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International Telecommunication Union



Radio Regulations

4

*ITU-R Recommendations
incorporated by reference*

Edition of 2001



Radio Regulations



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Note by the Secretariat

This revision of the Radio Regulations, complementing the Constitution and the Convention of the International Telecommunication Union, incorporates the decisions of the World Radiocommunication Conferences of 1995 (WRC-95), of 1997 (WRC-97) and of 2000 (WRC-2000). The majority of the provisions of these Regulations shall enter into force as from 1 January 2002; the remaining provisions shall apply as from the special dates of application indicated in Article 59 of the revised Radio Regulations.

In preparing the Radio Regulations, edition of 2001, the Secretariat corrected the typographical errors that were drawn to the attention of WRC-2000 and which were approved by WRC-2000.

In accordance with the decisions of WRC-2001, this edition uses a new numbering scheme, which consists, *inter alia*, in abolishing the prefix “S” in front of the provision numbers, Articles numbers and Appendix numbers. The numbering scheme is identical to the previous edition of the Radio Regulations, but without the prefix “S” in front of the provision numbers, Articles numbers and Appendix numbers. In some cases, however, the prefix “S” was maintained due to historical reasons or for referential purposes.

With respect to Article numbers, this edition follows the standard sequential numbering. The Article numbers are not followed by any abbreviation (such as “WRC-97” or “WRC-2000”). Consequently, any reference to an Article, in any of the provisions of these Radio Regulations (e.g. in No. 13.1 of Article 13), in the texts of the Appendices as contained in Volume 2 of this edition (e.g. in § 1 of Appendix 2), in the texts of the Resolutions included in Volume 3 of this edition (e.g. in Resolution 1 (Rev.WRC-97)), and in the texts of the Recommendations included in Volume 3 of this edition (e.g. in Recommendation 8), is considered as a reference to the text of the concerned Article which appears in this edition, unless otherwise specified.

With respect to provision numbers in Articles, this edition continues to use composite numbers indicating the number of the Article and the provision number within that Article (e.g. No. 9.2B means provision No. 2B of Article 9). The abbreviation “(WRC-2000)” or “(WRC-97)” at the end of such a provision means that the relevant provision was modified or added by WRC-2000 or by WRC-97, as applicable. The absence of an abbreviation at the end of the provision means that the provision is identical with the provision of the simplified Radio Regulations as approved by WRC-95, and whose complete text was contained in Document 2 of WRC-97. However, as some of the Resolutions call for the application of a provision of the Radio Regulations, this edition of the Radio Regulations and the corresponding Resolutions contains references to three different sets of provision numbers:

- provision numbers that are **not preceded by the letter “S” and which follow the new numbering scheme** comprising a composite number indicating the number of the Article and the provision number within that Article; the quoted provision number corresponds to its version in the current edition;

- provision numbers that are **not preceded by the letter “S” and which follow the old numbering scheme** of sequential numbers. Their quotation was maintained in those cases where their application is still relevant. To avoid any ambiguity, these provisions are normally followed by the additional explication that they refer to provisions of the Radio Regulations, edition of 1990, revised in 1994;
- provision numbers that are **preceded by the letter “S”**; the quoted provision number corresponds to the provisions of the Radio Regulations, edition of 1998, unless otherwise specified. These quotations were maintained only in those cases where justified, either for historical reasons, or for reference purposes (i.e., when the quoted provision is different from the new provision). When the reference was maintained for historical reasons, and where applicable, an appropriate note by the Secretariat has been added to indicate the provision number corresponding to the new numbering scheme.

With respect to *Appendix numbers*, this edition follows the standard sequential numbering, with the addition of the appropriate abbreviation after the Appendix number (such as “(WRC-97)” or “(WRC-2000)”), where applicable. As a rule, any reference to an Appendix, in any of the provisions of these Radio Regulations, in the texts of the Appendices as contained in Volume 2 of this edition, in the texts of the Resolutions and of the Recommendations included in Volume 3 of this edition, is presented in the standard manner (e.g. “Appendix **30 (WRC-2000)**”) if not explicitly described in the text (e.g. Appendix **4** as modified by WRC-2000). Simple references to Appendix numbers, where the number is preceded by the letter “S” but without an abbreviation at the end (such as “Appendix **S30**”), correspond to the version of the concerned Appendix in the 1998 edition of the Radio Regulations, unless otherwise specified. Simple references to Appendix numbers, where the number is not preceded by the letter “S” and without an abbreviation at the end (such as “Appendix **19**”), correspond to the current version of the concerned Appendix, as it appears in this edition of the Radio Regulations. In the texts of Appendices that were partially modified by WRC-2000, the provisions that were modified by WRC-2000 are indicated with the abbreviation “(WRC-2000)” at the end of the concerned text.

The abolishing of the prefix “S” in front of the Article numbers, provision numbers and Appendix numbers in this edition of the Radio Regulations is purely an editorial matter as there is equivalence between the provisions of the Radio Regulations (edition of 2001) which do not include the prefix “S” and the provisions of the Radio Regulations (edition of 1998) which include the prefix “S”, excepting the case of provisions which contain the abbreviation “(WRC-2000)” at the end of the provision.

Also, from the regulatory point of view, the cross-references to provisions which include the prefix “S” in the Resolutions appearing in the Final Acts of WRC-2000, as well as in the Resolutions appearing in Volume 3 of the 1998 edition that have not been modified by WRC-2000, and the cross-references to provisions without the prefix “S” which appear in the Resolutions contained in this edition, are considered equivalent.

Within the text of the Radio Regulations, the symbol, \uparrow , has been used to represent quantities associated with an uplink. Similarly, the symbol, \downarrow , has been used to represent quantities associated with a downlink.

Abbreviations have generally been used for the names of world administrative radio conferences and world radiocommunication conferences. These abbreviations are shown below.

Abbreviation	Conference
WARC Mar	World Administrative Radio Conference to Deal with Matters Relating to the Maritime Mobile Service (Geneva, 1967)
WARC-71	World Administrative Radio Conference for Space Telecommunications (Geneva, 1971)
WMARC-74	World Maritime Administrative Radio Conference (Geneva, 1974)
WARC SAT-77	World Broadcasting-Satellite Administrative Radio Conference (Geneva, 1977)
WARC-Aer2	World Administrative Radio Conference on the Aeronautical Mobile (R) Service (Geneva, 1978)
WARC-79	World Administrative Radio Conference (Geneva, 1979)
WARC Mob-83	World Administrative Radio Conference for the Mobile Services (Geneva, 1983)
WARC HFBC-84	World Administrative Radio Conference for the Planning of the HF Bands Allocated to the Broadcasting Service (Geneva, 1984)
WARC Orb-85	World Administrative Radio Conference on the Use of the Geostationary-Satellite Orbit and the Planning of Space Services Utilising It (First Session – Geneva, 1985)
WARC HFBC-87	World Administrative Radio Conference for the Planning of the HF Bands Allocated to the Broadcasting Service (Geneva, 1987)
WARC Mob-87	World Administrative Radio Conference for the Mobile Services (Geneva, 1987)
WARC Orb-88	World Administrative Radio Conference on the Use of the Geostationary-Satellite Orbit and the Planning of Space Services Utilising It (Second Session – Geneva, 1988)
WARC-92	World Administrative Radio Conference for Dealing with Frequency Allocations in Certain Parts of the Spectrum (Malaga-Torremolinos, 1992)
WRC-95	World Radiocommunication Conference (Geneva, 1995)
WRC-97	World Radiocommunication Conference (Geneva, 1997)
WRC-2000	World Radiocommunication Conference (Istanbul, 2000)
WRC-03	World Radiocommunication Conference, 2003
WRC-05/06	World Radiocommunication Conference, 2005/2006 ¹

¹ The date of this conference has not been finalized.

VOLUME 4

ITU-R Recommendations incorporated by reference*

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RECOMMENDATION ITU-R M.257-3*

**SEQUENTIAL SINGLE FREQUENCY SELECTIVE-CALLING SYSTEM
FOR USE IN THE MARITIME MOBILE SERVICE**

(1959-1970-1978-1995)

Summary

The Recommendation describes the sequential single frequency selective-calling (SSFC) system which may be used for calling ships until the system is superseded by the DSC system described in Recommendations ITU-R M.493 and ITU-R M.541.

The ITU Radiocommunication Assembly,

considering

a) that there is a need to define the characteristics of a sequential single-frequency selective calling system suitable for use with normal types of radio equipment on ships,

noting

1 that a sequential single frequency selective-calling system may be in operation until it is superseded by the digital selective-calling system described in Recommendation ITU-R M.493,

recommends

1 that the system to be used should have the characteristics given in Annex 1;

2 that the operational procedures described in Annex 2 should be observed.

