



Documents of the Extraordinary Administrative Radio Conference for the preparation of a revised allotment plan for the aeronautical mobile (R) service (2nd session) (EARC-66)
(Geneva, 1966)

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- This PDF includes Document No. 101 - 239.
- The complete set of conference documents includes Document No. 1 - 239, DT No. 1-53.

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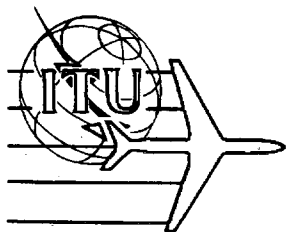
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AERONAUTICAL CONFERENCE

Document No. II/101-E

29 March 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

INDONESIA (REPUBLIC OF)

ALLOTMENT OF AN APPROPRIATE FREQUENCY FAMILY TO METEOROLOGICAL BROADCASTING TO AIRCRAFTS IN SEA

The following frequencies are recommended to be allocated to South East Asia, the boundaries of which should be determined by the conference:

3411.5 kc/s
5634 kc/s

and

11337.5 kc/s

Reasons: Appendix 26 to the Radio Regulations (1959, Geneva) did not cater for the requirements of VOLMET broadcasts in the SEA Region.

The SEA Frequency Assignment Planning Meeting (April/May 1950, New Delhi), in order to meet the then existing requirements for common frequencies (MWARA RTG Communications and HF D/F service), assigned the frequencies allotted to RDARA 6 for such purposes the combined RTF and RTG VOLMET broadcasts, it selected from those allotted to the Sub-RDARA's in RDARA 6 and to Sub-RDARA SA.

The frequencies now in use for the SEA RTF VOLMET broadcasts are, inter alia, allotted to:

2924 kc/s - 6C
6529.5 kc/s - 6A, 6E
10048 kc/s - 6A, 6D, 6E, 6F

Since then the requirements for MWARA RTG communications and common HF D/F frequencies have ceased and the frequencies assigned for such purposes should therefore be available for other uses. In the meantime the require-

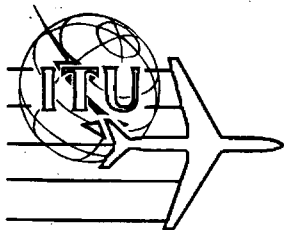


ments for frequencies to support the growing domestic RTF operations have also increased.

In this connection, it is noted that severe harmful interference has been reported on 2924 and 6529.5 kc/s, and despite the energetic action taken by all concerned it is understood that no significant reduction in the level of interference has taken place.

In the light of the foregoing, it is felt it is now opportune to examine the possibility of replacing the existing family of SEA VOLMET frequencies by a family of frequencies composed of those allotted to RDARA 6.

Djakarta, 1 March 1966.



AERONAUTICAL CONFERENCE

Document No. II/102-E
29 March 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

INDONESIA (REPUBLIC OF)

ADDITIONAL ALLOTMENT OF FREQUENCY FAMILY TO MWARA-CWP.

The Delegation of Indonesia wishes to offer the following comments on Proposal made by Japan (Document No. II-3) Proposals No. 2 and No. 4.

Since 1953 - 1954 Indonesia had assigned the frequency 5536.5 kc/s to a number of stations east of parallel 110°23' E, in accordance with the provisions now contained in Appendix 26 to the Radio Regulations, Geneva 1959.

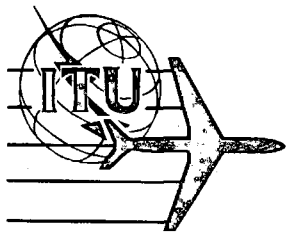
The Indonesian Delegation to the Pacific Air Navigation Meeting, Manila 1965, agreed to the allocation of 5536.5 kc/s to stations in CWP, solely on the understanding that this frequency being a frequency in Sub-RDARA-6C, could be assigned to stations within this Sub-RDARA.

The transfer of 5536.5 kc/s to MWARA-CWP would compel Indonesia from the use of this frequency.

For the above mentioned reasons Indonesia strongly opposes the proposal made by Japan and suggests that other frequency(ies) be selected in its place.

Djakarta, 1 March 1966





AERONAUTICAL CONFERENCE

Document No. II/103-E

29 March 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

AGENDA

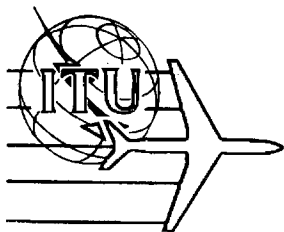
OF THE

SECOND PLENARY MEETING

Thursday, 31 March 1966, at 9.30 a.m., Room B

1. Approval of the Minutes of the 1st Plenary Meeting (Document No. II/54)
2. Verbal Reports of Chairmen of Committees on the work of their Committee
3. Frequency bands for the (Radio) Ocean Data Service (Documents Nos. II/1, II/6 and II/63)
4. Layout of the Final Acts of the Conference (Document No. II/98)
5. Texts submitted for first reading (Document No. II/99 - (B.1) and any other available texts)
6. Any other business





AERONAUTICAL CONFERENCE

Document No. II/104-E
29 March 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 5

SUMMARY RECORD

OF THE

SIXTH MEETING OF COMMITTEE 5 (OPERATING STATISTICS)

9.30 a.m. and 3 p.m. on Friday, 25 March

Chairman: Mr. Chef (French Overseas Territories)

Vice-Chairman: Mr. Rutkowski (People's Republic of Poland)

The Agenda of the meeting (Document No. II/84) was adopted without comment.

1. Adoption of Summary Record of the 4th Meeting (Document No. II/74)

The Summary Record of the 4th Meeting was adopted with the following amendment:

Item 2, paragraph 2.6, first sentence; delete "Overseas territories of the United Kingdom".

2. Adoption of the Summary Record of the 5th Meeting (Document No. II/81)

The Summary Record of the 5th Meeting was adopted with the following minor typing corrections:

(English text only) - paragraphs 4.3 and 4.4, read "RDARA 9C - 9D".

Paragraph 5.1 - read "I.T.U. Regions 1, 2 and 3".

3. Study of Report of Working Party 5D (Document No. DT/II-9 and Rev.)

Revision of MWARA Boundaries.

Mr. Child, the Chairman of Working Party 5B, submitting Document No. DT II-9 Rev., said that the Group had approved it but that the "planisphere" used did not correspond to the geographical distribution of the countries. Could the Secretariat therefore print revised planispheres as soon as possible?



After a short discussion, Document No. DT/II-9 Rev. was adopted by the Committee and the question of the map was forwarded to the Secretariat of the Conference.

4. Study of the Report of Working Party 5D

Revision of RDARA Boundaries of Region 2 (Document No. DT/II-15).

Mr. Sigler, the Chairman of Working Party 5D, submitted its Report. It was being studied by the Committee, which at the Chairman's request decided to adopt it in substance and to ask the Chairman of Working Party 5D to make the drafting amendments required before the document could be forwarded directly to Committee 6.

5. Study of the Report of Working Party 5E

Revision of RDARA Boundaries of Region 3 (Document No. DT/II-12).

Mr. Boal, the Chairman of Working Party 5E, submitting Document No. DT/II-12, informed the Committee that Japan had made a proposal to include its country in sub-areas 6B and 6F.

The Delegate of New Zealand supported that proposal.

The Chairman of the Committee therefore requested Working Party 5E to revise the document in the light of the amendments. Document No. DT/II-13 was adopted in substance and could be forwarded to the Drafting Committee.

6. Study of proposed frequency allotments in the MWARAs (Document No. DT/II-13)

The Chairman of the Committee submitted Document No. DT/II-13 under the terms of reference given him by the Committee at its 4th Meeting.

There was then a lengthy discussion in which many delegates joined.

The Committee accepted in principle an Argentine proposal, seconded by Brazil, to obtain two frequency families for the MWARA SA. The Delegate of India suggested amending the frequency of 8871 kc/s for MWARA FE-1; the new figure is 8930.5 kc/s.

Document No. DT/II-13, more particularly columns 2, 9 and 10, and the amendments to the number of frequency families (27 instead of 26), was provisionally adopted by the Committee for forwarding to Committee 6.

The U.S.S.R. Delegate, while supporting the adoption, reserved the right to revert to that document, should it prove necessary.

7. Submission of the work of Working Party 5A

VOLMET broadcasts.

Mr. de Albuquerque outlined the position reached by this Working Party in its work; he thought that he could submit a full report to the Committee at its next meeting.

8. Study of the Report of Working Party 5C (1st part)

Revision of the RDARA boundaries of Region 1 (Document No. DT/II-14).

Submitting Document No. DT/II-14, Mr. Wahab said that he would submit a further report later once the work on delineating sub-areas 1B, 1C and 1E was completed.

The I.F.R.B. representative made drafting amendments to some of the paragraphs concerning RDARAs 4 and 7.

Document No. DT/II-14, which was the first report of Working Party 5C, was adopted by the Committee and would be forwarded to Committee 6.

9. Situation concerning the presentation of frequency requirements for the RDARAs (Document No. 74, paragraph 2.8.b)).

The Chairman said that, since so few replies had been received to the questionnaire which he had previously submitted to the Committee, any exchange of views would be fairly difficult. After a brief discussion, the Chairman asked interested delegates to send him their replies at the latest by the end of Monday afternoon. He hoped that he could in the near future submit a working document summarizing the statistical analysis.

10. Remainder of work for Committee 5

10.1 Document No. II/22, Annex 1, Chapter B

- a) The Committee decided that Resolution No. 6 of the 1st Session should, except for item 2, be included in the Final Acts of the present Conference.
- b) The Committee decided that Resolution No. 7 of the 1st Session should be included in the Final Acts of the present Conference.
- c) The Committee agreed to transfer proposal No. 2 by Japan (Document No. II/3) to Committee 6 (Transfer of MWARA CWP frequency).
- d) Proposal No. 11 in Document No. II/18, paragraph 32, submitted by India, was withdrawn by the Indian Delegate.

10.2 New documents

The Chairman asked the Committee to consider what action should be taken on the various documents mentioned in item 10.2 of the Agenda (Document No. II/84).

- a) Document No. II/36 (Poland) - Flight density in MWARAs
- b) Document No. II/55 (Ireland) - Aircraft statistics - NA-MWARA

At the Chairman's suggestion and with the agreement of the Polish and Irish Delegates, the Committee decided not to continue studying the above documents, since they had been taken into consideration in Document No. DT/II-14.

- c) Document No. II/60 (Cuba) - Creation of a MWARA-CAR

Since the Committee had decided to create a MWARA-CAR (Report of Working Party 5B), no further action was needed on Document No. II/60. The Cuban Delegate agreed.

- d) Document No. II/62 (Argentina) - Methods of preparing a RDARA Plan

The Committee decided to keep this document for further information and as a basis of future discussion for preparing frequency requirements.

- e) Document No. II/64 (Malaya) - New VOLMET SEA frequencies
- f) Document No. II/65 (Singapore) - VOLMET SEA

The Committee decided, after consideration of these two documents by Working Party 5A to transfer them to Committee 6. The U.S. Delegate requested that the proposals in Document No. II/34, pages 3 and 4, VOLMET, submitted by his country should also be transferred to Committee 6. It was decided that the two latter proposals should be transferred after consideration by Working Party 5A.

- g) Document No. II/70 (Roumania) - RDARA Sub-Area 1C

The Delegate of Roumania said that this document had already been withdrawn by Working Party 5C.

h) Document No. II/79 (Japan) - Extension of MWARA FE-2

i) Document No. II/80 (Japan) - Arctic Routes

The Japanese Delegate agreed that no further action should be taken on these documents, since they had been taken into consideration in the report of Working Party 5B.

11. Miscellaneous

The Chairman thanked the Chairmen of Working Parties 5B, 5C, 5D and 5E very much; the good work which they had done had made it possible to make a rapid but thorough study of complicated questions affecting MWARA and RDARA boundaries.

It had been possible to adopt their reports unanimously.

The Chairman told the Committee that the particulars given in Document No. DT/II-13, columns 2 and 9-11, would be forwarded to Committee 6 as agreed with that Committee's Chairman.

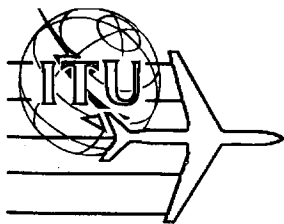
The 6th Meeting of Committee 5 rose at 4.10 p.m.

Rapporteur:

M. REYNIER

Chairman:

M. CHEF



AERONAUTICAL CONFERENCE

Document No. II/105-E

29 March 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

JAPAN

PROPOSAL FOR CARRIER FREQUENCY UNDER SSB SYSTEM

Proposal :

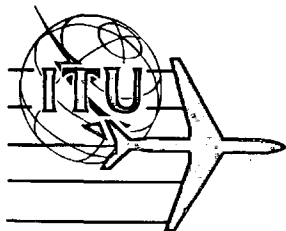
1. Carrier frequency in the SSB system shall be integral multiples of 1 kc/s.
2. A station using SSB emission in the upper half of the channel shall use upper sideband emissions with its carrier frequency at the value of channel frequency.
3. A station using SSB emission in the lower half of the channel shall use upper sideband emission with its carrier frequency at the following value below the channel frequency :

<u>Band</u>	<u>Carrier frequency relative to channel frequency</u>
2, 3, 4, 5, 6 and 8 Mc/s	3000 c/s
10, 11, 13 and 17 Mc/s	4000 c/s

Reasons :

With respect to SSB equipments, the problem (which frequency should be adopted, as carrier frequencies, from among those of integral multiples of 1 kc/s, 0.5 kc/s and 0.1 kc/s) has not yet come to a conclusion. However, as it is a predominant trend that equipments designed for integral multiples of 1 kc/s should be developed from technical and economic point of view, it is considered as necessary that the value of carrier frequency be so fixed as to be applicable to the foregoing equipments.





AERONAUTICAL CONFERENCE

Document No. II/106-E

29 March 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

THIRTEENTH MEETING OF THE TECHNICAL COMMITTEE

Wednesday, 30 March 1966, at 9.30 a.m. in Room A

1. Summary Record of Eleventh Meeting (Document No. II/97)
2. Draft Discussion Paper - Definitions (Document No. DT/II-21)
3. Draft Sixth Report of Committee 4 - (Document No. DT/II-19, if available)
Special Arrangements, Adaptation of Allotment Procedures
4. Consideration of the provisions governing various classes of emission,
in particular, the technical criteria involved

a) Single Sideband

Report of the First Session (pages 47 - 49)

Document No. II/2 USA (pages 11 - 14)

Document No. II/4 CAN (pages 8 and 9)

Document No. II/5 CAN

Document No. II/24 MEX

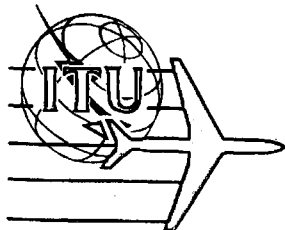
Document No. II/105 J

b) Other authorized classes of emission

5. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/107-E

29 March 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD

OF THE

TWELFTH MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Tuesday, 29 March 1966, 9.30 a.m.

Chairman: Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman: Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

The Summary Record of the Tenth Meeting of Committee 4 (Document No. II/94) was adopted without comment.

2. Consideration of the provisions governing various classes of emission - Use of Single Sideband

2.1 The Delegates of the United States (Document No. II/2, pages 11-14), Canada (Documents Nos. II/4, pages 8 and 9, and II/5), Mexico (Document No. II/24) introduced the portion of their Administrations' proposals relating to single sideband emissions. The Delegate of Japan advised that a formal proposal was not yet available; however, he outlined the contents of the proposal which is being produced regarding carrier frequencies for single sideband systems.*)

2.2 The Chairman expressed his gratitude to the delegates for the clear and straightforward manner in which their proposals had been presented.

2.3 The Chairman asked if any other Administrations had proposals to put forward at this time. There were none.

2.4 Following a healthy and lively discussion in which the Delegates of Argentina, the United States, New Zealand, Portugal, Venezuela, Cuba, the United Kingdom, India and the representative of I.C.A.O. participated, the Chairman took advantage of a United States offer regarding a Draft

*) Subsequently published as a formal proposal in Document No. II/105.



Resolution to also be considered with Canadian and Mexican Draft Resolutions. The Chairman noted that all delegations appeared to be enthusiastic regarding the use of single sideband in the Aeronautical Mobile (R) Service for reasons of spectrum economy and communication efficiency and asked if anyone did not agree. There being no dissention the Committee therefore unanimously agreed on the principle; there remains the question for study as to how and when the introduction of single sideband may be brought about.

2.5 The Chairman suggested that a drafting committee, to be known as "4B", be established to reconcile the differences between Draft Resolutions and to take account of the various views expressed at this meeting. The Working Group would meet outside the main meeting and would free Committee 4 to discuss the technicalities of single sideband. There was no opposition to the establishment of Working Group 4B and after a call for volunteers the Administrations of the United States, Canada, Mexico, Venezuela, Cuba, Brazil, Argentina and Japan agreed to participate. The terms of reference of this Working Group would be "To prepare for consideration of Committee 4 a Draft Resolution on introduction and applicability of single sideband in the service".

2.6 The Delegates of Mexico, Republic of South Africa, Union of Soviet Socialist Republics, Pakistan, the member of the I.F.R.B., the observer of I.C.A.O., and the observer of I.A.T.A mentioned various matters which should be considered by Working Group 4B. The Delegate of the Union of Soviet Socialist Republics agreed to prepare a document to enlarge on the matter which he referred to at this meeting.

2.7 The Chairman invited the Delegate of Canada to organize the volunteers for Working Group 4B and to elect a Chairman of that group, to which the Delegate of Canada agreed.

3. Any other business

3.1 The Chairman stated that consideration of technical details would be on the Agenda for tomorrow's meeting in addition to any other class of emission which is permissible.

3.2 There being no other business, the Meeting adjourned at 12.40.

Rapporteur :
E.H. LEAVER

Chairman :
J.T. PENWARDEN

AERONAUTICAL CONFERENCE

Geneva, 1966

Document No. II/108-E
29 March 1966PLENARY MEETINGFIRST READINGB.2

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
4	II/76	3 - 6	pages 38 and 41 (Use of frequencies 3023.5 and 5680 kc/s)	
4	II/77	1	pages 37 and 39 (Use of frequencies 2973 and 3495.5 kc/s)	

P. BOUCHIER
ChairmanAnnexes: Pages B.2/1 - B.2/5

App.26
p. 38

	Frequency kc/s	Authorized area of use	Remarks
	1	2	3
(MOD)	3023.5	World-wide	Authorized for world-wide use for the (R) and (OR) services in the following conditions applicable to the (R) services:
NOC			(1) aboard aircraft for :
NOC			(a) communications with approach and aerodrome control;
NOC			(b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown;
NOC			(2) at aeronautical stations for aerodrome and approach control under the following conditions :
MOD			(a) with power limited to a value of not more than 20 watts in the antenna circuit;
SUP			(b)
NOC			(c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference;
MOD			(d) the power of aeronautical stations which use this frequency in the conditions mentioned above may be increased to the extent necessary to meet certain operational requirements, subject to co-ordination between the Administrations directly concerned and those whose services may be adversely affected.

App.26
p. 38

	Frequency kc/s	Authorized area of use	Remarks
	1	2	3
(MOD)	3023.5 (contd.)	World-wide (contd.)	(3) the specific application of this frequency for the above purposes may be decided at regional aeronautical conferences;
MOD			(4) the use of this frequency is also authorized for intercommunication between mobile stations engaged in co-ordinated search and rescue operations including communication between these stations and participating land stations;
NOC			(5) this channel may be used for A1 or A3 emission, in accordance with special arrangements. It shall not be subdivided.

App.26
p. 41

	Frequency kc/s	Authorized area of use	Remarks
	1	2	3
(MOD)	5680	World-wide	Authorized for world-wide use for the (R) and (OR) services in the following conditions applicable to the (R) services:
NOC			(1) abcard aircraft for :
NOC			(a) communications with approach and aerodrome control;
NOC			(b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown;
NOC			(2) at aeronautical stations for aerodrome and approach control under the following conditions :
MOD			(a) with power limited to a value of not more than 20 watts in the antenna circuit;
SUP			(b)
NOC			(c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference;
MOD			(d) the power of aeronautical stations which use this frequency in the conditions mentioned above may be increased to the extent necessary to meet certain operational requirements, subject to co-ordination between the administrations directly concerned and those whose services may be adversely affected.

App.26
p. 41

	Frequency kc/s	Authorized area of use	Remarks
	1	2	3
(MOD)	5680 (contd.)	World-wide (contd.)	(3) the specific application of this frequency for the above purposes may be decided at regional aeronautical conferences;
MOD			(4) the use of this frequency is also authorized for intercommunication between mobile stations engaged in co-ordinated search and rescue operations including communication between these stations and participating land stations;
NOC			(5) this channel may be used for A1 or A3 emission, in accordance with special arrangements. It shall not be subdivided.

ARTICLE 2

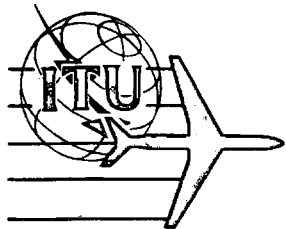
Frequency Allotment Plan
(per numerical order of frequencies)

(R) FREQUENCY PLAN

Frequency kc/s	Authorized area of use	Remarks
<u>1</u>	<u>2</u>	<u>3</u>
2973	RDARA: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10B, 12D, 13L.	SUP
3495.5	RDARA: 1, 2, 3, 4, 5, 6, 7, 8, 9, 11H, 13D.	SUP

Appendix 26,
page 37

Appendix 26,
page 39



AERONAUTICAL CONFERENCE

Document No. II/109-E
29 March 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 5

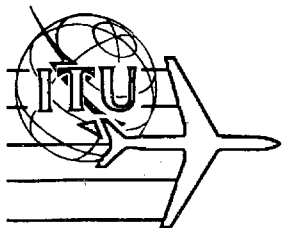
AGENDA
OF THE
7th MEETING OF COMMITTEE 5
(OPERATION STATISTICS)

Wednesday 30 March, at 9.30 a.m. and 3 p.m., Room B

1. Approval of the Summary Record of the 6th Meeting
(Document No. II/104)
2. Adoption of the 2nd Report by Working Party 5C
(Boundaries of RDARA 1 Sub-Areas and correction to RDARA 7)
(Document No. DT/II-20).
3. Adoption of the Report by Working Party 5A
(Requirements for VOLMET transmissions)
(Document No. DT/II-22)
4. Submission of the first draft expression of frequency requirements
for the RDARAs, and action to be taken
(Document No. II/18)
5. Any other business

Maurice CHEF,
Chairman





AERONAUTICAL CONFERENCE

Document No. II/110-E

29 March 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 and 6

NOTE FROM THE CHAIRMAN OF COMMITTEE 5

TO

THE CHAIRMAN OF COMMITTEE 6

- I. At the 1st Plenary Meeting of the Conference it was decided to accept provisionally the apportionment of documents among the Committees as shown in Document No. II/22.

However, it was agreed that the Committee Chairmen might suggest changes in the original apportionment (see Document No. II/54, paragraph 11).

- II. I should like to inform you accordingly of the decision taken by the 6th Meeting of Committee 5 (see the Summary Record, Document No. II/104, paragraphs 10.1c and 10.2e-f) to forward the following documents to Committee 6 for further action :

- a) Document No. II/3, submitted by Japan
(Proposals 1 and 2): Transfer of frequencies with a view either to avoiding harmful interference or to increasing the number of frequencies in the family allotted to MWARA CWP.

Note : Basing itself on flight statistics (World Areas), Committee 5 adopted the principle of allotting two frequency families to MWARA CWP (DT II/13, Annex 1, page 5).

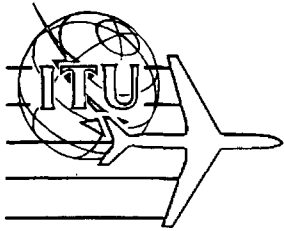
- b) Document No. II/64, submitted by Malaysia :
New allotment of frequencies in RDARA 6 with a view to eliminating the harmful interference noted at present on VOLMET broadcasts in I.C.A.O. Region SEA.

Note : A VOLMET broadcast requirement in this RDARA has been confirmed by Committee 5.

- c) Document No. II/65 submitted by Singapore : which deals with the same subject.

Maurice CHEF
Chairman





AERONAUTICAL CONFERENCE

Document No. II/111-E
29 March 1966
Original : Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

ARGENTINA

PROPOSAL No. 8

Subject : Introduction of Single Side band operation

Background

1. The Argentine Delegation made proposals to the COSP-II meeting of I.C.A.O. (Montreal 1963) and to the First Session of the E.A.R.C. for the gradual introduction of SSB emissions in the Aeronautical Mobile (R) Service and the need to stipulate a date for transfer to SSB operation.
2. Technical and operational considerations, the advantages of using SSB operation, and the economic disadvantages for administration and commercial agencies were described in great detail in Document No. I/24. They are in any case very familiar to the delegations to this Conference.
3. When the First Session of the E.A.R.C. considered the Argentine proposal it thought that the stipulation of a date from which SSB operation should be applied systematically was a problem which ought to be examined by the Second Session, when requirements would be known through the analyses of statistics.
4. It was also considered that the date of transfer to SSB operation could be examined and discussed only when a schematic solution for a revised plan were in view, when a date for its application were fixed, and when technical specifications were available. These matters can be considered only by Committee 6 or after the latter has summarized most of its work.

Annex : 1



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A N N E X

PROPOSAL

That the E.A.R.C. (1966) adopt the following Resolution :

CONSIDERING

1. that the use of SSB constitutes a technical advantage which increases the efficiency of communications and that it also encourages better economy in the use of the bands allocated to services in general;
2. that the I.T.U., through the Panel of Experts set up in accordance with Resolution 3 of the Administrative Radio Conference (Geneva, 1959), has recommended the adoption of measures as soon as possible for the conversion from DSB operation to SSB operation in the Aeronautical Mobile Service;
3. that nevertheless there are certain operating, technical and economical problems which have to be faced by the Administrations and commercial air companies which hinder the definitive and complete transfer to SSB operation;
4. that at the same time the progress made in certain techniques (e.g. extended range with VHF, automatic data transmission, and artificial satellites) may alter any predetermined date for this definitive transfer;
5. that the Conference has adopted channel separation and specifications allowing for the possibility of orderly and gradual transfer,

RESOLVES

1. To fix the following provisional dates for transferring the aeronautical mobile (R) service on high frequencies to single side band operation:
 - a) on 1 January 1976 for channels assigned to transit areas of MWARAs;
 - b) on 1 January 1978 for the remaining channels,
2. that the final decision shall be taken by an appropriate conference convened by the I.T.U. before 1 January 1971 at which aeronautical interests are duly represented;
3. to recommend to Administrations to take steps to permit transfer to SSB operation by means of agreements with one another and the co-ordination referred to in Appendix 26, Part 5, Section II, Paragraph 4.

AERONAUTICAL CONFERENCE

Document No. II/112-E
29 March 1966

Geneva, 1966

PLENARY MEETINGFIRST READINGB.3

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original Documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
4	II/83	3-5	page 15 (classes of emission and power)	
4	II/91	3-4	pages 6 and 7 (frequency separation and frequencies to be allotted)	

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes : Pages B.3/1-B.3/5



App. 26
p.15

MOD

C. Classes of Emission and Power

ADD 1. Classes of emission

In the Aeronautical Mobile (R) Service the use of emissions such as listed below is permissible, provided that such use :

- complies with the provisions in paragraph 4.5 (Document No. II/91, and
- does not cause harmful interference to other users of the frequency.

ADD 1.1 Telephony - Amplitude modulated

- double sideband (A3)
- single sideband, reduced carrier (A3A)
- single sideband, full carrier (A3H)
- single sideband, suppressed carrier (A3J)
- two independent sidebands (A3B)

ADD 1.2 Telegraphy (including automatic data transmissions)

ADD 1.2.1 Amplitude modulation

- telegraphy without the use of a modulating audio frequency (by on-off keying) (A1)
- telegraphy by the on-off keying of an amplitude-modulating audio frequency or audio frequencies, or by the on-off keying of the modulated emission (A2)
- multichannel voice frequency telegraphy, single sideband, reduced carrier (A7A)
- multichannel voice frequency telegraphy, single sideband, full carrier (A7H)
- multichannel voice frequency telegraphy, single sideband, suppressed carrier (A7J)

ADD 1.2.2 Frequency modulation

- telegraphy by frequency shift keying without the use of a modulating audio frequency, one of two frequencies being emitted at any instant (F1)
- telegraphy by the on-off keying of a frequency modulating audio frequency or by the on-off keying of a frequency-modulated emission (F2)

ADD 1.3 Facsimile

- with modulation of the main carrier either directly or by a frequency-modulated sub-carrier (A4)

MOD 2. Power

MOD 2.1 Unless otherwise specified in Part II of this Appendix, the peak envelope powers supplied to the antenna transmission line shall not exceed the maximum values indicated in the table below; the corresponding peak effective radiated powers being assumed to be equal to two-thirds of these values :

MOD	Class of emission	Stations	Maximum peak envelope power
MOD	A1 F1 F2	Aeronautical stations Aircraft stations	1.5 kW 75 W
MOD	A3 A3H (100% modulated)	Aeronautical stations Aircraft stations	6 kW 300 W
ADD	Other emissions such as A3A A3J A3B A2 A7A A7H A7J A4	Aeronautical stations Aircraft stations	6 kW 300 W

ADD 2.2 It is assumed that the maximum peak envelope powers specified above for aeronautical stations will produce the mean effective radiated power of 1 kW (for unmodulated emissions such as A1, F1, F2, A3, A3H) used as a basis for the interference range contours.

ADD 2.3 In order to provide satisfactory communication with aircraft, aeronautical stations serving MVARAs may exceed the power limits specified above. In each such case, the administration having jurisdiction over the aeronautical station shall ensure :

- (a) that when there is any possibility of harmful interference co-ordination is effected with the administrations concerned;
- (b) that harmful interference is not caused to stations using frequencies in accordance with the applicable provisions of the Allotment Plan;
- (c) that in other MWARAs or RDARAs allotted the same frequencies the specified protection ratios within the boundaries of those areas shall be maintained;
- (d) that the directional characteristics of the antenna are such as to minimize radiation in unnecessary directions, particularly towards other MWARAs or RDARAs which have been allotted the same frequency(ies);
- (e) that, in accordance with the Radio Regulations, all details of the assignment(s) shall be notified to the I.F.R.B. including the transmitting antenna characteristics.

ADD 2.4 It is recognized that the power employed by aircraft transmitters may, in practice, exceed the limits specified above. However, the use of such increased power shall not cause harmful interference to stations using frequencies in accordance with the technical principles on which the Allotment Plan is based.

App. 26
p. 6

MOD Section II. Technical and Operational Principles used for the establishment of the Plan of Allotment of Frequencies in the Aeronautical Mobile (R) Service.

MOD Factors affecting the Plan

NOC 1. Frequency separation

MOD The frequency separations indicated in the following table are adequate to permit communications using the classes of emission referred to in Chapter ... (Document No. II/83).

NOC	Band (kc/s)	Separation (kc/s)	Band (kc/s)	Separation (kc/s)
	2850 - 3025	7	8815 - 8965	7
	3400 - 3500	7	10005 - 10100	8
MOD	4650 - 4700	7	11275 - 11400	8
	5450 - 5480 (Reg 2)	7	13260 - 13360	8
	5480 - 5680	7	17900 - 17970	8
	6525 - 6685	7		

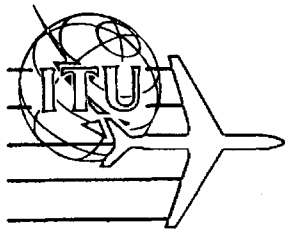
- MOD (a) It is assumed that for radio-telephone emissions the modulation-frequencies will be limited to 3000 cycles per second and that the sideband radiation of other authorized emissions will not exceed that of A3 emissions.
- (MOD) (b) The use of channels as derived from the above table, for the various classes of emissions will be subject to special arrangements by the administrations concerned in order to avoid the harmful 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.
- NOC (c) It is recognized that two or more channels can be derived from each of the channels provided under this frequency separation plan.
- NOC (d) 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.
- (MOD) (e) The arrangements contemplated in (b), (c) and (d) above should be made under the Articles of the International Telecommunication Convention and the Radio Regulations entitled "Special Agreements".

NOC 2. Frequencies to be allotted

(MOD)

The list of frequencies to be allotted in the bands allocated exclusively to the aeronautical mobile (R) service, on the basis of the frequency separation provided for under paragraph 1 above, will be found in the following table :

kc/s				
2850 - 3025	4650 - 4700	6525 - 6685	10005 - 10100	17900 - 17970
MOD 2854	4654	6533	10009	17909
2861	4661	6540	10017	17917
2868	4668 7 chan-	6547	10025	17925 8 chan-
2875	4675 nels	6554	10033 11 chan-	17933 nels
2882	4682 7 kc/s	6561	10041 nels	17941 8 kc/s
2889	4689 separa-	6568	10049 8 kc/s	17949 separa-
2896	4696 tion	6575	10057 separa-	17957 tion
2903		6582 22 chan-	10065 tion	17965
2910	5450 - 5480	6589 nels	10073	
2917 24 chan-		6596 7 kc/s	10081	
2924 nels	<u>Region 2</u>	6603 separa-	10089	
2931 7 kc/s		6610 tion		
2938 separa-	5454 4 chan-	6617	11275 - 11400	
2945 tion	5461 nels	6624		
2952	5469	6631	11279	
2959	5477	6638	11287	
2966		6645	11295	
2973		6652	11303	
2980	5480 - 5680	6659	11311	
2987		6666	11319 15 chan-	
2994	5484	6673	11327 nels	
3001	5491	6680	11335 8 kc/s	
3008	5498		11343 separa-	
3015	5505	8815 - 8965	11351 tion	
3023.5 (R) &	5512		11359	
(OR)	5519	8819	11367	
	5526	8826	11375	
3400 - 3500	5533	8833	11383	
	5540 28 chan-	8840	11391	
3404	5547 nels	8847		
3411	5554 7 kc/s	8854	13260 - 13360	
3418	5561 separa-	8861		
3425	5568 tion	8868 21 chan-	13264	
3432 14 chan-	5575	8875 nels	13272	
3439 nels	5582	8882 7 kc/s	13280	
3446 7 kc/s	5589	8889 separa-	13288 12 chan-	
3453 separa-	5596	8896 tion	13296 nels	
3460 tion	5603	8903	13304 8 kc/s	
3467	5610	8910	13312 separa-	
3474	5617	8917	13320 tion	
3481	5624	8924	13328	
3488	5631	8931	13336	
3495	5638	8938	13344	
	5645	8945	13352	
	5652	8952		
	5659	8959		
	5666			
	5673			
	5680 (R) & (OR)			



AERONAUTICAL CONFERENCE

Document-No. II/113-E

30 March 1966

Original: Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 4 and 6

ARGENTINA

PROPOSAL No. 9

USE OF THE BANDS ALLOCATED EXCLUSIVELY TO THE AERONAUTICAL MOBILE (R) SERVICE, WITH THE ADDITION OF REDUCED-BANDWIDTH CHANNELS

Considering :

1. that Committee 4 adopted channel spacings on the basis of class 6A3 emissions and fixed the values, for each band, of the respective frequencies assigned (Document No. II/91);
2. that a minimum separation of 4 kc/s was also adopted at the edge of each band, except in the 17 900 - 17 970 kc/s band in which it was fixed at 5 kc/s, in view of the output tolerances which will be applied from 1970 onwards;
3. that this arrangement leaves band edges of sufficient width to accommodate other types of emission permitted in the new Plan;
4. that the First Session of the E.A.R.C. laid down that "As a basic principle of frequency planning the Aeronautical E.A.R.C. must assume that all channels in the frequency bands allocated exclusively to the Aeronautical Mobile (R) Service remain fully available to that service"; this basic principle, which was adopted further to a proposal by the Argentine Delegation, is enunciated in the Report of the First Session (page 50, paragraph 5, Basic Principles of Frequency Allotment);
5. that the free edges permit of emissions between 3 and 6 kc/s in which it is possible to accommodate channels which could be used (Committee 6 should determine this use):
 - 1) for telephone transmission with maximum modulation of 2600/2700 c/s (a limit already applied in other services);
 - 2) for single sideband emission within the limits of normal modulation or with 300/2700 c/s band-pass filters, for example;



- 3) for other important emissions necessary for the coordination of VOLMET broadcasts between flight control centres or for other complementary purposes essential for the aeronautical mobile service, appropriate arrangements being made for the acceptance of these uses in accordance with the Regulations;

6. that other delegations have suggested making use of the free space in some band edges (France, 10th meeting of Committee 4).

The Argentine delegation proposes :

To add the following channels to the list given in Document No. II/91:

A) 6525 - 6585 kc/s band

0 - 6527.75 (1)
1 - 6533

(1) Limited to 3.5 kc/s

Alternative:

0 - 6528.5 (2)
1 - 6534

(2) Channel limited to 4 kc/s

.....
22 - 6581

B) 10 005 - 10 100 kc/s band

11 - 10 089
11A - 10 096 (3)

(3) Channel limited in telephony
to modulations of 300/2700 c/s.
Total bandwidth limited
to 6 kc/s

C) 11 275 - 11 400 kc/s band

15 - 11 391
15A - 11 397 (2)

(2) Channel limited to 4 kc/s

D) 13 260 - 13 360 kc/s band

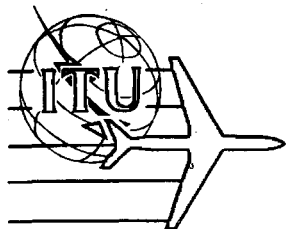
12 - 13 352
12A - 13 357.5 (4)

(4) Limited to 3 kc/s

E) 17 900 - 17 970 kc/s band

0 - 17 903 (4)
1 - 17 909

(4) Limited to 3 kc/s



AERONAUTICAL CONFERENCE

Document No. II/114-E(Rev.)

31 March 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

REVISED AGENDA

OF THE

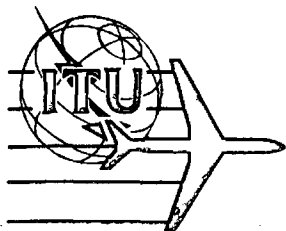
FOURTEENTH MEETING OF THE TECHNICAL COMMITTEE

Friday, 1 April 1966, at 9.30 a.m. in Room A

1. Summary Record of Thirteenth Meeting (Document No. II/115)
2. Second Report of Working Group 4 A (Document No. DT/II-23)
Selection of RDARA frequency complements
3. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved
 - a) Single Sideband
Draft Discussion Paper - Single Sideband (Document No. DT/II-24)
Report of the First Session (pages 47 - 49)
Document No. II/2 USA (pages 11 - 14)
Document No. II/4 CAN (pages 8 and 9)
Document No. II/105 J
 - b) Other authorized classes of emission
4. Consideration of proposals regarding the utilization of space radiocommunication techniques by the Aeronautical Mobile (R) Service
Report of the First Session page 57 (Resolution No. 5)
Document No. II/2 USA (pages 49 - 63)
Document No. II/120 USA Draft Recommendation
5. Any other business



J.T. PENWARDEN
Chairman



AERONAUTICAL CONFERENCE

Document No. II/114-E
30 March 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

FOURTEENTH MEETING OF THE TECHNICAL COMMITTEE

Friday, 1 April 1966, at 9.30 a.m. in Room A

1. Summary Record of Twelfth Meeting (Document No. II/107)
2. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved

a) Single Sideband

Draft Discussion Paper - Single Sideband (Document No. DT/II-24)

Report of the First Session (pages 47 - 49)

Document No. II/2 USA (pages 11 - 14)

Document No. II/4 CAN (pages 8 and 9)

Document No. II/105 J

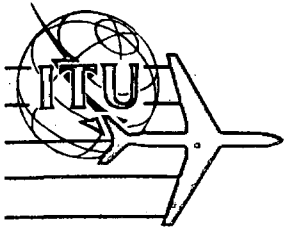
b) Other authorized classes of emission

3. Any other business

J.T. PENWARDEN

Chairman





AERONAUTICAL CONFERENCE

Document No. II/115-E
30 March 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD
OF THE THIRTEENTH MEETING OF COMMITTEE 4
(TECHNICAL COMMITTEE)

Wednesday, 30 March 1966, 9.30 a.m.

Chairman: Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman: Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

The Summary Record of the Eleventh Meeting of Committee 4 (Document No. II/97) was adopted without comment.

2. Draft Discussion Paper - Definitions (Document No. DT/II-21)

2.1 The Chairman advised that this document should go forward to Committees 5 and 6 to indicate the Technical Committee's view on definitions.

2.2 Following a point raised by the Delegate of Cuba, the Delegate of the United Kingdom suggested that paragraph 7 on page 3 should be amended. The Delegate of the United States proposed that this amendment should read as follows:

".... aeronautical mobile bands intended to permit communication....".

2.3 The Committee adopted Document No. DT/II-21 with the above amendment and the Chairman remarked that it would be converted for transmission for the guidance and appropriate action of Committees 5 and 6.

3. Draft Sixth Report of Committee 4 (Document No. DT/II-19)

3.1 The Chairman advised that the material contained in this document would be going to Committee 7 and would fit in with material which Committee 4 has previously forwarded to them.



3.2 A point raised by the Chairman of Committee 7 concerning reference to (R) and (OR) channels in paragraph 3.2, page 2, resulted in the Chairman assuring the Committee that an appropriate amendment would be made.

3.3 The Delegate of the United States pointed out that the heading on page 3 should read "Adaptation of Allotment Procedure", and following a point raised by the Delegate of the Republic of South Africa, it was agreed by the Committee that paragraph 3.3 should be interchanged with paragraph 3.2.

3.4 The Committee adopted Document No. DT/II-19 with the above noted amendments.

4. Consideration of the provisions governing various classes of emissions, in particular, the technical criteria involved

4.1 The Chairman advised that Documents Nos. II/5 (Canada) and II/24 (Mexico) should be deleted from the Agenda on Document No. II/106 as these were now being considered by Working Group 4B.

4.2 The Delegate of the United States introduced the relevant portions of Document No. II/2, pages 11 to 14.

4.3 The Committee adopted paragraph 9.3.1 with the following amendment:

Paragraph 9.3.1.4 (b), replace reference to "land station" by "aeronautical station".

4.4 The Delegate of New Zealand suggested amendments to 9.3.6.2 to read: "... more than 6 db up to and including 26 db below" and 9.3.6.3 to read: "... at a level more than 26 db below". The Committee adopted paragraph 9.3.6 with the amendments proposed by the Delegate of New Zealand.

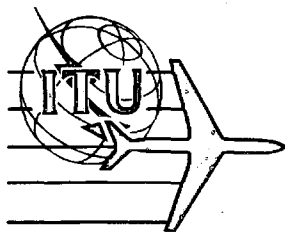
4.5 The Delegate of the Republic of South Africa suggested that 9.3.2.1 be amended to read as follows: "A single sideband transmitter operating in an environment including double sideband stations shall be capable etc.". The Delegate of New Zealand proposed that 9.3.2.2 be deleted and replaced by "Suppressed carrier mode (A3J)" and 9.3.2.3 be deleted and replaced by "Full carrier mode (A3H)". Paragraph 9.3.2 was adopted by the Committee as amended.

4.6 The Chairman advised that a discussion paper will be prepared to record the discussion so far, and the subject will be further discussed at the next meeting on Friday, the First of April, at the same time and place.

4.7 The Meeting adjourned at 12.40.

Rapporteur
E.H. LEAVER

Chairman
J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Corrigendum to
Document No. II/116-E
13 April 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

CORRIGENDUM

TO

THE SECOND REPORT BY COMMITTEE 5
(OPERATION STATISTICS)

DESCRIPTION OF THE REGIONAL AND DOMESTIC
AIR ROUTE AREA (RDARA) BOUNDARIES
(PAGES 19 TO 29 INCLUSIVE OF APPENDIX 26)
AND THE ATTACHED MAP

When the frequency requirements for RDARAs were worked out, Committee 5 felt it would be very practical to re-adjust the sub-areas of RDARA 13 in order to remove present overlapping.

To this end it unanimously adopted on 13 April 1966 the attached texts, which constitute a revised version of pages 17 to 19 inclusive of Document No. II/116.

These revised texts have had their origin in Document No. DT/II-30.

Maurice CHEF
Chairman

Annex : 1 (pages 17 to 19 of Document No. II/116).



App.26
p.28

MOD Sub-Area 12H

From the point 10°S 70°W, and through the points 05°N 70°W, 05°N 61°10'W, 08°45'N 60°W, 08°N 58°W, 08°N 49°W, 02°N 47°W, 10°S 47°W to close the sub-area at 10°S 70°W.

NOC Sub-Area 12I

From the point 25°N 70°W, through the point 25°N 35°W and along the I.T.U. boundary between Regions 1 and 2, to 00° 20°W. Thence through the points 00° 44°W, 08°N 54°W, 08°N 58°W, 17°N 58°W, to close the sub-area at 25°N 70°W.

SUP Sub-Area 12J

NOC Regional and Domestic Air Route Area - 13
(RDARA - 13)

MOD Sub-Area 13A

From the point 05°S 120°W and through the points 05°S 93°W, 04°S, 82°W, 19°S, 81°W, 57°S 81°W, to 57°S 90°W. Thence to the South Pole to close the sub-area at 05°S 120°W.

NOC Sub-Area 13B

From the point 29°S 111°W, and through the points 24°S 111°W, 24°S 104°W, 29°S 104°W, to close the sub-area at 29°S 111°W.

MOD Sub-Area 13C

From the point 15°50'S 47°50'W and through the points 20°30'S 55°W, 22°35'S 54°30'W, and along the frontiers of Brazil with Paraguay, Bolivia, Peru, Colombia, Venezuela, British Guiana, Surinam and French Guiana to 05°N 50°W, 05°N 48°30'W to close the sub-area at 15°50'S 47°50'W.

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p.28

MOD Sub-Area 13D

From the point 19°S 81°W, and through the points 04°S 82°W, 03°S 80°W, and along the northern frontier between Peru and Ecuador to 00° 75°W. Then along the northern frontier between Peru, Colombia and Brazil to 11°S 69°30'W. Thence along the frontier between Bolivia and Brazil and through the point 20°10'S 58°W, continuing along the frontier between Paraguay and Brazil to 25°50'S 54°30'W and thence following the frontier between Paraguay and Argentina to 22°30'S 62°30'W. Then along the frontier between Bolivia and Argentina and through the point 23°S 67°W along the frontier between Bolivia and Chile and through the point 17°30'S 69°30'W, following the frontier between Peru and Chile to close the sub-area at 19°S 81°W.

App.26
p.29

MOD Sub-Area 13E

From the point 32°S 81°W and through the point 19°S 81°W, continuing along the frontier between Chile, Peru, Bolivia and Argentina, to the point of intersection with 32°S to close the sub-area at 32°S 81°W.

MOD Sub-Area 13F

From the point 57°S 81°W and through the point 32°S 81°W to the intersection of 32°S with the frontier between Chile and Argentina, and through the points 52°S 67°W, 57°S 67°W, 57°S 40°W, to the South Pole to close the sub-area at 57°S 81°W.

MOD Sub-Area 13G

From the point 36°S 55°W to the intersection of 32°S with the frontier between Argentina and Chile, then north along the frontiers of Argentina with Bolivia, Paraguay, Brazil and Uruguay to close the sub-area at 36°S 55°W.

MOD Sub-Area 13H

From the point 57°S 90°W and through the point 57°S 70°W to 52°S 70°W. Then along the frontier between Chile and Argentina to its intersection by 32°S and through the points 36°S 55°W, 57°S 55°W, 57°S 25°W to the South Pole to close the sub-area at 57°S 90°W.

MOD Sub-Area 13I

From the point 40°S 50°W through the point 36°S 55°W and the frontiers between Uruguay, Argentina and Brazil, then through the point 35°S 45°W to close the sub-area at 40°S 50°W.

MOD Sub-Area 13J

From the points 15°50'S 47°50'W through the points 20°S 44°W, 22°55'S 43°10'W, 29°S 40°W, 35°S 45°W and thence along the frontiers of Brazil with Uruguay, Argentina and Paraguay to the point 22°35'S 55°40'W, 20°30'S 54°30'W to close the sub-area at the point 15°50'S 47°50'W.

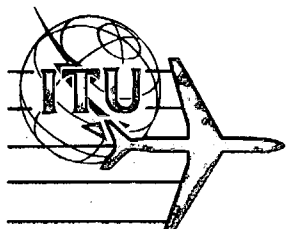
MOD Sub-Area 13K

From the point 15°50'S 47°50'W and through the points 20°S 44°W, 22°55'S 43°10'W, 29°S 40°W, 20°S 32°W, 00° 32°W, 05°N 48°30'W to close the sub-area at 15°50'S 47°50'W.

MOD Sub-Area 13L

From the point 00° 32°W through the points 00° 20°W, South Pole 57°S 55°W, 36°S 55°W, 40°S 50°W, 20°S 32°W, to close the sub-area at 00° 32°W.

SUP Sub-Area 13M



AERONAUTICAL CONFERENCE

Document No. II/116-E

30 March 1966

Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

SECOND REPORT OF COMMITTEE 5

(OPERATION STATISTICS)

DESCRIPTION OF THE REGIONAL AND DOMESTIC

AIR ROUTE AREA (RDARA) BOUNDARIES

(PAGES 19 TO 29 OF APPENDIX 26)

Following a study of proposals by Administrations to the Conference and of the Report of the First Session, Committee 5 unanimously agreed the texts which appear in the Annex attached hereto.

Chairman:

Maurice CHEF

Annex: 1



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A N N E X

ARTICLE 2

NOC Description of the Regional and Domestic
 Air Route Area (RDARA) Boundaries

NOC Regional and Domestic Air Route Area - 1
 (RDARA - 1)

MOD From the North Pole along the 15°W meridian to the point 72°N 15°W, then through the points 40°N 50°W, 30°N 39°W, 30°N 10°W, 31°N 10°W, to the point 31°N 10°E. Then along the Libya-Tunisia border to the Mediterranean, thence along the coast of Libya and the U.A.R. to Alexandria, thence to Cairo, and eastward along the parallel to intersect the 40°E meridian, and north along the 40°E meridian to the south coast of the Black Sea, thence west along the Black Sea coast of Turkey to intersect the 30°E meridian, then along the 30°E meridian to the border of Roumania and the U.S.S.R., thence along the border between the U.S.S.R. and the following countries: Roumania, Hungary, Czechoslovakia and Poland; along the U.S.S.R. Baltic Sea coast, to the border between Finland and the U.S.S.R. Then to the point 70°N 32°E, and along the 32°E meridian to the North Pole.

NOC Sub-Area 1A

 From the point 65°N 26°W, and through the points 40°N 50°W, 40°N 13°W, 60°N 13°W, 60°N 26°W, to the point 65°N 26°W.

MOD Sub-Area 1B

 From the North Pole along the 15°W meridian to the point 72°N 15°W, then through the points 65°N 26°W, 60°N 26°W, 60°N 13°W to the point 50°N 13°W; thence east along the waters between the Channel Islands and French coastline, reaching the latter at the meridian 03°W. Thence following the north-east boundary of France, touching Belgium, Luxembourg and the Federal Republic of Germany. Thence along the border between Switzerland and the Federal Republic of Germany, and along the border between the latter and Austria. Thence along the border between Czechoslovakia and the Federal Republic of Germany, then along the line between the Federal Republic of Germany and Eastern Germany towards the Baltic Sea. Then west along the coastline of the Federal Republic of Germany to the boundary between the latter and Denmark. Along this boundary to the North Sea. Thence along the 55°N parallel to a point 55°N 04°E. Thence along the 04°E meridian to the North Pole.

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MOD Sub-Area 1C

From the North Pole along the meridian 04°E to the 55°N parallel. Thence east along the 55°N parallel and the border between Denmark and the Federal Republic of Germany to the Baltic Sea, then along the Baltic Sea coast of the Federal Republic of Germany to the line between the Federal Republic of Germany and Eastern Germany. Along this line touching the western borders of Czechoslovakia and Austria to the Swiss border. Thence eastward along the southern borders of Austria and Hungary, thence along the border between Hungary and Roumania, thence along the border between the U.S.S.R. and the following countries: Hungary, Czechoslovakia and Poland. To the Baltic Sea along the U.S.S.R. Baltic Sea coast, to the boundary between Finland and the U.S.S.R. at 70°N 32°E, then along the 32°E meridian to the North Pole.

MOD Sub-Area 1D

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From the junction of the borders of the U.S.S.R., Hungary and Roumania, westward along the southern borders of Hungary and Austria to the border between Switzerland and Italy and the border between France and Italy to the Mediterranean Sea. Thence to 43°N 10°E to 41°N 10°E, 41°N 07°E. thence along the 07°E meridian to the North African coast. Then along the North African coast including Tunis, Tripoli, Benghazi, to the coastal border between Libya and the U.A.R. Thence along the coast to Alexandria, then to Cairo, and along the Cairo parallel to the 40°E meridian. North along the 40°E meridian to the South Coast of the Black Sea. Thence west along the Black Sea coast of Turkey to intersect the 30°E meridian. Along the 30°E meridian to the border of Roumania and the U.S.S.R., thence along this border to the junction of the borders of the U.S.S.R., Hungary and Roumania.

MOD Sub-Area 1E

From the point 50°N 13°W, and through the points 40°N 13°W, 40°N 50°W, 30°N 39°W, 30°N 10°W, 31°N 10°W to the point 31°N 10°E. Then along the Libya-Tunisian border to the Mediterranean thence along the Tunisian coast to intersect the 10°E meridian. Thence to the point 43°N 10°E; thence to the border between Italy and France and between Italy and Switzerland, Switzerland and Austria, Switzerland and the Federal Republic of Germany, and between France and the Federal Republic of Germany, France and Luxembourg, and France and Belgium to the Channel coast. Thence west through the territorial waters between the Channel Islands and the French coast to the point 50°N 13°W.

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NOC

Regional and Domestic Air Route Area - 2
(RDARA - 2)

From the North Pole along the 32°E meridian to the 70°N parallel. Then along the border between Finland and the U.S.S.R. to the Baltic coast. Along the territorial waters of the U.S.S.R. Baltic coast to the boundary between the U.S.S.R. and Poland. Thence along the border between the U.S.S.R. and the following countries: Poland, Czechoslovakia, Hungary and Roumania, to the Black Sea coast at the intersection of the 30°E meridian. Then along the 30°E meridian to the Black Sea coast of Turkey. Along the Black Sea coast of Turkey to the junction of the borders of Turkey and the U.S.S.R. Thence along this common border and the Iran-U.S.S.R. border to the Caspian Sea. Then along the Iran Caspian Sea coast and the southern border of the U.S.S.R. to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Then along the 88°E meridian to 55°N. Then along the 55°N parallel to 60°E, and along the 60°E meridian to the North Pole.

NOC Sub-Area 2A

From the North Pole along the 32°E meridian to 70°N. Then along the border between Finland and the U.S.S.R. to the Baltic coast, and along the territorial waters of the U.S.S.R. Baltic coast, to the point 55°N 20°E, and thence to Moscow. Then to 55°N 60°E, and along the 60°E meridian to the North Pole.

NOC Sub-Area 2B

From the point 55°N 88°E and through the point 55°N 60°E, to the point 47°N 53°E. Thence along the east coast of the Caspian Sea to the Iranian coast. Thence east along the southern border of the U.S.S.R. to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E; thence along the 88°E meridian to 55°N.

NOC Sub-Area 2C

From the point 55°N 60°E, to Moscow, to 55°N 20°E. Thence south along the boundary between the U.S.S.R. and Poland. Thence along the border between the U.S.S.R. and the following countries: Poland, Czechoslovakia, Hungary and Roumania, to the Black Sea coast of the meridian 30°E.

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Along the meridian 30°E to the Black Sea coast of Turkey. Along this coast-line to the junction of the borders of Turkey and the U.S.S.R. Thence along this common border and the Iran-U.S.S.R. border to the Caspian Sea then along the south coast of the Caspian Sea and thence north along the East Caspian Sea coast and through the point 47°N 53°E; to 55°N 60°E.

NOC

Regional and Domestic Air Route Area - 3

(RDARA - 3)

From the North Pole to the point 55°N 60°E, thence along the 55°N parallel to 88°E. Then along the 88°E meridian to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Then along the border between Mongolia and China, and U.S.S.R. and China, to the coast. Between the territorial waters of U.S.S.R. and Japan to the point 43°N 147°E and through the point 50°N 164°E to 65°N 170°W. Then along the 170°W meridian to the North Pole.

NOC

Sub-Area 3A

From the North Pole along the 60°E meridian to 55°N. Then along the 55°N parallel to 88°E. Then through the point 60°N 88°E to 60°N 110°E, and along the 110°E meridian to the North Pole.

NOC

Sub-Area 3B

From the North Pole, along the 110°E meridian to 60°N 110°E, and through the points 60°N 147°E, 43°N 147°E, 50°N 164°E, to 65°N 170°W. Then along the 170°W meridian to the North Pole.

NOC

Sub-Area 3C

From the point 60°N 88°E to the intersection of Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Along the border between Mongolia and China, and U.S.S.R. and China, to the coast. Between the territorial waters of U.S.S.R. and Japan to the point 43°N 147°E. Then through the point 60°N 147°E to the point 60°N 88°E.

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MOD

Regional and Domestic Air Route Area - 4
(RDARA - 4)

From the point 30°N 39°W, and through the points 10°N 20°W, 05°S 20°W, to the point 05°S 12°E. Thence along the northern border of the Democratic Republic of the Congo, bypassing Cabinda Territory, to the border between the Republic of the Congo (Brazzaville), the Central African Republic and the Republic of the Sudan. Thence north along the western border of the Sudan. Along the western border of the U.A.R., northwards to the Mediterranean and along the Mediterranean and Atlantic coasts of North Africa to the point 30°N 10°W. West along the 30°N parallel to close the area at 30°N 39°W.

MOD

Sub-Area 4A

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From the point 30°N 39°W to 21°N 31°W. Thence to Gao and to Zinder. From Zinder, along the northern border of Nigeria, to a point west of Fort-Lamy. Then along the Fort-Lamy parallel to 12°N 22°E. Thence north along the western border of the Sudan, and along the western border of the U.A.R. to the Mediterranean. Along the North African Mediterranean coast and Atlantic coast to a point 30°N 10°W. Thence along the 30°N parallel to close the sub-area at 30°N 39°W.

MOD

Sub-Area 4B

From the point 21°N 31°W through the points 10°N 20°W, 05°S 20°W, to 05°S 12°E. Thence along the southern border of the Republic of the Congo (Brazzaville) and the Central African Republic to the junction between the Democratic Republic of the Congo, the Sudan and the Central African Republic.

Along the western border of the Sudan to the point 12°N 22°E. Thence along the Fort-Lamy parallel to the Nigerian border. Then west along this border to Zinder. From Zinder through Gao to close the sub-area at 21°N 31°W.

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NOC

Regional and Domestic Air Route Area - 5
(RDARA - 5)

From the point 41°N 40°E to the point 37°N 40°E. Then along the border between Turkey and Syria to the Mediterranean coast. Thence to the common border of Libya and Egypt on the North African coast excluding Cyprus. Southwards along the western boundary of Egypt, and the Sudan to the border of Kenya. Thence east along the northern border of Kenya, and then south along the border between Kenya and Somaliland, to the East African coast at 02°S 41°E. Then through the point 02°S 73°E to 37°N 73°E. Then east along the border between Afghanistan and Pakistan, and west along the southern boundary of the U.S.S.R. to the Caspian Sea. Then along the northern border of Iran and Turkey to close the area at 41°N 40°E.

MOD

Sub-Area 5A

From the point 37°N 40°E, along the border between Turkey and the Syrian Arab Republic to the Mediterranean coast. Thence to the common border of Libya and the U.A.R. on the North African coast, excluding Cyprus. Southward, along the western boundary of the U.A.R. and east along the common border of the U.A.R. and the Sudan to 24°N 37°E. Then through the points 12°N 44°E, 12°N 49°E, to the point 30°N 49°E. Thence along the border between Iran and Iraq, and the border between Iraq and Turkey to 37°N 40°E.

MOD

Sub-Area 5B

From the point 41°N 40°E to 37°N 40°E. Thence east along the borders between Turkey and the Syrian Arab Republic, and Turkey and Iraq, and along the border between Iraq and Iran to the point 30°N 49°E. Thence along the middle of the Persian Gulf through the points 26°N 52°E and 24°N 60°E, to Bombay. Then to 37°N 73°E. Then east along the Afghanistan-Pakistan border and west along the southern boundary of the U.S.S.R. to the Caspian Sea. Then along the northern border of Iran and Turkey to close the sub-area at 41°N 40°E.

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MOD Sub-Area 5C

From the point 26°N 52°E, and through the points 13°N 52°E, 13°N 54°E, 02°S 54°E, 02°S 73°E, to Bombay. Then to 24°N 60°E. Then along the middle of the Persian Gulf to 26°N 52°E.

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MOD Sub-Area 5D

From the junction point of the U.A.R., Libya and the Sudan southwards along the western border of Sudan to the border of Kenya. Thence along the northern border of Kenya. Then south along the border between Kenya and Somaliland to the east African coast, at the point 02°S 42°E. Then through the points 02°S 54°E, 13°N 54°E, 13°N 52°E to the point 12°N 44°E. Thence northwest along the middle of the Red Sea to 24°N 37°E. Thence along the southern border of the U.A.R. to close the sub-area.

NOC

Regional and Domestic Air Route Area - 6

(RDARA - 6)

MOD

From the point 49°N 88°E, along the border between China and the U.S.S.R. and between Afghanistan and Pakistan, and Iran and Pakistan to the point 23°N 61°E. Thence to Bombay. Then along the 73°E meridian to the point 02°S 73°E, and through the points 02°S 92°E, 10°S 92°E, 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 170°W, 10°N 170°W, 50°N 164°E, to the point 43°N 147°E. Thence west between the territorial waters of Japan and the U.S.S.R. and along the north-eastern and northern boundary of China to the point 49°N 88°E.

Sub-Area 6A

MOD

From the point 37°N 75°E, along the border between Pakistan and Afghanistan, and Iran and Pakistan to the point 23°N 61°E. Thence to Bombay. From Bombay to 24°N 80°E. Thence to Calcutta. Thence along the coast of Pakistan and Burma to reach the border between Burma and Thailand. North along this border and that between Burma and Laos. Thence along the border

App.26 between China and Burma. Thence westward along the Southern border of
p.23 China to the point 37°N 75°E.

Sub-Area 6B

MOD From the point 49°N 88°E, along the common border between China and the U.S.S.R. to the point 37°N 75°E. Thence along the border between China and the following countries: India, Nepal, Bhutan, India, Burma, Laos and North Viet-Nam, to the coast of the South China Sea. Thence along the south territorial waters of Hainan Island to the point 20°N 113°E, and through the points 20°N 176°W, 50°N 164°E, to 43°N 147°E. Thence west between the territorial waters of Japan and the U.S.S.R. and then along the border between China and the U.S.S.R. and along the border between China and Mongolia to the point 49°N 88°E.

Sub-Area 6C

MOD From the point 20°N 130°E through the point 04°N 130°E to 04°N 118°E. Thence along the southern borders of Sabah and Sarawak to the coast and, then, southwards along the west coast of Borneo to the 110°E meridian. Thence along 110°E meridian to the point 10°S 110°E. Thence through the points 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 170°W, 10°N 170°W, 20°N 176°W to 20°N 130°E.

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Sub-Area 6D

MOD From the junction of the borders of China, India and Burma, south along the India-Burma and Pakistan-Burma borders to the Bay of Bengal. Along the coast of Burma to its southernmost point. Then to Weh Island (off the north coast of Sumatra). Then to the point 02°S 92°E, and through the point 10°S 92°E to 10°S 110°E. Then northwards along the 110°E meridian, and thence along the boundary of Sub-Area 6C through the point 20°N 130°E to 20°N 113°E. Thence south around the island of Hainan, and along the China-North Viet-Nam, China-Laos and China-Burma borders to close the Sub-Area at the junction of the borders of China, India and Burma.

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Sub-Area 6E

MOD From the point 20°N 73°E, and through the points 02°S 73°E, 02°S 92°E, through Weh Island (off the north coast of Sumatra) to 10°N 97°E. Thence along the coasts of Burma, Pakistan and India to Calcutta. Then through the points 24°N 80°E to 20°N 73°E.

Sub-Area 6F

MOD From the junction of the China-India-Burma borders north-east to the 100°E meridian. North on this meridian to the northern boundary of Sub-Area 6B. Eastward along this boundary to 147°E thence through the points 20°N 130°E, 04°N 130°E. Then west along the boundary of Sub-Area 6D to the junction of the China-India-Burma borders.

NOC

Regional and Domestic Air Route Area -- 7

(RDARA - 7)

MOD From the South Pole along the 20°W meridian to 05°S. Then along the 05°S parallel to 12°E. Thence along the northern border of the Democratic Republic of the Congo, Cabinda territory being included in this Area, along the border between Uganda, and Sudan, and between Kenya and the following countries : Sudan, Ethiopia and Somalia to the point 02°S 42°E. Then to 02°S 60°E, and along the 60°E meridian to the South Pole.

NOC

Sub-Area 7A

From the South Pole along the 20°W meridian to 05°S. Then through the points 05°S 10°E, 40°S 10°E, to 40°S 60°E. Then along the 60°E meridian to the South Pole.

Sub-Area 7B

MOD

From the point 05°S 10°E to 05°S 12°E. Thence along the northern border of the Democratic Republic of the Congo, Cabinda territory being included in this Area, to the junction of the borders of Uganda,

MOD Democratic Republic of the Congo and Sudan. Thence south along the eastern and southern border of the Democratic Republic of the Congo, including the Kingdom of Burundi and the Republic of Rwanda, and along the eastern and southern border of Angola to the coast of the South Atlantic. Thence to the point 17°S 10°E, and then to close the Sub-Area at 05°S 10°E.

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Sub-Area 7C

MOD From the junction of the borders of Uganda, Democratic Republic of the Congo and Sudan along the western border of Uganda and Tanzania, and then along the southern border of Tanzania to the coast. Thence through the points 11°S 41°E, 11°S 60°E, 02°S 60°E, to 02°S 41°E. Thence to the east coast of Africa. Then north along the border between Kenya and Uganda. Then west along the northern borders of Kenya and Uganda to close the Sub-Area at the junction of the borders of the Democratic Republic of the Congo, Sudan and Uganda.

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Sub-Area 7D

MOD From the border of Tanzania and Mozambique on Lake Nyasa, south along the west border of Mozambique to the African East coast. Then through the points 27°S 33°E, 40°S 33°E, 40°S 60°E, 11°S 60°E, to 11°S 41°E. Thence along the northern border of Mozambique to Lake Nyasa.

Sub-Area 7E

MOD From the point 17°S 10°E, and through the points 40°S 10°E, 40°S 33°E, to 27°S 33°E. Thence along the west border of Mozambique to Lake Nyasa. Thence along the border between Zambia and Tanzania and along the borders between the Democratic Republic of the Congo and Zambia, Angola and Zambia, and Angola and the Territory of South-West Africa to the coast at the point 17°S 10°E.

Regional and Domestic Air Route Area - 8

(RDARA - 8)

From the South Pole along the 60°E meridian to 02°S. Then through the point 02°S 92°E, 10°S 92°E, to 10°S 110°E. Then along the 110°E meridian to the South Pole.

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NOC Sub-Area 8A

From the South Pole along the 60°E meridian to 02°S. Then through the points 02°S 92°E, 10°S 92°E, to 10°S 110°E. Then along the 110°E meridian to the South Pole.

NOC Regional and Domestic Air Route - Area 9

(RDARA - 9)

MOD From the South Pole along the 110°E meridian to 10°S. Then through the points 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 170°W. Then along the 170°W meridian to the South Pole.

Sub-Area 9A

From the point 10°S 110°E to the South Pole. Thence along the 139°E meridian to 24°S. Then through the points 24°S 131°E, 10°S 131°E to 10°S 110°E.

Sub-Area 9B

MOD From the point 00° 141°E to the point 10°S 141°E thence to 10°S 131°E, 24°S 131°E, 24°S 139°E, 27°S 139°E, 27°S 170°W, 03°30'N 170°W, 03°30'N 160°E, 00° 160°E to the point 00° 141°E.

Sub-Area 9C

From the South Pole along the 170°W meridian to 03° 30'N. Then through the point 03°30'N 120°W and along the 120°W meridian to the South Pole.

Sub-Area 9D

MOD From the South Pole along the 139°E meridian to 27°S. Then through the point 27°S 170°W and along the 170°W meridian to the South Pole.

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Sub-Area 9E

SUP From the South Pole along the 110°E meridian to 24°S. Then along the 24°S parallel to 139°E, and along the 139°E meridian to the South Pole.

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NOC Regional and Domestic Air Route Area - 10

(RDARA - 10)

NOC Sub-Area 10A

From the point 50°N 164°E to 66°N 169°W. Then along the 169°W meridian to the North Pole. Then along the 130°W meridian to 57°N. Thence through the points 57°N 150°W, 50°N 175°W, to close the Sub-Area at 50°N 164°E.

NOC Sub-Area 10B

From the point 57°N 140°W, along the 140°W meridian to the North Pole. Then along the 91°W meridian to 48°N. Thence through the points 48°N 127°W, 57°N 139°W, to 57°N 140°W.

NOC Sub-Area 10C

From the point 57°N 140°W, and through the points 60°N 140°W, 60°N 91°W, 48°N 91°W, 48°N 127°W 57°N 139°W, to 57°N 140°W.

NOC Sub-Area 10D

From the point 48°N 98°W, along the 98°W meridian to the North Pole. Then along the 45°W meridian to 69°N. Then through the points 61°N 70°W, 45°N 72°W, 41°N 81°W, 41°N 88°W, 48°N 91°W, to 48°N 98°W.

NOC Sub-Area 10E

From the point 45°N 74°W, and through the point 61°N 72°W to 69°N 47°W. Then along the 47°W meridian to the North Pole. Then along the 15°W meridian to 72°N. Then through the points 40°N 50°W, 40°N 65°W, to close the Sub-Area at 45°N 74°W.

NOC Regional and Domestic Air Route Area - 11

(RDARA - 11)

NOC Sub-Area 11A

From the point 29°N 180°, along the I.T.U. boundary between Regions 2 and 3, to 50°N 164°E. Then through the points 50°N 150°W, 57°N 139°W, 50°N 127°W, 33°N 127°W. 33°N 153°W, 29°N 153°W, to close the Sub-Area at 29°N 180°.

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MOD Sub-Area 11B

From the point 50°N 127°W and through the point 33°N 127°W, 33°N 119°W, 25°N 98°W, 25°N 35°W, 40°N 50°W, 40°N 65°W, 46°N 67°W, then along the frontier between the United States and Canada to close the Sub-Area at 50°N and 127°W.

SUP Sub-Area 11C

SUP Sub-Area 11D

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SUP Sub-Area 11E

SUP Sub-Area 11F

SUP Sub-Area 11G

SUP Sub-Area 11H

SUP Sub-Area 11I

NOC Regional and Domestic Air Route Area - 12

(RDARA - 12)

MOD Sub-Area 12A

From the point 3°30'N 170°W, then along the I.T.U. boundary between Regions 2 and 3 to 29°N 180°W, and thence to 29°N 153°W, 3°30'N 153°W, to close the Sub-Area at 3°30'N 170°W.

MOD Sub-Area 12B

From the point 03°30'N 153°W to 33°N 153°W, through the points 33°N 120°W, 17°N 115°W, 14°N 93°W, 02°N 85°W, 02°N 93°W, 05°S 93°W, 05°S 120°W, 03°30'N 120°W, to close the Sub-Area at 03°30'N 153°W.

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NOC Sub-Area 12C

From the point 33°N 120°W, through the points 35°N 120°W, 32°N 104°W, 25°N 91°W, 23°N 83°W, 22°N 83°W, 13°N 90°W, 16°N 116°W, to close the Sub-Area at 33°N 120°W.

NOC Sub-Area 12D

From the point 20°N 91°W, and through the points 26°N 91°W, 26°N 79°W, 27°N 79°W, 27°N 76.5°W, 26°N 73°W, 17°N 58°W, to 10°N 58°W. Thence through Balboa, Canal Zone, Swan Island, and Belize to close the Sub-Area at 20°N 91°W.

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MOD Sub-Area 12E

From the point 15°N 95°W and through 23°N 92°W, 23°N 85°W, 19°N 85°W, 09°N 77°W, 02°N 79°W. Thence to 01°N 75°W along the eastern and southern frontier of Ecuador to the point 04°S 81°W, and from there to 02°N 81°W and 02°N 86°W, 14°N 93°W to close the Sub-Area at 15°N 95°W.

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NOC Sub-Area 12F

From the point 04°S 93°W, and through the points 02°N 93°W, and 02°N 79°W, to Balboa, Canal Zone. Then to 13°N 77°W, and through the points 13°N 70°W, 08°N 70°W, 06°N 67°W, 01°N 66°W to 04°S 70°W. Then along the frontier between Colombia and Peru to the junction of the borders of Colombia, Peru and Ecuador. Then along the frontier between Peru and Ecuador through 04°S 81°W to close the Sub-Area at 04°S 93°W.

NOC Sub-Area 12G

From the point 07°N 73°W, and through the points 14°N 73°W, 14°N 58°W, 01°N 58°W, 01°N 68°W, 05°N 69°W, to close the Sub-Area at 07°N 73°W.

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MOD Sub-Area 12H

From the point 10°S 70°W, and through the points 05°N 70°W, 05°N 61°10'W, 08°45'N 60°W, 08°N 58°W, 08°N 49°W, 02°N 47°W, 10°S 47°W to close the Sub-Area at 10°S 70°W.

NOC Sub-Area 12I

From the point 25°N 70°W, through the point 25°N 35°W and along the I.T.U. boundary between Regions 1 and 2, to 00° 20°W. Thence through the points 00° 44°W, 08°N 54°W, 08°N 58°W, 17°N 58°W, to close the Sub-Area at 25°N 70°W.

SUP Sub-Area 12J

NOC Regional and Domestic Air Route Area - 13

(RDARA - 13)

NOC Sub-Area 13A

From the point 05°S 120°W, and through the points 05°S 81°W, 19°S 81°W, 19°S 73°W, 25°S 73°W, 25°S 81°W, 57°S 81°W, to 57°S 90°W. Thence along the 90°W meridian to the South Pole. Thence along the 120°W meridian to close the Sub-Area at 05°S 120°W.

NOC Sub-Area 13B

From the point 29°S 111°W, and through the points 24°S 111°W, 24°S 104°W, 29°S 104°W, to close the Sub-Area at 29°S 111°W.

NOC Sub-Area 13C

From the point 19°S 81°W, and through the points 04°S 82°W, 03°S 80°W, and along the northern frontier between Peru and Ecuador to 00° 75°W. Then along the northern frontier between Peru and Colombia and along the border between Colombia and Brazil to 00° 69°W. Then through the points 11°S 69°W, 11°S 67°W, 19°S 67°W, to close the Sub-Area at 19°S 81°W.

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NOC Sub-Area 13D

From the point 19°S 73°W, and through the points 15°S 73°W, 15°S 70°W, 09°S 70°W, 09°S 65°W, 18°S 56°W, 21°S 56°W, 24°S 61°W, 24°S 69°W, 19°S 69°W, to close the Sub-Area at 19°S 73°W.

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NOC Sub-Area 13E

From the point 57°S 81°W, and through the points 25°S 81°W, 25°S 73°W, 16°S 73°W, 16°S 68°W, to 22°S 67°W. Then along the frontier between Chile and Argentina to 52°S 67°W. Then through the points 57°S 67°W, 57°S 40°W, and along the 40°W meridian to the South Pole. Thence along the 90°W meridian through the point 57°S 90°W to close the Sub-Area at 57°S 81°W.

NOC Sub-Area 13F

From the point 57°S 81°W, and through the point 32°S 81°W, to 32°S 69°W. Then along the frontier between Chile and Argentina to 52°S 67°W. Then through the points 57°S 67°W, 57°S 40°W, and along the 40°W meridian to the South Pole. Then along the 90°W meridian through the point 57°S 90°W to close the Sub-Area at 57°S 81°W.

MOD Sub-Area 13G

From the point 57°S 90°W, and through the points 57°S 70°W, and 52°S 70°W, then along the frontier between Argentina and Chile, and through the points 21°S 68°W, 21°S 62°W and thence to the meeting point of the frontiers of Argentina, Paraguay and Brazil. Then following the frontiers of Argentina with Brazil and Uruguay and through the points 36°S 56°W to 57°S 56°W, and 57°S 25°W to the South Pole to close the Sub-Area at 57°S 90°W.

MOD Sub-Area 13H

From the point 57°S 90°W, and through the point 57°S 70°W, to 52°S 70°W. Then along the frontiers between Argentina and Chile to the intersection with the 31°S parallel, and thence to the frontier between Argentina and Uruguay, continuing south of the frontier, and through points 35°S 56°W, 57°S 56°W, 57°S 25°W, to the South Pole, to close the Sub-Area at 57°S 90°W.

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MOD Sub-Area 13I

From the point 18°S 63°W, and through 18°S 56°W, 22°S 56°W, 22°S 53°W, 29°S 53°W, 29°S 47°W, 37°S 56°W, 37°S 63°W to close the Sub-Area at 18°S 63°W.

NOC Sub-Area 13J

From the point 01°S 70°W, and through the points 01°S 63°W, 03°N 63°W, 03°N 60°W, 01°S 60°W, 01°S 48°W, 03°S 48°W, 03°S 50°W, 16°S 50°W, 16°S 48°W, 20°S 39°W, 32°S 50°W, 20°S 58°W, to 10°S 66°43'W. Then along the borders between Brazil, Bolivia and Peru, to 07°33'S 74°W. Then through the point 04°S 74°W, to close the Sub-Area at 01°S 70°W.

NOC Sub-Area 13K

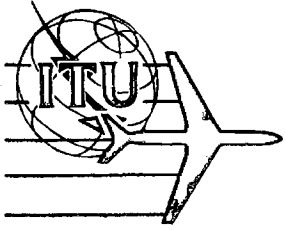
From the point 04°30'N 52°W, and through the points 04°30'N 51°W, 00° 48°W, 03°S 38°W, 03°S 32°W, 05°S 32°W, 20°S 39°W, 27°S 45°W, 20°S 50°W, 03°S 50°W, 03°S 52°W, to close the sub area at 04°30'N 52°W.

NOC Sub-Area 13L

From the point 20°S 58°W, and through the points 20°S 53°W, 16°S 53°W, 16°S 48°W, 20°S 39°W, 34°30'S 52°40'W, 30°S 58°W, to close the Sub-Area at 20°S 58°W.

NOC Sub-Area 13M

From the point 00° 32°W, to 00° 20W. Thence along the 20°W meridian to the South Pole. Thence along the 40°W meridian to the point 57°S 40°W. Thence through the points 57°S 56°W, 37°S 56°W, 20°S 38°W, 40°S 32°W, to close the Sub-Area at point 00° 32°W.



AERONAUTICAL CONFERENCE

Document No. II/117-E
30 March 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

THIRD REPORT BY COMMITTEE 5

(OPERATION STATISTICS)

USE OF VHF IN THE AERONAUTICAL MOBILE (R) SERVICE

At its 6th meeting on 25 March 1966, Committee 5 decided to propose the inclusion - subject to certain amendments - of Resolutions Nos. 6 and 7 of the First Session (see the Report of the First Session, pages 57 and 58) in the Final Acts of the present Conference (see Document No. II/104-E page 3, paragraph 10.1).

The amended texts of the two Resolutions concerned are attached as drafts in Annexes 1 and 2 hereto.

Maurice CHEF
Chairman

Annexes: 2



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A N N E X 1

DRAFT

RESOLUTION No. ...

Relating to the use of VHF for communication in the
Aeronautical Mobile (R) Service

The Second Session of the Aeronautical Extraordinary Administrative
Radio Conference (Geneva, 1966),

considering

- a) that from an aeronautical viewpoint, VHF provides a more reliable and more noise-free communication system than HF;
- b) that from a technical and operational viewpoint the use of VHF by aviation has progressed appreciably;
- c) that the use of VHF in its several modes could appreciably reduce the use of high frequencies in the Aeronautical Mobile (R) service;
- d) that, due to development in the general telecommunication networks in many areas of the world, the possibilities of providing VHF coverage are rapidly increasing;

resolves

that administrations, to the maximum extent practicable, employ VHF frequencies to meet their requirements in the Aeronautical Mobile (R) Service.

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A N N E X 2

DRAFT

RESOLUTION No. ...

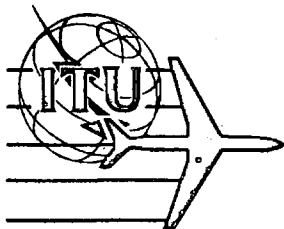
Relating to the use of very high frequencies for
meteorological broadcasts in the Aeronautical Mobile (R) Service

The Second Session of the Aeronautical E.A.R.C. (Geneva, 1966),
considering

- a) that the number of channels available for the Aeronautical Mobile (R) Service in the frequency bands between 2 850 and 17 970 kc/s is limited;
- b) that the need for frequencies for Aeronautical Mobile (R) Service ~~communications~~ and for meteorological broadcasts to civil aircraft is increasing;
- c) that the propagation characteristics of high frequencies make them essential for civil aviation communication requirements over long distances;
- d) that Recommendation No. 13 of the International Administrative Aeronautical Radio Conference (Geneva, 1949) and Resolution No. 14 of the Administrative Radio Conference (Geneva, 1959) urge administrations "to make as great a use as possible of very high frequencies in order to lessen the load on the high frequency (R) bands";
- e) that substantial technical progress has been made by civil aviation since 1949 in extending the useful range of very high frequencies (VHF) used for communications within the Aeronautical Mobile (R) Service;
- f) that this extension of the useful range of VHF could partially meet the increasing needs for meteorological broadcasts to civil aircraft;

resolves

that administrations, to the maximum extent practicable, use very high frequencies for meteorological broadcasts to civil aircraft.



AERONAUTICAL CONFERENCE

Document No. II/118-E
30 March 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 and 6

DISCUSSION PAPER BY COMMITTEE 4 (TECHNICAL)

"DEFINITIONS"

Following a study of proposals by Administrations to the Conference, Committee 4 unanimously agreed the texts which appear in the Annex attached hereto as appropriate for guidance material to Committees 5 and 6, to use at their discretion.

It was noted that according to Document No. II/22, the subject of "Definitions" has been assigned to Committee 6. Nevertheless, in view of its decisions on other matters, Committee 4 feels that its recommendations on this subject may assist Committees 5 and 6 in their work.

J.T. PENWARDEN
Chairman

Annex: 1



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App.26
p.5

A N N E X

PART I

NOC

General Provisions

NOC

Section I - Definitions

NOC

1. Frequency Allotment Plan

MOD

A plan which shows the frequencies to be used in particular areas without specifying the stations to which the frequencies are to be assigned.

NOC

2. The terms to express the different methods of frequency distribution as used in this Appendix have the following meanings:

Frequency distribution to	French	English	Spanish
Services	Attribution (attribuer)	Allocation (to allocate)	Atribución (atribuir)
Areas	Allotissement (allotir)	Allotment (to allot)	Adjudicación (adjudicar)
Stations	Assignment (assigner)	Assignment (to assign)	Asignación (asignar)

NOC

NOC

3. 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 communication facilities.

NOC

4. A Major World Air Route Area (MWARA) 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.

NOC

5. 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.

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NOC

6. A Regional and Domestic Air Route Area (RDARA) is one embracing a certain number of the air routes defined in the foregoing paragraph.

MOD

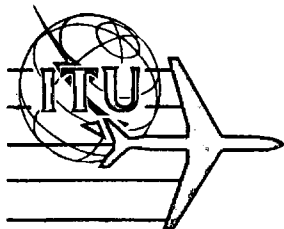
7. Family of frequencies in the Aeronautical Mobile Service : A group of frequencies selected from different aeronautical mobile bands intended to permit communication, at any time and over any distance, between aircraft in flight and appropriate aeronautical stations.

ADD

7A. A Volmet Allotment Area. [Subject to the conclusions of Committee 5 on the requirement for these Areas new terms appear necessary.]

ADD

7B. A Volmet Reception Area. [Subject to the conclusions of Committee 5 on the requirement for these Areas new terms appear necessary.]



AERONAUTICAL CONFERENCE

Document No. II/119-E

30 March 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

SIXTH REPORT OF COMMITTEE 4

(TECHNICAL)

Technical and Operational Principles - Special Arrangements

(Appendix 26, page 6, paragraphs 1 e) and 3)

Adaptation of Allotment Procedure

(Appendix 26, page 9, paragraphs 5-8)

1. Following a study of proposals by Administrations to the Conference and of the Report of the First Session, Committee 4 unanimously agreed the texts which appear in the Annex attached hereto.
2. With respect to paragraph 1 e) of Section II.A of Appendix 26 (see also Document No. II/91, page 3, - Fifth Report of Committee 4, Technical), Committee 4 invites the attention of Committee 7 to an apparent incompatibility between the term "arrangements", which is the subject of the paragraph in question, and the term "Special Agreements", which is the title of each of the Articles to which cross-reference is made.

J.T. PENWARDEN
Chairman

Annex: 1



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App. 26
p. 6

A N N E X

NOC 3. Channels Common to (R) and (OR) Services

- 3.1 The channels common to the (R) and (OR) services, centred at 3023.5 and 5680 kc/s are authorized for use world-wide as shown in Part II of this Appendix.

NOC Notwithstanding those provisions of the Allotment Plan set forth in Part II hereof, the frequency 5680 kc/s may also be used at aeronautical stations for communication with aircraft stations when other frequencies of the aeronautical stations are either unavailable or unknown. However, this use shall be restricted to such areas and conditions that harmful interference cannot be caused to other authorized aeronautical uses.

- ADD 3.2 All stations using 3023.5 kc/s and 5680 kc/s for search and rescue purposes and equipped for SSB shall transmit a carrier at a level sufficient to permit reception on a DSB receiver and shall be able to receive DSB.

- ADD 3.3 Subject to appropriate co-ordination, stations of the Aeronautical Mobile (R) Service using the common (R) and (OR) channel centred at 3023.5 kc/s may operate with their carrier frequency at 3023 kc/s.

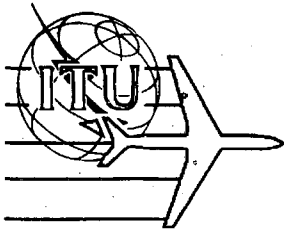
- (MOD) 4. The International Civil Aviation Organization (I.C.A.O.) co-ordinates communications of the Aeronautical Mobile (R) Service with international air operations for a large part of the world and this Organization should be consulted in appropriate cases, particularly in the operational use of the frequencies in the Plan.

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p. 6

NOC Adaptation of Allotment Procedure

- (MOD) 5. It is recognized that all the sharing possibilities have not been exhausted in the allotment plan contained in this Appendix. Therefore, in order to satisfy particular operational requirements which are not otherwise met by this allotment plan, Administrations may assign frequencies from the HF aeronautical mobile (R) bands in areas other than those to which they are allotted in this Plan. However, the use of the frequencies so assigned must not decrease the protection to the same frequencies in the areas where they are allotted by the plan below that determined by the application of the procedure defined in Part I, and Section II B of this Appendix for the (R) Service.
- NOC 6. When necessary to satisfy the needs of international air operations Administrations may adapt the allotment procedure for the assignment of aeronautical mobile (R) frequencies, which assignments shall then be the subject of prior agreement between Administrations affected.
- (MOD) 7. Resort to the co-ordination described in paragraph 4 shall be made where appropriate and desirable for the efficient utilization of the frequencies in question.
- SUP 8. In addition mobile service.



AERONAUTICAL CONFERENCE

Document No. II/120-E

31 March 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

UNITED STATES OF AMERICA

DRAFT RECOMMENDATION No. . . .

RELATING TO THE UTILIZATION OF SPACE RADIO COMMUNICATION TECHNIQUES BY THE AERONAUTICAL MOBILE (R) SERVICE.

The Aeronautical Extraordinary Administrative Radio Conference,
Geneva, 1966,

considering

- a) the continuing efforts of the Aeronautical Mobile (R) Service to obtain improvements in air-ground-air communications, commensurate with increases in number, size and speed of aircraft;
- b) the efforts of the Union to reduce congestion in the bands between 4 and 27.5 Mc/s; and
- c) the need to effect conservation in the use of the high frequency spectrum;

noting

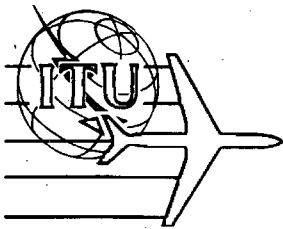
- a) that successful application of space radiocommunication techniques to the communication needs of international civil aviation offers the possibility of substantially improving Aeronautical Mobile (R) Service communications while reducing congestion in the bands between 4 and 27.5 Mc/s;
- b) that tests have demonstrated the capability of effecting communication between aircraft and aeronautical stations by relay via a synchronous orbit satellite;
- c) that the state of the art in space radiocommunication techniques is rapidly advancing;
- d) that the potential is such that satellite relay techniques could be provided to satisfy the Aeronautical Mobile (R) Service communication requirements over major world air route areas on all but the polar routes by 1970;



e) that the International Civil Aviation Organization is the international body primarily concerned with the establishment of standards and recommended practices governing communication systems and techniques used to support international civil aviation; and that that Organization has included the subject of space radiocommunication techniques on the agenda of its Communications/Operations Divisional Meeting scheduled to convene in October 1966;

recommends

that Administrations make as great a use as possible of space radiocommunication techniques to fulfil the communication needs of the Aeronautical Mobile (R) Service on major world air route areas.



AERONAUTICAL CONFERENCE

Document No. II/121-E

31 March 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

FOURTH REPORT OF COMMITTEE 5

(Operation statistics)

VOLMET ALLOTMENT AREAS

and

VOLMET RECEPTION AREAS

After giving due consideration to the proposals presented to the Conference and the Recommendations of I.C.A.O. concerning meteorological broadcast to aircraft in Flight (VOLMET), Committee 5 unanimously agreed to the texts which appear in the Annex herewith.

Document No. DT/II-22 refers.

Maurice CHEF
Chairman

Annex : 1



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App. 26

A N N E XADD VOLMET allotment area

The boundary of a VOLMET allotment area encompasses all points where an HF broadcast facility might be required to operate on a family of frequencies common to the area.

ADD VOLMET reception area

Associated with each VOLMET allotment area, there is a VOLMET reception area within which aircraft should be able to receive broadcasts from one or more stations in the associated allotment area.

ADD AFI-MET

The AFI-MET allotment area is defined by a line drawn from the point 37°N 03°W through the points 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, 12°N 20°W, 29°N 20°W to the point 37°N 03°W.

The AFI-MET reception area is defined by a line drawn from the point 37°N 03°W through the points 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, 05°N 03°W, 10°S 40°W, 29°N 20°W to the point 37°N 03°W.

ADD AT-MET

The AT-MET allotment area is defined by a line drawn from the point 41°N 78°W through the points 51°N 55°W, 10°S 43°W, 37°S 59°W to the point 41°N 78°W.

The AT-MET reception area is defined by a line drawn from the point 24°N 97°W through the points 24°N 85°W, 75°N 85°W, 75°N 20°W, 10°S 20°W, 46°S 52°W, 46°S 80°W to the point 24°N 97°W.

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ADD EU-MET

The EU-MET allotment area is defined by a line drawn from the point 33°N 12°W, through the points 54°N 12°W, 70°N 00°, 74°N 40°E, 40°N 36°E, 29°N 35°30'E, 32°N 13°E, to the point 33°N 12°W as agreed by Committee 5.

The EU-MET reception area is defined by a line drawn from the point 15°N 20°W, through the points 40°N 50°W, 75°N 50°W, 75°N 45°E, 15°N 45°E, to the point 15°N 20°W.

ADD ME-MET

The ME-MET allotment area is defined by a line drawn from the point 50°N 80°E, through the points 29°N 80°E, 27°N 85°E, 16°N 78°E, 22°N 56°E, 16°N 42°E, 30°N 30°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

The ME-MET reception area is defined by a line drawn from the point 50°N 80°E, through the points 29°N 80°E, 27°N 85°E, 16°N 78°E, 15°N 42°E, 20°N 20°E, 40°N 20°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

ADD PAC-MET

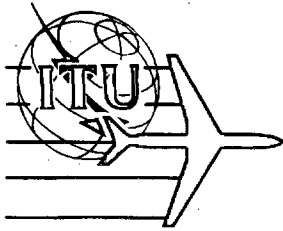
The PAC-MET allotment area is defined by a line drawn from the point 52°N 132°E through the points 63°N 149°W, 38°N 120°W, 23°S 180°, 34°S 150°E, 22°N 112°E, to the point 52°N 132°E.

The PAC-MET reception area is defined by a line drawn from the point 60°N 100°E, through the points 80°N 160°W, 75°N 90°W, 60°N 85°W, 20°N 120°W, 40°S 120°W, 50°S 170°W, 50°S 145°E, 28°S 145°E, 03°S 129°E, 05°N 80°E, 40°N 80°E, to the point 60°N 100°E.

ADD SEA-MET

The SEA-MET allotment area is defined by a line drawn from the point 29°N 86°E, through the points 15°N 105°E, 10°S 155°E, 35°S 155°E, 35°S 116°E, 08°N 75°E, 26°N 65°E, to the point 29°N 86°E.

The SEA-MET reception area is defined by a line drawn from the point 35°N 50°E, through the points 30°N 90°E, 10°N 180°, 40°S 180°, 48°S 170°E, 35°S 116°E, 08°N 75°E, 10°N 50°E, to the point 35°N 50°E.



AERONAUTICAL CONFERENCE

Document No. II/122-E
5 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SWITZERLAND

PROPOSAL

PLANNING PRINCIPLES FOR THE ESTABLISHMENT OF THE REVISED PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE

Considering :

- a) the necessity of this Conference to act in accordance with Article 45 of the Geneva Convention,
- b) that it is the duty of all Services to make fair and equitable contributions to a maximum economic use of the available spectrum,
- c) the urgent need of this Conference to ensure that its revised Plan can demonstrate to the next Administrative Radio Conference that the frequency allocations to the Aeronautical Mobile (R) Service are justified and should be maintained, and,
- d) that to permit this it is essential that the revised Plan accurately reflects the real requirements of the Aeronautical Mobile (R) Service,

taking into account

- a) that, for operational reasons, the number of channels to be "guarded" at a given aeronautical station should not be excessive;
- b) that this Conference has adopted a revised channelling plan with reduced frequency separation and on the basis that any surplus frequency space is situated adjacent to a band allocated either to :

- a service other than the Aeronautical Mobile Service,
- a service other than the Standard Frequency Service;



proposes

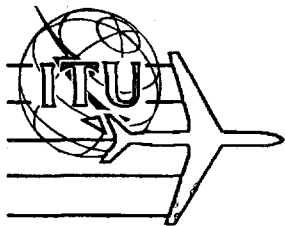
1. that each channel to be allotted has to be occupied effectively to the maximum extent that operational experience and the technical principles, upon which the revised Plan is based, permit;

2. that any resultant free spectrum space obtained by the application of point 1 above would be placed at the end of the band in question adjacent to a band allocated

- to a service other than the Aeronautical Mobile Service
- to a service other than the Standard Frequency Service.

In the case of the band 3400 - 3500 kc/s, frequencies for allotments are chosen as far as possible in the middle of the band;

3. wherever feasible without conflicting with Points 1 and 2 above, any necessary frequency-change from an existing channel to a corresponding new channel, resulting from planning, should be kept to the barest minimum.



AERONAUTICAL CONFERENCE

Document No. II/123-E

1 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

FIFTEENTH MEETING OF THE TECHNICAL COMMITTEE

Monday, 4 April 1966, at 9.30 a.m. in Room A

1. First Report of Working Group 4 B (Document No.DT/II-25, if available)
Draft Resolution - Single Sideband
2. Continued consideration of the provisions governing various classes
of emission, in particular, the technical criteria involved

a) Single Sideband

Reference Documentation:

Draft Discussion Paper - Single Sideband (Document No.DT/II-24 as amended)

Report of the First Session (pages 47 - 49)

Document No. II/2 USA (pages 11 - 14)

Document No. II/4 CAN (pages 8 and 9)

Document No. II/105 J

b) Other authorized classes of emission

3. Consideration of proposals regarding the utilization of space
radiocommunication techniques by the Aeronautical Mobile (R)
Service

Report of the First Session page 57 (Resolution No. 5)

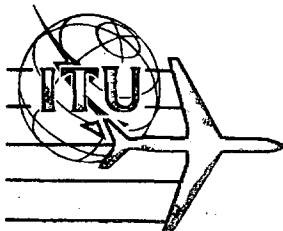
Document No. II/2 USA (pages 49 - 63)

Document No. II/120 USA Draft Recommendation

4. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/124-E(Rev.)

5 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE SECOND MEETING OF THE PLAN COMMITTEE

Wednesday, 6 April 1966, at 3.00 p.m. in Room B

1. Summary Record First Meeting (Document No. II/45)
2. Preliminary consideration of subjects to be studied - Document No. II/22, Section C, Terms of reference a) :
 - "a) to review and to extent considered necessary, revise the Frequency Allotment Plan for the Aeronautical Mobile (R) Service contained in Appendix 26 to the Radio Regulations;"

Documentation

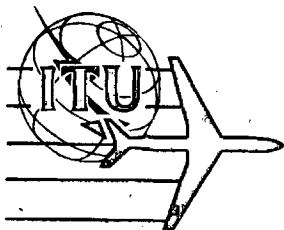
Report of First Session, Recommendation No. 4 (page 134)
Document No. II/2 USA (page 47)

- " II/3 J (Proposals 1 and 3)
- " II/4 CAN (page 13 - Part II, Section II)
- " II/23 MEX
- " II/25 MEX
- " II/64 MLA
- " II/65 SNG
- " II/67 Com. 4 and resultant Document No. II/99
- " II/91 Com. 4 Revised Frequency channelling
- " II/93 Com. 4 and Addendum
- " II/95 Com. 5 MWARA Boundaries
- " II/101 INS
- " II/113 ARG
- " II/122 SUI Planning principles
- " DT/II-26 presented by the Chairman

3. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/124-E

4 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

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" II/65 SNG

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" II/91 Com. 4 Revised Frequency channelling

" II/93 Com. 4 and Addendum

" II/95 Com. 5 ~~MWANA~~ Boundaries

" II/101 INS

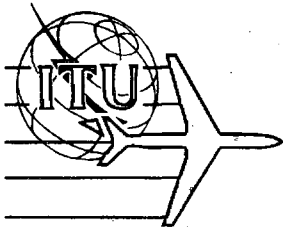
" II/113 ARG

" DT/II-26 presented by the Chairman

3. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/125-E

1 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD

OF THE FOURTEENTH MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Friday, 1 April 1966, 9.30 a.m.

Chairman: Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman: Dr. C. WACHARASINDHU (Thailand)

1. Summary Records

1.1 The Summary Record of the Twelfth Meeting of Committee 4 (Document No. II/107) was adopted without comment.

1.2 The Summary Record of the Thirteenth Meeting of Committee 4 (Document No. II/115) was adopted with the following amendments :

- a) The Delegate of Cuba pointed out that para. 2.2 required clarification particularly with regard to the Spanish text and submitted a new text in Spanish as follows :

"The Delegate of Cuba explained that para. 7 of Document No. DT/II-21 was over-optimistic in the definition of "family of frequencies" including the phrase "at any time and over any distance".

Since such a statement was incorrect, he proposed that the definition should exclude the words "at any time and over any distance", the rest of the definition remaining unchanged."

- b) The Delegate of Portugal remarked that the Summary Record should contain reference to the Committee agreeing that a Recommendation should be drafted asking I.C.A.O. to give a reply as soon as possible to para. 2.2 of C.C.I.R. Recommendation 258, Geneva 1963.
- c) The Delegate of Italy stated that para. 4.4 should be extended as follows: ".... by the Delegate of New Zealand however due to there being discrepancies between these definitions and those recommended by the C.C.I.R., the Committee agreed to address a note to the C.C.I.R. in order to bring this matter to their attention".



2. Second Report of Working Group 4A (Document No. DT/II-23)

2.1 The Second Report of Working Group 4A was presented by its Chairman, Mr. G. Haydon of the United States Delegation. Mr. Haydon answered questions which were directed to him by the Observer from I.A.T.A. concerning the table of maximum and minimum communication distances in NBS Report 9141 and its applicability to RDARA and how to use on an ad hoc basis. It was agreed by the Committee that the Annex to Document No. DT/II-23 would be accepted as an addendum to Document No. II/93, all of which the Committee 4 Chairman stated would be for the guidance of Committee 6 and for the information of Committee 5.

2.2 The Chairman stated that the work of 4A was now formally completed and took this opportunity to record appreciation for the excellent work of Mr. Haydon and the other members of Working Group 4A.

3. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved.

3.1 Document No. DT/II-24, a discussion paper on Single Sideband, was presented by the Chairman who stated that it represented the extent of agreement of Committee 4, so far.

3.2 Following a proposal by the Delegate of Malaysia and a brief discussion in which the Delegates of Cuba and Italy participated, it was agreed that paras. 3.1 and 3.3 should be interchanged.

3.3 The Delegate of the Republic of South Africa suggested that paras. originally numbered 3.3.2 and 3.3.3 should be amended to read as follows :

"3.3.2 Reduced carrier (A3A) Carrier reduced to a level more than 6 db up to and including 26 db below peak envelope power."

and

"3.3.3 Suppressed carrier (A3J) Carrier suppressed to a level more than 26 db below peak envelope power."

The Chairman noted the above request and stated that the necessary amendments would be made.

3.4 The Delegate of Italy drew attention to problems with the French text. The Chairman agreed that the French text should be a literal translation of the original English of para. 3.3.

3.5 The Delegate of the United States remarked that prior to the meeting, in discussions with the Delegate of Ireland, it had been pointed out that the references to occupied bandwidth in paras. 3.1.2, 3.1.3 and 3.1.4 were not correct since occupied bandwidth has no finite meaning. The Delegate of the United States stated that his Administration uses the term "authorized bandwidth" which in the case of 6A3 would be 8 kc/s and in the case of single sideband would be 4 kc/s. Following a discussion on this subject in which the Delegates of Italy, Portugal, New Zealand and the Observer of I.A.T.A. participated, and in which the Delegate of the United States suggested a footnote on the page to say what typical occupied bandwidths would be, the Delegate of the Republic of South Africa stated that the terms "occupied bandwidth" and "necessary bandwidth" were not suitable. The Delegate of the

Republic of South Africa mentioned that his delegation would support the United States' suggestion of a footnote, however, and suggested that the whole matter be referred to a small Working Group to decide on a text which would be acceptable within the terms of the existing Radio Regulations. Further discussion followed with the Delegates of the United States, Italy, and Cuba participating. The Committee agreed that a small Working Group should be set up and the Delegations of the United States, Canada, Portugal, Italy, New Zealand, Cuba and the Observer of I.A.T.A. agreed to participate. The Delegate of New Zealand agreed to convene the Working Group, to be known as "4C".

3.6 The Delegate of Mexico pointed out difficulties in para. 3.3.2 in the Spanish text. It was agreed that the Spanish text would be aligned.

3.7 The Observer of I.C.A.O. expressed concern that para. 3.2 might restrict development of system characteristics in an aeronautical environment. The Observer of I.A.T.A. stated that he believed para. 3.2 would be restrictive to any conclusion I.C.A.O. might reach to the evolutionary introduction of SSB. The Delegate of Canada suggested that should I.C.A.O. decide to go entirely to SSB then 3.2.3 would not be applicable. The Observer of I.A.T.A. suggested amendments to para. 3.2.2 to include A3A emission and para. 3.2.3 to include DSB A3 emission. The Committee did not support the suggested changes thereby adopting para. 3.2 without amendment.

3.8 The Chairman invited the Delegate of the United States to introduce para. 9.3.3 of Document No. II/2. The Delegate of the United States advised that para. 9.3.3.1 was being withdrawn and para. 9.3.3.2 was redundant and in their place new material was presented verbally. The Chairman invited the United States Delegation to submit their proposal on paper to which they readily agreed stating that it would be on hand for the Committee's use by Monday morning.

3.9 The Delegate of Japan presented his Administration's Document No. II/105, followed by the Delegate of Canada with pages 8 and 9 of Document No. II/4 and the Delegate of the United States with para. 9.3.4 of Document No. II/2. A lively discussion ensued concerning the merits of equipment capable of operating at integral multiples of 0.1 kc/s, 0.5 kc/s and 1.0 kc/s in which the Delegates of Portugal, Republic of South Africa, the United States, Australia, Canada, the Representative of the C.C.I.R., the Observer of I.A.T.A. and the Member of the I.F.R.B. participated. The Chairman remarked that it was difficult to determine the reaction of the Committee on the point being discussed, and stated that the discussion on the subject would be resumed on Monday morning at the same time and place.

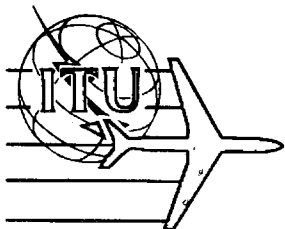
4. Other business

4.1 The Delegate of New Zealand advised that Working Group 4C would convene after this meeting.

4.2 The meeting adjourned at 12.45.

Rapporteur
E.H. LEAVER

Chairman
J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Document No. II/126-E

1 April, 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

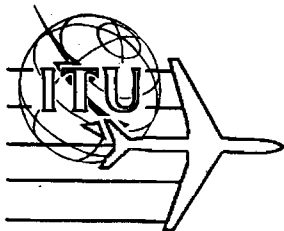
UNITED STATES OF AMERICA

PROPOSALS RELATING TO THE USAGE OF SINGLE SIDEBAND CHANNELS DERIVED FROM THE NEW ALLOTMENT PLAN ADOPTED AT THIS CONFERENCE

In the view of the United States of America, the Conference should take positive steps to ensure the integrity of the DSB plan expected to be developed; to permit an orderly transition to SSB within the DSB allotment plan; and to provide for efficient usage of the total spectrum space under consideration. These objectives can be met as follows:

- 1) specify that the upper half-channel shall be used only to satisfy those requirements for which specific DSB channels have been allotted in the plan, and indicate their conformity with the plan by an entry in Column 2a of the Master Register;
- 2) specify that the lower half-channel shall be used only to satisfy new requirements for which DSB channels were not allotted in the plan, and indicate this fact by an entry in Column 2b of the Master Register;
- 3) specify that SSB in the lower half-channel shall comply with technical criteria upon which the plan is based, shall not cause harmful interference to DSB or SSB stations operating in conformity with the allotment plan; and
 - a) in the case of MWARA operations, shall not be initiated until coordination has been effected within I.C.A.O.,
 - b) in the case of RDARA operations, shall be subject to agreement with the administrations concerned,
 - c) in the case where a lower half-channel is to be used by both RDARA and MWARA, its use shall be subject to agreement with the administrations concerned.





AERONAUTICAL CONFERENCE

Document No. II/127-E
1 April 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 5

SUMMARY RECORD

OF THE

7th MEETING OF COMMITTEE 5

(OPERATION STATISTICS)

Wednesday, 30 March, 9.30 a.m. and 5 p.m.

Chairman : M. CHEF (France Overseas)

Vice-Chairman : M. RUTKOWSKI (P.R. of Poland)

The Chairman welcomed the Delegation of Indonesia and introduced the agenda of the 7th meeting (Document No. II/109), after having pointed out that the report of Working Party 5A (yellow document) would be numbered DT/II-22.

The Agenda was adopted without comment.

