finding nor be the subject of any other action, except that it will be returned to the administration which sent it with an indication of what has been omitted.
3763	N40	1. If the notice is complete, it shall be provisionally recorded in the Register so that it may be protected while the subsequent procedure is under way.
3764	N41	2. When assignments are notified for future operation, the date of receipt of the notice shall not be earlier than 3 months before the date of entry into operation notified. These dates shall be entered in columns 2a and 2b respectively of the Register.
3765	N42	3. When assignments are notified for present operation, the date of entry into operation shall not be earlier than 45 days before receipt of the notice. These dates shall be entered in columns 2a and 2b respectively of the Register.
3766	N43 **(320)**	The date on which the Board receives a complete notice for the first time shall be used for drawing up the order of examination.
3767	N44 **(326)**	The Board shall examine any complete notice as soon as possible to ascertain:
3768	N45 **(327)** **(328)**	(1) its conformity with the relevant provisions of the Convention and the present regulations, except with regard to the possibility of causing harmful interference.
3769	N46 **(330)**	(2) its conformity with a regional agreement or with plans adopted for the allocation of frequencies in the exclusive bands.
3770	N47 **(335)**	*a)* If, in any of the cases covered by (1) and (2) above, the finding is unfavourable, the notice shall be returned immediately to the administration which sent it with the reasons for this finding. *b)* If the administration returns the notice suitably amended, it shall be entered in the Register as a new notice and shall cancel the previous one.
3771	N48	1. Any notice obtaining a favourable finding in the conventional examination shall be submitted to a technical examination.
3772	N49	2. The technical examination shall determine or verify, as the case may be: *a)* the possibility that a notified assignment may cause interference to other assignments recorded in the Register; *b)* the necessary and adequate characteristics to ensure that the notified service is satisfactory; *c)* whether the interference giving rise to the complaint is temporary or permanent; *d)* the cause of interference in especially difficult cases. For the above purposes, the Board shall consider the information supplied

	No. in the new art. proposed	Proposed Text
		by the administrations, as specified in Nos. N33 and N34 and, when appropriate, the information supplied by monitoring.
3773	N50	3. If the finding is favourable, the assignment shall be included in the next weekly circular. The following assignments shall be entered in the Appendix: *a)* those intended for future or immediate operation; *b)* those intended for present operation but which have not been monitored within the time limit specified in No. N56.
3774	N51	4. If the finding is unfavourable, the Board shall inform the administration thereof as soon as possible and forward one or more alternative solutions.
3775	N52	1. Notices relative to assignments contained in regional agreements or plans which have been adopted shall not be submitted to technical examination if they concern countries which are signatories to such agreements or plans; however, the Board shall examine the possibility that they may cause harmful interference to existing assignments of other countries which are not signatories. **Observations** The aim is to protect the interests of countries which, for one reason or another, are not signatories to agreements or conventions prepared by the respective conferences.
3776	N53	2. For the purposes of No. N52 above, the Board shall be given details when a regional agreement is concluded or a plan is adopted for the allocation of frequencies in exclusive bands.
3777	**331.**	*Delete.* **Reasons** It is pointless, since the basic aim of the technical examination is to enable frequencies to be shared.
3778	N54	1. When an assignment is notified for future operation, the Board shall take steps to ensure that the administration has brought its assignments into operation within 30 days following the date originally notified. **Observations** This time limit makes allowances for electromagnetic propagation possibilities.
3779	N55	2. If an administration should foresee postponement of entry into operation to a date which is after the limit of the first phase of the period covered by the notice, it shall send to the Board an appropriate notification which will be treated as a new one, replacing the previous one. **Observations** If the postponed date is still within the limits of the first phase, no special communication is necessary, as the procedure is laid down in No. N58.
3780	N56	If an assignments is notified for present operation, the Board shall make the

	No. in the new art. proposed	Proposed Text
		provisional entry of the complete notice and at the same time take steps to see that the notified operation is monitored within 30 days.
		Observations
		This time limit makes allowances for electromagnetic propagation possibilities.
3781	N57	1. If operation is verified, in accordance with Nos. N54 or N56 as the case may be, and if favourable findings have been issued as a result of the conventional and technical examinations, the recording shall be published in the List and the dates originally entered in the Register shall be maintained.
3782	N58	2. Any assignment included in the Appendix shall be transferred to the List as soon as it has been monitored during the first phase of the period for which it was notified, and the date on which the assignment was monitored shall be entered in column 2b.
3783	N59	3. If the assignment is not monitored within the time limit indicated above, the entry shall be withdrawn from the Register and from the corresponding service documents.
3784	N60	4. If an assignment verified in accordance with No. N57 has had an unfavourable finding, it shall be recorded in the List with the characteristics contained in the recommendation made in conformity with No. N61, together with pertinent comments in column 13.
		Section VI. Advice by the Board to Administrations
3785	N61	1. When the Board issues an unfavourable finding as a result of the technical examination, it shall recommend one or more alternative solutions to the administration concerned; they shall be provisionally included in the Register and forwarded as soon as possible to the administration, a period of 2 months being specified for the latter to notify the date on which operation of one or more of the recommended assignment(s) began.
3786	N62	2. If the administration decides to reject the recommendations by the Board, it may either:
		a) send a different notification which will be treated as a new one, or
		b) insist on its original assignment, in accordance with No. N92.
3787	N63	3. If the administration states, within the specified 2-month time limit, that it has brought the recommended assignment or assignments into operation, the Board shall issue a favourable finding in respect of the notice without examining it at all. As regards the date of entry in column 2a of the Register, the following procedure shall be applied:
		Observations
		The Board doubtless would not make a recommendation which was not capable of solving the problem concerned. Therefore, if it is adopted by the administration concerned, it cannot possibly be the subject of an unfavourable finding.
		a) if the administration is responsible for the unfavourable finding in that it has, for example, omitted information, made wrong calculations, etc., the date shall be that upon which the said communication was received.

	No. in the new art. proposed	Proposed Text
		b) if the administration is not responsible for the unfavourable finding, the date shall be that upon which the original notification was received. **Observations** An administration shall not be considered as responsible for an unfavourable finding if, for example, it failed to take into consideration assignments which had not yet been published, or it could not make allowances for assignments which could not be published at the request of the administration concerned (see No. N95), etc.
3788	N64	4. The Board shall take the necessary steps to verify that an administration has brought an assignment into operation within 30 days of the date on which the Board received the notification.
3789	N65	5. If operation is verified within the specified time limit, the Board shall note in column 2b the date of entry into operation notified by the administration and the assignment shall be published in the List.
3790	N66	6. If operation is not verified within the specified time limit, the assignment shall be included in the Appendix and transferred to the List as soon as it has been monitored within the first phase of the period for which it was notified, in which case the date on which operation was verified shall be entered in column 2b.
3791	N67	7. If operation has not been verified by the end of the phase in question, the entry shall be withdrawn from the Register and from the corresponding service documents.
3792	N68	8. If the administration concerned does not announce the entry into operation of the notified assignment within the specified 2-month limit, the entry shall be withdrawn from the Register.
3793	N69	1. Before notifying an assignment for future operation, an administration may request the advice of the Board. The request shall be accompanied by a tentative assignment with data concerning possibilities found in the List, in the Appendix and in the weekly circulars, together with any monitoring data which might have been obtained by the administration's own installations. To save time, the administration should also send data concerning the procedure for the choice of the frequency which served as a basis for the above investigation. **Observations** It appears reasonable that advice should be requested only when a fruitless effort has been made to find a suitable assignment on the basis of the List and the Appendix and, as the case may be, the weekly circulars.
3794	N70	2. If the tentative assignment receives a favourable finding by the Board, the notification shall be considered as a formal notification and shall be entered in the Register, the date on which it was received being entered in column 2a, provided the notification was accompanied by the information specified in paras. *b)* and *c)* of No. N34. **Observations** If the advice requested proves to be unnecessary, the notification must be recorded immediately, to ensure priority for the notifying administration.

	No. in the new art. proposed	Proposed Text
3795	N71	3. When the Board informs an administration of a favourable finding, it shall give the full characteristics with which the assignment was recorded.
3796	N72	4. Within 2 months from the date when the communication is received from the Board, the administration shall notify to the latter the date on which the assignment in question was brought into operation. Subsequent procedure shall be in accordance with Nos. N64 to N67.
3797	N73	5. If the tentative assignment obtains an unfavourable finding, the Board shall recommend one or more alternative solutions which it shall communicate as soon as possible to the requesting administration. Subsequent procedure shall be in accordance with Nos. N62 to N68.
		Section VII. Interference
3798	N74	1. If operation of an assignment which has been notified and recorded in the Register, the List or the Appendix, causes harmful interference to another assignment which is entitled to international protection in accordance with No. N4, the affected country may negotiate with the interfering country to settle the dispute or report it to the I. F. R. B., by telegram if necessary, providing the data necessary for the study, and if possible the identity of the interfering station.
		Observations
		Although the possibility of direct settlement of the matter between the administrations concerned is not excluded, the administration receiving interference might consider it more practical to appeal immediately to the Board, because among other reasons, it may be easier for the latter to identify the station in view of the information available to it both in the Register (see No. N95) and as a result of extensive monitoring.
3799	N75	2. As soon as the Board receives a complaint of harmful interference, it shall verify it and study the matter, taking into account: *a)* the situation as revealed by the Register; *b)* propagation conditions; *c)* the characteristics of the equipment of both parties, based on the information referred to in No. N34 *b)*, in order to ascertain whether the interfering equipment is capable of conforming to the technical standards in force, and whether the receiving equipment is fitted to the circumstances.
		Observations
		The aim of the procedure proposed in this number is to ensure that any action taken to get rid of interference will be based on proof of the latter by means of monitoring, in the hope that this proof will constitute "prima facie" evidence that the interfering station is operating in conflict with the Regulations.
3800	N76	3. If the finding is unfavourable for the interfering country, the Board shall send a telegram inviting it to eliminate the interference immediately or to suspend

	No. in the new art. proposed	Proposed Text
		operation. The telegram shall be confirmed by a letter recommending one or more alternative characteristics for the assignment for the purpose of settling the dispute.
3801	N77	4. If the finding is unfavourable for the complaining country, the Board, when informing it thereof, shall make pertinent recommendations.
3802	N78	5. The recommendation to one or both of the parties, as the case may be, shall be accompanied by the time limits by which the Board considers it necessary to apply them. Each party shall be informed of the communications sent to the other party. The administration concerned shall communicate to the Board, within the specified time limit, that it has adopted the Board's recommendations and the results obtained.
3803	N79	1. Instead of following the alternative recommendation(s) by the Board, the interfering country may enter into negotiations with the affected country in order to seek a friendly solution to the dispute, in which case it shall inform the Board thereof as soon as possible. **Observations** The aim is that arbitration should be used only as a last resort.
3804	N80	2. If this course is followed, and if, within 2 months from the date when the interfering country received the Board's recommendations, a satisfactory arrangement has not been reached, the said country may take the following action: 1. Discontinue the negotiations and notify the alternative solution or solutions recommended by the Board. 2. Agree with the affected country on the tribunal, body, individual, etc., which is to act as arbiter. In this event, it would be desirable for both countries to consider a decision by the Board as the first possibility.
3805	N81	Until the dispute is satisfactorily settled, the interfering country should suspend operation. **Observations** In the event of, and pending, arbitration, the interests of the station having priority must be fully protected.
3806	N82	If the administrations come to an agreement permitting satisfactory operation of both assignments, they shall inform the Board thereof and the latter shall enter the agreed modifications in the Register and the List, keeping the dates of the original assignments in columns 2a and 2b.
3807	N83	If the operation of a station gives rise to a complaint of interference before the relevant notice has been sent to the Board, the latter shall immediately verify the interference in question and identify or localize it, in order to invite the corresponding administration to suspend operation.

	No. in the new art. proposed	Proposed Text
		Section VIII. Monitoring
3808	N84	To verify emissions, or complaints of harmful interference, the Board shall specify the monitoring stations which are to make the necessary observations, bearing in mind the relative points of reception and propagation factors.
3809	N85	If an emission cannot be identified, the Board shall make the necessary arrangements for detection by means of radio direction-finding through the most appropriate monitoring stations.
		Observations
		It is not intended to go further than specifying the smallest possible area where the station may be operating, in order to allow certain assumptions to be made.
3810	N86	When monitoring reveals that a station in operation has not been registered, the Board shall proceed as follows: *a)* If the notification referred to in No. N36 has not been received within 45 days, the Board shall, subject to identification or detection of the station, invite the administration concerned to suspend operation or to forward a suitable notification. *b)* If a notification is received from the administration within the said time limit, the Board shall forego the monitoring referred to in No. N54.
3811	N87	1. The Board shall specifically monitor, in a routine and permanent manner, all the assignments included in the Appendix corresponding to the phase in which the assignments in question must operate.
		Observations
		This must be a normal duty of the Board.
3812	N88	2. The assignments which have been monitored and which correspond to operation in the phase in which monitoring is effected, shall be immediately withdrawn from the Appendix and the appropriate procedure followed.
3813	N89	1. The Board, basing itself on reports of monitoring ordered by it, shall open a special register enabling it to make assumptions concerning which of the stations recorded in the Register, the List or the Appendix are not operating or are operating in different conditions from those recorded, or in any way infringe the provisions of the present Regulations.
3814	N90	2. The stations referred to in the preceding paragraph shall be specially monitored for the purpose of confirming or rectifying assumptions. If they are confirmed, the Board shall consult with the corresponding administration regarding the possibility of modifying or deleting the relative entry.
		Section IX. Special cases of changes in frequency usage
3815	N91 **(88)**	Any country Member of the Union may assign a frequency to a station, even when the frequency and the characteristics themselves of the said assignment are not strictly in conformity with the table of frequency allocations and the other provisions of the present Regulations.

	No. in the new art. proposed	Proposed Text
		Subject to examination by the Board to establish the conditions of registration, the assignments in question shall be recorded in the Register and in the corresponding service documents, with pertinent notes in column 13. **Observations** This is practically the original text of **88** — which has proved to be very useful — with amendments in harmony with the body of the Mexican proposal.
3816	N92	If an administration insists in maintaining certain operational characteristics contrary to those which, in the Board's view, derive from application of the technical standards, the Board shall record the latter in the Register and in the corresponding service documents, and shall include a note in column 13 indicating the characteristics insisted upon by the administration concerned. The dates in columns 2a and 2b shall be those originally notified by the administration. **Observations** To avoid obliging an administration to protect another administration beyond what is strictly necessary.
3817	N93	1. Assignments bearing an observation in column 13 of the Master Record representing a qualified favourable finding by the Board and which, after being reviewed in the light of the information referred to in Nos. N33 and N34, justify retention of the same finding, shall be recorded in the Register and in the List, with the dates appearing in the Master Record.
3818	N94	2. If the new finding is unfavourable, the assignment shall be entered in the Register with the appropriate notes in column 13 and a communication shall be sent to the administration concerned, accompanied by one or more alternative solutions. Subsequent procedure shall be in accordance with Nos. N61 and N68.
3819	N95	1. An administration may notify the entry into operation of a station which may be capable of producing harmful interference at reception points notified by another administration, and request the Board not to publish its notification until the stage indicated in No. N99 is reached. **Observations** The aim of this provision, supplemented by the provisions of Nos. N96 and N99, is to solve in a practical way the great difficulties which arise when an administration notifies reception points scattered over the world without there being any means of direct verification. With the proposed conditions, the interests both of the administration notifying the reception points and of an administration which has not been able to find better accommodation for its assignment are protected.
3820	N96	2. In the above case, the Board shall proceed to verify operation, in accordance with No. N54 or No. N56, as the case may be.
3821	N97	3. If the monitoring report is satisfactory, the notification shall be kept only in the Register.
3822	N98	4. If the station is not monitored in the time limit mentioned in No. N96, the entry shall be withdrawn from the Register.

	No. in the new art. proposed	Proposed Text
3823	N99	5. If the condition mentioned in No. N97 has been satisfied and if the corresponding administration makes no complaint of interference during the appropriate period for notification of reception points, the assignment shall be recorded in the List and published in the corresponding service documents. The dates contained in the first notification shall be entered in columns 2a and 2b. **Observations** It is assumed that the absence of complaints is evidence that the assignment is feasible.
3824	N100	Operation of stations in accordance with Nos. N91 to N95 may only take place provided it causes no harmful interference to any service ensured by stations operating in accordance with the Convention and the present Regulations. **Observations** The notes in column 13 of the Register which identify the assignments operating with tolerance are obviously not intended to justify or maintain interference to duly established services but merely signify that the notifying administration is sure that such interference will not arise. If this assumption is correct, operation is really effected as if it were covered by the terms of **88** of the present Regulations. If the procedure put forward in this proposal is not followed, the Register would merely be a substantial reproduction of the Master Record.
		Section X. Availability of Records
3825	**360.**	*Unchanged.*
3826	**361.**	*Unchanged.*

3827

Switzerland

Frequency notifications

The Swiss Administration,

considering:

a) that frequency notifications are rather frequently subject to unfavourable findings from the International Frequency Registration Board;

b) that, in practice, frequencies on which unfavourable findings have been reached are sometimes used for long periods without suffering interference or giving rise to complaints;

c) that the non-use for long periods of frequencies subject to reservations is wasteful of the frequency spectrum;

proposes:

1. that when the International Frequency Registration Board issues an unfavourable finding on a country's notification, and if experience shows that the frequency can be used, a second notification should be submitted simultaneously by the two countries interested in the connection;
2. that this second notification should be noted provisionally and a time limit be fixed for all such notifications, after which they will become definitive;
3. that should any complaint or query arise after the time limit mentioned in 2., priority should be given:

   a) to the longer connection, or,

   b) if both connections are equally long, to the international connection notified by the two Administrations concerned.

(This page cancels and replaces the present page 293)

(Continuation of Art. 11)

Present Provisions **Proposals**

United States of America

3828

Article 11. *Heading. Read:*

Procedure for the Notification and Processing of Changes in Frequency Usage.

3829 Morocco

Article 11. *Heading. Read:*

Procedure for the Recording of Frequency Assignments in the Master International Frequency Register.

3830 U.S.S.R.

Article 11. *Heading. Read:*

Procedure in Connection with the International Frequency Registration Bureau.

1237 United States of America United Kingdom

309 to **313.** *Delete.*

Reasons

United States of America:

No. **309** more adequately covered in No. **314;** those portions of Nos. **310–313** which are still pertinent are more appropriately treated elsewhere.

United Kingdom:

309 is not required in view of the proposal to reword **314.** The substance of **310–313,** suitably modified, it is proposed to include in new paragraphs following **339.**

3831 U.S.S.R.

309. *Replace the present text by the following:*

§ 1. (1) All frequency assignments and all modifications in their use made by Administrations and capable of causing harmful interference to any service of another country shall be notified to the Bureau and shall be recorded by the latter in one of the two columns of the International Frequency List.

(Continuation of Art. 11)

Present Provisions **Proposals**

3832 Morocco

311. *Replace the present text by the following:*

Such a frequency assignment shall have the right to international protection from harmful interference resulting from assignments recorded later in the Master International Frequency Register or from assignments not recorded therein.

U.S.S.R.

1238

311. *Replace the present text by the following:*

Such a frequency assignment, registered by the Bureau, shall have the right to international protection from harmful interference.

3833

312. *Replace the present text by the following:*

(3) Any frequency assignment which, in any measure, contravenes the Radio Regulations, shall be recorded in the NOTIFICATION COLUMN.

1239

313. *Replace the present text by the following:*

Such a record shall be made in order that Members and Associate Members of the International Telecommunication Union may take into account the fact that the frequency in question is in use.

3834 United States of America

Section II. *Heading. Read:*

Section I. Notification of Changes in Frequency Usage.

3835 Morocco

Section II. *Heading. Read:*

Section II. Notification of New Assignments and of Amendments to Existing Assignments.

(Continuation of Art. 11)

Present Provisions **Proposals**

3836 U.S.S.R.

Section II. *Heading. Read:*

Section II. Notification of New Frequency Assignments and of Modifications to Existing Assignments.

3837 United States of America

314. *Replace the present text by the following:*

§ 2. (1) Each Change in Frequency Usage made in conformity with No. **87** of these Regulations to a fixed, land, broadcasting, radionavigation land, radiopositioning land or standard frequency station, which is used for international communication, or is susceptible of causing harmful interference with any service of another country, or for which international recognition is desired, shall be notified to the I.F.R.B. not later than 30 days after the change has taken place.

Reasons

Reworded to include No. **309**, and editorial.

3838 and 3839 *Cancelled.*

1240 United Kingdom

314. *Replace the present text by the following:*

§ 2. (1) Every change in frequency usage at a station other than a mobile or amateur station shall be notified to the Board if the frequency is to be used for international communication, or is capable of causing harmful interference with any service of another country, or if international recognition of the use of the frequency is desired.

Reasons

Reworded to cover the present **309** and to use the term "change in frequency usage", which it is proposed to define in Article 1.

(Continuation of Art. 11)

Present Provisions | **Proposals**

3840 U.S.S.R.

314. *Replace the present text by the following:*

§ 2. (1) Each country, when assigning frequencies to a station within its jurisdiction or control, or when modifying an existing frequency assignment or any of its particulars (mentioned in Appendix 1 to the Radio Regulations), shall notify the Bureau thereof.

3841 United States of America

315. *In fine after:* mobile stations *add:* . . . in each case where one or more of the conditions stipulated in No. **314** are applicable.

Reasons

For clarity.

(This page cancels and replaces the present page 294)

(Continuation of Art. 11)

Present Provisions **Proposals**

United Kingdom

1241 **315.** *Replace the present text by the following:*

(2) Similar notice shall be given of frequencies to be used in the operation of a particular service by mobile stations for working with land stations or other mobile stations.

Reasons

To include frequencies used between mobile stations.

1242 **315.** *After this No. add the following new sub-paragraph:*

(2 *bis*) Frequencies assigned to a working service for use during years of high or low sunspot activity may be notified to the Board for any other service for use on an interim basis and without prejudice to the earlier frequency assignment.

Reasons

349 transferred to a more appropriate place.

3842 United States of America

316. *Replace the present text by the following:*

(3) Specific frequencies or bands of frequencies prescribed by these Regulations for common use by stations of a given service (for example, 500 kc/s and the frequencies in the high frequency ship telegraphy bands) shall not be notified to the Board. The Board shall, however, make appropriate entries in the Master Register with respect to such common frequencies or bands of frequencies.

Reasons

Reworded for clarity and to indicate the action to be taken by the Board in connection with such frequencies or bands of frequencies.

(Continuation of Art. 11)

Present Provisions

Proposals

United Kingdom

1243 **316.** *Add in fine:*

The Board shall, however, make appropriate entries in the Master International Frequency Register with respect to such frequencies.

Reasons

To provide for entries to be made by the Board.

1244 **316.** *After this No. add the following new paragraphs:*

§ 2 *bis*. Notifications shall be recorded in the Master International Frequency Register which shall be compiled and maintained by the Board in accordance with the provisions of this Article.

(This page cancels and replaces the present page 296)

(Continuation of Art. 11)

Present Provisions **Proposals**

3843 United States of America

317. *Delete.*

Reasons

Unnecessary in view of the rewording of No. **314.**

1250 United Kingdom

317. *Replace the present text by the following:*

§ 3. Whenever practicable, notification of a change in frequency usage under the provisions of **314** must be made to the Board before the change has taken place. As a general rule, it should be made not earlier than three months before the date of the change.

Reasons

To set a time limit on advance notification, but allow earlier notification in exceptional cases.

3844 U.S.S.R.

317. *Replace the present text by the following:*

§ 3. Notification under the provisions of **314** must be made to the Bureau, in principle, two months at the most before the frequency is brought into service so that the Administrations concerned may agree on measures to prevent possible harmful interference. However, in urgent cases, and when it is clear that the bringing into service of a given frequency assignment will not cause international interference, the assignment need not be notified in advance.

1251 Australia (Commonwealth of)

318. *Between:* Power *and:* Hours of operation *insert:* Radiation Characteristics.

Reasons

To provide the I.F.R.B. with information which must be taken into consideration in making an effective engineering investigation of an assignment.

(Continuation of Art. 11)

Present Provisions | **Proposals**

3845 United States of America

318. *Replace the present text by the following:*

§ 4. (1) Each notice shall be submitted in the form prescribed by Appendix 1, a separate form being used for each Change in Frequency Usage so notified. The notice must include at least the following information:

Name of the notifying country;
Frequency;
Class of station;
Location of station;
Class of emission and bandwidth;
Power;
Hours of use of the frequency;
Points of intended reception where applicable (otherwise area to which communications are directed);
Date of bringing assignment, in all of its basic characteristics, into use; and
If such assignment is made pursuant to a service or regional agreement, the identity of such agreement.

The notifying country should also include any other pertinent information.

Reasons

Reworded to prescribe the means by which notices of Changes in Frequency Usage are to be submitted to the Board; to clarify that the hours of use pertain to the frequency and not to the circuit; to ensure that the date of use applies to all the basic characteristics of that particular listing.

3846 Morocco

318. *Replace the present text by the following:*

§ 4. (1) A new frequency assignment, or an amendment to an existing assignment, shall be notified by the Administration of the country in which the station using the assignment is situated. This administration shall supply all the information requested in Nos. 1 to 12 of the standard form given in Appendix 1 of the present Regulations.

It is recommended that the notifying country also include under No. 13 (Observations) any pertinent additional information, for example: reference to a regional or service agreement.

(Continuation of Art. 11)

Present Provisions

Proposals

1252 United Kingdom

318. *Replace the present text by the following:*

§ 4 (1) Except as provided in (1 *bis*) (see *proposal 1254*) each notice must include the following information:

Name of notifying Member or Associate Member;

Frequency;

Date of use;

Call sign;

Name and geographical position of the station;

Localities or areas of intended reception;

Class of station and nature of service;

Bandwidth necessarily occupied and class of emission;

Peak power in kW;

(This page cancels and replaces the present page 297)

(Continuation of Art. 11)

Present Provisions

Proposals

United Kingdom *(cont'd)*

Azimuth of maximum radiation of antenna in degrees (clockwise) from true North;

Maximum hours of use in G.M.T. for each locality or area of intended reception.

For this purpose it is recommended that the notifying Member or Associate Member should use a form similar to the specimen given in Appendix 1 and should also include the additional data called for in that Appendix. They may include other information.

Reasons

To provide for notices to be submitted in common form and to bring the description and extent of the minimum particulars for all assignments virtually into line with those required under the interim procedure of the E.A.R.C. Agreement for assignments below 27 500 kc/s.

1253 U.S.S.R.

318. *Replace the present text by the following:*

§ 4. (1) All notifications as provided for under **314** shall be preceded by a preliminary notification containing the information listed in Appendix 1 to the Radio Regulations.

United Kingdom

1254 **318.** *After this No. insert the following new subparagraph:*

(1 *bis*) In the case of frequencies notified under **315** the minimum essential information is as follows:

(This page cancels and replaces the present page 298)

(Continuation of Art. 11)

Present Provisions **Proposals**

United Kingdom *(cont'd)*

Name of notifying Member or Associate Member;
Frequency;
Date of use;
Area or areas of use;
Nature of service;
Bandwidth necessarily occupied and class of emission.

Reasons

To make clear what particulars are essential in these cases.

3847 United States of America

319. *Delete.*

Reasons

Experience has demonstrated that provision for advance telegraphic notice is unnecessary.

3848 U.S.S.R.

319 and **320.** *Delete.*

Reasons

Superfluous in view of **318.**

United States of America

3849 **320.** *Replace the present text by the following:*

(3) The date of first receipt by the Board of such notice shall establish the order of its consideration.

Reasons

Reworded as a consequence of the deletion of No. **319.**

320. *After this No. add the following new Section:*

3850 *Heading. Read:*

Section II. Master International Frequency Register.

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

3851 § 4 *bis*. Notifications of Changes in Frequency Usage shall be recorded in the Master International Frequency Register, which shall be compiled and maintained by the Board in accordance with the provisions of this Article.

Reasons

To indicate that it is the responsibility of the Board to compile and maintain the Master International Frequency Register.

3852 § 4 *ter*. The Board shall enter in the Master Register, as initial data, the following categories of assignments reflected by listings in the Master Radio Frequency Record on the effective date of this Article:

3853 *a)* Each listing in the Master Record satisfactory with respect to No. **328** with a date in Column 2c but with no date in Column 2a or 2b.

3854 1) the date to be entered in Column 2b shall be the date on which the first notice thereof was received by the Board, or 1 April 1952, whichever is the later:

3855 2) the date to be entered in Column 2c shall be that appearing in Column 2c of the Master Record, or the date in Column 13 (should it pertain to the date of bringing the assignment into use), whichever is the earlier.

3856 *b)* Each listing for an aeronautical station assignment in a band allocated exclusively to the aeronautical mobile (R) service between 2 850 and 17 970 kc/s.

3857 1) the date of 3 December 1951 shall be entered in Column 2a provided it is in conformity with the four criteria specified in § 10 *bis*. (1); if it is in conformity with criteria 1, 3 and 4 but not in conformity with criterion 2, that date shall be entered in Column 2b;

3858 2) otherwise, the date of first receipt of the notice by the Board shall be entered in Column 2b;

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

3859 3) the date notified to the Board of bringing the assignment into use shall be entered in Column 2c.

3860 *c)* Each listing for an aeronautical station assignment in a band allocated exclusively to the aeronautical mobile (OR) service between 3 025 and 18 030 kc/s;

3861 1) the date of 3 December 1951 shall be entered in Column 2a provided the listing meets the conditions specified in § 10 *bis.* (2); or in Column 2b if it meets the conditions specified in § 10 *bis.* (2), second sub-paragraph;

3862 2) otherwise, the date of first receipt of the notice by the Board shall be entered in Column 2b;

3863 3) the date notified to the Board of bringing the assignment into use shall be entered in Column 2c.

3864 *d)* Each remaining listing in the Master Record satisfactory with respect to No. **328** with dates in either Columns 2a and 2c or 2b and 2c;

3865 1) for each having dates in Columns 2a and 2c, the dates shall be entered unchanged in the corresponding columns of the Master Register:

3866 2) for each having dates in Columns 2b and 2c,

3867 *a)* the 2b date shall be entered in Column 2a of the Master Register provided the assignment has been in operation at least six years without harmful interference having been reported;

3868 *b)* otherwise, the 2b date shall be entered in Column 2b of the Master Register; as soon as practicable thereafter, however, the Board shall apply to each such listing satisfactory with respect to No. 327, the procedure prescribed in § 10 *septies* (5) and § 10 *octies* (1) and (2). If the Board thereupon finds the listing satisfactory in respect of No. **329,** the 2b date shall be transferred unchanged to the 2a Column; if not satisfactory, the Board shall enter remarks in Column 12b which describe the situation found to exist;

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

3869 *c)* the date notified to the Board of bringing the assignement into use shall be entered in Column 2c.

3870 *d)* For each listing transferred to the Master Register unsatisfactory in respect of No. **327,** a remark to that effect shall be entered in Column 12b.

3871 *e)* The test for the completeness of these listings shall be based only upon the pertinent provisions of the Radio Regulations or of the E. A. R. C. Agreement applicable to the notices thereof at the time they were received by the Board.

3872 *f)* The Board may transfer to Column 12b of the Master Register such of the remarks in Column 13 of the Master Record as in its opinion are necessary and are not inconsistent with the provisions of this Article.

Reasons

§§ 4*ter a)* to *f)* indicate the extent and manner in which the data in the Master Radio Frequency Record on the effective date of this Article shall be transferred to and comprise the initial data in the Master International Frequency Register. Columns 2a, 2b and 2c refer to the registration date, notification date and date of use respectively. For the authority of the I. F. R. B. to undertake this work, see Resolution on Preparation of the Master Register.

United Kingdom

1255 **320.** *After this No. add at the beginning of Section III the following new paragraph:*

§ 4 *bis.* Upon receipt of a notice (other than a preliminary telegraphic notice) incomplete in respect of essential information the Board shall return it by air mail to the notifying Member or Associate Member giving its reasons for this action and shall make no entry in the Master International Frequency Register.

Reasons

To provide that no entry in the Register is to be made in these circumstances.

(Continuation of Art. 11)

Present Provisions | **Proposals**

3873 United States of America

321. *Replace the present text by the following:*

§ 5. Upon receipt of a complete notice the Board shall record it. If incomplete in respect of the prescribed basic characteristics (see No. **318** and Appendix 1), the notice shall be returned to the notifying country with the reasons therefor, without further action on the part of the Board.

Reasons

To indicate the disposition to be made of incomplete notices. Experience indicates that the inclusion of a notice in the weekly circular will suffice as to the acknowledgment of its receipt by the Board.

United Kingdom

1256 **321.** *Replace the present text by the following:*

§ 5. Upon the receipt of a complete notice, the Board shall communicate its date of receipt immediately to the notifying Member or Associate Member.

Reasons

To make clear that no entry in the Register is made at this stage.

3874 U. S. S. R.

321. *Replace the present text by the following:*

§ 5. Upon the receipt of a notice forwarded in accordance with **314** and **318,** the Bureau shall record it and immediately acknowledge the date of receipt to the notifying country. If it notices that the notice does not contain all the information called for in Appendix 1 of the Regulations, it shall return the notice to the Administration concerned, giving the reasons for this action.

3875 United States of America

322. *Replace the present text by the following:*

§ 6. At intervals of one week, the Board shall circulate by air mail in the form of a circular addressed to all countries, Members and Associate Members of the Union, a tabulation of the data in all complete notices

Present Provisions | **Proposals**

which it has received since the date of the last published circular. This shall serve as the acknowledgment to the notifying contries concerned of the receipt by the Board of the Changes in Frequency Usage that it has received.

Reasons

As a consequence of the change in No. **321** and editorial.

3876 U.S.S.R.

322. *Replace the present text by the following:*

§ 6 (1) Each month, the Bureau shall circulate to all Members of the Union, for their information, data concerning new recordings and modifications made to the International Frequency List.

1257 United States of America, United Kingdom, U.S.S.R.

323 to **325.** *Delete.*

Reasons

United States of America:

This procedure, which tends to delay the work of the Board, is of doubtful value since the Board's examination of notices should be sufficient to protect the interests of the other countries concerned.

United Kingdom:

It is doubtful whether the procedure would be workable over the whole range of frequencies. The I.F.R.B. must carry out its own examination of the notice before registration, and this should adequately protect the interests of other countries concerned.

U.S.S.R.:

Not justified by practical necessity.

Morocco

3877

324. *Replace the present text by the following:*

(3) A country which has not communicated with the Board within four weeks at the latest of the date of the receipt of the circular will be assumed to have no objection or comment.

3878 **325.** *Delete.*

(This page cancels and replaces the present page 299)

(Continuation of Art. 11)

Present Provisions **Proposals**

U. S. S. R.

326 to **328.** *Replace the present text by the following:*

1258 § 7. (1) The Bureau shall examine each notice with respect to:

1258 bis *a)* its conformity with the Table and the rules for allocation of frequencies contained in these Regulations;

1258 ter *b)* its conformity with the other provisions of these Regulations.

1258 quater *c)* its conformity with regional agreements or service agreements and with frequency allocation plans, adopted by a conference for the services in question.

United States of America

3879

328. *Replace the present text by the following:*

b) its conformity with the Convention and the other provisions of these Regulations (with the exception of those relating to the probability of harmful interference);

Reasons

Editorial.

3880

329. *At the beginning read:*

c) the probability of harmful interference over the whole of a solar cycle either to any service... *In fine read:* ... or to a service operating in accordance with the provisions of Nos. **327** and **328,** on a frequency recorded with a date in the Notification Column, but regarding which the Board has not been furnished with evidence of harmful interference.

Reasons

To ensure that the technical examinations of the Board cover the whole of the solar cycle, and for clarity.

(Continuation of Art. 11)

Present Provisions **Proposals**

U. S. S. R.

1259 **329.** *Delete.*

Reasons

The usefulness of this provision has not been demonstrated in the practical activities of the Bureau.

1260 United Kingdom

329. *After this No. add the following new subparagraph:*

(1 *bis*) A notice in conformity with the table and the rules for allocation of frequencies shall not, however, be examined with respect to **329** if it relates to a frequency above 30 Mc/s (other than a frequency to be used at an ionospheric scatter, trophosperic scatter or broadcasting station) unless the Board is specifically requested to apply that provision by the notifying administration when it submits the notice or by another administration concerned within 30 days of the date of receipt of the circular in which details of the notice are published.

Reasons

To conserve the resources of the Board by exempting assignments in these bands from examination with respect to the probability of harmful interference unless an administration concerned considers this to be necessary.

3881 U. S. S. R.

330. *Delete.*

Reasons

This is taken into account in proposal 1258 *quater.*

3882 United States of America

331. *Delete.*

Reasons

There would appear to be no need to include this well known fact in the RR.

(Continuation of Art. 11)

Present Provisions **Proposals**

1261 U.S.S.R.

331. *Delete.*

Reasons

Useless.

3883 United States of America

332. *In the second sentence, replace:* in § 7 of this Article *by:* in Nos. **326** to **329**.

Reasons

Editorial.

(This page cancels and replaces the present page 300)

(Continuation of Art. 11)

Present Provisions | **Proposals**

1262 United Kingdom

332. *Add in fine:*

The Board shall insert a suitable note in Column 13 in respect of such assignments.

Reasons

To identify the service or regional agreement.

1263 U. S. S. R.

332. *Replace the present text by the following:*

§ 9. Whenever a service or regional agreement is concluded, the Office must be informed of the terms thereof. The provisions of such agreements must, in principle, be in accordance with the rules for the registration and use of frequencies contained in these Regulations.

United States of America

332. *After this No. add the following new paragraphs:*

3884

§ 9*bis*. Notices shall be considered by the Board as soon as practicable after the date of their receipt, and cannot be postponed unless the Board lacks sufficient data to render a decision in connection therewith. However, a notice shall be acted upon which has a technical bearing on an earlier notice still under consideration by the Board, until such time as a finding has been reached with respect to such earlier notice.

Reasons

This provision has been transferred from Article 12 (No. **369**), as being more appropriate for inclusion in Article 11; it has been edited to make it consistent with the other provisions of this Article.

3885

§ 9*ter*. If the Board makes a finding that harmful interference has been caused within (six) months from the date of the bringing into use of a Change in

Present Provisions | **Proposals**

United States of America *(cont'd)*

Frequency Usage, to any service rendered by a station for which a frequency assignment has already been recorded in the Master Register with a date in the REGISTRATION COLUMN, or to the service of a recorded station satisfactory with respect to No. **327** with a date in the NOTIFICATION COLUMN, it shall be "prima facie" evidence that the operation is in violation of these Regulations.

Reasons

To clarify the relationship between No. **87** and the provisions of Article 11.

3886

Section IV. *Heading and sub-heading. Read:*

Section IV. Recording of Changes in Frequency Usage.

3887 *A. In bands for which Lists or Plans have been adopted*.*

* Part A of Section IV is not applicable to the band 535–1 605 kc/s in Region 2 (see No...) *(proposal 3901)*.

3888

333. *Replace:* in § 7 *by:* in Section III.

1264 U.S.S.R.

333. *Replace the present text by the following:*

§ 10. (1) Depending upon the results of the examination of a given assignment, regarding its conformity with the conditions set out in **327** and **328**, and proposal ... *(Proposal* 1258 *quater)* the procedure to be applied shall be as follows:

3889 United States of America

334. *Add:* Nos. *before:* **327**, **328** and **329**, *and in fine read:* ... REGISTRATION COLUMN (2a).

(Continuation of Art. 11)

Present Provisions **Proposals**

1265 United Kingdom

334. *Replace:* assignment *by:* change in frequency usage.

Reasons

To adopt the use of this expression as defined in the proposal for Article 1.

1266 U.S.S.R.

334. *Replace the present text by the following:*

(2) Any assignment which satisfies the conditions mentioned in **327, 328** and... *(proposal* 1258*quater)* shall be recorded in the International Frequency List, the date of the receipt of the frequency notice by the Bureau being shown in the REGISTRATION CULUMN.

3890 United States of America

335. *Add:* No. *before:* **328.**

(This page cancels and replaces the present page 301)

(Continuation of Art. 11)

Present Provisions **Proposals**

1267 United Kingdom

335. *Replace:* country *by:* Member or Associate Member.

Reasons

To conform with the wording of the Convention.

1267 bis U.S.S.R.

335. *Delete.*

3891

335. *After this number, insert the following new sub-paragraphs:*

(3*bis*) Any assignment which does not satisfy one of the conditions mentioned in **327, 328** or ... *(proposal* 1258*quater)* shall be recorded in the Master International Frequency Record, the date of receipt of the frequency notice by the Bureau being shown in the NOTIFICATION COLUMN. However, if harmful interference to the reception of any station operating in accordance with **327, 328** and... (*proposal* 1258 *quater*) is caused by the use of this frequency assignment, the station using this frequency assignment must, upon receipt of advice of this harmful interference, take steps to stop it, or suspend operations.

3892

(3*ter*) When a country makes any change in the basic data of an existing assignment recorded in its name which affect:

— the site of the station;
— the class of emission and bandwidth;
— the power;
— the points of intended reception (or the area to which communications are directed);
— the hours during which communications are directed to the operating zone of the frequency;

these alterations shall be recorded as a new assignment with details, at the time of entry, of the new particulars and of the date they were received by the Bureau.

Present Provisions | **Proposals**

U.S.S.R. *(cont'd)*

However, the original date of entry shall be maintained:

— if the alteration in site does not exceed 300 km;
— if the original power is not increased by more than 50%, the antenna gain remaining unchanged;
— if the original direction of the emission is not changed by more than 30° in one direction or the other;
— if the length of the circuit is not increased by more than 25%.

3893 United States of America

336. *Add:* Nos. *before:* **327** and **328,** *and before:* **329.**

1268 United Kingdom

336. *Replace:* country *by:* Member or Associate Member.

Reasons

To conform with the wording of the Convention.

1269 U.S.S.R.

336. *Delete.*

Reasons

Unnecessary because of proposal 3891.

3894 United States of America

337. *Replace the present text by the following:*

If the notifying country resubmits the notice within 60 days with modification which results after re-examination in a favorable finding by the Board, the assignment shall be recorded in the Master Register as provided under No. **334,** the date of receipt by the Board of the modified notice being shown in the REGISTRATION COLUMN.

Reasons

To specify a time limit within which a notice may be returned to the Board, and for clarity.

(Continuation of Art. 11)

Present Provisions **Proposals**

1270 United Kingdom

337. *1. Replace:* country *by:* Member or Associate Member.

Reasons

To conform with the wording of the Convention.

1271

2. *Replace:* assignment *by:* change in frequency usage.

Reasons

To adopt the use of this expression as defined in the proposal for Article 1.

1272 U.S.S.R.

337. *Delete.*

Reasons

Unnecessary because of proposal 3891.

3895 United States of America

338. *Read in fine:* ... recorded in the Master Register, the date of receipt of the first notice by the Board being shown in the NOTIFICATION COLUMN (2b) and an indication of the finding of the Board in the REMARKS COLUMN (12b).

Reasons

For clarity.

(This page cancels and replaces the present page 302)

(Continuation of Art. 11)

Present Provisions **Proposals**

1273 United Kingdom

338. *Replace the present text by the following:*

However, if the notifying Member or Associate Member re-submits the original notice unchanged and informs the Board that the change in frequency usage has been made without any reports of harmful interference having been received, the change in frequency usage shall, if the Board's finding remains unchanged, be recorded in the Master International Frequency Register, the date of receipt of the first notice by the Board being shown in the NOTIFICATION COLUMN. The Board shall, as a general rule, then apply the provisions of **347** to the assignments that contributed to the unfavourable finding.

Reasons

To introduce requirements to be satisfied before the notice is recorded.

1274 U.S.S.R.

338. *Delete.*

Reasons

Unnecessary because of proposal 3891.

3896 United States of America

338. *After this No. add the following new subparagraph:*

If the notice is resubmitted after 60 days, it shall be treated as a new notice.

Reasons

To indicate the status of a notice resubmitted after 60 days.

1275 China

339. *Delete.*

Reasons

It is the obligation of all Members and Associate Members of the Union to follow the Frequency Allocation Table strictly and no violation should be allowed.

Present Provisions | **Proposals**

3897 United States of America

339. *Read:* (5) *Finding favorable with respect to Nos.* **328** *and* **329** *but unfavorable with respect to No.* **327.**

The frequency assignment shall be recorded in the Master Register, the date of receipt of the first notice by the Board being shown in the NOTIFICATION COLUMN and an indication of the finding of the Board in Column 12b. However, ... *(remainder unchanged).*

Reasons

Editorial and for clarity.

1276 United Kingdom

339. *Replace:* frequency assignment, *by:* change in frequency usage, *and add in fine:* A remark to this effect shall be entered in Column 13 of the Register.

Reasons

To adopt the use of this expression as defined in the proposal for Article 1.

To identify the assignments concerned in the Register.

1277 U.S.S.R.

339. *Delete.*

Reasons

Unnecessary because of proposal 3891.

United States of America

339. *After this No. add the following new paragraphs:*

3898 § 10*bis* (1) If, in the course of the examination prescribed in Nos. **326** to **329,** the Board finds that an assignment to an aeronautical station in a frequency band between 2 850 and 17 970 kc/s allocated to the aeronautical mobile (R) service is in conformity with the following four criteria:

Present Provisions

Proposals

United States of America *(cont'd)*

1. the frequency corresponds to one of the frequencies specified in Column 1 of the allotment plan for the aeronautical mobile (R) service, (Appendix 16*bis*, Part II, Section II) (*proposal* 4596);
2. the area of use is within the boundaries of the Major World Air Route Areas or the Regional and Domestic Air Route Areas as set forth in Column 2 of the same plan (Appendix 16*bis*, Part II, Section II) (*proposal* 4596);
3. the limitations of use set forth in Column 3 of the same plan (Appendix 16*bis*, Part II, Section II) (*proposal* 4596) have been appropriately observed;
4. the class of station, type of emission, power and hours of use are in accord with those provided for in the general notes contained in the same plan;

it shall render a favorable finding with respect to Nos. **327, 328** and **329,** and shall enter the assigment in the Master Register with the date of 3 December 1951 in Column 2a.

3899

If, however, the Board finds that the assignment is in conformity with criteria 1, 3 and 4 above, but not in conformity with criterion 2, it shall enter the assignment in the Master Register with the date of 3 December 1951 in Column 2b.

3900

All other such assignments shall be entered in the Master Register with the date of first receipt of the notice by the Board in Column 2b.

3901

(2) If in the case of the examination prescribed in Nos. **326–329**, of assignments to aeronautical stations in the bands between 3 025 and 18 030 kc/s allocated exclusively to the aeronautical mobile (OR) service, the Board finds that the assignment is in conformity with the primary allotments in the (OR) allotment plan and the conditions specified therein (Appendix 16*bis*) (*proposal* 4596), it shall render a favorable finding with respect to Nos. **327, 328** and **329**, and shall enter the assignment in the Master Register with the date of 3 December 1951 in Column 2a.

Present Provisions

Proposals

United States of America *(cont'd)*

3902

If the Board finds that the assignment meets all these conditions except that the allotment is in the plan on a secondary basis, it shall enter the assignment in the Master Register with the date of 3 December 1951 in Column 2b.

3903

All other such assignments shall be entered in the Master Register with the date of first receipt of the notice by the Board in Column 2b.

3904

If the assignment is the result of a permissive change from one type of emission to another without additional band space being thereby occupied (See Appendix 16*bis*, Part III, Section II) (*proposal* 4596), and meets all the conditions for a primary or secondary allotment except that the assigned frequency does not correspond numerically with one of the frequencies specified in the Plan, the Board shall enter the date of 3 December 1951 in Column 2a or 2b of the Master Register as would otherwise be appropriate.

3905

(3) The provisions of Nos. **336–338** shall not be applied to these notices.

Reasons

§ 10*bis* (1), (2) and (3) provides a procedure for the treatment of notices of aeronautical assignments in the bands allocated exclusively to the aeronautical mobile service between 2 850 and 18 030 kc/s, which is compatible with the proposal to incorporate the adopted plans for that service in the new Radio Regulations (Appendix 16*bis*) (proposal 4596). This treatment parallels as closely as practicable the provisions of Nos. 251–253 of the E.A.R.C. Agreement.

3906

§ 10*ter*. A notice of a Change in Frequency Usage which affects one or more of the basic characteristics of an existing assignment shall be treated as a notice of a new assignment unless the Board finds that the Change in Frequency Usage will not cause harmful interference to the service of a station for which a frequency assignment has been recorded in the Master Register, in which case the amended assignment shall retain the original date of registration.

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

Reasons

No. **346**, suitably edited, is considered more appropriately located at this point.

3907

§ 10*quater*. For each listing entered in the Master Register, the date notified to the Board of bringing into use the Change in Frequency Usage shall be entered in Column 2c.

Reasons

To indicate, for each assignment in a planned band, the date to be inserted in Column 2c.

3908

§ 10*quinquies*. Operations on assignments recorded in the Master Register with dates in the REGISTRATION COLUMN, which are in conformity with all the provisions of the Radio Regulations, shall have the right to international protection from harmful interference over operations on assignments with dates in the NOTIFICATION COLUMN. Within regional bands, however, this protection shall apply only between operations within the same Region.

Reasons

No. **311**, suitably amended and transferred to a more appropriate place. Since the regional plans adopted by the E.A.R.C. were not made mutually technically compatible, reliance instead having been placed upon **RR90**, the provisions of No. 208 of the E.A.R.C. Agreement have been retained.

B. *In other Bands*

3909 § 10*sexies*. Upon the receipt of a complete notice of a Change in Frequency Usage, a corresponding listing shall be made in the Master Register with a view to its early publication pursuant to the provisions of these Regulations. For each such listing the Board shall insert

a) the date of receipt of the notice in Column 2b;

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

b) the date notified of effecting the Change in Frequency Usage, in Column 2c, provided that the date inserted therein shall not be more than 30 days (plus a reasonable allowance for transit time as determined by the Board) prior to the date inserted in Column 2b; and

c) a remark in Column 12b to indicate the provisional status of the entry.

3910

§ 10*septies*. Depending upon the findings of the Board subsequent to the examination prescribed in Nos. **326** to **330,** further action shall be as follows:

3911

(2) *Finding favorable with respect to Nos.* **327, 328** and **329**

The provisional status symbol shall be deleted from Column 12b.

3912

(3) *Finding unfavorable with respect to No.* **328**

The notice shall be returned immediately by airmail to the notifying country with the reasons of the Board for this finding, and the corresponding listing deleted from the Master Register.

3913

(4) *Finding favorable with respect to Nos.* **328** *and* **329** *but unfavorable with respect to No.* **327.**

The provisional status symbol in Column 12b shall be replaced by a remark indicating the finding of the Board. However, if harmful interference to the reception of any station operating in accordance with the frequency allocation table is caused by the use of this frequency assignment, the station using this assignment must immediately suspend operations upon receipt of advice of this harmful interference.

3914

(5) *Finding favorable with respect to Nos.* **327** *and* **328,** *but provisionally unfavorable with respect to No.* **329.**

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

The Board, using such of the means at its disposal as are appropriate in the circumstances, shall determine for the notice of Change in Frequency Usage under examination, as well as for each of the listings contributing to the probability of harmful interference, *a)* the extent to which each assignment has been in actual use over an eleven year cycle; *b)* the extent to which the stations are being operated in accordance with their notified basic characteristics; and *c)* if they are being operated in contravention of the Convention or of these Regulations. Among the means which may be used by the Board are direct correspondence with the notifying countries, the data contained in the master record of monitoring data maintained by the Board, special monitoring reports covering that particular case, and, in the case of the fixed service, information obtained in response to inquiries of the Board from the countries of the receiving stations involved, the Board in the latter instances having sent copies of its inquiries to the countries of the corresponding transmitting stations.

3915

§ 10*octies*. (1) Upon completion of the procedure prescribed in § 10*septies*. (5), the Board shall:

3916

a) inform the countries involved of its conclusions;

3917

b) furnish to the appropriate countries information that may have been received by the Board regarding harmful interference; and

3918

c) request any country to modify, where appropriate in the view of the Board, the notified particulars of one or more of its assignments, in order that the Master Register will reflect as accurately as possible the degree of mutual compatibility which has been found to exist in fact.

3919

(2) Should a particular country fail to reply to a request made pursuant to sub-paragraph (1) *c)* above once repeated, within an over-all 60 day period, or, although having replied, fail to indicate that a

Present Provisions

Proposals

United States of America *(cont'd)*

pertinent assignment is either being used as notified, or has been and is expected to be so used again at some other season or portion of the solar cycle, the Board shall appropriately modify the Master Register as though the country had concurred with the Board's request.

3920

(3) If, in the opinion of the Board, any incompatibility among the assignments studied remains upon the completion of the procedure prescribed in sub-paragraphs § 10*septies*. (5) to § 10*octies*. (2), the Board shall insert remarks in Column 12b of the Master Register which describe the facts as they have been found by the Board to exist.

3921

(4) Upon the completion of the procedure prescribed in sub-paragraphs § 10*septies*. (4) to § 10*octies*. (3), the provisional status symbol shall be deleted from Column 12b.

3922

§ 10*nonies*. The examination with respect to No. **329** shall not be made if

3923

a) the notice relates to a frequency above 30 Mc/s (other than a frequency to be used at a station employing the ionospheric scatter technique) unless the Board is specifically requested to do so by the notifying country at the time it submits the notice, or by another country concerned within 30 days of the date of receipt of the circular in which the details of the notice are published;

3924

b) the notice is for a broadcasting station in a band allocated to the broadcasting service between 5 950 and 26 100 kc/s; the examinations of these notices by the Board for the probability of harmful interference shall be limited to those prescribed in Section V of this Article;

3925

c) the notice is for a broadcasting station in Region 2 in the band 535–1 605 kc/s.

Present Provisions

Proposals

United States of America *(cont'd)*

3926

§ 10*decies*. For notices exempted by § 10*nonies*. from the examination in respect of No. **329,** should the provisional status symbol still remain in Column 12b upon completion of the procedure prescribed in sub-paragraphs § 10*sexies*. to § 10*septies*. (3), it thereupon shall be deleted.

Reasons

§§ 10*sexies*. to 10*decies*. prescribe the procedure to be applied to notices of Changes in Frequency Usage for those bands for which Lists and Plans have not been adopted. Since an international frequency list for this portion of the spectrum that accurately reflects actual frequency usage can only be obtained by a slow evolutionary process, the efforts of the I.F.R.B. meanwhile, which obviously cannot be applied in the manner contemplated by the Atlantic City Conference for at least many years to come, are focused by these provisions on the task of furthering that evolutionary process to the maximum extent practicable.

These proposals: 1.) do away with the concept of registration status for all such listings; 2.) de-emphasize the importance of dates; and 3.) direct the efforts of the Board toward a determination of the actual usage being made of each frequency assignment, and that of the countries toward the maintenance of their lists in conformity with such actual usage. The technical examinations of the Board, instead of being confined to a determination of the probability of harmful interference being caused to assignments already in the list, based solely on their notified particulars, would instead, in each case of apparent incompatibility between a new notice and one or more assignments then in the list, be expanded to include every means at the disposal of the Board in order that it could determine the actual usage situation, advise *each* of the affected countries of its conclusions, and invite them to amend their listings as appropriate in order to make them more nearly factual. Should any incompatibility still exist among those listings upon the completion of this process, the Board would place statements in the remarks column describing the situation as they found it to exist.

3927

Section V. Procedure for the Notification and Processing of Schedules of Broadcasting Stations in the Bands between 5 950 and 26 100 kc/s.

3928

§ 10*undecies*. (1) Periodically countries shall send to the I.F.R.B. advance notices of the projected seasonal schedules of their broadcasting stations in the bands allocated to the broadcasting service between 5 950 and 26 100 kc/s for those assignments included in the Master Register. Separate schedules shall be submitted for each of the following seasonal periods:

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

March 1 through April
May 1 through August
September 1 through October
November 1 through February.

3929

(2) The schedules for each seasonal period shall be furnished the Board at least (six) weeks prior to the starting date of that period. They shall be submitted in the form prescribed by Appendix 1 *bis* and shall contain the data called for therein.

3930

(3) The Board shall enter the data so notified for each station in the Master Broadcasting Schedules, which it shall maintain in current status.

3931

§ 10*duodecies*. Immediately following the closing date for the notification of the schedules for a seasonal period, the Board shall examine the date in the Master Broadcasting Schedules in order to determine, to the extent feasible within the time period available [see sub-paragraph § 10*undecies* (2)], those cases where there is a probability of harmful interference. In each instance where such a probability is found to exist,

3932

a) the Board shall telegraph the results of its examination to each of the countries concerned, together with such suggestions as the Board may be able to offer with a view to the satisfactory solution of the problem;

3933

b) the countries shall have a period of ten days within which they can notify such amendments to their schedules as they consider appropriate in the circumstances.

3934

§ 10*tredecies*. As soon as the Master Broadcasting Schedules have been amended to reflect such changes as have been received pursuant to sub-paragraph § 10*duodecies b)*, the Board shall furnish the date contained therein to the Secretary General, with a view to their timely publication as prescribed in Article 20 and Appendix 6.

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

3935

§ 10*quatuordecies*. Changes in the schedules of broadcasting stations in the broadcasting bands between 5 950 and 26 100 kc/s which are to occur on dates other than March 1, May 1, September 1 and November 1, shall be notified to the Board as soon as they can be forecast, for entry in the Master Broadcasting Schedules. Tabulations of these changes shall be included in the weekly circulars (see § 19*ter*) *(proposal* 3970 in a separate section thereof.

Reasons

§§ 10*undecies* to 10*quatuordecies* prescribe an interim treatment for high frequency broadcasting pending the adoption of more formal plans for that service. Depending upon the degree of cooperation which it attracts, the procedure embodied in this Section should ease substantially the transition to whatever high frequency broadcasting plans eventually may be adopted.

(This page cancels and replaces the present page 303)

(Continuation of Art. 11)

Present Provisions **Proposals**

3936 Morocco

339. *After this No. add the following new paragraph:*

§ 10*bis*. Should a change be made to one or more of the following basic characteristics:

— Frequency,
— Geographical position of the emitting station,
— Locality (or localities) or region(s) with which communication is established,
— Class of station and nature of service,
— Class of emission and bandwidth,
— Mean power,
— Radiation characteristics,
— Maximum operating hours for each circuit (to each locality or region) for which the frequency is used (U.T.)

which are recorded against a frequency assignment, this alteration shall be notified to the Board, which will study it as if it were a new assignment. If the Board finds that the change of characteristics is not likely to cause harmful interference to a frequency assignment already recorded, the amended frequency assignment shall retain the original date of registration.

Reasons

346 misplaced in Section V.

United Kingdom

339. *After this No. add the following new subparagraph and paragraphs:*

1278 (5 *bis*) *Finding favourable with respect to* **327** *and* **328** *but examination with respect to* **329** *not required.*

The change in frequency usage shall be recorded in the Master International Frequency Register, the date of receipt of the first notice by the Board being shown in the NOTIFICATION COLUMN.

Reasons

Consequential on proposal 1260.

(Continuation of Art. 11)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1279

§ 10 *bis*. However, if any notice relates to a change in the basic characteristics of an existing assignment (other than a change of frequency, a material change in the geographical location of the station, an increase in the bandwidth of emission or of the power, a change in the bandwidth of emission or of the power, a change in the azimuth of maximum radiation in the case of a directional transmission, or an extension of the maximum hours of use) and the Board finds that the change will not increase the probability of harmful interference with the service of a station for which a frequency assignment has been recorded, the amended assignment shall retain the existing dates in Column 2 of the Master International Frequency Register.

Reasons

To set out, in place of **346**, the circumstances in which the dates in Column 2 of the Register may be retained upon an amendment to an existing assignment.

(This page cancels and replaces the present page 304)

(Continuation of Art. 11)

Present Provisions **Proposals**

United Kingdom *(cont'd)*

1280

§ 10 *ter*. (1) Operations on assignments with dates in Column 2a of the Register which are in full conformity with all the provisions of the Radio Regulations shall have the right to international protection from harmful interference.

Reasons

311 amended and transferred to a more appropriate place.

1281

(2) Operations on assignments with dates in Column 2b of the Register shall not have the right to international protection except as provided for in **329**.

Reasons

313 amended and transferred to a more appropriate place.

3937 United States of America

Section V. *Heading. Read:*

Section VI. Review of Findings

3938 Morocco

Section V. *Heading.*

Does not affect the English text.

3939 United States of America

340. *In fine read:* only on the grounds of reported harmful interference.

Reasons

To provide that findings shall be reviewed at the request of other than the notifying country only in case harmful interrefence has been reported.

Present Provisions | **Proposals**

United Kingdom

1282 **340.** 1. *After:* notifying *replace:* country *by:* Member or Associate Member.

Reasons

To conform with the wording of the Convention.

1283 2. *Replace:* harmful interference either anticipated or actual, *by:* actual harmful interference.

Reasons

To provide that actual interference should be the only criterion.

3940 U.S.S.R.

340 to **345.** *Delete.*

Reasons

Unnecessary.

United States of America

3941

341. *Delete.*

Reasons

It is not considered that any useful purpose would be served by this procedure.

3942

342. *Replace the present text by the following:*

(3) The Board, in the light of all the data available, shall render such further findings as the circumstances warrant; the Master Register being amended as and when appropriate.

Reasons

For clarity.

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

3943

343. *Replace the present text by the following:*

§ 12 (1) In any case where a finding was unfavorable with respect to No. **329** but a corresponding entry is contained in the Master Register pursuant to relevant provisions of these Regulations, the matter shall be reviewed by the Board:

a) upon the request of one or more of the countries concerned and after the station has been in operation for a reasonable period; or

b) upon the receipt of a report of the existence of harmful interference submitted pursuant to No. **391**;

the Board shall thereupon review the matter in the light of all available data, rendering such further findings and effecting such corresponding amendments to the Master Register as the circumstances appear to the Board to warrant.

Reasons

Nos. **343–344** combined and edited in order to make the provision applicable to the separate procedures prescribed for the planned and the unplanned bands.

(This page cancels and replaces the present page 305)

(Continuation of Art. 11)

Present Provisions **Proposals**

United Kingdom

1284 **343.** 1. *After* **338**, *add:* or sub-paragraphs *b)* and *c)* of **316** § 2 *ter (see proposals 1247 and 1248).*

Reasons

To cater for the initial entries in the Register.

1285

2. *In the middle replace:* country *by:* Member or Associate Member.

Reasons

To conform with the wording of the Convention.

1286

3. *Replace:* in operation *by:* in actual use in accordance with the notified information.

Reasons

Clarification.

3944 United States of America

344. *Delete.*

Reasons

See proposal 3943.

3945 Morocco

344. *Replace the present text by the following:*

(2) If the Board's finding is then favourable, the date shall be transferred from the NOTIFICATION COLUMN to the REGISTRATION COLUMN without change.

(Continuation of Art. 11)

Present Provisions **Proposals**

3946 United States of America

345. *Replace this No. by the following new paragraph:*

§ 12*bis*. If, after not more than six years of operation, the Board has not been furnished with evidence of the existence of harmful interference, the Master Register shall be amended to reflect the listing as if the original finding with respect to No. **329** had been satisfactory.

Reasons

First sentence covered under the rewording of No. **343** (proposal 3943). Remaining portions edited to cover the procedures for both the planned and unplanned bands.

3947 Morocco

345. *Replace the present text by the following:*

(3) If the Board still feels that interference is likely, the date shall remain in the NOTIFICATION COLUMN. Should the Board find that harmful interference is not only probable but certain, this finding shall be "prima facie" evidence that the station is operating contrary to the present RR.

1287 United Kingdom

345. *Delete the second sentence.*

Reasons

It seems better to leave the transfer of entries to the REGISTRATION COLUMN to the operation of **343** and **344.**

3948 Morocco

345. *After this No. add the following new subparagraph:*

(3*bis*) If, in spite of a finding to the effect that harmful interference is likely, the Board finds that this inter-

Present Provisions | **Proposals**

ference did not actually occur, though the assignment was in fact utilised throughout all phases of the solar cycle, the date shall be transferred to the REGISTRATION COLUMN without change.

Reasons

The six-year period is insufficient.

3949 United States of America

346. *(Transferred to* § 10*ter) (proposal* 3906).

3950 *Cancelled.*

Morocco, United Kingdom, U.S.S.R.

1288

346. *Delete.*

Reasons

Morocco:

Transferred above. See proposal 3936.

United Kingdom:

Consequential on proposals 1265 and 1278.

U.S.S.R.:

See proposal 3892.

3951 United States of America

Section VI. *Heading. Read:*

Section VII. Amendment or Cancellation of Frequency Recordings.

3952 United Kingdom

Section VI. *Heading. Read:*

Section VI. Cancellation and Amendment of Frequency Recordings

(Continuation of Art. 11)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1289

346. *After this No. add (in Section VI) the following new paragraph:*

§ 13 *bis.* In case of permanent discontinuance of the use of any listed frequency, the notifying Member or Associate Member shall inform the Board within three months of such discontinuance, whereupon the entry shall be removed from the Register.

Reasons

350 transferred to a more appropriate place.

3953. U.S.S.R.

346. *After this number, and immediately after the heading of Section VI, add the following new paragraph:*

§ 13*bis.* The administrations of Members of the Union shall periodically examine the assignments entered in their names so that assignments not used may be deleted from the International Frequency List; in this way the entries will effectively show how the spectrum is being used.

(This page cancels and replaces the present page 306)

(Continuation of Art. 11)

Present Provisions **Proposals**

3954 United States of America

347. *Replace the present text by the following:*

§ 14. (1) Whenever it appears to the Board, on the basis of information available to it, that a recorded frequency assignment is not in use, it not being used in accordance with its notified basic characteristics, or is being used in contravention of the Convention or of these Regulations, it shall consult with the notifying country with the objective of obtaining the consent of the latter to the amendment or cancellation of that entry. The provisions of sub-paragraph § 10*octies*. (2) (*Proposal* 3919) shall be applicable in such instances.

Reasons

Revised and expanded to make more effective the Board's function of amending the Master Register in order to bring it into closer conformity with actual frequency usage.

1290 United Kingdom

347. *Replace the present text by the following:*

§ 14. (1) As a general rule, the Board, if it has reason to believe that a frequency has not been brought into use, or has ceased to be used, in accordance with the notified particulars, shall consult the notifying Member or Associate Member and, subject to its agreement, shall cancel or suitably amend the recording of the assignment.

Reasons

Simplification, and to provide for amendment as well as cancellation.

1291 U.S.S.R.

347 to **349.** *Delete.*

Reasons

Superfluous because of proposal 3953.

(Continuation of Art. 11)

Present Provisions

Proposals

3955 United States of America

348. *Replace the present text by the following:*

(2) Exceptionally, however, and only in the case of a frequency intended for use during years of high or low sunspot activity, if the frequency has not been brought into use when three years have elapsed from the date of receipt of the first notice, and the Board finds, in agreement with the notifying country, that the circumstances warrant the retention of the notice, the entry shall be retained for not more than one further period of three years.

Reasons

Editorial and for clarity.

(This page cancels and replaces the present page 307)

(Continuation of Art. 11)

Present Provisions **Proposals**

1292 United Kingdom

348. *Delete.*

Reasons

Superfluous, in view of the revised wording proposed for **347**. *(See proposal 1290)*.

3956 United States of America

349. *Replace the present text by the following:*

(3) Frequencies intended for use during years of high or low sunspot activity may be notified to the Board for any other use on an interim basis and without prejudice to the earlier frequency assignment.

Reasons

Editorial.

1293 United Kingdom

349. *Delete.*

Reasons

Transferred to a more appropriate place as § 2 (2*bis*) (see proposal 1242).

3957 United States of America

350. *After:* frequency *add:* assignment, *and in fine before:* Register *add:* Master.

Reasons

Editorial.

(Continuation of Art. 11)

Present Provisions **Proposals**

1294 United Kingdom

350. *Delete.*

Reasons

Transferred to a more appropriate place as § 13*bis* (see proposal 1289).

3958 U.S.S.R.

350. *Replace the present text by the following:*

§ 15. In case of discontinuance of the use of any listed frequency, the notifying administration shall inform the Bureau within three months of such discontinuance, whereupon the entry shall be removed from the Record.

3959 United States of America

351. *Before:* Register *add:* Master, *delete:* by a working service *and replace:* may *by:* shall.

Reasons

Editorial

1295 United Kingdom

351. *Delete.*

Reasons

See proposal 1292.

1296 U.S.S.R.

351. *Delete.*

(Continuation of Art. 11)

Present Provisions **Proposals**

3960 United States of America

Section VII. *Heading. Read:*

Section VIII. Studies and Recommendations

3961 U.S.S.R.

Section VII. *Heading. Read:*

Section VII. Consultations

3962 United States of America

352. *After:* any country *read:* Member or Associate Member of the Union *(remainder unchanged).*

3963 U.S.S.R.

352. *Replace the present text by the following:*

§ 17. If requested by any administration, the Bureau shall give information as to the occupation of the various frequency bands in the spectrum.

3964 United States of America

353. *Read:*

a) in cases arising under Nos. **336** or § 10*septies.* (5) to § 10*octies.* (3) (*proposals* 3914–3920) as to a possible... *(remainder unchanged).*

3965 U.S.S.R.

353 to **359.** *Delete.*

3966 United States of America

354. *After:* additional *replace:* channels *by:* assignments.

Reasons

Editorial, and for clarity.

(This page cancels and replaces the present page 308)

(Continuation of Art. 11)

Present Provisions **Proposals**

1297 United Kingdom

356. *Replace:* the frequency of *by:* frequency usage at.

Reasons

To include changes of other basic characteristics of an assignment.

3967 United States of America

359. *In fine delete:* International Frequency.

Reasons

Editorial.

1298 United Kingdom

359. *After:* frequency *add:* usage.

Reasons

See proposal 1297.

United States of America

3968

Add the following new section:

Section IX. General Provisions

3969

359. *After this No. add the following new paragraph:*

§ 19*bis*. No remark in Column 12b of the Master Register shall in any way indicate a relative status among two or more listings.

Reasons

To ensure that the remarks in Column 12b will be confined to matters of fact.

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America *(cont'd)*

3970

§ 19*ter*. The weekly circular prescribed by No. **322** shall contain a tabulation of the changes made to the Master Register pursuant to Sections IV and VI to VIII of this Article since the date of the last published circular, as well as the material prescribed by § 10*quatuordecies*. The circular may also be used as a means of direct correspondence with the countries Members and Associate Members of the Union in carrying out the procedure of sub-paragraphs § 10 *septies* (5) to § 10*octies* (3).

Reasons

To indicate the purpose of the Board's weekly circulars, including an encouragement to the Board to use the circulars as a means of reducing, as far as possible, the correspondence which it must carry on with the Members and Associate Members of the Union.

3971

§ 19*quater*. The provisions of Sections VI, VII and VIII of this Article are not applicable to the listings in the Master Register for aeronautical stations in those bands between 2 850 and 18 030 kc/s which are allocated exclusively to the aeronautical mobile service.

Reasons

The provisions regarding the review of findings, the amendment or cancellation of listings in the Master Register and studies and recommendations are not appropriate for application to a radio service for which allotment plans are part of the Radio Regulations.

3972

§ 19*quinquies*. The technical standards of the Board shall be based upon the appendices of these Regulations; the work of the Administrative Conferences of the Union; the recommendations of the C.C.I.R.; the state of the radio art; the applicability of new techniques; and, in the case of the aeronautical (R) and (OR) services, on the sharing conditions specified respectively in Part I, Section II, and Part III, Section II, of Appendix 16*bis*.

Reasons

To indicate the bases of the technical standards of the Board.

(Continuation of Art. 11)

Present Provisions | **Proposals**

3973 United States of America

Section VIII. *Heading. Read:*

Section X. Availability of Records

1299 Note by the S.G.

360. *This provision should be supplemented on the lines of Administrative Council Resolution 70 (amended), so as to show in what languages the documents in question are to appear. The documents are those referred to in the Convention, Article 14, paragraph 3 (2). Hence read:* "... for prompt publication in the three working languages of the Union, all reports..."

1300 United Kingdom

360. *Add in fine:*

These shall be published in the working languages of the Union as defined in the Convention.

Reasons

To conform with current practice and to Administrative Council Resolution 70 (amended).

1301 U.S.S.R.

360. *Delete.*

3974 United States of America

361. *At the beginning replace:* member *by:* Member or Associate Member.

Reasons

To conform with the wording of the Convention.

3975 U.S.S.R.

361. *Replace the present text by the following:*

§ 21. Should a Member of the Union avail itself of Article 25 of the Convention, the Bureau shall, upon request, make its records available for such proceedings as are prescribed in the Convention for the settlement of international disagreements.

(This page cancels and replaces the present page 309)

Present Provisions

ARTICLE 12

Internal Regulations of the International Frequency Registration Board

362 § 1. The Board shall meet as frequently as necessary to deal expeditiously with its work and, normally, at least once a week.

363 § 2. (1) At their first meeting the members of the Board shall elect from among their number a Chairman and a Vice-Chairman, each to hold office for a term of one year or until their successors are duly elected. Thereafter, the Vice-Chairman shall succeed annually to the Chairmanship and a new Vice-Chairman shall be elected.

Proposals

1302 France, French O.P.T.A.

GENERAL COMMENTS

The work of the Board, in accordance with the Rules of Procedure defined in Article 12, may have met with certain difficulties which Administrations will have to take into account in considering whether any changes in these Rules are called for.

The time is not yet ripe, we feel, to suggest amendments before the Board has officially announced that difficulties have been encountered.

However, we propose a new wording of **363,** better adapted to present circumstances.

1303 U.S.S.R.

Delete this article.

Reasons

The proposed changes are necessary in connection with the change in frequency registration procedure and changes in the functions of the Bureau.

3976 United States of America

363. *At the beginning read:*

§ 2. (1) At their first meeting subsequent to the entry into force of these Regulations, the members of the Board... *(remainder unchanged).*

Reasons

To be consistent with other proposals.

1304 France, French O.P.T.A., Morocco

363. *Replace the present text by the following:*

§ 2. (1) Members of the Board shall elect a Chairman and a Vice-Chairman, from among their number, each to hold office for one year or until their sucessors are

(Continuation of Art. 12)

Present provisions

Proposals

France, French O.P.T.A., Morocco *(cont'd)*

duly elected. Thereafter, the Vice-Chairman shall annually succeed to the Chairmanship and a new Vice-Chairman shall be elected in due time so that he may take up his duties at the first annual meeting of the Board.

364 (2) In the unavoidable absence of the Chairman and Vice-Chairman, the Board shall elect a temporary Chairman for the occasion from among its members.

1305 France, French O.P.T.A.

364 to **371.** *To be amended, if necessary, should the report by the Board to the next Administrative Radio Conference show the need for any such amendments.*

(This page cancels and replaces the present page 310)

(Continuation of Art. 12)

Present Provisions

365 § 3. (1) Each member of the Board, including the Chairman, shall have one vote. Voting by proxy or by correspondence is not allowed. Moreover, no member is entitled to vote on any given question if he has not been present at that part of a meeting at which that question was discussed.

366 (2) The minutes shall indicate whether a finding was unanimous or by a majority. In the latter case, the vote of each member present may be recorded on request of a member, but shall not be made public.

367 (3) Problems of a purely non-technical nature shall be decided by the Board on the basis of a two-thirds vote of the members present. In the consideration of problems having technical characteristics, the Board shall endeavour to reach its decisions by unanimous agreement. If, after reconsideration of such a problem over a period not exceeding 14 days, the Board fails to reach a unanimous decision, it shall immediately thereafter decide the problem on the basis of a two-thirds majority vote of the members present.

368 (4) A quorum of the Board shall be one-half of the number of members of the Board. If, however, the verdict of such a quorum on a question coming before it is not unanimous, the question shall be referred for decision at a later meeting at which at least two-thirds of the total number of members of the Board are present. If these calculations result in a fraction, the fraction shall be rounded up to a whole number.