ANNEX 1

Characteristics of the system

1 the selective call signal should consist of five figures representing the code number assigned to a ship for selective calling;

1.1 the audio-frequency signal applied to the input of the coast station transmitter should consist of consecutive audio-frequency pulses conforming to the following:

1.1.1 the audio frequencies used to identify the figures of the code number assigned to a ship should conform to the following series:

TABLE 1

Figure	1	2	3	4	5	6	7	8	9	0	Figure repetition
Audio frequency (Hz)	1 124	1 197	1 275	1 358	1 446	1 540	1 640	1 747	1 860	1 981	2 110

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the Telecommunication Standardization Sector (ITU-T).

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

For example, the series of audio-frequency pulses corresponding to the selective call 12 133 would be 1 124-1 197-1 124-1 275-2 110 Hz, and the series corresponding to the code number 22 222 would be 1 197-2 110-1 197-2 110-1 197 Hz;

1.1.2 if the series of numbers represented by the use of only two frequencies, chosen from those in § 1.1.1, are reserved for calling predetermined groups of ships, then 100 different groups of numbers are available for allocation, according to the needs of administrations;

1.1.3 the waveforms of the audio-frequency generators should be substantially sinusoidal, not exceeding 2% total harmonic distortion;

1.1.4 the audio-frequency pulses should be transmitted sequentially;

1.1.5 the difference between the maximum amplitude of any audio-frequency pulses should not exceed 1 dB;

1.1.6 the duration of each audio-frequency pulse, measured between the half-amplitude points, should be $100\text{ ms} \pm 10\text{ ms}$;

1.1.7 the time interval between consecutive pulses, measured between the half-amplitude points, should be $3\text{ ms} \pm 2\text{ ms}$;

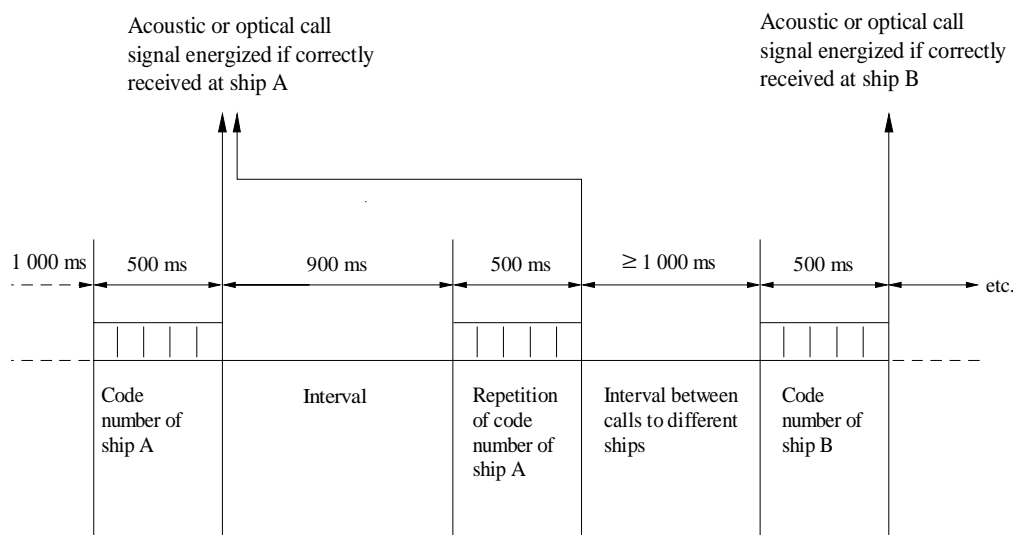
1.1.8 the rise and the decay time of each audio-frequency pulse, measured between the 10% and 90% amplitude points, should be $1.5\text{ ms} \pm 1\text{ ms}$;

1.1.9 the frequency tolerance of the audio frequencies given in § 1.1.1 should be $\pm 4\text{ Hz}$;

1.1.10 the selective call signal (ship's code number) should be transmitted twice with an interval of $900\text{ ms} \pm 100\text{ ms}$ between the end of the first signal and the beginning of the second signal (Fig. 1);

1.1.11 the interval between calls from a coast station to different ships should be at least 1 s (Fig. 1); but the interval between calls to the same ship, or the same group of ships, should be at least 5 s;

FIGURE 1
Composition of selective call signals without additional information



D01

2 If additional information is added to the selective call signal it should be as follows:

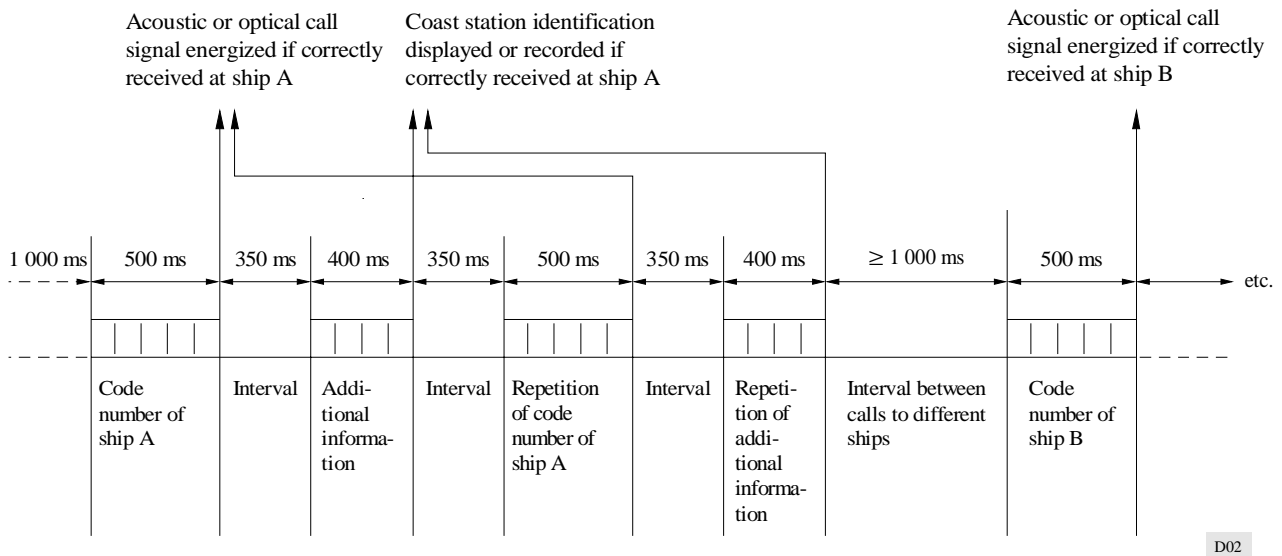
2.1 to identify the calling coast station four figures should be transmitted;

2.2 to identify the VHF channel on which a reply is required two “zeros” followed by two “figures” should be transmitted (see RR Appendix S18 [Appendix 18]);

2.3 the characteristics of the signals should conform to § 1.1.1 and 1.1.3 to 1.1.9 inclusive;

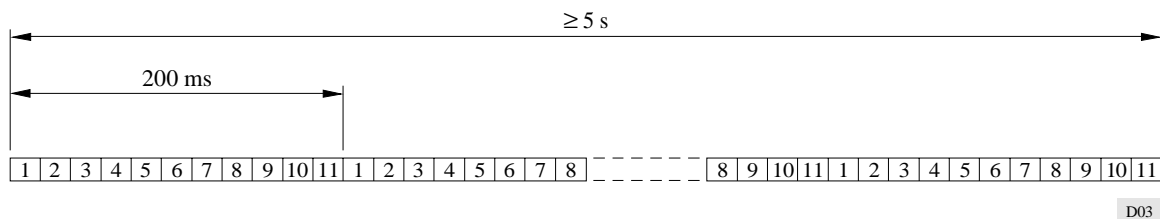
2.4 the composition of the signal should be as shown in the diagram (Fig. 2), the tolerance on the 350 ms interval being ± 30 ms;

FIGURE 2
Composition of selective call signals with additional information



3 an “all ships call” to actuate the receiving selectors on all ships, regardless of their individual code numbers, should consist of a continuous sequential transmission of the eleven audio frequencies given in § 1.1.1. The parameters of the audio-frequency pulses should be in accordance with § 1.1.3, 1.1.4, 1.1.5 and 1.1.9. The duration of each audio-frequency pulse, measured between the half-amplitude points, should be $17\text{ ms} \pm 1\text{ ms}$ and the interval between consecutive pulses, measured between half-amplitude points, should not exceed 1 ms (Fig. 3). The total duration of this “all ships call” signal should be at least 5 s;

FIGURE 3
Composition of the “all ships call” signal



4 receiving selectors on ships should operate reliably in any radio conditions acceptable for satisfactory communication;

5 the receiving selector should be designed to accept the signals as defined in § 1 and 3. However, bearing in mind that coast stations may transmit additional signals (e.g. coast station identification), it is important to ensure that during reception of a selective call the decoder should be re-set after 250 ± 40 ms if an incorrect digit or no digit is received;

- 6** the receiving selector should be so designed, constructed and maintained that it is resistant to atmospherics and other unwanted signals including selective-calling signals other than that for which the decoder has been set up;
- 7** the receiving selector should include an audible or visual means of indicating the receipt of a call and, if required, an additional facility allowing the determination of the identity of the calling station or the VHF channel on which to reply according to the needs of administrations;
- 8** in order to distinguish whether an incoming call is a normal selective call or an “all ships call”, the multiple actuation of the ship’s decoder by the “all ships call” signal (see § 3) can be used;
- 9** the indicating means mentioned in § 7 should be actuated on correct reception of the calling signal, no matter whether the correct registration has occurred on the first, or the second, or both parts of the calling signal transmitted by the coast stations;
- 10** the indicating means should remain actuated until re-set manually;
- 11** the receiving selector equipment should be as simple as is practicable, be capable of reliable operation over long periods with a minimum of maintenance, and could, with advantage, include facilities for self-testing.