1. Summary record of the 6th meeting (Document No. II/104)

Adopted, with the following amendments :

a) Page 2, No. 5, second paragraph, read :

"... have made a proposal to include its country in Sub-Area 6F."

b) Page 1, No. 3, Mr. Child, Chairman of Working Party 5B, proposed that the last sentence should be replaced by :

"It is considered important that planispheres used in the final documents produced as the result of actions at this Conference include the latest available information with respect to place names, geographical co-ordinates and national frontiers."



c) Page 1, No. 3 : Working Party 5D should read Working Party 5B (English only).

2. 2nd Report of Working Party 5C (Document No. DT/II-20)

Mr. A. Wahab introduced the second report of Working Party 5C and drew attention to some typing errors in the English text.

He cordially thanked the delegates and the I.F.R.B. staff who had taken part in the work of the Working Party and had thus helped it to bring its task to a successful conclusion.

Document No. DT/II-20, amended in the English text, was adopted without any other modification and would be forwarded to Committee 7.

3. Report by Working Party 5A (Document No. DT/II-22)

3.1 Document No. DT/II-22 was introduced by Mr. de Albuquerque who pointed out some drafting errors and suggested appropriate corrections.

3.2 A remark by the Representative of the I.F.R.B. concerning the legal aspect of the references to Recommendations by another international organization (No. 4) led to a lengthy discussion among the Delegates of Argentina, Indonesia, the United Kingdom, the United Kingdom Overseas Territories, the U.S.A. and the I.C.A.O. Observer.

3.3 The Chairman proposed that suitable recommendations should be drafted in collaboration with the Representative of the I.F.R.B. The proposal was accepted nem con.

3.4 The Delegate of Argentina reserved the right to revert to No. 2 (AT-MET) if a single family of frequencies proved to be insufficient.

3.5 The Delegate of Thailand pointed out an error in Chart No. 5 annexed to the document : 155°E instead of 15°SE.

3.6 The Chairman proposed the provisional adoption of Document No. DT/II-22, which might be forwarded to Committees 6 and 7. It was so decided.

3.7 At the suggestion of the Delegate of Argentina, the Chairman congratulated Mr. de Albuquerque, on behalf of the Committee, on the achievements of Working Party 5A. Mr. de Albuquerque then thanked all the members of the Working Party and the I.C.A.O. and I.A.T.A. Observers for the help they had given him.

4. Introduction of the first draft setting out the frequency requirements for RDARAs (Document No. DT/II-18)

4.1 The Chairman introduced the document and drew attention to some drafting errors.

4.2 There was a lively debate among several delegates as to the advisability of studying the document at that stage, considering the complexity and importance of the problems involved and the limited time available for its study before the meeting.

4.3 After a protracted discussion on general principles, which proved to be very constructive, the Chairman suggested that discussion of the document should be postponed until 5 p.m. His suggestion was adopted.

5. Any other business

5.1 The Chairman welcomed the Delegate of Pakistan. He then drew attention to three documents issued by Indonesia. Since two documents had already been considered at an earlier stage of the work, the Delegate of Indonesia agreed that the contents of Document No. II/101 were also covered by Document No. II/110.

5.2 The Delegate of the United Kingdom Overseas Territories indicated a typing error in Document No. DT/II-15.

The first part of the meeting closed at 12.30 p.m.

6. The meeting was resumed at 5.05 p.m.

6.1 The Chairman summarized the morning's discussion on No. 4 of the agenda and provided some additional information.

6.2 The Committee then resumed its study of Annex 1 and, on a proposal by the Delegate of the U.S.S.R., who was supported by a number of delegates, Proposal No. 1 was amended as follows :

"For regional and domestic flights, a family of frequencies shall in principle consist of three frequencies. In special conditions, when the geographical area of a RDARA and the propagation conditions are such that a three-frequency service is unworkable, the number of frequencies in the family may be increased."

6.3 Proposals Nos. 2, 3 and 4 were adopted by the Committee.

6.4 Annex 2 gave rise to further discussions in which the Delegates of Argentina, the Federal Republic of Germany, the United Kingdom and Poland participated. The Chairman suggested that the discussion should be continued at the next meeting, i.e. on Thursday after the Plenary Meeting.

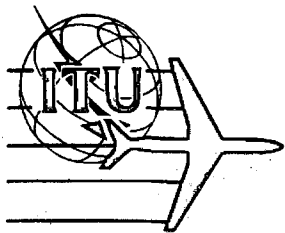
The meeting rose at 6.10 p.m.

Rapporteur :

M. REYNIERS

Chairman :

M. CHEF



AERONAUTICAL CONFERENCE

Addendum to
Document No. II/128-E
14 April 1966
Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 and 6

CHAIRMAN OF COMMITTEE 5

TO

CHAIRMAN OF COMMITTEE 6

- I. I have the honour to enclose the supplement to the assessment of RDARA frequency requirements :

RDARA 13

and its new sub-divisions

- II. These requirements, adopted by Committee 5, are taken from Document No. II/143.

Maurice CHEF

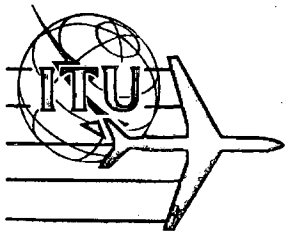
Chairman

Annex : 1



Please complete the Table for RDARA 13 as follows :

1	2	3	4
13 A	0		
13 B	0		
13 C	2		
13 D	4		1 BOL family 1 PRG family 1 PRU family 1 13 D family
13 E	1		
13 F	2		
13 G	4		
13 H	3		
13 I	1		
13 J	4		
13 K	3		
13 L	0		



AERONAUTICAL CONFERENCE

Document No. II/128-E

4 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 AND 6

CHAIRMAN OF COMMITTEE 5

TO

CHAIRMAN OF COMMITTEE 6

- I. I am sending you herewith the basic data for the assessment of the frequency requirements for the various allotment areas :

- a) MWARA (Annex 1)
- b) VOLMET (Annex 2)
- c) RDARA (Annex 3)

These requirements, which Committee 5 feels that it should put forward in the light of a statistical breakdown of flights and a degree of weighting based on operational experience acquired in the various zones, are taken from the following original documents :

- a) MWARA DT/II-13
- b) VOLMET DT/II-22
- c) RDARA DT/II-18

- II. As regards frequency allotments in the RDARAs, Committee 5 approved the following principles with the idea of facilitating the technical work of your Committee :

Principle No. 1

For regional and domestic flights, a family of frequencies is normally made up of three frequencies. In special cases, when the geographical extent of a RDARA and propagation conditions make a 3-frequency complement unreliable, the number of frequencies in the family can be increased.



Principle No. 2

The allotments of these families must be made by RDARA sub-areas.

Principle No. 3

Allotments of frequencies from 10 Mc/s upwards will be by RDARA.

Principle No. 4

It should be possible to reduce the power of some transmitters of aeronautical stations communicating with aircraft on regional or domestic flights,

III. Committee 5 would also like to have information on the following points, to help it in any required revision of frequency requirements for RDARAs :

- a) In what areas are there serious allotment difficulties ?
- b) In what RDARAs are there possibilities of allotting additional frequencies on a shared basis or, otherwise, what RDARAs can be fitted with lower-powered stations ?

IV. The presentation of RDARA frequency requirements is so far achieved up to RDARA 12 inclusive. The arrangement for RDARA 13 will be sent to you subsequently,

Chairman
Maurice CHEF

Annexes : 3

A N N E X E 1 - A N N E X 1 - A N E X O 1

EVALUATION DES BESOINS EN FREQUENCES
ASSESSMENT OF FREQUENCY REQUIREMENTS
EVALUACIÓN DE LAS NECESIDADES DE FRECUENCIAS

ZLAMP - MWARA - ZRMP

ZLAMP	Nombre de familles estimées nécessaires	Conditions actuelles d'utilisation dans les Plans régionaux O.A.C.I.	Remarques
MWARA	Number of families of frequencies considered necessary	Present conditions of use in the I.C.A.O. regional Plans	Remarks
ZRMP	Número de familias que se estima necesario	Condiciones actuales de utilización en los Planes regionales de la O.A.C.I.	Observaciones
1	2	3	4
CAR	3 (13 fréq.)	2966 NSAM 2 6537 12 D 8837 12 D 13344,5 NSAM 2 17936,5 12 2966 NSAM 2 5556,5 NSAM 2 8871 NSAM 2 13344,5 NSAM 2 2966 NSAM 2 5499 12 D 8837 12 D 13344,5 NSAM 2 2952 12 J 5619 12 J 10021 12 J 13294,5 12 17916,5 NSAM 1-2	
CEP		3467,5 5551,5 5604 8879,5 8930,5 13304,5 17926,5	

1	2	3	4
CWP	2	2966 5506,5 5536,5(ZLARN/RDARA/ZRRN 6C) 8862,5 13354,5 17906,5	
EU	3	Réseau A 2910 Network A 4689,5 Red A 6582 8871 11299,5 Réseau B 3467,5 Network B 5551,5 Red B 6567(ZLARN/RDARA/ZRRN 1) 8930,5 11299,5 A1 3453,5(ZLARN/RDARA/ZRRN 1) 4668,5 " 5649 " 8837 " 13314,5 "	+ 17906,5
FE	2	2987 5671,5 8930,5 13324,5 17966,5 2868 5611,5 8837(ZLARN/RDARA/ZRRN 6F) 13284,5 17966,5	+ 8879,5
ME	2	3404,5 5604 8845,5 13334,5 3446,5 6627 10021 13334,5	+ 17926,5

1	2	3	4
NA-1	1 famille étendue extended family familia extendida	2868 5626,5 8913,5 13324,5	
NA-2	4	2931 5611,5 8947,5 13324,5 2987 5671,5 8888 13284,5 2945 5641,5 8862,5 13354,5 2868 5626,5 8913,5 13324,5 17966,5	
NA-3	1 famille étendue extended family familia extendida	2931 5611,5 8947,5 13324,5	
NP	1	2987 5521,5 8939 13274,5 17906,5	
NSA-1	1	3411,5 5521,5 8820 13304,5	+ 17946,5

1	2	3	4
NSA-2	2	2966 5506,5 8956 13334,5	+ 17926,5
SA	2	3432,5 6612 8879,5 13274,5 17946,5	
SAM-1	1	2889 4696,5 6664,5 8820 13314,5 17916,5	
SAM-2	1	2910 5581,5 8845,5 13344,5 17916,5	
SEA	1	2987 5671,5 8871*) 13324,5 17966,5	*) + 8930,5
SP	1	2945 5641,5 8845,5 13344,5 17946,5	

A N N E X E 2 - A N N E X 2 - A N E X O 2

EVALUATION DES BESOINS EN FREQUENCES
ASSESSMENT OF FREQUENCY REQUIREMENTS
EVALUACIÓN DE LAS NECESIDADES DE FRECUENCIAS

VOLMET

ZONE (1) AREA (1) ZONA (1)	Nombre de familles estimées nécessaires Number of families of frequencies considered necessary Número de familias que se estima necesario	Conditions actuelles d'utilisation dans les plans régionaux de l'O.A.C.I. Present conditions of use in the I.C.A.O. Regional Plans Condiciones actuales de utilización en los planes regionales de la O.A.C.I.	Remarques Remarks Observaciones
1	2	3	4
AFI-MET	2	<u>AFI</u> (Doc.7474/9, pages MET 4.5.3 et/and/y 4.5.4) ALGER 5574 8896,5 11385 KANO 5596,5 8896,5 11385 LAS PALMAS 5596,5 8896,5 11385 DAKAR 5596,5 8896,5 11385 KHARTOUM 5529 8896,5 11385 JOHANNESBURG 5544 8862,5 11328 NAIROBI 5544 8862,5 11328 BRAZZAVILLE 5544 8862,5 11328 TANANARIVE 5544 8862,5 11328 <div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> et/and/y { 17936,5 17936,5 17936,5 17936,5 </div>	
AT-MET (2)	1	<u>NAT</u> (Doc. 7674/9 page 4.5.2) SHANNON 3001 5559 8828,5 13264,5 NEW YORK 3001 5559 8828,5 13264,5 GANDER 3001 5559 8828,5 13264,5	

Notes : voir page 9.

1	2	3	4
EU-MET	2	<u>EUM</u> (5ème Réunion régionale) (5th Regional meeting) Doc. 143, page 18.1.C.1) (5. ^a Reunión regional) a) LOD 2917 5544 10066 PARIS 2917 5544 10066 PRAGUE 2917 5544 10066 b) 2980 5574 8905	(5)
ME-MET	2	<u>MID</u> (Doc. 8001/8, page MET 4.5.2) BAGHDAD 3001 5559 8828,5 TEHERAN 3001 5559 8828,5 BAHREIN 3001 5559 8828,5 BEIRUT 2959*) 6664,5*) 8854 *) CAIRO 2959*) 6664,5*) 8854 *) ISTANBUL 2959*) 6664,5*) 8854 *)	*) Propositions 5ème)RAN EUM Proposals 5th) de Proposiciones 5. ^a)l'O.A.C.I.
PAC-MET (2) (3)	1	NANDI 2980 5574 8905 SAN FRANCISCO 2980 5574 8905 TOKYO 2980 5574 8905 HONG-KONG 2980 5574 8905 ANCHORAGE 2980 5574 8905 HONOLULU 2980 5574 8905	
SEA-MET	1	<u>SEA</u> (4) CALCUTTA 2924 6529,5 10048 SYDNEY 2924 6529,5 10048 BANGKOK 2924 6529,5 10048 KARACHI 2924 6529,5 10048 SINGAPORE 2924 6529,5 10048 BOMBAY 2924 6529,5 10048	

Notes : voir page 9.

Notes :

- (1) La protection des fréquences s'étend jusqu'aux limites des zones de réception.
Frequency protection up to the boundaries of the reception areas.
La protección de las frecuencias se extiende hasta los límites de las zonas de recepción.
- (2) Les Documents N° II/3 (Proposition N° 3), N° II/37 (Propositions U.S. N°s 4 et 5) font état de besoins en fréquence d'un ordre de grandeur de 11 ou 13 MHz pour les familles MET dans les zones AT (ex NAT) et PAC.
Documents II/3 (Proposal No. 3) and II/37 (U.S. Proposals 4 and 5) mention frequency requirements on 11 or 13 Mc/s for the MET families in areas AT (ex NAT) and PAC.
En los Documentos II/3 (Proposición N.º 3) y II/37 (Proposiciones N.ºs 4 y 5) se exponen las necesidades de frecuencias del orden de 11 ó 13 Mc/s para las familias MET en las zonas AT (antigua NAT) y PAC.
- (3) Afin de satisfaire les besoins en émissions VOLMET pour l'extension occidentale de la ZLAMP NP et étant donné que les stations actuelles occupent la totalité de l'heure, il serait souhaitable que deux fréquences supplémentaires soient ajoutées, l'une pour le jour, l'autre pour la nuit, afin de donner une plus grande souplesse au cas où de nouvelles stations seraient mises en service dans la zone modifiée.
To meet VOLMET transmission requirements for the western extension of RDARA NP and since the existing stations take up the whole time, it would be desirable to add two frequencies, one for daytime and one for night-time, for the sake of flexibility should new stations be brought into service in the amended area.
Para atender las necesidades de emisiones VOLMET en la ampliación occidental de la ZRRN NP, y dado que las actuales estaciones ocupan la totalidad de la hora, sería conveniente agregar dos frecuencias suplementarias, una para el día y otra para la noche, a fin de disponer de mayor flexibilidad en caso de que se pongan en servicio nuevas estaciones en la zona modificada.
- (4) Doc. II/110 (portant sur les cas de brouillage).
Doc. II/110 (dealing with cases of interference).
Doc. II/110 (relativa a los casos de interferencia).
- (5) Il est proposé que la station Shannon HF VOLMET utilise l'une des familles de fréquences allouées à la zone EU-MET afin de donner la possibilité de partager dans le temps la famille actuelle de fréquences allouée à la zone NA-MET avec la zone SAM-MET proposée.
It is proposed that station Shannon HF VOLMET should use one of the families of frequencies allotted to the EU-MET area to provide the possibility of time-sharing the present family of frequencies allotted to the NA-MET area with the proposed SAM-MET area.
Se propone que la estación Shannon HF VOLMET utilice una de las familias de frecuencias adjudicadas a la zona EU-MET para que la familia de frecuencias actualmente adjudicada a la zona NA-MET pueda compartirse en el tiempo con la zona SAM-MET propuesta.

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A N N E X E 3 - A N N E X 3 - A N E X O 3

EVALUATION DES BESOINS EN FREQUENCES

ASSESSMENT OF FREQUENCY REQUIREMENTS

EVALUACIÓN DE LAS NECESIDADES DE FRECUENCIAS

ZIARN - RDARA - ZRRN

ZIARN	Nombre de familles estimées nécessaires	Conditions actuelles d'utilisation dans les plans régionaux O.A.C.I.	Remarques
RDARA	Number of families of frequencies considered necessary	Present conditions of use in the I.C.A.O. regional plans	Remarks
ZRRN	Número de familias que se estima necesario	Condiciones actuales de utilización en los planes regionales de la O.A.C.I.	Observaciones
1	2	3	4
1	1 fréq. 10 MHz-Mc/s 1 fréq. 11 MHz-Mc/s 1 fréq. 13 MHz-Mc/s		
1 B	0		(1) (2) 3 et/and/y 5 MHz-Mc/s G
1 C	1		(2) FOL
1 D	1	S/Réseau N°3 dans les pays suivants : S/Network N°3 in the following countries : S/Red N°3 en las países siguientes : CYP, GRC, LBN, TUR 2896 6634,5 10084	(2) BUL - ROU
1 E	1		
2	6 fréq. 10 MHz-Mc/s 5 fréq. 11 MHz-Mc/s 1 fréq. 13 MHz-Mc/s 1 fréq. 17 MHz-Mc/s		

1	2	3	4
2 A	7		
2 B	10		(1)
2 C	14		(1)
3	4 fréq. 10 MHz-Mc/s 3 fréq. 11 MHz-Mc/s 1 fréq. 13 MHz-Mc/s 1 fréq. 17 MHz-Mc/s		
3 A	6		(1)
3 B	6		(1)
3 C	7		(1)
4	1 fréq. 11 MHz-Mc/s 1 fréq. 17 MHz-Mc/s		(1)
4 A	1	TUN 6642	
4 B	1 + 1 fréq. 6 MHz-Mc/s	CAF 6589,5 CME } 6589,5 COG } 8922 CTI } GHA } GUI } LBR } 6642 NIG } SEN } SRL }	
5	1 fréq. 11 MHz-Mc/s 1 fréq. 17 MHz-Mc/s		
5 A	1	ADN 5656,5 ARS 4682,5	
5 B 5 C 5 D	2	EGY } 5656,5 SMF } ETH 4682,5 5656,5 SOM 5656,5 6552	

1	2	3	4
6	2 fréq. 10 MHz-Mc/s		
6 A	3		
6 B	1		(2) J
6 C	4		
6 D	6		
6 E	2		
6 F	1		(1) CHN
7	0		
7 A 7 B 7 C 7 D	1	AGL } 3474,5 CGO } 6552 } 8913,5 KEN 6552 MDG } 3439,5 } 5649 } 8871 MOZ } 6552 } 6582 } 8879,5 REU } 2854 } 5649 } 8871	(1)
7 E	1	AFS } 6552 } 6582 } 8879,5 BCH } 6552 } 8879,5 MWI } 3425,5 } 6552 } 6597 RHS } 3432,5 } 6552 } 6582 } 8879,5 ZMB } 3425,5 } 6552 } 6597 } 8879,5	

1	2	3	4
8	0		
8 A	0		(1)
9	2 fréq. 11 MHz-Mc/s		
9 A	2		(1)
9 B 9 C	3	FJI 3460,5 NCL 6634,5 NHB 8913,5 VAL 11394,5	(1)
9 D	3		
10	6 fréq. 10 MHz-Mc/s 1 fréq. 13 MHz-Mc/s		
10 A	4		(1)
10 B	4		(1)
10 C	4		(1)
10 D	5		(1)
10 E	2		(1)
11	0		
11 A	0		
11 B	3		
12	1 fréq. 11 MHz-Mc/s		
12 A 12 C	6		(1)
12 D	1		(2) CUB

1	2	3	4
12 E 12 F 12 G 12 H	4		
13			Ultérieurement

Remarques - Remarks - Observaciones

Remarques

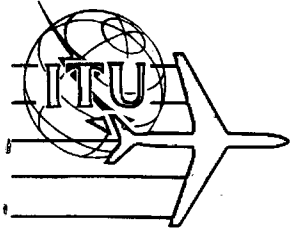
- 1) Augmentation souhaitée pour des stations à puissance réduite.
- 2) Un accroissement du nombre de fréquences est souhaité par le Pays désigné.

Notes :

- 1) Increase desired for lower-powered stations.
- 2) An increase in the number of frequencies is desired by the country named.

Observaciones :

- 1) Aumento deseado para estaciones de potencia reducida.
- 2) El país designado desea que se aumente el número de frecuencias.



AERONAUTICAL CONFERENCE

Document No. II/129-E
4 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA
OF THE
SIXTEENTH MEETING OF THE TECHNICAL COMMITTEE
Tuesday, 5 April 1966, at 9.30 a.m. in Room A

1. Summary Record Fourteenth Meeting (Document No. II/125)
2. Draft Seventh Report - Space techniques (Document No. DT/II-28)
3. First Report of Working Group 4C (Document No. DT/II-27)
4. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved

a) Single Sideband

Reference Documentation:

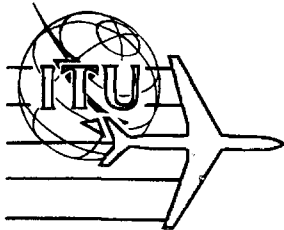
Draft Discussion Paper - Single Sideband (Document No. DT/II-24(Rev.))

b) Other authorized classes of emission

5. Consideration of proposals concerning Frequency to be notified (Document No. II/2 USA (pages 13 and 14))
6. First Report of Working Group 4B (Document No. DT/II-25, if available)
Draft Resolution - Single Sideband
7. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/130-E
4 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD

OF THE FIFTEENTH MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Monday, 4 April 1966, 9.30 a.m.

Chairman : Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman : Dr. C. WACHARASINDHU (Thailand)

1. The Chairman advised the Committee that Agenda items 1 and 2 of Document No. II/123 should be disregarded stating that the First report of Working Group 4B was not yet available, however, it should be distributed by tomorrow morning. In addition, the Chairman further advised that any further consideration of the provisions governing various classes of emission, in particular, the technical criteria involved could be better facilitated if a composite document showing what has been agreed to and what has not been agreed to, could be presented. Document No. DT/II-24 (Rev.) will meet this requirement and should be available later today. The Chairman stated that Working Group 4C has produced a report (DT/II-27) which should also be available later today. The Chairman stated that it would be desirable to withhold discussion on SSB until tomorrow's meeting when more material would be available, and asked if there was any objection to this procedure. There was none.
2. Consideration of proposals regarding the utilization of space radiocommunication techniques by the Aeronautical Mobile (R) Service
 - 2.1 The Delegate of the United States introduced Document No. II/120, and advised that this document superseded the Recommendation contained in his Administration's Document No. II/2 (page 55), relating to the subject. The Delegate of the United States stated that Administrations were being invited to take advantage of this technique for the Aeronautical Mobile (R) Service and mentioned that their delegation had an expert present who would undertake



to answer specific questions on this subject. The delegates of numerous administrations took advantage of this opportunity to direct questions to the Delegate of the United States.

2.2 The representative of the C.C.I.R. suggested that para. b) under "noting" be amended to read "... aeronautical stations by relay via stationary satellite". The Committee agreed.

2.3 Following discussions in which the Delegates of the United States, Australia, Republic of South Africa, Portugal, Cuba, Italy, France, and the Observers of I.A.T.A. and I.C.A.O. participated, the Committee agreed to amend Document No. II/120 as follows:

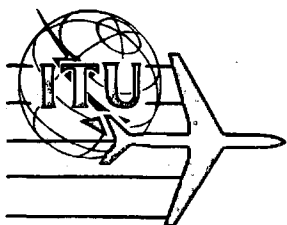
- a) under "considering" add c) from Document No. II/2 (page 55) as follows "That the ability of Administrations to undertake such a programme is intimately linked to the economic implications involved".
- b) under "noting" replace d) with "That the technical potential is such that satellite relay techniques could provide a capability for accommodation of many of the Aeronautical Mobile (R) Service communication requirements over Major World Air Routes on all but the polar routes in the near future".
- c) Page 2 under "recommends" replace with "that Administrations take account of the possibilities of satisfying the communication needs of the Aeronautical Mobile (R) Service on Major World Air Routes by the use of space techniques bearing in mind the economic and operational aspects involved", and a second paragraph "that Administrations give further study to these questions taking as a basis for their consideration the factors set forth in the Annex hereto".
- d) Add Annex 1, pages 61, 62 and 63 of Document No. II/2 (United States) to Document No. II/120.

2.4 The Chairman remarked that the next meeting would be the following morning, same time and place, at which the Committee would return to a consideration of single sideband.

2.5 The Meeting adjourned at 12.45.

Rapporteur
E.H. LEAVER

Chairman
J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Corrigendum No. 2 to
Document No. II/131-E
18 April 1966

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

The Ad Hoc Working Group proposes that the footnote to
page B.4/15(Rev.) be replaced by the attached text.

A. JAROV
Chairman of the Ad Hoc Working Group

Annex : Text of new note



- *) Some of the contents in Part III do not reflect the actual situation as far as country designations are concerned, and they are therefore out of date. However, since the Extraordinary Administrative Radio Conference (Geneva, 1966) was not authorized to amend the OR Frequency Allotment Plan, this part of Appendix 26 is merely a reprint of Part IV of that Appendix as adopted by the Ordinary Administrative Radio Conference, 1959.

AERONAUTICAL CONFERENCE

Geneva, 1966

Corrigendum to
Document No. II/131-E
13 April 1966

PLENARY MEETING

The Editorial Committee asks that page B.4/15 in Doc. No. II/131 be replaced by the page attached hereto.

Original documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
7	B.4	15 amended	p. 47	

P. BOUCHIER
Chairman of the
Editorial Committee

Annex : B.4/15 (Rev.)



PART III*)

PLAN FOR THE ALLOTMENT OF FREQUENCIES FOR THE AERONAUTICAL MOBILE(OR) SERVICE IN THE BANDS BETWEEN 2 505 AND 23 350 kc/s

26/33 1. In this plan the following abbreviations have been used :

a) Alphabetical list of country designations

AFS Union of South Africa
 AGL Angola
 ALB Albania (People's Republic of)
 ALS State of Alaska, United States of America
 ARG Argentine Republic
 ARS Saudi Arabia
 ATN Netherlands Antilles
 AUS Australia (Commonwealth of)
 AUT Austria
 AZR Azores
 B Brazil
 BER Bermuda
 BLR Bielorussian Soviet Socialist Republic
 BOL Bolivia
 BUL Bulgaria (People's Republic of)
 CAF Central African Republic
 CAN Canada
 CAR Caroline Islands
 CBG Cambodia
 COG Republic of Congo
 CHL Chile
 CHN China
 CLM Colombia (Republic of)
 CLN Ceylon
 CME Cameroon (State of) (under French trusteeship)
 CPV Cape Verde Islands
 CTI Republic of Ivory Coast
 CTR Costa Rica
 CUB Cuba
 CYP Cyprus
 D Germany
 DAH Dahomey (Republic of)
 DNK Denmark
 DOM Dominican Republic

*) In view of the terms of reference of the Conference, this part of Appendix 26 simply reproduces Part IV of Appendix 26 as adopted by the Administrative Radio Conference, Geneva, 1959.

AERONAUTICAL CONFERENCE

Geneva, 1966

Document No. II/131-E
4 April 1966B.4
===PLENARY MEETINGFIRST READING

The Editorial Committee, having examined the following documents,
submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
7	-	-	p. 5, p. 6-15 p. 45-76	

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes: B.4/1 - B.4/44

A N N E X 2

APPENDIX 26

to the Radio Regulations

Geneva, 1959

FREQUENCY ALLOTMENT PLAN

FOR THE AERONAUTICAL MOBILE (OR) SERVICE

AND RELATED INFORMATION

(See Article 7 of the Radio Regulations, Geneva, 1959)

(MOD)*

*(MOD) : Drafting changes due to the decision to divide Appendix 26 (Geneva, 1959) into two : Appendix 26 [(OR) services] and Appendix 26A [(R) services].

APPENDIX 26
to the Radio Regulations
Geneva, 1959

Frequency Allotment Plan for the Aeronautical Mobile (OR) Service
and Related Information
(See Article 7)

TABLE OF CONTENTS

PART I

General Provisions

- Section I. Definitions
- Section II. Technical and operational principles
 - A. Determination of channel width
 - B. Radiated powers

PART II

Technical and operational principles
for the allotment of frequencies for the
Aeronautical Mobile (OR) Service

- Section I. Available frequency bands and channels
- Section II. Adaptation of technical principles

PART III

Plan for the allotment of frequencies for the Aeronautical Mobile (OR) Service
in the bands between 2505 and 23 350 kc/s

1. Abbreviations

2. (OR) Frequency plan

A. Exclusive bands

B. Shared bands (frequencies allotted)

Region 1. 3155-3200, 3200-3230 and 3800-3900 kc/s

Region 2. 2505-2850, 3155-3200 and 3200-3230 kc/s

Region 3. 3155-3200, 3200-3230 and 3900-3950 kc/s

C. Shared bands (frequencies not allotted)

PART I

GENERAL PROVISIONS

Section IDefinitions26/1 1. Frequency allotment plan

A plan which shows the frequencies to be used in particular areas or by particular countries, without specifying the stations to which the frequencies are to be assigned.

26/2 2. The terms used in this Appendix to describe the different methods of frequency distribution have the following meanings :

Frequency distribution to :	French	English	Spanish
Services	Attribution (attribuer)	Allocation (to allocate)	Atribución (atribuir)
Areas or countries	Allotissement (allotir)	Allotment (to allot)	Adjudicación (adjudicar)
Stations	Assignment (assigner)	Assignment (to assign)	Asignación (asignar)

Section II

Technical and operational principles used for
the establishment of the plan of allotment of frequencies
in the Aeronautical Mobile (OR) Service

A. Determination of channel width26/3 1. Frequency separation

The frequency separations adopted are adequate to permit high capacity means of communication, as indicated in the following table:

Band (kc/s)	Separation (kc/s)	Band (kc/s)	Separation (kc/s)
3025 - 3155	7	8965 - 9040	8.5
3900 - 3950	7	11175 - 11275	9.5
4700 - 4750	7	13200 - 13260	10
5680 - 5730	7.5	15010 - 15100	10
6685 - 6765	7.5	17970 - 18030	10

- 26/4 a) It is assumed that A3 modulation frequencies will be limited to 3000 cycles per second and that the sideband radiation of other authorized emissions will not exceed that of A3 emissions.
- 26/5 b) 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 agreements 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.
- 26/6 c) It is recognized that two or more A1 channels can be derived from each of the channels provided under this frequency separation plan.
- 26/7 d) The grouping of adjacent channels derived from the above table to permit the satisfaction of particular requirements, will be subject to special agreements by the administrations concerned.
- 26/8 e) The arrangements contemplated in b), c) and d) above should be made under the provisions of the International Telecommunication Convention and of the Radio Regulations pertaining to Special Agreements.
- 26/9 2. Frequencies to be allotted

The list of the frequencies to be allotted in the exclusive aeronautical mobile (OR) bands, on the basis of the frequency separation provided for under paragraph 1 above, will be found in the table below.

kc/s

3025 - 3155	
(3023.5)	(R & OR)
3032	18 channels
3039	
3046	
3053	
3060	
3067	
3074	
3081	
3088	
3095	
3102	
3109	
3116	
3123	
3130	
3137	
3144	
3151	

3900 - 3950	
Region 1	
3904	7 channels
3911	
3918	
3925	
3932	
3939	
3946	

4700 - 4750	
4703.5	7 channels
4710.5	
4717.5	
4724.5	
4731.5	
4738.5	
4745.5	

5680 - 5730	
(5680)	(R & OR)
5688	6 channels
5695.5	
5703	
5710.5	
5718	
5725.5	

6685 - 6765	
*6685	12 channels
*6687.5	
6693	
6700.5	
6708	
6715.5	
6723	
6730.5	
6738	
6745.5	
6753	
6760.5	

8965 - 9040	
8967	9 channels
8975.5	
8984	
8992.5	
9001	
9009.5	
9018	
9026.5	
9035	

11 175 - 11 275	
11 180.5	11 channels
11 190	
11 199.5	
11 209	
11 218.5	
11 228	
11 237.5	
11 247	
11 256.5	
11 266	
*11 273	

13 200 - 13 260	
13 205.5	6 channels
13 215.5	
13 225.5	
13 235.5	
13 245.5	
13 255.5	

15 010 - 15 100	
15 016	10 channels
15 026	
15 036	
15 046	
15 056	
15 066	
15 076	
15 086	
*15 092.5	
*15 096.5	

17 970 - 18 030	
*17 975	6 channels
17 983.5	
17 993.5	
18 003.5	
18 013.5	
18 023.5	

*Available for Al emission only

- 26/10 3. Channels common to (R) and (OR) services
- The channels common to the (R) and (OR) services, centred at 3023.5 and 5680 kc/s, are authorized for world-wide use as specified hereafter:
- 26/11 3.1 aboard aircraft for:
- a) communications with approach and aerodrome control;
 - b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown;
- 26/12 3.2 at aeronautical stations for aerodrome and approach control under the following conditions:
- a) for approach control with power limited to a value that will produce 20 μ V/m at 100 km and in any case no more than 20 watts in the antenna circuit;
 - b) for aerodrome control with the power limited to a value that will produce 20 μ V/m at 40 km and in any case no more than 20 watts in the antenna circuit;
 - c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference;
 - d) the power of aeronautical stations which use this frequency and which operate under the conditions prescribed 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;
- 26/13 3.3 for intercommunication between mobile stations engaged in coordinated search and rescue operations at the scene of a disaster;
- 26/14 3.4 the specific application of this frequency for the above purposes may be decided at regional aeronautical conferences;
- 26/15 3.5 this channel may be used for A1 or A3 emission, in accordance with special agreements. It shall not be subdivided;
- 26/16 3.6 Notwithstanding the foregoing provisions the frequency 5680 kc/s may also be used at aeronautical stations for communication with aircraft stations when other frequencies of the aeronautical stations are either unavailable or unknown. However, this use shall be restricted to such areas and conditions that harmful interference cannot be caused to other authorized aeronautical uses.

26/17 4. Adaptation of allotment procedure

It is recognized that all the sharing possibilities have not been exhausted in the allotment plan contained in this Appendix. Therefore, in order to satisfy particular operational requirements which are not otherwise met by this allotment plan, administrations may assign frequencies from the HF aeronautical mobile (OR) bands in areas other than those to which they are allotted in the said plan. However, the use of the frequencies so assigned must not decrease the protection to the same frequencies in the areas where they are allotted by the plan below that determined by application of the procedure defined in No. 26/31 of this Appendix.

B. Radiated powers

26/18 Unless otherwise indicated in Part III, the peak envelope powers are assumed to be the following:

Class of emission	Stations	Peak envelope power
A1	Land stations Aircraft stations	1 kW 50 W
A3 (100% modulated)	Land stations Aircraft stations	4 kW 200 W

PART IITECHNICAL AND OPERATIONAL PRINCIPLES FOR THE ALLOTMENT
OF FREQUENCIES FOR THE AERONAUTICAL MOBILE (OR) SERVICESection IAvailable frequency bands and channels26/19 1. Frequency bands

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 frequencies26/20 a) Exclusive bands

The frequencies for the bands allocated exclusively to the aeronautical mobile (OR) service are indicated in Part I of this Appendix.

26/21 b) 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.

26/22 c) Channels common to (R) and (OR) services

The channels common to the (R) and (OR) services, centred at 3023.5 and 5680 kc/s are authorized for world-wide use as laid down in Nos. 26/10 to 26/16 of this Appendix.

3. Selection of frequencies26/23 a) Exclusive bands

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 world-wide basis. Excess requirements in respect of Region 1 were met, as far as possible, from the band 3900 to 3950 kc/s allocated exclusively to the (OR) service in that region.

26/24 b) Shared bands

The balance of the requirements was accommodated to the maximum extent in the bands mentioned in paragraphs b) and c) of No. 26/19 in that order of preference.

Section IIAdaptation of technical principles26/25 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.

26/26 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.

26/27 3. Allotment of adjacent (OR) channels

When 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

- 26/28 a) 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 the protection ratio between the emissions of the stations concerned.
- 26/29 b) In certain areas where peaks of requirements occur, protection ratios may be lowered by agreement between the countries concerned.
- 26/30 c) Certain assignments have been repeated even 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.
- 26/31 d) 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.

5. Limitation of power

26/32

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 the frequencies.

Note de la Commission de rédaction:

La page B.4/14 n'existe pas.

Note by the Drafting Committee:

Page B.4/14 does not exist.

Nota de la Comisión de redacción

La página B.4/14 no existe.

PART III

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

26/33 1. In this plan the following abbreviations have been used:

(a) Alphabetical List of Country Designations

AFS	Union of South Africa
AGL	Angola
ALB	Albania (People's Republic of)
ALS	State of Alaska, United States of America
ARG	Argentine Republic
ARS	Saudi Arabia
ATN	Netherlands Antilles
AUS	Australia (Commonwealth of)
AUT	Austria
AZR	Azores
B	Brazil
BER	Bermuda
BLR	Bielorussian Soviet Socialist Republic
BOL	Bolivia
BUL	Bulgaria (People's Republic of)
CAF	Central African Republic
CAN	Canada
CAR	Caroline Islands
CBG	Cambodia
COG	Republic of Congo
CHL	Chile
CHN	China
CLM	Colombia (Republic of)
CLN	Ceylon
CME	Cameroon (Federal Republic of)
CPV	Cape Verde Islands
CTI	Republic of Ivory Coast
CTR	Costa Rica
CUB	Cuba
CYP	Cyprus
D	Germany
DAH	Dahomey (Republic of)
DNK	Denmark
DOM	Dominican Republic

E	Spain
EGY	United Arab Republic (Egyptian Region)
EQA	Ecuador
ETH	Ethiopia
F	France and Algeria
FJI	Fiji Islands
FNL	Finland
G	United Kingdom of Great Britain and Northern Ireland
GAB	Republic of Gabon
GDL	Guadeloupe (French Department of)
GIB	Gibraltar
GNP	Portuguese Guinea
GRC	Greece
GRL	Greenland
GTM	Guatemala
GUB	British Guiana
GUF	Guiana (French Department of)
HKG	Hongkong
HND	Honduras (Republic of)
HOL	Netherlands
HTI	Haiti (Republic of)
HVO	Republic of Upper Volta
HWA	State of Hawaii, United States of America
I	Italy
IND	India
INP	Portuguese India
INS	Indonesia (Republic of)
IOB	British West Indies
IRN	Iran
IRQ	Iraq
ISL	Iceland
ISR	Israel (State of)
J	Japan
JON	Johnston Island
KEN	Kenya
LAO	Laos
LBN	Lebanon
LBY	Libya
MAC	Macao
MDG	Madagascar (Madagascan Republic)
MDW	Midway Island
MEX	Mexico
MLA	Malaya
MLI	Mali Federation

MLT	Malta
MOZ	Mozambique
MRA	Mariana Islands
MRC	Morocco (Kingdom of)
MRL	Marshall Islands
MRT	Martinique (French Department of)
MTN	Islamic Republic of Mauretania
NCG	Nicaragua
NCL	New Caledonia and Dependencies
NGN	Netherlands New Guinea
NGR	Republic of Niger
NHB	New Hebrides (Archipelago) (British-French Condominium)
NOR	Norway
NZL	New Zealand
OCE	French Polynesia
PAK	Pakistan
PAP	Papua (Territories of)
PHL	Philippines (Republic of the)
PNR	Panama (Republic of)
PNZ	Panama Canal Zone
POL	Poland (People's Republic of)
POR	Portugal
PRG	Paraguay
PRU	Peru
PTR	Puerto Rico
REU	Réunion (French Department of)
RHS	Southern Rhodesia
ROU	Roumanian People's Republic
S	Sweden
SLV	El Salvador (Republic of)
SMB	British Somaliland
SMF	French Somaliland
SNG	Singapore
STP	S. Tomé and Príncipe
SUI	Switzerland
SUR	Surinam
SYR	United Arab Republic (Syrian Region)
TCD	Republic of Chad
TCH	Czechoslovakia
TGO	Republic of Togo
TMP	Portuguese Timor
TUN	Tunisia
UKR	Ukrainian Soviet Socialist Republic

URG	Uruguay
URS	Union of Soviet Socialist Republics
URS-AM	Union of Soviet Socialist Republics—Middle Asia
URS-C	Union of Soviet Socialist Republics—Caucasus
URS-E	Union of Soviet Socialist Republics—Europe
URS-SEO	Union of Soviet Socialist Republics—Siberia and Far East
USA	United States of America (The 48 contiguous States of the) (excludes the States of Alaska and Hawaii)
VEN	Venezuela
VTN	Viet-Nam
WAK	Wake Island
YUG	Yugoslavia

26/34 (b) Other abbreviations

N = North S = South E = East W = West

Example : "N-46°N" means "North of 46° North"

"55°W-64°W and N-7°S" means "Between 55° West and 64° West and
North of 7° South"

W = watts kW = kilowatts

Example : "CUB (500 W)" means "Cuba power limited to 500 watts delivered to the
antenna"

(6) means "French Stations" (7) means "USA stations"

(81) means "East Germany"

■ means "Networks of the French Community"

2. (OR) FREQUENCY PLAN

A. Exclusive Bands

26/35 REGION 1

BAND 3025-3155 kc/s

3032	3039	3046	3053	3060	3067
CAF ■ COG ■ CTI ■ DAH ■ EGY ■ F ■ GAB ■ HVO ■ IRQ ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ NOR ■ POL ■ SMF (350 W) ■ TCD ■ TUN ■ URS-E ■ URS-SEO (1 kW) ■	ARS ■ BLR ■ CAF ■ COG ■ CTI ■ DAH ■ EGY ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ NOR ■ SMF ■ TCD ■ TUN ■ URS-AM (500 W) URS-C ■ YUG ■	CAF ■ CME ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ ISL ■ ISR ■ MDG ■ MLI ■ MTN ■ NGR ■ POR ■ SMF ■ TCD ■ TCH ■ URS-E ■ URS-SEO (1 kW) ■	ALB ■ AZR ■ CAF ■ CME ■ COG ■ CTI ■ DAH ■ DNK ■ F (except Algeria) ■ GAB ■ HVO ■ MDG ■ MLI ■ MTN ■ NGR ■ POR ■ TCD ■ TGO ■ UKR ■ URS-SEO (1 kW) ■	AZR ■ CAF ■ COG ■ CTI ■ D ■ DAH ■ E ■ GAB ■ GRC ■ HVO ■ MDG ■ MLI ■ MTN ■ NGR ■ SYR ■ TCD ■ URS-AM ■ URS-E ■ URS-SEO (1 kW) ■	D ■ ETH ■ POR ■ ROU ■ S ■ SYR ■ URS-AM (1 kW) URS-E ■
3074	3081	3088	3095	3102	3109
AGL ■ AZR ■ BUL ■ CPV ■ EGY ■ F (except Algeria) ■ G ■ GIB ■ GNP ■ MOZ ■ POR ■ S ■ STP ■ TUN ■ URS-AM (1 kW) URS-E ■	ARS ■ AZR ■ CYP ■ D ■ EGY ■ FNL ■ G ■ KEN ■ LBY ■ MLT ■ POR ■ ROU ■ SMB ■ URS-E ■ URS-SEO (1 kW) ■	AFS ■ D ■ EGY ■ G ■ GRC (250 W) POR ■ SUI (200 W) UKR ■ URS-AM (1 kW) URS-E ■	ARS (2.5 kW) CYP ■ EGY ■ F (except Algeria) ■ G ■ GIB ■ KEN ■ LBY ■ MLT ■ POL ■ RHS ■ SMB ■ URS-AM (1 kW) URS-C ■ URS-SEO (1 kW) ■	AFS ■ BLR ■ D (81) EGY ■ ETH ■ G ■ GIB ■ MLT ■ SUI ■ URS-C ■	AFS ■ D (81) EGY ■ G ■ I ■ MRC (7) S ■ URS-E ■

REGION 1

BAND 3025-3155 kc/s

3116	3123	3130	3137	3144	3151
AFS D (81) EGY F (Algeria) ☐ G TCH TUN URS-AM (1 kW) URS-C URS-E URS-SEO (1 kW)	EGY G (N) HOL I MRC (7) UKR URS-E URS-SEO (N-46° N & W-170° E)	EGY G (N) GRC HOL URS-E URS-SEO (1 kW)	BUL E (500 W) EGY HOL URS-AM (1 kW) URS-C URS-E URS-SEO (1 kW)	CAF ☐ CME ☐ COG ☐ CTI ☐ D DAH ☐ EGY F (Algeria) ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ TCD ☐ TUN UKR URS-C URS-E URS-SEO (1 kW) YUG	BUL CAF ☐ CME ☐ COG ☐ CTI ☐ D DAH ☐ EGY F (Algeria) ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ TCD ☐ TUN URS-E URS-SEO (1 kW)

26/36

REGION 2

BAND 3025-3155 kc/s

3032	3039	3046	3053	3060	3067
ALS ARG B (42° W-51° W & N-9° S) CAN* CLM DOM (250 W) GRL HWA SLV (250 W) USA	ALS ARG (S-43° S) B BER (7) CAN* GDL ☐ GRL HWA MRT ☐ NCG USA	ARG CAN CLM (S-5° N) CTR (250 W) HTI (250 W) HWA MEX	ALS ARG B (55° W-64° W & N-7° S) CAN (E-98° W) CUB GTM (250 W) HWA PNR (250 W) USA (W-98° W)	B CAN CHL (N-41° S) (300 W) CHL (S-41° S) GDL ☐ HWA MEX MRT ☐	ALS ARG (S-34° S) B (12°-21° S & 46°-53° W) BER (7) CAN* CUB (Guanta- namc) (7) GRL GUB (7) HWA IOB (7) PNR (250 W) PNZ PRU (250 W) PTR USA

26/37

* See note No. 26/40.

REGION 2

BAND 3025-3155 kc/s

3074	3081	3088	3095	3102	3109
ALS ARG B (E-42° W & N-10° S) BER (7) CAN ³ CLM (N-4° N) GRL GTM (250 W) HTI (250 W) USA	ARG (S-43° S) B (10° S-18° S & E-43° W) CAN CUB GUF ■ HWA PRG (250 W) PRU (250 W) SLV (250 W) URG (250 W) VEN (250 W)	ALS B ¹ BER (7) CAN ³ CHL (N-31° S) (300 W) CHL (S-31° S) CUB (Guantanamo) (7) GRL HWA PNZ PTR USA	ARG (S-28° S) B (42° W-57° W & N-9° S) CAN CTR (250 W) DOM (250 W) HWA MEX PRU (250 W)	ALS B BER (7) CAN ³ CHL (N-36° S) (300 W) CHL (S-36° S) GDL ■ GRL HND MRT ■ USA	ALS B (40°-50°W & 9°-17° S) B (S-17° S) (350 W) BER (7) CAN ³ CHL CUB (Guantanamo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA
3116	3123	3130	3137	3144	3151
B (E-46° W & 18°-24° S) B (S-24° S) (350 W) CAN CHL CTR (250 W) DOM (250 W) EQA (250 W) MEX VEN (250 W)	ALS ARG (S-35° S) B (E-43° W & 10°-18° S) BER (7) BOL CAN ³ GRL GUB (7) HWA USA	ATN BOL (250 W) CAN CHL (S-14° S) CHL (N-41° S) (300 W) CUB EQA (250 W) GTM (250 W) HWA URG	ALS B (E-46° W & 18°-24° S) B (S-24° S) (350 W) BER (7) CAN ³ CHL DOM (250 W) EQA (250 W) GRL GTM (250 W) HWA PRG (250 W) USA VEN (250 W)	ALS ARG B (E-42° W & N-10° S) BER (7) CAN ³ GRL GUB (7) HWA IBO (7) PNZ PTR USA	ARG } ² B } BOL } CAN } CHL } ² CLM } DOM (250 W) EQA (250 W) ² MEX PRG (250 W) PRU (250 W) URG } ² VEN (250 W) }

26/38

¹ With night use limited to 7° to 16° S and W of 56° W.

26/39

² Aircraft only.

26/40

³ Canada will use this frequency only on a basis of non-interference to stations in the United States of America operating on the same frequency.

26/41

REGION 3

BAND 3025-3155 kc/s

3032	3039	3046	3053	3060	3067
AUS (500 W) CAR (7) CBG (350 W) CHN (Region 5) (3 kW) IND (350 W) JON LAO (350 W) MDW MRA (7) MRL (7) NCL (1 kW) □ NHB (1 kW) NZL (1 kW) OCE (1 kW) □ PHL (Puerto Princessa) (300 W) VTN (350 W) WAK	AUS (S) (500 W) CBG (250 W) CHN (Region 8) (3 kW) IND (350 W) INS (500 W) LAO (250 W) NCL (250 W) □ NGN (500 W) NHB (250 W) NZL (1 kW) OCE (250 W) □ PHL Aparri (200 W) VTN (250 W)	AUS (S) (500 W) CBG (250 W) CHN (Region 5) (500 W) FJI (1 kW) INS (500 W) IRN (250 W) LAO (250 W) NCL (250 W) □ NHB (250 W) NZL (1 kW) OCE (250 W) □ PAK (250 W) PHL (Mindoro) (200 W) US Pacific except Philippines & Japan (1 kW) VTN (250 W)	AUS (500 W) CAR (7) CHN (Region 6) (3 kW) FJI (1 kW) IND (350 W) INS (500 W) IRN (250 W) JON MDW MRA (7) MRL (7) NZL (1 kW) PHL (Zamboanga) (300 W) VTN (Saigon) (250 W) WAK	AUS (500 W) INS (500 W) JON MDW PHL (Baler) (200 W) VTN (Hanoi) (500 W)	AUS (500 W) CAR (7) CBG (350 W) INS (500 W) IRN (350 W) J (1 kW) JON LAO (350 W) MDW MRA (7) MRL (7) (1 kW) PHL (Manila) (7) (1 kW) RYUKYU (7) (1 kW) VTN (350 W) WAK
3074	3081	3088	3095	3102	3109
AUS (5 kW) CAR (7) CHN (Region 7) (3 kW) CLN (2-5 kW) HKG (2-5 kW) JON MDW MLA (2-5 kW) MRA (7) MRL (7) PAK (E) (500 W) PAK (Karachi) (500 W) PHL (Manila) (7) SNG (2-5 kW) WAK	AUS (5 kW) CHN (Region 2) (3 kW) CLN (2-5 kW) FJI (1 kW) HKG (2-5 kW) MLA (2-5 kW) NZL (1 kW) PHL (Labo) (200 W) SNG (2-5 kW)	AUS (1 kW) CAR (7) J JON MDW MRA (7) MRL (7) PHL (7) WAK	AUS (5 kW) CHN (Region 2) (3 kW) CLN (2-5 kW) FJI (1 kW) HKG (2-5 kW) MLA (2-5 kW) NZL (1 kW) PAK (E) (250 W) PHL (Cebu) (200 W) SNG (2-5 kW)	AUS (500 W) CAR (7) (1 kW) CHN (Region 7) (3 kW) CLN (2-5 kW) HKG (2-5 kW) J (1 kW) JON (1 kW) MDW (1 kW) MLA (2-5 kW) MRA (7) (1 kW) MRL (7) (1 kW) PAK (250 W) PHL (7) (1 kW) SNG (2-5 kW) WAK (1 kW)	AUS (S) (500 W) CAR (7) (1 kW) CHN (Region 3) (3 kW) CHN (7) (1 kW) INS (1 kW) J (1 kW) JON (1 kW) MDW (1 kW) MRA (7) (1 kW) MRL (7) (1 kW) NGN (1 kW) PAK (W) (250 W) PHL (7) (1 kW) WAK (1 kW)
3116	3123	3130	3137	3144	3151
AUS (500 W) CLN (2-5 kW) HKG (2-5 kW) MLA (2-5 kW) PHL (Cagayan) (400 W) PHL (Misamis) (400 W) SNG (2-5 kW)	AUS (S) (500 W) CAR (7) (1 kW) CHN (Region 1) (3 kW) CHN (7) (1 kW) FJI (1 kW) INS (500 W) J (1 kW) JON (1 kW) MDW (1 kW) MRA (7) (1 kW) MRL (7) (1 kW) NGN (500 W) NZL (1 kW) PAK (350 W) PHL (7) (1 kW) WAK (1 kW)	AUS (S) (500 W) CHN (Region 4) (3 kW) INS (500 W) NCL (1 kW) □ NHB (1 kW) NZL (1 kW) OCE (1 kW) □ PAK (Karachi) (1-5 kW) PHL (Cebu) (300 W)	AUS (S) (5 kW) CAR (7) CHN (Region 6) (3 kW) INP (100 W) JON MDW MRA (7) MRL (7) PHL (Cebu) (400 W) PHL (7) (1 kW) TMP (100 W) WAK	AUS (500 W) CAR (7) (1 kW) CHN (7) (1 kW) J (1 kW) JON (1 kW) MDW (1 kW) MRA (7) (1 kW) MRL (7) (1 kW) PHL (7) (1 kW) WAK (1 kW)	AUS (500 W) CHN (Region 4) (3 kW) NGN (500 W) PHL (Cagayan) (400 W) PHL (Misamis) (400 W)

26/42 REGION 1

BAND 4700-4750 kc/s

4703-5	4710-5	4717-5	4724-5	4731-5
AFS ARS CYP EGY G GIB KEN LBY MLT POL SMB URS-C URS-SEO	AFS ARS CYP D EGY G KEN LBY MLT MRC (7) SMB URS-AM URS-E YUG	AGL ALB AZR CME (Douala) (750 W) ☐ CPV GNP HOL ISR (250 W) MOZ POR SMF ☐ STP TCD (Ft.Lamy) (1 kW) ☐ TUN UKR URS-AM URS-E URS-SEO ◆ F (Algeria) 300 W) ☐ F (S) (300 W) ☐ I MDG (300 W) ☐	AGL AZR CME (Douala) (750 W) ☐ CPV D EGY GNP I MOZ POR SMF ☐ STP TCD (Ft. Lamy) (1 kW) ☐ URS-C URS-E URS-SEO ◆ F (Algeria) (100 W) ☐ F (Côte Occ.) (100 W) ☐ MDG (100 W) ☐	AFS BUL CAF ☐ COG ☐ CTI ☐ DAH ☐ F ☐ GAB ☐ HVO ☐ LBN MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ S SMF ☐ TCD ☐ TCH TUN URS-C URS-E

4738-5	4745-5
AFS AUT AZR BLR BUL CAF ☐ COG ☐ CTI ☐ D DAH ☐ EGY ETH (500 W) F (except Algeria) ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MTN ☐ NGR ☐ NOR POR TCD ☐ URS-AM URS-C	CAF ☐ CME ☐ COG ☐ CTI ☐ D (81) DAH ☐ EGY F (Algeria) ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ POL REU ☐ SMF ☐ SUI TCD ☐ TGO ☐ TUN URS-SEO ◆ I (S) POR (400 W)

26/43 ◆ On a secondary basis.

26/44

REGION 2

BAND 4700-4750 kc/s

4703.5	4710.5	4717.5	4724.5	4731.5
B (E-57° W) CAN CHL (N-33° S) (300 W) CHL (S-33° S) DOM (250 W) EQA (250 W) HWA MEX	ALS B (E-46° W & 3° S-13° S) (300 W) BER (7) CAN * CHL (S-41° S) CUB (Guanta- namo) (7) GRL GUB (7) IOB (7) PNZ PRG (250 W) PRU (250 W) PTR URG (100 W) USA	ARG BER (7) CAN * CLM GRL HWA USA	ALS (1 kW) ARG BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) IOB (7) PNZ PTR USA	ALS BER (7) CAN * CUB (750 W) GDL ■ GRL GUF ■ HWA MRT ■ NCG (300 W) PRU (250 W) URG USA (except E-98° W & S-36° N)

4738.5	4745.5
ARG (S-45° S) B BOL (250 W) CAN GDL (300 W) ■ HWA MEX MRT (300 W) ■	BER (7) CAN * CHL GRL HND (300 W) HWA PRG (100 W) URG (100 W) USA (except Florida) USA (Florida) (300 W) VEN (250 W)

26/45

* See note No. 26/40.

26/46 REGION 3

BAND 4700-4750 kc/s

4703-5	4710-5	4717-5	4724-5	4731-5
AUS (S) (500 W) CAR (7) CHN (Region 2) (1 kW) CLN (2-5 kW) FJI (1 kW) HKG (2-5 kW) INP (100 W) JON MAC (100 W) MDW MLA (2-5 kW) MRA (7) MRL (7) NZL (1 kW) PAK (E & N-W) (400 W) PHL (S) (400 W) SNG (2-5 kW) TMP (100 W) WAK	AUS (500 W) CAR (7) (5 kW) CBG (1 kW) CHN (7) (5 kW) FJI (1 kW) IND (350 W) INS (500 W) J (5 kW) JON (5 kW) LAO (1 kW) MDW (5 kW) MRA (7) (5 kW) MRL (7) (5 kW) NZL (1 kW) PHL (7) (5 kW) VTN (1 kW) WAK (5 kW)	AUS (5 kW) CLN (2-5 kW) HKG (2-5 kW) JON MDW MLA (2-5 kW) MRA (7) MRL (7) PAK (E) (400 W) PAK (Karachi) (1-5 kW) PHL (Cebu) (300 W) SNG (2-5 kW) WAK	AUS (S) (except Brisbane) (500 W) CAR (7) (3 kW) CBG (1 kW) CHN (7) (3 kW) INP (100 W) INS (W-Java) (1 kW) J (3 kW) JON (3 kW) LAO (1 kW) MDW (3 kW) MRA (7) (3 kW) MRL (7) (3 kW) NCL (1 kW) ☐ NHB (1 kW) OCE (1 kW) ☐ PAK (400 W) PHL (7) (3 kW) TMP (100 W) VTN (1 kW) WAK (3 kW)	AUS (S) (500 W) CHN (3 kW) IND (except Sadhiya) (350 W) INS (1 kW) JON MDW MRA (7) MRL (7) NCL (500 W) ☐ NGN (1 kW) NHB (500 W) OCE (500 W) ☐ WAK

4738-5	4745-5
AUS CAR (7) (1 kW) CHN (Regions 4, 5 & 6) (3 kW) FJI IND (S-30° N & W-90° E) (350 W) J (1 kW) JON MDW MLA (2-5 kW) MRA (7) (1 kW) MRL (7) NZL SNG (2-5 kW) WAK	AUS (5 kW) CBG (500 W) FJI (1 kW) IND (350 W) IRN (500 W) JON LAO (500 W) MDW MRA (7) MRL (7) NZL (1 kW) PHL (N) (400 W) VTN (500 W) WAK

26/47

REGION 1

BAND 5680-5730 kc/s

5688	5695.5	5703	5710.5	5718	5725.5
AGL ALB AZR BLR CPV D EGY G GNP MOZ POR STP URS-AM (500 W) URS-C (500 W) URS-E (500 W) URS-SEO (500 W)	AFS ARS (W-55° E) (500 W) CAF (S-5° N) (750 W) □ CME (Douala) (750 W) □ COG (750 W) □ CTI (750 W) □ CYP EGY G GAB (750 W) □ GIB HVO (W-0°) (750 W) IRQ KEN LBY MDG (N-20° S) (750 W) □ MLI (W-0°) (750 W) □ MLT MTN (750 W) □ SMB TCH URS-E URS-SEO (1 kW)	AZR BLR CAF □ CME □ COG □ CTI □ DAH □ E EGY GAB □ HOL HVO □ MDG □ MLI □ MTN □ NGR □ POR (100 W) SMF □ TCD □ TGO □ URS-E URS-SEO (1 kW) YUG ◆ F (Oran) (300 W) □ MRC (6) (300 W)	AFS CAF □ CME □ COG □ CTI □ DAH □ F □ GAB □ GRC (100 W) HVO □ IRQ MDG □ MLI □ MRC (6) MTN □ NGR □ NOR POL REU □ SMF □ SYR TCD □ TGO □ TUN URS-AM (50 W)	AFS AUT BUL CAF □ CME □ COG □ CTI □ D DAH □ EGY F □ GAB □ HVO □ MDG □ MLI □ MRC (6) MTN □ NGR □ REU □ SMF □ TCD □ TGO □ TUN URS-AM URS-E URS-SEO (50 W)	AFS CAF (750 W) □ CME (750 W) □ COG (750 W) □ CTI (750 W) □ DAH (750 W) □ EGY GAB (750 W) □ HVO (750 W) □ I ISL MDG (N-20° S) (750 W) □ MLI (750 W) □ MTN (750 W) □ NGR (750 W) □ S TCD (S-12° N) (750 W) □ UKR URS-C (1 kW) URS-E ◆ F (Algeria) (300 W) □ MRC (6) (300 W) POR (400 W)

26/48

◆ On a secondary basis.

26/49

REGION 2

BAND 5680-5730 kc/s

5688	5695.5	5703	5710.5	5718	5725.5
ATN (500 W) ARG (S-36° S) CAN EQA (250 W) MEX PRG (250 W)	ALS (1 kW) ARG (S-41° S) BER (7) BOL CAN * GRL USA VEN (N-5° N) (250 W)	ARG BOL (250 W) CAN CLM MEX	ALS B (E-55° W) CAN * CHL CLM GDL (300 W) □ GRL MRT (300 W) □ USA	B CAN CHL (N-41° S) (300 W) CHL (S-41° S) CUB (400 W)	ALS B (except N-8° S & W-47° W) (350 W) BER (7) CAN * CHL CUB (Guanta- namo) (7) GRL GUB (7) IOB (7) PNZ PTR URG (100 W) USA

26/50

* See note No. 26/40.

26/51 REGION 3

BAND 5680-5730 kc/s

5688	5695.5	5703	5710.5	5718	5725.5
AUS (500 W) CHN (Regions 4-5 & 6) (1 kW) IND (S-30° N) (350 W) INS (Java & Sumatra) (1 kW) MRA (7) (1 kW) NCL (500 W) ■ NHB (500 W) OCE (500 W) ■ PHL (S) (400 W) WAK (1 kW)	AUS (5 kW) CLN (2.5 kW) FJI (1 kW) HKG (2.5 kW) MLA (2.5 kW) NZL (1 kW) PAK (500 W) SNG (2.5 kW)	AUS (S) (500 W) FJI (1 kW) IND (350 W) INS (500 W) IRN (500 W) MAC (100 W) NZL (1 kW) PHL (Cebu) (400 W) PHL (N) (400 W)	AUS (S) (500 W) CHN (3 kW) INP (100 W) MLA (2.5 kW) PHL (S) (400 W) SNG (2.5 kW) TMP (100 W)	AUS (5 kW) CAR (7) (1 kW) CBG (500 W) CHN (7) (1 kW) FJI (1 kW) J (1 kW) JON (1 kW) LAO (500 W) MDW (1 kW) MRA (7) (1 kW) MRL (7) (1 kW) NZL (1 kW) PAK (Karachi) PHL (7) (1 kW) VTN (500 W) WAK (1 kW)	AUS (1 kW) CAR (7) (1 kW) CBG (500 W) CHN (7) (1 kW) IND (350 W) J (1 kW) JON (1 kW) LAO (500 W) MDW (1 kW) MRA (7) (1 kW) MRL (7) (1 kW) NCL (500 W) ■ NHB (500 W) OCE (500 W) ■ PHL (7) (1 kW) VTN (500 W) WAK (1 kW)

26/52 REGION 1

BAND 6685-6765 kc/s

6685 (A1)	6687.5 (A1)	6693	6700.5	6708	6715.5
AGL ARS (S-20° N) CPV D (81) GNP MOZ NOR POR STP SUI URS-AM URS-C URS-SEO	AFS ALB AZR EGY FNL G YUG	ARS BUL CYP EGY G GIB KEN LBY MLT SMB URS-SEO	ARS (2.5 kW) CYP D EGY G GIB KEN LBY MLT SMB URS-SEO (1 kW)	AFS CYP EGY G KEN LBY MLT SMB URS-E URS-SEO (1 kW) YUG	AUT CAF ■ CME ■ COG ■ CTI ■ D DAH ■ F ■ GAB ■ HVO ■ ISR (250 W) MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN URS

REGION 1

BAND 6685-6765 kc/s

6723	6730.5	6738	6745.5	6753	6760.5
AFS EGY (1 kW) HOL MRC (7) URS-C (1 kW) URS-E	AGL AZR CPV DNK (300 W) D ETH GNP ISL MOZ POR ROU STP SYR (300 W) URS-AM (500 W)	EGY (1 kW) G MRC (6) TCH URS-C (1 kW)	CAF ■ CME ■ COG ■ CTI ■ DAH ■ EGY F ■ FNL GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ POL REU ■ SMF ■ TCD ■ TGO ■ TUN URS-E URS-SEO	CAF ■ CME ■ COG ■ CTI ■ DAH ■ EGY (500 W) F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN URS-E	ARS (S-20° N) BLR CAF ■ CME ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ ISL MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ TCD ■ TGO ■ TUN UKR URS-AM (1 kW) URS-C

26/53

♦ On a secondary basis.

26/54

REGION 2

BAND 6685-6765 kc/s

6685 (A1)	6687.5 (A1)	6693	6700.5	6708	6715.5
B CAN MEX	ALS NCG (300 W) URG (1 kW) USA	ARG CAN GDL ■ GUF ■ MEX MRT ■	ARG BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	B CAN CUB	B CAN MEX
6723	6730.5	6738	6745.5	6753	6760.5
ALS ARG BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) IOB (7) PNZ PTR USA	ALS ARG BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) IOB (7) PNZ PTR USA	ALS BER (7) CHL CLM (100 W) HND HWA URG (100 W) USA	BOL CAN CHL (S-33° S) (100 W) CUB GDL (100 W) ■ GUF (100 W) ■ MRT (100 W) ■	B CAN CHL (S-41° S) (300 W) MEX	ALS ARG ATN BER (7) HWA USA

26/55

* See note No. 26/40.

26/56 REGION 3

BAND 6685-6765 kc/s

6685 (A1)	6687.5 (A1)	6693	6700.5	6708	6715.5
AUS (500 W) CBG (500 W) CLN HKG LAO (500 W) MLA SNG VTN (500 W)	AUS (S) (500 W) CAR (7) (3 kW) CHN (7) (3 kW) FJI (1 kW) IND (350 W) J (3 kW) JON (3 kW) MDW (3 kW) MRA (7) (3 kW) MRL (7) (3 kW) NCL (500 W) □ NHB (500 W) OCE (500 W) ▣ PHL (7) (3 kW) WAK (3 kW)	AUS (5 kW) CLN FJI (1 kW) HKG IND (N-25° N & E-75° E) MLA NZL (1 kW) SNG	AUS (5 kW) CLN (2.5 kW) HKG (2.5 kW) MLA (2.5 kW) PAK (400 W) PHL (S) (400 W) SNG (2.5 kW)	AUS (S) (500 W) CLN (250 W) FJI (1 kW) INS (1 kW) MAC (100 W) NGN (1 kW) NZL (1 kW) PAK (1 kW)	AUS (except Darwin) (500 W) CHN (Regions 4, 5 & 6) (1 kW) FJI (1 kW) INS (Java) INP (100 W) NZL (1 kW) PHL (S) (400 W) TMP (100 W)
6723	6730.5	6738	6745.5	6753	6760.5
AUS (except Pt. Moresby) (1 kW) CAR (7) (3 kW) CHN (7) (3 kW) FJI (1 kW) IND (500 W) J (3 kW) JON (3 kW) MDW (3 kW) MLA (2.5 kW) MRA (7) (3 kW) MRL (7) (3 kW) NZL (1 kW) PHL (7) (3 kW) SNG (2.5 kW) WAK (3 kW)	AUS (except Pt. Moresby) (5 kW) CAR (7) (3 kW) CHN (7) (3 kW) IND (S-30° N) J (3 kW) JON (3 kW) MDW (3 kW) MLA (2.5 kW) MRA (7) (3 kW) MRL (7) (3 kW) PAP (Pt. Moresby) (500 W) PHL (7) (3 kW) SNG (2.5 kW) WAK (3 kW)	AUS (1 kW) CLN (2.5 kW) CHN (3 kW) MLA (2.5 kW) NCL (1 kW) ▣ NHB (1 kW) OCE (1 kW) ▣ PAK (Karachi) (400 W) SNG (2.5 kW)	AUS (except Darwin) (5 kW) CBG (500 W) FJI (1 kW) IND (500 W) IRN (500 W) LAO (500 W) NZL (1 kW) PHL (400 W) VTN (500 W)	AUS (except Brisbane & Pt. Moresby) (500 W) CAR (7) (1 kW) CBG (1 kW) CHN (7) (1 kW) IND (except Sadhiya) (500 W) INS (Java) (500 W) J (1 kW) JON (1 kW) LAO (1 kW) MDW (1 kW) MRA (7) (1 kW) MRL (7) (1 kW) NCL (1 kW) ▣ NHB (1 kW) NZL (500 W) OCE (1 kW) ▣ PHL (Cebu) (400 W) VTN (1 kW) WAK (1 kW)	AUS (except Darwin) (500 W) CAR (7) CHN (Regions 4, 5 & 6) (1 kW) INP (100 W) J JON MDW MLA (1 kW) MRA (7) MRL (7) SNG (1 kW) TMP (100 W) WAK

26/57

REGION 1

BAND 8965-9040 kc/s

8967	8975.5	8984	8992.5	9001
AFS ARS CYP D EGY G GIB KEN LBY MLT SMB	AFS AZR ISR (100 W) MRC (7) (1 kW) URS	CAF ■ CME ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ LBN MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN URS-AM	AGL AZR CPV GNP MOZ POL (500 W) POR STP URS-E URS-SEO (50 W)	BLR CAF ■ CME ■ COG ■ EGY GAB ■ HOL MDG ■ NOR REU ■ TCD ■ ✦ CTI (300 W) ■ DAH (300 W) ■ F (Oran) (100 W) ■ HVO (300 W) ■ MRC (6) (300 W) MLI (300 W) ■ MTN (300 W) ■ NGR (300 W) ■ TUN (100 W)

9009.5	9018	9026.5	9035
BUL CAF (500 W) ■ CME (500 W) ■ COG (500 W) ■ G GAB (500 W) ■ MDG (500 W) ■ REU (500 W) ■ TCD (500 W) ■ URS-SEO YUG	CAF ■ CME ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN UKR	COG (Brazzaville) (400 W) ■ D EGY MLI (Dakar) (400 W) ■ MDG (400 W) ■ REU (400 W) ■ TCH URS-AM URS-C ✦ MRC (6) (Rabat) (300 W)	DNK I MRC (7) POL

✦ CTI ■ DAH ■ HVO ■ MLI ■ MTN ■ NGR ■	
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26/58

✦ On a secondary basis.

26/59 REGION 2

BAND 8965-9040 kc/s

8967	8975.5	8984	8992.5	9001
B CAN HWA MEX	ARG ATN USA (1 kW)	ALS ARG BER (7) CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	CAN CHL GDL ■ GUF ■ MEX MRT ■	ALS B CUB (300 W) USA

9009.5	9018	9026.5	9035
B CAN MEX VEN (250 W) ²	ALS BOL CHL (S-41° S) (300 W) CUB HWA	ALS ARG BER (7) CAN (1 kW) ¹ CUB (Guanta- namo) (7) GRL (750 W) GUB (7) IOB (7) PNZ PTR USA	ALS CAN ¹ CHL CLM (300 W) URG (100 W) USA

26/60 1 See note No. 26/40.

26/61 2 Aircraft only.

26/62

REGION 3

8967	8975.5	8984	8992.5	9001
AUS CLN FJI HKG MDW MLA NZL SNG	AUS CBG CLN LAO VTN	AUS (500 W) CBG LAO MRL (7) VTN WAK	FJI IND PHL NZL	CAR (7) CHN (7) IND J JON MDW MRA (7) MRL (7) PHL WAK

9009.5	9018	9026.5	9035
FJI INS IRN NGN NZL	AUS (Darwin) (500 W) CHN JON (1 kW) MLA NCL ■ NHB OCE ■ PAK (W) SNG	AUS (500 W) CAR (7) CHN (7) HKG INP J JON MDW MLA MRA (7) MRL (7) PHL (7) SNG WAK	CAR (7) CHN (N) CHN (7) J JON MDW MRA (7) MRL (7) PAK PHL (7) TMP WAK

26/63 REGION 1

BAND 11 175-11 275 kc/s

11 180.5	11 190	11 199.5	11 209	11 218.5	11 228
AGL AZR CPV EGY GNP MOZ NOR POL POR (250 W) STP	CAF ■ CME ■ COG ■ CTI ■ DAH ■ F (Algeria) ■ GAB ■ HVO ■ ISR (100 W) MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ URS	ARS CYP D EGY G GIB KEN LBY MLT SMB	CAF ■ CME ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN URS-SEO	AUT CAF ■ CME ■ COG ■ CTI ■ D DAH ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN	D MRC (7) YUG (A3 only)

11 237.5	11 247	11 256.5	11 266	11 273 (A1)
AFS URS ◆ CTI (500 W) ■ DAH (500 W) ■ F (Algeria) (500 W) ■ HVO (500 W) ■ MLI (500 W) ■ MRC (6) (500 W) MTN (500 W) ■ NGR (500 W) ■ TUN (500 W)	CYP (500 W) DNK EGY G GIB LBY MLT URS-AM URS-SEO	ETH (100 W) HOL UKR URS-AM URS-C URS-E URS-SEO	AZR D MRC (7) POR URS-E (500 W) ◆ EGY (300 W)	BUL ROU URS-AM URS-C URS-E ◆ CAF (500 W) ■ COG (500 W) ■ CTI (500 W) ■ DAH (500 W) ■ F (Algeria) (500 W) ■ GAB (500 W) ■ HVO (500 W) ■ MDG (500 W) ■ MLI (500 W) ■ MRC (6) (500 W) MTN (500 W) ■ NGR (500 W) ■ REU (500 W) ■ TCD (500 W) ■

26/64

◆ On a secondary basis.

26/65

REGION 2

BAND 11 175-11 275 kc/s

11 180.5	11 190	11 199.5	11 209	11 218.5	11 228
ALS ARG ATN CLM USA	CAN (1 kW) CHL MEX	B BER (7) HWA USA	ARG CAN CUB	ALS ARG BER (7) CAN * GDL ■ GRL GUF ■ HWA MRT ■ USA	ALS BER (7) CAN * CHL CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA
11 237.5	11 247	11 256.5	11 266	11 273 (A1)	
ARG BER (1 kW) (7) CAN (1 kW) MEX	B CAN (350 W) MEX (400 W)	B USA	ALS ARG BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) IOB (7) PNZ PTR USA	B CAN MEX (400 W)	

* See note No. 26/40.

26/66

26/67

REGION 3

BAND 11 175-11 275 kc/s

11 180.5	11 190	11 199.5	11 209	11 218.5	11 228
CAR (7) CHN (7) IND J JON MDW MRA (7) MRL (7) PHL (7) WAK	INS	AUS CLN HKG MDW MLA SNG	AUS CBG LAO VTN	CBG LAO MDW NCL ■ NHB OCE ■ VTN	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PAK PHL (7) WAK
11 237.5	11 247	11 256.5	11 266	11 273 (A1)	
AUS (500 W) PHL	AUS CLN HKG MLA SNG	CHN (N-30° N) INS	CAR (7) CHN (7) IND J JON MDW MRA (7) MRL (7) PHL (7) WAK	PHL	

26/68 REGION 1

BAND 13 200-13 260 kc/s

13 205.5	13 215.5	13 225.5	13 235.5	13 245.5	13 255.5
ARS CYP D EGY G GIB KEN LBY MLT SMB	D EGY MRC (7) ✦ CAF (Bangui) (1 kW) ☐ CME (Douala) (1 kW) ☐ COG (Brazzaville) (1 kW) ☐ MDG (1 kW) ☐ MLI (Dakar) (1 kW) ☐ REU (1 kW) ☐	CAF ☐ CME ☐ COG ☐ CTI ☐ DAH ☐ F (Alge- ria) ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ REU ☐ SMF ☐ TCD ☐ TGO ☐ TUN URS (300 W)	AUT CAF ☐ CME ☐ COG ☐ CTI ☐ D DAH ☐ F ☐ GAB ☐ HVO ☐ MDG ☐ MRC (6) MLI ☐ MTN ☐ NGR ☐ REU ☐ SMF ☐ TCD ☐ TGO ☐ TUN URS-AM (100 W)	CAF (Bangui) (750 W) ☐ CME (Douala) (750 W) ☐ COG (Brazzaville) (750 W) ☐ MDG (750 W) ☐ MLI (Dakar) (1 kW) ☐ POL REU (750 W) ☐ URS	AGL AZR CPV GNP HOL MOZ NOR POR ROU STP

26/69 ✦ On a secondary basis.

26/70 REGION 2

BAND 13 200-13 260 kc/s

13 205.5	13 215.5	13 225.5	13 235.5	13 245.5	13 255.5
ALS ARG ATN (300 W) HWA (1 kW) MEX	ALS ARG (300 W) BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	B CAN (350 W) CUB (350 W)	ALS ARG (300 W) BER (300 W) (7) CAN (400 W) * CUB (Guanta- namo) (7) GDL ☐ GRL (300 W) GUB (7) GUF ☐ IOB (7) MRT ☐ PNZ PTR USA	B BER (1 kW) (7) CAN (1 kW) * USA	ARG CAN HWA MEX

26/71 * See note No. 26/40.

26/72

REGION 3

BAND 13 200-13 260 kc/s

13 205.5	13 215.5	13 225.5	13 235.5	13 245.5	13 255.5
AUS CLN HKG JON (1 kW) MDW (1 kW) MLA SNG	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PAK WAK	AUS (500 W) CBG (100 W) LAO (100 W) VTN (100 W)	CAR (7) CBG CHN (7) J JON LAO MDW MRA (7) MRL (7) NCL ☐ NHB OCE ☐ PHL (7) VTN WAK	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL WAK	IND JON MDW NGN

26/73

REGION 1

BAND 15 010-15 060 kc/s

15 016	15 026	15 036	15 046	15 056
D MRC (7)	AGL AZR CPV GNP MOZ STP URS	CAF ☐ CME ☐ COG ☐ CTI ☐ DAH ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MTN ☐ NGR ☐ REU ☐ TCD ☐ URS ✦ F (Algeria) (200 W) ☐ MRC (6) (200 W)	ETH (250 W) G	AFS MRC (7) NOR

26/74

✦ On a secondary basis.

26/75 REGION 1

BAND 15 060-15 100 kc/s

15 066	15 076	15 086	15 092.5 (A1)	15 096.5 (A1)
CAF ☐ CME ☐ COG ☐ CTI ☐ DAH ☐ F ☐ GAB ☐ HVO ☐ MDG ☐ MRC (6) MLI ☐ MTN ☐ NGR ☐ REU ☐ SMF ☐ TCD ☐ TGO ☐ TUN URS-AM (50 W) URS-SEO	AUT CAF ☐ CME ☐ COG ☐ CTI ☐ D DAH ☐ F ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ REU ☐ SMF ☐ TCD ☐ TGO ☐ TUN	DNK POL (500 W) URS	G URS-SEO	HOL

26/76 REGION 2

BAND 15 010-15 100 kc/s

15 016	15 026	15 036	15 046	15 056
ALS ARG (S-30° S) (300 W) BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	CHL MEX (N-19° N) (400 W)	B CAN GRL MEX (N-19° N) (300 W)	ALS (1 kW) ARG CUB (300 W)	ALS ARG (300 W) BER (7) USA
15 066	15 076	15 086	15 092.5 (A1)	15 096.5 (A1)
BER (7) CHL (300 W) CUB (Guanta- namo) (7) GUB (7) IOB (7) PNZ PTR USA	ALS ARG (300 W) USA	B (S-5° S & E-55° W) (300 W) HWA (1 kW) MEX	B MEX (N-19° N) (300 W)	ALS ARG (300 W) ATN USA

26/77 * See note No. 26/40.

26/78

REGION 3

BAND 15 010-15 100 kc/s

15 016	15 026	15 036	15 046	15 056
CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL (7) WAK	INP MAC TMP	—	AUS PAK	CAR (7) CHN (7) IND J JON MDW MRA (7) MRL (7) PHL (7) WAK
15 066	15 076	15 086	15 092.5 (A1)	15 096.5 (A1)
AUS CBG (50 W) ¹⁾ LAO (50 W) ¹⁾ VTN (50 W) ¹⁾	CAR (7) CBG CHN (7) J JON LAO MDW MRA (7) MRL (7) NCL ■ NHB OCE ■ PHL (7) VTN WAK	AUS (50 W)	PHL (300 W)	INS ♦ CHN (250 W)

26/79
26/80

Aircraft only.
♦ On a secondary basis.

26/81

REGION 1

BAND 17 970-18 030 kc/s

17 975 (A1)	17 983.5	17 993.5	18 003.5	18 013.5	18 023.5
AGL AZR CPV D GNP I MOZ MRC (7) STP URS (50 W)	ARS CYP D EGY G GIB KEN LBY MLT SMB	AUT CAF ■ CME ■ COG ■ CTI ■ D DAH ■ F ■ GAB ■ HOL HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN	POL URS	CAF ■ CME ■ COG ■ CTI ■ D DAH ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MRC (7) MTN ■ NGR ■ REU ■ SMF ■ TCD ■ TGO ■ TUN	URS

26/82 REGION 2

BAND 17 970-18 030 kc/s

17 975 (A1)	17 983.5	17 993.5	18 003.5	18 013.5	18 023.5
ALS ARG (300 W) BER (7) CAN * GRL HWA (1 kW) USA	ALS B	ALS ARG GDL ■ GUF ■ MRT ■	ARG MEX	ALS BER (7) CAN * CHL (300 W) CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	B BER (1 kW) (7) CAN (1 kW) * GRL (1 kW) USA (1 kW)

26/83 * See note No. 26/40.

26/84 REGION 3

BAND 17 970-18 030 kc/s

17 975 (A1)	17 983.5	17 993.5	18 003.5	18 013.5	18 023.5
INP MAC TMP	AUS CLN HKG MLA PAK SNG	CAR (7) CBG CHN (7) J JON LAO MDW MRA (7) NCL ■ NHB OCE ■ PHL (7) VTN WAK	AUS (400 W)	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL (7)] WAK	INS

26/85

REGION 1

BAND 3900-3950 kc/s

3904	3911	3918	3925	3932
AFS CAF ■ CME ■ COG ■ CTI ■ D DAH ■ EGY F (Algeria) ■ GAB ■ HVO ■ ISL MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ TCD ■ TUN URS-AM URS-E URS-SEO (1 kW) YUG	BLR (500 W) CAF ■ COG ■ CTI ■ DAH ■ EGY F (except Algeria) ■ G GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ TCD ■ URS-E URS-SEO YUG	AFS ALB EGY F ■ G MRC (6) UKR (500 W) URS-AM URS-E URS-SEO	AZR D EGY F (except Algeria) ■ G MLT POR URS-E URS-SEO	AFS AUT CAF ■ CME ■ COG ■ CTI ■ D (81) DAH ■ F (Algeria) ■ G GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ SMF ■ TCD ■ TUN URS-E URS-SEO <div>✦ ROU (W-25° E) (100 W)</div>

3939	3946
D (81) E (500 W) G (N-52° N) GRC (250 W) POL URS-C URS-SEO	AFS F ■ GRC (250 W) MRC (6) NOR POL URS-E URS-SEO

26/86

♦ On a secondary basis.

B. Shared Bands *

26/87

REGION 1

BAND 3155-3200, 3200-3230 & 3800-3900 kc/s

3861	3867	3873	3874	3879	3891	3897
CAF ☐ COG ☐ CTI ☐ D DAH ☐ F ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ SMF ☐ TCD ☐ TUN	G MLT	CAF ☐ COG ☐ CTI ☐ D DAH ☐ F ☐ GAB ☐ HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ SMF ☐ TCD ☐ TUN	HOL	CAF ☐ CME ☐ COG ☐ CTI ☐ DAH ☐ F ☐ GAB ☐ HOL HVO ☐ MDG ☐ MLI ☐ MRC (6) MTN ☐ NGR ☐ REU ☐ SMF ☐ TCD ☐ TGO ☐ TUN	AGL CPV F (except Algeria) ☐ GNP MOZ NOR POR STP	G MLT

26/88

REGION 2

BAND 2505-2850, 3155-3200 & 3200-3230 kc/s

By regional agreements

26/89

REGION 3

BAND 3155-3200, 3200-3230 & 3900-3950 kc/s

3155-3200 By regional agreements				
A	B	C	D	E
AUS (5 kW) CBG (1 kW) LAO (1 kW) NCL (1 kW) ☐ NHB (1 kW) OCE (1kW) ☐ PHL (N) (300 W) VTN (1 kW)	AUS (500 W) CLN (2.5 kW) HKG (2.5 kW) MLA (2.5 kW) PHL (S) (300 W) SNG (2.5 kW)	AUS (S) (500 W) INP (100 W) MAC (100 W) PHL (S) (300 W) TMP (100 W)	AUS (500 W) CBG (1 kW) LAO (1 kW) NCL (1 kW) ☐ NHB (1 kW) OCE (1 kW) ☐ PHL (N) (300 W) VTN (1 kW)	AUS (500 W) CLN (2.5 kW) HKG (2.5 kW) MLA (2.5 kW) PHL (S) (300 W) SNG (2.5 kW)
3200-3230 By regional agree- ments	3900 — 3950			
	3920	3923	3930	3937
AUS (500 W) PHL (N) (300 W)	AUS	PHL (S) (300 W)	AUS PHL (S) (300 W)	AUS PHL (N) (300 W)

26/90

* Assignments in accordance with I.T.U. Regional Lists.

C. Shared Bands (Frequencies not allotted)

26/91

REGION 1

BAND 4750-4850 kc/s

A	B	C	D	E
EGY G MLT ROU (Bucarest) (500 W)	G I MRC (6)	EGY F (Algeria) ■ G YUG	EGY F (except Algeria) ■ MRC (6)	F ■ MRC (6) S TUN

26/92

REGION 2

BAND 4438-4650 kc/s

A	B	C	D	E
ARG (S-45° S) B CAN MEX	ALS ARG BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	ALS ARG B (N-10° S & E-50° W) CLM USA	B (except S-Rio Grande) CAN CHL CUB (E-Santa Clara) (500 W) MEX	B CAN CHL (S-35° S) MEX

F	G
ALS ARG BER (7) CAN * CUB (Guanta- namo) (7) GUB (7) HWA IOB (7) PNZ PTR USA	ALS ARG B (N-15° S) GDL ■ HWA MRT ■ NCG USA

26/93

* See note No. 26/40.

26/94

REGION 1

BAND 5430-5480 kc/s

A	B	C
AZR EGY HOL POR YUG	CAF ■ CME ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ REU ■ ROU (100 W) SMF ■ TCD ■ TGO ■ TUN	G I (S-40° N) (100 W) SUI
◆ F (Algeria) (100 W) ■ F (S & W) (100 W) ■ MRC (6) (100 W) TUN (100 W)		

26/95

◆ On a secondary basis.

26/96

REGION 3

BAND 5430-5480 kc/s

A	B	C
AUS CLN FJI HKG MLA NZL PAK PHL(S) SNG	CBG (500 W) IND (500 W) INS (500 W) LAO (500 W) MAC (100 W) NCL (500 W) ■ NHB (500 W) OCE (500 W) ■ PHL (200 W) TMP (100 W) VTN (500 W)	AUS (500 W) CAR (7) CHN (1 kW) INP (100 W) J JON MDW MRA (7) MRL (7) PHL (7) WAK

26/97 REGION 1

BAND 23 200-23 350 kc/s

A	B	C	D	E
CAF ■ COG ■ CTI ■ DAH ■ F ■ GAB ■ HVO ■ MDG ■ MLI ■ MRC (6) MTN ■ NGR ■ SMF ■ TCD ■ TUN	HOL	D MRC (7)	F ■	D MRC (7)

26/98 REGION 2

BAND 23 200-23 350 kc/s

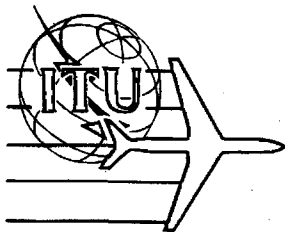
A	B	C	D	E	F
ARG	ALS ATN HWA SUR	ALS BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	ALS HWA	ALS BER (7) CAN * CUB (Guanta- namo) (7) GRL GUB (7) HWA IOB (7) PNZ PTR USA	CHL HWA

26/99 * See note No. 26/40.

26/100 REGION 3

BAND 23 200-23 350 kc/s

A	B	C	D	E	F
CBG LAO VTN	INS JON MDW	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL (7) WAK	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL (7) WAK	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL (7) WAK	CAR (7) CHN (7) J JON MDW MRA (7) MRL (7) PHL (7) WAK



AERONAUTICAL CONFERENCE

Document No. II/132-E
5 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

SEVENTEENTH MEETING OF THE TECHNICAL COMMITTEE

Wednesday, 6 April 1966, at 9.30 a.m. in Room A

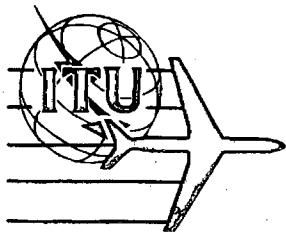
1. Summary Record Fifteenth Meeting (Document No. II/130)
2. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved
 - a) Single Sideband

Reference Documentation:

Draft Discussion Paper - Single Sideband
(Document No. DT/II-24(Rev.2) (page 4 et seq.2.))
 - b) Other authorized classes of emission
3. First Report of Working Group 4B (Document No. DT/II-25)
Draft Resolution - Single Sideband
4. Consideration of proposals concerning Frequency to be notified
(Document No. II/2 USA (pages 13 and 14))
5. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/133-E

5 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD
OF THE SIXTEENTH MEETING OF COMMITTEE 4
(TECHNICAL COMMITTEE)

Tuesday, 5 April 1966, 9.30 a.m.

Chairman : Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman : Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

The Summary Record of the Fourteenth Meeting of Committee 4 (Document No. II/125) was adopted by the Committee with the following addition to paragraph 3.9 :

"The representative of the C.C.I.R. referred to the fact that the C.C.I.R. did not have specific answers to a number of questions asked by the participants of this Committee. This was because the C.C.I.R. had not been, so far, asked to study technical questions relating to the Aeronautical Mobile Service and in this regard, he drew the attention of the Committee to paragraph 2.2 of C.C.I.R. Recommendation 258."

2. Draft Seventh Report - Space techniques (Document No. DT/II-28)

2.1 Following a discussion in which Delegates of the United States, Cuba, Portugal, Tunisia, France, Italy, the United Kingdom, Australia, the Union of Soviet Socialist Republics, the observers of I.A.T.A. and I.C.A.O. and the representative of the C.C.I.R. participated, the Draft Seventh Report of Committee 4 was adopted with the following amendments :

- a) Page 3, new para. h) to read "that the C.C.I.R. has a Study Group on Space Systems and Radio Astronomy as well as a Study Group on Mobile Services and that close co-ordination of the work of the C.C.I.R. and I.C.A.O. in this field is desirable".
- b) Page 3, para. 1 under recommends to read "that administrations, bearing in mind the economic and operational aspects involved,



take account of the possibilities of satisfying the communication needs of the Aeronautical Mobile (R) Service on major world air routes by the use of space techniques; and".

- c) Page 4, item 1) to cover reliability aspects and any other considerations.
- d) Page 5, para. 3 to include an item concerning the system of individual calling of the aircraft (SELCAL).

2.2 As a conclusion to its consideration of matters relating to Space, the Committee was unanimous in congratulating the Delegation of the U.S.S.R. on the success achieved by its Administration in placing a space vehicle into lunar orbit at that time.

3. First Report of Working Group 4C (Document No. DT/II-27)

3.1 The Chairman of Working Group 4C, Mr. H.G. Arthur of the New Zealand Delegation, introduced Document No. DT/II-27 which is essentially a redraft of para. 3.1.1 to 3.1.4 of Document No. DT/II-24.

3.2 A discussion ensued in which the following delegations participated, the United States, Cuba, Italy, New Zealand, Portugal, Tunisia, Canada, France, Republic of South Africa, the observer of I.A.T.A. and the member of the I.F.R.B.

3.3 The Committee adopted this report amended as follows :

- a) Para. 3.1.1 to read "When using single sideband (A3A, A3H, A3J) transmission, the mean power of any emission supplied to the antenna transmission line of an aeronautical or aircraft station on any discrete frequency shall be less than the mean power (Pm) of the transmitter in accordance with the following table".
- b) Headings for the table in para. 3.1.2 to read "Frequency separation Δ in kc/s from assigned frequency" and "Minimum attenuation in db below mean power (Pm) of the transmitter" while left-hand column should be corrected to read equal to and over 10 kc/s while the right-hand column should have db removed after 40 and brackets changed to show "Pm (watts)".

3.4 The Delegate of Cuba drew attention to errors in the Spanish text of para. 3.1.1 and the Delegate of Italy drew attention to errors in the French text. The Delegate of Portugal submitted a literal translation in French of the English version of amended para. 3.1.1.

3.5 The Committee was unanimous in expressing its appreciation to Mr. Arthur and the members of Working Group 4C for the successful completion of the task entrusted to them.

4. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved

4.1 The Chairman introduced the discussion paper on SSB and remarked that paragraphs 3.3.1 and 3.3.2 were amended earlier in this meeting and no further discussions would be necessary now.

4.2 The Delegate of Italy stated that the French text of para. 3.1 was not in line with the English text.

4.3 The observer of I.A.T.A. sought the Committee's interpretation of para. 3.2 entitled "Modes of Operation". He questioned whether this would preclude the use of equipment designed to operate on SSB (A3A or A3J) and DSB (A3). In the exchanges which ensued, an amendment proposed by the Delegate of the Republic of South Africa was adopted and para. 3.2.1 amended to read :

"A transmitter equipped for single sideband, operating etc."

With this change it was agreed that para. 3.2 would not preclude the use of equipment of the type described by the observer of I.A.T.A.

4.4 The observer of I.C.A.O. stated that he was not convinced that para. 3.2 is essential from the point of view of frequency management and that it may prove to be restrictive to further developments in aeronautical communication techniques.

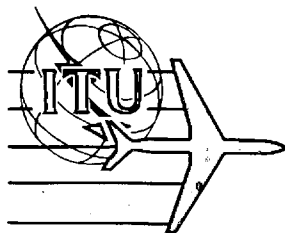
4.5 The Delegate of the United States introduced para. 9.3.5 on page 4 and after discussions in which numerous administrations and the member of the I.F.R.B. participated, it was agreed to amend para. 9.3.5.1 to read "The frequency tolerances (as defined in number 88 of the Radio Regulations) shall be as follows :"

4.6 Following further discussion in which the Delegate of the U.S.S.R., amongst others, questioned the need for, or the wisdom of, defining such tight tolerances, the matter was deferred to the next meeting.

4.7 The Meeting adjourned at 13.05.

Rapporteur
E.H. LEAVER

Chairman
J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Document No. II/134-E

5 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

SEVENTH REPORT OF COMMITTEE 4

(TECHNICAL)

DRAFT RECOMMENDATION RELATING TO A STUDY ON UTILIZATION OF SPACE RADIOCOMMUNICATION TECHNIQUES BY THE AERONAUTICAL MOBILE (R) SERVICE

Following a study of a proposal by the Administration of the United States of America made pursuant to Resolution No.5 adopted by the First Session (page 57 of the Report of the First Session), Committee 4 unanimously agreed the text of a draft Recommendation as shown in the Annex hereto.

J. T. PENWARDEN
Chairman

Annex: 1



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A N N E X

DRAFT RECOMMENDATION ...

RELATING TO A STUDY ON UTILIZATION OF SPACE
RADIOCOMMUNICATION TECHNIQUES BY THE
AERONAUTICAL MOBILE (R) SERVICE

The Aeronautical Extraordinary Administrative Radio Conference,
Geneva, 1966,

considering

- a) the continuing efforts of the Aeronautical Mobile (R) Service to obtain improvements in air-ground-air communications, commensurate with increases in number, size and speed of aircraft;
- b) the efforts of the Union to reduce congestion in the bands between 4 and 27.5 Mc/s; and
- c) the need to effect conservation in the use of the high frequency spectrum;

noting

- a) that successful application of space radiocommunication techniques to the communication needs of international civil aviation offers the possibility of substantially improving Aeronautical Mobile (R) Service communications while reducing congestion in the bands between 4 and 27.5 Mc/s;
- b) that tests have demonstrated the capability of effecting communication between aircraft and aeronautical stations by relay via a stationary satellite;
- c) that the state of the art in space radiocommunication techniques is rapidly advancing;
- d) that the technical potential is such that satellite relay techniques could provide a capability for accommodation of many of the Aeronautical Mobile (R) Service communication requirements over major world air routes on all but the polar routes in the near future;

- e) that before administrations will be willing to undertake a programme to implement space radiocommunication techniques they will need a comprehensive technical investigation into those techniques and a statement of the measures that need to be taken;
- f) that the ability of administrations to undertake such a programme is intimately linked to the economic implications involved; and
- g) that the International Civil Aviation Organization is the international body primarily concerned with the establishment of standards and recommended practices governing communication systems and techniques used to support international civil aviation; and that that organization has included the subject of space radiocommunication techniques on the agenda of its Communications/Operations Divisional Meeting scheduled to convene in October 1966;
- h) that the C.C.I.R. has a Study Group on space systems and Radio Astronomy as well as a Study Group on Mobile Services and that close coordination of the work of the C.C.I.R. and I.C.A.O. in this field is desirable;

recommends

1. that administrations, bearing in mind the economic and operational aspects involved, take account of the possibilities of satisfying the communication needs of the Aeronautical Mobile (R) Service on major world air routes by the use of space techniques; and
2. that administrations give further study to these questions taking as a basis for their consideration the factors set forth in the Annex hereto.

Annex

to draft Recommendation No....

(Note : The list of factors which follows is not claimed to be exhaustive nor is it intended to limit consideration of any other aspects pertinent to the use of space radiocommunications techniques by the Aeronautical Mobile (R) Service.)

1. The technical parameters of the satellite and aircraft receiving and transmitting system, including :
 - a) Required received (carrier) power at the satellite (from the aircraft).
 - b) Required received (carrier) power at the aircraft (from the satellite).
 - c) Satellite effective radiated power (per channel).
 - d) Aircraft effective radiated power (per channel).
 - e) Type of emission which should be employed.
 - f) Bandwidth of each channel.
 - g) Channelling arrangement.
 - h) Polarization requirements.
 - i) Need for omni-directional aircraft antenna; sea/ground reflections.
 - j) Required separation between transmit and receive frequencies on the satellite.
 - k) Requirement on the satellite for capability of aircraft to independently use each channel (multiple/random access).
 - l) Requirements in relation to system reliability.
 - m) Other considerations.

2. The number and location of satellites, including :

- a) In regard to provision of service, tabulate air routes and number of flights over each air route.
- b) Group of air routes which may be served via a common satellite.
- c) Number of satellites needed to provide service to each group of air routes.
- d) Location of each of the satellites.
- e) Number of channels needed aboard each satellite.
- f) Other considerations.

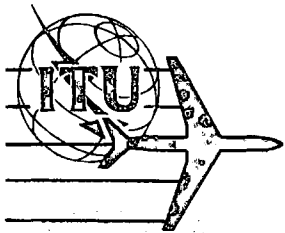
3. Technical performance requirements of aeronautical (R) stations, including :

- a) Suitable transmitting and receiving antenna characteristics : gain, beamwidth, siting, etc.
- b) Minimum effective radiated power.
- c) Development and utilization of low-cost aeronautical (R) station (terminal) facilities.
- d) Need for a SELCAL system.
- e) Other considerations.

4. Method of operation and location of aeronautical (R) stations, including :

- a) The method of operation : where multiple frequencies are provided on the satellite, the need, or absence of need, to continue the present practice of providing route separation by use of different/separate frequencies; that is,
 - i) should all (R) frequencies on the satellite be available at all aeronautical (R) stations; or
 - ii) should the communication load be distributed between available frequencies, each of which is limited to a specific geographic area; or
 - iii) some other arrangement.
- b) As appropriate, to list (by frequency) each of the aeronautical (R) stations which should employ each satellite frequency.
- c) Other considerations.

5. Provisions for handling aeronautical point-to-point communications among ground terminals :
 - a) Technical system performance parameters of the ground equipment.
 - b) Technical system performance parameters of the satellite equipment.
 - c) Requirement on the satellite for capability of ground terminals to have independent access to relay-channels through the satellite (multiple/random access).
 - d) Frequency bands to be used.
 - e) Required separation between transmit and receive frequencies on the satellite.
 - f) Development and utilization of low-cost ground terminal facilities.
 - g) The entity or entities which should provide, own or operate the satellites and ground terminal facilities as well as the extent to which aeronautical point-to-point communications should be handled.
 - h) Other considerations.
6. Estimated costs of a model satellite system to include : satellite(s), aircraft, and ground terminal(s).
7. Operational aspects, including a study of :
 - a) One or more models of an operational environment.
 - b) A specific time period; and
 - c) the evolutionary process involved in implementation of the satellite system.



AERONAUTICAL CONFERENCE

Document No. II/135-E
6 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 AND 6

U.S.S.R.

PROPOSAL FOR THE SECOND SESSION OF THE
EXTRAORDINARY ADMINISTRATIVE RADIO CONFERENCE
FOR THE PREPARATION OF A REVISED ALLOTMENT
PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE
CONCERNING THE ALLOCATION OF A FAMILY OF FREQUENCIES
FOR THE U.S.S.R. EXCLUSIVELY FOR THE COMMUNICATION
WITH SUPER-SONIC TRANSPORT AIRCRAFT

Proposal:

To provide for the U.S.S.R. in the new HF allotment plan a family of three high frequencies in the following bands: 5480 - 5680, 8815 - 8965, 13 260 - 13 360 for the communication exclusively with super-sonic transport aircrafts.

Reasons:

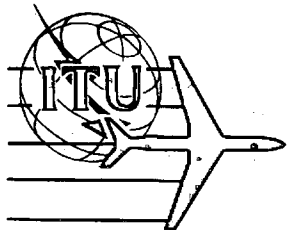
1. The First Session of the E.A.R.C. (Geneva 1964) had come to a conclusion to submit this subject for consideration to the Second Session of the E.A.R.C. for its further and more thorough study. (Report of the First Session, Resolution No. 15, page.135.)
2. It is expected that the flights of super-sonic transport aircrafts in the U.S.S.R. may be started during the introductory period of the new revised HF allotment plan.
3. The consideration and analysis of the technical and operational criteria for the determination of a maximum number of aircraft served by a singly family of frequencies has clearly revealed the fact that these technical and operational criteria are unable to meet the requirements when communicating with a super-sonic transport aircraft.

If one presumes that such communication is realized on a single family of frequencies with 10 - 12 aircrafts simultaneously it will occur that the waiting time for every aircraft may reach a period from 30 minutes up to one hour. Such a long period will in no way meet the operational requirements to ensure the security of flights of a super-sonic aircraft.



It is quite obvious, therefore, that the waiting time for establishing communication with a super-sonic transport aircraft, especially during the introduction period, should not exceed 3 - 5 minutes.

This requirement could only be met provided a special family of frequencies is allotted exclusively for communication with a super-sonic transport aircraft.



AERONAUTICAL CONFERENCE

Document No. II/136-E

6 April 1966

Original : French/English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

MINUTES

OF THE

SECOND PLENARY MEETING

Thursday, 31 March 1966, at 10 h. 30

Chairman: Dr. Arthur LEBEL (United States of America)

Subjects discussed:

Documents Nos.

- | | |
|--|--|
| 1. Minutes of the 1st Plenary Meeting | II/54 |
| 2. Verbal Reports of Chairmen of Committees on the work of their Committees | |
| 3. Frequency bands for the (Radio) Ocean Data Service - Non-allocation of specific frequency sub-bands | II/1
II/6
II/63 |
| 4. Layout of the Final Acts of the Conference | II/98 |
| 5. Texts submitted for first reading | II/99(B.1)
II/108(B.2)
II/112(B.3) |
| 6. Any other business | |



Present:

The Delegations of the following countries:

Members:

Algeria (Algerian Democratic and Popular Republic); Saudi Arabia (Kingdom of); Argentine Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Cameroon (Federal Republic of); Canada; China; Colombia (Republic of); Cuba; Group of Territories represented by the French Overseas Post and Telecommunication Agency; Spain; United States of America; Ethiopia; France; Ghana; Hungarian People's Republic; India (Republic of); Indonesia (Republic of); Ireland; Italy; Jamaica; Japan; Kuwait (State of); Malaysia; Mexico; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal; Portuguese Oversea Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britain and Northern Ireland; Singapore; South Africa (Republic of) and Territory of South-West Africa; Switzerland (Confederation); Czechoslovak Socialist Republic; Territories of the United States of America; Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible; Thailand; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Specialized Agencies:

United Nations Educational, Scientific and Cultural
Organization (UNESCO)

International Civil Aviation Organization

World Meteorological Organization

International Organizations:

International Air Transport Association

International Broadcasting and Television Organization

General Secretariat:

Dr. Manohar B. Sarwate, Secretary-General

Mr. Mohamed Mili, Deputy Secretary-General

I.F.R.B.:

Mr. J. Ziołkowski, Chairman

C.C.I.R.:

Mr. N.V. Gadadhar.

1. Minutes of the 1st Plenary Meeting (Document No. II/54)

Approved without amendment.

2. Verbal Reports of Chairmen of Committees on the work of their Committee

The Chairman of Committee 2 (Credentials Committee) said that at its first meeting the Committee had set up a working party of five members to examine, in collaboration with the Chairman of the Committee, the credentials submitted up to 28 March 1966. Of the 53 delegations registered, 47 had submitted their credentials to the Conference Secretariat. The working party examined those credentials and had accepted 42 of them, 4 on a provisional basis. With regard to the 5 others, the working party had thought it necessary to ask the delegations concerned for some clarifications. He urged delegations which had not yet submitted their credentials or whose credentials had been accepted on a provisional basis to take the necessary steps without delay to enable the Committee to reach its conclusions within the time-limit set by the Plenary, namely, four weeks after 14 March 1966.

The Delegate of the United States of America having pointed out that that date would fall on a holiday, it was decided that the time-limit set for the Committee would be 12 April instead of 11 April.

The Chairman of Committee 3 (Budget Control Committee) said that the Committee had met to examine the budget and accounts of the Conference and had set up a working party to study the question in detail. The summary record of that first meeting (Document No. II/90) contained all the necessary information on the work done.

The Chairman of Committee 4 (Technical and Operational Committee) said that the Committee had met thirteen times and that the summary records of twelve meetings had been approved, a testimonial to the efficiency of the rapporteurs' work. Six reports had also been approved. The Committee had completed the consideration of all the essential items assigned to it, so that Committee 6 could soon begin its work.

The Chairman of Committee 5 (Aircraft Operation Statistics Committee) said that the Committee had held seven meetings at which it had completed the consideration of the following questions:

- a) revision of MWARA boundaries (see Document No. II/95);
- b) revision of RDARA boundaries (the report was being reproduced);

- c) Resolutions 6 and 7 of the First Session, which had been confirmed and would be proposed for insertion in the Final Acts (the report was being reproduced);
- d) creation of new allotment and reception areas for VOLMET (meteorological broadcasts to aircraft in flight) (a report was being prepared);
- e) MWARA frequency requirements (a report had been adopted and would be forwarded to Committee 6);
- f) frequency requirements for VOLMET broadcasts (a report had been adopted and would be forwarded to Committee 6).

All the documents submitted to Committee 5, up to No. 102 inclusive, had been studied and would be taken into account in the aforesaid reports, withdrawn, or forwarded to Committee 6 for further action (see Document No. II/110).