369 § 4. Notices shall be considered by the Board within one week of the expiration of the period for receipt of objection or comments provided in article 11 and cannot be postponed unless the Board lacks sufficient data to render a decision in connection therewith. However, the Board shall not act upon any notice which has a technical bearing on an earlier notice still under consideration by the Board, until such time as it has reached a finding with respect to such earlier notice.

Proposals

United States of America

3977

365. *Delete the last sentence.*

Reasons

To remove a conflict with the provisions of No. **367**; no need has been demonstrated for the prevention of a member from voting under the circumstances indicated.

3978

366. *Read in fine:* may be recorded in the minutes on request of a member.

Reasons

To clarify the means of recording a vote; no need has been demonstrated for withholding a recorded vote from public knowledge.

3979

367. *Replace the present text by the following:*

(3) The Board shall endeavor to reach its decisions by unanimous agreement. If the Board fails in that endeavor, it shall decide the problem on the basis of a two-thirds majority vote of the members present and voting for or against.

Reasons

To eliminate the 14 day time delay required by the current provision. No need has been demonstrated to provide separate rules for the treatment of non-technical and technical matters. Since it is impractical and improper for an abstention to count as a negative vote in such a small body, the General Regulations provision regarding abstentions is considered to be more appropriate.

3980

369. *Delete.*

Reasons

The substance of this provision has been transferred to Article 11.

(Continuation of Art. 12)

Present Provisions

370 § 5. The Board shall keep a complete record of all official actions and minutes of all meetings; for which purpose the necessary personnel and facilities shall be provided by the General Secretary of the Union. A copy of all records and minutes of the Board shall be filed with the General Secretary of the Union and shall be available for public inspection. All records of the Board shall be kept in the official languages of the Union.

Proposals

1306 Note by the S.G.

370. *The last sentence runs counter to the Convention. There can be no doubt but that the documents in question are among those referred to in the Convention, Article 4, § 3 (2). This matter was raised in the Administrative Council, which adopted Resolution 70 (amended) in connection therewith. Hence the last sentence of Article 12, § 5 should run:* All records of the Board shall be kept in the three working languages of the Union.

(This page cancels and replaces the present page 311)

(Continuation of Art. 12)

Present Provisions

Proposals

3981 United States of America

370. *Replace the present text by the following:*

§ 5. The Board shall keep a complete record of all official actions and minutes of all meetings, for which purpose the necessary personnel and facilities shall be provided by the Secretary General. A copy of all records and minutes of the Board shall be filed with the Secretary General and shall be available for public inspection. The records of the Board shall be kept in the working languages of the Union.

Reasons

To correct an error in the English text, and to provide for the keeping of the records of the Board in the three working languages, a practice which has been demonstrated to be sufficient and more economical.

1306bis United Kingdom

370. 1. *In the first and second sentences replace:* General Secretary *by:* Secretary General.

Reasons

Drafting.

2. *Read in fine:* ...in the working languages of the Union as defined in the Convention.

Reasons

See proposal 1300.

371 § 6. Each country shall have the right to send, at its own expense, a technical representative to appear before the Board in support of, or in opposition to, any notice or other matter under consideration in which his country has a direct interest.

3982 United States of America

371. *Delete.*

Reasons

This provision, which was strongly opposed by several delegations at the Atlantic City Conference, has in practice proved unnecessary.

CHAPTER V

Interference. Measures against Interference

ARTICLE 13

Interference and Tests

Section I. General Interference

372 § 1. Unnecessary transmissions and transmission of superfluous signals and correspondence are forbidden to all stations.

373 § 2. All stations shall radiate only as much power as is necessary to ensure a satisfactory service.

1307 France, French O.P.T.A.

For: **Section I.** *Read:* **Section II. General Interference.**

(Continuation of Art. 13)

Present Provisions

374 § 3. In order to avoid interference:
— locations of transmitting stations must be selected with particular care;
— radiation in unnecessary directions shall be minimized, where the nature of the service permits, by taking the maximum practicable advantage of the properties of directional antennas.

375 § 4. Taking into account practical and technical considerations as well as the service to be performed, the class of emissions making use of the narrowest frequency band should be employed.

Proposals

3983 United Kingdom

374. *Add in fine:*

— transmitting equipment shall be so designed that the bandwidth occupied by the emission does not exceed the bandwidth necessarily occupied by that emission;

— receiving equipment shall be designed with due regard to the technical characteristics of the stations likely to be employed in other bands, particularly in adjacent bands.

1308 France, French O.P.T.A., Morocco

375. *Replace the present text by the following:*

§ 4. To provide any particular service, use shall be made of the class of emission requiring the smallest possible bandwidth, appropriate allowance being made for technical and practical considerations.

Reasons

This draft covers the new definitions in Article 1.

(This page cancels and replaces the present page 312)

(Continuation of Art. 13)

Present Provisions

376 § 5. If, while complying with the provisions of article 17, a transmitter causes harmful interference through the intensity of its harmonics or other non-essential emissions, special measures must be taken to eliminate such interference.

Proposals

1309 United States of America

376. *Replace:* article *by:* Article.

Reasons

Editorial.

1310 France, French O.P.T.A., Morocco

376. *Replace the present text by the following:*

§ 5. If, while complying with Article 17, a transmitter causes harmful interference by spurious radiation, special action must be taken to eliminate such interference.

Reasons

France, French O.P.T.A.:

The term "intensity of its harmonics or other non-essential emissions" has been replaced by the term "spurious radiation", in accordance with the definitions in paragraph 1.1. of Recommendation No. 147 of the C.C.I.R. (Warsaw, 1956).

Morocco:

Definitions given in Recommendation No. 147 of the C.C.I.R.

1311 Japan

376. *Replace:* the intensity of its harmonics or other non-essential emissions *by:* its spurious radiations.

Reasons

To be consistent with proposals 247 to 257.

1312 United Kingdom

376. *Replace:* transmitter *by:* station.

Reasons

To cover interference due to receivers or ancillary equipment.

(This page cancels and replaces the present page 314)

(Continuation of Art. 13)

Present Provisions

381 (2) Signals for testing and adjustment must be chosen in such a manner that no confusion will arise with a signal, abbreviation, etc., having a special meaning defined by these Regulations or by the International Code of Signals.

382 (3) For testing in mobile stations see **679** and **680.**

Section V. Identification of emissions

383 § 9. The transmission of signals without identification is forbidden to all stations.

Proposals

1319 United States of America

382. *After:* mobile stations see *add:* Nos.

Reasons

Editorial.

1320 France, French O.P.T.A.

For: **Section V.** *Read:* **Section I: Identification of Emissions.**

Reasons

This section (formerly Section V) which deals with "Identification of Emissions" should come before considerations on interference and tests.

1321 France, French O.P.T.A, Morocco

383. *Replace the present text by the following:*

§ 9. Any radiocommunication without identification is forbidden to all stations.

Reasons

France, French O.P.T.A.:

The term "transmission of signals" has been replaced by the term "any radiocommunication", the latter being defined in Article I, No. 4.

1322 India

383. *Delete.*

Reasons

The force of this paragraph is covered by Article 19.

(This page cancels and replaces the present page 315.)

(Continuation of Art. 13)

Present Provisions

Proposals

1323 China

383 to **385.** *Delete.*

Reasons

More appropriate to be treated under Article 19.

1324 United States of America

Section V.

383 to **385.** *Delete the whole of Section V* **(383, 384** *and* **385).**

Reasons

More appropriate for treatment in Article 19.

384 § 10. In order that the identification of stations may be as rapid as possible, stations provided with a call sign in accordance with article 19 must, unless the Regulations provide otherwise, transmit this call sign during the course of their transmission as frequently as is practicable and reasonable.

385 § 11. Any station carrying out emissions for tests, adjustments or experiments, must, wherever possible, transmit at slow speed its call sign or, if necessary, its name, at frequent intervals during the course of these emissions.

1325 India

384 and **385.** *Transfer these two Nos. to Article 19 at the beginning of that Article.*

Reasons

Subject continuity.

ARTICLE 14

Procedure in a Case of Interference

1326 United States of America, Netherlands

Heading. Read: **Procedure in case of harmful interference.**

(Continuation of Art. 14)

Present Provisions

Proposals

United States of America

385. *After this No. add, at the beginning of Article* 14, *the following new paragraphs:*

3984

(New) Countries should exercise the utmost goodwill and mutual assistance in the application of the provisions of Article 45 of the Convention and of this Article to the settlement of problems of harmful interference. Where mutually agreeable, such interference problems should be resolved at the operating level.

3985

(New) Notwithstanding the efforts of notifying countries to comply with the provisions of No. **87** of these Regulations, should harmful interference result (six) months or more after a Change in Frequency Usage has actually taken place*, to the service carried on by a station whose assignment is recorded in the Master International Frequency Register, recognition shall be given to the fact that the respective dates in the Register are only one item of information, and that there are other factors to be taken into account in making the adjustments in frequency usage necessary to eliminate the harmful interference. Among these factors are:

3986

a) The actual use of the frequencies in point over a significant period of time, and the nature and purpose of their use, which are of particular importance.

3987

* See Article 11, § 9*ter* for the case where harmful interference occurs within (six) months.

3988

b) The fact that the country whose assignment has an earlier date may, in certain cases, be the one which can more readily make an adjustment in equipment or particulars of operation which will result in the elimination of the interference.

(Continuation of Art. 14)

Present Provisions

Proposals

United States of America *(cont'd)*

3989

c) The mutual benefit to be derived by all countries in the employment of frequency conservation techniques and equipments, with special attention to: 1) the degree of efficiency of utilization of the frequency spectrum and 2) the measures available to the stations experiencing the interference to avoid it, for example, by the use of adequately selective receivers and well designed antennas, recognizing, in each case, the advantages which result from the application of the more modern techniques and equipments in accordance with good engineering practices.

3990

d) The degree of compliance with the principles of Nos. **234, 235** and **373** to **376** of these Regulations which has been achieved.

Reasons

To continue the benefits of No. 118 of the E.A.R.C. Agreement which have been found advantageous in practice toward the resolution of international interference matters, and to correlate with the new procedure for the notification of frequency assignments to, and their processing by, the I.F.R.B.

(This page cancels and replaces the present page 316)

(Continuation of Art. 14)

Present Provisions

386 § 1. If a case of interference so justifies, the administration of the country having jurisdiction over the transmitting station interfered with or, in certain cases, the centralising office for monitoring, shall seek the co-operation of other administrations, centralising offices, or other organizations in making observations and measurements necessary for the identification of the source and the establishment of the responsibility for the interference.

387 § 2. Having determined the source and characteristics of the interference, the administration or centralising office referred to in **386** shall inform the administration of the country having jurisdiction over the interfering station or, where appropriate, the centralising office of that country, giving all useful information in order that that administration or its centralising office may take such steps as may be necessary to eliminate the interference.

388 § 3. The administration of the country having jurisdiction over the receiving station experiencing the interference, or the centralising office of that country, may also approach the administration of the country having jurisdiction over the interfering station or its centralising office, respectively.

389 § 4. If the interference persists in spite of the preceding actions, the administration having jurisdiction over the transmitting station interfered with, as well as the administration having jurisdiction over the receiving station experiencing interference, may address to the administration having jurisdiction over the interfering transmitting station a report of irregularity or infraction in the form indicated in appendix 2.

390 § 5. If there is a specialized international organization for a particular service, complaints and reports of irregularities and of infractions relating to interference caused by the stations in this service may be addressed to such organization at the same time as to the administration or centralising office concerned.

391 § 6. If the preceding actions do not produce satisfactory results, the administration concerned shall forward the file of the case to the International Frequency Registration Board for information, and, if it so desires, it may request the Board to act in accordance with provisions **355**.

Proposals

United States of America *(cont'd)*

3991

386. *Read:*

§ 1. If a case of interference so justifies, the administration of the country having jurisdiction over the transmitting station interfered with shall seek the co-operation of other administrations or other organizations ... *(remainder unchanged)*.

Reasons

Use of the term centralizing office is unnecessary.

3992

387. *Replace the present text by the following:*

§ 2. Having determined the source and characteristics of the interference, using if necessary the procedure for identification in Article 18, the administration of the country having jurisdiction over the transmitting station interfered with may inform the administration of the country having jurisdiction over the interfering station giving all useful information in order that that administration may take such steps as may be necessary to eliminate the interference (See No. **389**).

Reasons

Use of the term centralizing office is unnecessary.

3993

388. *Replace the present text by the following:*

§ 3. The administration of the country having jurisdiction over the receiving station experiencing the interference may also approach the administration of the country having jurisdiction over the interfering station (See No. **389**).

Reasons

Use of the term centralizing office is unnecessary.

3994

389. *Replace the present text by the following:*

§ 4. When the administration having jurisdiction over the transmitting station interfered with, or the administration having jurisdiction over the receiving station experiencing interference, transmits a report of

(Continuation of Art. 14)

Present Provisions

Proposals

United States of America *(cont'd)*

interference to the administration having jurisdiction over the interfering transmitting station, pursuant to Nos. **387** or **388**, the following particulars should be reported whenever practicable:

A. Name or call sign or category of station which is reported to be causing the interference.
B. Frequency.
C. Emission.
D. Nature or irregularity, if any.
E. Name or call sign or class of station which is subject to interference.
F. Frequency.
G. Receiving location where the interference is experienced.
H. Dates and times on which harmful interference was reported.
I. Additional statement, if any.
J. Form of action which is requested.

(The report of harmful interference should be transmitted by the most expeditious means practicable in the situation. For convenience and brevity, telegraphic reports shall be transmitted in the format above using the key letters in the order listed above in lieu of the explanatory titles and by use of the letter X opposite any key letter if no information on this particular item is reported.)

Reasons

Changes to this Article are designed to achieve the following objectives:

1) in contacts between countries, the responsibility for action lies with the administrations; the Article should therefore clearly indicate that it is the administration that takes the action.
2) the present wording of No. **389** indicates that in pursuing a case of interference between administrations the report form in Appendix 2 may be used only after other means of negotiation prove inconclusive.

3995

390. *Read in fine:* ... in this service may be addressed to such organization at the same times as to the administration concerned.

Reasons

Use of the term centralizing office is unnecessary; other change to bring English text into agreement with French text.

3996

391. *Replace:* International Frequency Registration Board *by:* I.F.R.B. *and in fine replace:* provisions **355** *by:* No. **355.**

Reasons

Editorial.

(Continuation of Art. 14)

Present Provisions | **Proposals**

Netherlands

386 to **391.** *Replace the present provisions by the following:*

1327

(New) Should a station whose frequency assignment was made under the provisions of **88** of these Regulations cause harmful interference to a station whose assignment was made pursuant to **87** the station using the former assignment must suspend operations immediately upon being informed of this harmful interference.

1328

(New) Should a station which has got an entry in the NOTIFICATION COLUMN of the Master International Frequency Register cause harmful interference to a station whose frequency has been recorded in the REGISTRATION COLUMN the former must suspend operations immediately upon being informed of this harmful interference.

1329

*(***387** *modified)* Having determined the source and characteristics of the interference whether or not by following the procedure of identification laid down in Article 18, the administration of the country whose station experiences it approaches the administration of the country having jurisdiction over the transmitting station interfered with and the administration of the country having jurisdiction over the interfering station supplying all useful information in order that such steps may be taken as may be necessary to eliminate the interference by all the administrations interested.

1330

(New) Communication between the administrations in matters where rapid action is required, shall be transmitted by the most expeditious means available. The following particulars about the interference shall be given whenever practicable:

(1) Name, call sign or category of transmitting station causing the interference;
(2) Frequency;
(3) Emission;
(4) Nature;
(5) Name, call sign or class of transmitting station which is subject to interference;
(6) Frequency;
(7) Receiving station experiencing the interference;

(This page cancels and replaces the present page 321)

(Continuation of Art. 16)

Present Provisions

396 § 2. However, within limits consistent with practical considerations, the choice of transmitting, receiving and measuring apparatus must be guided by the latest technical progress, particularly as indicated in the recommendations of the C.C.I.R.

ARTICLE 17

Quality of Emissions

397 § 1. The stations must conform to the Frequency Tolerances as specified in appendix 3.

Proposals

1348 France, French O.P.T.A., Morocco

396. *Read, in fine:*

In the recommendations of the C.C.I.R. and in the tables annexed thereto, particularly those tables which give receiver characteristics.

Reasons

France, French O.P.T.A.:

This addendum was suggested by Study Group II of the C.C.I.R.

1349 India

396. *Replace:* must be guided *by:* would be guided.

Reasons

Drafting.

1350 United Kingdom

396. *Replace:* However *by:* Also.

1351 United States of America, India

397. *In fine, replace:* appendix *by:* Appendix.

Reasons

Editorial.

France, French O.P.T.A.

1352 **397.** *Replace the present text by the following:*

§ 1. Stations must conform to the frequency tolerances as specified:

— in Appendix 3,
or
— in C.C.I.R. Recommendation No....[1]) (Los Angeles, 1959)
or
— in the latest recommendations of that Committee, on the dates indicated for the entry into force of the various provisions thereof.

Reasons

See proposals 1356 and 1363.

1353 [1]) The number of the recommendation which will replace Recommendation 148 (Warsaw, 1956).

(This page cancels and replaces the present page 326)

(Continuation of Art. 17)

Present Provisions

Proposals

France, French O.P.T.A. *(cont'd)*

old provisions, without increasing their rigour, and would add the new provisions applicable to classes of emission and to cases not covered by the former texts. The full redrafting of the recommendations would be done only by the Plenary Assembly preceding the next Administrative Radio Conference to which the revised recommendations would be submitted. This last alternative would appreciably reinforce the authority of the C.C.I.R. and would offer the best assurance of the Regulations' being kept up-to-date.

Note. – Whatever decision is reached by the Conference, we consider that it should apply equally to proposals 1352, 1356 and 1363, since the best use of the radio frequency spectrum depends upon improving the quality of transmission, i. e. on the observation of tolerances which are applicable not only to transmission stability but also to the bandwidth occupied and to the level of spurious radiation.

1365 Morocco

398. *After this No. add the following new paragraph:*

§ 2 *bis)* As far as may be technically possible, and as far as the requirements of the service permit, spurious out-of-band radiation shall be kept below the limits laid down in Appendix 5.

399 § 3. To ensure compliance with these Regulations the administrations will take necessary steps for frequent checks to be made of the emissions of the stations under their jurisdiction, the technique of measurements being in accordance with the most recent recommendations of the C.C.I.R.

1366 United States of America

399. *Replace:* will *by:* shall.

Reasons

Editorial.

400 § 4. The administrations shall cooperate in the detection and elimination of interference, employing the facilities described in article 18 and following the procedures detailed in article 14.

1367 United States of America, India

400. *Replace twice:* article *by:* Article.

Reasons

Editorial.

1368 *Cancelled.*

(This page cancels and replaces the present page 329)

(Continuation of Art. 18)

Present Provisions | **Proposals**

Netherlands *(cont'd)*

1381 **411.** *Unchanged.*

Reasons

Participation in the suggested "International Monitoring Service" will not be obligatory.

However, in case of participation an administration is obliged to establish a "Centralizing Office".

"Monitoring" does not only include the measurement of frequencies up to 30 Mc/s, but also of field strength and bandwidth.

However, certain stations may not participate in the whole field of monitoring but may operate only within a limited part of that field, which is in accordance with paragraph *d)* of the consideration of C.C.I.R. Recommendation No. 19.

United States of America

3997

401. (See § 2*bis* below) *(proposal* 3999*)*.

3998

402. *Replace the present text by the following:*

§ 2. Administrations agree to cooperate to the extent practicable in the continued development of an international monitoring system for the purpose of implementing the applicable provisions of these Regulations.

Reasons

Revised as necessary to emphasize the current need to develop the system into an effective, coordinated system, since it is quickly outgrowing the "establishment" stage; to remove the outmoded concept of the system by deleting the word "frequency" in connection with monitoring, since frequency monitoring is only one of the system's functions; to define the purpose of the system more accurately in line with its current status; to change editorially those portions otherwise requiring clarification and modernization.

1382 **United Kingdom**

402. *Replace the present text by the following:*

§ 2. Administrations agree to co-operate as far as practicable in the establishment and operation of an international frequency monitoring system. The stations referred to in **401** may participate in this system.

Reasons

To provide for the operation as well as the establishment of an international monitoring system.

(Continuation of Art. 18)

Present Provisions | **Proposals**

United States of America

3999 **402.** *After this No. add the following new paragraph:*

§ 2*bis*. Monitoring stations participating in the international monitoring system may be operated by an administration or by a public or private enterprise recognized by its administration or by a common monitoring service established by two or more countries or by some international organization.

Reasons

The sequence of Nos. **401** and **402** has been changed to place initial emphasis upon the need for continuing development of the international monitoring system before setting forth criteria for individual stations. Other changes are editorial.

4000

403. *Replace the present text by the following:*

§ 3. (1) Administrations will, as far as they consider practicable, conduct such monitoring as may be required by the International Frequency Registration Board (I.F.R.B.), or by other administrations. The results of such monitoring shall be forwarded to the I.F.R.B. as well as to the administration directly concerned, in order that the results may be noted by the Board.

Reasons

Editorial, and to require organizations other than the I.F.R.B. to place their requests with the I.F.R.B.

1383 France, French O.P.T.A.

403. *Read:*

§ 3. (1) Meanwhile, administrations shall as far as possible do such monitoring.... *(remainder unchanged)*.

Reasons

a) Delete the first word "provisoirement" (which is incorrect and does not mean the same thing as the English "meanwhile") from the French version.

b) In the first sentence, replace the words "as far as they consider practicable" by "as far as possible". Appendix C, the deletion of which is proposed elsewhere, draws Administrations' attention to the importance of international monitoring. It would be well, in Article 18, to emphasize the importance of international monitoring.

(This page cancels and replaces the present page 330)

(Continuation of Art. 18)

Present Provisions **Proposals**

1384 Morocco

403. *Replace the present text by the following:*

§ 3. (1) As far as possible, Administrations shall carry out such monitoring as may be required by the International Frequency Registration Board (I.F.R.B.) or by other Administrations of Union Member-countries or by other organizations operating under I.T.U. auspices. The results of such monitoring shall be forwarded to the International Frequency Registration Board and to the Administration or organizations directly concerned.

Reasons

The word "provisoirement" has been deleted from th French version.

U.S.S.R.

1385 **403.** *Delete.*

Reasons

Obsolete.

4001 United States of America

404. *Replace:* ... transmit results of measurements... *by:* transmit results of monitoring. *In fine replace:* I.F.R.B. *by:* Board.

1386 U.S.S.R

404. *Delete.*

Reasons

Not in accordance with present practice in exchange of monitoring data.

(Continuation of Art. 18)

Present Provisions

Proposals

4002 United States of America

406. *Replace the present text by the following:*

§ 5. (1) The technical standards recommended by the C.C.I.R. for performance to be observed by various classes of monitoring stations shall be recognized by the I.F.R.B. as the optimum practicable technical standards for monitoring stations participating in the international monitoring system. However, to meet special needs for monitoring data, the Board may accept reports on an interim basis from monitoring stations meeting lower technical standards than those contained in current C.C.I.R. recommendations.

Reasons

To bring the provisions of No. **406** up to date and to meet special needs.

(This page cancels and replaces the present page 331)

(Continuation of Art. 18)

Present Provisions **Proposals**

1387 United Kingdom

406. *Replace the present text by the following:*

§ 5. (1) The technical standards recommended by the C.C.I.R. for performance to be observed by monitoring stations shall be recognized by the I.F.R.B. as optimum practical technical standards for the international monitoring system.

Reasons

Editorial. The C.C.I.R. has now made certain recommendations.

1388 U.S.S.R.

406. *Delete.*

Reasons

Obsolete.

United States of America

4003

407. *After:* Secretary General *delete:* of the Union.

Reasons

Editorial.

4004

408. *Delete.*

Reasons

Provision has been made in Article 20 for this List.

1389 U.S.S.R.

408. *Delete, in fine:*

...including a statement of the current standards recognized by the I.F.R.B.

Reasons

Greater clarity.

(Continuation of Art. 18)

Present Provisions **Proposals**

4005 United States of America

409. *Replace:* ... for its purposes, the I. F. R. B. *by:* ... for its purposes, the Board... *and after:* Secretary General *delete:* of the Union.

Reasons

Editorial.

1390 United Kingdom

409 and **410.** *Interchange these two Nos.*

Reasons

Editorial. The suggested sequence is more logical.

U. S. S. R.

1391 **409.** *Delete.*

Reasons

The assessment of monitoring data must not come within the terms of reference of the future I. F. R. B.

1392 **410.** *Delete the second sentence:* For each series... monitoring station.

Reasons

See proposal 1391.

United States of America

4006

410. *After this No. add the following three new paragraphs:*

§ 6*bis.* If a case of harmful interference or observed infraction so justifies, the centralizing office of the country whose station makes the observation may seek the cooperation of other centralizing offices for monitoring in making observations and measurements necessary for the identification of the source and the determination of the facts concerning the interference or infraction. Having determined the source and char-

(Continuation of Art. 18)

Present Provisions

Proposals

United States of America *(cont'd)*

acteristics of such interference or infraction, the administrations involved shall, where necessary, then follow the procedure in Article 14.

Reasons

To show procedures which may be followed by centralizing offices where international assistance may be required in obtaining data relating to a case of harmful interference or an infraction of the Radio Regulations and thus to take full advantage of the international monitoring system.

4007

§ 6*ter*. Communication between the I.F.R.B. and the centralizing offices, and among centralizing offices, in matters where rapid action is required, should be transmitted by the most expeditious means available.

Reasons

To emphasize the need for rapid communication among centralizing offices on matters requiring urgent attention, such as cases of harmful interference.

4008

§ 6*quater*. To ensure that published monitoring data is current and worldwide in nature, administrations having jurisdiction over monitoring stations listed in the List of International Monitoring Stations (see Article 20) shall make every effort, as practicable, to arrange for monitoring observations to be made by all such stations and submitted to the I.F.R.B. as soon as possible after the date of observation.

Reasons

To encourage the regular and prompt submission of monitoring data in accordance with the expressed needs of the I.F.R.B. the administrations and organizations.

4009

411. *After:* Secretary General *delete:* of the Union.

Reasons

Editorial.

1393 India

Add the following new Article:

ARTICLE 18 *bis*

Standard Frequency and Time Broadcast Service.

(This page cancels and replaces the present page 334)

Present Provisions

CHAPTER VII

Identification of stations

ARTICLE 19

Call Signs

Proposals

United States of America

4010

Heading. Read:

Identification of Stations and Formation of Call Signs

4011

Insert the following new section:

Section I. Requirement for Identification

4012

§ 1. The transmission of signals without identification is forbidden to all stations[1]).

Reasons

It is believed that Atlantic City No. **383** which requires the identification of emissions should be included in this Article regulating the assignment of call signs and the identification of stations.

4013

[1]) It is recognized that, in the current state of the art, practicable means of accomplishing identification has not been found for certain uses of radio, such as radar, radio altimeters and radiopositioning. Administrations accept responsibility for *control* of the signals of all of their stations, whether or not they meet the requirements of No. .... *(proposal* 4012*)*.

4014

§ 2. In order that the identification of stations may be as rapid as possible, a station must transmit its identification during the course of its transmissions as frequently as is practicable and reasonable. As a minimum requirement, identification shall be transmitted at least hourly during the course of transmission unless to do so would cause unreasonable interruption of a continuous message, program or "leased line" type of service, of over one hour duration. In such cases, the identification shall be transmitted at the first break-in, or at the conclusion of, or simultaneously with, the regular transmission. Simultaneous identification shall be accomplished by employing a superimposed identification signal found, by C.C.I.R. recommendation or suitable tests, to provide satisfactory identification at monitoring stations without the necessity of employing special terminal equipment other than that usually available at monitoring stations.

(Continuation of Art. 19)

Present Provisions

Proposals

United States of America *(cont'd)*

Reasons

It is believed that Atlantic City No. **384** which requires the identification of emissions by means of call signs should be revised and included in this Article regulating the assignment of call signs and the identification of stations. New words have been added to this paragraph to recognize the limitation on identification imposed by technical and economic considerations, as well as to specify the minimum interval of identification believed necessary to facilitate identification in the event harmful interference is caused by fundamental or spurious emissions.

4015

§ 3. Any station carrying out transmissions for tests, adjustments or experiments, must, wherever possible, transmit its identification at frequent intervals during the course of these emissions.

Reasons

It is believed that Atlantic City No. **385,** which requires the identification of emissions for tests, adjustments, or experiments, should be revised and included in this Article regulating the assignment of call signs and the identification of stations. This paragraph would be revised to recognize the limitation on identification imposed by technical and economic considerations, as well as to specify the minimum amount of identification believed necessary to facilitate identification in the event harmful interference is caused by fundamental or spurious emissions.

4016

§ 4. The identification transmission, consisting of call signs or other recognized means of identification (see Nos. .... and ....) *(proposals* 4020 *to* 4023*)*, shall be given as appropriate, in International Morse Code at a speed not exceeding 25 words per minute in clear speech or radioprinter 5-unit code (International Telegraph Alphabet No. 2). Such identification shall be transmitted by methods that do not require the use of specialized terminal equipment for reception.

Reasons

To limit in accordance with C.C.I.R. Recommendation No. 220 (Warsaw) the transmission of identification so that identification can be accomplished readily by the majority of stations using or monitoring the radio spectrum.

(Continuation of Art. 19)

Present Provisions

Section I. Allocation and Notification

412 § 1. (1) All stations open to the international service of public correspondence, all amateur stations, and other stations which are capable of causing harmful interference beyond the boundaries of the country to which they belong, must have call signs from the international series assigned to each country in the table given in **419.**

413 (2) However, it is not compulsory to assign call signs from the international series to stations which are easily identified by other means and whose signals of identification or characteristics of emission are published in international documents.

Proposals

United States of America *(cont'd)*

4017

Section I. Read:

Section II. Method of Identification

4018

412. *Replace the present text by the following:*

§ 1. (1) All stations employing, for purposes of communicating with other stations, facsimile, radiotelegraphy, complex radiotelephony, radiotelephony using privacy or secrecy devices, as well as all ship stations and all amateur stations, must have call signs from the international series assigned to each country in the table given in No. **419,** which shall be transmitted for identification in accordance with the requirements of Nos. .... to .... *(proposals* 4012 *to* 4016*)*. In all other cases, identification must be transmitted in accordance with Nos. .... to .... *(proposals* 4020 *to* 4023*)*.

Reasons

To specify which stations must have and use call signs for identification.

4019

413. *Replace the present text by the following:*

(2) However, call signs from the international series need not be used for identification by stations employing radiotelegraphy for purposes other than specified in No. **412** or non-complex radiotelephony without privacy or secrecy devices when such stations can be easily identified by other means, as provided in Nos. .... to .... *(proposals* 4020 *to* 4023*)*, and whose signals of identification or characteristics of emission are published in international documents. The provisions of this paragraph do not apply to ship stations using radiotelegraphy or amateur stations. A ship station using radiotelephony may use for identification, in lieu of its assigned call sign, other items appearing in the international documents, which uniquely identify the ship station.

Reasons

To define more directly which stations need not use call signs for identification. In addition, to give ship stations using radiotelephony optional methods of identification to provide flexibility to meet operational requirements, so long as the ship station transmitting can be clearly distinguished from any other ship station.

(Continuation of Art. 19)

Present Provisions

Proposals

United States of America *(cont'd)*

4020

413. *After this No. add the following new paragraph:*

§ 1 *bis.* (1) When identification is made by means other than a call sign as required by No. **412,** such identification shall meet the requirements of Nos. .... to .... *(proposals* 4012 *to* 4016*)*, and may identify the transmitting station by one or more of the following, as may be necessary for complete identification: name of station, location of station, operating agency, international registration number, flight identification number, characteristic signal, characteristic of emission, or other clearly distinguishing features readily recognized internationally.

Reasons

It is believed necessary, for uniformity, to name means of identification when call signs are not required.

4021

(2) Identification of survival craft using radiotelephony:

4022

a) in the case of liferafts and other survival craft of aircraft stations the identification shall be that of the parent aircraft station followed by the words SURVIVAL CRAFT.

Reasons

To provide more adequately for the emergency communications requirements, the industry has developed an airborne characteristic (specification) of equipment to be carried aboard aircraft and/or aircraft survival craft. Briefly, this equipment is a trans-ceiver with beacon feature capable of operation on the frequency 121.5 Mc/s. Search and rescue procedures are normally conducted using call signs which correspond to the identification employed by the (parent) aircraft while in the air. To provide continuity of identification and avoid confusion, which might arise should the survival craft employ an identification substantially different from that of the parent aircraft, survival craft are expected to employ the same identification procedure as the parent aircraft, followed by the words "SURVIVAL CRAFT".

(Continuation of Art. 19)

Present Provisions

Proposals

United States of America *(cont'd)*

4023

b) In the case of lifeboats, liferafts and other survival craft of ship stations the identification may be that of the parent ship station followed by the words SURVIVAL CRAFT.

Reasons

To afford all types of survival craft of ship stations using radiotelephony the opportunity to identify themselves by procedures more closely associated with the maritime mobile radiotelephone service.

414 § 2. (1) When a fixed station uses more than one frequency in the international service, each frequency shall be identified by a separate call sign used solely for this frequency.

415 (2) When a broadcasting station uses more than one frequency in the international service, each frequency shall be identified by a separate call sign used solely for this frequency or by some other appropriate means, such as announcing the name of the place and frequency used.

416 (3) When a land station uses more than one frequency, such frequencies may, if desired, be identified by separate call signs.

4024

414 to **416.** *Delete.*

Reasons

These paragraphs are no longer believed applicable, since certain stations will not require call signs, but, when they are required, one call sign per station could be assigned.

Investigation has revealed that in many uses of radio, such as ship radars, speedmeters employed by police, railroads, etc., and microwave links, there are no operational requirements for call signs.

The practice of assigning call signs to aircraft stations which use only telephony has been found unnecessary for purposes of identification.

Aeronautical stations using only telephony traditionally identify by announcing their location and therefore the assignment of call signs to such stations appears to be unnecessary.

Broadcasting stations in many cases identify themselves by means other than the use of call signs from the international series.

In many cases, land mobile units adequately identify themselves to their associated base stations solely by unit number, such as "Car 41", when transmitting on the frequency of their base station.

There appears to be no compelling reason why base stations could not identify as "Los Angeles Police, Number 1—2—3", (depending upon which of the several Los Angeles police base stations on the frequency was transmitting). "The John Jones Company, Chicago, 30.58 Mc/s" would adequately identify a base station in Chicago.

Stations in the international fixed service may be adequately identified by a single call sign for each location. This will conserve call signs and will facilitate identification by automatic means, instead of a separate call sign for each frequency assignment.

It seems reasonable to assume that many of the situations outlined herein exist in various countries and that the use of call signs only where required internationally would result in a substantial reduction in total call sign requirements.

(Continuation of Art. 19)

Present Provisions **Proposals**

1404 United Kingdom

414. *Read in fine:*

... by a separate call sign, in accordance with **421** and **422**, used solely for this frequency.

Reasons

To encourage the use of figure suffixes.

Federal German Republic

1405 **416.** *After this No. add the following new sub-paragraph:*

3*bis*) It is recommended that coast stations use a common call sign for each series of frequencies[1]).

1406

Add the following new foot-note:

[1]) By a "series of frequencies" is meant a group of frequencies comprising one frequency each assigned in the different bands between 4000 kc/s and 23000 kc/s exclusively allocated to the maritime mobile service.

Reasons

Simplification of traffic operation.

(This page cancels and replaces the present page 335)

(Continuation of Art. 19)

Present Provisions

Proposals

United States of America

4025

Add the following sub-heading:

Section III. Formation of Call Signs from the International Series

417 § 3. (1) Each country shall choose the call signs of its stations from the international series allocated to it and shall, in accordance with article 20, notify to the Secretary General of the Union the call signs which it has assigned. These notifications do not include call signs assigned to amateur and experimental stations.

4026

417. *Replace the present text by the following:*

§ 3. (1) In cases where call signs are used for identification, each country shall choose the call signs of its stations from the international series allocated to it and shall, in accordance with Article 20, notify the Secretary General of the call sign which it has assigned. These notifications do not include call signs assigned to amateur and experimental stations.

Reasons

Under the proposal, call signs would not be required for all stations.

1407 France, French O.P.T.A., Morocco

417. *Read in fine:*

... which it has assigned, as well as the data to be shown in Lists I to VII. These notifications... *(remainder unchanged).*

Reasons

France, French O.P.T.A.:

The I.T.U. General Secretariat prepares List VIII (Call Signs) from the other lists. Hence there is no call for separate notification.

Morocco:

A separate notification of the call sign is not necessary.

(Continuation of Art. 19)

Present Provisions

418 (2) The Secretary General of the Union shall ensure that the same call sign is not allotted more than once and that call signs which might be confused with distress signals, or with other signals of the same nature, are not allotted.

Section II. Allocation of International Series

419 § 4. The first character or the first two characters of the call signs given in the following table show the nationality of the stations.

Proposals

United States of America

4027

418. *After:* Secretary General, *delete:* of the Union.

Reasons

Editorial.

4028

Sub-heading. Delete:

Section II. Allocation of International Series

1408 Note by the S.G.

Table of Allocation of Call Signs

Subject to confirmation by the forthcoming Administrative Radio Conference, the Administrative Council has authorised the Secretary-General, by its Resolution No. 151 (amended) to deal provisionally with questions relating to call signs. The series hereafter, followed by the

(This page cancels and replaces the present page 337)

(Continuation of Art. 19)

Present Provisions

Country	Call Signs
Austria	OEA-OEZ
Finland	OFA-OJZ
Czechoslovakia	OKA-OMZ
Belgium and Colonies	ONA-OTZ
Denmark	OUA-OZZ
Netherlands	PAA-PIZ
Curacao	PJA-PJZ
Netherlands Indies	PKA-POZ
Brazil	PPA-PYZ
Surinam	PZA-PZZ
(Service abbreviations)	QAA-QZZ
Union of Soviet Socialist Republics	RAA-RZZ
Sweden	SAA-SMZ
Poland	SNA-SRZ
Egypt	SSA-SUZ
Greece	SVA-SZZ
Turkey	TAA-TCZ
Guatemala	TDA-TDZ
Costa Rica	TEA-TEZ
Iceland	TFA-TFZ
Guatemala	TGA-TGZ
France and Colonies and Protectorates	THA-THZ
Costa Rica	TIA-TIZ
France and Colonies and Protectorates	TJA-TZZ
Union of Soviet Socialist Republics	UAA-UQZ
Ukrainian Soviet Socialist Republic	URA-UTZ
Union of Soviet Socialist Republics	UUA-UZZ
Canada	VAA-VGZ
Commonwealth of Australia	VHA-VNZ
Newfoundland	VOA-VOZ
British Colonies and Protectorates	VPA-VSZ
India	VTA-VWZ
Canada	VXA-VYZ
Commonwealth of Australia	VZA-VZZ
United States of America	WAA-WZZ
Mexico	XAA-XIZ
Canada	XJA-XOZ
Denmark	XPA-XPZ
Chile	XQA-XRZ
China	XSA-XSZ
France and Colonies and Protectorates	XTA-XWZ
Portuguese Colonies	XXA-XXZ
Burma	XYA-XZZ
Afghanistan	YAA-YAZ
Netherlands Indies	YBA-YHZ
Iraq	YIA-YIZ
New Hebrides	YJA-YJZ
Syria	YKA-YKZ
Latvia	YLA-YLZ
Turkey	YMA-YMZ
Nicaragua	YNA-YNZ
Rumania	YOA-YRZ
Republic of El Salvador	YSA-YSZ
Yugoslavia	YTA-YUZ
Venezuela	YVA-YYZ
Yugoslavia	YZA-YZZ
Albania	ZAA-ZAZ
British Colonies and Protectorates	ZBA-ZJZ
New Zealand	ZKA-ZMZ
British Colonies and Protectorates	ZNA-ZOZ
Paraguay	ZPA-ZPZ
British Colonies and Protectorates	ZQA-ZQZ
Union of South Africa	ZRA-ZUZ
Brazil	ZVA-ZZZ
Great Britain	2AA-2ZZ
Principality of Monaco	3AA-3AZ
Canada	3BA-3FZ

Proposals

1409 Belgian Congo

419. *Table of Allocation of Call Signs*

1) Belgian Congo DNA-DQZ *Read:* Belgian Congo and Territory of Ruanda-Urundi DNA-DQZ

1410

2) Belgium and Colonies ONA-OTZ *Read:* Belgium, Belgian Congo, and Territory of Ruanda-Urundi ONA-OTZ

4029 United States of America

419. *Replace the present text by the following:*

§ 4. The first letter or the first two letters of the call signs given in the following table show the nationality of the stations.

Table of Allocation of Call Signs

(Table to be revised here showing only call sign blocks commencing with letters only.)

Reasons

It is believed that the growth and membership of the Union, together with the tremendous growth in number of stations authorized by the various administrations, make it necessary that the proposed changes to Article 19 be approved. This would obviate the necessity for the periodic rearrangement of call signs or the complete revision of the call sign table.

Although millions of call signs are available to most countries under the method of assignment provided in the Radio Regulations, some administrations find there is an insufficient number of short call signs to satisfy all their requirements. In addition, it would be desirable to allocate call blocks beginning with letters to those countries that only have blocks beginning with digits.

Under the proposed changes to Article 19, it is expected that sufficient call signs can be recovered to meet all requirements. However, this will be possible only if each administration re-examines its call sign requirements in light of these proposed

(Continuation of Art. 19)

Present Provisions

Country	Call Signs
Chile	3GA-3GZ
China	3HA-3UZ
France and Colonies and Protectorates	3VA-3VZ
(Not allocated)	3WA-3XZ
Norway	3YA-3YZ
Poland	3ZA-3ZZ
Mexico	4AA-4CZ
Republic of the Philippines	4DA-4IZ
Union of Soviet Socialist Republics	4JA-4LZ
Venezuela	4MA-4MZ
Yugoslavia	4NA-4OZ
British Colonies and Protectorates	4PA-4SZ
Peru	4TA-4TZ
United Nations	4UA-4UZ
Republic of Haiti	4VA-4VZ
Yemen	4WA-4WZ
(Not allocated)	4XA-4ZZ
(Not allocated)	5AA-5ZZ
(Not allocated)	6AA-6ZZ
(Not allocated)	7AA-7ZZ
(Not allocated)	8AA-8ZZ
(Not allocated)	9AA-9ZZ

Proposals

United States of America *(cont'd)*

changes and cancels assignments to those stations which do not require them for identification purposes.

By rearranging the call sign assignments to individual classes of stations, small contiguous portions of presently allocated blocks could be relinquished to meet the requirements of newly formed administrations, thereby obviating the necessity for the complete revision of the call sign table.

With the implemention of these changes, call signs could be made available for future requirements. As an example, the United States is reviewing its call sign requirements in the light of the proposed changes in Article 19. It is anticipated that sufficient economies can be achieved under the new proposal to enable each country having call sign blocks, beginning with letters only, to give up a portion of call signs now allocated to it. If these proposals to revise Article 19 are accepted by the Conference and if a sufficient number of call signs are relinquished by other administrations, the United States is prepared to take similar action.

France, French O. P. T. A.

419. *Amend the table of allocation of call signs as follows:*

1411

a) in column 1, before the series:

FAA – FZZ
HWA – HYZ
THA – THZ
TJA – TRZ
TSN – TZZ
XTA – XTZ

for: France and Colonies and Protectorates, *read:* France and Overseas France.

1412

b) In column 1, replace: France and Colonies and Protectorates *by:*

Tunisia	*before the series*	TSA-TSM
Cambodia	*before the series*	XUA-XUZ
Viet-Nam	*before the series*	XVA-XVZ
Laos	*before the series*	XWA-XWZ
Tunisia	*before the series*	3VA-3VZ

Reasons

To confirm assignment changes already carried out and reported to the Union Secretariat.

(This page cancels and replaces the present page 338)

(Continuation of Art. 19)

Present Provisions **Proposals**

France, French O.P.T.A. *(cont'd)*

1413

c) Add the series: 4YA to 4YZ, *assigned to:* the International Civil Aviation Organization.

Reasons

To confirm a temporary assignment.

1414

d) Assign eight new series to: France and Overseas France, *e.g.:* 5SA to 5ZZ.

Reasons

To be able to assign call signs, as necessary, to new stations brought into operation as the telecommunication infrastructure develops.

4030 Iran

Assign to Iran *the series:* 5AA-5AZ.

1415 Italy

419. *Under:* Italy *replace the words:* and colonies *by:* and territories under United Nations mandate.

1416 Japan

419. *Add as follows:*

Japan 7JA-7ZZ
Japan 8JA-8ZZ

Reasons

Since the international series JAA-JSZ allocated to our country in accordance with the RR cannot satisfy the requirements for call signs due to the recent increase in number of radio stations, the Japanese Administration is obliged to assign call signs formed of many letters and digits other than those set forth in Article 19, Section III (Formation of Call Signs). The above amendment is to meet the present requirements and to cope with the increasing number of radio stations in the near future.

(This page cancels and replaces the present page 339)

(Continuation of Art. 19)

Present Provisions

Proposals

Morocco

1417 **419.** 1. *Definitively allocate the series:*

5CA-5CZ

to the Kingdom of Morocco.

Reasons

Confirms a provisional allocation.

1418

2. *Allocate the series:*

5DA-5GZ

to the Kingdom of Morocco.

Reasons

To cope with fresh requirements.

Section III. Formation of Call Signs

420 § 5. Call signs in the international series are formed as stated below. It is understood, however, that in accordance with the table in **419,** the first letter in certain series is replaced by a digit:

421 *a)* Three letters, or three letters followed by not more than three digits (other than the digits 0 and 1 in cases where they immediately follow a letter), in the case of land and fixed stations.

422 *b)* However, it is recommended that, as far as possible:

— the call signs of coast and aeronautical stations shall consist of three letters or three letters followed by a single digit other than 0 or 1;

— the call signs of fixed stations shall consist of three letters followed by two digits (other than the digits 0 and 1 in cases where they immediately follow a letter).

United States of America

4031

Sub-heading. Delete:

Section III. Formation of Call Signs.

4032

420. *In fine, delete:* It is understood, however ... replaced by a digit.

Reasons

Editorial changes are necessary to make this paragraph conform with revisions to preceding paragraphs of this Article. Also, all countries will have call signs commencing with letters.

4033

421. *Delete.*

4034

422. *Delete.*

Reasons

This paragraph is no longer applicable in view of the recommendations made herein for the assignment of call signs.

Present Provisions

Proposals

1419 Italy

422. *Replace the present text by the following:*

— However, the call signs of coast and aeronautical stations shall consist of three letters, or three letters followed by a single digit other than 0 or 1;

— the call signs of fixed stations shall consist of three letters followed by two digits (other than the digits 0 and 1 when immediately following a letter).

Reasons

The provisions concerning the formation of call signs should be made compulsory in order that the Regulation should be generally carried out.

1420 Netherlands

422. *Replace the present text by the following:*

b) However, it is recommended that, as far as possible, the call signs of coast and aeronautical stations shall consist of three letters or three letters followed by one or two digits (the digit following immediately a letter other than 0 and 1).

Reasons

Some coast stations operate more than 8 transmitters.

423 *c)* Four letters in the case of ship stations (for ship stations using radiotelephony see **429**).

United States of America

4035

423. *Replace the present text by the following:*

c) Two letters followed by four digits in the case of ship stations using only radiotelephony. Four letters in the case of ship stations using radiotelegraphy.

Reasons

To specify in one paragraph the type of call signs to be assigned to both radiotelegraph and radiotelephone equipped ships.

424 *d)* Five letters in the case of aircraft stations (for aircraft stations using radiotelephony see **431**).

4036

424. *Replace the present text by the following:*

d) Five letters in the case of aircraft stations using radiotelegraphy.

Reasons

It is proposed that call signs not be assigned to aircraft stations using telephony. The type of identification to be used by aircraft radiotelephone stations is outlined in Nos. . . . to . . . *(proposals* 4020 *to* 4023*)*.

(This page cancels and replaces the present page 340)

(Continuation of Art. 19)

Present Provisions

425 *e)* The call sign of the parent ship or aircraft followed by two digits (other than 0 or 1), in the case of lifeboats, liferafts and other survival craft.

Proposals

United States of America *(cont'd)*

4037

425. *Delete:* or aircraft.

Reasons

To delete aircraft stations from the provisions of No. **425**. A new section is proposed *(see proposal* 4022*)* for aircraft survival craft.

1421 France, French O.P.T.A.

425. *Delete:* or aircraft.

1422 United Kingdom

425. *Delete:* or aircraft.

Reasons

To restrict to maritime craft.

1423 France, French O.P.T.A., Morocco

425. *After this No. add the following new subparagraph:*

e bis) The call sign of the parent aircraft consisting of five letters followed by a digit (other than 0 or 1) for lifeboat, liferaft and other survival craft stations. This provision, however, shall not apply to stations automatically transmitting the distress signal.

(Continuation of Art. 19)

Present Provisions

Proposals

France, French O.P.T.A., Morocco *(cont'd)*

Reasons

France, French O.P.T.A.:

It is unreasonable to prolong communication by using a seven-character call sign. No confusion can arise with the other forms of call signs. Moreover, stations in survival craft aboard aircraft (rubber dinghies) may be operated after ditching or forced landing by persons who are not communication experts. Hence the equipment consists of a simple automatic transmitter, transmitting the signal SOS followed by a long dash. As this transmitter should be interchangeable on board aircraft, it is not advisable to provide for manual adjustment thereof in order to announce a particular call sign.

Morocco:

In order not to unduly lengthen the call signs.

(This page cancels and replaces the present page 341)

(Continuation of Art. 19)

Present Provisions

Proposals

1424 United Kingdom

425. *After this No. add the following new sub-paragraph:*

e bis) The call sign of the parent aircraft consisting of five letters followed by one digit (other than 0 or 1), in the case of lifeboats, liferafts and other survival craft. This provision is not applicable in respect of stations which transmit automatically the distress signal.

Reasons

To reduce the number of characters in the call sign for aeronautical craft, thus avoiding unnecessary signalling.

United States of America

426 *f)* Four letters followed by a single digit (other than 0 or 1) in the case of mobile stations other than ship and aircraft stations (for stations of this category using radiotelephony see **433**).

427 *g)* One or two letters and a single digit (other than 0 or 1) followed by a group of not more than three letters in the case of amateur and experimental stations. The prohibition of the use of the digits 0 and 1, however, does not apply to amateur stations.

428 § 6. (1) Coast stations employing radiotelephony may use as a call sign:

— a call sign established in conformity with **421** and **422**;

— the geographical name of the place as it appears in the List of Coast and Ship Stations, followed preferably by the word RADIO or by any other appropriate indication.

4038

426. *In fine, after:* aircraft stations, *read:* using radiotelegraphy.

Reasons

Provision for radiotelephony is contained in another section of the proposal.

4039

428 to **433.** *Delete.*

Reasons

The provisions of these paragraphs have been incorporated in new Section II of this Article.

1425 Netherlands

428. *Delete in fine:* or by any other appropriate indication.

Reasons

The addition RADIO without further details is sufficient.

1426 United Kingdom

428. *In the last sub-paragraph, after:* List of Coast, *delete:* and Ship.

Reasons

Consequential on proposals for Article 20.

(This page cancels and replaces the present page 346)

(Continuation of Art. 19)

Present Provisions

434 § 7. (1) In the aeronautical mobile service, after communication has been established by means of the complete call sign (see **424** or **431**), the aircraft station may use, if no risk of confusion is likely to arise, an abbreviated call sign consisting of:

435 *a)* in radiotelegraphy, the first character and last two letters of the complete 5-letter call sign;

436 *b)* in radiotelephony, the abbreviation of the name of the owner of the aircraft (company or individual) followed by either the last two letters of the call sign, the last two characters of the registration mark, or the flight identification number.

437 (2) The provisions **434, 435** and **436** may be amplified or modified by agreements between countries concerned.

Proposals

United States of America

4040

434 to **437.** *Delete.*

Reasons

Considered unnecessary.

4041 U.S.S.R.

434 to **436.** *Delete.*

Reasons

Because abbreviated call signs can be muddling.

1437 France, French O.P.T.A., Morocco

436. *Replace the present text by the following:*

b) in radiotelephony:

— the first character of the complete five-letter call sign;

— the abbreviation of the name of the owner of the aircraft (company or individual);

— the type of aircraft,

followed by the last two letters of the complete call sign or by the last two characters of the registration mark.

Reasons

France, French O.P.T.A.:

The abbreviation of a call sign must be a shortening of one of the forms laid down in **431** and not a new form of call sign. It is inadvisable for an aircraft station to change its type of call sign during flight.

1438 India

436. *Delete in fine:* or the flight identification number.

Reasons

This practice of identification of the aircraft is likely to be confused with the call signs, particularly at the time of emission of distress call or message from such an aircraft.

1439 Japan

436. *Replace the present text by the following:*

b) in radiotelephony, the abbreviation of the name of the owner of the aircraft (company or individual) or the type of the aircraft, followed by

(This page cancels and replaces the present page 348)

(Continuation of Art. 19)

Present Provisions

Proposals

4042 U.S.S.R.

437. *Replace the present text by the following:*

(2) Use of an abbreviated call sign shall be permissible (subject to agreement between the countries concerned), in aeronautical mobile communications, after a radiotelephone call has been put through by means of the full call sign.

United States of America

438 § 8. (1) The 26 letters of the alphabet and figures in the cases indicated in §§ 5 and 6 may be used to form call signs. Accented letters are excluded.

4043

438. *Replace the present text by the following:*

§ 8. (1) The 26 letters of the alphabet and figures in the cases indicated in Nos. **420** through **427** may be used to form call signs. Accented letters are excluded.

Reasons

Editorial changes necessary to make this paragraph conform with revisions to preceding paragraphs of this Article.

439 (2) However, the following combinations may not be used as call signs:

440 *a)* combinations which might be confused with distress signals or with other signals of the same nature;

441 *b)* combinations reserved for the abbreviations to be used in the radiocommunication services (appendix 9);

442 *c)* for amateur stations, combinations commencing with a digit when the second character is one of the letters O or I.

4044

441. *Replace:* appendix 9 *by:* Appendix 9.

4045

442. *Delete.*

Reasons

No longer applicable since it is recommended to delete all call signs commencing with digits. This eliminates, therefore, the confusion resulting from the use of call signs prefixed with a digit.

443 (3) In the case of four-letter combinations commencing with the letter A, which are used for the geographical portion of the International Code of Signals, their use as call signs must be restricted to cases in which no risk of confusion is likely to arise.

444 (4) The distinguishing signals allotted to ships for visual and aural signalling must, in general, agree with the call signs of ship stations.

445 § 9. Each country reserves the right to establish its own measures for identifying its stations used for national defence. However, it shall use, as far as possible, call signs recognizable as such, and containing the distinctive letters of its nationality.

China

1442 **445.** *After this No. add the following new Section:*

Section IV. Identification of Emissions

Reasons

It is desirable to stipulate the method of identification of emissions under one section. The Recommendation No. 220 of the C.C.I.R. (Warsaw, 1956) has been adopted for this purpose.

(This page cancels and replaces the present page 352)

Present Provisions

CHAPTER VIII

ARTICLE 20

Service Documents

446 § 1. The following documents shall be published by the Secretary General of the Union:

Proposals

4046 United States of America

Comments regarding the Proposals of the United States for the Revision of Chapter VIII (Article 20)

The text of the RR should, so far as practicable, contain general provisions only and the details of instructions or implementation should be included in appendices to the RR. Accordingly, it is proposed that Article 20 contain only the statements necessary to: 1) place responsibility for publication of service documents with the Secretary General; 2) prescribe the publication schedules to be met by the Secretary General; 3) provide that administrations are to furnish the data to be published by the Secretary General in the service documents; 4) provide that the items of information for inclusion in List I must not be changed, although permitting the format to be rearranged at the discretion of the Secretary General; and, 5) provide general instructions applicable to all documents.

Except for List I, some flexibility should be permitted with regard to items of information to be contained in service documents which, generally, are used for information purposes. The Secretary General should be authorized, therefore, to make necessary changes in those documents to meet current requirements of users, without having to wait for such changes to be made at a subsequent Radio Conference.

In preparing this proposal the United States undertook a re-evaluation of the presently published service documents from the standpoint of its own needs. This resulted in the conclusion that there is insufficient justification for the continued publication of the following:

List of Fixed Stations

List of Broadcasting Stations

List of Aeronautical and Aircraft Stations

List of Radiolocation Stations

(Continuation of Art. 20)

Present Provisions

Proposals

United States of America *(cont'd)*

List of Special Service Stations

Maps

General Radiocommunication Statistics.

However, the List of Broadcasting Stations would be retained in part by a List of High Frequency Broadcasting Stations and the information now contained in the List of Special Service Stations and the List of Radiolocation Stations would in part be included in the new List of Coast and Ship Stations. In respect of certain of the data which would not be published by the I. T. U. under this proposal, it has been found that more current and accurate data are available in the publications of other international organizations. This latter fact is important, particularly with respect to radionavigation aids, since the circulation of obsolete information regarding these aids could well represent a hazard to the safety of life.

While the United States is of the opinion that other administrations in their evaluation of the service documents will arrive at similar conclusions, it would be sympathetic to the proposals of other administrations for additional service documents should such be necessary to meet their particular requirements.

ARTICLE 20

Replace the present text by the following:

Service Documents

4047

§ 1. The service documents and supplements thereto listed below shall be published by the Secretary General, in accordance with the schedules specified in Appendix 6:

4048

List I — International Frequency List

Present Provisions | **Proposals**

United States of America *(cont'd)*

4049

List II — List of Coast and Ship Stations

4050

List III — Alphabetical List of Call Signs

4051

List IV — Seasonal Schedules of High Frequency Broadcasting Stations

4052

List V — List of High Frequency Broadcasting Stations

4053

List VI — International Monitoring Stations

4054

List VII — Colored Charts (international and regional allocations of the radio frequency spectrum).

Reasons

To charge the Secretary General with the responsibility for publishing service documents and meeting schedules specified to ensure that, as practicable, current information will be made available to users of these documents.

4055

§ 2. Administrations shall furnish the Secretary General currently with the pertinent items of information indicated in Appendix 6 for each document, subject to the provisions of § 4 below, such data as are not furnished the International Frequency Registration Board and available to the Secretary General through the notification of frequency assignments in accordance with Article 11. This information shall be

(Continuation of Art. 20)

Present Provisions

Proposals

United States of America *(cont'd)*

used by the Secretary General as the authentic source of data appearing in each such published document.

Reasons

To ensure that administrations will furnish the International Telecommunication Union with the items of information required for each document so that the Secretary General may use those items as the authentic source of data for publication in each document.

4056

§ 3. The International Frequency List (List I) shall be published in accordance with the pertinent provisions of Appendix 6, and shall contain all of the data specified therein. However, the format of List I may be rearranged at the discretion of the Secretary General in collaboration with the I. F. R. B. should such rearrangements improve the capabilities of the machine records system maintained by the Board

Reasons

The data specified to be published in List I are vital to the administration of frequencies internationally, because a change in a basic characteristic of a frequency notification may directly affect an adjacent frequency assignment. It is important, therefore, that the items (columns) of information be rigidly controlled for List I. Latitude should be provided, however, in the arrangement of the format of List I to allow more flexibility in the machine record keeping of the Board. Time and work of the Board saved through this flexibility is of direct benefit to all administrations.

4057

§ 4. In the case of the Lists other than the International Frequency List, the items of information shown in the Appendix shall be used as a guide, subject to such changes as may be necessary to meet the future requirements of the users of those Lists.

4058

a) However, before any change of substance in an item of information may be made, the Secretary General must obtain the concurrence of a majority of all the Members of the Union.

(Continuation of Art. 20)

Present Provisions

Proposals

United States of America *(cont'd)*

4059

b) Other changes, including the format of the List, may be made at the discretion of the Secretary General should such changes result in improvement of the maintenance or use of the List.

Reasons

It is believed that greater flexibility should be provided with regard to the items of information of lists other than List I which, generally, are used for information purposes rather than to meet administrative needs as in the case of List I. Accordingly, the Secretary General should be authorized to make necessary changes in those Lists to meet current requirements of users, without having to wait for such changes to be made at a subsequent Radio Conference. In addition, latitude should be provided in the arrangement of the format of each list to allow more flexibility in the machine or other record keeping systems maintained by the Union, since time and work saved through this flexibility is of direct benefit to all administrations.

4060

§ 5. Information concerning the method of use of the documents shown in Appendix 6 shall be given in the prefaces thereto. Each entry shall be accompanied by the appropriate symbol, as indicated in Appendix 7, to designate the class of station concerned. Additional symbols, where necessary, may be selected by the Secretary General, any such new symbols being notified by the Secretary General to the administrations.

Reasons

To provide for the inclusion in each document of appropriate symbols and the necessary instructions for using each document.

4061

§ 6. For the purpose of these documents, a country shall be understood to mean the territory within the limits of which the station is located; a colony, an overseas territory, a territory under suzerainty or mandate, or a protectorate shall also be considered as a country for this purpose.

Reasons

It is necessary to define the term "country" for the purpose of the service documents.

(Continuation of Art. 20)

Present Provisions

447 (I) *List I.* The International Frequency List.

a) This shall contain details of frequency assignments recorded in the Master International Frequency Register under the provisions of article 11 (see **309** and **318**). These details shall include the data enumerated in appendix 6.

448 *b)* The List shall show also those specific frequencies (for example 500 kc/s) prescribed by these Regulations for common use in certain services, together with the information with respect to the frequencies or bands of frequencies assigned by the members of the Union to stations of other classes which are not individually subject to notification to the International Frequency Registration Board; all such stations having a common frequency assignment may be shown collectively for each country.

Proposals

1451 France, French O.P.T.A.

447. *Replace:* (see **309** and **318**) *by:* (see Nos. 11–01, 11–10, 11–41 and 11–50). *(proposals 1127, 1137, 1172 and 1182).*

Reasons

Because of the revision proposed in Article 11.

1452 Morocco

448. *After this No. add the following new subparagraph:*

The list of frequencies above 27.5 Mc/s is compiled on a regional geographical basis.

Reasons

E.A.R.C. Recommendation No. 13.

1453 United Kingdom

448. *After this No. add the following new subparagraph:*

(I *bis*) *List I A.* List of frequency assignments shown in List I, with details restricted to those enumerated in Appendix 6, List I, Columns 1, 3–6, 8 and 10.

Reasons

To provide an abridged version of List I for the use of operators and manufacturing companies who do not require information in columns 2, 7, 9, 11, 12 and 13 of List I.

(This page cancels and replaces the present page 375)

(Continuation of Art. 23)

Present Provisions **Proposals**

1528 Morocco

499. *Replace the present text by the following:*

§ 3. Members of the Union shall undertake not to impose upon foreign mobile stations which are temporarily within their territory technical and operating conditions more severe than those contemplated in these Regulations.

1529 *Cancelled.*

France, French O.P.T.A., Morocco

499. *After this No. add the following new paragraphs:*

1530 § 3 *bis)* Mobile stations which have just been built and whose nationality has not yet been decided, shall be considered as foreign stations and shall be subject to the above-mentioned regulation.

1531

§ 3 *ter.* Should a foreign mobile station make a lengthy stay in a country's territorial waters or on its territory, more severe technical and operating conditions than those contemplated in these Regulations may only be imposed after agreement with the Administration of the country to which the station belongs.

1532

§ 3 *quater.* This in no way affects arrangements which are made under international agreements relating to maritime or air navigation, and which are therefore not covered by these Regulations.

Reasons

France, French O.P.T.A.:

(§§ 3 and 3 *quater)* of the proposal reproduce the present provisions of **499.**

(This page cancels and replaces the present page 377)

(Continuation of Art. 24)

Present Provisions

Proposals

United Kingdom *(cont'd)*

bilities and upon his general ability to perform the duties efficiently at any time.

A uniform practice should be adopted by all administrations, and the position could best be met by the issue of authorities to operate, which could be withdrawn in cases where efficiency fell below requirements.

Section I. General Provisions

500 § 1. (1) The service of every ship or aircraft radiotelegraph or radiotelephone station must be performed by an operator holding a certificate issued or recognized by the government to which the station is subject.

1534

500. *Replace the present text by the following:*

§ 1. (1) The service of every ship or aircraft radiotelegraph station must be performed by an operator holding a certificate and an authority to operate issued or recognized by the government to which the station is subject.

Reasons

To provide for authorities to operate and to segregate radiotelegraphy from radiotelephony.

1535

500. *After this No. add the following new subparagraph:*

(1 *bis*) The service of every ship or aircraft radiotelephone station must be controlled by an operator holding a certificate and an authority to operate issued or recognized by the government to which the station is subject. Provided the station is so controlled, other persons may use the service.

Reasons

To provide for authorities to operate and for "third party" use of radiotelephony under suitable safeguards.

501 (2) Nevertheless, in the service of radiotelephone stations operating solely on frequencies above 30 Mc/s each government decides for itself whether a certificate is necessary and, if so, defines the conditions for obtaining it.

4062 United States of America

501. *Delete.*

Reasons

Since the operation of ship or aircraft stations may at some times and under some circumstances affect the maritime or aeronautical service of other countries, it is desirable that all operators of ship or aircraft stations hold some form of certificate issued to them or recognized by the government to which they are subject.

(Continuation of Art. 24)

Present Provisions

Proposals

France, French O.P.T.A.

1536 **501.** *Replace the present text by the following:*

(2) However:

a) the survival craft stations mentioned in Article 28, Section IV, of these Regulations may be put into operation by persons who do not possess a certificate, except when tests are carried out otherwise than by means of the fictitious antenna with which the transmitter is equipped;

(This page cancels and replaces the present page 379)

(Continuation of Art. 24)

Present Provisions

502 (3) The provision of **501** does not, however, apply to aircraft stations working on frequencies allocated exclusively to aircraft making international flights.

503 § 2. (1) In the case of complete unavailability of the operator in the course of a sea passage, a flight or a journey, the master or the person responsible for the station may authorize, solely as a temporary measure, an operator holding a certificate issued by the government of another country member of the Union ot perform the radiocommunication service.

Proposals

4063 United States of America

502. *Delete.*

Reasons

Consequential to deletion of No. **501**.

1540 France, French O.P.T.A.

502. *Replace:* **501** *by:* **501***b)*.

1541 Netherlands

502. *Delete.*

Reasons

Editorial in relation with proposal 1538.

United Kingdom

1542

502. *Replace the present text by the following:*

(3) The provision of **501** does not, however, apply to:

a) aircraft stations working on frequencies allocated to aircraft making international flights, and

b) ship stations operating in the maritime mobile public correspondence and port operations services.

Reasons

The word "exclusively" is unnecessary in *a)*. The amendment makes provision for maritime mobile VHF services.

1543

503. *Read:* ... a certificate and a valid authority to operate issued... *(remainder unchanged)*.

Reasons

Consequential on proposal 1534.

(This page cancels and replaces the present page 380)

(Continuation of Art. 24)

Present Provisions

504 (2) When it is necessary to employ as a temporary operator a person without a certificate or an operator not holding an adequate certificate, his performance as such must be limited solely to signals of distress, urgency and safety, messages relating thereto, messages relating directly to the safety of life, urgent messages relating to movement of the ship and essential messages relating to the navigation and safe movement of the aircraft. Persons employed in these cases are bound by the provisions of **508** regarding the secrecy of correspondence.

505 (3) In all cases, such temporary operators must be replaced as soon as possible by operators holding the certificate prescribed in § 1 of this article.

506 § 3. (1) Each administration takes the necessary steps to prevent, to the maximum extent possible, the fraudulent use of certificates. For this purpose, such certificates shall bear the signature of the holder and shall be authenticated by the stamp of the issuing administration. Administrations may employ, if they wish, other means of authentication such as the photograph of the holder, etc.

Proposals

4064 United States of America

504. *In fine, before:* **508** *add:* No.

1544 United Kingdom

504. *Read:* ... or an operator without a valid authority to operate, or not holding... *(remainder unchanged).*

Reasons

Consequential on proposal 1534.

4065 United States of America

505. *In fine replace:* § 1. of this article *by:* No. **500.**

1545 United Kingdom

505. *Read:* ... the certificate and authority to operate prescribed in ...

Reasons

Consequential on proposal 1534.

1546 France, French O.P.T.A., Morocco

506. *Replace the present text by the following:*

§ 3. (1) Each Administration shall make every effort to prevent the fraudulent use of certificates. For this purpose, such certificates shall bear the holder's signature and photograph and shall be authenticated by the stamp of the issuing Administration. Administrations may employ other means of authentication if they wish.

Reasons

France, French O.P.T.A.:

A photograph is a simple means of authentication and more effective than the signature only.

Morocco:

A photograph is a simple and effective means of authentication.

1547 United Kingdom

506. *Read:* ... the fraudulent use of certificates and authorities to operate. For this purpose such certificates and authorities to operate... *(remainder unchanged).*

Reasons

Consequential on proposal 1534.

(This page cancels and replaces the present page 381)

(Continuation of Art. 24)

Present Provisions

507 (3) In order to facilitate the verification of certificates these carry, if necessary, in addition to the text in the national language a translation of this text in a language widely used in international relations.

508 § 4. Each administration takes the necessary steps to place operators under the obligation to preserve the secrecy of correspondence as provided for in **490.**

Section II. Classes and Categories of Certificates

509 § 5. (1) There are two classes of certificates, as well as a special certificate, for radiotelegraph operators.[1])

Proposals

1548 France, French O.P.T.A., Morocco

507. *Add in fine:*

Indications of the class or category of the certificates, moreover, must always be translated into the five official languages of the Union.

Reasons

France, French O.P.T.A.:

To facilitate a check on the class or category of these certificates.

Morocco:

To facilitate a check on certificates.

1549 Italy

507. *Add in fine:*

... chosen among the I.T.U. working languages.

Reasons

To limit the choice of language.

1550 United Kingdom

507. *Read:* ... certificates and authorities to operate these carry ... *(remainder unchanged).*

Reasons

Consequential on proposal 1534.

4066 United States of America

508. *In fine, before:* **490** *add:* No.

1551 Netherlands

509. *Delete:* as well as a special certificate.

Reasons

It is proposed to abolish the special certificate; a holder of a special certificate may cause international interference to the same extent as a second class radiotelegraph operator because he is allowed to operate the same apparatus.

(This page cancels and replaces the present page 382)

(Continuation of Art. 24)

Present Provisions

510 (2) There are two categories of certificates (general and restricted) for radiotelephone operators.[1])

509.1 and **510.1** [1]) As regards the employment of operators holders of the different certificates, see article 25.

511 § 6. (1) The holder of a first or second class radiotelegraph operator's certificate, may perform the service of any ship or aircraft radiotelephone station.

Proposals

4067 United States of America

510. *In fine replace:* radiotelephone *by:* radiocommunication.

Reasons

"Radiotelephone" changed to "radiocommunication" because authority of holder would be expanded to cover services employing certain forms of automatic radiotelegraphy (see proposal 4073).

4068

509.1 and **510.1.** *Replace:* article *by:* Article.

1552 United Kingdom

510. *Replace the present text by the following:*

(2) There are two categories of certificates for radiotelephone operators, general and restricted.[1])

Reasons

Clarification.

4069 United States of America

511. *Replace the present text by the following:*

§ 6. (1) The holder of a first- or second-class radiotelegraph operator's certificate may perform any service, including the service of automatic devices, of any ship or aircraft station.

Reasons

To conform with proposals 4073 and 4074.

(Continuation of Art. 24)

Present Provisions | **Proposals**

1553 India

511. *Replace the present text by the following:*

§ 6. (1) The holder of a first class radiotelegraph operator's certificate, may perform the service of any aircraft radiotelephone station.

Reasons

In accordance with I.C.A.O. recommendation (Annex I).

1554 Federal German Republic

511. *Replace the present text by the following:*

§ 6. (1) The holder of a first or second class radiotelegraph operator's certificate, or of a radiotelegraph operator's special certificate, may perform the service of any ship or aircraft radiotelephone station.

Reasons

The special certificate for radiotelegraph operators is of higher value than the general certificate for radiotelephone operators and includes the proof of the qualification for the radiotelephone service.

(This page cancels and replaces the present page 383)

(Continuation of Art. 24)

Present Provisions

Proposals

1555 United Kingdom

511. *Read:* ... of any ship or aircraft radiotelegraph or radiotelephone station (see **515**).

Reasons

Clarification.

1556 India

511. *After this No. add the following new subparagraph:*

(1 *bis*) The holder of a first or second class radiotelegraphy operator's certificate may perform the service of any ship radiotelephone station.

Reasons

Consequential to proposal 1553.

512 (2) The holder of a general radiotelephone operator's certificate may carry out the service of any ship or aircraft station when the installation is used solely for telephony, provided that:

— the power in the antenna of the unmodulated carrier wave does not exceed 100 watts;

— or, the power in the antenna of the unmodulated carrier wave does not exceed 500 watts in cases where the operation of the transmitter requires only the use of simple external switching devices excluding all manual adjustment of frequency determining elements. Moreover, the stability of these frequencies must be maintained by the transmitter itself within the limits of tolerance specified by appendix 3.

4070 United States of America

512. *Replace the present text by the following:*

(2) The holder of a general radiocommunication operator's certificate may carry out the service of any ship or aircraft station when the installation is used solely for telephony or automatic devices, or solely for telephony and automatic devices, subject to Nos. .... and .... *(proposals* 4073 *and* 4074*)*.

Reasons

To remove power and equipment limitations from the present General Radiotelephone Operator's Certificate which hereafter would become the General Radiocommunication Operator's Certificate. The present limitations in this respect make it necessary in some situations for the operator of radiotelephone equipment to hold a radiotelegraph operator's certificate even though there is no requirement of operating skill and knowledge in Morse Code telegraphy and in certain other matters primarily concerning that form of telegraphy in which a candidate for such a certificate must qualify in order to operate solely for telephony and automatic devices.

(Continuation of Art. 24)

Present Provisions

Proposals

France, French O.P.T.A., Morocco

1557

512. *Replace the present text by the following:*

(2) The holder of a general radiotelephone operator's certificate may carry out the service of any ship or aircraft station when the installation is used solely for telephony, provided that:

1558

— the power in the antenna (power of the unmodulated carrier wave in class A3, or peak power in class AR3) does not exceed 100 watts;

(This page cancels and replaces the present page 384)

(Continuation of Art. 24)

Present Provisions | **Proposals**

France, French O.P.T.A., Morocco *(cont'd)*

1559

— the power in the antenna (power of the unmodulated carrier wave in class A3, or peak power in class AR3) does not exceed 500 watts in cases where the operation of the transmitter requires only the use of simple external switching devices excluding all manual adjustment of frequency determining elements. Moreover, the stability of these frequencies must be maintained by the transmitter itself within the limits of tolerance specified by Appendix 3.

Reasons

France, French O.P.T.A.:

Provision must be made for the use of single sideband and reduced carrier wave transmission (class AR3). We have kept the 100 and 500 watts laid down for class A3. This provides a simple solution which particularly favours single sideband transmission.

Morocco:

Provision must be made for the use of single sideband and reduced carrier wave transmission (class AR3).

1560 Netherlands

512. *Delete all after:* for telephony *at the end of sub-paragraph (2).*

Reasons

The operation of all present radiotelephony sets requires only the use of simple external switching devices excluding all manual adjustment of frequency determining elements.

For the operation of the MF and HF radiotelephony sets aboard ships one radiotelephony certificate, whose conditions are the same as the present restricted certificate, is therefore sufficient.

1561 United Kingdom

512. *Replace the present text by the following:*

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

Reasons

To remove the power restrictions and to widen its application.

(This page cancels and replaces the present page 385)

(Continuation of Art. 24)

Present Provisions

513 (3) The holder of a radiotelephone operator's restricted certificate may carry out the service of any ship or aircraft station when the installation is used solely for telephony provided that:

— the power in the antenna of the unmodulated carrier wave does not exceed 50 watts;

— or, the power in the antenna of the unmodulated carrier wave does not exceed 250 watts in cases where the operation of the transmitter requires only the use of simple external switching devices excluding all manual adjustment of frequency determining elements. Moreover, the stability of these frequencies must be maintained by the transmitter itself within the limits of tolerance specified by appendix 3.