ANNEX 2

Operational procedures

Method of calling (4669)

(1) The call shall consist of:

- a) the selective call number or identification number or signal of the station called, followed by
- b) the selective call number or identification number or signal of the station calling.

However, in the case of a coast station calling on VHF, the number of the channel to be used for the reply and for traffic may replace the identification number or signal of the coast station.

The call shall be transmitted twice.

- (2) When a station called does not reply, the call should not normally be repeated until after an interval of at least five minutes and should not then normally be renewed until after a further interval of fifteen minutes.
- (3) The use of an “all ships call” shall be confined to distress and urgency in the MF and HF bands and the announcement of vital navigational warnings in those bands; additionally it may be used for safety purposes in the VHF band. This call may only be used to supplement, if required, the distress procedure specified in RR Appendix S13 [Nos. 3101, 3102, 3116 and 3117] and shall in no circumstances be used in place of such procedures, in particular the alarm signals mentioned in RR Appendix S13 [Nos. 3268 and 3270].

Reply to calls

The reply to calls shall be made in accordance with the provisions of:

- a) § 20 and 21 of Annex 1 to Recommendation ITU-R M.1170 when using Morse radiotelegraphy;
- b) § 16, 17, 18 and 19 of Annex 1 to Recommendation ITU-R M.1171 when using radiotelephony.

Frequencies to be used

Selective calling may be carried out on the following calling frequencies:

500 kHz

2 170.5 kHz

4 125 kHz

4 417 kHz

6 516 kHz

8 779 kHz

13 137 kHz

17 302 kHz

19 770 kHz

22 756 kHz

26 172 kHz

156.8 MHz (see Note 1.

NOTE 1 – Selective calling on this frequency should normally be only in the direction coast station to ship or intership. Selective calls from ship to coast station should whenever possible be sent on other frequencies of RR Appendix S18 [Appendix 18], as appropriate.

RECOMMENDATION ITU-R TF.460-5

STANDARD-FREQUENCY AND TIME-SIGNAL EMISSIONS

(Question ITU-R 102/7)

(1970-1974-1978-1982-1986-1997)

The ITU Radiocommunication Assembly,

considering

- a) that the World Administrative Radio Conference, Geneva, 1979, allocated the frequencies $20 \text{ kHz} \pm 0.05 \text{ kHz}$, $2.5 \text{ MHz} \pm 5 \text{ kHz}$ ($2.5 \text{ MHz} \pm 2 \text{ kHz}$ in Region 1), $5 \text{ MHz} \pm 5 \text{ kHz}$, $10 \text{ MHz} \pm 5 \text{ kHz}$, $15 \text{ MHz} \pm 10 \text{ kHz}$, $20 \text{ MHz} \pm 10 \text{ kHz}$ and $25 \text{ MHz} \pm 10 \text{ kHz}$ to the standard-frequency and time-signal service;
- b) that additional standard frequencies and time signals are emitted in other frequency bands;
- c) the provisions of Article 33 (S26) of the Radio Regulations;
- d) the continuing need for close cooperation between Radiocommunication Study Group 7 and the International Maritime Organization (IMO), the International Civil Aviation Organization (ICAO), the General Conference of Weights and Measures (CGPM), the Bureau International des Poids et Mesures (BIPM), the International Earth Rotation Service (IERS) and the concerned Unions of the International Council of Scientific Unions (ICSU);
- e) the desirability of maintaining worldwide coordination of standard-frequency and time-signal emissions;
- f) the need to disseminate standard frequencies and time signals in conformity with the second as defined by the 13th General Conference of Weights and Measures (1967);
- g) the continuing need to make universal time (UT) immediately available to an uncertainty of one-tenth of a second,

recommends

- 1** that all standard-frequency and time-signal emissions conform as closely as possible to coordinated universal time (UTC) (see Annex 1); that the time signals should not deviate from UTC by more than one millisecond; that the standard frequencies should not deviate by more than 1 part in 10^{10} , and that the time signals emitted from each transmitting station should bear a known relation to the phase of the carrier;
- 2** that standard-frequency and time-signal emissions, and other time-signal emissions intended for scientific applications (with the possible exception of those dedicated to special systems) should contain information on the difference between UT1 and UTC (see Annexes 1 and 2);
- 3** that this document be transmitted by the Director of the Radiocommunication Bureau, to all administrations Members of the ITU, to IMO, ICAO, the CGPM, the BIPM, the IERS, the International Union of Geodesy and Geophysics (IUGG), the International Union of Radio Science (URSI) and the International Astronomical Union (IAU).

ANNEX 1

Time scales**A Universal time (UT)**

Universal time (UT) is the general designation of time scales based on the rotation of the Earth.

In applications in which an imprecision of a few hundredths of a second cannot be tolerated, it is necessary to specify the form of UT which should be used:

UT0 is the mean solar time of the prime meridian obtained from direct astronomical observation;

UT1 is UT0 corrected for the effects of small movements of the Earth relative to the axis of rotation (polar variation);

UT2 is UT1 corrected for the effects of a small seasonal fluctuation in the rate of rotation of the Earth;

UT1 is used in this document, since it corresponds directly with the angular position of the Earth around its axis of diurnal rotation.

Concise definitions of the above terms and the concepts involved are available in the publications of the IERS (Paris, France).

B International atomic time (TAI)

The international reference scale of atomic time (TAI), based on the second (SI), as realized on the rotating geoid, is formed by the BIPM on the basis of clock data supplied by cooperating establishments. It is in the form of a continuous scale, e.g. in days, hours, minutes and seconds from the origin 1 January 1958 (adopted by the CGPM 1971).

C Coordinated universal time (UTC)

UTC is the time-scale maintained by the BIPM, with assistance from the IERS, which forms the basis of a coordinated dissemination of standard frequencies and time signals. It corresponds exactly in rate with TAI but differs from it by an integral number of seconds.

The UTC scale is adjusted by the insertion or deletion of seconds (positive or negative leap-seconds) to ensure approximate agreement with UT1.

D DUT1

The value of the predicted difference $UT1 - UTC$, as disseminated with the time signals is denoted DUT1; thus $DUT1 \approx UT1 - UTC$. DUT1 may be regarded as a correction to be added to UTC to obtain a better approximation to UT1.

The values of DUT1 are given by the IERS in integral multiples of 0.1 s.

The following operational rules apply:

1 Tolerances

1.1 The magnitude of DUT1 should not exceed 0.8 s.

1.2 The departure of UTC from UT1 should not exceed ± 0.9 s (see Note 1).

1.3 The deviation of (UTC plus DUT1) should not exceed ± 0.1 s.

NOTE 1 – The difference between the maximum value of DUT1 and the maximum departure of UTC from UT1 represents the allowable deviation of (UTC + DUT1) from UT1 and is a safeguard for the IERS against unpredictable changes in the rate of rotation of the Earth.

2 Leap-seconds

2.1 A positive or negative leap-second should be the last second of a UTC month, but first preference should be given to the end of December and June, and second preference to the end of March and September.

2.2 A positive leap-second begins at 23h 59m 60s and ends at 0h 0m 0s of the first day of the following month. In the case of a negative leap-second, 23h 59m 58s will be followed one second later by 0h 0m 0s of the first day of the following month (see Annex 3).

2.3 The IERS should decide upon and announce the introduction of a leap-second, such an announcement to be made at least eight weeks in advance.