Three maps of area boundaries were to be prepared. The delicate question of MWARA frequency requirements remained outstanding, but he hoped soon to be able to forward to Committee 6 the total balance of those requirements as they could be determined at that early stage, before a technical study had been made to ascertain whether the requirements could be fully met.

The Committee had held an exchange of views on the problem of co-ordination among Administrations with regard to meteorological broadcasts, taking into account the effective role of I.C.A.O. in that respect, and had yet to prepare a recommendation on the subject.

In conclusion, he paid tribute to the ability of the Chairmen of the Committee's working parties, to delegations which had helped to prepare texts and to the members of the I.F.R.B., representatives of I.C.A.O. and observers for I.A.T.A. who had assisted the Committee in its work.

The Chairman of Committee 6 (Plan Committee) said that the Committee had met once and was awaiting the conclusions of Committees 4 and 5 to establish its work programme and undertake the revision of the frequency allotment plan. He welcomed the substantial results already achieved by those two Committees and was glad to hear that their work would soon be completed, so that Committee 6 could in its turn perform the tasks assigned to it.

The Chairman of Committee 7 (Editorial Committee) said that the work done by his Committee was demonstrated in Document No. II/98 and in the "blue" texts submitted to the Plenary Meeting for first reading. The

question of the Final Acts proper had been considered, but some further exchanges of views would be required before a document on that subject could be issued.

The Chairman thanked the speakers and said that their reports served as eloquent proof of the competence and devotion of all the Committee Chairmen, whom he wished to thank warmly on behalf of the Conference. It was to be hoped that they would continue their work in the same spirit of harmony and efficiency.

3. Non-allocation of specific frequency sub-bands - Frequency bands for the (Radio) Ocean Data Service (Documents Nos. II/1, II/6, II/63)

The Delegate of Argentina drew the attention of the Conference to Document No. II/113, in which his Administration proposed the addition of a number of channels to those which appeared in Document No. II/91. The proposal was based on the fact that Committee 4 had adopted some channel spacings allowing for free edges at the ends of each band permitting of emissions between 3 and 6 kc/s. As that question had not been studied in detail, however, he thought that the discussion of item 3 of the agenda should be postponed until Committee 4 could give its final opinion on the best use for the bandwidths thus made available.

The Chairman said he wished to make the following three remarks:

1. The current Plenary Meeting had been convened at the request of the Committee Chairmen, who considered that a decision should be taken on the problem of ocean data stations so that the Conference could continue its work;
2. a representative of UNESCO had been invited to participate in the Meeting to give any necessary clarifications and to explain UNESCO's position;
3. the conclusions that Committee 4 had reached on channels were not necessarily final and might be amended at a later stage of the Conference. The Argentine Delegate's remarks among others, might be taken into account, and a decision on the use of band edges might be taken later.

Document No. II/1 (Non-allocation of specific frequency sub-bands)

The Delegate of the Federal Republic of Germany said his Delegation had proposed that, in a revised frequency plan for the Aeronautical Mobile (R) Service, specific frequency sub-bands should not be allocated to that service. It had been stated at the Second Plenary Assembly of the Intergovernmental

Oceanographic Commission (I.O.C.) of UNESCO that frequencies in the HF spectrum were urgently required for the ocean data service. In allocating frequencies for the different radio services, however, the I.T.U. had not reserved any spectrum space for that service, which could obtain the frequencies it needed only if space was made available to it by existing radio services.

The discussions held during the first session of the current Conference and the debates in Committees 4 and 5 during the second session had convinced the Delegation of the Federal Republic of Germany that the Aeronautical Mobile (R) Service was in a position to sacrifice a small spectrum space to the ocean data service. Accordingly, under Number 281 of the Convention (Geneva, 1959), it felt obliged to support the justified requirement of the I.O.C.

He urged the Conference to adopt a resolution to the effect that suitable frequency sub-bands be kept available for the I.O.C. so that the next Ordinary Administrative Radio Conference might allocate them to the ocean data service. He also proposed that Document No. II/1 be transmitted to Committee 6 for detailed examination and to Committees 4 and 5 for information.

If necessary, the Delegation of the Federal Republic of Germany would submit a draft resolution to Committee 6 and would give any further information that might be required.

Document No. II/6 (Frequency bands for ocean data
radiocommunication)

The Delegate of Norway introduced the document, which had been prepared jointly by Denmark, Norway and Sweden, three countries which all had a special interest in the maritime mobile service throughout the world. He drew attention to the I.O.C.'s request for an allocation of frequencies to the ocean data service and emphasized the great density of the traffic which already congested the bands of the maritime mobile service and the constantly increasing utilization of the HF bands. In view of that situation, it was proposed in Document No. II/6 to keep available and refrain from allotting six sub-bands in the HF range.

Document No. II/63 (Intergovernmental Oceanographic Commission)

(Recommendation adopted at the Second Meeting of the Working Group
on Ocean Data Stations)

The representative of UNESCO said he wished to make some comments on the document, as follows:

a) some member States of the I.O.C. were currently operating automatic buoy stations on an experimental basis. At the most recent meeting of the I.O.C. Working Group, a delegate of the United States had given evidence of the fact that information received from a single automatic buoy station was

more useful for issuing hurricane warnings, for example, than that obtained from a hundred ships in the region. To develop a network of those stations, however, radio frequencies had to be available on a more stable basis, for no government would be willing to spend large sums on the network unless it had an assurance that radio frequencies would be assigned permanently for that purpose.

b) Oceanographers were aware of the prevailing congestion in HF regions, and the I.O.C. had recommended the use of low power and narrow bandwidths for the aforementioned automatic stations. That recommendation seemed to be valid, according to experiments which had shown that 99% reliability might be expected from a single frequency with a 300 c/s bandwidth and an antenna power of 60 watts.

c) In conclusion, he laid stress on the recommendation adopted by the I.O.C. Working Group on Ocean Data Stations and said he was at the disposal of the Meeting to provide any further information that might be required.

The Delegate of Mexico observed that the Union had considered the problem of ocean data for a number of years and, in pursuance of an I.O.C. recommendation, had undertaken a series of inquiries among Administrations, which had elicited the general opinion that the bands concerned should be allocated from among those of the Maritime Mobile Services. It had not been until 4 March 1966 that a meeting of the I.O.C. had asked that certain small bands should be set aside for ocean data from the bands allocated to the Aeronautical Mobile (R) Services, and Administrations had not had time to study the question thoroughly.

While the Mexican Delegation was very interested in ocean data, it was aware that aviation needs must be the paramount concern of an aeronautical conference. The problem might be solved, however, by authorizing the Plan Committee to see to what extent the needs set out in Documents Nos. 1 and 6 could be met if the final plan led to any frequency economies. Generally speaking, however, his Delegation believed that the whole matter was more properly the concern of a conference on maritime services.

The Delegate of the U.S.S.R. said that the U.S.S.R. Administration had studied the question very carefully and had come to the conclusion that it would be most expedient to meet ocean data needs from the bands allocated to the Maritime Mobile Service. The proposal in Documents Nos. 1 and 6 to set

aside for ocean data 3.5 kc/s sub-bands in six bands allocated to the Aeronautical Mobile (R) Service was quite impractical, in view of the extensive HF needs of that service which still remained unsatisfied.

In his opinion, the question should not be referred to the Plan Committee, but should be settled by the Plenary Meeting.

The Delegate of Indonesia agreed that the matter should not be referred to the Plan Committee, at least until it was known whether the available frequencies sufficed to meet all the needs of the Aeronautical Mobile (R) Service.

The Delegate of Portugal considered that the Conference should try to come to a decision on the long-discussed question of frequency allocations for oceanographic data. Although its terms of reference did not empower it to deal with specific oceanographic problems, it could certainly consider the proposals before it under Article 45 of the Convention. The aim of the Conference was not to fill all the available bands, which seemed to be the purpose of the Argentine proposal in Document No. 113, but to limit the number of frequencies and the spectrum space used to the minimum essential for providing the necessary services. Within the framework of that objective, some sub-bands could certainly be set aside for ocean data purposes.

The Delegate of India said that, although his Administration was aware of the value of ocean data, it was also fully conscious of the difficulty of finding extra spectrum space, and did not see how ocean data needs could be met even partially from the bands allocated to the Aeronautical Mobile (R) Service, particularly in view of the needs of VOLMET broadcasts. He was therefore opposed to referring the matter to the Plan Committee.

The Delegate of France pointed out that an "ocean data service" was mentioned in Documents Nos. 1 and 6 and in the title of the agenda item under discussion, whereas no such service was referred to in either the Convention or the Radio Regulations.

Moreover, the documents before the meeting contained only a very small part of the background information, although a number of reports were referred to in Document No. 63. The Mexican Delegate had mentioned I.T.U. inquiries which had elicited a generally-held opinion; but of the 125 Member Administrations of the Union, only 47 were represented by duly accredited delegations at the current Conference, a situation which made it difficult to take a decision.

The UNESCO representative would confirm that the French Administration was in favour of allocating frequencies for the utilization of ocean data and of setting aside sub-bands for that purpose. I.O.T. had not yet reached a firm decision on the necessary bandwidth, but had before it a proposal of the French Administration for a width of 300 kc/s.

In conclusion, he considered that the matter was one which should be dealt with by the majority of I.T.U. Members.

The Delegate of Italy considered that, although the Conference was not competent to establish ocean data services or to allocate frequencies to them, Article 45 of the Convention authorized it to set aside sub-bands for that purpose.

The Delegate of Argentina supported the view that the problem should be solved at the current meeting and should not be referred to the Plan Committee.

In reply to the Portuguese Delegate, he said that the Argentine proposal in Document No. 113 was in no way designed to fill all available bands: the Argentine Delegation merely wished to draw attention to the free edges which permitted of emissions between 3 and 6 kc/s and which could accommodate channels, thus compensating somewhat the large deficit discussed in Committee 5.

The Delegate of Czechoslovakia considered that, although the needs of ocean data deserved attention, they could best be met from bands allocated to the Maritime Service.

The Delegate of the United States of America thought there was substantial agreement on the fact that ocean data services should be provided with frequencies in some way. Nevertheless, it was perfectly clear that the sole duty of the Conference was to draft a plan for the Aeronautical Mobile (R) Service and the relevant Committees had not yet determined whether there was enough frequency space available for that Service. It would therefore be both unwise and improper to refer to a Committee the question of allocating space to any other service.

If the Plan finally drafted showed that some frequencies would remain unoccupied after the needs of the Aeronautical Mobile (R) Service had been fully met, the last Plenary Meeting might see fit to call attention to the fact, and in that event the I.T.U. would probably receive a number of requests in addition to those of ocean data services. The current meeting could not, however, prejudge those possibilities, and in his opinion the whole matter required no further consideration.

The Delegate of Norway said that a decision by the Conference not to consider the problem would come as a disappointment to many organizations and would unnecessarily postpone its solution. He agreed with delegates who considered that the Conference should look into the matter more closely.

The Delegate of the Federal Republic of Germany observed that, since the 1st Plenary Meeting had approved Document No. 22, in which Documents Nos. 1 and 6 had been assigned to Committee 6 for consideration, the Conference had in fact already decided that the question should be referred to that Committee.

The Delegate of Italy endorsed that view.

The Delegate of Thailand associated himself with the Mexican Delegate's opinion that the matter should be reopened if it was found that any frequencies remained after the needs of the Aeronautical Mobile (R) Service had been fully met.

The Chairman observed that a number of delegates had raised the general issue of whether the Conference should deal with the question. He put that issue to the vote, asking those who wished the Conference to deal with the matter to vote in favour.

There were 8 votes in favour, 36 against and 3 abstentions. The motion was defeated.

The Delegate of Portugal explained that he had voted in favour of the motion in the belief that the Conference was competent to deal with the question under the general terms of Article 45 of the Convention. He hoped that the decision just taken did not empower the Conference to allow all bands to be filled, even if the new plan resulted in an economy of frequencies.

The Delegate of Italy said he had voted for the motion so that any spare bands could be used for ocean data services.

The Delegate of the Federal Republic of Germany asked the Chairman to confirm that the subject of the vote was indeed that of the title of the agenda item, "Non-allocation of specific frequency sub-bands." If so, the Conference was of the opinion that no allocation of such sub-bands was possible.

The Chairman said that the effect of the vote was that the Conference would not deal with the subject of ocean data services and would proceed as though the proposals on the matter did not exist.

He assured the Portuguese delegate that the decision did not entail the obligatory use of all frequency bands.

The meeting rose at 12.20 hrs.

The meeting resumed again at 15 hrs.

4. Layout of the Final Acts of the Conference (Document No. II/98)

The Chairman of Committee 7 said that the Editorial Committee had submitted Document No. II/98 to the Plenary Meeting as a working paper for the presentation of the Final Acts. The document was self-explanatory, except for the fact that the proposed deletion of Section II, Part II, of Appendix 26 to the Radio Regulations did not mean that the many remarks in that part which related to the (OR) Service would be omitted from that Appendix.

The plan in Document No. II/98 was approved on that understanding.

The Chairman of Committee 7 said the Committee had noted that Appendix 26 in its existing form was somewhat difficult to consult owing to the absence of paragraph reference numbers. It therefore suggested that, if the Plenary Meeting agreed to the procedure, the paragraphs of the documents submitted for second reading might be numbered 26/1, 26/2 et seq. for Appendix 26 and 26A/1, 26A/2 et seq. for Appendix 26A.

In the absence of any objection, that procedure was approved.

5. Texts submitted for first reading (Documents Nos. II/99(B.1), II/108(B.2), II/112(B.3))

Document No. II/99(B.1)

The Chairman of Committee 7 explained the layout of the document and pointed out that, according to the Chairman of Committee 4, paragraphs 2 and 5.1 were not in their final form, as they might be affected by subsequent decisions on VOLMET.

The Chairman of Committee 4 added that the boundaries decided on by Committee 5 would be printed later on the maps shown on pages B.1/16 and B.1/17.

Pages B.1/2 to B.1/4

The Delegate of the United States of America said that the first line of paragraph 3.3 was ambiguous, and should be altered to read: "The co-ordinates in the tables shown in paragraph 6..."

Subject to those comments, pages B.1/2 to B.1/4 were approved.

Pages B.1/5 to B.1/14

The Chairman of Committee 4 suggested that no detailed comments should be made on any of the tables, as the figures were undergoing the rather involved process of checking.

Pages B.1/5 to B.1/14 were approved on the understanding that the figures would be checked.

Pages B.1/15 to B.1/27

The Chairman of Committee 7 observed that the note on page B.1/15 would be omitted at second reading.

Pages B.1/16 to B.1/27 were approved.

Document No. II/98 (B.1), as amended, was approved.

Document No. II/108 (B.2)

Pages B.2/1 to B.2/4

The Chairman of Committee 7 pointed out that the Committee had preceded the remarks on pages B.2/1 and B.2/3 by an introductory phrase showing why the remarks had been retained in Appendix 26.

The Delegate of the United Kingdom considered that, in the light of the decision taken on the layout of the Final Acts, the words "Authorized for world-wide use:" would suffice, as the remarks clearly applied equally to the (OR) and (R) services.

The Delegate of Portugal supported that view.

With regard to paragraph 2(a) of the remarks, he pointed out that the representative of the I.F.R.B. had stated at the 7th meeting of Committee 4 that the clause related to mean power. The word "mean" should therefore be inserted before "power".

The Delegate of Italy supported that suggestion.

It was so agreed.

The Delegate of the French Overseas Territories said he thought the omission of any reference to field strength in sub-paragraph 2(a) would raise difficulties of correlation with the corresponding provision of the (OR) service, in which that reference would be retained.

The Chairman of Committee 4 said it had been pointed out in the Committee that the overriding consideration was power, although the existing provisions also referred to field strength.

After a brief discussion, the Chairman of Committee 4 said that the problem might be solved through a recommendation by Committee 4 suggesting future modification of the provision for the (OR) service.

Page B.2/1, as amended, page B.2/2, page B.2/3, as amended, and page B.2/4 were approved.

Page B.2/5

The Chairman of Committee 7 pointed out that page B.2/5 was subject to changes in the light of decisions by Committee 6.

Page B.2/5 was approved on that understanding.

Document No. II/108, as amended, was approved.

Document No. II/112 (B.3)

Page B.3/1

The Chairman of Committee 7 said that the paragraph number in the third line of page B.3/1 should be left blank, and would be inserted for the second reading.

Page B.3/1 was approved on that understanding.

Pages B.3/2 and B.3/3

The Chairman of Committee 7 said that some doubts had been expressed in Committee 4 about the meaning of the words in brackets in paragraph 2.2.

The Chairman of Committee 4 said that his Committee had discussed the question at some length and had decided to put the passage in brackets to show that it was intended to be an explanation. If the result was confusing, there would be no material objection to deleting the phrase.

The Delegate of Portugal suggested that the phrase should be altered to read "(for emissions such as A1, F1 and F2 and unmodulated A3 and A3H emissions)".

It was so agreed.

The Delegate of Argentina observed that the similar phrase which appeared in paragraph 1.1 on page B.1/2 should be brought into line with the new text of paragraph 2.2 on page B.3/2.

Page B.3/2, as amended, and page B.3/3 were approved.

Pages B.3/4 and B.3/5

Mr. Gracie (International Frequency Registration Board) suggested that, in the interests of consistency and clarity, the words "occupied bandwidth" should be used instead of "sideband radiation" in sub-paragraph 1(a) on page B.3/4. "Occupied bandwidth" was defined in No. 90 of the Radio Regulations which, however, contained no definition of "sideband radiation".

It was so agreed.

The Delegate of Mexico pointed out, with reference to sub-paragraph 1(e), that sub-paragraph 1(c) referred to therein did not relate to Special Agreements, and that the reference should therefore be deleted.

The Spanish text of sub-paragraph 1(a) was confused and should be revised.

The Delegate of Cuba endorsed that view.

The Delegate of Thailand drew attention to a discrepancy between the table on page B.3/4, where the separation for the 5450-5480 kc/s (Region 2) band was shown as 7 kc/s, and the frequency list on page B.3/5, where the separation for that band was given as 7-8 kc/s.

The Chairman of Committee 4 explained that the band was a very small one, which applied only to Region 2. Nevertheless, the Committee had recognized that in addition to that exclusive use, the band was occupied by services in other regions, so that it was impossible to adopt a standard separation of 7 kc/s and 4 channels for such a small band. The frequency list showed the spacing chosen by the Administrations in Region 2 to ensure that there was no harmful interference with services already registered. Thus, the frequency list was correct, and the table was not quite accurate. Perhaps the figure 7 should be deleted.

The Delegate of Canada, supported by the Delegates of Cuba and the United States of America, pointed out that the introductory paragraph to the table on page B.3/4 merely referred to the adequacy of the frequency separations indicated in the table to permit certain communications. Since 7 kc/s was sufficient for that purpose, he suggested that no amendment be made.

It was so agreed.

The Delegate of Indonesia said that the list of frequencies to be allotted in the bands allocated exclusively to the Aeronautical Mobile (R) Service on the basis of the spacings given on page B.3/4 would allow for single sideband emissions compatible with the use of double sideband systems. Moreover, additional channels could be made available in different bands to meet the growing requirements of the Aeronautical Mobile Service. He welcomed the decision that the Conference had taken in that regard, but had some doubts concerning the effects it would have when the Allotment Plan came into force.

In some of the frequencies allotted to the region to which Indonesia belonged, there was evidence of harmful interference caused by the stations of an administration which was not a Member of the I.T.U. and, in spite of the measures taken, the level of that interference had not appreciably decreased. The question now was whether the new frequencies to be allotted, or at least some of them, would be free from interference, for there was as yet no information, where control of emissions was concerned, giving assurances in that regard. The Indonesian Delegation was afraid that when the Plan came into force the allocation of those new frequencies would not serve to improve the efficiency of communications intended to guarantee safety in the air.

In the light of those considerations, the Indonesian Delegation temporarily reserved its position with regard to the adoption of the new list of frequencies appearing on page B.3/5.

The Chairman of Committee 6 pointed out that the table on page B.3/5 did not show frequency spectrum space specifically allocated to the Aeronautical Mobile Service. He asked the meeting to adopt that table, so that Committee 6 could continue its work, while trying to save spectrum space. The Conference might subsequently be informed of other needs which could then be met from the space thus made available.

The Delegate of Argentina pointed out that the question of utilization of free space in some band edges had often been raised. The tables and notes on pages B.3/4 and B.3/5 could be amended if it was decided during the discussion of Document No. II/113 to add additional channels to those given on page B.3/5.

With that reservation, the Argentine Delegation could approve the Document under discussion.

The Delegate of France endorsed the statement made earlier by the Delegate of Canada. It was regrettable that the French suggestion made to the 10th meeting of Committee 4 had not been approved; during that meeting, the French Delegation had suggested that an additional single-sideband channel should be made available to the Aeronautical Mobile (R) Service in the 10 005 - 10 100 kc/s band. After the 10 089 kc/s frequency, a twelfth single-sideband channel, centred on 10 097 kc/s, could be allotted to the Aeronautical Mobile (R) Service. Document No. II/2, submitted by the United States, referred to a frequency of 10 096 kc/s. In that connection, he referred to paragraph 6 of Document No. II/113, in which the French suggestion was slightly distorted; it would be seen from paragraph 3.2 of Document No. II/94 that the Delegate of France had pointed out that the space between 10 089 kc/s and the band edge 10 100 kc/s permitted the insertion of an additional single-sideband channel, centred on 10 097 kc/s, available to the Aeronautical Mobile (R) Service.

In conclusion, he observed that, at a time when the shortage of frequencies to meet the requirements of the Aeronautical Mobile (R) Service was becoming woefully apparent, a supplementary channel should be more than welcome.

The Chairman assured the Meeting that Committee 6 would try to make additional channels available and to make the best possible use of the frequency spectrum.

The Chairman of Committee 6 reiterated his appeal to the Meeting to adopt the table on page B.3/5, on the understanding that Committee 6 would take all the necessary steps to derive the utmost advantage from the free space in certain band edges and to solve the problems raised by the Argentine and French Delegates.

It was so decided.

Document No. II/112 (B.3) was approved, subject to the amendments proposed during the debate and to the above remarks.

6. Any other business

The Delegate of Canada said he had a serious matter to raise. He recalled that when the Conference opened the dean of the Conference had been elected to take the chair. Subsequently he had been elected Chairman of the Conference, as dean of aeronautical communications, and that had been a welcome decision.

Two weeks later he had noticed a change in the conduct of the Conference: on Monday, 28 March, there had seemed to be a marked improvement, and he was puzzled to know the reason. He had found the answer at the morning meeting, for as he was looking round the room he saw not only the Chairman's wife but also three generations of the Lebel family. He felt sure he was speaking for everybody when he said how delighted he was that three generations of the Chairman's family should be present at such an important conference. He had noted particularly the presence of Mr. Lebel's son, representing a major U.S. aircraft company. It was gratifying to see that the interest in aeronautical matters was being transmitted from one generation to another.

The Chairman thanked the Delegate of Canada. He had hoped to hide the fact from the delegates of the Conference, because this had given him six more votes. He had been trying to divert the attention of the Chairman of Committee 2, because he was not sure that the persons in question had the proper credentials. Continuing on a more serious note, he thanked the Delegate of Canada and all those present for their reaction to the members of his family who were attending the Conference.

The Delegate of Portugal observed that at the First Plenary Meeting a number of delegates, including himself, had expressed the view that the work of the Conference could be completed before the date fixed for its closure. That opinion had been strengthened during the first week, when the Conference had exercised intense activity which, unfortunately, had subsequently slowed down; few working parties had decided to hold meetings during the forthcoming week. The situation gave cause for anxiety, and he asked that the necessary measures be taken to speed up the work.

The Chairman said he would convey those comments to the Steering Committee, which would decide on what could be done in that respect.

The meeting rose at 5 p.m.

The Secretary of the Conference:
J. KUNZ

Chairman:
Arthur L. LEBEL

AERONAUTICAL CONFERENCE

Geneva, 1966

Document No. II/137-E
6 April 1966B.5PLENARY MEETING
FIRST READING

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
5	II/95	3 - 8	p. 16 - 18 Description of MWARA boundaries	
5	II/121	3 - 4	VOLMET allotment areas and VOLMET reception areas	

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes: B.5/1 - B.5/7



PART II

NOC PLAN FOR THE ALLOTMENT OF FREQUENCIES FOR THE AERONAUTICAL MOBILE (R) SERVICE
IN THE EXCLUSIVE BANDS BETWEEN 2850 AND 17970 kc/s

SECTION I

MOD Description of the MWARA, RDARA and Sub-RDARA Boundaries

NOC 1. The boundary descriptions which follow cover the areas to which frequencies are allotted under the Frequency Allotment Plan of the Conference.

NOC 2. These areas are shown graphically on the maps attached hereto. If there is any difference between the areas as shown on the maps and as described, the written description is to be considered correct.

MOD 3. The mention of the name of a country or of a territory in the descriptions or on the maps of this Plan, and the tracing of borders on the latter, do not imply, on the part of the I.T.U., any position with respect to the political status of such a country or territory, or official recognition of these borders.

NOC 4. In the description of the Major World Air Route Areas (MWARA's) all lines between points not otherwise specified are defined as great circles.

In the description of the Regional and Domestic Air Route Areas (RDARA's) and Sub-Areas lines not otherwise specified are defined as straight lines on a Mercator Projection map.

SUP (*) These descriptionscertain amendments.)

Appendix 26

Page 16

Article 1

NOC DESCRIPTION OF THE MAJOR WORLD AIR ROUTE AREA (MWARA) BOUNDARIES

ADD Major World Air Route Area - CARIBBEAN

(MWARA-CAR)

ADD From the point 20°N 120°W through the points 35°N 120°W, 35°N 85°W, 43°N 74°W, 40°N 60°W, 00° 48°W, 00° 80°W, to the point 20°N 120°W.

ADD Note: Only one family of frequencies allotted to this area is available for extension to the mid-point of the air route between Mexico City and Tahiti.

NOC Major World Air Route Area - CENTRAL EAST PACIFIC

(MWARA-CEP)

MOD From the point 50°N 122°W through the points 38°N 120°W, 32°N 117°W 20°S 145°W, 20°S 152°W, 22°N 159°W to the point 50°N 122°W.

NOC Major World Air Route Area - CENTRAL WEST PACIFIC

(MWARA-CWP)

NOC From the point 17°N 155°W through the points 10°N 160°E, 10°N 117°E, 23°N 114°E, 40°N 117°E, 25°N 155°W, to the point 17°N 155°W.

NOC Major World Air Route Area - EUROPE

(MWARA-EU)

MOD From the point 33°N 12°W through the points 54°N 12°W, 70°N 00°, 74°N 40°E, 40°N 40°E, 40°N 36°E, 29°N 35° 30' E, 32°N 13°E to the point 33°N 12°W.

SUP (Note 1* As an interim MWARA-EU.)

SUP (Note 2* Particular attention Resolution No. 13.)

Appendix 26

Page 17

SUP (Major World Air Route Area - FAR EAST - 1)
 (MWARA-FE-1)

SUP (From the point 40°S.....145°E)

SUP (Major World Air Route Area - FAR EAST - 2)
 (MWARA-FE-2)

SUP (From the point 12°N.....124°E)

ADD Major World Air Route Area - FAR EAST
 (MWARA-FE)

ADD From the point 24°N 88°E through the points 35°N 132°E, 37°N 143°E,
 35°N 143°E, 10°N 126°E, 07°S 105°E, to the point 24°N 88°E.

NOC Major World Air Route Area - MIDDLE EAST
 (MWARA-ME)

MOD From the point 50°N 80°E through the points 31°N 80°E, 29°N 85°E,
 08°N 75°E, 22°N 56°E, 16°N 42°E, 30°N 30°E, 51°N 30°E, 57°N 37°E, to the
 point 50°N 80°E.

SUP (Note 1* As an interimAnkara.)

SUP (Note 2* As a furtherAnkara.)

MOD Major World Air Route Area - NORTH ATLANTIC - 1
 (MWARA-NA-1)

MOD From the point 49°N 74°W through the points 49°N 100°W, to the
 North Pole, to 60°N 20°E, 68°N 20°W, to the point 49°N 74°W.

MOD Note: Only one family of frequencies, which is allotted to MWARA-NA and
 noted in the Frequency Allotment Plan as NA (1), is available for use in
 this area.

SUP (Note 2* As an interimboundaries.)

SUP (*) Amendment.....Radio Conference.)

Appendix 26

Page 18

ADD Major World Air Route Area - NORTH ATLANTIC - 2

(MWARA-NA-2)

ADD From the point 39°N 78°W through the points 49°N 74°W, 68°N 20°W, 60°N 20°E, 44°N 02°E, 35°N 26°W, to the point 39°N 78°W.

ADD Major World Air Route Area - NORTH ATLANTIC - 3

(MWARA-NA-3)

ADD From the point 39°N 78°W through the points 35°N 26°W, 44°N 02°E, 32°N 08°W, 16°N 26°W, 05°N 55°W, 18°N 66°W to the point 39°N 78°W.

ADD Note: Only one family of frequencies, which is allotted to MWARA-NA and noted in the Frequency Allotment Plan as NA (3), is available for use in this area.

NOC Major World Air Route Area - NORTH PACIFIC

(MWARA-NP)

MOD From the point 50°N 166°E through the points 75°N 150°W, 75°N 90°W, 55°N 110°W, 46°N 122°W, 50°N 170°W, 33°N 138°E, 52°N 132°E, to the point 50°N 166°E.

NOC Major World Air Route Area - NORTH - SOUTH AFRICA - 1

(MWARA-NSA-1)

MOD From the point 05°N 03°W through the points 37°N 03°W, 37°N 14°E, 00° 28°E, 11°S 28°E, 20°S 35°E, 31°S 35°E, 31°S 17°E, to the point 05°N 03°W.

NOC Major World Air Route Area - NORTH - SOUTH AFRICA - 2

(MWARA-NSA-2)

MOD From the point 00° 24°E through the points 37°N 07°E, 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, to the point 00° 24°E.

ADD Note: Only one family of frequencies allotted to this area is available for extension through Cocos Islands to Western Australia.

Appendix 26

Page 18

NOC

Major World Air Route Area - SOUTH ATLANTIC

(MWARA-SA)

MOD

From the point 40°N 03°W through the points 05°N 03°W, 20°S 20°W, 22° 30' S 42°W, 15°S 50°W, 00° 38°W, 40°N 15°W, to the point 40°N 03°W.

MOD

Note: Only one family of frequencies allotted to this area is available for extension to Buenos Aires.

MOD

Major World Air Route Area - SOUTH AMERICA - 1

(MWARA-SAM-1)

MOD

From the point 36°S 73°W through the points 00° 93°W, 15°N 106°W, 15°N 75°W, 05°N 75°W, 20°S 50°W, 36°S 52°W, to the point 36°S 73°W.

MOD

Major World Air Route Area - SOUTH AMERICA - 2

(MWARA-SAM-2)

MOD

From the point 34°S 74°W through the points 24°S 60°W, 02°N 79°W, 15°N 83°W, 15°N 60°W, 10°N 60°W, 05°S 30°W, 36°S 52°W, to the point 34°S 74°W.

ADD

Major World Air Route Area - SOUTH EAST ASIA

(MWARA-SEA)

ADD

From the point 29°N 85°E through the points 15°N 105°E, 00° 135°E, 00° 168°E, 35°S 150°E, 35°S 116°E, 08°N 75°E, to the point 29°N 85°E.

NOC

Major World Air Route Area - SOUTH PACIFIC

(MWARA - SP)

MOD

From the point 22°N 158°W through the points 22°N 156°W, 00° 120°W, 40°S 120°W, 50°S 170°W, 50°S 145°E, 38°S 145°E, 00° 167°E, 00° 175°W, to the point 22°N 158°W.

SUP

(*) AmendmentRadio Conference)

Appendix 26AADD VOLMET allotment area

The boundary of a VOLMET allotment area encompasses all points where an HF broadcast facility might be required to operate on a family of frequencies common to the area.

ADD VOLMET reception area

Associated with each VOLMET allotment area, there is a VOLMET reception area within which aircraft should be able to receive broadcasts from one or more stations in the associated allotment area.

ADD In the description of the VOLMET areas all lines between points are defined as great circles.

ADD VOLMET AREA - AFRICA - INDIAN OCEAN

(AFI-MET)

The AFI-MET allotment area is defined by a line drawn from the point 37°N 03°W through the points 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, 12°N 20°W, 29°N 20°W to the point 37°N 03°W.

The AFI-MET reception area is defined by a line drawn from the point 37°N 03°W through the points 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, 05°N 10°W, 10°S 40°W, 29°N 20°W to the point 37°N 03°W.

ADD VOLMET AREA - ATLANTIC

(AT-MET)

The AT-MET allotment area is defined by a line drawn from the point 41°N 78°W through the points 51°N 55°W, 10°S 43°W, 37°S 59°W to the point 41°N 78°W.

The AT-MET reception area is defined by a line drawn from the point 24°N 97°W through the points 24°N 85°W, 75°N 85°W, 75°N 20°W, 10°S 20°W, 46°S 52°W, 46°S 80°W to the point 24°N 97°W.

Appendix 26A

ADD

VOLMET AREA - EUROPE

(EU-MET)

The EU-MET allotment area is defined by a line drawn from the point 33°N 12°W, through the points 54°N 12°W, 70°N 00°, 74°N 40°E, 40°N 36°E, 29°N 35°30'E, 32°N 13°E, to the point 33°N 12°W.

The EU-MET reception area is defined by a line drawn from the point 15°N 20°W, through the points 40°N 50°W, 75°N 50°W, 75°N 45°E, 15°N 45°E, to the point 15°N 20°W.

ADD

VOLMET AREA - MIDDLE EAST

(ME-MET)

The ME-MET allotment area is defined by a line drawn from the point 50°N 80°E, through the points 29°N 80°E, 27°N 85°E, 16°N 78°E, 22°N 56°E, 16°N 42°E, 30°N 30°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

The ME-MET reception area is defined by a line drawn from the point 50°N 80°E, through the points 29°N 80°E, 27°N 85°E, 16°N 78°E, 15°N 42°E, 20°N 20°E, 40°N 20°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

ADD

VOLMET AREA - PACIFIC

(PAC-MET)

The PAC-MET allotment area is defined by a line drawn from the point 52°N 132°E through the points 63°N 149°W, 38°N 120°W, 23°S 180°, 34°S 150°E, 22°N 112°E, to the point 52°N 132°E.

The PAC-MET reception area is defined by a line drawn from the point 60°N 100°E, through the points 80°N 160°W, 75°N 90°W, 60°N 85°W, 20°N 120°W, 40°S 120°W, 50°S 170°W, 50°S 145°E, 28°S 145°E, 03°S 129°E, 05°N 80°E, 40°N 80°E, to the point 60°N 100°E.

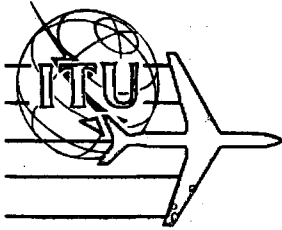
ADD

VOLMET AREA - SOUTH EAST ASIA

(SEA-MET)

The SEA-MET allotment area is defined by a line drawn from the point 29°N 86°E, through the points 15°N 105°E, 10°S 155°E, 35°S 155°E, 35°S 116°E, 08°N 75°E, 26°N 65°E, to the point 29°N 86°E.

The SEA-MET reception area is defined by a line drawn from the point 35°N 50°E, through the points 30°N 90°E, 10°N 180°, 40°S 180°, 48°S 170°E, 35°S 116°E, 08°N 75°E, 10°N 50°E, to the point 35°N 50°E.



AERONAUTICAL CONFERENCE

Document No. II/138-E

6 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

EIGHTEENTH MEETING OF THE TECHNICAL COMMITTEE

Thursday, 7 April 1966, at 3.00 p.m. in Room A

1. Summary Record Sixteenth Meeting (Document No. II/133)
2. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved

a) Single Sideband

Reference Documentation:

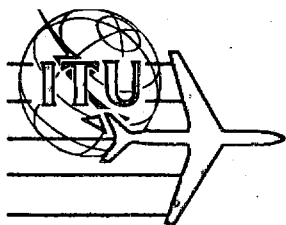
Draft Discussion Paper - Single Sideband
(Document No. DT/II-24(Rev.2) (page 4 et seq.2.))

b) Other authorized classes of emission

3. First Report of Working Group 4B (Document No. DT/II-25)
Draft Resolution - Single Sideband
4. Consideration of proposals concerning Frequency to be notified
(Document No. II/2 USA (pages 13 and 14))
5. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/139-E

6 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD OF THE SEVENTEENTH MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Wednesday, 6 April 1966, 9.30 a.m.

Chairman: Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman: Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

1.1 The Summary Record of the Fifteenth Meeting of Committee 4 (Document No. II/130) was adopted without amendment.

1.2 The Delegate of Switzerland, noting the time that Committee 4 meetings adjourn, commented that every effort should be made to have these meetings end by 12.30 at the latest.

2. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved.

2.1 The Chairman introduced Document No. DT/II-24 (Rev. 2), drew attention to Annex B and invited discussion by the Committee.

2.2 The Delegates of Portugal and France pointed out errors in the French translation, whilst the Delegate of Cuba pointed out errors in the Spanish translation of paragraph 3.1 on page 2. The Delegates of Portugal, France and Cuba agreed to work together to provide satisfactory translations of the English text into French and Spanish.

2.3 The Delegates of the United States, Cuba, Portugal, Canada, the United Kingdom, New Zealand, the observer of I.A.T.A. and the representative of the C.C.I.R. participated in a lively discussion on frequency tolerance and agreed to adopt paragraphs 4.2 and 4.3 as they are, but paragraph 4.1 was amended to read "The frequency tolerance, as defined in No. 88 of the Radio Regulations, for A3J operation, shall be as follows:".



2.4 The Delegate of Canada advised that in view of the conclusions of this Committee the recommendation on page 4, regarding spurious emissions, was no longer necessary and was therefore being withdrawn.

2.5 The Delegates of the United States (Document Nos. II/2 and 126) Canada (Document No. II/4) and Japan (Document No. II/105) introduced the relevant portions of their documents with regard to channel availability also shown on pages 4 and 5 of Document No. DT/II-24(Rev. 2). The Delegate of the Republic of South Africa proposed an amendment to the Canadian proposal making it read "Single sideband radiotelephone equipment utilizing frequency synthesis methods of frequency control operating in the Aeronautical etc. etc. ...". The Delegate of the United States advised that the same amendment would be applicable to the United States proposal. The Committee agreed. The Delegates of Australia, the United States, Switzerland, Canada, Portugal, Republic of South Africa, the United Kingdom, the representative of the C.C.I.R., the observer of I.A.T.A. and the member of the I.F.R.B. participated in a discussion. However, before any conclusion could be reached, it was decided by the Committee that prior decision would have to be reached on the proposals presented on pages 5 and 6 (Document No. DT/II-24(Rev. 2)).

2.6 The Delegates of the United States, Canada and Japan presented their proposals regarding frequencies to be used as contained on pages 5 and 6 of the discussion paper (Document No. DT/II-24(Rev. 2)).

2.7 The Chairman proposed a small ad hoc working group to resolve the differences between the proposals presented and asked the Delegates of Canada, Australia, the United Kingdom, the Republic of South Africa, the United States and Japan to participate, to which they agreed. The Chairman stated that this Working Group would meet this afternoon and would look into the extent to which views can be aligned and further stated that this would allow Committee 4 to deal with other matters more expeditiously. The Committee agreed.

2.8 The Chairman stated that the eighteenth meeting of Committee 4 would be held at 3 p.m. tomorrow afternoon in Room A.

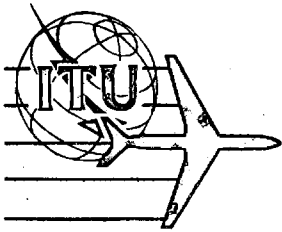
2.9 The meeting adjourned at 12.45.

Rapporteur

E.H. LEAVER

Chairman

J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Document No. II/140-E
6 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE THIRD MEETING OF THE PLAN COMMITTEE

Thursday, 7 April 1966, at 10.30 p.m. in Room B

1. Continued consideration of working methods - Document No. II/22, Section C, Terms of reference a) :

"a) to review and to extent considered necessary, revise the Frequency Allotment Plan for the Aeronautical Mobile (R) Service contained in Appendix 26 to the Radio Regulations;"

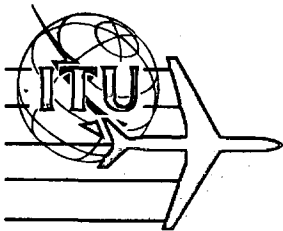
Documentation

Document No. DT/II-26 presented by the Chairman
" II/135 URS
" II/142 CUB

2. Any other business.

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/141-E
6 April, 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD
OF THE SECOND MEETING OF COMMITTEE 6
(PLAN COMMITTEE)

Wednesday, 6 April 1966, at 3 p.m. .

Chairman: Mr. E.B. POWELL (Canada)

Vice-Chairman: Mr. A.O. PLANAS (Argentina)

1. Summary Record

The Summary Record of the First Meeting of Committee 6 (Document No. II/45) was adopted without amendment.

2. Preliminary consideration of subjects to be studied

2.1 On the suggestion of the Chairman, the Committee agreed to deal first with point a) of the Committee's Terms of Reference as shown in Section C of Document No. II/22, namely:

"a) to review, and to the extent necessary, revise the Frequency Allotment Plan for the Aeronautical Mobile (R) Service contained in Appendix 26 to the Radio Regulations."

2.2 The formal proposals by Administrations to the Conference were introduced in the Committee as follows:

- a) Document No. II/3, the Delegate of Japan withdrew Proposal No. 1 since the frequency in question for the NP MWARA had been changed in the draft revised Plan contained in Document No. DT/II-26 but requested that Proposal No. 3, concerning a 13 Mc/s frequency in the PAC VOLMET area be considered when the VOLMET area requirements were receiving detailed attention. This was agreed.



- b) Documents Nos. II/23 and II/25, the Delegate of Mexico expressed a desire for the retention of the same frequencies from the existing Plan in the revised Plan as far as possible. He mentioned that the opinion expressed in Document No. II/25 had been noted in Committee 4. The Chairman was sure that the opinion contained in the two documents would be noted by Committee 6. This was agreed.
- c) Document No. II/64, the Delegate of Malaysia emphasized the problem of harmful interference on some frequencies in the exclusive bands and, notwithstanding any new frequencies which are foreseen in the draft Plan (Document No. DT/II-26), requested that this particular problem receive special attention.

The Chairman recalled that the problem related to frequencies in the present Plan and suggested that the matter be taken up in the detailed consideration of planning in the VOLMET areas. The Committee agreed to this course of action.

- d) Document No. II/65, the Delegate of Singapore confirmed the remarks of the Delegate of Malaysia. The Committee agreed that this proposal would be treated in the same manner as that contained in Document No. II/64.
- e) Documents Nos. II/67, II/91 and II/93 and Addendum, Mr. J.T. Penwarden (United Kingdom), Chairman of Committee 4 (Technical) suggested that the documents were well-known to members of the Committee and were self-explanatory.
- f) Document No. II/95, the Chairman mentioned that this document, containing the revised MWARA boundaries, had been adopted in Committee 5 (Statistics) and that a supply of maps with the revised boundaries resulting therefrom would be available early next week for use in planning.
- g) Document No. II/101, the Delegate of Indonesia requested that this document should receive the same treatment as Documents Nos. II/64 and II/65 dealing with the same problem of harmful interference. This was agreed.
- h) Document No. II/113, the Delegate of Argentina felt that channels should be added to those appearing in Document No. II/91 from Committee 4 (Technical) and suggested the setting-up of a Working Group to deal with this task. The Chairman suggested, and it was agreed, that this matter would come up again at a later stage in the work of the Committee as the draft revised Plan develops.

- i) Document No. II/122, the Delegate of Switzerland elaborated the basic planning principles put forward in his delegation's document, which he strongly recommended for adoption by the Committee at an early stage in its work. It was agreed that this proposal would be taken up in the general discussion which would follow the introduction of all formal proposals.

2.3 In reply to a request by the Chairman for information on any further formal proposals which were being put before the Committee, the Delegate of the U.S.S.R. announced that his delegation was submitting a requirement for a family of frequencies for super-sonic transports.

The Committee noted that all formal proposals on point a) of its Terms of Reference has thus been introduced to the Committee.

2.4 The Chairman introduced working Document No. DT/II-26 emphasizing that he had prepared this draft revised Plan as a starting point in the task of planning. He had taken into account the recommendations published to date by Committees 4 (Technical) and 5 (Statistics). He recognized that the allotments to several areas would need detailed study, in particular RDARAs 12 and 13 and taking into account the new boundaries of RDARA 13 upon which agreement had just been reached. The Chairman stressed the object of the draft revised Plan contained in Document No. DT/II-26 as being a concrete basis for discussion, it being much more practical, in his view, to begin with an overall draft Plan, covering allotments to MWARAs, VOLMET areas and RDARAs, as distinct from a blank piece of paper. He hoped that the document would provoke study of specific problems and prove helpful to the Committee in carrying out its main task. He suggested that, if the Committee agreed, the revised Plan might first be the subject of general discussion with a view to isolating areas of difficulty requiring special study. Subsequently, the Committee, or its Working Groups, would go into detailed consideration of the draft Plan.

2.5 The Chairman introduced a letter from the Administration of Paraguay to the Secretary-General of I.T.U. requesting two families of frequencies for use in Paraguay. The letter would be published as a document of the Conference for the consideration of the Committee.

2.6 There was a general discussion, in which the following delegations took part, the Delegations of the United States, the Republic of South Africa, Argentina, the U.S.S.R., India, Italy and Portugal, from which the undermentioned points and suggestions emerged:

- a) the draft revised Plan (Document No. DT/II-26) constitutes an excellent starting point for the planning work of the Committee;
- b) the basic planning principles contained in Document No. II/122 (Switzerland) should be adopted at the outset;
- c) that the computer at I.T.U. headquarters should be used for drawing up the initial revised Plan;
- d) RDARA 13 allotments need to be revised;
- e) working groups should be set up to consider allotments to areas after a general discussion which should be limited to preliminary remarks.

2.7 The Chairman first asked the representative of the I.F.R.B. to comment on the possible use of the computer in the work of the Committee. Mr. Gracie, member of the I.F.R.B., explained that the Board had several years' experience of computers. A computer is wonderful for many complex repetitive tasks but unfortunately it does not think for itself; the process of telling the computer what to do can be very complicated, often taking weeks and even months. The possibility of using the computer for planning purposes at the Conference had been studied by the Board. It had been decided that very little could be done in this respect because, among other things, the boundaries of the various areas could only be decided upon by the Conference itself, and some areas were still not finalized. Nevertheless, early next week, there would be available to the Conference a supply of world maps such as those contained in Appendix 26 but with the newly adopted MWARAs and VOIMET areas drawn in and as soon as possible thereafter with the RDARAs. The interference contours are available from Committee 4 and a small supply of Appendix 26 tracings are also available. It is the opinion of the I.F.R.B. that, in the present circumstances, it would be much simpler and quicker for the planning work to be done by what might be called "traditional methods" by delegations and working groups*). Mr. Gracie assured the Committee of the assistance of the Board members and their staff to the maximum of the means at their disposal.

*) The Rapporteur wishes to be associated with the views of the member of the I.F.R.B. in respect of the unsuitability of a computer for this work.

2.8 The Delegate of the United Kingdom, recalling the experience of the European Broadcasting Conference in Stockholm, 1961, endorsed the conclusion of the I.F.R.B. with respect to the possible use of the computer and the wisdom of employing the tracings and maps for planning purposes in the present case. He could find no conflict between the principles enunciated in Document No. II/122 and the draft revised Plan (Document No. DT/II-26) which he fully supported for use as a starting point in the major task of the Committee.

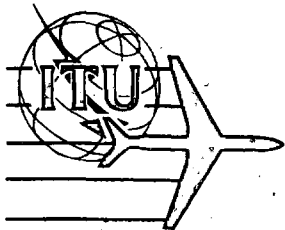
2.9 The Delegate of Argentina expressed compliments to the Chairman for the preparation of the draft revised Plan and referred to the spirit of co-operation among many States in the use of the scale in Committee 5 by which requirements had been adjusted. He suggested that in some cases the sacrifice had been too great and recommended that the use of the scale should be reconsidered.

2.10 The Chairman announced that the general discussion would be continued at the next meeting.

3. The meeting was adjourned at 5.40 p.m.

Rapporteur:
George W. HAYDON

Chairman:
E.B. POWELL



AERONAUTICAL CONFERENCE

Document No. II/142-E

6 April 1966

Original : Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

CUBA

PROPOSAL

Reference to Document No. II/128, page 14, last line, will confirm that this Delegation requested the addition of a further frequency between 2.8 and 9 Mc/s to the allotment to sub-area 12D, in view of the difficulty of using HF in this region because of its tropical climate.

It appears from Document No. DT/II-26, page 9, last line, that it is planned to allot sub-area 12D the following three frequencies only:

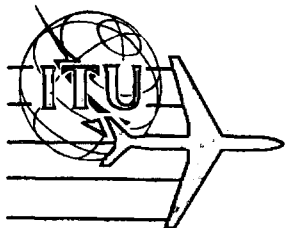
2861

5461

8833

We therefore request that a frequency of the order of 6 Mc/s be added to the allotment proposed for sub-area 12D. It is suggested that the frequency be 6596 kc/s to be shared with sub-area 10B in North Canada, to which it is also allotted.





AERONAUTICAL CONFERENCE

Document No. II/143-E
7 April 1966
Original : Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 AND 6

ARGENTINA AND BRAZIL

GROUPS OF FREQUENCIES REQUIRED IN

RDARA 13

In view of the complex nature of the present arrangement of the sub-areas into which area 13 is divided, Sub-Committee 5D has undertaken the rearrangement of the said area, with the result shown in Document No. DT/II-30.

The progressive scales in Document No. II-62 for each sub-area have not been applied to Area 13 in view of the previous superposition of RDARA 13.

The delegations of Brazil and Argentina therefore propose that the position with regard to the said area being clarified, the Conference should now proceed to allot frequency families using the scale in Doc. No. II-62 as it has been applied to almost all the sub-areas in Doc. No. DT/II-28, and that the allotment be made in the form shown in the plan annexed to this document.

Annex : 1



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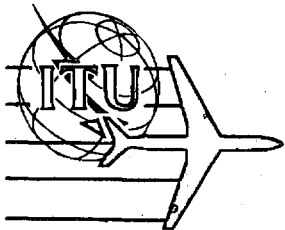
A N N E XAREA 13

Area or Sub-Area	Country or Countries	Total flight hours	$\frac{Ta}{3000}$	N/10	Scale (Freq. family) in Doc.62	Proposal	Observations
13-A	-	0	0	0	0		
13-B	-	0	0	0	0		
13-C	B	86.747	29	299	2	(Antigua 13J) B-1 according to statistics	
13-D	BOL PRG PRU	225.137	75	7.5	4	Extension of present 13D	
13-E	CHL	58,590	19.5	1.9	1	Equal, without extension, to 13F	
13-F	CHL	77,990	25.9	2.5	2	No change	
13-G	ARG	221.100	73.7	7	4	1) Without extension to 13H 2) To be added in 13I	
13-H	ARG	121.500	40.5	4	3	No change	
13-I	URG	30.591	10.1	11	1	Reduction of sub-area 13-I	
13-J	B	220.401	71.2	7.1	4	B-3 according to statistics	
13-K	B	189.026	63	6.3	3	B-2 according to statistics	
13-L	-	-	0	0	-		

1,231,082
hours

37

24



AERONAUTICAL CONFERENCE

Document No. II/144-E

7 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE FOURTH MEETING OF THE PLAN COMMITTEE

Tuesday, 12 April 1966, at 09.30 a.m. in Room B

1. Continued consideration of MWARA requirements and establishment of Working Group 6A (MWARA).

2. Initial discussion on VOLMET and RDARA

Document No. DT/II-26

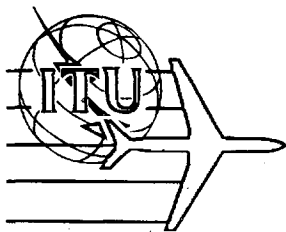
" DT/II-30

" DT/II-32

3. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/145-E
7 April, 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD

OF THE

THIRD MEETING OF COMMITTEE 6

(PLAN)

Thursday, 7 April 1966, at 10.30 a.m.

Chairman: Mr. E.B. POWELL (Canada)

Vice-Chairman: Mr. A.O. PLANAS (Argentina)

1. Continued consideration of working methods

1.1 The Chairman noted the publication of Documents Nos. II/135 (U.S.S.R.) and II/142 (Cuba) dealing with specific requirements which he suggested should be dealt with by the Working Groups concerned. This was agreed.

1.2 The Delegate of the United Kingdom formally proposed that Document No. DT/II-26 be used as the basis for the work of planning. Several delegations supported the motion including the Delegations of Cuba, India, Australia, Venezuela, Roumania, the United States and the U.S.S.R. There being no contrary views, it was agreed that Document No. DT/II-26 would serve as a starting point in the work of planning.

1.3 The Chairman, pursuing a suggestion by the Delegate of the United States, called for comments identifying serious problems, in particular, with respect to MWARA allotments.

1.4 The Delegate of Argentina, supported by the Delegate of Venezuela, referred to a particular problem in RDARA 13. On the suggestion of Mr. Gracie, member of the I.F.R.B., it was agreed that the problem could be overcome without delay if the Delegations of Argentina, Brazil, Venezuela and any others directly interested, would hand in their agreed draft allotments for the revised RDARA 13 for publication in a green working document which would then be considered in conjunction with the draft revised Plan. The Delegate of Argentina undertook to follow this course of action.



1.5 The Delegate of Venezuela reserved his position with respect to RDARA 12G and the Chairman announced a correction of an obvious error on page 10 of Document No. DT/II-26 concerning RDARA 12E, F, G and H.

1.6 The Delegate of Roumania reserved the right to submit a document on specific requirements for his country.

1.7 The Delegate of the United Kingdom made a suggestion concerning the sharing of a 13 Mc/s frequency in MWARA - NA which the Delegates of Ireland, Canada and the United States agreed to consider.

1.8 The Chairman in reply to questions by the Delegate of the United Kingdom Overseas Territories, undertook to check whether there should be 3 or 4 families of frequencies in the Caribbean Area. With respect to showing that where two families are allotted to a large MWARA and where one of these is used in one half of the MWARA only while the other is used in the other half of the MWARA, he suggested that a foot-note in the revised Appendix 26A would suffice to show that the two families need not be considered for protection purposes as covering to the whole surface of the MWARA. The observer of I.A.T.A., however, did not favour the sub-division of MWARAs in this way.

1.9 The Delegate of Mexico questioned the number of frequencies foreseen for the Caribbean Area and requested review of the allotments keeping in mind the Recommendations of Committee 5.

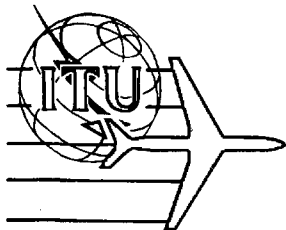
1.10 The Delegate of Indonesia requested consideration of the need for a second 8 Mc/s frequency in MWARA - SEA, one would be used north of Singapore while the other would be required for south of Singapore.

1.11 The Chairman, following up suggestions by the Delegates of the United States, the U.S.S.R. and Venezuela, invited all delegations to give careful study to the draft revised Plan for MWARAs, VOLMET areas and RDARAs during the week-end with a view to isolating and identifying specific problems for detailed consideration in Working Groups of the Committee, beginning at the next meeting with MWARA allotments.

2. The meeting was adjourned at 12.10 p.m.

Rapporteur
George W. HAYDON

Chairman
E.B. POWELL



AERONAUTICAL CONFERENCE

Document No. II/146-E

7 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

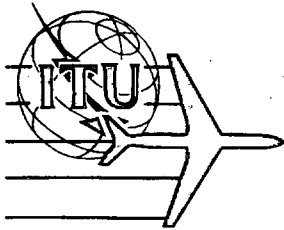
NINETEENTH MEETING OF THE TECHNICAL COMMITTEE

Tuesday, 12 April 1966, at 3.00 p.m. in Room A

1. Summary Record Seventeenth Meeting (Document No. II/139) (If available)
2. Continued consideration of First Report of Working Group 4B
(Document No. DT/II-25) Draft Resolution - Single Sideband
3. Consideration of proposals concerning Frequency to be notified
(Document No. II/2 USA (pages 13 and 14))
4. Draft Eighth Report of Committee 4 (Document No. DT/II-31)
Draft Resolution relating to the use of 3023.5 kc/s and 5680 kc/s
5. Consideration of Reports of Monitoring Programmes etc.
Report of the First Session. Resolution No. 2 (page 50)
Document No. II/3 Addendum No. 1 J.
Document No. II/21 I.F.R.B.
6. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/147-E

12 April, 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD OF THE EIGHTEENTH MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Thursday, 7 April 1966, 3.00 p.m.

Chairman: Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman: Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

The Summary Record of the Sixteenth Meeting of Committee 4 (Document No. II/133) was adopted by the Committee following a suggestion by the Delegate of the United States that in 3.3, para. a), 3rd word, 4th line, to read "discrete".

2. Continued consideration of the provisions governing various classes of emission, in particular, the technical criteria involved.

2.1 The Chairman remarked that Working Group 4 ad hoc had met twice and as a result of exceptional co-operation from the delegates who made the original proposals on pages 4, 5 and 6 of Document No. DT/II-24, it was possible to reach complete agreement on the single proposal which he read out to the Committee.

2.2 The Chairman stated that the following amendments should be made to Document No. DT/II-24 (Rev. 2):

- a) Page 5, prior to the first paragraph of "CAN II/4, p. 9" insert the heading "Channel utilization"
- b) Page 5, second paragraph of "CAN II/4, p. 9" amend to read "Subject to the provisions of paragraph 1b) of Document No. II/91, page 3, a station using etc."



- c) Page 5, "CAN II/4, p. 9", renumber paragraph "b)" as "c)" and insert a new paragraph b) to read "equipment capable of operating only on integral multiples of 1 kc/s, shall be restricted to the upper halves of the channels listed in the allotment plan, when operating in channels having a width of 7 kc/s."
- d) Delete all on page 4 under "Channel availability" plus the proposals by Japan and the United States on page 5.
- e) Delete all on page 6 following reasons.
- f) Amend 16 Mc/s at left hand side in the table at the top of page 6 to read 17 Mc/s.

2.3 The Chairman asked for comments on the proposal now before the Committee and following discussions in which the Delegates of Ireland, Republic of South Africa, the United States, Canada, the United Kingdom, Singapore, French Overseas Territories, the observer of I.A.T.A. and the member of the I.F.R.B. participated, the Committee agreed to the proposal as amended. Following a point raised by the Delegate of the French Overseas Territories regarding page 4, para. 4, Frequency tolerances and their applicability to super-sonic transports, the Delegate of the Republic of South Africa stated that the frequency tolerances were static tolerances and would not be applicable to aircraft in motion.

2.4 The Chairman asked if there were any proposals for technical provisions covering any other class of omission, stating that he had in mind Document No. II/2 (U.S.A.) page 13, para. 9.3.7.3 and following a discussion, in which the Delegate of the United States, the member of the I.F.R.B. and the observer of I.A.T.A. participated, it was agreed to insert this paragraph in the new revised Appendix under a separate heading.

3. First Report of Working Group 4B (Document No. DT/II-25)

3.1 The First Report of Working Group 4B was introduced by the Chairman of the Working Group, Mr. S.M. Myers of the United States Delegation, who stated that the asterisks should be removed from paragraph 2, page 1, and the name of Japan should be added. The foot-note at the bottom of page 1 should be deleted. The Chairman of the Working Group stated that there had not been unanimous decision with regard to paragraphs 2 and 3 of the resolution on page 4, and stated further that despite four meetings in which there were frank and lively discussions, the Group remained divided.

3.2 The Delegates of Mexico, the United States, Cuba, the Union of Soviet Socialist Republics, the United Kingdom, India, Australia, French Overseas Territories, Canada, Indonesia, Singapore, and the observer of I.C.A.O. participated in a discussion regarding the merit of dates in paragraphs 2 and 3, page 4 of Document No. DT/II-25 and several suggested amendments were introduced, however the Chairman remarked that further discussion on the subject would be necessary at the next meeting.

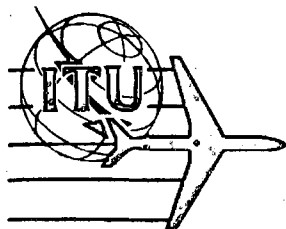
3.3 The Meeting adjourned at 6.15 p.m.

Rapporteur:

E.H. LEAVER

Chairman:

J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Document No. II/148-E

7 April 1966

Original: Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

NOTE BY THE SECRETARY OF THE CONFERENCE

The following letter from the Directorate-General of Civil Aviation, Paraguay, is brought to the attention of the Conference.

"DGAC No. 118/66

March 21, 1966

To: The Secretary-General,
I.T.U.,
Geneva - Switzerland.

Dear Sir,

I have pleasure in informing you that the Delegate who will be representing Paraguay at the Second Session of the Extraordinary Administration Radio Conference for the Aeronautical Mobile (R) Service will be the Director-General of Civil Aviation, Col. DEM, René Zotti.

In principle I should like our need for aeronautical frequencies to be considered, and in this connection, request two frequencies in Sub-Area 13-I of the Regional and Domestic Air Route Areas as set out in the (R) Frequency Plan, Appendix 26 to the Radio Regulations, Geneva 1959.

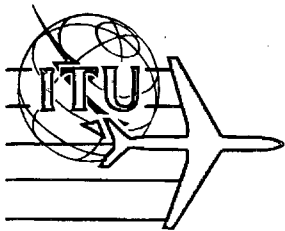
I make this request for your information and any further action you may wish to take.

Yours faithfully,

(sign.) COL. DEM RENE ZOTTI
Director-General Civil Aviation"

J. KUNZ
Secretary of the Conference





AERONAUTICAL CONFERENCE

Document No. II/149-E

7 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 2

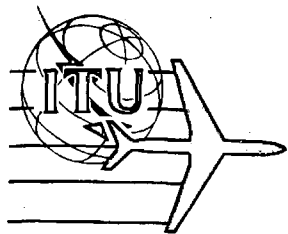
AGENDA
OF THE
2nd MEETING OF COMMITTEE 2
(Credentials)

Tuesday, 13 April 1966, at 09.30, Room A

1. Adoption of the Agenda
2. Examination and adoption of the Report of the Committee to the Plenary Assembly (Document No. DT/II-29)
3. Any other business

S.C. BOSE
Chairman of the Committee





AERONAUTICAL CONFERENCE

Document No. II/150-E

15 April 1966

Original : French/English/
Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

LIST OF DOCUMENTS OF THE 2ND SESSION OF THE CONFERENCE

(Documents Nos. 1 to 150)

Document No.	Title	Origin	Destination
II/1	Non-allocation of specific frequency sub-bands	F.R. of Germany	Plenary Meeting
II/2	Proposals for revision of the (R) Band Plan	U.S.A.	Plenary Meeting
II/3 and Add.1	Proposals	Japan	Plenary Meeting
II/4	Proposals	Canada	Plenary Meeting
II/5	Draft resolution regarding the introduction of single-sideband systems into the aeronautical mobile (R) services	Canada	Plenary Meeting
II/6	Frequency bands for ocean data radiocommunication	Denmark, Norway and Sweden	Plenary Meeting
II/7	Statistical analyses of international flights and of regional and domestic flights	I.F.R.B.	Plenary Meeting
II/8	Committee Structure	S.G.	Plenary Meeting
II/9	Proposal	Saudi Arabia	Plenary Meeting
II/10	Review of the allotment plan for the aeronautical mobile (R) service	United Kingdom	Plenary Meeting



Document No.	Title	Origin	Destination
II/11	Proposal relating to the amendment of boundaries of the Area 9 Sub-RDARA's	Australia	Plenary Meeting
II/12	Proposal relating to the authorization of certain frequencies for approach and aerodrome control communications	Australia	Plenary Meeting
II/13 and Corr.	Convening of the Conference	S.G.	Plenary Meeting
II/14	Position of certain countries with regard to the Convention	S.G.	Plenary Meeting
II/15	Agenda of the Meeting of the Heads of Delegations		Heads of Delegations
II/16	Agenda of the 1st Plenary Meeting		Plenary Meeting
II/17	Secretariat of the Conference	S.G.	Plenary Meeting
II/18	Proposals for the revision of the radio regulations (Geneva 1959) and the frequency allotment plan for the aeronautical mobile (R) service	India	Plenary Meeting
II/19	Budget of the Conference	S.G.	Committee 3
II/20 and Corr.	Statistical analyses of international flights and of regional and domestic flights	I.F.R.B.	Plenary Meeting
II/21	Special programmes for monitoring the bands allocated exclusively to the aeronautical mobile (R) service between 2850 kc/s and 17 970 kc/s	I.F.R.B.	Plenary Meeting
II/22	Apportionment of proposals among the Committees	S.G.	Plenary Meeting

Document No.	Title	Origin	Destination
II/23	Opinion on factors to be taken into account in allotting frequencies to the various areas of the world under the new plan	Mexico	Plenary Meeting
II/24	Proposal concerning the use of single sideband techniques in the bands allotted to the aeronautical mobile (R) service between 2850 and 17 970 kc/s	Mexico	Plenary Meeting
II/25	Use of channels common to the aeronautical mobile (R) and (OR) services	Mexico	Plenary Meeting
II/26	Chairman and Vice-Chairman of Committees		Plenary Meeting
II/27	Agenda of the 1st Meeting of the Aircraft Operation Statistics Committee	Committee 5	Committee 5
II/28	Agenda of the 1st Meeting of the Technical Committee		Committee 4
II/29	Agenda of the 1st Meeting of the Plan Committee		Committee 6
II/30	Proposal No. 1 - Amendments in boundaries of MWARA SA	Argentina	Plenary Meeting
II/31	Proposal No. 2 - Amendment of the boundaries and designation of the MWARA NSAM-1 and NSAM-2	Argentina	Plenary Meeting
II/32	Proposal No. 3 - Amendment of the boundaries of RDARA Sub-Area 13 G	Argentina	Plenary Meeting
II/33	Proposal No. 4 - Change in the boundaries of Sub-Area RDARA 13 H	Argentina	Plenary Meeting
II/34	Proposal No. 5 - Allotment of a family of frequencies for meteorological broadcasts in South America	Argentina	Plenary Meeting
II/35	Proposal No. 6 - concerning the arrangement of Appendix 26 to the Radio Regulations	Argentina	Plenary Meeting

Document No.	Title	Origin	Destination
II/36	Flight Density Maps	Poland	Committee 5
II/37	Proposals referred by the First Session of the Conference for examination by the Second Session		Committee 5
II/38	Agenda of the 2nd Meeting of Committee 4		Committee 4
II/39	Summary Record of the 1st Meeting of Committee 4	Committee 4	Committee 4
II/40	Minutes of the 1st Meeting of the Heads of Delegations		Plenary Meeting
II/41	Agenda of the 1st Meeting of Committee 7		Committee 7
II/42	Agenda of the 3rd Meeting of Committee 4		Committee 4
II/43	Summary Record of the 2nd Meeting of Committee 4		Committee 4
II/44	Report of the 1st Meeting of Committee 5	Committee 5	Committee 5
II/45	Summary Record of the 1st Meeting of Committee 6	Committee 6	Committee 6
II/46	Agenda of the 3rd Meeting of Committee 5		Committee 5
II/47	Summary Record of the 3rd Meeting of Committee 4	Committee 4	Committee 4
II/48	Summary Record of the 2nd Meeting of Committee 5	Committee 5	Committee 5
II/49	Agenda of the 4th Meeting of Committee 5		Committee 5
II/50	List of documents of the Conference	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
II/51	Agenda of the 5th Meeting of the Technical Committee		Committee 4
II/52	Summary Record of the 4th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/53	Summary Record of the 1st Meeting (Editorial Committee)	Rappor- teurs	Committee 7
II/54	Minutes of the Opening Plenary Meeting	Rappor- teurs	Plenary Meeting
II/55	Aircraft Statistics - NA - MWARA	Ireland	Committee 5
II/56	Agenda of the 6th Meeting of the Technical Committee		Committee 4
II/57	Agenda of the 5th Meeting (Operation Statistics)		Committee 5
II/58	Summary Record of the 3rd Meeting (Operations Statistics)	Rappor- teurs	Committee 5
II/59	Summary Record of the 5th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/60	Creation of a MWARA in the Caribbean Region	Cuba	Committee 5
II/61	Agenda of the 1st Meeting (Credentials)		Committee 2
II/62	Proposal No. 7 Study of a Frequency Plan for the RDARAs and Proposals for the most Practical Solutions	Argentina	Committee 5
II/63	Intergovernmental Oceanographic Commission	Secre- tariat	Committee 6
II/64	Proposal No. 1 Frequency Allotment : COM/MET - HF RTF. Sea Region - VOLMET Broadcast	Malaysia	Committee 5

Document No.	Title	Origin	Destination
II/65	Proposal No. 1 Volmet Broadcasts in South East Asia Region	Singapore	Committee 5
II/66	Agenda of the 1st Meeting of the Special Working Party		Committee 7
II/67	First Report (Technical)	Committee 4	Plenary Meeting
II/68	Agenda of the 7th Meeting of the Technical Committee		Committee 4
II/69	Summary Record of the 6th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/70	Proposal	Roumania	Committee 5
II/71	Agenda of the 8th Meeting of the Technical Committee		Committee 4
II/72	Position of the Accounts of the Aeronautical Radio Conference on 21 March 1966	Secre tariat	Committee 3
II/73	Agenda of the 1st Meeting (Budget Control)		Committee 3
II/74	Summary Record of the 4th Meeting (Aircraft Operation Statistics)	Rappor- teurs	Committee 5
II/75	Summary Record of the 7th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/76	Second Report (Technical) Use of 3023.5 kc/s and 5680 kc/s	Committee 4	Plenary Meeting
II/77	Third Report (Technical) Use of Frequencies 2973 kc/s and 3495.5 kc/s	Committee 4	Committees 6 and 7 Plenary Meeting
II/78	Proposal	Cuba	Committee 4

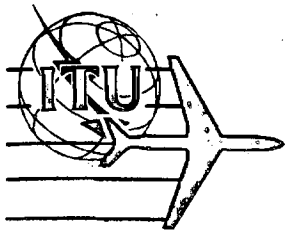
Document No.	Title	Origin	Destination
II/79	Proposal for extension of the boundary of MWARA-FE2	Japan	Committee 5
II/80	Proposal for boundary for Arctic Polar Air Routes	Japan	Committee 5
II/81	Summary Record of the 5th Meeting (Operation Statistics)	Rapporteurs	Committee 5
II/82	Agenda of the 9th Meeting of the Technical Committee		Committee 4
II/83	Fourth Report (Technical)	Committee 4	Plenary Meeting
II/84	Agenda of the 6th Meeting (Operation Statistics)		Committee 5
II/85	Summary Record of the 8th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/86	Agenda of the 10th Meeting of the Technical Committee		Committee 4
II/87	Summary Record of the 9th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/88	Summary Record of the 1st Meeting (Credentials Committee)	Rapporteurs	Committee 2
II/89	Agenda of the 2nd Meeting (Editorial)		Committee 7
II/90	Summary Record of the 1st Meeting (Budget Control Committee)	Rapporteurs	Committee 3
II/91	Fifth Report (Technical) Frequency Separation and Frequencies to be Allotted	Committee 4	Plenary Meeting
II/92	Agenda of the 11th Meeting		Committee 4

Document No.	Title	Origin	Destination
II/93 and Add.	Additional Material for the Evaluation of High Frequency Complements for the Aeronautical Mobile (R) Service	Committee 4	Committees 5 and 6
II/94	Summary Record of the 10th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/95	First Report (Operation Statistics) Description of MWARA Boundaries	Committee 5	Plenary Meeting
II/96	Agenda of the 12th Meeting of the Technical Committee		Committee 4
II/97	Summary Record of the 11th Meeting	Rapporteurs	Committee 4
II/98	Proposals by Committee 7 (Editorial) concerning the Layout of the Final Acts of the Conference	Committee 7	Plenary Meeting
II/99	First series of texts	Committee 7	Plenary Meeting
II/100	List of documents of the Conference	Secretariat	Plenary Meeting
II/101	Allotment of an appropriate frequency-family to meteorological broadcasting to aircrafts in sea	Indonesia	Plenary Meeting
II/102	Additional allotment of frequency family to MWARA-CWP	Indonesia	Plenary Meeting
II/103	Agenda of the second Plenary Meeting		Plenary Meeting
II/104	Summary Record of the sixth meeting of Com.5 (Operating Statistics)	Rapporteurs	Committee 5
II/105	Proposal for carrier frequency under SSB system	Japan	Committee 4
II/106	Agenda of the thirteenth meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/107	Summary Record of the twelfth meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/108	Second series of texts	Committee 7	Plenary Meeting
II/109	Agenda of the 7th meeting of Committee 5 (Operation statistics)		Committee 5
II/110	Note from the Chairman of Committee 5 to the Chairman of Committee 6 (Transfer of documents from Committee 5 to Committee 6)	Committee 5	Committees 5 and 6
II/111	Proposal No. 8 Introduction of Single Sideband operation	Argentina	Committee 6
II/112	Third series of texts	Committee 7	Plenary Meeting
II/113	Proposal No. 9 Use of the bands allocated exclusively to the Aeronautical Mobile (R) Service, with the addition of reduced-bandwidth channels	Argentina	Committees 4 and 6
II/114 (Rev)	Revised agenda of the fourteenth meeting of the Technical Committee		Committee 4
II/115	Summary Record of the thirteenth meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/116 and Corr.	Second report of Committee 5 (Operation statistics) Description of the regional and domestic air route area (RDARA) boundaries	Committee 5	Plenary Meeting
II/117	Third report by Committee 5 (Operation statistics) Use of VHF in the Aeronautical Mobile (R) Service	Committee 5	Plenary Meeting
II/118	Discussion paper by Committee 4 (Technical) "Definitions"	Committee 4	Committees 5 and 6
II/119	Sixth report of Committee 4 (Technical) Technical and Operational Principles - Special Arrangements	Committee 4	Plenary Meeting

Document No.	Title	Origin	Destination
II/120	Draft recommendation relating to the utilization of space radio communication techniques by the Aeronautical Mobile (R) Service	United States of America	Committee 4
II/121	Fourth report of Com. 5 (Operation statistics) VOLMET allotment areas and VOLMET reception areas	Committee 5	Plenary Meeting
II/122	Planning principles for the establishment of the revised plan for the Aeronautical Mobile (R) Service	Switzerland	Committee 6
II/123	Agenda of the fifteenth meeting of the Technical Committee		Committee 4
II/124 (Rev)	Agenda for the second meeting of the Plan Committee		Committee 6
II/125	Summary record of the fourteenth meeting of Com. 4 (Technical Committee)	Rapporteurs	Committee 4
II/126	Proposals relating to the usage of single side-bands channels derived from the new allotment plan adopted at this Conference	United States of America	Committee 4
II/127	Summary record of the 7th meeting of Com. 5 (Operation statistics)	Rapporteurs	Committee 5
II/128 and Add.	Chairman of Committee 5 to Chairman of Committee 6	Committee 5	Committees 5 and 6
II/129	Agenda of the sixteenth meeting of the Technical Committee		Committee 4
II/130	Summary record of the fifteenth meeting of Com. 4 (Technical Committee)	Rapporteurs	Committee 4
II/131 and Corr.	Fourth series of texts	Committee 7	Plenary Meeting
II/132	Agenda of the seventeenth meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/133	Summary Record of the 16th Meeting of Com.4 (Technical Committee)	Rapporteurs	Committee 4
II/134	Seventh Report of Com.4 (Technical) Draft Recommendation relating to a study on utilization of space radiocommunication techniques by the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/135	Proposal concerning the Allocation of a Family of Frequencies for the U.S.S.R. exclusively for the Communication with Super-Sonic Transport Aircraft	U.S.S.R.	Committees 5 and 6
II/136	Minutes of the 2nd Plenary Meeting	Rapporteurs	Plenary Meeting
II/137	Fifth series of texts	Committee 7	Plenary Meeting
II/138	Agenda of the 18th Meeting of the Technical Committee		Committee 4
II/139	Summary Record of the 17th Meeting of Com.4 (Technical)	Rapporteurs	Committee 4
II/140	Agenda for the 3rd Meeting of the Plan Committee		Committee 6
II/141	Summary Record of the 2nd Meeting of Com.6	Rapporteurs	Committee 6
II/142	Proposal	Cuba	Committee 6
II/143	Groups of Frequencies required in RDARA 13	Argentina and Brazil	Committees 5 and 6
II/144	Agenda for the 4th Meeting of the Plan Committee		Committee 6
II/145	Summary Record of the 3rd Meeting of the Com.6	Rapporteurs	Committee 6
II/146	Agenda of the 19th Meeting of the Technical Committee		Committee 4
II/147	Summary Record of the 18th Meeting of Com.4 (Technical Committee)	Rapporteurs	Committee 4
II/148	Note by the Secretary of the Conference	Secretariat	Committee 6
II/149	Agenda of the 2nd Meeting of Committee 2 (Credentials)		Committee 2
II/150	List of documents of the conference	Secretariat	Plenary Meeting



AERONAUTICAL CONFERENCE

Document No. II/151-E

7 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

REPUBLIC OF SOUTH AFRICA AND
TERRITORY OF SOUTH WEST AFRICA
FEDERAL REPUBLIC OF GERMANY
SWITZERLAND

The delegations presenting this document, having agreed to the decision of Committee 6 to use Document No. DT/II-26 as a working document for the basis upon which to develop a Frequency Allotment Plan for the Aeronautical Mobile (R) Service, have considered ways and means of facilitating the study of the working document with a view to ensuring efficient utilisation of the frequency spectrum as well as speeding up the work of the conference.

A table*) presenting the allocation of frequencies to MWARA's, RDARA's, Sub-RDARA's and VOLMET areas contained in Document No. DT/II-26 in such a way that, by casting the eye up and down the columns, it is possible to see the loading on individual channels has been prepared for the frequency bands 8815 - 8965 kc/s, 10 005 - 10 100 kc/s and 17 900 - 17 970 kc/s.

An examination of the table will make it clear that there is a greater possibility of sharing frequencies than that envisaged in Document No. DT/II-26. Other anomalies will also be seen.

It is considered that further advantages of the table are:

- a) The possibility of examining the implications of any change of frequency that may be requested by delegations.
- b) The possibility of inserting additional allocations in the plan.
- c) The possibility of improving frequency utilisation.

It is realised that the table can only be used in conjunction with the contour charts, and appropriate maps, but this would be necessary in any form of planning. The use of this table, however, would also make it readily possible to apply the information contained in NBS Report 9141.

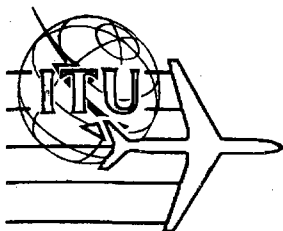
*) Available on a limited basis for distribution to delegations only.



In submitting this document the above mentioned delegations propose that Committee 6 adopt this method of approach to the problem of planning and that the Secretariat be requested to prepare suitable tables for all bands along the lines suggested.

A suggested way of using these tables would be to appoint working groups to examine the MWARA and RDARA families of frequencies on the lines of the report of Committee 4, contained in Document No. II/93 and Addendum.

A special working party could then be set up to examine the tables in order to achieve the best allotment planning, being guided by the planning principles contained in Document No. II/122.



AERONAUTICAL CONFERENCE

Document No. II/152-E

7 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 5

SUMMARY RECORD
OF THE
8TH MEETING OF COMMITTEE 5
(OPERATION STATISTICS)

Friday, 1 April 1966, at 9 h. 30

1. The Chairman suggested that the Committee should continue to consider item 5 of the agenda of its preceding meeting.

He invited the Committee to discuss Document No. DT/II-18 page by page.

1.1 Several delegates said that, although they agreed in principle with the contents of the document, they felt some anxiety about divergencies in the criteria applied to various RDARA's and their Sub-Areas. The Chairman described in detail how Document No. DT/II-18 had been prepared. The Delegates of Poland, Hungary, Bulgaria, India, Pakistan and Japan nevertheless reserved the right to return to the question in due course.

1.2 The Delegate of Bulgaria regretted that the document gave no indication of the States which wished to reserve their opinion on certain points and to have those points referred to Committee 6. It was agreed that the names of those States would appear in the column headed "Remarks" when the submission of requirements was forwarded to Committee 6.

1.3 The Delegate of Overseas Territories (United Kingdom) said that the hours-of-flight statistics for Aden represented MWARA utilization. The Chairman replied that that had been taken into account in the distribution of statistics for Sub-Areas 5A and 5C.

1.4 The Delegate of India asked the Committee to reconsider the proposal in columns 8 and 9 with regard to Sub-Areas 5B and 5C. He explained that certain line sections were very long and that difficulties were encountered in establishing on-route HF links, as well as with propagation in those latitudes; moreover, some harmful interference emanated from regions located outside the Sub-Areas concerned; as a result, it might be necessary to increase the figures in column 9. The Chairman urged that the figures



given in the document be retained and suggested that India should be listed in column 10 among the countries desiring to revert to the matter at a later time. The Delegate of India agreed to that procedure.

1.5 The Delegate of Indonesia regretted the absence of certain statistics for the People's Republic of China, which might have been useful.

1.6 Working Party 5D had met with some difficulties in studying Sub-Areas of RDARA 13. The Delegate of Argentina therefore proposed that Document No. DT/II-18 be forwarded to Committee 6, with the exception of the section relating to RDARA 13. A working party should be set up to study the problem in detail, in the light of certain data which had just been received. The Chairman expressed some doubts concerning the establishment of such a working party, as the whole question had been examined thoroughly before being forwarded to Committee 5. Nevertheless, in view of the need to reduce the number of requests for coverage of Sub-Areas and the resulting overlapping, he agreed that Working Party 5D should be re-established under the chairmanship of Mr. Sigler (Mexico).

2. The Delegate of the United States supported the Argentine delegate's views and proposed that the Committee should approve Document No. DT/II-18 as amended and should forward it to Committee 6, on the understanding that information on RDARA 13 would be transmitted at a later date. It was so decided.

The Chairman announced that the Committee would not meet before 13 April at 15 hours, to enable Working Party 5D to complete its work.

2.1 The terms of reference of Working Party 5D were supplemented as follows:

- a) To propose a new submission of frequency requirements for RDARA 13, on the basis of the flight statistics given in Document No. DT/II-18.
- b) To try to reduce overlapping between various Sub-Areas of RDARA 13 by regrouping requirements and distributing statistics.

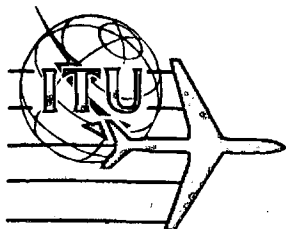
The meeting rose at 12 h. 50.

The Rapporteur:

L.K. BUDGE

The Chairman:

Maurice CHEF



AERONAUTICAL CONFERENCE

Document No. II/153-E
12 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

ETHIOPIA

PROPOSAL

It appears from Document No. DT/II-26, pages 3 and 7, that the following frequencies will be allotted to the areas where this delegation is concerned :

2966, 5505, 8959, 13336 and 17925 kc/s to MWARA-NSA2

11383 and 17933 kc/s to RDARA-5

2903, 4682, 5659, 6554, 8910 and 8996 kc/s to RDARA-5B, 5C, 5D

It is therefore requested that the three underlined frequencies should be changed to other more operationally suitable frequencies and that one more frequency from 6 Mc/s band should be added to MWARA-NSA2.

In the change it is desirable that the said frequencies are chosen from the following bands:

one frequency from	3.5 Mc/s	to replace	2966 kc/s
"	"	"	4 or 6 Mc/s
"	"	"	11 Mc/s
"	"	"	"
"	"	"	2903 kc/s
"	"	"	17933 kc/s

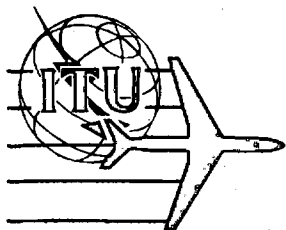
Reasons:

1. These changes are necessary in view of the fact that

- a) propagation conditions
- b) operational experience
- c) density of air traffic growth and dependency on HF bands.

2. The request for the additional frequency in the 6 Mc/s band is to complete the set-up of a family-frequency for MWARA-NSA2. Furthermore, experience has shown that with the present allotment, the frequencies 5506.5 and 8956 kc/s are overloaded.





AERONAUTICAL CONFERENCE

Document No. II/154-E

12 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

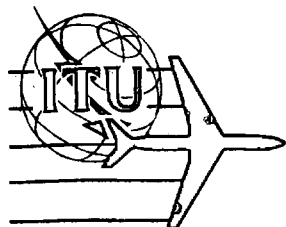
BULGARIA

PROPOSAL

To provide for Bulgaria in the new allotment plan a family of three high frequencies for domestic flights in the following bands:
3.5 - 4.7 - 9 Mc/s in addition to those given in Document No. DT II 26 for subarea 1D on a basis of frequency sharing and reduction of stations' power, as it is stated and recommended in Document No. II/128, pages 2, III and page 11, line-col. 4-4.

Reasons: The requirement stated above is necessary to provide communication for domestic flights of light-motor aeroplanes flying at a low height. The geographical conditions of Bulgaria, especially in its southern part are such that we are limited in implementing VHF spectrum.





AERONAUTICAL CONFERENCE

Document No. II/155-E

13 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE FIFTH MEETING OF THE PLAN COMMITTEE

Thursday, 14 April 1966, at 09.30 a.m. in Room B

1. Summary Record Second Meeting (Document No. II/141 if available)
2. Summary Record Third Meeting (Document No. II/145 if available)
3. Continued discussion on VOLMET and RDARA allotments

Document No. DT/II-26

" DT/II-30

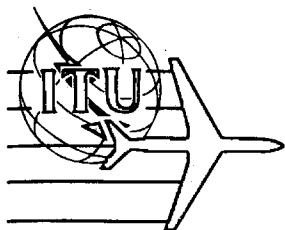
" DT/II-32

" DT/II-35

4. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/156-E

13 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD

OF THE FOURTH MEETING OF COMMITTEE 6

(PLAN)

Tuesday, 12 April, 1966 at 9.30 a.m.

Chairman : Mr. E.B. POWELL (Canada)

Vice-Chairman : Mr. A.O. PLANAS (Argentina)

1. Continual consideration of MWARA requirements

The Chairman invited further discussion of MWARA requirements as guidance to a Working Group which he planned to form to consider these requirements. Most delegations and the representative of the I.F.R.B. and observers from I.C.A.O. and I.A.T.A. participated in these discussions. These discussions included the interference problem from out-of-band assignments in the exclusive bands, concern over implementation date, the question of spectrum economy, the desirability of re-issuing Document No. DT/II-26 as a revised document, as well as many specific comments concerning the frequency allotments as shown in Document No. DT/II-26. The Chairman asked that the specific comments concerning frequency allotments be raised by the delegates concerned at appropriate Working Groups formed by Committee 6. It was agreed that all frequencies available to the Aeronautical Mobile (R) Service should be considered available to that Service regardless of out-of-band interference but that it is desirable to maintain a flexibility such that the technical principles could be applied to select alternate frequencies while the out-of-band interference problem was being resolved. The question of implementation dates is scheduled for consideration at a later date in the Conference. The Chairman stressed that spectrum economy would be observed but emphasised that this could not be at the expense of operational requirement.

2. Establishment of Working Group 6A (MWARA)

The following Delegations expressed the desire to serve on Working Group 6A:

United States of America, Ireland, Union of Soviet Socialist Republics, Roumania, Poland, Republic of South Africa, Cuba, Canada, India, Japan, Pakistan, Malaysia, Argentina and Ethiopia; the observers of I.C.A.O. and I.A.T.A. and the member of the I.F.R.B. also asked to participate.



The Working Group is to study MWARA requirements and recommend a revision of Document No. DT/II-26 to meet the Committee 5 (Statistical) requirements for MWARAs taking into account opinions expressed in Committee 6 and technical material supplied by Committee 4 (Technical).

3. Initial discussion of VOLMET and RDARA allotments

The Chairman of Committee 5 stated the RDARA requirements are still under consideration by Committee 5 but that a new map would possibly be available by tomorrow.

The Delegate of Cuba suggested, and the Committee agreed to add 6596 kc/s to the CAR MWARA in Document No. DT/II-26.

The Chairman invited delegations to submit to him in writing any clarification of their RDARA frequency requirements which would be considered and made available for consideration by Working Groups.

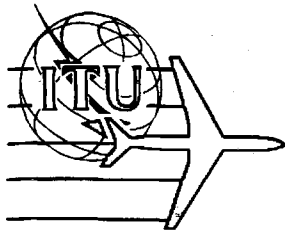
4. There being no other business, the meeting adjourned at 12.45 p.m.

Rapporteur:

George W. HAYTON

Chairman:

E.B. POWELL



AERONAUTICAL CONFERENCE

Document No. II/157-E
12 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

AGENDA

OF THE

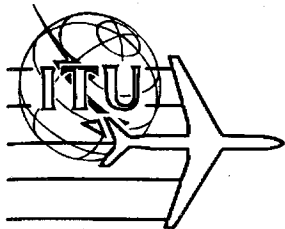
TWENTIETH MEETING OF THE TECHNICAL COMMITTEE

Wednesday, 13 April 1966, at 9.30 a.m., Room A

1. Summary Record Eighteenth Meeting (Document No. II/147) (if available)
2. Draft Ninth Report (Document No. DT/II-33)
3. Continued consideration of First Report of Working Group 4B
(Document No. DT/II-25) Draft Resolution - Single Sideband
(Document No. DT/II-34 and Document No. DT/II-36)
4. Consideration of proposals concerning frequency to be notified
(Document No. II/2 USA (pages 13 and 14))
5. Draft Eighth Report of Committee 4 (Document No. DT/II-31)
Draft Resolution relating to the use of 3023.5 kc/s and 5680 kc/s
6. Consideration of Reports of Monitoring Programmes, etc.
Report of the First Session. Resolution No. 2 (page 50)
Document No. II/3 Addendum No. 1 J.
Document No. II/21 I.F.R.B.
7. Any other business



J.T. PENWARDEN
Chairman



AERONAUTICAL CONFERENCE

Document No. II/158-E
13 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD OF THE NINETEENTH MEETING OF COMMITTEE 4 (TECHNICAL COMMITTEE)

Tuesday, 12 April 1966 at 3 p.m.

Chairman: Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman: Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

The Summary Record of the Seventeenth Meeting of Committee 4 (Document No. II/139) was adopted without amendment.

2. Continued consideration of the First Report of Working Group 4B - Draft Resolution - Single Sideband

2.1 The Chairman stated that at the previous meeting the Committee was considering pages 3 and 4 of Document No. DT/II-25 which is a draft Resolution on the introduction of single sideband in the Aeronautical Mobile (R) Service, and remarked that under "resolves", paragraphs 1 and 4 were acceptable to the Committee, whilst paragraphs 2 and 3 remained a matter of disagreement. The Chairman further stated that there was no dissent by the Committee that some clause giving guidance to Administrations and manufacturers is not only desirable but a responsible action of the Committee.

2.2 The Delegate of Cuba drew attention to Document No. DT/II-34 containing an alternative proposal for a draft Resolution.

2.3 A lively discussion ensued, in which numerous delegates participated concerning Document No. DT/II-34 and it was decided that paragraph 4, page 4, would be deleted.

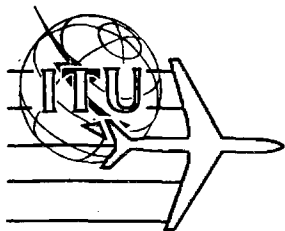
2.4 It was suggested that further discussion on paragraph 1 under "resolves" be deferred and the Delegate of Australia agreed to prepare a short text for discussion at the next meeting.

2.5 The meeting adjourned at 18.00 hours.



Rapporteur
E.H. LEAVER

Chairman
J.T. PENWARDEN



AERONAUTICAL CONFERENCE

Document No. II/159-E

12 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 5

AGENDA
OF THE
NINTH MEETING OF COMMITTEE 5
(OPERATING STATISTICS)

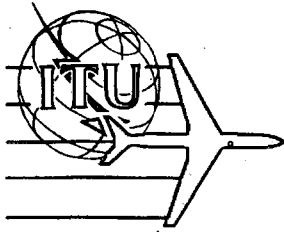
Wednesday, 13 April, 1966, at 3 p.m., Salle B

1. Adoption of the summary record of the 7th meeting (Document No. II/127)
2. Adoption of the summary record of the 8th meeting (Document No. II/152)
3. Summary record of the work of Working Party 5D
 - a) Revision of the boundaries of RDARA 13 (Document No. DT/II-30)
 - b) RDARA 13 frequency requirements (Document No. II/143)
4. Any other business

Maurice CHEF

Chairman





AERONAUTICAL CONFERENCE

Document No. II/160-E

12 April 1966

Original: French, English,
Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA
PLENARY MEETING

REPORT OF COMMITTEE 2 (CREDENTIALS COMMITTEE)

1. Proceedings of the Committee

Committee 2 held its first meeting on 23 March 1966. It designated a delegate of the United States (Mr. L. Loevinger) as Rapporteur. The Committee unanimously agreed to refer the work of examination and detailed verification of credentials to a Working Group consisting of the Chairman, the Rapporteur and the following delegates:

Mr. Pierre C.M. BOUCHIER (Belgium)
Mr. T. FURUYA (Japan)
Mr. Jose J. HERNÁNDEZ (Mexico)
Mr. A. PETTI (Italy)

The Working Group met on 28 March 1966 and on 4 April 1966 and examined the credentials of all delegations that had filed credentials with the Secretariat. In addition, the Working Group communicated with delegations which had failed to file credentials or whose credentials raised points of doubt, and made further inquiries concerning the credentials of certain delegations. The Working Group reported the results of its work to the full Committee at a meeting of the full Committee held on 12 April 1966. The Committee considered the report of the Working Group and also considered additional information presented to it by the Chairman and the Secretariat. On the basis of such reports and information, and having fully considered all credentials received to the date of this report, the Committee has reached the following conclusions.

2. Accredited delegations

2.1 Credentials for delegations of the following administrations have been received and filed and found to be in proper form authorizing the delegations to participate and vote in the proceedings of the Conference and to sign the Final Acts:



Algeria (Algerian Democratic and Popular Republic)	Mexico
Saudi Arabia (Kingdom of)	Norway
Argentine Republic	New Zealand
Australia (Commonwealth of)	Netherlands (Kingdom of)
Belgium	Poland (People's Republic of)
Brazil	Portugal
Bulgaria (People's Republic of)	Portuguese Overseas Provinces
Canada	Federal Republic of Germany
China	Roumania (Socialist Republic of)
Colombia (Republic of)	United Kingdom of Great Britain and Northern Ireland
Cuba	Singapore
Denmark	South Africa (Republic of) and Territory of South-West Africa
Group of Territories represented by the French Overseas Post & Telecommunication Agency	Switzerland (Confederation of)
Spain	Czechoslovak Socialist Republic
United States of America	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible
Ethiopia	Thailand
France	Union of Soviet Socialist Republics
Ghana	Venezuela (Republic of)
Hungarian People's Republic	
India (Republic of)	
Indonesia (Republic of)	
Ireland	
Italy	
Jamaica	
Japan	
Kuwait (State of)	
Luxembourg	
Malaysia	

2.2 Credentials for the delegation of the following administration have been received and filed and found to be in proper form authorizing the delegation to participate and vote in the proceedings of the Conference without authority to sign the Final Acts:

Territories of the United States of America

3. Provisionally accredited delegations

Provisional credentials for delegations of the following administrations have been received and filed and the delegations have been found provisionally accredited under Chapter 5 of the General Regulations annexed to the International Telecommunication Convention (Geneva, 1959):

Ecuador
Pakistan

4. Delegation with questioned credentials

Credentials have been received for the delegation of the following administration, but the Committee is unable to resolve certain questions or points of doubt concerning these credentials, and, therefore, is unable to report that the credentials are in order :

Tunisia

5. Delegations without credentials

Delegations of the following administrations have attended the Conference but not credentials have yet been received from these administrations:

Cameroon (Federal Republic of)
Congo (Democratic Republic of the)
Monaco
Yugoslavia (Federal Socialist Republic of)

6. Further verification of credentials

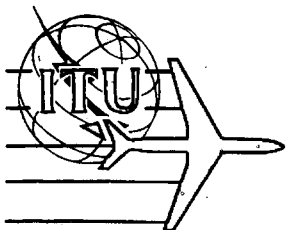
It is recommended that any questions remaining or arising after the filing of this Report concerning the verification of credentials to this Conference shall be referred to the Chairman of the Credentials Committee who shall be authorized and empowered to determine such questions with the assistance of such members of the Credentials Committee, or the Working Group of the Credentials Committee, as he may be able to summon when such questions require determination. The Chairman of the Credentials Committee should report any such determination to the plenary session of this Conference for approval or disapproval.

7. Recommendation to the Secretary General

It is recommended that the plenary session of this Conference recommend to the Secretary General of the I.T.U. that whenever an invitation is sent to any administration to attend an I.T.U. Conference the attention of each such administration shall be invited to the provisions of the I.T.U. Convention concerning credentials for conferences and that a copy of the full text of such provisions shall be enclosed with each such invitation.

Rapporteur:
Lee LOEVINGER

Chairman:
S.C. BOSE



AERONAUTICAL CONFERENCE

Document No. II/161-E
12 April 1966
Original : Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEES 5 and 6

VENEZUELA

PROPOSAL

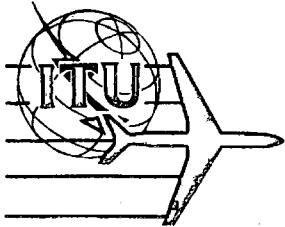
1. At the third meeting of Committee 6, held on 7 April 1966, the Delegation of Venezuela supported Document No. DT/II-26 which had been submitted by the Chairman of that Committee with the very reasonable aim that the initial frequency allocation proposals made therein should serve as a basis for discussion, providing the Extraordinary Administrative Aeronautical Radio Conference with the most appropriate means for drawing up the new Frequency Allotment Plan for the Aeronautical Mobile (R) Service for which purpose it had been convened.
2. It is noted that in the first line on page 10 of Document No. DT/II-26, sub-areas 12E, 12F, 12G and 12H should be grouped together and served by four frequency families, in accordance with the correction made by the Chairman of the Committee.
3. In view of the fact that in Venezuela air traffic control with flight instructions is effected with six of the twelve frequencies assigned to sub-area 12G and since there will certainly continue to be a need for HF communications for flight control of air traffic in Venezuela until the VHF communications plan which is now beginning to emerge can efficiently replace the use of HF channels, Venezuela proposes:

That six frequencies be allotted exclusively to Sub-Area 12G in the following order: one 2 Mc/s, one 3 Mc/s, two 5 Mc/s, one 6 Mc/s and one 8 Mc/s channels.

In this way, the four frequency families proposed in Document No. DT/II-26 for Sub-Areas 12E, 12F, 12G and 12H would be released for use by the remaining three sub-areas.

J.M. MEDINA
Head of the Delegation
of Venezuela





AERONAUTICAL CONFERENCE

Document No. II/162-E
13 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

UNITED KINGDOM

PROPOSAL

To allot frequencies for use by low power stations in the United Kingdom in accordance with the requirement stated in Document No. II/128, Annex 3, RDARA 1B, column 4.

It is therefore requested that two frequencies of the following orders be allotted :

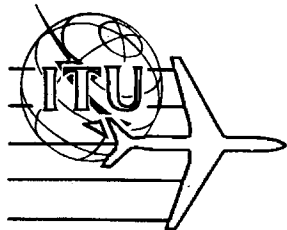
One frequency of 3.5 Mc/s

" " " 5.6 "

Reasons

1. To provide HF communications for aircraft safety purposes for helicopters operating over the North Sea area (RDARA 1B).
2. Frequency in use at the present time is 3474.5 kc/s (RDARA 1B, Appendix 26).





AERONAUTICAL CONFERENCE

Document No. II/163-E

13 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

EIGHTH REPORT OF COMMITTEE 4

(TECHNICAL)

DRAFT RESOLUTION RELATING TO THE USE OF FREQUENCIES
3023.5 kc/s AND 5680 kc/s COMMON TO THE AERONAUTICAL MOBILE
R AND OR SERVICES

In fulfilment of the task given to Committee 4 during the Second Plenary Meeting of the Conference, the attached draft Resolution has been prepared and was agreed unanimously by Committee 4 for the consideration of the Plenary Meeting.

Chairman,
J.T. PENWARDEN

Annex : 1



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A N N E X

DRAFT RESOLUTION

RELATING TO THE USE OF FREQUENCIES
3023.5 kc/s AND 5680 kc/s COMMON TO
THE AERONAUTICAL MOBILE R AND OR SERVICES

The Aeronautical Conference,

having noted:

that some anomalies appeared to exist in the conditions prescribed in Appendix 26 to the Radio Regulations, Geneva 1959, for the use of the frequencies 3023.5 kc/s and 5680 kc/s as contained in Column 3, clauses 2 a) and 2 b) of the frequency allotment plan and having taken steps to remove these anomalies;

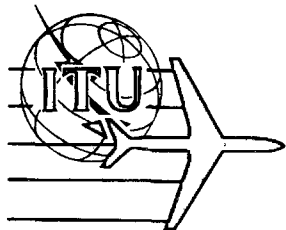
considering

1. that coordinated search and rescue operations at the scene of a disaster would be improved if the use of the frequencies 3023.5 kc/s and 5680 kc/s, in such operations, were extended to include communication between mobile stations and participating land stations;
2. that it would be in the general interests of the Aeronautical Mobile Service if the same provisions relating to the use of the frequencies 3023.5 kc/s and 5680 kc/s were applied to operations both in the Aeronautical Mobile R Service and the Aeronautical Mobile OR Service;

resolves

Doc.II/119
p.3
Doc.II/108
pp.B.2/1-
B.2/4

to invite Administrations to apply in the Aeronautical Mobile OR Service, as from the date of coming into force of the Final Acts of the Conference, the provisions governing the use of the frequencies 3023.5 kc/s and 5680 kc/s specified in pages and of Appendix 26A.



AERONAUTICAL CONFERENCE

Document No. II/164-E

13 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

NINTH REPORT OF COMMITTEE 4 (TECHNICAL)

Technical provisions relating to the use of single sideband emissions

Assigned frequencies

Following a most thorough study of proposals by Administrations to the Conference and of the Report of the First Session, Committee 4 unanimously agreed the texts attached hereto for inclusion in the revised Appendix for the Aeronautical Mobile (R) Service.

J.T. PENWARDEN
Chairman

Annex: 1



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A N N E X

App. 26
p. 15

ADD 3. Technical provisions relating to the use of single sideband emissions :

ADD 3.1 Definitions of carrier modes.

3.1.1 Full carrier (A3H). Carrier transmitted at a level between 0 db and 6 db, inclusive, below peak envelope power.

3.1.2 Reduced carrier (A3A). Carrier reduced to a level more than 6 db up to and including 26 db below peak envelope power.

3.1.3 Suppressed carrier (A3J). Carrier suppressed to a level more than 26 db below peak envelope power.

ADD 3.2 Modes of operation

3.2.1 A transmitter equipped only for single sideband operating in an environment including double sideband stations shall be capable of operation in, at least, both of the following modes:

3.2.2 Suppressed carrier mode (A3J).

3.2.3 Full carrier mode (A3H).

ADD 3.3 Tolerance for levels of SSB emission outside the necessary bandwidth.

3.3.1 When using single sideband (A3A, A3H, A3J) transmission, the mean power of any emission supplied to the antenna transmission line of an aeronautical or aircraft station, on any discrete frequency, shall be less than the mean power (Pm) of the transmitter in accordance with the following table.

3.3.2

TABLE

Frequency separation Δ in kc/s from the assigned frequency	Minimum attenuation in db below mean power P_m
$2 \leq \Delta < 6$	25
$6 \leq \Delta < 10$	35
$10 \leq \Delta$	Aircraft stations 40 Aeronautical stations $40 + 10 \log_{10} P_m$ (watts)

ADD

3.4

Frequency tolerance

3.4.1 The frequency tolerance, as defined in No. 88 of the Radio Regulations, Geneva, 1959, for A3J operation, shall be as follows:

3.4.2 Aeronautical stations: 10 c/s

3.4.3 Aircraft stations: 20 c/s

ADD

3.5

Channel utilization

3.5.1 A station using single sideband emissions shall be considered to be operating in accordance with the Allotment Plan if the necessary bandwidth is confined respectively within the upper or the lower half of the channel provided for double sideband emissions.

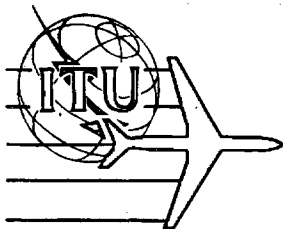
3.5.2 Subject to the provisions of paragraph [1 b) of Document No.91, page 3] a station using single sideband emissions may operate either in the upper half or in the lower half of the double sideband channels designated by the centre frequency in the Allotment Plan;

- a) when using the upper half of the channel, the station shall use upper sideband emissions with the carrier at the channel frequency listed in the Allotment Plan;
- b) equipment capable of operating only on integral multiples of 1 kc/s shall be restricted to the upper halves of the channels listed in the Allotment Plan, when operated in channels having a width of 7 kc/s;
- c) when using the lower half of the channel, the station shall use upper sideband emissions with the carrier at the following value below the channel frequency listed in the Allotment Plan:

Band	Carrier (reference) frequency relative to centre frequency of channel
2, 3, 4, 5, 6 and 8 Mc/s	3500 c/s below
10, 11, 13 and 17 Mc/s	4000 c/s below

ADD 4. Assigned Frequencies

- 4.1 The assigned frequency for single sideband radiotelephone emissions shall be at a value 1500 cycles above the carrier (reference) frequency.
- 4.2 Stations employing double sideband emissions (A3) shall operate with assigned frequencies at the values listed in the Allotment Plan.



AERONAUTICAL CONFERENCE

Document No. II/165-E
13 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

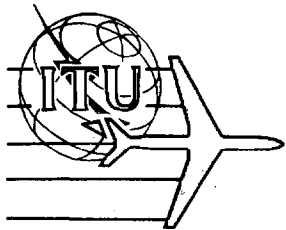
AGENDA
OF THE
TWENTYFIRST AND LAST MEETING OF THE TECHNICAL COMMITTEE

Thursday, 14 April 1966, at 3.00 p.m., Room A

1. Summary Record Nineteenth Meeting (Document No. II/158)
2. Summary Record Twentieth Meeting (Document No. II/167)
3. Continued consideration of Reports of Monitoring Programmes, etc.
Report of the First Session. Resolution No. 2 (page 50)
Document No. II/3 Addendum No. 1 J
Document No. II/21 I.F.R.B.
Draft Resolution/Recommendation (Document No. DT/II-38)
4. Any other business

J.T. PENWARDEN
Chairman





AERONAUTICAL CONFERENCE

Document No. II/166-E

13 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

TENTH REPORT OF COMMITTEE 4

(TECHNICAL)

DRAFT RESOLUTION RELATING TO THE INTRODUCTION OF SINGLE SIDEBAND TECHNIQUES IN THE HIGH FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

The attached draft Resolution has been agreed by Committee 4 for the consideration of the Plenary Meeting.

The Delegations of Cuba and Indonesia voted against the adoption of the enacting clauses of the draft Resolution, while the remainder of the text was unanimously agreed.

Chairman
J.T. PENWARDEN

Annex : 1



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A N N E X

DRAFT RESOLUTION No. ...