Proposals

4071 United States of America

513. *Replace the present text by the following:*

(3) The holder of a radiocommunication operator's restricted certificate may carry out the service of any ship or aircraft station when the installation is used solely for telephony or automatic devices, or solely for telephony and automatic devices, subject to Nos. .... and .... *(proposals* 4073 *and* 4074*)*, provided that: the operation of the transmitter requires only the use... *(remainder unchanged)*.

Reasons

To limit operating authority under a non-technical radiocommunication operator certificate to the operation of stabilized and simplified equipment, recognizing that such equipment is presently available up to power levels above 250 watts.

France, French O.P.T.A., Morocco

513. *Replace the present text by the following:*

1562

(3) The holder of a radiotelephone operator's restricted certificate may carry out the service of any ship or aircraft when the station is used solely for telephony, provided that:

1563

— the power in the antenna (power of the unmodulated carrier wave in class A3, or peak power in class AR3) does not exceed 50 watts;

(Continuation of Art. 24)

Present Provisions

Proposals

France, French O.P.T.A., Morocco *(cont'd)*

1564

— or the power in the antenna (power of the unmodulated carrier wave in class A3, or peak power in class AR3) does not exceed 100 watts in cases where the operation of the transmitter requires only the use of simple external switching devices excluding all manual adjustment of frequency determining elements. Moreover, the stability of these frequencies must be maintained by the transmitter itself within the limits of tolerance specified by Appendix 3.

Reasons

France, French O.P.T.A.:

A) Introduction of class AR3 transmitters: same reason as for proposal 1559.

B) Replacement of "250 watts" by "100 watts":

a) Both radiotelephone operator's certificates should relate to quite different classes of transmitter; there is little difference, however, between a transmitter of 250 watts and one of 500 watts.

b) The powers used by mobile stations below 4 000 kc/s are usually less than 100 watts (**825** makes this compulsory in Region I for the 1605–2 850 kc/s band). Hence the restricted certificate will always suffice for radiotelephony below 4 000 kc/s.

c) Powers higher than 100 watts are often found in high frequencies; in such cases, however, the length of the voyage and special operational requirements justify the presence on board of a holder of a general radiotelephone operator's certificate.

Morocco:

Same as for proposal 1559.

(This page cancels and replaces the present page 386)

(Continuation of Art. 24)

Present Provisions | **Proposals**

1565 Netherlands

513. *Replace the present text by the following:*

(3) The holder of a radiotelephone operator's restricted certificate may carry out the service of any ship station when the installation operates solely on frequencies above 30 Mc/s.

Reasons

To be consistent with proposed new wording of **501** (proposal 1538).

1566 United Kingdom

513. *At the beginning read:*

(3) The holder of a radiotelephone operator's restricted certificate may carry out the service of any radiotelephone ship station of the fifth or sixth categories or of any aircraft radiotelephone station, provided that: ..... *(remainder unchanged).*

Reasons

Consequential on proposals for Article 35, Section IV and to widen its application.

514 (4) The radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreements, as well as the radiotelephone service of ship stations and aircraft stations for which only a restricted radiotelephone operator's certificate is required, may be carried out by an operator holding a radiotelegraph operator's special certificate.

4072 United States of America

514. *At the beginning, add:* Subject to No. .... *(proposal* 4073*)* in respect to automatic devices, *and after:* restricted *replace:* radiotelephone *by:* radiocommunication.

Reasons

For clarity and to conform to proposed changes in terminology.

(Continuation of Art. 24)

Present Provisions **Proposals**

1567 Netherlands

514. *Delete.*

Reasons

To be consistent with proposal 1551.

1568 Federal German Republic

514. *Delete.*

Reasons

1. The performance of the service in ship stations in which a radiotelegraph installation is provided but not prescribed by international agreements by an operator holding a radiotelegraph operator's special certificate has been regulated in RR **561**.
2. Following from proposal to **511** in which it is established that also holders of a radiotelegraph operator's special certificate may perform the service in any radiotelephone station.

(This page cancels and replaces the present page 387)

(Continuation of Art. 24)

Present Provisions

515 § 7. Exceptionally, the second class radiotelegraph operator's certificate as well as the radiotelegraph operator's special certificate may be limited exclusively to the radiotelegraph service. In such case the certificate must be suitably endorsed.

Proposals

1569 United Kingdom

514. *Replace the present text by the following:*

(4) The holder of a radiotelegraph operator's special certificate may carry out the radiotelegraph service of ships for which a radiotelegraph installation is not made compulsory by international agreement, as well as the radiotelephone service of ship stations and aircraft stations for which only a restricted radiotelephone operator's certificate is required.

Reasons

For consistency of form with the preceding sub-paragraphs.

1570 Netherlands

515. *Delete:* as well as the radiotelegraph operator's special certificate.

Reasons

Editorial in relation with proposal 1551.

1571 Federal German Republic

515. *Delete.*

Reasons

With a view to the fact that in the maritime service the number of radiotelephony stations is nearly three times that of radiotelegraphy stations, and also in the aeronautical service radiotelephony has become predominant, there is good reason to require of the holder of any radio operator's certificate the proficiency to perform radiotelephony service. The exceptions contained in **515** should, therefore, be abolished.

United States of America

515. *After this No. add the following new subparagraphs:*

4073

(1 *bis*) The holder of a general radiocommunication operator's certificate or, subject to the same technical restrictions listed under No. **513,** the holder of a restricted radiocommunication operator's certificate or a radiotelegraph operator's special certificate, may perform the service of automatic devices, such as auto-

Present Provisions

Section III. Conditions for the Issue of Operators' Certificates

516 § 8. (1) The conditions to be imposed for obtaining the various certificates are contained in the following paragraphs and represent the minimum requirements.

517 (2) Each administration is free to fix the number of examinations necessary to obtain each certificate.

Proposals

matic teleprinters, except that the holder of a radiocommunication operator's certificate may not perform the services of automatic devices on maritime mobile service frequencies where telegraphy by means of the Morse code signals specified in the Telegraph Regulations is permitted by these Radio Regulations.

4074

(1 *ter*) Nevertheless, the requirement of a certificated operator to perform the service of such devices shall not be construed to prevent persons not holding an operator's certificate from using such automatic devices, when the service is performed by the appropriate certificated operator, provided that such devices shall not be operated or used on any frequency of the maritime mobile service on which telegraphy, carried on by means of the Morse code signals specified in the Telegraph Regulations, is permitted by these Radio Regulations, except by the holder of a radiotelegraph operator's certificate of the required class. However, nothing in this provision is intended either to reduce, in any respect, the scope of responsibility or authority for performance of the service of a ship station, (including the service of automatic devices) which may be specified in any international agreement requiring radio on shipboard for safety purposes or elsewhere in this Article and in Article 25, or to permit utilization of such automatic devices to fulfill the requirements for radiotelegraph equipment, operators and watches made compulsory by the International Safety of Life at Sea Convention or under any other such international convention.

Reasons

To recognize and provide for the operation of automatic transmission devices of ship and aircraft stations by the holder of an appropriate operator certificate, and to insure that such automatic devices are not substituted for the requirements of Regulations 2, 3, and 7 of Chapter IV of the Regulations Appended to the International Safety at Sea Convention, London, 1948.

(This page cancels and replaces the present page 389)

(Continuation of Art. 24)

Present Provisions

as a general knowledge of the principles of operation of other apparatus generally used for radionavigation.

521 *b)* Theoretical and practical knowledge of the operation and maintenance of apparatus, such as motor-generators, storage batteries, etc., used in the operation and adjustment of the radiotelegraph, radiotelephone and radio direction-finding apparatus mentioned in **520.**

522 *c)* Practical knowledge necessary to repair with the means available on board, damage which may occur to the radiotelegraph, radiotelephone and radio direction-finding apparatus during a voyage.

523 *d)* Ability to send correctly and to receive correctly by ear, code groups (mixed letters, figures and punctuation marks), at a speed of 20 (twenty) groups a minute, and a plain language text at a speed of 25 (twenty-five) words a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language must contain five characters. The dura-

Proposals

4075 United States of America

521. *Before:* **520** *add:* No.

Finland

1575

521. *Add the word:* radar *between the words:* radiotelephone *and:* and radio direction-finding apparatus.

Reasons

See proposal 1574.

1576

522. *Add the word:* radar *between the words:* radiotelephone *and:* and radio direction-finding apparatus.

Reasons

See proposal 1574.

1576bis United Kingdom

522. *Replace:* damage which may occur to *by:* faults which may occur in.

Reasons

To conform to the French text.

1577 Finland

523. *Add in fine the following new sentence:*

In the plain language test, the applicant must be able to receive the text on a typewriter.

Reasons

Because the typewriter facilitates the operator's work, it would be advisable to add to its use as much as possible. At most stations, this ability is already required. The significance of typewriter reception will be stressed if an express mention of it is made in the RR.

(This page cancels and replaces the present page 393)

(Continuation of Art. 24)

Present Provisions

529 *a)* Elementary theoretical and practical knowledge of electricity and of radio, knowledge of the adjustment and practical working of the various types of radiotelegraph and radiotelephone apparatus used in the mobile service, including apparatus used for radio direction-finding and the taking of direction-finding bearings, as well as elementary knowledge of the principles of operation of other apparatus in general use for radionavigation.

530 *b)* Elementary theoretical and practical knowledge of the operation and maintenance of apparatus, such as motor-generators, storage batteries, etc., used in the operation and adjustment of the radiotelegraph, radiotelephone and radio direction-finding apparatus mentioned in **529**.

531 *c)* Practical knowledge sufficient for effecting repairs in the case of minor damage which may occur to the radiotelegraph, radiotelephone and radio direction-finding apparatus during a voyage.

532 *d)* Ability to send correctly and to receive correctly by ear, code groups (mixed letters, figures and punctuation marks) at a speed of 16 (sixteen) groups a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two

Proposals

1587 Finland

529. *Same addition as in* **520.**

Reasons

See proposal 1574.

4076 United States of America

530. *In fine, before:* **529** *add:* No.

Finland

1588

530. *Same addition as in* **521.**

Reasons

See proposal 1574.

1589

531. *Same addition as in* **522.**

Reasons

See proposal 1574.

1590 United Kingdom

531. *Replace:* damage which may occur to *by:* faults which may occur in.

Reasons

See proposal 1576*bis*.

1591 Finland

532. *Add to the first sentence after the word* minute: and plain language text at a speed of 20 (twenty) words a minute.

(This page cancels and replaces the present page 394)

(Continuation of Art. 24)

Present Provisions

characters. The duration of each test of sending and of receiving is, as a rule, five minutes.

Proposals

Finland *(cont'd)*

1592

2. *Add in fine the following sentence:* In the plain language text, the applicant must be able to receive the text on a typewriter.

Reasons

1. The proficiency of radio operators immediately after the course is not sufficient. During the early phase of the work the operating speed of the newcomers decreases too much. This is particularly so in the case when the new operator must wait for quite a long time for his first ship. A higher operating speed acquired during the course would improve the situation.
2. See proposal 1577.

India

1593

532. *Add at the end of the first sentence:* and a plain language text at a speed of 20 (twenty) words a minute,

1594

and insert between the second and third sentences the following sentence:

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

1595

Replace in fine: five minutes *by:* three minutes.

Reasons

Plain language is very commonly used in communication and as such it is desirable to test the proficiency of the candidate in receiving and sending plain language messages.

1596 United Kingdom

532. *Replace the present text by the following:*

d) Ability to send correctly by hand and to receive correctly by ear in the Morse code, code groups (mixed letters, figures and punctuation marks) at a speed of 16 (sixteen) groups a minute, and a plain language text at a speed of 20 (twenty) words a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language must contain five characters. The duration of each test of sending and of receiving is, as a rule, five minutes.

Reasons

Clarification, and to include a plain language text on the lines of the first-class certificate.

This page cancels and replaces the present page 395)

(Continuation of Art. 24)

Present Provisions | **Proposals**

1597 U.S.S.R.

532. *Under d), after:* ... at a speed of 16 (sixteen) groups a minute, *add the following:* and a plain language text in letters at the rate of 20 (twenty) words a minute. Each code group is, as a rule, 5 minutes ... *(remainder unchanged).*

Reasons

For clarification of this point.

533 *e)* Ability to send correctly and to receive correctly by telephone except in the case provided for in **515.**

4077 United States of America

533. *In fine, before:* **515** *add:* No.

1598 Federal German Republic

533. *Delete the following words:*

... except in the case provided for in **515.**

Reasons

Following from our proposal for **515** in which it is established that the exceptional restriction of the second class radiotelegraph operator's certificate to the radiotelegraph service should be abolished.

534 *f)* Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications, knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio, and, in the case of air navigation, knowledge of the special provisions governing the aeronautical fixed, mobile, and radionavigation services. In this latter case the certificate states that the holder has successfully passed the tests relating to these special provisions.

1599 India

534. *Delete everything after the words:* which relate to radio.

Reasons

A second class certificate holder is not to operate on board an aircraft.

1600 United Kingdom

534. *Replace the present text by the following:*

f) Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications, and knowledge

(This page cancels and replaces the present page 398)

(Continuation of Art. 24)

Present Provisions

C. Radiotelegraph Operator's Special Certificate

537 § 12. (1) The radiotelegraph operator's special certificate is issued to candidates capable of correct transmission and correct reception by ear of code groups (mixed letters, figures and punctuation marks) at a speed of 16 (sixteen) groups a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two characters. These candidates must in addition be capable of correct transmission and correct reception by telephone, except in the case provided for in **515.**

Proposals

4078 United States of America

537. *In fine, before:* **515** *add:* No.

1607 France, French O.P.T.A.

537. *Leave unchanged for the time being; should Recommendation No. 5 of the Göteborg Conference be carried out, it will be necessary to require a knowledge of standardized conventional words also.*

1608 Federal German Republic

537. *Delete the following words:*

... except in the case provided for in **515.**

Reasons

1. Following from our proposal for **511** in which it is provided for the holder of a radiotelegraph operator's special certificate to be entitled to perform the service in any radiotelephone station.
2. Following from our proposal for **515** in which it is established that the exceptional restriction of the second class radiotelegraph operator's certificate as well as the radiotelegraph operator's special certificate to the radiotelegraph service should be abolished.

1609 United Kingdom

537. *Replace the present text by the following:*

§ 12. (1) The radiotelegraph operator's special certificate is issued to candidates who are capable of sending correctly by hand and receiving correctly by ear in the Morse code, code groups (mixed letters, figures and punctuation marks) at a speed of 16 (sixteen) groups a minute, and a plain language text at a speed of 20 (twenty) words a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language must contain five characters. These candidates must, in addition, be capable of correct transmission and correct reception by telephone, except in the case provided for in **515.**

Reasons

See proposal 1596.

(This page cancels and replaces the present page 399)

(Continuation of Art. 24)

Present Provisions

538 (2) It rests with each government concerned to fix the other conditions for obtaining this certificate. However, except in the case provided for in **515**, the conditions specified by **544, 545, 547** or **548**, as the case may be, must be satisfied.

Proposals

1610 Finland

537 and **538.** *Delete.*

Reasons

The knowledge and ability referred to in these two paragraphs is not considered to be sufficient. An increase in number of such operators might endanger the efficient functioning of the distress traffic in particular.

1611 Netherlands

537 and **538.** *Delete.*

Reasons

Editorial in relation with proposal 1551.

4079 United States of America

538. *Before:* **515** *add:* No. *and before:* **544, 545, 547,** or **548** *add:* Nos.

1612 France, French O.P.T.A.

538. *Delete the reference to* **548.**

Reasons

The deletion of **548** is proposed below.

1613 Federal German Republic

538. *Replace the second sentence by the following:*

However, the conditions specified by **544, 545, 547,** as the case may be, must be satisfied.

Reasons

1. Following from our proposal for **511** by which it is provided that also holders of a radiotelegraph operator's special certificate may perform the service in any maritime radiotelephone station.
2. A radiotelegraph operator holding a special certificate should have knowledge exceeding that required for a restricted radiotelephone operator's certificate.

1614 United Kingdom

538. *Read in fine:* **544, 545** or **547.**

Reasons

Consequential on proposal 1624.

(This page cancels and replaces the present page 400)

(Continuation of Art. 24)

Present Provisions

D. Radiotelephone Operator's Certificate

539 § 13. The general radiotelephone operator's certificate is issued to candidates who have given proof of the knowledge and professional qualifications enumerated below (see also **511**):

540 *a)* Knowledge of the elementary principles of radiotelephony;

541 *b)* Detailed knowledge of the practical operation and adjustment of radiotelephone apparatus;

542 *c)* Ability to send correctly and to receive correctly by telephone;

543 *d)* Detailed knowledge of the Regulations applying to radiotelephone communications and specifically of that part of those Regulations relating to the safety of life.

Proposals

United States of America

4080

Sub-heading **D.** *Read:*

D. Radiocommunication Operator's Certificate

Reasons

The broader term "Radiocommunication" is used to include automatic devices, as in proposals 4073 and 4074.

4081

539. *At the beginning, replace:* radiotelephone *by:* radiocommunication, *and in fine before:* **511** *add:* No.

Reasons

The broader term "Radiocommunication" is used to include automatic devices, as in proposals 4073 and 4074.

1615 Netherlands

539 to **543.** *Delete.*

Reasons

Editorial in relation to proposal 1560.

4082 United States of America

540. *Replace the present text by the following:*

a) Knowledge of the general principles of radiotelephony, electricity and of the theory of radiotelephony, including the various classes of emission generally recognized for use in radiotelephony, (to include coverage of A3, A3a, A3b, F3, etc.);

Reasons

To strengthen requirements for obtaining general radiocommunication operator's certificate (the present general radiotelephone certificate) so that holder will be qualified to operate the higher power, more complex equipment, coming within the scope of his operating authority under proposals 4073 and 4074.

(Continuation of Art. 24)

Present Provisions

Proposals

1616 France, French O.P.T.A., Morocco

540. *Replace the present text by the following:*

a) A knowledge of the elementary principles of radiotelephony and of the general laws of radio propagation.

Reasons

Use of decametric waves.

(This page cancels and replaces the present page 401)

(Continuation of Art. 24)

Present Provisions

Proposals

4083 United States of America

541. *Replace the present text by the following:*

b) Detailed knowledge of the practical operation and adjustment of the various types of radiotelephone apparatus;

Reasons

To strengthen the requirements for obtaining the general radiocommunication operator's certificate (the present general radiotelephone certificate) so that holder will be qualified to adjust and operate the higher power, more complex, radiotelephone equipment.

1617 France, French O.P.T.A.

542. *Leave unchanged for the time being; should Recommendation No. 5 of the Göteborg Conference be carried out, it will be necessary to require a knowledge of standardized conventional words also.*

1618 United Kingdom

543. *Replace the present text by the following:*

d) Detailed knowledge of the Regulations applying to radiotelephone communications and knowledge of the provisions of the Convention of the Safety of Life at Sea which relate to radiotelephone communications or of the special provisions governing the aeronautical mobile and radionavigation services as appropriate.

Reasons

The provisions of the Safety Convention have, since Atlantic City, been extended to include Radiotelephony.

544 § 14. (1) The restricted radiotelephone operator's certificate is issued to candidates who have given proof of the knowledge and professional qualifications enumerated below:

4084 United States of America

544. *Replace the present text by the following:*

§ 14. (1) Except as provided in No. **548**, the restricted radiocommunication operator's certificate is

Present Provisions | **Proposals**

United States of America *(cont'd)*

issued to candidates who have given proof of the knowledge and operating qualifications enumerated below:

Reasons

Reference to No. **548** inserted for clarity. "Professional" deleted because this is an elementary certificate issued to candidates whose principal activity is in some other field and not the operation of radio stations.

1619 Netherlands

544. *Replace:* restricted *by:* general.

Reasons

Editorial in relation to proposal 1560.

545 *a)* Practical knowledge of radiotelephone operation and procedure;

546 *b)* Ability to send correctly and to receive correctly by telephone;

1620 France, French O.P.T.A.

546. *Leave unchanged for the time being; should Recommendation No. 5 of the Göteborg Conference be carried out, it will be necessary to require a knowledge of standardized conventional words also — or at least of the most important of them.*

547 *c)* General knowledge of the Regulations applying to radiotelephone communications and specifically of that part of those Regulations relating to the safety of life.

1621 United Kingdom

547. *Replace the present text by the following:*

c) General knowledge of the Regulations applying to radiotelephone communications and knowledge of the provisions of the Convention of the Safety of Life at Sea which relate to radiotelephone communications or of the special provisions governing the aeronautical mobile and radionavigation services as appropriate.

Reasons

See proposal 1618.

(This page cancels and replaces the present page 402)

(Continuation of Art. 24)

Present Provisions

548 (2) For ship and aircraft radiotelephone stations where the power in the antenna of the unmodulated carrier wave does not exceed 50 watts, each administration may itself fix the conditions for obtaining a restricted radiotelephone operator's certificate.

Proposals

4085 United States of America

548. *Replace the present text by the following:*

(2) Nevertheless, each administration may itself fix the conditions for obtaining a restricted radiocommunication operator's certificate which shall be valid for carrying out the service of ship and aircraft stations in accordance with the applicable provisions of Nos. **513** and ... *(proposal* 4071 *and* 4073*)* and subject to the following:

An operator certified solely under this provision may not be placed in charge of the radiotelegraph or radiotelephone installation which is compulsorily provided on board a ship in accordance with an international agreement.

Reasons

1) To provide that a certificate issued pursuant to this provision is not itself sufficient for an operator in charge of an installation compulsorily provided on board a vessel. This situation requires a certificate issued pursuant to provisions of this Article other than No. **548.**

2) To remove transmitter power as a criterion and base the exception on other factors considered more pertinent.

3) In the case of U.S. aircraft stations, since the Atlantic City RR were enacted, the power requirements have grown beyond 50 watts without any attendant increase in regulatory problems; hence no need is seen for imposing more severe requirements for obtaining Restricted Certificates where the power has thus been increased. It is not considered necessary to specify a new power level since the maximum power that might be utilized would appear to be effectively governed by the space and weight limitations of aircraft. Modern aeronautical communications and navigation transmitting equipment require only the use of simple external switching devices with no manual adjustment of frequency determining elements. The intent is to permit an administration to issue a single document valid for operation of such modern communication and navigation equipment. The United States practice is to grant this authority upon declaration for life.

1622 France, French O.P.T.A., Morocco

548. *Delete.*

Reasons

France, French O.P.T.A.:

The programme laid down for the radiotelephone operator's restricted certificate represents the minimum knowledge required to use frequencies below 30 Mc/s, given the relatively

(Continuation of Art. 24)

Present Provisions

Proposals

France, French O.P.T.A., Morocco, *(cont'd)*

complex operational rules for these frequencies and the risk of interference at long distances.

Morocco:

The programme laid down for the radiotelephone operator's restricted certificate represents the minimum knowledge required.

1623 Netherlands

548. *Delete.*

Reasons

Transmitters operating abroad which do not exceed 50 watt antennae-power may also cause serious international interference.

(This page cancels and replaces the present page 403)

(Continuation of Art. 24)

Present Provisions

549 § 15. A radiotelephone operator's certificate must show whether it is a general certificate or a restricted certificate and in the latter case if it has been issued in conformity with the provisions of **548.**

Proposals

1624 United Kingdom

548 and **549.** *Delete.*

Reasons

Considered superfluous (see **513** and **544** to **547**).

1625 Netherlands

548. *After this No. add the following new sub-paragraphs:*

1626

(2 *bis*) The restricted radiotelephone operator's certificate is issued to candidates who have given proof of the knowledge and qualifications enumerated below:

1627

(2 *ter*) *a)* Practical knowledge of radiotelephone operation and procedure;

1628

(2 *quater*) *b)* Ability to send correctly and to receive correctly by telephone.

Reasons

To be consistent with proposal 1538.

4086 United States of America

549. *At the beginning replace:* radiotelephone *by:* radiocommunication, *and before:* **548** *add:* No.

Reasons

To conform to proposed changes in terminology.

Present Provisions

Proposals

1629 France, French O.P.T.A., Morocco

549. *Delete in fine:* ... and in the latter case if it has been issued in conformity with the provisions of **548.**

Reasons

The deletion of **548** is proposed above.

1630 Netherlands

549. *Delete everything after:* restricted certificate.

Reasons

Editorial in relation with proposal 1623.

550 § 16. In order to meet special needs and on condition that international services are not interfered with, special agreements may fix the conditions to be fulfilled in order to obtain a radiotelephone operator's certificate, intended to be used in radiotelephone stations complying with certain technical conditions and certain operating conditions. These conditions and agreements are mentioned in the certificates issued to such operators.

4087 United States of America

550. *Before:* operator's certificate *replace:* radiotelephone *by:* radiocommunication.

Reasons

To conform to proposed changes in terminology.

1631 United Kingdom

550. *Read:* .... special agreements between administrations may fix the conditions...

Reasons

Clarification.

Section IV. Qualifying Service

551 § 17. (1) A first class radiotelegraph operator is authorized to embark as chief operator of a ship station of the third category (see **845**).

552 (2) Before becoming chief operator of a ship station of the second category (see **844**), a first class radiotelegraph operator must have had at least six months' experience as operator on board ship or in a coast station.

553 (3) Before becoming chief operator of a ship station of the first category (see **843**), a first class radiotelegraph operator must have had at least one year's experience as operator on board ship or in a coast station.

4088 United States of America

551. *In fine, before:* **845** *add:* No.

United Kingdom

1632

551 to **553.** *Replace these three Nos. by the following text:*

(1) The holder of a first class radiotelegraph operator's certificate is authorized to embark as chief operator of a ship station of the fourth, fifth or sixth category *(proposals* 2356, 2358 *and* 2359*)*.

(Continuation of Art. 24)

Present Provisions **Proposals**

United Kingdom *(cont'd)*

1632bis

(2) Before becoming chief operator of a ship station of the second or third category (see **844** and **845**) the holder of a first class radiotelegraph operator's certificate must have had at least six months' experience as operator on board ship or in a coast station.

1632ter

(3) Before becoming chief operator of a ship station of the first category (see **843**), the holder of a first-class radiotelegraph operator's certificate must have had at least one year's experience as operator on board ship or in a coast station.

Reasons

Consequential on proposals for Article 35, Section IV. (proposals 2354–2380).

Australia (Commonwealth of)

1633

552. *Delete the words:* or in a coast station.

Reasons

As operators at coast stations do not handle typical marine transmitters, direction-finding apparatus, auto-alarm apparatus and lifeboat transmitting and receiving apparatus, it is considered that this provision should be deleted.

4089 United States of America

552. *Before:* **844** *add:* No.

(This page cancels and replaces the present page 404)

(Continuation of Art. 24)

Present Provisions

Proposals

1634 Australia (Commonwealth of)

553. *Delete the words:* or in a coast station.

Reasons

Same as for proposal 1633.

United States of America

4090

553. *Before:* **843** *add:* No.

4091

554. *In fine, before:* **845** *add:* No.

554 § 18. (1) A second class radiotelegraph operator is authorized to embark as chief operator of a ship station of the third category (see **845**).

555 (2) Before becoming chief operator of a ship station of the second category (see **844**), a second class radiotelegraph operator must have had at least six months' experience as an operator on board ship.

United Kingdom

554 and **555.** *Replace these two Nos. by the following text:*

1635

(1) The holder of a second class radiotelegraph operator's certificate is authorized to embark as chief operator of a ship station of the fourth, fifth, or sixth category (*proposals* 2356, 2358 *and* 2359).

1635bis

(2) Before becoming chief operator of a ship station of the second or third category (see **844** and **845**) the holder of a second class radiotelegraph operator's certificate must have had at least six months' experience as an operator on board ship.

Reasons

Consequential on proposals for Article 35, Section IV.

4092 United States of America

555. *Before:* **844** *add:* No.

(This page cancels and replaces the present page 405)

(Continuation of Art. 24)

Present Provisions **Proposals**

1636 Australia (Commonwealth of)

555. *After this No. insert the following new paragraph.*

§ 18 *bis*. In the international radiotelegraph service of public correspondence, each government takes the necessary steps to ensure that its coast stations have personnel adequate to perform efficient service during the working hours of the stations and that each operator employed thereat is the holder of a first class radiotelegraph operator's certificate.

Reasons

In view of the necessity for operators employed at coast stations in the international service of public correspondence to have ability in Morse operating at least equal to that of the operators employed in ship stations with which they communicate and that they be fully conversant with operating conditions and working procedures in the mobile service, including distress, urgency and safety procedures, it is considered that this new provision should be included in the Regulations.

4093 United States of America

555. *After this No. add the following new subparagraph:*

(2*bis*) A second class radiotelegraph operator is not authorized to be chief operator of a ship station of the first category (see No. **843**).

Reasons

This restriction appears to be present in the existing Regulations by inference only. It should be clearly stated so as to assure proper understanding and uniformity of interpretation.

United Kingdom

555. *After this No. add the following new subparagraph and paragraph:*

1637

(2*bis*) The holder of a radiotelegraph operator's special certificate is authorized to embark as chief operator of a ship station of the fourth category in which a radiotelegraph installation is not prescribed by international agreement, or, of the fifth or sixth category if the installation complies with the conditions of 513. *(proposals 2356, 2358, and 2359).*

Reasons

To define what an operator holding a special certificate may do. (See proposals 2356, 2358 and 2359)

(This page cancels and replaces the present page 406)

(Continuation of Art. 24)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1638

§ 18 *bis*. (1) The holder of a radiotelephone operator's general certificate is authorized to embark as chief operator of a ship station of the fifth or sixth category. (See the 3rd and 4th new Nos. after **845**.)

1639

(2) The holder of a radiotelephone operator's restricted certificate is authorized to embark as chief operator of a ship station of the fifth or sixth category. (See the 3rd and 4th new Nos. after **845**) if the installation complies with the conditions of **513**.

Reasons

To define what holders of general and restricted certificates may do.

(See proposals 2358 and 2359)

CHAPTER XII

Personnel of Mobile Stations

ARTICLE 25

Class and Minimum Number of Operators for Ship and Aircraft Stations

556 § 1. In the international service of public correspondence, each government takes the necessary steps to ensure that ship and aircraft stations of its own nationality have personnel adequate to perform efficient service during the working hours which correspond to the category in which these stations are placed.

1640 France, French O.P.T.A.

556. *Add in fine:*

(see **842, 843, 844, 845, 851** and **859**).

Reasons

To facilitate reference to the Regulations.

557 § 2. The personnel of these stations must, having regard to the provisions of article 24 (see **551** to **555**), include at least:

4094 United States of America

557. *Replace:* article *by:* Article *and before:* **551** to **555** *add:* Nos.

1641 United Kingdom

557. *Parenthesis to read:* (see **511, 514, 515** and **555**).

Reasons

Editorial.

This page cancels and replaces the present page 407)

(Continuation of Art. 25)

Present Provisions

558 *a)* ship stations of the first category: one operator holding a first class radiotelegraph operator's certificate;

559 *b)* ship stations of the second category: one operator holding a first or second class radiotelegraph operator's certificate;

560 *c)* ship stations of the third category, except in the cases provided for in **561** and **562**: one operator holding a first or a second class radiotelegraph operator's certificate;

Proposals

1642 United Kingdom

559. *Replace the present text by the following:*

b) ship stations of the second and third categories: one operator holding at least a second class radiotelegraph operator's certificate.

Reasons

Consequential on proposals for Article 35, Section IV.

4095 United States of America

560. *Before:* **561** and **562** *add:* Nos.

1643 France, French O.P.T.A., Morocco

560. *Replace the present text by the following:*

c) ship stations of the third category, except as provided for in **561**: one operator holding a first or a second class radiotelegraph operator's certificate.

Reasons

France, French O.P.T.A.:

The division into three categories concerns radiotelegraph stations only (see **842**). Radiotelephone stations constitute a single category (see **851**).

Morocco:

The division into three categories concerns radiotelegraph stations only (see **842**).

1644 Netherlands

560. *Replace:* in **561** and **562** *by:* in **562**.

Reasons

To be consistent with proposals 1551 and 1647.

(This page cancels and replaces the present page 408)

(Continuation of Art. 25)

Present Provisions | **Proposals**

1645 United Kingdom

560. *Replace the present text by the following:*

c) ship stations of the fourth category for which a radiotelegraph installation is prescribed by international agreement: one operator holding at least a second class radiotelegraph operator's certificate;

Reasons

Consequential on proposals for Article 35, Section IV.

561 *d)* ship stations in which a radiotelegraph installation is provided but not prescribed by international agreements: one operator holding a radiotelegraph operator's special certificate or a first or second class radiotelegraph operator's certificate;

4096 United States of America

561. *Add in fine:* ...or subject to Nos. .... and .... *(proposals* 4073 *and* 4074*)* of Article 24, either a general radiocommunication operator's certificate or, subject further to No. **548,** a restricted radiocommunication operator's certificate:

Reasons

To permit automatic equipment (such as radioprinter) installed voluntarily aboard ships not otherwise required to carry a radiotelegraph operator to be operated by the holders of radiocommunication certificates with appropriate qualifications.

1646 Finland

561. *Delete:* radiotelegraph operator's special certificate or ...

Reasons

See **537** and **538.** Furthermore, if a vessel is provided with radiotelegraph equipment a person with the proficiency of an international radiotelegraph operator must be in charge of it.

(Continuation of Art. 25)

Present Provisions | **Proposals**

1647 Netherlands

561. *Delete.*

Reasons

To be consistent with proposal 1551.

1648 United Kingdom

561. *Replace the present text by the following:*

d) other ship stations of the fourth category: one operator holding at least a radiotelegraph operator's special certificate;

Reasons

Consequential on proposals for Article 35, Section IV.

(This page cancels and replaces the present page 409)

(Continuation of Art. 25)

Present Provisions

562 *e)* ship stations equipped with a radiotelephone installation: one operator holding either a radiotelephone operator's certificate (see **501, 512** and **513**) or a radiotelegraph operator's certificate (see **511** and **514**);

Proposals

4097 United States of America

562. *Replace the present text by the following:*

e) ship stations equipped with a radiotelephone installation: one operator holding either a radiocommunication operator's certificate (see Nos. **512** and **513**) or a radiotelegraph operator's certificate (see Nos. **511** and **514**);

Reasons

To conform to proposed Article 24.

1649 Federal German Republic

562. *Delete in fine the words:*

... and **514**.

Reasons

Following from our proposal to delete **514**.

1650 United Kingdom

562. *Replace the present text by the following:*

e) ship stations of the fifth and sixth categories: one operator holding at least a radiotelephone operator's general certificate, or if the installation complies with the conditions of **513**, at least a radiotelegraph operator's special or a radiotelephone operator's restricted certificate;

Reasons

Consequential on proposals for Article 35, Section IV.

563 *f)* aircraft stations except in the cases provided for in **564**: one operator holding a first or second class radiotelegraph operator's certificate, according to the internal regulations of the governments to which the stations are subject;

4098 United States of America

563. *Replace the present text by the following:*

f) aircraft stations (see No. **859**) equipped with a radiotelegraph installation but not equipped for telephony: one operator holding a first or second

Present Provisions

Proposals

United States of America *(cont'd)*

class radiotelegraph operator's certificate, according to the internal regulations of the governments to which the stations are subject; or if the radiotelegraph installation is not prescribed by international agreement: one operator holding a radiotelegraph operator's special certificate, or, subject to Nos .... and .... *(proposals* 4073 *and* 4074*)* of Article 24, one operator holding either a general radiocommunication operator's certificate or a restricted radiocommunication operator's certificate, according to the internal regulations of the governments to which the stations are subject;

Reasons

For clarification and to conform to proposed Article 24.

1651 India

563. *Delete:* or second.

Reasons

See proposal 1553.

564 *g)* aircraft stations equipped with a radiotelephone installation: one operator holding, as the case may be, a radiotelephone operator's certificate (see **501, 512** and **513**) or a radiotelegraph operator's certificate (see **511**) according to the internal regulations of the governments to which the stations are subject.

4099 United States of America

564. *Replace the present text by the following:*

g) aircraft stations (see No. **859**) equipped with a radiotelephone installation but not equipped for telegraphy: one operator holding a radiocommunication operator's certificate (see Nos **512, 513** and **548**) or a radiotelegraph operator's certificate (see Nos. **511** and **514**) according to the internal regulations of the governments to which the stations are subject;

Reasons

For clarification and to conform to proposed Article 24.

1652 Poland (People's Republic of)

564. *Read at the beginning:*

g) aircraft stations equipped with a radiotelephone, but not with a radiotelegraph installation: one operator ... *(remainder unchanged)*.

(Continuation of Art. 25)

Present Provisions

Proposals

4100 United States of America

564. *After this No. add the following new subparagraph:*

g bis) aircraft stations equipped with a radiotelephone installation in addition to, or in combination with, a radiotelegraph installation: one operator holding a first or second class radiotelegraph operator's certificate; or if the radiotelegraph installation is not prescribed by international agreement, a radiotelegraph operator's special certificate, or subject to Nos. .... and .... *(proposals* 4073 *and* 4074*)* of Article 24 one operator holding either a general radiocommunication operator's certificate or a restricted radiocommunication operator's certificate, according to the internal regulations of the governments to which the stations are subject.

Reasons

For clarification and to conform to proposed Article 24.

(This page cancels and replaces the present page 411)

(Continuation of Art. 26)

Present Provisions

Proposals

4101 United States of America

566. *Replace the present text by the following:*

§ 2. The person holding this authority must require that each operator shall comply with these Regulations and that the use of the mobile station in charge of an operator is in accordance therewith.

Reasons

To conform to proposals for revision of Article 24 wherein the service of the mobile station may, under same conditions, be in charge of a certified operator but actually be used by other persons who are not certified operators.

567 § 3. The master or the person responsible, as well as all persons who may have knowledge of the text or even of the existence of the radiotelegrams, 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.

CHAPTER XIII

Working Conditions in the Mobile Services

ARTICLE 27

Aircraft and Aeronautical Stations

568 § 1. Except as otherwise provided in these Regulations, the aeronautical mobile service may be regulated by special arrangements between the governments concerned (see article 40 of the Convention).

1656 Denmark, Finland, Iceland, Norway, Sweden

568 to **999.** *See the general proposal concerning an editorial revision of Chapters XIII–XV of the RR, Part I A of the Book of Proposals.*

1657 United States of America

568. *In fine replace:* article *by:* Article.

Reasons

Editorial.

1658 France, French O.P.T.A.

568. *For:* Article 40, *read:* Article 41.

(Continuation of Art. 27)

Present Provisions

569 § 2. In the absence of special arrangements, the provisions of these Regulations concerning the exchanging of and accounting for public correspondence shall be applicable, in a general way, to the exchanging of and accounting for public correspondence by stations in the aeronautical mobile service.

570 § 3. (1) Aircraft stations may communicate with stations of the maritime mobile service.

Proposals

1659 United Kingdom

569. *Delete:* in a general way.

Reasons

To ensure compliance with the RR.

1660 France, French O.P.T.A., Morocco, United Kingdom

570. *Replace the present text by the following:*

§ 3. (1) Aircraft stations may communicate with maritime mobile stations. They must then conform to those provisions of the Regulations which relate to the maritime mobile service.

Reasons

France, French O.P.T.A.:

See proposal 1662.

United Kingdom:

Clarification.

(This page cancels and replaces the present page 412)

(Continuation of Art. 27)

Present Provisions

571 (2) For this purpose only, they may utilize frequencies allocated to the maritime mobile service and must then conform to the provisions of these Regulations relating to the maritime mobile service.

Proposals

1661 United States of America

571. *Add in fine:*

Aircraft using frequencies of the maritime mobile service shall exercise every precaution to avoid disruption of maritime mobile communications. In this regard, attention is called to the greatly increased propagation distance obtained by radio transmissions above 30 Mc/s from aircraft flying at high altitudes.

Reasons

Because of high altitude transmission by aircraft, the use of marine VHF frequencies by such aircraft may cause interference to ship and coast stations over a wide area.

1662 France, French O.P.T.A., Morocco

571. *Replace the present text by the following:*

(2) For this purpose, aircraft stations must use the frequencies allocated to the maritime mobile service.

Reasons

France, French O.P.T.A.:

This is not the only purpose for which aircraft stations use maritime mobile frequencies. The use of certain frequencies, such as 500 kc/s and 8364 kc/s, is subject to special provisions, and it is possible that communications concerning safety inquiries and operations may be made on these frequencies with stations other than maritime mobile ones.

Morocco:

This is not the only purpose for which aircraft stations use frequencies allocated to the maritime mobile service.

1663 Netherlands

571. *Replace the present text by the following:*

(2) Aircraft stations must for this purpose use the frequencies allocated to the maritime mobile service. Administrations shall take whatever steps may be necessary to prevent aircraft, flying at high altitudes and transmitting on frequencies above 30 Mc/s, from disrupting maritime mobile communications.

(Continuation of Art. 27)

Present Provisions

Proposals

Netherlands *(cont'd)*

Reasons

In the frequency band above 30 Mc/s, a limited number of frequencies have been allocated for use by the maritime mobile service. In some regions of the world, these frequencies have been assigned and are used on a fully planned basis for surface communications.

4102 United Kingdom

571. *Replace the present text by the following:*

(2) Aircraft stations must for this purpose use the frequencies allocated to the maritime mobile service and shall exercise every precaution to avoid disruption of maritime mobile communications, especially when transmitting on frequencies above 30 Mc/s from high-flying aircraft.

Reasons

To protect maritime services.

(This page cancels and replaces the present page 413)

(Continuation of Art. 27)

Present Provisions

Proposals

1664 France, French O.P.T.A., Morocco

571. *After this No. add the following new sub-paragraph:*

(2 *bis*) However, Administrations shall ensure that, in using frequencies allocated to the maritime mobile service in bands above 30 Mc/s, aircraft flying at great altitudes do not cause long-distance interference to communications between maritime mobile stations.

Reasons

France, French O.P.T.A.:

At great altitudes the range of aircraft transmissions may be several hundred miles; hence maritime mobile communications need protection.

Morocco:

It is necessary to protect communications in the maritime mobile service.

572 (3) Aircraft stations when handling public correspondence with stations of the maritime mobile service must comply with all the provisions applicable to the handling of public correspondence in the maritime mobile service (see particularly articles 38, 39, 40 and 41).

1665 United States of America

572. *In fine replace:* articles *by:* Articles.

Reasons

Editorial.

Morocco

572. *After this No. add the following new Article:*

4103

ARTICLE 27*bis*

4104

Conditions to be observed by coast stations

§ 1. The maximum mean antenna input power, in an unbroken line of a coast radiotelegraph station working on medium frequencies shall be that which is capable of giving good working conditions during the

Present Provisions

Proposals

Morocco *(cont'd)*

hours of daylight as regards mutual interference between stations.

Reasons

European Regional Conference for the Maritime Mobile Service, Copenhagen, 1948.

4105

§ 2. In heavy traffic areas, the maximum mean antenna input power, in an unbroken line, shall not exceed five (5) kilowatts. During the night, except in cases of necessity, this power should be reduced to 0.5 kW.

Reasons

To limit interference while ensuring reasonable range.

4106

§ 3. Coast radiotelegraph stations working on medium waves shall be supplied with an A2 modulation device, at the minimum rate of 70 % of their emission on 500 kc/s, and with an automatic radiotelegraph alarm transmitter capable of setting off an alarm signal on board ship stations on automatic watch in their area of action.

4107

§ 4. Coast radiotelegraph stations operating in the bands allocated exclusively to the maritime mobile radiotelegraph service between 4 and 27.5 Mc/s shall not in any circumstances use:

— class A2 emissions
— a mean antenna input power, in an unbroken line, greater than the following:

Band	*Maximum power*
4 Mc/s	5 kW
6 Mc/s	5 kW
8 Mc/s	10 kW
12 Mc/s	15 kW
16 Mc/s	15 kW
22 Mc/s	15 kW

Reasons

E.A.R.C. No. 70, 1951.

(Continuation of Art. 27)

Present Provisions

Proposals

Morocco *(cont'd)*

4108

§ 5. The mean antenna input power in sine modulation at 80 % of each coast radiotelephone station in Region 1 working in the band 1 605–2 850 kc/s shall be limited to:

— 2 kW for coast stations located north of latitude 32° N

— 3.5 kW for coast stations located south of latitude 32° N

Reasons

E.A.R.C. Recommendation No. 4, 1951.

4109

§ 6. Coast radiotelegraph stations working in the band 1 605–2 850 kc/s shall be supplied with an automatic radiotelephone alarm transmitter enabling them to modulate their emission on 2 182 kc/s to the minimum rate of 80 %.

Reasons

To ensure the transmission or repetition of an alarm signal.

4110

§ 7. Coast radiotelephone stations shall be supplied with transmitter regulating devices enabling them automatically to maintain the average rate of modulation at about 80 %.

4111

§ 8. The necessary arrangements must be made to limit the band occupied by a class A3 emission to 6 kc/s.

Whenever possible, single-sideband transmission should be used in preference to double-sideband transmission.

Reasons

C.C.I.R. Recommendation No. 100, 1956.

Present Provisions

ARTICLE 28

Conditions To Be Observed by Mobile Stations

Proposals

1666 France, French O.P.T.A.

GENERAL REMARKS

1. Changes in the "Conditions to be observed by mobile stations" require a complete recasting of Article 28.

2. The references used in the first column of the proposal are as follows:

Radio Regulations (RR)

Reference: paragraph No.

Supplementary Radio Regulations, Göteborg (SRR)

Reference: G ...

Supplementary Radio Regulations, (SRR) *The Hague*

Reference: H ...

3. Provisional numbering of the paragraphs is indicated in the second column.

4. We wish to submit the revised Article 28 as a whole and request that our proposal should not be divided and numbered.

(This page cancels and replaces the present page 423)

(Continuation of Art. 28)

Present Provisions **Proposals**

United States of America

4112

573. *Replace:* chapter *by:* Chapter.

4113

574. *Before:* **711** *add:* No.

4114 Morocco

574. *Replace the present text by the following:*

(2) For the use of class B emissions on board ships, see **711** and **712.**

1720 United Kingdom

574. *Delete.*

Reasons

Covered by **711.**

1721 U.S.S.R.

574. *Delete.*

Reasons

The use of an excessive bandwidth is inadmissible.

4115 Morocco

576. *After this No. add the following new paragraph:*

§ 3*bis.* Administrations shall see to it that all electro-acoustic and radar equipment is well designed and properly installed so as not to cause interference to radio reception at the mobile station where it is installed, especially on distress and radionavigation frequencies.

Reasons

C.C.I.R. Recommendations No. 45 and 218 (1956).

(Continuation of Art. 28)

Present Provisions | **Proposals**

Morocco *(cont'd)*

4116

578. *Read in fine:* ...and vice versa without switching in as short a time as possible.

United Kingdom

1722

578. *Delete:* once communication is established.

Reasons

The limitation is unnecessary.

1723

578. *After this No. add the following new sub-paragraph:*

(2 *bis*) Radiotelephone stations of the maritime mobile service should be equipped with devices for instantaneous switching from transmission to reception and vice versa. This provision is necessary for all stations establishing communication between ships or aircraft and subscribers of the land telephone system.

Reasons

Contains the substance of **809**, which appears more appropriately here.

4116 bis United States of America

580. *Replace:* appendix *by:* Appendix.

1724 Japan

580. *Replace the present text by the following:*

§ 6. Ship and aircraft stations must be provided with the service documents enumerated in Appendix 8. However, they may be exempted from being provided

(Continuation of Art. 28)

Present Provisions | **Proposals**

Japan *(cont'd)*

with some of such documents which the administration deems unnecessary, with the exception of licences, certificates of the operator or operators, and the log (diary of the radio service).

Reasons

Among documents such as lists of stations enumerated in Appendix 8, there are some with which the stations are not obliged to be provided, depending on the range of action of ships or aircraft. So, it is intended to specify that at the discretion of the administration, the stations may be exempted from having such documents.

1725 United Kingdom

580. *Replace the present text by the following:*

§ 6. Ship and aircraft stations must be provided with the service documents enumerated in the appropriate section of Appendix 8.

Reasons

To exclude land mobile stations.

4117 United States of America

580. *After this No., in Section II, add the following new paragraph:*

§ 6*bis*. A ship station shall not be used for communication under conditions where such communications can be handled effectively by any established telecommunication facility or system open to public correspondence and not located on board any ship.

Reasons

In accordance with Articles 33, 43, and 45 of the Convention, to prevent the unnecessary use of ship stations, in effect, as coast stations or fixed stations principally when the vessel is docked in a harbor or port or shortly after departure or before arrival in port; also to confine the use of ship station frequencies to fulfil actual needs for radiocommunication to and from ships.

(This page cancels and replaces the present page 424)

(Continuation of Art. 28)

Present Provisions **Proposals**

4118 Morocco

Section II. *Heading. Read:*

Section II. Ship Radiotelegraph Stations

4119 United States of America

581. *Replace:* appendix *by:* Appendix.

Morocco

4120

581. *Replace the present text by the following:*

§ 7. When the ship transmitter itself cannot be controlled in such a way that its frequency satisfies the tolerance laid down, mobile stations must be provided with a device, having a precision at least equal to one-half of this tolerance, for measuring the frequency of emission.

4121

581. *After this No. add the following new paragraph:*

§ 7*bis*. Ship stations equipped with radiotelegraph apparatus must be able to receive, in addition to 500 kc/s, all the frequencies necessary for their service in classes A1 and A2.

Reasons

595 and **596** combined and transferred to a more appropriate place.

4122 United States of America

583. *Replace the present text by the following:*

§ 9. (1) Ship stations using emissions of class A2 in the authorized bands between 405 and 535 kc/s with a power in the antenna exceeding 300 watts must be capable of readily permitting of a material reduction of this power.

(Continuation of Art. 28)

Present Provisions

Proposals

United States of America *(cont'd)*

Reasons

It is believed unnecessary to require a power reduction unless more than 300 watts antenna power is used. This requirement should be applied to the station as a whole instead of the "sending apparatus" because it is practicable to change from a high-power transmitter to a separate lower-power transmitter in order to meet this requirement. For example, the emergency transmitter on numerous ships, if used for normal communication, could provide the necessary low power transmission. Further, since many emergency transmitters already are low-power transmitters, there would appear to be no justification for a requirement that these be capable of a power reduction.

4123 Morocco

583. *Replace the present text by the following:*

§ 9. (1) The transmitting devices used in ship stations using class A1 or A2 emissions in the authorized bands between 405 and 535 kc/s must be equipped in such a way as to enable the power applied to the antenna to be readily reduced to between 25 and 50 watts.

Reasons

To reduce interference.

1726 United Kingdom

583. *Delete:* on emissions of class A2.

Reasons

To cover A1 emissions also.

4124 United States of America

584. *Add in fine:* in the band 415 to 490 kc/s.

Reasons

The band 405 to 415 kc/s does not include any ship telegraph frequencies for working except for radio direction finding purposes. Hence, ability to use a "working" frequency between 405 and 415 kc/s should not be acceptable, as is implied by existing No. **584** for meeting this requirement which is believed to be directed toward a working frequency for regular message traffic. The additional words "in the band 415 to 490 kc/s" are necessary for clarification of the intent of this regulation.

Present Provisions | **Proposals**

Morocco

4125

584 to **587.** *Replace the present text by the following:*

§ 10. (1) Ship stations equipped with radiotelegraph apparatus and working in the authorized bands between 405 and 535 kc/s must have at least one transmitter capable of operating.

4126

a) in class A2 with a minimum modulation rate of 70 %, on frequency 500 kc/s,

4127

b) in classes A1 and A2 on at least two working frequencies in the authorized bands between 405 and 535 kc/s.

1727 United Kingdom

584. *Delete.*

Reasons

Covered by proposals for **585** to **587**.
(See proposal 1728.)

United States of America

4128

584. *After this No. add the following new subparagraphs:*

(2*bis*) All ship stations working in the authorized bands between 1 605 and 2 850 kc/s in which maritime radiotelephone services are admitted must be able to use the frequency 2 182 kc/s and at least one radiotelephone working frequency between 1 605 and 2 850 kc/s. Insofar as may be possible in accordance with international agreement, this frequency shall be the frequency designated primarily for intership communication (other than public correspondence) in the Region or sub-Region[1]) in which the ship is being navigated.

(Continuation of Art. 28)

Present Provisions

Proposals

United States of America *(cont'd)*

4129

Add the following footnote:

[1]) Examples of sub-Regions are 1. the Great Lakes of North America; 2. the Atlantic and Pacific ocean areas of North America; and 3. the Gulf of Mexico.

Reasons

To apply to all ship stations, using telephony either voluntarily or to comply with compulsory safety requirements in the band 1 605 to 2 850 kc/s the same kind of requirement as is already applied in No. **584** to ship stations using telegraphy in the band 405–535 kc/s, and for the same reason. With respect to inter-Region voyages, to require that ship stations shall be capable of using the appropriate frequency that may be designated for such use within the respective I. T. U. Region or sub-Region[1]) in which these stations are operated. If possible this frequency should be the same throughout two or more Regions or sub-Regions. Preferably this frequency should be the same as that intended to satisfy proposal 4135 and would be subject to the same restriction; however, an additional frequency not so restricted might also be designated (see proposal 4135).

4130

(2*ter*) All ship stations working by means of radiotelephony in the authorized bands between 156.025 and 157.425 Mc/s must be able to transmit and to receive class F3 emission on the frequency 156.80 Mc/s.

4131

(2*quater*) In addition, ship stations working in the authorized bands between 156.025 and 157.425 Mc/s must be able to transmit and to receive class F3 emission on the intership frequency 156.3 Mc/s and on at least one other frequency or duplex pair of frequencies appropriate for their service and selected from those stipulated in Appendix 12*bis*. *(proposal* 4592*)*

Reasons

To establish minimum installation requirements for ship stations using radiotelephony in this band.

(Continuation of Art. 28)

Present Provisions | **Proposals**

1728 United Kingdom

585 to **587.** *Replace the present text of these three Nos. by the following:*

§ 10. (1) All ship stations equipped to work in the authorized bands between 405 and 535 kc/s must be able to:

a) send and receive on the frequency 500 kc/s;

b) send, in addition, on at least two working frequencies in the authorized bands between 405 and 535 kc/s;

c) send and receive on the same frequencies class A1 and A2 emissions;

d) receive on all the frequencies necessary for their service.

Reasons

585 to **587** and **595–596** combined to make the same provisions applicable to all ship stations using the band 405–535 kc/s.

United States of America

4132

587. *In fine, replace:* 405 *by:* 415.

Reasons

To exclude possible recognition of any frequency within the radionavigation band 405 to 415 kc/s as a working frequency for regular message traffic.

4133

587. *After this No. add the following new provisions:*

(1 *bis*) Every station installed on board a ship compulsorily equipped with medium-frequency radiotelephone apparatus in accordance with an international agreement must be able to send and receive class A3 emissions:

4134

a) on the frequency 2 182 kc/s, and

Present Provisions

Proposals

United States of America *(cont'd)*

4135

b) on at least one working frequency between 1 605 and 2 850 kc/s for intership communication concerning maritime safety or ship navigation. In so far as may be possible in accordance with international agreement, this frequency shall be the same frequency designated exclusively or primarily for this use within each Region or sub-Region[1]) in which the ship is navigated.

4136

Add the following footnote:

[1]) Examples of sub-Regions are 1. the Great Lakes of North America; 2. the Atlantic and Pacific ocean areas of North America; and 3. the Gulf of Mexico.

Reasons

To apply to compulsory ship radiotelephone stations the same kind of requirement already applied by Nos. **585**, **586** and **587** to compulsory ship radiotelegraph stations and for the same reason. Also necessary to properly implement paragraph (b) of Regulation 15, Chapter IV of the Regulations Appended to the Safety at Sea Convention, London, 1948. Preferably, this frequency should be common to all Regions if possible; if not so possible, it may be common throughout a given Region or sub-Region such as 2 638 kc/s in the North American area or 2 003 kc/s in the Great Lakes area.

4137

588. *Replace the present text by the following:*

(2) The provisions of Nos. .... and .... *(proposals* 4130, 4131, *No.* **587** *RR proposals* 4132, 4135 *and No.* **589** *RR)* do not apply to transmitters and receivers on lifeboats, liferafts and survival craft or to emergency (reserve) transmitters of ship stations. In addition, the provisions of Nos. .... and .... *(proposals* 4130 *and* 4131*)* do not apply to low-powered (3 watts anode input or less) portable transmitters and receivers licensed as an additional facility to a station already

(Continuation of Art. 28)

Present Provisions

Proposals

United States of America *(cont'd)*

meeting the requirements of Nos. .... and .... *(proposals* 4130 *and* 4131*)*.

Reasons

It is believed unnecessary to require that working frequencies or particular very high frequencies be provided in survival craft equipment and in ship station emergency transmitters. Also, to provide for the use of low-powered portable equipment as a satellite station of the mother ship when the mother ship is already fitted with multi-channel VHF equipment. For example, launches and running boats to main ship station, pilot to tug for control of tugs alongside, etc.

4138 Morocco

588. *Replace the present text by the following:*

(2) The provisions of **584** to **587** do not apply to transmitters on lifeboats, liferafts and survival craft, or to emergency ship transmitters.

4139 *Cancelled.*

1729 United Kingdom

588. *Replace the present text by the following:*

(2) The provisions of Nos. ... to ... [included in proposal 1728 *b)*, *c)* and *d)*] do not apply to transmitters on lifeboats, liferafts and survival craft, nor do they apply to emergency (reserve) transmitters of ship stations where these are provided for distress and urgency use only.

Reasons

To confine **588** to emergency (reserve) installations provided for distress and urgency use only.

(This page cancels and replaces the present page 425)

(Continuation of Art. 28)

Present Provisions **Proposals**

4140 United States of America

588. *After this No. add the following new paragraph:*

§ 10*bis*. An Administration may exempt from the provisions of Nos. .... and .... *(proposals* 4130 *and* 4131*)* a ship station using the primary frequency designated under footnote 11 to Appendix 12*bis (proposal* 4592*)* provided the station is fitted with, and authorized for, any of the following:

a) 500 kc/s and the other associated frequencies required by these Regulations, or

b) 2 182 kc/s and the other associated frequencies required by these Regulations, or

c) 156.8 Mc/s and the other associated frequencies required by these Regulations.

Reasons

To facilitate and encourage the widespread fitting of VHF radiotelephone equipment intended to be useful for navigational safety, particularly in areas where port systems have not yet been established. This provision is not intended to relieve the ship station from any obligation it may have for the fitting of multi-channel equipment for other communication purposes or for the use of multi-channel equipment in any port area having an established port information and control system.

1730 Japan

588. *After this No. add the following new subparagraph:*

(2 *bis*) Any radiotelegraph station installed on board a ship which uses the frequency 2 091 kc/s for call and reply must be provided with at least one other frequency in the bands between 1 605 and 2 850 kc/s in which radiotelegraph services are admitted.

Reasons

This is deemed necessary for operation on 2091 kc/s.

(This page cancels and replaces the present page 426)

(Continuation of Art. 28)

Present Provisions **Proposals**

1731 United Kingdom

588. *After this No. add the following new paragraph:*

§ 10 *bis*. Ship radiotelegraph stations shall be equipped with devices permitting change-over from transmission to reception and vice versa without manual switching and facilities shall be provided for listening on the receive frequency during the period of transmission.

Reasons

597 transferred to a more appropriate place and amplified to accommodate a modern practice.

4141 United States of America

589. *Read in fine:* .... in which maritime radiotelephone services are admitted (see No. ....) *(proposal* 4128*)*.

Reasons

The word "maritime" is inserted to assure a more precise reference to the frequency bands mentioned.

4142 Morocco

589. *Delete.*

Reasons

Transferred below. (See proposal 4149).

1732 United Kingdom

589. *Replace the present text by the following:*

§ 11. All ship stations using radiotelephony in the authorized bands between 1 605 and 2 850 kc/s must be able to:

a) send and receive on the frequency 2 182 kc/s;

b) send and receive on at least two working frequencies;

Present Provisions

Proposals

United Kingdom *(cont'd)*

c) receive on all the frequencies necessary for their service.

Reasons

A minimum of the calling frequency and two working frequencies is considered necessary for a satisfactory public service.

1733 U.S.S.R.

589. *Delete.*

Reasons

Provision has been made for this point in Article 34.

1734 Federal German Republic

589. *After this No. add the following new paragraph:*

§ 11 *bis.* Ship stations that are frequently in contact with a coast station of another nationality may employ

(This page cancels and replaces the present page 427)

(Continuation of Art. 28)

Present Provisions | **Proposals**

Federal German Republic *(cont'd)*

the same operating procedure as the ship stations of the same nationality as the coast station, if so agreed between the administrations concerned.

Reasons

Göteborg Conference (1955), Resolution No. 3, para. 5.

4143 Morocco

593. *Replace the present text by the following:*

c) the receiving apparatus must have the same qualities as the transmitting apparatus in the matter of speed of frequency change, and must be so designed as to ensure satisfactory service. In particular, the pass band used for keeping watch must be wide enough to receive calls allowing for the frequency tolerance of the emissions (see **721**).

1735 United Kingdom

593. *Replace the present text by the following:*

c) In the matter of frequency changing, receiving apparatus must be capable of a performance equal to that of the transmitting apparatus.

Reasons

The part deleted is redundant.

1736 United States of America, Japan, Morocco, Netherlands, United Kingdom, U.S.S.R.

594. *Delete.*

Reasons

United States of America:

It is intended that these provisions shall come into effect on the date the Regulations come into effect.

Japan:

A transitional provision which is no longer required.

Netherlands, United Kingdom:

No longer required.

U.S.S.R.:

Contemporary equipment makes it possible to abide by the provisions of **592** and **593**, so that it becomes pointless to keep this limitation.

(Continuation of Art. 28)

Present Provisions

Proposals

1737 United Kingdom

594. *After this No. add the following new paragraph:*

§ 12 *bis*. All ship radiotelephone stations using the authorized bands between 156 and 174 Mc/s must be able to send and receive on:

a) the calling and safety frequency 156.80 Mc/s;

b) the primary intership frequency 156.30 Mc/s; and

(This page cancels and replaces the present page 428)

(Continuation of Art. 28)

Present Provisions

Proposals

United Kingdom *(cont'd)*

c) all the frequencies necessary for their service.

Reasons

To incorporate 1–3 of the The Hague Supplementary Regulations.

1738 Morocco, United Kingdom

595 and **596.** *Delete.*

Reasons

Morocco:

Transferred and combined into a new paragraph. (See proposa 4121.)

United Kingdom:

Provided for in the new paragraph intended to replace Nos. **585** to **587** (proposal 1728).

United States of America

4144

596. *After this No. add the following new subparagraphs:*

(2*bis*) Stations in ships compulsorily equipped with medium frequency radiotelephone apparatus must be able to receive, in addition to 2 182 kc/s, all the frequencies necessary for their service.

4145

(2*ter*) Such stations must be able to receive easily and efficiently on the same frequencies class A3 emissions.

Reasons

To apply to compulsorily equipped ship radiotelephone stations the same requirement as already applied to compulsory ship telegraph stations in No. **595**, and for the same reason. To assure universality of communication, class A3 emission is designated.

(Continuation of Art. 28)

Present Provisions **Proposals**

4146 United States of America •

597. *Replace the present text by the following:*

(3) Ship radiotelegraph stations shall be equipped with devices permitting change-over from transmission to reception and vice-versa without manual switching. However, this requirement shall not apply to installations on lifeboats, liferafts and survival craft or to emergency (reserve) installations of ship stations.

Reasons

To except installations on lifeboats, liferafts and survival craft and emergency (reserve) transmitters of ship stations from the unnecessary requirement for automatic change-over from transmission to reception and vice-versa; and by deleting the words "as soon as possible" to make the requirement uniformly applicable to installations affected.

1739 Japan

597. *At the beginning read:*

(3) Such stations shall be equipped with devices... *(remainder unchanged).*

Reasons

It is deemed unnecessary to include the words "as soon as possible" for stations in ships compulsorily equipped with radiotelegraph apparatus.

1740 Morocco, United Kingdom

597. *Delete.*

Reasons

United Kingdom:

Included in proposal 1731.

Morocco

597. *After this No. add the following new section:*

4147

Section II *bis.* **Ship Radiotelephone Stations.**

(Continuation of Art. 28)

Present Provisions | **Proposals**

Morocco *(cont'd)*

4148

§ 1. In ship radiotelephone stations, the necessary arrangements must be made to limit the band occupied by a class A3 emission to 6 kc/s. Whenever possible, single-sideband transmission should be used in preference to double-sideband transmission.

Reasons

C.C.I.R. Recommendation No. 100, 1956.

4149

§ 2. (1) Ship stations equipped with radiotelephony apparatus and working in the authorized bands between 1 605 and 3 800 kc/s must be able to receive all the frequencies necessary for their service in class A3, in addition to 2 182 kc/s.

4150

(2) Ship stations equipped with radiotelephone apparatus and working in the authorized bands between 1 605 and 3 800 kc/s must be able to make class A3 transmissions:

a) on 2 181 kc/s;

b) on at least one "ship-to-coast" frequency and one "ship-to-ship" frequency.

Reasons

B.N.R.C.

4151

(3) The power of the unmodulated carrier-wave supplied to the antenna by such transmitters shall not exceed 100 watts.

Reasons

825 transferred to a more appropriate place.

4152

§ 3. (1) Ship stations working in the international maritime mobile VHF radiotelephone service

Present Provisions

Proposals

Morocco *(cont'd)*

in authorized bands between 156 and 162 Mc/s must be able to make and to receive class F3 transmissions:

a) on the frequency 156.80 Mc/s;

b) on at least:

— one "intership" channel,

— one "harbour control" channel,

— two "public correspondence" semi-duplex channels.

4153

(2) These ship stations must be able to transmit and to receive on the other frequencies necessary for their service.

Reasons

H.M.R.C.

4154

§ 4. (1) The technical characteristics for frequency-modulated VHF radiotelephone equipment in the international maritime mobile service shall be as follows:

4155

(2) The frequency deviation shall not be greater than ± 15 kc/s; the maximum deviation will be reviewed if it is found in practice that unacceptable adjacent channel interference occurs, particularly as the number of channels used increases.

4156

(3) All receivers shall be capable of satisfactorily receiving emissions having a maximum deviation of ± 15 kc/s.

4157

(4) Vertical polarization shall be used.

(Continuation of Art. 28)

Present Provisions

Proposals

Morocco *(cont'd)*

4158

(5) The equipment shall be designed for a frequency separation between adjacent channels of 50 kc/s.

4159

(6) Frequency modulation with a pre-emphasis of 6 db/octave shall be used (phase modulation) with subsequent de-emphasis in the receiver.

4160

(7) The output power of a ship's transmitter shall not exceed 20 watts, except in special circumstances to be determined by individual administrations.

4161

(8) On any spurious, radiated frequency, the power measured at the output of the transmitter, when loaded with a resistance equal to the nominal antenna impedance, shall not exceed 50 microwatts.

4162

(9) The audio-frequency bandwidth shall be limited to 3 000 c/s.

4163

(10) The frequency tolerance of the transmitter shall not exceed 0.002 %.

4164

(11) Equipment shall be designed so that frequency changes between assigned channels can be speedily carried out, e. g. within a few seconds.

Reasons

Hague Agreement (1957), Annex 2.

(This page cancels and replaces the present page 429)

(Continuation of Art. 28)

Present Provisions **Proposals**

1741 Japan

598. *Read in fine:*

... and receiving on the fr equency 500 kc/s class A2 emission or 2 182 kc/s class A3 emission.

Reasons

The frequency to be used by an aircraft station following a maritime course in communicating, for safety purposes, with a station in the maritime mobile service is prescribed to be 500 kc/s. The frequency 2182 kc/s class A3 emission will be added, as its use is more suitable in view of the present status of aircraft stations and their operation.

4165 Morocco

598. *Read in fine:*

... on 500 kc/s or, if this is impossible, class A3 emissions on 2 182 kc/s.

1742 Poland (People's Republic of)

598. *Add in fine:* or, if this is not possible, on 2 182 kc/s, class A3 emission.

1743 United Kingdom

598. *Delete.*

Reasons

No longer required.

4166 United States of America

599. In *fine, replace:* article *by:* Article.

1744 India

600. *At the end of the first sentence delete:* preferably *and at the end of the paragraph add:* modulated at 1 000 cycles per second.

Reasons

To ensure good tone quality of the A2 emission from the life boat, survival craft etc.

Present Provisions | **Proposals**

Morocco

4167

600. *Replace the present text by the following:*

§ 15. (1) The transmitting frequencies of apparatus to be used on board lifeboats, liferafts and survival craft (in groups or singly) shall be chosen, in accordance with the desired aim, from the following:

Frequency	*Class*
500 kc/s	A2
2 182 kc/s	A3
8 364 kc/s	A2
121.5 Mc/s	A3
243 Mc/s	A3

4168

(2) The receiving frequency bands of apparatus to be used on board lifeboats, liferafts and survival craft (in groups or singly) shall be chosen, in accordance with the desired aim, from the following:

Frequency	*Class*
495– 505 kc/s	A2
2 175–2 189 kc/s	A3
8 266–8 745 kc/s	A1 and A2
121.5 Mc/s	A3
243 Mc/s	A3

United Kingdom

1745

601. *Delete everything after:* preferably class A2 emission.

1746

601. *After this No. add the following new sub-paragraph:*

(2 *bis*) In the case where the transmitter includes frequencies between 4 000 and 23 000 kc/s and facilities are provided for reception in these bands, then the receiver must be able to receive classes A1 and A2 emissions throughout the band 8 266 to 8 745 kc/s.

Reasons

Clarification.

(This page cancels and replaces the present page 430)

Present Provisions

ARTICLE 29

General Radiotelegraph Procedure in the Maritime Mobile and Aeronautical Mobile Services
Section I. General Provisions

602 § 1. (1) In the maritime mobile and aeronautical mobile services the procedure detailed in this article is obligatory, except in the case of distress calls or of distress traffic, to which the provisions of article 37 are applicable.

603 (2) However, in the aeronautical mobile service the procedure contemplated in sections III, IV and V is applicable only in the absence of special arrangements to the contrary made by agreements between the governments concerned.

604 (3) Aircraft stations when communicating with stations of the maritime mobile service must use the procedure laid down in this article.

605 § 2. The use of the Morse code signals specified in the Telegraph Regulations shall be obligatory in the maritime and aeronautical mobile services. However, for radiocommunications of a special character, the use of other signals is not precluded.

606 § 3. (1) In order to facilitate radiocommunications, stations of the mobile service use the service abbreviations given in appendix 9.

607 (2) In the maritime mobile service, only the service abbreviations given in appendix 9 are to be used.

Proposals

1747 United Kingdom

In the heading, delete: radiotelegraph.

4169 United States of America

602. *Before:* is obligatory *replace:* article *by:* Article *and before:* 37 *replace:* article *by:* Article.

1748 France, French O.P.T.A., Morocco

602. *Replace:* except in the case of distress calls or of distress traffic, to which... *by:* except in case of distress, urgency or safety traffic, to which...

United States of America

4170

603. *Before:* III, IV and V *replace:* sections *by:* Sections.

4171

604. *Replace:* article *by:* Article.

1749 United Kingdom

605. *After:* mobile *add:* radiotelegraph.

Reasons

The regulation relates only to radiotelegraphy.

United States of America

4172

606. *In fine replace:* appendix *by:* Appendix.

4173

607. *Replace:* appendix *by:* Appendix.

(Continuation of Art. 29)

Present Provisions

Proposals

1750 Finland

607. *Replace the present text by the following:*

(2) In the maritime mobile radio service, the service abbreviations given in Appendix 9 are to be used in the first place.

Reasons

An alleviation is necessary because the expression "only" is not applicable in practice.

(This page cancels and replaces the present page 431)

(Continuation of Art. 29)

Present Provisions

Proposals

1751 Sweden

607. *Replace the present text by the following:*

(2) In the maritime mobile service only the service abbreviations given in Appendix 9 are authorized for international use.

Note: Heading of Appendix 9 to be amended accordingly.

Reasons

In order to make the provision less restrictive.

1752 Italy

607. *After this No. add the following new sub-paragraph:*

(2 *bis*) However, the abbreviations contained in the "Code and Abbreviations used for International Telecommunication Services" published by the I.T.U., may be used if necessary.

Reasons

To spread the use of this code recently published by the I.T.U.

1753 United Kingdom

607. *After this No. add the following new sub-paragraph:*

(2 *bis*). Automatic calling devices may be used in the mobile radiotelephone service.

Reasons

808 transferred to a more appropriate place.

608 § 4. The provisions of §§ 6, 23, 24 and 25 of this article are applicable to radiotelephone communications in the mobile service.

4174 United States of America

608. *Replace:* of §§ 6, 23, 24 and 25 of this article *by:* of Nos. **610, 676, 677** and **678.**

Reasons

For clarity.

(Continuation of Art. 29)

Present Provisions

Proposals

1754 Belgium, France, French O.P.T.A., Morocco, United Kingdom

608. *Delete.*

Reasons

Belgium:

These provisions are embodied in a separate section dealing with radiotelephony.

France, French O.P.T.A., Morocco:

Another article of the Regulations deals with radiotelephone procedure.

United Kingdom:

Consequential on the inclusion of radiotelephony in detail in this Article.

(This page cancels and replaces the present page 432)

(Continuation of Art. 29)

Present Provisions

Section II. Preliminary Operations

609 § 5. In areas where traffic is congested, ship stations must take into account the provisions of **721.**

610 § 6. (1) Before emitting, every station must listen for a period long enough to satisfy itself that it will not cause harmful interference to transmissions in progress within its range; if such interference is likely, the station awaits the first break in the transmission with which it might interfere.

611 (2) If, these precautions having been taken, the emissions of the station happen to interfere with a radio transmission already in progress the following rules are to be applied:

612 *a)* Within the zone of communication of a coast station open to public correspondence or of any aeronautical station, the station whose emission causes the interference must cease sending at the first request of the said coast station or aeronautical station.

Proposals

4175 United States of America

609. *Before:* **721** *add:* No.

United Kingdom

1755

609. *Before:* traffic, *add:* radiotelegraph.

Reasons

This provision relates only to radiotelegraphy.

1756

610. *Replace the present text by the following:*

§ 6. (1) Before emitting every station should take all precautions to ensure that its emissions will not interfere with working already in progress; if such interference is likely the station awaits an appropriate break in the working.

Reasons

To make this provision applicable to all types of service.

1757 Denmark, Finland, Iceland, Norway, Sweden

612. *Replace the present text by the following:*

a) The mobile station whose emission causes interference to the correspondence of a mobile station with a coast station or aeronautical station must cease sending at the first request of the said coast station or aeronautical station.

Reasons

To make the text applicable not only to short distance telegraphy and to avoid using the expression "zone of communication", which is not defined in the RR. (See proposal 1853.)

(This page cancels and replaces the present page 434)

(Continuation of Art. 29)

Present Provisions | **Proposals**

1762 U.S.S.R.

617. *Add in fine:*

— the letter "K" (invitation to reply).

618 (2) However, in the bands of frequencies between 4 000 and 23 000 kc/s, when the conditions of establishing contact are difficult, the call signs may be transmitted more than three times, but not more than eight times.

1763 Belgium

618. *Replace the present text by the following:*

(2) Exceptionally, however, in the bands between 4 000 kc/s and 23 000 kc/s, when communications are peculiarly difficult, call signs may be transmitted more than three times. They must never be transmitted more than eight times.

Reasons

To put an end to a practice which is becoming ever more widespread; ship stations have become accustomed to transmitting their call signs eight times over, and even more. This causes a grave increase of traffic in the special calling bands, and hence leads to harmful interference therein.

1764 China

618. *Replace the present text by the following:*

(2) However, in the bands of frequencies between 4 000 and 23 000 kc/s, when the conditions of establishing contact are difficult, the call sign of the station called may be transmitted more than three times, but not more than twelve times.