3 Value of DUT1

3.1 The IERS is requested to decide upon the value of DUT1 and its date of introduction and to circulate this information one month in advance. In exceptional cases of sudden change in the rate of rotation of the Earth, the IERS may issue a correction not later than two weeks in advance of the date of its introduction.

3.2 Administrations and organizations should use the IERS value of DUT1 for standard-frequency and time-signal emissions, and are requested to circulate the information as widely as possible in periodicals, bulletins, etc.

3.3 Where DUT1 is disseminated by code, the code should be in accordance with the following principles (except § 3.4 below):

- the magnitude of DUT1 is specified by the number of emphasized second markers and the sign of DUT1 is specified by the position of the emphasized second markers with respect to the minute marker. The absence of emphasized markers indicates $DUT1 = 0$;
- the coded information should be emitted after each identified minute if this is compatible with the format of the emission. Alternatively the coded information should be emitted, as an absolute minimum, after each of the first five identified minutes in each hour.

Full details of the code are given in Annex 2.

3.4 DUT1 information primarily designed for, and used with, automatic decoding equipment may follow a different code but should be emitted after each identified minute if this is compatible with the format of the emission. Alternatively, the coded information should be emitted, as an absolute minimum, after each of the first five identified minutes in each hour.

3.5 Other information which may be emitted in that part of the time-signal emission designated in §§ 3.3 and 3.4 for coded information on DUT1 should be of a sufficiently different format that it will not be confused with DUT1.

3.6 In addition, $UT1 - UTC$ may be given to the same or higher precision by other means, for example, by messages associated with maritime bulletins, weather forecasts, etc.; announcements of forthcoming leap-seconds may also be made by these methods.

3.7 The IERS is requested to continue to publish, in arrears, definitive values of the differences $UT1 - UTC$ and $UT2 - UTC$.

ANNEX 2

Code for the transmission of DUT1

A positive value of DUT1 will be indicated by emphasizing a number, n , of consecutive second markers following the minute marker from second marker one to second marker, n , inclusive; n being an integer from 1 to 8 inclusive.

$$\text{DUT1} = (n \times 0.1) \text{ s}$$

A negative value of DUT1 will be indicated by emphasizing a number, m , of consecutive second markers following the minute marker from second marker nine to second marker $(8 + m)$ inclusive, m being an integer from 1 to 8 inclusive.

$$\text{DUT1} = -(m \times 0.1) \text{ s}$$

A zero value of DUT1 will be indicated by the absence of emphasized second markers.

The appropriate second markers may be emphasized, for example, by lengthening, doubling, splitting or tone modulation of the normal second markers.

Examples:

FIGURE 1
DUT1 = + 0.5 s

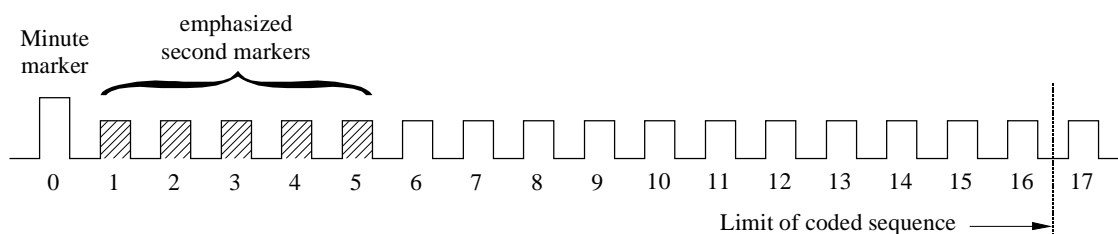
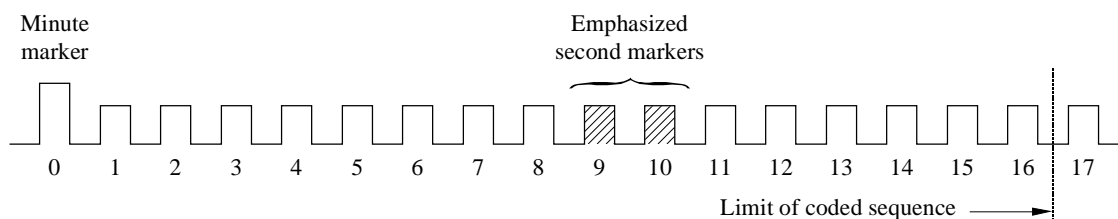


FIGURE 2
DUT1 = - 0.2 s



0460-01

ANNEX 3

Dating of events in the vicinity of a leap-second

The dating of events in the vicinity of a leap-second shall be effected in the manner indicated in the following figures:

FIGURE 3
Positive leap-second

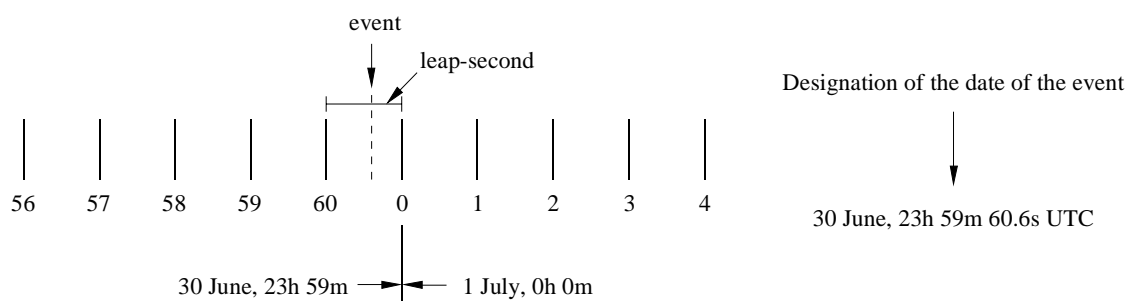
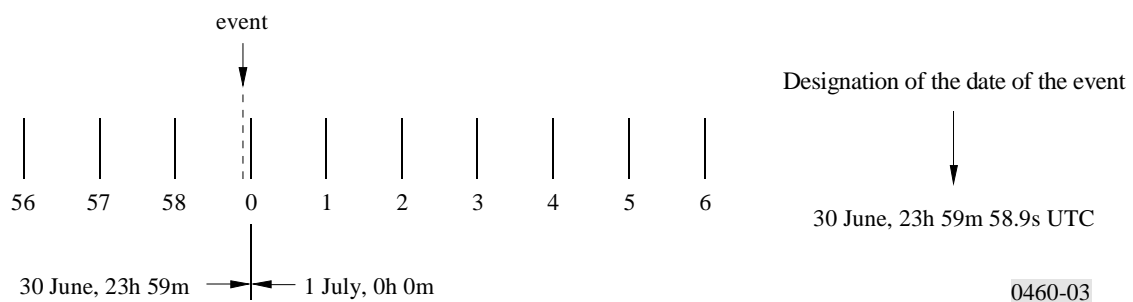


FIGURE 4
Negative leap-second



RECOMMENDATION ITU-R M.476-5*

**DIRECT-PRINTING TELEGRAPH EQUIPMENT
IN THE MARITIME MOBILE SERVICE****

(Question ITU-R 5/8)

(1970-1974-1978-1982-1986-1995)

Summary

The Recommendation provides in Annex 1 characteristics for error detecting and correcting systems for existing direct-printing telegraph equipment. Annex 1 contains the technical characteristics of the transmission, the code and the modes of operation to be employed in the maritime-mobile service. New equipment should conform to Recommendation ITU-R M.625.

The ITU Radiocommunication Assembly,

considering

- a) that there is a requirement to interconnect mobile stations, or mobile stations and coast stations, equipped with start-stop apparatus employing the ITU-T International Telegraph Alphabet No. 2, by means of radiotelegraph circuits;
- b) that direct-printing telegraphy communications in the maritime mobile service can be listed in the following categories:
 - b.a telegraph service between a ship and a coast station;
 - b.b telegraph service between a ship and an extended station (ship's owner) via a coast station;
 - b.c telex service between a ship and a subscriber of the (international) telex network;
 - b.d broadcast telegraph service from a coast station to one or more ships;
 - b.e telegraph service between two ships or between one ship and a number of other ships;
- c) that those categories are different in nature and that consequently different degrees of transmission quality may be required;
- d) that the categories given in b.a, b.b and b.c above may require a higher transmission quality than categories b.d and b.e for the reason that data could be handled through the services in the categories b.a, b.b and b.c, while the messages passed through the service of category b.d, and via the broadcast service of category b.e are normally plain language, allowing a lower transmission quality than that required for coded information;

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the Telecommunication Standardization Sector (ITU-T).

** This Recommendation is retained in order to provide information concerning existing equipment, but will probably be deleted at a later date. New equipment should conform to Recommendation ITU-R M.625 which provides for the exchange of identification signals, for the use of 9 digit maritime mobile service identification signals and for compatibility with existing equipment built in accordance with this Recommendation.