RELATING TO THE INTRODUCTION OF SINGLE SIDEBAND
TECHNIQUES IN THE HIGH FREQUENCY BANDS ALLOCATED
TO THE AERONAUTICAL MOBILE (R) SERVICE

The Aeronautical Extraordinary Administrative Radio Conference,
Geneva, 1966,

considering

- a) that congestion should be avoided in the high frequency bands allocated to the Aeronautical Mobile (R) Service;
- b) that the great majority of stations now operating in the Aeronautical Mobile (R) Service, in the high frequency bands, are capable of operating only in the double sideband radiotelephony mode;
- c) that, because of the preponderance of double sideband equipment in use, the allotment plan adopted by the Conference is one based on the assumption that all existing stations are capable of operating only in the double sideband radiotelephony mode, and
- d) that recent advances in technology may make it possible to avoid congestion in the high frequency bands allocated to the Aeronautical Mobile (R) Service, through the use of VHF techniques and of satellite-relay techniques;

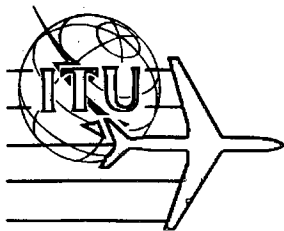
recognizing

- a) that, despite the recent advances in technology permitting the accommodation of the Aeronautical Mobile (R) Service in bands other than high frequency bands, there are many areas of the world where the need for high frequency communication will continue into the foreseeable future; and in some areas may be an increasing need;
- b) that single sideband radiotelephony has demonstrated advantages over double sideband radiotelephony in many radio services in terms of radio spectrum economy and also reliability of communication particularly under adverse atmospheric and propagation conditions;

- c) that economic, technical and operational considerations make it impracticable to specify, at this time, any definitive date by which the use of double sideband radiotelephony must be discontinued in favour of single sideband radiotelephony;
- d) that single sideband equipment of appropriate design can operate compatibly with double sideband systems, and would permit the introduction of SSB on an evolutionary basis;
- e) that significant spectrum economy will be realized only when the ratio of SSB-to-DSB users is sufficiently large to make channel splitting practicable; and
- f) the desirability of introducing single sideband equipment in the interest of improving the standard of communication and spectrum economy;

resolves:

1. that, taking into account economic, technical and operational considerations, Administrations shall make, as soon as possible, a progressive conversion of their high frequency radiotelephony services in the Aeronautical Mobile (R) Service from double sideband to single sideband operation using, where necessary, single sideband equipment capable of working compatibly with double sideband systems;
 2. that, notwithstanding the foregoing, Administrations may continue to install and operate equipment having similar characteristics to that in current use;
 3. that the International Civil Aviation Organization be invited, as a matter of urgency and within the framework of the decisions taken by this Conference, to establish technical characteristics for system standards relative to single sideband equipment, in respect of application to international operations in the Aeronautical Mobile (R) Service, and to advise the C.C.I.R. of any technical or operational problems on which they would like the assistance of the C.C.I.R.
-



AERONAUTICAL CONFERENCE

Document No. II/167-E

13 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD

OF THE

TWENTIETH MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Wednesday, 13 April 1966, 9.30 a.m.

Chairman : Mr. J.T. PENWARDEN (United Kingdom)

Vice Chairman : Dr. C. WACHARASINDHU (Thailand)

1. Summary Record

The Summary Record of the Eighteenth Meeting of Committee 4 (Document No. II/147) was adopted by the Committee without amendment.

2. Draft Eighth Report of Committee 4 (Document No. DT/II-31)

2.1 The Chairman introduced Document No. DT/II-31, a draft resolution relating to the use of frequencies 3023.5 kc/s and 5680 kc/s common to the Aeronautical Mobile (R) and (OR) Services.

2.2 A brief discussion ensued with regard to the Annex on page 2 and in which the Delegates of the United Kingdom, French Overseas Territories, Portugal, the member of the I.F.R.B. and the observer of I.A.T.A. participated.

2.3 The Committee agreed to the adoption of the Draft Eighth Report of Committee 4 with an amendment to the first line under "resolves" of the Draft Resolution, page 2, to read "to invite Administrations to apply in the Aeronautical Mobile (OR) Service, as from the date of coming into force of the Final Acts of the Conference, the provisions"



2.4 It was agreed to transmit this Report direct to the Plenary Meeting in fulfilment of the task given to the Committee during the Second Plenary Meeting of the Conference.

3. Draft Ninth Report (Document No. DT/II-33)

3.1 The Draft Ninth Report of Committee 4 concerning the technical provisions relating to the use of single sideband emissions and assigned frequencies was presented by the Chairman.

3.2 The representative of the C.C.I.R. pointed out a misalignment in the French text of the table on page 3. The Chairman remarked that in the Spanish text, the table on page 4 left hand side should refer to 17 Mc/s and not to 16 Mc/s.

3.3 The Delegate of Portugal proposed that paragraph 4.2 on page 4 be amended to read "..... at the values listed in the Allotment Plan."

3.4 With these amendments the Committee adopted Document No. DT/II-33 and the Chairman advised that it could now go forward to Committee 7 (Editorial).

4. Consideration of proposals concerning Frequency to be notified

4.1 The Delegate of the United States advised that with the change in channel spacing there was no need for paragraph 9.4, pages 13 and 14, of Document No. II/2 and accordingly withdrew the proposal.

4.2 The Delegate of the United States further advised that the proposal on page 65 of Document No. II/2 would also be withdrawn in Committee 6.

5. Resolution on the Introduction of Single Sideband

5.1 The Committee resumed its study of the First Report of Working Group 4B and the alternative proposals (Documents Nos. DT/II-25, DT/II-34 and DT/II-36).

5.2 Following a brief discussion, the Delegate of Cuba, supported by the Delegate of Indonesia, proposed the inclusion of the words "on international routes" to paragraph 1 of DT/II-36. After an exchange of views, the Committee adopted the text of DT/II-36, amended only by the addition of "Aeronautical Mobile (R) Service" in paragraph 1, by a vote, the result being 33 in favour, 2 against, with no abstentions.

5.3 To conclude its work on this item the remaining text of the Working Group Report (Document No. DT/II-25) was adopted unanimously with minor editorial changes.

6. Reports of Monitoring Programmes

6.1 The Delegate of Japan presented an excellent report in Document No. II/3 and Addendum 1 thereto of monitoring studies made by his Administration on frequencies in the North Pacific areas. He also presented his Proposal No. 6 and Draft Recommendation attached in the Annex to Document No. II/3.

6.2 The member of the I.F.R.B. followed with a summary of the Board's Memorandum on Special Programmes for monitoring contained in Document No. II/21. In his remarks Mr. Gracie drew particular attention to the fact that the number of out-of-band stations detected in the (R) Service bands was increasing. In relation to the exceptional efforts made by all Administrations and the Board between 1951 and 1955 to clear over 16,000 assignments to other services out of the aeronautical bands, he found this recurrence of interference very disappointing. He emphasised that the I.F.R.B. itself relied entirely on the extent to which Administrations were ready to co-operate and to respect their obligations under the Convention. He concluded by expressing the hope that the Committee would at least re-affirm the conclusions set out in Resolution No. 2 of the First Session which was directed primarily at Administrations.

6.3 After a brief discussion, the Committee accepted an offer by the Delegate of Japan to re-draft his Recommendation to reflect the views expressed, in which task the Chairman and the member of the I.F.R.B. undertook to assist him.

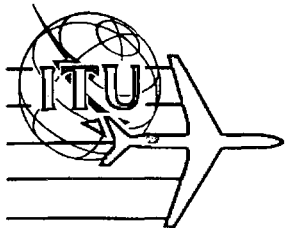
6.4 Further discussion was deferred until the 21st Meeting and in the absence of any other business, the meeting was adjourned at 12.35.

Rapporteur

E. H. LEAVER

Chairman

J. T. PENWARDEN



AERONAUTICAL CONFERENCE

Document No. II/168-E

14 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 4

SUMMARY RECORD

OF THE

TWENTY-FIRST MEETING OF COMMITTEE 4

(TECHNICAL COMMITTEE)

Thursday, 14 April 1966, 3 p.m.

Chairman : Mr. J.T. PENWARDEN (United Kingdom)

Vice-Chairman : Dr. C. WACHARASINDHU (Thailand)

1. Summary Record of the Nineteenth Meeting

The Summary Record of the Nineteenth Meeting of Committee 4 (Document No. II/158) was adopted without comment.

2. Summary Record of the Twentieth Meeting

2.1 The Delegate of Cuba drew attention to paragraph 6.2 of the Spanish text and a translation error therein of Document No. II/167.

2.2 The Summary Record of the Twentieth Meeting of Committee 4 (Document No. II/167) was adopted without further comment.

3. Continued consideration of reports of monitoring programmes

3.1 Document No. DT/II-38 which is a Draft Resolution relating to the use of frequencies in the HF bands allocated exclusively to the Aeronautical Mobile (R) Service was presented by the Chairman who remarked that the Committee was grateful to the Japanese Administration for their agreement to amendments to their original proposal as contained in the Annex on Page 7 of Document No. II/3.



3.2 The Delegates of Portugal, Indonesia, Cuba, the United States, the member of the I.F.R.B. and the observer of I.A.T.A. participated in a discussion which resulted in amendments to Document No. DT/II-38 as follows :

- a) under considering, paragraph c), amend to read "that in order to protect the safety of human life and property in the air, and to operate aeronautical transport services etc. ...";
- b) under requests, to read ".... the source of such emissions by all available means including the use of automatic ...".

3.3 The Committee adopted Document No. DT/II-38 as amended and the Chairman expressed the gratitude of the Committee to Japan for the excellent report and to Mr. Gracie, member of the I.F.R.B. who assisted in the preparation of the text of the resolution.

4. Other business

4.1 The Delegate of India presented his Administration's proposal in Document No. II/18, page 5, paragraph 13, concerning a recommendation that information regarding development of techniques which would help reduce the congestion in the HF portion of the Aeronautical Mobile (R) bands might be periodically collected and circulated to Members of the I.T.U. in order that they might be kept abreast of technical advances in the field.

4.2 Following a discussion which included the Delegates of Indonesia, Cuba, Mexico, French Overseas Territories, the member of the I.F.R.B. and the observer of I.A.T.A., the Committee agreed to the drafting of a resolution concerning this matter by the group which had drafted the resolution previously adopted this afternoon, for onward transmission to the Plenary Meeting through the Editorial Committee. It was further agreed that after publication of the text as a white document the Chairman would wait a few days before releasing it to Committee 7.

4.3 The Chairman asked if there were any other proposals which had been addressed to, not considered by, Committee 4. There were none.

4.4 The Chairman suggested to the Committee that he be given authority to approve the Summary Record of this last Meeting of Committee 4. The Committee agreed this procedure.

4.5 Mr. M.A. Vieira, Head of the Delegation of Portugal made the following statement:

"Before we in Committee 4 complete our work, over which you, Mr. Chairman, have presided with remarkable wisdom and intelligence and thus given proof of your admirable qualities, may I address a few words to someone who is present among us? In doing so I am sure I speak not only on behalf of my Administration and in my own name but also for all the delegates here, some of whom could no doubt express their sentiments much more eloquently than I can.

" Our Committee has had the privilege, Mr. Chairman, of having you in the chair; it has moreover had the privilege of being able to count on the assistance of another person who, like yourself, is a native of old Albion: Mr. Gracie, the representative of the I.F.R.B. This is the last Conference that Mr. Gracie will attend as a member of the I.F.R.B.

" I first met Mr. Gracie in 1947 at the Atlantic City Conference, which he was attending as a delegate of the United Kingdom. His statements during that long and difficult conference amply demonstrated his wide technical knowledge, his unfailing desire for cooperation, his competence as a negotiator - qualities that made him an outstanding personality in the eyes of the delegates to that Conference which was so important in the history of the I.T.U.

" The election of Mr. Gracie as a member of the new organ then set up, the I.F.R.B., to which so many Administrations pinned their faith, did not surprise anyone. It was a fitting tribute to the personal qualities of a man who would be called upon to bear heavy responsibilities in the future, along with his colleagues.

" The manner in which Mr. Gracie carried out his task, in cooperation with the members of the old guard of the I.F.R.B. who still hold office, is well known to all the Administrations Members of the I.T.U. In carrying out his duties he has always been guided not only by the letter but above all by the spirit of that provision in the Convention whereby he was given an international mandate which it was his duty to fulfil with complete impartiality. This Mr. Gracie did, and in doing so he once more earned the admiration and respect of all Administrations.

" The pertinent advice he has given at the many conferences he attended and with respect to the numerous special cases arising out of the work of the I.F.R.B. in its relations with Administrations, frequently led to the settlement of problems that were very difficult or apparently insoluble.

" When just tributes of this nature can be paid to a man at the end of his career, that man can be proud to have fulfilled his duty towards others.

" On the eve of Mr. Gracie's retirement - since this is the last year of his career in the I.T.U. - we believe that our words of praise, inadequate though they may be when we think of the enormous amount of work he has done, are well merited.

" In thanking him for the way in which has helped the I.T.U., we offer Mr. Gracie our warmest good wishes for a long and happy life, which he well deserves."

This statement was followed by loud and sustained applause. Mr. Gracie thanked Mr. Vieira and all participants for these totally unexpected compliments which, he felt, were not merited. He had only tried to fulfil the mandate he had received to the best of his ability. He was quite sure that those of his colleagues on the Board who would be carrying on after the end of the year, would do so in a like manner. Mr. Gracie thanked Mr. Vieira for his very kind words and the Committee for their moving gesture.

4.6 Mr. J. Wilmott, Delegate of Australia, craved permission to present a document which had proven too long to go into the boxes. The Chairman, recalling that this procedure was not uncommon in Committee 4, saw no reason why the illustrious Delegate should not present his document. Mr. Wilmott then proceeded to read from an impressively long scroll adorned by a colourful seal and ribbon. The text appears in the Appendix attached hereto.

The Chairman suggested that it would be to the pleasure of more than one Delegation that, in fact, he was lost for words!

After thanking all present, he closed the meeting at 16.30 hours.

Rapporteur :

E.H. LEAVER

Chairman :

J.T. PENWARDEN

Appendix : 1

APPENDIX

AERONAUTICAL CONFERENCE

The members of the very wise Technical Committee,

considering,

the magnificent work done by their illustrious Chairman,
J.T. Penwarden, Esq.,

recognizing,

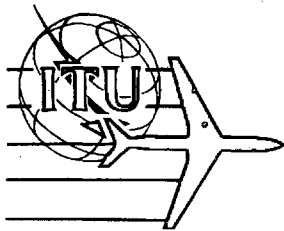
- a) his coming of age (21st Meeting today),
- b) his unqualified compatability in all moods, and
- c) his excellent tolerance,

resolves,

- a) that he shall be presented with a much treasured key to the innermost sanctum of the honourable order of SSB (Salubrious Salle B);
- b) that he shall be entitled to wear the SSB sash (a single band of blue, edged with red, bandwidth 3 centimetres) on ceremonial occasions after taking into account all considerations and after a date yet to be determined;
- c) that he may use the title "SSB (upper)" discreetly.

Signed and sealed

This 14th day of April 1966.



AERONAUTICAL CONFERENCE

Document No. II/169-E

14 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD

OF THE

FIFTH MEETING OF COMMITTEE 6

(PLAN COMMITTEE)

Thursday, 14 April, 1966, at 9.30 a.m.

Chairman : Mr. E.B. POWELL (Canada)

Vice-Chairman : Mr. A.O. PLANAS (Argentina)

Documents Nos. II/135, II/151 and II/161 were added to the Agenda.

1. Summary Record of Second Meeting

The Summary Record of the Second Meeting of Committee 6 (Document No. II/141) was adopted without comment.

2. Summary Record of the Third Meeting

The Summary Record of the Third Meeting of Committee 6 (Document No. II/145) was adopted by the Committee following a correction by the Delegate of Mexico that para. 1.9 should read:

"1.9 The Delegate of Mexico said that Committee 5 had recommended in Document No. II/128 that 3 frequency families be allocated to the Caribbean Area; however, the document in question stated that there should be 13 frequencies for that Area, whereas only 12 frequencies appeared in Document No. DT/II-26. Hence he considered that the last-mentioned document reflected, in general, the recommendation made by Committee 5 for the Area in question."



3. Document No. II/135

The Delegate of the U.S.S.R. introduced Document No. II/135 requesting a special high frequency family to be allocated for use by supersonic aircraft within the U.S.S.R. A discussion followed which involved the Delegates of France, the United Kingdom, the United States of America and Argentina. It was noted that supersonic aircraft presented special communication problems, and that the U.S.S.R. had co-operated with the Conference by accepting severe adjustments in frequency requirements as indicated by the statistics for their area. It was further recognized that although neither France, the United Kingdom, the United States, nor I.C.A.O. had such a need, U.S.S.R. operations could require an exclusive family of frequencies. The U.S.S.R. emphasized their desire to co-operate with the Conference and suggested that perhaps the special family could be made available for supersonic aircraft on a world-wide basis.

The Chairman recognized the requirement for a special family of frequencies for supersonic aircraft within the U.S.S.R., but noted that this appeared to be a regional requirement. The Committee endorsed this view. The Chairman also noted that considerable difficulty may be anticipated since of the 162 available channels, over 100 were used in the development of an initial plan for the area of interest.

4. Document No. II/151

The Delegate of South Africa introduced Document No. II/151 recommending the Annex attached thereto as a prototype of a working tool for the Conference and suggesting a similar format be considered for publication in the Final Acts of the Conference. There was general agreement as to the use of charts of the type in the Annex of Document No. II/151 and the delegates agreed to help the I.F.R.B. prepare and maintain such charts as working tools. Discussion of the use of the Chart in the Final Acts was postponed pending further experience during the Conference.

5. Discussion of VOLMET and RDARA allotments

The Chairman reminded the delegates that he was collating their suggestions as to revision of Document No. DT/II-26 in regard to VOLMET and RDARA and stated the deadline for these suggestions was 3.00 p.m. today.

Several delegations stressed that it was possible to comment only on the number and order of frequencies and that specific frequency suggestions could not be made without the MWARA revisions. This was agreed.

The Committee then established Working Groups as follows:

6B - VOLMET	: Mr. B.L. Gault (U.K.)
6C - 3.0 and 3.4 Mc/s bands	: Mr. F.G. Perrin (Canada)
6D - 4.7, 5.6 and 6.6 Mc/s bands	: Mr. J.T. Penwarden (U.K.)
6E - 9.0, 10.0, 11.3 and 13.3 Mc/s bands	: Mr. H.G. Arthur (New Zealand)
6 ad hoc - Co-ordination	: Mr. M. Chef (French Overseas Territories)

Working Group 6B is to study VOLMET requirements and recommend a revision of Document No. DT/II-26 to meet Committee 5 (Statistical) requirements for VOLMETs taking into account the technical material supplied by Committee 4 (Technical), opinions expressed in Committee 6 and the draft MWARA frequency allocation plan developed by Working Group 6A.

Working Groups 6C through 6E are to consider proposals for revision of the Frequency Allotment Plan for Aeronautical Mobile (R) Service in Appendix 26 and to prepare a draft revised Plan for the areas and frequency bands concerned in accordance with the channel provisions from Committee 4 (Documents Nos. II/91, II/93 and Addendum) and frequency requirements from Committee 5 (Document No. II/128 and Addendum) amending Document No. DT/II-26 as further amended by the Reports of Working Groups 6A and 6B*) and Document No. DT/II-32, as appropriate, and taking into consideration Document No. DT/II-35.

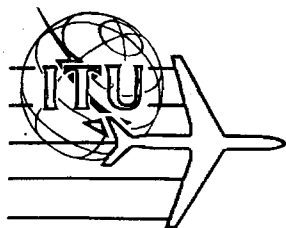
The Delegate of the United Kingdom noted that the Federal Republic of Germany and Norway have the same requirement as that expressed by the United Kingdom in Document No. II/162, i.e. a need for high frequencies for communication with helicopters over the North Sea. It was agreed that this requirement was now tabled by the three Delegations.

6. The Meeting adjourned at 12.35 p.m.

Rapporteur
George W. HAYDON

Chairman
E.B. POWELL

*) Documents Nos. DT/II-39 and DT/II-40



AERONAUTICAL CONFERENCE

Document No. II/17C-E
13 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

INDONESIA, JAPAN, THAILAND

PROPOSAL FOR ADJUSTMENT AND AMENDMENT TO THE FREQUENCY ALLOCATION OF RDARA 6 AND ITS SUB-RDARAS

It is proposed that the following changes should be made to the frequency allocation appearing in Document No. DT/II-26 against Area 6 and its sub-RDARAs 6B, 6C and 6F:

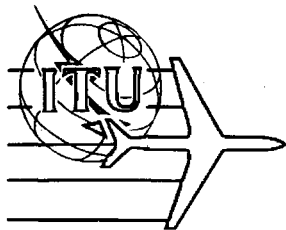
Areas	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18 .
6							10049	11336	13... 13...	
6B	2889 2... 2...	3... 3...		5547 5... 5...	6... 6...	8952 8...				
6C	2924 2882	3439		5659	6554 6617	8819 8840 8945			13...	
6F	2945 2910	3...			6540 6617	8854	10009 10...		13...	

Reasons:

1. It is noted that there is a lack of full submission of flight statistics from some Administrations Members of the I.T.U. in Area 6 and the non-availability of statistics from non-member states in the same area.



2. It is known to us that these Administrations are engaged actively in their domestic and regional air operations and they will be also using frequencies, whether or not they are provided with frequencies. This is a fact of life and cannot possibly be neglected.
3. We should give consideration to the need for the areas concerned, otherwise the plan would not be realistic and most likely that Administration of the RDARA 6 and its sub-RDARA cannot implement the new plan satisfactorily, due to excessive overloading of the channels now proposed in Document No. DT/II-26.
4. Statistics submitted by Administrations in some cases are not broken down appropriate to the sub-RDARAs concerned and therefore the allotment of frequencies in some sub-RDARAs of Area 6 do not represent the actual requirements and therefore not a realistic one.
5. For example, in Indonesia, there exists an air route network ranging from 250-2000 km and to satisfy its communications needs satisfactorily, frequencies of the order of 4, 5, 8 and 13 Mc/s had been assigned to a number of aeronautical stations for a number of years.
6. There exist at present flights between Djakarta and Canton, where along a part of its segment, I.C.A.O. facilities and services provided for in the SEA Regional Plan do not cater for the requirements of these flights.



AERONAUTICAL CONFERENCE

Document No. II/171-E
13 April 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

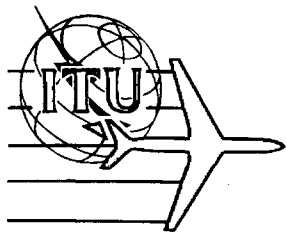
PLENARY MEETING

AGENDA OF THE THIRD PLENARY MEETING

Friday, 15 April 1966, at 9.30 a.m., Room B

1. Approval of the Minutes of the 2nd Plenary Meeting
(Document No. II/136)
2. Report of Committee 2 (Credentials)
(Document No. II/160)
3. Resolution relating to the use of frequencies 3023.5 and
5680 kc/s common to the Aeronautical Mobile (R) and (OR) Services
(Document No. II/163)
4. Texts of Final Acts submitted for first reading (Documents
Nos. II/131 (B.4) and II/137 (B.5))
5. Any other business





AERONAUTICAL CONFERENCE

Document No. II/172-E
13 April 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

ROUMANIA

PROPOSAL

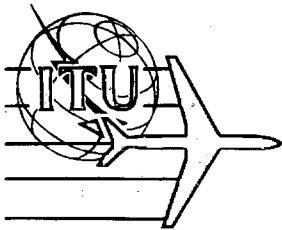
Allocate to Sub-RDARA 1D a supplementary frequency in the 4.7 Mc/s band.

Reasons :

The two frequencies in the 3 and 6.6 Mc/s bands mentioned in Document No. DT/II-26, Annex A, page 5, for Sub-RDARA 1D, are not sufficient to provide communications with aircraft effecting regional and domestic flights in all propagation conditions, or for distances of less than 500 km.

M.V. NICOLESCU
Deputy Head of the
Delegation of Roumania





AERONAUTICAL CONFERENCE

Document No. II/173-E
13 April 1966
Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 3

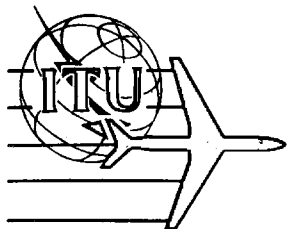
AGENDA
OF THE
SECOND MEETING OF COMMITTEE 3
(BUDGET CONTROL)

Friday, 15 April 1966, at 3 p.m., Room A

- | | <u>Document No.</u> |
|---|---------------------|
| 1. Approval of the Minutes of the First Meeting | II/90 |
| 2. Report by Working Party of Committee 3 | DT/37 |
| 3. Any other business | |

U. MOHR
Chairman





AERONAUTICAL CONFERENCE

Document No. II/174-E

14 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

ELEVENTH REPORT OF COMMITTEE 4

(TECHNICAL)

DRAFT RESOLUTION RELATING TO THE USE OF FREQUENCIES
IN THE HF BANDS ALLOCATED EXCLUSIVELY TO THE
AERONAUTICAL MOBILE (R) SERVICE

Having considered a Proposal from the Administration of Japan,
the Report of the First Session and a Memorandum by the International
Frequency Registration Board (Document No. II/21), Committee 4
agreed unanimously the attached draft resolution for the consideration of
the Plenary Meeting.

J.T. PENWARDEN
Chairman

Annex : 1



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ANNEX

RESOLUTION No. RELATING TO THE USE OF FREQUENCIES
IN THE HF BANDS ALLOCATED EXCLUSIVELY TO THE AERONAUTICAL
MOBILE (R) SERVICE

The Aeronautical Extraordinary Administrative Radio Conference,
Geneva, 1964/66,

considering

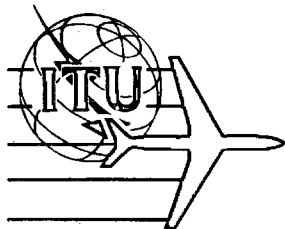
- a) that monitoring observations on the use of frequencies in the bands allocated exclusively to the Aeronautical Mobile (R) Service between 2850 and 17 970 kc/s show that a number of frequencies in these bands are being used by stations of services other than the Aeronautical Mobile (R) Service, thus causing harmful interference to Aeronautical Mobile (R) Service communications on some international air routes; and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;
- b) that the Aeronautical Mobile (R) Service is a safety service, to which exclusive frequency bands are specially allocated in order to ensure the safety and regularity of flight along national or international civil air routes as defined in No. 429 of the Radio Regulations, Geneva, 1959;
- c) that in order to protect the safety of human life and property in the air, and to operate aeronautical transport services in a regular and effective manner, it is indispensable to have the aeronautical mobile communication channels kept free from harmful interference;

resolves

that Administrations, recognizing that the Aeronautical Mobile (R) Service is a safety service, shall abstain from the use of frequencies in the bands allocated exclusively to this service by stations of services other than the Aeronautical Mobile (R) Service, except under the express conditions prescribed in No. 115 or No. 415 of the Radio Regulations, Geneva, 1959;

requests

the I.F.R.B. to continue to organize monitoring observations in the bands allocated exclusively to the Aeronautical Mobile (R) Service with a view to eliminating the emissions of out-of-band stations which cause, or are likely to cause, harmful interference to the Aeronautical Mobile (R) Service; and to seek the collaboration of Administrations in identifying the source of such emissions by all available means including the use of automatic recording equipments, direction finding and field strength measurements and in securing the suppression of these emissions.



AERONAUTICAL CONFERENCE

Document No. II/175-E(Rev.)
22 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

TWELFTH AND LAST REPORT OF COMMITTEE 4 (TECHNICAL)

DRAFT RECOMMENDATION RELATING TO THE DEVELOPMENT OF TECHNIQUES WHICH WOULD HELP TO REDUCE CONGESTION IN THE HIGH FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

At its concluding meeting, Committee 4 unanimously decided to forward, for the consideration of the Plenary Assembly, a draft recommendation relating to the development of techniques which would help to reduce congestion in the high frequency bands allocated to the Aeronautical Mobile (R) Service.

The draft recommendation is annexed to this report. Although the substance of the recommendation was unanimously approved in Committee 4, the Committee entrusted the Chairman to prepare the actual text to be submitted to the Plenary Assembly.

Chairman
J.T. PENWARDEN



Annex : 1

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A N N E X

DRAFT RECOMMENDATION

RELATING TO THE DEVELOPMENT OF TECHNIQUES
WHICH WOULD HELP TO REDUCE CONGESTION IN THE HIGH
FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

The Aeronautical Extraordinary Administrative Radio Conference,
Geneva, 1964/66,

considering

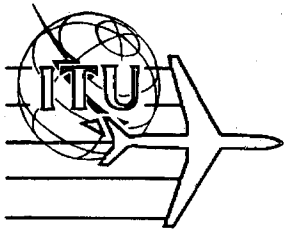
1. that several Administrations are actively engaged in the development of communication systems the wider use of which, in the Aeronautical Mobile (R) Service, would reduce the congestion in the high frequency bands allocated to that Service. Such developments include remotely controlled VHF stations, high powered VHF transmitters employing directional antennae, space radiocommunication techniques and automatic data transmission.
2. that knowledge of these developments would be useful to other Administrations in considering their application to their Aeronautical Mobile (R) communication services;
3. that the International Civil Aviation Organization is actively engaged in co-ordinating the operational use of such developments;

invites

Administrations engaged in such developments to inform the I.F.R.B. periodically of the progress achieved in these fields;

requests

the I.F.R.B. periodically to circulate the information so obtained to Members of the Union and to the International Civil Aviation Organization.



AERONAUTICAL CONFERENCE

Document No. II/175-E

18 April, 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

TWELFTH AND LAST REPORT OF COMMITTEE 4

(TECHNICAL)

DRAFT RECOMMENDATION RELATING TO THE DEVELOPMENT OF TECHNIQUES WHICH WOULD HELP TO REDUCE CONGESTION IN THE HIGH FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

At its concluding meeting, Committee 4 unanimously decided to forward, for the consideration of the Plenary Assembly, a draft recommendation relating to the development of techniques which would help to reduce congestion in the high frequency bands allocated to the Aeronautical Mobile (R) Service.

The draft recommendation is annexed to this report. Although the substance of the recommendation was unanimously approved in Committee 4, the Committee entrusted the Chairman to prepare the actual text to be submitted to the Plenary Assembly. I should be grateful if any suggestions for drafting amendments could be submitted to me not later than 3.00 p.m., Thursday, 21 April, 1966.

Chairman

J.T. PENWARDEN

Annex: 1



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A N N E X

DRAFT RECOMMENDATION

RELATING TO THE DEVELOPMENT OF TECHNIQUES
WHICH WOULD HELP TO REDUCE CONGESTION IN THE HIGH
FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

The Aeronautical Extraordinary Administrative Radio Conference,
Geneva, 1964/66,

considering

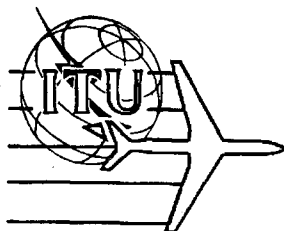
1. that several Administrations are actively engaged in the development of communication systems including forward relay VHF, extended range VHF, long range VHF, space radiocommunication techniques, and automatic data transmission, the wider use of which in the Aeronautical Mobile (R) Service would reduce the congestion in the high frequency bands allocated to that Service;
2. that knowledge of these developments would be useful to other Administrations in considering their application to their Aeronautical Mobile (R) communication services;
3. that the International Civil Aviation Organisation is actively engaged in coordinating the operational use of such developments;

invites

Administrations engaged in such developments to inform the I.F.R.B. periodically of the progress achieved in these fields;

requests

the I.F.R.B. periodically to circulate the information so obtained to Members of the Union and to the International Civil Aviation Organisation.



AERONAUTICAL CONFERENCE

Document No. II/176-E

14 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 5

SUMMARY RECORD OF THE NINTH MEETING OF COMMITTEE 5 (OPERATION STATISTICS)

Wednesday, 13 April 1966, at 3 p.m.

Chairman : M. CHEF (French Overseas Territories)

Vice-Chairman : M. RUTKOWSKI (P.R. of Poland)

1. Summary Record of the 7th Meeting

The Summary Record of the 7th Meeting of Committee 5 (Document No. II/127) was adopted, subject to a slight amendment to the Spanish text of paragraph 6.2 and to the correction of a typographical error in paragraph 3.2 of the French text.

2. Summary Record of the 8th Meeting

The Summary Record of the 8th Meeting of Committee 5 (Document No. II/152) was adopted without amendment.

3. Summary Record of the work of Working Party 5D

3.1 a) Revision of RDARA 13 boundaries (Document No. DT/II-30)

3.1.1 Document No. DT/II-30 was introduced by Mr. Sigler, Chairman of Working Party 5D. The representative of the I.F.R.B. expressed his satisfaction with the new distribution of areas in South America, which considerably improved the situation in relation to that prevailing in 1959.

3.1.2 The Chairman thanked Mr. Sigler and his Working Party for the results thus obtained and invited the Committee to adopt Document No. DT/II-30. It was so decided.

3.1.3 The Document will be forwarded to Committee 7 as a corrigendum to Document No. II/116.



3.2 b) Frequency requirements RDARA 13

3.2.1 Mr. Planas introduced Document No. II/143 which, in his opinion, satisfied all the countries of Region 13 without exception. That view was shared by the Delegate of Brazil who confirmed the explanations given by Mr. Planas.

3.2.2 The Chairman invited the Committee to adopt the document so that it might be forwarded to Committee 6.

3.2.3 The Delegate of Argentina then requested that mention be made in the record of the meeting that, as far as Sub-Area 13 D was concerned, frequency distribution had been effected on the basis of one family of frequencies per country and of one other frequency family common to the whole area.

3.2.4 The Delegate of the U.S.S.R. drew attention to a typing mistake in the English text.

3.2.5 On a proposal by the Chairman, Document No. II/143 was adopted by the Committee. It would be forwarded to Committee 6.

4. Any other business

4.1 The Delegate of Canada pointed out that Sub-Area 10C had been omitted from the planisphere representing RDARA boundaries.

4.2 The Chairman thanked the delegates and observers who had taken part in the work of Committee 5 for their cooperation. He considered that the Committee had successfully performed the duties entrusted to it. Committee 5 would not meet again, unless required.

The meeting rose at 3.40 p.m.

Rapporteur :
M. REYNIERS

Chairman :
M. CHEF

AERONAUTICAL CONFERENCEDocument No. II/177-E

Geneva, 1966

PLENARY MEETINGFIRST READINGB.6

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959) and remarks
7	-		
4	II/119		p. 6 and 9
5	II/116		p. 19 - 29 RDARA boundaries
5	II/117		Draft Resolution
4	II/118		Section I - Definitions
7	-		Partial Revision of the RR
4	II/164		Provisions relating to use of SSB
4	II/166		Draft Resolution

P. BOUCHIER
Chairman of the
Editorial Committee



Annexes: B.6/1 - B.6/35

PARTIAL REVISION OF THE RADIO REGULATIONS, GENEVA (1959)

In pursuance of Resolution No. 13 of the Ordinary Administrative Radio Conference, Geneva (1959), the Administrative Council of the Union at its 18th session (1963), adopted Resolution No. 525 proposing that an Extraordinary Administrative Radio Conference should be convened in order to review Appendix 26 to the Radio Regulations and its associated provisions. The proposal having been accepted by a majority of the Members of the Union, the first session of the Extraordinary Administrative Radio Conference was held in Geneva from 27 January to 20 February 1964.

During its 20th session (1965), the Administrative Council adopted Resolution No. 563 by which it decided, with the prior agreement of the majority of the Members of the Union, that the second session of the Extraordinary Administrative Radio Conference should be held in Geneva from 14 March 1966 for a period of 8 weeks, with the following agenda:

"On the basis of the decisions taken by the preparatory session of the Conference and the preparatory work undertaken by the I.F.R.B., to review and, to the extent considered necessary, revise the Frequency Allotment Plan for the Aeronautical Mobile (R) Service contained in Appendix 26 to the Radio Regulations, and the Radio Regulations associated therewith."

The Extraordinary Administrative Radio Conference accordingly convened on the appointed date, and, in accordance with the provisions of Nos. 60 and 61 of the Convention, revised the relevant portions of the Radio Regulations, Geneva, 1959. Particulars of these revisions are given in the attached Annexes.

The revised provisions of the Radio Regulations, Geneva, 1959, shall form an integral part of the Radio Regulations, which are annexed to the International Telecommunication Convention. They shall come into force on the , upon which date the provisions of the Radio Regulations, Geneva, 1959, which are cancelled or modified by these revisions, shall be abrogated.

The delegates signing this revision of the Radio Regulations, Geneva, 1959, hereby declare that should an administration make reservations concerning the application of one or more of the revised provisions of the Radio Regulations, Geneva, 1959, no other administration shall be obliged to observe that provision or those provisions in its relations with that particular administration.

In witness whereof the delegates of the Members and Associate Members of the Union represented at the Extraordinary Administrative Radio Conference, Geneva, 1966, have signed in the names of their respective countries this revision of the Radio Regulations, Geneva, 1959, in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member and Associate Member of the Union.

Members and Associate Members of the Union shall inform the Secretary-General of their approval of the revision of the Radio Regulations, Geneva, 1959, by the Extraordinary Administrative Radio Conference, Geneva, 1966. The Secretary-General will inform Members and Associate Members of the Union promptly regarding receipt of such notifications of approval.

Done at Geneva, 1966

App. 26
p. 6

NOC 3. Channels Common to (R) and (OR) Services

(MOD) 3.1 The channels common to the (R) and (OR) services, centred at 3023.5 and 5680 kc/s are authorized for world-wide use as shown in Part II of this Appendix.

Notwithstanding those provisions of the Allotment Plan set forth in Part II hereof, the frequency 5680 kc/s may also be used at aeronautical stations for communication with aircraft stations when other frequencies of the aeronautical stations are either unavailable or unknown. However, this use shall be restricted to such areas and conditions that harmful interference cannot be caused to other authorized aeronautical mobile services.

ADD 3.2 All stations using 3023.5 kc/s and 5680 kc/s for search and rescue purposes and employing single sideband (SSB) shall transmit a carrier at a level sufficient to permit reception on a double sideband (DSB) receiver and shall be able to receive DSB transmissions.

ADD 3.3 Subject to appropriate co-ordination, stations of the Aeronautical Mobile (R) Service using the common (R) and (OR) channel centred at 3023.5 kc/s may operate with their carrier frequency at 3023 kc/s.

(MOD) 4. The International Civil Aviation Organization (I.C.A.O.) co-ordinates communications of the Aeronautical Mobile (R) Service with international air operations for a large part of the world and this Organization should be consulted in appropriate cases, particularly in the operational use of the frequencies in the Plan.

App. 26
p. 6

NOC Adaptation of Allotment Procedure

- (MOD) 5. It is recognized that not all the sharing possibilities have been exhausted in the allotment plan contained in this Appendix. Therefore, in order to satisfy particular operational requirements which are not otherwise met by this allotment plan, Administrations may assign frequencies from the aeronautical mobile (R) bands in areas other than those to which they are allotted in this Plan. However, the use of the frequencies so assigned must not decrease the protection to the same frequencies in the areas where they are allotted by the plan below that determined by the application of the procedure defined in Part I, and Section II B of this Appendix for the (R) Service.
- NOC 6. When necessary to satisfy the needs of international air operations Administrations may adapt the allotment procedure for the assignment of aeronautical mobile (R) frequencies, which assignments shall then be the subject of prior agreement between Administrations affected.
- NOC 7. Resort to the co-ordination described in paragraph 4 shall be made where appropriate and desirable for the efficient utilization of the frequencies in question.
- SUP 8. (In addition ... mobile service.)

App.26

p.19

ARTICLE 2

NOC

Description of the Regional and Domestic
Air Route Area (RDARA) Boundaries

NOC

Regional and Domestic Air Route Area - 1
(RDARA - 1)

MOD

From the North Pole along the 15°W meridian to the point 72°N 15°W, then through the points 40°N 50°W, 30°N 39°W, 30°N 10°W, 31°N 10°W, to the point 31°N 10°E. Then along the Libya-Tunisia border to the Mediterranean, thence along the coast of Libya and the U.A.R. to Alexandria, thence to Cairo, and eastward along the Cairo parallel to intersect the 40°E meridian, and north along the 40°E meridian to the south coast of the Black Sea, thence west along the Black Sea coast of Turkey to intersect the 30°E meridian, then along the 30°E meridian to the border of Roumania and the U.S.S.R., thence along the border between the U.S.S.R. and the following countries: Roumania, Hungary, Czechoslovakia and Poland; along the U.S.S.R. Baltic Sea coast, to the border between Finland and the U.S.S.R. Then to the point 70°N 32°E, and along the 32°E meridian to the North Pole.

NOC

Sub-Area 1A

NOC

From the point 65°N 26°W, and through the points 40°N 50°W, 40°N 13°W, 60°N 13°W, 60°N 26°W, to the point 65°N 26°W.

NOC

Sub-Area 1B

MOD

From the North Pole along the 15°W meridian to the point 72°N 15°W, then through the points 65°N 26°W, 60°N 26°W, 60°N 13°W to the point 50°N 13°W; thence east along the territorial waters between the Channel Islands and French coastline, reaching the latter at the meridian 03°W. Thence following the north-east boundary of France, touching Belgium, Luxembourg and the Federal Republic of Germany. Thence along the border between Switzerland and the Federal Republic of Germany, and along the border between the latter and Austria. Thence along the border between Czechoslovakia and the Federal Republic of Germany, then along the line between the Federal Republic of Germany and Eastern Germany towards the Baltic Sea. Then west along the coastline of the Federal Republic of Germany to the boundary between the latter and Denmark. Along this boundary to the North Sea. Thence along the 55°N parallel to a point 55°N 04°E. Thence along the 04°E meridian to the North Pole.

App.26p.19NOC Sub-Area 1C

MOD From the North Pole along the meridian 04°E to the 55°N parallel. Thence east along the 55°N parallel and the border between Denmark and the Federal Republic of Germany to the Baltic Sea, then along the Baltic Sea coast of the Federal Republic of Germany to the line between the Federal Republic of Germany and Eastern Germany. Along this line touching the western borders of Czechoslovakia and Austria to the Swiss border. Thence eastward along the southern borders of Austria and Hungary, thence along the border between Hungary and Roumania, thence along the border between the U.S.S.R. and the following countries: Hungary, Czechoslovakia and Poland. Thence, to the Baltic Sea along the U.S.S.R. Baltic Sea coast, to the boundary between Finland and the U.S.S.R. at 70°N 32°E, then along the 32°E meridian to the North Pole.

NOC Sub-Area 1D

MOD From the junction of the borders of the U.S.S.R., Hungary and Roumania, westward along the southern borders of Hungary and Austria to the border between Switzerland and Italy and the border between France and Italy to the Mediterranean Sea. Thence to 43°N 10°E to 41°N 10°E, 41°N 07°E thence along the 07°E meridian to the North African coast. Then along the North African coast including Tunis, Tripoli, Benghazi, to the coastal border between Libya and the U.A.R. Thence along the coast to Alexandria, then to Cairo, and along the Cairo parallel to the 40°E meridian. North along the 40°E meridian to the South Coast of the Black Sea. Thence west along the Black Sea coast of Turkey to intersect the 30°E meridian. Along the 30°E meridian to the border of Roumania and the U.S.S.R., thence along this border to the junction of the borders of the U.S.S.R., Hungary and Roumania.

App.26p.20NOC Sub-Area 1E

MOD From the point 50°N 13°W, and through the points 40°N 13°W, 40°N 50°W, 30°N 39°W, 30°N 10°W, 31°N 10°W to the point 31°N 10°E. Then along the Libya-Tunisian border to the Mediterranean thence along the Tunisian coast to intersect the 10°E meridian. Thence to the point 43°N 10°E; thence to the border between Italy and France and between Italy and Switzerland, Switzerland and Austria, Switzerland and the Federal Republic of Germany, and between France and the Federal Republic of Germany, France and Luxembourg, and France and Belgium to the Channel coast. Thence west through the territorial waters between the Channel Islands and the French coast to the point 50°N 13°W.

App.26p.20

NOC

Regional and Domestic Air Route Area - 2

(RDARA - 2)

NOC

From the North Pole along the 32°E meridian to the 70°N parallel. Then along the border between Finland and the U.S.S.R. to the Baltic coast. Along the territorial waters of the U.S.S.R. Baltic coast to the boundary between the U.S.S.R. and Poland. Thence along the border between the U.S.S.R. and the following countries: Poland, Czechoslovakia, Hungary and Roumania, to the Black Sea coast at the intersection of the 30°E meridian. Then along the 30°E meridian to the Black Sea coast of Turkey. Along the Black Sea coast of Turkey to the junction of the borders of Turkey and the U.S.S.R. Thence along this common border and the Iran-U.S.S.R. border to the Caspian Sea. Then along the Iran Caspian Sea coast and the southern border of the U.S.S.R. to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Then along the 88°E meridian to 55°N. Then along the 55°N parallel to 60°E, and along the 60°E meridian to the North Pole.

NOC

Sub-Area 2A

NOC

From the North Pole along the 32°E meridian to 70°N. Then along the border between Finland and the U.S.S.R. to the Baltic coast, and along the territorial waters of the U.S.S.R. Baltic coast, to the point 55°N 20°E, and thence to Moscow. Then to 55°N 60°E, and along the 60°E meridian to the North Pole.

NOC

Sub-Area 2B

NOC

From the point 55°N 88°E and through the point 55°N 60°E, to the point 47°N 53°E. Thence along the east coast of the Caspian Sea to the Iranian coast. Thence east along the southern border of the U.S.S.R. to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E; thence along the 88°E meridian to 55°N.

NOC

Sub-Area 2C

NOC

From the point 55°N 60°E, to Moscow, to 55°N 20°E. Thence south along the boundary between the U.S.S.R. and Poland. Thence along the border between the U.S.S.R. and the following countries: Poland, Czechoslovakia, Hungary and Roumania, to the Black Sea coast of the meridian 30°E.

App.26
p.20

Along the meridian 30°E to the Black Sea coast of Turkey. Along this coast-line to the junction of the borders of Turkey and the U.S.S.R. Thence along this common border and the Iran-U.S.S.R. border to the Caspian Sea then along the south coast of the Caspian Sea and thence north along the East Caspian Sea coast and through the point 47°N 53°E to 55°N 60°E.

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NOC

Regional and Domestic Air Route Area - 3
(RDARA - 3)

NOC

From the North Pole to the point 55°N 60°E, thence along the 55°N parallel to 88°E. Then along the 88°E meridian to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Then along the border between Mongolia and China, and U.S.S.R. and China, to the coast. Between the territorial waters of U.S.S.R. and Japan to the point 43°N 147°E and through the point 50°N 164°E to 65°N 170°W. Then along the 170°W meridian to the North Pole.

NOC

Sub-Area 3A

NOC

From the North Pole along the 60°E meridian to 55°N. Then along the 55°N parallel to 88°E. Then through the point 60°N 88°E to 60°N 110°E, and along the 110°E meridian to the North Pole.

NOC

Sub-Area 3B

NOC

From the North Pole, along the 110°E meridian to 60°N 110°E, and through the points 60°N 147°E, 43°N 147°E, 50°N 164°E, to 65°N 170°W. Then along the 170°W meridian to the North Pole.

NOC

Sub-Area 3C

NOC

From the point 60°N 88°E to the intersection of Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Along the border between Mongolia and China, and U.S.S.R. and China, to the coast. Between the territorial waters of U.S.S.R. and Japan to the point 43°N 147°E. Then through the point 60°N 147°E to the point 60°N 88°E.

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NOC

Regional and Domestic Air Route Area -- 4

(RDARA - 4)

MOD

From the point 30°N 39°W, and through the points 10°N 20°W, 05°S 20°W, to the point 05°S 12°E. Thence along the northern border of the Democratic Republic of the Congo, bypassing Cabinda Territory, to the border between the Republic of the Congo (Brazzaville), the Central African Republic and the Republic of the Sudan. Thence north along the western border of the Sudan. Along the western border of the U.A.R., northwards to the Mediterranean and along the Mediterranean and Atlantic coasts of North Africa to the point 30°N 10°W. West along the 30°N parallel to close the area at 30°N 39°W.

NOC

Sub-Area 4A

MOD

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p.22

From the point 30°N 39°W to 21°N 31°W. Thence to Gao and to Zinder. From Zinder, along the northern border of Nigeria, to a point west of Fort-Lamy. Then along the Fort-Lamy parallel to 12°N 22°E. Thence north along the western border of the Sudan, and along the western border of the U.A.R. to the Mediterranean. Along the North African Mediterranean coast and Atlantic coast to a point 30°N 10°W. Thence along the 30°N parallel to close the sub-area at 30°N 39°W.

NOC

Sub-Area 4B

MOD

From the point 21°N 31°W through the points 10°N 20°W, 05°S 20°W, to 05°S 12°E. Thence along the southern border of the Republic of the Congo (Brazzaville) and the Central African Republic to the junction between the Democratic Republic of the Congo, the Sudan and the Central African Republic. Along the western border of the Sudan to the point 12°N 22°E. Thence along the Fort-Lamy parallel to the Nigerian border. Then west along this border to Zinder. From Zinder through Gao to close the sub-area at 21°N 31°W.

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NOC

Regional and Domestic Air Route Area - 5

(RDARA - 5)

MOD

From the point 41°N 40°E to the point 37°N 40°E. Then along the border between Turkey and the Syrian Arab Republic to the Mediterranean coast. Thence to the common border of Libya and the U.A.R. on the North African coast excluding Cyprus. Southwards along the western boundary of the U.A.R., and the Sudan to the border of Kenya. Thence east along the northern border of Kenya, and then south along the border between Kenya and Somaliland, to the East African coast at 02°S 41°E. Then through the point 02°S 73°E to 37°N 73°E. Then east along the border between Afghanistan and Pakistan, and west along the southern boundary of the U.S.S.R. to the Caspian Sea. Then along the northern border of Iran and Turkey to close the area at 41°N 40°E.

NOC

Sub-Area 5A

MOD

From the point 37°N 40°E, along the border between Turkey and the Syrian Arab Republic to the Mediterranean coast. Thence to the common border of Libya and the U.A.R. on the North African coast, excluding Cyprus. Southward, along the western boundary of the U.A.R. and east along the common border of the U.A.R. and the Sudan to 24°N 37°E. Then through the points 12°N 44°E, 13°E 52°E, to the point 26°N 52°E. Thence along the border between Iran and Iraq, and the border between Iraq and Turkey to 37°N 40°E.

NOC

Sub-Area 5B

MOD

From the point 41°N 40°E to 37°N 40°E. Thence east along the borders between Turkey and the Syrian Arab Republic, and Turkey and Iraq, and along the border between Iraq and Iran to the point 30°N 49°E. Thence along the middle of the Persian Gulf through the points 26°N 52°E and 24°N 60°E, to Bombay. Then to 37°N 73°E. Then east along the Afghanistan-Pakistan border and west along the southern boundary of the U.S.S.R. to the Caspian Sea. Then along the northern border of Iran and Turkey to close the sub-area at 41°N 40°E.

App.26p.22NOC Sub-Area 5C

MOD From the point 26°N 52°E, and through the points 13°N 52°E, 13°N 54°E, 02°S 54°E, 02°S 73°E, to Bombay. Then to 24°N 60°E. Then along the middle of the Persian Gulf to 26°N 52°E.

App.26p.23NOC Sub-Area 5D

MOD From the junction point of the U.A.R., Libya and the Sudan southwards along the western border of Sudan to the border of Kenya. Thence along the northern border of Kenya. Then south along the border between Kenya and Somaliland to the east African coast, at the point 02°S 42°E. Then through the points 02°S 54°E, 13°N 54°E, 13°N 52°E to the point 12°N 44°E. Thence northwest along the middle of the Red Sea to 24°N 37°E. Thence along the southern border of the U.A.R. to close the sub-area.

NOC

Regional and Domestic Air Route Area - 6

(RDARA - 6)

MOD From approximately 49°N 88°E, along the border between China and the U.S.S.R. and between Afghanistan and Pakistan, and Iran and Pakistan to the point 23°N 61°E. Thence to Bombay. Then along the 73°E meridian to the point 02°S 73°E, and through the points 02°S 92°E, 10°S 92°E, 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 170°W, 10°N 170°W, 50°N 164°E, to the point 43°N 147°E. Thence east between the territorial waters of Japan and the U.S.S.R. and along the north-eastern and northern boundary of China to approximately 49°N 88°E.

NOC Sub-Area 6A

MOD From the point 37°N 75°E, along the border between Pakistan and Afghanistan, and Iran and Pakistan to the point 23°N 61°E. Thence to Bombay. From Bombay to 24°N 80°E. Thence to Calcutta. Thence along the coast of Pakistan and Burma to reach the border between Burma and Thailand. North along this border and that between Burma and Laos. Thence along the border

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App.26 between China and Burma. Thence westward along the Southern border of
p.23 China to the point 37°N 75°E.

NOC Sub-Area 6B

MOD From approximately 49°N 88°E, along the common border between China and the U.S.S.R. to the point 37°N 75°E. Thence along the border between China and the following countries: India, Nepal, Bhutan, India, Burma, Laos and North Viet-Nam, to the coast of the South China Sea. Thence along the south territorial waters of Hainan Island to the point 20°N 113°E, and through the points 20°N 176°W, 50°N 164°E, to 43°N 147°E. Thence west between the territorial waters of Japan and the U.S.S.R. and then along the border between China and the U.S.S.R. and along the border between China and Mongolia to approximately 49°N 88°E.

NOC Sub-Area 6C

MOD From the point 20°N 130°E through the point 04°N 130°E to 04°N 118°E. Thence along the southern borders of Sabah and Sarawak to the coast and, then, southwards along the west coast of Borneo to the 110°E meridian. Thence along 110°E meridian to the point 10°S 110°E. Thence through the points 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 170°W, 10°N 170°W, 20°N 176°W to 20°N 130°E.

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NOC Sub-Area 6D

MOD From the junction of the borders of China, India and Burma, south along the India-Burma and Pakistan-Burma borders to the Bay of Bengal. Along the coast of Burma to its southernmost point. Then to Weh Island (off the north coast of Sumatra). Then to the point 02°S 92°E, and through the point 10°S 92°E to 10°S 110°E. Then northwards along the 110°E meridian, and thence along the boundary of Sub-Area 6C through the point 20°N 130°E to 20°N 113°E. Thence south around the Island of Hainan, and along the China-North Viet-Nam, China-Laos and China-Burma borders to close the sub-area at the junction of the borders of China, India and Burma.

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NOC Sub-Area 6E

MOD From the point 20°N 73°E, and through the points 02°S 73°E, 02°S 92°E, through Weh Island (off the north coast of Sumatra) to 10°N 97°E. Thence along the coasts of Burma, Pakistan and India to Calcutta. Then through the points 24°N 80°E to 20°N 73°E.

NOC Sub-Area 6F

MOD From the junction of the China-India-Burma borders north-east to the 100°E meridian. North on this meridian to the northern boundary of Sub-Area 6B. Eastward along this boundary to 147°E thence through the points 20°N 130°E, 04°N 130°E. Then west along the boundary of Sub-Area 6D to the junction of the China-India-Burma borders.

NOC Regional and Domestic Air Route Area - 7

(RDARA - 7)

MOD From the South Pole along the 20°W meridian to 05°S. Then along the 05°S parallel to 12°E. Thence along the northern border of the Democratic Republic of the Congo, Cabinda territory being included in this Area, along the border between Uganda, and Sudan, and between Kenya and the following countries : Sudan, Ethiopia and Somalia to the point 02°S 42°E. Then to 02°S 60°E, and along the 60°E meridian to the South Pole.

NOC Sub-Area 7A

NOC From the South Pole along the 20°W meridian to 05°S. Then through the points 05°S 10°E, 40°S 10°E, to 40°S 60°E. Then along the 60°E meridian to the South Pole.

NOC Sub-Area 7B

MOD From the point 05°S 10°E to 05°S 12°E. Thence along the northern border of the Democratic Republic of the Congo, Cabinda territory being included in this Area, to the junction of the borders of Uganda,

App.26p.24

Democratic Republic of the Congo and Sudan. Thence south along the eastern and southern border of the Democratic Republic of the Congo, including the Kingdom of Burundi and the Republic of Rwanda, and along the eastern and southern border of Angola to the coast of the South Atlantic. Thence to the point 17°S 10°E, and then to close the sub-area at 05°S 10°E.

NOC

Sub-Area 7C

MOD

From the junction of the borders of Uganda, Democratic Republic of the Congo and Sudan along the western border of Uganda and Tanzania, and then along the southern border of Tanzania to the coast. Thence through the points 11°S 41°E, 11°S 60°E, 02°S 60°E, to 02°S 41°E. Thence to the east coast of Africa. Then north along the eastern border of Kenya, then west along the northern borders of Kenya and Uganda to close the sub-area at the junction of the borders of the Democratic Republic of the Congo, Sudan and Uganda.

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NOC

Sub-Area 7D

MOD

From the border of Tanzania and Mozambique on Lake Nyasa, south along the west border of Mozambique to the African East coast. Then through the points 27°S 33°E, 40°S 33°E, 40°S 60°E, 11°S 60°E, to 11°S 41°E. Thence along the northern border of Mozambique to Lake Nyasa.

NOC

Sub-Area 7E

MOD

From the point 17°S 10°E, and through the points 40°S 10°E, 40°S 33°E, to 27°S 33°E. Thence along the west border of Mozambique to Lake Nyasa. Thence along the border between Zambia and Tanzania and along the borders between the Democratic Republic of the Congo and Zambia, Angola and Zambia, and Angola and the Territory of South-West Africa to the coast at the point 17°S 10°E.

NOC

Regional and Domestic Air Route Area - 8

(RDARA - 8)

NOC

From the South Pole along the 60°E meridian to 02°S. Then through the point 02°S 92°E, 10°S 92°E, to 10°S 110°E. Then along the 110°E meridian to the South Pole.

App.26p.25NOC Sub-Area 8A

NOC From the South Pole along the 60°E meridian to 02°S. Then through the points 02°S 92°E, 10°S 92°E, to 10°S 110°E. Then along the 110°E meridian to the South Pole.

NOC Regional and Domestic Air Route - Area 9

(RDARA - 9)

MOD From the South Pole along the 110°E meridian to 10°S. Then through the points 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 120°W. Then along the 120°W meridian to the South Pole.

NOC Sub-Area 9A

MOD From the point 10°S 110°E to the South Pole. Thence along the 139°E meridian to 24°S. Then through the points 24°S 131°E, 10°S 131°E to 10°S 110°E.

NOC Sub-Area 9B

MOD From the point 00° 141°E to the point 10°S 141°E thence to 10°S 131°E, 24°S 131°E, 24°S 139°E, 27°S 139°E, 27°S 170°W, 03°30'N 170°W, 03°30'N 160°E, 00° 160°E to the point 00° 141°E.

NOC Sub-Area 9C

MOD From the South Pole along the 170°W meridian to 03° 30'N. Then through the point 03°30'N 120°W and along the 120°W meridian to the South Pole.

NOC Sub-Area 9D

MOD From the South Pole along the 139°E meridian to 27°S. Then through the point 27°S 170°W and along the 170°W meridian to the South Pole.

App.26p.26SUP (Sub-Area 9E)

SUP (From the South Pole ... to the South Pole.)

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NOC

Regional and Domestic Air Route Area - 10

(RDARA - 10)

NOC

Sub-Area 10A

NOC

From the point 50°N 164°E to 66°N 169°W. Then along the 169°W meridian to the North Pole. Then along the 130°W meridian to 57°N. Thence through the points 57°N 150°W, 50°N 175°W, to close the sub-area at 50°N 164°E.

NOC

Sub-Area 10B

NOC

From the point 57°N 140°W, along the 140°W meridian to the North Pole. Then along the 91°W meridian to 48°N. Thence through the points 48°N 127°W, 57°N 139°W, to 57°N 140°W.

NOC

Sub-Area 10C

NOC

From the point 57°N 140°W, and through the points 60°N 140°W, 60°N 91°W, 48°N 91°W, 48°N 127°W 57°N 139°W, to 57°N 140°W.

NOC

Sub-Area 10D

NOC

From the point 48°N 98°W, along the 98°W meridian to the North Pole. Then along the 45°W meridian to 69°N. Then through the points 61°N 70°W, 45°N 72°W, 41°N 81°W, 41°N 88°W, 48°N 91°W, to 48°N 98°W.

NOC

Sub-Area 10E

NOC

From the point 45°N 74°W, and through the point 61°N 72°W to 69°N 47°W. Then along the 47°W meridian to the North Pole. Then along the 15°W meridian to 72°N. Then through the points 40°N 50°W, 40°N 65°W, to close the sub-area at 45°N 74°W.

NOC

Regional and Domestic Air Route Area - 11

(RDARA - 11)

NOC

Sub-Area 11A

NOC

From the point 29°N 180°, along the I.T.U. boundary between Regions 2 and 3, to 50°N 164°E. Then through the points 50°N 150°W, 57°N 139°W, 50°N 127°W, 33°N 127°W. 33°N 153°W, 29°N 153°W, to close the sub-area at 29°N 180°.

App.26p.26NOC Sub-Area 11B

MOD From the point 50°N 127°W and through the point 33°N 127°W, 33°N 119°W, 25°N 98°W, 25°N 35°W, 40°N 50°W, 40°N 65°W, 46°N 67°W, then along the frontier between the United States and Canada to close the sub-area at 50°N 127°W.

SUP (Sub-Area 11C)

SUP (From the point 29°N 106°W)

SUP (Sub-Area 11D)

SUP (From the point 29°N 90°W)

App.26p.27SUP (Sub-Area 11E)

SUP (From the point 39°N 125°W)

SUP (Sub-Area 11F)

SUP (From the point 46°N 94°W)

SUP (Sub-Area 11G)

SUP (From the point 29°N 95°W)

SUP (Sub-Area 11H)

SUP (From the point 33°N 127°W)

SUP (Sub-Area 11I)

SUP (From the point 25°N 77°W)

NCC Regional and Domestic Air Route Area - 12

(RDARA - 12)

NOC Sub-Area 12A

MOD From the point 3°30'N 170°W to the point 10°N 170°W, then along the I.T.U. boundary between Regions 2 and 3 to 29°N 180°W, and thence to 29°N 153°W, 3°30'N 153°W, to close the sub-area at 3°30'N 170°W.

NOC Sub-Area 12B

MOD From the point 03°30'N 153°W to 33°N 153°W, through the points 33°N 120°W, 17°N 115°W, 14°N 93°W, 02°N 86°W, 02°N 93°W, 05°S 93°W, 05°S 120°W, 03°30'N 120°W, to close the sub-area at 03°30'N 153°W.

App.26p.27NOC Sub-Area 12C

NOC From the point 33°N 120°W, through the points 35°N 120°W, 32°N 104°W, 25°N 91°W, 23°N 83°W, 22°N 83°W, 13°N 90°W, 16°N 116°W, to close the sub-area at 33°N 120°W.

NOC Sub-Area 12D

NOC From the point 20°N 91°W, and through the points 26°N 91°W, 26°N 79°W, 27°N 79°W, 27°N 76.5°W, 26°N 73°W, 17°N 58°W, to 10°N 58°W. Thence through Balboa, Canal Zone, Swan Island, and Belize to close the sub-area at 20°N 91°W.

NOC Sub-Area 12E

MOD From the point 15°N 95°W and through 23°N 92°W, 23°N 85°W, 19°N 85°W, 09°N 77°W, 02°N 79°W. Thence to 01°N 75°W along the eastern and southern frontier of Ecuador to the point 04°S 81°W, and from there to 02°N 81°W and 02°N 86°W, 14°N 93°W to close the sub-area at 15°N 95°W.

App.26p.28NOC Sub-Area 12F

NOC From the point 04°S 93°W, and through the points 02°N 93°W, and 02°N 79°W, to Balboa, Canal Zone. Then to 13°N 77°W, and through the points 13°N 70°W, 08°N 70°W, 06°N 67°W, 01°N 66°W to 04°S 70°W. Then along the frontier between Colombia and Peru to the junction of the borders of Colombia, Peru and Ecuador. Then along the frontier between Peru and Ecuador through 04°S 81°W to close the sub-area at 04°S 93°W.

NOC Sub-Area 12G

NOC From the point 07°N 73°W, and through the points 14°N 73°W, 14°N 58°W, 01°N 58°W, 01°N 68°W, 05°N 69°W, to close the sub-area at 07°N 73°W.

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p.28NOC Sub-Area 12H

MOD From the point 10°S 70°W, and through the points 05°N 70°W, 05°N 61°10'W, 08°45'N 60°W, 08°N 58°W, 08°N 49°W, 02°N 47°W, 10°S 47°W to close the sub-area at 10°S 70°W.

NOC Sub-Area 12I

NOC From the point 25°N 70°W, through the point 25°N 35°W and along the I.T.U. boundary between Regions 1 and 2, to 00° 20°W. Thence through the points 00° 44°W, 08°N 54°W, 08°N 58°W, 17°N 58°W, to close the sub-area at 25°N 70°W.

SUP (Sub-Area 12J)

SUP (From the point 117°W)

NOC Regional and Domestic Air Route Area - 13
(RDARA - 13)

NOC Sub-Area 13A

MOD From the point 05°S 120°W and through the points 05°S 93°W, 04°S 82°W, 19°S 81°W, 57°S 81°W, to 57°S 90°W. Thence to the South Pole to close the sub-area at 05°S 120°W.

NOC Sub-Area 13B

NOC From the point 29°S 111°W, and through the points 24°S 111°W, 24°S 104°W, 29°S 104°W, to close the sub-area at 29°S 111°W.

NOC Sub-Area 13C

MOD From the point 15°50'S 47°50'W and through the points 20°30'S 55°W, 22°35'S 54°30'W, and along the frontiers of Brazil with Paraguay, Bolivia, Peru, Colombia, Venezuela, British Guiana, Surinam and French Guiana to 05°N 50°W, 05°N 48°30'W to close the sub-area at 15°50'S 47°50'W.

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p.28NOC Sub-Area 13D

MOD From the point 19°S 81°W, and through the points 04°S 82°W, 03°S 80°W, and along the frontier between Peru and Ecuador to 00° 75°W. Then along the frontier between Peru, Colombia and Brazil to 11°S 69°30'W. Thence along the frontier between Bolivia and Brazil and through the point 20°10'S 58°W, continuing along the frontier between Paraguay and Brazil to 25°50'S 54°30'W and thence following the frontier between Paraguay and Argentina to 22°30'S 62°30'W. Then along the frontier between Bolivia and Argentina and through the point 23°S 67°W along the frontier between Bolivia and Chile and through the point 17°30'S 69°30'W, following the frontier between Peru and Chile to close the sub-area at 19°S 81°W.

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p.29NOC Sub-Area 13E

MOD From the point 32°S 81°W and through the point 19°S 81°W, continuing along the frontier between Chile, Peru, Bolivia and Argentina, to the point of intersection with 32°S to close the sub-area at 32°S 81°W.

NOC Sub-Area 13F

MOD From the point 57°S 81°W and through the point 32°S 81°W to the intersection of 32°S with the frontier between Chile and Argentina, and through the points 52°S 67°W, 57°S 67°W, 57°S 40°W, to the South Pole to close the sub-area at 57°S 81°W.

NOC Sub-Area 13G

MOD From the point 36°S 55°W to the intersection of 32°S with the frontier between Argentina and Chile, then north along the frontiers of Argentina with Bolivia, Paraguay, Brazil and Uruguay to close the sub-area at 36°S 55°W.

NOC Sub-Area 13H

MOD From the point 57°S 90°W and through the point 57°S 70°W to 52°S 70°W. Then along the frontier between Chile and Argentina to its intersection by 32°S and through the points 36°S 55°W, 57°S 55°W, 57°S 25°W to the South Pole to close the sub-area at 57°S 90°W.

App.26p.29NOC Sub-Area 13I

MOD From the point 40°S 50°W through the point 36°S 55°W and the frontiers between Uruguay, Argentina and Brazil, then through the point 35°S 45°W to close the sub-area at 40°S 50°W.

NOC Sub-Area 13J

MOD From the point 15°50'S 47°50'W through the points 20°S 44°W, 22°55'S 43°10'W, 29°S 40°W, 35°S 45°W and thence along the frontiers of Brazil with Uruguay, Argentina and Paraguay to the point 22°35'S 55°40'W, 20°30'S 54°30'W to close the sub-area at the point 15°50'S 47°50'W.

NOC Sub-Area 13K

MOD From the point 15°50'S 47°50'W and through the points 20°S 44°W, 22°55'S 43°10'W, 29°S 40°W, 20°S 32°W, 00° 32°W, 05°N 48°30'W to close the sub-area at 15°50'S 47°50'W.

NOC Sub-Area 13L

MOD From the point 00° 32°W through the points 00° 20°W, South Pole 57°S 55°W, 36°S 55°W, 40°S 50°W, 20°S 32°W, to close the sub-area at 00° 32°W.

SUP (Sub-Area 13M)

SUP (From the point ... 00° 32°W.).

DRAFT

RESOLUTION No. ...

Relating to the use of VHF for communication in the
Aeronautical Mobile (R) Service

The Extraordinary Administrative Radio Conference, Geneva, 1966,

considering

- a) that from an aeronautical viewpoint, VHF provides a more reliable and more noise-free communication system than HF;
- b) that from a technical and operational viewpoint the use of VHF by aviation has progressed appreciably;
- c) that the use of VHF in its several modes could appreciably reduce the use of high frequencies in the Aeronautical Mobile (R) Service;
- d) that, owing to development in the general telecommunication networks in many areas of the world, the possibilities of providing VHF coverage are rapidly increasing;

resolves

that administrations, to the maximum extent practicable, should employ VHF frequencies to meet their requirements in the Aeronautical Mobile (R) Service.

DRAFT

RESOLUTION No. ...

Relating to the use of very high frequencies for
meteorological broadcasts in the
Aeronautical Mobile (R) Service

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that the number of channels available for the Aeronautical Mobile (R) Service in the frequency bands between 2850 and 17 970 kc/s is limited;
- b) that the need for frequencies for Aeronautical Mobile (R) Service communications and for meteorological broadcasts to aircraft is increasing;
- c) that the propagation characteristics of high frequencies make them essential for aviation communication requirements over long distances;
- d) that in Recommendation No. 13 of the International Administrative Aeronautical Radio Conference (Geneva, 1949) and Resolution No. 14 of the Administrative Radio Conference (Geneva, 1959) administrations were urged "to make as great a use as possible of very high frequencies in order to lessen the load on the high frequency (R) bands";
- e) that substantial technical progress has been made by aviation since 1949 in extending the useful range of very high frequencies (VHF) used for ~~z/z~~ communications within the Aeronautical Mobile (R) Service;
- f) that this extension of the useful range of VHF could partially meet the increasing needs for meteorological broadcasts to aircraft;

resolves

that administrations, to the maximum extent practicable, should use very high frequencies for meteorological broadcasts to aircraft.

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p. 5

PART I

NOC

General Provisions

NOC

Section I - Definitions

NOC

1. Frequency Allotment Plan

MOD

A plan which shows the frequencies to be used in particular areas without specifying the stations to which the frequencies are to be assigned.

NOC

2. The terms to express the different methods of frequency distribution as used in this Appendix have the following meanings:

Frequency distribution to:	French	English	Spanish
Services	Attribution (attribuer)	Allocation (to allocate)	Atribución (atribuir)
Areas	Allotissement (allotir)	Allotment (to allot)	Adjudicación (adjudicar)
Stations	Assignation (assigner)	Assignment (to assign)	Asignación (asignar)

NOC

3. A Major World Air Route is 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 communication facilities.

NOC

4. A Major World Air Route Area (MWARA) 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.

NOC

5. 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.

App.26p. 5

- NOC 6. A Regional and Domestic Air Route Area (RDARA) is one embracing a certain number of the air routes defined in the foregoing paragraph.
- MOD. 7. A family of frequencies in the Aeronautical Mobile Service is a group of frequencies selected from different aeronautical mobile bands intended to permit communication, at any time and over any distance, between aircraft in flight and appropriate aeronautical stations.
- ADD 7A. A Volmet Allotment Area. See Document No. II/137, page B.5/6.
- ADD 7B. A Volmet Reception Area. See Document No. II/137, page B.5/6.

A N N E X 1

PARTIAL REVISION OF THE RADIO REGULATIONS,

GENEVA, 1959

Note : It is recognized that amendments of substance to the provisions of Nos. 552-560 and Nos. 589-593, which deal with the treatment of frequency assignment notices relating to stations in the aeronautical mobile (R) bands, may be proposed by Committee 6 on the basis of proposals submitted to the Conference.

ARTICLE 7

.....

(MOD) 431 § 5. Frequencies in the bands allocated to the aeronautical mobile service between 2850 and 18 030 kc/s (see Article 5) shall be assigned in conformity with the provisions of Appendices 26 and 26A and the other relevant provisions of these Regulations.

ARTICLE 9

(MOD) 540 (5) The provisions of Nos. 537 to 539 do not apply to frequency assignments which are in conformity with the Allotment Plans appearing in Appendices 25, 26 and 26A to these Regulations; such frequency assignments shall be entered in the Master Register on receipt of the notice by the Board.

NOC 561 § 22.(1) Examination of Notices concerning Frequency Assignments to Aeronautical Stations in the Aeronautical Mobile (OR) Service in the Bands allocated exclusively to that Service between 3 025 and 18 030 kc/s (see No. 500).

NOC 562 (2) The Board shall examine each notice covered by No. 561 to determine whether :

(MOD) 563 a) the assignment is in conformity with the primary allotments in the Allotment Plan for the Aeronautical Mobile (OR) Service and the conditions specified in Appendix 26 (Parts II and III);

(MOD) 564 b) the assignment is in conformity with or satisfies the requirements for secondary allotments in the Allotment Plan for the aeronautical mobile (OR) service and the conditions specified in Appendix 26 (.). In applying these provisions, the Board shall assume that the frequency will be used on a day-time basis;

(MOD) 565 c) the assignment is the result of a permissive change from one class of emission to another, its occupied bandwidth is within the channelling arrangement provided for in Appendix 26 (.), and it meets all the conditions for a primary or secondary allotment in the Plan, except that the assigned frequency does not correspond numerically with one of the frequencies specified therein.

(MOD) 566 (3) The technical criteria to be employed by the Board in its examination of these notices shall be those in Appendix 26 (.).

.

NOC Section VIII. Miscellaneous Provisions

(MOD) 635 § 47. The provisions of Sections V, VI (excepting No. 619) and VII of this Article shall not be applied to frequency assignments in conformity with the Allotment Plans contained in Appendices 25, 26 and 26A to these Regulations.

.

ARTICLE 20

NOC Service Documents

NOC 789 § 1. The following documents shall be published by the Secretary-General.

NOC 790 (1) List I. The International Frequency List.

This list shall contain :

.....

(MOD) 793 c) the allotments in the Allotment Plans included in Appendices 25, 26, and 26A.

NOC

APPENDICES TO THE RADIO REGULATIONS

.....

(MOD)

APPENDIX 26

Frequency Allotment Plan for the Aeronautical Mobile (OR) Service
and Related Information.

(This Appendix is published separately).

ADD

APPENDIX 26A

Frequency Allotment Plan for the Aeronautical Mobile (R) Service
and Related Information.

(This Appendix is published separately).

.....

App. 26
p. 15

- ADD 3. Technical provisions relating to the use of single sideband emissions :
- ADD 3.1 Definitions of carrier modes.
- 3.1.1 Full carrier (A3H). Carrier transmitted at a level between 0 db and 6 db, inclusive, below peak envelope power.
- 3.1.2 Reduced carrier (A3A). Carrier reduced to a level more than 6 db up to and including 26 db below peak envelope power.
- 3.1.3 Suppressed carrier (A3J). Carrier suppressed to a level more than 26 db below peak envelope power.
- ADD 3.2 Modes of operation
- 3.2.1 A transmitter equipped only for single sideband operation in an environment including double sideband stations shall be capable of operation in, at least, both of the following modes :
- full carrier mode (A3H),
 - suppressed carrier mode (A3J).
- ADD 3.3 Tolerance for levels of SSB emission outside the necessary bandwidth.
- 3.3.1 In a single sideband A3H, A3A or A3J transmission, the mean power of any emission supplied to the antenna transmission line of an aeronautical or aircraft station on any discrete frequency, shall be less than the mean power (P_m) of the transmitter in accordance with the following table :

3.3.2

TABLE

Frequency separation Δ from the assigned frequency kc/s	Minimum attenuation below mean power P_m db
$2 \leq \Delta < 6$	25
$6 \leq \Delta < 10$	35
$10 \leq \Delta$	$\left\{ \begin{array}{l} \text{Aircraft stations} \\ 40 \\ \text{Aeronautical stations} \\ 40 + 10 \log_{10} P_m \text{ (watts)} \end{array} \right.$

ADD

3.4 Frequency tolerance

The frequency tolerance, as defined in No. 88 of the Radio Regulations, Geneva, 1959, for A3J emission, shall be as follows :

- aeronautical stations : 10 c/s
- aircraft stations : 20 c/s

ADD

3.5 Channel utilization

3.5.1 A station using single sideband emissions shall be considered to be operating in accordance with the Allotment Plan if the necessary bandwidth is confined respectively within the upper or the lower half of the channel provided for double sideband emissions.

3.5.2 Subject to the provisions of paragraph [1 b) of Document No. II/112, page B.3/4] a station using single sideband emissions may operate either in the upper half or in the lower half of the double sideband channels designated by the centre frequency in the Allotment Plan;

- a) when operating in the upper half of the channel, the station shall use upper sideband emissions with the carrier at the channel frequency listed in the Allotment Plan;
- b) equipment capable of operating only on integral multiples of 1 kc/s shall be restricted to the upper halves of the channels listed in the Allotment Plan, when operated in channels having a width of 7 kc/s;
- c) when operating in the lower half of the channel, the station shall use upper sideband emissions with the carrier at the following value below the channel frequency listed in the Allotment Plan:

Band	Carrier (reference) frequency relative to centre frequency of channel
2, 3, 4, 5, 6 and 8 Mc/s	3500 c/s below
10, 11, 13 and 17 Mc/s	4000 c/s below

ADD 4. Assigned frequencies

4.1 The assigned frequency for single sideband radiotelephone emissions shall be at a value 1500 cycles above the carrier (reference) frequency.

4.2 Stations employing double sideband emissions (A3) shall operate with assigned frequencies at the values listed in the Allotment Plan.

DRAFT RESOLUTION No. ...
RELATING TO THE INTRODUCTION OF SINGLE SIDEBAND
TECHNIQUES IN THE HIGH FREQUENCY BANDS ALLOCATED
TO THE AERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that congestion should be avoided in the high frequency bands allocated to the Aeronautical Mobile (R) Service;
- b) that the great majority of stations now operating in the high frequency bands allocated to the Aeronautical Mobile (R) Service are capable of operating only in the double sideband radiotelephony mode;
- c) that, because of the preponderance of double sideband equipment in use, the allotment plan adopted by the Conference is one based on the assumption that all existing stations are capable of operating only in the double sideband radiotelephony mode, and
- d) that recent advances in technology may make it possible to avoid congestion in the high frequency bands allocated to the Aeronautical Mobile (R) Service through the use of VHF techniques and of space radiocommunication techniques;

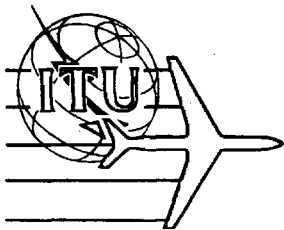
recognizing

- a) that, despite the recent advances in technology permitting the accommodation of the Aeronautical Mobile (R) Service in bands other than high frequency bands, there are many areas of the world where the need for high frequency communication will continue into the foreseeable future, and in some areas may be an increasing need;
- b) that single sideband radiotelephony has demonstrated advantages over double sideband radiotelephony in many radio services in terms of radio spectrum economy and in reliability of communication, particularly under adverse atmospheric and propagation conditions;

- c) that economic, technical and operational considerations make it impracticable to specify, at this time, any definitive date by which the use of double sideband radiotelephony must be discontinued in favour of single sideband radiotelephony;
- d) that single sideband equipment of appropriate design can operate compatibly with double sideband systems, and would permit the introduction of SSB on an evolutionary basis;
- e) that significant spectrum economy will be realized only when the ratio of SSB-to-DSB users is sufficiently large to make channel splitting practicable; and
- f) the desirability of introducing single sideband equipment in the interest of improving the standard of communication and effecting spectrum economy;

resolves

1. that, taking into account economic, technical and operational considerations, Administrations shall effect, as soon as possible, a progressive conversion of their high frequency radiotelephony services in the Aeronautical Mobile (R) Service from double sideband to single sideband operation using, where necessary, single sideband equipment capable of working compatibly with double sideband systems;
2. that, notwithstanding the foregoing, Administrations may continue to instal and operate equipment having similar characteristics to that in current use;
3. that the International Civil Aviation Organization be invited, as a matter of urgency and within the framework of the decisions taken by this Conference, to establish technical characteristics for system standards relative to single sideband equipment, in respect of application to international operations in the Aeronautical Mobile (R) Service, and to advise the C.C.I.R. of any technical or operational problems on which they would like the assistance of the C.C.I.R.



AERONAUTICAL CONFERENCE

Document No. II/178-E

16 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT

BY THE DELEGATION OF THE CZECHOSLOVAK SOCIALIST REPUBLIC

FOR THE AERONAUTICAL CONFERENCE

The Extraordinary Radio Conference for the preparation of a revised allotment plan for the Aeronautical Mobile (R) Service is called upon to solve difficult and important problems in the sphere of the aeronautical mobile service. A satisfactory solution to such problems cannot be found without the close collaboration of all the countries operating the service in question.

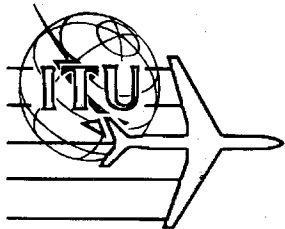
It must be noted, however, that China is not represented at this Conference. The delegation of the Czechoslovak Socialist Republic feels bound to state that the persons delegated by the Chiang-Kai-Shek group cannot participate in the work of the Conference on behalf of China, since the Government of the People's Republic of China alone is entitled to appoint the legitimate representatives of China at this Conference.

Geneva, 15 April 1966

(Signed) M. MARŠÍČEK

Head of the Delegation of
the Czechoslovak Socialist Republic





AERONAUTICAL CONFERENCE

Document No. II/179-E

16 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

FIRST REPORT OF WORKING GROUP 6A (MWARA) TO COMMITTEE 6 (PLAN)

1. After considering all proposals presented to it, Working Group 6A agreed to the draft revised Plan attached hereto.

Participating in the Working Group were the delegates of about forty Administrations and the observers of I.C.A.O. and I.A.T.A. Staff members of the I.F.R.B. assisted the Group.

2. The proposed frequency allotment plan has been found satisfactory for all Major World Air Route Areas (MWARA's), and was unanimously approved. Some delegates, in approving the proposed plan, expressed disappointment since they felt that a number of frequencies could be saved by further reference to the information in the NBS Report 9141, for a closer sharing of the frequencies that have been allotted in the draft plan.

3. The delegate of Pakistan drew attention to the lack of common frequencies for flights between the western and eastern wings of his country. It was agreed that this requirement could not be satisfied by the provision of common frequencies to MWARA's ME and FE as this would be operationally undesirable and, in addition, Working Group 6A could not allot more frequencies to these MWARA's than requested in Document No. II/128. It was, therefore, concluded that this particular requirement could only be met by either of the following two methods:

- a) the provision of additional frequencies to RDARA 6A, or
- b) a revision of the eastern boundary of MWARA ME to include Dacca.

4. In the allotment of the specific frequencies in this Plan, consideration was not given to the effect of these allotments on the proposals concerning VOLMET and RDARA frequencies as contained in the Document No. DT/II-26. In the opinion of the sub-Group, any incompatibility between the MWARA allotment on the one hand and the VOLMET and/or RDARA allotments on the other, should be taken into consideration by other sub-Groups which have been established to prepare the remaining portion of the Frequency Allotment Plan. The MWARA Plan, shown in the Annex, has, accordingly, been prepared on the assumption that the subsequent working groups will protect the MWARA allotments to the extent necessary.



5. In so far as the allotment of the third family of frequencies, class of emission A1, to the MWARA EU is concerned, the sub-Group 6A was of the opinion that the matter should be forwarded to one of the working groups dealing with the RDARA portion of the Plan. It was agreed that a family of three frequencies in the order of 3.5 Mc/s, 5.6 Mc/s and 9 Mc/s bands would be satisfactory and the Delegates of Roumania, Poland, Hungary and Czechoslovakia have suggested that the following frequencies be considered for their purpose: 3481 kc/s, 5645 kc/s, 8917 kc/s.

6. The observer of IATA brought to the attention of the Working Group the problems, in so far as aircraft operators are concerned, of transition to the proposed new frequency allotment plan due to the number of discrete frequencies used in the plan in order to satisfy MWARA requirements.

D. CHILD
Chairman

Annex: 1

A N N E X E - A N N E X - A N E X O

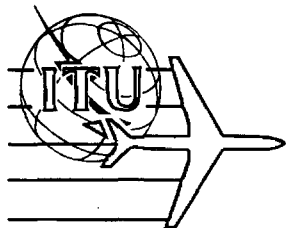
FAMILLES DE FREQUENCES

FAMILIES OF FREQUENCIES

FAMILIAS DE FRECUENCIAS

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
CAR	2966 2966 2966 2952			5568 5484	6540 6561	8840 8959 8840	 10017		13264 13320	17917
CEP		3467		5603 5554		8931 8875			13304	17925
CWP	2896		4675	5505	6631	8861		11303	13296	17909
EU	2910	3467	4689	5554	6582 6568	8875 8931		11303 11303		17941
FE	2868 2987			5645 5624		8840 8868			13288 13312	17965 17965
ME		3404 3446		5603	6624	8847	10009		13336 13336	17917 17917
NA1	2868			5624		8910			13328	17941
NA2	2931 2987 2945 2868			5610 5673 5638 5624		8945 8889 8861 8910			13328 13288 13352 13328	17941
NA3	2931			5610		8945			13328	17941

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
NP	2910			5589		8938			13272	17909
NSA1		3411		5519		8826			13304	17949
NSA2	2966	3481		5505	6540 6561	8959	10025		13336 13280	17925
SA	2875	3432			6610 6680	8882	10049		13272 13272	17949 17949
SAM1	2889		4696		6666	8826			13312	17917
SAM2	2910			5582		8847		11327	13320	17917
SEA	2987			5673		8882 8868			13288	17965
SP	2945			5638		8847			13344	17949



AERONAUTICAL CONFERENCE

Document No. II/180-E

18 April 1966

Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT BY THE DELEGATIONS OF THE PEOPLE'S REPUBLIC OF BULGARIA AND THE HUNGARIAN PEOPLE'S REPUBLIC

The Aeronautical Conference has to solve some difficult and important problems in the sphere of the aeronautical mobile service.

Problems of this nature cannot be solved without the close collaboration of all the countries operating the service in question.

It is regrettable that the People's Republic of China is not represented at this Conference.

The Delegations of the P.R. of Bulgaria and the Hungarian P.R. consider that the Taiwan Delegation does not represent China since the Government of the People's Republic of China alone can appoint the legitimate representatives of China at the present Conference.

(Signed) J.N. JABLIN

Head of the Delegation of
the P.R. of Bulgaria

(Signed) J. VASARHELYI

On behalf of the Head of the
Delegation of the Hungarian P.R.



AERONAUTICAL CONFERENCE

Document No. II/181-E
18 April 1966

Geneva, 1966

B.7PLENARY MEETINGFIRST READING

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Subject	Remarks
4	II/174	-	Draft Resolution	

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes : B.7/1 - B.7/2

RESOLUTION No. ...
RELATING TO THE USE OF FREQUENCIES IN THE HF BANDS
ALLOCATED EXCLUSIVELY TO THE AERONAUTICAL
MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that monitoring observations on the use of frequencies in the bands allocated exclusively to the Aeronautical Mobile (R) Service between 2850 and 17 970 kc/s show that a number of frequencies in these bands are being used by stations of services other than the Aeronautical Mobile (R) Service, thus causing harmful interference to Aeronautical Mobile (R) Service communications on some international air routes; and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;
- b) that the Aeronautical Mobile (R) Service is a safety service, to which exclusive frequency bands are specially allocated in order to ensure the safety and regularity of flight along national or international civil air routes as defined in No. 429 of the Radio Regulations, Geneva, 1959;
- c) that in order to protect the safety of life and property in the air, and to operate aeronautical transport services in a regular and effective manner, it is essential that the aeronautical mobile communication channels be kept free from harmful interference;

recognizing

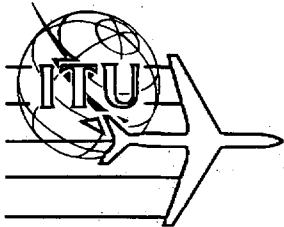
that the Aeronautical Mobile (R) Service is a safety service;

urges

Administrations to abstain from the use of frequencies in the bands allocated exclusively to this service by stations of services other than the Aeronautical Mobile (R) Service, except under the express conditions prescribed in No. 115 or No. 415 of the Radio Regulations, Geneva, 1959;

invites

the I.F.R.B. to continue to organize monitoring observations in the bands allocated exclusively to the Aeronautical Mobile (R) Service with a view to eliminating the emissions of out-of-band stations which cause, or are likely to cause, harmful interference to the Aeronautical Mobile (R) Service; and to seek the collaboration of Administrations in identifying the source of such emission by all available means including the use of automatic recording equipments, direction finding and field strength measurements, and in securing the suppression of these emissions.



AERONAUTICAL CONFERENCE

Document No. II/182-E
18 April 1966
Original : Russian

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

U.S.S.R.

Note concerning the nominal frequencies in
Annex K to Document No. D.T/II-35

With reference to Document No. II/128, in which the number of frequency families for Areas and Sub-Areas 2 and 3 is determined, Document No. II/35 (Annex K, page 14) indicates the number of frequencies of each order.

Attached hereto is a list of the nominal frequencies for families in Areas and Sub-Areas 2 and 3.

Annex : 1



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ANNEXE - ANNEX - ANEXO

FAMILLES DE FREQUENCES

FAMILIES OF FREQUENCIES

FAMILIAS DE FRECUENCIAS

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
2							10009 10033 10041 10057 10073 10089	11287 11311 11351 11367 11375 11391	13344	17957
2A	2875 2896 2917 2966 2973	3404 3439 3460 3495	4661 4696	5512 5568 5596 5666	6561 6575 6589 6610 6540	8819 8833 8840 8854 8917				
2B	2854 2868 2938 2924 2875 2980 2994	3425 3439 3488 3460 3495	4654 4661 4668 4696	5484 5498 5540 5596 5638 5645 5666	6568 6589 6638 6645 6673 6603	8833 8854 8868 8917 8945				
2C	2882 2903 2938 2945 2952 2959 2987 3008 3015	3411 3418 3425 3432 3439 3460 3474 3495	4654 4661 4675 4696	5547 5582 5589 5596 5617 5491 5631 5652 5666	6603 6617 6645 6652 6659 6666 6680	8840 8854 8868 8924 8952				

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
3							10025 10065 10081 10049	11319 11327 11343	13264	17917
3A	2861 2875 2910	3432 3446 3481	4661 4675	5505 5659	6547 6554 6617 6582 6589 6673	8854 8861 8917 8868				
3B	2854 2903 2938 2952 2959 2973	3418 3495	4661 4689	5484 5526 5540 5673	6533 6589 6610	8847 8854 8896 8910 8945				
3C	2896 2917 2994 3008 3015	3425 3453 3474 3495	4661 4668 4682 4696	5498 5533 5554 5568	6624 6631 6652	8854 8896 8910 8931 8945				

AERONAUTICAL CONFERENCE

Document No. II/183-E
18 April 1966

Geneva, 1966

B.8PLENARY MEETINGFIRST READING

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Subject	Remarks
4	II/134	-	Draft Recommendation	

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes: B.8/1 - B.8/5

DRAFT RECOMMENDATION ...

RELATING TO A STUDY OF THE UTILIZATION OF SPACE
COMMUNICATION TECHNIQUES IN THE
AERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) the continuing efforts of the Aeronautical Mobile (R) Service to obtain improvements in air-ground-air communications, commensurate with increases in the number, size and speed of aircraft;
- b) the efforts of the International Telecommunication Union to reduce congestion in the bands between 4 and 27.5 Mc/s; and
- c) the need to effect conservation in the use of the high frequency spectrum;

noting

- a) that successful application of space radiocommunication techniques to the communication needs of international civil aviation offers the possibility of substantially improving Aeronautical Mobile (R) Service communications while reducing congestion in the bands between 4 and 27.5 Mc/s;
- b) that tests have demonstrated the capability of effecting communication between aircraft and aeronautical stations by relay via a stationary satellite;
- c) that the state of the art in space radiocommunication techniques is rapidly advancing;
- d) that the technical potential is such that space radiocommunication techniques could provide a capability for accommodation of many of the Aeronautical Mobile (R) Service communication requirements over major world air routes on all but the polar routes in the near future;
- e) that before administrations will be willing to undertake a programme to implement space radiocommunication techniques they will need a comprehensive investigation into those techniques and a statement of the measures that need to be taken;
- f) that the ability of administrations to undertake such a programme is intimately linked to the economic implications involved; and
- g) that the International Civil Aviation Organization (I.C.A.O.) is the international body primarily concerned with the establishment of standards and recommended practices governing communication systems and

techniques used to support international civil aviation; and that that organization has included the subject of space radiocommunication techniques on the agenda of its Communications/Operations Divisional Meeting scheduled to convene in October 1966;

h) that the C.C.I.R. has a Study Group on space systems and radio-astronomy as well as a Study Group on Mobile Services and that close coordination of the work of the C.C.I.R. and I.C.A.O. in this field is desirable;

recommends

1. that administrations, bearing in mind the economic and operational aspects involved, should take account of the possibilities of satisfying the communication needs of the Aeronautical Mobile (R) Service on major world air routes by the use of space radiocommunication techniques; and
2. that administrations should give further study to these questions taking as a basis for their consideration the factors listed in the Annex hereto.

Annex: 1

Annexto draft Recommendation No....

(Note : The list of factors which follows is not claimed to be exhaustive nor is it intended to limit consideration of any other aspects pertinent to the use of space radiocommunication techniques by the Aeronautical Mobile (R) Service.)

1. The technical parameters of the satellite and aircraft receiving and transmitting system, including :
 - a) Required received (carrier) power at the satellite (from the aircraft).
 - b) Required received (carrier) power at the aircraft (from the satellite).
 - c) Satellite effective radiated power (per channel).
 - d) Aircraft effective radiated power (per channel).
 - e) Type of emission which should be employed.
 - f) Bandwidth of each channel.
 - g) Channelling arrangement.
 - h) Polarization requirements.
 - i) Need for omni-directional aircraft antenna; sea/ground reflections.
 - j) Required separation between transmit and receive frequencies at the satellite.
 - k) Requirement on the satellite for capability of aircraft to use each channel independently (multiple/random access).
 - l) Requirements in relation to system reliability.
 - m) Other considerations.

2. The number and location of satellites, including :

- a) In regard to provision of service, disposition of air routes and the number of flights over each air route.
- b) Group of air routes which may be served via a common satellite.
- c) Number of satellites needed to provide service to each group of air routes.
- d) Location of each of the satellites.
- e) Number of channels needed aboard each satellite.
- f) Other considerations.

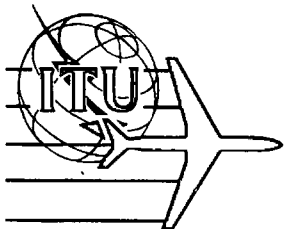
3. Technical performance requirements of aeronautical (R) stations, including :

- a) Suitable transmitting and receiving antenna characteristics : gain, beamwidth, siting, etc.
- b) Minimum effective radiated power.
- c) Development and utilization of low-cost aeronautical (R) station (terminal) facilities.
- d) Need for a selective calling system (SELCAL).
- e) Other considerations.

4. Method of operation and location of aeronautical (R) stations, including :

- a) The method of operation : where multiple frequencies are provided on the satellite, the need, or absence of need, to continue the present practice of providing route separation by use of different/separate frequencies; that is,
 - i) should all (R) frequencies on the satellite be available at all aeronautical (R) stations; or
 - ii) should the communication load be distributed between available frequencies, each of which is limited to a specific geographic area; or
 - iii) some other arrangement.

- b) As appropriate, to list (by frequency) each of the aeronautical (R) stations which should employ each satellite frequency.
 - c) Other considerations.
- 5. Provisions for handling aeronautical point-to-point communications :
 - a) Technical system performance parameters of the ground terminal equipment.
 - b) Technical system performance parameters of the satellite equipment.
 - c) Requirement on the satellite for capability of terminals to have independent access to relay-channels through the satellite (multiple/random access).
 - d) Frequency bands to be used.
 - e) Required separation between transmit and receive frequencies on the satellite.
 - f) Development and utilization of low-cost terminal facilities.
 - g) The entity or entities which should provide, own or operate the satellites and terminal facilities as well as the extent to which aeronautical point-to-point communications should be handled.
 - h) Other considerations.
- 6. Estimated costs of a satellite system to include : land-based, airborne and satellite-borne facilities.
- 7. Operational aspects of a satellite system, including all facilities mentioned in paragraph 6 above, particularly :
 - a) the environment within which the system must work;
 - b) the evolutionary process of introducing the system.



AERONAUTICAL CONFERENCE

Document No. II/184-E

14 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

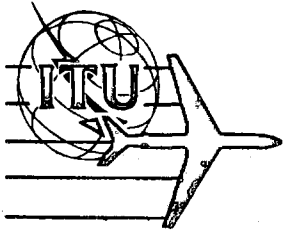
STATEMENT BY THE DELEGATION OF THE UNION OF SOVIET SOCIALIST REPUBLICS

The Delegation of the Union of Soviet Socialist Republics to the Second Session of the Extraordinary Administrative Radio Conference for the preparation of a revised allotment plan for the Aeronautical Mobile (R) Service deem it necessary to state that the representatives of the Chiang Kai Chek regime who are present at this Conference have no right to represent China, nor to sign in the name of China the Final Acts of the Conference.

The sole legitimate representatives of China in the I.T.U. and at the I.T.U. Conferences may be delegates who are designated by the Government of the People's Republic of China.

A. JAROV
Head of the Delegation of the U.S.S.R.





AERONAUTICAL CONFERENCE

Document No. II/185-E
18 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE SIXTH MEETING OF THE PLAN COMMITTEE

Wednesday, 20 April 1966, at 09.30 a.m. in Room B

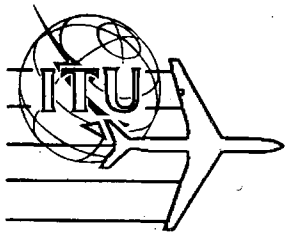
1. Summary Record Fourth Meeting (Document No. II/156)
2. Summary Record Fifth Meeting (Document No. II/169)
3. Introduction of proposals concerning paragraph b) of the Terms of Reference (Document No. II/8, page 4) which reads :

 "b) to review the Radio Regulations associated herewith and prepare any modifications or additions considered essential;"

 Document No. II/2 U.S.A. Part VI (pages 65-72 incl.)
 Document No. II/10 G Proposal No. 3 (page 32)
 Document No. II/18 IND Proposals Nos. 1-6 incl. (pages 1 and 2)
 Document No. DT/II-45 Discussion paper by the Chairman
4. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/186-E

19 April 1966

Original : Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

CUBA

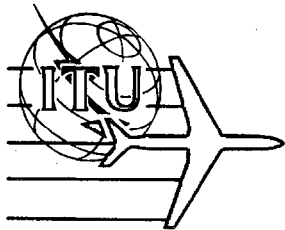
At the Third Plenary Meeting held on 15 April 1966, this delegation, while agreeing to the approval of Document No. II/160 (Committee 2 : Credentials) stated that it did not recognize the representatives of Chiang-Kai-Shek as representatives of the Chinese people, and requested that the statement be included in the Minutes of the meeting.

It is an undeniable fact that the People's Republic of China exists, that it uses communications, that its requirements must be considered and that there must be the same co-ordination with that country as there is with other countries. This cannot be achieved while its rightful place is usurped by the minority represented at this Conference.

This delegation repeats that it recognizes only the Government of the People's Republic of China as the rightful representative of the Chinese people.

J. VALLADARES-TIMONEDA
Head of the Delegation of Cuba





AERONAUTICAL CONFERENCE

Document No. II/187-E (Rev.)

19 April 1966

Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

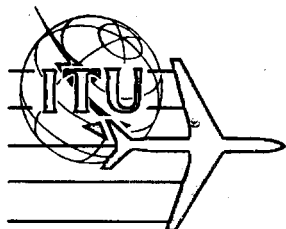
PLENARY MEETING

AGENDA OF THE FOURTH PLENARY MEETING

Wednesday, 20 April 1966, at 3.00 p.m., Room B

1. Amendment to footnote of page B.4/15 (Rev.)
(Corrigendum No. 2 to Document No. II/131)
2. Description of the MWARA-NA Boundaries (Document No. II/190)
3. Texts of Final Acts submitted for a first reading
(Documents Nos. II/177 (B.6), II/181 (B.7), II/183 (B.8) and
II/188 (B.9))
4. Any other business





AERONAUTICAL CONFERENCE

Document No. II/187-E

19 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

AGENDA

OF THE

FOURTH PLENARY MEETING

Wednesday, 20 April 1966, at 3.00 p.m., Room B

1. Amendment to footnote of page B.4/15 (Rev.)
(Corrigendum No. 2 to Document No. II/131)
2. Texts of Final Acts submitted for a first reading
(Documents Nos. II/177 (B.6), II/181 (B.7) and II/183 (B.8))
3. Any other business



AERONAUTICAL CONFERENCE

Document No. II/188-E
19 April 1966

Geneva, 1966

B.9PLENARY MEETING
FIRST READING

The table contained in the Annex is proposed as a variant of the texts under points 3.1, 3.1.1, 3.1.2 and 3.1.3, page B.6/31 of Document No. II/177.

Original documents

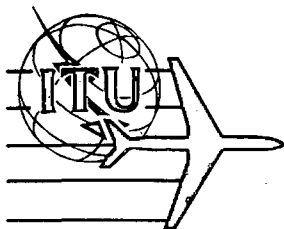
Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
7	II/177	31	p.15	

P. BOUCHIER
Chairman of the
Editorial Committee

Annex: B.9/1

3.1 Definitions of carrier modes

Carrier mode	Level N (db) of the carrier with respect to peak envelope power
Full carrier (A3H)	$0 \geq N \geq -6$
Reduced carrier (A3A)	$-6 > N \geq -26$
Suppressed carrier (A3J)	$-26 > N$



AERONAUTICAL CONFERENCE

Document No. II/189-E
19 April 1966
Original : French/English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

MINUTES

OF THE

THIRD PLENARY MEETING

Friday, 15 April 1966, at 9 h. 30

Chairman : Dr. Arthur LEBEL (United States of America)

<u>Subjects discussed :</u>	<u>Document Nos.</u>
1. Approval of the Minutes of the 2nd Plenary Meeting	II/136
2. Report of Committee 2 (Credentials)	II/160
3. Resolution relating to the use of frequencies 3023.5 and 5680 kc/s common to the Aeronautical Mobile (R) and (OR) Services	II/163
4. Texts of Final Acts submitted for first reading	II/131 (B.4) and Corrigendum II/137 (B.5)
5. Any other business	

Approximate timetable for the last days of the Conference



Present :

The Delegations of the following countries :

Members :

Algeria (Algerian Democratic and Popular Republic); Saudi Arabia (Kingdom of); Argentine Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Canada; China; Colombia (Republic of); Congo (Democratic Republic of the); Cuba; Group of Territories represented by the French Overseas Post and Telecommunication Agency; Spain; United States of America; Ethiopia; France; Ghana; Hungarian People's Republic; India (Republic of); Indonesia (Republic of); Ireland; Italy; Jamaica; Japan; Kuwait (State of); Malaysia; Mexico; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal; Portuguese Overseas Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britain and Northern Ireland; Singapore; South Africa (Republic of) and Territory of South-West Africa; Switzerland (Confederation); Czechoslovak Socialist Republic; Territories of the United States of America; Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible; Thailand; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Specialized Agencies :

International Civil Aviation Organization
World Meteorological Organization

International Organizations :

International Air Transport Association
International Broadcasting and Television Organization

General Secretariat :

Dr. Manohar B. Sarwate, Secretary-General
Mr. Mohamed Mili, Deputy Secretary-General

I.F.R.B. :

Mr. J. Gracie

C.C.I.R. :

Mr. N.V. Gadadhar

1. Approval of the Minutes of the 2nd Plenary Meeting (Document No. II/136)

The Delegate of the Netherlands drew attention to a small error on page 12, under the sub-heading "Pages B.1/15 to B.1/27". The reference in the third paragraph should be to Document No. II/99, not No. II/98.

The Delegate of Portugal asked that his statements appearing on pages 8 and 10 should be amended as follows:

In the first sentence on page 8, the following phrase should be inserted after the words "should try": "to take measures which would enable a competent conference to come to a decision on the long-discussed question ...".

The last sentence should be replaced by the following: "Within the framework of that objective, some sub-bands could certainly be left free and could subsequently be assigned to other services which needed them".

The last phrase on page 10 should be replaced by "even if the Plan finally prepared entailed an economy of frequencies".

The Delegate of the Federal Republic of Germany asked that the following changes be made in the document:

- a) a slight amendment on the first page, to bring the English text into line with the French;
- b) in the second paragraph on page 6, the last sentence should begin with the words "Accordingly, under Article 45 (Number 281) of the Convention ...";
- c) on page 10, the last sentence of the second statement by the Delegate of the Federal Republic of Germany should read: "If so, the Conference had expressed the view that no spectrum space could be left free in the (R) service bands."

The Delegate of Mexico read out a slight amendment to the Spanish text of his statement on page 7. On the same page, he asked that the following phrase be inserted, in all three languages, after the words "4 March 1966": "in pursuance of a recommendation adopted at the second meeting of the Working Group on Ocean Data Stations,...".

He also asked that the sentence "It was so decided" be added after his statement on page 14.

The Delegate of Italy said that the last phrase of his statement on page 9 should be reworded to read: "... authorized it to leave some sub-bands free". His second statement on page 10 should read: "The Delegate of Italy said he had voted for the motion because the current Conference could leave some small sub-bands free for assignment to other services by other conferences".

The Delegate of France asked that the word "(VOLMET)" be inserted after "meteorological broadcasts" in the seventh paragraph on page 4. Moreover, the first two paragraphs on page 9 were a continuation of his argument and should read as follows:

"He drew attention to the view expressed by the French Administration in UNESCO, in the I.O.C. and in the I.T.U. in favour of using frequencies in the bands allocated to the fixed services. That objective could be best attained by allocating narrow bands (300 c/s) to those emissions.

" In conclusion, the current Conference:

"a) could not set up a new service;

"b) was not competent to set aside specific bands."

The Delegate of Czechoslovakia said that the words "du service" in the second line of the French text of his statement on page 9 should be replaced by "des émissions".

The Minutes of the 2nd Plenary Meeting were approved, subject to the foregoing amendments.

2. Report of Committee 2 (Credentials) (Document No. II/160)

The Chairman of Committee 2 introduced the document and drew attention to the following two points:

1) It was stated in paragraph 3 on page 2 that provisional credentials had been filed for the Delegation of Pakistan. Since then, the Conference Secretariat had received the necessary documents, and the Delegation of Pakistan was now duly accredited;

2) it was stated in paragraph 5 on page 3 that the Secretariat had not yet received the credentials of the Delegation of Monaco. That situation had since changed, and the credentials of Monaco had been received and found in proper form.