Reasons

As the experience obtained in the daily wireless operations shows, whenever the conditions of establishing contact with a desired station are difficult, there is always an indispensable need for more than eight (8) repetitions of the call sign of the station to be contacted. The existing limit of eight repetitions is, therefore, often exceeded in practice. Such being the case, violation of the RR often becomes inevitable. We hereby recommend that the number of repetitions of call of the station called be adjusted to twelve (12) in lieu of eight (8).

(Continuation of Art. 29)

Present Provisions | **Proposals**

4176 United States of America

618. *In fine replace:* eight *by:* twelve.

Reasons

Experience indicates that "when the conditions of establishing contact are difficult" there is a need for more than eight repetitions of the call sign of the station called. The present limit of eight repetitions is often exceeded in practice and results in citations for violation of the Regulations.

1765 France, French O.P.T.A.

618. *Replace the present text by the following:*

(2) However, in the frequency bands between 4 000 and 23 000 kc/s, when the conditions for making con-

(This page cancels and replaces the present page 440)

(Continuation of Art. 29)

Present Provisions

623 (1) The call, as described in **616,** must be followed by the service abbreviation indicating the frequency and, if useful, the class of emission which the calling station proposes to use for the transmission of its traffic.

624 (2) When, as an exception to this rule, the call is not followed by an indication of the frequency to be used for the traffic:

625 *a)* if the calling station is a land station: it indicates that this station proposes to use for traffic its normal working frequency indicated in the list of stations.

626 *b)* if the calling station is a mobile station: it indicates that the frequency to be used for traffic is to be chosen by the station called from amongst the frequencies on which the calling station can transmit.

Proposals

4177 United States of America

623. *Before:* **616** *add:* No.

United Kingdom

1786

623. *Before:* frequency *add:* working.

Reasons

Clarification.

1787

624 to **626.** *Delete.*

Reasons

To make it obligatory for the calling station to indicate the working frequency to be used and thus reduce preliminary signalling.

1788

626. *After this No. add a new sub-heading:* Radiotelephony.

Reasons

See proposal 1760.

1789

and add the following new provisions:

b bis) If contact is established on the frequency 2 182 kc/s, coast and ship stations must transfer to one of their normal working frequencies for the exchange of traffic.

Reasons

To incorporate 9 of the Göteborg Supplementary Regulations.

(This page cancels and replaces the present page 442)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom *(cont'd)*

which it is proposed to transfer for the exchange of traffic by reference to its channel designator (see Appendix 12 *bis*).

Reasons

To incorporate 11 of the The Hague Supplementary Regulations.

627 § 10. *Indication of the Number of Radiotelegrams or of Transmission in Series.*

1794

627. *Read:*

§ 10. *Indication in Radiotelegraphy of the Number of Radiotelegrams or of Transmission in Series.*

Reasons

To segregate radiotelegraphy.

628 (1) When the calling station has more than one radiotelegram to transmit to the station called, the above mentioned preparatory signals are followed by the service abbreviation and the figure giving the number of such radiotelegrams.

629 (2) Moreover, when the calling station wishes to send its radiotelegrams in series, it indicates this by adding the service abbreviation for requesting the consent of the station called.

1795

629. *After this No. add the following new subheading and paragraph:*

§ 10 *bis. Indication of the Number of Radiotelegrams by Radiotelephony and Radiotelephone Calls.*

Reasons

To cater for radiotelephony.

1796

When the calling station wishes to exchange more than one radiotelephone call, or to transmit more than one radiotelegram it should indicate this when contact with the station is established.

Reasons

To incorporate 11 of the B.N.R.C. Supplementary Regulations and 12 of the The Hague Supplementary Regulations.

(Continuation of Art. 29)

Present Provisions

630 § 11. *Form of Reply to Calls.*

The reply to calls is made as follows:

— call sign of the calling station, not more than three times;

— the word DE;

— call sign of the station called.

Proposals

4178 United States of America

630. *In fine add:* — the signal K.

Reasons

To distinguish between a call and a reply to a call. The present form of reply is almost the same as the form prescribed for calling and the addition of "K" would differentiate between them.

United Kingdom

1797

630. *After: "Form of Reply to Calls" add a new sub-heading:* Radiotelegraphy.

Reasons

See proposal No. 1760.

1798

and replace: three times *by:* twice.

(This page cancels and replaces the present page 446)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1813

§ 12*bis* (1) In the bands between 156 and 174 Mc/s calls received on 156.80 Mc/s should be replied to on the same frequency.

Reasons

To incorporate 14 of the The Hague Supplementary Regulations.

1814

(2) When a coast station open to public correspondence calls a ship either by speech or by selective calling using a two-frequency channel, the ship shall reply by speech on the frequency complementary to that of the coast station; conversely, a coast station shall reply to a call from a ship on the frequency complementary to that of the ship station.

Reasons

To incorporate 15 of the The Hague Supplementary Regulations.

636 § 13. *Agreement on the Frequency to be Used for Traffic.*

637 (1) If the station called is in agreement with the calling station, it transmits:

638 *a)* the reply to the call;

639 *b)* the service abbreviation indicating that from that moment onwards it will listen on the frequency announced by the calling station;

640 *c)* if necessary, the indications referred to in **648**;

641 *d)* the letter K if the station called is ready to receive the traffic of the calling station;

642 *e)* if useful, the service abbreviation and figure indicating the strength and/or readability of the signals received (see appendix 9).

1815

636. *After this No. add a new sub-heading:* Radiotelegraphy.

Reasons

See proposal 1760.

1816

639. *Before:* frequency, *add:* working.

Reasons

Clarification.

United States of America

4179

640. *Before:* **648** *add:* No.

4180

642. *In fine replace:* appendix *by:* Appendix.

(This page cancels and replaces the present page 447)

(Continuation of Art. 29)

Present Provisions

643 (2) If the station called is not in agreement with the calling station on the frequency to be employed as the result of the arrangements under **623** and **624,** it transmits:

644 *a)* the reply to the call;

645 *b)* the service abbreviation indicating the frequency and, if useful, the class of emission proposed;

646 *c)* if necessary, the indications specified in **648.**

647 (3) When agreement is reached regarding the frequency which the calling station shall use for its traffic, the station called transmits the letter K after the indications contained in its reply.

Proposals

4181 **United States of America**

643. *Before:* **623** and **624** *add:* Nos.

United Kingdom

1817

643. *Replace the present text by the following:*

(2) If the station called is not in agreement with the calling station on the working frequency to be employed it transmits:

Reasons

Clarification.

1818

645. *Before:* frequency *add:* working.

Reasons

Clarification.

United States of America

4182

646. *Before:* **648** *add:* No.

1819 **United Kingdom**

647. *Before:* frequency *add:* working.

Reasons

Clarification.

1820

647. *After this No. add a new sub-heading*: Radiotelephony.

Reasons

See proposal 1760.

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom *(cont'd)*

and add the following new sub-paragraphs:

1821

(1) If the station called is in agreement with the calling station it transmits:

1822 *a)* the reply to the call:

1823 *b)* an indication that from that moment onwards it will listen on the working frequency announced by the calling station;

1824 *c)* an indication that it is ready to receive the traffic of the calling station.

(This page cancels and replaces the present page 448)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1825 (2) If the station called is not in agreement with the calling station on the working frequency to be employed it transmits:

1826 *a)* the reply to the call;

1827 *b)* an indication of the working frequencies proposed.

1828 (3) When agreement is reached regarding the working frequency which the calling station shall use for its traffic, the station called indicates that it is ready to receive the traffic.

Reasons

To provide Regulations for handling radiotelephone traffic.

1829 In the bands between 156 and 174 Mc/s if a ship is not equipped to operate on the channel that is requested by a coast station, it should indicate such other channels on which it can operate, and the choice of channel shall be made by the coast station.

Reasons

To incorporate 16 of the The Hague Supplementary Regulations.

648 § 14. *Reply to the Request for Transmission by Series.*

The station called, in replying to a calling station which has proposed to transmit its radiotelegrams by series (**629**), indicates, by means of the service abbreviation, its acceptance or refusal. In the former case it specifies, if necessary, the number of radiotelegrams which it is ready to receive in one series.

4183 United States of America

648. *Replace:* (**629**) *by:* (No. **629**).

649 § 15. *Difficulties in Reception.*

1830 Netherlands

649. *Read:Difficulty in Telegraphic Reception.*

Reasons

To make clear that the paragraph specifically applies to radiotelegraphy.

1831 United Kingdom

649. *After this No. add a new sub-heading:* Radiotelegraphy.

Reasons

See proposal 1760.

(This page cancels and replaces the present page 449)

(Continuation of Art. 29)

Present Provisions

650 (1) If the station called is prevented from receiving, it replies to the call as indicated in **636,** but it replaces the letter K by the signal · — · · · (wait), followed by a number indicating in minutes the probable duration of the waiting time. If the probable duration exceeds 10 minutes (5 minutes in the case of aircraft stations communicating with stations of the maritime mobile service), the reason for the delay must be given.

651 (2) When a station receives a call without being certain that such a call is intended for it, it must not reply until the call has been repeated and understood. When, on the other hand, a station receives a call which is intended for it, but is uncertain of the call sign of the calling station, it must reply immediately, using the service abbreviation in place of the call sign of this latter station.

Proposals

4184 United States of America

650. *Before:* **636** *add:* No.

United Kingdom

1832

650. *Replace:* prevented from receiving *by:* unable to accept traffic immediately.

Reasons

Clarification.

1833

651. *After this No. add a new sub-heading:* Radiotelephony.

Reasons

See proposal 1760.

and add the following new sub-paragraphs:

1834

(1) If the station called is unable to accept traffic immediately it replies to the call as outlined in .... *(new sub-paragraph — see proposal 1800)* followed by "Wait .... minutes" (indicate probable duration of waiting time in minutes). If the probable duration exceeds 10 minutes (5 minutes in the case of aircraft stations communicating with stations of the maritime mobile service), the reason for the delay must be given. Alternatively, the station called may indicate by any appropriate means that it is not ready to receive traffic immediately.

Reasons

To incorporate 17 of the Göteborg Supplementary Regulations.

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1835

(2) When a station receives a call without being certain that such a call is intended for it, it must not reply until the call has been repeated and understood. When, on the other hand, a station receives a call which is intended for it, but is uncertain of the call sign of the calling station, it must reply immediately asking for a repetition of the call sign of the calling station.

Reasons

To incorporate 18 of the Göteborg Supplementary Regulations.

(This page cancels and replaces the present page 450)

(Continuation of Art. 29)

Present Provisions

Section IV. Forwarding (Routing) of Traffic

652 § 16. *Traffic Frequency.*

653 (1) Every station of the mobile service uses, in principle, for the transmission of its traffic, one of its working frequencies as indicated in the list of stations, for the band in which the call has been made.

654 (2) In addition to its normal working frequency, printed in heavy type in the list of stations, every station may use one or more supplementary frequencies in the same band, in conformity with the provisions of article 33.

655 (3) The use of frequencies in the bands reserved for calling is forbidden for traffic with the exception of distress traffic (see article 33).

Proposals

1836 France, French O.P.T.A.

Heading. Read:

Section IV. Routing of Traffic.

Reasons

The word "routing" is more appropriate than the word "forwarding".

1837 United Kingdom

653. *Delete:* as indicated in the list of stations

Reasons

The working frequencies of individual ship stations are not included in the list.

4185 United States of America

654. *In fine, replace:* article *by:* Article.

1838 United Kingdom

654. *After:* list of, *add:* coast, *and after:* every *add:* coast.

Reasons

It is considered that this Regulation should apply only to coast stations.

1839 Belgium

655. *After this No. add the following new subparagraph:*

(3*bis*) Unauthorized traffic means transmissions in connection with — TR — and — QSL —.

Reasons

To avoid superfluous transmissions on frequencies in the calling bands (see Article 33, **714** and **775**).

4186 United States of America

655. *Before:* 33 *replace:* article *by:* Article.

(Continuation of Art. 29)

Present Provisions

656 (4) If the transmission of a radiotelegram takes place on a frequency and/or class of emission other than that on which the call has been made the transmission of the radiotelegram is preceded by:

— call sign of the station called, not more than three times;

— the word DE;

— call sign of the calling station, not more than three times.

Proposals

United Kingdom

1840

656. *Replace the present text by the following*

(4) If the transmission of a radiotelegram take place on a frequency and/or class of emission other than that on which the call has been made the transmission of the radiotelegram is preceded by:

1841

a) Radiotelegraphy:

— call sign of the station called not more than twice;

— the word DE;

— call sign of the calling station, not more than twice.

(This page cancels and replaces the present page 455)

(Continuation of Art. 29)

Present Provisions | **Proposals**

United Kingdom

1860

667. *After this No. add a new sub-heading:* Radiotelephony.

Reasons

See proposal 1760.

1861

and add the following new sub-paragraph:

The transmission of a radiotelegram is terminated by the word "radiotelegram ends" followed by the word "over".

Reasons

To include procedure for handling radiotelegrams by radiotelephony.

668 § 21. *Acknowledgment of Receipt.*

1862

668. *After this No. add a new sub-heading:* Radiotelegraphy.

Reasons

See proposal 1760.

669 (1) The acknowledgment of receipt of a radiotelegram is given by transmitting the letter R, followed by the number of the radiotelegram. Such acknowledgment of receipt is preceded by the following formula:

— call sign of the station which has been sending;
— the word DE;
— call sign of the station which has been receiving.

4187 United Arab Republic

669. 1. *At the beginning after:* given, *insert the words:* by repeating the figures in the address and text and...

(Continuation of Art. 29)

Present Provisions

Proposals

United Arab Republic *(cont'd)*

4188

2. *In fine, after:* has been receiving, *add:*

Example:

a) SUBR SUBR SUBR
DE
SUH3
ER rpt figs ..... R 1

b) SUH3
DE
SUBR
R cfm figs OK.

670 (2) The acknowledgment of receipt of a series of radiotelegrams is given by transmitting the letter R, followed by the number of the last radiotelegram received. Such acknowledgment of receipt is preceded by the above formula given in **669**.

4189 United States of America

670. *Before:* **669** *add:* No.

1863 Japan

670. *Replace:* the number of the last radiotelegram received *by:* the number of radiotelegrams received or by the number of the last radiotelegram received.

Reasons

In actual work, it is more convenient to indicate the number of telegrams received in a series.

4190 United Arab Republic

670. *At the beginning after:* given, *insert the words:* by repeating the figures in the address and text of each radiotelegram separately and...

Reasons

The general practice proved that the interests of ships owners or navigation agencies have been liable to harmful inconvenience or serious results due to faulty reception of figures in radiotelegrams. These figures might have been indicating date or time of arrival in ports, quantities of fuel or provisions required, number of gangs, weight of cargo to be discharged or space available for cargo to be loaded etc. To avoid occurrence of mistakes, the repetition of figures by the receiving station would be a practical safeguard.

(This page cancels and replaces the present page 456)

(Continuation of Art. 29)

Present Provisions

671 (3) The acknowledgment of receipt is transmitted by the receiving station on the frequency used for the reply to the call (see **631**).

Proposals

4191 United States of America

671. *Before:* **631** *add:* No.

1684 France, French O.P.T.A., Morocco

671. *Replace the present text by the following:*

(3) The acknowledgment of receipt shall be transmitted by the receiving station on the traffic frequency (see **652**).

United Kingdom

1865

671. *Add in fine:* and the radiotelegram, or series of radiotelegrams, must not be considered as cleared until this acknowledgement has been duly received.

Reasons

To emphasize that responsibility for obtaining acknowledgement lies with the sending station.

1866

671. *After this No. add a new sub-heading:* Radiotelephony.

Reasons

See proposal 1760.

1867

and add the following new sub-paragraphs:

(1) The acknowledgement of receipt of a radiotelegram is given in the following manner:

— "Hullo .... (call sign of the station which has been sending)";

— the words THIS IS;

— call sign of the station which has been receiving;

— "Your radiotelegram No. .... correctly received, over".

1868 (2) When the receiving station is doubtful of the accuracy of the radiotelegram received it repeats the radiotelegram to the sending station for check.

1869 (3) The acknowledgement of receipt is transmitted by the receiving station on the frequency used for the reply to the call [see Nos. .... *(proposals 1807 etc.)*] and the radiotelegram, or series of radio-

(This page cancels and replaces the present page 460)

(Continuation of Art. 29)

Present Provisions

677 § 24. In communication between land stations and mobile stations, the mobile station shall comply with the instructions given by the land station, in all questions relating to the order and time of transmission, to the choice of frequency and of the class of emission, and to the duration and suspension of work. This provision does not apply to cases of distress.

678 § 25. In communication between mobile stations, except in cases of distress, the station called controls the working in the manner indicated in **677**.

Proposals

1884 Finland

677. *Replace the present text by the following:*

§ 24. The mobile station shall comply with instructions given by the land station, in all questions relating to the order and time of transmission, to the choice of frequency and of the class of emission, and to the duration and suspension of work. This provision does not apply to cases of distress.

Reasons

The responsibility of the land station must be increased.

1885 France, French O.P.T.A., Morocco

677. *Delete the last sentence:* This provision does not apply to cases of distress.

Reasons

See proposal 1887.

1886 United Kingdom

677. *Delete last sentence, and add in fine:* (see **602**).

Reasons

None of the provisions of article 29 apply to cases of distress.

4192 United States of America

678. *Before:* **677** *add:* No.

1887 France, French O.P.T.A., Morocco

678. *Delete:* except in cases of distress.

Reasons

France, French O.P.T.A.:

The instructions for normal traffic cannot be applied in case of distress, urgency or safety traffic for which the procedure is laid down in another article of the Regulations.

(This page cancels and replaces the present page 462)

Present Provisions

ARTICLE 30

Calls

681 § 1. (1) In the aeronautical mobile service the procedure contemplated in this article is applicable, except in the case of special arrangements by agreements between the governments concerned.

682 (2) Aircraft stations when communicating with stations of the maritime mobile service must use the procedure laid down in this article.

683 § 2. (1) As a general rule, it rests with the mobile station to establish communication with the land station. The mobile station may call the land station, for this purpose, only after coming within the range of action of the land station.

Proposals

1891 Netherlands

Heading. Read:

Radiotelegraphic Calls.

Reasons

To make clear that the article specifically applies to radiotelegraphy.

United States of America

4193

681. *Replace:* article *by:* Article.

4194

682. *Replace:* article *by:* Article.

1892 Denmark, Finland, Iceland, Norway, Sweden

683. *Replace the present text by the following:*

§ 2. (1) As a general rule, it rests with the mobile station to establish communication with a land station for the purpose of transmitting its traffic or making inquiries about traffic on hand or for other purposes. The mobile station may, however, only call the land station after coming within the range of action of the land station.

Reasons

To stress the importance of inquiries about traffic on hand being made by ships that, for some reason, have not been able to listen to the traffic lists emitted by a coast station.

1893 France, French O.P.T.A.

683. *Read in fine:*

... call the land station for this purpose only if it considers that it can be heard by the land station.

Reasons

It is most difficult to define the range of action of a land station.

(This page cancels and replaces the present page 463)

(Continuation of Art. 30)

Present Provisions

Proposals

United Kingdom

1894

683. *Replace in fine:* after coming within the range of action of the land station, *by:* when within the service area of the land station and using an appropriate frequency.

Reasons

More appropriate for modern techniques.

684 (2) However, a land station having traffic for a mobile station may call this station if it has reason to believe that the mobile station is within range and is keeping watch.

1895

684. *Replace in fine:* within range and is keeping watch, *by:* keeping watch and is within the service area of the land station.

Reasons

See proposal 1894.

685 § 3. (1) In addition, every coast station must so far as practicable, transmit its calls in the form of "traffic lists" consisting of the call signs in alphabetical order of all mobile stations for which they have traffic on hand. These calls are made at specified times fixed by agreement between the administrations concerned and at intervals of at least two hours and not more than four hours during the working hours of the coast station.

4195 United States of America

685. *Replace the present text by the following:*

§ 3. (1) In addition, every coast station must, so far as practicable, transmit its calls in the form of "traffic lists" consisting of the call signs of all mobile stations for which it has traffic on hand. These calls or traffic lists shall be transmitted at specified times at intervals of at least two hours apart and not more than four hours apart during the working hours of the coast station on condition that when the reception of such transmissions is subject to harmful interference from simultaneous transmission by co-channel coast stations, the transmission of traffic lists on the frequency or frequencies involved must be discontinued by these stations until the administrations concerned have made all necessary arrangements in accordance with Articles 41 and 45 of the Convention, such as the coordinated scheduling of these transmissions, to avoid harmful interference.

Reasons

Where long traffic lists are sent periodically in accordance with the Regulations, busy coast stations receive traffic just before or

(Continuation of Art. 30)

Present Provisions

Proposals

United States of America *(cont'd)*

during the transmission of the list and since these lists are usually sent from punched tape, it is difficult or impossible to insert new call signs in the list. In order to avoid delay, however, such call signs should be transmitted at the end of the prepunched traffic list. Other changes are necessary, as follows:

1. to clarify the scheduling of traffic list transmissions and the minimum and maximum intervals of time required between the transmission of traffic lists; and,
2. to provide for revision of such schedules because of co-channel interference to traffic list transmissions.

4196

685. *After this No. add the following new sub-paragraph:*

(1 *bis*) Continuous or frequent repetitive transmission by a coast station of its call sign or the inquiry signal CQ (irrespective of whether test signals are included) is, when the coast station is not actually in communication with one or more mobile stations, forbidden in accordance with No. **372.**

Reasons

To continue the provisions of E.A.R.C. No. 76 in the Regulations. Effectiveness of this provision appears necessary to workability of the Maritime Mobile service plan.

686 (2) Coast stations transmit their traffic lists on their normal working frequency.

1896 Denmark, Finland, Iceland, Norway, Sweden

686. *Read in fine:*

... on their normal working frequencies.

Reasons

Many coast stations transmit their traffic lists on more than one working frequency.

(This page cancels and replaces the present page 464)

(Continuation of Art. 30)

Present Provisions

687 (3) They may, however, announce this transmission by the following brief preamble sent on a calling frequency:

— CQ DE... (call sign of the calling station)
— QSW followed by the indication of the working frequency on which the traffic list is about to be sent.

In no case may this preamble be repeated.

Proposals

Denmark, Finland, Iceland, Norway, Sweden *(cont'd)*

1897

687. *From the word QSW read:*

— QSW followed by the indication of the working frequency or frequencies on which... *(remainder unchanged).*

Reasons

Consequence of proposal 1896.

4197 United States of America

687. *After:* sent on a calling frequency, *read:*

— CQ (not more than three times)
— the word DE
— call sign of the calling station, not more than three times;
— QSW followed by ... *(remainder unchanged).*

Reasons

Experience indicates that a single CQ is insufficient to attract attention, particularly when reception is difficult due to atmospherics and interference.

United Kingdom

1898

687. *Replace the present text by the following:*

(3) They may, however, announce this transmission by the following brief preamble sent on a calling frequency:

1899

a) Radiotelegraphy:

— CQ DE ... (call sign of the calling station);
— QSW followed by the indication of the working frequency on which the traffic list is about to be sent;

(Continuation of Art. 30)

Present Provisions

Proposals

United Kingdom *(cont'd)*

1900

b) Radiotelephony:

— "Hullo; all stations" (not more than twice);
— "THIS IS ... (call sign of the calling station)";
— "listen for my traffic list on ... (indication of working frequency on which the traffic list it about to be sent)".

1901

In no case may this preamble be repeated.

Reasons

To incorporate 22 of Göteborg and 21 of the Hague Supplementary Regulations.

(This page cancels and replaces the present page 465)

(Continuation of Art. 30)

Present Provisions

688 (4) The provisions of **687** are obligatory where the frequency 500 kc/s is involved.

689 (5) They do not apply to the bands of frequencies between 4000 and 23000 kc/s.

690 (6) The hours at which coast stations transmit their traffic lists and the frequencies and classes of emission which they use for this purpose must be stated in the List of Coast and Ship Stations.

691 (7) Mobile stations which hear their call sign during this transmission must reply as soon as they can do so, following as far as possible the order in which they are called.

Proposals

4198 United States of America

688. *Before:* **687** *add:* No.

United Kingdom

1902

688. *Replace:* frequency 500 kc/s is *by:* frequencies 500 kc/s, 2 182 kc/s and 156.8 Mc/s are.

Reasons

To include the radiotelephone calling frequencies.

1903

690. *In fine delete:* and Ship.

Reasons

See proposal for Article 20.

1904 Denmark, Finland, Iceland, Norway, Sweden

691. *Read:*

(7) Mobile stations should as far as possible listen to the transmissions of traffic lists, made by coast stations. On hearing their call sign during such a transmission they must reply ... *(remainder unchanged)*.

Reasons

To stress the importance of ship stations listening to the transmissions of traffic lists, made by coast stations.

(Continuation of Art. 30)

Present Provisions

Proposals

4199 United States of America

691. *Delete in fine:* following as far as possible the order in which they are called.

Reasons

A coast station when sweeping the HF bands would have alphabetically to catalogue those stations that respond and clear them according to the alphabetical order in which they were called. A ship with a "G" call theoretically would have to sweep the ship bands and wait until all A–F call ships had cleared. There is no practical way of doing this. The best way is to take the ships as they are heard. If the requirement that the traffic list be sent in alphabetical order is eliminated from No. **685** as recommended above, the requirement for ships to reply in alphabetical order is also eliminated.

692 (8) When the traffic cannot be sent immediately, the coast station informs each mobile station concerned of the probable time at which working can begin, and also, if necessary, of the frequency and class of emission which will be used for working with it.

693 § 4. When a land station receives calls from several mobile stations at practically the same time, it decides the order in which these stations may transmit their traffic. This decision is based solely on the necessity for allowing each of the calling stations to clear the greatest number of radiotelegrams.

1905 Denmark, Finland, Iceland, Norway, Sweden

693. *Read in fine:*

... greatest number of radiotelephone calls and radiotelegrams.

Reasons

To make the paragraph applicable also to radiotelephony.

(This page cancels and replaces the present page 467)

(Continuation of Art. 30)

Present Provisions

Proposals

696 (3) Before renewing the call, the calling station must ascertain that the station called is not in communication with another station.

697 (4) The call may be repeated at shorter intervals if there is no reason to believe that it will interfere with communication in progress.

munications the conditions of **694** and **695** need not apply and the call may be renewed at shorter intervals.

Reasons

697 amended to clarify the intention when harmful interference will not be caused.

4200 United States of America

697. *Replace the present text by the following:*

(4) The calling may be renewed at intervals of not less than three minutes if there is no reason to believe that it will interfere with communication in progress.

Reasons

In the proposed revision, changes in language have been introduced to clarify the Regulations. It has been observed that a large number of ship stations habitually call coast stations in the HF bands for longer periods of time than contemplated under the Regulations. While the stations usually employ the calling method described in No. **616**, the break between calls is only a few seconds (3 to 5 seconds is typical) and one call follows upon another with scarcely any interval. The calling thus continues with as many as ten repetitions without a break of more than a few seconds at a time.

It appears to be the intent of the Regulations that there would be a stop after making the call three times, at two-minute intervals, such stop normally to be for fifteen minutes as indicated in No. **694.** Possible misunderstanding of No. **697** may exist in that "shorter intervals" have been interpreted by some stations to mean intervals shorter than "two minutes".

1911 Federal German Republic

697. *Replace the present text by the following:*

(4) The call sent three times at intervals of two minutes may be renewed at an interval shorter than 15 minutes if there is no reason to believe that it will interfere with communication in progress.

Reasons

The wording of No. **697** in conjunction with No. **694** does not establish beyond doubt whether calls may be renewed after intervals of 2 or 15 minutes.

(Continuation of Art. 30)

Present Provisions | **Proposals**

1912 United Kingdom

697. *Delete.*

Reasons

Replaced by § 5. (2*bis*). (See proposal 1910.)

1913 France, French O.P.T.A.

697. *After this No. add the following new sub-paragraph:*

(4 *bis*). The provisions of **694** shall not apply to distress, urgency or safety traffic.

Reasons

This reminder seems necessary.

1914 Federal German Republic

697. *After this No. add the following new sub-paragraph:*

(4 *bis*). In the bands of frequencies between 4 000 and 23 000 kc/s the call must not be renewed until after an interval of fifteen minutes.

Reasons

The restrictions imposed by sub-paragraph (4*bis*) are necessary with a view to special propagation conditions on these frequencies.

(This page cancels and replaces the present page 470)

(Continuation of Art. 30)

Present Provisions **Proposals**

United Kingdom *(cont'd)*

Reasons

The distance and bearing from the land station are not necessary if the co-ordinates of the ship are given. It is often more convenient to relate the ship's position to a known geographical point than to the land station. Course and speed are seldom available to the radio operator and are therefore rarely given, so these should not be mandatory.

1922 Sweden

702. *After this No. add the following new subparagraph:*

(1 *bis*). The information referred to in **700–702,** preceded by the abbreviation TR, should be furnished spontaneously by ship stations whenever such a measure seems appropriate.

Reasons

To facilitate the forwarding of traffic intended for ship stations.

4201 United States of America

703. *Before:* **700** *add:* No.

1923 France, French O.P.T.A., Morocco

703. *Read in fine:*

... the person responsible for the ship, aircraft or other vehicle carrying the mobile station.

Reasons

To make the text accord with that of **565.**

1924 Sweden

703. *Replace:* **700** *by:* § 7 (1) *a), b)* and (1 *bis*)

Reasons

Consequence of proposal 1922.

(This page cancels and replaces the present page 474)

(Continuation of Art. 33)

Present Provisions | **Proposals**

Netherlands *(cont'd)*

the transmission of distress, urgency and safety traffic, urgent messages relating to the movement of the ship and essential messages relating to the navigation.

Reasons

a) Spark-transmitters are more robust then valve-transmitters; this can be very important for a ship which has struck a mine;

b) It is desirable that a ship, when its main-transmitter is out of order, may transmit important navigational messages.

Australia (Commonwealth of), United States of America

1946

711. *Delete in fine the reference:* 1).

1947

711.1. *Delete.*

Reasons

Australia (Commonwealth of):

This provision is no longer required.

United States of America:

The Australian "damped wave" equipment for which this exception was made should have been replaced during the last ten years.

United Kingdom

1948

711. *Delete reference* 1) *and add in fine:* (see **232**).

1949

711.1. *Delete.*

(Continuation of Art. 33)

Present Provisions

712 (2) However, it is permitted for emergency (reserve) installations of ship stations and for lifeboat, liferaft and survival craft equipments.

Proposals

1950 China, United States of America

712. *Delete.*

Reasons

China:

Unnecessary.

United States of America:

For purposes of consistency with proposals for No. **232** and to eliminate the use of class B emission except as would be allowed under No. **865.**

1951 France, French O.P.T.A.

712. *Delete:* (reserve).

(This page cancels and replaces the present page 475)

(Continuation of Art. 33)

Present Provisions | **Proposals**

4202 Morocco

712. *Replace the present text by the following:*

(2) Nevertheless, it shall be admissible to use rescue installations on ship stations, and lifeboat, life-raft and survival craft equipment in service on 1 January, 1960, for distress calls and traffic only, up to 1 January, 1965.

1952 Netherlands, United Kingdom, U.S.S.R.

712. *Delete.*

Reasons

Netherlands:

To be consistent with **711.**

United Kingdom:

To make complete the ban on class B emissions (see proposal 1008).

U.S.S.R.:

To avoid harmful interference to numerous stations because of the excessive bandwidth used.

1953 *Cancelled.*

1954 Netherlands

712. *After this No. add the following new sub-paragraph:*

(2 *bis*) Only classes A1 or F1 emissions are authorized for stations of the maritime mobile services working on frequencies in the band 110–160 kc/s. As an exception to this rule, class A2 emissions may be employed within the band 110–125 kc/s exclusively for the transmission of time signals.

Reasons

To be consistent with **233.**

Section II. Bands included between 405 and 535 kc/s

1955 France, French O.P.T.A.

Heading. Read:

Section III. Bands included between 405 and 535 kc/s.

Reasons

See proposal 1992.

(This page cancels and replaces the present page 476)

(Continuation of Art. 33)

Present Provisions

713 § 2. The provisions of this section are applicable to aircraft stations when communicating with stations of the maritime mobile service.

A. Distress

714 § 3. (1) The frequency 500 kc/s is the international distress frequency; it is used for this purpose by ship or aircraft stations using frequencies in the band 405 to 535 kc/s when requesting assistance from the maritime services. It is used for the distress call and distress traffic, and for urgency and safety signals and messages.

715 (2) In addition it may be used only:

a) for call and reply (see **720** and **722**);

Proposals

4203 United States of America

713. *Replace:* section *by:* Section.

1956 Japan

714. *Replace in fine:* for urgency and safety signals and messages *by:* for urgency, safety and warning signals and messages.

Reasons

To be consistent with proposals 2562 to 2565.

1957 United Kingdom

714. *Replace the last sentence by the following:*

It is used for the distress call and distress traffic, for the urgency signal and urgency messages, and for the safety signal. (Safety messages are transmitted on the working frequency after a preliminary announcement on 500 kc/s.)

Reasons

To reduce congestion on 500 kc/s.

1958 Belgium

715. *Replace the present text by the following:*

(2) Apart from this, it may only be used by:

a) mobile stations, for calling and reply (see **720** and **722**).
(Proposal 1967.)

4204 United States of America

715. *Before:* **720** and **722** *add:* Nos.

1959 France, French O.P.T.A.

715. *Insert a No. opposite the sub-paragraph beginning:*

a) for call...

(This page cancels and replaces the present page 477)

(Continuation of Art. 33)

Present Provisions

716 *b)* by coast stations to announce the transmission of their traffic lists under the conditions provided for in **688.**

717 (3) As an exception, however, the frequency 500 kc/s may be used for traffic, outside regions of heavy traffic, under the conditions provided for in **727, 728** and **729.**

Proposals

1960 Belgium

716. *Replace the present text by the following:*

b) by coast stations for:

— calling;

— announcing the transmission of their call lists as described in **688**;

— announcing the transmission of the messages described in No. . . . *(proposal 2779)* as therein set forth.

Reasons

Coast stations use the world-wide reply frequency 512 kc/s to answer calls transmitted on 500 kc/s.

4205 United States of America

716. *Before:* **688** *add:* No.

1961 United States of America, France, French O.P.T.A., Morocco

717. *Delete.*

Reasons

United States of America:

There should no longer be a need for transmission of traffic on the frequency of 500 kc/s since even older types of equipment are capable of shifting frequencies and where shifting is possible it should be required to avoid possible interference with distress on 500 kc/s.

France, French O.P.T.A.

It is most important to eliminate any derogation that might adversely affect the role of the frequency 500 kc/s in the safety of life.

1962 United Kingdom

717. *Replace the present text by the following:*

(3) As an exception, however, the frequency 500 kc/s may be used with discretion for direction-finding outside regions of heavy traffic.

Reasons

To confine the exceptional use of 500 kc/s to direction-finding only.

(Continuation of Art. 33)

Present Provisions **Proposals**

1963 **U. S. S. R.**

717. *Delete.*

Reasons

At present, there has been a considerable increase in the number of radio-equipped vessels, and hence the use of 500 kc/s for the exchange of ordinary traffic will cause inadmissible harmful interference to the reception of distress, safety and emergency communications, and of calls.

(This page cancels and replaces the present page 478)

(Continuation of Art. 33)

Present Provisions

718 (4) Apart from the transmissions authorized on 500 kc/s, and taking account of **721,** all transmissions on the frequencies included between 490 and 510 kc/s are forbidden.

719 (5) In order to facilitate the reception of distress calls, all stations working on the frequency 500 kc/s must reduce to the minimum their transmissions on this frequency.

B. Call and Reply

720 § 4. (1) The general calling frequency, which must be used by any ship station or coast station engaged in radiotelegraphy in the authorized bands between 405 and 535 kc/s, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in this band, is the frequency 500 kc/s.

721 (2) However, in order to reduce interference in regions of heavy traffic, administrations reserve the right to consider the requirements of **720** as satisfied when the calling frequencies assigned to coast stations open to public correspondence are not separated by more than 5 kilocycles from the general calling frequency 500 kc/s.

Proposals

4206 United States of America

718. *Before:* **721** *add:* No.

1964 France, French O.P.T.A.

719. *Read in fine:* ... on this frequency, which should never be occupied for more than three minutes.

Reasons

Incorporation of **676**, the deletion of which is proposed elsewhere, and reduction of the duration of authorized transmissions.

4207 Morocco

719. *Replace the present text by the following:*

(5) To facilitate the reception of distress calls, all stations working on the frequency 500 kc/s shall, for preference, use Class A1 and reduce to a minimum the duration of their emissions on that frequency, which must never in any circumstances exceed three minutes.

1965 United Kingdom

719. *Replace the present text by the following:*

(5) In order to facilitate the reception of distress calls, transmissions on the frequency 500 kc/s must be reduced to a minimum.

Reasons

To avoid the use of the word "working", which usually refers to traffic as distinct from calling.

4208 United States of America

721. *Before:* **720** *add:* No.

1966 France, French O.P.T.A.

721. *Replace the present text by the following:*

(2) However, in order to reduce interference in regions of heavy traffic, administrations may assign call-

(This page cancels and replaces the present page 479)

(Continuation of Art. 33)

Present Provisions

Proposals

France, French O.P.T.A. *(cont'd)*

ing frequencies in the band 495–505 kc/s, to their coast stations open to public correspondence.

Reasons

Clearer wording.

1966bis United Kingdom

721. *Replace in fine:* 5 kc/s *by:* 2 kc/s.

Reasons

Necessary on account of improved receiver performance.

722 § 5. (1) The frequency for replying to a call sent on the general calling frequency (see **720**) is the frequency 500 kc/s, the same as that of the call.

1967 Belgium

722. *Replace the present text by the following:*

§ 5. (1) The reply frequency for a call transmitted on the general calling frequency 500 kc/s (see **720**) shall be:

a) for a mobile station, 500 kc/s, the same as the calling frequency;

b) for a coast station, the coast-station world-wide reply frequency 512 kc/s (see **636**).

4209 United States of America

722. *Before:* **720** *add:* No.

1968 United Kingdom

722. *In fine replace:* the same as that of the call *by:* except where the calling station specifies the frequency on which it will listen for the reply (see **632**).

Reasons

To accommodate existing practice and to reduce congestion on 500 kc/s.

(Continuation of Art. 33)

Present Provisions

723 (2) However, in regions of heavy traffic, ship stations should, as far as possible, ask coast stations to answer by means of their normal working frequency (see **632**).

Proposals

1969 Belgium

723. *Delete.*

Reasons

This paragraph represented an attempt to cut down the volume of traffic on 500 kc/s, an aim which has never been attained, because the working frequencies of coast stations between 405 and 535 kc/s were, more often than not, not available. Very few ship stations are still abiding by **723**.

4210 United States of America

723. *In fine, before* **632** *add:* No.

(This page cancels and replaces the present page 480)

(Continuation of Art. 33)

Present Provisions

C. Traffic

724 § 6. (1) Coast stations working in the authorized bands between 405 and 535 kc/s must be able to use at least one frequency in addition to 500 kc/s. One of these additional frequencies which is printed in heavy type in the List of Coast and Ship Stations is the normal working frequency of the station.

725 (2) In addition to their normal working frequency coast stations may use, in the authorized bands, additional frequencies which are shown in ordinary type in the List of Coast and Ship Stations. The band of frequencies 405 to 415 kc/s, however, is assigned to radio direction-finding; it may not be used by the mobile service except on the conditions fixed by chapter III.

Proposals

1970 Federal German Republic

723. *Add in fine:*

A coast station should answer the calls of ship stations, of its own nationality, by means of its (the coast station's) working frequency.

Reasons

It is desirable to restrict the traffic on 500 kc/s as far as possible. The coast stations of some countries have already adopted this procedure.

United Kingdom

1971

723. *Replace the present text by the following:*

(2) In regions of heavy traffic, ship stations should request coast stations to answer on their normal working frequency (see **632**).

Reasons

To strengthen the existing Regulation.

1972

724. *Replace the second sentence by the following:*

The normal working frequency is printed in heavy type in the List of Coast Stations.

Reasons

Clarification and consequential on proposals for Service Documents, Article 20.

4211 United States of America

725. *In fine replace:* chapter *by:* Chapter.

1973 United Kingdom

725. *Delete:* and Ship.

Reasons

See proposals for Article 20.

(This page cancels and replaces the present page 481)

(Continuation of Art. 33)

Present Provisions

726 (3) The working frequencies of coast stations must be chosen so as to avoid interference with neighbouring stations.

727 § 7. As an exception to the provisions of **714, 715** and **716** and on condition that signals of distress, urgency and safety, and calls and replies are not interfered with, the frequency 500 kc/s may also be used:

728 *a)* for the transmission of a single short radiotelegram exclusively by ship stations of Australia, India, New Zealand and Pakistan when operating in proximity to the coast of their respective countries;[1])

728.1 [1]) Certain coast stations of India and Pakistan are also permitted temporarily to transmit a single short radiotelegram on 500 kc/s.

729 *b)* outside areas of heavy traffic for direction-finding but with discretion.

Proposals

4212 Morocco

726. *After this No. add the following new subparagraph:*

(3 *bis*) To reduce interference between adjacent frequencies, coast and ship stations shall use class A1 emissions when they are using their working frequencies for normal traffic.

1974 Federal German Republic

726. *After this No. add the following new paragraph:*

(3 *bis*) In regions of heavy traffic the coast stations should use class A1 emissions on their working frequencies.

Reasons

RR 375.

1975 United States of America, France, French O.P.T.A., Morocco

727, 728, 728.1 and **729.** *Delete.*

Reasons

United States of America:

There should no longer be a need for transmission of traffic on the frequency of 500 kc/s since even older types of equipment are capable of shifting frequencies and where shifting is possible it should be required to avoid possible interference with distress on 500 kc/s.

France, French O.P.T.A.:

See proposal 1961.

Morocco:

To protect the distress frequency 500 kc/s.

1976 United Kingdom

727, 728 and **728.1.** *Delete.*

Reasons

To limit the use of 500 kc/s in all Regions to calling and distress.

(Continuation of Art. 33)

Present Provisions | **Proposals**

4213 New Zealand

728. *Delete the words:* New Zealand.

Reasons

Not now required so far as New Zealand is concerned.

1977 Australia (Commonwealth of)

728.1. *Replace the present text by the following:*

1) Certain coast stations in Australia, India and Pakistan are also permitted to transmit a single short radiotelegram on 500 kc/s.

Reasons

To permit the simplification of operations at certain coast stations where traffic is extremely light and the more complicated method of working is not justified.

1978 United Kingdom

729. *Delete.*

Reasons

See proposal 1962.

(This page cancels and replaces the present page 482

(Continuation of Art. 33)

Present Provisions

730 § 8. (1) Ship stations employing class A1 or A2 emissions in the authorized bands between 405 and 535 kc/s must use, wherever practicable, working frequencies chosen from amongst the following: 425, 454, 468 and 480 kc/s.

In addition, the frequency 512 kc/s may be used in regions 1 and 3 and the frequency 448 kc/s in region 2.

731 (2) No coast station is authorized to transmit on these working frequencies allocated for the use of ship stations on a world wide basis or on the working frequency allocated for the use of ship stations in the region in which the coast station is situated.

732 (3) In regions 1 and 3 the frequency 512 kc/s may also be used by ship and coast stations as a supplementary calling frequency when 500 kc/s is being used for distress purposes.

Proposals

1979 Belgium

730. *Read the second sub-paragraph as follows:*

Furthermore, ship stations may use 448 kc/s in Region 2.

1980 France, French O.P.T.A., Morocco, United Kingdom

730. *Delete the words:* wherever practicable.

Reasons

France, French O.P.T.A.:
The use of such working frequencies should be compulsory.

United Kingdom:
To confine working to authorized frequencies.

1981 Federal German Republic

730. *Replace the text of the second sub-paragraph by the following:*

In addition the frequency 512 kc/s may be used by ship stations in Regions 1 and 3 observing the provisions of **732** and the frequency 448 kc/s in Region 2.

Reasons

In region 1 the frequency 512 kc/s is often used by ship stations as a working frequency. When the frequency 500 kc/s is being used for distress traffic, calls on 512 kc/s are often interfered with by the traffic handled on this frequency.

1982 Belgium

732. *Replace the present provisions by the following:*

(3) When the frequency 500 kc/s is used for distress purposes:

a) ship stations may use one of the working frequencies mentioned in **730,** to be designated as additional calling frequency.

(This page cancels and replaces the present page 484)

(Continuation of Art. 33)

Present Provisions

Proposals

Federal German Republic *(cont'd)*

Reasons

1. Evolves from RR **723** in which it is provided that coast stations, in regions of heavy traffic, when requested by a ship station to do so, should answer to a call by means of their normal working frequency.
2. Evolves from our proposal to **723** that provides for coast stations to invariably send their replies to calls by ship stations of their own nationality by means of the coast stations, normal working frequency.
3. Calls by ship stations both on 500 kc/s and 512 kc/s can be answered by employing a uniform procedure.

D. Watch

733 § 9. (1) In order to increase the safety of life at sea and over the sea, all stations of the maritime mobile service normally keeping watch on frequencies in the authorized bands between 405 and 535 kc/s must, during their hours of service, take the necessary measures to ensure watch on the international distress frequency 500 kc/s for three minutes twice an hour beginning at x h 15 and x h 45, Greenwich mean time (G.M.T.).

1985 France, French O.P.T.A., Morocco

733. *Replace:* Greenwich mean time, (G.M.T.) *by:* universal time (U.T.).

1986 United Kingdom

733. *Add in fine:* by an operator using headphones or loudspeaker.

Reasons

To define how the watch must be kept.

734 (2) During the periods mentioned above, except for the emissions provided for in article 37 (see **934** to **949**):

735 *a)* transmissions must cease within the bands 485 to 515 kc/s;

736 *b)* outside this band, transmissions of stations of the mobile service may continue; stations of the maritime mobile service may listen to these transmissions on the express conditions that they first ensure watch on the distress frequency as provided by **733.**

United States of America

4214

734. *Replace:* article *by:* Article *and before:* **934** to **949** *add:* Nos.

4215

736. *In fine, before:* **733** *add:* No.

(Continuation of Art. 33)

Present Provisions

737 § 10. (1) Stations of the maritime mobile service open to public correspondence and using frequencies in the authorized bands between 405 and 535 kc/s must, during their hours of service, remain on watch on the calling frequency 500 kc/s. This watch is obligatory only for class A2 emissions.

Proposals

1987 Australia (Commonwealth of)

737. *Replace the second sentence by the following:*

This watch is obligatory for class A1 emissions, except when watch is being maintained by auto-alarm when watch shall be obligatory for class A2 emissions.

(This page cancels and replaces the present page 485)

(Continuation of Art. 33)

Present Provisions

Proposals

Australia (Commonwealth of) *(cont'd)*

Reasons

Since both class A1 and A2 emissions can be received by an operator keeping watch for class A1 emissions, it is considered that manual watch for class A1 emissions would further increase the safety of life at sea.

4216 New Zealand

737. *Replace the last sentence by the following:*

This watch is obligatory only for class A1 and A2 emissions.

Reasons

To ensure adequate coverage from a practical point of view provision should be made for the reception of both A1 and A2 signals in these bands.

1988 United Kingdom

737. *Replace the present text by the following:*

§ 10. (1) Stations of the maritime mobile service open to public correspondence on frequencies in the authorized bands between 405 and 535 kc/s must, during their hours of service, remain on watch on the calling frequency 500 kc/s. This watch should normaly be maintained by an operator using headphones; it is obligatory only for class A2 emissions.

Reasons

To define the means by which the watch should be kept.

738 (2) These stations, while observing the provisions of **733**, are authorized to relinquish this watch only when they are engaged in communication on other frequencies.

4217 United States of America

738. *Before:* **733** *add:* No.

France, French O.P.T.A., Morocco

1989

738. *Delete.*

Reasons

France, French O.P.T.A.:

See the new draft of **739**.

(Continuation of Art. 33)

Present Provisions

739 (3) When they are engaged in such communications:

— Ship stations may maintain this watch on the frequency 500 kc/s by means of an operator, a loudspeaker, or by some other appropriate means such as an automatic alarm receiver.

— Coast stations may maintain this watch on the frequency 500 kc/s either by means of an operator or by loudspeaker; in the latter case an indication may be inserted in the List of Coast and Ship Stations.

Proposals

France, French O.P.T.A., Morocco *(cont'd)*

1990

739. *Read:*

(3) When they are communicating on frequencies other than 500 kc/s:

— ship stations shall maintain this watch ... *(remainder unchanged).*

— coast stations shall maintain this watch ... *(remainder unchanged).*

Reasons

The watch kept on 500 kc/s must be effective.

1991 **United Kingdom**

739. *Replace the present text by the following:*

(3) When they are engaged in such communications:

— Ship stations may maintain this watch on the frequency 500 kc/s by means of an operator using headphones, split headphones or a loudspeaker,

(This page cancels and replaces the present page 487)

(Continuation of Art. 33)

Present Provisions

745 *b)* The coast station transmits its traffic on the working frequency or frequencies specially assigned to it.

746 (3) *a)* When a ship station desires to establish communication with another station of the maritime mobile service, it must use the frequency 143 kc/s, unless the List of Coast and Ship Stations provides otherwise.

747 *b)* This frequency must be used exclusively:
— for individual calls and replies to such calls;
— for the transmission of signals preparatory to traffic.

748 (4) A ship station after establishing communication with another station of the maritime mobile service on the general calling frequency 143 kc/s must, so far as practicable, transmit its traffic on some other frequency in the authorized bands, provided that it does not disturb the work in progress at another station.

749 § 14. (1) As a general rule, any ship station working in the bands 110 to 160 kc/s when it is not engaged in communication with other stations of the maritime mobile service must, during its hours of service, keep watch every hour on the frequency 143 kc/s for five minutes beginning at x h 35, Greenwich mean time (G.M.T.).

750 (2) The frequency 143 kc/s may be used for individual calls and will preferably be used for this purpose during the period indicated in **749**.

Section IV. Bands included between 1 605 and 2 850 kc/s

751 § 15. Except where regional agreements specify otherwise, the frequencies assigned to ship stations for radiotelegraph communication in the bands between 1 605 and 2 850 kc/s must, as far as possible, be harmonically related (subharmonics) to the frequencies assigned to ship stations in the 4 000 kc/s radiotelegraph band (see section V).

Proposals

1993 France, French O.P.T.A.

749. *Replace:* Greenwich mean time (G.M.T.), *by:* universal time (U.T.).

United States of America

4218

750. *Before:* **749** *add:* No.

4219

751. *In fine, replace:* section *by:* Section.

(Continuation of Art. 33)

Present Provisions

Proposals

1994 France, French O.P.T.A., United Kingdom

751. *Delete.*

Reasons

France, French O.P.T.A.:

The use of radiotelegraphy in these bands causes considerable interference. Moreover, the regional plans based on these bands do not take account of **751**.

United Kingdom:

No longer required. Not observed in regional planning.

(This page cancels and replaces the present page 489)

(Continuation of Art. 33)

Present Provisions **Proposals**

4220 United States of America

752. *Replace the present text by the following:*

§ 16. (1) Mobile radiotelegraph stations equipped to operate in the calling bands, and in the passenger and cargo ship station working bands, of the maritime mobile service between 4 000 and 23 000 kc/s must employ only class A1 emission. However, survival craft stations (see No. **600**) may use class A2 emission in these bands. For radiocommunications employing other types of emission the frequencies from the bands in No. ... *(proposal 3664)* must be used.

Reasons

Clarification and consequential to proposal 3664.

2002 France, French O.P.T.A.

752. *Replace the present text by the following:*

§ 16. (1) Radiotelegraph stations of the maritime mobile service equipped to operate in the frequency bands of the maritime mobile service between 4 000 and 23 000 kc/s must employ only class A1 emission. However, for radiocommunication of a special character, and for lifeboat, liferaft or survival craft stations (see **600**), the use of other classes of emission is not precluded.

Reasons

In accordance with 75 of the E.A.R.C. Agreement.

2003 Poland (People's Republic of)

752. *Replace:* ... must employ only class A1 emission... *by:* ... must employ class A1 and F1 emissions...

2004 United Kingdom

752. *Replace the present text by the following:*

§ 16 (1) Mobile radiotelegraph stations equipped to operate in the calling bands, and in the passenger-ship and cargo-ship working bands, of the maritime mobile service between 4 000 and 23 000 kc/s must employ only class A1 emission. However, survival craft stations (see **600**) may use class A2 emissions in these bands.

(Continuation of Art. 33)

Present Provisions | **Proposals**

United States of America

4221

752. *After this No. add the following new sub-paragraphs:*

(1 *bis*) Ship stations operating in the bands allocated to wide band and special transmission systems (No. . . .) *(proposal 3664)* may use special types of transmission systems such as high speed, multi-channel, improved equipments; facsimile; multi-channel radio-printers; and data transmission systems, including the use of single sideband techniques.

Reasons

Consequential to proposal 3664.

4222

(1 *ter*) Coast radiotelegraph stations operating in the maritime mobile exclusive bands between 4 000 and 23 000 kc/s shall not use class A2 emission.

Reasons

To incorporate the provisions of No. 75 of the E.A.R.C. Agreement.

2005 France, French O.P.T.A.

752. *After this No. add the following new sub-paragraph:*

(1 *bis*) Coast telegraph stations operating in the bands between 4 000 and 27 500 kc/s assigned exclusively for maritime mobile radiotelegraphy shall never use antenna input powers in excess of the following:

bands	*maximum power*
4 Mc/s	5 kW
6 Mc/s	5 kW
8 Mc/s	10 kW
12 Mc/s	15 kW
16 Mc/s	15 kW
22 Mc/s	15 kW

Reasons

Paragraph 70 of the E.A.R.C. Agreement.

(This page cancels and replaces the present page 490)

(Continuation of Art. 33)

Present Provisions

Proposals

United Kingdom

752. *After this No. add the following new sub-paragraphs:*

2006

(1 *bis*) For radiocommunications employing other types of emission the wide band frequency channels indicated in **787** *bis* must be used.

Reasons

Clarification and consequential on proposal for a band allocated for wideband emissions.

2007

(1 *ter*) Coast radiotelegraph stations operating in the maritime mobile exclusive bands between 4 000 and 23 000 kc/s shall not use class A2 emission.

Reasons

To incorporate 75 of the E.A.R.C. Agreement.

2008

(1 *quater*) Coast radiotelegraph stations operating in the maritime mobile bands between 4 000 and 23 000 kc/s shall at no time use an antenna input power in excess of the figures given below:

Band	*Power Limit*
4 Mc/s	5 kW
6 Mc/s	5 kW
8 Mc/s	10 kW
12 Mc/s	15 kW
16 Mc/s	15 kW
22 Mc/s	15 kW

Reasons

To incorporate 70 of the E.A.R.C. Agreement.

753 (2) The rules of procedure fixed in article 29 are applicable to stations of the maritime mobile service using frequencies in the bands between 4000 and 23000 kc/s.

754 (3) Stations of the maritime mobile service open to public correspondence and using frequencies in the bands 405 to 535 kc/s in addition to frequencies in the band 4000 to 23000 kc/s are required to observe the provisions of **737**.

United States of America

4223

753. *Replace:* article *by:* Article.

4224

754. *In fine, before:* **737** *add:* No.

2009 **France, French O.P.T.A.**

753 and **754.** *Delete.*

Reasons

These Nos. seem superfluous.

(This page cancels and replaces the present page 491)

(Continuation of Art. 33)

Present Provisions

755 § 17. (1) Beginning at the low frequency end, each of the radiotelegraph bands reserved for the use of ship stations is divided into three bands as follows:

756 *a)* A band of working frequencies for the use of passenger ships.[1])

756.1 [1]) Exceptionally, whaling factory vessels handling a large volume of traffic may use frequencies in this band from October to March of each year.

Proposals

2010 United States of America, United Kingdom

755. *In fine replace:* three bands *by:* four bands.

United States of America

4225

755. *After this No. add the following new sub-paragraph:*

abis) A band of frequencies for ship station wide band and special transmission systems (see No. . . .) *(proposal 3664)*.

Reasons

Consequential to proposal 3664.

2011 United Kingdom

755. *After this No. add the following new sub-paragraph:*

(.) A band of working frequencies for ship stations using wide band emissions.

Reasons

To increase the existing provision for harmonically related wideband channels in the maritime mobile bands.

2012

756. *After:* use of *add:* stations in.

Reasons

Clarification.

2013

756.1. *Delete in fine:* from October to March of each year.

Reasons

To allow whaling ships to use the frequencies when on passage to and from the whaling grounds, which could occur at any time of the year.

(Continuation of Art. 33)

Present Provisions

757 *b)* A band of calling frequencies for the use of all ship and aircraft stations entering into communication with stations of the maritime mobile service.

758 *c)* A band of working frequencies for the use of cargo ships.

759 (2) For the purposes of this section:

— a passenger ship is a vessel defined as such by the Convention for the Safety of Life at Sea.

— a cargo ship is any ship that is not a passenger ship as defined above.

760 (3) The arrangement of the frequencies in the ship radiotelegraph bands is illustrated graphically in appendix 10.

Proposals

United Kingdom *(cont'd)*

2014

758. *After:* use of *add:* stations in.

United States of America

4226

759. *Replace:* section *by:* Section.

4227

760. *In fine, replace:* appendix *by:* Appendix.

(This page cancels and replaces the present page 492)

(Continuation of Art. 33)

Present Provisions

761 § 18. For the exchange of radiotelegraph communications with stations of the maritime mobile service, aircraft stations may utilize the frequencies allocated to that service for radiotelegraphy between 4000 and 23000 kc/s. When using these frequencies, aircraft stations must comply with the provisions of this Section.

B. Call and Reply

762 § 19. (1) In order to establish communication with a station in the maritime mobile service, every ship and aircraft station must use a calling frequency in the bands listed in **775**.

763 (2) Frequencies in the calling bands are assigned to each mobile station in accordance with the provisions of **776** to **780** inclusive.

764 § 20. In order to reduce interference, mobile stations must, within the means at their disposal, endeavour to select for calling the band with the most favourable propagational characteristics for effecting reliable communication. In the absence of more precise data, a mobile station must, before making a call, listen for the signals of the station with which it desires to communicate. The strength and readability of such signals is a useful guide to propagational conditions and should indicate which is the preferable band for calling.

765 § 21. (1) The calling frequency to be used by a coast station, in each of the bands for which it is equipped, is its normal working frequency as shown in heavy type in the List of Coast and Ship Stations (see **774**).

Proposals

United States of America

4228

762. *In fine, before:* **775** *add:* No.

4229

763. *In fine, before:* **776** to **780** *add:* Nos.

4230

765. *In fine, before:* **774** *add:* No.

2015 United Kingdom

765. *In fine delete:* and Ship.

Reasons

Consequential on proposals for Article 20.

(Continuation of Art. 33)

Present Provisions

766 (2) A coast station, as a general rule, transmits its calls at specified times in the form of traffic lists on the frequency or frequencies indicated in the List of Coast and Ship Stations (see **685** and **686**).

Proposals

4231 United States of America

766. *In fine, before:* **685** and **686** *add:* Nos.

United Kingdom

2016

766. *At the beginning replace:* as a general rule, *by:* so far as is practicable.

2017

and in fine delete: and Ship.

Reasons

To conform with **685** and consequential on proposals for Article 20.

(This page cancels and replaces the present page 493)

(Continuation of Art. 33)

Present Provisions

767 § 22. Unless the calling station specifies otherwise, the frequency for reply to a call made in any maritime mobile band is as follows:

768 *a)* for a mobile station, its assigned calling frequency in the same band as that used by the calling station;

769 *b)* for a coast station, its normal working frequency in the same band as that used by the calling station.

770 § 23. When notifying the transmitting frequencies of a coast station, administrations also indicate on which of the ship calling bands the station keeps watch and, as far as possible, the approximate hours of watchkeeping in Greenwich mean time (G.M.T.). This information shall be published in the List of Coast and Ship Stations.

C. Traffic

771 § 24. (1) A mobile station, after establishing communication on a calling frequency (see **762**), changes to a working frequency for the transmission of traffic. No traffic shall be transmitted on any frequency in the calling bands.

Proposals

2018 France, French O.P.T.A., Morocco

770. *Replace:* Greenwich mean time (G.M.T.), *by:* universal time (U. T).

2019 United Kingdom

770. *In fine delete:* and Ship.

Reasons

Consequential on proposals for Article 20.

4232 United States of America

771. *Before:* **762** *add:* No.

2020 Federal German Republic

771. *Add in fine:*

.... except a brief indication of position by means of the abbreviations QTH, QTO or QTP.

Reasons

The transmission time for a brief indication of position is substantially the same as for the transmission of signals requesting a change of frequency.

2021 United Kingdom

771. *In the last sentence replace:* traffic shall be transmitted *by:* working shall be conducted.

Reasons

To guard against the interpretation that "traffic" applies only to radiotelegrams.

(This page cancels and replaces the present page 494)

(Continuation of Art. 33)

Present Provisions

772 (2) Working frequencies shall be assigned to mobile stations in accordance with the provisions of **781** to **797** inclusive.

773 § 25. (1) A coast station shall transmit its traffic on its normal working frequency or on other working frequencies assigned to it.

774 (2) Working frequencies of coast stations using the bands between 4000 and 23000 kc/s are included within the following limits:

4 238 to 4 368 kc/s
6 357 to 6 525 kc/s
8 476 to 8 745 kc/s
12 714 to 13 130 kc/s
16 952 to 17 290 kc/s
22 400 to 22 650 kc/s

D. Assignment of frequencies to mobile stations [1])

774.1 [1]) Although this section requires the assignment of specific frequencies to all ship stations operating in the bands between 4000 and 23000 kc/s, it is recommended that in the case of certain older types of transmitters now in use, the reference point for measuring frequency deviations shall be that frequency on which the emission begins. This recommendation applies only until such transmitters have been replaced or modified so as to meet the tolerance requirements specified in column 3 of appendix 3.

Proposals

United States of America

4233

772. *In fine, before:* **781** to **797** *add:* Nos.

4234

In sub-heading D. Assignment of frequencies to mobile stations.

Delete footnote reference [1]).

2022 United States of America, France, French O.P.T.A., Morocco, United Kingdom

774.1. *Delete.*

Reasons

United States of America:

The necessity for this footnote should have disappeared during the ten years since the Atlantic City Conference.

France, French O.P.T.A.:

This particular provision was only temporary.

United Kingdom:

No longer required.

(Continuation of Art. 33)

Present Provisions

1. Calling Frequencies of Ship Stations

775 § 26. (1) The calling frequencies assigned to ship stations are included within the following bands;

4 177	to	4 187	kc/s
6 265.5	to	6 280.5	kc/s
8 354	to	8 374	kc/s
12 531	to	12 561	kc/s
16 708	to	16 748	kc/s
22 220	to	22 270	kc/s

776 (2) In the 4 000 kc/s maritime mobile service band, the calling frequencies must be uniformly distributed within the calling band. They are preferably spaced 1 kc/s apart. The extreme frequencies assignable are 4 178 and 4 186 kc/s as indicated in appendix 10.

Proposals

4235 United States of America

775. *Replace the present text by the following:*

§ 26. (1) The calling frequencies assigned to ship stations are included within the following bands:

4 177	to	4 187	kc/s
6 266	to	6 280.5	kc/s
8 354	to	8 374	kc/s
12 531	to	12 561	kc/s
16 709	to	16 748	kc/s
22 222.5	to	22 270	kc/s

Reasons

Consequential to proposal 3664.

2023 United Kingdom

775. *In the first column replace:*

6 265.5 *by:* 6 266
16 708 *by:* 16 709
22 220 *by:* 22 222.5

Reasons

Consequential upon proposals for wide-band channels.

4236 United States of America

776. *In fine, replace:* appendix *by:* Appendix.

(This page cancels and replaces the present page 495)

(Continuation of Art. 33)

Present Provisions

Proposals

4237 **Morocco**

777 (3) In each of the other maritime mobile service bands between 4000 and 18000 kc/s, the calling frequencies must be in harmonic relationship with those in the 4000 kc/s calling band. In the 22000 kc/s calling band, the preferable spacing of calling frequencies is 5 kc/s.

777. *After this No. add the following new subparagraph:*

(3*bis*) In the adjacent 8 Mc/s band, the calling frequency 8 364 kc/s must not be allocated to a ship station. The frequency 8 364 kc/s is reserved for the radiotelegraph equipment of lifeboat, liferaft and survival craft.

Reasons

To protect the distress frequency 8 364 kc/s.

778 § 27. The administration to which a ship station is subject shall assign to it a series of calling frequencies including one frequency in each of the bands in which the station is equipped to transmit. In the bands between 4000 and 18000 kc/s, the frequencies assigned to each ship station shall be in harmonic relationship. Each administration must take the necessary steps to assign such harmonic series of calling frequencies to ships in accordance with an orderly system of rotation so as to distribute these frequencies uniformly throughout the calling bands as outlined in **776.** The same system of uniform distribution shall be applied in the assignment of calling frequencies in the 22000 kc/s calling band.

United States of America

4238

778. *At the end of the third sentence, before:* **776** *add:* No.

779 § 28. (1) The centre calling frequency in each of the calling bands indicated in **775** shall be reserved as far as possible for the use of aircraft desiring to communicate with stations of the maritime mobile service. These frequencies are the following: 4182; 6273; 8364; 12546; 16728 and 22245 kc/s.

4239

779. *Before:* **775** *add:* No.

2024 France, French O.P.T.A., Morocco

779. *Delete.*

Reasons

France, French O.P.T.A.:

It is not advisable to assign the frequency 8 364 kc/s to aircraft stations.

Morocco:

The frequency 8 364 kc/s should not be assigned to aircraft stations.

(Continuation of Art. 33)

Present Provisions

780 (2) The frequency 8 364 kc/s must be used by lifeboats, liferafts and other survival craft, if they are equipped to transmit on frequencies between 4 000 and 23 000 kc/s, and if they desire to establish with stations of the maritime mobile service communications relating to search and rescue operations see (**600**).

Proposals

4240 United States of America

780. *Replace the present text by the following:*

(2) The frequency 8 364 kc/s, however, shall not be assigned to or used by mobile stations except to establish communications relating to the safety of life. The frequency 8 364 kc/s must be used by lifeboats, liferafts, and other survival craft, if they are equipped to transmit on frequencies between 4 000 and 23 000 kc/s, and if they desire to establish with stations of the maritime mobile service communications relating to search and rescue operations (see No. **600**).

Reasons

To afford greater protection against harmful interference to transmissions from survival craft. This frequency is subject to considerable interference at present from ship stations calling on 8 364 kc/s. Considering the relatively low power of survival craft transmitters, it becomes necessary to prohibit the use of this frequency by mobile stations for routine calling.

2025 France, French O.P.T.A.

780. *Read in fine:* ..... and if they desire to provide information relating to search and rescue operations (see **600**).

Reasons

The new wording takes account of the fact that lifeboats, liferafts and other survival craft are not always able to receive.

4241 Morocco

780. *Replace the present text by the following:*

(2) The frequency 8 364 kc/s shall be the distress frequency used by lifeboats, liferafts and other survival craft when they are equipped with high-frequency radiotelegraph apparatus.

(Continuation of Art. 33)

Present Provisions | **Proposals**

2026 United Kingdom

780. *(English text only.) In fine replace:* see **(600)**, *by:* (see **600**).

Reasons

To align with French text.

2026 bis Belgium

780. *After this No. add the following new sub-paragraph:*

(2 *bis*) The frequency 8 364 kc/s may be used for this purpose by aircraft too.

(This page cancels and replaces the present page 496)

(Continuation of Art. 33)

Present Provisions

2. Working Frequencies of Mobile Stations

a) General

781 § 29. (1) The working frequencies for passenger ships are so spaced as to provide clear channels. In the 4000 kc/s band, the two channels adjacent to the calling band are 5 kc/s wide and the remainder are 2.5 kc/s wide, the extreme frequencies assignable being 4 135 and 4175 kc/s as indicated in appendix 10.

Proposals

2027 United Kingdom

781. *Before this number add the following new sub-paragraph:*

(.) In the 4 000 kc/s band the wide band working frequency channels are spaced 3.5 kc/s apart, the extreme frequencies assignable being 4 134.75 and 4 152.25 kc/s, as indicated in Appendix 10.

Reasons

To include proposed additional wide band channels.

4242 United States of America

781. *Replace the present text by the following:*

§ 29. (1) The working frequencies in the passenger ship working bands are so spaced as to provide clear channels.

Reasons

Editorial and because provision is made in proposal 3664 for special wide band frequency space.

2028 United Kingdom

781. *Replace the present text by the following:*

§ 29. (1) The working frequencies for passenger ship stations are so spaced as to provide clear channels. In the 4 000 kc/s band the channels are 1.75 kc/s wide, the extreme frequencies assignable being 4 155 and 4 176 kc/s as indicated in Appendix 10.

Reasons

Consequent upon proposals for wideband channels.

(Continuation of Art. 33)

Present Provisions

Proposals

2029 U.S.S.R.

781. *Replace the present text by the following:*

§ 29. (1) The working frequencies for passenger ships in the 4 000 kc/s band are so spaced as to provide channels 2.5 kc/s wide. As mentioned in Appendix 10, the extreme frequencies assignable to these ship stations are 4 135 and 4 160 kc/s.

Reasons

Under the existing apportionment of frequencies in the 4 000 kc/s band to cargo vessels, 48.5 kc/s are set aside, whereas 40 kc/s are allowed for passenger ships. This apportionment means that passenger ships enjoy much better communications than do cargo vessels, since the frequency bands set aside are almost the same and there are more than 10 times as many cargo vessels as passenger ships. To improve cargo vessel communications, we suggest that the bandwidth allotted to passenger ships in the 4 Mc/s range should be reduced to 15 kc/s.

(This page cancels and replaces the present page 497)

(Continuation of Art. 33)

Present Provisions

782 (2) In the 4000 kc/s band, the working frequencies of cargo ships are spaced 0.5 kc/s apart, the extreme frequencies assignable being 4188 and 4236.5 kc/s as indicated in appendix 10.

783 (3) The working frequencies assigned to each ship station in the 6000, 8000, 12000 and 16000 kc/s bands must be harmonically related to those assigned in the 4000 kc/s band.

784 (4) In the case of the 22000 kc/s band, which is not in harmonic relationship with the other bands, the frequencies are spaced as follows and indicated in appendix 10:

Proposals

4243 United States of America

782. *In fine, replace:* appendix *by:* Appendix.

2030 U.S.S.R.

782. *Replace the present text by the following:*

(2) In the 4 000 kc/s band, the cargo ship working frequencies shall be spaced 0.5 kc/s apart, the extreme frequencies assignable to these ship stations being, as shown in Appendix 10, 4 163 kc/s and 4 176 kc/s, 4 188 kc/s and 4 236.5 kc/s.

Reasons

The bandwidth for passenger ship stations having been reduced to 15 kc/s, the bandwidth available for cargo vessels is correspondingly increased. In fact, the increase is 13 kc/s, since 2 kc/s have to constitute guard channels.

United States of America

4244

783. *In fine, after:* 4 000 kc/s band *add:* except as provided in sub-paragraph... *(proposal* 4247*).*

Reasons

Editorial.

4245

784. *In fine, replace:* appendix *by:* Appendix.

2031 United Kingdom

784. *After this number add the following new sub-paragraph:*

(4 *bis*) In the band allocated for wide band emissions the frequency channels are 15 kc/s wide, the extreme frequencies assignable being 22 078 and 22 138 kc/s.

Reasons

To include proposed additional wide band channels at 22 Mc/s.

(Continuation of Art. 33)

Present Provisions

785 *a)* in the passenger ship band the two channels adjacent to the calling band are 20 kc/s wide and the remaining channels are 10 kc/s wide, the extreme frequencies assignable being 22 075 and 22 215 kc/s;

Proposals

4246 United States of America

785. *Replace the present text by the following:*

a) in the passenger ship band the channels are 5 kc/s wide, the extreme frequencies assignable being 22 150 and 22 220 kc/s;

Reasons

Consequential to proposal 3664.

2032 United Kingdom

785. *Replace the present text by the following:*

a) In the passenger ship station band the working frequencies are spaced 7 kc/s apart, the extreme frequencies assignable being 22 149 and 22 219 kc/s.

Reasons

Consequent upon proposals for wide band channels.

(This page cancels and replaces the present page 498)

(Continuation of Art. 33)

Present Provisions

Proposals

U.S.S.R.

2033

785. *Replace the present text by the following:*

a) In the band allocated to passenger ship stations, the channels are 10 kc/s wide; the extreme frequencies assignable are 22 075 and 22 155 kc/s.

Reasons

These changes are bound up with the reduction in the band of frequencies allotted to passenger ships.

786 *b)* in the cargo ship band the working frequencies are spaced 2.5 kc/s apart, the extreme frequencies assignable being 22 272.5 and 22 395 kc/s.

2034

786. *Replace the present text by the following:*

b) In the cargo ship band the working frequencies shall be 2.5 kc/s apart, the extreme frequencies assignable being 22 165 and 22 215 kc/s and 22 272.5 and 22 395 kc/s.

Reasons

These changes are bound up with the extension of the bandwidth allotted to cargo vessels.

4247 United States of America

786. *After this No. add the following new subparagraph:*

(*bbis*) Ship stations using wide band and special transmission systems (Nos. .... and ....) *(Proposals 3664 and 4221)* are assigned frequencies as shown in Appendix 10. Recognizing however that the bandwidth requirements of the many different systems will vary widely, frequencies within the band limits specified in No. .... *(proposal 3664)* may be assigned by administrations in any desired fashion to meet the needs of specific systems. In so doing, however, administrations shall employ a channelling system of not less than 5 kc/s, the first assignable channel being at least 2.5 kc/s removed from the band limit.

Reasons

Due to the accelerated development of wide band and special transmission systems which can not tolerate casual interference,

(Continuation of Art. 33)

Present Provisions

Proposals

United States of America *(cont'd)*

the unprotected space provided by Atlantic City on the two highest passenger ship assignable working frequency series (No. **791**) for special wide band emissions has been expanded and transferred to the lower portion of the presently allocated passenger working frequency bands. A degree of flexibility is necessary in the introduction of such systems.

787 § 30. All mobile stations licensed to operate in the maritime mobile bands between 4000 and 23000 kc/s must be assigned, as soon as possible, working frequencies in the bands for which they are equipped in accordance with **788** to **797** inclusive.

2035 France, French O.P.T.A, United Kingdom

787. *Delete:* as soon as possible.

Reasons

France, French O.P.T.A.:

These assignments are made in accordance with the procedure laid down in **788** to **797**.

United Kingdom:

No longer necessary.

2036 United States of America, Morocco, Netherlands

787. *Delete.*

Reasons

United States of America, Netherlands:

No longer required.

(This page cancels and replaces the present page 499)

(Continuation of Art. 33)

Present Provisions | **Proposals**

United Kingdom

787. *After this No. add the following new sub-heading:*

2037

Working Frequencies for Ship Stations Employing Wide Band Emissions.

and add the following new paragraphs:

2038

§ 30 *bis*. The working frequencies assigned to ship stations using wide band emissions are included within the following bands:

4 133	to	4 154	kc/s
6 200	to	6 231	kc/s
8 265	to	8 308	kc/s
12 400	to	12 462	kc/s
16 530	to	16 616	kc/s
22 070	to	22 145.5	kc/s

2039

§ 30 *ter*. (1) Each administration shall assign to each of its ship stations under its jurisdiction and employing wide band emissions, one or more series of working frequencies designated in Appendix 10. The total number of series assigned to each ship should be determined by the anticipated traffic requirements.

2040

(2) When ship stations employing wide band emissions are assigned less than the total number of wide band frequency channels in a band, the administration concerned shall assign wide band frequency channels to such ships in accordance with an orderly system of rotation that will ensure approximately the same number of assignments on any one frequency channel.

Reasons

To provide for orderly distribution of the wideband channels.