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

- e) that the service in category b.d and the broadcast service in category b.e cannot take advantage of an ARQ method, as there is in principle no return path;
- f) that for these categories of service which by their nature do not allow the use of ARQ, another mode, i.e. the forward error-correcting (FEC) mode should be used;
- g) that the period for synchronization and phasing should be as short as possible and should not exceed 5 s;
- h) that most of the ship stations do not readily permit simultaneous use of the radio transmitter and radio receiver;
- j) that the equipment on board ships should be neither unduly complex nor expensive,

recommends

- 1 that when an error-detecting and correcting system is used for direct-printing telegraphy in the maritime mobile service, a 7-unit ARQ system or a 7-unit forward acting, error-correcting and indicating time-diversity system, using the same code, should be employed;
- 2 that equipment designed in accordance with § 1 should meet the characteristics laid down in Annex 1.

ANNEX 1

1 General (Mode A, ARQ and Mode B, FEC)

1.1 The system in both Mode A (ARQ) and Mode B (FEC) is a single-channel synchronous system using the 7-unit error-detecting code as listed in § 2 of this Annex.

1.2 FSK modulation is used on the radio link at 100 Bd. The equipment clocks controlling the modulation rate should have an accuracy of better than 30 parts in 10^6 .

NOTE 1 – Some existing equipments may not conform to this requirement.

1.3 The terminal input and output must be in accordance with the 5-unit start-stop ITU-T International Telegraph Alphabet No. 2 at a modulation rate of 50 Bd.

1.4 The class of emission is F1B or J2B with a frequency shift on the radio link of 170 Hz. When frequency shift is effected by applying audio signals to the input of a single-sideband transmitter, the centre frequency of the audio spectrum offered to the transmitter should be 1 700 Hz.

NOTE 1 – A number of equipments are presently in service, using a centre frequency of 1 500 Hz. These may require special measures to achieve compatibility.

1.5 The radio frequency tolerance of the transmitter and the receiver should be in accordance with Recommendation ITU-R SM.1137. It is desirable that the receiver employs the minimum practicable bandwidth (see also Report ITU-R M.585).

NOTE 1 – The receiver bandwidth should preferably be between 270 and 340 Hz.

2 Table of conversion

2.1 Traffic information signals

TABLE 1

Combination No.	Letter case	Figure case	International Telegraph Alphabet No. 2 Code	Emitted 7-unit signal ⁽¹⁾
1	A	—	ZZAAA	BBBYYYYB
2	B	?	ZAAZZ	YBYYBBB
3	C	:	AZZZA	BYBBBYY
4	D	☒ ⁽³⁾	ZAAZA	BBYYBYB
5	E	3	ZAAAA	YBBYBYB
6	F	(2)	ZAZZA	BBYBBYY
7	G	(2)	AZAZZ	BYBYBBY
8	H	(2)	AAZAZ	BYYBYBB
9	I	8	AZZAA	BYBBYYB
10	J	Audible signal	ZZAZA	BBBYBYY
11	K	(ZZZZA	YBBBBYY
12	L)	AZAAZ	BYBYBBB
13	M	.	AAZZZ	BYYBBBY
14	N	,	AAZZA	BYYBBYB
15	O	9	AAAZZ	BYYYBBB
16	P	0	AZZAZ	BYBBYBY
17	Q	1	ZZZAZ	YBBBYBY
18	R	4	AZAZA	BYBYBYB
19	S	,	ZAZAA	BBYBYBY
20	T	5	AAAAZ	YYBYBBB
21	U	7	ZZZAA	YBBBYBY
22	V	=	AZZZZ	YYBBBBY
23	W	2	ZZAAZ	BBBYBYB
24	X	/	ZAZZZ	YBYBBBY
25	Y	6	ZAZAZ	BBYBYBY
26	Z	+	ZAAAZ	BBYYYBB
27	←	(Carriage return)	AAAZA	YYYBBBB
28	≡	(Line feed)	AZAAA	YYBBYBB
29	↓	(Letter shift)	ZZZZZ	YBYBBYB
30	↑	(Figure shift)	ZZAZZ	YBBYBBY
31		Space	AZAAA	YYBBBYB
32		Unperforated tape	AAAAA	YBYBYBB

(1) B represents the higher emitted frequency and Y the lower.

(2) At present unassigned (see ITU-T Recommendation F.1 C8). Reception of these signals, however, should not initiate a request for repetition.

(3) The pictorial representation shown is a schematic of ☒ which may also be used when equipment allows (ITU-T Recommendation F.1).

2.2 Service information signals

TABLE 2

Mode A (ARQ)	Emitted signal	Mode B (FEC)
Control signal 1 (CS1)	BYBYBB	Phasing signal 1 Phasing signal 2
Control signal 2 (CS2)	YBYBYBB	
Control signal 3 (CS3)	BYYBBYB	
Idle signal β	BBYBBYB	
Idle signal α	BBBBYYY	
Signal repetition	YBBYYBB	

3 Characteristics

3.1 Mode A (ARQ) (see Figs. 1 and 2)

A synchronous system, transmitting blocks of three characters from an information sending station (ISS) towards an information receiving station (IRS), which stations can, controlled by the control signal 3 (see § 2.2), interchange their functions.

3.1.1 Master and slave arrangements

3.1.1.1 The station that initiates the establishment of the circuit (the calling station) becomes the “master” station, and the station that has been called will be the “slave” station;

this situation remains unchanged during the entire time in which the established circuit is maintained, regardless of which station, at any given time, is the information sending station (ISS) or information receiving station (IRS);

3.1.1.2 the clock in the master station controls the entire circuit (see circuit timing diagram, Fig. 1);

3.1.1.3 the basic timing cycle is 450 ms, and for each station consists of a transmission period followed by a transmission pause during which reception is effected;

3.1.1.4 the master station transmitting time distributor is controlled by the clock in the master station;

3.1.1.5 the slave station receiving time distributor is controlled by the received signal;

3.1.1.6 the slave station transmitting time distributor is phase-locked to the slave station receiving time distributor; i.e. the time interval between the end of the received signal and the start of the transmitted signal (t_E in Fig. 1) is constant;

3.1.1.7 the master station receiving time distributor is controlled by the received signal.

3.1.2 The information sending station (ISS)

3.1.2.1 Groups the information to be transmitted into blocks of three characters (3×7 signal elements), including, if necessary, “idle signals β ” to complete or to fill blocks when no traffic information is available;

3.1.2.2 emits a “block” in 210 ms after which a transmission pause of 240 ms becomes effective, retaining the emitted block in memory until the appropriate control signal confirming correct reception by the information receiving station (IRS) has been received;

3.1.2.3 numbers successive blocks alternately “Block 1” and “Block 2” by means of a local numbering device. The first block should be numbered “Block 1” or “Block 2” dependent on whether the received control signal (see § 3.1.4.5) is a control signal 1 or a control signal 2. The numbering of successive blocks is interrupted at the reception of:

- a request for repetition; or
- a mutilated signal; or
- a control signal 3 (see § 2.2);

3.1.2.4 emits the information of Block 1 on receipt of control signal 1 (see § 2.2);