He added a few remarks on the actual text of the report and stressed that the Conference would have to take a decision on the recommendations in paragraphs 6 and 7 on page 3. In connection with paragraph 7, the Credentials Committee had noted that some credentials, although in proper form, were not clearly presented, and had been obliged to ask for additional information from the delegations concerned. That was the reason for the recommendation in paragraph 7.

In conclusion, he expressed his warm thanks to the members of the Committee, especially the Rapporteur, to the Secretary of the Conference and to all those whose collaboration had enabled him to accomplish the task entrusted to him.

After congratulating Committee 2 on its outstanding work, the Chairman summarized the recommendation in paragraph 6 and asked the Conference to approve it.

In the absence of any objection, it was so decided.

After a discussion of the form that the recommendation in paragraph 7 should take, the Secretary-General of the I.T.U., to whom the recommendation was addressed, proposed that the text should be approved and reproduced in the Minutes of the Meeting, since it related to a recommendation of the Conference which he would certainly take into consideration.

It was so decided.

The text of the recommendation in paragraph 7 would read as follows:

"It is recommended that the Conference recommend to the Secretary-General of the I.T.U. that whenever an invitation is sent to any administration to attend an I.T.U. Conference the attention of each such administration shall be invited to the provisions of the I.T.U. Convention concerning credentials for conferences and that a copy of the full text of such provisions shall be enclosed with each such invitation."

Since the date of Document No. II/160 could not be changed, the Chairman said it should be recorded in the Minutes that the credentials of the Delegations of the Administrations of Pakistan and Monaco, having been received subsequently, had been accepted by the Plenary Conference itself.

The Delegate of Cuba made the following statement:

"In agreeing to the approval of Document No. II/160, which contains the report of the Credentials Committee, the Delegation of Cuba wishes to make a reservation, to appear in the Minutes of the current Meeting, concerning one of these credentials.

" The Delegation of Cuba deplores the fact that some countries still refuse to recognize an undeniable truth, namely, that the People's Republic of China exists and that its Government is the only representative of the Chinese people.

" At the present Conference, this legitimate representation is being usurped by the Chiang Kai-Shek clique of Taiwan, which our Delegation does not recognize as the real representative of the Chinese people."

The Delegate of Indonesia made the following statement:

"In the opinion of the Indonesian Delegation, a country must first accede to the International Telecommunication Convention, before it has the right to participate in the International Telecommunication Conference.

" The Indonesian Delegation would like to refer to the representation of "Malaysia", in the case of which the Indonesian Delegation cannot have any other opinion than that it should be considered as a new country which is assumed to comprise the Member country "Federation of Malaya" and North Borneo.

" For these reasons the Indonesian Delegation cannot recognize the representation of "Malaysia" in this Aeronautical E.A.R.C. and therefore would abstain from adopting paragraph 2 of the report of the Credentials Committee just presented."

He would hand in to the Secretariat of the Conference a text stating his Government's position in the matter, for inclusion in the Final Acts of the Conference.

The Delegate of China made the following statement:

"The Delegate of Cuba has just now taken up a subject which is of a political nature, is quite irrelevant to the objectives of this Conference and is beyond our terms of reference as set forth in Resolution No. 563 of the Administrative Council of the I.T.U. On behalf of my Delegation, I wish to register a strong protest against this unwarranted attempt to inject politics into this technical conference.

" The Republic of China is a Member of the I.T.U. of long standing and has actively participated in the work of the Union. In this capacity, my Government accepted the invitation of the Secretary-General and is taking part in this Conference. Furthermore, my Government is the only legally constituted Government of China and is accepted as such by the United Nations and all its specialized agencies, including the I.T.U. For these reasons, there can be no question whatsoever as regards the right of my Government to participate in this Conference as the representative of China, and any remarks to the contrary must be considered as a direct challenge to the provisions of Article 2, paragraph 13, of the International Telecommunication Convention and, therefore, totally groundless and out of order."

In reply to the remarks of the Delegate of Indonesia, the Delegate of Malaysia made the following statement:

"The Malaysian Delegation does not accept the statement made by the Indonesian Delegation.

" Malaysia is a sovereign and independent country, and is a Member of the International Telecommunication Union and of the United Nations. Her identity was accepted without question by these Organizations, so the question of the identity of Malaysia and her participation in this Conference does not arise.

" The Malaysian Delegation would wish to remind the Indonesian Delegation that there are other venues for expression of political views and considers the statement made not appropriate to this Conference."

The Delegate of the U.S.S.R. informed the Meeting that his Administration's position on the representation of China was stated in a note which he had handed in to the Secretariat of the Conference and which would be circulated as a document.

The Chairman said that that was the best procedure, as it would thus be possible not to waste a minute of time which should be devoted to the problem of frequency allocation. He urged delegations which wished to make statements to submit them in writing to the Secretariat, which would ensure that they were issued.

The Delegate of the United States said that, although he would express no opinion on the statements already made, he considered that their political character made them out of place in a Conference which was not competent to deal with such matters. The attitude taken by the United States

Delegation did not mean that it either approved or disapproved of the statements the Meeting had just heard. The views of the United States Administration would be expressed in a more appropriate place by political figures authorized to speak on the subject.

The Delegate of Czechoslovakia said he would submit to the Secretariat for circulation a statement concerning the representation of China at the Conference.

The Delegate of Singapore asked that the words "(Republic of)" be added after his country's name on page 2 of the English text of Document No. II/160.

It was so agreed.

Subject to the foregoing remarks, Document No. II/160 was approved.

3. Resolution relating to the use of frequencies 3023.5 and 5680 kc/s common to the Aeronautical Mobile (R) and (OR) Services (Document No. II/163)

The Chairman of Committee 4, in presenting the document, recalled that there was a reference on page 13 of the Minutes of the Second Plenary Meeting to the effect that the problem might be solved through a recommendation by Committee 4. Document No. II/163 was the response to that suggestion, but the Committee had prepared a draft resolution instead of a recommendation. The document had not yet been considered by the Editorial Committee. The draft resolution entailed a slight amendment to the provisions of the (R) Service for the purpose of facilitating their use in the event of rescue operations. Similarly, in the (OR) Service safety of life would be further safeguarded and rescue operations made easier for those in trouble.

The Chairman thanked the Chairman and members of Committee 4 for the good work they had done in bringing their onerous task to a successful end.

The Chairman of Committee 4, after acknowledging the Chairman's commendation, pointed out that the Committee had not quite finished its work as one more document (No. II/175) was still outstanding.

The Delegate of Mexico pointed out some anomalies in the Spanish text and asked for it to be brought into line with the English and French texts.

The Chairman of Committee 7 said that his Committee would check all the references in the draft resolution contained in Document No. II/163. He asked whether, to save time, his Committee could submit the Document to the Plenary Meeting directly in the "white" form instead of passing through the intermediate stages of "blues" and "pinks".

It was so agreed.

The Resolution in Document No. II/163 was approved, subject to possible editorial changes.

4. Texts of Final Acts submitted for first reading (Documents Nos. II/131 (B.4) and Corrigendum and II/137 (B.5)).

The Chairman of Committee 7 explained that, in the early stages of the Conference, the Plenary Meeting had decided that Appendix 26 should be divided into two parts, one to remain Appendix 26 for the (OR) Service and the other to be called Appendix 26A for the (R) Service. In regard to Appendix 26, all decisions of the Conference would be taken into consideration but, by its terms of reference, the Conference was not empowered to amend any of the text relating to the (OR) Service. Some slight editorial changes might have to be made in order to make the new Appendix 26A more legible. In cases where paragraphs mentioned both services, references to the (R) Service had had to be singled out and incorporated into the new Appendix 26A. The note that page B.4/14 did not exist related to an error in numbering which would be corrected later. The footnote on page B.4/15 (Rev.) contained in the Corrigendum to Document No. II/131 simply reprinted what was in the Geneva Convention, 1959.

The Delegate of Cuba, while recognizing that the Conference was not empowered to make any changes to the (OR) Service, asked whether the alphabetical list of country designations could nevertheless make provision for future changes in the (OR) Service. The symbols used as abbreviations in the new Appendix 26A must be consistent.

The Delegate of Algeria, referring to Document No. II/131, said that the Editorial Committee had made it clear that, owing to the division of Appendix 26 into two parts, there would have to be some editorial changes regarding the (R) Service. Pages B.4/15 to B.4/18 referred to allotment of frequencies and the Conference should accept that principle.

The Chairman said that he had consulted several delegations concerning changes in country designations and that the matter had been studied very carefully by the Chairman of Committee 7, by a member of the I.F.R.B. and by himself. If one change was made in the provisions for the (OR) band in Appendix 26, a great many changes would have to follow, and the situation would become so complicated as to entail modification of the allotment of frequencies in all the (OR) bands. The footnote on page B.4/15 of the Corrigendum to Document No.II/131 had been carefully worded to convey the idea that any inaccuracies in the text were caused by the impossibility of making any changes in the provisions for the (OR) Service because of the terms of reference of the Conference. Any other course would lead to innumerable complications, and the result might not even be legally binding. Perhaps the footnote to which he had referred was not clear enough; it might be useful to consider whether it could be more strongly worded.

The Delegate of Indonesia concurred with the views expressed by the Chairman.

The Delegate of the U.S.S.R. said that, since there would henceforth be two Appendices, it would be advisable to introduce some modifications into the abbreviations in Part III. Nevertheless, that would entail a tremendous amount of work, and perhaps it would be best to include in Part III a note along the following lines:

"Certain texts of the present Appendix do not reflect the existing situation as regards country designation. However, in view of the fact that the Second Session of the Conference, Geneva, 1966, is not empowered to introduce any changes into the (OR) Service, the Conference has reproduced the text of the Plan for the Allotment of Frequencies without any modifications."

That was only a provisional text, which could be improved upon by the Editorial Committee or by a Working Party, if one were established for the purpose.

The Delegate of the United States said that, although his Government recognized that changes had occurred which made some of the existing designations inaccurate, it was also fully aware of the difficulties involved. Since the Second Session of the Conference did not have authority to change provisions for the (OR) Service, he supported the proposal to set up a small Working Party to study the text of the footnote to Part III. His Delegation would gladly participate in the Working Party.

The Chairman asked the delegates of the following countries to participate in the Working Party: U.S.S.R., Federal Republic of Germany, United States, Algeria, and Cuba.

The Chairman of Committee 7 said he would be willing to serve on the Working Party.

The Chairman invited the Delegate of the U.S.S.R. to convene the Working Party as he had originated the proposal to establish one.

It was so agreed.

The Delegate of Cuba expressed his appreciation at being included in the Working Party. Assuming that Part III of Appendix 26A would be similar to the text given in Document No. II/131 and its Corrigendum, paragraphs 1(a) and 1(b) on pages B.4/15 (Rev.) and B.4/18 must be brought into conformity with each other and with reality. Appendix 26A should be corrected appropriately by the Editorial Committee so that, when it came up again for discussion, it would not be necessary to re-open the matter.

The Chairman considered that the suggestion of the previous speaker related to editorial changes and asked the Chairman of Committee 7 to take due note.

It was so agreed.

The Delegate of Jamaica drew attention to a typographical error on page B.4/21. The ninth entry under the 3144 kc/s heading should read "IOB (7)", in accordance with the country designations given on page B.4/16.

The Chairman observed that the amendment related only to the English text.

Document No. II/131 (B.4) and Corrigendum, as amended, was approved, subject to redrafting of the footnote to page B.4/15 in the Corrigendum.

Document No. II/137 (B.5)

The Chairman of Committee 7 said that the first three paragraphs on VOLMET allotment and reception areas on page B.5/6 were in fact definitions and would be included in the chapter on definitions in the "pink" texts.

Page B.5/1

The Delegate of the French Overseas Territories agreed with the statement just made by the Chairman of Committee 7, but thought that the third paragraph on page B.5/6 should be inserted between the references to MWARAs and RDARAs in paragraph 4 on page B.5/1.

Page B.5/1, as amended, was approved.

Page B.5/2

Page B.5/2 was approved.

Page B.5/3

The Delegate of Indonesia said that his Delegation had unfortunately been unable to attend the meetings of Committee 5 at which the MWARA boundaries had been discussed and had therefore been obliged to submit an amendment to the Plenary Meeting. He proposed that the co-ordinate "07°S 105°E" under MWARA-FE should be altered to "09°S 108°E", so as to include Djakarta and thus to meet communication requirements of flights from that city to other points in the Area.

The Delegate of Japan supported that proposal.

The Chairman of Committee 5 said that the co-ordinates given on page B.5/3 had been prepared in accordance with the recommendations of I.C.A.O. and the wishes expressed by Administrations. According to those recommendations and wishes and the available maps, Djakarta was covered by the co-ordinates in question.

The Chairman suggested that the Chairman of Committee 7 should meet with the Delegates of Indonesia and Japan to agree with them on the best way of solving the problem. The Plenary Meeting would no doubt concur with the solution thus obtained.

Page B.5/3 was approved on that understanding.

Pages B.5/4 to B.5/7

Pages B.5/4 to B.5/7 were approved.

Document No.II/137 (B.5) as amended, was approved.

5. Any other business

Approximate timetable for the last days of the Conference

The Chairman announced that the Steering Committee had tentatively decided on 29 April as the target date for the conclusion of the Conference, on the understanding that that date would not be forced on the Conference at the cost of unduly hastening the work and impairing its quality.

Mr. Stead (General Secretariat) said he had prepared a provisional timetable for the last week of the Conference on the basis of the Steering Committee's decision. If the ceremony of signature of the Final Acts was fixed for 18.00 hrs on 29 April, the last "white" texts must be available by 15.00 hrs on that date; accordingly, the last "pink" texts must be distributed by 8.00 hrs on 28 April for examination by the Plenary Meeting at 15.00 hrs, and the last "blue" texts should be circulated by 15.00 hrs on 26 April for consideration in Plenary at 15.00 hrs on 27 April. Committee work should therefore be completed by 18.00 hrs on 25 April.

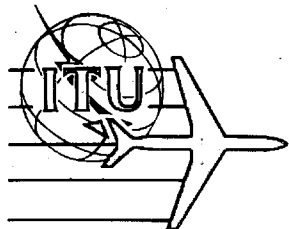
The meeting rose at 11.50 a.m.

The Secretary of the Conference:

J. KUNZ

Chairman:

Arthur L. LEBEL



AERONAUTICAL CONFERENCE

Document No. II/190-E
19 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

CANADA, IRELAND, NORWAY, PORTUGAL

DEFINITION OF MAJOR WORLD AIR ROUTE AREA - NORTH ATLANTIC (MWARA-NA)

In checking the description of the MWARA boundaries in Document No. II/137 there is an ambiguity in so far as the MWARA-NA is referred to, but not defined.

To clarify the MWARA-NA boundaries, and the use of the frequency families within the MWARA, the following amendment is proposed in Document No. II/137, pages B.5/3 and B.5/4:

1. Page B.5/3 - before existing heading:

"Major World Air Route Area - NORTH ATLANTIC - 1"

insert the following:

"Major World Air Route Area - NORTH ATLANTIC
(MWARA-NA)"

From the North Pole through the points 49°N 100°W, 49°N 74°W, 39°N 78°W, 18°N 66°W, 05°N 55°W, 16°N 26°W, 32°N 08°W, 44°N 02°E, 60°N 20°E to the North Pole.

Note: In order to clarify the frequency allotments in this MWARA, the area has been divided into three sectors designated NA-1, NA-2 and NA-3 for purposes of reference. A description of the NA-1, NA-2 and NA-3 sectors is given below".

2. Page B.5/3 - delete:

"Major World Air Route Area - NORTH ATLANTIC - 1
(MWARA-NA-1)"

and replace by:

"Sector - NORTH ATLANTIC - 1
(NA-1)"



3. In the Note following the description of NA-1, replace the last word "area" by the word "sector".

4. Page B.5/4 - delete:

"Major World Air Route Area - NORTH ATLANTIC - 2

(MWARA-NA-2)"

and replace by:

"Sector - NORTH ATLANTIC - 2

(NA-2)"

5. Page B.5/4 - delete:

"Major World Air Route Area - NORTH ATLANTIC - 3

(MWARA-NA-3)"

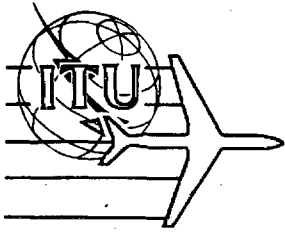
and replace by:

"Sector - NORTH ATLANTIC - 3

(NA-3)"

6. Page B.5/4 -

In the Note following the description of NA-3 replace the last word "area" by the word "sector".



AERONAUTICAL CONFERENCE

Document No. II/191-E
19 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 3

SUMMARY RECORD

OF THE SECOND MEETING OF COMMITTEE 3

(BUDGET CONTROL COMMITTEE)

Friday, 15 April 1966 at 1530 hours

Chairman: U. MOHR (Federal Republic of Germany)

Vice-Chairman: B.K. RAKSHIT (Ghana)

1. Agenda

The meeting adopted the agenda contained in Document No. II/173 without dissent.

2. Minutes of the previous meeting

The Chairman noted that the minutes of the previous meeting were contained in Document No. II/90, and asked for any additions or corrections to the minutes.

Mr. R. Prelaz stated that under Item 2 of the minutes, on page 2, line 10 of the first paragraph of the English text, the phrase "an increase of 3% in salaries" should be changed to read: "an increase in the salaries of supernumerary staff". He also stated that under Item 7 of the minutes, on page 4, in lines 8 and 9 of the English text, the phrase "special compensation should be granted to the professional staff" should be changed to read "special compensation could be proposed to the Administrative Council"; and in lines 11 and 12 of the English text the phrase "in preparation for this conference" should be deleted.

Mr. Petit (I.F.R.B.) stated that under Item 4, on page 3, in lines 7 and 8 of the first paragraph of the English text, the phrase "The use of the computer during the preparatory work..." should be changed to read: "The total use of the computer during the period of the preparatory work..."

The foregoing changes in the minutes were approved by the Committee and the minutes of the previous meeting, as thus amended, were thereupon approved.



3. Report by Working Party

Mr. R. Monnat, Chairman of the Working Party, then presented to the Committee the report of the working party that had been appointed at the previous meeting to make a detailed examination of the accounts. The Working Party submitted a written report in Document No. DT/II-37, and Mr. Monnat further commented on and explained the procedure and conclusions of the Working Party. Mr. Monnat stated that the Working Party had examined the accounts in the budget entry by entry and had inquired into the details of particular entries. The Working Party conferred with Messrs. Kunz, Stead, and Prelaz regarding the items of the budget, and Mr. Monnat stated to the Committee some of the detailed information concerning the budget which the Working Party had secured. Mr. Monnat stated that it seemed unnecessary to report the details of the budget to the Plenary Session of the Conference, and the Committee indicated agreement with this conclusion.

Mr. Monnat made particular mention of the printing and publication of the Final Acts of the Conference. He noted that the Conference had previously voted to reproduce the Final Acts on Roneo machines for submission to and approval by the delegates. The General Secretariat estimated the cost of composition of the text of the Final Acts for printing at 25,000 - 26,000 Swiss Francs and the cost of reproducing the charts at about 9,000 Swiss Francs. The amount provided in the budget for printing would not be enough to cover this entire cost, but it would pay for about one-third of such cost. Therefore, the Working Party proposed that the Committee recommended to the Plenary that the Conference have the Final Acts reproduced by Roneo machines for the use of the Conference and that the Conference pay one-third of the cost of type-setting for the printing and publication of the Final Acts out of the Conference budget. The Committee adopted the proposal of the Working Party on this point.

Mr. Monnat noted that Annex I to the report of the Working Party contained a balance sheet showing the budget of the Conference and the expenditures to the end of March, together with the estimated expenditures to the end of the Conference. Annex II to the report of the Working Party shows I.T.U. staff assigned to the Conference. The Chairman suggested that it was not necessary to include Annex II in the report of the Committee to the Plenary but that Annex I should be attached to the record of the meeting of the Committee as a report to the Plenary of the state of the budget and the accounts. This suggestion was approved by the Committee and the Committee also approved Annex I.

The Committee thereupon approved the report of the Working Party and resolved to report the state of the budget and the accounts to the Plenary as stated in Annex I and to recommend to the Plenary that the Final Acts be reproduced by Roneo process, as previously decided by the Plenary and that the Conference pay for one-third of the cost of type-setting for printing and publication of the Final Acts. The Committee noted that at the date of the meeting the estimated total cost of the conference, due to certain economies taken into account after the preparation of Annex I, is 877,000 Swiss Francs, which leaves a margin of 152,000 Swiss Francs compared with the budget.

4. Other business.

Mr. Prelaz stated that the transfer of credits referred to at the first meeting of the Committee would not be necessary.

The Chairman stated that he thought the Committee should be prepared to meet again on 25 April 1966 for consideration of the accounts at that time and preparation of another report to the Conference. The Committee approved the suggestion of the Chairman.

There being no other business, the meeting adjourned at 16.15 hours.

Rapporteur:

Lee LOEVINGER

Chairman:

Ulrich MOHR

Annex : 1

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A N N E X

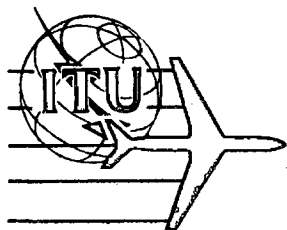
STATEMENT OF EXPENDITURE FOR THE AERONAUTICAL CONFERENCE AT 31 MARCH 1966

Subheads and items	Budget including additional credits ¹⁾	Transfer of credits		Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
		item to item	subhead to subhead					
I. Staff								
7.601. Administration								
- Salaries					22,066.30	39,549.70	2,363.-	63,979.-
- Travel					634.45	91.35	-	725.80
- Overtime					-	2,800.-	13,200.-	16,000.-
- Miscellaneous					-	-	5,295.20	5,295.20
	95,900.-			95,900.-	22,700.75	42,441.05	20,858.20	86,000.-
7.602. Language Services								
- Salaries					163,715.45	284,029.55	47,250.-	494,995.-
- Travel					6,734.55	4,716.55	4,000.-	15,451.10
- Overtime					95.40	3,230.-	15,000.-	18,325.40
- Miscellaneous					-	-	15,228.50	15,228.50
	607,800.-		- 6,000.-	601,800.-	170,545.40	291,976.10	81,478.50	544,000.-
7.603. Reproduction								
- Salaries					22,753.95	30,628.05	9,348.-	62,730.-
- Travel					-	-	-	-
- Overtime					-	2,360.-	10,000.-	12,360.-
- Miscellaneous					-	-	4,910.-	4,910.-
	93,800.-			93,800.-	22,753.95	32,988.05	24,258.-	80,000.-
7.604. Insurance								
- Accident Insurance					-	3,500.-	-	3,500.-
- Sickness Insurance/ Pension Fund					200.20	-	1,299.80	1,500.-
	6,300.-			6,300	200.20	3,500.-	1,299.80	5,000.-
TOTAL, Subhead I	803,800.-		- 6,000.-	797,800.-	216,200.30	370,905.20	127,894.50	715,000.-

1) Budget, including additional credits, approved by the 20th Session of the Administrative Council, 1965.

Subheads and items	Budget including additional credits	Transfer of credits		Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
		item to item	subhead to subhead					
<u>II. Premises and equipment</u>								
<u>7.605. Premises, furniture, machines</u>								
- rent, Maison des Congrès					-	68,200.-	6,200.-	74,400.-
- installation costs					-	1,700.-	-	1,700.-
- hire of furniture and machines					1,600.-	8,900.-	-	10,500.-
- upkeep and repair of machines					-	-	500.-	500.-
- electronic computer					-	-	10,000.-	10,000.-
- miscellaneous					-	-	900.-	900.-
	74,000.-	+18,000.-	+6,000.-	98,000.-	1,600.-	78,800.-	17,600.-	98,000.-
<u>7.606. Document production</u>								
- paper)	-		
- stencils)15,145.70	-	20,000.-	35,145.70
- ink)	-		
- offset workshop					1,315.75	-	10,000.-	11,315.75
- printing, charts, miscellaneous						-	11,538.55	11,538.55
	72,000.-	-14,000.-		58,000.-	16,461.45	-	41,538.55	58,000.-
<u>7.607. Office supplies and overheads</u>								
- office supplies					5,194.15	-	5,000.-	10,194.15
- removal expenses					-	1,500.-	1,500.-	3,000.-
- local transport					534.90	-	3,500.-	4,034.90
- postage					-	-	5,000.-	5,000.-
- telephone calls and telegrams					189.25	-	2,000.-	2,189.25
- guide, badges, etc.					180.-	-	-	180.-
- miscellaneous					183.50	-	218.20	401.70
	29,000.-	- 4,000.-		25,000.-	6,281.80	1,500.-	18,718.20	25,000.-
<u>7.608. Simultaneous interpretation and other sound equipment</u>								
- hire of equipment					-	-	-	-
- magnetic tapes, etc.					-	-	1,000.-	1,000.-
	1,000.-			1,000.-	-	-	1,000.-	1,000.-

Margin compared with
the budget



AERONAUTICAL CONFERENCE

Document No. II/192-E
19 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT OF THE DELEGATION OF THE REPUBLIC OF CHINA

With reference to the statements made by the Delegations of Czechoslovakia, Bulgaria, Hungary and the U.S.S.R. (Documents Nos. II/178, 180 and 184), the Delegation of the Republic of China to the Aeronautical Conference 1966 wishes to state as follows:

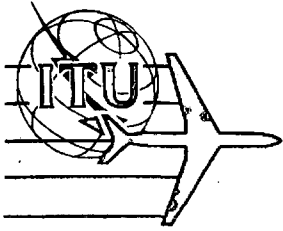
The Government of the Republic of China is the only legally constituted Government of China and is recognized as such by a majority of the sovereign States of the world and by the United Nations and all its specialized agencies, including the International Telecommunication Union. In this capacity, it accepted the invitation of the I.T.U. and is taking part in this Conference on behalf of China. For these reasons, there can be no question whatsoever as regards the right of the Government of the Republic of China to participate in this Conference as the sole legitimate representative of China. Any statements or suggestions to the contrary must be considered as a direct challenge to the provisions of Article 2, paragraph 13 of the International Telecommunication Convention and therefore totally groundless and out of order.

This statement equally applies to any other derogatory remarks or statements on the representation of China.

(Signed)

TSING-CHANG LIU
Head of the Delegation of
the Republic of China





AERONAUTICAL CONFERENCE

Document No. II/193-E (Rev.2)
21 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE SEVENTH MEETING OF THE PLAN COMMITTEE

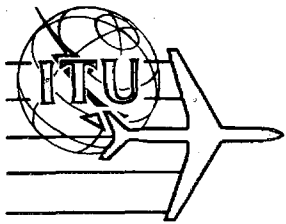
Friday, 22 April 1966, at 09.30 a.m. in Room B

1. Summary Record Sixth Meeting (Document No. II/194, if available)
2. First, Second and Third Reports of Working Group 6F
(Documents Nos. DT/II-48 and Add., DT/II-49 and DT/II-50)
3. Introduction of proposals concerning paragraph c) of the Terms
of Reference (Document No. II/8, page 4) which reads :

 "c) to establish procedures for the change-over to the
 revised Plan."
4. Review of work in fulfilment of paragraph a) of the Terms of
Reference of the Committee (Document No. II/22, page 5)
5. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/193-E (Rev.)

21 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

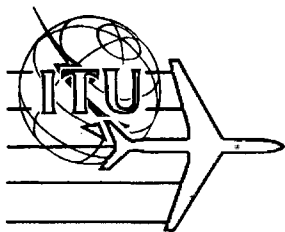
FOR THE SEVENTH MEETING OF THE PLAN COMMITTEE

Friday, 22 April 1966, at 09.30 a.m. in Room B

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2. First and Second Reports of Working Group 6F (Documents Nos. DT/II-48, Add. DT/II-48 and DT/II-49)
3. Introduction of proposals concerning paragraph c) of the Terms of Reference (Document No. II/8, page 4) which reads :
 "c) to establish procedures for the ~~change-over~~ to the revised Plan."
4. Review of work in fulfilment of paragraph a) of the Terms of Reference of the Committee (Document No. II/22, page 5)
5. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/193-E

20 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE SEVENTH MEETING OF THE PLAN COMMITTEE

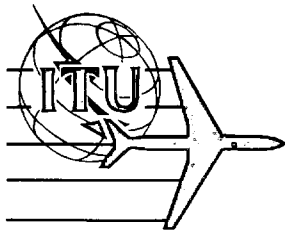
Friday, 22 April 1966, at 09.30 a.m. in Room B

1. Summary Record Sixth Meeting (Document No. II/194, if available)
2. First and Second Reports of Working Group 6F (Documents Nos. DT/II-48 and Add., DT/II-49)
3. Introduction of proposals concerning paragraph c) of the Terms of Reference (Document No. II/8, page 4) which reads :

"c) to establish procedures for the ~~change-over~~ to the revised Plan."
4. Review of work in fulfilment of paragraph a) of the Terms of Reference of the Committee (Document No. II/22, page 5)
5. Any other business

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/194-E
20 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD
OF THE
SIXTH MEETING OF COMMITTEE 6
(PLAN COMMITTEE)

Wednesday, 20 April, 1966, at 9.30 a.m.

Chairman: Mr. E.B. POWELL (Canada)

Vice-Chairman: Mr. A.C. PLANAS (Argentina)

1. Summary Record of the Fourth Meeting

The Summary Record of the Fourth Meeting of Committee 6 (Document No. II/156) was adopted without comment.

2. Summary Record of the Fifth Meeting

The Summary Record of the Fifth Meeting of Committee 6 (Document No. II/169) was adopted by the Committee following a request by the Delegate of the U.S.S.R. that paragraph 3, page 2, be revised to reflect the support given the U.S.S.R. proposal in the course of the discussion. In accordance with this request, sentence 2 of paragraph 3, is amended as follows: In the discussion which followed there was support for the U.S.S.R. proposal, particularly by the Delegate from Argentina.

The Delegate of Argentina emphasised that his support of supersonic transport frequency requirements is limited to regional requirements and a requirement on a world-wide basis is not supported.

The Chairman of Working Group 6E noted that 18 Mc/s was omitted from the frequency bands assigned to Working Group 6E.



3. Introduction of proposals concerning paragraph b) of the Terms of Reference (Document No. II/8, page 4) which reads:

"b) to review the Radio Regulations associated herewith and prepare any modifications or additions considered essential:"

Documents Nos. II/2 (U.S.A.) Part VI (pages 65 - 72 inclusive); II/10 (United Kingdom) Proposal No. 3 (page 32) and II/18 (India) Proposals Nos. 1 - 6 inclusive (pages 1 and 2) were introduced by the respective delegations. Since the proposals were primarily of an editorial nature it was the general recommendation that these documents be referred to a Working Group. The Delegate of the United States withdrew the proposals contained on page 65 of Document No. II/2 and the Delegate of India withdrew Proposal No. 4, page 2 of Document No. II/18.

The Chairman introduced Document No. DT/II-45 as a proposed format for the revised Frequency Allocation Plan. In the course of the discussion which followed it was agreed that the terms "shared channels" and "authorized areas" need clarification. It was also agreed that the proposed Working Group should consider the incorporation of the Chart appended to Document No. II/151 in Appendix 26A.

The Committee agreed that a Working Group 6F should be established and the Chairman invited Mr. M. Amaro Vieira (Portugal) to convene the Group. The Delegates of the United States, the United Kingdom and India and Mr. R. Petit, member of the I.F.R.B. agreed to serve on the Working Group.

The Delegate of the United States stated he assumed the terms of reference of the Working Group included the consideration of all items listed and discussed under Item 3 of the Agenda of the present meeting. This was agreed.

The Chairman inquired whether there were any other proposals which should be considered under this Agenda item. There were none.

4. Other business

The Delegate of the U.S.S.R. urged that the Working Groups be given further guidance, since in some Groups it appears that the MWARA and VOLMET requirements are being given a preference over RDARA and Sub-RDARA requirements. He further stated that although he recognized the need of starting somewhere in the development of a revised Frequency Allotment Plan and had therefore agreed to start with the MWARA's and follow with the VOLMET Areas, this did not imply a priority for the MWARA and the VOLMET allotments.

The Chairman asked for comments, noting that he believed the MWARA and the VOLMET allotments were only being given a degree of priority at this stage, due to the general interest in these areas.

The Delegate of the United States stated he was unable to make an objective judgment of the situation at this time since the hope is that we can satisfy all requirements and if conflicts develop that an equitable adjustment can be made. This was agreed.

The Delegate of the U.S.S.R. stressed that he did not wish to hamper the work of the Conference but asked that the situation be examined and clarified.

The Chairman of Working Group 6D noted that when requirements exceed frequencies, all delegations have cause to worry, but stressed that the first task was to align Document No. DT/II-26 with Document No. II/128 and this task was common to all Working Groups. He stressed that this must be a piece-meal task and that we should not worry until the three stages have been completed when we can see the complete result. He asked for patience and that the other delegations share his confidence that it will all come out satisfactorily in the end.

The Chairman stated that he believed the Working Groups should identify problems of this type and refer these to Working Group 6 COORD and that the major effort toward resolving frequency distribution between MWARA's VOLMET Areas and RDARA's would be made in that Working Group.

The Chairman emphasized that the draft MWARA and VOLMET Area Frequency Plans are not closed definitely and urged delegates to await the outcome of the present work of the various Groups when a clearer picture of any unresolved conflicts would appear and could be tackled. He also noted that the Report of Working Group 6A (Document No. II/179) was mistakenly produced as a white document and that this may have caused misunderstanding. In fact, all would have observed that this document is receiving quite the same treatment as Document No. DT/II-47, from Working Group 6B (VOLMET), in that it is being held pending the reports of the RDARA Working Groups. The Committee agreed that the RDARA Working Groups should proceed expeditiously with their work so that the whole draft revised Plan could be considered at one time.

The meeting adjourned at 12.40 p.m.

Rapporteur
George W. HAYDON

Chairman
E.B. POWELL

AERONAUTICAL CONFERENCE

Geneva, 1966

Corrigendum No. 3 to
Document No. II/195-E
26 April 1966

PLENARY MEETING

Concerns only the French text

P. BOUCHIER
The Chairman of
Committee 7



Corrigendum No. 2 to
Document No. II/195-E
25 April 1966

PLENARY MEETING

A. Page R.1/3 :

Amend the first paragraph to read :

"In pursuance of Resolution No. 13 of the Ordinary Administrative Radio Conference, Geneva (1959), the Administrative Council of the Union at its 18th Session (1963) adopted Resolution No. 525 proposing that an Extraordinary Administrative Radio Conference should be convened in order to review the provisions of Appendix 26 to the Radio Regulations relating to the Aeronautical Mobile (R) Service and the associated provisions of the Radio Regulations. The proposal having been accepted 20 February 1964."

B. Page R.1/11 :

Amend the text between the headings "Annex 2" and "Appendix 27" to read :

"The following new Appendix (Appendix 27) shall be added to the Radio Regulations, Geneva, 1959, after Appendix 26 and shall replace the provisions of Appendix 26 relating to the Aeronautical Mobile (R) Service."

C. Page R.1/20 :

Delete the Note below the heading "6. Data for tracing interference contours".

D. Page R.1/6 :

Add the following text after the heading "Article 7" :

"Article 7 of the Radio Regulations shall be amended by substituting for Nos., and the following :"

E. Page R.1/7 :

After the heading "Article 9", add the following :

"Nos. of Article 9 shall be replaced by the following :"



Corrigendum No. 2 to
Document No. II/195-E
 Page 2

F. Page R.1/9 :

After the heading "Article 20", add the following :

"Nos. of Article 20 shall be replaced by the following :"

G. Page R.1/13 :

Amend paragraph 5 to read :

"5. A Regional and Domestic Air Route is a route using the Aeronautical Mobile (R) Service not covered by the definition of a Major World Air Route in paragraph 3 above."

H. Page R.1/14 :

Amend the numbering and texts of paragraphs 6A, 6B and 7 to read :

"7. A VOLMET Allotment Area is an area encompassing all points where an HF broadcasting facility might be required to operate on a family of frequencies common to the area. "

"8. A VOLMET Reception Area is an area within which aircraft should be able to receive broadcasts from one or more stations in the associated VOLMET Allotment Area."

"9. A family of frequencies in the Aeronautical Mobile Service is a group of frequencies selected from different aeronautical bands and intended to permit stations."

I. It is recognized that, when the next pink documents are submitted, a reference to VOLMET will have to be introduced in certain provisions, e.g. on pages R.1/18 and R.1/19.

P. BOUCHIER
 Chairman

AERONAUTICAL CONFERENCE

Geneva, 1966

Corrigendum to
Document No. II/195-E
22 April 1966

PLENARY MEETING

The text of the last but one paragraph of page R.1/3 must be replaced by the following text:

The revised provisions of the Radio Regulations, Geneva, 1959, shall form an integral part of the Radio Regulations which are annexed to the International Telecommunication Convention. These revised provisions shall come into force on and from [1], except for the Frequency Allotment Plan for the Aeronautical Mobile (R) Service contained in [Part II] of Appendix 27 which shall come into force on and from [2]. The provisions of the Radio Regulations, Geneva, 1959, which are cancelled, superseded or modified by these revised provisions shall be abrogated on the dates of coming into force of the respective revised provisions which cancel, supersede or modify prior provisions.

Note [1] Date to be identical with that in considering a) of Document No. II/206.

Note [2] Date to be identical with that in considering b) of Document No. II/206.

P. BOUCHIER,
The Chairman of Committee 7



AERONAUTICAL CONFERENCE

Geneva, 1966

Document No. II/195-E
21 April 1966

R.1

PLENARY MEETING

SECOND READING

The Editorial Committee, having examined the documents Nos. II/99, II/112, II/137, II/163, II/177, II/181, II/183 and II/188 submits the attached texts to the Plenary Meeting for a second reading.

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes : R.1/1 - R.1/71



FINAL ACTS

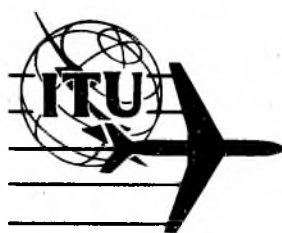
OF THE

EXTRAORDINARY ADMINISTRATIVE

RADIO CONFERENCE

FOR THE PREPARATION OF A REVISED ALLOTMENT

PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE



GENEVA, 1966

ABBREVIATIONS

The following abbreviations are used in the Annexes, to indicate the nature of amendments made in the partial revision of the Radio Regulations.

Symbol	Meaning
MOD	Modification
SUP	Suppression
ADD	Addition
NOC	No change

Note : If a modification affects only the drafting of a number, without changing the substance, the following symbol is used :

(MOD)

TABLE OF CONTENTS

FINAL ACTS

of the Extraordinary Administrative Radio Conference for
the preparation of a revised Allotment Plan for the
Aeronautical Mobile (R) Service.
Geneva, 1966

	<u>Pages</u>
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<u>Annex 1</u> : Revision of articles 7, 9 and 20 of the Radio Regulations	
<u>Annex 2</u> : Revision of Appendix 26 (provisions relating to (R) Service; new Appendix 27	
Additional Protocol	

Resolutions

Resolution No.

Recommendations

Recommendation No.

PARTIAL REVISION OF THE RADIO REGULATIONS, GENEVA (1959)

In pursuance of Resolution No. 13 of the Ordinary Administrative Radio Conference, Geneva (1959), the Administrative Council of the Union at its 18th session (1963), adopted Resolution No. 525 proposing that an Extraordinary Administrative Radio Conference should be convened in order to review Appendix 26 to the Radio Regulations and its associated provisions. The proposal having been accepted by a majority of the Members of the Union, the first session of the Extraordinary Administrative Radio Conference was held in Geneva from 27 January to 20 February 1964.

During its 20th session (1965), the Administrative Council adopted Resolution No. 563 by which it decided, with the prior agreement of the majority of the Members of the Union, that the second session of the Extraordinary Administrative Radio Conference should be held in Geneva from 14 March 1966 for a period of 8 weeks, with the following agenda:

"On the basis of the decisions taken by the preparatory session of the Conference and the preparatory work undertaken by the I.F.R.B., to review and, to the extent considered necessary, revise the Frequency Allotment Plan for the Aeronautical Mobile (R) Service contained in Appendix 26 to the Radio Regulations, and the Radio Regulations associated therewith."

The Extraordinary Administrative Radio Conference accordingly convened on the appointed date, and, in accordance with the provisions of Nos. 60 and 61 of the Convention, revised the relevant portions of the Radio Regulations, Geneva, 1959. Particulars of these revisions are given in the attached Annexes.

The revised provisions of the Radio Regulations, Geneva, 1959, shall form an integral part of the Radio Regulations which are annexed to the International Telecommunications Convention. These revised provisions shall come into force on (date) , provided, however, that those provisions specified in the annexed Schedule of effective dates shall come into force and be effective on and after the dates respectively specified in such schedule. The provisions of the Radio Regulations, Geneva, 1959, which are cancelled, superseded or modified by these revised provisions shall be abrogated on the dates of coming into force of the respective revised provisions which cancel, supersede or modify prior provisions.

The delegates signing this revision of the Radio Regulations, Geneva, 1959, hereby declare that should an administration make reservations concerning the application of one or more of the revised provisions of the Radio Regulations, Geneva, 1959, no other administration shall be obliged to observe that provision or those provisions in its relations with that particular administration.

In witness whereof the delegates of the Members of the Union represented at the Extraordinary Administrative Radio Conference, Geneva, 1966, have signed in the names of their respective countries this revision of the Radio Regulations, Geneva, 1959, in a single copy which will remain in the archives of the International Telecommunication Union and of which a certified copy will be delivered to each Member and Associate Member of the Union.

Members and Associate Members of the Union shall inform the Secretary-General of their approval of the revision of the Radio Regulations, Geneva, 1959, by the Extraordinary Administrative Radio Conference, Geneva, 1966. The Secretary-General will inform Members and Associate Members of the Union promptly regarding receipt of such notifications of approval.

Done at Geneva,

1966

SIGNATURES

A N N E X 1PARTIAL REVISION OF THE RADIO REGULATIONS,
GENEVA, 1959

Note : It is recognized that amendments of substance to the provisions of Nos. 552-560 and Nos. 589-593, which deal with the treatment of frequency assignment notices relating to stations in the aeronautical mobile (R) bands, may be proposed by Committee 6 on the basis of proposals submitted to the Conference.

ARTICLE 7

.....

(MOD) 431 § 5. Frequencies in the bands allocated to the aeronautical mobile service between 2350 and 18 030 kc/s (see Article 5) shall be assigned in conformity with the provisions of Appendices 26 and 27 and the other relevant provisions of these Regulations.

.....

ARTICLE 9

.....

- (MOD) 540 (5) The provisions of Nos. 537 to 539 do not apply to frequency assignments which are in conformity with the Allotment Plans appearing in Appendices 25, 26 and 27 to these Regulations; such frequency assignments shall be entered in the Master Register on receipt of the notice by the Board.
-
- NOC 561 § 22.(1) Examination of Notices concerning Frequency Assignments to Aeronautical Stations in the Aeronautical Mobile (OR) Service in the Bands allocated exclusively to that Service between 3025 and 18 030 kc/s (see No. 500).
- NOC 562 (2) The Board shall examine each notice covered by No. 561 to determine whether :
- (MOD) 563 a) the assignment is in conformity with the primary allotments in the Allotment Plan for the Aeronautical Mobile (OR) Service and the conditions specified in Appendix 26 (Parts II and III);
- (MOD) 564 b) the assignment is in conformity with or satisfies the requirements for secondary allotments in the Allotment Plan for the aeronautical mobile (OR) service and the conditions specified in Appendix 26 (.). In applying these provisions, the Board shall assume that the frequency will be used on a day-time basis;
- (MOD) 565 c) the assignment is the result of a permissive change from one class of emission to another, its occupied bandwidth is within the channelling arrangement provided for in Appendix 26 (.), and it meets all the conditions for a primary or secondary allotment in the Plan, except that the assigned frequency does not correspond numerically with one of the frequencies specified therein.

(MOD) 566 (3) The technical criteria to be employed by the Board in its examination of these notices shall be those in Appendix 26 (.).
.....

NOC

Section VIII. Miscellaneous Provisions

(MOD) 635 § 47. The provisions of Sections V, VI (excepting No. 619) and VII of this Article shall not be applied to frequency assignments in conformity with the Allotment Plans contained in Appendices 25, 26 and 27 to these Regulations.
.....

ARTICLE 20

NOC

Service Documents

NOC

789 § 1. The following documents shall be published by the Secretary-General.

NOC

790 (1) List I. The International Frequency List.

This list shall contain :

.....

(MOD)

793 c) the allotments in the Allotment Plans included in Appendices 25, 26 and 27.

NOC

APPENDICES TO THE RADIO REGULATIONS

.....

ADD

APPENDIX 27

Frequency Allotment Plan for the Aeronautical Mobile (R) Service
and Related Information.

(This Appendix is published separately).

.....

A N N E X 2

The following new Appendix 27, providing for the Aeronautical Mobile (R) Service shall be added to the Radio Regulations, Geneva, 1959, after Appendix 26.

APPENDIX 27

to the Radio Regulations, Geneva (1959)
Geneva, 1966

FREQUENCY ALLOTMENT PLAN

FOR THE AERONAUTICAL MOBILE (R) SERVICE

AND RELATED INFORMATION

(See Article 7 of the Radio Regulations, Geneva, 1959)

APPENDIX 27

to the Radio Regulations, Geneva (1959)

Geneva, 1966

FREQUENCY ALLOTMENT PLAN FOR THE AERONAUTICAL

MOBILE (R) SERVICE AND RELATED INFORMATION

(See Article 7)

TABLE OF CONTENTS

PART I

NOC

GENERAL PROVISIONS

NOC

Section I - Definitions

NOC 27/

1. Frequency Allotment Plan

MOD

A plan which shows the frequencies to be used in particular areas without specifying the stations to which the frequencies are to be assigned.

NOC 27/

2. The terms to express the different methods of frequency distribution as used in this Appendix have the following meanings:

Frequency distribution to:	French	English	Spanish
Services	Attribution (attribuer)	Allocation (to allocate)	Atribución (atribuir)
Areas	Allotissement (allotir)	Allotment (to allot)	Adjudicación (adjudicar)
Stations	Assignment (assigner)	Assignment (to assign)	Asignación (asignar)

NOC

NOC 27/

3. A Major World Air Route is 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 communication facilities.

NOC 27/

4. A Major World Air Route Area (MWARA) 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.

(MOL)27/

5. 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 3 above.

- NOC 27/ 6. A Regional and Domestic Air Route Area (RDARA) is one embracing a certain number of the air routes defined in the foregoing paragraph.
- ADD 27/ 6.A The boundary of a VOLMET allotment area encompasses all points where an HF broadcast facility might be required to operate on a family of frequencies common to the area.
- ADD 27/ 6.B Associated with each VOLMET allotment area, there is a VOLMET reception area within which aircraft should be able to receive broadcasts from one or more stations in the associated allotment area.
- MOD 27/ 7. A family of frequencies in the Aeronautical Mobile Service is a group of frequencies selected from different aeronautical mobile bands intended to permit communication, at any time and over any distance, between aircraft in flight and appropriate aeronautical stations.

MOD Section II - Technical and Operational Principles used for the establishment of the Plan of Allotment of Frequencies in the Aeronautical Mobile (R) Service

NOC A. Determination of Channel Width

NOC 27/ 1. Frequency separation

MOD The frequency separations indicated in the following table are adequate to permit communications using the classes of emission referred to in Chapter ... (Document No. II/83).

NOC	Band (kc/s)	Separation (kc/s)	Band (kc/s)	Separation (kc/s)
	2850 - 3025	7	8815 - 8965	7
	3400 - 3500	7	10005 - 10100	8
	4650 - 4700	7	11275 - 11400	8
MOD	5450 - 5480 (Reg 2)	7	13260 - 13360	8
	5480 - 5680	7	17900 - 17970	8
	6525 - 6685	7		

- MOD 27/ a) It is assumed that for radio-telephone emissions the modulation-frequencies will be limited to 3000 cycles per second and that the occupied bandwidth of other authorized emissions will not exceed that of A3 emissions.
- (MOD) 27/ b) The use of channels as derived from the above table, for the various classes of emissions will be subject to special arrangements by the administrations concerned in order to avoid the harmful 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.
- NOC 27/ c) It is recognized that two or more channels can be derived from each of the channels provided under this frequency separation plan.
- NOC 27/ d) 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.
- (MOD) 27/ e) The arrangements contemplated in b) and d) above should be made under the Articles of the International Telecommunication Convention and the Radio Regulations entitled "Special Agreements".
- NOC 27/ 2. Frequencies to be allotted
- (MOD) The list of frequencies to be allotted in the bands allocated exclusively to the aeronautical mobile (R) service, on the basis of the frequency separation provided for under paragraph 1 above, will be found in the following table :

MOD

kc/s				
2850 - 3025	4650 - 4700	6525 - 6685	10005 - 10100	17900 - 17970
2854	4654	6533	10009	17909
2861	4661	6540	10017	17917
2868	4668 7 chan-	6547	10025	17925 8 chan-
2875	4675 nels	6554	10033 11 chan-	17933 nels
2882	4682 7 kc/s	6561	10041 nels	17941 8 kc/s
2889	4689 separa-	6568	10049 8 kc/s	17949 separa-
2896	4696 tion	6575	10057 separa-	17957 tion
2903		6582 22 chan-	10065 tion	17965
2910	5450 - 5480	6589 nels	10073	
2917 24 chan-		6596 7 kc/s	10081	
2924 nels	Region 2	6603 separa-	10089	
2931 7 kc/s		6610 tion		
2938 separa-	5454 4 chan-	6617	11275 - 11400	
2945 tion	5461 nels	6624		
2952	5469	6631	11279	
2959	5477	6638	11287	
2966		6645	11295	
2973		6652	11303	
2980	5480 - 5680	6659	11311	
2987		6666	11319 15 chan-	
2994	5484	6673	11327 nels	
3001	5491	6680	11335 8 kc/s	
3008	5498		11343 separa-	
3015	5505	8815 - 8965	11351 tion	
3023.5 (R) & (OR)	5512	8819	11359	
	5519	8826	11367	
	5526	8833	11375	
3400 - 3500	5533	8840	11383	
	5540 28 chan-	8847	11391	
3404	5547 nels	8854	13260 - 13360	
3411	5554 7 kc/s	8861		
3418	5561 separa-	8868 21 chan-	13264	
3425	5568 tion	8875 nels	13272	
3432	5575	8882 7 kc/s	13280	
3439	5582	8889 separa-	13288 12 chan-	
3446	5589	8896 tion	13296 nels	
3453	5596	8903	13304 8 kc/s	
3460	5603	8910	13312 separa-	
3467	5610	8917	13320 tion	
3474	5617	8924	13328	
3481	5624	8931	13336	
3488	5631	8938	13344	
3495	5638	8945	13352	
	5645	8952		
	5652	8959		
	5659			
	5666			
	5673			
	5680 (R) & (OR)			

- NOC 3. Channels Common to (R) and (OR) Services
- (MOD)27/ 3.1 The channels common to the (R) and (OR) Services, centred at 3023.5 and 5680 kc/s are authorized for world-wide use as shown in Part II of this Appendix.
- Notwithstanding those provisions of the Allotment Plan set forth in Part II hereof, the frequency 5680 kc/s may also be used at aeronautical stations for communication with aircraft stations when other frequencies of the aeronautical stations are either unavailable or unknown. However, this use shall be restricted to such areas and conditions that harmful interference cannot be caused to other authorized aeronautical mobile services.
- ADD 27/ 3.2 All stations using 3023.5 kc/s and 5680 kc/s for search and rescue purposes and employing single sideband (SSB) shall transmit a carrier at a level sufficient to permit reception on a double sideband (DSB) receiver and shall be able to receive DSB transmissions.
- ADD 27/ 3.3 Subject to appropriate coordination, stations of the Aeronautical Mobile (R) Service using the common (R) and (OR) channel centred at 3023.5 kc/s may operate with their carrier frequency at 3023 kc/s.
- (MOD)27/ 4. The International Civil Aviation Organization (I.C.A.O.) co-ordinates communications of the Aeronautical Mobile (R) Service with international air operations for a large part of the world and this Organization should be consulted in appropriate cases, particularly in the operational use of the frequencies in the Plan.
- NOC 27/ 5. Adaptation of Allotment Procedure
- (MOD) It is recognized that not all the sharing possibilities have been exhausted in the allotment plan contained in this Appendix. Therefore, in order to satisfy particular operational requirements which are not otherwise met by this allotment plan, Administrations may assign frequencies from the aeronautical mobile (R) bands in areas other than those to which they are allotted in this Plan. However, the use of the frequencies so assigned must not decrease the protection to the same frequencies in the areas where they are allotted by the plan below that determined by the application of the procedure defined in Part I, and Section II B of this Appendix for the (R) Service.
- NOC 27/ 6. When necessary to satisfy the needs of international air operations Administrations may adapt the allotment procedure for the assignment of aeronautical mobile (R) frequencies, which assignments shall then be the subject of prior agreement between Administrations affected.
- NOC 27/ 7. Resort to the co-ordination described in paragraph 4 shall be made where appropriate and desirable for the efficient utilization of the frequencies in question.
- SUP 8. (In addition ... mobile service,)

B. Interference Range Contours

- NOC 1. Definition of Contours
- MOD 27/ 1.1 The transparencies inserted in the pocket at the end of this Appendix show for the frequencies stated, contours which indicate the minimum acceptable distance separating two aeronautical stations each having a mean effective radiated power of 1.0 kW (for emissions such as A1, F1, F2 and unmodulated emissions A3 and A3H 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. This limit is generally assumed to be at the boundary of the area concerned and the service range is not included in the contour.
- ADD 27/ 1.2 Two types of transparencies are provided for use respectively with the Mercator projection world maps and the Gnomonic projection for the polar areas. The Mercator projection transparencies encompass the area between latitude 60° North and 60° South. The Gnomonic projection transparencies encompass the areas north of latitude 30° North and south of latitude 30° South. The Gnomonic projection overlaps the Mercator projection between latitudes 30°-60° North and 30°-60° South. This overlap is intended to provide continuity between transparencies of the two projections.
- MOD 27/ 2. Type of Maps used
- MOD These transparencies can be used only on a world or polar map of the projection and scales given on each transparency and will not be suitable for use on any other scale or any other projection. The world and polar maps accompanying this Appendix, depicting RDARA and MWARA boundaries, are to the correct scale so that the transparencies carrying the interference range contours can be directly used on these maps.
- NOC 3. Change of Scale or Projection
- MOD 27/ 3.1 Should any other scale or projection be desired, then new interference range contours can be drawn to fit the new scales or projections, by using the co-ordinates given in the tables shown below.
- MOD 27/ 3.2 When 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 40° contour, etc.

MOD 27/ 3.3 The co-ordinates shown in the tables under paragraph 6 are given with reference to the 180° meridian taken as the axis of symmetry for the construction of the contours.

NOC 4. Sharing conditions between areas

MOD 27/ 4.1 The transparencies are constructed on the basis of the following sharing conditions:

	Areas	Bands between: Mc/s	Sharing conditions
NOC	MWARA to MWARA	3 - 6.6 9 - 11.3 13 - 18	night propagation day propagation time separation <u>Note:</u> 6.6 Mc/s and 5.6 Mc/s sharing conditions considered the same
NOC	MWARA to RDARA	3 - 5.6 6.6 - 11.3 13 - 18	night propagation day propagation time separation
NOC	RDARA to RDARA	3 - 4.7 5.6 - 11.3 13 - 18	night propagation day propagation time separation

NOC 27/ 4.2 The additional contours for day included for 3 Mc/s, 3.5 Mc/s and 4.7 Mc/s are for determining daylight sharing possibilities.

SUP (The material ... etc.)

NOC 5. Method of use

NOC 27/ 5.1 Take the MWARA or the RDARA maps accompanying this Appendix and select the transparency for the frequency order and sharing conditions under consideration.

ADD 27/ 5.2 The Gnomonic projections are applicable in the polar areas north of 60° North and south of 60° South; and the Mercator projections are applicable between 60° North and 60° South.

NOC 27/ 5.3 Place the centre 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.

- NOC 27/- 5.4 A transmitter located at any point outside the contour will result, as defined in paragraph 1.1 above, in a protection ratio of better than 15 db.
- (MOD) 27/ 5.5 A transmitter located at any point inside the contour will result in a protection ratio of less than 15 db.
- MOD 27/ 5.6 For the Northern Hemisphere, the Mercator projection 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 areas which involve the transition of the equator.
- ADD 27/ 5.7 For either the north or south polar areas, the Gnomonic projection transparency should be positioned so that the north-south line (terminated with an arrow) is parallel to the meridian of longitude, with the arrow pointing towards the pole.
- NOC 6. Data for tracing interference contours
- ADD 27/ Note : The following tables replace the tables appearing on pages 11 to 14 of Appendix 26 (Geneva, 1959).

3,0 et 3,5 MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 700 km
 3,0 & 3,5 Mc/s, day - DATA FOR PLOTTING 700 km INTERFERENCE CONTOURS
 3,0 y 3,5 Mc/s, día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 700 km

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
	180,0	6,3	180,0	16,3	180,0	26,3	180,0	36,3	180,0	46,3
	178,9	6,2	178,9	16,2	178,8	26,2	178,6	36,2	178,4	46,2
	177,8	5,9	177,8	15,9	177,6	25,9	177,3	35,9	176,9	45,9
	176,8	5,5	176,7	15,4	176,5	25,4	176,1	35,4	175,5	45,4
	175,9	4,8	175,8	14,8	175,5	24,8	175,1	34,7	174,3	44,7
	175,2	4,0	175,0	14,0	174,7	24,0	174,2	33,9	173,3	43,9
	174,5	3,1	174,4	13,1	174,1	23,0	173,5	33,0	172,5	42,9
	174,1	2,2	173,9	12,1	173,6	22,0	173,0	32,0	172,0	41,9
	173,8	1,1	173,7	11,0	173,4	21,0	172,8	30,9	171,8	40,8
	173,7	0,0	173,6	9,9	173,3	19,9	172,7	29,8	171,8	39,7
	173,8	-1,1	173,7	8,8	173,4	18,8	172,9	28,7	172,0	38,6
	174,1	-2,2	174,0	7,8	173,8	17,7	173,3	27,7	172,5	37,6
	174,5	-3,1	174,5	6,8	174,3	16,8	173,9	26,7	173,2	36,6
	175,2	-4,0	175,2	5,9	175,0	15,9	174,6	25,8	174,1	35,8
	175,9	-4,8	175,9	5,2	175,8	15,1	175,5	25,1	175,1	35,1
	176,8	-5,5	176,8	4,5	176,8	14,5	176,5	24,5	176,2	34,5
	177,8	-5,9	177,8	4,1	177,8	14,1	177,6	24,1	177,4	34,0
	178,9	-6,2	178,9	3,8	178,9	13,8	178,8	23,8	178,7	33,8
	180,0	-6,3	180,0	3,7	180,0	13,7	180,0	23,7	180,0	33,7

Coordonnées pour le tracé des courbes
 Coordinates for plotting contours
 Coordenadas para el trazado de las curvas

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
	180,0	56,3	180,0	66,3	180,0	76,3	180,0	86,3		83,7
	178,0	56,2	177,3	66,2	175,4	76,2	163,9	86,1		83,7
	176,2	55,9	174,7	65,8	171,2	75,8	152,2	85,4		83,7
	174,5	55,3	172,5	65,3	167,7	75,1	145,2	84,5		83,7
	173,0	54,6	170,6	64,5	164,9	74,3	141,9	83,4		83,7
	171,8	53,8	169,1	63,6	162,9	73,4	140,8	82,4		83,7
	171,0	52,8	168,1	62,7	161,8	72,3	141,3	81,3		83,7
	170,4	51,8	167,5	61,6	161,3	71,2	142,8	80,2		83,7
	170,2	50,7	167,3	60,5	161,5	70,1	144,9	79,2		83,7
	170,3	49,6	167,5	59,4	162,1	69,1	147,6	78,2		83,7
	170,6	48,5	168,1	58,3	163,2	68,0	150,5	77,3		83,7
	171,2	47,5	169,0	57,4	164,6	67,1	153,8	76,5		83,7
	172,1	46,6	170,1	56,4	166,4	66,2	157,3	75,8		83,7
	173,1	45,7	171,4	55,6	168,3	65,5	160,9	75,2		83,7
	174,3	45,0	172,9	55,0	170,4	64,9	164,6	74,6		83,7
	175,6	44,5	174,6	54,4	172,7	64,4	168,4	74,2		83,7
	177,0	44,0	176,3	54,0	175,1	64,0	172,2	73,9		83,7
	178,5	43,8	178,2	53,8	177,5	63,8	176,1	73,8		83,7
	180,0	43,7	180,0	53,7	180,0	63,7	180,0	73,7		83,7

Coordonnées pour le tracé des courbes
 Coordinates for plotting contours
 Coordenadas para el trazado de las curvas

Toutes longitudes
 All Longitudes
 Todas longitudes

Latitude - Latitude - Latitud	30°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	31,5	180,0	41,5	180,0	51,5	180,0	61,5	180,0	71,5
	173,9	31,0	173,1	40,9	171,7	50,8	169,3	60,7	164,3	70,4
	168,2	29,4	166,7	39,2	164,2	48,9	160,1	58,4	152,1	67,5
	163,0	26,9	161,1	36,4	158,0	45,8	153,0	54,9	144,2	63,5
	158,5	23,6	156,4	32,8	153,2	41,9	148,0	50,6	139,7	58,7
	154,9	19,6	152,9	28,6	149,8	37,4	144,9	45,8	137,5	53,6
	152,0	15,1	150,3	23,9	147,6	32,5	143,3	40,7	137,0	48,4
	150,1	10,3	148,7	18,9	146,4	27,4	142,9	35,5	137,6	43,2
	148,9	5,2	148,0	13,7	146,3	22,1	143,4	30,3	139,1	38,1
	148,5	0,0	148,1	8,5	146,9	17,0	144,7	25,2	141,3	33,2
	148,9	-5,2	149,0	3,4	148,3	11,9	146,7	20,9	144,1	28,6
	150,1	-10,3	150,6	-1,6	150,3	7,1	149,3	15,8	147,4	24,3
	152,0	-15,1	152,9	-6,3	153,1	2,6	152,5	11,5	151,1	20,4
	154,9	-19,6	156,0	-10,5	156,4	-1,4	156,2	7,8	155,3	16,9
	158,5	-23,6	159,7	-14,2	160,3	-4,8	160,3	4,6	159,8	14,0
	163,0	-26,9	164,1	-17,3	164,7	-7,7	164,8	2,0	164,5	11,6
	168,2	-29,4	169,1	-19,6	169,6	-9,8	169,7	0,1	169,5	9,9
	173,9	-31,0	174,4	-21,0	174,7	-11,1	174,8	-1,1	174,7	8,9
	180,0	-31,5	180,0	-21,5	180,0	-11,5	180,0	-1,5	180,0	8,5

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	81,5	0,	88,5	0,	78,5	0,	68,5	Toutes longitudes All Longitudes Todas longitudes	58,5
	149,5	79,7	78,0	84,7	25,3	77,7	14,2	68,3		58,5
	133,9	75,6	90,4	79,7	46,5	75,7	28,0	67,7		58,5
	127,6	70,7	97,5	74,7	62,9	72,9	41,3	66,7		58,5
	125,7	65,6	103,3	69,8	75,9	69,7	53,8	65,4		58,5
	126,0	60,3	108,7	65,0	86,6	66,4	65,5	63,9		58,5
	127,6	55,2	113,9	60,3	95,8	62,9	76,4	62,3		58,5
	129,9	50,2	118,9	55,9	104,1	59,6	86,7	60,5		58,5
	132,9	45,4	124,1	51,6	111,9	56,3	96,5	58,8		58,5
	136,4	40,8	129,2	47,6	119,2	53,2	105,8	57,1		58,5
	140,2	36,5	134,5	43,9	126,2	50,4	114,8	55,5		58,5
	144,4	32,6	139,8	40,5	133,1	47,7	123,4	54,0		58,5
	148,8	29,0	145,3	37,4	139,9	45,4	131,9	52,6		58,5
	153,6	25,9	150,8	34,8	146,6	43,3	140,1	51,4		58,5
	158,5	23,3	156,5	32,6	153,3	41,6	148,2	50,4		58,5
	163,7	21,2	162,3	30,8	160,0	40,3	156,2	49,6		58,5
	169,1	19,7	168,1	29,5	166,6	39,3	164,2	49,0		58,5
	174,5	18,8	174,1	28,8	173,3	38,7	172,1	48,6		58,5
	180,0	18,5	180,0	28,5	180,0	38,5	180,0	48,5		58,5

3,0 MHz, nuit - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 3500 km
 3.0 Mc/s night- DATA FOR PLOTTING 3500 km INTERFERENCE CONTOURS
 3,0 Mc/s noche- DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 3500 km

3,5 MHz, nuit - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 4000 km
 3.5 Mc/s night - DATA FOR PLOTTING 4000 km INTERFERENCE CONTOURS
 3,5 Mc/s noche - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 4000 km

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	36,0	180,0	46,0	180,0	56,0	180,0	66,0	180,0	76,0
	172,8	35,4	171,7	45,3	169,7	55,1	166,1	64,9	157,6	74,5
	166,0	33,5	164,0	43,2	160,6	52,7	154,7	62,0	142,8	70,6
	160,0	30,6	157,5	39,9	153,4	49,0	146,6	57,7	134,9	65,5
	155,0	26,8	152,3	35,7	148,1	44,4	141,5	52,6	131,2	59,9
	150,9	22,2	148,4	30,8	144,5	39,2	138,7	47,0	129,9	54,0
	147,8	17,1	145,7	25,5	142,3	33,6	137,4	41,2	130,2	48,2
	145,7	11,6	144,1	19,8	141,4	27,7	137,4	35,4	131,6	42,4
	144,4	5,9	143,4	13,9	141,4	21,9	138,3	29,5	133,8	36,7
	144,0	0,0	143,6	8,1	142,3	16,1	140,0	23,9	136,5	31,3
	144,4	-5,9	144,6	2,3	143,9	10,4	142,4	18,4	139,8	26,2
	145,7	-11,6	146,4	-3,3	146,3	5,0	145,4	13,3	143,6	21,5
	147,8	-17,1	149,0	-8,6	149,4	0,0	149,0	8,6	147,8	17,2
	150,9	-22,2	152,4	-13,4	153,1	-4,5	153,2	4,4	152,4	13,3
	155,0	-26,8	156,6	-17,6	157,5	-8,4	157,8	0,8	157,4	10,1
	160,0	-30,6	161,6	-21,2	162,5	-11,6	162,9	-2,1	162,8	7,5
	166,0	-33,5	167,3	-23,8	168,0	-14,0	168,4	-4,2	168,3	5,6
	172,8	-35,4	173,5	-25,4	173,9	-15,5	174,1	-5,6	174,1	4,4
	180,0	-36,0	180,0	-26,0	180,0	-16,0	180,0	-6,0	180,0	4,0

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	86,0	0,0	84,0	0,0	74,0	0,0	64,0	Toutes longitudes All longitudes Todas longitudes	54,0
	126,9	82,7	46,5	81,0	20,9	73,4	13,4	63,8		54,0
	115,7	77,1	69,8	77,6	39,7	71,6	26,5	63,2		54,0
	113,9	71,3	83,0	72,8	55,5	69,1	39,2	62,3		54,0
	114,9	65,4	92,2	67,8	68,8	66,1	51,3	61,0		54,0
	117,1	59,6	99,7	62,8	80,1	62,8	62,8	59,6		54,0
	120,1	54,0	106,4	57,9	90,1	59,4	73,7	58,0		54,0
	123,5	48,5	112,6	53,2	99,0	56,0	84,1	56,3		54,0
	127,4	43,3	118,6	48,7	107,3	52,7	93,9	54,5		54,0
	131,5	38,3	124,5	44,5	115,2	49,5	103,4	52,8		54,0
	135,9	33,7	130,4	40,5	122,8	46,5	112,6	51,2		54,0
	140,7	29,4	136,3	36,9	130,1	43,7	121,5	49,6		54,0
	145,7	25,5	142,3	33,6	137,4	41,3	130,4	48,0		54,0
	150,9	22,1	148,4	30,8	144,5	39,2	138,7	47,0		54,0
	156,4	19,3	154,6	28,4	151,6	37,3	147,1	45,9		54,0
	162,1	17,0	160,8	26,5	158,7	35,9	155,4	45,1		54,0
	168,0	15,3	167,2	25,1	165,8	34,8	163,6	44,5		54,0
	174,0	14,3	173,6	24,3	172,9	34,2	171,8	44,1		54,0
	180,0	14,0	180,0	24,0	180,0	34,0	180,0	44,0		54,0

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180.0	10.8	180.0	20.8	180.0	30.8	180.0	40.8	180.0	50.8
	178.1	10.6	178.0	20.6	177.8	30.6	177.5	40.6	177.1	50.6
	176.3	10.1	176.1	20.1	175.8	30.1	175.2	40.1	174.3	50.0
	174.6	9.3	174.3	19.3	173.8	29.2	173.1	39.2	171.8	49.1
	173.0	8.3	172.7	18.2	172.2	28.1	171.2	38.0	169.7	47.8
	171.7	6.9	171.4	16.8	170.3	26.7	169.7	36.5	168.0	46.4
	170.6	5.4	170.3	15.2	169.7	25.1	168.6	34.9	166.8	44.7
	169.8	3.7	169.6	13.5	168.9	23.3	167.9	33.1	166.1	42.9
	169.4	1.9	169.1	11.7	168.6	21.5	167.5	31.3	165.8	41.0
	169.2	0.0	169.0	9.8	168.5	19.6	167.6	29.4	166.0	39.2
	169.4	-1.9	169.3	8.0	168.8	17.8	168.0	27.6	166.6	37.3
	169.8	-3.7	169.8	6.2	169.4	16.0	168.7	25.8	167.5	35.6
	170.6	-5.4	170.6	4.5	170.4	14.4	169.8	24.2	168.7	34.0
	171.7	-6.9	171.7	3.0	171.5	12.9	171.0	22.8	170.2	32.6
	173.0	-8.3	173.1	1.7	172.9	11.6	172.6	21.5	171.9	31.4
	174.6	-9.3	174.6	0.6	174.5	10.6	174.3	20.5	173.8	30.5
	176.3	-10.1	176.3	-0.2	176.3	9.8	176.1	19.8	175.8	29.8
	178.1	-10.6	178.1	-0.6	178.1	9.4	178.0	19.3	177.9	29.3
	180.0	-10.8	180.0	-0.8	180.0	9.2	180.0	19.2	180.0	29.2

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180.0	60.8	180.0	70.8	180.0	80.8	0.	89.2	Toutes longitudes All Longitudes Todas longitudes	79.2
	176.2	60.6	174.4	70.6	168.7	80.5	71.1	88.0		79.2
	172.6	60.0	169.3	69.8	159.4	79.5	87.5	86.3		79.2
	169.5	59.0	165.0	68.7	152.9	78.1	96.6	84.6		79.2
	167.0	57.6	161.8	67.3	149.1	76.4	103.6	82.9		79.2
	165.1	56.1	159.6	65.6	147.2	74.6	109.9	81.2		79.2
	163.8	54.4	158.4	63.8	146.8	72.8	115.8	79.6		79.2
	163.2	52.5	158.0	62.0	147.4	70.9	121.4	78.1		79.2
	163.1	50.7	158.3	60.1	148.9	69.1	126.9	76.7		79.2
	163.5	48.8	159.1	58.3	150.8	67.4	132.3	75.3		79.2
	164.3	47.0	160.4	56.6	153.3	65.8	137.7	74.1		79.2
	165.5	45.3	162.1	54.9	156.0	64.3	143.0	73.0		79.2
	167.0	43.8	164.2	53.5	159.1	63.0	148.3	72.0		79.2
	168.3	42.5	166.4	52.2	162.3	61.9	153.6	71.2		79.2
	170.3	41.3	168.9	51.2	165.7	60.9	158.9	70.5		79.2
	172.9	40.4	171.6	50.3	169.1	60.2	164.2	69.9		79.2
	175.8	39.7	174.3	49.7	172.7	59.6	169.4	69.5		79.2
	177.6	39.3	177.1	49.3	176.3	59.3	174.7	69.3		79.2
	180.0	39.2	180.0	49.2	180.0	59.2	180.0	69.2		79.2

4,7 MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 1200 km
 4,7 Mc/s day - DATA FOR PLOTTING 1200 km INTERFERENCE CONTOURS
 4,7 Mc/s día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 1200 km

4,7 MHz, nuit et 10,0 MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 5500 km
 4,7 Mc/s night & 10,0 Mc/s day - DATA FOR PLOTTING 5500 km INTERFERENCE CONTOURS
 4,7 Mc/s noche y 10,0 Mc/s, día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 5500 km

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
	180,0	49,5	180,0	59,5	180,0	69,5	180,0	79,5	178,7	89,5
	168,5	48,5	165,5	58,2	159,6	67,8	144,9	76,7	97,0	82,4
	158,2	45,6	153,2	54,7	144,6	63,3	128,3	70,7	98,4	74,8
	149,7	41,2	144,1	49,6	135,4	57,2	121,5	63,5	101,0	67,2
	143,0	35,6	137,8	43,3	130,1	50,3	119,0	56,0	104,1	59,7
	138,1	29,3	136,6	36,5	127,3	43,0	118,6	48,4	107,5	52,4
	134,6	22,3	131,1	29,2	126,1	35,4	119,5	40,8	111,0	45,1
	132,3	15,1	129,8	21,6	126,1	27,8	121,2	33,4	114,8	38,1
	130,9	7,6	129,5	14,1	127,0	20,3	123,5	26,0	118,9	31,2
	130,5	0,0	130,1	6,5	128,7	12,8	126,5	18,9	123,2	24,7
	130,9	-7,6	131,5	-1,0	131,2	5,6	130,0	12,1	127,9	18,4
	132,3	-15,1	133,8	-8,2	134,4	-1,3	134,1	5,7	132,9	12,6
	134,6	-22,3	137,0	-15,2	138,3	-7,8	138,8	-0,3	138,4	7,3
	138,1	-29,3	141,2	-21,6	143,2	-13,7	144,2	-5,7	144,3	2,5
	143,0	-35,6	146,6	-27,4	148,9	-19,0	150,2	-10,4	150,7	-1,6
	149,7	-41,2	153,2	-32,4	155,5	-23,4	156,9	-14,2	157,6	-5,0
	158,2	-45,6	161,2	-36,2	163,1	-26,7	164,2	-17,1	164,8	-7,5
	168,5	-48,5	170,3	-38,7	171,3	-28,8	172,0	-18,9	172,3	-9,0
	180,0	-49,5	180,0	-39,5	180,0	-29,5	180,0	-19,5	180,0	-9,5

Coordonnées pour le tracé des courbes
 Coordinates for plotting contours
 Coordenadas para el trazado de las curvas

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
	0,	80,5	0,	70,5	0,	60,5	0,	50,5		40,5
	40,2	78,2	22,2	69,5	15,3	60,0	11,9	50,3		40,5
	63,5	73,1	41,5	66,9	30,1	58,7	23,8	49,8		40,5
	77,1	67,0	57,1	63,1	43,8	56,7	35,4	48,9		40,5
	86,6	60,7	69,8	58,6	56,4	54,0	46,7	47,8		40,5
	94,2	54,3	80,4	53,8	67,8	51,0	57,7	46,4		40,5
	100,8	47,9	89,6	48,8	78,4	47,8	68,3	44,9		40,5
	107,0	41,7	97,9	43,8	88,2	44,4	78,7	43,2		40,5
	112,9	35,6	105,7	38,9	97,5	41,0	88,7	41,5		40,5
	118,8	29,8	113,1	34,2	106,3	37,6	98,4	39,8		40,5
	124,7	24,4	120,4	29,8	114,8	34,4	108,0	38,1		40,5
	130,8	19,3	127,6	25,6	123,1	31,4	117,3	36,5		40,5
	137,1	14,7	134,8	21,9	131,3	28,7	126,5	35,0		40,5
	143,7	10,6	142,1	18,5	139,5	26,3	135,6	33,7		40,5
	150,5	7,1	149,5	15,7	147,6	24,3	144,5	32,6		40,5
	157,6	4,3	157,0	13,5	155,7	22,6	153,5	31,7		40,5
	164,9	2,2	164,6	11,8	163,8	21,5	162,3	31,0		40,5
	172,4	0,9	172,3	10,8	171,9	20,7	171,2	30,6		40,5
	180,0	0,5	180,0	10,5	180,0	20,5	180,0	30,5		40,5

Coordonnées pour le tracé des courbes
 Coordinates for plotting contours
 Coordenadas para el trazado de las curvas

Toutes longitudes
 All longitudes
 Todas longitudes

5,6 MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 1500 km
 5,6 Mc/s day - DATA FOR PLOTTING 1500 km INTERFERENCE CONTOURS
 5,6 Mc/s día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 1500 km

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	13,5	180,0	23,5	180,0	33,5	180,0	43,5	180,0	53,5
	177,6	13,3	177,5	23,3	177,2	33,3	176,8	43,3	176,1	53,2
	175,3	12,7	175,0	22,6	174,6	32,6	173,8	42,5	172,5	52,5
	173,2	11,7	172,8	21,6	172,1	31,5	171,0	41,4	169,3	51,3
	171,2	10,3	170,8	20,2	170,0	30,0	168,7	39,9	166,6	49,6
	169,6	8,6	169,1	18,5	168,3	28,3	166,9	38,0	164,6	47,7
	168,3	6,7	167,8	16,5	167,0	26,2	165,5	36,0	163,2	45,6
	167,3	4,6	166,9	14,3	166,1	24,1	164,7	33,7	162,4	43,3
	166,7	2,3	166,4	12,1	165,7	21,8	164,4	31,4	162,3	41,0
	166,5	0,0	166,3	9,7	165,7	19,4	164,5	29,1	162,6	38,7
	166,7	-2,3	166,6	7,4	166,1	17,1	165,1	26,8	163,4	36,4
	167,3	-4,6	167,3	5,2	166,9	14,9	166,0	24,6	164,6	34,3
	168,3	-6,7	168,3	3,1	168,0	12,9	167,3	22,6	166,1	32,4
	169,6	-8,6	169,7	1,2	169,5	11,0	169,0	20,9	168,0	30,7
	171,2	-10,3	171,4	-0,4	171,2	9,5	170,8	19,3	170,1	29,2
	173,2	-11,7	173,3	-1,7	173,2	8,2	172,9	18,1	172,4	28,0
	175,3	-12,7	175,4	-2,7	175,4	7,3	175,2	17,2	174,8	27,2
	177,6	-13,3	177,7	-3,3	177,7	6,7	177,6	16,7	177,4	26,7
	180,0	-13,5	180,0	-3,5	180,0	6,5	180,0	16,5	180,0	26,5

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	63,5	180,0	73,5	180,0	83,5	0	86,5	Toutes longitudes All longitudes Todas longitudes	76,5
	174,8	63,2	172,0	73,1	160,8	82,9	35,2	86,0		76,5
	170,1	62,4	164,9	72,1	147,7	81,4	59,4	84,7		76,5
	166,1	61,0	159,4	70,6	140,7	79,4	75,5	83,1		76,5
	162,9	59,3	155,6	68,7	137,6	77,1	87,2	81,4		76,5
	160,7	57,3	153,3	66,5	137,0	74,8	96,7	79,6		76,5
	159,3	55,1	152,3	64,2	137,8	72,5	104,9	77,9		76,5
	158,7	52,8	152,3	61,9	139,6	70,2	112,4	76,3		76,5
	158,8	50,4	153,0	59,6	142,0	68,1	119,3	74,7		76,5
	159,5	48,1	154,4	57,4	144,9	66,0	125,9	73,3		76,5
	160,7	46,0	156,2	55,3	148,2	64,1	132,2	71,9		76,5
	162,3	43,9	158,4	53,3	151,7	62,4	138,4	70,7		76,5
	164,2	42,1	161,0	51,6	155,4	60,9	144,5	69,6		76,5
	166,4	40,4	163,8	50,1	159,3	59,6	150,5	68,7		76,5
	168,9	39,0	166,8	48,8	163,3	58,5	156,5	67,9		76,5
	171,5	37,9	170,0	47,8	167,4	57,6	162,4	67,3		76,5
	174,3	37,1	173,3	47,1	171,6	57,0	168,3	66,9		76,5
	177,1	36,7	176,6	46,6	175,8	56,6	174,1	66,6		76,5
	180,0	36,5	180,0	46,5	180,0	56,5	180,0	66,5		76,5

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	58,5	180,0	68,5	180,0	78,5	180,0	88,5	0	81,5
	164,2	57,1	158,1	66,6	144,0	75,4	102,4	81,3	46,7	78,3
	150,8	53,2	142,2	61,6	126,6	68,7	100,1	72,8	68,5	71,7
	140,8	47,6	132,2	54,9	119,2	60,8	101,1	64,3	80,1	64,4
	133,6	40,8	126,2	47,2	116,0	52,4	102,9	55,8	88,0	56,7
	128,7	33,2	122,7	39,1	114,9	43,9	105,3	47,4	94,2	49,1
	125,3	25,2	120,8	30,7	115,1	35,4	108,0	39,1	99,7	41,5
	123,1	17,0	120,1	22,2	116,0	26,9	110,9	30,9	104,9	34,0
	121,9	8,5	120,2	13,7	117,7	18,5	114,3	22,9	110,0	26,7
	121,5	0,0	121,1	5,2	119,9	10,3	118,0	15,1	115,1	19,6
	121,9	-8,5	122,8	-3,2	122,8	2,3	122,1	7,6	120,5	12,9
	123,1	-17,0	125,2	-11,3	126,4	-5,5	126,8	0,5	126,3	6,5
	125,3	-25,2	128,6	-19,2	130,8	-12,8	132,0	-6,2	132,4	0,5
	128,7	-33,2	133,0	-26,7	136,1	-19,7	138,0	-12,3	139,0	-4,8
	133,6	-40,8	138,9	-33,5	142,5	-25,8	144,9	-17,7	146,2	-9,5
	140,8	-47,6	146,4	-39,5	150,2	-31,0	152,6	-22,2	154,0	-13,3
	150,8	-53,2	156,0	-44,3	159,1	-35,0	161,1	-25,6	162,3	-16,1
	164,2	-57,1	167,4	-47,4	169,2	-37,6	170,4	-27,8	171,0	-17,9
	180,0	-58,5	180,0	-48,5	180,0	-38,5	180,0	-28,5	180,0	-18,5

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	0	71,5	0	61,5	0	51,5	0	41,5		31,5
	25,7	70,1	17,6	60,7	13,6	51,1	11,4	41,3		31,5
	46,4	66,2	34,0	58,6	26,9	49,9	22,7	40,8		31,5
	61,7	61,0	43,4	55,3	39,6	48,0	33,8	40,0		31,5
	73,3	55,1	61,0	51,2	51,6	45,6	44,8	38,9		31,5
	82,7	48,8	71,9	46,6	62,8	42,7	55,5	37,6		31,5
	90,7	42,4	81,7	41,7	73,3	39,6	66,0	36,1		31,5
	98,0	36,0	90,6	36,7	83,2	36,2	76,2	34,4		31,5
	104,8	29,7	99,0	31,8	92,7	32,8	86,2	32,7		31,5
	111,6	23,6	107,0	26,9	101,8	29,4	96,1	31,0		31,5
	115,1	17,8	114,9	22,2	110,7	26,1	105,7	29,3		31,5
	124,9	12,3	122,7	17,9	119,5	23,0	115,3	27,6		31,5
	131,8	7,3	130,5	13,8	128,1	20,2	124,7	26,1		31,5
	139,2	2,7	138,4	10,3	136,7	17,7	134,0	24,9		31,5
	146,8	-1,1	146,5	7,2	145,3	15,5	143,3	23,6		31,5
	154,7	-4,3	154,7	4,8	154,0	13,8	152,5	22,7		31,5
	162,9	-6,6	163,0	3,0	162,6	12,5	161,7	22,1		31,5
	171,4	-8,0	171,5	1,9	171,3	11,8	170,8	21,6		31,5
	180,0	-8,5	180,0	1,5	180,0	11,5	180,0	21,5		31,5

5,6 et 6,6 MHz, nuit - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 6500 km
 5,6 & 6,6 Mc/s night - DATA FOR PLOTTING 6500 km INTERFERENCE CONTOURS
 5,6 y 6,6 Mc/s noche - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 6500 km

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	17,1	180,0	27,1	180,0	37,1	180,0	47,1	180,0	57,1
	176,9	16,8	176,7	26,8	176,3	36,8	175,7	46,8	174,7	56,7
	174,0	16,0	173,6	26,0	172,9	35,9	171,7	45,8	169,7	55,7
	171,3	14,8	170,7	24,6	169,7	34,5	168,1	44,3	165,5	54,0
	168,8	13,0	168,2	22,8	167,0	32,6	165,2	42,3	162,2	51,9
	166,7	10,9	166,1	20,6	164,9	30,3	162,9	39,9	159,8	49,4
	165,1	8,5	164,5	18,1	163,3	27,7	161,3	37,2	158,2	46,6
	163,9	5,8	163,3	15,4	162,3	24,9	160,4	34,4	157,5	43,7
	163,1	2,9	162,7	12,5	161,8	22,0	160,2	31,5	157,5	40,8
	162,9	0,0	162,7	9,6	161,9	19,1	160,4	28,5	158,1	37,9
	163,1	-2,9	163,1	6,6	162,4	16,2	161,3	25,7	159,3	35,1
	163,9	-5,8	163,9	3,8	163,5	13,4	162,5	23,0	160,9	32,6
	165,1	-8,5	165,2	1,2	165,0	10,9	164,2	20,5	162,9	30,1
	166,7	-10,9	167,0	-1,2	166,8	8,6	166,3	18,3	165,2	28,0
	168,8	-13,0	169,1	-3,2	169,0	6,6	168,6	16,4	167,8	26,2
	171,3	-14,8	171,5	-4,9	171,5	5,0	171,2	14,9	170,7	24,8
	174,0	-16,0	174,2	-6,1	174,2	3,9	174,1	13,8	173,7	23,7
	176,9	-16,8	177,1	-6,8	177,1	3,1	177,0	13,1	176,8	23,1
	180,0	-17,1	180,0	-7,1	180,0	2,9	180,0	12,9	180,0	22,9

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	67,1	180,0	77,1	180,0	87,1	0,	82,9	Toutes longitudes All Longitudes Todas longitudes	72,9
	172,6	66,7	167,3	76,5	137,0	85,7	23,2	82,5		72,9
	166,0	65,5	157,1	75,0	123,8	83,1	43,5	81,6		72,9
	160,7	63,6	150,3	72,8	120,8	80,1	60,0	80,2		72,9
	156,8	61,3	146,2	70,1	121,4	77,2	73,5	78,6		72,9
	154,4	58,6	144,4	67,3	123,5	74,3	84,9	76,9		72,9
	153,1	55,8	144,0	64,3	126,5	71,5	94,8	75,2		72,9
	152,8	52,8	144,7	61,4	130,1	68,8	103,6	73,5		72,9
	153,3	49,9	146,3	58,6	133,9	66,3	111,8	71,8		72,9
	154,4	47,1	148,4	55,9	138,0	63,9	119,4	70,3		72,9
	156,1	44,4	151,0	53,3	142,3	61,7	126,8	68,8		72,9
	158,2	41,9	153,9	51,0	146,7	59,7	133,8	67,5		72,9
	160,7	39,6	157,2	49,0	151,3	58,0	140,7	66,3		72,9
	163,5	37,6	160,7	47,2	155,9	56,5	147,4	65,3		72,9
	166,5	36,0	164,3	45,7	160,7	55,2	154,0	64,4		72,9
	169,7	34,6	168,1	44,5	165,4	54,2	160,6	63,8		72,9
	173,1	33,7	172,0	43,6	170,3	53,5	167,1	63,3		72,9
	176,5	33,1	176,0	43,1	175,1	53,0	173,5	63,0		72,9
	180,0	32,9	180,0	42,9	180,0	52,9	180,0	62,9		72,9

6,6 MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 1900 km
 6,6 Mc/s day - DATA FOR PLOTTING 1900 km INTERFERENCE CONTOURS
 6,6 Mc/s día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 1900 km

Latitude - Latitude - Latitud			00°		10°		20°		30°		40°	
			Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas			180.0	34.2	180.0	44.2	180.0	54.2	180.0	64.2	180.0	74.2
			173.3	33.6	172.3	43.5	170.6	53.4	167.5	63.2	160.6	72.9
			166.9	31.9	165.1	41.6	162.1	51.2	157.0	60.6	146.8	69.4
			161.2	29.1	158.9	38.5	155.3	47.8	149.3	56.6	138.8	64.8
			156.4	25.5	154.0	34.6	150.2	43.4	144.2	51.9	134.6	59.5
			152.5	21.2	150.2	30.0	146.6	38.5	141.2	46.6	133.0	53.9
			149.5	16.3	147.6	24.9	144.4	33.2	139.8	41.1	132.9	48.3
			147.4	11.1	145.9	19.4	143.4	27.6	139.6	35.5	134.0	42.8
			146.2	5.6	145.2	13.9	143.3	22.0	140.3	29.9	135.9	37.3
			145.8	0.0	145.4	8.3	144.1	16.4	141.9	24.4	138.4	32.1
			146.2	-5.6	146.3	2.7	145.7	11.0	144.1	19.2	141.5	27.2
			147.4	-11.1	148.1	-2.6	147.9	5.9	147.0	14.3	145.1	22.6
			149.5	-16.3	150.6	-7.7	150.9	1.1	150.4	9.8	149.1	18.4
			152.5	-21.2	153.9	-12.3	154.5	-3.2	154.4	5.8	153.6	14.8
			156.4	-25.5	157.9	-16.3	158.7	-7.0	158.8	2.3	158.4	11.6
			161.2	-29.1	162.6	-19.6	163.4	-10.1	163.7	-0.5	163.5	9.1
			166.9	-31.9	168.0	-22.1	168.7	-12.3	168.9	-2.5	168.8	7.3
			173.3	-33.6	173.9	-23.7	174.2	-13.7	174.4	-3.8	174.4	6.2
			180.0	-34.2	180.0	-24.2	180.0	-14.2	180.0	-4.2	180.0	5.8

Latitude - Latitude - Latitud			50°		60°		70°		80°		90°	
			Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas			180.0	84.2	0.	85.8	0.	75.8	0.	65.8	Toutes longitudes All Longitudes Todas longitudes	55.8
			137.8	81.6	56.0	83.2	22.4	75.1	13.7	65.6		55.8
			123.5	76.7	77.1	78.6	42.0	73.3	27.0	65.0		55.8
			119.5	71.2	88.4	73.7	58.2	70.7	39.9	64.0		55.8
			119.2	65.6	96.4	68.7	71.4	67.6	52.2	62.8		55.8
			120.6	60.0	103.2	63.8	82.5	64.3	63.8	61.3		55.8
			123.0	54.5	109.3	59.0	92.2	60.8	74.7	59.7		55.8
			126.0	49.2	115.1	54.3	101.0	57.5	85.1	58.0		55.8
			129.5	44.1	120.7	49.9	109.1	54.2	94.9	56.2		55.8
			133.4	39.5	126.3	45.7	116.7	51.0	104.3	54.5		55.8
			137.6	34.8	132.0	41.9	124.1	48.1	113.4	52.9		55.8
			142.1	30.7	137.7	38.3	131.3	45.4	122.2	51.4		55.8
			146.9	26.9	143.5	35.2	138.3	42.9	130.8	50.0		55.8
			152.0	23.7	149.3	32.4	145.3	40.8	139.2	48.7		55.8
			157.2	20.9	155.3	30.1	152.3	39.0	147.5	47.7		55.8
			162.7	18.7	161.4	28.2	159.2	37.6	155.7	46.9		55.8
			168.4	17.1	167.6	26.9	166.1	35.6	163.8	46.3		55.8
			174.2	16.1	173.3	26.1	173.1	36.0	171.9	45.9		55.8
			180.0	15.8	180.0	25.6	180.0	35.3	180.0	45.8		55.8

9,0, MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 3800 km
 9,0 Mc/s day - DATA FOR PLOTTING 3800 km INTERFERENCE CONTOURS
 9,0 Mc/s día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 3800 km

11,3 MHz, jour - ELEMENTS POUR LE TRACÉ DES COURBES DE BROUILLAGE A 6000 km

11.3 Mc/s day - DATA FOR PLOTTING 6000 km INTERFERENCE CONTOURS

11,3 Mc/s día - DATOS PARA EL TRAZADO DE CURVAS DE INTERFERENCIA A 6000 km

Latitude - Latitude - Latitud	00°		10°		20°		30°		40°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	180,0	54,0	180,0	64,0	180,0	74,0	180,0	84,0	0	86,0
	166,6	52,8	162,3	62,5	153,3	71,8	128,2	79,7	66,2	81,2
	154,8	49,5	148,2	58,3	136,6	66,3	115,0	72,2	82,1	73,8
	145,5	44,5	138,5	52,4	127,7	59,3	111,4	64,2	90,0	66,1
	138,5	38,3	132,2	45,4	123,2	51,6	111,0	58,2	95,7	58,5
	133,5	31,3	128,2	37,9	121,1	43,6	111,9	48,1	100,6	50,9
	130,0	23,9	126,0	30,0	120,6	35,5	113,6	40,1	105,2	43,4
	127,7	16,1	124,9	22,0	121,1	27,5	116,0	32,2	109,7	36,1
	126,4	8,1	124,8	13,9	122,3	19,5	118,8	24,6	114,3	29,0
	125,0	0,0	125,6	5,9	124,3	11,6	122,2	17,1	119,1	22,2
	125,4	-8,1	127,1	-2,1	127,0	4,0	126,0	9,9	124,2	15,7
	127,7	-16,1	129,5	-9,8	130,4	-3,4	130,4	3,1	129,6	9,5
	130,0	-23,9	132,8	-17,2	134,6	-10,3	135,4	-3,2	135,4	3,9
	133,5	-31,3	137,2	-24,2	139,7	-16,7	141,1	-9,0	141,7	-1,2
	138,5	-38,3	142,9	-30,5	145,8	-22,4	147,6	-14,1	148,5	-5,6
	145,5	-44,5	150,0	-36,0	152,9	-27,2	154,8	-18,2	155,8	-9,1
	154,8	-49,5	158,7	-40,3	161,2	-30,9	162,7	-21,4	163,6	-11,8
	166,6	-52,8	163,9	-43,0	170,3	-33,2	171,2	-23,3	171,7	-13,4
	180,0	-54,0	180,0	-44,0	180,0	-34,0	180,0	-24,0	180,0	-14,0

Latitude - Latitude - Latitud	50°		60°		70°		80°		90°	
	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.
Coordonnées pour le tracé des courbes Coordinates for plotting contours Coordenadas para el trazado de las curvas	0	76,0	0	66,0	0	56,0	0	46,0		36,0
	31,1	74,2	19,5	65,1	14,4	55,6	11,6	45,8		36,0
	53,5	69,9	37,2	62,8	28,3	54,3	23,2	45,3		36,0
	68,6	64,2	52,3	59,2	41,5	52,4	34,5	44,5		36,0
	79,4	58,1	65,0	55,0	53,7	49,8	45,7	43,4		36,0
	88,1	51,7	75,8	50,3	65,1	46,9	56,5	42,0		36,0
	95,5	45,3	85,4	45,3	75,7	43,7	67,1	40,5		36,0
	102,3	38,9	94,1	40,3	85,6	40,3	77,4	38,3		36,0
	108,7	32,7	102,2	35,4	95,0	36,9	87,4	37,1		36,0
	115,0	26,3	110,0	30,6	104,0	33,5	97,2	35,4		36,0
	121,4	21,1	117,5	26,0	112,7	30,3	106,8	33,7		36,0
	127,8	15,8	125,1	21,8	121,2	27,2	116,2	32,1		36,0
	134,5	11,0	132,6	17,9	129,7	24,5	125,5	30,6		36,0
	141,4	6,7	140,2	14,4	138,1	22,0	134,7	29,2		36,0
	148,6	3,0	148,0	11,5	146,4	19,9	143,9	28,1		36,0
	156,1	-0,0	155,8	9,1	154,8	18,2	152,9	27,2		36,0
	163,9	-2,2	163,8	7,4	163,2	17,0	162,0	26,5		36,0
	171,0	-3,5	171,9	6,4	171,6	16,3	171,0	26,1		36,0
	180,0	-4,0	180,0	6,0	180,0	16,0	180,0	26,0		36,0
									Toutes longitudes All longitudes Todas longitudes	

MOD

C. Classes of Emission and Power

ADD 27/

1. Classes of emission

In the Aeronautical Mobile (R) Service the use of emissions such as listed below is permissible, provided that such use :

- complies with the provisions in paragraph
(Document No. II/91) and
- does not cause harmful interference to other users of the frequency.

ADD 27/

1.1 Telephony - Amplitude modulation

- double sideband
- single sideband, reduced carrier
- single sideband, full carrier
- single sideband, suppressed carrier
- two independent sidebands

(A3)
(A3A)
(A3H)
(A3J)
(A3B)

ADD

1.2 Telegraphy (including automatic data transmissions)

ADD 27/

1.2.1 Amplitude modulation

- telegraphy without the use of a modulating audio frequency (by on-off keying) (A1)
- telegraphy by the on-off keying of an amplitude-modulating audio frequency or audio frequencies, or by the on-off keying of the modulated emission (A2)
- multichannel voice frequency telegraphy, single sideband, reduced carrier (A7A)
- multichannel voice frequency telegraphy, single sideband, full carrier (A7H)
- multichannel voice frequency telegraphy, single sideband, suppressed carrier (A7J)

ADD 27/

1.2.2 Frequency modulation

- telegraphy by frequency shift keying without the use of a modulating audio frequency, one of two frequencies being emitted at any instant (F1).
- telegraphy by the on-off keying of a frequency modulating audio frequency or by the on-off keying of a frequency-modulated emission (F2)

MOD 27/

1.3 Facsimile

- with modulation of the main carrier either directly or by a frequency-modulated sub-carrier (A4)

MOD

2. Power

MOD 27/

- 2.1 Unless otherwise specified in Part II of this Appendix, the peak envelope powers supplied to the antenna transmission line shall not exceed the maximum values indicated in the table below; the corresponding peak effective radiated powers being assumed to be equal to two-thirds of these values :

MOD

MOD

MOD

ADD

Class of emission	Stations	Maximum peak envelope power
A1 F1 F2	Aeronautical stations Aircraft stations	1.5 kW 75 W
A3 A3H (100% modulated)	Aeronautical stations Aircraft stations	6 kW 300 W
Other emissions such as A3A A3J A3B A2 A7A A7H A7J A4	Aeronautical stations Aircraft stations	6 kW 300 W

ADD 27/

- 2.2 It is assumed that the maximum peak envelope powers specified above for aeronautical stations will produce the mean effective radiated power of 1 kW (for emissions such as A1, F1, F2 and unmodulated A3 and A3H emissions used as a basis for the interference range contours.

ADD 27/

- 2.3 In order to provide satisfactory communication with aircraft, aeronautical stations serving MVARAs may exceed the power limits specified above. In each such case, the administration having jurisdiction over the aeronautical station shall ensure :

- 27/ a) that when there is any possibility of harmful interference co-ordination is effected with the administrations concerned;
- 27/ b) that harmful interference is not caused to stations using frequencies in accordance with the applicable provisions of the Allotment Plan;
- 27/ c) that in other MWARAS or RDARAS allotted the same frequencies the specified protection ratios within the boundaries of those areas shall be maintained;
- 27/ d) that the directional characteristics of the antenna are such as to minimize radiation in unnecessary directions, particularly towards other MWARAS or RDARAS which have been allotted the same frequencies;
- 27/ e) that, in accordance with the Radio Regulations, all details of the assignment(s) shall be notified to the I.F.R.B. including the transmitting antenna characteristics.

ADD 27/ 2.4 It is recognized that the power employed by aircraft transmitters may, in practice, exceed the limits specified above. However, the use of such increased power shall not cause harmful interference to stations using frequencies in accordance with the technical principles on which the Allotment Plan is based.

ADD 3. Technical provisions relating to the use of single sideband emissions :

ADD 27/ 3.1 Definitions of carrier modes.

Carrier mode	Level N (db) of the carrier with respect to peak envelope power
Full carrier (A3H)	$0 \geq N \geq -6$
Reduced carrier (A3A)	$-6 > N \geq -26$
Suppressed carrier (A3J)	$-26 > N$

ADD 27/ 3.2 Modes of operation

A transmitter equipped only for single sideband operation and operating in an environment including double sideband stations shall be capable of operation in, at least both of the following modes :

- full carrier mode (A3H),
- suppressed carrier mode (A3J).

ADD

3.3 Tolerance for levels of SSB emission outside the necessary bandwidth:

27/

3.3.1 In a single sideband A3H, A3A or A3J transmission, the mean power of any emission supplied to the antenna transmission line of an aeronautical or aircraft station on any discrete frequency, shall be less than the mean power (P_m) of the transmitter in accordance with the following table :

27/

3.3.2

TABLE

Frequency separation Δ from the assigned frequency kc/s	Minimum attenuation below mean power P_m db
$2 \leq \Delta < 6$	25
$6 \leq \Delta < 10$	35
$10 \leq \Delta$	Aircraft stations 40 Aeronautical stations $43 + 10 \log_{10} P_m$ (watts)

ADD 27/

3.4 Frequency tolerance

The frequency tolerance, as defined in No. 88 of the Radio Regulations, Geneva, 1959, for A3J emission, shall be as follows :

- aeronautical stations : 10 c/s
- aircraft stations : 20 c/s

ADD

3.5 Channel utilization

27/

3.5.1 A station using single sideband emissions shall be considered to be operating in accordance with the Allotment Plan if the necessary bandwidth is confined respectively within the upper or the lower half of the channel provided for double sideband emissions.

27/

3.5.2 Subject to the provisions of paragraph 1 b) of Document No. II/112, page B.3/4 a station using single sideband emissions may operate either in the upper half or in the lower half of the double sideband channels designated by the centre frequency in the Allotment Plan;

- 27/ a) when operating in the upper half of the channel, the station shall use upper sideband emissions with the carrier at the channel frequency listed in the Allotment Plan;
- 27/ b) equipment capable of operating only on integral multiples of 1 kc/s shall be restricted to the upper halves of the channels listed in the Allotment Plan, when operated in channels having a width of 7 kc/s;
- 27/ c) when operating in the lower half of the channel, the station shall use upper sideband emissions with the carrier at the following value below the channel frequency listed in the Allotment Plan :

Band	Carrier (reference) frequency relative to centre frequency of channel
2, 3, 4, 5, 6 and 8 Mc/s	3500 c/s below
10, 11, 13 and 17 Mc/s	4000 c/s below

ADD

4. Assigned frequencies

- 27/ 4.1 The assigned frequency for single sideband radiotelephone emissions shall be at a value 1500 cycles above the carrier (reference) frequency.
- 27/ 4.2 Stations employing double sideband emissions (A3) shall operate with assigned frequencies at the values listed in the Allotment Plan.

PART II

NOC PLAN FOR THE ALLOTMENT OF FREQUENCIES FOR THE AERONAUTICAL MOBILE (R) SERVICE
IN THE EXCLUSIVE BANDS BETWEEN 2850 AND 17970 kc/s

Section I

MOD Description of the MWARA. RDARA and Sub-RDARA Boundaries

NOC 27/ 1. The boundary descriptions which follow cover the areas to which frequencies are allotted under the Frequency Allotment Plan of the Conference.

NOC 27/ 2. These areas are shown graphically on the maps attached hereto. If there is any difference between the areas as shown on the maps and as described, the written description is to be considered correct.

MOD 27/ 3. The mention of the name of a country or of a territory in the descriptions or on the maps of this Plan, and the tracing of borders on the latter, do not imply, on the part of the I.T.U., any position with respect to the political status of such a country or territory, or official recognition of these borders.

NOC 27/ 4. In the description of the Major World Air Route Areas (MWARAs) all lines between points not otherwise specified are defined as great circles.

27/ In the description of the Regional and Domestic Air Route Areas (RDARAs) and Sub-Areas lines not otherwise specified are defined as straight lines on a Mercator Projection map.

ADD 27/ In the description of the VOLMET areas all lines between points are defined as great circles.

IUP (*) These descriptions certain amendments.)

ARTICLE 1

NOC Description of the Major World Air Route Area (MWARA) Boundaries

ADD 27/ Major World Air Route Area - CARIBBEAN
(MWARA-CAR)

ADD From the point 20°N 120°W through the points 35°N 120°W, 35°N 85°W, 43°N 74°W, 40°N 60°W, 00° 48°W, 00° 80°W, to the point 20°N 120°W.

ADD 27/ Note: Only one family of frequencies allotted to this area is available for extension to the mid-point of the air route between Mexico City and Tahiti.

NOC 27/ Major World Air Route Area - CENTRAL EAST PACIFIC
(MWARA-CEP)

MOD From the point 50°N 122°W through the points 38°N 120°W, 32°N 117°W, 20°S 145°W, 20°S 152°W, 22°N 159°W to the point 50°N 122°W.

NOC 27/ Major World Air Route Area - CENTRAL WEST PACIFIC
(MWARA-CWP)

NOC From the point 17°N 155°W through the points 10°N 160°E, 10°N 117°E, 23°N 114°E, 40°N 117°E, 25°N 155°W, to the point 17°N 155°W.

NOC 27/ Major World Air Route Area - EUROPE
(MWARA-EU)

MOD From the point 33°N 12°W through the points 54°N 12°W, 70°N 00°, 74°N 40°E, 40°N 40°E, 40°N 36°E, 29°N 35° 30'E, 32°N 13°E to the point 33°N 12°W.

SUP (Note 1* As an interim MWARA-EU.)

SUP (Note 2* Particular attention Resolution No. 13.)

SUP (Major World Air Route Area - FAR EAST - 1)
(MWARA-FE-1)

SUP (From the point 40°S 145°E)

SUP (Major World Air Route Area - FAR EAST - 2)
(MWARA-FE-2)

SUP (From the point 12°N 124°E)

ADD 27/ Major World Air Route Area - FAR EAST
(MWARA-FE)

ADD From the point 24°N 88°E through the points 35°N 132°E, 37°N 143°E, 35°N 143°E, 10°N 126°E, 07°S 106°E, to the point 24°N 88°E.

NOC 27/ Major World Air Route Area - MIDDLE EAST
(MWARA-ME)

MOD From the point 50°N 80°E through the points 31°N 80°E, 29°N 85°E, 08°N 75°E, 22°N 56°E, 16°N 42°E, 30°N 30°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

SUP (Note 1* As an interim Ankara.)

SUP (Note 2* As a further Ankara.)

NOC 27/ Major World Air Route Area - NORTH ATLANTIC
(MWARA-NA)

MOD From the North Pole through the points 49°N 100°W, 49°N 74°W, 39°N 78°W, 18°N 66°W, 05°N 55°W, 16°N 26°W, 32°N 08°W, 44°N 02°E, 60°N 20°E to the North Pole.

MOD 27/ Note: In order to clarify the frequency allotments in this MWARA, the area has been divided into three sectors designated NA-1, NA-2 and NA-3 for purposes of reference. A description of the NA-1, NA-2 and NA-3 sectors is given below.*

SUP (Note 2* As an interim boundaries.)

ADD 27/ Sector - NORTH ATLANTIC - 1 (NA-1)

From the point 49°N 74°W through the points 49°N 100°W, to the North Pole, to 60°N 20°E, 68°N 20°W to the point 49°N 74°W.

ADD 27/ Note: Only one family of frequencies, which is allotted to MWARA-NA and noted in the Frequency Allotment Plan as (NA-1), is available for use in this sector.

SUP (*) Amendment Radio Conference.)

ADD 27/ Sector - NORTH ATLANTIC - 2 (NA-2)

ADD From the point 39°N 78°W through the points 49°N 74°W, 68°N 20°W, 60°N 20°E, 44°N 02°E, 35°N 26°W, to the point 39°N 78°W.