(Continuation of Art. 33)

Present Provisions

b) Working frequencies of passenger ships

788 § 31. The working frequencies assigned to passenger ships are included within the following bands:

4 133	to	4 177	kc/s
6 200	to	6 265.5	kc/s
8 265	to	8 354	kc/s
12 400	to	12 531	kc/s
16 530	to	16 708	kc/s
22 070	to	22 220	kc/s

Proposals

2041 United States of America, United Kingdom

788. *Replace the present text by the following:*

§ 31. The working frequencies assigned to passenger ships are included within the following bands:

4 154	to	4 177	kc/s
6 231	to	6 266	kc/s
8 308	to	8 354	kc/s
12 462	to	12 531	kc/s
16 616	to	16 709	kc/s
22 145.5	to	22 222.5	kc/s

Reasons

United States of America:
Change consequential to proposal 3664 and for consistency.

United Kingdom:
Consequential upon proposals for wide band channels.

(This page cancels and replaces the present page 500)

(Continuation of Art. 33)

Present Provisions

Proposals

2042 U.S.S.R.

788. *Replace the present text by the following:*

§ 31. The working frequencies assigned to passenger ships shall be included in the following bands:

4 133– 4 162 kc/s
6 200– 6 243 kc/s
8 265– 8 324 kc/s
12 400–12 486 kc/s
16 530–16 648 kc/s
22 070–22 160 kc/s

Reasons

Frequencies have been given to cargo vessels, so frequency bands assigned to passenger ships shrink.

789 § 32. (1) Each administration shall assign to each of the passenger ships under its jurisdiction two or more series of working frequencies designated in appendix 10 for vessels of this class. The total number of series assigned to each ship should be determined by the anticipated traffic volume.

790 (2) When passenger ships are assigned less than the total number of working frequencies in a band, the administration concerned shall assign working frequencies to such ships in accordance with an orderly system of rotation which will ensure approximately the same number of assignments on any one frequency.

791 (3) In each band, the two frequencies nearest to the calling frequencies, indicated by solid lines in appendix 10 are assigned to passenger ship stations the emissions of which do not already comply with the frequency tolerance of 0.02% specified in the 3rd column of appendix 3.[1]) These frequencies must also be used by mobile stations employing special types of wide band transmission which cannot be contained within the channels indicated by dashed lines in appendix 10.

United States of America

4248

789. *Replace:* appendix *by:* Appendix.

4249

791 and **791.1.** *Delete.*

Reasons

Provision is made in proposal 3664 for special wide band operation and it is expected that passenger ships should be in compliance with the applicable 0.02% tolerance.

(Continuation of Art. 33)

Present Provisions

791.1 [1]) It is anticipated that the number of these transmitters on passenger ships will decrease progressively before the effective date of the application of the tolerances specified in column 3 of appendix 3. These channels will be thus gradually cleared for the use of special types of wide-band transmission.

Proposals

2043 France, French O.P.T.A., Morocco

791. *Replace the present text by the following:*

(3) In each band, the two frequencies nearest to the calling frequencies, indicated by continuous lines in Appendix 10, shall be used by mobile stations employing classes of wide band transmission which cannot be contained within the channels indicated by dashed lines in Appendix 10.

2044 Japan

791. *Replace the present text by the following:*

(3) In each band, the two frequencies nearest to the calling frequencies, indicated by solid lines in Appendix

(This page cancels and replaces the present page 501)

(Continuation of Art. 33)

Present Provisions | **Proposals**

Japan *(cont'd)*

10, are assigned to ship stations employing special types of wide band transmission which cannot be contained within the channels indicated by dashed lines in Appendix 10.

Reasons

Passenger ship stations which cannot satisfy the tolerance of 0.02% exist no longer, and it is deemed sufficient if the requirements for cargo ship stations employing special types of wide band transmission are satisfied.

2045 Netherlands

791. *Delete.*

2046 United Kingdom

791. *Delete.*

Reasons

See proposals 2039 and 2040.

2047 France, French O.P.T.A., Japan, Morocco, United Kingdom

791.1. *Delete.*

Reasons

Japan:

To be consistent with proposal 2044.

United Kingdom:

No longer required.

2048 Netherlands

791. *After this No. add the following new subparagraph:*

(3 *bis*) The following frequency bands are reserved for special types of wide band transmissions:

(This page cancels and replaces the present page 503)

(Continuation of Art. 33)

Present Provisions

794 § 35. (1) In each of the cargo ship bands the assignable frequencies are divided into two equal groups A and B, group A comprising the frequencies in the lower half of the band and group B the frequencies in the upper half (see appendix 10).

795 (2) Each administration shall assign to each of its cargo ships two series of working frequencies; one in group A and the other in group B. In each band these two working frequencies are separated from each other by half the width of the assignable band.

796 (3) For example, if the frequency assigned to a ship station is the lowest frequency assignable in group A, the other must be the lowest frequency assignable in group B. If one of the frequencies assigned is the second frequency from the low frequency end of group A, then the other frequency assigned must be the second frequency from the low frequency end of group B, etc.

797 (4) Each administration shall assign successively one such pair of frequencies to each of its ship stations, commencing at either end of the band. When all available working frequencies in a band have been assigned in this manner the process shall be repeated as often as is necessary to satisfy all its requirements and to ensure a uniform distribution of assignments throughout the band.

d) Abbreviations for the designation of working frequencies

798 § 36. The following system of abbreviations may be used to designate working frequencies:

Proposals

4250 United States of America

794. *In fine, replace:* appendix *by:* Appendix.

U.S.S.R.

2051

794. *Replace the present text by the following:*

§ 35. (1) In each cargo ship band above the calling bands, the assigned frequencies shall be divided into two equal groups, A and B, group A comprising frequencies in the lower half of the band, group B the frequencies in the upper half (see Appendix 10).

Reasons

More accurate wording, since frequency bands lower than the calling bands are allocated to cargo vessels.

2052

797. *After this No. add the following new paragraph:*

§ 35 *bis.* In the cargo ship bands below the calling bands, each administration shall be free to assign whatever frequencies it sees fit to the cargo vessels subject to its jurisdiction.

Reasons

To lay down a procedure for the use of the additional bands allocated to cargo vessels at the expense of passenger ships.

(This page cancels and replaces the present page 504)

(Continuation of Art. 33)

Present Provisions

799 *a)* In the case of a working frequency included between 4000 and 23000 kc/s, transmit the last three figures of the frequency excluding fractions of a kilocycle;

800 *b)* When the calling station does not know the working frequencies of a cargo ship station, it may request the ship station to reply on its working frequency in group A or on its working frequency in group B by transmitting QSW A or QSW B as the case may be.

Proposals

Denmark, Finland, Iceland, Norway, Sweden

2053

800. *Replace the present text by the following:*

b) When the calling station does not know the working frequencies of a cargo ship station, it should request the ship station to change to transmission on its working frequency by transmitting QSS? The cargo ship station then replies by transmitting QSS, followed by three figures according to **799.**

2054

800. *After this No. add the following new subparagraph:*

b bis) In case of poor receiving conditions on the working frequency stated by the cargo ship according to **800,** the coast station may request the ship to change to transmission on its supplementary working frequency in the same frequency band. This request is made by the transmission of QSY B or QSY A as the case may be.

Reasons

In order to make the existing provision of **800** more clear.

United States of America

4251

800. *After this No. add the following new section:*

Section V*bis*. Bands included between 150.8 and 174 Mc/s

Present Provisions

Proposals

United States of America *(cont'd)*

4252

§ 36*bis*. (1) Mobile and coast stations using telegraphy or facsimile on frequencies within the band 150.8 to 174 Mc/s may operate on one or more of the frequencies above 156.85 Mc/s designated in Appendix 12*bis (proposal 4592)* which are not indicated in that Appendix for particular functions nor for a specific class of station. These frequencies are determined by special arrangements as provided by Article 4 or by the administrations having jurisdiction over the stations involved.

4253

(2) The use of such frequencies for telegraphy or facsimile by mobile or coast stations is subject to the sole condition that interference is not caused to any international maritime mobile service of telephony operating on a frequency between 150.8 and 174 Mc/s which is designated in Appendix 12*bis (proposal 4592)* for a particular function or a specific class of station.

4254

(3) As far as is practicable, the regulations concerning procedure; calling; distress, urgency, and safety signals; and closure of the service applying to stations of the maritime mobile service as set forth in Articles 29, 30, 35, and 37, are applicable to mobile and coast stations using these frequencies in the band 150.8 to 174 Mc/s for telegraphy.

Reasons

To make provision, with necessary flexibility of administration during the developmental period, for a maritime mobile service of telegraphy on a minimum internationally recognized number of VHF frequencies. Although it is unlikely that Morse code manual telegraphy will be employed to any extent, it is not improbable that radiotelegraph printers may come into use on some VHF frequencies within the next few years.

Section VI. Aeronautical Mobile Service

801 § 37. Agreements between the interested governments may fix frequencies for call and reply in the aeronautical mobile service. These frequencies, as well as the conditions governing their use, are listed in the service documents published by the Secretary General of the Union.

2055 United Kingdom

801. *Replace:* Agreements between the interested governments may fix frequencies for *by:* Governments may, by agreement, decide the frequencies to be used for.....

(This page cancels and replaces the present page 505)

(Continuation of Art. 33)

Present Provisions

802 § 38. For the use of the frequency 500 kc/s for calling and distress purposes, see **711** to **723.**

803 § 39. In regions 1 and 3, the frequency 333 kc/s is the general calling frequency for aircraft stations operating in the bands 325—405 kc/s.

Proposals

2056 Denmark, Finland, Iceland, Norway, Sweden

802. *After this No. add the following new paragraph:*

§ 38 *bis*. For the use of 2 182 kc/s for distress and calling purposes see . . .

Reasons

1. In order to make the provisions regarding the frequency 2 182 kc/s applicable to the aeronautical mobile service.
2. In accordance with the special proposal concerning the use of 2 182 kc/s for distress purposes.

4255 United States of America

802. *In fine, before:* **711** to **723** *add:* Nos.

2057 Australia (Commonwealth of), Denmark, Finland, France, French O.P.T.A., Iceland, Morocco, Norway, United Kingdom, Sweden

803. *Delete.*

Reasons

Australia (Commonwealth of):

The frequency 333 kc/s is not now used by aircraft stations in Australia.

France, French O.P.T.A.:

The use of 333 kc/s is no longer as provided in **803**.

United Kingdom:

No longer required by the aeronautical service.

2058 Japan

803. *At the beginning replace:* In Regions 1 and 3 *by:* In Region 1.

Reasons

See proposal 1037.

(Continuation of Art. 34)

United States of America

ARTICLE 34

The United States of America suggest a complete editorial revision of Article 34; the proposed new text is therefore given below as a whole.

	References to the RR	Proposed Text
4256		**MARITIME MOBILE SERVICE OF TELEPHONY**
		Section I. General Provisions
4257	804	§ 1. (1) The provisions of the present Article are applicable in all cases to the use of radiotelephony by stations of the maritime mobile service.
		Reasons
		The expression "the use of radiotelephony by" is more descriptive of the subject since a large number of "stations" in the maritime mobile service are equipped to use telegraphy as well as telephony; sometimes the same equipment is used for both.
4258	805	(2) Aircraft stations may enter into telephone communication with stations of the maritime mobile service on frequencies allocated to that service for radiotelephony. They must then comply with the provisions of this Article and Article 27.
		Reasons
		To call attention to the provisions of the Regulations dealing with the operation of aircraft stations in the maritime mobile service.
4259	806	§ 2. (1) The service of ship stations when using telephony must be performed by an operator satisfying the conditions fixed by Article 24.
		Reasons
		The expression "the use of radiotelephony by" is more descriptive of the subject since a large number of "stations" in the maritime mobile service are equipped to use telegraphy as well as telephony; sometimes the same equipment is used for both.
4260	807	(2) For the call signs for coast and ship stations using telephony see Article 19.
		Reasons
		The expression "the use of radiotelephony by" is more descriptive of the subject since a large number of "stations" in the maritime mobile service are equipped to use telegraphy as well as telephony; sometimes the same equipment is used for both.
4261	808	*(See § 16 (1) below)*
4262	809	*(See § 15 below)*

	References to the RR	Proposed Text
4263	810	§ 3. The List of Coast and Ship Stations shall indicate useful information concerning the service performed by each station including:
4264	New	*a)* The frequencies of transmission and reception (also the pairs of frequencies in the case of duplex telephony) allocated to each coast station:
4265	811	*(See § 44 (2) below)*
4266	812	*(See § 39 below)*
4267	813	*(See § 5 (1) below)*
4268	814	*(See § 5 (2) below)*
4269	815	*(See § 28 (1) below)*
4270	816	*(See § 20 (3) below)*
4271	817	*(See § 5 (4) below)*
4272	818	*(See § 28 (2) below)*
4273	819	*Delete.*
		Reasons
		See § 30 (1) below.
4274	820	*b)* If the watch prescribed by § 30 (1) is not maintained by an operator, the method used shall be specifically indicated.
4275	821	*(See § 20 (1) below)*
4276	822	*c)* One of the frequencies which coast stations must be able to use in accordance with § 20. (1) is printed in heavy type in the List to indicate that it is the normal working frequency of the station. Supplementary frequencies, if assigned, are shown in ordinary type.
4277	New	*d)* Any special characteristics for calling (spoken name of station, presence of carrier wave, special modulatory tones, etc.) to which coast stations are equipped to respond.
4278	New	*e)* Those coast stations authorized to use the frequency 2 182 kc/s as provided by No. **816.**
		Reasons
		§ 3, § 3*a)*, § 3*b)*, § 3*c)*, § 3*d)*, § 3*e)*: (Proposals 4263, 4264, 4274, 4276, 4277 and 4278) Improved editorial arrangement. Also sub-paragraph 3*d)* would serve to provide obviously useful information and is supported by § 8 (3) of Article 3 of the Fourth Inter-American Agreement, Washington, 1949.

	References to the RR	Proposed Text
4279		**Section II. Frequency Bands and Classes of Emission**
		Reasons
		To conform to editorial rearrangement of this Article.
4280	New	§ 4. The international maritime mobile service of telephony, to which the provisions of this Article apply, utilizes principally three parts of the radio frequency spectrum as follows:
4281	New	*a)* Primarily for medium-distance harbor, coastal and intership communications: the authorized frequencies or frequency bands between 1 605 and 2 850 kc/s;
4282	New	*b)* Primarily for long-distance ship-shore communications: the authorized frequency bands between 4 000 and 23 000 kc/s;
4283	New	*c)* For short-distance communications whenever practicable: the authorized frequencies between 150.80 and 174 Mc/s.
		Reasons
		To distinguish, for purposes of uniformity in application and reference, the three broad characteristic frequency bands in which the international maritime mobile service of telephony is conducted.
4284	**813**	§ 5. (1) The frequency 2 182 kc/s is the international distress frequency for the maritime mobile service of radiotelephony (see Chapter III).
4285	**814**	(2) The administrations concerned will ensure, by special arrangements if necessary, that an adequate guard-band is provided for this frequency.
4286	New	(3) Additionally, the frequency 2 182 kc/s is the calling frequency for the maritime mobile service of radiotelephony in the portions of the band 1 605 to 2 850 kc/s in which this service is authorized (see Chapter III).
		Reasons
		To modify Atlantic City Nos. **813** and **814** to establish 2 182 kc/s as the single international distress frequency for the entire maritime mobile service of telephony instead of referencing it as a distress frequency to the band limits 1 605 to 2 850 kc/s only. Also to continue recognition of 2 182 kc/s as the general calling frequency for this service in this part of the radio spectrum.
4287	**817**	(4) However, an administration may assign to a station other frequencies for call and reply.
4288	New	§ 6. The interested administrations designate, by special arrangements if necessary, working frequencies in the portions of the band 1 605 to 2 850 kc/s in which the maritime mobile service of telephony is authorized, for the handling of public correspondence, communications relating to ship operations, safety of navigation, etc. In this regard, these administrations recognize that international communication on frequencies of this category is facilitated by the designation of at least one intership working frequency and one ship-shore working frequency for limited common use in Regions 1, 2 and 3 (see Article 28).

	References to the RR	Proposed Text
		Reasons To recognize established procedure and invite attention to the need for coordination between interested administrations in assigning particular working frequencies in this part of the spectrum for use by ship and coast stations of the different countries. [See Regulations annexed to Safety of Life at Sea Convention, London, 1948; Chapter IV, Regulation 15, paragraph (b)]. This principle is already set forth in existing No. **834** in reference to the VHF band, and is advocated for the 1 605–2 850 kc/s band by Recommendations No. 2 and 3 of the Baltic and North Sea Radiotelephone Conference, Göteborg, 1955. Also support is evidenced by Article 3, paragraph 11 of the Fourth Inter-American Radio Agreement, and Geneva E.A.R.C. Resolution No. 5.
4289	New	§ 7. In the portions of the band 1 605 to 2 850 kc/s in which the maritime mobile service of telephony is authorized and in the radiotelephone bands authorized for this service between 4 000 kc/s and 23 000 kc/s, communication shall be effected primarily by means of amplitude-modulated emission (type A), either double or single sideband.
		Reasons To promote standardization and effectiveness in communication, particularly for safety at sea, for the international maritime mobile service of telephony in these portions of the radio spectrum. This principle is supported by existing Nos. **752** and **833**, by Regulation 15 of Chapter IV annexed to the Safety at Sea Convention, 1948, and by the USA proposal for revision of Article 28.
4290	**823**	*(See § 22 (1) below)*
4291	**824**	*(See § 45 (1) below)*
4292	**825**	*(See § 45 (2) below)*
4293	**826**	*(See § 45 (3) below)*
4294	**827**	*(See § 45 (4) below)*
4295	**828**	*Delete.*
		Reasons This regulation is unnecessary in consideration of proposed No. **804**.
4296	New	§ 8. (1) The frequency bands allocated to the maritime mobile service of telephony between 4 000 and 23 000 kc/s are set forth in Article 9 of these regulations (see Nos. **263, 264, 265**).
		Reasons This paragraph is proposed as basic reference material in consideration of the intended scope of Article 34.
4297	**829**	(2) For the conduct of duplex telephony on frequencies within these bands, the frequencies of emission of coast stations and of the corresponding ship stations shall be selected, as far as possible, by pairs as indicated in Appendix 12.

	References to the RR	Proposed Text
		Reasons
		Editorial in relation to proposed § 8 (1).
4298	830	*(See § 10 (1) below)*
4299	831	*Delete.*
		Reasons
		To standardize these guard-bands internationally and to implement existing No. **830** on a world-wide basis in accordance with Article 6 of the Hague Agreement, 1957.
4300	832	*(See below where No.* **832** *has been deleted.) (Proposal 4305)*
4301	833	*Delete.*
		Reasons
		To standardize on a world-wide basis the type of emission to be used for the maritime mobile service of telephony in the band 150.80 to 174 Mc/s. In the United States, experience has shown that type F emission is very effective in this service on frequencies of this order. This proposal is supported by the related C.C.I.R. recommendation adopted at Warsaw in 1956 and by Article 2 of the Hague Agreement, 1957.
4302	834	*Delete.*
4303	New	§ 9. (1) In the very high frequency (VHF) band 150.80 to 174 Mc/s, frequencies shall be assigned in accordance with the VHF Allocation Table for the international maritime mobile service of telephony as indicated in Appendix 12 *bis. (Proposal 4592)*
		Reasons
		To implement Article 6, paragraph 1 of the Hague Agreement, 1957, on a world-wide basis, subject to proposed modification of the Hague Allocation Table for this purpose as shown in proposed Appendix 12 *bis.* (Proposal 4592)
4304	New	(2) Before authorizing the use of any of these frequencies by aircraft stations (except for communications preceded by the international distress, alarm, urgency, or safety signals) all administrations concerned must be satisfied by practical tests made under operating conditions equivalent to those obtaining in practice (including altitude of the aircraft, radiated power, etc.) that the operation of such stations will not interfere with the normal functioning of the international maritime mobile service conducted on the involved frequency or frequencies.
		Reasons
		To avoid any abnormal interference from mobile stations aboard aircraft by reason of the high altitude of the transmitting antennas, even though low power may be used. In the United States, experience has shown that the interference range of these frequencies is considerably extended when they are used by aircraft stations of even very low power.
4305	832	*Delete.*
4306	New	(3) In assigning frequencies to authorized services other than maritime mobile, administrations shall avoid the possibility of harmful interference to the international maritime mobile service of telephony conducted on the VHF frequencies set forth in Appendix 12 *bis. (Proposal 4592)*
		Reasons
		Existing No. **832** is limited in application to the frequency 156.80 Mc/s only, and appears unnecessary in consideration of the substitute text herein proposed to implement Article 6, paragraph 2 of the Hague Agreement, 1957, on a world-wide basis.

	References to the RR	Proposed Text
4307	830	§ 10. (1) The frequency 156.80 Mc/s is the frequency designated for world-wide use on a simplex basis in the maritime mobile service for calling and safety purposes. **Reasons** To implement on a world-wide basis the principle of Recommendation No. 2 of the International Maritime V.H.F. Radiotelephone Conference, the Hague, 1957, (hereinafter referred to as the Hague Conference).
4308	New	(2) Apart from authorized transmissions centered on this frequency, all emissions capable of causing harmful interference to distress and safety services provided on this frequency or to calls, or replies transmitted to or from ship stations on this frequency, are forbidden in the bands 156.725 to 156.775 Mc/s and 156.825 to 156.875 Mc/s. **Reasons** To standardize these guard-bands internationally and to implement existing No. **830** on a world-wide basis in accordance with Article 6 of the Hague Agreement, 1957.
4309	New	§ 11. Only frequency (or phase) modulated emission (type F) is authorized for stations using telephony in the maritime mobile service on the frequencies set forth in the VHF Allocation Table as indicated in Appendix 12 *bis*. *(Proposal 4592)* **Reasons** To standardize on a world-wide basis the type of emission to be used for the maritime mobile service of telephony in the band 150.80 to 174 Mc/s. In the United States, experience has shown that type F emission is very effective in this service on frequencies of this order. This proposal is supported by the related C.C.I.R. recommendation adopted at Warsaw in 1956 and by Article 2 of the Hague Agreement, 1957.
4310	New	§ 12. When transmitting on any of the frequencies designated in the VHF Allocation Table as indicated in Appendix 12 *bis*, the emission of each ship station and of each coast station shall be polarized vertically at the source. *(Proposal 4592)* **Reasons** To standardize on a world-wide basis the type of polarization to be utilized for VHF communication in the international maritime mobile service of telephony. This proposal is supported by the C.C.I.R. and the Hague Agreement.
4311	New	§ 13. The incidental and secondary use of radiotelegraphy for the transmission of distress, alarm, calling, or operating signals on the radiotelephone frequencies of the maritime mobile service, to facilitate communication in this service by radiotelephony, is authorized. Before permitting such transmission on the frequency 2 182 kc/s or 156.80 Mc/s for calling or operating signals, however, all administrations concerned must be satisfied by practical tests that harmful interference will not be caused to radiotelephone communication carried on under the provisions of this Article. **Reasons** To authorize the use of radiotelegraphy by either manual or automatic means (keyed carrier or keyed modulating frequencies) on a secondary basis for the purposes mentioned in the text of this proposal. See also existing No. **808**.

	References to the RR	Proposed Text
4312	New	**Section III. Technical Provisions Concerning Equipment and Emissions**
4313	New	§ 14. The provisions of this Section, in addition to the general provisions of Article 16, are applicable to the maritime mobile service of telephony.
		Reasons
		To show that this Section is supplemental in behalf of the maritime mobile service, and does not abrogate any of the applicable provisions of Article 16.
4314	New	*A. General*
4315	809	§ 15. In order to obtain rapid and satisfactory communication, stations in the maritime mobile service of telephony should, as far as possible, be equipped with devices for instantaneous switching from transmission to reception and vice versa. Except for duplex operation, this provision is necessary for all stations establishing communication between ships or aircraft and subscribers of the land telephone system.
		Reasons
		For editorial consistency and accuracy and to avoid use of the term "radiotelephone stations", as explained in a preceding reason.
4316	808	§ 16. (1) Automatic calling devices, and devices providing for the emission of a busy (operating) signal in duplex telephony to indicate that the particular frequency pair is in use, may be used in this service, in accordance with § 13.
		Reasons
		To recognize and internationally authorize existing procedure as utilized by public coast stations in the United States.
4317	New	(2) The characteristics of radiotelegraph signals used on authorized radiotelephone frequencies of the maritime mobile service for calling or operating signals must be such as to avoid conflict or confusion with the radiotelephone or radiotelegraph alarm signals authorized for use in distress (see Article 37).
		Reasons
		To avoid unnecessary and unauthorized general alerting of stations either aurally or by means of the activation of automatic alarm receivers.
4318	New	*B. Telephony by Means of Amplitude-Modulated Emission With Reduced or Suppressed Carrier*
4319	New	§ 17. (1) In the international maritime mobile service to which this Article applies, the use of amplitude-modulated emission, wherein the amplitude of the carrier frequency is reduced or suppressed in the transmitting apparatus, shall not be substituted for existing facilities utilizing the carrier frequency at normal amplitude unless it is assured that existing services of safety, ship operation or navigation, or public correspondence are adequately provided.

	References to the RR	Proposed Text
4320	New	(2) In this service, when amplitude-modulated emission is used with one of the two normal frequency sidebands reduced or suppressed in the transmitting apparatus, this reduction or suppression shall be applied in all instances to the sideband — * — in frequencies than the frequency of the carrier.
4321	New	* Insert either the word "higher" or the word "lower" in accordance with conference decision.
		Reasons
		Recognition of the anticipated increase in use of these classes of emission in this service with resultant problems of compatibility, conversion, and standardization in relation to existing amplitude-modulated systems.
4322	New	*C. Telephony by Means of Frequency-Modulated Emission in the Band 150.80 to 174 Mc/s*
4323	New	§ 18. In order to ensure effective international communication by means of frequency-modulated emission on the authorized frequencies of the maritime mobile service of telephony between 150.80 Mc/s and 174 Mc/s the technical characteristics of the system within this band must, within limits consistent with practical considerations, satisfy the conditions set forth in Appendix 12 *ter. (Proposal 4593)*
		Reasons
		In accordance with the general principle expressed in the Hague Agreement and C.C.I.R. (Warsaw).
4324	New	§ 19. Equipment shall be designed so that frequency changes between assigned channels can be carried out rapidly, e. g., within a few seconds.
		Reasons
		In accordance with the general principle expressed in the Hague Agreement and C.C.I.R. (Warsaw).
4325	New	**Section IV. Conditions to be observed by Coast Stations**
4326	821	§ 20. (1) Coast stations which use the frequency 2 182 kc/s for calling must be able to use at least one other frequency in the portions of the band 1 605–2 850 kc/s in which the maritime mobile radiotelephone service is admitted.
4327	New	(2) All coast stations open to the international service of public correspondence on one or more frequencies between 1 605 and 2 850 kc/s must be capable of transmitting and receiving class A–3 emission additionally on the frequency 2 182 kc/s.
		Reasons
		To provide as a public service, the safety use of 2 182 kc/s and for the exchange of public correspondence on an associated working frequency.

	References to the RR	Proposed Text
4328	816	(3) The use of 2 182 kc/s, however, for call and reply purposes between ship and coast stations is permitted only within the service areas of coast stations duly authorized by their administrations to this effect after a special arrangement if necessary. **Reasons** Editorial in reference to the preceding sub-paragraph. The last sentence is deleted in view of proposal for No. **810**. (Proposal 4263)
4329	New	§ 21. (1) Coast stations which use the frequency 156.80 Mc/s for calling must be able to use at least one other frequency authorized by these regulations for the maritime mobile service of telephony in the band 150.80 to 174 Mc/s. **Reasons** To apply the same kind of regulatory principle in this band as is applied to the band 1 605 to 2 850 kc/s.
4330	New	(2) Every coast station providing an international service of telephony on one or more frequencies authorized by these regulations for the maritime mobile service between 150.80 and 174 Mc/s must be capable of transmitting and receiving class F3 emission on the frequency 156.80 Mc/s and at least one working frequency in this band; except that in areas where an administration determines that adequate service on 156.80 Mc/s is adequately provided by other coast stations in the area involved, the provision of this frequency need not then be required. **Reasons** The frequencies prescribed in sub-paragraph (2) are believed to be a minimum complement for coast stations (public or non-public) operating in this band. In regard to non-public coast stations, several communication functions are provided by such stations in this band which may well be non-existent in other bands. Inclusion of a "relief clause" is believed desirable to provide the necessary flexibility of administration in respect to service in this band.
4331	823	§ 22. (1) Working frequencies of coast stations must be chosen in such a manner as to avoid interference with other coast stations. In regard to operation on common channels in the VHF band, see Appendix 12 *ter*. *(Proposal 4593)* **Reasons** The additional sentence is included for useful reference. The word "coast" is inserted for clarity.
4332	New	§ 23. As far as may be practicable, coast stations open to the international service of public correspondence shall, when using telephony, be capable of working with ship stations equipped either for duplex or semi-duplex operation. The latter terms are defined in Appendix 12 *bis*. *(Proposal 4592)* **Reasons** This operating flexibility is believed to be a practical necessity for a complete ship-shore public telephone service and in respect to VHF operation is supported by Recommendation No. 5, paragraph 1 of the Hague Conference.

	References to the RR	Proposed Text
4333	New	**Section V. Conditions to be observed by Mobile Stations**
4334	New	§ 24. The provisions of this Section, in addition to the specific provisions of Article 28, are applicable to ship and aircraft stations when operating in the maritime mobile service of telephony. **Reasons** To refer to several important requirements for ship stations using telephony which need not be covered by this Article because they are set forth in Article 28 [see in proposed Article 28 § 9 (2 *bis*), (2*ter*), (2*quater*); § 10 (1*bis*), a), b), (2); § 11; § 13 (2*bis*)]. (Proposals 4128 to 4131, 4133 to 4136, 4137, 4141 and 4144).
4335	New	§ 25. (1) When transmitting on the frequency 2 182 kc/s for other than distress calls and distress traffic, and urgency and safety signals and messages, the mean power of the unmodulated carrier wave as used for class A3 emission shall not exceed 100 watts. **Reasons** To apply this regional provision on a world-wide basis as a necessary protection from interference on 2 182 kc/s from mobile stations that otherwise might use unjustified higher power. See existing No. **825** of these regulations and Article 3, § 2 of the Fourth Inter-American Radio Agreement.
4336	New	(2) The power of ship stations when transmitting on any frequency authorized by this Article within the band 150.80 to 174 Mc/s is determined by special arrangements between interested administrations or by the administration having jurisdiction over the stations involved, but in no event shall the output power of the transmitter exceed 50 watts. **Reasons** In consideration of the predominant effect of antenna height on the received field intensity, as well as the variation of other related factors in different geographic areas, it is believed appropriate to establish a maximum power limitation.
4337	**271**	§ 26. Radiotelephone emissions of ship stations, and of aircraft stations when communicating with stations of the maritime mobile service, shall comply with the frequency tolerance requirements prescribed for coast stations in Appendix 3. **Reasons** Logically, No. **271** should be transferred to this Article.
4338	New	§ 27. The international radiotelephone service of public correspondence provided on ships shall, whenever practicable, be operated on a duplex basis. **Reasons** Under suitable technical conditions this kind of service can be provided. Since, from the user's point of view, it is distinctly superior to semi-duplex or simplex operation, it should be available to the widest practicable extent. See proposed § 23 and Recommendation No. 5, § 2 of the Hague Conference (1957).

	References to the RR	Proposed Text
4339	New	**Section VI. Operation of Stations**
4340		*A. Provisions Relating to Calling Frequencies*
4341	815	§ 28. (1) The frequency 2 182 kc/s may be used for calls and replies, subject to other provisions of this Section, and it is the frequency to be used for the distress call and traffic, as well as for urgency and safety signals and messages. It shall be used by ship and aircraft stations, equipped to operate by telephony in the band 1 605 to 2 850 kc/s, when requesting assistance from the maritime services.
		Reasons
		The additional text appears desirable to emphasize the importance of mobile stations requesting assistance on the frequency 2 182 kc/s, at least for their initial effort.
4342	818	(2) The distress, urgency and safety signals in radiotelephony are defined in Article 37 and the procedure for using these signals is governed by that Article.
		Reasons
		To establish a more complete reference in respect to these important signals and their proper use.
4343	New	(3) In addition to the use of 2 182 kc/s authorized by § 28 (1), the following provisions shall apply:
4344	New	*a)* Ship and coast stations may use this frequency for brief test signals as may be necessary to determine whether the transmitting apparatus of the station is in proper working condition on this frequency.
4345	New	*b)* Ship stations may use this frequency additionally for brief radio operating signals.
4346	New	*c)* Coast stations may use this frequency additionally for brief announcements specifying the nature of a particular communication to be transmitted soon thereafter on a different frequency by the same coast station to a plurality of mobile stations, when the particular communication is of general interest to mobile stations of the maritime mobile service, including ordinary weather and hydrographic information, or call lists of mobile stations with which the coast station desires to communicate.
4347	New	*d)* The transmission of normal calls, replies, and brief radio operating signals on 2 182 kc/s by coast stations is authorized only when the use of a different frequency for these purposes appears to be impracticable because of operating or equipment limitations of mobile stations.
		Reasons
		To more precisely specify and discourage the use of 2 182 kc/s for other than safety communications.

	References to the RR	Proposed Text
4348	New	§ 29. In addition to the use of 156.80 Mc/s authorized by No. **830,** this frequency may be used:
4349	New	*a)* For brief radio operating signals;
4350	New	*b)* For transmissions of Safety and Urgency Signals and Messages.
4351	New	*c)* For brief test signals as may be necessary to determine whether the transmitting apparatus of the station is in proper working condition on this frequency.
4352	New	*d)* By coast stations for brief announcements specifying the nature of a particular communication to be transmitted soon thereafter on a different frequency by the same coast station to a plurality of mobile stations, when the particular communication is of general interest to mobile stations of the maritime mobile service, including ordinary weather and hydrographic information, or call lists of mobile stations with which the coast station desires to communicate.
		Reasons
		To more precisely specify the appropriate use of 156.80 Mc/s..
4353	New	*B. Provisions Concerning Watch or Monitoring of Frequencies*
4354	(819)	§ 30. (1) Every coast station open to the international service of public correspondence in the band 1 605 to 2 850 kc/s which forms an essential part of the coverage of the area for distress purposes, shall, during its hours of service, maintain an efficient watch for the reception of Class A3 emission on the frequency 2 182 kc/s whenever such station is not being used for transmission on that frequency.
4355	New	(2) These stations may maintain this watch on the frequency 2 182 kc/s by means of an operator using either a head telephone receiver or a loud speaker. This watch shall be in addition to any watch (automatic monitoring) which may be provided at the same time by an auto-alarm receiver.
		Reasons
		To improve safety at sea in behalf of those ships fitted for telephony by reason of the Safety at Sea Convention and the large number of small ships voluntarily fitted for telephony in this frequency band. Further, it is desired to exclude application of this requirement to non-public coast stations because that appears to be unnecessary. This proposal is supported by Regulations 24 and 25 annexed to Recommendation No. 10 adopted by the Baltic and North Sea Radiotelephone Conference, Göteborg, 1955, and in part by § 8, Article 3 of the Fourth Inter-American Agreement, Washington, 1949.
4356	New	§ 31. (1) Every coast station providing an international maritime mobile service of telephony in the band 150.80 to 174 Mc/s shall, during its working hours, maintain as far as possible an efficient watch for the reception of class F3 emission on the frequency 156.80 Mc/s whenever such station is not being used for transmission on that frequency.

(Continuation of Art. 34)

United States of America *(cont'd)*

	References to the RR	Proposed Text
4357	New	(2) Those stations may maintain this watch on the frequency 156.80 Mc/s by means of an operator using either a head telephone receiver or a loud speaker. This watch shall be in addition to any watch (automatic monitoring) which may be provided at the same time by an auto-alarm receiver.
		Reasons
		To improve the VHF maritime telephone service, as well as the safety of shipping in port areas by requiring all VHF coast stations in the international service to monitor 156.80 Mc/s for voice calls from mobile stations. Non-public coast stations are included because in many cases, they render essential port services and because the coverage area of VHF stations, in general, is substantially less than those using the lower frequencies.
4358	New	§ 32. In addition to the watch prescribed by § 30 (2), § 31 (1) and § 31 (2), coast stations open to the international service of public correspondence, must, during their hours of service, monitor their receiving frequency or frequencies which are indicated in the List of Coast and Ship Stations for receiving calls from mobile stations. In regard to the effective reception of calls from mobile stations, the method of monitoring shall be no less efficient than a watch by an operator.
		Reasons
		To ensure that ship stations equipped for telephony in the international service will, under normal conditions, be able to call and contact public coast stations of foreign countries on the indicated working frequencies. This will avoid unnecessary use of the calling frequencies. Also, in reference to communication over long distances (4 000–23 000 kc/s band) the use of the general calling frequencies 2 182 kc/s and 156.80 Mc/s would be ineffective. This proposal is supported by Article 3, § 9 of the Fourth Inter-American Agreement.
4359	New	*C. Procedure Preparatory to Working*
4360	**694**	§ 33. (1) When a station does not reply to a call for it, transmitted three times at intervals of two minutes, the calling must cease and shall not be renewed until after an interval of 15 minutes, except for distress, urgency, or safety communications. Stations shall not radiate unnecessarily their carrier in the interval between calls.
4361	**651**	(2) When a station receives a call without being certain that such a call is intended for it, it must not reply until the call has been repeated and understood.
4362	**651**	(3) When a station receives a call which is intended for it, but is uncertain of the call sign or name of the calling station, it must reply immediately, asking for repetition of the call sign or name of the calling station.
		Reasons
		Except for the last sentence, the proposal for (1) is identical with existing No. **694.** The last sentence is added to avoid unnecessary interference in the use of telephony. Because of its basic importance, that portion comprising No. **694** should be repeated at this point. The proposal for (2) and (3) is intended to avoid unnecessary use of frequencies (see No. **651**).

(Continuation of Art. 34)

United States of America *(cont'd)*

	References to the RR	Proposed Text
4363	New	§ 34. (1) If contact is established on the frequency 2 182 kc/s or 156.80 Mc/s, coast and mobile stations then transfer to one of their normal working frequencies (or pairs of frequencies) for the exchange of traffic.
4364	New	(2) Transmission on the calling frequency 2 182 kc/s or 156.80 Mc/s (including calls, replies, operating signals, and conversation relating to safety) shall be held to a minimum. As a general rule, any one exchange of communications on either of these frequencies between particular stations shall not exceed one minute duration. In the event of distress or other emergency, this time limit shall not apply.
		Reasons
		To avoid unnecessary use of the calling frequencies.
4365	New	§ 35. (1) A mobile station calling another mobile station of a nationality other than its own shall use the frequency 2 182 kc/s or 156.80 Mc/s for the call, except:
4366	New	*a)* When the individual stations have agreed in advance to use for the call a different authorized frequency which will be monitored for this purpose by the station intended to receive the call; or
4367	New	*b)* When the use of a different frequency for the call is necessary to avoid harmful delay in effecting communication concerning safety of life or property.
		Reasons
		To strengthen internationally the general type or procedure in this service that is believed to be recognized and advocated by certain maritime countries. This practice has been adopted in respect to stations of the United States and is thought to be necessary, in regard to 2 182 kc/s at least, for effective implementation of the radiotelephone provisions of the Safety at Sea Convention.
4368	New	(2) A mobile station, whenever it has established contact with another mobile station on the frequency 2 182 kc/s or 156.80 Mc/s, must indicate the intership channel or frequency to which it is proposed to transfer for exchange of traffic.
		Reasons
		To expedite and facilitate ship-to-ship communication.
4369	New	§ 36. When calling a coast station, a mobile station must, if possible, use a working frequency which normally is monitored by the coast station during its hours of service. If this procedure is not possible or is found to be ineffective, or if an emergency impends or exists, the call then may be transmitted on the appropriate calling frequency, either 2 182 kc/s or 156.80 Mc/s.
		Reasons
		To strengthen internationally the general type of procedure in this service that is believed to be recognized and advocated by certain maritime countries.

(Continuation of Art. 34)

United States of America *(cont'd)*

	References to the RR	Proposed Text
4370	New	§ 37. (1) When calling a mobile station, a coast station must, if possible, use a working frequency which normally is monitored by the mobile station during its hours of service. If this procedure it not possible or is found to be ineffective, or, if an emergency impends or exists, the call then may be transmitted on the appropriate calling frequency, either 2 182 kc/s or 156.80 Mc/s.
		Reasons
		To strengthen internationally the general type of procedure in this service that is believed to be recognized and advocated by certain maritime countries.
4371	New	(2) When a mobile or coast station receives a call, it replies on the frequency normally associated with the frequency used for the call, unless a different frequency for reply is indicated by the calling station.
		Reasons
		To strengthen internationally the general type of procedure in this service that is believed to be recognized and advocated by certain maritime countries. This practice has been adopted in respect to stations of the United States and is thought to be necessary, in regard to 2 182 kc/s at least, for effective implementation of the radiotelephone provisions of the Safety at Sea Convention.
4372	New	(3) Mobile and coast stations must, after calling another station, indicate the authorized frequency on which a reply is desired if this frequency is not the normal one associated with the frequency used for the call.
		Reasons
		To expedite and facilitate communication.
4373	New	(4) If a mobile station is not equipped to operate on the frequency that is requested by a coast station, it must indicate such other frequencies on which it can operate, and the choice of frequency shall be made by the coast station (see No. **677**).
4374	New	(5) If a coast station is not equipped to operate on the frequency that is requested by the mobile station, it must indicate such other frequencies on which it can operate and the choice of frequency shall be made, if possible, by the coast station (see No. **677**).
		Reasons
		[For (4) and (5)]. To expedite and facilitate communication while at the same time permitting the coast station to control the selection of working frequencies in accordance with No. **677**.
4375	New	§ 38. (1) When contact on 156.80 Mc/s has been established between a coast station providing services for port operations and a ship station, the ship station indicates the particular service required (such as navigational information, docking instructions, etc.), and the coast station then indicates the channel or frequency to be used for exchange of traffic.
		Reasons
		To expedite and facilitate port operational communication.

	References to the RR	Proposed Text
4376	New	(2) If the frequency 156.80 Mc/s is being used for distress, urgency or safety communications, a ship station requiring port operational communication may call on an appropriate working frequency. **Reasons** To indicate the method of calling for port operational services when the normal calling frequency is temporarily unavailable because of higher priority use.
4377	New	*D. Procedure for Working*
4378	812	§ 39. Mobile stations equipped solely for radiotelephony may transmit and receive radiotelegrams by means of telephony. The procedure indicated in Appendix 11 may be applied for this purpose.
4379	New	§ 40. Coast stations transmit their traffic lists on one or more of their normal working frequencies, as permitted by the administrations having jurisdiction over the respective stations. This transmission may be briefly announced in advance by transmission from the coast station on the calling frequency 2 182 kc/s or 156.80 Mc/s. **Reasons** To recognize the practice of transmitting lists of mobile stations for which a coast station has traffic (radiotelegrams or requests for telephone communication) and to prescribe the appropriate procedure based on No. **685**, while at the same time permitting each administration to regulate its own stations in this respect, including designation of the particular working channel(s) to be used for this purpose.
4380	New	§ 41. When the calling station wishes to exchange more than one radiotelephone call, or to transmit one or more radiotelegrams, it should indicate this when contact with the station called is established. **Reasons** To establish appropriately for maritime telephony the same procedure recognized for maritime telegraphy (see No. **628**).
4381	New	§ 42. (1) If the station called is unable to accept traffic, it replies to the call and informs the calling station of the probable time of waiting expressed in an estimated number of minutes. If the probable duration exceeds 10 minutes (5 minutes in the case of aircraft stations) the reason for the delay must be stated. Alternatively, the station called may indicate by any appropriate means that it is not ready to receive traffic immediately. **Reasons** To establish appropriately for maritime telephony, the same procedure recognized for maritime telegraphy (see No. **650**).

	References to the RR	Proposed Text
4382	New	*E. Procedure for Tests*
4383	New	§ 43. (1) The duration of any signals sent for testing should be kept to a minimum. When it is necessary for a station to transmit test signals, they should be transmitted in accordance with the procedure set forth below:
4384	New	*a)* The operator responsible for operation of the transmitting apparatus shall ascertain by careful listening that the test emissions will not be likely to interfere with transmissions in progress: if they are likely to interfere with the working of a coast or aeronautical station, the consent of such station must be obtained before the test emissions occur;
4385	New	*b)* The official call sign and the name or the geographic location of the testing station, followed by the word "test", shall be announced by voice on the radio-channel being used for the test, as a warning that test emissions are about to be made on that frequency;
4386	New	*c)* The operator shall announce the word "testing" followed in the case of a voice transmission test by the count "1, 2, 3, 4, etc." or by test phrases or sentences not in conflict with normal operating signals; or followed, in the case of other emission, by appropriate test signals not in conflict with normal operating signals. The test signals in either case shall have a duration not exceeding ten seconds continuously. At the conclusion of the test, there shall be voice announcement of the official call sign of the testing station and its approximate geographic location, spoken slowly and distinctly.
4386bis	New	(2) No testing shall be conducted on any frequency assignment within the band 2 170 kc/s to 2 194 kc/s or within the band 156.725 to 156.875 Mc/s which is likely to actuate any automatic alarm receiver within range.
		Reasons
		To provide for necessary testing of stations while at the same time to avoid interference as far as is possible. If interference occurs, to provide for positive identification of the testing station as far as is possible.
4387	New	**Section VII. Application of Provisions in other Articles**
4388	New	§ 44. (1) The provisions concerning the maritime mobile service of telegraphy set forth in Nos. **610** through **614, 658, 676** through **679, 683, 684, 690, 691, 692, 698** and **699** are applicable also to the maritime mobile service of telephony.
		Reasons
		Specific reference to other regulations, applicable to the maritime mobile service, including telephony as well as telegraphy.

	References to the RR	Proposed Text
4389	811	(2) As far as is reasonable and practicable, the provisions concerning the radiotelegraphy service relating to: — distress, urgency, and safety signals (Article 37) and — conditions of closure of the service (Article 35) are applicable to the maritime mobile service of telephony. **Reasons** Editorial in relation to § 44 (1).
4390		**Section VIII. Additional Provisions Applying to Region 1.**
4391	824	§ 45. (1) *Not applicable to Region 2.*
4392	825	(2) *Not applicable to Region 2.*
4393	826	(3) *Not applicable to Region 2.*
4394	827	(4) *Not applicable to Region 2.*

(This page cancels and replaces the present page 581)

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Present Provisions

862 § 3. The provisions of the present Regulations must, however, be observed in the use of emergency (reserve) installations and of installations in lifeboats, liferafts and other survival craft of both ships and aircraft.

863 § 4. Ships fitted with a transmitting installation of class A1 or A2 emission in working order must not use the emergency (reserve) installations of class B except for the transmission of distress signals and distress traffic.

Proposals

Australia (Commonwealth of) *(cont'd)*

over-water flights shall carry a portable self-buoyant and water-resistant radio transmitter capable of being operated away from the aeroplane by unskilled personnel after the aeroplane has alighted on the water.

Reasons

To bring the Regulations into line with I.C.A.O. recommendations on carriage of emergency equipment.

France, French O.P.T.A., Morocco

2387

861. *Delete:* (reserve).

Reasons

See proposal 2388.

2388

862. *Delete:* (reserve).

Reasons

The word "(reserve)" is deleted in the heading and in **860, 861** and **862** in view of the new definitions proposed under Article 1.

2389 China, United States of America

863. *Delete.*

Reasons

China:

See proposal 1950.

United States of America:

For purposes of consistency with proposals for No. **232** and to eliminate the use of Class B emission except as would be allowed under No. **865.**

2390 France, French O.P.T.A., Morocco

863. *Replace the present text by the following:*

§ 4. Ships fitted with an emergency transmitter operating in class B may use it for the transmission of distress signals and distress traffic only.

Reasons

France, French O.P.T.A.:

It is impossible to allow the use of a class B transmitter for reasons other than distress, when the other transmitters (principal or emergency) of the ship are no longer in working condition.

(This page cancels and replaces the present page 588)

(Continuation of Art. 37)

Present Provisions

Proposals

2415 France, French O.P.T.A., Morocco

Heading. Read:

Alarm, Distress, Urgency and Safety Signals, Distress Traffic.

Reasons

France, French O.P.T.A.:

The proposed new title is more appropriate.

2416 Japan

Heading. Read:

Distress Signal and Traffic. Alarm, Urgency, Safety and Warning Signals.

Reasons

To be consistent with the proposed inclusion of a new Section XI *bis* (Warning Signals) (Proposal 2562) in the Regulations.

864 § 1. In the maritime mobile and aeronautical mobile services, the procedure laid down in this article is obligatory.

4395 United States of America

864. *Replace:* article *by:* Article.

865 § 2. No provision of these Regulations shall prevent the use by a mobile station in distress of any means at its disposal to attract attention, make known its position, and obtain help.

4396 United Kingdom

865. *After this No. add the following new paragraph:*

§ 2*bis*. The distress call and message are sent only on the authority of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station.

Reasons

To bring **875** to a more appropriate place.

866 § 3. (1) The speed of telegraph transmission in cases of distress, urgency or safety must not in general exceed 16 words a minute.

France, French O.P.T.A., Morocco 2417

866. *Read at the beginning:*

In radiotelegraphy the speed of transmission.....

(Continuation of Art. 37)

Present Provisions

Proposals

4397 United Kingdom

866. *Replace the present text by the following:*

§ 3. (1) In cases of distress, urgency or safety, the speed of telegraph transmission must not in general exceed 16 words a minute, and radiotelephone transmissions should be made clearly and deliberately.

Reasons

To include provision for radiotelephony.

2418 France, French O.P.T.A., Morocco

866. *After this No. add the following new subparagraph:*

(1 *bis*) In radiotelephony, talking speed must be reduced in distress, urgency or safety traffic, to facilitate transcription of the information received.

867 (2) The speed of transmission for the alarm signal is indicated in **920.**

4398 United States of America

867. *Replace the present text by the following:*

(2) The speed of transmission for the radiotelegraph alarm signal is indicated in No. **920.**

Reasons

To make clear that the No. specifically applies to radiotelegraph transmission.

2419 France, French O.P.T.A., Morocco

867. *Replace the present text by the following:*

(2) The characteristics of the radiotelegraph alarm signal are given in **920.**

4399 United Kingdom

867. *Read in fine:* indicated in **920** and .... *(Proposal* 4488*).*

Reasons

To cover the radiotelephony auto alarm.

(Continuation of Art. 37)

Present Provisions

Proposals

2420 France, French O.P.T.A., Morocco

867. *After this No. add the following new sub-paragraph:*

(2 *bis*) The characteristics of the radiotelephone alarm signal are given in . . . *(see proposal 2538)*.

(This page cancels and replaces the present page 589)

(Continuation of Art. 37)

Present Provisions

Section II. Frequencies to Be Used in Case of Distress

868 § 4. *Ships.*

(1) In case of distress, the frequency to be used shall be the international distress frequency, that is, 500 kc/s (see **714**); it must preferably be used on class A2 or B emissions.

869 (2) In case of distress for radiotelephone stations working in the authorized bands between 1 605 and 2850 kc/s, the frequency to be used is the distress frequency 2182 kc/s (see article 34 and particularly **815**).

Proposals

2421 China

868. *Read in fine:*

.....; it must preferably be used on class A2 emission.

Reasons

See proposal 1005.

4400 United States of America

868. *Before:* **714** *add:* No. *and read in fine:* it must preferably be used on class A2 emissions.

Reasons

Class B emission should be eliminated for all purposes.

2422 France, French O. P. T. A.,

868–869. *Replace the present text by the following:*

§ 4. *Ships.*

In distress, the frequency to be used shall be:

— either the international radiotelegraphy distress frequency (500 kc/s); it should for preference be used with class A2 or B emissions;

— or the international radiotelephony distress frequency (2 182 kc/s); this should for preference be used with class A3 emissions.

2423 Morocco

868–869. *Replace the present text by the following:*

§ 4. *Ships.*

In case of distress, the frequency used shall be:

— either the international radiotelegraphy distress frequency (500 kc/s); it must preferably be used with class A2 emissions;

— or the international radiotelephony distress frequency (2 182 kc/s); it must preferably be used with class A3 emissions.

(Continuation of Art. 37)

Present Provisions

Proposals

4401 United Kingdom

868. *Replace the present text by the following:*

§ 4. (1) In case of distress, for radiotelegraph stations working in the authorized bands between 405 and 535 kc/s, the frequency to be used shall be the international distress frequency, that is, 500 kc/s (see **714**); whenever possible class A2 emission should be used.

Reasons

Consequential on the deletion of **712**; and editorial.

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Present Provisions **Proposals**

U.S.S.R.

2424 **868.** *Delete in fine:* or B.

Reasons

See **712**.

4402 United States of America

869. *In fine, replace* article *by:* Article *and before:* **815** *add:* No.

4403 United Kingdom

869. *Replace the present text by the following:*

(2) In case of distress, for radiotelephone stations working in the authorized bands between 1 605 and and 2 850 kc/s, the frequency to be used shall be the international distress frequency, that is, 2 182 kc/s (see **813**).

Reasons

To specify 2 182 kc/s as the international distress frequency.

U.S.S.R.

2425

869. *Replace the present text by the following:*

(2) In distress, radiotelephone stations working in the authorized bands between 1 605 and 3 800 kc/s shall use the distress frequency 2 182 kc/s (see Article 34 and especially **815**).

and add the following new sub-paragraph:

2426

(2 *bis*) In distress, stations equipped for VHF telephony in the bands 156—162 Mc/s shall exchange calls and distress traffic on 156.80 Mc/s.

Reasons

The Hague Agreement (1957).

(Continuation of Art. 37)

Present Provisions

870 (3) Ship stations which cannot transmit on the above distress frequencies shall use their normal calling frequency.

871 § 5. *Aircraft.*

Any aircraft in distress must transmit the distress call on the frequency on which the land or mobile stations capable of helping it, keep watch. When the call is addressed to stations of the maritime mobile service, the frequencies to be used shall be the international distress frequency 500 kc/s or other watch-keeping frequencies of these stations.

Proposals

4404 United Kingdom

870. *Add in fine:* ... or any other available frequency on which attention might be attracted.

Reasons

To emphasize that any frequency may be used if the distress frequency is not available.

2427 France, French O.P.T.A.

871. *Replace the present text by the following:*

§ 5. *Aircraft.*

Any aircraft in distress shall transmit the distress call on the frequency on which the land or mobile stations capable of helping it keep watch. When the call is to maritime mobile stations, the frequency to be used shall be one of the international distress frequencies (500 kc/s or 2 182 kc/s) or any other frequency on which these stations keep watch.

2428 Japan

871. *Read in fine:*

..... shall be the international distress frequency 500 kc/s class A2 emission or 2 182 kc/s class A3 emis-

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(Continuation of Art. 37)

Present Provisions

Proposals

Japan *(cont'd)*

Reasons

To be consistent with C.C.I.R. Recommendation No. 23 (Warsaw, 1956).

2438 Morocco

873. *Replace the present text by the following:*

(2) The radiotelephony distress signal consists of the three letters S.O.S. pronounced separately and distinctly.

Reasons

C.C.I.R. Recommendation No. 23 (1956).

United Kingdom

874 § 7. These distress signals indicate that the ship, aircraft, or other vehicle sending the distress signal is threatened by grave and imminent danger and requests immediate assistance.

4405

874. *Replace the present text by the following:*

§ 7. These distress signals indicate that a ship, aircraft, or other vehicle is threatened by grave and imminent danger and requests immediate assistance.

Reasons

Clarification.

Section IV. Distress Call

4406

Section IV. *Heading. Read:*

Section IV. Distress Call sent by a Mobile Station in Distress.

Reasons

To confine the use of the distress call in this form to stations actually in distress.

4407

874. *After this No. add in Section IV the following new paragraph:*

§ 7*bis*. The distress call has absolute priority over *all* other transmissions. All stations which hear it must immediately cease any transmission capable of interfering with the distress traffic and must listen on the

(Continuation of Art. 37)

Present Provisions

Proposals

United Kingdom *(cont'd)*

frequency used for the emission of the distress call. This call must not be addressed to a particular station and acknowledgement of receipt is not to be given before the distress message which follows it is sent.

Reasons

881 strengthened and moved to a more appropriate place.

875 § 8. The distress call and message are sent only on the authority of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station.

4408

875. *Delete.*

Reasons

See proposal 4396.

4409

875. *After this No. add the following new subheading:*

Radiotelegraphy

Reasons

To segregate radiotelegraphy from radiotelephony.

876 § 9. (1) The distress call, when sent by radiotelegraphy on 500 kc/s is, as a general rule, preceded by the alarm signal as defined in **920.**

877 (2) When circumstances permit, the transmission of the call is separated from the end of the alarm signal by an interval of two minutes. In this case, the alarm signal must be followed immediately by the distress signal ···▬▬▬··· sent three times, in order to operate the automatic apparatus mentioned in **931.**

2439 Denmark, Finland, Iceland, Norway, Sweden

876 and **877.** See proposals 2394 to 2410.

4410 United States of America

876. *Before:* **920** *add:* No.

2440 France, French O.P.T.A., Morocco

876. *Read in fine:* preceded by the radiotelegraphy alarm signal as defined in **920.**

4411 United States of America

877. *In fine, before:* **931** *add:* No.

(Continuation of Art. 37)

Present Provisions **Proposals**

2441 France, French O. P. T. A., Morocco

877. *In the first sentence, replace:* the alarm signal *by:* the radiotelegraphy alarm signal.

4412 United Kingdom

877. *Replace the present text by the following:*

(2) When circumstances permit, the transmission of the call is separated from the end of the alarm signal by an interval of two minutes so that mobile stations which are warned by the sounding of their automatic alarm apparatus have time to go on watch.

Reasons

To incorporate the second part of **918**, which is of general application, and omit reference to the distress signal, which is no longer required (see proposal for **931**).

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(Continuation of Art. 37)

Present Provisions | **Proposals**

India *(cont'd)*

2447

§ 9 *quinquies*. In the case of aircraft stations:

(1) the distress call sent by radiotelegraphy comprises:

— the distress signal transmitted three times;

— the call sign of the ground station transmitted three times;

— the word DE;

— the call sign of the aircraft station in distress sent three times. *(Amended text of* **878.***)*

2448

(2) the distress call sent by radiotelephony comprises:

— a distress signal S.O.S. spoken three times;

— the call sign of the ground station transmitted three times;

— the words THIS IS followed by the identification of the aircraft station in distress repeated three times. *(Amended text of* **880.***)*

Reasons

1. Existing provisions of not addressing the distress call of an aircraft station to any particular station create confusion.
2. Due to short time available to the pilot of the aircraft in distress repetition of the words THIS IS three times is unnecessary.
3. Drafting.

United Kingdom

4413

878. *Replace the present text by the following:*

§ 10. The distress call sent by a mobile station in distress comprises:

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Proposals

United Kingdom *(cont'd)*

— the distress signal sent three times;

— the word DE;

— the call sign of the calling station sent three times.

Reasons

To restrict this form to the station in distress.

4414

878. *After this No. add the following new sub-heading:*

Radiotelephony

Reasons

See proposal 4409.

4415 United States of America

879. *Replace the present text by the following:*

§ 11. The distress call, when sent by radiotelephony, is as a general rule preceded by the radiotelephone alarm signal as specified in Section IX bis *(proposals 4501 et seq.)* produced by a whistle or any other suitable means. This provision shall not prevent the transmission of the signal ...▬▬▬... by a whistle or other suitable means in addition to the prescribed radiotelephone alarm signal.

Reasons

To implement use of the radiotelephone alarm signal recommended for use on 2 182 kc/s internationally by the C. C. I. R. and conform with the recommendations of the Göteborg Conference (1955). Also to make clear that the alarm signal may be generated by other than automatic means and to continue to allow for the signal ...▬▬▬...

(Continuation of Art. 37)

Present Provisions | **Proposals**

France, French O.P.T.A., Morocco

2449

879, 880 and **881.** *Replace the present text by the following:*

§ 11. The distress call, when sent by radiotelephony on 2 182 kc/s, is generally preceded by the radiotelephony alarm signal defined in ..... *(see proposal 2538.)*

2450

§ 12. The radiotelephone distress call shall comprise:

— the distress signal MAYDAY, spoken three times;

— the words THIS IS (spoken once only);

— the call sign or any other identification signal of the mobile station in distress, repeated three times.

2451

§ 13. *Read in fine:* ..... given before the end of transmission of the distress message which must follow transmission of the distress call as soon as possible.

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Present Provisions **Proposals**

4416 United Kingdom

879. *Replace the present text by the following:*

§ 11. The distress call, when sent by radiotelephony, should, as a general rule, be preceded by the alarm signal as defined in... *(Proposal 4488)*.

Reasons

To provide for the radiotelephony alarm signal.

U.S.S.R.

2452

879–880. *Replace the present text by the following:*

§ 11. The distress call, when sent by radiotelephony on 2 182 kc/s or 156.80 Mc/s, shall ordinarily be preceded by the alarm signal described in Article 37, Seccion IX.

Reasons

The Göteborg (1955) and Hague (1957) Agreements.

2453

§ 12. A distress call sent by radiotelephony shall comprise:

— the distress signal MAYDAY, spoken three times;

— the words THIS IS;

— the call sign or any other identification signal of the mobile station in distress, the whole repeated three times.

Reasons

The Göteborg Agreement (1955).

2454 Morocco

880. *Replace the present text by the following:*

§ 12. The distress call sent by radiotelephony comprises:

— the distress signal S.O.S. spoken three times;

— the words THIS IS (spoken once only);

— the call sign or any other signal identifying the mobile station in distress, spoken three times.

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Present Provisions **Proposals**

2458 Netherlands

880. *Replace the last sub-paragraph by the following text:*

— the words THIS IS (spoken once only), followed by the identification of the mobile station in distress spoken three times.

Reasons

To bring into agreement with practice and in conformity with the radio telegraph procedure.

United Kingdom

4417

880. *Replace the present text by the following:*

§ 12. The distress call sent by a mobile station in distress comprises:

— the distress signal sent three times;

— the words THIS IS;

— the call sign of the calling station sent three times.

Reasons

Clarification.

4418

881. *Delete.*

Reasons

See proposal 4407.

2459 U.S.S.R.

881. *After this No. add the following new paragraph:*

§ 13*bis*. A station in distress may call for silence either from all mobile stations in a given region or from any station causing interference to the distress traffic. It may send this information either to all stations or to one station only, according to circumstances. In any case, it shall use the words: "stop transmitting", followed by MAYDAY.

Reasons

The Göteborg Agreement (1955).

(Continuation of Art. 37)

Present Provisions

Section V. Distress Message

882 § 14 (1). The distress call must be followed as soon as possible by the distress message. This message comprises:

— the distress call;

— the name of the ship, aircraft, or vehicle 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.

Proposals

4419 United Kingdom

Section V. *Heading. Read:*

Section V. Distress Message sent by a Mobile Station in Distress

Reasons

To confine the use of the distress message in this form to the station actually in distress.

2460 Denmark, Finland, Iceland, Norway, Sweden

882. *Replace:*

— the distress call

by:

— the distress signal.

Reasons

It is considered that the distress call should be replaced by the distress signal as first item of the distress message, since this message is to be taken down in writing by receiving stations.

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(Continuation of Art. 37)

Present Provisions **Proposals**

2461 France, French O. P. T. A., Morocco

882. *Replace the present text by the following:*

§ 14 (1) The distress message shall comprise:

— the name or call sign of the ship, aircraft or vehicle 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.

Reasons

France, French O.P.T.A.:

The former wording of **882** was not very clear since the distress call was repeated at the beginning of the distress message, even when the latter immediately followed the distress call.

Morocco:

The former wording was not very clear.

2462 Japan

882. *Add in fine:*

However, in case the distress message is transmitted immediately after the distress call, the distress call given in the distress message may be omitted.

Reasons

In the case of the proviso, it is deemed unnecessary to repeat distress call in the distress message.

2463 Netherlands

882. *After this No. add the following new subparagraph:*

(1 *bis*) When the distress message can be sent immediately following the distress call it is not necessary to transmit the distress call as the first item of the message prescribed (see **882**) provided that the originator of the message is convinced that no confusion is likely to result.

Reasons

In the interests of economy in communications, successive transmissions of the distress call should not be mandatory.

Present Provisions

Proposals

4420 United Kingdom

882. *Replace the present text by the following:*

§ 14. (1) The distress call must be followed as soon as possible by the distress message. This message comprises:

— the distress signal;

— 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;

— the word DE in radiotelegraphy or the words THIS IS in radiotelephony;

— the call sign of the calling station.

Reasons

The distress message must follow as soon as possible after the distress call, in which case a repetition of the call seems superfluous because ships have been alerted and in the case of aircraft it is of paramount importance to save time by transmitting the distress message as soon as possible.

883 (2) As a general rule, a ship signals 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. The signal ·—·—·— is used to separate the degrees from the minutes. When practicable, the true bearing and distance in nautical miles from a known geographical point may be given.

2464 Japan

883. *Replace:* one of the words NORTH or SOUTH and one of the words EAST or WEST *by:* one of the letters N or S and one of the letters E or W.

Reasons

The letters N, S, E and W are commonly used to denote pirections. For the sake of simplification of communication.

4421 United Kingdom

883. 1. *In the second sentence read:* In radiotelegraphy, the signal... *(remainder unchanged).*

2. *In the last sentence replace:* may *by:* should.

Reasons

It is desirable that the information should be given whenever possible.

(This page cancels and replaces the present page 602)

(Continuation of Art. 37)

Present Provisions

Proposals

— by the name of the nearest place, and its approximate distance in relation thereto, together with one of the letters N, S, E or W, as the case may be, or, when practicable, by letters indicating intermediate directions.

Reasons

See proposal 2464.

2472 France, French O.P.T.A., Morocco

885. *After this No. add the following new subparagraph:*

(4*bis*) An aircraft transmitting by radiotelegraphy may use, with the figures relative to coordinates or distances, the first letter of the words NORTH, SOUTH, EAST or WEST, i. e. the signals N, S, E or W, to indicate the latitude and longitude or the direction.

886 § 15. After the transmission of its distress message, the mobile station transmits two dashes of approximately 10 seconds' duration each, followed by its call sign, to permit direction-finding stations to determine its position. This transmission will be repeated at frequent intervals in case of necessity.

887 § 16. (1) The distress message must be repeated at intervals, especially during the period of silence prescribed in **733,** until an answer is received.

888 (2) The alarm signal may also be repeated, if necessary.

889 (3) The intervals must, however, be sufficiently long to allow time for stations preparing to reply to start their sending apparatus.

2473 Denmark, Finland, Iceland, Norway, Sweden

886 to **889.** See proposals 2394 to 2410.

4422 United States of America

886. *At the beginning read:*

§ 15. (1) After the transmission by radiotelegraphy... *(remainder unchanged).*

Reasons

To apply this paragraph specifically to telegraphy.

2474 Netherlands

886. *At the beginning after the word:* transmission *add the words:* in telegraphy.

Reasons

To make clear that this paragraph applies specifically to telegraphy.

Present Provisions | **Proposals**

4423 United Kingdom

886. *Replace the present text by the following:*

§ 15. After the transmission of its distress message by radiotelegraphy, the mobile station in distress transmits two dashes of approximately 15 seconds ... *(remainder unchanged)*.

Reasons

To segregate radiotelegraphy and provide an adequate signal for direction finding in areas of high noise level.

4424 United States of America

886. *After this No. add the following new subparagraph:*

(1 *bis*) After the transmission by radiotelephony of its distress message, the mobile station may be requested to transmit suitable signals followed by its call sign, to permit direction-finding stations to determine its position. This request may be repeated at frequent intervals in case of necessity.

Reasons

To provide a practical regulation for radiotelephony and conform with the principle recommended by the Göteborg Conference (1955).

2475 France, French O. P. T. A., Morocco

886. *After this No. add the following new subparagraph:*

In radiotelephony, the mobile station may also be invited to send the appropriate signals followed by its call sign.

Reasons

To make allowances for the possibilities offered by radiotelephony.

(Continuation of Art. 37)

Present Provisions | **Proposals**

4425 United Kingdom

886. *After this No. add the following new paragraph:*

§ 15*bis*. After the transmission of its distress message, by radiotelephony, the mobile station in distress transmits suitable signals for 20 seconds followed by its call sign, to permit direction-finding stations to determine its position. This transmission will be repeated at frequent intervals in case of necessity.

Reasons

To incorporate 27 of the B.N.R.C. Supplementary Regulations.

4426 United States of America

887. *Before:* **733** *add:* No.

(This page cancels and replaces the present page 603)

(Continuation of Art. 37)

Present Provisions

Proposals

2476 France, French O. P. T. A., Morocco

887. *Replace the present text by the following:*

§ 16 (1) The distress message, preceded by the distress call, shall be repeated at intervals, especially during the periods of silence prescribed in **733** for radiotelegraphy and ..... *(see proposal 2309)* for radiotelephony, until an answer is received.

Reasons

In view of the new form of the distress message indicated under **882**.

4427 United Kingdom

887. *Replace the present text by the following:*

§ 16. (1) The distress message must be repeated at intervals, especially during the periods of silence prescribed in **733** and ... *(proposal 2217)*, until an answer is received.

Reasons

To cater for radiotelephony.

890 (4) When the mobile station in distress receives no answer to a distress message sent on a distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

891 § 17. Immediately before a crash landing, a forced landing (on land or sea) of an aircraft, as well as before total abandonment of a ship or an aircraft, the radio apparatus must, if circumstances permit, be set for continuous emission.

2477 Belgium

891. *Read in fine:*

..... must, if circumstances permit and provided the risk of fire is not thereby increased, be set for continuous emission.

Reasons

It is for the captain to take a decision of this kind.

(Continuation of Art. 37)

Present Provisions

Proposals

2478 France, French O.P.T.A., Morocco

891. *Read in fine:*

.... must, as a general rule and if circumstances permit be set for continuous emission.

Reasons

France, French O.P.T.A.:

In some cases, particularly where aircraft are concerned, there may be an additional risk of fire if the radio is left on.

Morocco:

Should not be compulsory, in view of the risk of fire.

2479 Netherlands

891. *Replace the present text by the following:*

§ 17. Immediately before a crash landing or a forced landing (on land or sea) of an aircraft, as well as before total abandonment of a ship or an aircraft, the radio apparatus should, if circumstances permit, and on condition that no additional risk of fire is created thereby, be set for continuous transmission.

Reasons

The requirement expressed in the present regulations, if made mandatory to existing and future aircraft, will make it necessary to undertake considerable modifications to aircraft equipments not fully justifiable and, by creating an additional fire hazard, result in the introduction of an undesirable practice.

(This page cancels and replaces the present page 604)

(Continuation of Art. 37)

Present Provisions

892 § 18. A mobile station which learns that another mobile station is in distress may transmit the distress message in either of the following cases:

893 *a)* the station in distress is not itself in a position to transmit it;

894 *b)* the master or person responsible for the ship, aircraft or other vehicle carrying the station which intervenes, believes that further help is necessary.

Proposals

United Kingdom

4428

891. *Read in fine:* . . . the radio apparatus should be set for continuous emission if necessary and if circumstances permit.

Reasons

To obviate interference with other working when continuous emission is not needed for rescue purposes.

4429

892 to **894.** *Delete.*

Reasons

Included in proposed new section after **915.**

India

894. *After this No. add the following new paragraph:*

2480

§ 18 *bis.* The distress message thus transmitted will take the following form:

(1) in radiotelegraphy:

— SOS CQ, SOS CQ, SOS CQ;
— CQ;
— the word DE;
— the call sign of the mobile station transmitting the distress message on behalf of other stations in distress three times;
— text of the distress message.

2481 (2) in radiotelephony:

— S.O.S All Stations, S.O.S All Stations, S.O.S All Stations;
— All Stations;
— the words THIS IS;
— the call sign of the mobile station transmitting the distress message on behalf of other stations in distress three times.
— text of the distress message.

Reasons

To avoid confusion.

(This page cancels and replaces the present page 605)

(Continuation of Art. 37)

Present Provisions

895 § 19. (1) Stations of the mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, must immediately acknowledge receipt (see **913, 914** and **915**). If the distress call has not been preceded by the alarm signal, these stations may transmit this alarm signal with the permission of the authority responsible for the station (for mobile stations see **565**), taking care not to interfere with the transmission of acknowledgments of receipt sent by other stations.

896 (2) Stations of the mobile service which receive a distress message from a mobile station which, beyond any possible doubt, is not in their vicinity, must allow a short interval of time before acknowledging receipt of the message, in order to permit stations nearer to the mobile station in distress to answer and acknowledge receipt without interference.

Proposals

4430 United States of America

895. *Before* **913, 914** and **915** *add:* Nos. *and before:* **565** *add:* No.

2482 France, French O.P.T.A., Morocco

895. *Replace the present text by the following:*

§ 19. (1) Any mobile station receiving a distress message from a mobile station which is, beyond any possible doubt, in its vicinity, shall immediately acknowledge receipt (see **913, 914** and **915**). If the distress call has not been preceded by the alarm signal, it may transmit this alarm signal with the permission of the authority responsible for the station (for mobile stations see **565**), taking care not to interfere with the transmission of acknowledgments of receipt sent by other stations.

4431 United Kingdom

895 and **896.** *Delete.*

Reasons

Included in Section VII and in **918.**

2483 France, French O.P.T.A., Morocco

896. *Replace the present text by the following:*

(2) Any mobile station receiving a distress message from a mobile station which, beyond any possible doubt, is not in its vicinity, shall allow a short interval to elapse to enable stations nearer to the mobile station in distress to acknowledge receipt without interference and to enable it to judge whether it should itself acknowledge receipt of the distress message.

Reasons

France, French O.P.T.A.:
Clearer wording better adapted to current practice.

Morocco:
Wording better adapted to common usage.

(Continuation of Art. 37)

Present Provisions

897 (3) The provisions of **895** and **896** are equally applicable to all stations working in the bands of the mobile service.

Proposals

4432 United States of America

897. *Before:* **895** and **896** *add:* Nos.

4433 United Kingdom

897. *Delete.*

Reasons

No longer serves a useful purpose.

(This page cancels and replaces the present page 606)

(Continuation of Art. 37)

Present Provisions

Proposals

U. S. S. R.

2484

897. *After this No. add the following new provisions:*

§ 19 *bis.* After particulars of the emergency have been transmitted by radiotelephony, a mobile station may be asked to transmit the appropriate signals, after which the call sign of this station shall be transmitted, so that the radio direction-finding stations may determine its position. If necessary, such a request may be repeated after a short interval.

2485

§ 19 *ter.* A distress message shall be repeated after a short interval during the silent periods laid down in **826**, until such time as an answer is received.

Reasons

The Göteborg Agreement (1955).

Section VI. Distress Traffic

898 § 20. Distress traffic comprises all messages relative to the immediate assistance required by the mobile station in distress.

899 § 21. In distress traffic, the distress signal must be sent before the call and at the beginning of the preamble of any radiotelegram.

2486 France, French O. P. T. A., Morocco

899. *Replace the present text by the following:*

§ 21. Transmission of these messages shall always be preceded by the distress signal.

900 § 22. The control of distress traffic is the responsibility of the mobile station in distress or of the mobile station which, by the application of the provisions of **892** and **893,** has sent the distress call. These stations may, however, delegate the control of the distress traffic to another station.

4434 United States of America

900. *Before:* **892** and **893** *add:* Nos.

4435 United Kingdom

900. 1. *Replace:* call *by:* message.

2. *Replace:* **892** and **893** *by:* . . . (new section after **915**). *(Proposals 4464–4468).*

Reasons

"Message" is considered more correct.

Present Provisions

901 § 23. (1) The station in distress may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It addresses these instructions "to all stations" or to one station only, according to circumstances. In either case, it uses the service abbreviation QRT followed by the distress signal ···▬▬▬···

Proposals

2487 Belgium

901. *Read in fine:*

In either case, it shall use the service abbreviation QRT followed by the telegraph distress signal ···▬▬▬··· and the words "stop transmission" followed by the telephone distress signal S.O.S.