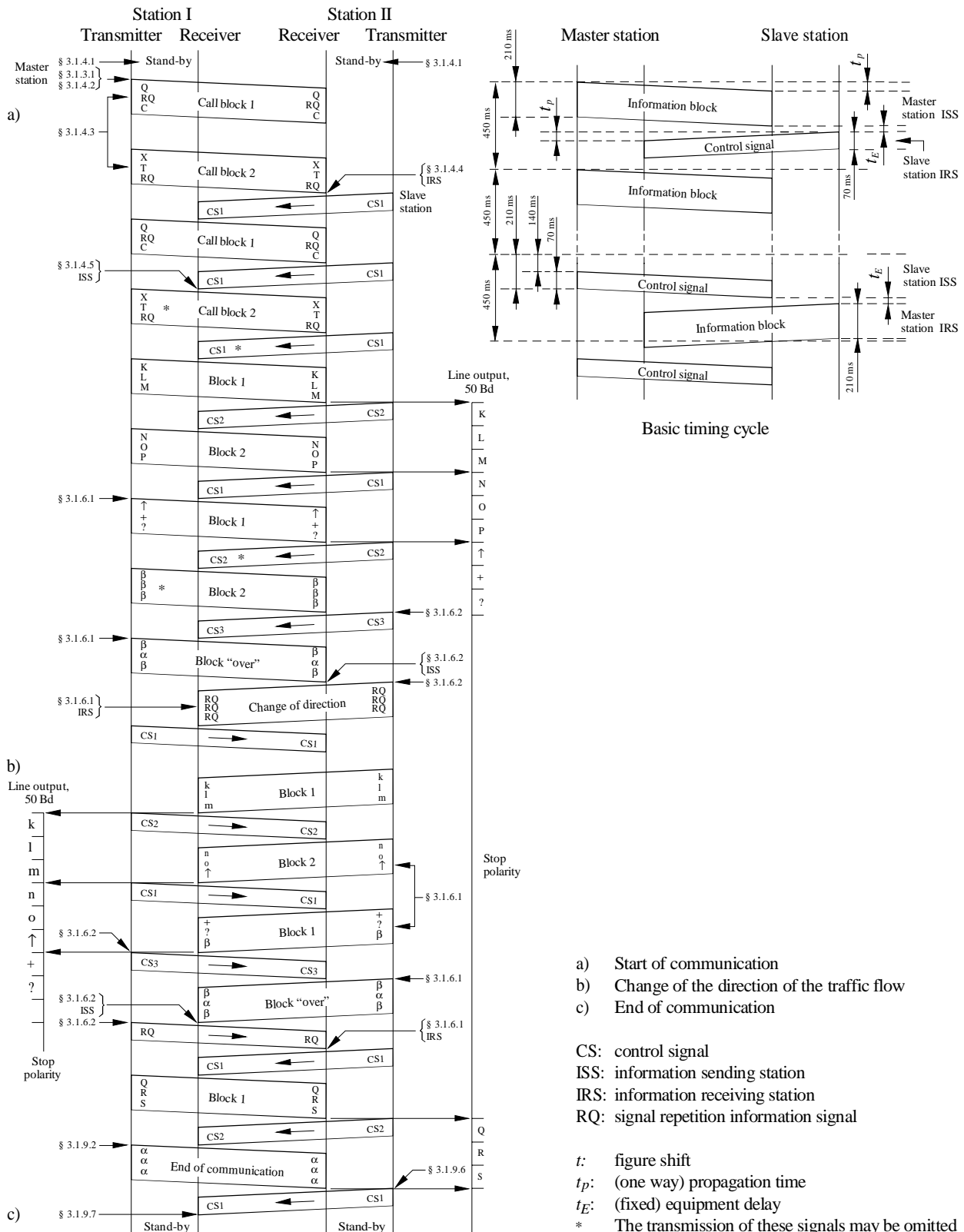
3.1.2.5 emits the information of Block 2 on receipt of control signal 2 (see § 2.2);

3.1.2.6 emits a block of three “signal repetitions” on receipt of a mutilated signal (see § 2.2).

FIGURE 1

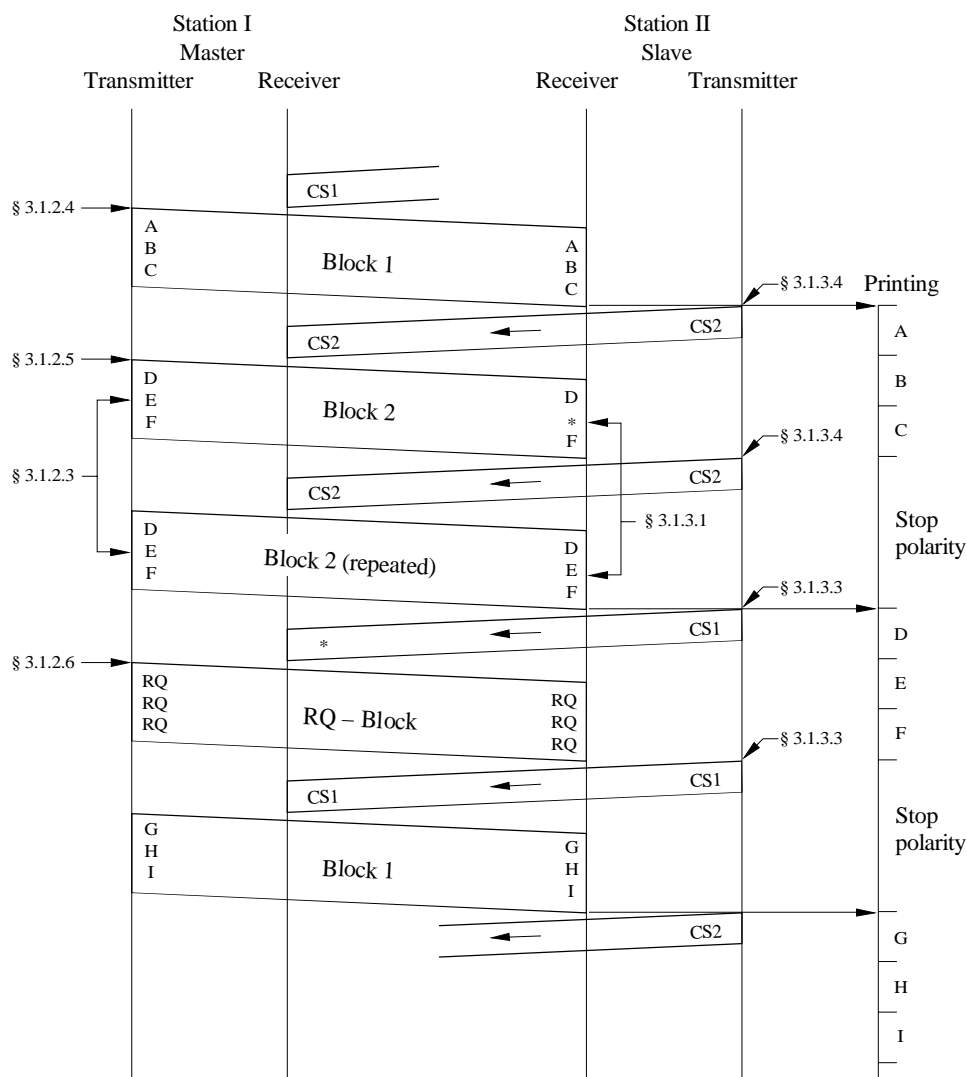
A-Mode operation

Selective call No. 32610 transmitted as $\boxed{Q(RQ)C} \boxed{XT(RQ)}$
(see Recommendation ITU-R M.491 § 2, 3)



D01

FIGURE 2
Mode A under error receiving conditions



* Detected error symbol

D02

3.1.3 The information receiving station (IRS)

3.1.3.1 Numbers the received blocks of three characters alternately “Block 1” and “Block 2” by a local numbering device, the numbering being interrupted at the reception of:

- a block in which one or more characters are mutilated; or
- a block containing at least one “signal repetition”; (§ 3.1.2.6)

3.1.3.2 after the reception of each block, emits one of the control signals of 70 ms duration after which a transmission pause of 380 ms becomes effective;

3.1.3.3 emits the control signal 1 at the reception of:

- an unmutated “Block 2”, or
- a mutilated “Block 1”, or
- “Block 1” containing at least one “signal repetition”;

3.1.3.4 emits the control signal 2 at reception of:

- an unmutated “Block 1”, or
- a mutilated “Block 2”, or
- a “Block 2” containing at least one “signal repetition”.

3.1.4 Phasing

3.1.4.1 When no circuit is established, both stations are in the “stand-by” position. In this stand-by position no ISS or IRS and no master or slave position is assigned to either of the stations;

3.1.4.2 the station desiring to establish the circuit emits the “call” signal. This “call” signal is formed by two blocks of three signals (see Note 1);

3.1.4.3 the call signal contains:

- in the first block: “signal repetition” in the second character place and any combination of information signals (see Note 2) in the first and third character place,
- in the second block: “signal repetition” in the third character place preceded by any combination of the 32 information signals (see Note 2) in the first and second character place;

3.1.4.4 on receipt of the appropriate call signal the called station changes from stand-by to the IRS position and emits the control signal 1 or the control signal 2;

3.1.4.5 on receipt of two consecutive identical control signals, the calling station changes into ISS and operates in accordance with § 3.1.2.4 and 3.1.2.5.

NOTE 1 – A station using a two block call signal, shall be assigned a number in accordance with RR Nos. S19.37, S19.83 and S19.92 to S19.95 [Nos. 2088, 2134 and 2143 to 2146];

NOTE 2 – The composition of these signals and their assignment to individual ships require international agreement (see Recommendation ITU-R M.491).