ADD 27/ Sector - NORTH ATLANTIC - 3 (NA-3)

ADD From the point 39°N 78°W through the points 35°N 26°W, 44°N 02°E, 32°N 08°W, 16°N 26°W, 05°N 55°W, 18°N 66°W to the point 39°N 78°W.

ADD 27/ Note: Only one family of frequencies, which is allotted to MWARA-NA and noted in the Frequency Allotment Plan as (NA-3) is available for use in this sector.

OC 27/ Major World Air Route Area - NORTH PACIFIC
(MWARA-NP)

MOD From the point 50°N 166°E through the points 75°N 150°W, 75°N 90°W, 55°N 110°W, 46°N 122°W, 50°N, 170°W, 33°N 138°E, 52°N 132°E, to the point 50°N 166°E.

NOC 27/ Major World Air Route Area - NORTH - SOUTH AFRICA - 1
(MWARA-NSA-1)

MOD From the point 05°N 03°W through the points 37°N 03°W, 37°N 14°E, 00° 28°E, 11°S 28°E, 20°S 35°E, 31°S 35°E, 31°S 17°E, to the point 05°N 03°W.

NOC 27/ Major World Air Route Area - NORTH - SOUTH AFRICA - 2
(MWARA-NSA-2)

MOD From the point 00° 24°E through the points 37°N 07°E, 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, to the point 00° 24°E.

ADD 27/ Note: Only one family of frequencies allotted to this area is available for extension through Cocos Islands to Western Australia.

NOC 27/ Major World Air Route Area - SOUTH ATLANTIC
(MWARA-SA)

MOD From the point 40°N 03°W through the points 05°N 03°W, 20°S 20°W, 22° 30'S 42°W, 15°S 50°W, 00° 38°W, 40°N 15°W, to the point 40°N 03°W.

MOD 27/ Note: Only one family of frequencies allotted to this area is available for extension to Buenos Aires.

MOD 27/

Major World Air Route Area - SOUTH AMERICA - 1

(MWARA-SAM-1)

MOD

From the point 36°S 73°W through the points 00° 93°W, 15°N 106°W, 15°N 75°W, 05°N 75°W, 20°S 50°W, 36°S 52°W, to the point 36°S 73°W.

MOD 27/

Major World Air Route Area - SOUTH AMERICA - 2

(MWARA-SAM-2)

MOD

From the point 34°S 74°W through the points 24°S 60°W, 02°N 79°W, 15°N 83°W, 15°N 60°W, 10°N 60°W, 05°S 30°W, 36°S 52°W, to the point 34°S 74°W.

ADD 27/

Major World Air Route Area - SOUTH EAST ASIA

(MWARA-SEA)

ADD

From the point 29°N 85°E through the points 15°N 105°E, 00° 135°E, 00° 168°E, 35°S 150°E, 35°S 116°E, 08°N 75°E, to the point 29°N 85°E.

NOC 27/

Major World Air Route Area - SOUTH PACIFIC

(MWARA-SP)

MOD

From the point 22°N 158°W through the points 22°N 156°W, 00° 120°W, 40°S 120°W, 50°S 170°W, 50°S 145°E, 38°S 145°E, 00° 167°E, 00° 175°W, to the point 22°N 158°W.

SUP

(*) Amendment Radio Conference.)

ARTICLE 2

NOC Description of the Regional and Domestic Air Route Area (RDARA) Boundaries

NOC 27/ Regional and Domestic Air Route Area - 1
(RDARA - 1)

MOD From the North Pole along the 15°W meridian to the point 72°N 15°W, then through the points 40°N 50°W, 30°N 39°W, 30°N 10°W, 31°N 10°W, to the point 31°N 10°E. Then along the Libya-Tunisia border to the Mediterranean, thence along the coast of Libya and the U.A.R. to Alexandria, thence to Cairo, and eastward along the Cairo parallel to intersect the 40°E meridian, and north along the 40°E meridian to the south coast of the Black Sea, thence west along the Black Sea coast of Turkey to intersect the 30°E meridian, then along the 30°E meridian to the border of Roumania and the U.S.S.R., thence along the border between the U.S.S.R. and the following countries: Roumania, Hungary, Czechoslovakia and Poland; along the U.S.S.R. Baltic Sea coast, to the border between Finland and the U.S.S.R. Then to the point 70°N 32°E, and along the 32°E meridian to the North Pole.

NOC 27/ Sub-Area 1A

NOC From the point 65°N 26°W, and through the points 40°N 50°W, 40°N 13°W, 60°N 13°W, 60°N 26°W, to the point 65°N 26°W.

NOC 27/ Sub-Area 1B

MOD From the North Pole along the 15°W meridian to the point 72°N 15°W, then through the points 65°N 26°W, 60°N 26°W, 60°N 13°W to the point 50°N 13°W; thence east along the territorial waters between the Channel Islands and French coastline, reaching the latter at the meridian 03°W. Thence following the north-east border of France, touching Belgium, Luxembourg and the Federal Republic of Germany. Thence along the border between Switzerland and the Federal Republic of Germany, and along the border between the latter and Austria. Thence along the border between Czechoslovakia and the Federal Republic of Germany, then along the line between the Federal Republic of Germany and Eastern Germany towards the Baltic Sea. Then west along the coastline of the Federal Republic of Germany to the border between the latter and Denmark. Along this border to the North Sea. Thence along the 55°N parallel to a point 55°N 04°E. Thence along the 04°E meridian to the North Pole.

NOC 27/ Sub-Area 1C

MOD From the North Pole along the meridian 04°E to the 55°N parallel. Thence east along the 55°N parallel and the border between Denmark and the Federal Republic of Germany to the Baltic Sea, then along the Baltic Sea coast of the Federal Republic of Germany to the line between the Federal Republic of Germany and Eastern Germany. Along this line touching the western borders of Czechoslovakia and Austria to the Swiss border. Thence

eastward along the southern borders of Austria and Hungary, thence along the border between Hungary and Roumania, thence along the border between the U.S.S.R. and the following countries: Hungary, Czechoslovakia and Poland. Thence, to the Baltic Sea along the U.S.S.R. Baltic Sea coast, to the border between Finland and the U.S.S.R. at 70°N 32°E, then along the 32°E meridian to the North Pole.

NOC 27/

Sub-Area 1D

MOD

From the junction of the borders of the U.S.S.R., Hungary and Roumania, westward along the southern borders of Hungary and Austria to the border between Switzerland and Italy and the border between France and Italy to the Mediterranean Sea. Thence to 43°N 10°E to 41°N 10°E, 41°N 07°E, thence along the 07°E meridian to the North African coast. Then along the North African coast including Tunis, Tripoli, Benghazi, to the coastal border between Libya and the U.A.R. Thence along the coast to Alexandria, then to Cairo, and along the Cairo parallel to the 40°E meridian. North along the 40°E meridian to the South Coast of the Black Sea. Thence west along the Black Sea coast of Turkey to intersect the 30°E meridian. Along the 30°E meridian to the border of Roumania and the U.S.S.R., thence along this border to the junction of the borders of the U.S.S.R., Hungary and Roumania.

NOC 27/

Sub-Area 1E

MOD

From the point 50°N 13°W, and through the points 40°N 13°W, 40°N 50°W, 30°N 39°W, 30°N 10°W, 31°N 10°W to the point 31°N 10°E. Then along the Libya-Tunisian border to the Mediterranean, thence along the Tunisian coast to intersect the 10°E meridian. Thence to the point 43°N 10°E; thence to the border between Italy and France and between Italy and Switzerland, Switzerland and Austria, Switzerland and the Federal Republic of Germany, and between France and the Federal Republic of Germany, France and Luxembourg, and France and Belgium to the Channel coast. Thence west through the territorial waters between the Channel Islands and the French coast to the point 50°N 13°W.

DC 27/

Regional and Domestic Air Route Area - 2

(RDARA - 2)

NOC

From the North Pole along the 32°E meridian to the 70°N parallel. Then along the border between Finland and the U.S.S.R. to the Baltic coast. Along the territorial waters of the U.S.S.R. Baltic coast to the border between the U.S.S.R. and Poland. Thence along the border between the U.S.S.R. and the following countries: Poland, Czechoslovakia, Hungary and Roumania, to the Black Sea coast at the intersection of the 30°E meridian. Then along the 30°E meridian to the Black Sea coast of Turkey. Along the Black Sea coast of Turkey to the junction of the borders of Turkey and the U.S.S.R. Thence along this common border and the Iran-U.S.S.R. border to the Caspian Sea. Then along the Iran Caspian Sea coast and the southern border of the U.S.S.R. to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Then along the 88°E meridian to 55°N. Then along the 55°N parallel to 60°E, and along the 60°E meridian to the North Pole.

R.1/42

NOC 27/ Sub-Area 2A

NOC From the North Pole along the 32°E meridian to 70°N. Then along the border between Finland and the U.S.S.R. to the Baltic coast, and along the territorial waters of the U.S.S.R. Baltic coast, to the point 55°N 20°E, and thence to Moscow. Then to 55°N 60°E, and along the 60°E meridian to the North Pole.

NOC 27/ Sub-Area 2B

NOC From the point 55°N 88°E and through the point 55°N 60°E, to the point 47°N 53°E. Thence along the east coast of the Caspian Sea to the Iranian coast. Thence east along the southern border of the U.S.S.R. to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E; thence along the 88°E meridian to 55°N.

NOC 27/ Sub-Area 2C

NOC From the point 55°N 60°E, to Moscow, to 55°N 20°E. Thence south along the border between the U.S.S.R. and Poland. Thence along the border between the U.S.S.R. and the following countries: Poland, Czechoslovakia, Hungary and Roumania, to the Black Sea coast of the meridian 30°E. Along the meridian 30°E to the Black Sea coast of Turkey. Along this coast-line to the junction of the borders of Turkey and the U.S.S.R. Thence along this common border and the Iran-U.S.S.R. border to the Caspian Sea then along the south coast of the Caspian Sea and thence north along the East Caspian Sea coast and through the point 47°N 53°E to 55°N 60°E.

NOC 27/ Regional and Domestic Air Route Area - 3
(RDARA - 3)

NOC From the North Pole to the point 55°N 60°E, thence along the 55°N parallel to 88°E. Then along the 88°E meridian to the intersection of the Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Then along the border between Mongolia and China, and U.S.S.R. and China, to the coast. Between the territorial waters of U.S.S.R. and Japan to the point 43°N 147°E and through the point 50°N 164°E to 65°N 170°W. Then along the 170°W meridian to the North Pole.

NOC 27/ Sub-Area 3A

NOC From the North Pole along the 60°E meridian to 55°N. Then along the 55°N parallel to 88°E. Then through the point 60°N 88°E to 60°N 110°E, and along the 110°E meridian to the North Pole.

NOC 27/ Sub-Area 3B

NOC From the North Pole, along the 110°E meridian to 60°N 110°E, and through the points 60°N 147°E, 43°N 147°E, 50°N 164°E, to 65°N 170°W. Then along the 170°W meridian to the North Pole.

NOC 27/ Sub-Area 3C

NOC From the point 60°N 88°E to the intersection of Mongolia-China-U.S.S.R. borders at approximately 49°N 88°E. Along the border between Mongolia and China, and U.S.S.R. and China, to the coast. Between the territorial waters of U.S.S.R. and Japan to the point 43°N 147°E. Then through the point 60°N 147°E to the point 60°N 88°E.

NOC 27/ Regional and Domestic Air Route Area - 4
(RDARA - 4)

MOD From the point 30°N 39°W, and through the points 10°N 20°W, 05°S 20°W, to the point 05°S 12°E. Thence along the northern border of the Democratic Republic of the Congo, bypassing Cabinda Territory, to the border between the Republic of the Congo (Brazzaville), the Central African Republic and the Republic of the Sudan. Thence north along the western border of the Sudan. Along the western border of the U.A.R., northwards to the Mediterranean and along the Mediterranean and Atlantic coasts of North Africa to the point 30°N 10°W. West along the 30°N parallel to close the area at 30°N 39°W.

NOC 27/ Sub-Area 4A

MOD From the point 30°N 39°W to 21°N 31°W. Thence to Gao and to Zinder. From Zinder, along the northern border of Nigeria, to a point west of Fort-Lamy. Then along the Fort-Lamy parallel to 12°N 22°E. Thence north along the western border of the Sudan, and along the western border of the U.A.R. to the Mediterranean. Along the North African Mediterranean coast and Atlantic coast to a point 30°N 10°W. Thence along the 30°N parallel to close the sub-area at 30°N 39°W.

NOC 27/ Sub-Area 4B

MOD From the point 21°N 31°W through the points 10°N 20°W, 05°S 20°W, to 05°S 12°E. Thence along the southern border of the Republic of the Congo (Brazzaville) and the Central African Republic to the junction between the Democratic Republic of the Congo, the Sudan and the Central African Republic. Along the western border of the Sudan to the point 12°N 22°E. Thence along the Fort-Lamy parallel to the Nigerian border. Then west along this border to Zinder. From Zinder through Gao to close the sub-area at 21°N 31°W.

NOC 27/ Regional and Domestic Air Route Area - 5
(RDARA - 5)

MOD From the point 41°N 40°E to the point 37°N 40°E. Then along the border between Turkey and the Syrian Arab Republic to the Mediterranean coast. Thence to the common border of Libya and the U.A.R. on the North African coast excluding Cyprus. Southwards along the western border of the U.A.R., and the Sudan to the border of Kenya. Thence east along the northern border

of Kenya, and then south along the border between Kenya and Somaliland, to the East African coast at 02°S 41°E. Then through the point 02°S 73°E to 37°N 73°E. Then east along the border between Afghanistan and Pakistan, and west along the southern border of the U.S.S.R. to the Caspian Sea. Then along the northern border of Iran and Turkey to close the area at 41°N 40°E.

NOC 27/

Sub-Area 5A

MOD

From the point 37°N 40°E, along the border between Turkey and the Syrian Arab Republic to the Mediterranean coast. Thence to the common border of Libya and the U.A.R. on the North African coast, excluding Cyprus. Southward, along the western border of the U.A.R. and east along the common border of the U.A.R. and the Sudan to 24°N 37°E. Then through the points 12°N 44°E, 13°E 52°E, to the point 26°N 52°E. Thence along the border between Iran and Iraq, and the border between Iraq and Turkey to 37°N 40°E.

NOC 27/

Sub-Area 5B

DD

From the point 41°N 40°E to 37°N 40°E. Thence east along the borders between Turkey and the Syrian Arab Republic, and Turkey and Iraq, and along the border between Iraq and Iran to the point 30°N 49°E. Thence along the middle of the Persian Gulf through the points 26°N 52°E and 24°N 60°E, to Bombay. Then to 37°N 73°E. Then east along the Afghanistan-Pakistan border and west along the southern border of the U.S.S.R. to the Caspian Sea. Then along the northern border of Iran and Turkey to close the sub-area at 41°N 40°E.

NOC 27/

Sub-Area 5C

MOD

From the point 26°N 52°E, and through the points 13°N 52°E, 13°N 54°E, 02°S 54°E, 02°S 73°E, to Bombay. Then to 24°N 60°E. Then along the middle of the Persian Gulf to 26°N 52°E.

NOC 27/

Sub-Area 5D

MOD

From the junction point of the U.A.R., Libya and the Sudan southwards along the western border of Sudan to the border of Kenya. Thence along the northern border of Kenya. Then south along the border between Kenya and Somaliland to the east African coast, at the point 02°S 42°E. Then through the points 02°S 54°E, 13°N 54°E, 13°N 52°E to the point 12°N 44°E. Thence northwest along the middle of the Red Sea to 24°N 37°E. Thence along the southern border of the U.A.R. to close the sub-area.

NOC 27/

Regional and Domestic Air Route Area - 6

(RDARA - 6)

MOD

From approximately 49°N 88°E, along the border between China and the U.S.S.R. and between Afghanistan and Pakistan, and Iran and Pakistan to the point 23°N 61°E. Thence to Bombay. Then along the 73°E meridian to the point 02°S 73°E, and through the points 02°S 92°E, 10°S 92°E, 10°S 141°E, 00° 141°E, 00° 160°E, 03° 30'N 160°E, 03° 30'N 170°W, 10°N 170°W, 50°N 164°E,

to the point 43°N 147°E. Thence west between the territorial waters of Japan and the U.S.S.R. and along the north-eastern and northern border of China to approximately 49°N 88°E.

NOC 27/ Sub-Area 6A

MOD From the point 37°N 75°E, along the border between Pakistan and Afghanistan, and Iran and Pakistan to the point 23°N 61°E. Thence to Bombay. From Bombay to 24°N 80°E. Thence to Calcutta. Thence along the coast of Pakistan and Burma to reach the border between Burma and Thailand. North along this border and that between Burma and Laos. Thence along the border between China and Burma. Thence westward along the southern border of China to the point 37°N 75°E.

NOC 27/ Sub-Area 6B

MOD From approximately 49°N 88°E, along the common border between China and the U.S.S.R. to the point 37°N 75°E. Thence along the border between China and the following countries: India, Nepal, Bhutan, India, Burma, Laos and North Viet-Nam, to the coast of the South China Sea. Thence along the south territorial waters of Hainan Island to the point 20°N 113°E, and through the points 20°N 176°W, 50°N 164°E, to 43°N 147°E. Thence west between the territorial waters of Japan and the U.S.S.R. and then along the border between China and the U.S.S.R. and along the border between China and Mongolia to approximately 49°N 88°E.

NOC 27/ Sub-Area 6C

MOD From the point 20°N 130°E through the point 04°N 130°E to 04°N 118°E. Thence along the southern borders of Sabah and Sarawak to the coast and then southwards along the west coast of Borneo to the 110°E meridian. Thence along 110°E meridian to the point 10°S 110°E. Thence through the points 10°S 141°E, 00° 141°E, 00° 160°E, 03° 30'N 160°E, 03° 30'N 170°W, 10°N 170°W 20°N 176°W to 20°N 130°E.

NOC 27/ Sub-Area 6D

MOD From the junction of the borders of China, India and Burma, south along the India-Burma and Pakistan-Burma borders to the Bay of Bengal. Along the coast of Burma to its southernmost point. Then to Weh Island (off the north coast of Sumatra). Then to the point 02°S 92°E, and through the point 10°S 92°E to 10°S 110°E. Then northwards along the 110°E meridian, and thence along the boundary of Sub-Area 6C through the point 20°N 130°E to 20°N 113°E. Thence south around the Island of Hainan, and along the China-North Viet-Nam, China-Laos and China-Burma borders to close the sub-area at the junction of the borders of China, India and Burma.

NOC 27/ Sub-Area 6E

MOD From the point 20°N 73°E, and through the points 02°S 73°E, 02°S 92°E, through Weh Island (off the north coast of Sumatra) to 10°N 97°E. Thence along the coasts of Burma, Pakistan and India to Calcutta. Then through the points 24°N 80°E to 20°N 73°E.

NOC 27/ Sub-Area 6F

MOD From the junction of the China-India-Burma borders north-east to the 100°E meridian. North on this meridian to the northern boundary of Sub-Area 6B. Eastward along this boundary to 147°E thence through the points 20°N 130°E, 04°N 130°E. Then west along the boundary of Sub-Area 6D to the junction of the China-India-Burma borders.

NOC 27/ Regional and Domestic Air Route Area - 7
(RDARA - 7)

OD From the South Pole along the 20°W meridian to 05°S. Then along the 05°S parallel to 12°E. Thence along the northern border of the Democratic Republic of the Congo, Cabinda territory being included in this Area, along the border between Uganda, and Sudan, and between Kenya and the following countries: Sudan, Ethiopia and Somalia to the point 02°S 42°E. Then to 02°S 60°E, and along the 60°E meridian to the South Pole.

NOC 27/ Sub-Area 7A

NOC From the South Pole along the 20°W meridian to 05°S. Then through the points 05°S 10°E, 40°S 10°E, to 40°S 60°E. Then along the 60°E meridian to the South Pole.

NOC 27/ Sub-Area 7B

MOD From the point 05°S 10°E to 05°S 12°E. Thence along the northern border of the Democratic Republic of the Congo, Cabinda territory being included in this Area, to the junction of the borders of Uganda, Democratic Republic of the Congo and Sudan. Thence south along the eastern and southern border of the Democratic Republic of the Congo, including the Kingdom of Burundi and the Republic of Rwanda, and along the eastern and southern border of Angola to the coast of the South Atlantic. Thence to the point 17°S 10°E, and then to close the sub-area at 05°S 10°E.

NOC 27/ Sub-Area 7C

MOD From the junction of the borders of Uganda, Democratic Republic of the Congo and Sudan along the western border of Uganda and Tanzania, and then along the southern border of Tanzania to the coast. Thence through the points 11°S 41°E, 11°S 60°E, 02°S 60°E, to 02°S 41°E. Thence to the east coast of Africa. Then north along the eastern border of Kenya, then west along the northern borders of Kenya and Uganda to close the sub-area at the junction of the borders of the Democratic Republic of the Congo, Sudan and Uganda.

NOC 27/ Sub-Area 7D

MOD From the border of Tanzania and Mozambique on Lake Nyasa, south along the west border of Mozambique to the African East coast. Then through the points 27°S 33°E, 40°S 33°E, 40°S 60°E, 11°S 60°E, to 11°S 41°E. Thence along the northern border of Mozambique to Lake Nyasa.

NOC 27/ Sub-Area 7E

MOD From the point 17°S 10°E, and through the points 40°S 10°E, 40°S 33°E, to 27°S 33°E. Thence along the west border of Mozambique and the lower part of the western border of Tanzania as far as the northern point of Lake Nyasa. Thence along the border between Malawi and Tanzania and between Zambia and Tanzania and along the borders between the Democratic Republic of the Congo and Zambia, Angola and Zambia, and Angola and the Territory of South-West Africa to the coast at the point 17°S 10°E.

OC 27/ Regional and Domestic Air Route Area - 8
(RDARA - 8)

NOC From the South Pole along the 60°E meridian to 02°S. Then through the point 02°S 92°E, 10°S 92°E, to 10°S 110°E. Then along the 110°E meridian to the South Pole.

NOC/27 Sub-Area 8A

NOC From the South Pole along the 60°E meridian to 02°S. Then through the points 02°S 92°E, 10°S 92°E, to 10°S 110°E. Then along the 110°E meridian to the South Pole.

NOC 27/ Regional and Domestic Air Route - Area 9
(RDARA - 9)

MOD From the South Pole along the 110°E meridian to 10°S. Then through the points 10°S 141°E, 00° 141°E, 00° 160°E, 03°30'N 160°E, 03°30'N 120°W. Then along the 120°W meridian to the South Pole.

NOC 27/ Sub-Area 9A

MOD From the point 10°S 110°E to the South Pole. Thence along the 139°E meridian to 24°S. Then through the points 24°S 131°E, 10°S 131°E to 10°S 110°E.

NOC 27/ Sub-Area 9B

MOD From the point 00° 141°E to the point 10°S 141°E thence to 10°S 131°E, 24°S 131°E, 24°S 139°E, 27°S 139°E, 27°S 170°W, 03°30'N 170°W, 03°30'N 160°E, 00° 160°E to the point 00° 141°E.

NOC 27/ Sub-Area 9C

MOD From the South Pole along the 170°W meridian to 03° 30'N. Then through the point 03°30'N 120°W and along the 120°W meridian to the South Pole.

NOC 27/ Sub-Area 9D

MOD From the South Pole along the 139°E meridian to 27°S. Then through the point 27°S 170°W and along the 170°W meridian to the South Pole.

SUP (Sub-Area 9E)

SUP (From the South Pole ... to the South Pole.)

NOC 27/ Regional and Domestic Air Route Area - 10
(RDARA - 10)

NOC 27/ Sub-Area 10A

NOC From the point 50°N 164°E to 66°N 169°W. Then along the 169°W meridian to the North Pole. Then along the 130°W meridian to 57°N. Thence through the points 57°N 150°W, 50°N 175°W, to close the sub-area at 50°N 164°E.

NOC 27/ Sub-Area 10B

NOC From the point 57°N 140°W, along the 140°W meridian to the North Pole. Then along the 91°W meridian to 48°N. Thence through the points 48°N 127°W, 57°N 139°W, to 57°N 140°W.

NOC 27/ Sub-Area 10C

NOC From the point 57°N 140°W, and through the points 60°N 140°W, 60°N 91°W, 48°N 91°W, 48°N 127°W 57°N 139°W, to 57°N 140°W.

NOC 27/ Sub-Area 10D

NOC From the point 48°N 98°W, along the 98°W meridian to the North Pole. Then along the 45°W meridian to 69°N. Then through the points 61°N 70°W, 45°N 72°W, 41°N 81°W, 41°N 88°W, 48°N 91°W, to 48°N 98°W.

NOC 27/ Sub-Area 10E

NOC From the point 45°N 74°W, and through the point 61°N 72°W to 69°N 47°W. Then along the 47°W meridian to the North Pole. Then along the 15°W meridian to 72°N. Then through the points 40°N 50°W, 40°N 65°W, to close the sub-area at 45°N 74°W.

NOC 27/

Regional and Domestic Air Route Area - 11

(RDARA - 11)

NOC 27/

Sub-Area 11A

NOC

From the point 29°N 180°, along the I.T.U. boundary between Regions 2 and 3, to 50°N 164°E. Then through the points 50°N 150°W, 57°N 139°W, 50°N 127°W, 33°N 127°W. 33°N 153°W, 29°N 153°W, to close the sub-area at 29°N 180°.

NOC 27/

Sub-Area 11B

MOD

From the point 50°N 127°W and through the point 33°N 127°W, 33°N 119°W, 25°N 98°W, 25°N 35°W, 40°N 50°W, 40°N 65°W, 46°N 67°W, then along the border between the United States and Canada to close the sub-area at 50°N 127°W.

SUP

(Sub-Area 11C)

SUP

(From the point 29°N 106°W)

SUP

(Sub-Area 11D)

SUP

(From the point 29°N 90°W)

SUP

(Sub-Area 11E)

SUP

(From the point 39°N 125°W)

SUP

(Sub-Area 11F)

SUP

(From the point 46°N 94°W)

SUP

(Sub-Area 11G)

SUP

(From the point 29°N 95°W)

SUP

(Sub-Area 11H)

SUP

(From the point 33°N 127°W)

SUP

(Sub-Area 11I)

SUP

(From the point 25°N 77°W)

NOC 27/

Regional and Domestic Air Route Area - 12

(RDARA - 12)

NOC 27/

Sub-Area 12A

MOD

From the point 3°30'N 170°W to the point 10°N 170°W, then along the I.T.U. boundary between Regions 2 and 3 to 29°N 180°W, and thence to 29°N 153°W, 3°30'N 153°W, to close the sub-area at 3°30'N 170°W.

NOC 27/

Sub-Area 12B

MOD

From the point 03°30'N 153°W to 33°N 153°W, through the points 33°N 120°W, 17°N 115°W, 14°N 93°W, 02°N 86°W, 02°N 93°W, 05°S 93°W, 05°S 120°W, 03°30'N 120°W, to close the sub-area at 03°30'N 153°W.

NOC 27/

Sub-Area 12C

NOC

From the point 33°N 120°W, through the points 35°N 120°W, 32°N 104°W, 25°N 91°W, 23°N 83°W, 22°N 83°W, 13°N 90°W, 16°N 116°W, to close the sub-area at 33°N 120°W.

NOC 27/

Sub-Area 12D

NOC

From the point 20°N 91°W, and through the points 26°N 91°W, 26°N 79°W, 27°N 79°W, 27°N 76.5°W, 26°N 73°W, 17°N 58°W, to 10°N 58°W. Thence through Balboa, Canal Zone, Swan Island, and Belize to close the sub-area at 20°N 91°W.

NOC 27/

Sub-Area 12E

MOD

From the point 15°N 95°W and through 23°N 92°W, 23°N 85°W, 19°N 85°W, 09°N 77°W, 02°N 79°W. Thence to 01°N 75°W along the eastern and southern border of Ecuador to the point 04°S 81°W, and from there to 02°N 81°W and 02°N 86°W, 14°N 93°W to close the sub-area at 15°N 95°W.

NOC 27/

Sub-Area 12F

NOC

From the point 04°S 93°W, and through the points 02°N 93°W, and 02°N 79°W, to Balboa, Canal Zone. Then to 13°N 77°W, and through the points 13°N 70°W, 08°N 70°W, 06°N 67°W, 01°N 66°W to 04°S 70°W. Then along the border between Colombia and Peru to the junction of the borders of Colombia, Peru and Ecuador. Then along the border between Peru and Ecuador through 04°S 81°W to close the sub-area at 04°S 93°W.

NOC 27/

Sub-Area 12G

NOC

From the point 07°N 73°W, and through the points 14°N 73°W, 14°N 58°W, 01°N 53°W, 01°N 68°W, 05°N 69°W, to close the sub-area at 07°N 73°W.

NOC 27/ Sub-Area 12H

MOD From the point 10°S 70°W, and through the points 05°N 70°W, 05°N 61°10'W, 08°45'N 60°W, 08°N 58°W, 08°N 49°W, 02°N 47°W, 10°S 47°W to close the sub-area at 10°S 70°W.

NOC 27/ Sub-Area 12I

NOC From the point 25°N 70°W, through the point 25°N 35°W and along the I.T.U. boundary between Regions 1 and 2, to 00° 20°W. Thence through the points 00° 44°W, 08°N 54°W, 08°N 58°W, 17°N 58°W, to close the sub-area at 25°N 70°W.

SUP (Sub-Area 12J)

SUP (From the point 117°W)

NOC 27/ Regional and Domestic Air Route Area - 13
(RDARA - 13)

NOC 27/ Sub-Area 13A

MOD From the point 05°S 120°W and through the points 05°S 93°W, 04°S 82°W, 19°S 81°W, 57°S 81°W, to 57°S 90°W. Thence to the South Pole to close the sub-area at 05°S 120°W.

NOC 27/ Sub-Area 13B

NOC From the point 29°S 111°W, and through the points 24°S 111°W, 24°S 104°W, 29°S 104°W, to close the sub-area at 29°S 111°W.

NOC 27/ Sub-Area 13C

MOD From the point 15°50'S 47°50'W and through the points 20°30'S 55°W, 22°35'S 54°30'W, and along the border of Brazil with Paraguay, Bolivia, Peru, Colombia, Venezuela, British Guiana, Surinam and French Guiana to 05°N 50°W, 05°N 48°30'W to close the sub-area at 15°50'S 47°50'W.

NOC 27/ Sub-Area 13D

MOD From the point 19°S 81°W, and through the points 04°S 82°W, 03°S 80°W, and along the border between Peru and Ecuador to 00° 75°W. Then along the border between Peru, Colombia and Brazil to 11°S 69°30'W. Thence along the border between Bolivia and Brazil and through the point 20°10'S 58°W, continuing along the border between Paraguay and Brazil to 25°50'S 54°30'W and thence following the border between Paraguay and Argentina to 22°30'S 62°30'W. Then along the border between Bolivia and Argentina and through the point 23°S 67°W along the border between Bolivia and Chile and through the point 17°30'S 69°30'W, following the border between Peru and Chile to close the sub-area at 19°S 81°W.

NOC 27/ Sub-Area 13E

MOD From the point 32°S 81°W and through the point 19°S 81°W, continuing along the border between Chile, Peru, Bolivia and Argentina, to the point of intersection with 32°S to close the sub-area at 32°S 81°W.

NOC 27/ Sub-Area 13F

MOD From the point 57°S 81°W and through the point 32°S 81°W to the intersection of 32°S with the frontier between Chile and Argentina, and through the points 52°S 67°W, 57°S 67°W, 57°S 40°W to the South Pole to close the sub-area at 57°S 81°W.

NOC 27/ Sub-Area 13G

MOD From the point 36°S 55°W to the intersection of 32°S with the border between Argentina and Chile, then north along the borders of Argentina with Bolivia, Paraguay, Brazil and Uruguay to close the sub-area at 36°S 55°W.

NOC 27/ Sub-Area 13H

MOD From the point 57°S 90°W and through the point 57°S 70°W to 52°S 70°W. Then along the border between Chile and Argentina to its intersection by 32°S and through the points 36°S 55°W, 57°S 55°W, 57°S 25°W to the South Pole to close the sub-area at 57°S 90°W.

NOC 27/ Sub-Area 13I

MOD From the point 40°S 50°W through the point 36°S 55°W and along the borders between Uruguay, Argentina and Brazil, then through the point 35°S 45°W to close the sub-area at 40°S 50°W.

NOC 27/ Sub-Area 13J

MOD From the point 15°50'S 47°50'W through the points 20°S 44°W, 22°55'S 43°10'W, 29°S 40°W, 35°S 45°W and thence along the borders of Brazil with Uruguay, Argentina and Paraguay to the point 22°35'S 55°40'W, 20°30'S 54°30'W to close the sub-area at the point 15°50'S 47°50'W.

NOC 27/ Sub-Area 13K

MOD From the point 15°50'S 47°50'W and through the points 20°S 44°W, 22°55'S 43°10'W, 29°S 40°W, 20°S 32°W, 00° 32°W, 05°N 48°30'W to close the sub-area at 15°50'S 47°50'W.

NOC 27/ Sub-Area 13L

MOD From the point 00° 32°W through the points 00° 20°W, South Pole 57°S 55°W, 36°S 55°W, 40°S 50°W, 20°S 32°W, to close the sub-area at 00° 32°W.

SUP (Sub-Area 13M)

SUP (From the point 00° 32°W)

ARTICLE 3

Description of the boundaries of VOLMET allotment areas
and VOLMET reception areas

ADD VOLMET area - AFRICA - INDIAN OCEAN
(AFI-MET)

27/ The AFI-MET allotment area is defined by a line drawn from the point 37°N 03°W through the points 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, 12°N 20°W, 29°N 20°W to the point 37°N 03°W.

27/ The AFI-MET reception area is defined by a line drawn from the point 37°N 03°W through the points 37°N 36°E, 30°N 35°E, 10°N 52°E, 22°S 60°E, 30°S 34°E, 30°S 24°E, 05°N 10°W, 10°S 40°W, 29°N 20°W to the point 37°N 03°W.

ADD VOLMET area - ATLANTIC
(AT-MET)

27/ The AT-MET allotment area is defined by a line drawn from the point 41°N 78°W through the points 51°N 55°W, 10°S 43°W, 37°S 59°W to the point 41°N 78°W.

27/ The AT-MET reception area is defined by a line drawn from the point 24°N 97°W through the points 24°N 85°W, 75°N 85°W, 75°N 20°W, 10°S 20°W, 46°S 52°W, 46°S 80°W to the point 24°N 97°W.

ADD VOLMET area - EUROPE
(EU-MET)

27/ The EU-MET allotment area is defined by a line drawn from the point 33°N 12°W, through the points 54°N 12°W, 70°N 00°, 74°N 40°E, 40°N 36°E, 29°N 35°30'E, 32°N 13°E, to the point 33°N 12°W.

27/ The EU-MET reception area is defined by a line drawn from the point 15°N 20°W, through the points 40°N 50°W, 75°N 50°W, 75°N 45°E, 15°N 45°E, to the point 15°N 20°W.

ADD VOLMET area - MIDDLE EAST
(ME-MET)

27/ The ME-MET allotment area is defined by a line drawn from the point 50°N 80°E, through the points 29°N 80°E, 27°N 85°E, 16°N 78°E, 22°N 56°E, 16°N 42°E, 30°N 30°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

27/ The ME-MET reception area is defined by a line drawn from the point 50°N 80°E, through the points 29°N 80°E, 27°N 85°E, 16°N 78°E, 15°N 42°E, 20°N 20°E, 40°N 20°E, 51°N 30°E, 57°N 37°E, to the point 50°N 80°E.

ADD

VOLMET area - PACIFIC
(PAC-MET)

27/ The PAC-MET allotment area is defined by a line drawn from the point 52°N 132°E through the points 63°N 149°W, 38°N 120°W, 23°S 180°, 34°S 150°E, 22°N 112°E, to the point 52°N 132°E.

27/ The PAC-MET reception area is defined by a line drawn from the point 60°N 100°E, through the points 80°N 160°W, 75°N 90°W, 60°N 85°W, 20°N 120°W, 40°S 120°W, 50°S 170°W, 50°S 145°E, 28°S 145°E, 03°S 129°E, 05°N 80°E, 40°N 80°E, to the point 60°N 100°E.

ADD

VOLMET area - SOUTH EAST ASIA
(SEA-MET)

27/ The SEA-MET allotment area is defined by a line drawn from the point 29°N 86°E, through the points 15°N 105°E, 10°S 155°E, 35°S 155°E, 35°S 116°E, 08°N 75°E, 26°N 65°E, to the point 29°N 86°E.

27/ The SEA-MET reception area is defined by a line drawn from the point 35°N 50°E, through the points 30°N 90°E, 10°N 180°, 40°S 180°, 48°S 170°E, 35°S 116°E, 08°N 75°E, 10°N 50°E, to the point 35°N 50°E.

ADDITIONAL PROTOCOL

ADDITIONAL PROTOCOL

At the time of signing the Acts of the Extraordinary Administrative Radio Conference, Geneva, 1966, the undersigned delegates take note of the fact that the following reservations have been submitted by certain signatories:

SIGNATURES

RESOLUTIONS
AND
RECOMMENDATIONS

RESOLUTION No. ...
RELATING TO THE USE OF FREQUENCIES IN THE HF BANDS
ALLOCATED EXCLUSIVELY TO THE AERONAUTICAL
MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that monitoring observations on the use of frequencies in the bands allocated exclusively to the Aeronautical Mobile (R) Service between 2850 and 17 970 kc/s show that a number of frequencies in these bands are being used by stations of services other than the Aeronautical Mobile (R) Service, thus causing harmful interference to Aeronautical Mobile (R) Service communications on some international air routes; and that a considerable number of emissions, the sources of which could not be positively identified, were observed in these bands;
- b) that the Aeronautical Mobile (R) Service is a safety service, to which exclusive frequency bands are specially allocated in order to ensure the safety and regularity of flight along national or international civil air routes as defined in No. 429 of the Radio Regulations, Geneva, 1959;
- c) that in order to protect the safety of life and property in the air, and to operate aeronautical transport services in a regular and effective manner, it is essential that the aeronautical mobile communication channels be kept free from harmful interference;

recognizing

that the Aeronautical Mobile (R) Service is a safety service;

urges

administrations to abstain from the use of frequencies in the bands allocated exclusively to this service by stations of services other than the Aeronautical Mobile (R) Service, except under the express conditions prescribed in No. 115 or No. 415 of the Radio Regulations, Geneva, 1959;

invites

the I.F.R.B. to continue to organize monitoring observations in the bands allocated exclusively to the Aeronautical Mobile (R) Service with a view to eliminating the emissions of out-of-band stations which cause, or are likely to cause, harmful interference to the Aeronautical Mobile (R) Service; and to seek the collaboration of administrations in identifying the source of such emission by all available means including the use of automatic recording equipments, direction finding and field strength measurements, and in securing the suppression of these emissions.

RESOLUTION No. ...RELATING TO THE USE OF VHF FOR COMMUNICATION IN THEAERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that from an aeronautical viewpoint, VHF provides a more reliable and more noise-free communication system than HF;
- b) that from a technical and operational viewpoint the use of VHF by aviation has progressed appreciably;
- c) that the use of VHF in its several modes could appreciably reduce the use of HF in the Aeronautical Mobile (R) Service;
- d) that, owing to development in the general telecommunication networks in many areas of the world, the possibilities of providing VHF coverage are rapidly increasing;

resolves

that administrations, to the maximum extent practicable, should employ VHF frequencies to meet their requirements in the Aeronautical Mobile (R) Service.

RESOLUTION No. ...RELATING TO THE USE OF VHF FOR METEOROLOGICAL
BROADCASTS IN THE AERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that the number of channels available for the Aeronautical Mobile (R) Service in the frequency bands between 2850 and 17 970 kc/s is limited;
- b) that the need for frequencies for Aeronautical Mobile (R) Service communications and for meteorological broadcasts to aircraft is increasing;
- c) that the propagation characteristics of high frequencies make them essential for aviation communication requirements over long distances;
- d) that in Recommendation No. 13 of the International Administrative Aeronautical Radio Conference (Geneva, 1949) and Resolution No. 14 of the Ordinary Administrative Radio Conference (Geneva, 1959) administrations were urged "to make as great a use as possible of VHF in order to lessen the load on the HF (R) bands";
- e) that substantial technical progress has been made by aviation since 1949 in extending the useful range of VHF used for communications within the Aeronautical Mobile (R) Service;
- f) that this extension of the useful range of VHF could partially meet the increasing needs for meteorological broadcasts to aircraft;

resolves

that administrations, to the maximum extent practicable, should use VHF for meteorological broadcasts to aircraft.

RESOLUTION No. ...
RELATING TO THE INTRODUCTION OF SINGLE SIDEBAND
TECHNIQUES IN THE HF BANDS ALLOCATED TO THE
AERONAUTICAL MOBILE (R) SERVICE

The extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that congestion should be avoided in the HF bands allocated to the Aeronautical Mobile (R) Service;
- b) that the great majority of stations now operating in the HF bands allocated to the Aeronautical Mobile (R) Service are capable of operating only in the double sideband radiotelephony mode;
- c) that, because of the preponderance of double sideband equipment in use, the allotment plan adopted by the Conference is one based on the assumption that all existing stations are capable of operating only in the double sideband radiotelephony mode, and
- d) that recent advances in technology may make it possible to avoid congestion in the HF bands allocated to the Aeronautical Mobile (R) Service through the use of VHF techniques and of space radiocommunication techniques;

recognizing

- a) that, despite the recent advances in technology permitting the accommodation of the Aeronautical Mobile (R) Service in bands other than HF bands, there are many areas of the world where the need for HF communication will continue into the foreseeable future, and in some areas may be an increasing need;
- b) that single sideband radiotelephony has demonstrated advantages over double sideband radiotelephony in many radio services in terms of radio spectrum economy and in reliability of communication, particularly under adverse atmospheric and propagation conditions;
- c) that economic, technical and operational considerations make it impracticable to specify, at this time, any definitive date by which the use of double sideband radiotelephony must be discontinued in favour of single sideband radiotelephony;
- d) that single sideband equipment of appropriate design can operate compatibly with double sideband systems, and would permit the introduction of SSB on an evolutionary basis;

e) that significant spectrum economy will be realized only when the ratio of SSB-to-DSB users is sufficiently large to make channel splitting practicable; and

f) the desirability of introducing single sideband equipment in the interest of improving the standard of communication and effecting spectrum economy;

resolves

1. that, taking into account economic, technical and operational considerations, administrations shall effect, as soon as possible, a progressive conversion of their HF radiotelephone services in the Aeronautical Mobile (R) Service from double sideband to single sideband operation using, where necessary, single sideband equipment capable of working compatibly with double sideband systems;

2. that, notwithstanding the foregoing, administrations may continue to instal and operate equipment having similar characteristics to that in current use;

3. that the International Civil Aviation Organization be invited, as a matter of urgency and within the framework of the decisions taken by this Conference, to establish technical characteristics for system standards relative to single sideband equipment, in respect of application to international operations in the Aeronautical Mobile (R) Service, and to advise the C.C.I.R. of any technical or operational problems on which they would like the assistance of the C.C.I.R.

RESOLUTION No.
RELATING TO THE USE OF FREQUENCIES
3023.5 kc/s AND 5680 kc/s COMMON TO
THE AERONAUTICAL MOBILE (R) AND (OR) SERVICES

The Extraordinary Administrative Radio Conference, Geneva, 1966,

having noted

that some anomalies appeared to exist in the conditions prescribed in Appendix 26 to the Radio Regulations, Geneva 1959, for the use of the frequencies 3023.5 kc/s and 5680 kc/s as contained in Column 3, clauses 2 a) and 2 b) of the frequency allotment plan and having taken steps to remove these anomalies;

considering

1. that coordinated search and rescue operations at the scene of a disaster would be improved if the use of the frequencies 3023.5 kc/s and 5680 kc/s, in such operations, were extended to include communication between mobile stations and participating land stations;

2. that it would be in the general interests of the Aeronautical Mobile Service if the same provisions relating to the use of the frequencies 3023.5 kc/s and 5680 kc/s were applied to operations both in the Aeronautical Mobile (R) Service and the Aeronautical Mobile (OR) Service;

resolves

to invite Administrations to apply in the Aeronautical Mobile (OR) Service, as from the date of coming into force of the Final Acts of the Conference, the provisions governing the use of the frequencies 3023.5 kc/s and 5680 kc/s specified in pages and of Appendix 27.

RECOMMENDATION No. ...
RELATING TO A STUDY OF THE UTILIZATION OF SPACE
COMMUNICATION TECHNIQUES IN THE
AERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) the continuing efforts of the Aeronautical Mobile (R) Service to obtain improvements in air-ground-air communications, commensurate with increases in the number, size and speed of aircraft;
- b) the efforts of the International Telecommunication Union to reduce congestion in the bands between 4 and 27.5 Mc/s; and
- c) the need to effect conservation in the use of the high frequency spectrum;

noting

- a) that successful application of space radiocommunication techniques to the communication needs of international civil aviation offers the possibility of substantially improving Aeronautical Mobile (R) Service communications while reducing congestion in the bands between 4 and 27.5 Mc/s;
- b) that tests have demonstrated the capability of effecting communication between aircraft and aeronautical stations by relay via a stationary satellite;
- c) that the state of the art in space radiocommunication techniques is rapidly advancing;
- d) that the technical potential is such that space radiocommunication techniques could provide a capability for accommodation of many of the Aeronautical Mobile (R) Service communication requirements over major world air routes on all but the polar routes in the near future;
- e) that before administrations will be willing to undertake a programme to implement space radiocommunication techniques they will need a comprehensive investigation into those techniques and a statement of the measures that need to be taken;
- f) that the ability of administrations to undertake such a programme is intimately linked to the economic implications involved; and

g) that the International Civil Aviation Organization (I.C.A.O.) is the international body primarily concerned with the establishment of standards and recommended practices governing communication systems and techniques used to support international civil aviation; and that that organization has included the subject of space radiocommunication techniques on the agenda of its Communications/Operations Divisional Meeting scheduled to convene in October 1966;

h) that the C.C.I.R. has a Study Group on space systems and radio-astronomy as well as a Study Group on Mobile Services and that close coordination of the work of the C.C.I.R. and I.C.A.O. in this field is desirable;

recommends

1. that administrations, bearing in mind the economic and operational aspects involved, should take account of the possibilities of satisfying the communication needs of the Aeronautical Mobile (R) Service on major world air routes by the use of space radiocommunication techniques; and

2. that administrations should give further study to these questions taking as a basis for their consideration the factors listed in the Annex hereto.

Annex: 1

Annex
to Recommendation No....

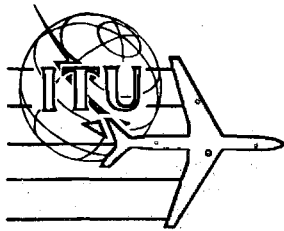
(Note : The list of factors which follows is not claimed to be exhaustive nor is it intended to limit consideration of any other aspects pertinent to the use of space radiocommunication techniques by the Aeronautical Mobile (R) Service.)

1. The technical parameters of the satellite and aircraft receiving and transmitting system, including :
 - a) Required received (carrier) power at the satellite (from the aircraft).
 - b) Required received (carrier) power at the aircraft (from the satellite).
 - c) Satellite effective radiated power (per channel).
 - d) Aircraft effective radiated power (per channel).
 - e) Type of emission which should be employed.
 - f) Bandwidth of each channel.
 - g) Channelling arrangement.
 - h) Polarization requirements.
 - i) Need for omni-directional aircraft antenna; sea/ground reflections.
 - j) Required separation between transmit and receive frequencies at the satellite.
 - k) Requirement on the satellite for capability of aircraft to use each channel independently (multiple/random access).
 - l) Requirements in relation to system reliability.
 - m) Other considerations.
2. The number and location of satellites, including :
 - a) In regard to provision of service, disposition of air routes and the number of flights over each air route.
 - b) Group of air routes which may be served via a common satellite.
 - c) Number of satellites needed to provide service to each group of air routes.
 - d) Location of each of the satellites.

- e) Number of channels needed aboard each satellite.
 - f) Other considerations.
3. Technical performance requirements of aeronautical (R) stations, including:
- a) Suitable transmitting and receiving antenna characteristics : gain, beamwidth, siting, etc.
 - b) Minimum effective radiated power.
 - c) Development and utilization of low-cost aeronautical (R) station (terminal) facilities.
 - d) Need for a selective calling system (SELCAL).
 - e) Other considerations.
4. Method of operation and location of aeronautical (R) stations, including :
- a) The method of operation : where multiple frequencies are provided on the satellite, the need, or absence of need, to continue the present practice of providing route separation by use of different/separate frequencies; that is,
 - i) should all (R) frequencies on the satellite be available at all aeronautical (R) stations; or
 - ii) should the communication load be distributed between available frequencies, each of which is limited to a specific geographic area; or
 - iii) some other arrangement.
 - b) As appropriate, to list (by frequency) each of the aeronautical (R) stations which should employ each satellite frequency.
 - c) Other considerations.
5. Provisions for handling aeronautical point-to-point communications :
- a) Technical system performance parameters of the terminal equipment.
 - b) Technical system performance parameters of the satellite equipment.
 - c) Requirement on the satellite for capability of terminals to have independent access to relay-channels through the satellite (multiple/random access).
 - d) Frequency bands to be used.
 - e) Required separation between transmit and receive frequencies on the satellite.
 - f) Development and utilization of low-cost terminal facilities.

- g) The entity or entities which should provide, own or operate the satellites and terminal facilities as well as the extent to which aeronautical point-to-point communications should be handled.
 - h) Other considerations.
- 6. Estimated costs of a satellite system to include : land-based, airborne and satellite-borne facilities.
- 7. Operational aspects of a satellite system, including all facilities mentioned in paragraph 6 above, particularly :
 - a) the environment within which the system must work;
 - b) the evolutionary process of introducing the system.

POCKET CONTAINING
MAPS AND TRANSPARENCIES



AERONAUTICAL CONFERENCE

Document No. II/196-E

21 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

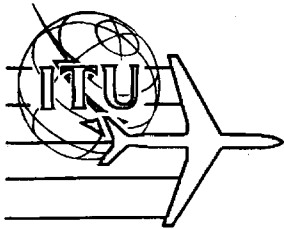
PLENARY MEETING

ADDITIONAL PROTOCOL

REPUBLIC OF SINGAPORE

In signing the Final Acts of the Extraordinary Administrative Radio Conference for the Aeronautical Mobile (R) Service, Geneva 1966, the Delegation of the Republic of Singapore reserves for its Government the right to take such action as it may consider necessary to safeguard its interests should any country fail in any way to comply with the requirements of the Final Acts of this Conference or should reservations by any country jeopardize the telecommunication services of the Republic of Singapore.





AERONAUTICAL CONFERENCE

Document No. II/197-E
21 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

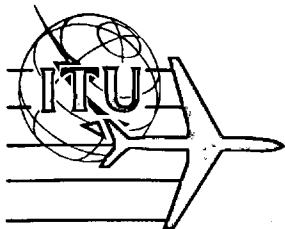
PLENARY MEETING

ADDITIONAL PROTOCOL

MALAYSIA

Upon signing the Final Acts of the E.A.R.C. for the preparation of a revised allotment plan for the Aeronautical Mobile (R) Service, the Delegation of the Government of Malaysia hereby reserves the right of the Government to take any action it deems necessary to safeguard its interests should Members or Associate Members in any way fail to comply with the Recommendations and/or the Final Acts of the Conference jeopardize its Aeronautical Mobile (R) Service.





AERONAUTICAL CONFERENCE

Document No. II/198-E

21 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

NOTE BY THE CHAIRMAN OF THE CONFERENCE

The attention of the Conference is drawn to a letter, a copy of which is attached hereto, received by the Chairman of the Conference from the French Permanent Representative at the United Nations in Geneva.

A.L. LEBEL

Chairman of the Conference

Annex : 1



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A N N E X

FRENCH PERMANENT MISSION TO
THE UNITED NATIONS IN GENEVA

Geneva, 21 April 1966

Ref.: MLC/lg/No. 113

Mr. A.L. LEBEL,
Chairman of the Aeronautical
Conference,
Maison des Congrès,
GENEVA

Dear Sir,

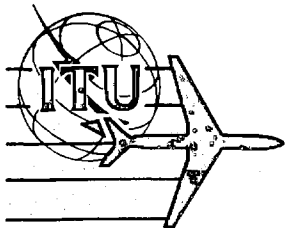
On the instructions of my Government and referring to the discussion of the report of the Credentials Committee at the plenary meeting of 15 April 1966, I have the honour to inform you that the French Government considers that China's seat in the International Telecommunication Union and at conferences held under the auspices of that Agency should be occupied by representatives of the People's Republic of China and not by delegates designated by the Taipeh authorities.

I should be grateful if you would bring this communication to the notice of the Extraordinary Administrative Conference for the establishment of a revised frequency allotment plan for the aeronautical mobile service.

I have the honour to be etc.

(Signed)

Bernard de CHALVRON
Ambassador
Permanent Representative of France



AERONAUTICAL CONFERENCE

Document No. II/199-E(Rev.)

22 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

NOTE BY THE CHAIRMAN OF THE CONFERENCE

The attention of the Conference is drawn to the copies of correspondence attached hereto.

A.L. LEBEL

Chairman of the Conference



Annexes: 2 letters
1 map

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A N N E X 1

The Delegate of Pakistan,
Aeronautical E.A.R.C.,
Geneva.

Geneva, 18th April, 1966

The President,
Aeronautical Conference,
Second Session.

Subject : Updating of the Planisphere to be used in the Final Acts of
the Conference.

Reference: Summary Record of the 7th Meeting of Committee 5 -
Document No. II/127

Dear Sir,

The Committee 5, at its 7th meeting, on 30.3.1966, decided as
follows:

"It is considered important that planispheres used in the final
documents produced as the result of actions at this conference
include the latest available information with respect to place
names, geographical coordinates and national frontiers."

In pursuance of this decision, the Conference Secretariat has
attempted to modify the map, as existing in Appendix 26 at present, to in-
corporate the above-mentioned decision. This amended map has already been
used to indicate the RDARA and VOLMET area boundaries.

It appears that this new map, although a great improvement over the
map included with the Appendix 26, does have one or two omissions. This
drawback is only due to some oversight and it is the intention of this letter
to draw your attention to this omission in so far as our part of the world
is concerned.

An up-to-date map, showing the area is attached herewith. This map
is a copy of the corresponding area as shown in volume 24 of Encyclopaedia
Britannica, the latest edition of which can be consulted by the Secretariat.

Here it is intended to draw your attention to the following two
points:

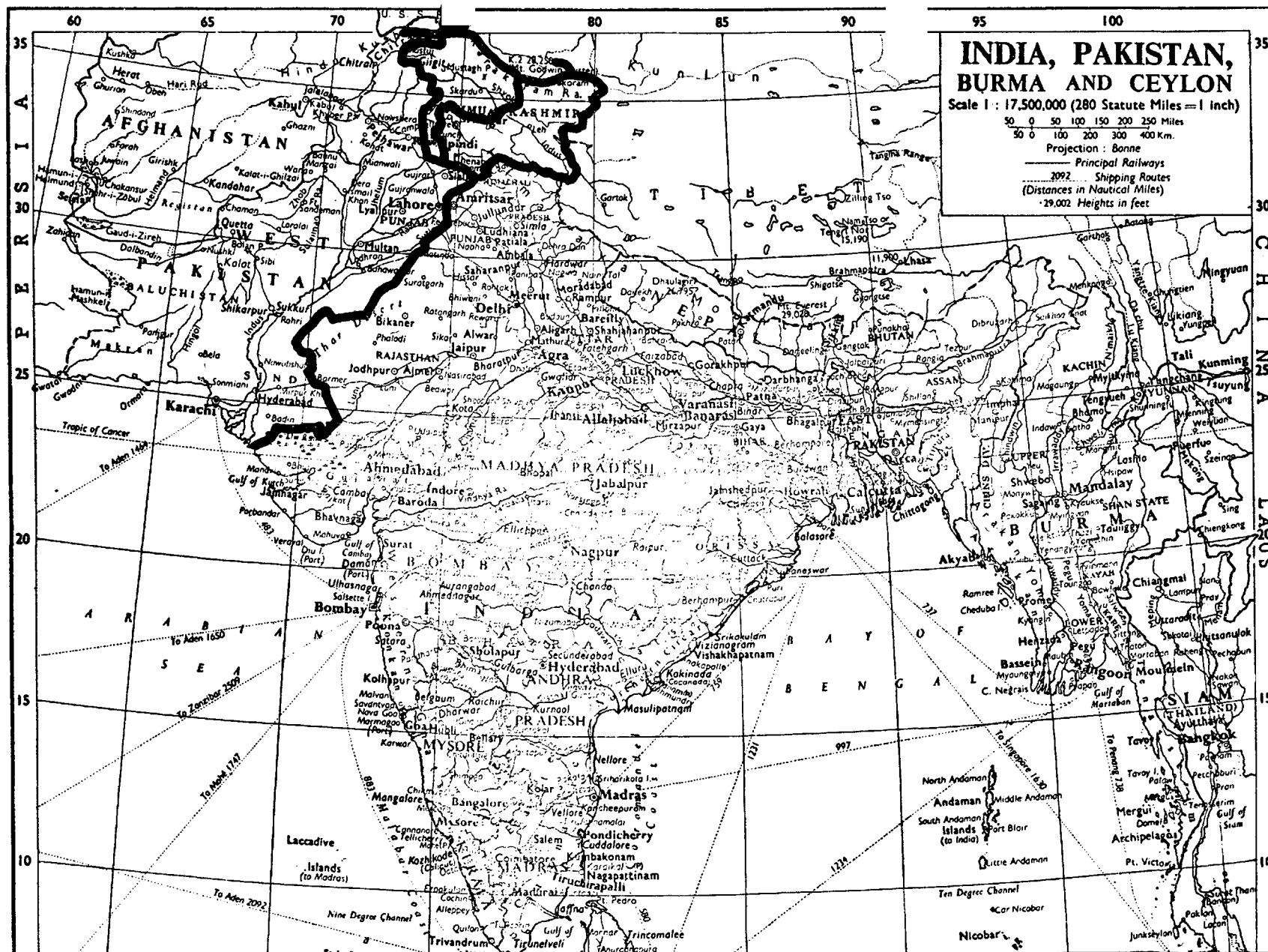
- (i) The South Western boundary between India and Pakistan is not shown correctly either in the map included in Appendix 26 or on the new map prepared by the Secretariat. This boundary should be shown further to the south.
- (ii) The boundary of the State of Jammu and Kashmir has not been shown at all. The exact demarcations for this purpose are shown in the annexed map, which can serve as a guidance to the Conference Secretariat.

I sincerely hope that you will be able to draw the attention of Mr. Kunz to these discrepancies and that these will be eliminated before the final acts are signed.

Thanking you,

Yours faithfully,

(Signed) A. GHAFOR



Photocopie de la carte extraite
 du Volume 24 de l'ENCYCLOPAEDIA
 BRITANICA.
 Le Cachemire est indiqué sur
 cette carte en tant qu'état
 indépendant et la ligne du
 cessez le feu y est marquée.

Photocopy of the Map obtained
 from Volume 24 of ENCYCLOPAEDIA
 BRITANICA.
 The Map shows Kashmir as a se-
 parate state with the Cease Fire
 line fully marked.

Fotocopia del mapa extraído del
 Volumen 24 de la ENCICLOPEDIA
 BRITANICA.
 Cachemira figura como estado
 separado, con la línea de alto
 el fuego claramente marcada.

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A N N E X 2

Geneva, 21 April 1966

Mr. Abdul Ghafoor,
Chairman of the Delegation of
Pakistan to the Aeronautical
Radio Conference,
GENEVA

Dear Sir,

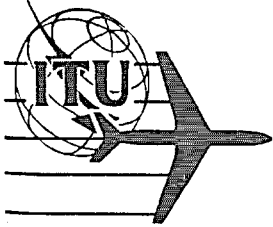
1. I acknowledge the receipt of your letter of 18 April 1966, in which you request that certain changes be made in the Conference's world maps used to indicate the boundaries of MWARA, RDARA and VOLMET areas.
2. You will perhaps recall that I have had conversations on this subject with you and with the Chairman of the Delegation of India, both separately and together.
3. With regard to point (i) of your letter, there appear to be no reasons why the south-west frontier between India and Pakistan should not be traced more accurately.
4. On point (ii) of your letter, please be informed that, after considering the problem carefully on the basis of the above-mentioned conversations and in the light of the urgent necessity to have the said maps printed immediately, I have asked the secretariat of the Conference to make the following changes in those maps:

Show the southern frontiers of the Jammu and Kashmir territories by a dotted line. Print no geographical names for these territories.

Sincerely yours,

(Signed)

A.L. LEBEL
Chairman of the Conference



AERONAUTICAL CONFERENCE

Document No. II/199-E
21 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

NOTE BY THE CHAIRMAN OF THE CONFERENCE

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A.L. LEBEL
Chairman of the Conference

Annexes: 1 letter
1 map

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A N N E X

The Delegate of Pakistan,
Aeronautical E.A.R.C.,
Geneva.

Geneva, 18th April, 1966

The President,
Aeronautical Conference,
Second Session.

Subject : Updating of the Planisphere to be used in the Final Acts of
the Conference.

Reference: Summary Record of the 7th Meeting of Committee 5 -
Document No. II/127

Dear Sir,

The Committee 5, at its 7th meeting, on 30.3.1966, decided as
follows:

"It is considered important that planispheres used in the final documents produced as the result of actions at this conference include the latest available information with respect to place names, geographical coordinates and national frontiers."

In pursuance of this decision, the Conference Secretariat has attempted to modify the map, as existing in Appendix 26 at present, to incorporate the above-mentioned decision. This amended map has already been used to indicate the RDARA and VOLMET area boundaries.

It appears that this new map, although a great improvement over the map included with the Appendix 26, does have one or two omissions. This drawback is only due to some oversight and it is the intention of this letter to draw your attention to this omission in so far as our part of the world is concerned.

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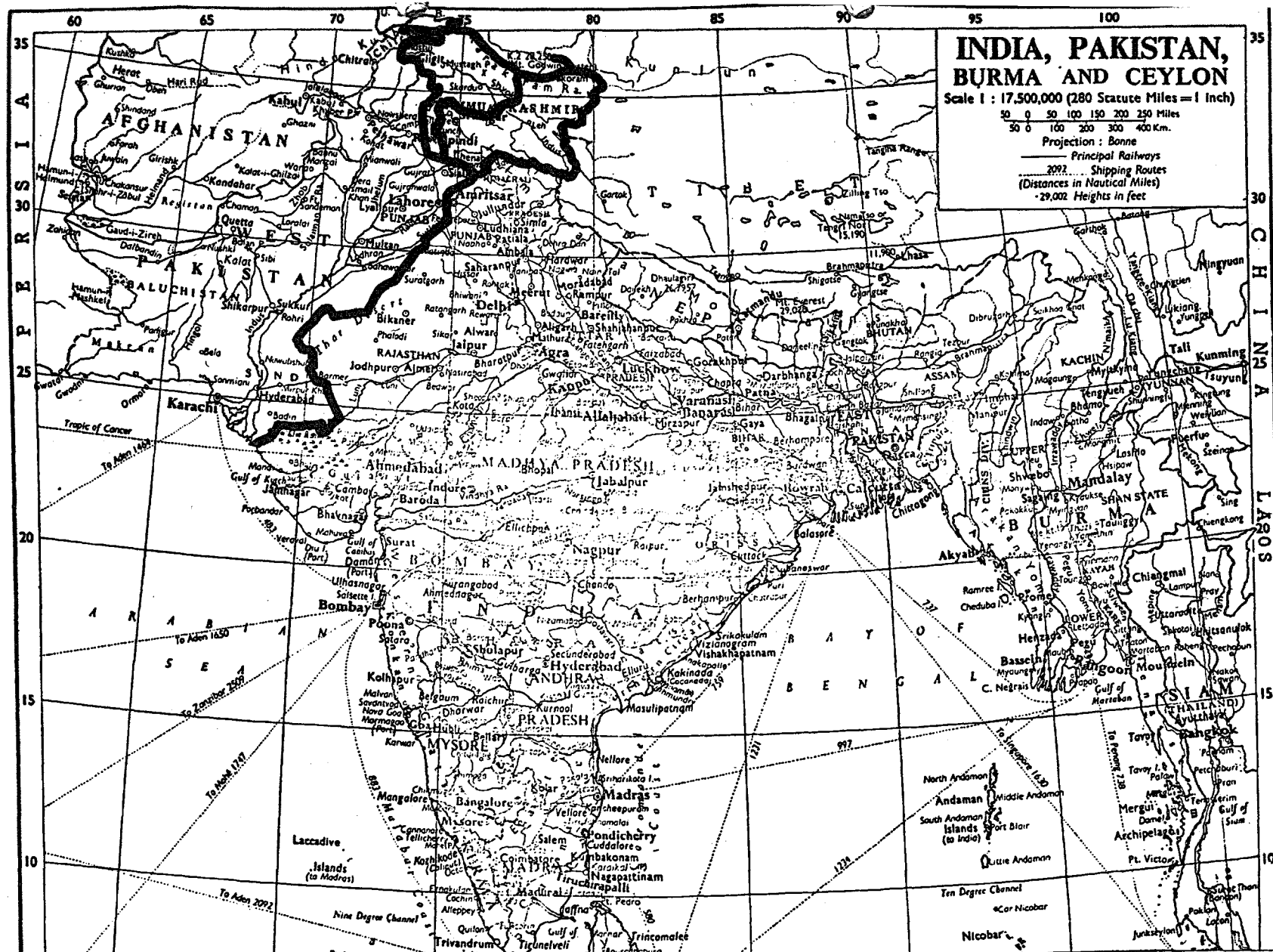
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Yours faithfully,

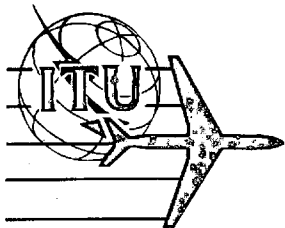
(Signed) A. GHAFOR



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 Cachemira figura como estado
 separado, con la línea de alto
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AERONAUTICAL CONFERENCE

Document No. II/200-E

25 April 1966

Original: French/English/
Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

LIST OF DOCUMENTS OF THE 2ND SESSION OF THE CONFERENCE

(Documents Nos. 1 to 200)

Document No.	Title	Origin	Destination
II/1	Non-allocation of specific frequency sub-bands	F.R. of Germany	Plenary Meeting
II/2	Proposals for revision of the (R) Band Plan	U.S.A.	Plenary Meeting
II/3 and Add.1	Proposals	Japan	Plenary Meeting
II/4	Proposals	Canada	Plenary Meeting
II/5	Draft resolution regarding the introduction of single-sideband systems into the aeronautical mobile (R) services	Canada	Plenary Meeting
II/6	Frequency bands for ocean data radiocommunication	Denmark, Norway and Sweden	Plenary Meeting
II/7	Statistical analyses of international flights and of regional and domestic flights	I.F.R.B.	Plenary Meeting
II/8	Committee Structure	S.G.	Plenary Meeting
II/9	Proposal	Saudi Arabia	Plenary Meeting
II/10	Review of the allotment plan for the aeronautical mobile (R) service	United Kingdom	Plenary Meeting



Document No.	Title	Origin	Destination
II/11	Proposal relating to the amendment of boundaries of the Area 9 Sub-RDARA's	Australia	Plenary Meeting
II/12	Proposal relating to the authorization of certain frequencies for approach and aerodrome control communications	Australia	Plenary Meeting
II/13 and Corr.	Convening of the Conference	S.G.	Plenary Meeting
II/14	Position of certain countries with regard to the Convention	S.G.	Plenary Meeting
II/15	Agenda of the Meeting of the Heads of Delegations		Heads of Delegations
II/16	Agenda of the 1st Plenary Meeting		Plenary Meeting
II/17	Secretariat of the Conference	S.G.	Plenary Meeting
II/18	Proposals for the revision of the radio regulations (Geneva 1959) and the frequency allotment plan for the aeronautical mobile (R) service	India	Plenary Meeting
II/19	Budget of the Conference	S.G.	Committee 3
II/20 and Corr.	Statistical analyses of international flights and of regional and domestic flights	I.F.R.B.	Plenary Meeting
II/21	Special programmes for monitoring the bands allocated exclusively to the aeronautical mobile (R) service between 2850 kc/s and 17 970 kc/s	I.F.R.B.	Plenary Meeting
II/22	Apportionment of proposals among the Committees	S.G.	Plenary Meeting

Document No.	Title	Origin	Destination
II/23	Opinion on factors to be taken into account in allotting frequencies to the various areas of the world under the new plan	Mexico	Plenary Meeting
II/24	Proposal concerning the use of single sideband techniques in the bands allotted to the aeronautical mobile (R) service between 2850 and 17 970 kc/s	Mexico	Plenary Meeting
II/25	Use of channels common to the aeronautical mobile (R) and (OR) services	Mexico	Plenary Meeting
II/26	Chairman and Vice-Chairman of Committees		Plenary Meeting
II/27	Agenda of the 1st Meeting of the Aircraft Operation Statistics Committee	Committee 5	Committee 5
II/28	Agenda of the 1st Meeting of the Technical Committee		Committee 4
II/29	Agenda of the 1st Meeting of the Plan Committee		Committee 6
II/30	Proposal No. 1 - Amendments in boundaries of MWARA SA	Argentina	Plenary Meeting
II/31	Proposal No. 2 - Amendment of the boundaries and designation of the MWARA NSAM-1 and NSAM-2	Argentina	Plenary Meeting
II/32	Proposal No. 3 - Amendment of the boundaries of RDARA Sub-Area 13 G	Argentina	Plenary Meeting
II/33	Proposal No. 4 - Change in the boundaries of Sub-Area RDARA 13 H	Argentina	Plenary Meeting
II/34	Proposal No. 5 - Allotment of a family of frequencies for meteorological broadcasts in South America	Argentina	Plenary Meeting
II/35	Proposal No. 6 - concerning the arrangement of Appendix 26 to the Radio Regulations	Argentina	Plenary Meeting

Document No.	Title	Origin	Destination
II/36	Flight Density Maps	Poland	Committee 5
II/37	Proposals referred by the First Session of the Conference for examination by the Second Session		Committee 5
II/38	Agenda of the 2nd Meeting of Committee 4		Committee 4
II/39	Summary Record of the 1st Meeting of Committee 4	Committee 4	Committee 4
II/40	Minutes of the 1st Meeting of the Heads of Delegations		Plenary Meeting
II/41	Agenda of the 1st Meeting of Committee 7		Committee 7
II/42	Agenda of the 3rd Meeting of Committee 4		Committee 4
II/43	Summary Record of the 2nd Meeting of Committee 4		Committee 4
II/44	Report of the 1st Meeting of Committee 5	Committee 5	Committee 5
II/45	Summary Record of the 1st Meeting of Committee 6	Committee 6	Committee 6
II/46	Agenda of the 3rd Meeting of Committee 5		Committee 5
II/47	Summary Record of the 3rd Meeting of Committee 4	Committee 4	Committee 4
II/48	Summary Record of the 2nd Meeting of Committee 5	Committee 5	Committee 5
II/49	Agenda of the 4th Meeting of Committee 5		Committee 5
II/50	List of documents of the Conference	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
II/51	Agenda of the 5th Meeting of the Technical Committee		Committee 4
II/52	Summary Record of the 4th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/53	Summary Record of the 1st Meeting (Editorial Committee)	Rapporteurs	Committee 7
II/54	Minutes of the Opening Plenary Meeting	Rapporteurs	Plenary Meeting
II/55	Aircraft Statistics - NA - MWARA	Ireland	Committee 5
II/56	Agenda of the 6th Meeting of the Technical Committee		Committee 4
II/57	Agenda of the 5th Meeting (Operation Statistics)		Committee 5
II/58	Summary Record of the 3rd Meeting (Operations Statistics)	Rapporteurs	Committee 5
II/59	Summary Record of the 5th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/60	Creation of a MWARA in the Caribbean Region	Cuba	Committee 5
II/61	Agenda of the 1st Meeting (Credentials)		Committee 2
II/62	Proposal No. 7 Study of a Frequency Plan for the RDARAs and Proposals for the most Practical Solutions	Argentina	Committee 5
II/63	Intergovernmental Oceanographic Commission	Secretariat	Committee 6
II/64	Proposal No. 1 Frequency Allotment : COM/MET - HF RTF. Sea Region - VOLMET Broadcast	Malaysia	Committee 5

Document No.	Title	Origin	Destination
II/65	Proposal No. 1 Volmet Broadcasts in South East Asia Region	Singapore	Committee 5
II/66	Agenda of the 1st Meeting of the Special Working Party		Committee 7
II/67	First Report (Technical)	Committee 4	Plenary Meeting
II/68	Agenda of the 7th Meeting of the Technical Committee		Committee 4
II/69	Summary Record of the 6th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/70	Proposal	Roumania	Committee 5
II/71	Agenda of the 8th Meeting of the Technical Committee		Committee 4
II/72	Position of the Accounts of the Aeronautical Radio Conference on 21 March 1966	Secre tariat	Committee 3
II/73	Agenda of the 1st Meeting (Budget Control)		Committee 3
II/74	Summary Record of the 4th Meeting (Aircraft Operation Statistics)	Rappor- teurs	Committee 5
II/75	Summary Record of the 7th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/76	Second Report (Technical) Use of 3023.5 kc/s and 5680 kc/s	Committee 4	Plenary Meeting
II/77	Third Report (Technical) Use of Frequencies 2973 kc/s and 3495.5 kc/s	Committee 4	Committees 6 and 7 Plenary Meeting
II/78	Proposal	Cuba	Committee 4

Document No.	Title	Origin	Destination
II/79	Proposal for extension of the boundary of MWARA-FE2	Japan	Committee 5
II/80	Proposal for boundary for Arctic Polar Air Routes	Japan	Committee 5
II/81	Summary Record of the 5th Meeting (Operation Statistics)	Rappor- teurs	Committee 5
II/82	Agenda of the 9th Meeting of the Technical Committee		Committee 4
II/83	Fourth Report (Technical)	Committee 4	Plenary Meeting
II/84	Agenda of the 6th Meeting (Operation Statistics)		Committee 5
II/85	Summary Record of the 8th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/86	Agenda of the 10th Meeting of the Technical Committee		Committee 4
II/87	Summary Record of the 9th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/88	Summary Record of the 1st Meeting (Credentials Committee)	Rappor- teurs	Committee 2
II/89	Agenda of the 2nd Meeting (Editorial)		Committee 7
II/90	Summary Record of the 1st Meeting (Budget Control Committee)	Rappor- teurs	Committee 3
II/91	Fifth Report (Technical) Frequency Separation and Frequencies to be Allotted	Committee 4	Plenary Meeting
II/92	Agenda of the 11th Meeting		Committee 4

Document No.	Title	Origin	Destination
II/93 and Add.	Additional Material for the Evaluation of High Frequency Complements for the Aeronautical Mobile (R) Service	Committee 4	Committees 5 and 6
II/94	Summary Record of the 10th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/95	First Report (Operation Statistics) Description of MWARA Boundaries	Committee 5	Plenary Meeting
II/96	Agenda of the 12th Meeting of the Technical Committee		Committee 4
II/97	Summary Record of the 11th Meeting	Rapporteurs	Committee 4
II/98	Proposals by Committee 7 (Editorial) concerning the Layout of the Final Acts of the Conference	Committee 7	Plenary Meeting
II/99	First series of texts	Committee 7	Plenary Meeting
II/100	List of documents of the Conference	Secretariat	Plenary Meeting
II/101	Allotment of an appropriate frequency-family to meteorological broadcasting to aircrafts in sea	Indonesia	Plenary Meeting
II/102	Additional allotment of frequency family to MWARA-CWP	Indonesia	Plenary Meeting
II/103	Agenda of the second Plenary Meeting		Plenary Meeting
II/104	Summary Record of the sixth meeting of Com.5 (Operating Statistics)	Rapporteurs	Committee 5
II/105	Proposal for carrier frequency under SSB system	Japan	Committee 4
II/106	Agenda of the thirteenth meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/107	Summary Record of the twelfth meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/108	Second series of texts	Committee 7	Plenary Meeting
II/109	Agenda of the 7th meeting of Committee 5 (Operation statistics)		Committee 5
II/110	Note from the Chairman of Committee 5 to the Chairman of Committee 6 (Transfer of documents from Committee 5 to Committee 6)	Committee 5	Committees 5 and 6
II/111	Proposal No. 8 Introduction of Single Sideband operation	Argentina	Committee 6
II/112	Third series of texts	Committee 7	Plenary Meeting
II/113	Proposal No. 9 Use of the bands allocated exclusively to the Aeronautical Mobile (R) Service, with the addition of reduced-bandwidth channels	Argentina	Committees 4 and 6
II/114 (Rev)	Revised agenda of the fourteenth meeting of the Technical Committee		Committee 4
II/115	Summary Record of the thirteenth meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/116 and Corr.	Second report of Committee 5 (Operation statistics) Description of the regional and domestic air route area (RDARA) boundaries	Committee 5	Plenary Meeting
II/117	Third report by Committee 5 (Operation statistics) Use of VHF in the Aeronautical Mobile (R) Service	Committee 5	Plenary Meeting
II/118	Discussion paper by Committee 4 (Technical) "Definitions"	Committee 4	Committees 5 and 6
II/119	Sixth report of Committee 4 (Technical) Technical and Operational Principles - Special Arrangements	Committee 4	Plenary Meeting

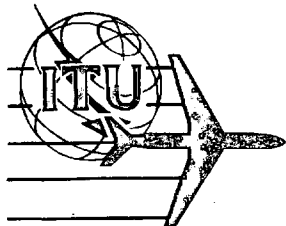
Document No.	Title	Origin	Destination
II/120	Draft recommendation relating to the utilization of space radio communication techniques by the Aeronautical Mobile (R) Service	United States of America	Committee 4
II/121	Fourth report of Com. 5 (Operation statistics) VOLMET allotment areas and VOLMET reception areas	Committee 5	Plenary Meeting
II/122	Planning principles for the establishment of the revised plan for the Aeronautical Mobile (R) Service	Switzerland	Committee 6
II/123	Agenda of the fifteenth meeting of the Technical Committee		Committee 4
II/124 (Rev)	Agenda for the second meeting of the Plan Committee		Committee 6
II/125	Summary record of the fourteenth meeting of Com. 4 (Technical Committee)	Rapporteurs	Committee 4
II/126	Proposals relating to the usage of single side-bands channels derived from the new allotment plan adopted at this Conference	United States of America	Committee 4
II/127	Summary record of the 7th meeting of Com. 5 (Operation statistics)	Rapporteurs	Committee 5
II/128 and Add.	Chairman of Committee 5 to Chairman of Committee 6	Committee 5	Committees 5 and 6
II/129	Agenda of the sixteenth meeting of the Technical Committee		Committee 4
II/130	Summary record of the fifteenth meeting of Com. 4 (Technical Committee)	Rapporteurs	Committee 4
II/131 and Corr.	Fourth series of texts	Committee 7	Plenary Meeting
II/132	Agenda of the seventeenth meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/133	Summary Record of the 16th Meeting of Com.4 (Technical Committee)	Rapporteurs	Committee 4
II/134	Seventh Report of Com.4 (Technical) Draft Recommendation relating to a study on utilization of space radiocommunication techniques by the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/135	Proposal concerning the Allocation of a Family of Frequencies for the U.S.S.R. exclusively for the Communication with Super-Sonic Transport Aircraft	U.S.S.R.	Committees 5 and 6
II/136	Minutes of the 2nd Plenary Meeting	Rapporteurs	Plenary Meeting
II/137	Fifth series of texts	Committee 7	Plenary Meeting
II/138	Agenda of the 18th Meeting of the Technical Committee		Committee 4
II/139	Summary Record of the 17th Meeting of Com.4 (Technical)	Rapporteurs	Committee 4
II/140	Agenda for the 3rd Meeting of the Plan Committee		Committee 6
II/141	Summary Record of the 2nd Meeting of Com.6	Rapporteurs	Committee 6
II/142	Proposal	Cuba	Committee 6
II/143	Groups of Frequencies required in RDARA 13	Argentina and Brazil	Committees 5 and 6
II/144	Agenda for the 4th Meeting of the Plan Committee		Committee 6
II/145	Summary Record of the 3rd Meeting of the Com.6	Rapporteurs	Committee 6
II/146	Agenda of the 19th Meeting of the Technical Committee		Committee 4
II/147	Summary Record of the 18th Meeting of Com.4 (Technical Committee)	Rapporteurs	Committee 4
II/148	Note by the Secretary of the Conference	Secretariat	Committee 6
II/149	Agenda of the 2nd Meeting of Committee 2 (Credentials)		Committee 2
II/150	List of documents of the conference	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
II/151	Preparation of a Frequency Allotment Table for MWARA's VOLMET areas and RDARA's	Rep. of South Africa Fed. Rep. of Germany Switzerland	Committee 6
II/152	Summary Record of the 8th Meeting of Committee 5 (Operation statistics)	Rapporteurs	Committee 5
II/153	Proposal	Ethiopia	Committee 6
II/154	Proposal	Bulgaria	Committee 6
II/155	Agenda for the fifth Meeting of the Plan Committee		Committee 6
II/156	Summary Record of the fourth Meeting of Committee 6 (Plan)	Rapporteurs	Committee 6
II/157	Agenda of the twentieth Meeting of the Technical Committee		Committee 4
II/158	Summary Record of the nineteenth Meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/159	Agenda of the ninth Meeting of Committee 5 (Operating statistics)		Committee 5
II/160	Report of Committee 2 (Credentials Committee)	Committee 2	Plenary Meeting
II/161	Proposal	Venezuela	Committees 5 and 6
II/162	Proposal	United Kingdom	Committee 6
II/163	Eighth Report of Committee 4 (Technical) Draft Resolution relating to the use of frequencies 3023.5 kc/s and 5680 kc/s common to the Aeronautical Mobile (R) and (OR) Services	Committee 4	Plenary Meeting
II/164	Ninth Report of Committee 4 (Technical)	Committee 4	Plenary Meeting
II/165	Agenda of the twenty-first and last Meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/166	Tenth Report of Committee 4 (Technical) Draft Resolution relating to the introduction of single sideband techniques in the high frequency bands allocated to the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/167	Summary Record of the twentieth Meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/168	Summary Record of the twenty-first Meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/169	Summary Record of the fifth Meeting of Committee 6 (Plan Committee)	Rapporteurs	Committee 6
II/170	Proposal for adjustment and amendment to the frequency allocation of RDARA 6 and its SUB-RDARAs	Indonesia, Japan, Thailand	Committee 6
II/171	Agenda of the third Plenary Meeting		Plenary Meeting
II/172	Proposal	Roumania	Committee 6
II/173	Agenda of the second Meeting of Committee 3 (Budget control)		Committee 3
II/174	Eleventh Report of Committee 4 (Technical) Draft Resolution relating to the use of frequencies in the HF bands allocated exclusively to the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/175 (Rev.)	Twelfth and last Report of Committee 4 (Technical) Draft Recommendation relating to the development of techniques which would help to reduce congestion in the high frequency bands allocated to the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/176	Summary Record of the ninth Meeting of Committee 5 (Operation statistics)	Rapporteurs	Committee 5
II/177	Sixth series of texts	Committee 7	Plenary Meeting
II/178	Statement by the delegation of the Czechoslovak Socialist Republic for the Aeronautical Conference concerning China	Czechoslovak Socialist Republic	Plenary Meeting

Document No.	Title	Origin	Destination
II/179	First Report of Working Group 6A(MWARA) to Committee 6 (Plan)	Working Group 6A	Committee 6
II/180	Statement by the delegations of the People's Republic of Bulgaria and the Hungarian People's Republic concerning China	Bulgaria Hungary	Plenary Meeting
II/181	Seventh series of texts	Committee 7	Plenary Meeting
II/182	Note concerning the nominal frequencies in Annex K to Document No. DT/II-35	U.S.S.R.	Committee 6
II/183	Eighth series of texts	Committee 7	Plenary Meeting
II/184	Statement by the delegation of the Union of Soviet Socialist Republic concerning China	U.S.S.R.	Plenary Meeting
II/185	Agenda for the sixth Meeting of the Plan Committee		Committee 6
II/186	Declaration concerning China	Cuba	Plenary Meeting
II/187 (Rev.)	Agenda of the fourth Plenary Meeting		Plenary Meeting
II/188	Ninth series of texts	Committee 7	Plenary Meeting
II/189	Minutes of the 3rd Plenary Meeting	Rapporteurs	Plenary Meeting
II/190	Definition of Major World Air Route Area - North Atlantic (MWANA-NA)	Canada, Ireland, Norway, Portugal	Plenary Meeting
II/191	Summary Record of the second Meeting of Committee 3 (Budget Control Committee)	Rapporteurs	Committee 3
II/192	Statement of the delegation of the Republic of China	China	Plenary Meeting
II/193 (Rev.)	Agenda for the seventh Meeting of the Plan Committee		Committee 6
II/194	Summary Record of the 6th Meeting of Committee 6	Rapporteurs	Committee 6
II/195	First series of texts (pink) R 1	Committee 7	Plenary Meeting
II/196	Additional Protocol	Singapore	Plenary Meeting
II/197	Additional Protocol	Malaysia	Plenary Meeting
II/198	Note by Chairman of the Conference	Chairman	Plenary Meeting
II/199	Note by Chairman of the Conference	Chairman	Plenary Meeting
II/200	List of documents of the Conference	Secretariat	Plenary Meeting



AERONAUTICAL CONFERENCE

Document No. II/201-E

21 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

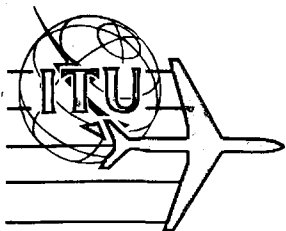
STATEMENT BY THE DELEGATION OF THE UNITED STATES OF AMERICA

The Delegation of the United States of America wishes to refer to statements which have been circulated by the Delegations of the U.S.S.R., Bulgaria, Cuba, Czechoslovakia and Hungary concerning representation of China. The Delegation of the United States of America wishes in this connection to record the view of the United States Government that the Government of the Republic of China and only the Government of the Republic of China is entitled to represent China at this Conference of the International Telecommunications Union. It is also the view of the United States Government that the question of the representation of China is a political issue which should properly be dealt with in the United Nations General Assembly and not in technical conferences and organs of specialized agencies which should be guided by the relevant decision of the United Nations General Assembly.

(Signed)

Lee LOEVINGER
Acting Head of the Delegation of
the United States of America





AERONAUTICAL CONFERENCE

Document No. II/202-E
21 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

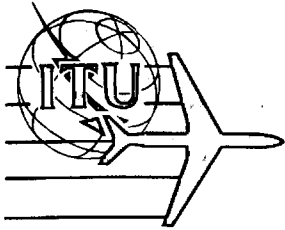
PLENARY MEETING

ADDITIONAL PROTOCOL

FOR THE UNITED STATES OF AMERICA

Signature of these Final Acts for and in the name of the United States of America constitutes, in accordance with its constitutional processes, signature also on behalf of all territories of the United States of America.





AERONAUTICAL CONFERENCE

Document No. II/203-E

21 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

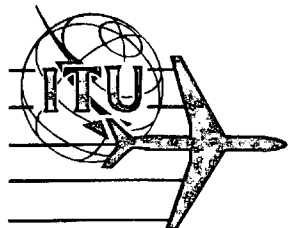
STATEMENT BY THE DELEGATION OF THE PEOPLE'S REPUBLIC OF POLAND

The Delegation of the People's Republic of Poland would like to state that it does not recognize as representatives of China the persons delegated by the Chiang Kai Shek group to participate in the Extraordinary Administrative Radio Conference for the preparation of a revised allotment plan for the Aeronautical Mobile (R) Service.

It considers that only those delegates who are appointed by the Government of the People's Republic of China can be recognized as true and duly authorized representatives of the Chinese people in the I.T.U. and all other international organizations.

(Signed) H. LUTYNSKI
Deputy Head of the Delegation
of the People's Republic of Poland





AERONAUTICAL CONFERENCE

Document No. II/204-E

22 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

FIRST REPORT OF COMMITTEE 6 (PLAN)

DRAFT REVISED TITLES FOR THE FREQUENCY ALLOTMENT PLAN

Committee 6, upon the recommendation of Working Group 6F chaired by Mr. M.A. Vieira (Portugal), unanimously agreed the draft titles shown in the Annex attached hereto.

E. B. POWELL
Chairman

Annex : 1



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A N N E X

DRAFT REVISED TITLES FOR THE FREQUENCY ALLOTMENT PLAN

App. 26
pp. 30 and 36

SECTION II

NOC ALLOTMENT OF FREQUENCIES TO THE AERONAUTICAL MOBILE (R) SERVICE

Article 1

MOD Frequency Allotment Plan

(per MWARAs, VOLMET Areas, RDARAs and sub-RDARAs)

MOD Notes: a) * = For exact nature of restriction on the use of the frequency concerned, refer to : col. 3 of Article 2 of the Frequency Allotment Plan (per numerical order of frequencies).

NOC b) The following listing does not include the world common (R) and (OR) frequencies of 3023.5 kc/s and 5680 kc/s.

[illegible]

Article 2

NOC

Frequency Allotment Plan
(per numerical order of frequencies)

MOD

General Notes:

- 1) Class of stations: FA

For classes of emission, see page B.3/17.
Unless otherwise indicated in the Plan, the power values for aeronautical and aircraft stations are those appearing in page B.3/2.

Hours: H24 unless otherwise indicated.

MOD

- 2) A frequency allotted on "day-time basis" may be used during the period one hour after sunrise to one hour before sunset when the same channel is allotted in the Plan to Major World Air Route Areas, VOLMET Areas, Regional and Domestic Air Route Areas, or Sub-Regional and Domestic Air Route Areas which receive full protection during the twenty-four hours.

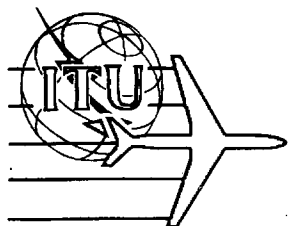
MOD

- 3) A "common channel" is a channel allotted in common to adjacent areas within interference distance of each other and its use is subject to agreement between the administrations concerned.

(R) FREQUENCY PLAN

NOC

Frequency kc/s	Authorized area of use	Remarks
1	2	3



AERONAUTICAL CONFERENCE

Document No. II/205-E

22 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

SECOND REPORT OF COMMITTEE 6 (PLAN)

MODIFICATIONS AND ADDITIONS TO THE RADIO REGULATIONS
ASSOCIATED WITH THE REVISED FREQUENCY ALLOTMENT PLAN
FOR THE AERONAUTICAL MOBILE (R) SERVICE

In fulfilment of paragraph b) of its Terms of Reference (Document No. II/22, page 5) and having considered all proposals of Administrations submitted to it, Committee 6 agreed unanimously the texts attached hereto for First Reading by the Plenary Meeting.

E.B. POWELL
Chairman

Annex : 1



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A N N E X

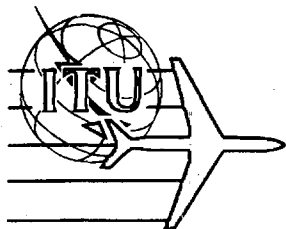
Partial revision of the Radio Regulations (RR)

- (MOD) RR 431 [See (MOD) 431 on page B.6/26, adopted at the Fourth Plenary Meeting]
- NOC RR 552
- NOC RR 553
- MOD (ex RR 554 and II/2 page 68) RR 554 a) The frequency corresponds to one of the frequencies specified in Column 1 of the Allotment Plan for the Aeronautical Mobile (R) Service contained in [Part II, Section II, Article 2] of Appendix 27, or the assignment is the result of a permissive change from one class of emission to another and the necessary bandwidth is within the channelling arrangement provided for in Appendix 27.
- NOC RR 555
- MOD (ex II/2 page 69) RR 556 c) The notice is in conformity with the Plan technical principles set forth in Appendix 27.
- MOD (ex II/2 page 69) RR 557 d) The area of use is within the boundaries of the Areas as set forth in Column 2 of the Plan.
- (MOD) RR 558 [Cross-references only]
- SUP RR 559
- NOC RR 560
- NOC RR 589
- MOD (ex II/2 page 69) RR 590 2) If the finding is favourable with respect to Nos. 554 to 557 the date of (date of signing of the Final Acts) shall be entered in Column 2a.
- MOD (ex II/2 page 70) RR 591 3) If the finding is favourable with respect to No. 558, the date of (date of signing of the Final Acts) shall be entered in Column 2b.
- NOC RR 592
- NOC RR 593

Ap. 1
p. 337

MOD
(ex II/10
page 3)

3. In any case where there are one or more reference frequencies in a particular transmission (e.g. in the case of (a) the frequency of the reduced carrier in an independent or single sideband emission, and (b) the frequencies of the sound and vision carriers in a television emission), such reference frequencies shall be supplied. In the case of television broadcasting stations in Region 1, each notice shall include, as supplementary information, both the frequency of the other carrier and the assigned frequency. For stations in the Aeronautical Mobile (R) Service using permitted emissions other than DSB, the reference frequency together with the appropriate centre frequency of the channel listed in the frequency Plan in Appendix 27 shall be supplied as supplementary information.
-



AERONAUTICAL CONFERENCE

Document No. II/206-E

22 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

THIRD REPORT OF COMMITTEE 6 (PLAN)

DRAFT RESOLUTION RELATING TO THE TREATMENT OF
FREQUENCY ASSIGNMENTS TO AERONAUTICAL STATIONS
IN THE AERONAUTICAL MOBILE (R) STATIONS IN THE
BANDS ALLOCATED EXCLUSIVELY TO THAT SERVICE
BETWEEN 2850 kc/s AND 17 970 kc/s

Committee 6 agreed unanimously the draft Resolution attached
hereto for First Reading by the Plenary Meeting.

E.B. POWELL
Chairman

Annex : 1



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A N N E X

DRAFT RESOLUTION NO. ...

RELATING TO THE TREATMENT OF FREQUENCY ASSIGNMENTS TO AERONAUTICAL
STATIONS IN THE AERONAUTICAL MOBILE (R) SERVICE IN THE BANDS
ALLOCATED EXCLUSIVELY TO THAT SERVICE BETWEEN
2850 AND 17 970 kc/s

The Extraordinary Administrative Radio Conference, Geneva, 1966

considering

- a) that the Final Acts of this Conference shall enter into force on , but;
- b) that the Allotment Plan contained in Section ... of Appendix 27 shall enter into force on
- c) that some administrations may wish to implement in advance of that date where this may be done without causing harmful interference to stations working in accordance with the present Plan and, therefore;
- d) that it will be necessary to provide an interim procedure to facilitate transition from the present Plan to the revised Plan;

resolves

- 1. that during the period between the date of entry into force of the Final Acts and the date of entry into force of the revised Frequency Allotment Plan :
 - 1.1 the provisions of Nos. 553 to 559 of the Radio Regulations, Geneva, 1959, shall continue to be applied in the examination of frequency assignments to aeronautical stations in the aeronautical Mobile (R) Service in the bands allocated exclusively to that service between 2850 and 17 970 kc/s;
 - 1.2 all such assignments shall be recorded in the Master International Frequency Register according to the findings reached by the I.F.R.B.;
 - 1.3 the date to be entered in Column 2a or 2b of the Master International Frequency Register shall be as follows :

- a) if the finding is favourable with respect to Nos. 554 to 557, the date of 3 December 1951 shall be entered in Column 2a;
- b) if the finding is favourable with respect to No. 558, the date of 3 December 1951 shall be entered in Column 2b;
- c) for all other such assignments (including those which may be in conformity with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1966, but not in conformity with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1959) the date of receipt of the notice by the I.F.R.B. shall be entered in Column 2b;

1.4 any assignment which is in accordance with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1966, shall be so indicated by the insertion by the I.F.R.B. of an appropriate symbol in the Remarks Column of the Master International Frequency Register;

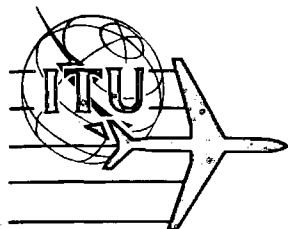
2. that on the date of coming into force of the revised Frequency Allotment Plan, the I.F.R.B. shall examine those frequency assignments to aeronautical stations in the Aeronautical Mobile (R) Service in the bands allocated exclusively to that service between 2850 and 17 970 kc/s, which are contained in the Master International Frequency Register from the point of view of their conformity with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1966, following the relevant parts of the procedure described in Nos. 553 to 559 of the Radio Regulations, Geneva, 1959, as modified by the E.A.R.C., Geneva, 1966, and shall record them in the Master International Frequency Register with a date in Column 2a or 2b as follows :

- 2.1 assignments found favourable with respect to Nos. 554 to 557 shall have (the date of signing of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2a;
- 2.2 assignments found favourable with respect to No. 558 shall have (the date of signing of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2b;
- 2.3 all other assignments shall have (the day after the date of signing of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2b;

3. that, on the date of entry into force of the revised Frequency Allotment Plan, the allotments therein shall replace in the Master International Frequency Register, those allotments in the present Plan;

invites

administrations to notify as soon as possible the cancellation of frequency assignments released as a consequence of bringing into use the allotments in the revised Plan.



AERONAUTICAL CONFERENCE

Document No. II/207-E

22 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

AGENDA

FOR THE EIGHTH MEETING OF THE PLAN COMMITTEE

Monday, 25 April 1966, at 3.0 p.m. in Room B

1. Summary Record Sixth Meeting (Document No. II/194)
2. Summary Record Seventh Meeting (Document No. II/208 - if available)
3. Composite Report of Working Groups 6 COORD, 6A, 6B, 6D and 6E -
Draft revised (R) Frequency Allotment Plan (Document No. DT/II-52)
4. Continued discussion on paragraph c) of the Terms of Reference
(Document No. II/8, page 4) which reads :
 "c) to establish procedures for the change-over to the
 revised Plan."
5. Any other business

E.B. POWELL
Chairman



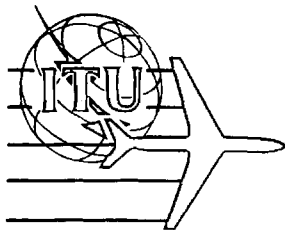


**Documents of the Extraordinary Administrative Radio Conference for the preparation of a revised
allotment plan for the aeronautical mobile (R) service (2nd session) (EARC-66)
(Geneva, 1966)**

Document No. II/208

The following two documents, referred to in Document No. II/208, point 3, are available as Information (INF) documents:

- Observations of the representatives of I.C.A.O. concerning the implementation of the new frequency allotment plan
- Notes by the observer of the I.A.T.A. on implementation of the new allotment plan



AERONAUTICAL CONFERENCE

Document No. II/208-E
23 April, 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD
OF THE
SEVENTH MEETING OF COMMITTEE 6
(PLAN COMMITTEE)

Friday, 22 April, 1966, at 9.40 a.m.

Chairman: Mr. E.B. POWELL (Canada)

Vice-Chairman: Mr. A.O. PLANAS (Argentina)

1. Summary Record of Sixth Meeting

The Chairman noted Document No. II/194 was unavailable and would therefore be considered at a later meeting.

2. First, Second and Third Reports of Working Group 6F
(Documents Nos. DT/II-48 and Add., DT/II-49 and DT/II-50)

Document No. DT/II-48 was accepted without change and the Committee agreed to forward the document directly to Committee 7 for inclusion in the Blue documents.

Document No. DT/II-49 was accepted after modification by changing "occupied bandwidth" to "necessary bandwidth" in line 6 of modified RR 554 on page 3 of the document. This change was considered desirable in order to align Document No. DT/II-49 with Document No. II/177, page B.6/32 and was agreed after extensive discussions in which some delegations expressed a preference for retention of "occupied bandwidth".

The Chairman of Working Group 6F noted that the Group, after giving full consideration to the Annex to Document No. II/151, concluded that, while the Chart was extremely useful to the Conference as a working tool, it was not appropriate for inclusion in the Final Acts of the Conference. The Committee agreed this conclusion and decided to forward Document No. DT/II-49 as modified direct to Committee 7 for publication in the Blue.

Document No. DT/II-50 was adopted without modification and this document will also be forwarded direct to Committee 7.



The Chairman thanked Mr. Vieira warmly for the fine work of Working Group 6F (which, it had been suggested, should be known as 6F for "Fire Brigade") and requested the Group to remain on "standby".

3. Introduction of proposals concerning paragraph c) of the Terms of Reference (Document No. II/8, page 4) which reads:

"c) to establish procedures for the change-over to the revised Plan."

The Chairman introduced the problem of establishing the procedure for change-over to the revised Plan by noting that the Observer of I.C.A.O. had published some of his views in a yellow document for easy reference of the Committee.

The Observer from I.C.A.O. stressed that these views were expressed at the request of the Chairman and are personal thoughts based on experience and as such cannot be considered as an official I.C.A.O. comment nor be regarded as committing I.C.A.O. to any course of action.

The Delegate of the United States noted that Document No. DT/II-50 could provide a basis of discussion in that two dates were necessary to complete this document (1) a date that the Final Acts would enter into force, paragraph (a) of the Considerings, and (2) a date that the Frequency Allotment Plan would enter into force, paragraph (b) of the Considerings. He stated that the paragraph (a) date should be quite easy to agree but that the paragraph (b) date was at the heart of the problem and suggested that the I.C.A.O. paper presented many of the facts needed to arrive at a decision but hoped that delegations could provide additional facts and identify problems so that all delegations could be prepared to discuss dates at the next meeting of Committee 6.

After a liberal exchange of views between the various delegations it was agreed that further discussion of dates might be more fruitful after the results of the Working Groups 6A, 6B, 6C, 6D and 6E became available and had been co-ordinated so that each delegation could better evaluate the probable impact of the draft Frequency Allotment Plan on their operations.

The Observer from I.A.T.A. noted that the I.C.A.O. paper was addressed primarily to implementation considerations as related to the ground stations of the aeronautical services and he volunteered to prepare some written comments on implementation considerations as related to the airborne equipment.

The Chairman acknowledged this office.

4. Review of work in fulfilment of paragraph a) of the Terms of Reference of the Committee (Document No. II/22, page 5)

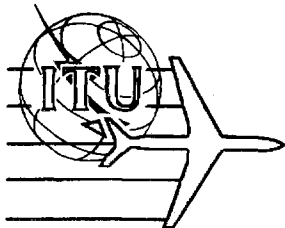
The Chairman noted it was urgent that the Working Parties involved continue their work as soon as possible and expressed the hope that a consolidated draft revised Plan would be available Saturday morning under reference number Document No. DP/II-52.

5. Any other business

There being no other business, the Meeting adjourned at 11.30 a.m.

Rapporteur
George W. HAYDON

Chairman
E.B. POWELL



AERONAUTICAL CONFERENCE

Document No. II/209-E
22 April 1966
Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT BY THE DELEGATION OF THE
SOCIALIST REPUBLIC OF ROUMANIA

The delegation of the Socialist Republic of Roumania to the Second Session of the Extraordinary Administrative Radio Conference for the establishment of a revised allotment plan for the aeronautical mobile (R) service declares that the persons sent by the Chiang Kai-Shek group are in no way entitled to represent China and, consequently, cannot take part in the work of that Conference in the name of the Chinese State and people.

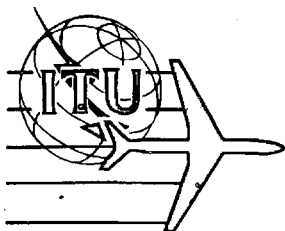
The only delegates who can represent China legitimately in the International Telecommunication Union and at conferences held under its auspices, including the present conference, are those designated by the People's Republic of China.

(Signed)

Victor NICULESCU

Head of the Delegation of the
Socialist Republic of Roumania





AERONAUTICAL CONFERENCE

Document No. II/210-E
22 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENTS BY THE DELEGATION OF INDONESIA (Republic of)

1. At the Third Plenary Meeting held on 15 April 1966 this delegation abstained from adopting paragraph 2 of the Report of the Credentials Committee.

In the opinion of the Indonesian Delegation, a country must first accede to the International Telecommunication Convention, before it has the right to participate in the International Telecommunication Conference.

The Indonesian Delegation refers to the representation of "Malaysia", in the case of which the Indonesian Delegation cannot have any other opinion than that it should be considered as a new country which is assumed to comprise the Member Country Federation of Malaya and North Borneo.

The Indonesian Delegation therefore cannot recognise the representation of "Malaysia" in this Aeronautical E.A.R.C.

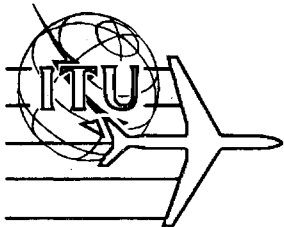
2. It is an undeniable fact that the People's Republic of China exists. It uses communications, its requirements must be considered and there must be co-ordination with that country.

This cannot be achieved while its rightful place at this Conference is usurped by a delegation other than a delegation representing the Central Government of the People's Republic of China.

The Indonesian Delegation therefore cannot recognize the representation of the "Republic of China" in this Aeronautical E.A.R.C.

(Signed) R. Dominicus ROESBANDI
Head of the Indonesian Delegation





AERONAUTICAL CONFERENCE

Document No. II/211-E
22 April 1966
Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

REPORT BY CHAIRMAN OF COMMITTEE 4 (TECHNICAL)

ADDITION OF THE AURORAL ZONES TO THE POLAR MAPS

1. Committee 6, in providing for the sharing of frequencies between Areas in the new frequency allotment plan for the Aeronautical Mobile (R) Service assumed that, when the interference path between two Areas traversed the polar auroral zones, the signal attenuation within these zones was sufficient to provide satisfactory frequency sharing between the two Areas concerned. This assumption was based not only on propagation considerations but also on the satisfactory frequency sharing which has been experienced, in practice, between such Areas which were allotted the same frequencies in the present Appendix 26 to the Radio Regulations.
2. In view of the foregoing, the Plenary Meeting is invited to consider the incorporation of the attached additions to the texts previously adopted on the pages indicated.

J. T. PENWARDEN
Chairman
Committee 4

Annex : 1



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A N N E X

Reference

Doc. No. II/99

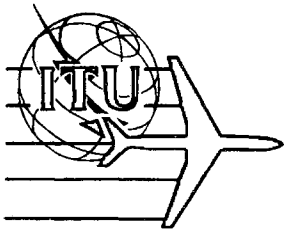
1. Page B.1/2

MOD 2. Type of maps used

MOD These transparencies can be used only on a world or polar map of the projection and scales given on each transparency and will not be suitable for use on any other scale or any other projection. The world and polar maps accompanying this Appendix, depicting RDARA and MWARA boundaries, are to the correct scale so that the transparencies carrying the interference range contours can be directly used on these maps. The auroral zones are marked on the polar maps.

2. Page B.1/4

ADD 5.5A However, if the transmitter is located inside the contour but the propagation path traverses an auroral zone, it is assumed that the signal attenuation within this zone will result in a protection ratio of better than 15 db.



AERONAUTICAL CONFERENCE

Document No. II/212-E

22 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

REPORT BY CHAIRMAN OF COMMITTEE 4

(TECHNICAL)

PROVISION OF ADDITIONAL NARROW-BAND CHANNELS

1. Committee 6, in drawing up the new Frequency Allotment Plan for the Aeronautical Mobile (R) Service, has provided for the use of some additional narrow-band channels which were not included in the earlier report on this question from Committee 4 which now appears on page B.3/5 of Document No. II/112.
2. In view of the foregoing, the Plenary Meeting is invited to consider the incorporation of the attached additions and consequential editorial amendments to the Table previously adopted on page B.3/5 of Document No. II/112.