Reasons

To facilitate telephone procedure.

4436 United States of America

901. *In fine replace the last sentence by the following:*

For radiotelegraphy the station uses the service abbreviation QRT followed by the distress signal ···▬▬▬···, and for radiotelephony it uses the distress signal MAYDAY followed by the words "stop transmitting".

Reasons

To reflect the principles of the Göteborg (1955) and Hague (1957) conferences.

2488 France, French O.P.T.A.,

901. *Replace the present text by the following:*

§ 23. (1) The station in distress may impose silence either on all mobile stations in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" or to one station only, according to the circumstances. In either case, it shall use:

— for radiotelegraphy, the abbreviation QRT, followed by the distress signal ···▬▬▬···

— for radiotelephony, the expression ..... followed by the distress signal MAYDAY.

(This page cancels and replaces the present page 607)

(Continuation of Art. 37)

Present Provisions

902 (2) If it believes it to be essential, any station of the mobile service near the ship, aircraft or other vehicle in distress, may also impose silence. It employs for this purpose the procedure prescribed in **901**, substituting for the distress signal the word DISTRESS followed by its own call sign.

Proposals

2489 Japan

901. *Replace the present text by the following:*

§ 23. (1) The station in distress and/or the station controlling the distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. They address these instructions "to all stations" or to one station only, according to circumstances. In either case, they use the service abbreviation QRT followed by the distress signal ··· — — — ···

Reasons

To make clear that the wording of the present **901** means that not only the station in distress but also the station controlling distress traffic in accordance with the provision of **900** is allowed to use the service abbreviation QRT followed by the distress signal SOS.

2490 Morocco

901. *Replace the present text by the following:*

§ 23. (1) The station in distress may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It addresses these instructions "to all stations" or to one station only, according to the circumstances. In either case, it shall use:

— in radiotelegraphy, the service abbreviation QRT, followed by the distress signal ··· — — — ···

— in radiotelephony, the expression ..... followed by the distress signal S.O.S.

4437 United Kingdom

901. *Read at the beginning:*

§ 23. (1) In radiotelegraphy, any of the stations mentioned in **900** may impose silence... *(remainder unchanged)*.

Reasons

See proposal 4409.

4438 United States of America

902. *Before:* **901** *add:* No.

2491 France, French O.P.T.A.

902. *Delete.*

(This page cancels and replaces the present page 608)

(Continuation of Art. 37)

Present Provisions

Proposals

4439 United Kingdom

902. *Read the second sentence as follows:*

It uses for this purpose the signal QUZ followed by its own call sign.

Reasons

To restrict use of QRT in distress working to the stations mentioned in **900.**

903 (3) The use of the service abbreviation QRT must be reserved, as far as possible, for the mobile station in distress and for the station controlling distress traffic.

2492 Finland

903. *Delete the words:* as far as possible.

Reasons

Excessive use of the abbreviation QRT often endangers efficient distress traffic.

2493 France, French O. P. T. A., Morocco

903. *Replace the present text by the following:*

(3) The use of the service abbreviation QRT or the expression ..... must be reserved, as far as possible, for the mobile station and the station controlling distress traffic. However, this abbreviation or this expression may also be used by any other mobile station which considers silence essential.

4440 United Kingdom

903. *Delete:* as far as possible.

Reasons

Consequential on amendment to **901.** (Proposal 4437.)

Present Provisions

Proposals

United Kingdom *(cont'd)*

4441

903. *After this No. add the following new paragraph:*

§ 23*bis*. (1) In radiotelephony, any of the stations mentioned in **900** may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It addresses these instructions "to all stations" or to one station only, according to circumstances. In either case, it uses the words "stop transmitting" followed by the distress signal MAYDAY.

4442

(2) If it believes it to be essential, any station of the mobile service near the ship, aircraft or other vehicle in distress, may also impose silence. It uses for this purpose the words "stop transmitting distress working in progress" followed by its own call sign.

4443

(3) The use of the words "stop transmitting" followed by the distress signal MAYDAY must be reserved for the stations mentioned in **900.**

Reasons

To cater for radiotelephony.

904 § 24. (1) Any station which hears a distress call must comply with the provisions of **881.**

4444 **United States of America**

904. *Before:* **881** *add:* No.

United Kingdom

4445

904. *Delete.*

Reasons

Covered by proposal 4407.

(Continuation of Art. 37)

Present Provisions

905 (2) Any station of the mobile service which has knowledge of distress traffic must follow such traffic, even if it does not take part in it.

Proposals

United Kingdom *(cont'd)*

4446

905. *Replace the present text by the following:*

(2) Any station of the mobile service which has knowledge of distress traffic must follow such traffic until it is clear that it is not in a position to assist.

Reasons

To obviate unnecessary restriction of ship stations not in the area of distress working.

906 (3) For the entire duration of distress traffic, it is forbidden for all stations which are aware of this traffic and which are not taking part in it:

907 *a)* to transmit on the frequencies on which the distress traffic is taking place;

908 *b)* to use class B emissions.

2494 Denmark, Finland, Iceland, Norway, Sweden

906 to **908.** *Replace these three Nos. by the following text:*

(3) Until they receive a message indicating that normal working may be resumed (see **911**), it is forbidden for all stations which are aware of distress traffic in progress but not taking part in it to transmit on the frequencies on which the distress traffic is taking place.

Reasons

1. To clarify the existing text in relation to **911**.
2. See proposal concerning Appendix 9 (abbreviation QUM).

4447 United States of America

906. *Replace the present text by the following:*

(3) For the entire duration of distress traffic, it is forbidden for all stations which are aware of this traffic and which are not taking part in it to transmit on the frequencies on which the distress traffic is taking place.

(This page cancels and replaces the present page 609)

(Continuation of Art. 37)

Present Provisions **Proposals**

2495 France, French O. P. T. A., Morocco

906. *Replace the present text by the following:*

(3) Until they receive a message indicating that normal service may begin again (see **911**) all stations aware of the distress traffic and not taking part therein shall be forbidden:

Netherlands

2496

906. *Replace the present text by the following:*

(3) Until they receive a message indicating that normal working may be resumed (see **911**) it is forbidden for all stations which are aware of distress traffic and which are not taking part in it[1]):

2497

Add the following new footnote:

1) In order to facilitate normal use of frequencies of a family assigned to a given network in the aero mobile service it would be desirable for the aeronautical station concerned to request instructions from the SAR Centre, in order to determine when transmission can be resumed on the frequencies which have been reserved for the distress traffic, but are no longer used for that purpose.

Reasons

This is intended to provide a broader extension of **906** to meet the needs of the aeronautical service and to clarify the existing text in relation to **911**.

4448 United Kingdom

906. *Replace the present text by the following:*

(3) Until they receive the message indicating that normal working may be resumed (see **911** and **912**), it is forbidden for all stations which are aware of this traffic, and which are not taking part in it, to transmit on the frequencies on which the distress traffic is taking place.

Reasons

To obviate unnecessary restriction.

Present Provisions

Proposals

4449 United States of America, United Kingdom

907. *Delete.*

Reasons

United States of America:

Editorial.

United Kingdom:

Included in **906.**

4450 United States of America, United Kingdom

908. *Delete.*

Reasons

United States of America:

To be consistent with proposals adopted for No. **232.**

United Kingdom:

Consequential on deletion of **712.**

909 (4) 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 **906, 907** and **908** and does not interfere with the distress traffic.

4451 United States of America

909. *Replace:* **906, 907** and **908** *by:* No. **906.**

Reasons

Editorial.

4452 United Kingdom

909. *Replace:* **906, 907** and **908** *by:* **906.**

Reasons

Consequential upon deletion of **907** and **908.**

(Continuation of Art. 37)

Present Provisions

Proposals

2498 Federal German Republic

909. *After this No. add the following new subparagraph:*

(4 *bis*) As an exception, urgency and security messages may be advertised during a lull in the distress traffic — preferably by coast stations — on the distress frequencies. This announcement must be accompanied by the indication of the working frequency on which the urgency or security message will be transmitted. In this case the signals provided for in **934**, **953** and **943**, **944** should only be sent once (e. g. XXX DE ABC QSW . . .).

Reasons

1. It should be avoided that a distress traffic holds up for hours the transmission of urgency or security reports that are likewise destined for the safeguarding and the safety of the human life at sea and that may eventually be of utmost importance for the craft in distress and the ships participating in the rescue operations.
2. It should be sufficient to send the groups XXX or TTT, or in radiotelephony the equivalent words, only once, since during distress traffic no other transmissions are allowed on the distress frequencies, anyhow.

(This page cancels and replaces the present page 610)

(Continuation of Art. 37)

Present Provisions

910 § 25. A land station receiving a distress message must without delay take the necessary action to advise the authorities participating in the operation of rescue facilities.

911 § 26. (1) When distress traffic has ceased or when silence is no longer necessary, a station which has controlled such traffic transmits on the distress frequency and if necessary on the frequency used for distress traffic, a message addressed "to all stations" indicating that the distress traffic has ceased.

Proposals

2499 Denmark, Finland, Iceland, Norway, Sweden

910. *After this No. add the following new paragraph:*

§ 25 *bis*. As soon as assistance to the ship or aircraft in distress has been ensured and other circumstances permit, the distress traffic on a distress frequency should cease and the further communication with the ship or aircraft be established on working frequencies.

Reasons

It has often been observed that the period of silence imposed on other stations in the case of a ship in distress has been longer then necessary. (For example simultaneously on 500 kc/s and 2 182 kc/s.)

4453 United Kingdom

910. *Replace the present text by the following:*

§ 25. A land station receiving a distress message must, without delay, take the necessary action to advise the appropriate authorities responsible for the operation of rescue facilities.

Reasons

Clarification.

2500 Denmark, Finland, Iceland, Norway, Sweden

911. *Replace the present text by the following:*

§ 26. (1) When distress traffic has ceased or when silence is no longer necessary on a frequency which has been used for distress traffic, the station which has controlled this traffic shall transmit on the same frequency a message addressed "to all stations" indicating that normal working may be resumed.

Reasons

In order to emphasize that the resumption of "normal working" would not necessarily have to await the complete cessation of distress traffic.

(Continuation of Art. 37)

Present Provisions

Proposals

2501 France, French, O. P. T. A., Morocco

911. *Replace the present text by the following:*

§ 26. (1) When distress traffic has stopped or when silence is no longer necessary on a frequency used for distress traffic, the station which has controlled such traffic shall transmit, on this frequency, a message addressed "to all stations" indicating that normal traffic may begin again.

Reasons

It happens in practice that normal service may begin again before distress traffic has finished.

(This page cancels and replaces the present page 611)

(Continuation of Art. 37)

Present Provisions | **Proposals**

4454 United Kingdom

911. *Replace the present text by the following:*

§ 26. (1) When distress traffic has ceased or when silence is no longer necessary on a frequency which has been used for distress traffic the station which has controlled this traffic shall transmit on that frequency a message addressed to "all stations" indicating that normal working may be resumed.

Reasons

To make clear that normal working may be resumed.

912 (2) This message takes the following form:

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

4455 United States of America

912. *At the beginning read:*

(2) this message takes the following form when sent by radiotelegraphy: *(remainder unchanged)*.

Reasons

To apply this paragraph specifically to radiotelegraphy.

2502 France, French O. P. T. A., Morocco

912. *Replace the present text by the following:*

(2) This message shall take the following form:

— distress signal;
— call "to all stations" CQ (three times);
— the word DE for radiotelegraphy or the words THIS IS for radiotelephony;
— call sign of the station sending the message (once);
— time of handing in of the message;
— name and call sign of the mobile station which was in distress;
— service abbreviation QUM for radiotelegraphy or the expression ..... for radiotelephony.

(Continuation of Art. 37)

Present Provisions | **Proposals**

4456 United Kingdom

912. *Replace the present text by the following:*

(2) This message takes the following form:

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

b) Radiotelephony:
- distress signal;
- call "to all stations" (three times);
- the words THIS IS;
- call sign of the station sending the message (once);
- time of handing in of the message;
- name and call sign of the mobile station which was in distress;
- the words "normal working may be resumed".

Reasons

To incorporate 30 of B.N.R.C. Supplementary Regulations.

4457 United States of America

912. *After this No. add the following new subparagraph:*

(2*bis*) This message takes the following form when sent by radiotelephony:

- distress signal, MAYDAY;
- call "to all stations" (three times);
- the words THIS IS;
- identification of the station sending the message (once);
- time of handing in of the message;
- identification of the mobile station which was in distress;
- the words "the distress traffic is ended".

Reasons

To conform with the principles of the Göteborg (1955) and Hague (1957) conferences.

Present Provisions | **Proposals**

2503 Finland

912. *After this No. add the following new paragraph:*

§ 26 *bis*) Distress traffic must be terminated as soon as the arrival of the necessary assistance has been secured and so long as there is no more absolute need for the reservation of the distress frequency for this traffic. Communication with the station in distress must then be transferred to another frequency. In case of prolonged distress situation steps should be taken to transfer normal traffic to other appropriate frequencies.

Reasons

It has been noticed that some coast stations extend the duration of distress situation beyond what can reasonably be considered as practical even though they might be located far away from the distress area. Also, they sometimes delay the sending of the message indicating that the distress traffic has ceased. It is useless to prohibit normal working on 500 kc/s when the distress traffic is cleared on 2182 kc/s.

2504 U.S.S.R.

912. *After this No. add the following new subparagraph:*

(2 *bis*) A communication showing that distress traffic has been finished shall, when transmitted by radiotelephony, take the following form:

— the distress signal MAYDAY;
— the call "To all stations" (three times);
— the words THIS IS;
— the call sign of the station transmitting the message (once);
— the time of transmission of the message;
— the call sign of the mobile station in distress;
— the words "I have finished distress traffic".

Reasons

The Göteborg Agreement (1955).

(This page cancels and replaces the present page 612)

(Continuation of Art. 37)

Present Provisions

Section VII. Acknowledgment of Receipt of a Distress Message

913 § 27. The acknowledgment of receipt of a distress message is given in the following form:

— call sign of the mobile station in distress (three times);

— the word DE;

— call sign of the station acknowledging receipt (three times);

— group RRR;

— distress signal.

Proposals

United Kingdom

Section VII. *Immediately after the heading add the following new paragraph:*

4458 § 26*bis*. (1) Stations of the mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, must immediately acknowledge receipt (see **913, 914** and **915**).

4459

(2) Stations of the mobile service which receive a distress message from a mobile station which, beyond any possible doubt, is not in their vicinity, must allow a short interval of time before acknowledging receipt of the message, in order to permit stations nearer to the mobile station in distress to answer and acknowledge receipt without interference.

Reasons

First sentence of **895** and **896** unchanged, but transferred to a more appropriate place.

4460 United States of America

913. *At the beginning read:*

§ 27. (1) The acknowledgment of receipt of a distress message sent by radiotelegraphy is given in the following form: *(remainder unchanged)*.

Reasons

To apply this paragraph specifically to radiotelegraphy.

2505 France, French O.P.T.A., Morocco

913. *Read, at the beginning:*

§ 27. In radiotelegraphy, the acknowledgement of receipt..... *(remainder unchanged)*.

(Continuation of Art. 37)

Present Provisions **Proposals**

2506 Netherlands

913. *After:* in the following form *begin the list by:*

— distress signal;

Reasons

To be consistent with **899**.

4461 United Kingdom

913. *Replace the present text by the following:*

§ 27. The acknowledgement of receipt of a distress message is given in the following form:

a) Radiotelegraphy:
- — call sign of the station sending the distress message (three times);
- — the word DE;
- — the call sign of the station acknowledging receipt (three times);
- — the group RRR;
- — distress signal.

b) Radiotelephony:
- — call sign of the station sending the distress message (three times);
- — the words THIS IS;
- — call sign of the station acknowledging receipt (three times);
- — the word RECEIVED;
- — distress signal.

Reasons

To incorporate 31 of B.N.R.C. Supplementary Regulations.

4462 United States of America

913. *After this No. add the following new subparagraph:*

(1*bis*) The acknowledgment of receipt of a distress message sent by radiotelephony is given in the following form:

— identification of the mobile station in distress (three times);

(Continuation of Art. 37)

Present Provisions

Proposals

United States of America *(cont'd)*

— the words THIS IS;
— identification of the station acknowledging receipt (three times);
— the word RECEIVED or the word ROGER;
— distress signal MAYDAY.

Reasons

To conform with the principles of the Göteborg (1955) and Hague (1957) conferences. The word ROGER is being used in the aeronautical service.

(This page cancels and replaces the present page 614)

(Continuation of Art. 37)

Present Provisions

914 § 28. (1) Every mobile station which acknowledges receipt of a distress message must, on the order of the master or person responsible for the ship, aircraft or other vehicle, transmit, as soon as possible, the following information in the order shown:

— its name:
— its position in the form prescribed in **883** and **885**;
— the speed at which it is proceeding towards the ship, aircraft or other vehicle in distress.

915 (2) Before sending this message, the station must ensure that it will not interfere with the emissions of other stations better situated to render immediate assistance to the station in distress.

Proposals

4463 United States of America

914. *Before:* **883** and **885** *add:* Nos.

2509 France, French O.P.T.A., Morocco

914. *Replace:*

— the speed at which.....
by:
— the approximate time it will need to reach the ship in distress.

United Kingdom

4464

915. *After this No. add the following new section:*

Section VIIbis. Distress Call and Message originated by a Station on Behalf of a Mobile Station in Distress

Reasons

To include the present **892** to **894** in a separate section for clarification of procedure.

Add the following new paragraph, sub-paragraph (1) *reproducing* **892** *to* **894**:

4465

§ 28*bis*. (1) A mobile station which learns that another mobile station is in distress may transmit the distress message in either of the following cases:

a) the station in distress is not itself in a position to transmit it;

b) the master or person responsible for the ship, aircraft or other vehicle carrying the station which intervenes, believes that further help is necessary.

Present Provisions

Proposals

United Kingdom *(cont'd)*

4466

(2) This transmission is generally preceded by the alarm signal (see **877, 920** and ... *(Proposal* 4488*)*. The transmission is made on full power either on the distress frequency or one of the frequencies which may be used in case of distress (see **868** to **871**). At the same time all necessary steps are taken to notify the authorities who may be able to intervene usefully.

4467

(3) The transmission of the distress message on behalf of a mobile station in distress is preceded by the following call:

a) Radiotelegraphy:
- — the distress signal followed by the group ... (Indicator Group), sent three times;
- — the word DE;
- — the call sign of the station transmitting the distress message, sent three times.

b) Radiotelephony:
- — the distress signal followed by the word ... (Indicator Word), sent three times;
- — the words THIS IS;
- — the call sign of the station transmitting the distress message sent three times.

4468

(4) The distress call must be followed as soon as possible by the distress message. This message comprises:

a) Radiotelegraphy:
- — the distress signal followed by the group ... (Indicator Group);
- — the name or other identification of the mobile station in distress (or "observed" unknown ship, aircraft or other vehicle);
- — particulars of the position, nature of distress and the kind of assistance desired;
- — any other information which might facilitate the rescue;
- — the word DE;
- — the call sign of the station transmitting the distress message.

(Continuation of Art. 37)

Present Provisions

Proposals

United Kingdom *(cont'd)*

b) Radiotelephony:

— the distress signal followed by the word ... (Indicator Word);
— the name or other identification of the mobile station in distress (or "observed" unknown ship, aircraft or other vehicle);
— particulars of the position, nature of distress and the kind of assistance desired;
— the words THIS IS;
— the call sign of the station transmitting the distress message.

Reasons

The indicator group or word signifies that the distress signal is not being sent by the station in distress. It should be a group or word different from that used for repetition (see .... and..... (Proposals 4476 and 4477.) This procedure is to guard against bearings being taken on a station not itself in distress.

Section VIII. Repetition of a Distress Call or a Distress Message

4469

Section VIII. *Heading. Read:*

Section VIII. Repetition of a Distress Message by another Station

Reasons

For clarification of procedure.

916 § 29. (1) Any station of the mobile service which is not in a position to render assistance and which has heard a distress message which has not been immediately acknowledged, must take all possible steps to attract the attention of stations of the mobile service which are in a position to render assistance.

917 (2) For this purpose, with the approval of the authority responsible for the station, the distress call or the distress message may be repeated. This repetition is made on full power either on the distress frequency or on one of the frequencies which may be used in case of distress (see **868** to **871**). At the same time all necessary steps are taken to notify the authorities who may be able to intervene usefully.

4470 United States of America

917. *Before:* **868** to **871** *add:* Nos.

(Continuation of Art. 37)

Present Provisions **Proposals**

2510 France, French O. P. T. A., Morocco

917. *Replace the present text by the following:*

(2) For this purpose, with the approval of the authority responsible for the station, the distress call or the distress message may be repeated. This repetition is made on full power either on one of the international distress frequencies or on one of the frequencies which may be used in case of distress (see **868** to **871**). At the same time, all necessary steps are taken to notify the authorities who may be able to intervene usefully.

2511 Federal German Republic

917. *After the second sentence insert the following text:*

Land stations may in any case repeat, if they consider it appropriate to do so, the distress report on the distress frequencies or on their normal working frequencies.

Reasons

This procedure is already the usual practice in most of the European coastal stations now.

4471 United Kingdom

917. *Replace the present text by the following:*

(2) For this purpose, with the approval of the authority responsible for the station, the distress message may be repeated. This repetition is generally preceded by the alarm signal (see **877, 920** and ...) *(proposal* 4488*)* and is made on full power either on the ... *(remainder unchanged)*.

Reasons

To include first part of **918.**

(This page cancels and replaces the present page 615)

(Continuation of Art. 37)

Present Provisions

918 (3) In radiotelegraphy, the repetition of the distress call or distress message is generally preceded by the transmission of the alarm signal as defined in **920**. A sufficient interval of time is to be allowed between the transmission of an alarm signal and the repetition of the distress call or distress message, so that mobile stations, which do not keep continuous watch and which are warned by the sounding of their automatic alarm apparatus, have time to go on watch.

Proposals

4472 United States of America

918. *At the beginning read:*

(3) The repetition of the distress call or distress message is generally preceded by the transmission of the alarm signal; for radiotelegraphy as defined in No. **920,** and for radiotelephony as defined in Section IX*bis* *(Proposals* 4501 *et seq.)*. For radiotelegraphy a sufficient interval of time ... *(remainder unchanged)*.

Reasons

To reflect the principles of the Göteborg Conference (1955) and implement worldwide use of the radiotelephone alarm signal.

2512 France, French O.P.T.A., Morocco

918. *After this No. add the following new subparagraph:*

(3 *bis*) In radiotelephony, repetition of the distress call (or message) shall generally be preceded by transmission of the alarm signal as defined in ... *(See proposal 2538.)*

United Kingdom

4473

918. *Delete.*

Reasons

First part transferred to **917** and second part to **877**.

4474

918. *After this No. add the following new subparagraph:*

(3*bis*) If the original distress call sent by the vessel in distress has not been preceded by the alarm signal, a

Present Provisions

Proposals

United Kingdom *(cont'd)*

mobile station, with the permission of the authority responsible for the station, may transmit the alarm signal and repeat the distress message using the procedure in .... and .... *(proposals* 4476 *and* 4477*)*, provided this is considered essential to obtain help and that it does not interfere with the acknowledgement of receipt sent by other stations.

Reasons

Second sentence of **895** clarified and placed in a more suitable position.

919 (4) A station which repeats a distress call or distress message, follows it by the word DE and its own call sign transmitted three times.

2513 Belgium

919. *Replace the present text by the following:*

(4) A station repeating a distress call or distress message shall transmit the repetition in the following way:

— the distress signal followed by the abbreviation RPT, three times;

— the word DE;

— the call sign of the station which repeats the distress call or distress message;

— received from ... (call sign or name of the mobile station in distress) at ... hours;

— the distress message, if any;

— the word DE;

— the call sign of the station which repeats the distress call or distress message.

Reasons

The first reaction of the operator receiving a distress call is to take the bearings of the place where the transmission originates, and to take down the message itself. Hence it is essential that at the same time as he receives the first signal he should be able to determine whether the call comes from a mobile station in distress or from a station which is simply repeating a distress call it has received.

(Continuation of Art. 37)

Present Provisions

Proposals

4475 United States of America

919. *Replace the present text by the following:*

(4) A station which repeats a distress call or distress message in radiotelegraphy shall transmit the repetition in the following form:

1) The distress signal ...———... transmitted three times.
2) The abbreviation RPT transmitted three times followed by DE.
3) The call sign of the station in distress three times.
4) The distress message, if any.
5) The abbreviation ER.
6) The call sign of the station repeating the distress call or message three times.

Example: ...———... ...———... ...———...

RPT RPT RPT DE FCDBG FCDBG FCDBG (call sign of station in distress)
The distress message, if any
ER FCBHH FCBHH FCBHH (call sign of station repeating).

(Continuation of Art. 37)

Present Provisions | **Proposals**

United Kingdom

919. *Delete and replace by the two new sub-paragraphs following:*

4476 (4*bis*) The repetition of the distress message by another station is preceded by the following call:

a) Radiotelegraphy:
- — the distress signal followed by the group .... (Indicator Group), sent three times;
- — the word DE;
- — the call sign of the station repeating the distress message, sent three times.

b) Radiotelephony:
- — the distress signal followed by the word .... (Indicator Word), sent three times;
- — the words THIS IS;
- — the call sign of the station repeating the distress message, sent three times.

4477

(4*ter*) This call must be followed by the repetition of the distress message. This repetition comprises:

a) Radiotelegraphy:
- — the distress signal followed by the group .... (Indicator Group);
- — the particulars of the distress message as received from the station in distress;
- — the word DE;
- — the call sign of the station repeating the distress message.

b) Radiotelephony:
- — the distress signal followed by the word .... (Indicator Word);
- — the particulars of the distress message as received from the station in distress;
- — the words THIS IS;
- — the call sign of the station repeating the distress message.

Reasons

The indicator group or word signifies that the distress signal is not being sent by the station in distress. It should be a different group or word from that used when the message is sent on behalf of another station (see .... and ....). (Proposals 4467 and 4468.)

This procedure is to guard against bearings being taken on a station not itself in distress.

(Continuation of Art. 37)

Present Provisions

Proposals

4478 United States of America

919. *After this No. add the following new sub-paragraph:*

(4*bis*) A station which repeats a distress call or distress message in radiotelephony shall transmit the repetition in the following form:

1) The distress signal MAYDAY spoken three times.
2) The words ECHO FROM spoken three times.
3) The identification of the station in distress, spoken three times.
4) The distress message, if any.
5) The words THIS IS.
6) The identification of the station repeating the distress call or message three times.

Example:

MAYDAY MAYDAY MAYDAY
ECHO FROM ECHO FROM ECHO FROM
NORTHAIR FIVE NORTHAIR
FIVE NORTHAIR FIVE (Identification of Station in Distress)

The distress message, if any.

THIS IS NEWYORK RADIO NEWYORK
RADIO NEWYORK RADIO (Identification of station repeating).

Reasons

Experience obtained during search and rescue operations has shown that the present format for retransmission of distress calls and messages is so similar to the actual transmission from the unit in distress as to make proper identification very difficult. This difficulty in identification has at times resulted in direction finder bearings being taken on a unit retransmitting a Distress Call instead of the actual unit in distress as intended. The proposed change will facilitate proper identification.

(This page cancels and replaces the present page 620)

(Continuation of Art. 37)

Present Provisions

Proposals

Netherlands *(cont'd)*

THIS IS NEWYORK RADIO NEWYORK RADIO NEWYORK RADIO

(identification of station repeating)

ECHO FROM NORTHAIR FIVE NORTHAIR FIVE NORTHAIR FIVE

(identification of station in distress)

DISTRESS MESSAGE, IF ANY.

Reasons

Experience obtained during search and rescue operations has shown that the present form for retransmission of distress calls and messages is so similar to the actual transmission from the unit in distress as to make proper identification very difficult. This difficulty in identification has at times resulted in direction-finder bearing being taken on a unit retransmitting a distress call instead of the actual unit in distress as intended. The proposed change will facilitate proper identification.

U.S.S.R.

919. *After this No. add the following new sub-paragraphs:*

2524

(4*bis*) In radiotelephony, repetition of a distress call or a distress message shall normally precede transmission of the alarm signal described in Article 37, Section IX.

2525

(4*ter*) A station repeating a distress call or a distress message in radiotelephony shall transmit thereafter the word THIS IS... and its call sign three times.

Reasons

The Göteborg Agreement (1955).

(Continuation of Art. 37)

Present Provisions

Section IX. Alarm Signal

Proposals

2526 United States of America, France, French O.P.T.A., Morocco

Heading. Read:

Section IX. Radiotelegraph Alarm Signal.

Reasons

United States of America:

To distinguish between the radiotelephone and radiotelegraph alarm signal and specifically apply the Section to the latter.

France, French O.P.T.A.:

It seems necessary to devote Section IX entirely to questions relating to the radiotelegraph alarm signal and to add a new Section IX*bis* dealing with the radiotelephone alarm signal.

Morocco:

Devote Section IX entirely to the radiotelegraph alarm signal.

United Kingdom

Add in Section IX the following new sub-heading:

4479 *A. General*

Reasons

Clarity.

and add the following new sub-paragraphs:

4480 The purpose of this special signal is to actuate automatic devices giving an alarm and to attract the attention of the operator on watch.

Reasons

Covers the first part of **922.**

4481

The signal may only be used to announce that a distress call and message, a message concerning the loss of some person overboard or an urgent cyclone warning is about to follow.

Reasons

Covers the second part of **922** and provides for the loss of a person overboard.

Present Provisions

Proposals

United Kingdom *(cont'd)*

4482

In cases of distress, the use of the alarm signal is governed by **876** and **879.**

Reasons

Covers the first part of **923** and caters for radiotelephony.

4483

In the case of an urgent cyclone warning the alarm signal may be used only by the coast stations duly authorized by their government and the transmission of the warning must not begin until two minutes after the end of the alarm signal.

Reasons

Covers the third part of **922** and second part of **923.**

4484

In the case of the loss of a person overboard the alarm signal may only be used during the hours when watch is not being kept on single operator ships, and must not be repeated by other stations. The message must be preceded by the urgency signal (see **934** and **935**) and its transmission must not begin until two minutes after the end of the alarm signal; thereafter the procedure outlined in Section X will be followed.

Reasons

To provide for the loss of a person overboard.

After these new sub-paragraphs add the following new sub-heading:

4485 *B. Radiotelegraphy*

Reasons

To segregate radiotelegraphy.

(This page cancels and replaces the present page 621)

(Continuation of Art. 37)

Present Provisions

Proposals

2527 Netherlands

Heading. Read:

Radiotelegraph Alarm Signal

Reasons

To distinguish between the radiotelephone and radiotelegraph alarm signal and specifically apply the Section to the latter.

920 § 30. (1) The alarm signal shall consist 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 two consecutive dashes one second. It may be transmitted by hand but its transmission by means of an automatic instrument is recommended.

921 (2) Any ship station working in the band 405 to 535 kc/s which is not provided with an automatic apparatus for the transmission of the alarm signal, must be permanently equipped with a clock, clearly marking the seconds, preferably by means of a sweep hand completing one revolution per minute. This clock must be placed at a point sufficiently visible from the operator's table in order that the operator may, by keeping it in view, easily and correctly time the different elements of the alarm signal.

2528 France, French O.P.T.A., Morocco

920 and **921.** *Replace:* alarm signal *by:* radiotelegraph alarm signal.

4486 United Kingdom

920. *Before:* alarm signal, *add:* radiotelegraph.

Reasons

To segregate radiotelegraphy.

922 (3) This special signal has for its sole purpose the actuation of the automatic devices giving the alarm. It must be used solely either to announce that a distress call or message is about to follow or to announce the transmission of an urgent cyclone warning; in the latter case it may be used only by the coast stations duly authorized by their government.

2529 Finland

922. *Read the second sentence:*

It must be used solely either to announce that a distress call or message is about to follow, or to announce that a message preceded by the urgency signal or containing an urgent cyclone warning is to be transmitted. For the transmission of messages preceded by the urgency signal, the alarm signal may be used only in case of immediate danger to lives. In the case of urgent cyclone warnings, it may be used only by the coast stations duly authorized by their government.

Reasons

The urgency signal alone does not guarantee sufficient response in cases of immediate danger to lives.

(This page cancels and replaces the present page 622)

(Continuation of Art. 37)

Present Provisions

923 (4) In cases of distress, the use of the alarm signal is governed by **876**; in the case of an urgent cyclone warning, the transmission of the warning must not begin until two minutes after the end of the alarm signal.

Proposals

2530 Federal German Republic

922. *Read the second sentence:*

It must be used solely either to announce that a distress call or message, the transmission of an urgent cyclone warning is about to follow, or to announce a call "To all stations", that should be preceded by the urgency signal under the provisions of **936.**

Reasons

A great number of urgency messages is directed "To all stations". In the cases mentioned above, a successful assistance will only be possible, when all ships in the vicinity can be raised by way of the auto-alarm equipment to listen in on 500 kc/s and to receive the urgency message.

4487 United Kingdom

922 and **923.** *Delete.*

Reasons

Included in new sub-paragraphs after **919.**

4487bis United States of America

923. *Before:* **876** *add:* No.

2531 France, French O.P.T.A., Morocco

923 to **927.** *Replace:* alarm signal *by:* radiotelegraph alarm signal.

United Kingdom

923. *After this No. add the following new subheading and paragraph:*

4488 *C. Radiotelephony*

4489

§ 30*bis.* (1) The radiotelephone alarm signal shall consist of two substantially sinusoidal audio frequency tones transmitted alternately. One tone has a frequency

Present Provisions | **Proposals**

United Kingdom *(cont'd)*

of 2 200 cycles per second and the other a frequency of 1 300 cycles per second, the duration of each tone being 250 milliseconds.

4490

(2) The radiotelephone alarm signal, when generated by automatic means, shall be sent continuously for a period of at least thirty seconds but not exceeding one minute; when generated by other means, the signal shall be sent as continuously as practicable over a period of approximately one minute.

Reasons

To incorporate 34 and 35 of the B. N. R. C. Supplementary Regulations.

4491

After this new paragraph add the following new heading:

Section IX bis. Automatic Alarm Equipment

Reasons

To segregate Regulations relating to the equipment from those relating to the signal.

4492

924. *After this No. add the following new subheading:*

A. Radiotelegraphy

Reasons

To segregate radiotelegraphy.

4493 United States of America, United Kingdom

925. *Delete in fine:* or B.

Reasons

United States of America:

To be consistent with proposal for No. **232.**

United Kingdom:

Consequential on deletion of **712.**

Present Provisions

924 § 31. The automatic devices intended for the reception of the alarm signal must fulfil the following conditions:

925 *a)* they must respond to the alarm signal transmitted by the telegraphic emissions of at least class A2 or B;

926 *b)* they must respond to the alarm signal through interference (provided it is not continuous) caused by atmospherics and powerful signals other than the alarm signal; preferably without any manual adjustment being required during any period of watch maintained by the apparatus;

927 *c)* they must not be actuated by atmospherics or by strong signals other than the alarm signal;

928 *d)* they must possess a minimum sensitivity such that with negligible atmospheric interference, they are capable of being operated by the alarm signal transmitted by the

Proposals

2532 U. S. S. R.

925. *Delete:* or B.

Reasons

Class B emissions have been done away with.

2533 France, French O. P. T. A.

928. *Replace:* alarm signal *by:* radiotelegraph alarm signal *and delete the word:* (reserve).

(This page cancels and replaces the present page 623)

(Continuation of Art. 37)

Present Provisions

emergency (reserve) transmitter of a ship station at any distance from this station up to the normal range fixed for this transmitter by the Convention for the Safety of Life at Sea, and preferably at greater distances;

929 *e)* they must give warning of any fault which would prevent the apparatus from performing its normal functions during watch hours.

Proposals

United Kingdom

4494

929. *After this No. add the following new sub-heading and sub-paragraphs:*

B. Radiotelephony

Reasons

To segregate radiotelephony.

4495

a) The automatic receiving equipment shall respond to the alarm signal through intermittent interference caused by atmospherics and powerful signals other than the alarm signal, preferably without any manual adjustment being required during any period of watch maintained by the equipment.

4496

b) The equipment shall not be actuated by atmospherics or by strong signals other than the alarm signal.

4497

The radiotelephone automatic alarm equipments, for both transmission and reception, shall fulfil the following conditions:

4498

a) The equipment shall be effective beyond the range at which speech transmission is satisfactory.

Present Provisions

Proposals

United Kingdom *(cont'd)*

4499

b) The equipment should give warning of faults that would prevent the apparatus from performing its normal functions during watch hours.

Reasons

To incorporate 38 to 42 of the B.N.R.C. Supplementary Regulations.

930 § 32. Before an automatic alarm receiver may be approved for use on ships, the administration having jurisdiction over those ships must be satisfied by practical tests made under operating conditions equivalent to those obtaining in practice (including interference, vibration, etc.), that the apparatus complies with the provisions of these Regulations.

931 § 33. The adoption of the alarm signal defined in **920** does not prevent an administration from authorizing the use of an automatic apparatus which complies with the preceding conditions and can be actuated by the distress signal ···▬▬▬···.

2534 France, French O.P.T.A.

930 and **931.** *Replace:* alarm signal *by:* radiotelegraph alarm signal.

2535 Denmark, Finland, Iceland, Norway, Sweden

931. *Delete.*

Reasons

See proposals 2394 to 2410.

4500 United States of America

931. *Before:* **920** *add:* No.

2536 Federal German Republic, United Kingdom

931. *Delete.*

Reasons

Federal German Republic:

The International Convention for the Safety of Life at Sea (London, 1948) specifies in Chapter IV, Regulation 11, Paragraph (a) (ii) only radiotelegraph auto-alarm equipments according to RR **920**. Therefore, no auto-alarm equipments responding to the signal ···▬▬▬··· are used in practice, and the proposed deletion of this No. seems appropriate.

United Kingdom:

No longer required.

Present Provisions | **Proposals**

United States of America

931. *After this No. add the following new section:*

4501

Section IXbis. Radiotelephone Alarm Signal

4502

§ 33*bis*. (1) The radiotelephone alarm signal shall consist of two substantially sinusoidal audio-frequency tones, transmitted alternately for a minimum period of 6 seconds. One tone shall have a frequency of 2 200 cycles per second and the other a frequency of 1 300 cycles per second. The duration of each tone shall be 250 milliseconds. These tone frequencies shall be used to modulate the radio-frequency carrier 2 182 kc/s by means of amplitude modulation at a modulation percentage of not less than 70 nor more than 100 on both positive and negative modulation peaks.

4503

(2) The tolerance of the frequency of each tone shall be plus or minus 1.5 per cent; the tolerance on the uninterrupted duration of each tone shall be plus or minus 50 milliseconds; any interval between successive tones shall not exceed 50 milliseconds; the ratio of the amplitude or the stronger tone to that of the weaker shall be within the range 1 to 1.2.

4504

(3) When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds but not exceeding one minute without a manual restart operation; when generated by other means, the signal shall be sent as continuously as practicable over a minimum period of approximately one minute.

4505

(4) This special signal has for its purpose the actuation of automatic devices giving the alarm and through its distinctive combination of tones to permit ready aural recognition of the presence of the alarm signal. It must be used solely either to announce that a distress call or message is about to follow or to announce the transmission of an urgent cyclone warning; in the latter case it may be used solely by the coast stations duly authorized by their government.

(Continuation of Art. 37)

Present Provisions

Proposals

United States of America *(cont'd)*

4506

(5) The automatic devices (not including the associated radio receiving apparatus) intended for actuation by the radiotelephone alarm signal shall fulfil the following conditions:

4507

a) they must respond to the alarm signal as defined in paragraphs 1 and 2 of this Section.

4508

b) they must respond to the alarm signal when transmitted by radio on 2 182 kc/s through intermittent interference caused by atmospherics and powerful signals other than the alarm signal, preferably without any manual adjustment being required on board the ship during any period of watch maintained by the equipment.

4509

c) they shall not be actuated by atmospherics or by strong signals other than the alarm signal.

4510

(6) The automatic alarm equipments, for both transmission and reception on the frequency 2 182 kc/s, shall fulfil the following conditions:

4511

a) The equipment shall be effective beyond the range at which speech transmission is satisfactory.

4512

b) The equipment should, as far as practicable, give warning of faults that would prevent the apparatus from performing its normal functions during watch hours.

(Continuation of Art. 37)

Present Provisions

Proposals

United States of America *(cont'd)*

4513

(7) Before an automatic alarm receiver intended for actuation by the radiotelephone alarm signal may be approved for use on ships, the administration having jurisdiction over these ships must be satisfied by practical tests made under operating conditions equivalent to those obtaining in practice (including interference, vibrations, etc.) that the apparatus complies with the provisions of these Regulations.

Reasons

To adopt Recommendation No. 219 of the C.C.I.R. (Warsaw, 1956) regarding an alarm signal for use internationally on the maritime radiotelephony distress frequency 2 182 kc/s and reflect the principles of the Göteborg Conference (1955).

France, French O.P.T.A., Morocco

931. *After this No. insert the following new section:*

2537

Section IXbis: Radiotelephone Alarm Signal.

(This page cancels and replaces the present page 627)

(Continuation of Art. 37)

Present Provisions

Section X. Urgency Signal

932 § 34. (1) The urgency signal may be transmitted only on the authority of the master or the person responsible for the ship, aircraft or other vehicle carrying the mobile station.

933 (2) The urgency signal may be transmitted by a land station only with the approval of the responsible authority.

934 § 35. (1) In 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 is sent before the call.

935 (2) In radiotelephony, the urgency signal consists of three repetitions of the word PAN pronounced as the French word "panne". It is sent before the call.

936 § 36. (1) 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 of some person on board or within sight.

937 (2) The urgency signal has priority over all other communications, except distress. All mobile and land stations which hear it must take care not to interfere with the transmission of the message which follows the urgency signal.

938 (3) Where the urgency signal is used by a mobile station, it must, as a general rule, be addressed to a specific station.

Proposals

France, French O. P. T. A., Morocco

2550 **934.** *Read in fine:* It is transmitted before the call.

2551 **935.** *Read in fine:* It is transmitted before the call.

4514 United Kingdom

936. *Replace:* some person on board or within sight *by:* a person.

Reasons

Clarification and consistency with the proposed "lost overboard" procedure.

2552 France, French O. P. T. A., Morocco

936. *After this No. add the following new subparagraph:*

(1 *bis*) The urgency signal and the message following it shall be sent on one of the international distress frequencies (500 kc/s or 2 182 kc/s) or on one of the frequencies which may be used in distress (see **868** to **871**).

2553 Federal German Republic

938. *Replace the present text by the following:*

(3) The urgency signal may be addressed to a specific station or "To all stations". When addressed "To all stations", it will generally be preceded by the alarm signal.

Reasons

A great number of urgency messages are directed "To all stations". In the cases mentioned above, a successful assistance will only be possible, when all ships in the vicinity can be raised by way of the auto-alarm equipment to listen in on 500 kc/s and to receive the urgency message.

(This page cancels and replaces the present page 628)

(Continuation of Art. 37)

Present Provisions

Proposals

4515 United Kingdom

938. *Delete.*

Reasons

It is often impossible or undesirable to address the message to a specific station.

2554 Denmark, Finland, Iceland, Norway, Sweden

938. *After this No. add the following new sub-paragraph:*

(3*bis*) After an announcement to be transmitted on the distress frequency and preceded by the urgency signal, the urgency message should be sent on the working frequency stated in the announcement.

Reasons

In accordance with the proposal concerning a modified use of the frequency 2 182 kc/s.

939 § 37. Messages preceded by the urgency signal must, as a general rule, be drawn up in plain language, except in the case of medical messages.

2555 France, French O. P. T. A., Morocco

939. *Delete in fine:* except in the case of medical messages.

Reasons

France, French O.P.T.A.:

The present wording seems to indicate that medical messages have to be drawn up in code, which is not in fact the case.

4516 United Kingdom

939. *Replace the present text by the following:*

§ 37. Messages preceded by the urgency signal should as far as possible be sent in plain language.

Reasons

This is the usual practice.

(Continuation of Art. 37)

Present Provisions	Proposals
940 § 38. (1) Mobile stations which hear the urgency signal must continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, they may resume their normal service.	
941 (2) However, land and mobile stations which are in communication on frequencies other than those used for the transmission of the urgency signal and of the call which follows it may continue their normal work without interruption provided the urgency message is not addressed "to all stations" (CQ).	
942 § 39. When the urgency signal has been sent before transmitting a message which is intended for all stations and which calls for action by the stations receiving the message, the station responsible for its transmission must cancel it as soon as it knows that action is no longer necessary. This message of cancellation must likewise be addressed "to all stations" (CQ).	

(This page cancels and replaces the present page 629)

(Continuation of Art. 37)

Present Provisions

Section XI. Safety Signal

943 § 40. (1) In radiotelegraphy, the safety signal consists of three repetitions of the group TTT, sent with the letters of each group and the successive groups clearly separated from each other. It is sent before the call.

944 (2) In radiotelephony, the word SECURITE pronounced as the French word "sécurité", repeated three times, is used for the safety signal.

945 § 41. (1) The safety signal indicates that the station is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.

946 (2) The safety signal and the message which follows it are sent on the distress frequency or on one of the frequencies which may be used in case of distress (see **868** to **871**).

Proposals

2556 France, French O. P. T. A., Morocco

944. *Replace the present text by the following:*

(2) In radiotelephony, the safety signal shall consist of the word SÉCURITÉ pronounced clearly as in French, repeated three times and transmitted before the call.

2557 U. S. S. R.

944. *After this No. add the following new subparagraph:*

2*bis*) Except for messages transmitted within the period laid down, the safety signal SÉCURITÉ, when used in the maritime mobile radiotelephone service, shall be transmitted at the end of the first silent period (see **826**). The message shall be transmitted immediately after the silent period.

Reasons

The Göteborg Agreement (1955).

2558 Denmark, Finland, Iceland, Norway, Sweden

946. *Replace the present text by the following:*

(2) After an announcement to be transmitted on the distress frequency and preceded by the safety signal the safety message should be sent on the working frequency stated in the announcement.

Reasons

In accordance with the proposal concerning a modified use of the frequency 2 182 kc/s.

4517 United States of America

946. *Before:* **868** to **871** *add:* Nos.

(This page cancels and replaces the present page 630)

(Continuation of Art. 37)

Present Provisions

Proposals

France, French O. P. T. A., Morocco

2559

946. *Replace the present text by the following:*

(2) The safety signal and the message which follows it shall be sent on one of the international distress frequencies (500 kc/s or 2 182 kc/s) or on one of the frequencies which may be used in distress (see **868** to **871**.)

United Kingdom

4518

946. *Read:*

(2) The safety signal and call are sent on the distress frequency or one of the frequencies ... *(remainder unchanged)*.

Reasons

The safety message to be sent on a working frequency to reduce signalling on the distress frequency.

4519

946. *After this No. add the following new subparagraph:*

(2*bis*) As far as possible, the safety message which follows should be sent on a working frequency, particularly in areas of heavy traffic, and a suitable announcement to this effect made at the end of the call.

Reasons

Consequential on amendment of **946.**

947 § 42. (1) With the exception of messages transmitted at fixed times, the safety signal, when it is used in the maritime mobile service, must be transmitted towards the end of the first available period of silence (see **733**); the message is transmitted immediately after the period of silence.

4520 United States of America

947. *Before:* **733** *add:* No.

Present Provisions

Proposals

2560 France, French O. P. T. A., Morocco

947. *Replace the present text by the following:*

§ 42. (1) With the exception of messages transmitted at fixed times, the safety signal, when used in the maritime mobile service, shall be transmitted towards the end of the first available period of silence [see **733** for radiotelegraphy and ..... *(see proposal 2309)* for radiotelephony], the message is transmitted immediately after the period of silence.

4521 United Kingdom

947. *Replace the present text by the following:*

§ 42. (1) When a safety message is transmitted at a silence period the safety signal and call should be made towards the end of the silence period, and the safety message transmitted immediately after the silence period.

Reasons

Clarification.

948 (2) In the cases prescribed in **1050, 1053** and **1056**, the safety signal and the message which follows it must be transmitted as soon as possible, but must be repeated as just indicated, at the end of the first period of silence which follows.

4522 United States of America

948. *Before:* **1050, 1053** and **1056** *add:* Nos.

4523 United Kingdom

948. *Delete.*

Reasons

No longer required.

2561 France, French O. P. T. A., Morocco

949. *Does not affect the English text.*

Present Provisions

949 § 43. All stations hearing the safety signal must continue to listen on the frequency on which the safety signal has been transmitted until they are satisfied that the message is of no interest to them. They must, moreover, not make any transmissions likely to interfere with the message.

Proposals

4524 United Kingdom

949. *Replace the present text by the following:*

§ 43. All stations hearing the safety signal must listen to the safety message until they are satisfied that the message is of no concern to them. They must not make any transmissions likely to interfere with the message.

Reasons

Consequential on amendment of **946.**

Japan

949. *After this No. add the following new Section:*

2562 **Section XI bis. Warning Signal**

2563 § 43*bis*. (1) In radiotelegraphy, the warning signal consists of three repetitions of the group COC, sent with the letters of each group and the successive groups clearly separated from each other. It is sent before the call.

(This page cancels and replaces the present page 652)

(Continuation of Art. 41)

Present Provisions

984 § 14. In the absence of an agreement to the contrary, the following provisions are applicable to the radiotelegraph accounts referred to in the present article.

985 § 15. (1) The monthly accounts are admitted without revision when the difference between the accounts prepared by the two administrations concerned is not more than ten francs (10 fr.) or does not exceed one per cent of the account of the creditor administration, provided that the amount of this account is not more than one hundred thousand francs (100000 fr.); when the amount of the account prepared by the creditor administration is more than this sum the difference must not exceed a total amount comprising:

— 1 per cent of the first hundred thousand francs (100000 fr.);

— 0.5 per cent of the remainder.

Proposals

2644 United Kingdom

983. *In fine after:* radiotelegrams *add:* or the date of establishment of the radiotelephone calls.

Reasons

To cater for radiotelephone calls.

2645 United States of America

984. *In fine replace:* article *by:* Article.

Reasons

Editorial.

2646 United Kingdom

984. *In fine after:* radiotelegraph *add:* and radiotelephone.

Reasons

To cater for radiotelephone calls.

4525 China

985 to **998.** *Replace the present text of these Nos. by the text of* **978** to **996** *of the Telegraph Regulations (Geneva Revision, 1958).*

Note by the S.G.: The text of these provisions will be found below:

978. § 3. (1) When there are differences between the accounts prepared by the two Administrations and/or recognized private operating agencies, the monthly accounts shall be admitted without revision in the following cases:

Amount of the account of the creditor	Difference not exceeding
a) less than 2,500 gold francs	*a)* 25 gold francs
b) from 2,500 to 100,000 gold francs	*b)* 1 % of the sum of the creditor's account
c) more than 100,000 gold francs	*c)* 1 % of the first 100,000 gold francs, and 0.5 % of the remainder of the creditor's account.

(Continuation of Art. 41)

Present Provisions

Proposals

China *(cont'd)*

979. (2) A revision which has been begun shall be stopped following the exchange of observations between the two Administrations and/or recognized private operating agencies concerned, as soon as the difference is brought down to a sum not exceeding the maximum fixed by **978.**

980. § 4. (1) Immediately after the acceptance of the accounts proper to the last month of the quarter, a quarterly account showing the balance for the whole of the three months of the quarter shall, unless otherwise arranged between the two Administrations and/or recognized private operating agencies concerned, be prepared by the creditor Administration or recognized private operating agency and forwarded in duplicate to the debtor Administration or recognized private operating agency, which, after verification, shall return one of the copies endorsed with its acceptance.

981. (2) In default of acceptance of one or other of the monthly accounts of a given quarter before the expiration of the sixth month following the quarter to which the accounts relate, the quarterly account may, nevertheless, be prepared by the creditor Administration or recognized private operating agency with a view to a provisional settlement which shall become obligatory for the debtor Administration or recognized private operating agency under the conditions fixed by **983.**

982. (3) Adjustments later agreed upon shall be included in a subsequent quarterly settlement.

983. § 5[1]) The quarterly account must be verified and the amount must be paid within a period of six weeks dating from the day on which it is received by the debtor Administration or recognized private operating agency. Beyond this period, the creditor Administration or recognized private operating agency shall have the right to charge interest at the rate of 6 per cent per annum, reckoned from the day following the date of expiration of the said period.

Present Provisions

Proposals

China *(cont'd)*

984. § 6[1]). (1) The balance of the quarterly account in gold francs shall be paid by the debtor Administration or recognized private operating agency to the creditor Administration or recognized private operating agency by a sum equivalent to its value, in conformity with the provisions of these Regulations and of such special monetary agreements as may exist between the countries of the Administrations or recognized private operating agencies concerned.

985. (2) This payment must be effected, without cost to the creditor Administration or recognized private operating agency[2]), by one of the following methods:

---

[1]) Provisions common to the Telegraph and Telephone Regulations.

[2]) Taxes, clearing expenses, impositions and commissions which may be levied on the creditor Administration or recognized private operating agency by the country in which they operate shall not be considered as expenses to be borne by the debtor Administration or recognized private operating agency.

986. *a)* at the choice of the debtor Administration or recognized private operating agency, in gold or by means of cheques or drafts payable on demand in the capital or in a commercial centre of the creditor country, or by transfer on a bank of this capital or of a commercial centre of the creditor country; cheques, drafts or transfers shall be made out in one of the currencies specified under A of Appendix No. 2 to these Regulations;

987. *b)* by agreement between the two Administrations and/or recognized private operating agencies, through the intermediary of a bank clearing through the Bank of International Settlements at Bâle;

988. *c)* by any other means agreed upon between the parties concerned.

989. (3) The currencies used for payment, and the rules for converting the balances expressed in gold francs into the currency of payment, shall be those shown in Appendix No. 2 to these Regulations.

(Continuation of Art. 41)

Present Provisions

Proposals

China *(cont'd)*

990. (4) Any loss or gain resulting from the settlement of balances by cheque or draft shall be treated according to the following rules:

991. *a)* any loss or gain arising from an unforeseen rise or fall affecting the gold par rate of one of the currencies specified in **1044** to **1047** of Appendix No. 2 to these Regulations and occurring up to and including the day on which the cheque or draft is received, shall be divided equally between the two Administrations and/or recognized private operating agencies concerned;

922. *b)* when a considerable variation occurs in the gold par rate or in the rate upon which conversion was based, the rules indicated in **991,** shall be applied, except when a rise or fall is caused by a revaluation or devaluation of the currency of the creditor country;

993. *c)* in the case of delay in the despatch of a cheque or draft which has been delivered, or in the transmission to a bank of a transfer order, the debtor Administration and/or recognized private operating agency shall bear any loss incurred as a result of such delay; any unreasonable period[1]) which may have elapsed between delivery by the bank and forwarding of the cheque or draft shall be considered as a delay; if any gain is incurred as a result of such delay, one-half must be made good to the debtor Administration or recognized private operating agency;

---

[1]) A delay greater than four working days counted from the day of issue of the cheque or draft (but not including that day) until the day of forwarding of this cheque or draft.

994. *d)* in any case provided for in **991** to **993,** differences not exceeding 5 per cent shall be ignored;

995. *e)* the provisions of **985** to **989,** shall be observed for the settlement of differences;

Present Provisions | **Proposals**

China *(cont'd)*

and the period of settlement shall begin from the date of receipt of the cheque or draft.

996. (5) When the amount of the balance is more than five thousand (5,000) gold francs, the date of the despatch of a cheque or a draft, the date of its purchase and its amount, or else the date of the transfer order and its amount, must, upon a request by the creditor Administration or recognized private operating agency, be notified by the debtor Administration or recognized private operating agency by means of a service telegram.

Reasons

To bring the Radio Regulations into harmony with the Telegraph Regulations and Telephone Regulations (see Opinion No. 4 of the Telegraph Regulations and Opinion No. 3 of the Telephone Regulations).

2647 Italy

985. *Replace the present text by the following:*

§ 15. (1) When there are differences between the accounts prepared by the two administrations concerned, the monthly accounts shall be accepted without revision in the following cases:

Creditor account:	Difference not exceeding:
less than 2,500 francs	25 francs
from 2,500 to 100,000 francs	1 % of the creditor's account
more than 100,000 francs	1 % of the first 100,000 francs, and 0.5 % of the remainder of the creditor's account.

Reasons

Alignment with the RTg (Geneva, 1958). Necessary if **960** is to be applied.

(This page cancels and replaces the present page 655)

(Continuation of Art. 41)

Present Provisions

995 (3) If the currencies of several countries fulfil these conditions, the creditor administration indicates the currency which is convenient to it. The conversion is effected at the gold par rate.

996 (4) Where the currency of the creditor country does not fulfil the conditions specified under **994,** the cheques or drafts may also be expressed in the currency of the creditor country if the two countries are agreed on this procedure. In this case the balance is converted at the gold par rate into the currency of a country fulfilling the above-mentioned conditions. The result arrived at is then converted into the currency of the debtor country, and from this into the currency of the creditor country, at the rate of exchange current in the capital or at a commercial centre of the debtor country on the date of purchase of the cheque or draft.

997 (5) When the amount of the balance is more than 5000 gold francs, the date of the dispatch of the cheque or draft, the date of its purchase and its amount must, upon a request by the creditor administration, be notified by the debtor administration by means of a service telegram.

998 § 19. The costs of payment are borne by the debtor administration.

Proposals

2656 United States of America

996. *After:* specified under *add:* No.

Reasons

Editorial.

Section III. Period of Retention of Accounting Records

999 § 20. The originals of radiotelegrams and the corresponding documents retained by the administrations are held, with all necessary precautions from the point of view of secrecy, until the settlement of the relative accounts and, in any case, for at least ten months counting from the month following the month of handing-in of the radiotelegrams.

4526 China

999. *Replace the present text by the following:*

§ 20. The originals of radiotelegrams and the corresponding documents retained by the Administrations and/or recognized private operating agencies are held, with all necessary precautions from the point of view of sercrecy, until the settlement of the relative accounts and, in any case, for at least six months counting from the month following the month of handing-in of the radiotelegrams.

Reasons

To be in line with Telegraph Regulations.

(Continuation of Art. 41)

Present Provisions **Proposals**

2657 Italy

999. *Read in fine:*

... for at least six months counting from the month following the month in which the account mentioned in **981** was sent.

Reasons

To reduce the minimum period for which records must be kept for the benefit of administrations which prepare their accounts diligently.

2658 United Kingdom

999. *Replace the present text by the following:*

§ 20. The originals of radiotelegrams and documents relating to radiotelegrams and radiotelephone calls retained by the administrations are held, with all necessary precautions from the point of view of

(This page cancels and replaces the present page 660)

(Continuation of Art. 44)

Present Provisions

service; but they accept no responsibility for the consequences that might arise from the use of inaccurate information furnished, defective working, or failure of their stations.

1017 § 2. In the case of a doubtful or unreliable bearing or position, the station taking the bearing or fixing the position must, whenever possible, notify the station for which the information is being obtained of any such doubt or unreliability.

1018 § 3. Administrations notify to the Secretary General of the Union the characteristics of each radiolocation station in the international service and, if considered necessary, for each station or group of stations, the sectors in which the information furnished is normally reliable. This information is published in the List of Radiolocation Stations, and the Secretary General of the Union is notified of any change of a permanent nature.

1019 § 4. The method of identification of radiolocation stations must be so chosen as to avoid any doubt when it is necessary to identify a station.

1020 § 5. Signals sent by radiolocation stations must permit accurate and precise observations.

1021 § 6. Any information concerning modification or irregularity of working of a radiolocation station must be notified without delay in the following manner:

1022 *a)* Land stations of countries operating a radiolocation service send out daily, if necessary, notices of modifications or irregularities in working until such time as normal working is restored or, if a permanent alteration has been made, until such time as it can reasonably be taken that all navigators interested have been warned.

Proposals

2669 France, French O. P. T. A., Morocco

1017. *Delete:* ... or unreliable ... *and:* ... or unreliability.

Reasons

It is preferable to delete the words "unreliable" and "unreliability" which might give rise to a misinterpretation.

4527 United States of America

1018. *Delete.*

Reasons

To be consistent with proposal to discontinue present List VI.

2670 United Kingdom

1018. *In the second sentence, after:* information *add:* except that relating to aeronautical stations.

Reasons

Consequential on proposal for Service Documents, Article 20.

(This page cancels and replaces the present page 661)

(Continuation of Art. 44)

Present Provisions

1023 *b)* Permanent alterations or irregularities of long duration are published as soon as possible in the relevant notices to navigators.

1024 § 7. In the case where radiocommunication by telegraphy or telephony is part of a radiolocation service, such communication will be subject to the provisions of these Regulations.

Section II. Service of Radio Direction-Finding Stations

1025 § 8. In the maritime radionavigation service the frequency normally used for direction-finding is 410 kc/s. All direction-finding stations of the maritime radionavigation service must be able to use this frequency. They must, in addition, be able to take bearings on the frequency 500 kc/s especially for locating stations sending signals of distress, alarm and urgency.

1026 § 9. The procedure to be followed by radio direction-finding stations is given in appendix 15.

1027 § 10. In the absence of prior arrangements, an aircraft station which calls a radio direction-finding station for a bearing must use for this purpose a frequency on which the station called normally keeps watch.

Proposals

France, French O.P.T.A., Morocco

2671

Heading. Read:

Section II. Radio Direction-Finding Stations.

2672

1025. *Replace the present text by the following:*

§ 8. For maritime radionavigation, the frequency normally used for direction-finding shall be 410 kc/s. All direction-finding maritime radionavigation stations must be able to use this frequency. They must, in addition, be able to take bearings on 500 kc/s and as far as possible on 2 182 kc/s, especially for locating stations sending signals of distress, alarm or urgency.

Reasons

France, French O.P.T.A.:

Bearings on 2 182 kc/s may, in some cases, supply valuable information.

4528 United States of America

1026. *In fine, replace:* appendix *by:* Appendix.

(Continuation of Art. 44)

Present Provisions

1028 § 11. In the exclusively aeronautical radionavigation service, the procedure contemplated for radio direction-finding in this section is applicable, except where special procedures are in force as a result of agreements made between the administrations concerned.

Section III. Service of Radiobeacon Stations

Proposals

2673 France, French O. P. T. A., Morocco

Heading. Read:

Section III. Radiobeacon Stations.

(This page cancels and replaces the present page 662)

(Continuation of Art. 44)

Present Provisions

1029 § 12. When an administration thinks it desirable in the interests of navigation to organize a service of radiobeacon stations, it may use for this purpose:

1030 *a)* radiobeacons properly so called, established on land or on ships permanently moored or, exceptionally, on ships navigating in a restricted area, the limits of which are known and published. The emissions of these radiobeacons may have either directional or non-directional patterns;

1031 *b)* fixed stations, coast stations or aeronautical stations designated to act as radiobeacons, at the request of mobile stations.

1032 § 13. (1) Radiobeacons properly so called use the frequency bands which are available to them under chapter III.

1033 (2) Other stations notified as radiobeacons use for this purpose their normal working frequency and their normal class of emission.

Proposals

4529 United States of America

1032. *In fine, replace:* chapter *by:* Chapter.

2674 United Kingdom

1032. *After this No. add the following new subparagraph:*

(1 *bis*) The power radiated by each radiobeacon shall be adjusted to the minimum necessary to produce the required field strength at the limit of the range required.

Reasons

Comprehensive proposal to accommodate Articles 4 and 5 of the Paris Beacon Conference and 26 to 28 of the Final Acts of the E.A.R.C. It is not considered appropriate to specify field strength in the Regulations.

2675 France, French O.P.T.A., Morocco

1033. *After this No. add the following new Section:*

Section IV. Watch Radar Stations.

When an administration considers that a watch radar station could usefully be set up, it shall also take suitable steps to transmit information about the position thereof to any ship requesting such information, as well as information about any type of obstacle which might hamper the movements of the ship in the area in question.

(This page cancels and replaces the present page 670)

(Continuation of Art. 46)

Present Provisions | **Proposals**

1069 *d)* the specialized Secretariat, which assists the Director in the performance of the work;

1070 *e)* such laboratories or technical installations, as may be set up by the Union.

1071 § 5. The Secretary General of the Union, or his representative, the representatives of the International Frequency Registration Board, and the representatives of the other Consultative Committees of the Union may attend meetings of the C.C.I.R. in an advisory capacity.

1072 § 6. The C.C.I.R. may form joint Study Groups with other Consultative Committees of the Union to study, and issue recommendations, on questions of common interest.

1073 § 7. The C.C.I.R. may appoint a representative to attend, in an advisory capacity, meetings of other Committees of the Union or other international organizations, to which the C.C.I.R. has been invited.

1074 § 8. (1) The C.C.I.R. shall observe the rules of procedure contained in the General Regulations annexed to the Convention.

1075 (2) The Plenary Assembly of the C.C.I.R. may adopt such additional rules of procedure as may facilitate the work of the Committee, provided that they do not conflict with the General Regulations.

CHAPTER XVIII

ARTICLE 47

Effective Date of the Radio Regulations

United States of America

4530

Proposals Relating to Effective Date of the Radio Regulations – Article 47 and Related Provisions

The effective date for the entry into force of the new Radio Regulations should allow sufficient time after the closing of the conference for ratification by a majority of administrations prior to the general effective date. The United States proposal suggests [January 1, 1961*] for this general effective date (See No. **1076**).

(Continuation of Art. 47)

Present Provisions

Proposals

United States of America *(cont'd)*

Any possible misunderstanding with respect to the provisions governing administrations prior to the general effective date of the new Radio Regulations, which may result from the fact that not all administrations consider themselves bound by the same provisions on particular subjects, would be resolved by the United States proposal that each administration shall continue, until [January 1, 1961*,] to comply with those international agreements by which they are already bound. To accomplish this purpose, the United States proposes the adoption of a Resolution. [1])

[1]) It is noted that in our proposal, the Resolution is in the form of a "Draft Resolution of Plenipotentiary Conference" attached to a "Recommendation of the Radio Conference to the Plenipotentiary Conference relating to Regulations in Force". The Resolution has been drafted for adoption by the Plenipotentiary Conference since it also provides that the Agreement of the Extraordinary Administrative Radio Conference will no longer be applicable after (January 1, 1961*). Similar action by the Plenipotentiary Conference with respect to the 1947 Radio Regulations does not appear to be necessary because of a provision of Article 12 of the 1952 Convention.

* This date must necessarily be the same date specified in No. **1076** of the 1959 Radio Regulations.

4531

Recommendation of the Radio Conference to the Plenipotentiary Conference relating to Regulations in Force.

The Administrative Radio Conference (Geneva, 1959),

considering that:

1. There is need to reaffirm the obligations of Members and Associate Members concerning international radio regulations in force pending the entry into force of the 1959 Radio Regulations on [January 1, 1961*];

2. the provisions of the Agreement of the Extraordinary Administrative Radio Conference, Geneva, 1951, will no longer be applicable after entry into force of the 1959 Radio Regulations; and

3. believing that these aims may be accomplished by adoption of an appropriate resolution of the Plenipotentiary Conference;

recommends that:

The Plenipotentiary Conference (Geneva, 1959) consider the attached draft Resolution with a view toward its adoption.

* This date must necessarily be the same date specified in No. **1076** of the 1959 Radio Regulations.

(Continuation of Art. 47)

Present Provisions

Proposals

United States of America *(cont'd)*

4531 bis

Draft Resolution of Plenipotentiary Conference

The Plenipotentiary Conference of the International Telecommunication Union (Geneva, 1959),

considering that:

1. certain provisions of the Radio Regulations (Atlantic City, 1947) were not brought into force on January 1, 1949, pursuant to Article 47 thereof;

2. the agreement of the Extraordinary Administrative Radio Conference (Geneva, 1951) took cognizance of this fact;

3. the 1959 Radio Conference has adopted Radio Regulations which will, when they enter into force, on [January 1, 1961*] have the effect of superseding and replacing both of the aforementioned international agreements;

4. until [January 1, 1961*] Members and Associate Members will continue to comply with whichever or both of the aforementioned international agreements they now comply;

resolves that:

after [January 1, 1961*] the Agreement of the Extraordinary Administrative Radio Conference will no longer be applicable.

* This date must necessarily be the same date specified in No. **1076** of the 1959 Radio Regulations.

2693 U.S.S.R.

Chapter XVIII. *Delete.*

Reasons

The whole of Chapter XVIII is obsolete.

1076 § 1. These Regulations shall come into force on January 1, 1949, except for the table of allocation of frequencies covering the bands below 27500 kc/s[1]) and the provisions listed below, which shall come into force upon the effective date of the new International Frequency List, as determined by a special Administrative Radio Conference:

4532 United States of America

1076. *Replace the present text by the following:*

§ 1. These Regulations shall enter into force on [January 1, 1961].

Reasons

The effective date Article should be brief and simple.

(Continuation of Art. 47)

Present Provisions

articles 2, 10, 11, 12, 17, 20, 28; **621**; article 33; **869**; article 34; **1025** and **1032**; appendices 1, 3, 4, 5, 6, 7, 8, 10 and 12.

1076.1 [1]) However, all or any portion of the band 150–2850 kc/s, which is not subject to consideration by the Provisional Frequency Board, may come into force in Region 2 on or after January 1, 1949, in accordance with special arrangements agreed upon by the interested countries of that Region.

Proposals

2694 Japan

1076. *Replace the present text by the following:*

§ 1. These Regulations shall come into force on...

2695 United States of America, Japan

1076.1. *Delete.*

(This page cancels and replaces the present page 671)

(Continuation of Art. 47)

Present Provisions

1077 § 2. The procedure provided in the Cairo Radio Regulations for the notification and registration of frequencies, and the Cairo allocation table below 27 500 kc/s shall remain in force until the effective date of the new International Frequency List (see **1076**).

1078 § 3. In witness whereof the delegates of the countries members of the Union represented at the International Radio Conference of Atlantic City (1947) have signed in the names of their respective countries the present Regulations in a single copy which will remain in the archives of the Government of the United States of America and of which a certified copy will be delivered to every country member of the Union.

Done at Atlantic City, the 2nd of October, 1947.

Proposals

2696 United States of America, Japan

1077. *Delete.*

Reasons

United States of America:

No longer required.

4533 United States of America

1078. *Replace the present text by the following:*

§ 3. In witness whereof the delegates of the countries members of the Union represented at the International Radio Conference of Geneva (1959) have signed in the names of their respective countries the present Regulations in a single copy which will remain in the archives of the [ ] and of which a certified copy will be delivered to every country member of the Union.

Done at Geneva, the [, 1959].

Reasons

Editorial.

C. Various proposals concerning the Appendices annexed to the RR.

2697 India

Include the following general provision as an appendix to the RR in an appropriate place:

The administrations may adopt, as far as possible, in radio communication services the rationalized M.K.S. system (also known as the rationalized Giorgi System).

Reasons

In accordance with C.C.I.R. Recommendation No. 143. In line with India's policy.

(This page cancels and replaces the present page 672)

Present Provisions

APPENDICES TO RADIO REGULATIONS

(Atlantic City, 1947)

FIRST SERIES

APPENDIX 1

Form of Notice

For use when notifying to the International Frequency Registration Board a frequency assignment to a fixed, land, broadcasting, radionavigation land, or standard frequency station

1. .....
Notifying Government

2. .....
Date of the notice

3. .....
Reference to preliminary telegraphic notice (if any)

4. Assigned frequency in kc/s (or Mc/s).
5. Class of emission [note *a)*].
6. Bandwidth of emission in kc/s.
7. Power in kW.
8. Antenna Location
   A) Country
   B) Place
   C) Latitude and Longitude [note *b)*].
9. Directivity of Antenna [note *c)*]
   A) Azimuth of maximum radiation in degrees from true north (clockwise).
   B) Angular width of the main lobe in the horizontal plane in degrees [note *d)*].
   C) Gain in decibels (db) in direction of maximum radiation at the assigned frequency [note *e)*].
10. Call sign.
11. Class of Station [note *f)*].
12. Nature of Service [CP, CO, etc. — note *f)*].
13. Locality (or localities) or regions with which communication is established or projected [note *g)*].
14. Projected date of service or date put into service.
15. Maximum hours of use of frequency (G.M.T.) [note *h)*].

Proposals

2698 Australia (Commonwealth of)

Under item 9 insert the following:

D) In the case of fixed stations using power in excess of 500 watts;
   i) Vertical distribution of radiation at the assigned frequency;
   ii) Direction and gain of minor lobes or sufficient mechanical and electrical details to permit calculation.

Reasons

To provide the I.F.R.B. with full information in respect of aerial characteristics.

(Continuation of App. 1)

Proposals

4534 United States of America

Replace the text of Appendix 1 *by the following:*

APPENDIX 1

Form of Notice for use when notifying to the International Frequency Registration Board a Change in Frequency Usage for a fixed, land, broadcasting, radionavigation land, radiopositioning land or standard frequency station (see No. 318).

NOTICE OF CHANGE IN FREQUENCY USAGE

No.
Date (e)

(a) _____ Notifying Country

(b) Addition

(c) Modification

(d) Deletion

*1 _____ kc/s–Mc/s Assigned Frequency

2c _____ Date of Use

3 _____ Call Sign (Identification)

*4 _____ Class of Station and Nature of Service

5a _____ Name of Location

*5b _____ Longitude and Latitude

5c _____ Country

*6 Point(s) or Area(s) of Reception	*7 Hours of Use	*8 Power (kW)	*9 Class of Emission and Bandwidth	10 Supplementary Information to Column 9
a.	a.	a.	a.	a.
b.	b.	b.	b.	b.
c.	c.	c.	c.	c.
d.	d.	d.	d.	d.
e.	e.	e.	e.	e.
f.	f.	f.	f.	f.
g.	g.	g.	g.	g.

**11	12a Remarks by Notifying Country

* This item is a basic characteristic (see No. **318**).
** Name, Postal and Telegraph Address.

Present Provisions

Proposals

United States of America *(cont'd)*

General Instructions

Each Change in Frequency Usage (see No. . . . .) will require the submission of a new notice.

Frequencies in common use such as 500, 2 182 kc/s, etc., should not be notified (see No. **316**).

Separate entries, in columns 6 through 10, should be made for the various types of communication services such as telegraph, telephone, program transmission, facsimile transmissions, etc., including all particulars related thereto.

General Notes

(a) Indicate the name of the country submitting the notice. General I.T.U. abbreviations designating countries may be used.

(b) Indicate in this box by the letter "X" when the notice reflects:

1) the first use of a frequency at a station, or
2) an additional frequency at a station.

(c) Indicate in this box by the letter "X" when the notice reflects a change or modification of the previously notified characteristics.

(d) Indicate in this box by the letter "X" when the notice reflects a deletion of an assignment, in all of its notified characteristics.

(e) Indicate in this box the serial number of the notice and the date the notice is sent to the Board.

Notes Pertaining to Specific Columns

Column 1. — Assigned Frequency

1. Indicate the assigned frequency as defined in Article 1 in kc/s from 10.0 to 27 500 kc/s, and in Mc/s above 27.5 Mc/s.
2. A frequency received by a land station from a mobile station will be suffixed with the letter "r" – e. g., 4 067 r (kc/s).
3. The assigned frequency is a basic characteristic (see Article 11).

(Continuation of App. 1)

Present Provisions

Proposals

United States of America *(cont'd)*

Column 2c. — Date of Putting into Use

1. Insert the date of actually putting the frequency assignment into use in all of its notified basic characteristics.
2. Whenever the assignment is changed in any of its basic characteristics, as defined in this Appendix, then the date of use must be that coinciding with the date of the latest change.
3. This is not a basic characteristic.

Column 3. — Call Sign (Identification)

1. Indicate the call sign used in accordance with Article 19.
2. Exceptionally, if such a call sign is not used, then adequate information in parentheses describing the identifications used in lieu of the call sign in accordance with Article 19 should be furnished.
3. This item is not a basic characteristic.