3.1.5 Rephasing (Note 1)

3.1.5.1 When reception of information blocks or of control signals is continuously mutilated, the system reverts to the “stand-by” position after a predetermined time (a preferable predetermined time would be the duration of 32 cycles of 450 ms), to be decided by the user, of continuous repetition; the station that is master station at the time of interruption immediately initiates rephasing along the same lines as laid down in § 3.1.4;

3.1.5.2 if, at the time of interruption, the slave station was in the IRS position, the control signal to be returned after phasing should be the same as that last sent before the interruption to avoid the loss of an information block upon resumption of the communication. (Some existing equipments may not conform to this requirement);

3.1.5.3 however, if, at the time of interruption, the slave station was in the ISS position, it emits, after having received the appropriate call blocks, either:

- the control signal 3; or
- the control signal 1 or 2 in conformity with § 3.1.4.4, after which control signal 3 is emitted to initiate changeover to the ISS position;

3.1.5.4 if rephasing has not been accomplished within the time-out interval of § 3.1.9.1, the system reverts to the stand-by position and no further rephasing attempts are made.

NOTE 1 – Some coast stations do not provide rephasing (see also Recommendation ITU-R M.492).

3.1.6 Change-over

3.1.6.1 The information sending station (ISS)

- Emits, to initiate a change in the direction of the traffic flow, the information signal sequence “Figure shift” – “Plus” (“figure case of Z”) – “Question mark” (“figure case of B”) (see Note 1) followed, if necessary, by one or more “idle signals β ” to complete a block;
- emits, on receipt of a control signal 3, a block containing the signals “idle signal β ” – “idle signal α ” – “idle signal β ”;
- changes subsequently to IRS after the reception of a “signal repetition”.

3.1.6.2 The information receiving station (IRS)

- Emits the control signal 3:
 - a) when the station wishes to change over to ISS,
 - b) on receipt of a block in which the signal information sequence “Figure shift” – “Plus” – (figure case of Z) – “Question mark” (figure case of B) terminates (see Note 1) or upon receipt of the following block. In the latter case, the IRS shall ignore whether or not one or more characters in the last block are mutilated;
- changes subsequently to ISS after reception of a block containing the signal sequence “idle signal β ” – “idle signal α ” – “idle signal β ”;
- emits one “signal repetition” as a master station, or a block of three “signal repetitions” as a slave station, after being changed into ISS.

NOTE 1 – In the Telex network, the signal sequence combination No. 26 – combination No. 2, sent whilst the teleprinters are in the figure case condition, is used to initiate a reversal of the flow of information. The IRS is, therefore, required to keep track of whether the traffic information flow is in the letter case or figure case mode to ensure proper end-to-end operation of the system.

3.1.7 Output to line

3.1.7.1 the signal offered to the line output terminal is a 5-unit start-stop signal at a modulation rate of 50 Bd.

3.1.8 Answerback

3.1.8.1 The WRU (Who are you?) sequence, which consists of combination Nos. 30 and 4 in the ITU-T International Telegraph Alphabet No. 2, is used to request terminal identification.

3.1.8.2 The information receiving station (IRS), on receipt of a block containing the WRU sequence, which will actuate the teleprinter answerback code generator:

- changes the direction of traffic flow in accordance with § 3.1.6.2;
- transmits the signal information characters derived from the teleprinter answerback code generator;
- after transmission of 2 blocks of “idle signals β ” (after completion of the answerback code, or in the absence of an answerback code), changes the direction of traffic flow in accordance with § 3.1.6.1.

NOTE 1 – Some existing equipments may not conform to this requirement.

3.1.9 End of communication

3.1.9.1 When reception of information blocks or of control signals is continuously mutilated, the system reverts to the “stand-by” position after a predetermined time of continuous repetition, which causes the termination of the established circuit (a preferable predetermined time would be the duration of 64 cycles of 450 ms);

3.1.9.2 the station that wishes to terminate the established circuit transmits an “end of communication signal”;

3.1.9.3 the “end of communication signal” consists of a block containing three “idle signal α ”;

3.1.9.4 the “end of communication signal” is transmitted by the ISS;

3.1.9.5 if an IRS wishes to terminate the established circuit it has to change over to ISS in accordance with § 3.1.6.2;

3.1.9.6 the IRS that receives an “end of communication signal” emits the appropriate control signal and reverts to the “stand-by” position;

3.1.9.7 on receipt of a control signal that confirms the unmutated reception of the “end of communication signal”, the ISS reverts to the “stand-by” position;

3.1.9.8 when after a predetermined number of transmissions (see Note 1) of the “end of communication signal” no control signal has been received confirming the unmutated reception of the “end of communication signal”, the ISS reverts to the stand-by position and the IRS times out in accordance with § 3.1.9.1.

NOTE 1 – A preferable predetermined number would be four transmissions of the “end of communication signal”.

3.2 Mode B, forward error correction (FEC) (see Figs. 3 and 4)

A synchronous system, transmitting an uninterrupted stream of characters from a station sending in the collective B-mode (CBSS) to a number of stations receiving in the collective B-mode (CBRS), or from a station sending in the selective B-mode (SBSS) to one selected station receiving in the selective B-mode (SBRS).

3.2.1 The station sending in the collective or in the selective B-mode (CBSS or SBSS)

3.2.1.1 Emits each character twice: the first transmission (DX) of a specific character is followed by the transmission of four other characters, after which the retransmission (RX) of the first character takes place, allowing for time-diversity reception at 280 ms time space;

3.2.1.2 emits as a preamble to messages or to the call sign, alternately the phasing signal 1 (see § 2.2) and the phasing signal 2 (see § 2.2) whereby phasing signal 1 is transmitted in the RX, and phasing signal 2 in the DX position. At least four of these signal pairs (phasing signal 1 and phasing signal 2) should be transmitted.

3.2.2 The station sending in the collective B-mode (CBSS)

3.2.2.1 Emits during the breaks between two messages in the same transmission the phasing signals 1 and the phasing signals 2 in the RX and the DX position, respectively.

3.2.3 The station sending in the selective B-mode (SBSS)

3.2.3.1 Emits after the transmission of the required number of phasing signals (see § 3.2.1.2) the call sign of the station to be selected. This call sign is a sequence of four characters that represents the number code of the called station. The composition of this call sign should be in accordance with Recommendation ITU-R M.491. This transmission takes place in the time diversity mode according to § 3.2.1.1;

3.2.3.2 emits the call sign and all further signals in a 3B/4Y ratio, i.e. inverted with respect to the signals in Table 1 in the column "emitted 7-unit signal". Consequently, all signals, i.e. both traffic information signals and service information signals, following the phasing signals are transmitted in the 3B/4Y ratio;

3.2.3.3 emits the service information signal "idle signal β " during the idle time between the messages consisting of traffic information signals.

3.2.4 The station(s) receiving in the collective or in the selective B-mode (CBRS or SBRS)

3.2.4.1 Checks both characters (DX and RX), printing an unmutated DX or RX character, or printing an error symbol or space, if both are mutilated.

3.2.5 Phasing

3.2.5.1 When no reception takes place, the system is in the "stand-by" position as laid down in § 3.1.4.1;

3.2.5.2 on receipt of the sequence "*phasing signal 1*" – "*phasing signal 2*", or of the sequence "*phasing signal 2*" – "*phasing signal 1*", in which phasing signal 2 determines the DX and phasing signal 1 determines the RX position, and at least one further phasing signal in the appropriate position, the system changes from "stand-by" to the CBRS position;