J.T. PENWARDEN

Chairman,
Committee 4

Annex : 1



NOC 2. Frequencies to be allotted

(MOD)

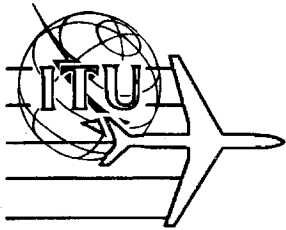
The list of frequencies to be allotted in the bands allocated exclusively to the aeronautical mobile (R) service, on the basis of the frequency separation provided for under paragraph 1 above, will be found in the following table:

MOD

kc/s				
2850 - 3025	4650 - 4700	6525 - 6685	10005 - 10100	17900 - 17970
2854	4654	6526**	10009	17909
2861	4661	6533	10017	17917
2868	4668	6540	10025	17925
2875	4675	6547	10033	17933
2882	4682	6554	10041	17941
2889	4689	6561	10049	17949
2896	4696	6568	10057	17957
2903		6575	10065	17965
2910	5450 - 5480	6582	10073	
2917		6589	10081	
2924	Region 2	6596	10089	
2931	5454	6603	10093**	
2938	5461	6610	10097**	
2945	5469	6617		
2952	5477	6624	11275 - 11400	
2959		6631		
2966	5480 - 5680	6638	11279	
2973		6645	11287	
2980	5484	6652	11295	
2987	5491	6659	11303	
2994	5498	6666	11311	
3001	5505	6673	11319	
3008	5512	6680	11327	
3015	5519		11335	
3023.5 (R) & (OR)	5526	8815 - 8965	11343	
	5533		11351	
3400 - 3500	5540	8819	11359	
	5547	8826	11367	
3404	5554	8833	11375	
3411	5561	8840	11383	
3418	5568	8847	11391	
3425	5575	8854		
3432	5582	8861	13260 - 13360	
3439	5589	8868		
3446	5596	8875	13264	
3453	5603	8882	13272	
3460	5610	8889	13280	
3467	5617	8896	13288	
3474	5624	8903	13296	
3481	5631	8910	13304	
3488	5638	8917	13312	
3495	5645	8924	13320	
3499*	5652	8931	13328	
	5659	8938	13336	
	5666	8945	13344	
	5673	8952	13352	
	5680 (R) & (OR)	8959	13356**	
		8963*		

* Available for A1 emission only

** Available for A1 and A3J emissions only



AERONAUTICAL CONFERENCE

Document No. II/213-E
22 April 1966
Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 3

AGENDA

OF THE

THIRD MEETING OF COMMITTEE 3

(BUDGET CONTROL)

Tuesday, 26 April 1966, at 9.30 a.m., Room A

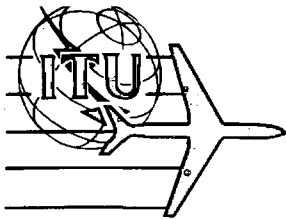
1. Draft Report by the Budget Control Committee
to the Plenary Meeting
2. Any other business

Document No.

DT/II-53

U. MOHR,
Chairman





AERONAUTICAL CONFERENCE

Document No. II/214-E
22 April 1966
Original : English/French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

MINUTES

OF THE

FOURTH PLENARY MEETING

Wednesday, 20 April 1966 at 15 hrs.

Chairman : Dr. Arthur L. LEBEL (United States of America)

Subjects discussed :

1. Amendment to footnote of page B.4/15 (Rev.)

Document Nos.
Corrigendum No. 2
to II/131

2. Description of the MWARA-NA Boundaries

II/190

3. Texts of Final Acts submitted for first reading

II/177 (B.6)
II/181 (B.7)
II/183 (B.8)
II/188 (B.9)

4. Any other business

- a) Numbering of Resolutions and
Recommendations adopted by the
Conference.
- b) Verbal report by the Chairman of
Committee 2
- c) Additional Protocol



Present :

The Delegations of the following countries :

Members :

Algeria (Algerian Democratic and Popular Republic); Saudi Arabia (Kingdom of); Argentine Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Canada; China; Colombia (Republic of); Congo (Democratic Republic of the); Cuba; Group of Territories represented by the French Overseas Post and Telecommunication Agency; Spain; United States of America; Ethiopia; France; Ghana; Hungarian People's Republic; India (Republic of); Indonesia (Republic of); Italy; Jamaica; Japan; Kuwait (State of); Luxembourg; Malaysia; Malta; Mexico; Norway; ~~New Zealand~~; ~~Pakistan~~; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal; Portuguese Overseas Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britian and Northern Ireland; Singapore; South Africa (Republic of) and Territory of South-West Africa; Sweden; Switzerland (Confederation); Czechoslovak Socialist Republic; Territories of the United States of America; Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britian and Northern Ireland are responsible; Thailand; Tunisia; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Specialized Agencies :

International Civil Aviation Organization

World Meteorological Organization

International Organizations :

International Air Transport Association

International Broadcasting and Television Organization

General Secretariat :

Dr. Manohar B. Sarwate, Secretary-General

Mr. Mohamed Mili, Deputy Secretary-General

I.F.R.B.:

Mr. J. Ziozkowski, Chairman

C.C.I.R.:

Dr. M. Joachim

1. Amendment to footnote of page B.4/15 (Rev.)
(Corrigendum No. 2 to Document No. II/131)

The Delegate of Indonesia proposed that the words "or territory" be added after "country" in the second line of the new text of the footnote in the Corrigendum.

The revised footnote, as amended, was approved.

The Delegate of the U.S.S.R., who had been Chairman of the Ad Hoc Working Group which had drafted the footnote, said that the Algerian delegate in that Group had proposed that the attention of the Administrative Council be drawn to the need for measures to revise Appendix 26, containing provisions for the (OR) Service. The Group had supported the proposal, but had been unable to decide on the form in which to couch the recommendation to the Conference.

The Chairman suggested that, since it might be difficult for a number of delegations to express any views whatsoever on the revision of the (OR) Plan for the time being, the Conference might decide to defer discussion of the question of principle until its next Plenary Meeting.

It was so decided.

2. Description of the MWARA-NA Boundaries (Document No. II/190)

The Delegate of Norway, introducing the document submitted jointly by the delegations of Canada, Ireland, Norway and Portugal, said that it was editorial in character and had been prepared to fill a gap which had been found during the checking of the MWARA boundaries in Document No. II/137 (B.5), where MWARA-NA was mentioned but not defined. The document essentially consisted of the definition, a list of co-ordinates and a note of clarification under the heading "Page B.5/3"; the remainder of the document related to minor consequential changes. The omission had been noticed after Document No. II/137 (B.5) had been approved by the Plenary: that was why the definition had had to be submitted so formally.

Document No. II/190 was approved.

3. Texts of Final Acts submitted for first reading (Document Nos. II/177 (B.6), II/181 (B.7), II/183 (B.8), II/188 (B.9))

Document Nos. II/177 (B.6), II/183 (B.9)

The Chairman of Committee 7 said that it had originally been thought unnecessary to insert page numbers in the appropriate column on the first page of Document No. II/177, but that it had subsequently been decided to include those numbers for the convenience of delegates. The page numbers were 1 and 2, 3 and 4, 5 to 21, 22 and 23, 24 and 25, 26 to 30, 31 to 33 and 34 and 35.

Pages B.6/1 and B.6/2

The Delegate of the United States observed that the first paragraph on page B.6/2 might give rise to some difficulties, since it referred to a date on which the revised provisions of the Radio Regulations would come into force and on which the old provisions would be abrogated; however, some of the provisions might become effective at a later date, subsequent to the abrogation of corresponding provisions of the 1959 Regulations. The Editorial Committee should be asked to revise the paragraph so as to take that difficulty into account.

The Chairman of Committee 7 said that that Committee would be prepared to redraft the paragraph mentioned by the Delegate of the United States, but asked for permission to submit the text to the Conference directly in the "pink" form, to avoid delay.

It was so agreed.

The Delegate of Algeria said that the word "portions" in the third line of the last paragraph on page B.6/1 of the French text should be replaced by "parts". In the two last paragraphs of page B.6/2, the reference to Associate Members might be deleted, since the delegates of Associate Members would hardly be signing the revision.

The Chairman of Committee 7 agreed with the first amendment suggested by the Algerian Delegate. The reference to Associate Members had been included to keep the provision in line with analogous Acts of the Union and with the Convention.

It was decided to leave that point to the judgement of the Chairman of Committee 7.

Pages B.6/1 and B.6/2 were approved, subject to the foregoing remarks.

Pages B.6/3 and B.6/4

The Chairman of Committee 7 drew attention to a typographical error in the French text. The first part of the last sentence of the second paragraph on page B.6/4 should read "ces assignations font l'objet d'un accord préalable des administrations dont les services".

Pages B.6/3 and B.6/4, as amended, were approved.

Pages B.6/5 and B.6/21

The Delegate of Japan observed that the word "east" in the last sentence of the third paragraph on page B.6/11 should be replaced by "west".

The Delegate of Algeria said that a boundary indication had been omitted from the paragraph relating to Sub-Area 7E on page B.6/14. He would hand in an amendment to Committee 7.

The Delegate of Indonesia pointed out that the words "border" and "frontier" were used indiscriminately throughout the text, and suggested that Committee 7 should standardize the term.

Pages B.6/5 to B.6/21, as amended, were approved.

Pages B.6/22 and B.6/23

The Chairman of Committee 7 observed that the two draft resolutions on those pages were worded in more mandatory terms than was usual in I.T.U. documents, which usually invited administrations to take the action in question.

The Chairman observed that the French term "doivent" used in the operative paragraphs of both resolutions was stronger than the English "should", and corresponds more accurately to "must".

The Delegates of Belgium and Italy thought that the French term might be changed to "devraient".

Mr. Petit (International Frequency Registration Board) said that that change would alter the entire meaning and purport of the draft resolutions and suggested that the matter should be left to Committee 7.

The Delegate of Portugal supported that suggestion and said that there were precedents for using the formula "... qu'il convient que les administrations ...".

The Delegate of Algeria pointed out that the titles of the Conferences referred to in sub-paragraph d) of the draft resolution page B.6/23 were not quite accurate.

Pages B.6/22 and B.6/23 were approved, subject to the foregoing remarks.

Pages B.6/24 and B.6/25

The Chairman of Committee 7 said that the reference to "paragraph 4 above" at the end of page B.6/24 should be changed to "paragraph 3 above" and that the appropriate definitions from page B.5/6 of Document No. II/137 would be inserted in paragraphs 7A and 7B on page B.6/25.

The Delegate of Cuba reiterated the opinion expressed by his Delegation in Committee 4 that the phrase "at any time and over any distance" in paragraph 7 on page B.6/25 was far too optimistic, and suggested that it be deleted.

The Chairman of Committee 4 pointed out that stress was laid on the intention to permit the communication concerned. The Spanish text might be amended to convey that idea.

Pages B.6/24 and B.6/25 were approved, subject to those comments.

Pages B.6/26 to B.6/30

The Chairman of Committee 7 pointed out that the revisions concerned were due to the fact that Appendix 26 was being divided into two parts and drew attention to the note on page B.6/26, which indicated that other changes might be proposed by Committee 6.

The Delegate of Canada asked whether approval of the pages under consideration would entail acceptance of the designation of the two appendices as Nos. 26 and 26A.

The Delegate of Portugal said he saw no reason why the new appendix relating to the (R) Service should not become Appendix 27.

The Delegates of the United States and the French Overseas Territories supported that view.

The Delegate of Argentina considered that, under Resolution No. 13 of the 1959 Conference, it would be for the next Ordinary Administrative Radio Conference to decide on the numbering of the appendices.

The Secretary of the Conference said that appendices 26 and 26A could conveniently be issued in a single volume, and that the publication of two separate volumes would not be economical. On the other hand, it was stated on page B.6/30 that the appendices would be published separately.

The Delegate of Portugal observed that appendices 26 and 27 could be published together in one volume.

The Chairman asked delegations to indicate by a show of hands whether they were in favour of calling the new text Appendix 26A or Appendix 27.

14 delegations were in favour of Appendix 26A, 41 were in favour of Appendix 27 and 4 had no preferences.

The Delegate of New Zealand agreed with the Portuguese Delegation that the appendices could be issued in a single volume. His Delegation could not remember when separate publication had been agreed on, and could not associate itself with any measure which would involve the I.T.U. in additional expenditure.

The Delegate of Pakistan endorsed those remarks.

The Delegate of Italy said he interpreted the term "separately" to mean that the appendices should be published separately from the Radio Regulations.

The Delegate of the United States considered that the solution of the question of separate publication should be governed solely by practical considerations, such as economy of publication and the convenience of the General Secretariat. The Conference should take no decision on the matter.

The Delegate of Portugal endorsed the Italian Delegate's interpretation of the term "separately" and considered that publication of the two appendices in a single volume should be authorized if it represented a saving for the I.T.U. and for administrations.

The Delegate of Canada pointed out that publication in a single volume might entail unnecessary expense if the whole volume had to be reprinted as a result of revision of the (OR) Plan.

The Delegate of Mexico agreed with that view, but suggested that the matter should be further studied by the General Secretariat in the light of certain considerations with which the Conference was not familiar.

The Delegate of Portugal supported that suggestion.

It was so agreed.

The Chairman of Committee 7 asked the Conference to authorize him to publish the revised text in "pink" form and to retain the phrase "(This Appendix is published separately)" on page B.6/30, pending the outcome of the Secretariat's study.

It was so agreed.

Pages B.6/26 to B.6/30 were approved, subject to those considerations.

Pages B.6/31 to B.6/33 and Document No. II/188 (B.9)

The Chairman of Committee 7 drew attention to a typographical error on page B.6/33 of the English text, where the figures "10, 11, 13 and 17 Mc/s" had been erroneously included twice in the table. On page B.6/32, the last line in the table should read " $43 + 10 \log_{10} P_m$ (watts)". Finally, Committee 7 had held lengthy discussions on the paragraphs which appeared under 3.1 on page B.6/31 and had still had some doubts concerning that text when the "blue" document had been approved. Since then, it had

issued the variant which appeared in Document No. II/188 (B.9); he suggested that the paragraphs in question should be replaced by the table on page B.9/1.

It was so agreed.

The Delegate of South Africa asked whether a typographical error had not been made in paragraph 3.2.1 on page B.6/31: the original text referred to "single sideband operating", not "operation".

The Chairman of Committee 4 said that the change had been made by the Editorial Committee.

After a brief discussion, it was decided to use the word "operating".

Pages B.6/31 to B.6/33, as amended, were approved.

Pages B.6/34 and B.6/35

The Delegate of Mexico asked that in sub-paragraph d) on page B.6/34 the Spanish version should be changed to the same tense as in the English and French versions.

The Delegate of Algeria pointed out a contradiction - doubtless intended - between paragraphs 1 and 2 of the operative part on page B.6/35. He therefore felt it would be preferable to make the text under consideration a "draft recommendation" rather than a "draft resolution".

The Delegate of Cuba referred to Document No. II/166 which contained the draft resolution prepared by Committee 4 concerning the introduction of single sideband technique in the HF wavebands allocated to the aeronautical mobile (R) service and also pointed out that his delegation had not accepted the operative part of that draft. He recalled that the question had taken up a great deal of the Conference's time and in his view the draft as it stood did not reflect all the points of view expressed during the discussions. He referred the meeting to Working Document DT/II/34 prepared by his delegation in which the differing opinions on the subject of the introduction of SSB working were expressed. His delegation had voted against the operative part of the draft resolution because of the contradiction between Points 1 and 2 of that part and because a proposal made by his delegation to include the term "on international routes" in Point 1 had not been adopted. He felt bound to tell the meeting the reasons for his delegation's attitude.

The Delegate of Indonesia endorsed the views expressed by the Delegate of Cuba and asked that the minutes of the meeting should include his remarks, which would explain the attitude of his delegation.

The draft resolution appearing on pages B.6/34 and B.6/35 was adopted.

Document No. II/181 (B.7)

The Chairman opened the discussion on the draft resolution set out in the document.

Although he had no objection to the adoption of the resolution, the Delegate of Portugal asked for it to be stated in the minutes of the meeting that his delegation did not agree with the reference made under "urges" to No. 415 of the Radio Regulations (Geneva 1959).

Due note was taken of his statement, and the draft resolution appearing in Document II/181 was adopted.

Document No. II/183 (B.8)

The Representative of the C.C.I.R. drew the attention of the meeting to the fact that the French text for sub-paragraph h) (page B.8/2) did not quite conform to the English version. For the sake of complete accuracy it would be advisable to add the words "dans ce domaine" after "OACI".

The Chairman of Committee 7 explained that it had not been considered necessary to include this detail in the French version and it was decided not to alter the wording.

Document No. II/183 was approved.

4. Any other business

a) Numbering of Resolutions and Recommendations adopted by the Conference

Referring to the numbering system adopted at the Space Conference (i.e. 1 A, 2 A, etc. ...), the Chairman of Committee 7 suggested that the Recommendations and Resolutions adopted by the present Conference should be numbered as follows: AER 1, AER 2 etc. For one thing, it would enable those interested to know at once which Conference had issued the texts, and for another, it would doubtless facilitate the numbering of the texts prepared by the forthcoming Conference for the Maritime Mobile Service. They might perhaps be numbered as follows: MAR 1, MAR 2 etc., but naturally it was for the Conference itself to decide on that point.

The numbering proposed by the Chairman of Committee 7 was accepted.

b) Verbal report by the Chairman of Committee 2 (Credentials)

The Chairman of Committee 2 drew the attention of the meeting to the various changes that had taken place in the situation of a number of delegations since the last plenary meeting (15 April 1966). It would be remembered that the meeting had authorized him, with the help of the members of Committee 2 and its Working Party, to settle any question still outstanding concerning the credentials and to consider any problems that might arise later, provided he submitted a report to the plenary assembly.

The credentials of the following delegations had been examined:

Democratic Republic of the Congo

Ecuador

Malta

Sweden

Federal Socialist Republic of Yugoslavia.

With the exception of Ecuador, all those delegations had been officially accredited to the Conference, with the right to take part in the discussions, vote and sign the Final Acts. The delegations of Malta and Sweden arrived after 15 April.

With regard to the delegation of Ecuador, he drew the delegates' attention to Document No. II/160, wherein it was stated that that delegation had been provisionally accredited under Chapter 5 of the General Regulations annexed to the International Telecommunication Convention (Geneva, 1959).

Fresh credentials had been deposited, but nevertheless the delegation in question was not yet finally accredited.

Summing up the position, the Chairman added that the credentials deposited by Tunisia were still being examined, and that the Delegation of the Federal Republic of Cameroon had not yet presented any credentials.

On the proposal of the Delegate of the United States, the Assembly decided to accept officially the credentials presented by the Democratic Republic of the Congo, Malta, Sweden and the Federal Socialist Republic of Yugoslavia.

c) Additional Protocol

The Chairman pointed out that the Final Acts would be accompanied by a Protocol, which raised a problem of procedure, since they would have to fix a date for handing in statements and reservations to appear in the final Protocol.

The Conference Secretary made the following proposals, which were accepted:

- 1) Final date for submitting statements for inclusion in the additional protocol: 6 p.m. on 25 April.
- 2) Final date for submitting counter-statements for inclusion in the additional protocol: 6 p.m. on 27 April.

The Chairman stressed to delegations wishing to make statements or reservations that they should avoid asking for the inclusion in the final documents of the conference of texts which had nothing to do with the Frequency Allotment Plan. In his view statements which had no bearing on the technical aspect of the Conference's work should appear in the minutes of the last Plenary Meeting.

The meeting rose at 5.45 p.m.

J. KUNZ
Secretary of the Conference

Arthur L. LEBEL
Chairman

AERONAUTICAL CONFERENCEDocument No. II/215-E
22 April 1966

Geneva, 1966

B. 10PLENARY MEETINGFIRST READING

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Subject
4	II/175 (Rev.)	-	Draft Resolution
6	II/204	-	Revised titles for the Frequency Allotment Plan
6	II/205	-	Amendments to the RR
6	II/206	-	Draft Resolution

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes : B.10/1 - B.10/6



DRAFT RECOMMENDATION No. /AER

RELATING TO THE DEVELOPMENT OF TECHNIQUES
WHICH WOULD HELP TO REDUCE CONGESTION IN THE HIGH
FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that several administrations are actively engaged in the development of communication systems the wider use of which, in the Aeronautical Mobile (R) Service, would reduce the congestion in the high frequency bands allocated to that Service; such developments include remotely controlled VHF stations, high-powered VHF transmitters employing directional antennae, space radiocommunication techniques and automatic data transmission;
- b) that knowledge of these developments would be useful to other administrations in considering their application to their Aeronautical Mobile (R) communication services;
- c) that the International Civil Aviation Organization (I.C.A.O.) is actively engaged in coordinating the operational use of such developments;

invites

administrations engaged in such developments to inform the I.F.R.B. periodically of the progress achieved;

requests

the I.F.R.B. periodically to circulate the information so obtained to administrations and to I.C.A.O.

App. 26, p.36Article 2

NOC

Frequency Allotment Plan
(in numerical order of frequencies)

MOD

General Notes:

27/

1) Class of stations: FAClasses of emission: see page B.3/17.

Power: unless otherwise indicated in the Plan, the power values for aeronautical and aircraft stations are those appearing on page B.3/2/.

Hours: H24 unless otherwise indicated.

MOD 27/

2) A frequency allotted on "day-time basis" may be used during the period one hour after sunrise to one hour before sunset when the same channel is allotted in the Plan to Major World Air Route Areas, Regional and Domestic Air Route Areas, Sub-Regional and Domestic Air Route Areas or VOLMET Areas which receive full protection during the twenty-four hours.

MOD 27/

3) A "common channel" is a channel allotted in common to adjacent areas within interference distance of each other and its use is subject to agreement between the administrations concerned.

(R) FREQUENCY PLAN

NOC 27/

Frequency kc/s 1	Authorized area of use 2	Remarks 3
------------------------	-----------------------------	--------------

PARTIAL REVISION OF THE RADIO REGULATIONS, GENEVA, 1959ARTICLE 9

-
- NOC 552 § 21. (1) Examination of Notices concerning Frequency Assignments to Aeronautical Stations in the Aeronautical Mobile (R) Service in the Bands allocated exclusively to that Service between 2850 and 17 970 kc/s (see No. 500).
- NOC 553 (2) The Board shall examine each notice covered by No. 552 to determine whether:
- MOD 554 a) the frequency corresponds to one of the frequencies specified in Column 1 of the Allotment Plan for the aeronautical mobile (R) service contained in Part II, Section II, Article 27 of Appendix 27, or the assignment is the result of a permissive change from one class of emission to another and the necessary bandwidth is within the channelling arrangement provided for in Appendix 27;
- NOC 555 b) the limitations of use set forth in Column 3 of the Plan have been appropriately observed;
- MOD 556 c) the notice is in conformity with the technical principles of the Plan set forth in Appendix 27;
- MOD 557 d) the area of use is within the boundaries of the Areas as set forth in Column 2 of the Plan.
- (MOD) 558 (3) In the case of a notice in conformity with the provisions of Nos. 554 to 556, but not with those of No. 557, the Board shall examine whether the protection specified in Appendix 27 Part I, Section II A, paragraph 57 is afforded to the allotments in the Plan. In doing so, the Board shall assume that the frequency will be used in accordance with the "Sharing conditions between areas" specified in Appendix 27 Part I, Section IIB, paragraph 47.
- SUP 559 [(4) The technical (Part I)]
- (MOD) 560 (4) All frequency assignments referred to in No. 552 shall be recorded in the Master Register according to the findings reached by the Board. The date to be entered in Column 2a or 2b shall be that determined according to the relevant provisions of Section III of this Article.
-

- NOC 589 § 30. (1) Frequency Bands allocated exclusively to the Aeronautical Mobile (R) Service between 2 850 and 17 970 kc/s.
- MOD 590 (2) If the finding is favourable with respect to Nos. 554 to 557 the date of / date of signing of the Final Acts shall be entered in Column 2a.
- MOD 591 (3) If the finding is favourable with respect to No. 558, the date of / date of signing of the Final Acts shall be entered in Column 2b.
- NOC 592 (4) In all other cases covered by No. 552, the date of receipt of the notice by the Board shall be entered in Column 2b.
- NOC 593 (5) For assignments to stations other than aeronautical stations in the aeronautical mobile (R) service, the relevant date shall be entered in Column 2b (see Nos. 525, 526, 530 and 531).

Appendix 1
(p. 337)

- MOD 3. In any case where there are one or more reference frequencies in a particular transmission (e.g. in the case of (a) the frequency of the reduced carrier in an independent or single sideband emission, and (b) the frequencies of the sound and vision carriers in a television emission), such reference frequencies shall be supplied. In the case of television broadcasting stations in Region 1, each notice shall include, as supplementary information, both the frequency of the other carrier and the assigned frequency. For stations in the aeronautical mobile (R) service using permitted emissions other than DSB, the reference frequency together with the appropriate centre frequency of the channel listed in the frequency Plan in Appendix 27 shall be supplied as supplementary information.

DRAFT RESOLUTION No. /AER

RELATING TO THE TREATMENT OF FREQUENCY ASSIGNMENTS TO AERONAUTICAL
STATIONS IN THE AERONAUTICAL MOBILE (R) SERVICE IN THE BANDS
ALLOCATED EXCLUSIVELY TO THAT SERVICE BETWEEN
2850 AND 17 970 kc/s

The Extraordinary Administrative Radio Conference, Geneva, 1966.

considering

- a) that the Final Acts of this Conference will enter into force on
 , but
- b) that the Frequency Allotment Plan contained in Part II of Appendix 27
will enter into force on ;
- c) that some administrations may wish to implement certain provisions
of the Revised Frequency Allotment Plan in advance of the latter date where
this may be done without causing harmful interference to stations working in
accordance with the present Plan;
- d) that it will therefore be necessary to provide an interim procedure
to facilitate transition from the present Plan to the revised Plan;

resolves

1. that during the period between the date of entry into force of the Final Acts and the date of entry into force of the revised Frequency Allotment Plan :
 - 1.1 the provisions of Nos. 553 to 559 of the Radio Regulations, Geneva, 1959, shall continue to be applied in the examination of frequency assignments to aeronautical stations in the Aeronautical Mobile (R) Service in the bands allocated exclusively to that service between 2850 and 17 970 kc/s;
 - 1.2 all such assignments shall be recorded in the Master International Frequency Register according to the findings reached by the I.F.R.B.;
 - 1.3 the date to be entered in Column 2a or 2b of the Master International Frequency Register shall be as follows :
 - a) if the finding is favourable with respect to Nos. 554 to 557, the date of 3 December 1951 shall be entered in Column 2a;

b) if the finding is favourable with respect to No. 558, the date of 3 December 1951 shall be entered in Column 2b;

c) for all other such assignments (including those which may be in conformity with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1966, but not in conformity with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1959) the date of receipt of the notice by the I.F.R.B. shall be entered in Column 2b;

1.4 any assignment which is in accordance with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1966, shall be so indicated by the insertion by the I.F.R.B. of an appropriate symbol in the Remarks Column of the Master International Frequency Register;

2. that on the date of coming into force of the revised Frequency Allotment Plan, the I.F.R.B. shall examine those frequency assignments to aeronautical stations in the Aeronautical Mobile (R) Service in the bands allocated exclusively to that service between 2850 and 17 970 kc/s, which are contained in the Master International Frequency Register from the point of view of their conformity with the Aeronautical Mobile (R) Frequency Allotment Plan, Geneva, 1966, following the relevant parts of the procedure described in Nos. 553 to 559 of the Radio Regulations, Geneva, 1959, as modified by the Extraordinary Administrative Radio Conference, Geneva, 1966, and shall record them in the Master International Frequency Register with a date in Column 2a or 2b as follows :

2.1 assignments found favourable with respect to Nos. 554 to 557 shall have the date (the date of signature of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2a;

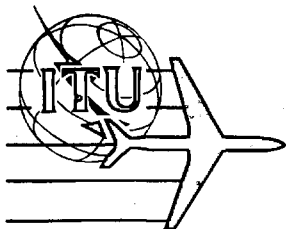
2.2 assignments found favourable with respect to No. 558 shall have the date (the date of signature of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2b;

2.3 all other assignments shall have the date (the day after the date of signature of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2b;

3. that, on the date of entry into force of the revised Frequency Allotment Plan, the allotments therein shall replace in the Master International Frequency Register those allotments in the present Plan;

invites

administrations to notify to the I.F.R.B. as soon as possible the cancellation of frequency assignments released as a consequence of bringing into use the allotments in the revised Plan.



AERONAUTICAL CONFERENCE

Document No. II/216-E
25 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

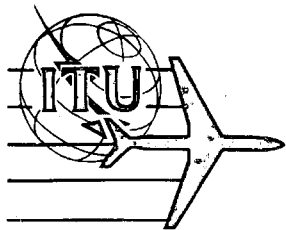
PLENARY MEETING

INDONESIA (REPUBLIC OF), THAILAND

ADDITIONAL PROTOCOL

With respect to the changes made by this Conference in the List of frequencies allotment, in the bands between 2850 kc/s and 17 970 kc/s for exclusive use by the Aeronautical Mobile (R) Service, the Delegations of the Republic of Indonesia and of Thailand, having regard to the probable existence of harmful interference on the new frequencies allotted, provisionally reserve the right to take all measures deemed necessary and to continue using the frequencies at present assigned to its aeronautical and aircraft stations, which have been operating or may operate in accordance with the provisions in Appendix 26 to the Radio Regulations, Geneva 1959, to ensure safety and regularity of flight, over its respective territories, until such time as satisfactory service on the new frequencies can be achieved.





AERONAUTICAL CONFERENCE

Document No. II/217-E
25 April, 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT BY THE DELEGATION OF UNITED KINGDOM AND NORTHERN IRELAND

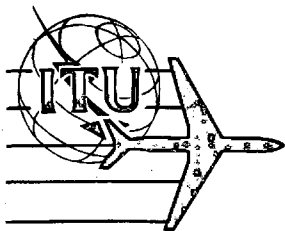
It has been noted that on the maps forming part of the proposed Appendix 27 to the Radio Regulations, Geneva, 1959, the nomenclature Iles Falkland (Islas Malvinas) is shown.

The name of this territory is the Falkland Islands and any decision on nomenclature by an international organization does not affect either British sovereignty over the territory or its name.

J.C. FARMER

Head of the Delegation of the
United Kingdom and Northern Ireland





AERONAUTICAL CONFERENCE

Document No. II/218-E

25 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT BY THE DELEGATION OF MALAYSIA

In reply to the statement made by the Indonesian Delegation which appears in Document No. II/210-E, Paragraph 1, the Delegation of Malaysia makes the following statement.

"The Delegation of Malaysia does not accept the statement made by the Indonesian Delegation.

Malaysia is a sovereign and independent country, and is a Member of the International Telecommunications Union and of the United Nations. Her identity was accepted without question by these Organisations, so the question of the identity of Malaysia and her participation in this Conference does not arise.

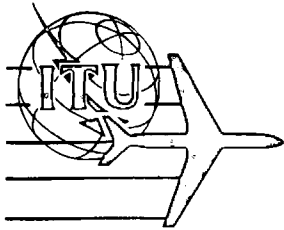
The Malaysian Delegation would wish to remind the Indonesian Delegation that there are other venues for expression of political views and considers the statement made not appropriate to this conference."

A similar statement was made by the Malaysian Delegation at the Third Plenary Meeting held on 15 April 1966.

(Signed)

K.P. Ramanathan MENON
Head of Malaysian Delegation





AERONAUTICAL CONFERENCE

Document No. II/219-E
26 April, 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA
COMMITTEE 6

SUMMARY RECORD
OF THE
EIGHTH MEETING OF COMMITTEE 6
(PLAN COMMITTEE)

Monday, 25 April 1966, at 4.10 p.m.

Chairman: Mr. E.B. POWELL (Canada)
Vice-Chairman: Mr. A.O. PLANAS (Argentina)

1. Summary Record Sixth Meeting (Document No. II/194)

The Summary Record of the Sixth Meeting (Document No. II/194) was adopted by the Committee following a request by the Delegate of Mexico that a paragraph be inserted between paragraphs 3 and 4, page 3, as follows :

"The Delegate of Mexico said that he had followed the discussion with interest and was somewhat surprised at the way in which the problem had been approached. At its meetings on 15 and 16 April, Sub-Committee 6A had examined and approved Document No. DT/II-39: no objections or reservations had been made in respect of the principle contained in paragraph 2 of that document, namely, that the MWARA Plan had been prepared on the assumption that the other working groups would protect the MWARA allotments to the required extent. Therefore, the working groups should be guided by that principle in the initial stage of their work and then, if necessary, make any required adjustments bearing in mind the preliminary MWARA, VOLMET and RDARA Plans so as to enable them to view the problem as a whole."

2. Summary Record Seventh Meeting (Document No. II/208)

The Chairman introduced the Summary Record of the Seventh Meeting (Document No. II/208) by noting that, on the second page, the last word should read "offer" not "office". The Summary Record was adopted without further comment.



3. Continued discussion on paragraph c) of the Terms of Reference (Document No. II/8, page 4) which reads:

"c) to establish procedures for the change-over to the revised Plan."

After extensive discussion, it was decided that agreement was required on two dates: (1) a date that the Final Acts would enter into force, and (2) a date that the Frequency Allotment Plan would enter into force. It was agreed unanimously that these dates will be the First of July 1967 for the Final Acts of the Conference and 0001 GMT, 10 April 1970 for the Frequency Allotment Plan.

It was further agreed that this agreement would be the subject of the Fourth Report of the Committee to Plenary.

4. Composite Report of Working Groups 6 COORD, 6A, 6B, 6D and 6E - Draft revised (R) Frequency Allotment Plan (Document No. DT/II-52)

When Annex A (revised) to Document No. DT/II-52 was distributed in the meeting room, it was decided to postpone consideration, as some delegations required time to review the document.

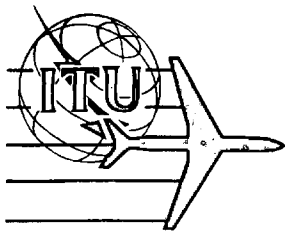
The Chairman requested that any proposed changes to this document be handed in to the Chairman of Working Group 6 COORD by 8.30 a.m. the next day at the latest, in Room 4. The Chairman announced that the full Committee would meet at 11 a.m. that day to consider the revised Plan in the light of agreements reached in Working Group 6 COORD up till that time.

5. Any other business

There being no other business, the Meeting adjourned at 6.40 p.m.

Rapporteur
George W. HAYDON

Chairman
E.B. POWELL



AERONAUTICAL CONFERENCE

Document No.II/220-E

25 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

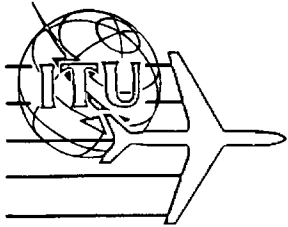
FOURTH REPORT OF COMMITTEE 6 (PLAN)

DATES OF COMING INTO FORCE OF THE FINAL ACTS OF THIS
CONFERENCE AND OF THE FREQUENCY ALLOTMENT PLAN

At its Eighth Meeting today, the Plan Committee agreed unanimously that the Final Acts of this Conference will enter into force on the First of July 1967 and that the Frequency Allotment Plan contained in Appendix 27 to the Radio Regulations will enter into force at 0001 hours G.M.T., on Friday, 10 April 1970, (page B.10/5, paragraphs a) and b) respectively, of Blue Document No.II/215 refers).

E.B. POWELL
Chairman





AERONAUTICAL CONFERENCE

Document No. II/221-E
25 April 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

DRAFT

REPORT OF THE BUDGET CONTROL COMMITTEE

The Budget Control Committee, set up in pursuance of Article 5 of Chapter 9 of the General Regulations annexed to the International Telecommunication Convention, Geneva, 1959, held three meetings and examined the questions prescribed by its terms of reference.

At its first meeting the Committee set up a Working Group consisting of Mr. R. Monnat (Switzerland) and Mr. Vieira (Portugal), to examine in detail the budget and accounts of the Conference.

Following the Committee's work and in accordance with number 574 of the General Regulations, the present report is submitted to the plenary meeting for consideration.

1. Budget of the Conference (Document No. II/19)

The Committee took note of the budget of the Conference amounting to 1,030,000 Swiss francs, namely 1,000,000 Swiss francs as approved by the Administrative Council at its 20th session in 1965, and 30,000 Swiss francs of additional credits to cover the increase in salaries of supernumerary staff since the last session of the Administrative Council, under the provisions of Additional Protocol I to the International Telecommunication Convention, Montreux, 1965.

2. Position as to expenditure

In accordance with the provisions of Article 5, Chapter 9 of the General Regulations, the Committee herewith submits to the plenary meeting a report showing, as accurately as possible, the estimated expenditure of the Conference.

In pursuance of these provisions, a statement showing the budget of the Aeronautical Conference, the transfers of credits and the expenditure incurred in respect of the Conference, as at 22 April 1966, is submitted to the plenary meeting for consideration. The statement, given in Annex to the present document, also shows commitments to expenditure at that date, as well as the estimated expenditure up to the end of the Conference.



It can be seen that the estimated expenditure is 838,200 Swiss francs, leaving a margin, as compared with the budget, of 191,800 Swiss francs.

In conformity with number 575 of Article 5, Chapter 9 of the General Regulations annexed to the International Telecommunication Convention, Geneva 1959, the present report will be forwarded, together with the observations of the plenary meeting, to the Secretary-General for submission to the Administrative Council at its next session.

3. Remarks

3.1 Accounts of the Conference

It has emerged that, according to the accounts of the Conference, there will probably be a surplus of credits amounting to approximately 20 per cent. The fact that some of the credits have not been utilized is explained by the excellent way in which the preparations for the Conference were carried out, by the spirit of cooperation which prevailed throughout and by the devotion shown by all the participants - circumstances which have made it possible to fix a date for the closing of the Conference a week earlier than had been envisaged.

As regards the preparatory work carried out by the I.F.R.B., the expenditure on missions charged to the Conference budget related to preparatory contacts for the establishment of statistics collected by the I.F.R.B., thanks to which it has been possible to expedite considerably the work of the second session of the conference.

3.2 Final Acts of the Conference

The Working Group set up by the Committee, as well as the Committee itself, examined the problem of issuing, at a later date, the printed version of the Final Acts of the Conference, bearing in mind the decision of the plenary meeting to publish the documents for the 1st and 2nd readings, as well as the Acts submitted for signature, in mimeographed form.

Following this study, the Committee proposes that 1/3 of the expenditure in connection with the Final Acts to be issued at a later date in printed form, should be charged to the Conference. This arrangement, provided for in point 20.2 of Administrative Council Resolution No. 63 (amended) will make it possible to offer the Final Acts for sale at a reasonable price and will not prevent appreciable savings being made in relation to the budget of the Conference.

3.3 Reimbursement of extra expenses in respect of professional grade staff detached by the I.T.U. for service in the secretariat of the Conference

The Committee noted that the Budget Control Committee of the 1st session of the Aeronautical Conference examined the question of reimbursement of extra expenses in respect of professional grade staff detached by the I.T.U. for service in the secretariat of the Conference and that that Committee had felt bound to draw the attention of the 1st session of the Aeronautical Conference to the matter so that study might be made of it at the beginning of the second session.

The Committee found that, since it had been decided to hold the second session of the Aeronautical Conference at the Maison des Congrès, no additional expenditure had been incurred in respect of staff detached for the Conference. Consequently, the question of reimbursement of additional expenses did not arise.

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*

*

The Plenary Meeting is requested to approve the present report.

Chairman :

Ulrich MOHR

Annex : 1

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A N N E X

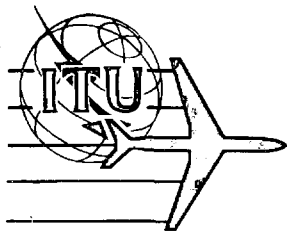
STATEMENT OF EXPENDITURE FOR THE 2ND SESSION OF THE AERONAUTICAL CONFERENCE AT 22 APRIL 1966

Subheads and items	Budget including additional credits ¹⁾	Transfer of credits item to item	subhead to subhead	Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
<u>I. Staff</u>								
<u>7.601. Administration</u>								
- Salaries					22,066.30	40,319.70	-	62,386.-
- Travel					634.45	91.35	-	725.80
- Overtime					-	3,500.-	3,000.-	6,500.-
- Miscellaneous					-	-	1,388.20	1,388.20
	95,900	-	-	95,900	22,700.75	43,911.05	4,388.20	71,000.-
<u>7.602. Language Services</u>								
- Salaries					165,896.65	300,062.35	-	465,959.-
- Travel					9,449.90	2,019.25	1,000.-	12,469.15
- Overtime					121.60	7,000.-	4,000.-	11,121.60
- Miscellaneous					-	-	1,450.25	1,450.25
	607,800	-	-	607,800	175,468.15	309,081.60	6,450.25	491,000.-
<u>7.603. Reproduction</u>								
- Salaries					22,753.95	33,095.05	-	55,849.-
- Travel					-	-	-	-
- Overtime					-	3,500.-	2,000.-	5,500.-
- Miscellaneous					-	-	651.-	651.-
	93,800	-	-	93,800	22,753.95	36,595.05	2,651.-	62,000.-
<u>7.604. Insurance</u>								
- Accident Insurance						3,200.-		3,200.-
- Sickness Insurance/ Pension Fund					200.20		599.80	800.-
	6,300	-	-	6,300	200.20	3,200.-	599.80	4,000.-
TOTAL, Subhead I	803,800	-	-	803,800	221,123.05	392,787.70	14,089.25	628,000.-

1) Budget, including additional credits, approved by the 20th Session of the Administrative Council, 1965.

Subheads and items	Budget including additional credits ¹⁾	Transfer of credits		Total credits available	Actual expenditure	Commitment to expenditure	Estimated expenditure	Total estimated expenditure
		item to item	subhead to subhead					
<u>II. Premises and equipment</u>								
<u>7.605. Premises, furniture, machines</u>								
- rent, Maison des Congrès					-	68,200.-	6,200.-	74,400.-
- installation costs					263.55	1,436.45	-	1,700.-
- hire of furniture and machines					2,800.-	7,700.-	-	10,500.-
- upkeep and repair of machines					-	-	500.-	500.-
- electronic computer					-	-	-	-
- miscellaneous					214.-	-	686.-	900.-
	74,000.-	+14,000.-	-	88,000.-	3,277.55	77,336.45	7,386.-	88,000.-
<u>7.606. Document production</u>								
- paper)			
- stencils)15,145.70	4,200.-	4,000.-	23,345.70
- ink)			
- offset workshop					7,210.80	-	6,000.-	13,210.80
- printing, charts, miscellaneous					-	-	15,443.50	15,443.50
	72,000.-	-14,000.-	-	58,000.-	22,356.50	4,200.-	25,443.50	52,000.-
<u>7.607. Office supplies and overheads</u>								
- office supplies					5,194.15	-	5,000.-	10,194.15
- removal expenses					1,220.-	-	1,500.-	2,720.-
- local transport					1,089.90	600.-	900.-	2,589.90
- postage					260.90	-	3,000.-	3,260.90
- telephone calls and telegrams					261.90	-	2,000.-	2,261.90
- guide, badges, etc.					180.-	-	-	180.-
- miscellaneous					1,237.50	-	555.65	1,793.15
	29,000.-	-	-	29,000.-	9,444.35	600.-	12,955.65	23,000.-
<u>7.608. Simultaneous interpretation and other sound equipment</u>								
- hire of equipment								
- magnetic tapes, etc.								
	1,000.-	-	-	1,000.-	-	-	1,000.-	1,000.-

[illegible]



AERONAUTICAL CONFERENCE

Document No. II/222-E

26 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

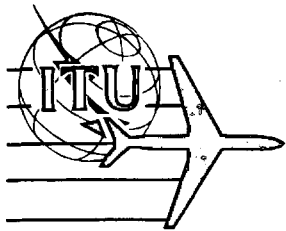
PLENARY MEETING

REPUBLIC OF INDONESIA

ADDITIONAL PROTOCOL

The Delegation of the Republic of Indonesia declares hereby, that the signature by said delegation is not to be construed as a recognition by the Republic of Indonesia towards the so-called "Federation of Malaysia", "Republic of China" and of other countries not recognized by the Republic of Indonesia.





AERONAUTICAL CONFERENCE

Document No. II/223-E

26 April 1966

Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

NOTE BY THE CHAIRMAN OF THE CONFERENCE

The attention of the Conference is drawn to the copy letter attached hereto.

A.L. LEBEL
Chairman of the Conference

Annex: 1



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A N N E X

The Delegation of India,

Geneva, April 26, 1966

Subject: Updating of the Planisphere to be used
in the Final Acts of the Conference

Reference: Document No. II/199-E(Rev.).

The Chairman,
Extraordinary Administrative
Radio Conference (Second
Session),
GENEVA

Sir,

1. This is with reference to the Conference Document No. II/199-E(Rev.) dated 22nd April, 1966.
2. The Delegation of India cannot but express its surprise at the request of the Delegate of Pakistan to modify the existing maps in Appendix 26 to the Radio Regulations (Geneva, 1959) for incorporation in the maps now being prepared for inclusion in the corresponding new Appendix.
3. The Delegation of India considers that the subject of national frontiers or boundaries of constituent units is not the object of these maps. These maps are intended to serve only one specific purpose, namely, to indicate the new MWARA, RDARA and the VOLMET boundaries. It is for this reason the existing maps are qualified with remarks "The boundaries and the geographical names on this map are not necessarily officially recognised", and the new maps will have the qualifying remarks, "The mention of the name of a country or of a territory on this map, as well as the tracing of borders, do not imply, on the part of the I.T.U., any position with respect to the political status of such a country or territory, or official recognition of these boundaries." If the Conference were to enter into work of the kind requested by the Delegate of Pakistan it will open up avenues in regard to this and other aspects of the map which cannot but take this Conference far outside the legitimate scope of its work.

4. Since the State of Jammu and Kashmir has been mentioned in the letter of the Delegate of Pakistan, my Delegation would affirm that the State of Jammu and Kashmir is an integral part of the Union of India. Further, my Delegation would point out that nothing has happened with respect to the State of Jammu and Kashmir since 1959 when the maps, as existing in Appendix 26 at present, were approved by the I.T.U. Ordinary Administrative Radio Conference held in Geneva that year to warrant any changes in the maps concerning the State. In any case maps by private publishers such as that of Encyclopaedia Britannica have no standing or relevance to the questions of this kind.

5. I may be permitted also to clarify that my Delegation has had no discussions with you, Sir, on the question of South-Western boundary between India and Pakistan.

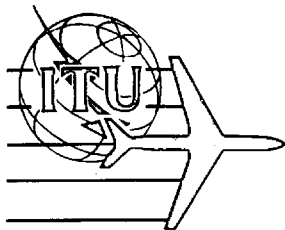
6. It is the view of my Delegation, that considering the terms of reference and the risks involved in going beyond its terms of reference, this Conference should not divert its energies towards making changes in the delineation of the national boundaries in the maps meant for inclusion in the new Appendix corresponding to the present Appendix 26 to the I.T.U. Radio Regulations (Geneva, 1959).

Yours faithfully,

(signed)

S.C. BOSE

Leader of the Indian Delegation
to the Second Session of the E.A.R.C.



AERONAUTICAL CONFERENCE

Document No. II/224-E

25 April 1966

Original French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

AGENDA

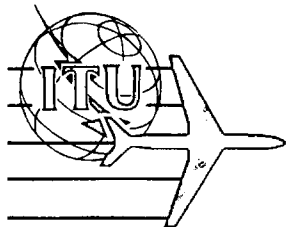
FOR THE

FIFTH PLENARY MEETING

Wednesday, 27 April 1966, at 3.00 p.m., in Room B

1. Approval of the Summary Record of the Third Plenary Meeting (Document No. II/189)
2. Approval of the Summary Record of the Fourth Plenary Meeting (Document No. II/214)
3. Decision of the Steering Committee, subject to approval by the Plenary Meeting, not to publish the OR Plan in the Final Acts of the Conference
4. Question of principle regarding any revision of the OR Plan (Summary Record of the Fourth Meeting, item 1, statement by the Chairman - Document No. II/214)
5. Addition of the Auroral Zones to the Polar Maps (Document No. II/211)
6. Provision of additional narrow-band channels (Document No. II/212)
7. Texts of Final Acts submitted for a first reading (Documents Nos. II/215 (B.10) and other blue documents available)
8. Texts of Final Acts submitted for a second reading (Document No. II/195(R.1) with Corrigenda 1 and 2)
9. Dates of entry into force of the final Acts of the Conference and of the Frequency Allotment Plan (Document No. II/220)
10. a) Exchange of correspondence between the Pakistan Delegation and the Chairman of the Conference (Document No. II/199 (Rev.))
10. b) Letter from the Indian Delegation to the Chairman of the Conference (Document No. II/223).
11. Any other business.





AERONAUTICAL CONFERENCE

Document No. II/225-E

26 April 1966

Original : Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

STATEMENT BY THE ARGENTINE REPUBLIC

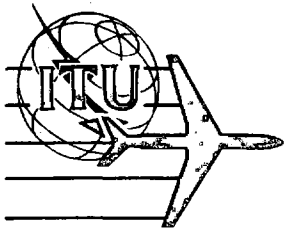
With reference to Document No. II/217 of 25 April 1966, the Delegation of the Argentine Republic to the Extraordinary Administrative Aeronautical Radio Conference wishes to place on record that the mention of the "Falkland Islands" in that document in no way affects Argentine sovereignty over those islands, occupied by the United Kingdom as the result of an act of force never accepted by the Argentine Government, which re-affirms the inviolable and inalienable rights of the Argentine Republic and declares that the Malvinas Islands, the South Sandwich Islands, the South Georgia Islands and the land lying in the Argentine Sector of the Antarctic are not the colony or possession of any nation but form part of Argentine territory under its dominion and sovereignty.

Moreover, the Argentine Delegation recalls that Resolution 2065 concerning the Malvinas Islands, approved by the XXth United Nations General Assembly, specifies that in United Nations documents and in all languages with the exception of Spanish any mention of the "Falkland Islands" must be followed by (Malvinas Islands) in brackets and in documents in the Spanish language they shall be designated "Islas Malvinas" (Falkland Islands); notwithstanding this decision of an international organization concerning the nomenclature, it in no way affects Argentine sovereignty over that territory nor its name.

(signed)

Antonio DARINO
Head of the Argentine Delegation





AERONAUTICAL CONFERENCE

Document No. II/226-E

26 April 1966

Original: French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

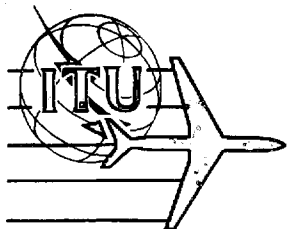
FOR ALGERIA (ALGERIAN DEMOCRATIC AND POPULAR REPUBLIC),

DEMOCRATIC REPUBLIC OF THE CONGO, ETHIOPIA AND GHANA

ADDITIONAL PROTOCOL

The delegations of the above countries declare that their signature of the Final Acts of the Extraordinary Administrative Radio Conference for the preparation of a revised Allotment Plan for the Aeronautical Mobile (R) Service and the subsequent ratification of the Acts by their respective governments shall not in any way imply the recognition of the present Government of the Republic of South Africa by these States or entail any obligation towards that Government.





AERONAUTICAL CONFERENCE

Document No. II/227-E

26 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

FIFTH AND LAST REPORT OF THE PLAN COMMITTEE

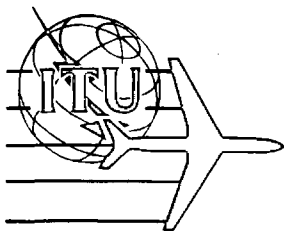
REVISED R FREQUENCY PLAN

At its Ninth Meeting today, Committee 6 agreed unanimously the revised "Plan for the Allotment of Frequencies for the Aeronautical Mobile (R) Service in the Exclusive Bands between 2 850 kc/s and 17 970 kc/s", which is reproduced in Blue Document No. II/229.

E.B. POWELL

Chairman





AERONAUTICAL CONFERENCE

Document No. II/228-E

28 April 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 6

SUMMARY RECORD

OF THE

NINTH AND FINAL MEETING OF COMMITTEE 6

(PLAN COMMITTEE)

Tuesday, 26 April 1966, at 11.00 a.m.

Chairman : Mr. E.B. POWELL (Canada)

Vice-Chairman : Mr. A.O. PLANAS (Argentina)

The Chairman stated that the Agenda for this Meeting was the completion of the Agenda for the Eighth Meeting, i.e. Item 3 of Document No. II/207.

1. Composite Report of Working Groups 6 COORD, 6A, 6B, 6C, 6D and 6E - Draft revised (R) Frequency Allotment Plan (Document No. DT/II-52 - Annexes A and B revised)

Before starting the consideration of Document No. II/52 (Rev.) and its revised Annex, Mr. M. Chef, Chairman of the WG 6 COORD and Mr. A.A. Matthey, I.F.R.B. Secretariat, read out changes resulting from further agreements reached during the morning.

The Delegate of Ireland pointed out that although NA1, NA2, and NA3 were referred to as MWARA's in column 3 of the document, the MWARA was NA while NA1, NA2 and NA3, sectors of the MWARA. It was agreed that the resultant editorial amendments would be made.

The Delegate of Norway stated that before beginning the detailed discussion of Document No. DT/II-52 (Rev.), he wished the Committee to consider the content of the following statement :

"Comparing the DT/II-52 (revised), with the Table of Frequencies and the frequency channelling worked out by Committee 4 and which already has passed the Plenary as Blue Document No. II/108, there are frequency channels in Document No. DT/II-52 which do not appear in the original Document No. II/108.



" Realizing the need for some of these changes in the attempt to satisfy all requirements, we are not actually opposing all these additions, except that we propose to delete one single frequency from the table, the frequency 6526 kc/s in Document No. DT/II-52, Annex B, on the top of page 12, and then try to find another solution for the purpose to which this frequency is intended.

" The frequency now appears with classes of emission A1, A3A, A3H and A3J.

" As you know, Mr. Chairman, next spring there is going to be another I.T.U. Conference, which is to deal with the maritime mobile HF bands. We may assume that the maritime conference also will encounter difficulties in accommodating all frequency requirements within the maritime mobile bands.

" If the present I.T.U. Conference, as a gesture of good will, made some concession, we feel sure that it would make it easier to attain support at the next I.T.U. Conference for similar concessions.

" To repeat myself, Mr. Chairman, the Norwegian Delegation proposes to delete the frequency 6526 kc/s from Document No. DT/II-52, Annex B, page 12, the only place where this frequency appears."

The Chairman, noting that the Federal Republic of Germany wanted to speak, said he assumed this was in support of the proposal from Norway and reminding the Committee of the action in the Plenary concerning the requirement that meeting aeronautical requirements was a primary objective of this Conference, invited the Chairman of Working Group 6 COORD to speak.

The Chairman of Working Group 6 COORD explained that the 6526 kc/s channel was required to complete a family for a specific requirement.

The Chairman inquired as to whether the Delegate of Norway and the Delegate of the Federal Republic of Germany wished to press their points in view of the comments from the Chairman of Working Group 6 COORD.

The Delegate of Norway thanked the Chairman of Working Group 6 COORD but stated that he would like to hear further remarks from the Assembly.

The Chairman stated that many views on this subject had been expressed both in Plenary and in Committee 4 which precluded the need for further discussion at the present time. By a show of hands in response to the question, should 6526 kc/s be deleted from Annex B revised to Document No. DT/II-52, it was clear that a large majority of the delegates were opposed to the deletion.

The Delegate of Norway stated that he did not appreciate the procedure of such a quick vote and that he believed that there were points which should have been made before the vote was taken.

The Chairman stated that he had made the sounding of opinion by a show of hands to save the time of the Committee, being satisfied that the question had been given considerable airing at the Conference. He reminded the Committee that the Working Groups had devoted considerable time and great effort in the production and refinement of the revised Allotment Plan and inquired again as to whether Norway wished to press the proposal any further.

The Delegate of Norway agreed that the hard work of the Working Groups was impressive but restated that he did not exactly agree with the Chairman's somewhat hasty procedures which were similar to those which had been used in the Plenary.

The Delegate of Switzerland said that he had asked for the floor immediately after the proposal of Norway, which he supported. The proposal could have been modified in the light of the explanations given by Mr. Chef, for which he expressed his thanks. The Delegate of Switzerland suggested that the need for an SSB channel for supersonic aircraft could have been met by using one of the many channels already allotted to RDARA 2 and 3, thus leaving the need for an A1 channel only, for which he proposed the frequency 6529 kc/s. He asked if this possibility had been considered. While he endorsed the decision being taken by Committee 6, he was of the opinion that correct fulfilment of the work was more important than the saving of time.

The Chairman stated that the possibility outlined by the Delegate of Switzerland had been examined.

The Delegate of Italy stated that he also had pressed his button to speak in support of the proposal and asked that the following be inserted in the record of the Meeting :

"The Italian Delegation supports the proposal to delete the frequency 6526 kc/s from page 12 of Annex B to Document No. DT/II-52 Revised. As far as the reasons given for the planning of this frequency, they did not justify world-wide application and therefore the columns 2 and 3 of the document corresponding to this frequency should be changed."

The Chairman of Working Group 6 COORD said that the MWARA Working Group 6A had reported that a world-wide requirement may appear in the future although at the present time the requirement was limited to the U.S.S.R.

The Delegate of Portugal explained that his delegation had not voted because of the precipitate manner in which the question raised by the Norwegian Delegation had been dealt with.

He supported the arguments put forward by the Swiss and Italian Delegations.

While recognizing that there were certain requirements to be satisfied, he felt sure that that could be done by a suitable sharing of other frequencies; in that way, any impression that an attempt had been made to fill the spectrum without any regard to frequency saving, would be avoided.

The Delegate of the U.S.S.R. agreed that the procedure had perhaps been hasty and considered that there was not a full expression of views. He noted, however, that the matter had come up in Plenary that the facts were quite clear and that he believed that it may be a mistake to re-open the matter now. He further stated that he shared the views of the Plenary.

The Chairman doubted whether the Committee would be in order in continuing the discussion since the proposal was for saving spectrum for other than aeronautical uses and that the substance had been disposed of by the Plenary.

The Delegate of the Federal Republic of Germany stated that he did not participate in the voting and that he wanted the record of the Meeting to show that he wanted to join in the statements of the Delegates of Portugal and Switzerland and that further he believed the point raised by the Delegate of Portugal was not settled in Plenary.

The Delegate of Argentina asked that the Meeting be recessed and that the matter be taken up in the afternoon meeting.

The Chairman urged the Meeting to proceed with its business.

The Delegate of Argentina regretted that his Document No. II/113, which related to the matter, had not been given more detailed study and consideration; however, he withdrew the document since he agreed with Norway.

The Chairman stated that he believed matters dealt with in Document No. II/113 were debated in earlier sessions and that the proposals had been partially met. He further proposed that the Committee return to discussion of Document No. DP/II-52(Rev.) after a recess until 15.00 hrs. after hearing final amendments.

Mr. Matthey read out consequential corrections to Document No. DT/II-52 (Rev.) and the Chairman declared a recess until 3.00 p.m.

After the recess, the Committee reviewed the draft Plan page by page and agreed unanimously the revised (R) Frequency Plan as contained in the master copy in the custody of the Secretary.

The Chairman asked permission to approve the Summary Records of the Eighth and Ninth Meetings of Committee 6. This was agreed.

There being no other business, the Chairman thanked the delegates, giving special mention to the Working Groups and stressing that the work could not have succeeded without the expert assistance of the officers of the I.F.R.B. Secretariat. In particular Mr. Matthey's untiring efforts not only in support both of Committee 4 and subsequently Committee 6 could not go unnoticed and had produced Document No. DT/II-52 for consideration on Saturday morning so that delegates had time to make a thorough study of the draft Plan.

In this effort Mme. B. Arnold and Mr. N. Bozonnet had also provided outstanding support in development of the draft Plan.

The Committee warmly endorsed the Chairman's remarks.

The Delegate of the United States, speaking on behalf of all delegates, warmly thanked the Chairman for his able direction in the very difficult task of preparing the revised Frequency Allotment Plan, which had been unanimously adopted, in such a short lapse of time.

This had begun with the first draft Plan in Document No. DT/II-26 and continued throughout the complex negotiations which had taken place under his chairmanship and guidance.

The Chairman thanked the Delegate of the United States and insisted that the success was due to the splendid co-operation of all delegations, and in particular of those delegates who had put in such hard work in the Working Groups. He was also most grateful to the Rapporteur, who had served the Committee so well. Working Group 6F (F for Firebrigade) had been put on standby after the adoption of its Third Report and it had not been necessary to call on their excellent services again.

There being no other business, the Meeting was adjourned at 3.20 p.m.

Rapporteur
George W. HAYDON

Chairman
E.B. POWELL

AERONAUTICAL CONFERENCE

Document No. II/229-E
26 April 1966

Geneva, 1966

B.11PLENARY MEETING
FIRST READING

The Editorial Committee, having examined the following documents, submits the attached texts to the Plenary Meeting for a first reading.

Original documents

Issuing Committee	Doc. No.	Pages	Reference App. 26 (Geneva, 1959)	Remarks
6	II/227 ex DT/II- 52(Rev.)	-	p. 30-44	

P. BOUCHIER
Chairman of the
Editorial Committee

Annexes: B.11/1 - B.11/35

App. 26
pp. 30 and 36

NOC

SECTION II

NOC 27/

ALLOTMENT OF FREQUENCIES TO THE AERONAUTICAL MOBILE (R) SERVICEArticle 1

MOD 27/

Frequency Allotment Plan

(by MWARAs, RDARAs, sub-RDARAs and VOLMET Areas)

MOD 27/

Notes:

- a) * = For the exact nature of a restriction on the use of the frequency concerned, refer to: col. 3 of Article 2 of the Frequency Allotment Plan (in numerical order of frequencies).
- b) The following list does not include the world-wide common (R) and (OR) frequencies of 3023.5 kc/s and 5680 kc/s.

NOC 27/

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
CAR	2952 2966			5484 5568	6540 6561	8840 8959	10017	11343 11367	13320	17917
CEP		3467		5554 5603		8875 8931			13336	17925
CWP	2896		4675	5505	6631	8854		11303	13296	17909
EU	2910	3467	4689	5554	6568 6582	8875 8931		11303		17941
FE	2868 2987			5624 5645		8840 8868			13288 13312	17965
ME		3404 3446		5603	6624	8847	10009		13336	17917
NA	NA-1	2868		5624		8910			13328	17941
	NA-2	2868 2931 2945 2987		5610 5624 5638 5673		8854 8889 8910 8945			13288 13328 13352	17941
	NA-3	2931		5610		8945			13328	17941

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
NP	2910			5589		8938			13264	17909
NSA1		3411		5519		8826			13304	17949
NSA2	2966	3481		5505	6540 6561	8959	10025		13280 13336	17925
SA	2875*	3432			6610 6680	8882	10049		13344	17949
SAM1	2889		4696		6666	8826		11343		17917
SAM2	2910			5582		8847		11327	13320	17917
SEA	2987			5673		8868 8882			13288*	17965
SP	2945			5638		8847			13304	17949

B.11/2

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
AFI-MET		3488* 3495*			6575 6617*		10073*	11279		17909*
AT-MET	3001			5652		8868			13272	
EU-MET	2889* 2980			5533 5575		8833		11391	13312	
ME-MET	3001 3015			5561	6596	8819		11343		
SEA-MET		3432			6680		10017			
PAC-MET	2980			5519	6610*	8903		11279*	13344	

B.11/3

[illegible]

[illegible]

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
4								11375		17933
4A	2854				6638	8896	10081			
4B	2924				6589 6638	8924				
5								11295		17933
5A		3453		5526	6610	8896				
5B	2966		4682	5659	6547	8854 8896				
5C			4682	5659	6547	8896				
5D			4682	5659	6547 6645	8861				
6							10049	11311	13328 13352	
6A	2910 2931 2945	3411*		5512 5547 5568 5582		8889 8924 8938	10065			
6B	2889 2952*	3418* 3460*		5491 5610* 5631*	6540 6575	8952				

[illegible]

[illegible]

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
10							10041 10057	11295 11319 11359 11383	13280	
10A	2861 2875* 2924 2987*	3411 3446 3481	4668 4696*	5454 5547 5631	6568 6617	8868 8917 8924				
10B	2896 2917 2973 3015	3418 3432 3453	4654 4682	5461 5469 5491 5526 5659	6596 6645	8896 8952		11311*		
10C	2854 2889	3474	4689*	5498 5512 5575	6533 6582 6624 6638 6673	8826		11311*		
10D	2903 3008	3425 3432 3439 3488 3495	4661 4675	5477 5540 5561 5596 5617 5645 5666	6554 6610 6659 6666 6680			11311*		
10E	2882 2924 2938	3460 3495	4675 4682	5454 5505* 5631	6631	8861 8903		11311*		

Bandes Bands Bandas MHz Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Zones Areas Zonas kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s	kHz kc/s
12								11351		
12A										
12C	2875	3404 3453 3460	4661 4689	5454 5533 5617 5666	6547 6589 6603 6652	8861	10025 10073 10089			
12D	2861			5461	6575	8924				
12E	2959 3015	3425 3446		5575 5631	6533	8875 8938				
12F	2959 3015	3425 3446 3467		5491 5589 5631	6533 6673	8861* 8875 8938				
12G	2959 2980* 3015	3425 3446		5477 5512	6596					
12H	2959 3015	3425 3446		5589	6533					
13									13280	17957
13A										
13B										
13C	2854 2987	3474		5540 5617	6603 6652	8819		11295		
13D	2868 2924	3411 3495		5454 5469	6617 6638	8910 8917	10033 10065			

[illegible]

2854 - 2910 kc/s

Frequency kc/s	Authorized area of use	Remarks
1	2	3
2854	RDARA: 2B, 3B, 3C, 4A, 10C, 13C	In 2B, use limited to North of 40° North and East of 60° East. Common channel to 2B, 3B and 3C.
2861	RDARA: 1E, 3A, 6E, 9B, 9C, 10A, 12D, 13H	Common channel to 9B and 9C.
2868	MWARA: FE, NA-1, NA-2 RDARA: 2B, 7A, 7B, 7C, 7D, 13D	Common channel to NA-1 and NA-2. In 2B, limited to use on a day-time basis. Common channel to 7A, 7B, 7C and 7D.
2875	MWARA: SA RDARA: 2A, 2B, 3A, 10A, 12C	In MWARA-SA, use limited to South of 30° North. Common channel to 2A, 2B and 3A. In 10A, limited to use on a day-time basis.
2882	RDARA: 2A, 2C, 3C, 10E, 13J	Common channel to 2A, 2C and 3C.
2889	MWARA: SAM-1 RDARA: 6B, 10C VOLMET: EU-MET	In EU-MET, use limited to North of 50° North.
2896	MWARA: CWP RDARA: 1D, 10B, 13K	
2903	RDARA: 2A, 2C, 3B, 10D, 13J	Common channel to 2A, 2C and 3B.
2910	MWARA: EU, NP, SAM-2 RDARA: 6A	Common channel to MWARA-EU and RDARA-6A.

2917 - 2973 kc/s

1	2	3
2917	RDARA: 2C, 3C, 7E, 9D, 10B, 13E, 13F	Common channel to 2C and 3C. Common channel to 13E and 13F.
2924	RDARA: 2B, 2C, 3A, 4B, 6C, 10A, 10E, 13D	Common channel to 2B, 2C and 3A.
2931	MWARA: NA-2, NA-3 RDARA: 3B, 6A, 6E, 13I	Common channel to NA-2 and NA-3. Common channel to 6A and 6E.
2938	RDARA: 2B, 2C, 3B, 9D, 10E, 13G	Common channel to 2B, 2C and 3B.
2945	MWARA: NA-2, SP RDARA: 6A, 13K	
2952	MWARA: CAR RDARA: 2B, 2C, 6B, 13F	Common channel to 2B and 2C. In 6B, use limited to East of 125° East.
2959	RDARA: 2C, 3B, 9B, 12E, 12F, 12G, 12H	Common channel to 2C and 3B. Common channel to 12E, 12F, 12G and 12H.
2966	MWARA: CAR, NSA-2 RDARA: 3B, 5B, 13H	MWARA-CAR: use extended to the mid-point of the air- route between Mexico City and Tahiti.
2973	RDARA: 2A, 6F, 9C, 9D, 10B, 13J	Common channel to 9C and 9D.

2980 - 3023.5 kc/s

1	2	3
2980	RDARA: 2B, 12G, 13G VOLMET: EU-MET, PAC-MET	In 2B, limited to use on a day-time basis. In 12G, power limited to 500 W mean power during night-time. In 12G, night-time protection 12 db.
2987	MWARA: FE, NA-2, SEA RDARA: 2C, 10A, 13C	Common channel to MWARA-FE and MWARA-SEA In 2C, limited to use on a day-time basis. In 10A, use limited to East of 180°.
2994	RDARA: 1C, 3C, 13G	
3001	RDARA: 6F VOLMET: AT-MET, ME-MET	In 6F, use limited to East of 120° East.
3008	RDARA: 2A, 2C, 3C, 9B, 9D, 10D, 13G	Common channel to 2A, 2C and 3C. Common channel to 9B and 9D.
3015	RDARA: 6C, 10B, 12E, 12F, 12G, 12H VOLMET: ME-MET	Common channel to 12E, 12F, 12G and 12H.
3023.5	WORLD-WIDE	

3404 - 3460 kc/s

1	2	3
3404	MWARA : ME RDARA : 3B,9A,12C	
3411	MWARA : NSA-1 RDARA : 3A,6A,6D,6E, 10A,13D	In 3A, limited to use on a day-time basis. In 6A, reduced to 250 W mean power during night-time operation. In 6E, use limited to West of 82°30' East and reduced to 250 W mean power during night-time operation.
3418	RDARA : 1D,2C,6B,9A, 10B,13J	In 1D, use limited to East of 21° East. In 6B, use limited to East of 120° East.
3425	RDARA : 2A,2B,2C,3C, 7E,9B,9C,10D, 12E,12F,12G, 12H,13H	Common channel to 9B and 9C.
3432	MWARA : SA RDARA : 3A,10B,10D VOLMET: SEA-MET	MWARA-SA: use extended on air route to Buenos Aires. In 3A, reduced to 250 W mean power during night-time operation.
3439	RDARA : 2A,2B,2C,3A, 6C,10D,13F	
3446	MWARA : ME RDARA : 9B,9C,10A, 12E,12F,12G, 12H	Common channel to 9B and 9C.
3453	RDARA : 1B,1C,3C,5A, 9A,10B,12C	Common channel for use only in the North Sea area of RDARA 1B and RDARA 1C.
3460	RDARA : 2A,2B,2C,6B, 9B,9C,10E, 12C,13K	In 6B, use limited to East of 120° East. Common channel to 9B and 9C.

3467 - 3499 kc/s

1	2	3
3467	MWARA : EU, CEP RDARA : 6E, 9D, 12F	In 9D use limited to West of 160° East.
3474	RDARA : 1C, 2C, 3C, 6D, 10C, 13C	Common channel to 1C and 2C. In 3C, limited to use on a day-time basis.
3481	MWARA : NSA-2 RDARA : 3A, 6F, 9D, 10A, 13K	Common channel to 6F and the extension of NSA-2. MWARA-NSA-2: use extended to Western Australia and the Cocos Islands. In 6F, use limited to South of 25° North and to 250 W mean power during night-time. In 9D, use limited to East of 160° East.
3488	RDARA : 2B, 6D, 10D, 13E VOLMET: AFI-MET	In AFI-MET, use limited to West of 10° East and South of 20° North.
3495	RDARA : 2A, 2C, 3B, 6D, 10D, 10E, 13D VOLMET: AFI-MET	In AFI-MET use limited to South of the Equator.
3499	WORLD-WIDE	A1 only.

4654 - 4696 kc/s

1	2	3
4654	RDARA : 1E,2B,2C, 3C,10B,13E, 13F	In 1E, limited to use on a day-time basis. Common channel to 13E and 13F.
4661	RDARA : 2A,2B,2C, 3A,3B,3C,9D, 10D,12C,13K	Common channel to 2A,2B,2C,3A,3B and 3C.
4668	RDARA : 1D,2B,6D, 10A,13G	In 2B, limited to use on a day-time basis.
4675	MWARA : CWP RDARA : 2C,3A,7E, 10D,10E,13J	In 3A, limited to use on a day-time basis. Common channel to 10D and 10E.
4682	RDARA : 3C,5B,5C,5D, 9D,10B,10E, 13J	In 3C, limited to use on a day-time basis.
4689	MWARA : EU RDARA : 3B,6D,10C, 12C	In 3B and 10C, limited to use on a day-time basis.
4696	MWARA : SAM-1 RDARA : 2A,2B,2C, 3C,10A	In 10A, limited to use on a day-time basis.

5454 - 5477 kc/s

1	2	3
5454	RDARA : 10A,10E,12C, 13D	
5461	RDARA : 10B,12D,13J	
5469	RDARA : 10B,13D	
5477	RDARA : 10D,12G,13H	

5484 - 5540 kc/s

1	2	3
5484	MWARA : CAR RDARA : 2B, 3B	
5491	RDARA : 2C, 6B, 7E, 10B, 12F, 13G	
5498	RDARA : 2B, 3C, 7, 9B, 9C, 9D, 10C, 13H	Common channel to 9B, 9C and 9D.
5505	MWARA : CWP, NSA-2 RDARA : 10E, 13K	In 10E, use limited to East of 60° West and to 250 W mean power.
5512	RDARA : 2A, 6A, 10C, 12G	
5519	MWARA : NSA-1 VOLMET: PAC-MET	
5526	RDARA : 3C, 5A, 6D, 9B, 9C, 9D, 10B, 13J	Common channel to 9B, 9C and 9D.
5533	RDARA : 3B, 6D, 12C VOLMET : EU-MET	
5540	RDARA : 2B, 3B, 10D, 13C	

5547 - 5603 kc/s

1	2	3
5547	RDARA : 2C, 6A, 6E, 10A, 13H	Common channel to 6A and 6E.
5554	MWARA : EU, CEP RDARA : 3C	In 3C limited to use on a day-time basis.
5561	RDARA : 10D VOLMET : ME-MET	
5568	MWARA : CAR RDARA : 1D, 2A, 3C, 6A	MWARA-CAR: use extended to the mid-point of the air-route between Mexico City and Tahiti. In 1D, limited to use on a day-time basis.
5575	RDARA : 3B, 10C, 12E VOLMET : EU-MET	
5582	MWARA : SAM-2 RDARA : 2C, 6A	
5589	MWARA : NP RDARA : 2C, 12F, 12H	Common channel to 12F and 12H.
5596	RDARA : 2A, 2B, 2C, 6D, 10D, 13K	Common channel to 2A, 2B and 2C.
5603	MWARA : CEP, ME	

5610 - 5666 kc/s

1	2	3
5610	MWARA : NA-2, NA-3 RDARA : 6B	In 6B, use limited to East of 100° East.
5617	RDARA : 2C, 6E, 10D, 12C, 13C	
5624	MWARA : FE, NA-1, NA-2	
5631	RDARA : 2C, 3A, 6B, 10A, 10E, 12E, 12F	In 6B, use limited to East of 100° East and South of 40° North. Common channel to 12E and 12F.
5638	MWARA : NA-2, SP RDARA : 2B	In 2B, limited to use on a day-time basis.
5645	MWARA : FE RDARA : 1B, 1C, 2B, 10D	Common channel for use only in the North Sea area of RDARA-1B and RDARA-1C. In 2B, limited to use on a day-time basis.
5652	RDARA : 2C, 6D VOLMET : AT-MET	In 2C, limited to use on a day-time basis.
5659	RDARA : 1C, 3A, 5B, 5C 5D, 6C, 10B, 13I	Common channel to 5B, 5C and 5D
5666	RDARA : 2A, 2B, 2C, 9B, 9C, 10D, 12C, 13F	Common channel to 2A, 2B and 2C. Common channel to 9B and 9C.

5673 - 5680 kc/s

1	2	3
5673	MWARA : NA-2, SEA	
5680	WORLD-WIDE	

6526 - 6589 kc/s

1	2	3
6526	WORLD-WIDE	A1, A3A, A3H and A3J only.
6533	RDARA : 1C, 2B, 3B, 6E, 9B, 9C, 10C, 12E, 12F, 12H.	Common channel to 9B and 9C. Common channel to 12E, 12F and 12H.
6540	MWARA : CAR, NSA-2 RDARA : 2A, 6B, 9B.	
6547	RDARA : 1E, 3A, 5B, 5C, 5D, 12C, 13J.	Common channel to 5B, 5C and 5D.
6554	RDARA : 2C, 6C, 10D, 13G.	
6561	MWARA : CAR, NSA-2, RDARA : 2A, 9D	MWARA-CAR: use extended to the mid-point of the air route between Mexico City and Tahiti. MWARA-NSA-2: use extended to Western Australia and the Cocos Islands.
6568	MWARA : EU RDARA : 6F, 10A, 13J	
6575	RDARA : 2A, 6B, 9B, 12D. VOLMET : AFI-MET.	
6582	MWARA : EU RDARA : 6F, 10C, 13J	
6589	RDARA : 2A, 2B, 3A, 3B, 4B, 6D, 12C.	Common channel to 2A, 2B, 3A and 3B.

6596 - 6652 kc/s

1	2	3
6596	RDARA : 10B, 12G. VOLMET : ME-MET.	
6603	RDARA : 2B, 2C, 3C, 7E, 12C, 13C.	Common channel to 2B, 2C and 3C.
6610	MWARA : SA RDARA : 2A, 5A, 9A, 10D. VOLMET : PAC-MET.	In PAC-MET, use limited to North of 30° North and West of 160° East.
6617	RDARA : 2C, 3A, 6C, 6D, 10A, 13D. VOLMET : AFI-MET.	In AFI-MET, use limited to South of the Equator. Common channel to 2C and 3A. Common channel to 6C and 6D.
6624	MWARA : ME RDARA : 3B, 10C, 13F.	
6631	MWARA : CWP RDARA : 1D, 3A, 10E, 13K.	
6638	RDARA : 2B, 4A, 4B, 9A, 10C, 13D.	Common channel to 4A and 4B.
6645	RDARA : 2B, 2C, 5D, 9B, 10B, 13G.	Common channel to 2B and 2C.
6652	RDARA : 2C, 3C, 9A, 12C, 13C.	

6659 - 6680 kc/s

1	2	3
6659	RDARA : 2C, 3B, 6D, 10D, 13K.	
6666	MWARA : SAM-1 RDARA : 2C, 3C, 9B, 10D.	
6673	RDARA : 2B, 3A, 6F, 10C, 12F.	Common channel to 2B and 3A. In 6F, use limited to East of 120° East and South of 43° North.
6680	MWARA : SA RDARA : 3A, 10D VOLMET : SEA-MET.	MWARA-SA: use extended on the air route to Buenos Aires.

8819 - 8875 kc/s

1	2	3
8819	RDARA : 3B, 6C, 13C VOLMET : ME-MET	In 3B, use limited to East of 140° East
8826	MWARA : NSA-1, SAM-1 RDARA : 3B, 6D, 9D, 10C	In 3B, use limited to East of 130° East.
8833	RDARA : 3B, 6C, 6D, 13K VOLMET : EU-MET	In 3B, use limited to North of 50° North. Common channel to 6C and 6D
8840	MWARA : CAR, FE RDARA : 2A, 2C, 3A, 7A, 7B, 7C 7D, 9D, 13H	MWARA-CAR: use extended to the mid-point of the air-route between Mexico City and Tahiti. Common channel to 2A, 2C and 3A
8847	MWARA : ME, SAM-2, SP RDARA : 3B	In 3B, use limited to East of 140° East.
8854	MWARA : CWP, NA-2 RDARA : 5B, 13K	
8861	RDARA : 2A, 2B, 2C, 3A, 3B, 3C, 5D, 6D, 10E, 12C, 12F, 13F	Common channel to 2A, 2B, 2C, 3A, 3B and 3C. In 6D, use limited to South of 10° North In 12F, use limited to North of 04° North and to 300W mean power.
8868	MWARA : FE, SEA RDARA : 2A, 3A, 10A VOLMET : AT-MET	Common channel to 2A and 3A In 3A, use limited to North of 60° North.
8875	MWARA : CEP, EU RDARA : 3B, 6D, 7E, 12E, 12F	In 3B, use limited to East of 120° East

8882 - 8938 kc/s

1	2	3
8882	MWARA : SA, SEA RDARA : 3A, 3B	Use outside the MWARA-SEA boundaries is authorized in India and Pakistan. In 3A, use limited to North of 60° North. Common channel to 3A and 3B. MWARA-SA: use extended on the air-route to Buenos Aires.
8889	MWARA : NA-2 RDARA : 3B, 6A, 6E, 9B, 9D, 13J	Common channel to 6A and 6E. Common channel to 9B and 9D.
8896	RDARA : 3B, 3C, 4A, 5A, 5B, 5C, 9B, 9C, 10B, 13F	Common channel to 3B and 3C. Common channel to 4A, 5A, 5B and 5C. Common channel to 9B and 9C.
8903	RDARA : 2A, 2C, 10E, 13G VOLMET : PAC-MET	Common channel to 2A and 2C.
8910	MWARA : NA-1, NA-2 RDARA : 3B, 3C, 9B, 9C, 13D	Common channel to 3B and 3C. Common channel to 9B and 9C.
8917	RDARA : 2A, 2B, 2C, 3A, 6E, 9B, 9C, 10A, 13D	Common channel to 2A, 2B, 2C and 3A. In 2C, use limited to West of 40° East. Common channel to 9B and 9C.
8924	RDARA : 4B, 6A, 9B, 9C, 10A, 12D, 13I	Common channel to 9B and 9C
8931	MWARA : CEP, EU RDARA : 3B, 6D, 9D, 13J	In 3B, use limited to West of 180°. In 9D, use limited to West of 160° East.
8938	MWARA : NP RDARA : 1C, 6A, 9A, 12E, 12F, 13H	Common channel to 12E and 12F.

8945 - 8963 kc/s

1	2	3
8945	MWARA : NA-2, NA-3 RDARA : 3B, 3C, 6C, 13E, 13F	In 3B and 3C, use limited to North of 50° North. Common channel to 3B and 3C. Common channel to 13E and 13F.
8952	RDARA : 1D, 6B, 9A, 9C, 9D, 10B, 13G	Common channel to 9A, 9C and 9D.
8959	MWARA : NSA-2, CAR RDARA : 3A, 6D, 9C, 9D	In 3A, use limited to East of 80° East. Common channel to 9C and 9D.
8963	WORLD-WIDE	A1 only.

10 009 - 10 073 kc/s

1	2	3
10 009	MWARA : ME RDARA : 13J	
10 017	MWARA : CAR RDARA : 2A, 2C VOLMET : SEA-MET	MWARA-CAR: use extended to the mid-point of the air route between Mexico City and Tahiti. Common channel to 2A and 2C with use of directional antennae to protect SEA-MET.
10 025	MWARA : NSA-2 RDARA : 3B, 3C 12C, 13G	MWARA-NSA-2: use extended to Western Australia and the Cocos Islands. Common channel to 3B and 3C.
10 033	RDARA : 2, 3, 13D	Common channel to 2 and 3
10 041	RDARA : 2, 7, 10, 13G	
10 049	MWARA : SA RDARA : 2A, 6	MWARA-SA: use extended on the air route to Buenos Aires
10 057	RDARA : 2, 10, 13J	
10 065	RDARA : 1B, 1C, 1E, 6A, 6F, 13D	Common channel to 1B, 1C and 1E. Common channel to 6A and 6F.
10 073	RDARA : 3, 12C VOLMET : AFI-MET	In AFI-MET, use limited to South of the Equator.

10 081 - 10 093 kc/s

1	2	3
10 081	RDARA : 1D, 4A, 6F, 13G	Common channel to 1D and 4A.
10 089	RDARA : 2, 3, 12C, 13K	Common channel to 2 and 3.
10 093	WORLD-WIDE	A1, A3A, A3H and A3J only.

11 279 - 11 343 kc/s

1	2	3
11 279	VOLMET : AFI-MET PAC-MET	In PAC-MET, use limited to North of 30° North and West of 160° East.
11 287	RDARA : 2, 13H	
11 295	RDARA : 5, 10, 13C	
11 303	MWARA : CWP, EU	
11 311	RDARA : 6, 10B, 10C 10D, 10E	Common channel to 10B, 10C, 10D and 10E.
11 319	RDARA : 2, 9A, 9B, 9D, 10, 13H	Common channel to 9A, 9B and 9D.
11 327	MWARA : SAM-2 RDARA : 3	
11 335	RDARA : 2, 7, 9	
11 343	MWARA : CAR, SAM-1 VOLMET : ME-MET	Common channel to MWARA-CAR and MWARA-SAM-1.

11 351 - 11 391 kc/s

1	2	3
11 351	RDARA : 2, 12	
11 359	RDARA : 1, 6D, 10, 13F	
11 367	MWARA : CAR RDARA : 2	
11 375	RDARA : 3, 4	
11 383	RDARA : 2, 9, 10	
11 391	RDARA : 3 VOLMET : EU-MET	In 3, use limited to East of 90° East

13 264 - 13 328 kc/s

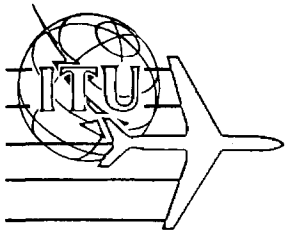
1	2	3
13 264	MWARA: NP RDARA: 7A, 7B, 7C, 7D	Common channel to 7A, 7B, 7C, 7D.
13 272	RDARA: 3 VOLMET: AT-MET	
13 280	MWARA: NSA-2 RDARA: 6F, 10, 13	
13 288	MWARA: FE, NA-2, SEA	Use outside the MWARA-SEA boundaries is authorized in India and Pakistan, provided that adequate protection is ensured between 300° and 340°.
13 296	MWARA: CWP RDARA: 1	
13 304	MWARA: NSA-1, SP	
13 312	MWARA: FE RDARA: 13H VOLMET: EU-MET	
13 320	MWARA: CAR, SAM-2 RDARA: 2, 6C	Common channel to MWARA-CAR and MWARA-SAM-2.
13 328	MWARA: NA-1, NA-2, NA-3 RDARA: 6	Common channel to NA-1, NA-2, NA-3

13 336 - 13 356 kc/s

1	2	3
13 336	MWARA: CEP, ME, NSA-2	MWARA-NSA-2: use extended to Western Australia and the Cocos Islands. Common channel to MWARA-ME and MWARA-NSA-2.
13 344	MWARA: SA VOLMET: PAC-MET	
13 352	MWARA: NA-2 RDARA: 6	
13 356	WORLD-WIDE	A1, A3A, A3H and A3J only.

17 909 - 17 965 kc/s

1	2	3
17 909	MWARA: CWP, NP VOLMET: AFI-MET	In AFI-MET, use limited to South of the Equator.
17 917	MWARA: CAR, ME, SAM-1, SAM-2	Common channel to MWARA-CAR, MWARA-SAM-1 and MWARA-SAM-2. MWARA-CAR: use extended to the mid-point on the air route between Mexico City and Tahiti.
17 925	MWARA: CEP, NSA-2	MWARA-NSA-2: use extended to Western Australia and the Cocos Islands.
17 933	RDARA: 4, 5, 9B, 9C, 9D	Common channel to 4 and 5. Common channel to 9B, 9C, 9D.
17 941	MWARA: EU, NA-1, NA-2, NA-3 RDARA: 3	Common channel to MWARA-EU, MWARA-NA-1, MWARA-NA-2, and MWARA-NA-3. In 3, use limited to East of 100° East.
17 949	MWARA: NSA-1, SA, SP	Common channel to MWARA-NSA-1 and MWARA-SA.
17 957	RDARA: 2, 3, 13	Common channel to 2 and 3.
17 965	MWARA: FE, SEA	Common channel to MWARA-FE and MWARA-SEA.



AERONAUTICAL CONFERENCE

Document No. II/230-E

27 April 1966

Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

COMMITTEE 3

SUMMARY RECORD OF THE THIRD MEETING OF COMMITTEE 3 (BUDGET CONTROL COMMITTEE)

Tuesday, 26 April 1966, at 09.30 hours

Chairman: U. MOHR (Federal Republic of Germany)

Vice Chairman: B. K. RAKSHIT (Ghana)

1. Agenda

The meeting adopted the agenda contained in Document No. II/213 without dissent.

2. Report to the Plenary Meeting

The Chairman presented to the Committee a draft report to the Plenary Meeting as contained in Document No. DT/II-53. The Chairman noted some minor corrections in language that should be made to the draft. These were agreed by the Committee.

Mr. Loevinger suggested that the first paragraph of Section 3.1 of the draft report should be revised. There was discussion of this proposal and it was agreed by the Committee that this paragraph should be revised and that appropriate language should be drafted. A brief recess was taken to permit new language to be drafted for this paragraph. Following recess, suggested language was proposed by Mr. Loevinger and Mr. Monnat, and the Committee agreed that the proposal of Mr. Monnat, with a minor modification, should be adopted. Mr. Loevinger stated that this was acceptable to him and his delegation.

Mr. Monnat then proposed that the second paragraph of Section 3.1 of the draft report should be deleted in view of the discussion and the action taken by the Committee. This was agreed.

Following the discussion, the Committee adopted the draft report as amended and directed its submission to the Plenary Meeting.



3. Other Business

Mr. Monnat stated that certain corrections should be made in the Summary Record of the Second Meeting of the Committee, as set forth in Document No. II/191.

The second paragraph of item 3 of the Report contained in Document No. II/191 refers to a statement by Mr. Monnat. In the second sentence of that paragraph it is stated, in the English version, that the "Conference had previously voted...." on the mode of reproduction of the Final Acts. Mr. Monnat stated that the word "voted" should be changed to the word "decided" since there had not been a formal vote of the Conference on the matter. The fourth sentence of such paragraph, in the English version, should be deleted. Mr. Monnat also stated that certain language in the French text of the Summary Record should be corrected but that this did not involve any changes in the English text.

There were no other corrections to the Summary Record of the Second Meeting of the Committee. The Committee approved the Summary Record with the corrections noted by Mr. Monnat.

The Chairman noted that the Conference was approaching its end and that there would not be time for another meeting of the Committee. Accordingly, the Committee authorized the Chairman to sign the Summary Record of the third meeting without calling a meeting of the Committee or submitting the Summary Record to the Committee.

There being no other business, the meeting adjourned at 10.30 hours.

Rapporteur:
Lee LOEVINGER

Chairman:
Ulrich MOHR

AERONAUTICAL CONFERENCE

Geneva, 1966

Addendum to
Document No. II/231-E
28 April 1966

PLENARY MEETING
SECOND READING

The Editorial Committee, having examined the Document No. II/108,
submits the attached texts to the Plenary Meeting for a second reading.

P. BOUCHIER
Chairman of the
Editorial Committee



Frequency kc/s 1	Authorized area of use 2	Remarks 3
3023.5	World-wide	<p>Authorized for world-wide use,</p> <p>(1) aboard aircraft for :</p> <ul style="list-style-type: none"> a) communications with approach and aerodrome control; b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown; <p>(2) at aeronautical stations for aerodrome and approach control under the following conditions :</p> <ul style="list-style-type: none"> a) with mean power limited to a value of not more than 20 watts in the antenna circuit; b) c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference; d) the power of aeronautical stations which use this frequency in accordance with the above conditions, may be increased to the extent necessary to meet certain operational requirements, subject to co-ordination between the Administrations directly concerned and those whose services may be adversely affected.

Frequency kc/s 1	Authorized area of use 2	Remarks 3
3023.5 (contd.)	World-wide (contd.)	<p>(3) the specific application of this frequency for the above purposes may be decided at regional aeronautical conferences;</p> <p>(4) the use of this frequency is also authorized for intercommunication between mobile stations engaged in co-ordinated search and rescue operations including communication between these stations and participating land stations;</p> <p>(5) this channel may be used for A1 or A3 emission, in accordance with special arrangements. It shall not be subdivided.</p>

Fre- quency kc/s	Author- ized area of use	Remarks
1	2	3
5680	World- wide	<p>Authorized for world-wide use,</p> <p>(1) aboard aircraft for :</p> <ul style="list-style-type: none"> a) communications with approach and aerodrome control; b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown; <p>(2) at aeronautical stations for aerodrome and approach control under the following conditions :</p> <ul style="list-style-type: none"> a) with mean power limited to a value of not more than 20 watts in the antenna circuit; b) c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference; d) the power of aeronautical stations which use this frequency in accordance with the above conditions may be increased to the extent necessary to meet certain operational requirements, subject to co-ordination between the administrations directly concerned and those whose services may be adversely affected; <p>(3) the specific application of this frequency for the above purposes may be decided at regional aeronautical conferences;</p> <p>(4) the use of this frequency is also authorized for intercommunication between mobile stations engaged in co-ordinated search and rescue operations including communication between these stations and participating land stations;</p> <p>(5) this channel may be used for A1 or A3 emission, in accordance with special arrangements. It shall not be subdivided.</p>

AERONAUTICAL CONFERENCE

Geneva, 1966

Document No. II/231-E
27 April 1966

R.2

PLENARY MEETING
SECOND READING

The Editorial Committee, having examined the Documents Nos. II/215 and II/229 submits the attached texts to the Plenary Meeting for a Second reading.

P. BOUCHIER
Chairman of the
Editorial Committee



Annexes: R.2/1 - R.2/41

RECOMMENDATION No. Aer/...RELATING TO THE DEVELOPMENT OF TECHNIQUES
WHICH WOULD HELP TO REDUCE CONGESTION IN THE HIGH
FREQUENCY BANDS ALLOCATED TO THE AERONAUTICAL MOBILE (R) SERVICE

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that several administrations are actively engaged in the development of communication techniques the wider use of which, in the Aeronautical Mobile (R) Service, would help to reduce the congestion in the high frequency bands allocated to that Service; such developments include remotely controlled VHF stations, high-powered VHF transmitters employing directional antennae, space radiocommunication techniques and automatic data transmission;
- b) that knowledge of these developments would be useful to other administrations in considering the application of these techniques to their aeronautical mobile (R) communication services;
- c) that the International Civil Aviation Organization (I.C.A.O.) is actively engaged in coordinating the operational use of such techniques;

invites

administrations engaged in such developments to inform the I.F.R.B. periodically of the progress achieved;

requests

the I.F.R.B. periodically to circulate the information so obtained to administrations and to I.C.A.O.

Article 2Frequency Allotment Plan

(in numerical order of frequencies)

General Notes:27/ 1) Class of stations: FAClasses of emission: see [page B.3/1].Power: unless otherwise indicated in the Plan, the power values for aeronautical and aircraft stations are those appearing on [page B.3/2].Hours: H24 unless otherwise indicated.

27/ 2) A frequency allotted on a "day-time basis" may be used during the period one hour after sunrise to one hour before sunset when the same channel is allotted in the Plan to Major World Air Route Areas, Regional and Domestic Air Route Areas, Sub-Regional and Domestic Air Route Areas or VOLMET Areas which receive full protection during the twenty-four hours.

27/ 3) A "common channel" is a channel allotted in common to adjacent areas within interference distance of each other and its use is subject to agreement between the administrations concerned.

(R) FREQUENCY PLAN

27/

Frequency kc/s 1	Authorized area of use 2	Remarks 3
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PARTIAL REVISION OF THE RADIO REGULATIONS, GENEVA, 1959ARTICLE 9

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- NOC 552 § 21. (1) Examination of Notices concerning Frequency Assignments to Aeronautical Stations in the Aeronautical Mobile (R) Service in the Bands allocated exclusively to that Service between 2850 and 17 970 kc/s (see No. 500).
- NOC 553 (2) The Board shall examine each notice covered by No. 552 to determine whether:
- MOD 554 a) the frequency corresponds to one of the frequencies specified in Column 1 of the Allotment Plan for the aeronautical mobile (R) service contained in Part II, Section II, Article 27 of Appendix 27, or the assignment is the result of a permissive change from one class of emission to another and the necessary bandwidth is within the channelling arrangement provided for in Appendix 27;
- NOC 555 b) the limitations of use set forth in Column 3 of the Plan have been appropriately observed;
- MOD 556 c) the notice is in conformity with the technical principles of the Plan set forth in Appendix 27;
- MOD 557 d) the area of use is within the boundaries of the Areas as set forth in Column 2 of Article 2 of the Plan.
- (MOD) 558 (3) In the case of a notice in conformity with the provisions of Nos. 554 to 556, but not with those of No. 557, the Board shall examine whether the protection specified in Appendix 27 Part I, Section II A, paragraph 57 is afforded to the allotments in the Plan. In doing so, the Board shall assume that the frequency will be used in accordance with the "Sharing conditions between areas" specified in Appendix 27 Part I, Section IIB, paragraph 47.
- SUP 559 (4) The technical (Part I)7
- (MOD) 560 (4) All frequency assignments referred to in No. 552 shall be recorded in the Master Register according to the findings reached by the Board. The date to be entered in Column 2a or 2b shall be that determined according to the relevant provisions of Section III of this Article.
-

NOC	589	§ 30. (1) Frequency Bands allocated exclusively to the Aeronautical Mobile (R) Service between 2 850 and 17 970 kc/s.
MOD	590	(2) If the finding is favourable with respect to Nos. 554 to 557 the date of <u> </u> /date of signing of the Final Acts/ shall be entered in Column 2a.
MOD	591	(3) If the finding is favourable with respect to No. 558, the date of <u> </u> /date of signing of the Final Acts/ shall be entered in Column 2b.
NOC	592	(4) In all other cases covered by No. 552, the date of receipt of the notice by the Board shall be entered in Column 2b.
NOC	593	(5) For assignments to stations other than aeronautical stations in the aeronautical mobile (R) service, the relevant date shall be entered in Column 2b (see Nos. 525, 526, 530 and 531).

Appendix 1
(p. 337)

MOD 3. In any case where there are one or more reference frequencies in a particular transmission (e.g. in the case of (a) the frequency of the reduced carrier in an independent or single sideband emission, and (b) the frequencies of the sound and vision carriers in a television emission), such reference frequencies shall be supplied. In the case of television broadcasting stations in Region 1, each notice shall include, as supplementary information, both the frequency of the other carrier and the assigned frequency. For stations in the aeronautical mobile (R) service using permitted emissions other than DSB, the reference frequency together with the appropriate centre frequency of the channel listed in the frequency Plan in Appendix 27 shall be supplied as supplementary information.

RESOLUTION No. Aer/...

RELATING TO THE TREATMENT OF NOTICES CONCERNING FREQUENCY
ASSIGNMENTS TO AERONAUTICAL STATIONS IN THE AERONAUTICAL
MOBILE (R) SERVICE IN THE BANDS ALLOCATED EXCLUSIVELY TO
THAT SERVICE BETWEEN 2850 AND 17 970 kc/s

The Extraordinary Administrative Radio Conference, Geneva, 1966,
considering

- a) that the Final Acts of this Conference will enter into force on
, but
- b) that the revised Frequency Allotment Plan contained in Part II of
Appendix 27 will enter into force on
- c) that some administrations may wish to implement certain provisions
of the revised Frequency Allotment Plan in advance of the latter date where
this may be done without causing harmful interference to stations working in
accordance with the present Frequency Allotment Plan, Geneva, 1959;
- d) that it will therefore be necessary to provide an interim procedure
to facilitate transition from the present Frequency Allotment Plan to the
revised Frequency Allotment Plan;

resolves

- 1. that during the period between the date of entry into force of the
Final Acts and the date of entry into force of the revised Frequency
Allotment Plan :
 - 1.1 the provisions of Nos. 553 to 559 of the Radio Regulations, Geneva,
1959, shall continue to be applied in the examination of notices
concerning frequency assignments to aeronautical stations in the
aeronautical mobile (R) service in the bands allocated exclusively
to that service between 2850 and 17 970 kc/s;
 - 1.2 all such assignments shall be recorded in the Master International
Frequency Register according to the findings reached by the
I.F.R.B.;
 - 1.3 the date to be entered in Column 2a or 2b of the Master Inter-
national Frequency Register shall be as follows :
 - a) if the finding is favourable with respect to Nos. 554 to 557,
the date of 3 December 1951 shall be entered in Column 2a;

- b) if the finding is favourable with respect to No. 558, the date of 3 December 1951 shall be entered in Column 2b;
- c) for all other such assignments (including those which may be in conformity with the revised Frequency Allotment Plan but not in conformity with the present Frequency Allotment Plan) the date of receipt of the notice by the I.F.R.B. shall be entered in Column 2b;

1.4 any assignment which is in accordance with the revised Frequency Allotment Plan shall be so indicated by the insertion by the I.F.R.B. of an appropriate symbol in the Remarks Column of the Master International Frequency Register;

2. that on the date of coming into force of the revised Frequency Allotment Plan, the I.F.R.B. shall examine those frequency assignments to aeronautical stations in the aeronautical mobile (R) service in the bands allocated exclusively to that service between 2850 and 17 970 kc/s, which are contained in the Master International Frequency Register from the point of view of their conformity with the revised Frequency Allotment Plan following the relevant parts of the procedure described in Nos. 553 to 559 of the Radio Regulations, Geneva, 1959, as modified by the Extraordinary Administrative Radio Conference, Geneva, 1966, and shall record against them in the Master International Frequency Register a date in Column 2a or 2b as follows :

- 2.1 assignments found favourable with respect to Nos. 554 to 557 shall have the date (the date of signature of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2a;
- 2.2 assignments found favourable with respect to No. 558 shall have the date (the date of signature of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2b;
- 2.3 all other assignments shall have the date (the day after the date of signature of the E.A.R.C. Final Acts, Geneva, 1966) entered in Column 2b;

3. that, on the date of entry into force of the revised Frequency Allotment Plan, the allotments therein shall replace in the Master International Frequency Register those allotments in the present Frequency Allotment Plan;

invites

administrations to notify to the I.F.R.B. as soon as possible the cancellation of frequency assignments released as a consequence of bringing into use the allotments in the revised Frequency Allotment Plan contained in Appendix 27.

SECTION II

27/

ALLOTMENT OF FREQUENCIES TO THE AERONAUTICAL MOBILE (R) SERVICEArticle 1

27/

Frequency Allotment Plan

(by MWARAs, RDARAs, sub-RDARAs and VOLMET Areas)

27/

Notes:

a) * = For the exact nature of a restriction on the use of the frequency concerned, refer to: Col. 3 of Article 2 of the Frequency Allotment Plan (in numerical order of frequencies).

27/

b) The following list does not include the world-wide common (R) and (OR) frequencies of 3023.5 and 5680 kc/s or the world-wide frequencies of 3499, 6526, 8963, 10 093 and 13 356 kc/s.

Bands Mc/s		3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas		kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
CAR		2952 2966			5484 5568	6540 6561	8840 8959	10017	11343 11367	13320	17917
CEP			3467		5554 5603		8875 8931			13336	17925
CWP		2896		4675	5505	6631	8854		11303	13296	17909
EU		2910	3467	4689	5554	6568 6582	8875 8931		11303		17941
FE		2868 2987			5624 5645		8840 8868			13288 13312	17965
ME			3404 3446		5603	6624	8847	10009		13336	17917
NA	NA-1	2868			5624		8910			13328	17941
	NA-2	2868 2931 2945 2987			5610 5624 5638 5673		8854 8889 8910 8945			13288 13328 13352	17941
	NA-3	2931			5610		8945			13328	17941

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
NP	2910			5589		8938			13264	17909
NSA1		3411		5519		8826			13304	17949
NSA2	2966	3481		5505	6540 6561	8959	10025		13280 13336	17925
SA	2875*	3432			6610 6680	8882	10049		13344	17949
SAM1	2889		4696		6666	8826		11343		17917
SAM2	2910			5582		8847		11327	13320	17917
SEA	2987			5673		8868 8882			13288*	17965
SP	2945			5638		8847			13304	17949

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
AFI-MET		3488* 3495*			6575 6617*		10073*	11279		17909*
AT-MET	3001			5652		8868			13272	
EU-MET	2889* 2980			5533 5575		8833		11391	13312	
ME-MET	3001 3015			5561	6596	8819		11343		
SEA-MET		3432			6680		10017			
PAC-MET	2980			5519	6610*	8903		11279*	13344	

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
1								11359	13296	
1B		3453*		5645*			10065			
1C	2994	3453* 3474		5645* 5659	6533	8938	10065			
1D	2896	3418*	4668	5568*	6631	8952	10081			
1E	2861		4654*		6547		10065			
2							10033 10041 10057 10089	11287 11319 11335 11351 11367 11383	13320	17957
2A	2875 2882 2903 2973 3008	3425 3439 3460 3495	4661 4696	5512 5568 5596 5666	6540 6561 6575 6589 6610	8840 8861 8868 8903 8917	10017* 10049			
2B	2854* 2868* 2875 2924 2938 2952 2980*	3425 3439 3460 3488	4654 4661 4668* 4696	5484 5498 5540 5596 5638* 5645* 5666	6533 6589 6603 6638 6645 6673	8861 8917				

Bands Mc/s	3	3.5	4.7	5.6	6.5	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
2C	2882 2903 2917 2924 2938 2952 2959 2987* 3008	3418 3425 3439 3460 3474 3495	4654 4661 4675 4696	5491 5547 5582 5589 5596 5617 5631 5652* 5666	6554 6603 6617 6645 6652 6659 6666	8840 8861 8903 8917*	10017*			
3							10033 10073 10089	11327 11375 11391*	13272	17941* 17957
3A	2861 2875 2924	3411* 3432* 3439 3481	4661 4675*	5631 5659	6547 6589 6617 6631 6673 6680	8840 8861 8868* 8882* 8917 8959*				
3B	2854 2903 2931 2938 2959 2966	3404 3495	4661 4689*	5484 5533 5540 5575	6533 6589 6624 6659	8819* 8826* 8833* 8847* 8861 8875* 8882 8889 8896 8910 8931* 8945*	10025			
3C	2854 2882 2917 2994 3008	3425 3453 3474*	4654 4661 4682* 4696	5498 5526 5554* 5568	6603 6652 6666	8861 8896 8910 8945*	10025			

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
4								11375		17933
4A	2854				6638	8896	10081			
4B	2924				6589 6638	8924				
5								11295		17933
5A		3453		5526	6610	8896				
5B	2966		4682	5659	6547	8854 8896				
5C			4682	5659	6547	8896				
5D			4682	5659	6547 6645	8861				
6							10049	11311	13328 13352	
6A	2910 2931 2945	3411*		5512 5547 5568 5582		8889 8924 8938	10065			
6B	2889 2952*	3418* 3460*		5491 5610* 5631*	6540 6575	8952				

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
6C	2924 3015	3439		5659	6554 6617	8819 8833 8945			13320	
6D		3411 3474 3488 3495	4668 4689	5526 5533 5596 5652	6589 6617 6659	8826 8833 8861* 8875 8931 8959		11359		
6E	2861 2931	3411* 3467		5547 5617	6533	8889 8917				
6F	2973 3001*	3481*			6568 6582 6673*		10065 10081		13280	

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
7				5498			10041	11335		
7A	2868					8840			13264	
7B	2868					8840			13264	
7C	2868					8840			13264	
7D	2868					8840			13264	
7E	2917	3425	4675	5491	6603	8875				
8A										
9								11335 11383		
9A		3404 3418 3453			6610 6638 6652	8938 8952		11319		
9B	2861 2959 3008	3425 3446 3460		5498 5526 5666	6533 6540 6575 6645 6666	8889 8896 8910 8917 8924		11319		17933*
9C	2861 2973	3425 3446 3460		5498 5526 5666	6533	8896 8910 8917 8924 8952 8959				17933*
9D	2917 2938 2973 3008	3467* 3481*	4661 4682	5498 5526	6561	8826 8840 8889 8931* 8952 8959		11319		17933*

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
10							10041 10057	11295 11319 11359 11383	13280	
10A	2861 2875* 2924 2987*	3411 3446 3481	4668 4696*	5454 5547 5631	6568 6617	8868 8917 8924				
10B	2896 2917 2973 3015	3418 3 32 3433	4654 4682	5461 5469 5491 5526 5659	6596 6645	8896 8952		11311*		
10C	2854 2889	3474	4689*	5498 5512 5575	6533 6582 6624 6638 6673	8826		11311*		
10D	2903 3008	3425 3432 3439 3488 3495	4661 4675	5477 5540 5561 5596 5617 5645 5666	6554 6610 6659 6666 6680			11311*		
10E	2882 2924 2938	3460 3495	4675 4682	5454 5505* 5631	6631	8861 8903		11311*		

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
12								11351		
12A										
12C	2875	3404 3453 3460	4661 4689	5454 5533 5617 5666	6547 6589 6603 6652	8861	10025 10073 10089			
12D	2861			5461	6575	8924				
12E	2959 3015	3425 3446		5575 5631	6533	8875 8938				
12F	2959 3015	3425 3446 3467		5491 5589 5631	6533 6673	8861* 8875 8938				
12G	2959 2980* 3015	3425 3446		5477 5512	6596					
12H	2959 3015	3425 3446		5589	6533					
13									13280	17957
13A										
13B										
13C	2854 2987	3474		5540 5617	6603 6652	8819		11295		
13D	2868 2924	3411 3495		5454 5469	6617 6638	8910 8917	10033 10065			

Bands Mc/s	3	3.5	4.7	5.6	6.6	9	10	11.3	13.3	18
Areas	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s	kc/s
13E	2917	3488	4654			8945				
13F	2917 2952	3439	4654	5666	6624	8861 8896 8945		11359		
13G	2938 2980 2994 3008		4668	5491	6554 6645	8903 8952	10025 10041 10081			
13H	2861 2966	3425		5477 5498 5547		8840 8938		11287 11319	13312	
13I	2931			5659		8924				
13J	2882 2903 2973	3418	4675 4682	5461 5526	6547 6568 6582	8889 8931	10009 10057			
13K	2896 2945	3460 3481	4661	5505 5596	6631 6659	8833 8854	10089			
13L										

2854 - 2910 kc/s

Frequency kc/s	Authorized area of use	Remarks
1	2	3
2854	RDARA: 2B, 3B, 3C, 4A, 10C, 13C	In 2B, use limited to North of 40° North and East of 60° East. Common channel to 2B, 3B and 3C.
2861	RDARA: 1E, 3A, 6E, 9B, 9C, 10A, 12D, 13H	Common channel to 9B and 9C.
2868	MWARA: FE, NA-1, NA-2 RDARA: 2B, 7A, 7B, 7C, 7D, 13D	Common channel to NA-1 and NA-2. In 2B, limited to use on a day-time basis. Common channel to 7A, 7B, 7C and 7D.
2875	MWARA: SA RDARA: 2A, 2B, 3A, 10A, 12C	In SA, use limited to South of 30° North. Common channel to 2A, 2B and 3A. In 10A, limited to use on a day-time basis.
2882	RDARA: 2A, 2C, 3C, 10E, 13J	Common channel to 2A, 2C and 3C.
2889	MWARA: SAM-1 RDARA: 6B, 10C VOLMET: EU-MET	In EU-MET, use limited to North of 50° North.
2896	MWARA: CWP RDARA: 1D, 10B, 13K	
2903	RDARA: 2A, 2C, 3B, 10D, 13J	Common channel to 2A, 2C and 3B.
2910	MWARA: EU, NP, SAM-2 RDARA: 6A	Common channel to EU and 6A.