Column 4. — Class of Station and Nature of Service

1. Indicate the class of station and nature of service in which the station is operating, using the symbols shown in Appendix 7.
2. The class of station is a basic characteristic. The nature of service is not a basic characteristic.

Columns 5a, b, and c. — Location of transmitting station

1. Indicate the name of the station.
2. The geographical coordinates of the transmitting site shall be indicated to the nearest minute except for radionavigation land stations where the coordinates in degrees, minutes and seconds shall be shown. Longitude shall precede the latitude.
3. Indicate country in which station is located.
4. Abbreviations from the Preface to the International Frequency List should be used.
5. The geographical coordinates of the transmitting site are a basic characteristic.

(Continuation of App. 1)

Present Provisions

Proposals

United States of America *(cont'd)*

Column 6. — Point(s) or Area(s) of Reception

1. Insert in this column the geographical location of reception points which regularly receive transmissions.

2. For the fixed service, the following information shall be furnished:

   a) Normally the specific locations of reception, by city and country, of the control point or points shall be shown. Reception points may be grouped in this column if all other basic characteristics of the frequency assignment are the same with respect to each such point.

   b) In the case of one-way simultaneous transmission to multiple points, indicate representative points outlining the area being served.

   c) In the case of networks, the symbol ZN shall follow the first entry in this column on the same horizontal line. Enter sufficient points of reception to well define the geographical limits of the network including the closest and farthest points of reception. When using the same frequency for two or more networks show each by a letter following the network symbol "ZN", e. g., ZN–A, ZN–B, etc.

3. For land, radionavigation land, radiopositioning land and standard frequency stations, in lieu of reception areas, distances in kilometers may be shown. Such distances shall represent, in all cases, the approximate service ranges.

4. For broadcasting stations, indicate areas being served.

5. The points or areas of reception are a basic characteristic.

Column 7. — Hours of Use of the Frequency

1. Indicate the maximum hours of use of the frequency in GMT during the high, medium and low portions of the eleven year solar cycle, for each point or area of reception, etc.

(Continuation of App. 1)

Present Provisions

Proposals

United States of America *(cont'd)*

2. For aeronautical stations in the aeronautical mobile (R) service, the hours of use indicated shall not exceed the provisions of those specified in Article 9.

3. The hours of frequency use are a basic characteristic.

Column 8. — Power

1. Indicate the peak power in kW, that is, the mean power supplied to the antenna during one radio frequency cycle at the highest crest of the modulation envelope, taken under conditions of normal operation of the transmitter.

2. The peak power regularly used to each point or area of reception, or group of points of reception, shown in column 6 shall be indicated.

3. Power is a basic characteristic.

Column 9. — Class of Emission and Bandwidth

1. Indicate the bandwidth and class of emission in regular use over a solar cycle to each point or area of reception, or groups of points of reception shown in column 6, in accordance with Article 2 and Appendix 5.

2. The bandwith and class of emission are a basic characteristic.

Column 10. — Supplementary Information to Column 9

1. Indicate only special types of transmission or emission not adequately described in column 9.

2. For those emissions where a measurable "characteristic frequency" is not within the permitted frequency tolerance with respect to the assigned frequency, a reference frequency or frequencies should be furnished. Where such reference frequency or frequencies cannot be specified, an explanatory note should be included (see Article 1 and Appendix 5 *bis*). *(Proposal 4548)*

3. This information is not a basic characteristic.

(Continuation of App. 1)

Present Provisions

Proposals

United States of America *(cont'd)*

Column 11. — Name, Postal and Telegraph Address

1. Indicate, by letter code, the name and address of the office to which correspondence in regard to this assignment should be sent. Use the I. T. U. series of letter codes for offices in each country.
2. This information is not a basic characteristic.

Column 12a. — Remarks by Notifying Country

Indicate briefly any pertinent information with respect to the assignment not contained in other columns.

2699 France, French O. P. T. A.

Item 15. *Replace the present text by the following:*

Maximum hours of use for each of the circuits for which the frequency is used (U.T.) [Note *h)*].

2703

United Kingdom

Form of Notice

For use when notifying to the International Frequency Registration Board a change in frequency usage
(See Article 11)

Notifying Member or Associate Member _____

Additional assignment ☐ Amendment*) to an existing assignment ☐ Cancellation of an assignment ☐ Notice No. _____

For I. F. R. B. use

2c _____ Date of use

1 Frequency _____ kc/s _____ Mc/s

3 _____ Call sign

Ref. to preliminary telegr. notice _____

4a Location of transmitter: _____ Name _____ Geographical position _____ Country

4b Localities or areas of reception	**4c** Length of circuit in kms	**9a** Azimuth of maximum radiation	**9b** Angular width of main radiation lobe	**9c** Antenna gain in db

5 _____ Class of station and nature of service

6 _____ Bandwidth necessarily occupied and class of emission

7 _____ Description of transmission

8 _____ Peak power in kW

10 _____ Hours of use of circuits G. M. T

11 _____ Operating Administration or Company

12 Centralizing Office: _____ Telegr. address: _____

13 Remarks: _____

Co-ordination effected with the following interested Administrations: _____

*) The amended particulars are underlined

(This page cancels and replaces the present page 679)

(Continuation of App. 1)

U.S.S.R. *(cont'd)*

Present Provisions | **Proposals**

5. Class of emission [Note *a)*].
6. Bandwidth of emission in kc/s.
7. Power in kW.
8. Antenna location:
   A) country;
   B) place;
   C) latitude and longitude [Note *b)*].
9. Directivity of antenna [Note *c)*].
10. Call sign.
11. Class of Station [Note ...)].
12. Nature of Service [CP, CO, etc. — Note ...)].
13. Locality (or localities) or regions with which communication is established or projected [Note ...)].
14. Projected date of service or date put into service.
15. Description of transmission employed [Note ...)].
16. Administration.
17. Postal and telegraphic address of the centralizing office under whose jurisdiction the station is placed [Note ...)].
18. If the assignment is made in accordance with a service or regional agreement, give the name thereof.

.....
Signature

.....
Title

Proposals

4535 United States of America

Add the following new Appendix:

APPENDIX 1 *bis*

Form of Notice for use when submitting schedules of broadcasting stations operating in the bands between 5 950 and 26 100 kc/s (see No. ....). *(Proposal 3956)*

Notifying Administration	Modification a) / Cancellation a)	SerialNo. / Date / Time Period b)

1	2	3	4	5	6
Frequency (kc/s)	Call Sign (Identification)	Transmitter Location	Reception Area	Time (GMT)	Power

General Notes

a) If this is a modification or cancellation of a previously reported schedule, insert an "X" in the appropriate box.

b) Indicate for which time period (see No. ...) *(Proposal 3956)* the schedule is submitted.

Proposals

Notes Pertaining to Specific Columns

1) If more than one frequency is to be used, list them in ascending frequency order.
2) If a call sign is not used, the identification data should be enclosed in parentheses.
3) The transmitter location should include the abbreviation of the country in which the station is located.
4) The areas established by the High Frequency Broadcasting Conference of Mexico City, 1948/1949 (C.I.R.A.F.) should be shown where appropriate. A map of these areas is included in the preface of the publication "Seasonal Schedules of High Frequency Broadcasting Stations".
5) Indicate the hours of use of the frequency for the time period covered, in G.M.T.
6) Carrier power should be shown by the use of the following symbols:

   A: 50 kW and over
   B: 10 kW to 49.9 kW
   C: 1.1 kW to 9.9 kW
   D: 1 kW and under.

Present Provisions

APPENDIX 2

Report of an Irregularity or of an Infringement of the Telecommunications Convention or of the Radio Regulations

(See articles 13, 14, 15 and 23)

Particulars concerning the station infringing the Regulations:

1. Name, if known (in BLOCK letters) [Note *a)*] .....
2. Call sign (in BLOCK letters) .....
3. Nationality, if known .....
4. Frequency used (kc/s or Mc/s) .....
5. Class of Emission [Note *b)*] .....

Particulars concerning the station, the centralizing office or inspection service reporting the irregularity or infringement:

6. Name (in BLOCK letters) .....
7. Call sign (in BLOCK letters) .....
8. Nationality .....
9. Approximate Position [Notes *c)* and *h)*] .....

Proposals

4536 United States of America

After the heading, read:

(See Article 15).

(This page cancels and replaces the present page 680)

(Continuation of App. 2)

Present Provisions

Details of the irregularity or infringement:

10. Name [Note *d)*] of the station (in BLOCK letters) in communication with the station committing the irregularity or infringement .....
11. Call sign (in BLOCK letters) of the station in communication with the station committing the irregularity or infringement .....
12. Time [Note *e)*] and date .....
13. Nature of the irregularity or infringement [Note *f)*] .....
14. Extracts from ship log and other documents supporting the report (to be continued on the back of the form, if necessary) .....

Information on the transmitting station which was subject to interference [Note g)]:

15. Name of the station (in BLOCK letters) which was subject to interference .....
16. Call sign (in BLOCK letters) .....
17. Frequency assigned (kc/s or Mc/s) .....
18. Frequency measured at the time of the interference .....
19. Class of emission and width of the band .....
20. Receiving location (in BLOCK letters) where the interference was troublesome [Notes *c)* and *h)*] .....
21. Certificate

I certify that the foregoing report represents, to the best of my knowledge, a complete and accurate account of what took place.

Date ..... 19...[1])

[1]) This report must be signed by the operator who has reported the infringement and countersigned by the Master of the ship or aircraft; or the officer in charge of the station in the case of an infringement reported by a station of the mobile service.

When the report originates from a centralizing office or from an inspection service it must be signed by the head of that office or service and countersigned by an official of the administration transmitting it.

Proposals

United States of America *(cont'd)*

4537

Delete: Information on the transmitting station which was subject to interference [Note g)]:

Delete items 15 *to* 20, *and replace:* 21 *by:* 15.

France, French O. P. T. A., Morocco

2705

Information on the transmitting station which was subject to interference:

Replace the heading by:

Information on the transmission suffering interference [Note g)]:

Reasons

Not the transmitter, but the transmission, suffers interference.

2706 Item 15. *Replace the present text by the following:*

15. Name of the station (in BLOCK letters) the transmissions of which are suffering interference.

Reasons

It is not the transmitter itself which so suffers.

(Continuation of App. 2)

Present Provisions

Instructions for Filling in This Form

Note *a)* Each report will refer only to one station [see Note *d)*].

Note *b)* See Article 2.

Note *c)* Applicable only to ships and aircraft; the position must be expressed either in latitude and longitude (Greenwich) or by a true bearing and distance in nautical miles, or in kilometres from some well known place.

Note *d)* If both communicating stations infringe the Regulations, a separate report shall be made for each of these stations.

Proposals

4538 United States of America

Instructions for Filling in This Form

Delete Note *g)*.

(Continuation of App. 3)

Present Provisions | **Proposals**

United States of America

4539

2. *Delete.*

Reasons

Due to passage of time, this is thought to be no longer required. Also, interpretation of what is to be considered an assigned frequency is not pertinent in an appendix dealing with frequency tolerances.

Add the following new sub-paragraphs:

4540

1 *bis*. The following Table of Frequency Tolerances shows tolerances deemed appropriate for various categories of stations in different frequency bands. The Table of Frequency Allocations (Chapter III, Article 5) indicates whether any particular category of station may be authorized to operate in the bands shown.

Reasons

The proposed Table reflects particularly the technical capabilities in the several bands, based primarily on recommendations of C.C.I.R. (Warsaw, 1956), in a more convenient format.

4541

1 *ter*. The third column under each frequency band in the following table provides for inclusion of frequency tolerances that should serve as guides for development of equipment for use after 1975. (See Recommendation No. 4, paragraph 3.)

Reasons

In general, the improved tolerances that might be agreed to at Geneva, 1959, for implementation in four to six years, may be expected to be tolerances already achieved in developmental equipment if not in actual production models. The new table provides space for incorporation of tolerances that might be termed "design objective" tolerances which C.C.I.R. might recommend pursuant to Recommendation No. 4. No figures are proposed at this time but it is anticipated that C.C.I.R. recommendations will be available for consideration at the next International Radio Conference after Geneva, 1959. The year 1975 is an estimate indicating the lead time (some fifteen years) that should be allowed for design, development, test, production and installation of new equipment that might meet "design objective" tolerances.

(This page cancels and replaces the present page 684)

(Continuation of App. 3)

Present Provisions

[2]) The frequency tolerance of 0.02% is maintained temporarily for fixed station transmitters now in operation using a power between 200 and 500 watts.

[3]) For this category, the final date of January 1st 1953, is extended until the date when the Radio Regulations of the next Conference are put into force.

[4]) In this band and for this category, it is recognized that certain countries are not sure that their equipment can satisfy a stricter frequency tolerance than that fixed for the 30–100 Mc/s band; however, these countries will endeavour to satisfy the tolerance for the band 100–500 Mc/s.

[5]) In bands E and F it is recognized that there are in service in category 4 pulse transmitters which cannot meet tolerances closer than 0.5%.

[6]) Frequency deviations are to be measured over a period not exceeding ten minutes from the commencement of an emission.

This provision, however, is applicable only to transmitters in service before January 1st, 1950 and until the replacement of these transmitters by modern equipment, and only in exclusive maritime mobile bands, and excepting such parts of these bands as are reserved for ship radiotelephony. Thereafter the frequency tolerances specified shall be adhered to during the whole period of an emission.

(Continuation of App. 3)

Proposals

4542 United States of America

Table of Frequency Tolerances

Replace the present Table (with its notes) by the following:

Classes of Stations	Frequency Bands	10.025 kc/s to 1 605 kc/s			1 605 kc/s to 4 000 kc/s			4·000 kc/s to 30 Mc/s		
		1)	2)	3)	1)	2)	3)	1)	2)	3)
1. FIXED										
a) 10 to 50 kc/s (all powers)		0.1	0.1							
b) 50 to 1 605 kc/s (all powers)		0.02	0.002							
c) Under 200 W					0.01	0.01		0.01	0.005	
d) 200 to 500 W					0.005	0.005		0.01	0.005	
e) 500 W and above					0.005	0.005		0.003	0.0015	
2. LAND										
a) Coast										
1. Under 5 W		0.05	0.05		0.01	0.01		0.005	0.005	
2. 5 to 200 W		0.05	0.05		0.01	0.01		0.005	0.005	
3. 200 to 500 W		0.02	0.02		0.005	0.005		0.005	0.005	
4. 500 W to 5 kW		0.02	0.02		0.005	0.005		0.005	0.005	
5. 5 kW and above		0.02	0.02		0.005	0.005		0.005	0.0015	
b) Aeronautical										
1. Under 5 W		0.02	0.02		0.01	0.01		0.01	0.01	
2. 5 to 200 W		0.02	0.02		0.01	0.01		0.01	0.01	
3. 200 to 500 W		0.02	0.02		0.005	0.005		0.01	0.01	
4. 500 W to 5 kW		0.02	0.02		0.005	0.005		0.005	0.005	
5. 5 kW and above		0.02	0.02		0.005	0.005		0.005	0.0015	
c) Base										
1. Under 5 W			0.02		0.01	0.01		0.01	0.01	
2. 5 to 200 W			0.02		0.01	0.01		0.01	0.01	
3. 200 to 500 W			0.02		0.005	0.005		0.01	0.01	
4. 500 W to 5 kW			0.02		0.005	0.005		0.005	0.005	
5. 5 kW and above			0.02		0.005	0.005		0.005	0.005	

(Table cont'd on next page)

(Continuation of App. 3)

Proposals

Classes of Stations	Frequency Bands	10.025 kc/s to 1 605 kc/s			1 605 kc/s to 4 000 kc/s			4 000 kc/s to 30 Mc/s		
		1)	2)	3)	1)	2)	3)	1)	2)	3)
(cont'd)										
3. MOBILE										
a) Ship										
1. Under 5 W		0.1	0.1		0.02	0.02		0.02	0.02	
2. 5 W and above		0.1	0.1		0.02	0.02		0.02	0.02	
(a) Ship stations, wide band and special transmission systems								0.001	0.001	
b) Aircraft										
1. Under 5 W		0.05	0.05		0.02	0.01		0.02	0.01	
2. 5 W and above		0.05	0.05		0.02	0.01		0.02	0.01	
c) Lifeboat, Liferaft and Survival Craft										
1. Under 5 W		0.5	0.5		0.02	0.02		0.02	0.02	
2. 5 W and above		0.5	0.5		0.02	0.02		0.02	0.02	
d) Land Mobile										
1. Under 5 W			0.02		0.02	0.02		0.02	0.02	
2. 5 W and above			0.02		0.02	0.02		0.02	0.02	
4. LAND RADIONAVIGATION AND MOBILE RADIO-NAVIGATION										
1. Under 200 W		0.02	0.02		0.01	0.01			0.01	
2. 200 W and above		0.02	0.02		0.005	0.005			0.01	
5. LAND RADIOPOSITIONING AND MOBILE RADIO-POSITIONING			0.02			0.005			0.01	
6. BROADCASTING										
a) Television (sound and video)										
b) Other than Television . . .		20 c/s	20 c/s		0.005	0.005		0.003	0.0015	

(Continuation of App. 3)

Proposals **United States of America** *(cont'd)*

Classes of Stations	Frequency Bands	30 Mc/s to 100 Mc/s			100 Mc/s to 500 Mc/s			500 Mc/s to 960 Mc/s		
		1)	2)	3)	1)	2)	3)	1)	2)	3)
1. FIXED										
a) 10 to 50 kc/s (all powers) . .										
b) 50 to 1 605 kc/s (all powers) .										
c) Under 200 W		0.02	0.0005		0.01	0.0005		0.75	0.0005	
d) 200 to 500 W		0.02	0.0005		0.01	0.0005		0.75	0.0005	
e) 500 W and above		0.02	0.0005		0.01	0.0005		0.75	0.0005	
2. LAND										
a) Coast										
1. Under 5 W		0.02	0.005		0.01	0.002		0.75	0.005	
2. 5 to 200 W		0.02	0.002		0.01	0.002		0.75	0.005	
3. 200 to 500 W		0.02	0.002		0.01	0.002		0.75	0.005	
4. 500 W to 5kW		0.02	0.002		0.01	0.002		0.75	0.005	
5. 5 kW and above		0.02	0.002		0.01	0.002		0.75	0.005	
b) Aeronautical										
1. Under 5W		0.02	0.005		0.01	0.005		0.75	0.005	
2. 5 to 200 W		0.02	0.002		0.01	0.005		0.75	0.005	
3. 200 to 500 W		0.02	0.002		0.01	0.005		0.75	0.005	
4. 500 W to 5 kW		0.02	0.002		0.01	0.005		0.75	0.005	
5. 5 kW and above		0.02	0.002		0.01	0.005		0.75	0.005	
c) Base										
1. Under 5 W		0.02	0.005		0.01	0.005		0.75	0.005	
2. 5 to 200 W		0.02	0.0005[5])		0.01	0.0005		0.75	0.0005	
3. 200 to 500 W		0.02	0.0005[5])		0.01	0.0005		0.75	0.0005	
4. 500 W to 5 kW		0.02	0.0005[5])		0.01	0.0005		0.75	0.0005	
5. 5 kW and above		0.02	0.0005[5])		0.01	0.0005		0.75	0.0005	
3. MOBILE										
a) Ship										
1. Under 5 W		0.02	0.005		0.01	0.005[4])		0.75	0.005	
2. 5 W and above		0.02	0.002		0.01	0.005[4])		0.75	0.005	
3. 150.8–174 Mc/s (all powers)					0.01	0.002				
b) Aircraft										
1. Under 5 W		0.02	0.005		0.01	0.005		0.75	0.005	
2. 5 W and above		0.02	0.002		0.01	0.005		0.75	0.005	
c) Lifeboat, Liferaft and Survival Craft										
1. Under 5 W		0.02	0.005		0.01	0.005		0.75	0.005	
2. 5 W and above		0.02	0.002		0.01	0.005		0.75	0.005	
d) 1. Under 5 W		0.02	0.005		0.01	0.005		0.75	0.005	
2. 5 W and above		0.02	0.0005[5])		0.01	0.0005		0.75	0.0005	
4. LAND RADIONAVIGATION AND MOBILE RADIO-NAVIGATION										
1. Under 200 W		0.02	0.02		0.02	0.005		0.75	0.005	
2. 200 W and above		0.02	0.02		0.02	0.005		0.75	0.005	
5. LAND RADIOPOSITIONING AND MOBILE RADIO-POSITIONING			0.02			0.005			0.005	
6. BROADCASTING										
a) Television (sound and video)		0.003	1000c/s		0.003	1000c/s		0.75	1000c/s	
b) Other than Television . . .		0.003	0.002		0.003	0.002		0.75	0.002	

(Continuation of App. 3)

Proposals **United States of America** *(cont'd)*

Classes of Stations	Frequency Bands	960 Mc/s to 1 300 Mc/s			1 300 Mc/s to 10 500 Mc/s			10 500 Mc/s to 40 000 Mc/s		
		1)	2)	3)	1)	2)	3)	1)	2)	3)
1. FIXED										
a) 10 to 50 kc/s (all powers) . .										
b) 50 to 1 605 kc/s (all powers) .										
c) Under 200 W		0.75	0.005		0.75	0.05			0.5	
d) 200 to 500 W		0.75	0.005		0.75	0.05			0.5	
e) 500 W and above		0.75	0.005		0.75	0.05			0.75	
2. LAND										
a) Coast										
1. Under 5 W		0.75	0.005		0.75	0.05				
2. 5 to 200 W		0.75	0.005		0.75	0.05				
3. 200 to 500 W		0.75	0.005		0.75	0.05				
4. 500 W to 5 kW		0.75	0.005		0.75	0.05				
5. 5 kW and above		0.75	0.005		0.75	0.05				
b) Aeronautical										
1. Under 5 W		0.75	0.005		0.75	0.05				
2. 5 to 200 W		0.75	0.005		0.75	0.05				
3. 200 to 500 W		0.75	0.005		0.75	0.05				
4. 500 W to 5 kW		0.75	0.005		0.75	0.05				
5. 5 kW and above		0.75	0.005		0.75	0.05				
c) Base										
1. Under 5 W		0.75	0.005		0.75	0.05				
2. 5 to 200 W		0.75	0.005		0.75	0.05				
3. 300 to 500 W		0.75	0.005		0.75	0.05				
4. 500 W to 5 kW		0.75	0.005		0.75	0.05				
5. 5 kW and above		0.75	0.005		0.75	0.05				
3. MOBILE										
a) Ship										
1. Under 5 W		0.75	0.05		0.75	0.05				
2. 5 W and above		0.75	0.05		0.75	0.05				
3. 150.8–174 Mc/s (all powers)										
b) Aircraft										
1. Under 5 W		0.75	0.05		0.75	0.05				
2. 5 W and above		0.75	0.05		0.75	0.05				
c) Lifeboat, Liferaft and Survival Craft										
1. Under 5 W		0.75	0.05		0.75	0.05				
2. 5 W and above		0.75	0.05		0.75	0.05				
d) Land Mobile										
1. Under 5 W		0.75	0.005		0.75	0.05				
2. 5 W and above		0.75	0.005		0.75	0.05				
4. LAND RADIONAVIGATION AND MOBILE RADIO-NAVIGATION										
1. Under 200 W		0.75	0.5		0.75	0.5[6])			0.5[6])	
2. 200 W and above		0.75	0.5		0.75	0.5[6])			0.5[6])	
5. LAND RADIOPOSITIONING AND MOBILE RADIO-POSITIONING			0.5			0.5			0.5	
6. BROADCASTING										
a) Television (sound and video)		0.75			0.75					
b) Other than Television . . .		0.75			0.75					

Footnotes

1) Tolerances applicable: *a)* until 1 January 1965 to transmitters now in use; and *b)* to those to be installed before 1 January 1963.
2) Tolerances applicable: *a)* to new transmitters installed after 1 January 1963; and *b)* to all transmitters during the period 1 January 1965 to 1 January 1975. (Subject to change after consideration of recommendations of the C.C.I.R. IXth Plenary Assembly, 1959).
3) Tolerances applicable to all transmitters after 1975. (Subject to determination after consideration of recommendations of the C.C.I.R. IXth Plenary Assembly, 1959).
4) Does not apply to the band 150.8 Mc/s to 174 Mc/s.
5) Except for the band 30 Mc/s to 50 Mc/s where the tolerance is 0.002.
6) Except radar. For radar, the frequency at which maximum emission occurs shall be within the authorized frequency band and shall not be closer than 1.5/T megacycles per second to the upper and lower limits of the authorized frequency band, where T is the pulse duration in microseconds.

NOTE: The power indicated is "Mean Power of a Radio Transmitter" (See No. **63**).
Tolerances are in per cent except as otherwise indicated.

2709 India

Replace the present table by the following:

Table of Frequency Tolerances[6])

Frequency Bands and Categories of Stations	Tolerances (in %) applicable until January 1st 1966 to transmitters now in use and those to be installed before January 1st 1964	Tolerances (in %) applicable: — to new transmitters installed after January 1st 1964; — to all transmitters after January 1st 1966
1	2	3
A. *From 10 to 535 kc/s:*		
1. Fixed Stations:		
— from 10 to 50 kc/s,	0.1	0.1
— from 50 kc/s to end of band.	0.02	0.02
2. Land Stations:		
a) Coast Stations:		
— power above 200 watts,	0.02	0.02
— power below 200 watts.	0.05	0.05
b) Aeronautical Stations:	0.02	0.02
3. Mobile Stations:		
— Ship Stations,	0.1	0.1
— Aircraft Stations	0.05	0.05
— Emergency (reserve) ship transmitters, and lifeboat, liferaft and survival craft transmitters.	0.5	0.5
4. Radionavigation Stations.	0.02	0.02
5. Broadcasting Stations.	20 cycles per second	20 cycles per second
B. *From 535 to 1 605 kc/s.* Broadcasting Stations.	20 cycles per second	10 cycles per second
C. *From 1 605 to 4 000 kc/s.*		
1. Fixed Stations:		
— power above 200 watts,	0.005	0.005
— power below 200 watts.	0.01	0.01

(Continuation of App. 4)

Proposals

4543 United States of America

Replace the present Appendix 4 by the following:

Table of Limits for the Intensity of Spurious Radiation

(See Article 17)

Mean Power (Not Considering Antenna Gain) [1]	Suppression of Spurious Radiations below the Power in the Occupied Band [2]		
	[3] 50–150 %	[4] 150–250 %	Beyond 250 %
All stations below 1 watt and mobile stations operating below 30 Mc/s with any power	26 db	35 db	*40 db
1 watt and above	26 db	35 db	*(40 + 10 times the $\log_{10}$ of the mean power in watts) db or 80 db whichever is less. [5]

* These values are equivalent to a limitation of a maximum spurious power of 100 microwatts. In less congested regions of the world, values of suppression some 10 db less may be appropriate.

1) The term Mean Power used herein refers to the "Mean Power of a Radio Transmitter" defined by Paragraph **63** of the Atlantic City Radio Regulations as follows: "The power supplied to the antenna during normal operation, averaged over a time sufficiently long compared to the period corresponding to the lowest frequency encountered in actual modulation."

2) The term Occupied Band used herein is that defined by Paragraph **58** of the Atlantic City Radio Regulations as follows: "The band of frequencies comprising 99 % of the total radiated power extended to include any discrete frequency on which the power is at least 0.25 % of the total radiated power."

   It is expected that, in the application of this table, administrations will use occupied bandwidths of the minimum value consistent with the state of the art.

3) The column "50–150 %" applies to the region on either side of the occupied band removed from the center of the band by 50 to 150 % of the occupied band.

(Continuation of App. 4)

United States of America *(cont'd)*

Proposals

4) The column "150–250" applies to the region on either side of the occupied band removed from the center of the band by 150 to 250 % of the occupied band.

5) For transmitters designed for use at stations having a plurality of assigned frequencies, a value of "60 db" may be substituted for "80 db."

Reasons

The United States reserved opinion on Recommendation No. 147 of C.C.I.R. Warsaw, 1956, which is the latest C.C.I.R. guidance on the subject. The proposed Appendix 4 is based on the United States C.C.I.R. Study Group 1 report to the C.C.I.R. Executive Committee under date of 25 November 1957 on Question No. 1(n), Study Programme No. 2, "Spurious Radiation".

Chapter VI, Article 17, of the RR cites Appendix 4 as a "guide" in respect to limits for spurious radiations, which Article 17, Paragraph **398**, requires to be "kept at the lowest value which the state of technique and the nature of the service permit." A a guide, Appendix 4 should reflect the most recent recommendations of C.C.I.R. As the United States has not subscribed to the C.C.I.R. Warsaw, 1956, Recommendation No. 147, it is preferable to advance the latest recommendations of the United States Study Group 1 on the subject in the expectation that these will prevail at the next C.C.I.R. Plenary Assembly in 1959.

(Continuation of App. 5)

Proposals

4544 United States of America

Heading. Read:

Table of Bandwidths Necessarily Occupied for Certain Types of Radiocommunication

4545

Delete the first two sub-paragraphs and add the following text:

The following table is intended to represent the bandwidth necessarily occupied by an emission, i. e., the minimum value of the bandwidth occupied by an emission, sufficient to ensure the transmission of information of required quality at the output of the receiving equipment for the class of emission, the system employed, and for specified technical conditions. Radiation necessary for the good functioning of the receiving equipment, is considered to be included in the bandwidth necessarily occupied. In cases not covered in the following table the value of the bandwidth necessarily occupied by an emission may be determined by computation in accordance with the latest recommendations of the C.C.I.R. and this value used in the designation of an emission. In the absence of such recommendations, the bandwidth occupied may be determined by measurement, using any applicable recommendations of the C.C.I.R. and this value used in the designation of an emission.

4546

In the list of terms which follows the sub-paragraph: In the formulation of the table, the following working terms have been employed: *after* K *add in fine:*

m = Modulation index for Class F1 emissions (2D/B).

4547

Table of Necessary Bandwidths

II. FREQUENCY MODULATION

Replace what appears under: Frequency-shift telegraphy *by:*

Frequency-shift Telegraphy F1	2.5D + 0.5B for 2.5 $<m \leq 8$ 2.0D + 2.5B for $8.0 \leq m \leq 20$	Four-channel multiplex with 7-unit code. 60 words per minute per channel B = 170 D = 425 m = 5 Bandwidth: 1 147.5 c/s	1.1F1

Reasons

Changes in the text and in the Table are based on Recommendation No. 145, C.C.I.R., Warsaw, 1956, particularly paragraphs 1.2, 1.5 and 2.5.1. Related changes are proposed in Article 1, Sec. IV (definition of "Bandwidth necessarily occupied"), and in paragraphs 74, 81 and 83 under Article 2, "Designation of Emissions". Because of variations in bandwidth necessarily occupied, due to changes in telegraph speed and in the frequency and depth of modulation and to non-linear effects in equipment, the figures determined by the table and used in designation of emissions should not be assumed to be accurate as to the bandwidth actually occupied. Generally, the bandwidth actually occupied may be expected to be greater than that computed as necessary in accordance with the table. At this time, however, for purposes of designating emissions, no better guide can be furnished than the table above, amended as may be advisable on the basis of C.C.I.R. recommendations resulting from the IXth General Assembly scheduled for 1959.

(This page cancels and replaces the present page 699)

(Continuation of App. 5)

India *(cont'd)*

Proposals

2725 *Section II.* FREQUENCY MODULATION. Frequency-shift Telegraphy.

Replace the present text of Columns 2, 3 and 4 by:

$2.5D + 0.5B$ for $2.5 < \frac{2D}{B} \leq 8$ $2D + 2.5B$ for $8 < \frac{2D}{B} \leq 20$	Four-channel Multiplex with 7 unit code 60 words/min. per channel. B = 170 and D = 425; Bandwidth = 1 150 c/s	1.15F1

2726 *Cancelled.*

Japan

2727 *The title and the preamble to be amended as follows:*

Bandwidth Necessarily Occupied by an Emission for Certain Types of Radiocommunication.

(See Articles 2 and 17)

For the determination of bandwidth necessarily occupied by an emission, the following table may be considered as a guide. In the case of absence in this table, the bandwidth necessarily occupied by an emission may be determined by computation in accordance with the latest C.C.I.R. recommendations. And in the absence of such recommendations, it may be determined by measurement in accordance with any available method given in the C.C.I.R. recommendations. In the formulation of the table, the following working terms have been employed: ... *(remainder of preamble unchanged)*.

(This page cancels and replaces the present page 702)

(Continuation of App. 5) **United Kingdom** *(cont'd)*

Proposals

Description and Class of Emission	Bandwidth Necessarily Occupied by the Emission in c/s	Examples	
		Details	Designation of Emission
II. FREQUENCY MODULATION			
Frequency-shift Telegraphy F1	2.5D + 0.5B for $2.5 < \frac{2D}{B} \leqslant 8$ 2D + 2.5B for $8 \leqslant \frac{2D}{B} \leqslant 20$	Two-channel time-division multiplex with 7-unit code, 50 bauds per channel B = 100 D = 200 Bandwidth: 550 c/s	0.55 F1
Commercial Telephony and Broadcasting F3	2M + 2DK For commercial telephony K = 1. For high-fidelity transmission, higher values of K may be necessary	For an average case of commercial telephony with D = 15 000 M = 3 000 Bandwidth: 36 000 c/s	36 F3
Four-frequency Diplex Telegraphy F6	If the channels are not synchronized the bandwidth is: 2.5D + 2.5B where B is the speed of the higher speed channel. If the channels are synchronized the bandwidth is as for F1, B being the speed of either channel.	Four-frequency diplex system with 400 c/s spacing between frequencies, channels not synchronized; 100 bauds keying in each channel. D = 600 B = 100 Bandwidth: 1 750 c/s	1.75 F6
III. PULSE EMISSIONS			
Carrier amplitude modulated by pulses which are themselves unmodulated P0	$\frac{2K}{t}$ K varies from 1 to 10 according to the permissible deviation in each particular case from a rectangular pulse shape. In many cases the value of K does not need to exceed 6.	$t = 3 \times 10^{-6}$ K = 6 Bandwidth: 4×10^6 c/s	4000 PO
Modulated Pulse P2 or P3	The bandwidth depends on the particular types of modulation used, many of these being still in the development stage.		

Reasons

The revised appendix takes account of the proposal for 83 *(proposal 348)* and of C.C.I.R. Recommendation 145. It also represents a general simplification and bringing up to date of the existing appendix.

Proposals

4548 United States of America

Add the following new Appendix:

APPENDIX 5 *bis*

Determination and Notification of Reference Frequencies

The concepts of reference and characteristic frequency become necessary due to the many complex forms of emission now in use. The "frequency assigned to a station" or any other "reference frequency" is merely a number representing a point in the radio spectrum. The "carrier frequency" or any other "characteristic frequency" is an actual radio frequency and an essential part of the emission being used.

It is intended that the emissions of each station be centered around the frequency assigned to the station. Future developments may permit the measurement of the occupied bandwidth and its position with respect to the frequency assigned to the station.

Until bandwidth measurements can be made at a distance from a transmitter with sufficient accuracy to fulfill the objective of international monitoring, it will be necessary for monitoring stations to measure a single frequency which is characteristic of the emission (characteristic frequency).

The characteristic frequency which a monitoring station must measure in the case of a complex emission is often considerably different than the frequency assigned to the station. For this reason administrations should notify reference frequencies for inclusion in the Master Register (see Appendix 1). Examples of types of emission for which reference frequencies should be notified are:

a) The frequency of the reduced or suppressed carrier in the case of single sideband types of emission.

b) The frequencies of the audio and video carriers in television emission.

Administrations need not notify reference frequencies:

a) Where A1 telegraph or A3 telephone emissions are employed and the carrier frequency (characteristic frequency) is intended to be on the assigned frequency.

b) In the case of frequency shift telegraph keying using a single mark and a single space frequency centered about the assigned frequency.

Administrations should provide an appropriate note but need not, for example, notify reference frequencies:

a) Where such frequencies are made part of a regional or service agreement and where the I. F. R. B. has been informed of the details.

b) In the case of complex emissions where a characteristic frequency may be attenuated or entirely absent or where the specification of a reference frequency may not be possible. However, administrations should advise the I. F. R. B. of the frequencies on which such emissions are employed and an appropriate note should be included in the Master Register.

Reasons

To clarify the relationship between the concepts of "reference frequency" and "characteristic frequency" in regard to the notification of frequency assignments.

(This page cancels and replaces the present page 703)

(Continuation of App. 5 bis)

Proposals

India

2731 *Add the following new appendix:*

APPENDIX 5 *bis*

Standard Frequency and Time Broadcast Service

The standard frequency and time broadcast service shall conform to the following specifications:

1. a standard frequency transmission should comprise a standard carrier frequency, modulated by time signals and, if desired, by one or more standard audio frequencies;
2. the standard audio frequencies should be chosen preferably from 440, 600, or 1 000 c/s;
3. the time signals should consist of impulses repeated at intervals of one second and maintained within 50 milliseconds of universal time UT2;
4. the impulses should consist preferably of n cycles of 200 n c/s tone; where n is an integral number limited by the bands allotted for standard frequency transmissions and time signals;
5. the first impulse of each minute should be prolonged so as to be easily identified;
6. preferably the time signals should be transmitted without any other modulation for periods of 60 seconds or more and a total of at least 10 minutes per hour;
7. each standard frequency station should have a silent period of at least 4 minutes per hour;
8. the frequencies transmitted should be accurate within $\pm$ 2 parts in 10^{-8};
9. the time intervals transmitted should be accurate within $\pm$ 2 parts in 10^{-8} $\pm$ microsecond;
10. the requirements of paragraphs 8 and 9 should be realised by direct or indirect reference to an atomic or molecular frequency standard e. g., that based on the Cesium Fm (4.0) <———> (3.0) resonance at zero field (9 192 631 830 $\pm$ 10 c/s).

Reasons

See proposals 1393 *et seq.*

2732

Add the following new appendix:

APPENDIX 5 *ter*

Four Frequency Diplex Systems

1. The preferred values for spacing between adjacent frequencies used in Four Frequency Diplex Systems as given in the table below should be adopted:

Spacing between adjacent frequencies (c/s)	Nominal Telegraph Speed of each channel (bauds)
1000	over 300
500 *)	200 to 300
400 *)	100 to 200
200 or 250	below 100

*) Lower telegraph speeds may be used with both these spacings at present.

2. The value of the frequency separation between adjacent frequencies employed should be the lowest of the preferred values compatible with the maximum telegraph speeds regularly used, the propagation conditions and the equipment stability;
3. In cases where the two channels are not synchronized, it is desirable to limit the maximum rate of change of frequency in order to minimise the bandwidth of the emission.

Reasons

C.C.I.R. Recommendation No. 152 (Warsaw, 1956).

(This page cancels and replaces the present page 704)

Present provisions

APPENDIX 6

Service Documents

(See Articles 10, 11 and 20)

Proposals

4549 **United States of America**

Comments regarding the Proposals of the United States for the Revision of Appendix 6

The United States proposal for Appendix 6 is directed toward improving the procedures for obtaining and disseminating radiocommunication data, so that current and accurate data will be available to meet the needs of users at all times. Experience indicates, in this regard, the desirability of effecting a closer relationship between the notification of frequency assignments and the data intended for publication in the several service documents. The following four points are considered of basic importance:

1. All particulars concerning uses of radio which are required to be notified to the I.T.U. for all documents and records should, in so far as practicable, be contained in a single submission by administrations, in lieu of multiple notifications for individual publications.

2. The total file of information so supplied should be maintained in such a manner that the data therein may be extracted and mechanically reproduced by machine selection in various formats, including those which may be requested by individual administrations.

3. All applicable I.T.U. service documents stipulated by the Radio Regulations should be derived from the record referenced in point 2 above. In addition, special lists which may be requested by administrations or recognized agencies may be furnished, to the extent feasible, provided that the information is derived from the same record.

4. Certain changes in the formats and frequency of publication of the service documents appear desirable with a view toward improving their utility. Further, non-recapitulative supplements have proven unwieldy. To remedy this defect, certain documents should be published with more frequent intervals and, when supplements are necessary, they should be recapitulative.

Present Provisions

List I. International Frequency List

Assigned Frequency (kc/s or Mc/s)	Dates			Call sign	Circuits			Class of station and nature of service	Class and bandwidth of emission	Description of transmission	Power in kW	Radiation Characteristics[4])			Maximum schedule of use in G.M.T.	Operating Administration or Company[3])	Postal and telegraphic address of centralizing office responsible for control of station (see art. 14)[3])	Remarks
	Of registration[1])	Of notification[1])	Of putting into service		Name, geographical position[2]) of transmitting station and indication of country to which the station belongs	Locality or area(s) with which it is intended to establish communication	Length of circuit (kms)					Azimuth of maximum radiation of antenna, in degrees (clockwise) from true north	Angular width of main lobe in the horizontal plane, in degrees	Gain of the antenna in decibels (db) in direction of maximum radiation at the assigned frequency				
1	2a	2b	2c	3	4a	4b	4c	5	6	7	8	9a	9b	9c	10	11	12	13

[1]) For exact significance of these dates see article 11.

[2]) In degrees and minutes (Meridian of Greenwich), except for radionavigation stations for which the position should be given in degrees, minutes, and seconds.

[3]) Columns 11 and 12 will contain only reference numbers to lists to be printed in the front of the volume.

[4]) See appendix 1.

(Continuation of App. 6)

Proposals

United States of America

List I. *Replace the present text by the following:*

4550

List I. International Frequency List.

a) This List shall contain details of frequency assignments recorded in the Master International Frequency Register in accordance with the provisions of Article 11 (see No. . . . . (*proposal* 3851). These details shall include the data enumerated in *e)* below.

Reasons

To provide for the items of information to be shown in List I.

4551

b) List I shall show also those specific frequencies and bands of frequencies prescribed by these Regulations for common use by stations of a given service (for example, 500 kc/s and the high frequency ship telegraphy bands).

Reasons

To provide for the items of information to be shown in List I.

4552

c) The International Frequency List shall be republished each year, and shall be kept up to date by the issue of bi-monthly recapitulative supplements. Each entry appearing for the first time in a recapitulative supplement shall have a symbol placed next to it to indicate it has not appeared in previous supplements. The recapitulative supplements shall contain three sections as follows:

SECTION A shall contain new entries and modifications of entries already listed in the International Frequency List;

SECTION B shall contain entries, as they appear in the International Frequency List, the frequency, location, call sign (identification) or class of station of which are modified by entries in Section A;

SECTION C shall contain entries in the International Frequency List which have been deleted in their entirety.

Reasons

There is a great need among the administrations for information concerning the current status of assignments entered in the Master Register. It is believed that bi-monthly recapitulative supplements would not exceed the capabilities of the present system. Such a schedule as proposed would be a substantial improvement over the publishing schedule which has been followed in the past.

The proposed new Section B of the supplements of the International Frequency List is required by administrations using a machine record system in order to take advantage of machine capabilities in identifying and deleting machine records of entries which have been modified. It is necessary to list in Section B only those entries, the frequency, location, call sign (identification) or class of station of which are modified because these are the four primary identifying characteristics of an assignment.

(Continuation of App. 6)

Proposals

4553 **United States of America** *(cont'd)*

d) The necessary additions, modifications and deletions affecting List I are to be obtained by the Secretary General from the notifications of frequency assignments made in accordance with Article 11, Nos. **314** and **318,** for the purposes of the Master Register.

Reasons

To show the source of changes in data appearing in List I.

e) **List I. International Frequency List**

Assigned Frequency (kc/s or Mc/s)	Date of Registration [1])	Date of Notification [1])	Date of Putting into Use	Call Sign (Identification)	Class of Station and Nature of Service	Name of Location of Transmitting Station	Longitude and Latitude of Transmitting Site [2])	Country in which Station is Located	Point(s) or Area(s) of Reception	Hours of Use of the Frequency	Power (kW)	Class of Emission and Bandwidth	Supplementary Information to Column 9 [4])	Name, Postal and Telegraph Address [3])	Remarks by Notifying Country [4])	Remarks by I.F.R.B. [4])
1	2a	2b	2c	3	4	5a	5b	5c	6	7	8	9	10	11	12a	12b

[1]) For the significance of these dates see Article 11.

[2]) In degrees and minutes (Meridian of Greenwich), except for radionavigation stations for which the position will be given in degrees, minutes and seconds.

[3]) Column 11 will contain only reference letter to lists to be printed in front of volume.

[4]) Columns 10 and 12 will contain code letters or numbers to information published in the front of the volume.

France, French O.P.T.A., Morocco

2733 List I. *Column 2 c: Does not affect the English text.*

2734 *Column 10. Read:*

Maximum schedule of use for each of the circuits for which the frequency is used (U.T.).

(This page cancels and replaces the present page 706)

(Continuation of App. 6)

Present Provisions

List II. List of Fixed Stations

(Index to the List of Frequencies of fixed stations shown in List I)

Alphabetical index of stations arranged:

a) by stations

Station	Call sign[1])	Frequency kc/s or Mc/s
1	2	3

[1]) The distinguishing call sign of each frequency must be indicated opposite this frequency.

b) by countries

Station	Call sign[1])	Frequency kc/s or Mc/s	Remarks
1	2	3	4

[1]) The distinguishing call sign of each frequency must be indicated opposite this frequency.

Proposals

4555 United States of America

List II. *Replace the present text by the following:*

List II. List of Coast and Ship Stations, annexed to which is a Table and a Chart showing the zones and hours of service of ships of the second category (see Appendix 13).

4556 *a)* This List shall contain separate sections for coast telegraph stations, coast telephone stations, ship telegraph stations and ship telephone stations. When it is applicable, a coast station or a ship station will appear in the telegraph and telephone sections. The listing of coast stations shall include, when applicable, an appropriate indication that the coast station transmits:

1) Time signals;
2) Regular meteorological bulletins (weather reports);
3) Notices to navigators;
4) and provides direction finding service.

Reasons

There is a general need for such a publication. To meet the needs of users of this document, separate sections are recommended for: 1) coast telegraph stations; 2) coast telephone stations; 3) ship telegraph stations, and 4) ship telephone stations. When a coast or ship station utilizes both telegraph and telephone for communication, such a station will appear in both pertinent sections of the list. Certain material relating to coast stations, now contained in the List of Special Service Stations, e.g., stations transmitting time signals, regular meteorological bulletins, medical advice and the like, will be more useful if included with other pertinent station particulars in the List of Coast and Ship Stations.

Proposals

4557 **United States of America** *(cont'd)*

b) This List shall contain, in addition to the data mentioned above, the items of information shown in Parts A, B and C below, subject to modification as permitted by Article 20, No. **456.**

Reasons

To provide for the items of information to be shown in List II.

4558 *c)* **List II. List of Coast and Ship Stations**

Part A. Alphabetical index of coast stations

Name of the Station	Call Sign (Identification)	See Part B page
1	2	3

Part B. Particulars of Coast Stations

4559 { Name of the Country / Names of the Stations } in alphabetical order

Name of Station	Call Sign	Emission			Service		Charges[5) 6)]	Exact Geographical Position[2)]	Remarks[7)]	Time Signals		Meteorological Bulletins		Notices to Navigators		Medical	Direction Finding		
		Frequencies[1)]	Class	Power[3)]	Nature	Hours[4)]				Time (G.M.T.)	Time (G.M.T)	Method[8)]	Remarks[9)]	Time (G.M.T.)	Remarks[10)]	Charges	Frequency for calling the Direction Finding Station	Frequency for transmitting to the Direction Finding Station the Signals necessary for taking bearings	Remarks[11)]
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20

[1)] The normal working frequency is printed in heavy type. In the case of duplex telephony, frequencies used for transmission and reception are indicated in conformity with No. **810.** Frequencies used for services indicated in columns 11 through 19 are designated by symbols.
[2)] In degrees, minutes and seconds. (Meridian of Greenwich).
[3)] In the case of directive antennas, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from true North clockwise.
[4)] Greenwich mean time (G.M.T.).
[5)] The internal telegraph charge of the country to which the coast station is subject and the charge applied by this country to telegrams destined for adjacent countries are given at the end of the present list.
[6)] If the accounts for charges are settled by a private enterprise, the name and address of such private enterprise should be stated, if necessary.
[7)] Special information concerning the times for calling, for the transmission of traffic lists, and the times during which the coast station keeps watch on the various frequencies, etc.
[8)] General instructions concerning time signals.
[9)] General instructions concerning Meteorological Bulletins, including code used.
[10)] General instructions concerning times of transmissions of notices to navigators.
[11)] Sectors in which bearings are normally accurate and reference to national or international publications other than this list.

(Continuation of App. 6)

Proposals

4560 **United States of America** *(cont'd)*

Part. C. Particulars of ship stations

The information concerning these stations is published in two or three lines in the following order:

1st line:

— call sign, name of the ship in alphabetical order irrespective of nationality, followed by the call sign in the case of duplication of names; in that case the name and the call sign are separated by a fraction bar; then the service symbols (see Appendix 7);

— peak power of main transmitter in kW;

— nature of service;

— hours of service in the form of a symbol or a reference.

Times indicated otherwise than by a symbol must be given in Greenwich mean time (G.M.T.)

2nd and 3rd lines:

— below the call sign is shown the ship charge, followed by a note to indicate the administration or private enterprise to which the accounts for charges must be addressed. In the case of change of address of the operating authority, a second note after the charge gives the new address and the date from which the change will take effect;

— when two or more ships of the same nationality bear the same name, and also where the accounts for charges must be sent direct to the owner of the ship, the name of the shipping line or of the firm to whom the ship belongs is given by means of a note;

— country to which the station is subject (abbreviated indication);

— indication of the classes of emission and frequency bands.

The bands of frequencies are indicated by means of the following abbreviations printed in heavy type:

U Telegraph, 110–535 kc/s

V Telephone, 1 600–3 500 kc/s

W Telephone, 30–40 Mc/s

X Telephone, 150.8–174 Mc/s

Y Telegraph, 2–23 Mc/s

Z Telephone, 4–23 Mc/s

These abbreviations are, if necessary, followed by references to brief notes and indications of the frequencies for which the transmitter is adjusted, the normal working frequencies being printed in heavy type, which appear at the end of the List.

4561

d) The List of Coast and Ship Stations shall be re-published every nine months without supplements between editions.

Reasons

To specify the schedule of publication of this List.

Proposals

4562 **United States of America** *(cont'd)*

e) The administrations shall inform the Secretary General of the additions, modifications and deletions affecting List II, except for those obtainable by him from the notifications of frequency assignments submitted for List I in accordance with Article 11.

Reasons

To show the source of changes in data appearing in List II.

2737 France, French O.P.T.A.

List II. *Replace the present text by the following:*

List II. List of Fixed Stations

(Index to the Frequency List for the fixed stations mentioned in List I.)

Alphabetical List of stations classified:

a) by stations:

Station	see Part *b)*, page(s)....
1	2

b) by countries:

Station	Call Sign[1])	Frequency kc/s or Mc/s	Observations
1	2	3	4

[1]) The particular call sign for each frequency shall be shown opposite it.

Reasons

Since Part *b)* shows the frequencies and call signs in use at every station, there is no call to repeat them in Part *a)*. In this part, a line would suffice for the entry of each station. The result would be that this unwieldy volume could be cut down by some 40%.

(Continuation of App. 6)

Proposals

4563 United States of America

List III. *Replace the present text by the following:*

List III. Alphabetical List of Call Signs

4564

a) This List shall include the call signs of all stations included in Lists I and II having call signs from the international series, with the exception, however, of amateur and experimental stations.

Reasons

To indicate which call signs should appear in List III.

4565

b) This List is preceded by the table of allocation of call signs given in Article 19 and by a table indicating the form of call signs assigned by each administration to its amateur and experimental stations.

Reasons

To provide information regarding the allocation and assignment of call signs internationally.

4566

c) Entries in this List shall be obtained from the current data appearing in the Master International Frequency Register, columns 3, 4 and 5a and the corresponding columns of information of List II arranged in appropriate order for publication, subject to modifications as permitted by Article 20, No. **456.**

Reasons

To specify the source of information to be shown in this List.

4567

d) This List shall be re-published at least every nine months, and shall be kept up to date by the issue of monthly recapitulative supplements.

Reasons

To provide a publication schedule which will make current information available to users. It is recommended that this List be published coincident with the publication of List II.

4568

e) The necessary changes to List III are obtained by the Secretary General from the information he receives in regard to Lists I and II.

Reasons

To show the sources of changes in data appearing in List III.

(This page cancels and replaces the present page 712)

(Continuation of App. 6)

Proposals **Belgium** *(cont'd)*

2742 *Delete* Part C. Particulars of Ship Stations *and replace by:*

List IV *bis*. **List of Ship Stations.**

Particulars of Ship Stations.

In the abbreviations for bands of frequencies, read:

y = 1 605 to 3 800 kc/s
v = 156 to 157.4 Mc/s

United States of America

4569 **List IV.** *Replace the present text by the following:*

List IV. Seasonal Schedules of High Frequency Broadcasting Stations.

4570

a) This List of projected seasonal schedules of broadcasting stations between 5 950 and 26 100 kc/s shall contain the items of information shown in the table, subject to modification as permitted by Article 20, No. **456.** The preface to the List shall contain a map showing the areas established by the High Frequency Broadcasting Conference of Mexico City, 1948/1949 (C.I.R.A.F.).

Reasons

To provide information for use in the orderly planning of broadcasting schedules on a seasonal basis.

4571

b) This List shall be published four times each year, in sufficient time to ensure receipt by administrations not later than the date the schedules contained therein are to become effective. There shall be a separate issue for each of the seasonal periods March 1 through April; 1 through August; September 1 through October; and November 1 through February.

Reasons

To specify the schedule of publication of this List.

4572

c) The data for this publication are derived from the Master Broadcasting Schedules maintained by the I.F.R.B. (See Article 11, Section V).

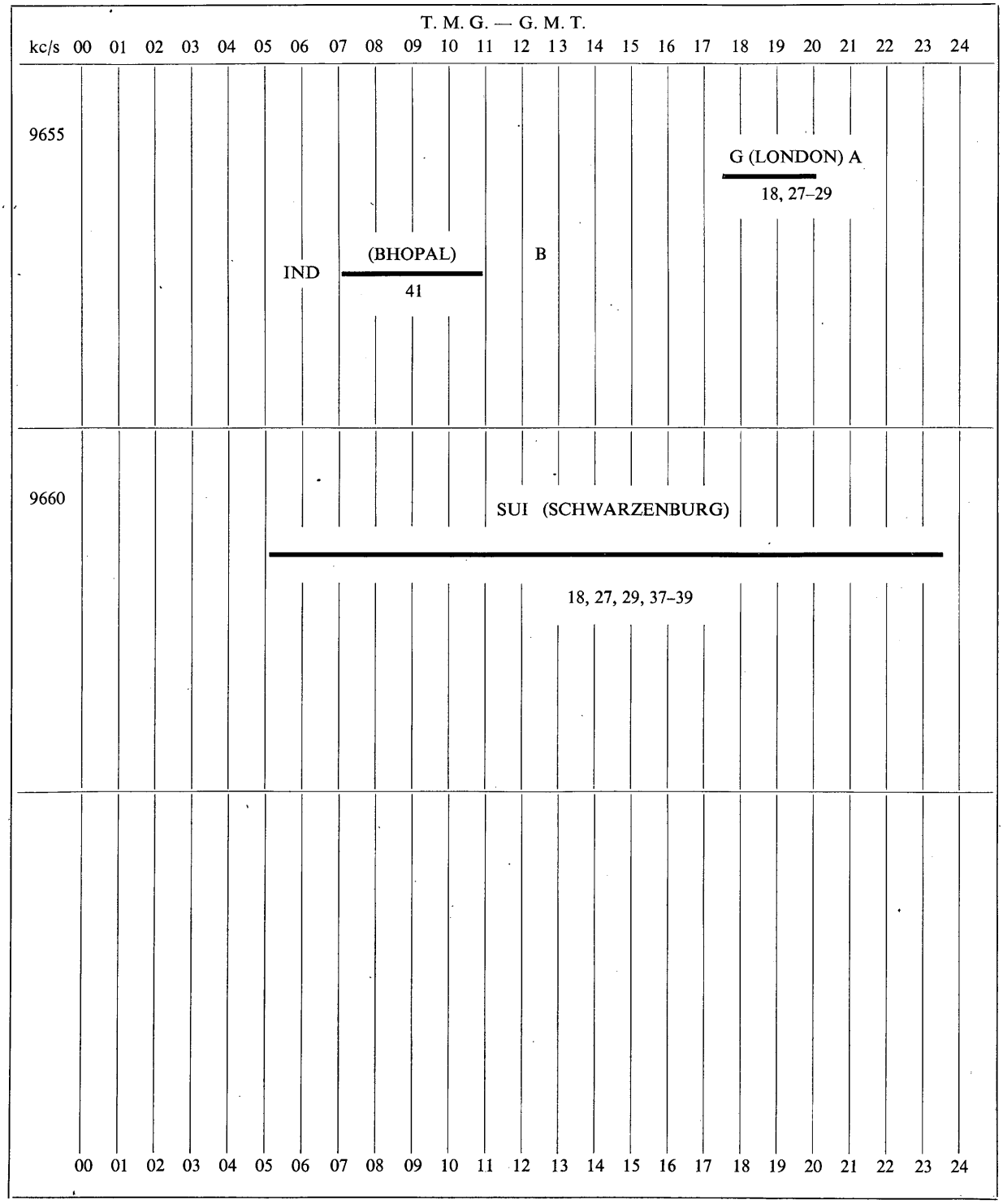
Reasons

To show the source of data for List IV.

(Continuation of App. 6)

Proposals

d) **List IV. Seasonal Schedules of High Frequency Broadcasting Stations.**
(examples are illustrative only)



(Continuation of App. 6)

Proposals

France, French O.P.T.A., Morocco

2743 List IV. Part A. *Unchanged.*

2744 Part B. *Replace note* 4) *by:*

4) Universal time (U.T.)

2745 Part C *(1st line) At the end of the paragraph, replace:*

... Greenwich mean time (G.M.T.),

by:

Universal time (U.T.).

2746 Part C *(2nd and 3rd lines). Replace* y *and* v *by:*

y = 1 605 to 3 800 kc/s
v = 156 to 162 Mc/s.

Netherlands

2747 List IV. *Heading. Read:*

List IV. List of Coast Stations

Replace the present text by the following:

This List comprises:

1. *Remarks and Explanations in connection with:*
   Part A. Alphabetical index of coast stations.
   Part B. Particulars of coast stations.
   Abbreviations denoting the countries which have particulars of stations included in Part B.
   Annex: Table of inland telegraph rates, etc. Table of allocation of call signs. Table of abbreviations.
2. *Part A.* Alphabetical Index of Coast stations.
3. *Part B.* Particulars of Coast Stations.
4. *Table of Inland Telegraph Rates, Limitrophic Rates, etc.*

and add:

2748 **List IV** *bis.* **List of Ship Stations.**

The List of Ship Stations comprises:

1. *Remarks and Explanations in connection with:*
   Particulars of ship stations.

(This page cancels and replaces the present page 715)

(Continuation of App. 6)

Proposals

United Kingdom

4574 **List IV.** *Replace the present heading by:*

List IV. List of ship stations

Reasons

See proposal 1460.

2750 List IV. Part C. *Replace present heading by:*

List IV A. List of Ship Stations Fitted with Radiotelegraphy only and Ship Stations Fitted with both Radiotelegraphy and Radiotelephony

and

2751 **List IV. B. List of Ship Stations Fitted with Radiotelephony only.**

Reasons

See proposals 1464 and 1465.

Present Provisions

List V. List of Aeronautical and Aircraft Stations

Part A. Alphabetical index of aeronautical stations

Name of the station	Call sign	See Part B, page
1	2	3

Part B. Particulars of aeronautical stations

{ Name of the country / Names of the stations } in alphabetical order.

Name of the station	Call sign	For transmission		For reception		Power[3]	Service		Charges[5] [6]	Exact geographical position of the transmitting antenna[2]	Remarks
		Frequencies[1] kc/s or Mc/s	Class of emission	Frequencies kc/s or Mc/s	Class of emission	kW	Nature	Hours of service[4]			
1	2	3	4	5	6	7	8	9	10	11	12

[1]) The normal working frequency is printed in heavy type.

[2]) Meridian of Greenwich in degrees and minutes.

[3]) In the case of directive antennae, indicate under the power, the azimuth of the direction or directions of maximum gain, in degrees, beginning from true North clockwise.

[4]) Greenwich mean time (G.M.T.).

[5]) The internal telegraph charge of the country to which the aeronautical station is subject and the charge applied by that country to telegrams destined for adjacent countries are given at the end of this List.

[6]) If the accounts for charges are settled by a private enterprise, the name and address of the private enterprise should be given.

(This page cancels and replaces the present page 716)

(Continuation of App. 6)

Present Provisions

Part C. Particulars of aircraft stations

The stations are arranged in alphabetical order of their call signs irrespective of nationality.

Call sign	Name of the station or mark of nationality and registration	Emissions			Country	Nature of service	Charges	Name and address of the administration to which accounts must be sent	Type and make of aircraft	Remarks
		Frequencies [1] [2] kc/s or Mc/s	Class	Power Watts						
1	2	3	4	5	6	7	8	9	10	11

[1]) The normal working frequency is printed in heavy type.
[2]) The bands of frequencies are indicated by means of the following abbreviations:

a = below 415 kc/s
b = 415 to 2850 kc/s
c = 2850 to 25000 kc/s
d = 118 to 132 Mc/s

Proposals

United States of America

4575 **List V.** *Replace the present text by the following:*

List V. List of High Frequency Broadcasting Stations

4576

a) This List shall contain, subject to modification as permitted by Article 20, No. **456,** those broadcasting stations appearing in the four preceding issues of List IV, arranged alphabetically by name of the country and transmitter location (see *c)*).

Reasons

To provide for the items of information to be shown in List V, which is proposed to serve as a reference by location to the high frequency broadcasting stations in List IV.

4577

b) This List shall be published annually.

Reasons

To specify the schedule of publication of this List.

4578 *c)* **List V. List of High Frequency Broadcasting Stations**

Transmitter Location	Frequency (kc/s)	Call Sign (Identification)	Power*	Notifyng Administration
1	2	3	4	5

* A — 50 kW and over
B — 10 kW to 49.9 kW
C — 1.1 kW to 9.9 kW
D — 1 kW and under

France, French O. P. T. A., Morocco

2752 List V. *Heading. Replace by:*

List V. List of Aeronautical Stations

2753 Part A. *Unchanged.*

2754 Part B. *For footnote* [4]) *read:* [4]) Universal time (U.T.).

2755 Part C. *Delete.*

Reasons

France, French O.P.T.A.:
A consequence of proposal 1467.

2756

United Kingdom

List V. *Delete entire section.*

Reasons

Consequential on proposal 1468.

Present Provisions

List VI. List of Radiolocation Stations

Part A. Alphabetical index of stations

Name of the station	Call sign	Nature of the station	See Part B, page
1	2	3	4

(Continuation of App. 6)

Proposals

United States of America

List VI. *Replace the present text by the following:*

4579 **List VI.* List of International Monitoring Stations.**

4580

a) This List shall contain, alphabetically by country, those monitoring stations participating in the international monitoring system, including an appropriate symbol to distinguish those stations meeting the technical standards recommended by the I.F.R.B. for international monitoring stations from those stations meeting lower technical standards, as adopted by the I.F.R.B. for special monitoring coverage.

Reasons

To provide for the publication of an up to date listing of the international monitoring stations referred to in Article 18, No. .... (proposal 3999) including a description of their technical qualifications and other data for the use of centralizing offices for monitoring and administrations in implementing the applicable provisions of the Radio Regulations.

4581

b) Each monitoring station listed shall be assigned an identification symbol consisting of one digit and two letters as selected by the I.F.R.B. The digit should indicate the main monitoring area in which the monitoring station is located; the letters should be the individual identification of the monitoring station.

4582

* See also No. **411** regarding the publication of summaries of monitoring data.

Reasons

To provide identification symbols for the purpose, in reports of monitoring observations, of distinguishing one monitoring station located within a specific monitoring area from another monitoring station located within the same monitoring area. For example, Union of South Africa monitoring station located at Derdepoort, Pretoria, which is located in I.F.R.B. main monitoring area No. 6, would be assigned the symbol "6DE". Likewise, the symbol "1AN" would indicate United States monitoring station at Anchorage, Alaska, which is within I.F.R.B. main monitoring area No. 1.

4583

c) This List shall contain the items of information shown in *e)*, including a table of contents and a statement of the current technical standards for performance to be observed by international monitoring stations, subject to modification as permitted by Article 20, No. **456.**

Reasons

To provide for the items of information to be shown in List VI.

4584

d) This List shall be re-published each year if required, and shall be kept up to date by the issue of supplements as necessary.

Reasons

To provide for publication of this List periodically so that, within practicable limits, up to date data will be available to users.

4585

e) **List VI. International Monitoring Stations**

Name and Location of each Monitoring Station	FREQUENCY MEASUREMENTS			FIELD STRENGTH MEASUREMENT				DIRECTION FINDING			OCCUPIED BANDWIDTH MEASUREMENTS			Remarks
	Hours of Service (G.M.T.)	Range of Frequencies	Precision of Measurements	Hours of Service (G.M.T.)	Range of Frequencies	Minimum and Maximum of Measurable Field Strength	Precision of Measurements	Hours of Service (G.M.T.)	Range of Frequencies	Precision of Measurements	Hours of Service (G.M.T.)	Range of Frequencies	Precision of Measurements	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

National Centralizing Office:
Postal Address:
Telegraphic Address:

(This page cancels and replaces the present page 723)

(Continuation of App. 6)

Present Provisions

3. *Stations transmitting Notices to Navigators.*

(Names of the stations by countries with the necessary particulars.)

a) Maritime service.
b) Aeronautical service.

4. *Stations transmitting medical advice.*

The information should include the name of the country, the name of the station, its call sign, frequency used, class of emission, hours of service and remarks. (Indicate whether the radiotelegram of enquiry and/or reply is chargeable and whether any charge is made for medical advice.)

5. *Stations transmitting standard frequencies.*

The frequency stability should be indicated.

Proposals

4586 United States of America

List VII. *Replace the present text by the following:*

List VII. Colored Chart showing international and regional allocations of the radio frequency spectrum.

Reasons

To meet the requirements of administrations for an accurate, large scale reproduction of the frequency allocation table appearing in the RR.

2775 Finland

List VII. Part B. Point 2.

The list of stations transmitting regular meteorological bulletins should include adequate information on CQ-transmissions radiated for different waters. Thus the need for separate auxiliary lists would be eliminated.

Reasons

The information available at present is of a very limited nature. A radio operator very seldom has at his disposal maps or decipher publications of the W.M.O. or of other corresponding institutions.

(Continuation of App. 6)

Proposals

2776 France, French O. P. T. A., Morocco

List VII. Part A. Unchanged.

2777 *Part B.* 1.

Replace footnote 1) *by:*

[1]) Universal time (U.T.).

2778 *Part B.* 2.

Replace heading by:

2. *Stations transmitting meteorological bulletins.*

Reasons

France, French O.P.T.A.:
A consequence of proposal 1475.

2779 Table. *Add an extra column:*

4 *bis:* Power in kW.

(This page cancels and replaces the present page 726)

(Continuation of App. 6)

Proposals

4587 United States of America

General Radiocommunication Statistics

Delete.

2787 France, French O. P. T. A.

Replace the present table by the following:

General Radio Communication Statistics

Part I. Number of Stations							Part. II. Traffic			
1. Maritime mobile						2. Amateurs	Of coast stations transmitting public correspondence			
Coast stations transmitting public correspondence			Ship stations				Radiotelegrams transmitted	Radiotelegrams received	Telephone calls	Medical advice
Telegraph	Telephone	Mixed	Telegraph	Telephone	Mixed					

Reasons

We propose that the Statistics be limited:
— to coast stations transmitting public correspondence;
— to ship stations;
— to amateur stations.

As regards the fixed public correspondence service, some of the information is already given in the General Telegraph Statistics.

Those responsible for the other stations feel that the inclusion of data relative to such stations is uncalled for.

2788 India

Delete: Column 23.

Reasons

See proposal 2739.

(This page cancels and replaces the present page 738)

(Continuation of App. 8)

Present Provisions | **Proposals**

Denmark, Finland, Iceland, Norway, Sweden *(cont'd)*

b) a summary of communications exchanged between the ship station and land or mobile stations;

c) a reference to important service incidents;

d) if the ship's rules permit, the position of the ship at least once a day;

4th a list of coast stations with which communications are likely to be conducted, showing watch-keeping hours, frequencies and charges;

5th international and national radio regulations in so far as they are applicable to the radiotelephone service.

Reasons

In accordance with Resolution No. 7 of the Göteborg Conference, 1955.

United States of America

2852 Section III. 1st *Replace:* section *by:* Section.

Reasons

Editorial.

2853 2nd *Replace the present text by the following:*

2nd the log (diary of the radio service) in which a summary of all communications relating to distress and urgency signals is recorded as they occur, together with the time of their occurrence;

Reasons

To afford flexibility to administrations in their regulation of ship radiotelephone stations which operate under a wide variety of conditions and classes of radio operators.

2854 United Kingdom

Section III. *Replace the present text by the following:*

Section III. For other Radiotelephone Stations on Ships:

1st the documents mentioned in items 1st and 2nd of Section I;

2nd the documents mentioned in items 2nd, 3rd and 5th of Section II *bis. (Proposal 2845).*

Reasons

To cater for radiotelephony under a heading parallel to that of Section II.

(This page cancels and replaces the present page 774)

(Continuation of App. 9)

United Kingdom *(cont'd)*

2997 N

Reasons

To be replaced by NO.

2998 PTR

Reasons

Not used (see proposal for **700**).

Proposed additions

2999 MPH *Definition:* Statute miles per hour.

Reasons

MPH is widely used.

4588 NO *Definition:* No.

Reasons

See proposal 2997.

3000 OL *Definition:* Ocean Letter.

Reasons

Widely used (see C.C.I.R. Report No. 90).

3001 SLT *Definition:* Radiomaritime Letter.

Reasons

Widely used (see C.C.I.R. Report No. 90).

Sweden

Proposed modification

3002 TR Used as a prefix of the information mentioned in **700–702** (whether given in reply to PTR or spontaneously).

Reasons

Consequence of proposal 1922.

3003 France, French O.P.T.A.

After Appendix 9, add a new Appendix 9 bis.

Study of a Means of Expression in International Radiotelephony for the Maritime Mobile Service

General Comments

1. *Introduction*

The growth of maritime mobile radiotelephony over the past fifteen years has shown the need for an international means of expression permitting at least the rapid exchange of communications in cases of

(Continuation of App. 10)

Proposals

4589 United States of America

Replace the present Table by the following:

APPENDIX 10
(see Article 33)

FREQUENCIES ASSIGNABLE TO SHIP RADIOTELEGRAPH STATIONS USING THE MARITIME MOBILE SERVICE BANDS
BETWEEN 4 000 AND 23 000 KC/S

BAND (kc/s)	Assignable Frequencies Wide Band & Special Transmission Systems	Assignable Working Frequencies Passenger Ships	Assignable Calling Frequencies	Assignable Working Frequencies Cargo Ships Group A	Assignable Working Frequencies Cargo Ships Group B
4000	4135.5 4140.5 4145.5 4150.5	4155 (18 Frequencies @ 1.25 kc/s) 4176.25	4178 4179 4180 4181 4182 4183 4184 4185 4186	4188 4212 (98 Freq @ 0.5 kc/s)	4212.5 4236.5
6000	6203.25 6210.75 6218.25 6225.75	6232.5 (18 Frequencies @ 1.875 kc/s) 6264.375	6267 6268.5 6270 6271.5 6273 6274.5 6276 6277.5 6279	6282 6318 (98 Freq @ 0.75 kc/s)	6318.75 6354.75
8000	8271 8281 8291 8301	8310 (18 Frequencies @ 2.5 kc/s) 8352.5	8356 8358 8360 8362 8364* 8366 8368 8370 8372	8376 8424 (98 Freq @ 1 kc/s)	8425 8473
12000	12406.5 12421.5 12436.5 12451.5	12465 (18 Frequencies @ 3.75 kc/s) 12528.75	12534 12537 12540 12543 12546 12549 12552 12555 12558	12564 12636 (98 Freq @ 1.5 kc/s)	12637.5 12709.5
16000	16542 16562 16582 16602	16620 (18 Frequencies @ 5 kc/s) 16705	16712 16716 16720 16724 16728 16732 16736 16740 16744	16752 16848 (98 Freq @ 2 kc/s)	16850 16946
22000	22075 22095 22115 22135	22150 (15 Frequencies @ 5 kc/s) 22220	22225 22230 22235 22240 22245 22250 22255 22260 22265	22272.5 22332.5 (50 Freq @ 2.5 kc/s)	22335 22395

* Not assignable except for use in accordance with No. 780.

Reasons

Changes consequential to Article 33 proposals.

(This page cancels and replaces the present page 801)

Present Provisions

APPENDIX 12

Recommended Duplex Channeling of the Maritime Mobile Radiotelephone Bands 4 000—23 000 kc/s

(See article 34)

This table is a recommendation for the channels to be used by coast and ship stations in the bands allocated to the maritime mobile radiotelephone service between 4000 and 23000 kc/s. It is recommended to administrations for use as a guide in the choice of frequencies for their stations.

One or more series of frequencies are assigned to each coast station, which uses these frequencies associated, as far as possible, in pairs; each pair comprising 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.

If an administration assigns frequencies other than those indicated in the table, its radiotelephone service must not cause harmful interference to radiotelephone stations of the maritime mobile service which use frequencies assigned to them from this table in accordance with these Regulations.

Proposals

France, French O. P. T. A.

3015 *Heading. Read:*

Recommendation for the Determination of Radiotelephone Channels in the Maritime Mobile Service Bands between 4 000 and 23 000 kc/s

Reasons

The title has been amended to take account of the definition appearing in proposal 281.

3016 *Table: To be retained as revised by the E. A. R. C.*

Note by the S. G.: This refers to the table which forms Annex 7 to the Final Acts of the E. A. R. C., and which is reproduced below.

(See proposal 3019).

Morocco

3017 *Heading. Read:*

Duplex Channelling of the Maritime Mobile Radiotelephone Bands between 4 and 23 Mc/s

3018 *Replace the Table by the table given in Annex 7 of the Final Acts of the E. A. R. C.*

(See proposal 3019.)

4590 United States of America

Before the Table, add the following new subparagraph:

Assignments to stations utilizing single sideband emission shall be considered to be in accordance with the following table if the bandwidth necessarily occupied by the emission does not extend beyond the upper or lower limits of the bandwidth which would be necessarily occupied by the emission of an assignment utilizing conventional double sideband emission made in accordance with the table.

Reasons

In order to provide for the future conversion of HF maritime mobile telephone frequencies from double sideband to single sideband emission.

(Continuation of App. 12)

Proposals

4591 United States of America

Replace the present table by the following:

Table of Transmitting Frequencies (Kc/s)

BANDS	4 000 kc/s		8 000 kc/s		12 000 kc/s		16 000 kc/s		22 000 kc/s	
Series Nos.	Coast Freq.	Ship Freq.	Coast Freq.	Ship Freq.	Coast Freq.	Ship. Freq.	Coast Freq.	Ship Freq.	Coast Freq.	Ship Freq.
1	4 372.4	4 067.0	8 747.6	8 198.4	13 134.4	12 334.2	17 294.4	16 464.2	22 654.4	22 004.2
2	4 379.3	4 073.9	8.754.7	8 205.5	13 142.1	12 341.9	17 302.1	16 471.9	22 662.1	22 011.9
3	4.386.2	4.080.8	8 761.8	8 212.6	13 149.8	12 349.6	17 309.8	16 479.6	22 669.8	22 019.6
4	4 393.1	4 087.7	8 768.9	8 219.7	13 157.5	12 357.3	17 317.5	16 487.3	22 677.5	22 027.3
5	4 400.0	4.094.6	8 776.0	8 226.8	13 165.2	12 365.0	17 325.2	16 495.0	22 685.2	22 035.0
6	4 406.9	4 101.5	8 783.1	8 233.9	13 172.9	12 372.7	17 332.9	16 502.7	22 692.9	22 042.7
7	4 413.8	4 108.4	8 790.2	8 241.0	13 180.6	12 380.4	17 340.6	16 510.4	22 700.6	22 050.4
8	4 420.7	4.115.3	8.797.3	8 248.1	13 188.3	12 388.1	17 348.3	16 518.1	22 708.3	22 058.1
9	4 427.6	4 122.2	8 804.4	8255. 2	13 196.0	12 395.8	17 356.0	16 525.8	22 716.0	22 065.8
10	4 434.5	4.129.1	8 811.5	8 262.3						

Reasons

To bring the table of transmitting frequencies into agreement with Annex 7 to the Extraordinary Administrative Radio Conference (E. A. R. C.).

Proposals

United States of America

After Appendix 12, *add the following new appendices* 12 bis *and* 12 ter.

APPENDIX 12 *bis*

4592

Table of Transmitting Frequencies within the Band 150.8 to 174 Mc/s.

Channel Designators	Ship Frequencies (Mc/s)	Coast Frequencies (Mc/s)	Intership	Port Operations		Public Correspondence	Maritime Mobile Service * (general)
				Single-Frequency	Two-Frequency		
6	156.3		1				
7	156.35						*
8	156.4		2**				
9	156.45						*
10	156.5	156.5	3	3			
11	156.55						*
12	156.6	156.6		1			
13	156.65						*
14	156.7	156.7		2**			
15	156.75	Guard-band (156.725–156.775 Mc/s)					
16	156.8	156.8	Calling and Safety				
17	156.85	Guard-band (156.825–156.875 Mc/s)					
18	156.9						*
19	156.95						*
20	157.0	161.6			1**		
21	157.05						*
22	157.1						*
23	157.15						*
24	157.2						*
25	157.25	161.85				3**	
26	157.3	161.90				1	
27	157.35	161.95				2	
28	157.4	162.00				4**	

* See Note 6).

** See Note 8).

*** See Note 11). To be applied to an appropriate frequency, in the band 150.8–174 Mc/s, to be selected by the Radio Conference. The USA suggests that the frequency 156.6 Mc/s be considered for this purpose.

(Continuation of App. 12 *bis*)

Proposals

United States of America *(cont'd)*

1) The method of working, that is, single-frequency or two-frequency, indicated for each channel should be adhered to for international services.

2) The figures in the column headed "Intership" indicate the normal sequences in which channels should be taken into use by a mobile station.

3) The figures in the columns headed "Port Operations" 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.

4) In assigning frequencies to their coast stations, administrations should collaborate in cases where harmful interference could occur.

5) The use of channels for maritime mobile purposes other than those indicated shall not cause harmful interference to services operating in accordance with the Allocation Table, and shall not prejudice the development of these services.

6) Classes of stations in this service and their respective functions shall, with reference to the frequencies designated by * in this column, be determined by special arrangements as provided by Article 4 or by the administration having jurisdiction over the stations involved. The use of these channels for maritime mobile service (except 156.9, 157.1, and 157.2 Mc/s) shall not cause harmful interference to the maritime mobile service operating on other channels included in this table in accordance with the specific functions designated therefor.

7) During ice seasons, ship stations shall avoid harmful interference to communications between icebreakers and assisted ships on the frequency 156.3 Mc/s.

8) Administrations should, as far as practicable, arrange that ship stations on board vessels, inbound at the termination of an interport voyage or outbound at the beginning of an interport voyage, can obtain a reasonably prompt service on these channels without encountering delays in establishing communication by reason of the use of such channels by local shipping only.

9) Messages on port operation channels must be restricted to those related to the movement and the safety of ships, and, in emergency, to the safety of persons. Ship-to-ship communications on single frequency port operational channels for these purposes may be permitted.

10) The frequencies 156.6, 156.7, and 157.0 Mc/s assigned to port operations may be used additionally for ship-to-ship communication when the ship stations concerned are located not less than 150 nautical miles from the nearest coast station to which the particular frequency is assigned.

11) The use of this frequency is limited to ship-ship and ship-shore navigational communication exclusively.

12) Definitions:

Simplex Operation: A method of operation whereby the transmissions in the two directions are made available alternately, for example, by means of a press-to-talk system.

Duplex Operation: A method of operation whereby the transmissions in the two directions are made available simultaneously.

Semi-Duplex Operation: A method of operation which employs simplex at one end of the circuit and duplex at the other.

Note: Duplex and semi-duplex methods of operation necessitate the use of two frequencies; the simplex method of operation may be obtained with either one or two frequencies.

Proposals

APPENDIX 12 *ter*

Technical Characteristics of Frequency-Modulated Telephony Equipment for the Band 150.8 to 174 Mc/s.

1. The equipment shall be designed for a frequency separation of not more than 50 kc/s between adjacent assignable carrier frequencies;

2. The frequency deviation corresponding to 100 per cent modulation shall approach 15 kc/s as nearly as is practicable. In no event shall the frequency deviation exceed plus or minus 15 kc/s. (It is recognized that under certain conditions, the percentage of modulation may be decreased to avoid adjacent channel interference);

3. All receivers shall be capable of receiving satisfactorily emissions having a maximum deviation of plus or minus 15 kc/s;

4. The audio-frequency bandwidth shall be limited to 3 000 c/s. Pre-emphasis of 6db/octave shall be used with subsequent de-emphasis in the receiver;

5. The output power of any harmonic or spurious emission shall not exceed 50 microwatts measured at the output terminals of the transmitter, when loaded with a resistance equal to the nominal antenna impedance.

6. In the absence of fading and local screening, the protection ratio for common channel operation of coast stations operating on authorized frequencies in the band 150.8 to 174 Mc/s shall be such that the desired signal level exceeds the interfering level by at least 10 db. Each administration shall provide for a further allowance, where appropriate, for fading and for fluctuations of a local nature such as reflections from the terrain, sea, ships, docks, etc.

Reasons

In accordance with the general principle expressed in the Hague Agreement and C.C.I.R. (Warsaw).

(This page cancels and replaces the present page 812)

(Continuation of App. 15)

Present Provisions

(5) If the radio direction-finding station is not satisfied with the operation, it requests the calling station to repeat the transmission described under (3).

(6) The radio direction-finding station transmits the information to the calling station in the following order:

a) the appropriate service abbreviation;

b) three digits indicating the true bearing or the true course from the radio direction-finding station;

c) class of bearing;

d) time of observation;

e) if the radio direction-finding station is mobile, its own position in latitude and longitude, preceded by the service abbreviation QTH.

(7) As soon as the calling station has received the result of the observation, if it is considered necessary to obtain confirmation, it repeats back the message. The radio direction-finding station then confirms that the repetition is correct or, if necessary, corrects it by repeating the message. When the radio direction-finding station is sure that the calling station has received the message correctly, it transmits the signal "end of work." The calling station repeats this signal as an indication that the operation is finished.

(8) In the absence of information to the contrary, the calling station assumes that the sense of the bearing was determined. If the radio direction-finding station has not determined the sense, it indicates this in the information transmitted, or reports the bearing and its reciprocal.

(9) According to its estimate of the accuracy of the observation, the radio direction-finding station classifies the bearing in one of the three following classes:

Class A: bearings which the operator may reasonably consider to be accurate to within $\pm 2°$ (two degrees);

Class B: bearings which the operator may reasonably consider to be accurate to within $\pm 5°$ (five degrees);

Class C: bearings which the operator may reasonably consider to be accurate to within $\pm 10°$ (ten degrees).

Proposals

United Kingdom

3039 *In the heading of* § 5, *delete:* or course.

3040 § 5. (6) *b) Delete:* or the true course.

Reasons

"Course" is not appropriate to the maritime service, and is no longer required in the aeronautical service.

4594 U.S.S.R.

Amend Appendix 15 in such a manner that paragraph 5, sub-paragraphs (6) *c)*, (8) and (9), and paragraph 6, sub-paragraph (3) do not extend to aeronautical mobile communications. The reason is that radio direction-finding can tolerate neither uncertainty nor inaccuracy.

3041 United States of America

§ 5. (9) *Replace this sub-paragraph by the following:*

(9) According to its estimate of the accuracy of the observation, the radio direction-finding station classifies the bearing in one of the four following classes:

Class A: bearings which the operator may reasonably consider to be accurate to within $\pm 2°$ (two degrees) based upon a probability of less than 1 in 20 that the error exceeds that amount as determined from a statistical evaluation from a knowledge of the five component variances which make up the total variance of the bearing, namely, instrumental, site, propagation, random-sampling and observational components; or,

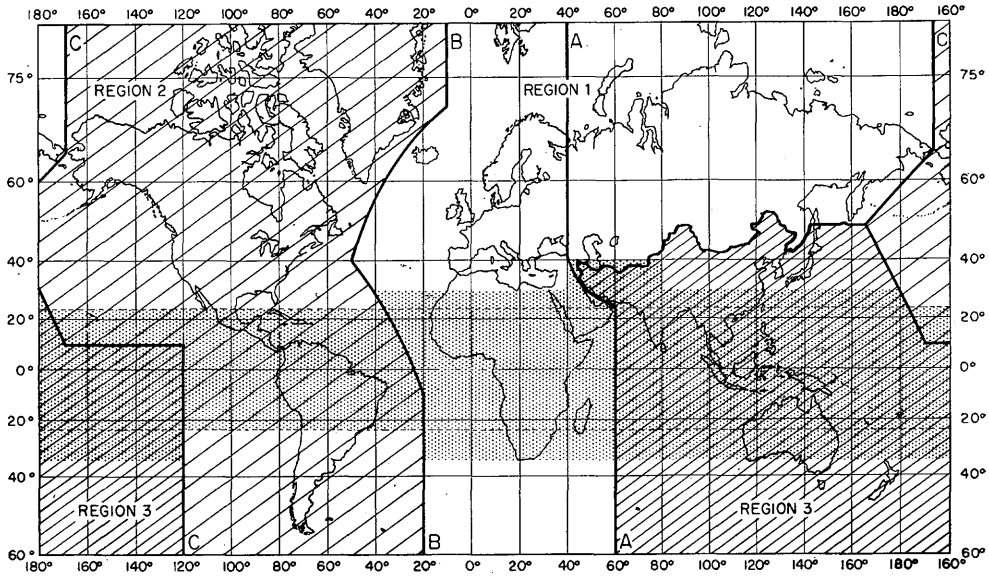
(This page cancels and replaces the present page 816)

Present Provisions

APPENDIX 16

Chart of Regions as Defined in Table of Frequency Allocations

(See **100** to **106** and **252**)



The shaded part represents the tropical zone as defined in **252.**

Proposals

4595 **China**

After Appendix 16 *add Appendix* 2 *of the Telegraph Regulations to the Radio Regulations as a new Appendix (Appendix* 16*bis).*

Note by the S.G.: The text of this appendix will be found below:

APPENDIX No. 2[1])

Payment of Balances of Accounts

1041. The currencies used for payment, as well as the rules for conversion of the balances expressed in gold francs into the currency of payment, referred to in **989** of the Telegraph Regulations, shall be the following:

A. *Currencies of payment*

1042. The currencies used for the payment of the gold franc balances of international telegraph accounts shall be the following:

1043. *a)* If the country to which the creditor Administration or recognized private operating agency belongs has made a special monetary agreement with the country to which the debtor Administration or recognized private operating agency belongs, the currency designated by that agreement;

[1]) Provisions common to the Telegraph and Telephone Regulations.

1044. *b)* If no special monetary agreement exists between these countries, the creditor country may request that this payment be made:

1045. 1. in the money of a country where the central bank of issue or other official institution freely buys and sells gold or gold currency for the national money at fixed rates determined by law or by virtue of an agreement with the Government (money referred to hereinafter as "gold currency");

1046. 2. or in the money of a country with a free rate of exchange (money referred to hereinafter as "free currency"), the gold parity of which is fixed by the International Monetary Fund;

1047. 3. or in the money of a country with a free rate of exchange (free currency), the gold parity of which is determined by domestic law or by an arrangement between the Government and an official issuing house of that country;

1048. 4. or in its own money, which may not necessarily fulfil the conditions laid down in **1045, 1046** or **1047,** in this case, the Administrations or recognized private operating agencies concerned must be in agreement;

1049. *c)* If the currencies of several countries fufil the conditions in **1045, 1046** or **1047,** the creditor administration or recognized private operating agency shall indicate the currency of payment wich is convenient to it.

B. *Rules for Conversion*

1050. Conversion into the currency of payment of the balances in gold francs shall be effected according to the following rules:

1051. *a)* If the Administrations or recognized private operating agencies belong to countries between which special monetary agreements exist, conversion shall be made:

1052. 1. at the choice of the debtor Administration or recognized private operating agency either directly into the currency of the creditor country at the gold parity fixed for such currency by the International Monetary Fund; or through the currency of the debtor country on the basis of the gold parity approved for this currency by the International Monetary Fund; the result obtained in the currency of the creditor country or of the debtor country shall, if necessary, be converted into the currency of payment in conformity with special monetary agreements between the two countries;

1053. 2. in the absence of a gold parity approved by the International Monetary Fund for both the currency of the creditor country and the currency of the debtor country: at the gold par rate of a currency fulfilling the conditions prescribed in **1045, 1046** or **1047,** the result obtained shall then be converted into the currency of the debtor country at the current official rate of exchange for such currency in that country, and thence, if necessary, into the currency of payment, in conformity with the special monetary agreements;

1054. 3. at the choice of the debtor Administration or recognized private operating agency either directly into the currency of the creditor country and at the gold parity fixed for that currency by a law of the country, or by an arrangement between the Government and an official issuing house, or through the currency of the debtor country and at the gold parity determined for that currency by a law of the country or by an arrangement between the Government and an official issuing house; the result obtained in the currency of the creditor country or in the currency of the debtor country shall, if necessary, be converted into the currency of payment in conformity with the special monetary agreements between the two countries;

1055. *b)* If the Administrations or recognized private operating agencies belong to countries which have not made any special monetary agreement, conversion shall be made as follows:

(Continuation of App. 16 *bis*)

Proposals

China *(cont'd)*

1056. 1. if the currency in which payment is made is a gold currency: at the gold par rate of such currency;

1057. 2. if the currency in which payment is made is a free currency for which a gold parity has been fixed by the International Monetary Fund: at the gold parity approved by the Fund, or at the gold par rate determined by domestic law or by an arrangement between the Government and an official issuing house;

1058. 3. if the currency in which payment is made is a free currency for which the International Monetary Fund has not fixed any gold parity: either at the gold par rate determined by domestic law or by an arrangement between the Government and an official issuing house, or through another free currency with a gold parity fixed by the Fund; the result obtained shall be converted into the currency in which payment is made at the official rate in force in the debtor country the day or the day before the transfer is effected or the cheque or draft is purchased;

1059. *c)* If, by agreement between the two Administrations or recognized private operating agencies concerned, the currency in which payment is made is that specified in **1048**, the balance in gold francs shall be converted into any gold currency or free currency; the result obtained shall be converted in to the currency of the debtor country, and thence into the currency of the creditor country at the official rate of exchange in force in the debtor country on the day or the day before the transfer is effected or the cheque or draft is purchased.

Reasons

Consequential on proposal for **985** to **998.** (Proposal 4525).

(Continuation of App. 16*bis*)

Proposals

4596 **United States of America**

After Appendix 16 *add the following new appendix:*

APPENDIX 16 *bis*

Frequency Allotment Plan for the Aeronautical Mobile Service and Related Information.

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      Transparencies used with above Maps

PART I

General Provisions

Section I. Definitions

1. The word "*Plan*" means the Plan for the allotment of frequencies within the Aeronautical Mobile HF bands as given in this Appendix.

2. The terms to express the different methods of frequency distribution as used in this Appendix have the following meanings:

Distribution to:	French	English	Spanish
Services	Allocation (allouer)	Allocation (to allocate)	Distribución (distribuir)
Areas, Regions	Attribution (attribuer)	Allotment (to allot)	Distribución (distribuir)
Stations	Assignation (assigner)	Assignment (to assign)	Asignación (asignar)

3. *a)* The term *Western Hemisphere* means Region 2 of the I.T.U., as defined in the Radio Regulations.

   b) The term *Eastern Hemisphere* means the whole of Regions 1 and 3 of the I.T.U. as defined in the Radio Regulations.

The areas and sub-areas are based on the frontiers of the Western and Eastern Hemispheres (lines B and C defined in the Regulations).

A map showing the outlines of I.T.U. Regions 1, 2 and 3 is shown on page ... of the Radio Regulations.

4. *A Major World Air Route* is considered to be a long-distance route, made up of one or more segments, essentially international in character, extending through more than one country and requiring long-distance communications facilities.

5. *A Major World Air Route Area* (M.W.A.R.A.) is an area embracing a certain number of Major World Air Routes, which generally follow the same traffic pattern and are so related geographically that the same frequency families may logically be applied.

6. *Regional and Domestic Air Routes* are all those using the Aeronautical Mobile (R) Service not covered by the definition of Major World Air Routes in paragraph 4 above.

7. *A Regional and Domestic Air Route Area* (R.D.A.R.A.) is one embracing a certain number of the air routes defined in the foregoing paragraph.

Section II. Technical and Operational Principles used for the Establishment of the Plan of Allotment of Frequencies in the Aeronautical Mobile (R) and (OR) Services

A. *Determination of Channel Width*

1. Frequency Separation.

The frequency separations adopted are adequate to permit high capacity means of communication, as indicated in the following table:

Band	Separation	Band	Separation
2 850–3 155 kc/s	7 kc/s	8 815– 9 040 kc/s	8.5 kc/s
3 400–3 500 kc/s	7 kc/s	10 005–10 100 kc/s	9 kc/s
3 900–3 950 kc/s	7 kc/s	11 175–11 400 kc/s	9.5 kc/s
4 640–4 750 kc/s	7 kc/s	13 200–13 360 kc/s	10 kc/s
5 450–5 480 kc/s	7.5 kc/s	15 010–15 100 kc/s	10 kc/s
5 480–5 730 kc/s	7.5 kc/s	17 900–18 030 kc/s	10 kc/s
6 525–6 765 kc/s	7.5 kc/s		

1) It is assumed that A3 modulation frequencies will be limited to 3 000 cycles and that the sideband radiation of A1 emissions will not exceed that of A3 emissions. The use of a receiver with good selectivity characteristics is assumed.

2) The use of channels as derived from the above table, for the various classes of emissions (A1, A2, A3, A4 and F1), will be subject to special arrangements by the administrations concerned in order to avoid the interference which may result from the simultaneous use of the same channel for several classes of emission, no inherent priority being given to any particular class of emission.

3) It is recognized that two or more A1 channels can be derived from each of the channels provided under this frequency separation plan and that there is a present requirement for manual telegraph communication in some parts of the world.

4) The grouping of adjacent channels derived from the above table to permit the satisfaction of particular requirements, will be subject to special arrangements by the administrations concerned.

5) The arrangements contemplated in 2), 3) and 4) above should be made under the provisions of Article 41 (Special Arrangements) of the International Telecommunication Convention and Article 4 of the Radio Regulations.

2. Frequencies to be allotted.

The following is a list of the frequencies to be allotted in the exclusive aeronautical mobile bands, on the basis of the frequency separation provided for under paragraph 1 above:

Band:

2 850–3 155 kc/s		3 400–3 500 kc/s		3 900–3 950 kc/s		4 650–4 750 kc/s	
2 854	(R) (24)	3 404.5	(R) (14)	3 904	(OR) (7)	4 654.5	(R) (7)
2 861		3 411.5		3 911		3 661.5	
2 868		3 418.5		3 918		4 668.5	
2 875		3 425.5		3 925		4 675.5	
2 882		3 432.5		3 932		4 682.5	
2 889		3 439.5		3 939		4 689.5	
2 896		3 446.5		3 946		4 696.5	
2 903		3 453.5					
2 910		3 460.5				4 703.5	(OR) (7)
2 917		3 467.5				4 710.5	
2 924		3 474.5				4 717.5	
2 931		3 481.5				4 724.5	
2 939		3 488.5				4 731.5	
2 945		3 495.5				4 738.5	
2 952						4 745.5	
2 959							
2 966							
2 973							
2 980							
2 987							
2 994							
3 001							
3 008							
3 015							
3 023.5	(R) & (OR)						
3 032	(OR) (18)						
3 039							
3 046							
3 053							
3 060							
3 067							
3 074							
3 081							
3 088							
3 095							
3 102							
3 109							
3 116							
3 123							
3 130							
3 137							
3 144							
3 151							

(Continuation of App. 16 *bis*)

Proposals **United States of America** *(cont'd)*

Band:

5 450–5 480 kc/s		5 480–5 730 kc/s		6 525–6 765 kc/s		8 815–9 040 kc/s		10 005–10 100 kc/s	
5 454	(R) (4)	5 484	6 (R) (26)	6 529.5	(R) (21)	8 820	(R) (18)	10 012	(R) (10)
5 461.5		5 491.5		6 537		8 828.5		10 021	
5 469		5 499		6 544.5		8 837		10 030	
5 476.5		5 506.5		6 552		8 845.5		10 039	
		5 514		6 559.5		8 854		10 048	
		5 521.5		6 567		8 862.5		10 057	
		5 529		6 574.5		8 871		10 066	
		5 536.5		6 582		8 879.5		10 075	
		5 544		6 589.5		8 888		10 084	
		5 551.5		6 597		8 896.5		10 093	
		5 559		6 604.5		8 905			
		5 566.5		6 612		8 913.5			
		5 574		6 619.5		8 922			
		5 581.5		6 627		8 930.5			
		5 589		6 634.5		8 939			
		5 596.5		6 642		8 947.5			
		5 604		6 649.5		8 956			
		5 611.5		6 657		*/**8 961.5			
		5 619		6 664.5					
		5 626.5		6 672		8 967	(OR) (9)		
		5 634		6 679.5		8 975.5			
		5 641.5				8 984			
		5 649		*6 685	(OR) (12)	8 992.5			
		5 656.5		*6 687.5		9 001			
		5 664		6 693		9 009.5			
		5 671.5		6 700.5		9 018			
		5 680	(R) & (OR) (6)	6 708		9 026.5			
				6 715.5		9 035			
				6 723					
		5 688		6 730.5					
		5 695.5		6 738					
		5 703		6 745.5					
		5 710.5		6 753					
		5 718		6 760.5					
		5 725.5							

* Available for A1 emission only.

** It is necessary that only equipment having a high degree of stability be used on this channel.

(Continuation of App. 16 *bis*)

Proposals **United States of America** *(cont'd)*

Band:

11 175–11 400 kc/s		13 200–13 360 kc/s		15 010–15 100 kc/s		17 900–18 030 kc/s	
11 180.5	(OR) (11)	13 205.5	(OR) (6)	15 016	(OR) (10)	17 906.5	(R) (7)
11 190		13 215.5		15 026		17 916.5	
11 199.5		13 225.5		15 036		17 926.5	
11 209		13 235.5		15 046		17 936.5	
11 218.5		13 245.5		15 056		17 946.5	
11 228		13 255.5		15 066		17 956.5	
11 237.5				15 076		17 966.5	
11 247		13 264.5	(R) (10)	15 086			
11 256.5		13 274.5		*15 092.5		*17 975	(OR) (6)
11 266		13 284.5		*15 096.5		17 983.5	
*11 273		13 294.5				17 993.5	
		13 304.5				18 003.5	
11 280.5	(R) (13)	13 314.5				18 013.5	
11 290		13 324.5				18 023.5	
11 299.5		13 334.5					
11 309		13 344.5					
11 318.5		13 354.5					
11 328							
11 337.5							
11 347							
11 356.5							
11 366							
11 375.5							
11 385							
11 394.5							

3. Channels Common to (R) and (OR) Services.

1) The channels common to the (R) and (OR) services, centered at 3 023.5 and 5 680 kc/s, are authorized for use world-wide as follows:

a) aboard aircraft for:

— communications with approach and aerodrome control,

— communication with an aeronautical station when other frequencies of the station are either unavailable or unknown;

b) at aeronautical stations for aerodrome and approach control under the following conditions:

— for approach control with power limited to a value that will produce 20 uv/m at 100 km and in any case no more than 20 watts in the antenna circuit;

— for aerodrome control with the power limited to a value that will produce 20 uv/m at 40 km and in any case no more than 20 watts in the antenna circuit;
special attention must be given in each case to the type of antenna used in order to avoid harmful interference;

— the power of aeronautical stations which use these frequencies and which operate under the conditions presented above may be increased through I.T.U. and/or I.C.A.O. regional agreements to the extent necessary to meet certain operational requirements.

c) for intercommunication between mobile stations engaged in coordinated search and rescue operations at the scene of a disaster.

* Available for A1 emission only.

2) The specific application of these common channels for these purposes may be decided at regional aeronautical conferences.

3) With respect to the use of 5 680 kc/s for approach and aerodrome control, it is recognized that this frequency is not appropriate for these purposes and its use should be abandoned as soon as possible. In the meantime it should be used with careful regard to its propagation characteristics.

4) These channels may be used for A1 or A3 emission, in accordance with special arrangements. They are not to be subdivided.

4. Adjacent Channels.

The allotment of adjacent channels within the same areas was avoided to the extent practicable in the interest of eliminating harmful interference from that source.

B. *Interference Range Contours*

1. Definition of Contours.

The transparencies inserted in the pocket at the end of this Appendix show contours which indicate the minimum acceptable distance separating two ground stations of 1.0 kW radiated power (unmodulated) for the frequencies stated and for producing a protection ratio of 15 db of desired signal to interfering signal on the same frequency at an aircraft operating at the limit of the service range of the desired ground transmitter.

The service range is not included in the contour.

2. Type of Map Used.

These transparencies can be used only on a Mercators projection world map of the scales given on each transparency, and will not be suitable for use on any other scale of Mercators projection or any other projection. The world maps accompanying this Appendix, depicting R.D.A.RA. and M.W.A.R.A. boundaries are to the correct scale and the transparencies carrying the interference range contours can be directly used on these maps.

3. Change of Scale or Projection.

Should any other Mercator scale be desired, then, by using the coordinates given in the tables shown below, new interference range contours can be drawn to fit the new scales.

It must be remembered that when the new transparencies are constructed, the intersection of the vertical line of symmetry, i.e., the meridian of longitude and the horizontal line of latitude should be at 00° latitude for the 00° contour, 20°N for the 20° contour, 40°N for the 40° contour, etc.

The coordinates shown in the above-mentioned tables are given with reference to the 180° meridian taken as the axis of symmetry for the construction of the contours.

4. Sharing Conditions Between Areas.

The transparencies were constructed on the basis of sharing conditions agreed at the International Administrative Aeronautical Radio Conference (I.A.A.R.C.) of 1948–1949, namely:

M.W.A.R.A. to M.W.A.R.A.:

Bands: 3– 6.6 Mc/s — night
9–11.3 Mc/s — day
13–18 Mc/s — time separation

Note: 6.6 Mc/s and 5.6 Mc/s conditions considered the same.

M.W.A.R.A. to R.D.A.R.A.:

Bands: 3 – 5.6 Mc/s — night
6.6–11.3 Mc/s — day
13 –18 Mc/s — time separation

R.D.A.R.A. to R.D.A.R.A.:

Bands: 3 – 4.7 Mc/s — night
5.6–11.3 Mc/s — day
13 –18 Mc/s — time separation

The additional contours for day included for 3, 3.5 and 4.7 Mc/s are for determining daylight sharing possibilities.

The material in "Minimum and Maximum Range Charts for Use as a Guide to the Allotment of Frequencies" Annex 1 to Vol. 1 of the Report of the First Session of the I.A.A.R.C. (Geneva, 1948) was used in the preparation of the allotment plan.

5. Method of Use.

Take the M.W.A.R.A. or the R.D.A.R.A. maps accompanying this Appendix and select the transparency for the frequency order and sharing conditions under consideration.

Place the center of the transparency (i.e., the intersection of the axis of symmetry and the latitude line) over the boundary of the area or at the location of the transmitter. Note the latitude of this point and select the contour corresponding to this latitude. A transmitter located at any point outside the contour will result, as defined in paragraph 1 above, in a protection ratio of better than 15 db. Any transmitter located at a point inside the contour will result in a protection ratio of less than 15 db.

For the Northern Hemisphere the contours should be used in their natural position as published, but for the Southern Hemisphere the transparency should be inverted. This point should be carefully observed when following the boundaries of the areas which involve the transition of the equator.

PART II

Editorial Note

This Part of Appendix 16*bis* is a reproduction of Annex 8, Volume VII of the Final Acts of the Extraordinary Administrative Radio Conference (Geneva, 1951), with but minor editorial changes to adapt various titles to the composition of an appendix.

For the above reason, and to avoid bulk, this Part of the Appendix is not reproduced here.

PART III

Technical and operational principles for the allotment of frequencies for the aeronautical mobile (or) service

Section I. Available Frequency Bands and Channels

1. Bands.

1. The frequency bands available to the (OR) service fall into three distinct categories, i. e.,

a) bands allocated exclusively to the aeronautical mobile (OR) service,

b) bands which specifically provide for the aeronautical mobile (OR) service, but which are shared with other services, and

c) bands for the general mobile services, from which the aeronautical mobile (OR) service is not specifically excluded.

2. Assignable Frequencies.

1) *Exclusive Bands.*

The frequencies for the bands allocated exclusively to the aeronautical mobile (OR) service are indicated in Part I.

2) *Shared Bands.*

The channels proposed for allotment to the (OR) service in the shared bands have the same separation as those in the exclusive bands. No specific frequencies were recorded, however, for these shared band channels. The numbers of (OR) allotments proposed in the shared bands were assessed primarily on the basis of the size of the bands and the number of services sharing them.

3. Selection of Frequencies.

1) *Exclusive Bands.*

All requirements including those common to more than one region were, to the limit of the spectrum space available, accommodated in the bands allocated exclusively to the (OR) service on a worldwide basis. Excess requirements in respect of Region 1 were met, as far as possible, from the band 3 900 to 3 950 kc/s allocated exclusively to the (OR) service in that region.

2) *Shared Bands.*

The balance of the requirements was accommodated to the maximum extent in the bands mentioned in No. 1*b)* and 1*c)* of Section I in that order of preference.

Section II. Adaptation of Technical Principles

1. Division of Channels.

In order to utilize the bands more efficiently, it is considered that one A3 channel is capable of satisfying requirements for either one A3, or two or more A1, A3A, or other complex types of transmission. Where a channel is subdivided the partial channels are not to be used by different administrations. In employing the additional channels so derived due care must be exercised to avoid harmful interference to the users of adjacent channels.

2. Modification of Class of Emission.

In view of the necessity on the one hand to avoid harmful interference, and on the other hand, to use the spectrum space to its full capacity, changes from one type of emission to another are permissible in those cases where no additional band space is thereby occupied.

3. Allotment of Adjacent (OR) Channels.

Where a country so desired, the allotments to that country were assembled into contiguous channels where geographical considerations permit and where otherwise practicable.

4. Protection Ratios and Sharing.

1) In areas where it was found necessary to secure a greater repetition of assignments, the same frequency has been allotted to more than one requirement of an administration even though this may result in a reduction of protection ratio between the emissions of the stations concerned.

2) In certain areas where peaks of requirements occur, protection ratios may be lowered by agreement between the countries concerned.

3) Certain assignments have been repeated where there is a strong probability of interference between stations of different administrations. This was done in the belief that the working time of any one of the stations so treated would be intermittent. In these cases each station has an equal right to use the frequency, and no one station or group of stations is given priority.

4) A number of frequencies were assigned on a "secondary" basis. In such cases, a station having the use of a frequency as a "primary" assignment is protected from any other station using the same frequency as a "secondary" assignment by the following provisions:

— a station using a frequency on a secondary basis must be inferior in power to the station operating on a primary basis,

— such a station must be distant from the station operating on a primary basis by not less than half of the repetition distance required for a protection ratio of 20 db.

Section III. Preparation of the Allotment Plan for the Aeronautical Mobile (OR) Service Bands

1. Allotment Procedure.

1) Requirements of a country to have all or some of the same frequencies for its overseas territories as for the home country were satisfied on condition that maximum economy in the allotment of frequencies was achieved, and that the full possibilities of geographical duplication were taken into account. However, the requirements for overseas territories were considered on exactly the same terms as those of other countries in the same area without giving any priority to the countries requiring the same frequencies in their home and overseas territories.

2) Because of problems peculiar to the areas concerned the following arrangements were made:

a) European Area of Region 1.

In the European Area of Region 1 the allotment of frequencies in the bands:

3 025 to 3 155 kc/s
4 700 to 4 750 kc/s
5 680 to 5 730 kc/s

was made by effecting a preliminary distribution of all the frequencies of each band (with the exception of one or two so-called reserve frequencies) in each of two parts of the area separated by the western frontiers of Poland, Czechoslovakia, Roumania and Yugoslavia. In this distribution of frequencies the possibilities of repetition of assignments were taken into account.

Before adopting the final distribution of these frequencies it was verified that the allotments made to the countries bordering the line of partition were acceptable from the point of view of interference. The application of the reserve frequencies permitted complete latitude for carrying out a reallotment of the unacceptable frequencies.

For the band 6 685 to 6 765 kc/s and 8 965 to 9 040 kc/s, this procedure was inapplicable by reason of the excessive interference ranges which cover practically all of Europe.

b) Southern Area of Region 2 (South America)

The following channels are set aside to meet the (OR) service requirements of Ecuador, Paraguay, Peru and Venezuela:

3 067	4 703.5	5 688
3 081	4 710.5	5 695.5
3 095	4 731.5	
3 116	4 745.5	
3 130		
3 137		

Moreover, the frequency of 3 151 kc/s is available for use in South America by tourist aircraft for air to ground communication.

c) Central Area of Region 2 *(Central America and Caribbean Countries)*

The channels 3 032, 3 046, 3 053, 3 074, 3 130 and 3 151 kc/s are set aside to meet the (OR) service requirements of Costa Rica, Dominican Republic, El Salvador, Guatemala, Haiti and Panama.

2. Frequency Allotment Plan.

On the basis of all the foregoing data the (OR) bands allotment plan contained in Part IV below was prepared.

3. Channels Common to (R) and (OR) Services.

The channels common to the (R) and (OR) services, centered at 3 023.5 and 5 680 kc/s are authorized for use world-wide as laid down in No. 3 of Section II of Part I.

4. Limitation of Power.

The interested administrations should agree on a reduction in aeronautical station radiated power at night to the extent necessary to make possible night time use of these frequencies.

PART IV

Editorial Note

This Part of Appendix 16 *bis* is a reproduction of Annex 9, Volume VII of the Final Acts of the Extraordinary Administrative Radio Conference (Geneva, 1951), with but minor editorial changes to adapt various titles to the composition of an appendix.

For the above reason and in order to avoid bulk this Part of the Appendix is not reproduced here.

4597 **U. S. S. R.**

After Appendix 16 add the following new appendix:

APPENDIX 16 *bis*

Fixed-Service Procedure

1. *Morse-code radiotelegraphy:*

a) the call shall be made up as follows: the letter V, thrice, the call-sign of the called station, thrice, the letters DE, the call sign of the calling station, twice, and the abbreviation ZHC, twice, followed by a question mark. As an example: VVV LQA24 LQA24 LQA24 DE RGW21 RGW21 ZHC ? ZHC ?

b) The answer to a call shall be formed thus: the call-sign of the called station, thrice, the letters DE, the call-sign of the calling station, and the code expression ZOK GA REVS, with an indication of the keying speed in words per minute. As an example: RGW21 RGW21 RGW21 DE LQA24 ZOK GA REVS 300.

(Continuation of App. 16*bis*)

Proposals **U.S.S.R.** *(cont'd)*

c) The signal for end of work shall be formed thus: the call-sign of the called station, the letters DE, the call-sign of the calling station, the abbreviation QRX, with the time when transmission will be resumed, the call sign, the transmission frequency in kc/s, and the signal $\overline{SK}$ (end of work). As an example: LQA24 RGW21 QRX 2030 RGW21 15660 $\overline{SK}$.

d) A call for a multiple destination shall be formed thus: the letter V, thrice, the call-signs of all the called stations, thrice, the letters DE, the call-sign of the calling station, twice, the abbreviation ZHC, twice, and a question mark. As an example: VVV SDC94 SDC94 SDC94 HBT35 HBT35 HBT35 DE RWD54 RWD54 ZHC ? ZHC ?

2. *Start-stop teleprinter radiotelegraphy:*

a) With page and tape-printing equipment, in Code No. 1, the call-sign shall be formed thus: the letters RY ten times, without spacing, the call-sign of the called station, thrice, the letters DE, the call-sign of the calling station, twice, and the abbreviation ZHC, followed by a question mark, then the letters RY up to the end of the line without RY (transmit the full call-sign in Latin characters, making allowance for line-change and carriage-return). As an example: RYRYRYRYRYRYRYRYRYRY LQA24 LQA24 LQA24 DE RGW21 RGW21 ZHC ? ZHC ? RYRY

b) the answer shall be transmitted after the call has been set up and the equipment adjusted, in the following fashion: the call-sign of the called station, twice, the letters DE, the call-sign of the calling station, twice, and the code expression ZOK GA TFC. As an example: RGW21 RGW21 DE LQA24 LQA24 ZOK GA TFC.

c) a call to several destinations shall be transmitted as described in paragraph 1, sub-paragraph *d)* above.

3. *Radiotelephony:*

a) On a radiotelephone circuit, the call shall be done vocally as follows:

THIS IS ..... place where the call is coming from)
CALLING ..... (place called)
I AM COUNTING FOR CHECKING: ONE, TWO, THREE, FOUR, FIVE, SIX, SEVEN, EIGHT, NINE, TEN;

b) after the correspondent has been identified, he shall be told:

I HEAR YOU ..... (how well), after which the call signal shall be repeated until the two-call call is set up;

c) to test a radiotelephone circuit, the series of cardinal numbers, a ringing tone or a sound signal shall be transmitted.

4. *Radiophototelegraphy:*

a) According to agreements between Administrations, call signals may be made vocally in conformity with paragraph 3, sub-paragraphs *a)* and *b)*, or in Morse in conformity with paragraph 1, sub-paragraphs *a)*, *b)* and *c)*;

b) once the two-way call is set up, the exchange of phototelegrams may begin only after the phototelegraph apparatus has been phase-adjusted. Transmission shall be preceded by a warning signal in the form of the letter V.

Reasons

As the RR and RTg do not mention the procedure to be followed in the fixed service, this Administration proposes that the foregoing appendix should be included in the RR.

Present Provisions

SECOND SERIES

APPENDIX A

Studies of Radio Propagation

Recognizing the dependence of efficient assignment and utilization of radio frequencies upon full use of radio propagation data, the countries, members of the Union, shall endeavour to promote the establishment and operation of a world-wide system of observation stations to obtain data on ionospheric, radio noise, and other phenomena affecting radio propagation, and also to provide for the study, coordination and dissemination of radio propagation data and predictions.

Proposals

4598 United States of America

Appendix A.

In the fourth line, replace: endeavour *by:* continue.

Reasons

More timely language.

3044 India

Appendix A.

Replace the present text by the following:

Studies of Radio Propagation and Radio Noise

1. Recognizing the dependence of efficient assignment and utilization of radio frequencies and efficient planning of radio communication services upon full use of radio propagation data and natural radio noise data, the countries, members of the Union, would;

a) promote the establishment and operation of a world-wide system of observation stations to obtain data on ionospheric, tropospheric and other

(This page cancels and replaces the present page 817)

(Continuation of App. A)

Present Provisions | **Proposals**

India *(cont'd)*

phenomena affecting radio propagation and on natural radio noise;

b) adopt, wherever appropriate, uniform measuring technique in accordance with C.C.I.R. Recommendations at all these stations so that the data can be compared directly without the use of questionable conversion factors;

c) provide for the study, coordination and dissemination of radio propagation data and natural radio noise data employing standard forms and scales of presentation according to the most recent recommendations of C.C.I.R.; and

d) present the propagation data in standardized form of field strength curves; when appropriate, for guidance to engineering practice in planning of various types of radiocommunication services over the complete radio frequency spectrum.

2. Meanwhile, the countries, members of the Union, will use such data and methods for the purpose of efficient assignment and utilization of radio frequencies and planning of radiocommunication services as are recommended by the C.C.I.R.

Reasons

To refer to the latest C.C.I.R. recommendations on these subjects, amendment to the present text is considered necessary.

3045 Federal German Republic

Replace the existing Appendix A by the following Recommendation:

Studies and Predictions of Radio Propagation:

The International Radio Conference of Geneva (1959),

recognizing:

a) that the full use of knowledge of radio propagation is very important in the allocation and efficient utilization of radio frequencies;

b) that therefore an urgent requirement of administrations and of the International Frequency Registration Board (I.F.R.B) exists for the most reliable radio propagation data;

(This page cancels and replaces the present page 820)

Present Provisions

APPENDIX B

Standard Frequency and Time Broadcasts

1. The countries, members of the International Telecommunications Union, recognize that a standard frequency broadcast service available to all parts of the world is essential for maximum economy in the use of the radio frequency spectrum, the efficient operation of the telecommunication services and for the functioning of several activities of the I.T.U.

The countries, members of the I.T.U., recognize that this service may also be useful for other activities outside the Union. The addition of time signals superimposed on these same broadcasts is also highly useful and should be included if possible.

2. To this end, administrations will endeavour to provide on an international basis a coordinated system of standard frequency broadcasts. As regards time signals, recognizing the work already in hand by various countries aiming at the common distribution by radio of time signals and standard frequencies, the countries, members of the I.T.U. recognize that contact is to be established as soon as possible with the International Committee of Time to promote coordination on an international basis.

Proposals

United Kingdom

3049 *Appendix B. Replace the text of sub-paragraph 2 by the following:*

2. To this end, administrations will continue on an international basis to co-ordinate the system of standard-frequency and time broadcasts, to extend the service to those areas of the world not adequately served and to co-operate in reducing mutual interference between stations whose service areas overlap. This work will be co-ordinated by the C.C.I.R., which should seek the advice and co-operation of B.I.H. (Bureau International de l'Heure) and U.R.S.I.

Reasons

The alteration brings § 2 into line with the current situation and directs attention to the C.C.I.R. as the study body.

APPENDIX C

International Monitoring

The International Radio Conference at Atlantic City (1947),

recognizing:

1. the desirability of a coordinated service of monitoring on a world-wide basis for the purpose of undertaking such measurements of frequencies, field strengths, band widths of emissions, and other characteristics as may be required by the International Frequency Registration Board (I.F.R.B.) for the efficient conduct of its duties;

2. the desirability of the adoption of uniform standards of measurement technique at all monitoring stations participating in such a service;

3050 United States of America, France, French O.P.T.A., Morocco

Appendix C. Delete.

Reasons

United States of America:

Incorporated in proposed revision of Article 18.

France, French O.P.T.A.:

Duplicates Article 18. This appendix is a recommendation that international monitoring should be extended. This is already done in accordance with Article 18, **403** of which has been amended to draw the attention of administrations to the importance of international monitoring.

Morocco:

Duplicates Article 18.

(This page cancels and replaces the present page 824)

(Continuation of App. C)

Present Provisions

Recommendation No. 3 to the C.C.I.R. on International Monitoring

The International Radio Conference of Atlantic City (1947) invites the C.C.I.R. to make an urgent study of the following questions:

a) technical recommendations for a coordinated world-wide service of monitoring to fulfil the requirements stated in appendix C and the provisions of article 18 of the Radio Regulations;

b) the technical standards and procedures of measurement to be adopted by stations participating in the service, taking into consideration the requirements of the International Frequency Registration Board (such recommendations should indicate the field of activity of each class of station and the technical standards required for each type of measurement undertaken);

c) to recommend the form in which results of observations and measurements should be presented.

Recommendation No. 4 to the C.C.I.R. Relating to the Review of Appendices 3, 4 and 5 of the International Radio Regulations

The C.C.I.R. is invited to study as soon as possible the following questions, arranged according to their urgency.

1. In respect of the various classes of emission in use, determination of:
— the bandwidth strictly necessary to ensure a service of the appropriate quality;
— practical methods of measuring the bandwidth actually occupied by each particular emission.

2. Determination of:
— the bandwidth which should be accepted by the various types of apparatus used for the reception of different classes of emission in the different services;
— the filter characteristics and especially their effectiveness in eliminating interference outside the nominal acceptance band;
— the practical methods of obtaining the necessary characteristics;
— the corresponding methods of measurement.

Proposals

4599 United States of America

Recommendation No. 3 to the C.C.I.R.

Delete.

Reasons

The subject represented by this recommendation has been placed on the agenda of subsequent C.C.I.R. Plenary Assemblies and its consideration has resulted in C.C.I.R. recommendations and provisions for further study.

3062 India

Recommendation No. 4 to the C.C.I.R.

Replace the present text by the following:

The C.C.I.R. is invited to carry on permanently the study of the following questions:

1. A. In respect of the various classes of emission in use, determination of:

a) the bandwidth strictly necessary to ensure a service of the appropriate quality, practical methods of measuring the bandwidth actually occupied by each emission;

b) (i) the level of radio-frequency harmonics radiated by the stations of the different services;
(ii) the level to which it is practicable to reduce such harmonics;
(iii) the methods of achieving this result;
(iv) the corresponding methods of measurement.

1. B. Study of improved methods of obtaining frequency stability in transmitters.

New Resolutions and Recommendations

Proposals

United States of America

4600 Resolution No..... concerning Technical Measures to facilitate the Aeronautical Mobile R Service on High Frequencies

The International Radio Conference at Geneva (1959),

considering:

1. that the Plan developed for the use of HF channels for the Aeronautical Mobile (R) Service has been substantially implemented;
2. that air operations are subject to continuous changes;
3. that these changes will require attention by the Administrations concerned, but
4. that, in seeking to satisfy new communication requirements, no decision should be taken that will prevent or handicap the coordinated utilization of those HF (R) band allotments as prescribed in the Plan adopted at this Conference;
5. that the families of high frequencies allotted to the Major World Air Route Areas, Regional and Domestic Air Route Areas and sub-Areas have been chosen considering propagation conditions which will allow for the selection of the most suitable frequencies for the distance involved;
6. that it is essential to distribute the communication load as uniformly as possible over the frequencies of the same order;
7. that specific steps should be taken to ensure that the correct order of frequency is used;

resolves:

that administrations, individually or in collaboration, take the necessary steps:

a) to make as great a use as possible of VHF in order to lessen the load on the HF (R) bands;

b) to make as great a use as possible of antennas of appropriate directivity and efficiency in order to minimize possibilities of mutual interference within an area or between areas;

c) to coordinate the use of families of frequencies necessary for a given route segment in accordance with the technical principles adopted by the Conference and in the light of the latest propagation data available in order that the most appropriate frequencies be used with an aircraft at a given distance from the aeronautical station providing service over the route segment concerned;

d) to improve operating techniques and procedures and to use the best equipment possible in order to attain the highest possible efficiency in handling airground HF communications;

e) to collect precise data on the operation of their HF communication systems and having a bearing on the technical and operating standards adopted by the Conference so as to facilitate such re-examination of this Plan as may be undertaken in the future;

f) to establish, through regional agreements, the best method to provide the required communications for any new long-distance international or regional air operation which is not or cannot be accommodated within the system of M.W.A.R.A. and R.D.A.R.A. adopted by the Conference, in such a manner as not to cause any interference to the utilization of frequencies as prescribed in the (R) Frequency Plan adopted by this Conference.

Reasons

To carry out the intent of Recommendation No. 13 of the I.A.A.R.C. (Geneva, 1948–49).

(Continuation of new Resolutions and Recommendations)

Proposals

4601 **United States of America** *(cont'd)*

(New) **Recommendation to the I.F.R.B. relating to the International Monitoring System**

With a view toward ensuring an international monitoring system capable of efficient monitoring of both long-distance and short-distance transmissions and of meeting adequately the needs for monitoring data as envisaged by various provisions of the Radio Regulations, the I.F.R.B. is invited to:

1. Consider the continuing recommendations of the C.C.I.R. relating to the geographical distribution of monitoring stations in each continent, giving special attention to the needs of the tropical regions where, because of high levels of atmospheric noise and the large number of low power services in operation, the effective coverage of individual monitoring stations is more limited.

2. Recognize that certain stations, for economic or technical reasons, may not participate in the whole field of international monitoring, but may contribute materially to the international monitoring system by operating only within a limited part of that field.

Reasons

To retain pertinent portions of Appendix C not incorporated in the proposal for Article 18.

Morocco

4602 **Recommendation No. 1**

High-frequency transmissions

The Administrative Radio Conference (Geneva, 1959),

considering:

1. That high-frequency transmissions are eminently suitable for facilitating the dissemination of information and ideas throughout the world;
2. That their efficiency is progressively reduced by bad reception conditions, largely owing to the absence of an agreement on high-frequency distribution and the lack of coordination in the sphere of international broadcasting;

recommends:

That the Members and Associate Members of the International Telecommunication Union should combine their efforts to adopt a technically satisfactory plan for the distribution of high-frequencies or, failing that, to define a method whereby the International Frequency Registration Board might help the administrations concerned to make the best possible use of the frequencies at their disposal.

Reasons

Proposal drawn up at the request of the Director-General of U.N.E.S.C.O.

(Continuation of new Resolutions and Recommendations)

Proposals

4603 Morocco *(cont'd)*

Recommendation No. 2
Frequency-modulation transmissions

The Administrative Radio Conference (Geneva, 1959),

considering:

1. That listeners should be enabled to hear national transmissions free of interference from other stations;
2. That in many regions, the overloading of the medium and low-frequency bands is such that listening is becoming increasingly difficult;
3. That experience has shown that where frequency-modulated transmissions are broadcast in the very-high-frequency bands, listeners in those countries are assured of improved, interference-free reception;

recommends:

That the Members and Associate Members of the International Telecommunication Union should consider the possibility of using frequency-modulated transmissions for their national broadcasting services.

Reasons

Proposal drawn up at the request of the Director-General of U.N.E.S.C.O.

4604

Recommendation No. 3
Manufacture of reasonably-priced radio receiving sets

The Administrative Radio Conference (Geneva, 1959),

considering:

1. That the advantages of broadcasting should be made more easily available to the population of the under-developed countries;
2. That, to this end, it is desirable to design efficient, standardized receiving sets at a reasonable price;

requests:

The International Telecommunication Union (C.C.I.R.) and the United Nations Educational, Scientific and Cultural Organization, in cooperation with the competent non-governmental organizations and companies, to:

1. Investigate:
   a) the possibility of manufacturing an efficient, standardized radio receiving set at a reasonable price, specially adapted to the needs of listeners in under-developed countries;
   b) any other means of helping those countries to make broadcasting more easily available to their populations;
2. Submit this study, together with suggestions as to the action to be taken, to the competent organs of the International Telecommunication Union and the United Nations Educational, Scientific and Cultural Organization.

Reasons

Proposal drawn up at the request of the Director-General of U.N.E.S.C.O

(Continuation of new Resolutions and Recommendations)

Proposals

4605 Mexico

Basis of the Draft Resolution
relative to the
constitution of a network of monitoring stations controlled by the I.F.R.B.

As a basis for the Mexican proposal regarding the new working procedure of the I.F.R.B., it will be useful to glance at the reasons which characterized the assignment and use of frequencies in the last 25 years. Broadly speaking, three main periods stand out:

I. *An era of peaceful anarchy* (up to 1947) in which facilities were far in excess of requirements and each administration could choose and use the frequencies it desired without the risk of causing harmful interference.

It is true that the anarchy was not complete since usage had already been channelled since the Madrid Conference (1932) by means of bands for different services. Nor was the peacefulness complete for towards 1945 some discomfort began to make itself felt so that new assignments already became involved in difficulties.

II. *An era of organization*, beginning in 1947 with the Atlantic City Radio Conference, which laid down the bases for the preparation of the International Frequency List and decided to set up the International Frequency Registration Board (I.F.R.B.). This era was made up of three partly overlapping stages which may be outlined as follows:

1. A period of voluntary or involuntary negative reaction by a large number of countries based on the fear of premature exhaustion of the possibilities of the spectrum; this reaction was marked by the notification of assignments which were not always in operation or for projected services, with the result that the spectrum was quickly saturated, judging by the Master Record and, to a large extent, by reality.

2. A big collective effort (1948–1949) to solve a serious, although somewhat unreal, situation, directed by that great working group known as the Provisional Frequency Board (P.F.B.) (composed of representatives of the administrations and of the I.F.R.B. in its first stage of work); although this Board failed in its attempt to produce frequency allocation plans for the different bands, it nevertheless left behind very useful technical working elements for the I.F.R.B. which were to constitute the basis of its present standards. The administrations, for their part, benefited from the accumulation of technical studies effected by the P.F.B., particularly from the sets of frequencies which, in the experience of the best technicians of all administrations, were the most useful and practical, allying theory with practice.

3. A period of special or specialized conferences (1948–1951), i.e. the International Administrative Aeronautical Radio Conference (I.A.A.R.C.), in two parts, the International High Frequency Broadcasting Conference (C.I.R.A.F.), also in two parts, and the Extraordinary Administrative Radio Conference (E.A.R.C.), all of which laid down lines for the ordered use of frequencies with partial or complete success.

III. *An era of reaccommodation* (1950–1958) which covers a period in which administrations, already calmer and convinced of the usefulness of the system outlined at Atlantic City, supplemented by the E.A.R.C., put into effect the plans adopted for some services and transferred a large part of their "out-of-band" assignments to the corresponding bands. It was no easy task — rather the contrary — involving sacrifices especially for the fixed services which, while facing an unaccustomed development, had fewer bands at their disposal, since other services were expanded at their expense.

All this occurred during the so-called "interim period" and "final adjustment period". Another stage is now about to begin.

IV. *An era of reality* (1960–....), which should begin, as soon as this Conference is over, with the preparation of the International Frequency Register and the International Frequency List, through the application of the procedure laid down in Article 11 (subject of a separate Mexican proposal) *(proposals 3705 to 3826)*; these documents must reflect, as far as possible, actual operational conditions.

Although it is true that great progress has been made towards the goal of an ordered use of frequencies within the bands set aside for the different services, the greatest difficulties lie ahead, not only in view of the quantity of "out-of-band" assignments which must be transferred, but because growing requirements for new services appear to outpace available facilities as reflected by recordings in the Master Record; the latter continues to fail to reflect real operating conditions.

In view of the foregoing, especially of what is stated in the previous paragraph, the representative of Mexico in the Administrative Council pointed out already in 1956, to the 11th Session (in document 1847) how difficult it was to make transfers in answer to a request by the Board or to solve an interference problem since, as was stated in that document:

" *a)* when study of national or international frequency records reveals the possibility of accommodating a fresh assignment, monitoring reports show that the space is occupied by some unregistered station;

b) when monitoring reports indicate the existence of available space, the frequency record shows that the channel is assigned to a country which (perhaps momentarily) is not using it.

"In the first case the frequency cannot be used, and in the second, it is wiser not to profit by the space, in view of the fact that some unexpected operation may make the assignment, based on monitoring data, useless. It is rare that correspondence with the country which has priority gives satisfactory results."

The document in question emphasized that the solution of the difficulties referred to by means of international co-operation by telegraphic or postal correspondence had not proved to be useful and that the best results had been obtained only through direct contact between technicians of the administrations and this could not be very frequent for obvious reasons.

It also mentioned that there remained, in theory, one possibility and that was to submit cases to the I.F.R.B. in accordance with No. 110 of the E.A.R.C. Agreement. However, the Board has not so far offered the type of advice referred to in the said Agreement (also laid down in **286** of the Radio Regulations). This is apparently due to shortage of staff but really because the Board has not felt inclined to do so, judging by the interpretation it gave to the text of the said No. 110 as contained in a document submitted to the Council (and also circulated informally among administrations). There is no doubt, however, that this is one of the four basic tasks allotted to the Board by Article 6 of the Convention.

In the above-mentioned document submitted to the Council, the Mexican representative concluded by calling on the I.F.R.B. "to assume an *active* role, instead of the merely passive one it has so far had", and to direct transfers by fostering contacts between the countries concerned "with a view to examining possible solutions, in accordance with Nos. 107, 109 and 111 of the E.A.R.C. Agreement. Where administrations reach no agreement, the problem would be referred straight to the I.F.R.B. (in accordance with Nos. 110, 112, and 113 of the E.A.R.C. Agreement), in order that this body, in the light of the most trustworthy international monitoring information received, might suggest replacement frequencies or any appropriate action. This procedure would be lengthy, and would, the Mexican Administration considers, require monitoring stations operated, in whole or in part, by the I.F.R.B.".

He pointed out that the Board, as proposed, would require authorization by the Council and, in some respects, by the administrations, which could be resorted to by referendum.

With respect to the proposal quoted above, the Board stated that it was of some magnitude, and that the Board could not comment on the proposal without first studying it in detail, (which amounted to entrusting the I. F. R. B. with a large volume of extra work) and its adoption would imply a veritable reorganization of the Board.

The Mexican Administration, taking into account the difficulty of finding facilities, in the light of the information contained in the Master Record, as well as the excellent position of the Board for pointing out the major possibilities of changes in frequency usage, originating in the notification procedure or complaints of interference, proposed a series of measures, incorporated in the draft new text for Article 11 which involve much more effective — in fact a really controlling — action by the Board in the settlement of disputes through advice based on technical studies and above all on widescale monitoring information, which is precisely the reason for the draft resolution submitted hereby to supplement and support the proposal in question.

The draft resolution is really based to a large extent on co-operation between the administrations, already revealed by the copious monitoring information which they send to the I. F. R. B., although not following a specific plan, and now it is proposed that the Board should play a guiding role with the aim of making the best possible use of this material which would be amplified according to the circumstances.

However, other provisions are not unwelcome if they are useful to enable the Board to acquire the best possible information on which to base its recommendations to administrations, but such provisions may arise during the Conference itself and the Mexican administration may submit additional proposals. For the time being it feels that the measures it proposes are feasible, both from the viewpoint of open co-operation by the administrations operating the monitoring stations and from the economic viewpoint, for is is not felt that the Union should be spending so much money to maintain an organ as costly as the I. F. R. B. without obtaining from it much better value than at present. Indeed, to ease the financial aspect without loss of efficiency, a reduction of the number of its members might be contemplated, the individual tasks previously defined being assigned to one and all of its components. The Mexican Administration may also submit a concrete proposal on this subject; for the time being it urges, through the accompanying draft resolution, that monitoring should be raised to the highest level of efficiency for it considers that this is the backbone of the Mexican proposal relative to a new text for Article 11, both proposals forming a whole to reach the objective of an International Frequency List reflecting actual operational conditions.

4606

Draft Resolution
relative to the
constitution of a network of monitoring controlled by the I. F. R. B.

Considering:

a) that the progress made in the implementation of the Atlantic City Table of Frequency Allocations (1947) corresponds to the elimination of a high percentage of "out-of-band" operations;

b) that although the proportion of stations still operating out of band is relatively small, the latter find increasing difficulty to accommodate themselves in bands under the existing procedure;

c) that the existing method of seeking a useful frequency on the exclusive basis of registered assignments now offers few opportunities of accommodation not only of out-of-band assignments but of the growing requirements of new radio services, since protection must be given to stations which in many cases do not operate at all, or operate during short periods of the year, or operate without conforming to the characteristics notified;

d) that on the other hand when a space is found in the Master Record, it is very frequently discovered that in reality it is occupied by unregistered stations which are sometimes difficult to identify;

e) that although the technical standards used to determine the protection of properly registered stations which are in operation, are kept up to date with technical progress, the margin which they leave in predictions is very generous, for experience shows that there is no close relationship between these predictions and practical conditions and that in any case the said margin is inconsistent with present frequency usage requirements;

f) that on the other hand, and more appropriately as a supplement for theoretical calculations, monitoring offers very useful information to ascertain what facilities are available.

Recognizing:

g) that the monitoring provided in the past by different administrations represents a great effort and is a symbol of international co-operation;

h) that in spite of being incomplete and uncoordinated, it has nevertheless proved to be very useful as a means of information both for the administrations and for the I.F.R.B.;

i) that the usefulness of monitoring would be very great if it could be extended, supplemented and directed to provide, in addition, specific information relating to notifications of changes in frequency usage and of actual frequency usage.

Invites:

j) the administrations wishing to co-operate with the Board to inform the latter of the hours during which they would be prepared to operate their monitoring stations under the control of the said Board and, if so, under what conditions, informing it of the position of the stations, the characteristics of the equipment available, staff, etc.;

k) international or regional monitoring organizations to inform the Board of the time and conditions under which they would be prepared to place the operation of their stations under the control of the I.F.R.B.;

l) private monitoring organizations to inform the Board of the conditions under which they could operate exclusively for the I.T.U., under the control of the I.F.R.B., during the time they may consider feasible;

Instructs the I.F.R.B.:

m) to establish the general lines of a monitoring network which would adequately cover requirements in the whole world, basing itself on the information supplied spontaneously or at its request by the administrations, international organizations or private institutions, stating specifically the places where the service must be on the widest scale, including radio direction-finding facilities, and in which places a simple observation and, as necessary, measuring service is considered essential;

n) to state, if the facilities mentioned under *j)*, *k)* and *l)* are inadequate to cover the minimum requirements of the Board, the places and type of facilities necessary, and to prepare an estimate for the installation of the corresponding equipment, which it shall submit for consideration by the Administrative Council so that the necessary measures may be taken.

Instructs the Administrative Council

o) to proceed as follows when the I.F.R.B. submits concrete requests regarding facilities which are required for the best functioning of the monitoring service, and subject to consultations with the I.F.R.B.:

1. Study the request with a view to informing the General Secretariat, if appropriate, of the political or administrative measures to be taken to satisfy the request by the Board;
2. Make the estimates of credits it considers necessary to meet the Board's request for inclusion in the budget of the General Secretariat for the year in which the request is submitted or in that of the following year, according to the circumstances.
3. If the requirement can be met only by exceeding the budget limit laid down by the Plenipotentiary Conference for the year in question, submit the extra credits to the approval of the administrations by means of a referendum.

(This page cancels and replaces the present page 839)

(Continuation of Art. 4 of the RA)

Present Provisions

Proposals

3101 Italy, United Kingdom

2035. *Replace the present text by the following:*

a) express charges to be collected on delivery [see **576** of the Telegraph Regulations (Geneva Revision, 1958)];

Reasons

United Kingdom:

To bring the references up to date.

3102 China, Japan

2035. *Replace:* (see **542** of the Telegraph Regulations, Cairo Revision, 1938) *by:* (see **576** of the Telegraph Regulations, Geneva Revision, 1958).

Reasons

Alignment with the RTg (Geneva Revision, 1958).

Italy

3103 **2035.** *After this No. add the following new subparagraph:*

a bis) charges applicable to radiotelegrams to be rerouted at the request of the addressee as provided under **2098** (see Article 57 of the Telegraph Regulations, Geneva Revision, 1958).

2036 *b)* the charges applicable to inadmissible combinations or alterations of words, observed by the office or mobile station of destination [see **2033**] which are collected from the addressee.

3104

2036. *Replace the present text by the following:*

b) charges relative to irregularities in the counting of words which must be collected from the addressee in accordance with the provisions of § 8. (2), [2*bis)*], [2*ter)*], [2*quater)*], [2*quinquies)*] and [2*sexies)*].

Reasons

A consequence of proposals 3095 *et seq.*

(This page cancels and replaces the present page 842)

(Continuation of Art. 4 of the RA)

Present Provisions

2040 (2) Nevertheless, for radiotelegrams originating in mobile stations, modifications of tariffs are not applicable until a month after the periods laid down in **2039.**

2041 (3) The provisions of **2039** and **2040** admit of no exception.

Section II. Reduced-rate Radiotelegrams

A. Radiotelegrams of Immediate General Interest

2042 § 13. No charge for radio transmission in the mobile service is made for radiotelegrams of immediate general interest, which fall within the following classes:

2043 *a)* distress messages and replies thereto;

2044 *b)* messages originating in mobile stations notifying the presence of icebergs, derelicts and mines, or announcing cyclones and storms;

2045 *c)* messages announcing unexpected phenomena threatening air navigation or the sudden occurrence of obstacles at airports;

2046 *d)* messages originating in mobile stations notifying sudden changes in the position of buoys, the working of lighthouses, devices connected with buoyage, etc.;

2047 *e)* service messages relating to the mobile service.

Proposals

3111 United Kingdom

2044. *Replace:* derelicts and mines *by:* derelicts, mines and other dangers to navigation.

Reasons

It is considered that all dangers to navigation should be included.

4607 Italy

2047. *After this number, add the following new sub-paragraph.*

f) MEDRAD radiotelegrams about medical advice exchanged in the mobile service.

Reasons

Article 3, paragraph 2 *c)* of the Buenos Aires Convention lays down that the I.T.U. shall: "promote the adoption of measures

(This page cancels and replaces the present page 842)

(Continuation of Art. 4 of the RA)

Present Provisions

Proposals

Italy *(cont'd)*

for ensuring the safety of life through the cooperation of telecommunication services."

In the List of Special Service Stations issued by the I.T.U. General Secretariat is a section devoted to stations transmitting medical advice.

This List shows that most administrations grant exemption from charges for the radio part of radiotelegrams in connection with these messages, when such radiotelegrams are addressed to medical centres in their countries. But some administrations do not grant such exemption unless it is reciprocal, and some demand the charge in full.

Italy is one of the countries which grant such exemption, and aids the International Radio Medical Centre (C.I.R.M.) in Rome by making ambulances available by sea and air when so requested, in view of the disinterested and beneficent part played by stations offering medical advice. It is Italy's view that the Conference should consider the messages exchanged by such stations as "radiotelegrams of immediate general interest", and should grant them free transmission by radio.

We suggest "MEDRAD" as a suitable generic name for messages of this kind.

B. Meteorological Radiotelegrams

2048 § 14. (1) The term "meteorological radiotelegram" denotes a radiotelegram consisting solely of meteorological observations or meteorological forecasts, which is sent by an official meteorological service or by a station in official relation with such a service, and addressed to such a service or to such a station.

2049 (2) Meteorological radiotelegrams must bear the paid service indication =OBS= before the address. This paid service indication is the only one admitted.

3112

2048–2052. *Replace the text of these provisions by the following.*

§ 14. (1) The term "meteorological radiotelegram" denotes a radiotelegram sent by an official meteorological service or by a station in official relationship with such a service, addressed to such a service or such a station, and containing weather observations or forecasts only. A radiotelegram of this type shall always be considered as being worded in plain language.

(This page cancels and replaces the present page 846)

(Continuation of Art. 4 of the RA)

Present Provisions

D. Press Radiotelegrams

2057 § 18. (1) The land station and ship or aircraft charges are reduced by 50 per cent for press radiotelegrams originating in a ship or aircraft station and destined for places on land. These radiotelegrams are subject to the conditions of acceptance laid down in articles **77** and **78** of the International Telegraph Regulations (Cairo Revision, 1938). For those which are addressed to a destination in the country of the land station, the telegraph charge to be collected is one-half of the telegraph charge applicable to an ordinary radiotelegram.

Proposals

3122 bis Belgium

Heading D. *After* 2052, *read:*
C. *Press Radiotelegrams.*

Note by the S.G.

Circ. 624/1950

3123 **2057.** *Further to amendments made in the Telegraph Regulations by the Paris Telegraph and Telephone Conference (1949), the S.G. told administrations that in his opinion* **2057** *should be amended as follows:*

Instead of: ... in Articles **77** and **78** of the International Telegraph Regulations (Cairo Revision, 1938).

Read: ... in Articles **75** and **76** of the International Telegraph Regulations (Paris Revision, 1949).[1])

[1]) Now Articles **65** and **66** of the Telegraph Regulations (Geneva Revision, 1958).

3124 China, France, French O.P.T.A., Japan, Morocco, United Kingdom

2057. *Replace the second sentence by the following:*

... These radiotelegrams shall be subject to the conditions of acceptance laid down in Articles **65** and **66** of the Telegraph Regulations (Geneva Revision, 1958) ...

Reasons

In accordance with the RTg.

3125 Italy

2057. *Replace the references to articles by the following:*

65, 66, 67, 68 and **69** of the Telegraph Regulations (Geneva Revision, 1958).

3126 United Kingdom

2057. *After this No. add the following new subparagraph:*

(1*bis*) The minimum charge as for fourteen words for press telegrams, mentioned in **673** of the Tele-

(This page cancels and replaces the present page 853)

(Continuation of Art. 5 of the RA)

Present Provisions **Proposals**

3156 China, Japan

2068. *Replace the present text by the following:*

§ 7. As a general rule, the text is subject to the regulations applicable to letter telegrams (see Article 70 of the Telegraph Regulations, Geneva Revision, 1958).

Reasons

China:

Simplification.

4608 China

2069 to **2072.** *Delete.*

Reasons

Simplification.

3157 France, French O. P. T. A., Morocco

2069. *Replace the present text by the following:*

a) radiomaritime letters and radio air letters must be drafted entirely in plain language.

Reasons

In accordance with the RTg.

3158 Japan

2069 to **2071.** *Delete.*

Reasons

Simplification. As **2068** refers to Article 70 of the RTg, **2069** to **2070** are redundant.

(Continuation of Art. 5 of the RA)

Present Provisions

Proposals

3159 France, French O. P. T. A., Morocco

2070. *Replace the present text by the following:*

b) when asked to do so by the office of origin, the sender must sign a declaration, on the radiomaritime or radio air letter form, formally stating that the text is drafted entirely in plain language and that it bears no occult meaning. The declaration shall indicate the language or languages used.

Reasons

In accordance with the RTg.

(This page cancels and replaces the present page 855)

(Continuation of Art. 5 of the RA)

Present Provisions

Proposals

Japan *(cont'd)*

3164 **2074.** *Delete the first sentence.*

Reasons

See proposal 3163.

3165 **2077.** *Add in fine:*

This charge shall be fixed at a charge per word of 50 per cent of the applicable to ordinary radio telegrams.

Reasons

Alignment with the coefficient of reduction applicable to letter telegrams.

2078 § 9. Radiomaritime letters and radio air letters rank for radio transmission after ordinary radiotelegrams on hand. Those which have not been transmitted within 24 hours of handing-in are sent concurrently with ordinary radiotelegrams.

2079 § 10. The normal rules of accounting as regards radiocommunications are applicable to radiomaritime letters and to radio air letters, in accordance with the provisions of **2073** and **2074.**

2080 § 11. (1) When a radiomaritime letter or a radio air letter fails to reach its destination due to the failure of the postal service, only the charges in respect of the services not carried out are refunded.

2081 (2) Reimbursement of charges is admitted in the cases provided in **842, 859** and **862** of the Telegraph Regulations (Cairo Revision, 1938).

Note by the S. G.

Circ. 624/1950

3166 **2081.** *Further to amendments made in the Telegraph Regulations by the Paris Telegraph and Telephone Conference (1949), the S. G. told administrations that in his opinion* **2081** *should be worded as follows:*

(2) Reimbursement of charges is admitted in the cases provided for in **845, 864,** and **865** of the Telegraph Regulations (Paris Revision, 1949)[1]).

[1]) Now **885, 911, 912** and **913** in the Telegraph Regulations (Geneva Revision, 1958).

(Continuation of Art. 5 of the RA)

Present Provisions **Proposals**

4609 China

2081. *Replace the present text by the following:*

(2) Reimbursement of charges is admitted in the cases provided in **884, 911** and **913** of the Telegraph Regulations (Geneva Revision, 1958).

Reasons

Alignment with the Telegraph Regulations, Geneva Revision, 1958.

3167 France, French O. P. T. A., Morocco

2081. *Retain, replacing the present references by the appropriate numbers of the Telegraph Regulations (Geneva Revision, 1958).*

(This page cancels and replaces the present page 865)

(Continuation of Art. 6 of the RA)

Present Provisions

2116 *a) If the transmitting station is a mobile station,*
it immediately informs the sender of the reason for the non-transmission of his radiotelegram. The sender may then request:

2117 — that the radiotelegram be transmitted through another land station or through other mobile stations; or

2118 — that the radiotelegram be held until it can be transmitted without additional charge; or

2119 — that the radiotelegram be cancelled.

2120 *b) If the transmitting station is a land station,*
it applies the provisions of article 7 to the radiotelegram.

2121 § 2. When a mobile station subsequently transmits a radiotelegram thus held to the land station which incompletely received it, this new transmission must bear the service instruction "ampliation" in the preamble of the radiotelegram. If the radiotelegram is transmitted to another land station subject to the same administration or the same private enterprise, the new transmission must bear the service instruction "ampliation via..." (insert here the call sign of the land station to which the radiotelegram was transmitted in the first instance) and the administration or private enterprise in question may claim only the charges relating to a single transmission. The "other land station" which thus forwards the radiotelegram may claim from the mobile station of origin any additional charges resulting from the transmission of the radiotelegram over the general communication network between itself and the office of destination.

2122 § 3. When the land station designated in the address as the station by which the radiotelegram is to be forwarded cannot reach the mobile station of destination, and has reason to believe that such mobile station is within range of another land station of the administration or private enterprise to which it is itself subject, it may, if no additional charge is incurred thereby, forward the radiotelegram to this other land station.

Proposals

3192 Switzerland

2121. *Replace the present text by the following:*

§ 2. When a mobile station subsequently transmits a radiotelegram thus held to the land station which incompletely received it, this new transmission shall bear the service instruction "ampliation" in the preamble of the radiotelegram. The administration responsible for this land station can claim only the charge for a single transmission. Should the radiotelegram be transmitted to another land station, this new transmission too shall bear the service instruction "ampliation" and the charge claimed from the mobile station by the administration responsible for the last land station for transmission of the radiotelegram on channels of the general network, together with that for the route between this land station and the office of destination. The mobile transmitting station shall arrange, by service advice to the land station to which the radiotelegram had originally been transmitted, for the original radiotelegram no longer to appear in accounts. If the land station has already transmitted the radiotelegram over the telecommunication channels of the general network, it shall forward the notice of cancellation for accounting purposes.

Reasons

To avoid a state of affairs in which the mobile station is debited with land station charges as well as telegraph ones.

(This page cancels and replaces the present page 858)

(Continuation of Art. 6 of the RA)

2093 11th De luxe radiotelegrams (subject to the conditions laid down in article 63 of the Telegraph Regulations, Cairo Revision, 1938).

2094 12th Radiotelegrams to be retransmitted by a station of the mobile service at the sender's request (= RM =).

2095 13th Radiomaritime letters and radio air letters.

2096 14th Radiotelegrams to be delivered to the addressee in person.

2097 15th Radiotelegrams to be delivered unsealed.

Note by the S. G.

Circ. 624/1950

3173 **2093.** *Further to amendments made in the Telegraph Regulations by the Telegraph and Telephone Conference (Paris, 1949), the S. G. told administrations that in his opinion this No. should be worded as follows:*

11th: De luxe radiotelegrams (subject to the conditions laid down in Article 61 of the Telegraph Regulations Paris Revision, 1949)[1]).

[1]) Now Article 60 in the Telegraph Regulations (Geneva Revision, 1958).

3174 China, France, French O. P. T. A., Italy, Japan, Morocco, United Kingdom

2093. *Replace the present text by the following:*
De luxe radiotelegrams (subject to the conditions laid down in Article 60 of the Telegraph Regulations (Geneva Revision, 1958).

Reasons

In accordance with the RTg (Geneva Revision, 1958).

3175 Italy

2095. *Replace the present text by the following:*

13th: Letter-radiotelegrams.

Reasons

Consequence of proposals 3132 *et seq.*

Note by the S. G.

Circ. 624/1950

3176 **2097.** *This particular way of delivery having been done away with by the Telegraph and Telephone Conference Paris, 1949), this No. becomes superfluous.*

3177 France, French O. P. T. A., Italy, Japan, Morocco, United Kingdom

2097. *Delete.*

Reasons

In accordance with the RTg (Geneva Revision, 1958).
No longer applicable.