2917 - 2973 kc/s

1	2	3
2917	RDARA: 2C, 3C, 7E, 9D, 10B, 13E, 13F	Common channel to 2C and 3C. Common channel to 13E and 13F.
2924	RDARA: 2B, 2C, 3A, 4B, 6C, 10A, 10E, 13D	Common channel to 2B, 2C and 3A.
2931	MWARA: NA-2, NA-3 RDARA: 3B, 6A, 6E, 13I	Common channel to NA-2 and NA-3. Common channel to 6A and 6E.
2938	RDARA: 2B, 2C, 3B, 9D, 10E, 13G	Common channel to 2B, 2C and 3B.
2945	MWARA: NA-2, SP RDARA: 6A, 13K	
2952	MWARA: CAR RDARA: 2B, 2C, 6B, 13F	Common channel to 2B and 2C. In 6B, use limited to East of 125° East.
2959	RDARA: 2C, 3B, 9B, 12E, 12F, 12G, 12H	Common channel to 2C and 3B. Common channel to 12E, 12F, 12G and 12H.
2966	MWARA: CAR, NSA-2 RDARA: 3B, 5B, 13H	CAR: use extended to the mid-point of the air route between Mexico City and Tahiti.
2973	RDARA: 2A, 6F, 9C, 9D, 10B, 13J	Common channel to 9C and 9D.

2980 - 3023.5 kc/s

1	2	3
2980	RDARA: 2B, 12G, 13G VOLMET: EU-MET, PAC-MET	In 2B, limited to use on a day-time basis. In 12G, power limited to 500 W mean power during night-time. In 12G, night-time protection 12 db.
2987	MWARA: FE, NA-2, SEA RDARA: 2C, 10A, 13C	Common channel to FE and SEA In 2C, limited to use on a day-time basis. In 10A, use limited to East of 180°.
2994	RDARA: 1C, 3C, 13G	
3001	RDARA: 6F VOLMET: AT-MET, ME-MET	In 6F, use limited to East of 120° East.
3008	RDARA: 2A, 2C, 3C, 9B, 9D, 10D, 13G	Common channel to 2A, 2C and 3C. Common channel to 9B and 9D.
3015	RDARA: 6C, 10B, 12E, 12F, 12G, 12H VOLMET: ME-MET	Common channel to 12E, 12F, 12G and 12H.
3023.5	WORLD-WIDE	

3404 - 3460 kc/s

1	2	3
3404	MWARA : ME RDARA : 3B,9A,12C	
3411	MWARA : NSA-1 RDARA : 3A,6A,6D,6E, 10A,13D	In 3A, limited to use on a day-time basis. In 6A, reduced to 250 W mean power during night-time operation. In 6E, use limited to West of 82°30' East and reduced to 250 W mean power during night-time operation.
3418	RDARA : 1D,2C,6B,9A, 10B,13J	In 1D, use limited to East of 21° East. In 6B, use limited to East of 120° East.
3425	RDARA : 2A,2B,2C,3C, 7E,9B,9C,10D, 12E,12F,12G, 12H,13H	Common channel to 9B and 9C.
3432	MWARA : SA RDARA : 3A,10B,10D VOLMET: SEA-MET	SA: use extended on air route to Buenos Aires. In 3A, reduced to 250 W mean power during night-time operation.
3439	RDARA : 2A,2B,2C,3A, 6C,10D,13F	
3446	MWARA : ME RDARA : 9B,9C,10A, 12E,12F,12G, 12H	Common channel to 9B and 9C.
3453	RDARA : 1B,1C,3C,5A, 9A,10B,12C	Common channel for use only in the North Sea area of 1B and 1C.
3460	RDARA : 2A,2B,2C,6B, 9B,9C,10E, 12C,13K	In 6B, use limited to East of 120° East. Common channel to 9B and 9C.

1	2	3
3467	MWARA : EU, CEP RDARA : 6E,9D,12F	In 9D use limited to West of 160° East.
3474	RDARA : 1C,2C,3C,6D, 10C,13C	Common channel to 1C and 2C. In 3C, limited to use on a day-time basis.
3481	MWARA : NSA-2 RDARA : 3A,6F,9D,10A, 13K	NSA-2: use extended to Western Australia and the Cocos Islands. Common channel to 6F and the extension of NSA-2. In 6F, use limited to South of 25° North and to 250 W mean power during night-time. In 9D, use limited to East of 160° East.
3488	RDARA : 2B,6D,10D, 13E VOLMET: AFI-MET	In AFI-MET, use limited to West of 10° East and South of 20° North.
3495	RDARA : 2A,2C,3B,6D, 10D, 10E, 13D VOLMET: AFI-MET	In AFI-MET use limited to South of the Equator.
3499	WORLD-WIDE	All only.

1	2	3
4654	RDARA : 1E, 2B, 2C, 3C, 10B, 13E, 13F	In 1E, limited to use on a day-time basis. Common channel to 13E and 13F.
4661	RDARA : 2A, 2B, 2C, 3A, 3B, 3C, 9D, 10D, 12C, 13K	Common channel to 2A, 2B, 2C, 3A, 3B and 3C.
4668	RDARA : 1D, 2B, 6D, 10A, 13G	In 2B, limited to use on a day-time basis.
4675	MWARA : CWP RDARA : 2C, 3A, 7E, 10D, 10E, 13J	In 3A, limited to use on a day-time basis. Common channel to 10D and 10E.
4682	RDARA : 3C, 5B, 5C, 5D, 9D, 10B, 10E, 13J	In 3C, limited to use on a day-time basis. Common channel to 5B, 5C and 5D.
4689	MWARA : EU RDARA : 3B, 6D, 10C, 12C	In 3B and 10C, limited to use on a day-time basis.
4696	MWARA : SAM-1 RDARA : 2A, 2B, 2C, 3C, 10A	Common channel to 2A, 2B, 2C and 3C. In 10A, limited to use on a day-time basis.

5454 - 5477 kc/s.

1	2	3
5454	RDARA : 10A,10E,12C, 13D	
5461	RDARA : 10B,12D,13J	
5469	RDARA : 10B,13D	
5477	RDARA : 10D,12G,13H	

5484 - 5540 kc/s

1	2	3
5484	MWARA : CAR RDARA : 2B, 3B	
5491	RDARA : 2C, 6B, 7E, 10B, 12F, 13G	
5498	RDARA : 2B, 3C, 7, 9B, 9C, 9D, 10C, 13H	Common channel to 9B, 9C and 9D.
5505	MWARA : CWP, NSA-2 RDARA : 10E, 13K	In 10E, use limited to East of 60° West and to 250 W mean power.
5512	RDARA : 2A, 6A, 10C, 12G	
5519	MWARA : NSA-1 VOLMET: PAC-MET	
5526	RDARA : 3C, 5A, 6D, 9B, 9C, 9D, 10B, 13J	Common channel to 9B, 9C and 9D.
5533	RDARA : 3B, 6D, 12C VOLMET : EU-MET	
5540	RDARA : 2B, 3B, 10D, 13C	

1	2	3
5547	RDARA : 2C, 6A, 6E, 10A, 13H	Common channel to 6A and 6E.
5554	MWARA : EU, CEP RDARA : 3C	In 3C limited to use on a day-time basis.
5561	RDARA : 10D VOLMET : ME-MET	
5568	MWARA : CAR RDARA : 1D, 2A, 3C, 6A	CAR: use extended to the mid-point of the air route between Mexico City and Tahiti. In 1D, limited to use on a day-time basis.
5575	RDARA : 3B, 10C, 12E VOLMET : EU-MET	
5582	MWARA : SAM-2 RDARA : 2C, 6A	
5589	MWARA : NP RDARA : 2C, 12F, 12H	Common channel to 12F and 12H.
5596	RDARA : 2A, 2B, 2C, 6D, 10D, 13K	Common channel to 2A, 2B and 2C.
5603	MWARA : CEP, ME	

5610 - 5666 kc/s

1	2	3
5610	MWARA : NA-2, NA-3 RDARA : 6B	Common channel to NA-2 and NA-3. In 6B, use limited to East of 100° East.
5617	RDARA : 2C, 6E, 10D, 12C, 13C	
5624	MWARA : FE, NA-1, NA-2	Common channel to NA-1 and NA-2.
5631	RDARA : 2C, 3A, 6B, 10A, 10E, 12E, 12F	In 6B, use limited to East of 100° East and South of 40° North. Common channel to 12E and 12F.
5638	MWARA : NA-2, SP RDARA : 2B	In 2B, limited to use on a day-time basis.
5645	MWARA : FE RDARA : 1B, 1C, 2B, 10D	Common channel for use only in the North Sea area of 1B and 1C. In 2B, limited to use on a day-time basis.
5652	RDARA : 2C, 6D VOLMET : AT-MET	In 2C, limited to use on a day-time basis.
5659	RDARA : 1C, 3A, 5B, 5C 5D, 6C, 10B, 13I	Common channel to 5B, 5C and 5D
5666	RDARA : 2A, 2B, 2C, 9B, 9C, 10D, 12C, 13F	Common channel to 2A, 2B and 2C. Common channel to 9B and 9C.

5673 - 5680 kc/s

1	2	3
5673	MWARA : NA-2, SEA	
5680	WORLD-WIDE	

1	2	3
6526	WORLD-WIDE	A1, A3A, A3H and A3J only.
6533	RDARA : 1C, 2B, 3B, 6E, 9B, 9C, 10C, 12E, 12F, 12H.	Common channel to 9B and 9C. Common channel to 12E, 12F and 12H.
6540	MWARA : CAR, NSA-2 RDARA : 2A, 6B, 9B.	
6547	RDARA : 1E, 3A, 5B, 5C, 5D, 12C, 13J.	Common channel to 5B, 5C and 5D.
6554	RDARA : 2C, 6C, 10D, 13G.	
6561	MWARA : CAR, NSA-2, RDARA : 2A, 9D	CAR: use extended to the mid-point of the air route between Mexico City and Tahiti. NSA-2: use extended to Western Australia and the Cocos Islands.
6568	MWARA : EU RDARA : 6F, 10A, 13J	
6575	RDARA : 2A, 6B, 9B, 12D. VOLMET : AFI-MET.	
6582	MWARA : EU RDARA : 6F, 10C, 13J	
6589	RDARA : 2A, 2B, 3A, 3B, 4B, 6D, 12C.	Common channel to 2A, 2B, 3A and 3B.

1	2	3
6596	RDARA : 10B, 12G. VOLMET : ME-MET.	
6603	RDARA : 2B, 2C, 3C, 7E, 12C, 13C.	Common channel to 2B, 2C and 3C.
6610	MWARA : SA RDARA : 2A, 5A, 9A, 10D. VOLMET : PAC-MET.	In PAC-MET, use limited to North of 30° North and West of 160° East.
6617	RDARA : 2C, 3A, 6C, 6D, 10A, 13D. VOLMET : AFI-MET.	In AFI-MET, use limited to South of the Equator. Common channel to 2C and 3A. Common channel to 6C and 6D.
6624	MWARA : ME RDARA : 3B, 10C, 13F.	
6631	MWARA : CWP RDARA : 1D, 3A, 10E, 13K.	
6638	RDARA : 2B, 4A, 4B, 9A, 10C, 13D.	Common channel to 4A and 4B.
6645	RDARA : 2B, 2C, 5D, 9B, 10B, 13G.	Common channel to 2B and 2C.
6652	RDARA : 2C, 3C, 9A, 12C, 13C.	

6659 - 6680 kc/s

1	2	3
6659	RDARA : 2C, 3B, 6D, 10D, 13K.	
6666	MWARA : SAM-1 RDARA : 2C, 3C, 9B, 10D.	
6673	RDARA : 2B, 3A, 6F, 10C, 12F.	Common channel to 2B and 3A. In 6F, use limited to East of 120° East and South of 43° North.
6680	MWARA : SA RDARA : 3A, 10D VOLMET : SEA-MET.	SA: use extended on the air route to Buenos Aires.

8819 - 8875 kc/s

1	2	3
8819	RDARA : 3B, 6C, 13C VOLMET : ME-MET	In 3B, use limited to East of 140° East
8826	MWARA : NSA-1, SAM-1 RDARA : 3B, 6D, 9D, 10C	In 3B, use limited to East of 130° East.
8833	RDARA : 3B, 6C, 6D, 13K VOLMET : EU-MET	In 3B, use limited to North of 50° North. Common channel to 6C and 6D
8840	MWARA : CAR, FE RDARA : 2A, 2C, 3A, 7A, 7B, 7C 7D, 9D, 13H	CAR: use extended to the mid-point of the air-route between Mexico City and Tahiti. Common channel to 2A, 2C and 3A
8847	MWARA : ME, SAM-2, SP RDARA : 3B	In 3B, use limited to East of 140° East.
8854	MWARA : CWP, NA-2 RDARA : 5B, 13K	
8861	RDARA : 2A, 2B, 2C, 3A, 3B, 3C, 5D, 6D, 10E, 12C, 12F, 13F	Common channel to 2A, 2B, 2C, 3A, 3B and 3C. In 6D, use limited to South of 10° North In 12F, use limited to North of 04° North and to 300W mean power.
8868	MWARA : FE, SEA RDARA : 2A, 3A, 10A VOLMET : AT-MET	Common channel to 2A and 3A In 3A, use limited to North of 60° North.
8875	MWARA : CEP, EU RDARA : 3B, 6D, 7E, 12E, 12F	In 3B, use limited to East of 120° East

1	2	3
8882	MWARA : SA, SEA RDARA : 3A, 3B	SA: use extended on the air route to Buenos Aires. Use outside the SEA boundaries is authorized in India and Pakistan. In 3A, use limited to North of 60° North. Common channel to 3A and 3B.
8889	MWARA : NA-2 RDARA : 3B, 6A, 6E, 9B, 9D, 13J	Common channel to 6A and 6E. Common channel to 9B and 9D.
8896	RDARA : 3B, 3C, 4A, 5A, 5B, 5C, 9B, 9C, 10B, 13F	Common channel to 3B and 3C. Common channel to 4A, 5A, 5B and 5C. Common channel to 9B and 9C.
8903	RDARA : 2A, 2C, 10E, 13G VOLMET : PAC-MET	Common channel to 2A and 2C.
8910	MWARA : NA-1, NA-2 RDARA : 3B, 3C, 9B, 9C, 13D	Common channel to NA-1 and NA-2. Common channel to 3B and 3C. Common channel to 9B and 9C.
8917	RDARA : 2A, 2B, 2C, 3A, 6E, 9B, 9C, 10A, 13D	Common channel to 2A, 2B, 2C and 3A. In 2C, use limited to West of 40° East. Common channel to 9B and 9C.
8924	RDARA : 4B, 6A, 9B, 9C, 10A, 12D, 13I	Common channel to 9B and 9C
8931	MWARA : CEP, EU RDARA : 3B, 6D, 9D, 13J	In 3B, use limited to West of 180°. In 9D, use limited to West of 160° East.
8938	MWARA : NP RDARA : 1C, 6A, 9A, 12E, 12F, 13H	Common channel to 12E and 12F.

8945 - 8963 kc/s

1	2	3
8945	MWARA : NA-2, NA-3 RDARA : 3B, 3C, 6C, 13E, 13F	Common channel to NA-2 and NA-3. In 3B and 3C, use limited to North of 50° North. Common channel to 3B and 3C. Common channel to 13E and 13F.
8952	RDARA : 1D, 6B, 9A, 9C, 9D, 10B, 13G	Common channel to 9A, 9C and 9D.
8959	MWARA : NSA-2, CAR RDARA : 3A, 6D, 9C, 9D	In 3A, use limited to East of 80° East. Common channel to 9C and 9D.
8963	WORLD-WIDE	A1 only.

10 009 - 10 073 kc/s

1	2	3
10 009	MWARA : ME RDARA : 13J	
10 017	MWARA : CAR RDARA : 2A, 2C VOLMET : SEA-MET	CAR: use extended to the mid-point of the air route between Mexico City and Tahiti. Common channel to 2A and 2C with use of directional antennae to protect SEA-MET.
10 025	MWARA : NSA-2 RDARA : 3B, 3C 12C, 13G	NSA-2: use extended to Western Australia and the Cocos Islands. Common channel to 3B and 3C.
10 033	RDARA : 2, 3, 13D	Common channel to 2 and 3
10 041	RDARA : 2, 7, 10, 13G	
10 049	MWARA : SA RDARA : 2A, 6	SA: use extended on the air route to Buenos Aires
10 057	RDARA : 2, 10, 13J	
10 065	RDARA : 1B, 1C, 1E, 6A, 6F, 13D	Common channel to 1B, 1C and 1E. Common channel to 6A and 6F.
10 073	RDARA : 3, 12C VOLMET : AFI-MET	In AFI-MET, use limited to South of the Equator.

10 081 - 10 093 kc/s

1	2	3
10 081	RDARA : 1D, 4A, 6F, 13G	Common channel to 1D and 4A.
10 089	RDARA : 2, 3, 12C, 13K	Common channel to 2 and 3.
10 093	WORLD-WIDE	A1, A3A, A3H and A3J only.

11 279 - 11 343 kc/s

1	2	3
11 279	VOLMET : AFI-MET PAC-MET	In PAC-MET, use limited to North of 30° North and West of 160° East.
11 287	RDARA : 2, 13H	
11 295	RDARA : 5, 10, 13C	
11 303	MWARA : CWP, EU	
11 311	RDARA : 6, 10B, 10C 10D, 10E	Common channel to 10B, 10C, 10D and 10E.
11 319	RDARA : 2, 9A, 9B, 9D, 10, 13H	Common channel to 9A, 9B and 9D.
11 327	MWARA : SAM-2 RDARA : 3	
11 335	RDARA : 2, 7, 9	
11 343	MWARA : CAR, SAM-1 VOLMET : ME-MET	Common channel to CAR and SAM-1.

11 351 - 11 391 kc/s

1	2	3
11 351	RDARA : 2, 12	
11 359	RDARA : 1, 6D, 10, 13F	
11 367	MWARA : CAR RDARA : 2	
11 375	RDARA : 3, 4	
11 383	RDARA : 2, 9, 10	
11 391	RDARA : 3 VOLMET : EU-MET	In 3, use limited to East of 90° East

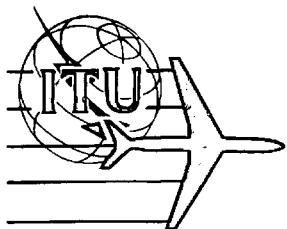
1	2	3
13 264	MWARA: NP RDARA: 7A, 7B, 7C, 7D	Common channel to 7A, 7B, 7C, 7D.
13 272	RDARA: 3 VOLMET: AT-MET	
13 280	MWARA: NSA-2 RDARA: 6F, 10, 13	
13 288	MWARA: FE, NA-2, SEA	Use outside the SEA boundaries is authorized in India and Pakistan, provided that adequate protection is ensured between 300° and 340° (clockwise) from true North.
13 296	MWARA: CWP RDARA: 1	
13 304	MWARA: NSA-1, SP	
13 312	MWARA: FE RDARA: 13H VOLMET: EU-MET	
13 320	MWARA: CAR, SAM-2 RDARA: 2, 6C	Common channel to CAR and SAM-2.
13 328	MWARA: NA-1, NA-2, NA-3 RDARA: 6	Common channel to NA-1, NA-2, NA-3

13 336 - 13 356 kc/s

1	2	3
13 336	MWARA: CEP, ME, NSA-2	NSA-2: use extended to Western Australia and the Cocos Islands. Common channel to ME and NSA-2.
13 344	MWARA: SA VOLMET: PAC-MET	
13 352	MWARA: NA-2 RDARA: 6	
13 356	WORLD-WIDE	A1, A3A, A3H and A3J only.

17 909 - 17 965 kc/s

1	2	3
17 909	MWARA: CWP, NP VOLMET: AFI-MET	In AFI-MET, use limited to South of the Equator.
17 917	MWARA: CAR, ME, SAM-1, SAM-2	Common channel to CAR, SAM-1 and SAM-2. CAR: use extended to the mid-point on the air route between Mexico City and Tahiti.
17 925	MWARA: CEP, NSA-2	NSA-2: use extended to Western Australia and the Cocos Islands.
17 933	RDARA: 4, 5, 9B, 9C, 9D	Common channel to 4 and 5. Common channel to 9B, 9C, 9D.
17 941	MWARA: EU, NA-1, NA-2, NA-3 RDARA: 3	Common channel to EU, NA-1, NA-2, and NA-3. In 3, use limited to East of 100° East.
17 949	MWARA: NSA-1, SA, SP	Common channel to NSA-1 and SA.
17 957	RDARA: 2, 3, 13	Common channel to 2 and 3.
17 965	MWARA: FE, SEA	Common channel to FE and SEA.



AERONAUTICAL CONFERENCE

Document No. II/232-E (Rev.)

28 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

AGENDA

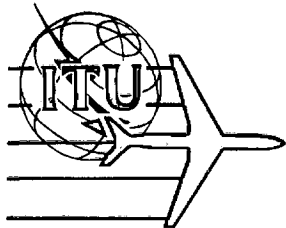
FOR THE

SIXTH PLENARY MEETING

Thursday 28 April 1966 at 3 p.m., Room B

1. Texts of Final Acts submitted for 2nd reading
(Document No. II/231 (R.2) and Addendum)
2. Report by Committee 3 (Budget Control)
(Document No. II/221)
3. Any other business





AERONAUTICAL CONFERENCE

Document No. II/232-E

27 April 1966

Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

AGENDA

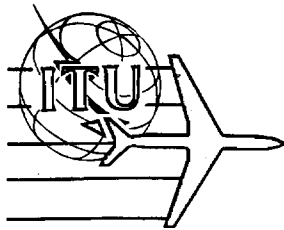
FOR THE

SIXTH PLENARY MEETING

Thursday 28 April 1966 at 3 p.m., Room B

1. Texts of Final Acts submitted for 2nd reading
(Document No. II/231(Rev.2))
2. Report by Committee 3 (Budget Control)
(Document No. II/221)
3. Any other business





AERONAUTICAL CONFERENCE

Document No. II/233-E
27 April 1966
Original: English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

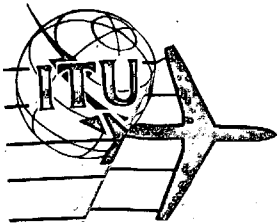
PLENARY MEETING

REPUBLIC OF SOUTH AFRICA AND
TERRITORY OF SOUTH WEST AFRICA

ADDITIONAL PROTOCOL

In signing the Final Acts of the Extraordinary Administrative Radio Conference, for the preparation of a revised Allotment Plan for the Aeronautical Mobile (R) Service, the Delegation of the Republic of South Africa and Territory of South West Africa declares that it represents the legal Government of the Republic of South Africa and Territory of South West Africa and does not accept any reservations made by other delegations impinging upon the status of the Government of South Africa and Territory of South West Africa. Furthermore, the delegation declares that its country reserves the right to take all necessary steps to protect its radio services in cases where any Member or Associate Member of the Union fails to comply with the provisions of the Radio Regulations as revised by the present Conference or where the reservations made by Members have a harmful effect on the telecommunication services of the Republic of South Africa and Territory of South West Africa.





AERONAUTICAL CONFERENCE

Document No. II/234-E

27 April 1966

Original: English

E.A.C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

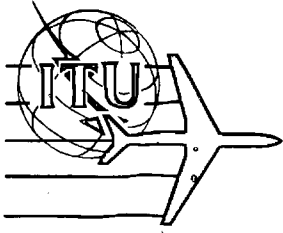
PLENARY MEETING

ADDITIONAL PROTOCOL

CHINA

In signing the Final Acts of the Extraordinary Administrative Radio Conference for the preparation of a revised allotment plan for the Aeronautical Mobile (R) Service, Geneva, 1966, the Delegation of the Republic of China declares, with reference to the declaration made by the Delegation of Indonesia, that the Government of the Republic of China rejects and considers as null and void any statements, declarations or reservations included in the Additional Protocol which are incompatible with or derogatory to its legitimate position as the Government of China.





AERONAUTICAL CONFERENCE

Document No. II/235-E
29 April 1966
Original : French

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

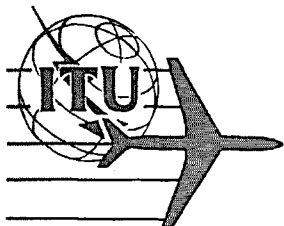
PLENARY MEETING

AGENDA
FOR THE
SEVENTH AND LAST PLENARY MEETING

Friday, 29 April 1966, at 6.00 p.m., in Room B

-
1. Final approval of the Final Acts of the Conference.
 2. Signing of the Final Acts
 3. Any other business.
 4. Closing of the Conference.





AERONAUTICAL CONFERENCE

Document No. II/236-E

4 May 1966

Original : French/English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

MINUTES

OF THE

FIFTH PLENARY MEETING

Wednesday, 27 April 1966, at 3.00 p.m.

Chairman : Dr. Arthur L. LEBEL (United States of America)

Subjects discussed :

Documents Nos.

- | | |
|---|---|
| 1. Approval of the Minutes of the Third Plenary Meeting | II/189 |
| 2. Approval of the Minutes of the Fourth Plenary Meeting | II/214 |
| 3. Decision of the Steering Committee, subject to approval by the Plenary Meeting, not to publish the OR Plan in the Final Acts of the Conference | |
| 4. Question of principle regarding any revision of the OR Plan (Summary Record of the Fourth Meeting, item 1, statement by the Chairman) | II/214 |
| 5. Addition of the Auroral Zones to the Polar Maps | II/211 |
| 6. Provision of additional narrow-band channels | II/212 |
| 7. Texts of Final Acts submitted for a first reading | II/215 (B.10)
and
II/229 (B.11) |
| 8. Texts of Final Acts submitted for a second reading | II/195(R.1) with
Corrigenda 1, 2 and 3 |
| 9. Dates of entry into force of the Final Acts of the Conference and of the Frequency Allotment Plan | II/220 |
| 10. a) Exchange of correspondence between the Pakistan Delegation and the Chairman of the Conference | II/199 (Rev.) |
| b) Letter from the Indian Delegation to the Chairman of the Conference | II/223 |

Present :

The Delegations of the following countries :

Members :

Algeria (Algerian Democratic and Popular Republic); Saudi Arabia (Kingdom of); Argentine Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Canada; Chile; China; Colombia (Republic of); Congo (Democratic Republic of the); Cuba; Denmark; Group of Territories represented by the French Overseas Post and Telecommunication Agency; Spain; United States of America; Ethiopia; France; Ghana; Hungarian People's Republic; India (Republic of); Ireland; Italy; Jamaica; Japan; Kuwait (State of); Luxembourg; Malaysia; Malta; Mexico; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal; Portuguese Overseas Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britain and Northern Ireland; Singapore; South Africa (Republic of) and Territory of South-West Africa; Switzerland (Confederation); Czechoslovak Socialist Republic; Territories of the United States of America; Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible; Thailand, Tunisia; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Specialized Agencies :

International Civil Aviation Organization

World Meteorological Organization

International Organizations :

International Air Transport Association

International Broadcasting and Television Organization

General Secretariat :

Mr. Mohamed Mili, Deputy Secretary-General

I.F.R.B.:

Mr. J. Ziozkowski, Chairman

C.C.I.R.

Mr. Leslie W. Hayes, Director ad interim

For reasons of logic it was decided, on a proposal by the Chairman, to examine item 9 of the Agenda (Dates of entry into force of the Final Acts of the Conference and of the Frequency Allotment Plan) after item 6 (Provision of additional narrow-band channels) and to insert item 10.a) (Exchange of correspondence between the Pakistan Delegation and the Chairman of the Conference) and 10.b) (Letter from the Indian Delegation to the Chairman of the Conference) immediately after item 2 (Approval of the Minutes of the Fourth Plenary Meeting).

The Delegate of Luxembourg pointed out that his Administration had been represented since the beginning of the Conference and that the name of Luxembourg should be included in the Minutes of all the Plenary Meetings.

1. Approval of the Minutes of the 3rd Plenary Meeting (Document No. II/189).

The Delegate of the United States requested that the expression "political figures" which appeared in the last line of his statement on page 8 be replaced by the word "spokesmen".

The Delegate of Algeria said that the paragraph at the bottom of page 9 should read as follows:

"The Delegate of Algeria, referring to Document No. II/131, said that the Editorial Committee had made it clear that, owing to the decision to divide Appendix 26 into two parts relative to the (R) and (OR) services, certain drafting changes would have to be made regarding the (OR) service. He felt that the Conference, basing itself on this precedent, might also make changes in the form of Part III of Appendix 26 (OR Service)".

Subject to the foregoing amendments, the Minutes of the Third Plenary Meeting were approved.

2. Approval of the Minutes of the 4th Plenary Meeting (Document No. II/214)

The Delegate of Singapore said that the words "(Republic of)" should be inserted after the name of his country in the list of delegations.

The Delegate of Cuba said that his intervention on page 8 should be amended as follows:

c) the end of the first sentence starting from "and also pointed out" should be deleted;

b) a typing mistake in the French text should be corrected and the English text of the last sentence slightly amended, as indicated by the delegate concerned.

The Delegate of Ireland requested that the name of his country be included in the list of delegations.

In response to a request by the Delegate of Italy, the latter's statement on page 7 was amplified as follows: "Hence, he considered that Appendices 26 and 27 could be published together".

The Minutes of the 4th Plenary Meeting were approved, subject to the amendments mentioned above.

10. a) Exchange of correspondence between the Pakistan Delegation and the Chairman of the Conference (Document No. II/199 (Rev.))
- b) Letter from the Indian Delegation to the Chairman of the Conference (Document No. II/223)

Before the discussion was opened under this item, a map drawn up in accordance with Annex 2 to Document No. II/199 (Rev.) was handed to each delegation.

The Delegate of Pakistan reminded the meeting that Pakistan was a small country compared with some of its neighbours and that since its delegation was composed of only one person it had been unable to take part in the meetings of the various committees and working parties set up by the Conference. He was well aware of the non-political nature of the Conference, but he wished nevertheless to draw the attention of the Chairman to two points mentioned on page 4 of Document No. II/199 (Rev.). He read out the decision taken by the 7th meeting of Committee 5 (see page 3 of Document No. II/199 (Rev.)), and pointed out that the United Nations had prepared up-to-date maps for the regions concerned (south-west frontier between India and Pakistan and frontier of the State of Jammu and Kashmir). He explained that by using those maps, the Conference secretariat could correct certain inaccuracies or omissions in the map it had prepared. That was why he had submitted his request to the Chairman of the Conference.

Referring to point 4 of the document submitted by the Delegation of India (II/223), he considered that the Conference should refrain from considering problems of a political nature; he himself realised perfectly well the position of the Delegate of India. He concluded by expressing the hope that the Conference would keep to the maps established by the United Nations and by mentioning that I.C.A.O., for its part, had published a recent map of the regions concerned and that he possessed that map if the delegates should wish to consult it.

In reply to the foregoing, the Delegate of India said that he did not wish to waste the time of the Conference by raising political issues. He therefore confined himself to Annex 2 to Document No. II/199 (Rev.) and emphasized that he had not discussed with the Chairman the question of the

south-west frontier between India and Pakistan. Moreover, he had explained the views of his delegation in the letter reproduced in Document No. II/223. With regard to the State of Jammu and Kashmir, he stressed that the map attached to Document No. II/199 (Rev.) was not clear because of its very small scale and that it was not authoritative since it had been produced by private publishers. He drew attention to Article 4 of the International Telecommunication Convention (Geneva 1959) which defined the purposes of the I.T.U. and pointed out that there was no mention anywhere that the I.T.U. should deal with the delimitation of frontiers between countries. He regretted that he had been obliged to take part in a discussion of a political nature and considered that the Conference should confine itself to fulfilling the terms of reference with which it had been entrusted and not tackle other problems. If it dealt with the question of frontiers between India and Pakistan, it would perforce be led to consider other questions of the same nature and would be unable to complete its work in time.

The Chairman reminded the meeting that it had to decide on the map to be used in the new Appendix 27. If it decided to change the map prepared by the Secretariat or to use another one, no practical difficulties would be involved: it would suffice to give the printers fresh instructions. The Chairman added that, as it stood, the map prepared by the Secretariat should enable a compromise to be reached between the two opposing points of view.

The difference in views between India and Pakistan gave rise to a lengthy discussion in which the Chairman explained, in reply to a question by the Delegate of India, that the map prepared by the Secretariat conformed with the United Nations map which had been drawn up in May 1965.

The Chairman having proposed a vote by a show of hands on the question of the choice of the map to be used in the Final Acts, various delegates gave their views on that point.

The Delegate of the U.S.S.R. thought it would be preferable to seek another solution rather than to vote.

The Delegate of France agreed. He thought it would suffice to mention that the frontiers shown on the map were given merely for information.

The Delegate of Singapore suggested that a secret vote be taken.

The map prepared by the Secretariat seemed fair to the Delegate of the United States, who pointed out that the note at the foot of the map ("The mention of the name of a country or of a territory on this map, as well as the tracing of borders, do not imply, on the part of the I.T.U., any position with respect to the political status of such a country or territory, or official recognition of these borders") safeguarded the interests of all. In his opinion, the document should therefore be adopted.

The Chairman asked whether there were any objections to the map prepared by the Secretariat in the form shown in Annex 2 to Document No. II/199 (Rev.) being used in the Final Acts.

In the absence of comments, it was decided that the map in question be used.

The Chairman said that he deeply appreciated the efforts made by all concerned to reach an agreement and he thanked them for not having insisted too much on their views.

Referring to the way the frontier had been drawn between his country and Pakistan on the map of the Secretariat, the Delegate of India stated that the Conference was assuming a grave responsibility in drawing the frontier in that disputed area. He considered that the decision had been reached too hastily and without a thorough study of the problem.

3. Decision of the Steering Committee, subject to approval by the Plenary Meeting, not to publish the (OR) Plan in the Final Acts of the Conference

The Chairman said that some delegates had expressed grave doubts as to whether the Conference might be exceeding its jurisdiction by taking any action at all regarding the (OR) Plan. The Steering Committee had authorised the Chairman of Committee 7 to withdraw from the "blue" documents any reference to the (OR) Plan before sending them to be produced on "pink" paper. There was therefore no material included in the documents submitted for second reading that had any relation to the (OR) Plan. If the Plenary Meeting had no objection, that course of action would be ratified.

It was so agreed.

4. Question of principle regarding any revision of the (OR) Plan (Summary Record of the Fourth Meeting, item 1, statement by the Chairman - Document No. II/214)

The Chairman drew attention to his earlier suggestion that the Conference might defer discussion on the question of principle and would therefore not take any action regarding the (OR) Plan for the time being.

The Delegate of the Union of Soviet Socialist Republics, speaking as Chairman of the Ad Hoc Working Group dealing with Document No. II/131, drew attention to a proposal by the Delegate of Algeria to take some steps towards a revision of the (OR) Plan. All members of the Ad Hoc Working Group had supported the proposal, insofar as it meant that the Conference itself would not take action on the (OR) Plan, but would merely draw the attention of the Administrative Council to the need for revising it. They had felt that that was a matter to be considered in Plenary Meeting and that the Chairman of the Conference should discuss with the Secretary-General how it should be submitted to the Administrative Council.

The Delegate of Algeria concurred with the statement of the Chairman of the Ad Hoc Working Group. There were omissions in the (OR) Plan which went back as far as 1948, despite the changes made at the 1959 Conference. He was quite aware that the present Conference was not competent to deal with the (OR) Plan but he did want the attention of the Administrative Council to be drawn to the need for revising it. The Ad Hoc Working Group had not raised any substantial objections to his

proposal and it was accordingly being submitted to the Plenary Meeting, which should decide on the best method for bringing the matter up at the Administrative Council.

The Chairman of Committee 7, speaking also as the Delegate of Belgium and Luxembourg, said he had been a member of the Ad Hoc Working Group only in his capacity as Chairman of the Editorial Committee. The Group had indeed unanimously supported the Algerian proposal, but now, speaking as representative of the Belgian and Luxembourg Administrations, he supported the Chairman's suggestion that the Conference was not competent to deal with the (OR) Plan or to make any proposals concerning it. While it was true that the (OR) Plan required revision, that was not a task for the Conference.

The Delegate of Cuba said that, although the Conference was not competent to deal with the (OR) Plan, some recommendations relating to the (OR) Service would inevitably appear in its Final Acts. The present (OR) Plan contained many discrepancies between country designations and the real situation in that regard. There were also conflicts between new frequencies allotted and those in use in the (OR) Service. The Administrative Council would have to take all that into account when it undertook the revision of the (OR) Plan. While recognising that no revision was within the competence of the Conference, he supported the Algerian proposal to recommend the Administrative Council to make the necessary changes in the (OR) Plan.

The Delegate of the United States of America said that, after the meeting of the Ad Hoc Working Group, so ably chaired by the Delegate of the Soviet Union, his delegation had carefully examined the (R) Plan to see if any consequential changes occurred in the (OR) Plan. If that were the case, the Conference ought to make some recommendations, but if there were none, then it was outside the competence of the Conference to comment on the (OR) Plan or indeed on any other matters concerning the I.T.U. or the Radio Regulations. The Conference had made changes to the (R) Plan concerning the common (R) and (OR) frequencies 3023.5 and 5680 kc/s which affected the (OR) Plan indirectly; but in the opinion of his delegation that was a relatively simple matter which could be handled in a notice by the Secretariat to the Administrations. There were no other consequential changes to the (OR) Plan on account of action taken by the present Conference.

The Deputy Secretary-General suggested that, to save time, the discussion might be recorded in the minutes of the meeting. It was unnecessary to make a recommendation or issue a declaration, for the mere inclusion of the matter in the minutes would serve as authorization for the Secretary-General to report it to the Administrative Council.

The Delegate of Algeria agreed with the Deputy Secretary-General's suggestion and accordingly withdrew his proposal. He was very anxious that the Secretary-General should bring the matter up at the Administrative Council.

It was so agreed.

5. Addition of the Auroral Zones to the Polar Maps (Document No. II/211)

The Chairman of Committee 4 explained that Document No. II/211 referred to the types of maps to be used in the technical sense of the word. Committee 6 had put in some very arduous work to prepare the new frequency allotment plan for the (R) Service on the basis of material provided to it by Committee 4. Concerning the Polar Areas Mr. Haydon, of the National Bureau of Standards, had given assistance by delineating the zone on the map to show where Aurora Borealis was found and consequently two small amendments had to be made to pages R.1/18 and R.1/20 of Document No. II/195 (R.1), which would be considered later by the Plenary Meeting. That was necessary to bring the material up to date in accordance with the methods of the Conference.

Document No. II/211 was approved.

6. Provision of additional narrow-band channels (Document No. II/212)

The Chairman of Committee 7, referring to Documents No. II/211 and No. II/212, asked that, when amendments were approved, he be given authority to present the documents in "white" form and not again in "pink".

It was so agreed.

The Chairman of Committee 4 explained that the purpose of Document No. II/212 was similar to that of the document preceding it. The provision of additional narrow-band channels required a minor change to be made on page B.3/5 which would appear on "pink" paper, on page R.1/16 to be considered under item 8. There were two additional amendments to be made: under column 10005 - 10100, the last frequency and two asterisks (10097**))

should be deleted and the number 13 altered to read "12 channels". The footnote ** should also be amended to read "Available for A1, A3A, A3H and A3J emissions only". Document No. II/212 was being submitted for approval in the same way as the preceding Document, No. II/211.

Document No. II/212 as amended was approved.

The Delegate of the United Kingdom, speaking as Chairman of Committee 4, remarked that with the approval of Documents No. II/211 and No. II/212 the Plenary Meeting had cleared all material produced by Committee 4. It was therefore a fitting moment for him to discharge his final task as its Chairman. Everyone would realise that it was impossible to give fair credit to all members of a team which had worked as well as had Committee 4, but an exception had to be made in the case of Mr. John Gracie, a Member of the I.F.R.B. and an officer of the Union. It might therefore be wondered why he should be singled out to appear in the Minutes of the Conference but, although it might cause him embarrassment, those in the Aeronautical Service claimed special rights to record their most sincere and heartfelt thanks to Mr. Gracie for all he had done on behalf of aviation during the current Conference, at I.C.A.O. meetings and throughout the years. It would be the last time for many people to have the chance of thanking Mr. Gracie at such a meeting and they wished to do so with warmest affection and sincerest best wishes for his future.

The Summary Record of the last meeting of Committee 4 contained some very moving words by the Delegate of Portugal. He could not match those words, but asked the Meeting to endorse them as a fitting and well-deserved tribute to Mr. Gracie.

The Meeting endorsed the tributes to Mr. Gracie by loud applause.

Mr. Gracie, member of the I.F.R.B. said that he was not only embarrassed but deeply moved by the kind words of the Chairman of Committee 4 and by the tribute paid to him by the Conference. It had been his great privilege to assist in aeronautical matters to the best of his ability and he would abandon that duty with very great regret. His successor would probably be even more successful than he had been. In conclusion, he thanked the Chairman of the Conference, the Chairman of Committee 4, and everyone present.

9. Dates of entry into force of the Final Acts of the Conference and of the Frequency Allotment Plan (Document No. II/220)

The Chairman of Committee 6 observed that the Committee had agreed unanimously on the dates contained in Document No. II/220.

The Delegate of Mexico asked for confirmation of his view that 1 July 1967 was the date of entry into force of all resolutions and recommendations and marked the beginning of the transition period.

That interpretation was confirmed by the Plenary Session.

The Delegate of the U.S.S.R. said that, after the dates had been agreed upon by Committee 6, his Delegation had discussed the question with others, which had agreed that the transition period from the signature of the Final Acts to the entry into force of the new Plan seemed unduly long, particularly since the changeover would relate mainly to the procurement and installing of crystals in equipment. The Meeting might consider whether the period could not be shortened by about a year; he would propose that 1 April 1969 be set for the entry into force of the Plan.

The Delegate of Mexico said he had no objection to a further discussion of that point, provided the arguments used during the lengthy debates in Committee 6 were not repeated.

The Delegate of Poland pointed out that it was in the interest of all administrations for the new Plan to be introduced as soon as possible. While it was true that certain equipment and other adjustments would have to be made, he was sure that the transition period could be considerably shortened, and supported the U.S.S.R. Delegate's proposal.

The Chairman of Committee 6 said he doubted whether further discussion would elicit any new information concerning the difficulties which some countries foresaw in beginning to implement the new Plan before 10 April 1970.

The Delegate of Argentina recapitulated some of the views expressed in Committee 6, to show that the final unanimous decision had been arrived at so as to take into account the real difficulties of certain countries.

The Delegate of Venezuela pointed out that the Delegate of Pakistan in Committee 6 had drawn attention to the need to consider the special difficulties of the developing countries, which might not be in a position to fulfil all the new requirements very rapidly. In view of the unanimous decision taken in Committee 6, it would be desirable for the Plenary Meeting not to amend the document before it.

The Chairman suggested that the Delegate of the U.S.S.R. might withdraw his proposal in the light of the statements that had just been made.

The Delegate of the U.S.S.R. said that his Delegation and others still considered that earlier implementation of the Plan would be realistic and feasible for most countries. The whole purpose of the Conference was to introduce as soon as possible a new Plan which would take into account developments that had taken place since 1949. Delegates had stressed the difficulty of equipment conversions, but he would submit that the basic adjustments would mainly affect crystals. He would therefore maintain his proposal.

The Chairman invited the Meeting to vote on the U.S.S.R. proposal to change the date of entry into force of the Plan from 10 April 1970 to 1 April 1969.

There were 14 votes in favour, 32 against and 6 abstentions. The proposal was rejected.

Document No. II/220 was approved.

7. Texts of Final Acts submitted for first reading (Document Nos. II/215 (B.10, II/229 (B.11))

The Chairman of Committee 7 said he wished to make a general comment which referred to item 8 of the agenda as well as to item 7. The Editorial Committee was fully aware that some typographical and other minor errors had been made in all three documents : he would suggest that the Plenary Meeting should not dwell on those errors, but that delegates should submit any mistakes they had found to Committee 7 in writing as soon as possible.

With regard to Document No. II/215 (B.10), it would be seen that pages B.10/3 and B.10/4 contained a series of proposed amendments to Article 9 and Appendix 1 of the Radio Regulations; the note on page R.1/6 of Document No. II/195 (R.1) explained that certain provisions of the

Regulations might still be revised. Committee 7 would insert the proposals approved in the proper place in the Final Acts.

Document No. II/215 (B.10)

Pages B.10/1 and B.10/2

Approved

Page B.10/3

The Delegate of South Africa proposed that the words "of Article 2" should be inserted after "Column 2" in sub-paragraph d).

Approved as amended

Pages B.10/4 to B.10/6

Approved

Document No. II/215 (B.10), as amended, was approved.

Document No. 229 (B.11)

The Chairman of Committee 7 drew attention to an error on page B.11/35 of the English text, where the first entry under Column 1 should read "17 909".

A substantive error had also been noted in pages B.11/18 and B.11/19 of the French text.

The Chairman of Committee 6 confirmed that in the French text the reference to RDARA 12A should be deleted from Column 2 against frequency 5454 on page B.11/18 and the reference to RDARA 10B should be deleted from Column 2 against frequency 5484 on page B.11/19. References to the use of MWARAS and RDARAS should be deleted from Column 3 of Article 2 of the Plan.

The Chairman of Committee 7 agreed with that remark.

Page B.11/1

The Chairman of Committee 6 proposed that, in the light of the decision taken by the Meeting under item 6 of the agenda, the following

phrase should be added at the end of Note b): "... or the world-wide frequencies of 3499 kc/s, 6526 kc/s, 8963 kc/s, 10093 kc/s and 13356 kc/s."

Approved as amended.

Pages B.11/2 to B.11/16

Approved

Page B.11/17

The Delegate of Australia proposed that the words "Common channel to 5B, 5C and 5D" be inserted in Column 3 against frequency 4682.

Approved as amended.

Pages B.11/18 to B.11/20

Approved

Page B.11/21

The Chairman of Committee 6 proposed that the words "Common channel to NA-2 and NA-3" be inserted in Column 3 against frequency 5610 and the words "Common channel to NA-1 and NA-2" against frequency 5624.

Approved as amended.

Pages B.11/22 to B.11/26

Approved

Page B.11/27

The Chairman of Committee 6 proposed that the words "Common channel to NA-1 and NA-2" be inserted in Column 3 against frequency 8910.

Approved as amended.

Page B.11/28

The Chairman of Committee 6 proposed that the words "Common channel to NA-2 and NA-3" be inserted in Column 3 against frequency 8945.

Approved as amended.

Pages B.11/29 to B.11/32

Approved

Page B.11/33

The Chairman of Committee 6 said that the words "(clockwise) from true north" should be added to the remark under Column 3 against frequency 13288.

Mr. Gracie (I.F.R.B.) proposed that the words "Common channel to SE and SEA" be added after the remark referred to by the Chairman of Committee 6.

Approved as amended.

Pages B.11/34 and B.11/35

Approved

Document No. II/229 (B.11), as amended, was approved.

8. Texts of Final Acts submitted for a second reading (Document No. II/195 (R.1) and Corrigenda 1, 2 and 3)

The Chairman of Committee 7 drew attention to the three corrigenda to Document No. II/195 (R.1), which affected pages R.1/3, R.1/6, R.1/7, R.1/9, R.1/11, R.1/13 and R.1/14. In connection with paragraph I on page 2 of Corrigendum No. 2, the Chairman of Committee 4 had already indicated that the pages where references to VOLMET would have to be included were R.1/18, R.1/19, R.1/32, R.1/33 and R.1/36. In the last line of page R.1/31 of the French text, the word "unique" should be inserted after "bande latérale", and the Vice-Chairman of Committee 7 for the Spanish language would indicate some changes which affected the Spanish text only.

The Delegate of Spain, speaking as Vice-Chairman of Committee 7, said that those changes related to pages R.1/3, R.1/6, R.1/18, R.1/32 and R.1/60.

Page R.1/1

The Delegate of Portugal observed, in connection with the reference to the Annexes in the first paragraph, that Annex 2 corresponded to the new

Appendix 27 to the Radio Regulations and asked whether the intention was to publish the Final Acts and the printed volume with the abbreviations indicated in the table on page R.1/1.

The Chairman of Committee 7 suggested that the abbreviations should be deleted from the relevant passages, since it had been decided that Appendix 27 should be a new text, not comparable with Appendix 26 on which it was based.

It was so agreed.

Pages R.1/2 to R.1/9

Approved

Page R.1/10

The Delegate of Portugal observed that that page related to page 451 of the Radio Regulations and that it might be advisable simply to insert a note to that page, reading "for the Aeronautical Mobile (R) Service, see Appendix 27".

The Chairman of Committee 7 said that a proposal along the lines of the Portuguese Delegate's suggestion had been provisionally accepted by Committee 7 in respect of all pages entailing revisions of the Radio Regulations.

Page R.1/10 was approved on that understanding.

Pages R.1/11 to R.1/15

Approved

Page R.1/16

The Delegate of the French Overseas Territories observed that page R.1/16 had been revised by the Meeting in accordance with the decision it had taken under item 6 of the agenda.

Approved

Page R.1/17

The Delegate of the United Kingdom suggested that the words "stations of the" should be inserted after the word "authorized" in the last line of paragraph 3.1.

The Chairman of Committee 7 said that the Committee would check the effect that that change would have on the French and Spanish texts.

Approved as amended.

Pages R.1/18 to R.1/20

The Delegate of the United Kingdom pointed out that pages R.1/18, and R.1/20 had been amended by the Meeting's decision in connection with item 5 of the agenda.

The Chairman of Committee 7 observed that the Note on page R.1/20 was redundant and should be deleted.

Approved as amended.

Pages R.1/21 to R.1/33

Approved

Page R.1/34

The Delegate of Venezuela suggested an amendment of the last two lines of paragraph 3.3.1. The change affected the Spanish text only.

After a brief discussion, it was agreed to leave it to Committee 7 to decide on the wording.

The Delegate of the French Overseas Territories pointed out that there seemed to be a contradiction between paragraph 3.4 and operative paragraph 3 of the resolution on page R.1/64, where I.C.A.O. was invited to establish technical characteristics for system standards relative to single sideband equipment for international operations in the Aeronautical Mobile (R) Service. To establish frequency tolerances in Appendix 27 would mean prejudging I.C.A.O.'s decision in the matter; he therefore proposed that paragraph 3.4 be deleted.

The Delegate of the United Kingdom supported that proposal.

The Delegate of Italy said that he was not sure that such a deletion was advisable, as the text should include a statement to the effect that the relevant provisions of the Radio Regulations were not applicable to a certain single sideband emission.

The Delegate of South Africa asked whether the I.C.A.O. system standards would affect RDARA operations. If that were not the case, the Meeting should be cautious about deleting the paragraph.

The Delegate of the French Overseas Territories observed that paragraph 3.4 referred only to A3J (suppressed carrier single sideband) emissions. In the case of RDARA international flights, it was clearly advisable to use equipment compatible with double sideband emission; the technical characteristics of that equipment were to be fixed by I.C.A.O., which, moreover, was invited to seek the advice of the C.C.I.R. on such matters where necessary.

The Delegate of South Africa said there was no assurance that the I.C.A.O. standards might not be applicable to aircraft which used RDARAs exclusively.

The Delegate of the United States said he did not see much force in the contention that paragraph 3.4 was inconsistent with the provision on page R.1/64. The purpose of the invitation to I.C.A.O. was to fill gaps in the broad standards and limitations established by the I.T.U.; an unduly strict division between the more general functions of the Union and the more technical ones of I.C.A.O. would lead to patently absurd conclusions. Moreover, the inclusion of the frequency tolerance served the purpose of advising manufacturers and others of the broad standards that would be applicable to equipment to be used under the new Plan.

The Delegate of France observed that a general aim of the Conference was to make wider use of channels, which could not be made fully available without single sideband installations. During the transition period from the old to the new Plan, aircraft must as far as possible be provided with compatible equipment, and some such devices were already in use; if unduly severe standards were laid down, that use might have to be restricted, thus leading to delay in the implementation of the Plan. The question should be left to I.C.A.O., where the equipment available in member countries would be discussed.

The Delegate of the United Kingdom said he did not consider that paragraph 3.4 added anything to the main purpose of Appendix 27, which was to provide guidance on frequency management. With reference to the United States Delegate's remarks, it was questionable whether the tolerances mentioned in that paragraph were the best that could be hoped for : the C.C.I.R., for example, might be able to lay down different standards. Finally, the point raised by the South African Delegate was one for national consideration in I.C.A.O.

The Delegate of Cuba agreed that the paragraph should be deleted, as it added nothing to the guidance that might be given to manufacturers. Moreover, the C.C.I.R. and I.C.A.O. might well adopt other tolerances, and Appendix 27 would then not correspond to reality.

The Chairman invited the Meeting to vote on the proposal to delete paragraph 3.4.

There were 21 votes in favour, 7 against and 20 abstentions. It was decided to delete paragraph 3.4 on page R.1/34.

Page R.1/34, as amended, was approved.

Pages R.1/35 to R.1/45

Approved

Page R.1/46

The Delegate of Pakistan suggested that the second sentence under the heading "Sub-Area 6B" should be brought into line with the last sentence under "Sub-Area 6A", to read roughly as follows : "Thence eastward along the southern border of China to the coast of the South China Sea."

The Delegates of Australia and India said they wished to cooperate with the Delegate of Pakistan in drafting a final text for Committee 7.

Approved on that understanding.

Pages R.1/47 to R.1/65

Approved

Page R.1/66

The Delegate of Venezuela said that the term "air-ground-air" in paragraph considering a) was redundant and proposed that it be deleted.

The Delegate of Cuba proposed that the word "reducing" in paragraph a) of "noting" be replaced by "avoiding", to bring it into line with paragraph considering a) on page R.1/63.

Approved as amended

Pages R.1/67 to R.1/71

Approved

Document No. II/195 (R.1), as amended, was approved.

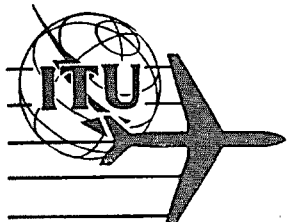
The meeting rose at 7.40 p.m.

The Secretary of the Conference

J. KUNZ

The Chairman

Arthur L. LEBEL



AERONAUTICAL CONFERENCE

Document No. II/237-E

5 May 1966

Original : English

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

MINUTES

OF THE

SIXTH PLENARY MEETING

Thursday, 28 April 1966, at 3 p.m.

Chairman : Dr. Arthur L. LEBEL (United States of America)

Subjects discussed :

Document Nos.

1. Texts of Final Acts submitted for 2nd reading

II/231 (R.2)
and Addendum

2. Report by Committee 3 (Budget Control)

II/221

3. Any other business

a) Inclusion of Additional Protocols in
the Final Acts

b) Method to be used for the signing ceremony

Present :

The Delegations of the following countries :

Members :

Algeria (Algerian Democratic and Popular Republic); Saudi Arabia (Kingdom of); Argentine Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Canada; China; Colombia (Republic of); Congo (Democratic Republic of the); Cuba; Denmark; Group of Territories represented by the French Overseas Post and Telecommunication Agency; Spain; United States of America; Ethiopia; France; Ghana; Hungarian People's Republic; India (Republic of); Ireland; Italy; Jamaica; Japan; Kuwait (State of); Luxembourg; Malaysia; Malta; Mexico; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal; Portuguese Overseas Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britain and Northern Ireland; Singapore (Republic of); South Africa (Republic of) and Territory of South-West Africa; Sweden; Switzerland (Confederation); Czechoslovak Socialist Republic; Territories of the United States of America; Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible; Thailand; Tunisia; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Specialized Agencies :

International Civil Aviation Organization
World Meteorological Organization

International Organizations

International Air Transport Association
International Broadcasting and Television Organization

General Secretariat

Mr. Mohamed Mili, Deputy Secretary-General

I.F.R.B. :

Mr. J. Ziołkowski, Chairman

C.C.I.R. :

Mr. L.W. Hayes, Acting Director

1. Texts of Final Acts submitted for second reading (Document No. II/231 (R.2) and Addendum)

The Chairman of Committee 7 explained that normally there would have been only one document (R.2) for second reading but it had been found necessary to bring out an Addendum to it because the Editorial Committee had realised that three pages which had been approved in "blue" form by the Plenary Meeting had not been submitted for a second reading. In addition, in some pages of R.2 some common channels had been omitted from the Frequency Tables. The Chairman of Committee 6 had issued a working document (DT/II-52) which showed all the necessary references to common channels to be included in column 3. In accordance with a decision of the Plenary Meeting, the document would be produced in "white" form for the following day.

The Chairman of Committee 6 said that, in the French text of page R.2/21, "12 C" should be substituted for "13 C" in column 2, against frequency 3460. In the Spanish text of page R.2/33, "6E" should be substituted for "6C" in column 2, against frequency 8889 in the first line referring to RDARA.

Page R.2/1

Approved.

Page R.2/2

The Chairman of Committee 6 suggested deletion of the word "adjacent" at the end of the first line in paragraph 3), as this would not necessarily be factual in all cases.

Page R.2/2 was approved as amended.

Pages R.2/3 to R.2/6

Approved.

Page R.2/7

The Chairman of Committee 7 said that, on re-reading the page, the Editorial Committee had realised that Note b) was not sufficiently clear. As the reader might well ask where the frequencies not included in the list could be found, it was proposed to add a sentence to the effect that they were included under Article 2 of Section II. The sentence, which was merely intended to give additional clarification, would be appropriately worded and inserted in the "white" document.

Page R.2/7 was approved, subject to the proposed amendment.

Page R.2/8

The Chairman of Committee 7 explained that the omission of the hyphen between NSA1 and NSA2 was due to a typographical error, which would be rectified in the "white" document.

Approved.

Pages R.2/9 to R.2/13

Approved.

Page R.2/14

The Delegate of New Zealand suggested the deletion of the asterisks against the figure 17 933 each time it appeared in column 18 because there was no limitation on that frequency in the second table.

Approved as amended.

Page R.2/15

The Delegate of Italy suggested deletion of the asterisks each time they appeared against frequency 11 311 in the column relating to 11.3 bands for the same reason as had been given for the preceding page.

Approved as amended.

Pages R.2/16 to R.2/41

Approved.

Document No. II/231 (R.2), as amended, was approved.

Addendum to Document No. II/231 (R.2)

Pages R.2/20, R.2/20 bis and R.2/28

Approved.

2. Report by Committee 3 (Budget Control) (Document No. II/221)

The Chairman of Committee 3 said that the Committee had held three meetings and had set up a Working Group to examine the budget and accounts of the Conference in detail. It would be seen from point 2 that a saving of 191,800 Swiss francs had been effected; that was explained by the excellent preparations that had been made for the Conference and by the spirit of cooperation shown by all participants. Accordingly, under point 3.2, the

Committee proposed that 1/3 of the expenditure in connection with the Final Acts to be issued later in printed form should be charged to the Conference. Point 3.3 dealt with the question of reimbursement of extra expenses incurred by professional grade staff; since the report had been circulated, he had been informed that certain delegations might wish to speak on that subject.

In conclusion, he expressed his sincere thanks to the Vice-Chairman, to the members of the Committee and the Working Group, to the members of the General Secretariat dealing with accounts, to Mr. Petit of the I.F.R.B. and especially to the Rapporteur for the valuable aid they had all given him. He commended the report of Committee 3 to the Meeting for approval.

The Chairman said that the report would be considered point by point.

Three introductory paragraphs

Approved.

1. Budget of the Conference

Approved.

2. Position as to expenditure

Approved.

3.1 Accounts of the Conference

Approved.

3.2 Final Acts of the Conference

Approved.

3.3 Reimbursement of extra expenses in respect of professional grade staff detached by the I.T.U. for service in the secretariat of the Conference

The Delegate of Canada said that his Delegation had some difficulty in accepting the conclusion in the second paragraph, being aware that some professional staff had indeed incurred additional expenditure in connection with the holding of the Conference at the Maison des Congrès. He proposed the following text for the second paragraph:

"Because the Second Session of the Aeronautical Conference has been held at the Maison des Congrès, some professional grade staff have had to incur additional expenses in respect of travel and meals, due to the hours of duty which they have been required to perform."

He had not yet inquired into the question whether the Meeting was competent to authorize amendment of the report or whether it would have to use some other means of making the point clear.

The Delegate of the United States suggested that that difficulty might be overcome by prefacing the paragraph read out by the Canadian Delegate by the words "The Conference is of the opinion that ...".

The Delegate of India supported the Canadian proposal.

The Deputy Secretary-General thanked the speakers, on behalf of the Secretary-General, for statements which showed that the services of the professional staff concerned had been appreciated during the Conference. Unfortunately, however, the General Secretariat was unable to reimburse the staff members concerned, because it was now obliged to conform with the United Nations Common System, under which no compensation could be paid to professional grade staff for services rendered. The Conference could thank the staff members concerned, but it was unlikely that the Administrative Council would accept any recommendation of the Conference which was contrary to Common System practice.

The Delegate of Portugal said there could be no doubt that certain I.T.U. officials had rendered valuable services to the Conference and had incurred expenses in doing so. However, under Number 107 of the Convention, one of the duties of the Administrative Council was to adjust as necessary the allowances for all staff of the Union, in accordance with any changes adopted in the United Nations Common System; an Extraordinary Radio Conference had no right to take measures which would run counter to that provision. On the other hand, certain changes in the salaries of non-professional staff showed that the door was open to taking such measures. The best course for the Meeting to take was to draw the Council's attention, through the minutes of the Meeting, to the Canadian proposal and to the precedent set with regard to salaries in the non-professional grades, so that the Council could take the appropriate action.

The Delegate of Canada said he wished to correct any impression that his proposal had been made in recognition of services rendered. The purpose was to draw attention to the fact that certain staff members were out of pocket as a result of serving the Conference. He supported the Portuguese Delegate's suggestion.

The Chairman of Committee 3 also endorsed that suggestion.

The Portuguese Delegate's suggestion was approved.

The Delegate of the United States of America observed that if the paragraph in question were allowed to remain in its present form, it would be inconsistent with the Canadian proposal. He therefore proposed that the word "additional" in the third line be replaced by "reimbursable".

The Chairman of Committee 3 accepted that amendment.

The report of Committee 3, as amended, was approved.

The Chairman congratulated the Chairman of Committee 3 on the masterly way in which he had tackled a job which had been as difficult and delicate as tasks related to finance always were.

Applause.

3. Any other business

a) Inclusion of Additional Protocols in the Final Acts

The Chairman asked the Meeting formally to authorize the inclusion in the Final Acts of a certain number of Additional Protocols which had appeared in various documents.

It was so agreed.

b) Method to be used for the signing ceremony

At the request of the Chairman, Mr. Stead (General Secretariat) said that two different methods were used for signing Final Acts at I.T.U. Conferences. The full ceremony entailed signature of three sheets by each delegation called upon in alphabetical order, whereas the much quicker "streamlined" method allowed delegates to sign without leaving their seats, after which the roll was called and the heads of delegation came to the podium to deposit the signatures. In his opinion, both methods were legally valid.

The Delegate of Portugal proposed that the Meeting adopt the "streamlined" method.

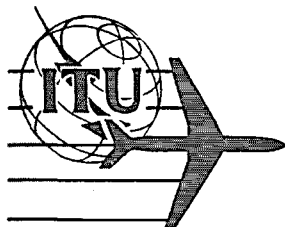
The Delegates of Belgium and Luxembourg supported that proposal.

The Portuguese proposal was approved.

The meeting rose at 4.10 p.m.

The Secretary of the Conference:
J. KUNZ

The Chairman:
Arthur L. LEBEL



AERONAUTICAL CONFERENCE

Document No. II/238-E

4 May 1966

Original: French/
English/
Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

MINUTES

OF THE

SEVENTH AND LAST PLENARY MEETING

Friday, 29 April 1966, at 6.00 p.m.

Chairman: Dr. Arthur L. LEBEL (United States of America)

Subjects discussed:

1. Final approval of the Final Acts of the Conference
 2. Signing of the Final Acts
 3. Any other business
 4. Closing of the Conference
-

Present:

The Delegations of the following countries:

Members:

Algeria (Algerian Democratic and Popular Republic); Saudi Arabia (Kingdom of); Argentina Republic; Australia (Commonwealth of); Belgium; Brazil; Bulgaria (People's Republic of); Canada; China; Colombia (Republic of); Congo (Democratic Republic of the); Cuba; Denmark; Group of Territories represented by the French Overseas Post and Telecommunication Agency; Spain; United States of America; Ethiopia; France; Ghana; Hungarian People's Republic; India (Republic of); Ireland; Italy; Jamaica; Japan; Kuwait (State of); Luxembourg; Malaysia; Malta; Mexico; Norway; New Zealand; Pakistan; Netherlands (Kingdom of the); Poland (People's Republic of); Portugal; Portuguese Overseas Provinces; Federal Republic of Germany; Roumania (Socialist Republic of); United Kingdom of Great Britain and Northern Ireland; Singapore (Republic of); South Africa (Republic of) and Territory of South-West Africa; Sweden; Switzerland (Confederation); Czechoslovak Socialist Republic; Territories of the United States of America; Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible; Thailand; Union of Soviet Socialist Republics; Venezuela (Republic of); Yugoslavia (Federal Socialist Republic of).

Specialized Agencies:

International Civil Aviation Organization

International Organizations:

International Air Transport Association

International Broadcasting and Television Organization

General Secretariat:

Dr. Manohar B. Sarvate, Secretary-General

Mr. Mohamed Mili, Deputy Secretary-General

I.F.R.B.:

Mr. J. Ziolkowski, Chairman

C.C.I.R.:

Mr. L.W. Hayes, Director ad interim

1. Final approval of the Final Acts of the Conference

The Chairman explained that the first item of the agenda raised no special problems. Some omissions had been pointed out in the Spanish version of the Final Acts. The Secretary of the Conference should be informed of them and, if he deemed it necessary, he would discuss the measures to be taken with the Chairman of Committee 7.

2. Signing of the Final Acts

After distribution of the documents to be signed by each delegation, the Secretary of the Conference gave some practical instructions for carrying out the ceremony. He then called each delegation in French alphabetical order and received the signed documents handed to him by the Heads of delegations.

After the delegations had been called, the Chairman announced that all those entitled to sign the Final Acts had done so. He recalled that some Recommendations and Resolutions were addressed either to Administrations or to I.C.A.O. for appropriate action and asked the Secretary-General of the I.T.U. to arrange that the texts be forwarded to those concerned as soon as possible.

3. Any other business

The Chairman asked the plenary session how it wished the Minutes of the last three plenary meetings to be dealt with.

The Delegate of Portugal proposed that full confidence be placed in the Chairman to approve the Minutes.

It was so decided.

4. Closure of the Conference

The Chairman made the following statement :

"On the table to my right lie the Final Acts of this Conference. The delegates have now appended their signature to it.

" This is the product of seven weeks of arduous and conscientious work on your part.

" What is this agreement? Briefly, it is the revised version of an agreement which was first adopted in 1951, and which involved a Plan for the allotment of high frequencies to different areas of the world for communications between aircraft and the ground. These are safety services.

" I am sure you would not claim - as I would not - that this is a perfect plan. But I can assure you that, to the extent that perfection is attainable by humans, you have achieved it. Indeed, in one respect, I believe you have achieved perfection, in the sense that you have once again given an outstanding demonstration of true international statesmanship. There has not been a single instance, to my knowledge, where any delegate at this Conference has failed to appreciate sympathetically the problems of other delegates and to assist in their solution.

" In my opinion, this new Plan will constitute a fully satisfactory basis for the communications which it is intended to accommodate. Of course, as in the case of virtually any other kind of international agreement, its effectiveness will depend in a very large measure on continued co-operation between the interested Administrations. But as you know, the traditions of this great aeronautical service and the experience of the past in this field are most reassuring on the score of mutual assistance and co-operation, and I predict that when you meet again in Conference to revise Appendix 27 to the Radio Regulations, you will be able to point to the Minutes of today's meeting and you will say: "Yes, this Plan was soundly engineered. Yes, we did extend and did receive the co-operation foretold by the President of the Conference in 1966". When that time comes, it would be so very pleasant to be with you again.

" For all of the above, I congratulate you very warmly and very sincerely, and I am grateful for the privilege of having had a part in your efforts.

" Now, these results would not have been possible had it not been for the efforts, beyond the requirements of strict duty, of many persons who have helped us. I think we owe it to them and to ourselves to recognize their contributions now.

" First there is that body of highly skilled persons who are never heard and are scarcely ever seen. I refer to the staff. As you know, a Conference such as this cannot meet its schedule unless the staff meet theirs. Not once, during this entire Conference, have I been aware of a single case where progress has been impeded by any failure of the staff. Everything we have needed has been ready for us when needed, and in accordance with the highest standards of workmanship.

" Next I should like to mention the translators and interpreters whose task is so very important and so difficult. And since they are the channels through which the thoughts of all delegates must pass in order to reach other delegates, you can appreciate how much they have helped us; possibly even more than we know.

" I should indeed be remiss if I failed to say a few words of appreciation for the Secretary of the Conference, Mr. Kunz. It is extremely difficult to appreciate the complexities and the delicate nature of the tasks which a Conference Secretary must perform. I need not tell you that our Secretary has accomplished all of these functions with the highest degree of success.

" The substantive work of the Conference, as you know, was done by six Committees supplemented by a number of Working Groups. The Chairmen and Vice-Chairmen of these various committees and groups are already known to you personally. These are the men who, in the interest of the success of our Conference, have been willing to accept grave responsibilities and heavy burdens of work, over and above what they would have had as delegates only. It is, of course, not possible adequately to recognize with words the contributions of these men. A Conference such as this would certainly not be possible without the Bose's, the Mohr's, the Penwarden's, the Chef's, the Powell's and the Bouchier's.

" A Conference such as this could hardly be successful without the guidance and assistance of the representatives of the C.C.I.R. and of the I.F.R.B. All of you are familiar with the very valuable contribution made to the work of the Conference by the representatives of the C.C.I.R., particularly in Committee 4. As to the I.F.R.B., I am certain that the work it has done both before and during the Conference was among the most important factors in the success of the Conference and its termination well ahead of schedule.

" I now come to the two Vice-Chairmen of the Conference, Mr. Jarov and Mr. Monnat. This is another case where the extent of the contributions to the success of the Conference is difficult to evaluate, because these functions have consisted of various negotiations conducted quietly in private conversations with delegates and in other similar work, in an attempt to resolve delicate problems which it would have been very difficult, perhaps impossible, to resolve in open discussion. Mr. Monnat and Mr. Jarov deserve our very sincere appreciation for their very valuable assistance.

" Last but not least the Secretary-General. I can bear witness to the fact that for the entire duration of this Conference Dr. Sarwate has not for one moment relaxed his attention to our work, personally when he could, and when he could not, through Mr. Mili, his very capable Deputy, through our esteemed friend Mr. Stead and perhaps through others as well. I can assure you that the advice and assistance of these gentlemen, particularly through the more difficult moments, have been priceless to me and to the Conference.

" To all of these wonderful people, I now extend, on your behalf and on mine, highly deserved congratulations, most sincere and heartfelt thanks."

The Delegate of the Netherlands made the following statement:

"I have much pleasure to express, on behalf of all delegates to the conference, our sincere admiration and thanks for the - I could well say usual, able and perfect way, in which you guided us through difficulties of different nature to a successful result.

" Thanks to your so widely appreciated qualities as a conference-leader, based I think on a mixture of perfect mastery of technique and procedures, on one side and human understanding on the other, always flavoured with a bit of good humour, the meetings took place in an atmosphere of mutual understanding and goodwill.

" Again, Mr. Chairman, we all wish to thank you for your excellent leadership and I, as an old friend of yours, among the many you have here, am particularly pleased to transmit them.

" But now, Dr. Arthur Lebel, I am speaking even more solemnly. I come to a second subject, which is not only related to this particular conference.

" Some days ago you reached the age of 65, which involves that this is probably the last international aviation conference in which you will take part as officer of your Government.

" At this important stage in your life, it should be realised by you and by us all that you are one of the few great men, who can look back on an extremely successful and fruitful career, highly beneficial to a number of services all over the world.

" Apart from the I.T.U. in general, I would like to mention especially aviation, as I am most familiar with that branch. Moreover, I have been able to follow closely your activities in that field from the beginning of 1931.

" Your Government has given you two highly important decorations, one in 1951, when the State Department honoured you with the Meritorious Service Award and last year you received the Federal Aviation Agency's Distinguished Service Award.

" But I am sure the whole world, which finds its representatives here in this distinguished gathering, is fully aware and realises the great things you have achieved during your long career for world telecommunications in general and for aviation in particular.

" You have given all your profound knowledge, all your energy and all your love to this work. And speaking of love, I know that you were able to do all this work continuously and with all your heart, because of the everlasting help and perfect understanding of your charming wife.

" Thanks to your profound humanity and kindness you have made countless friendships all over the world, which undoubtedly will continue during your further life.

" I should also mention your wide cultural interests, your capacities as a poet - crying out in sorrow over the destruction by fire of his beloved "Bâtiment Electoral" - as linguist, as lover of music, etc., etc.

" You have over a period of 35 years taken part in more than 60 conferences, dealing with aviation law and telecommunications. I need not continue, because all of us have read the "Telepersonality" article in the I.T.U. journal.

" I have tried to learn from my friend Arthur to be brief but exact.

" I am convinced that he cannot say that I have not been exact, but I have the feeling that he finds this speech already long enough, if not too long - but I am sorry I could not make it shorter without leaving out too many essential elements.

" Dr. Arthur Lebel, together with Mrs. Lebel, God bless you in your further life. That is the sincere wish of us all."

The representative of I.C.A.O. made the following statement :

"Now that this Conference draws to a close there are a few matters that, with your permission, I would like to mention.

" It is needless to say that the results of the work of this Conference are of paramount importance to the interests of civil aviation. We are therefore most grateful to have been able to participate in this work and we hope that our participation has been of some assistance to the Conference.

" We are also very grateful to the I.T.U. for the facilities which were made available to us and which have proven to be most adequate and useful. I am sure that the Secretary-General of I.C.A.O. will wish to communicate personally with the I.T.U. on this matter.

" At an occasion such as the conclusion of this Conference it is difficult, Mr. Chairman, to avoid mentioning matters of a personal nature. In particular, Mr. Chairman, we in I.C.A.O. are most cognisant of the

extremely valuable work you yourself have performed for the interests of civil aviation and for which you have been honoured so rightly. I.C.A.O. therefore would like to be associated with the words addressed to you a few minutes ago at this Plenary Session. May I take this opportunity to wish you and Mrs. Lebel good health and a happy life in the years to come. May I also add my own personal thanks for all the good advice that I had the privilege to receive from you over the last twenty years.

" Mr. Chairman, I cannot conclude these remarks without making special reference to another man whose work has been of such great importance to international civil aviation - Mr. John Gracie. While we expect to see John again at the I.C.A.O. COM/OPS Meeting later this year, this will be the last time that I will be able to address an I.T.U. Conference where John Gracie is a participant. I cannot match the eloquence with which others have already honoured John Gracie during this Conference. May I therefore associate I.C.A.O. with the words that have been spoken at this Conference with respect to the outstanding work of Mr. John Gracie in the field of telecommunications and in particular his valuable contributions to the work of I.C.A.O. To this I would like to add my own personal thanks to him for the most appreciated advice he was always able and willing to give."

The Delegate of Venezuela made the following statement :

"The Conference which is today reaching a successful conclusion is the result of close and devoted co-operation between countries anxious to achieve at this session the best possible recommendations for giving the Aeronautical Mobile (R) Service a new Allotment Plan which tomorrow will be the instrument for air-ground-air communications, based on the sound work of this Conference. I hope that we shall indeed witness that result.

" I should like to point out that most of the difficult problems which were bound to arise during the Conference were solved as far as possible through the successful and noteworthy efforts of men who, with commendable determination, pooled their knowledge, experience, skill and undeniable industry to bring to the light of day something which originally seemed to be sunk in obscurity.

" Many of the persons present here were at I.C.A.O. in Montreal when the Special Communications Conference was held in preparation for this Conference; the same people were also seen here in Geneva in 1964, and are now here again on this occasion. These people can now look on themselves as a family which is honoured by the fact that some of its members

have held such highly responsible posts as Chairman or Vice-Chairman of Committees and Working Groups on a number of occasions. Our gratitude and appreciation go out to them.

" As for our Chairman, the outstanding perspicacity and resourcefulness he so often showed, with unfailing good humour, are beyond my humble powers to describe, such is the wealth of qualities assembled in our highly esteemed Dr. Lebel.

" We should in all fairness pay tribute to the outstanding work done by I.T.U. officials at all levels and grades, who once again have spared no effort to contribute to the success of the Conference.

" During this Conference, there has been much evidence of appreciation for the praiseworthy work of the I.F.R.B. These expressions of appreciation are so well-deserved that it is unnecessary to repeat them, and we need only associate ourselves with them. The efficiency with which the interpreters have enabled us to exchange our views is also worthy of mention.

" I should like to state on behalf of my country that we fully realize that certain duties and responsibilities will devolve on us in the future as a result of the decisions taken by the Conference which is ending today. We intend to shoulder these responsibilities, imbued with the same spirit of co-operation as that which has pervaded this Extraordinary Administrative Radio Conference."

The representative of the International Air Transport Association
made the following statement :

"At the end of this Conference I would like to say a few words on behalf of the International Air Transport Association. Firstly, Mr. Chairman, I would like to thank the International Telecommunication Union and the Conference for having been allowed to participate in the work of the Conference as observers, work of such great importance to our Member Airlines. The International Convention on Civil Aviation places upon the scheduled airlines the obligation, transmitted to us by the Member States, to provide to the international public scheduled services with safety, regularity and efficiency. In order to achieve these objectives efficient communications are an essential need. Mr. Chairman, if the new Plan, catering to changed operational requirements, will fulfil this need to the same extent as has been the case with the present Plan, it will be a very good plan indeed, and on behalf of my Association I would like to thank you, Mr. Chairman, and the Conference, for the hard and conscientious work which went into the formulation of this Plan.

" At this moment I am also very conscious, Dr. Lebel, that this is likely to be the last aeronautical conference presided by you. Those representatives of our Member Airlines who have had the honour and the pleasure to attend conferences presided by you fully realise your great personal contributions to the success of these conferences. Dr. Lebel, on behalf of my Association I wish to thank you very, very much.

" Lastly, Mr. Chairman, I would like to associate myself wholeheartedly with the remarks made by the representative of I.C.A.O. with respect to Mr. John Gracie, to which I should like to add, Mr. Chairman, that through the years, apart from his technical contributions, he has also made us, as users of the radio spectrum, realise that with the rights in the allocation table, we also have obligations towards the radio spectrum community as a whole."

The Chairman, deeply moved, thanked all the speakers for the kind words they had spoken concerning him. He wished to stress once more the valuable contribution made to the work of the Conference by such organizations as I.C.A.O. and I.A.T.A. In a way the former took over responsibility where the I.T.U. left off and it therefore did more highly specialized and technical work. The role of the latter was also very important because a conference like the Aeronautical Conference could not have been successful if it had not known beforehand the views of the operators of aircraft and air-lines made available to it by the representative of I.A.T.A.

On behalf of the Conference, the Chairman expressed his heartfelt gratitude to those two organizations which had so greatly assisted the Session in its work.

The Secretary-General of the I.T.U. said that, although it was not customary for the Secretariat to take the floor on such solemn occasions, which properly belonged to the delegates themselves, he wished to say a few words in circumstances which he considered to be unusual. As earlier speakers had already mentioned, Dr. Lebel's close association with telecommunications, in which he had worked for so long and to the development of which he had contributed so much, was to come to an end with the closure of the Conference. Nevertheless, every one in the I.T.U. wished to join in the hope, expressed by the Chairman himself, that there might be occasion for him to be associated in some capacity with the revision of Plans or the preparation of new ones, which would make the aviation industry safer than in the past. In any case, Dr. Lebel's name would be indissolubly linked with all that stood for aeronautical communications, and all those present and to come would therefore remember the great task he had fulfilled in ensuring the success of the Conference.

On behalf of the I.T.U., he wished the Chairman a peaceful and at the same time fruitful retirement for many years to come. Dr. Lebel had expressed astonishment at the number of photographs taken during the Conference; the Secretary-General presented him with a collection of those photographs, in the hope that Dr. Lebel would like to keep them as a souvenir of the Conference.

The Chairman, thanking the Secretary-General for his kind words, confirmed that he had had the opportunity of working closely with him in many international conferences. He had thus learnt to admire and respect him. He was very moved by the delicate gesture of the Secretary-General and would treasure his gift of photographs.

The Chairman then declared closed the Second Session of the E.A.R.C. for the preparation of a revised Allotment Plan for the Aeronautical Mobile (R) Service.

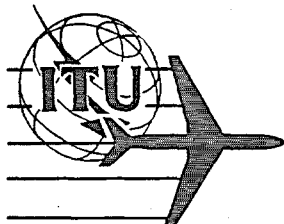
The meeting rose at 7.30 p.m.

The Secretary of the Conference:

J. KUNZ

The Chairman:

Arthur L. LEBEL



AERONAUTICAL CONFERENCE

Document No. II/239-E

10 May 1966

Original: French/English/
Spanish

E. A. R. C. FOR THE PREPARATION OF A REVISED ALLOTMENT PLAN FOR THE AERONAUTICAL MOBILE (R) SERVICE - GENEVA

PLENARY MEETING

LIST OF DOCUMENTS OF THE 2ND SESSION OF THE CONFERENCE

(Documents Nos. 1 to 239)

Document No.	Title	Origin	Destination
II/1	Non-allocation of specific frequency sub-bands	F.R. of Germany	Plenary Meeting
II/2	Proposals for revision of the (R) Band Plan	U.S.A.	Plenary Meeting
II/3 and Add.1	Proposals	Japan	Plenary Meeting
II/4	Proposals	Canada	Plenary Meeting
II/5	Draft resolution regarding the introduction of single-sideband systems into the aeronautical mobile (R) services	Canada	Plenary Meeting
II/6	Frequency bands for ocean data radiocommunication	Denmark, Norway and Sweden	Plenary Meeting
II/7	Statistical analyses of international flights and of regional and domestic flights	I.F.R.B.	Plenary Meeting
II/8	Committee Structure	S.G.	Plenary Meeting
II/9	Proposal	Saudi Arabia	Plenary Meeting
II/10	Review of the allotment plan for the aeronautical mobile (R) service	United Kingdom	Plenary Meeting

Document No.	Title	Origin	Destination
II/11	Proposal relating to the amendment of boundaries of the Area 9 Sub-RDARA's	Australia	Plenary Meeting
II/12	Proposal relating to the authorization of certain frequencies for approach and aerodrome control communications	Australia	Plenary Meeting
II/13 and Corr.	Convening of the Conference	S.G.	Plenary Meeting
II/14	Position of certain countries with regard to the Convention	S.G.	Plenary Meeting
II/15	Agenda of the Meeting of the Heads of Delegations		Heads of Delegations
II/16	Agenda of the 1st Plenary Meeting		Plenary Meeting
II/17	Secretariat of the Conference	S.G.	Plenary Meeting
II/18	Proposals for the revision of the radio regulations (Geneva 1959) and the frequency allotment plan for the aeronautical mobile (R) service	India	Plenary Meeting
II/19	Budget of the Conference	S.G.	Committee 3
II/20 and Corr.	Statistical analyses of international flights and of regional and domestic flights	I.F.R.B.	Plenary Meeting
II/21	Special programmes for monitoring the bands allocated exclusively to the aeronautical mobile (R) service between 2850 kc/s and 17 970 kc/s	I.F.R.B.	Plenary Meeting
II/22	Apportionment of proposals among the Committees	S.G.	Plenary Meeting

Document No.	Title	Origin	Destination
II/23	Opinion on factors to be taken into account in allotting frequencies to the various areas of the world under the new plan	Mexico	Plenary Meeting
II/24	Proposal concerning the use of single sideband techniques in the bands allotted to the aeronautical mobile (R) service between 2850 and 17 970 ko/s	Mexico	Plenary Meeting
II/25	Use of channels common to the aeronautical mobile (R) and (OR) services	Mexico	Plenary Meeting
II/26	Chairman and Vice-Chairman of Committees		Plenary Meeting
II/27	Agenda of the 1st Meeting of the Aircraft Operation Statistics Committee	Committee 5	Committee 5
II/28	Agenda of the 1st Meeting of the Technical Committee		Committee 4
II/29	Agenda of the 1st Meeting of the Plan Committee		Committee 6
II/30	Proposal No. 1 - Amendments in boundaries of MWARA SA	Argentina	Plenary Meeting
II/31	Proposal No. 2 - Amendment of the boundaries and designation of the MWARA NSAM-1 and NSAM-2	Argentina	Plenary Meeting
II/32	Proposal No. 3 - Amendment of the boundaries of RDARA Sub-Area 13 G	Argentina	Plenary Meeting
II/33	Proposal No. 4 - Change in the boundaries of Sub-Area RDARA 13 H	Argentina	Plenary Meeting
II/34	Proposal No. 5 - Allotment of a family of frequencies for meteorological broadcasts in South America	Argentina	Plenary Meeting
II/35	Proposal No. 6 - concerning the arrangement of Appendix 26 to the Radio Regulations	Argentina	Plenary Meeting

Document No.	Title	Origin	Destination
II/36	Flight Density Maps	Poland	Committee 5
II/37	Proposals referred by the First Session of the Conference for examination by the Second Session		Committee 5
II/38	Agenda of the 2nd Meeting of Committee 4		Committee 4
II/39	Summary Record of the 1st Meeting of Committee 4	Committee 4	Committee 4
II/40	Minutes of the 1st Meeting of the Heads of Delegations		Plenary Meeting
II/41	Agenda of the 1st Meeting of Committee 7		Committee 7
II/42	Agenda of the 3rd Meeting of Committee 4		Committee 4
II/43	Summary Record of the 2nd Meeting of Committee 4		Committee 4
II/44	Report of the 1st Meeting of Committee 5	Committee 5	Committee 5
II/45	Summary Record of the 1st Meeting of Committee 6	Committee 6	Committee 6
II/46	Agenda of the 3rd Meeting of Committee 5		Committee 5
II/47	Summary Record of the 3rd Meeting of Committee 4	Committee 4	Committee 4
II/48	Summary Record of the 2nd Meeting of Committee 5	Committee 5	Committee 5
II/49	Agenda of the 4th Meeting of Committee 5		Committee 5
II/50	List of documents of the Conference	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
II/51	Agenda of the 5th Meeting of the Technical Committee		Committee 4
II/52	Summary Record of the 4th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/53	Summary Record of the 1st Meeting (Editorial Committee)	Rapporteurs	Committee 7
II/54	Minutes of the Opening Plenary Meeting	Rapporteurs	Plenary Meeting
II/55	Aircraft Statistics - NA - MWARA	Ireland	Committee 5
II/56	Agenda of the 6th Meeting of the Technical Committee		Committee 4
II/57	Agenda of the 5th Meeting (Operation Statistics)		Committee 5
II/58	Summary Record of the 3rd Meeting (Operations Statistics)	Rapporteurs	Committee 5
II/59	Summary Record of the 5th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/60	Creation of a MWARA in the Caribbean Region	Cuba	Committee 5
II/61	Agenda of the 1st Meeting (Credentials)		Committee 2
II/62	Proposal No. 7 Study of a Frequency Plan for the RDARAs and Proposals for the most Practical Solutions	Argentina	Committee 5
II/63	Intergovernmental Oceanographic Commission	Secretariat	Committee 6
II/64	Proposal No. 1 Frequency Allotment : COM/MET - HF RTF. Sea Region - VOLMET Broadcast	Malaysia	Committee 5

Document No.	Title	Origin	Destination
II/65	Proposal No. 1 Volmet Broadcasts in South East Asia Region	Singapore	Committee 5
II/66	Agenda of the 1st Meeting of the Special Working Party		Committee 7
II/67	First Report (Technical)	Committee 4	Plenary Meeting
II/68	Agenda of the 7th Meeting of the Technical Committee		Committee 4
II/69	Summary Record of the 6th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/70	Proposal	Roumania	Committee 5
II/71	Agenda of the 8th Meeting of the Technical Committee		Committee 4
II/72	Position of the Accounts of the Aeronautical Radio Conference on 21 March 1966	Secre tariat	Committee 3
II/73	Agenda of the 1st Meeting (Budget Control)		Committee 3
II/74	Summary Record of the 4th Meeting (Aircraft Operation Statistics)	Rappor- teurs	Committee 5
II/75	Summary Record of the 7th Meeting (Technical Committee)	Rappor- teurs	Committee 4
II/76	Second Report (Technical) Use of 3023.5 kc/s and 5680 kc/s	Committee 4	Plenary Meeting
II/77	Third Report (Technical) Use of Frequencies 2973 kc/s and 3495.5 kc/s	Committee 4	Committees 6 and 7 Plenary Meeting
II/78	Proposal	Cuba	Committee 4

Document No.	Title	Origin	Destination
II/79	Proposal for extension of the boundary of MWARA-FE2	Japan	Committee 5
II/80	Proposal for boundary for Arctic Polar Air Routes	Japan	Committee 5
II/81	Summary Record of the 5th Meeting (Operation Statistics)	Rapporteurs	Committee 5
II/82	Agenda of the 9th Meeting of the Technical Committee		Committee 4
II/83	Fourth Report (Technical)	Committee 4	Plenary Meeting
II/84	Agenda of the 6th Meeting (Operation Statistics)		Committee 5
II/85	Summary Record of the 8th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/86	Agenda of the 10th Meeting of the Technical Committee		Committee 4
II/87	Summary Record of the 9th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/88	Summary Record of the 1st Meeting (Credentials Committee)	Rapporteurs	Committee 2
II/89	Agenda of the 2nd Meeting (Editorial)		Committee 7
II/90	Summary Record of the 1st Meeting (Budget Control Committee)	Rapporteurs	Committee 3
II/91	Fifth Report (Technical) Frequency Separation and Frequencies to be Allotted	Committee 4	Plenary Meeting
II/92	Agenda of the 11th Meeting		Committee 4

Document No.	Title	Origin	Destination
II/93 and Add.	Additional Material for the Evaluation of High Frequency Complements for the Aeronautical Mobile (R) Service	Committee 4	Committees 5 and 6
II/94	Summary Record of the 10th Meeting (Technical Committee)	Rapporteurs	Committee 4
II/95	First Report (Operation Statistics) Description of MWARA Boundaries	Committee 5	Plenary Meeting
II/96	Agenda of the 12th Meeting of the Technical Committee		Committee 4
II/97	Summary Record of the 11th Meeting	Rapporteurs	Committee 4
II/98	Proposals by Committee 7 (Editorial) concerning the Layout of the Final Acts of the Conference	Committee 7	Plenary Meeting
II/99	First series of texts	Committee 7	Plenary Meeting
II/100	List of documents of the Conference	Secretariat	Plenary Meeting
II/101	Allotment of an appropriate frequency-family to meteorological broadcasting to aircrafts in sea	Indonesia	Plenary Meeting
II/102	Additional allotment of frequency family to MWARA-CWP	Indonesia	Plenary Meeting
II/103	Agenda of the second Plenary Meeting		Plenary Meeting
II/104	Summary Record of the sixth meeting of Com.5 (Operating Statistics)	Rapporteurs	Committee 5
II/105	Proposal for carrier frequency under SSB system	Japan	Committee 4
II/106	Agenda of the thirteenth meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/107	Summary Record of the twelfth meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/108	Second series of texts	Committee 7	Plenary Meeting
II/109	Agenda of the 7th meeting of Committee 5 (Operation statistics)		Committee 5
II/110	Note from the Chairman of Committee 5 to the Chairman of Committee 6 (Transfer of documents from Committee 5 to Committee 6)	Committee 5	Committees 5 and 6
II/111	Proposal No. 8 Introduction of Single Sideband operation	Argentina	Committee 6
II/112	Third series of texts	Committee 7	Plenary Meeting
II/113	Proposal No. 9 Use of the bands allocated exclusively to the Aeronautical Mobile (R) Service, with the addition of reduced-bandwidth channels	Argentina	Committees 4 and 6
II/114 (Rev)	Revised agenda of the fourteenth meeting of the Technical Committee		Committee 4
II/115	Summary Record of the thirteenth meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/116 and Corr.	Second report of Committee 5 (Operation statistics) Description of the regional and domestic air route area (RDARA) boundaries	Committee 5	Plenary Meeting
II/117	Third report by Committee 5 (Operation statistics) Use of VHF in the Aeronautical Mobile (R) Service	Committee 5	Plenary Meeting
II/118	Discussion paper by Committee 4 (Technical) "Definitions"	Committee 4	Committees 5 and 6
II/119	Sixth report of Committee 4 (Technical) Technical and Operational Principles - Special Arrangements	Committee 4	Plenary Meeting

Document No.	Title	Origin	Destination
II/120	Draft recommendation relating to the utilization of space radio communication techniques by the Aeronautical Mobile (R) Service	United States of America	Committee 4
II/121	Fourth report of Com. 5 (Operation statistics) VOLMET allotment areas and VOLMET reception areas	Committee 5	Plenary Meeting
II/122	Planning principles for the establishment of the revised plan for the Aeronautical Mobile (R) Service	Switzerland	Committee 6
II/123	Agenda of the fifteenth meeting of the Technical Committee		Committee 4
II/124 (Rev)	Agenda for the second meeting of the Plan Committee		Committee 6
II/125	Summary record of the fourteenth meeting of Com. 4 (Technical Committee)	Rapporteurs	Committee 4
II/126	Proposals relating to the usage of single side-bands channels derived from the new allotment plan adopted at this Conference	United States of America	Committee 4
II/127	Summary record of the 7th meeting of Com. 5 (Operation statistics)	Rapporteurs	Committee 5
II/128 and Add.	Chairman of Committee 5 to Chairman of Committee 6	Committee 5	Committees 5 and 6
II/129	Agenda of the sixteenth meeting of the Technical Committee		Committee 4
II/130	Summary record of the fifteenth meeting of Com. 4 (Technical Committee)	Rapporteurs	Committee 4
II/131 and Corr.	Fourth series of texts	Committee 7	Plenary Meeting
II/132	Agenda of the seventeenth meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/133	Summary Record of the 16th Meeting of Com.4 (Technical Committee)	Rapporteurs	Committee 4
II/134	Seventh Report of Com.4 (Technical) Draft Recommendation relating to a study on utilization of space radiocommunication techniques by the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/135	Proposal concerning the Allocation of a Family of Frequencies for the U.S.S.R. exclusively for the Communication with Super-Sonic Transport Aircraft	U.S.S.R.	Committees 5 and 6
II/136	Minutes of the 2nd Plenary Meeting	Rapporteurs	Plenary Meeting
II/137	Fifth series of texts	Committee 7	Plenary Meeting
II/138	Agenda of the 18th Meeting of the Technical Committee		Committee 4
II/139	Summary Record of the 17th Meeting of Com.4 (Technical)	Rapporteurs	Committee 4
II/140	Agenda for the 3rd Meeting of the Plan Committee		Committee 6
II/141	Summary Record of the 2nd Meeting of Com.6	Rapporteurs	Committee 6
II/142	Proposal	Cuba	Committee 6
II/143	Groups of Frequencies required in RDARA 13	Argentina and Brazil	Committees 5 and 6
II/144	Agenda for the 4th Meeting of the Plan Committee		Committee 6
II/145	Summary Record of the 3rd Meeting of the Com.6	Rapporteurs	Committee 6
II/146	Agenda of the 19th Meeting of the Technical Committee		Committee 4
II/147	Summary Record of the 18th Meeting of Com.4 (Technical Committee)	Rapporteurs	Committee 4
II/148	Note by the Secretary of the Conference	Secretariat	Committee 6
II/149	Agenda of the 2nd Meeting of Committee 2 (Credentials)		Committee 2
II/150	List of documents of the conference	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
II/151	Preparation of a Frequency Allotment Table for MWARA's VOLMET areas and RDARA's	Rep. of South Africa Fed. Rep. of Germany Switzerland	Committee 6
II/152	Summary Record of the 8th Meeting of Committee 5 (Operation statistics)	Rapporteurs	Committee 5
II/153	Proposal	Ethiopia	Committee 6
II/154	Proposal	Bulgaria	Committee 6
II/155	Agenda for the fifth Meeting of the Plan Committee		Committee 6
II/156	Summary Record of the fourth Meeting of Committee 6 (Plan)	Rapporteurs	Committee 6
II/157	Agenda of the twentieth Meeting of the Technical Committee		Committee 4
II/158	Summary Record of the nineteenth Meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/159	Agenda of the ninth Meeting of Committee 5 (Operating statistics)		Committee 5
II/160	Report of Committee 2 (Credentials Committee)	Committee 2	Plenary Meeting
II/161	Proposal	Venezuela	Committees 5 and 6
II/162	Proposal	United Kingdom	Committee 6
II/163	Eighth Report of Committee 4 (Technical) Draft Resolution relating to the use of frequencies 3023.5 kc/s and 5680 kc/s common to the Aeronautical Mobile (R) and (OR) Services	Committee 4	Plenary Meeting
II/164	Ninth Report of Committee 4 (Technical)	Committee 4	Plenary Meeting
II/165	Agenda of the twenty-first and last Meeting of the Technical Committee		Committee 4

Document No.	Title	Origin	Destination
II/166	Tenth Report of Committee 4 (Technical) Draft Resolution relating to the introduction of single sideband techniques in the high frequency bands allocated to the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/167	Summary Record of the twentieth Meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/168	Summary Record of the twenty-first Meeting of Committee 4 (Technical Committee)	Rapporteurs	Committee 4
II/169	Summary Record of the fifth Meeting of Committee 6 (Plan Committee)	Rapporteurs	Committee 6
II/170	Proposal for adjustment and amendment to the frequency allocation of RDARA 6 and its SUB-RDARAs	Indonesia, Japan, Thailand	Committee 6
II/171	Agenda of the third Plenary Meeting		Plenary Meeting
II/172	Proposal	Roumania	Committee 6
II/173	Agenda of the second Meeting of Committee 3 (Budget control)		Committee 3
II/174	Eleventh Report of Committee 4 (Technical) Draft Resolution relating to the use of frequencies in the HF bands allocated exclusively to the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/175 (Rev.)	Twelfth and last Report of Committee 4 (Technical) Draft Recommendation relating to the development of techniques which would help to reduce congestion in the high frequency bands allocated to the Aeronautical Mobile (R) Service	Committee 4	Plenary Meeting
II/176	Summary Record of the ninth Meeting of Committee 5 (Operation statistics)	Rapporteurs	Committee 5
II/177	Sixth series of texts	Committee 7	Plenary Meeting
II/178	Statement by the delegation of the Czechoslovak Socialist Republic for the Aeronautical Conference concerning China	Czechoslovak Socialist Republic	Plenary Meeting

Document No.	Title	Origin	Destination
II/179	First Report of Working Group 6A(MWARA) to Committee 6 (Plan)	Working Group 6A	Committee 6
II/180	Statement by the delegations of the People's Republic of Bulgaria and the Hungarian People's Republic concerning China	Bulgaria Hungary	Plenary Meeting
II/181	Seventh series of texts	Committee 7	Plenary Meeting
II/182	Note concerning the nominal frequencies in Annex K to Document No. DT/II-35	U.S.S.R.	Committee 6
II/183	Eighth series of texts	Committee 7	Plenary Meeting
II/184	Statement by the delegation of the Union of Soviet Socialist Republic concerning China	U.S.S.R.	Plenary Meeting
II/185	Agenda for the sixth Meeting of the Plan Committee		Committee 6
II/186	Declaration concerning China	Cuba	Plenary Meeting
II/187 (Rev.)	Agenda of the fourth Plenary Meeting		Plenary Meeting
II/188	Ninth series of texts	Committee 7	Plenary Meeting
II/189	Minutes of the 3rd Plenary Meeting	Rapporteurs	Plenary Meeting
II/190	Definition of Major World Air Route Area - North Atlantic (MWARA-NA)	Canada, Ireland, Norway, Portugal	Plenary Meeting
II/191	Summary Record of the second Meeting of Committee 3 (Budget Control Committee)	Rapporteurs	Committee 3
II/192	Statement of the delegation of the Republic of China	China	Plenary Meeting
II/193 (Rev.)	Agenda for the seventh Meeting of the Plan Committee		Committee 6
II/194	Summary Record of the 6th Meeting of Committee 6	Rapporteurs	Committee 6
II/195 and Cor.	First series of texts (pink) R 1	Committee 7	Plenary Meeting
II/196	Additional Protocol	Singapore	Plenary Meeting
II/197	Additional Protocol	Malaysia	Plenary Meeting
II/198	Note by Chairman of the Conference	Chairman	Plenary Meeting
II/199 (Rev.)	Note by Chairman of the Conference	Chairman	Plenary Meeting
II/200	List of documents of the Conference	Secretariat	Plenary Meeting

Document No.	Title	Origin	Destination
II/201	Declaration concerning China	U.S.A.	Plenary Meeting
II/202	Additional Protocol	U.S.A.	Plenary Meeting
II/203	Declaration concerning China	Poland	Plenary Meeting
II/204	First Report of Committee 6 (Plan) Draft revised titles for the Frequency Allotment Plan	Committee 6	Plenary Meeting
II/205	Second Report of Committee 6 (Plan) Modifications and Additions to the Radio Regulations associated with the Revised Frequency Allotment Plan for the Aeronautical Mobile (R) Service	Committee 6	Plenary Meeting
II/206	Third Report of Committee 6 (Plan) Draft Resolution relating to the treatment of frequency assignments to aeronautical stations in the aero- nautical mobile (R) stations in the bands allocated exclusively to that service between 2850 kc/s and 17 970 kc/s	Committee 6	Plenary Meeting
II/207	Agenda for the 8th Meeting of the Plan Committee		Committee 6
II/208	Summary Record of the 7th Meeting of Committee 6 (Plan Committee)	Rapporteurs	Committee 6
II/209	Declaration concerning China	Roumania	Plenary Meeting
II/210	Declarations concerning Malaysia and China	Indonesia	Plenary Meeting
II/211	Report by Chairman of Committee 4 Addition of the auroral zones to the polar maps	Committee 4	Plenary Meeting
II/212	Report by Chairman of Committee 4 Provision of additional narrow-band channels	Committee 4	Plenary Meeting
II/213	Agenda of the 3rd Meeting of Committee 3 (Budget Control)		Committee 3
II/214	Minutes of the 4th Plenary Meeting	Rapporteurs	Plenary Meeting

Document No.	Title	Origin	Destination
II/215	Tenth serie of texts	Committee 7	Plenary Meeting
II/216	Additional Protocol	Indonesia and Thailand	Plenary Meeting
II/217	Declaration concerning Falkland Islands	United Kingdom	Plenary Meeting
II/218	Declaration	Malaysia	Plenary Meeting
II/219	Summary Record of the 8th Meeting of Committee 6	Committee 6	Plenary Meeting
II/220	Fourth Report of Committee 6 (Plan) Dates of coming into force of the Final Acts of this Conference and of the Frequency Allotment Plan	Committee 6	Plenary Meeting
II/221	Draft Report of the Budget Control Committee	Committee 3	Plenary Meeting
II/222	Additional Protocol	Indonesia	Plenary Meeting
II/223	Note by the Chairman of the Conference concerning a letter from India	Chairman	Plenary Meeting
II/224	Agenda for the 5th Plenary Meeting		Plenary Meeting
II/225	Declaration of Argentina concerning Falkland Islands	Argentina	Plenary Meeting
II/226	Additional Protocol	Algeria, Dem.Rep.of the Congo, Ethiopia and Ghana	Plenary Meeting
II/227	Fifth and Last Report of Committee 6	Committee 6	Plenary Meeting
II/228	Summary Record of the 9th Meeting of Committee 6	Rapporteurs	Plenary Meeting
II/229	Eleventh serie of texts	Committee 7	Plenary Meeting

Document No.	Title	Origin	Destination
II/230	Summary Record of the 3rd Meeting of Committee 3	Rapporteurs	Committee 3
II/231 and Add.	Second serie of texts (pink)	Committee 7	Plenary Meeting
II/232	Agenda for the 6th Plenary Meeting		Plenary Meeting
II/233	Additional Protocol	Rep. of South Africa	Plenary Meeting
II/234	Additional Protocol	China	Plenary Meeting
II/235	Agenda for the 7th and last Plenary Meeting		Plenary Meeting
II/236	Minutes of the 5th Plenary Meeting	Rapporteurs	Plenary Meeting
II/237	Minutes of the 6th Plenary Meeting	Rapporteurs	Plenary Meeting
II/238	Minutes of the 7th Plenary Meeting	Rapporteurs	Plenary Meeting
II/239	List of documents of the Conference	Secretariat	Plenary Meeting