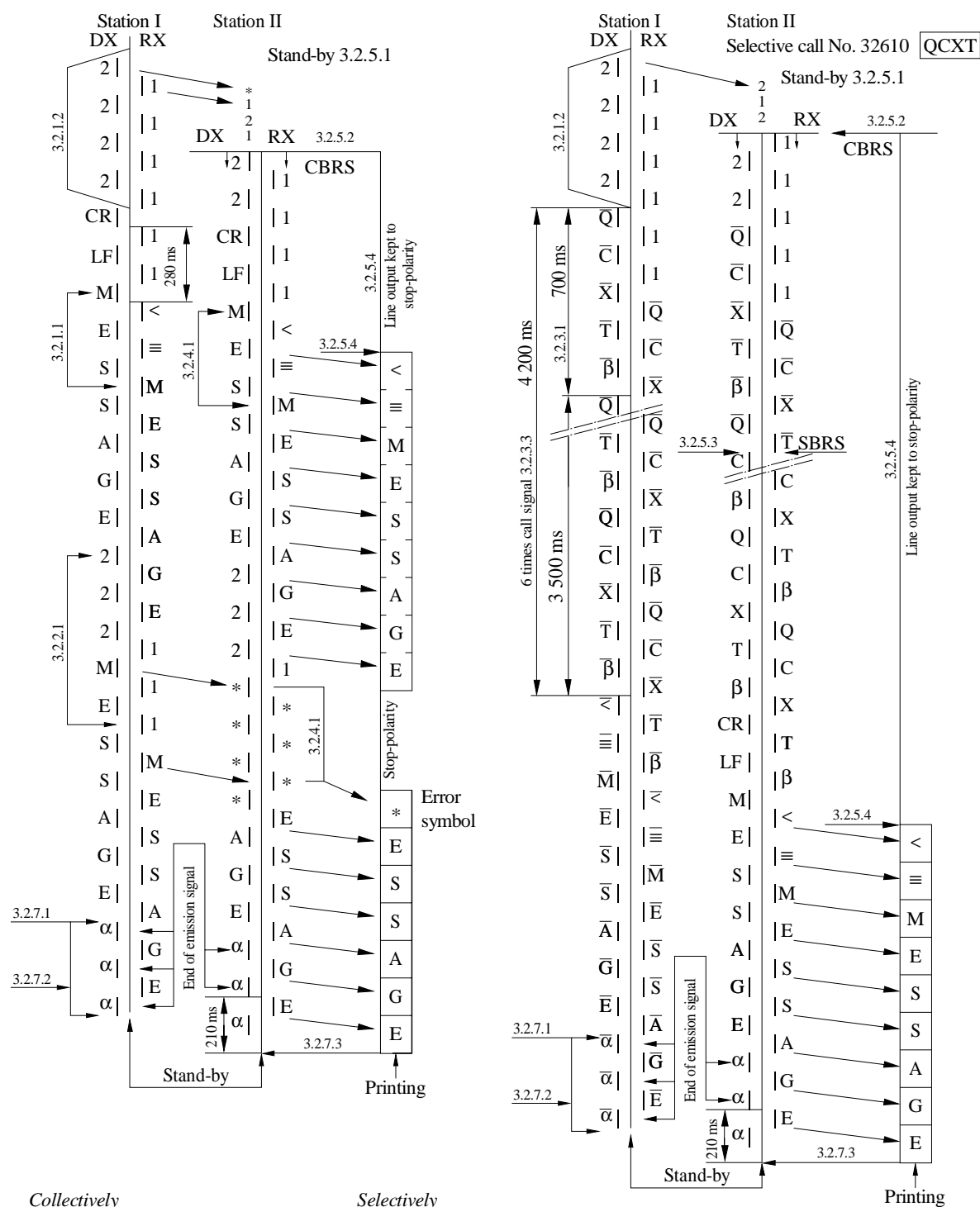
3.2.5.3 when started as CBRS the system changes to the SBRS (selectively called receiving station) position on receipt of the inverted characters representing its selective call number;

3.2.5.4 having been changed into the CBRS or into the SBRS position the system offers continuous stop-polarity to the line output terminal until either the signal "carriage return" or "line feed" is received;

3.2.5.5 when started as SBRS, the decoder re-inverts all the following signals received to the 3Y/4B ratio, so that these signals are offered to the SBRS in the correct ratio, but they remain inverted for all other stations;

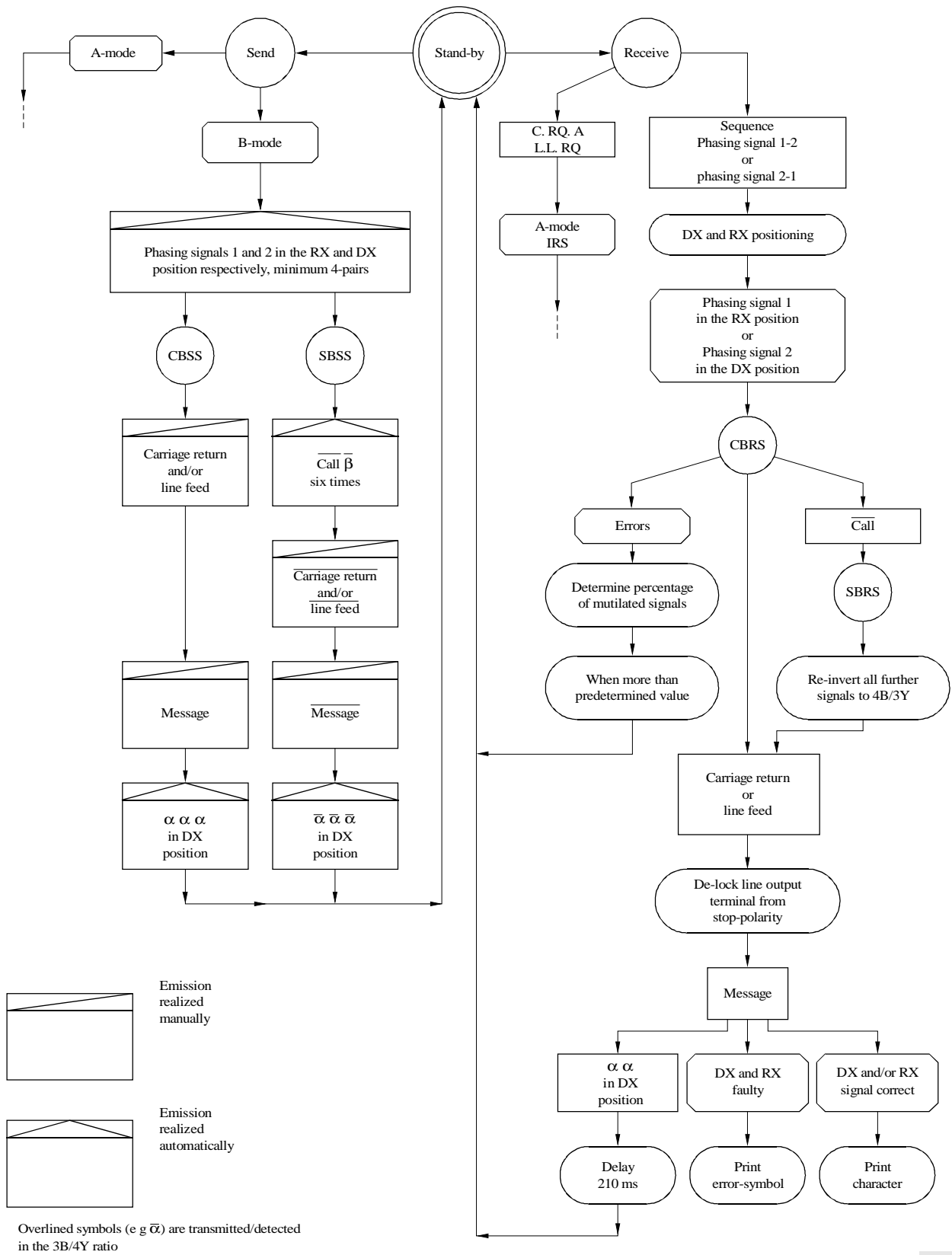
3.2.5.6 both the CBRS and the SBRS revert to the stand-by position if, during a predetermined time, the percentage of mutilated signals received has reached a predetermined value.

FIGURE 3
B-mode operation



<i>Collectively</i>	<i>Selectively</i>
1: phasing signal 1	CBSS: B-mode - Sending collectively
2: phasing signal 2	CBRS: B-mode - Receiving collectively
<: carriage return (CR)	SBSS: B-mode - Sending selectively
≡: line feed (LF)	SBRS: B-mode - Receiving selectively
* Detected error symbol	
Overlined symbols (e.g. \overline{M}) are transmitted in the 3B/4Y ratio	

FIGURE 4
Flow chart showing processes in B-mode operation



D05

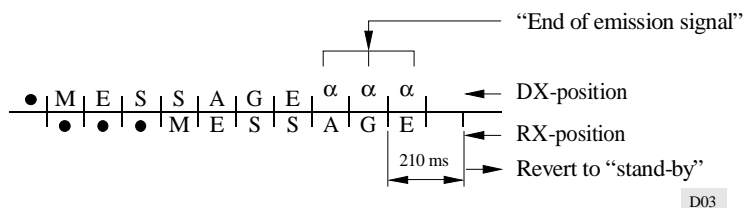
3.2.6 Output to line

3.2.6.1 The signal offered to the line output terminal is a 5-unit start-stop ITU-T International Telegraph Alphabet No. 2 signal at a modulation rate of 50 Bd.

3.2.7 End of emission

3.2.7.1 The station sending in the B-mode (CBSS or SBSS) that wishes to terminate the emission transmits the “end of emission signal”;

3.2.7.2 the “end of emission signal” consists of three consecutive “idle signals α ” (see § 2.2) transmitted in the DX position only, immediately after the last transmitted traffic information signal in the DX position, after which the station terminates its emission and reverts to the “stand-by” position;



3.2.7.3 the CBRS or the SBRS reverts to the “stand-by” position not less than 210 ms after receipt of at least two consecutive “idle signals α ” in the DX position.

RECOMMENDATION ITU-R M.489-2*

**TECHNICAL CHARACTERISTICS OF VHF RADIOTELEPHONE
EQUIPMENT OPERATING IN THE MARITIME MOBILE
SERVICE IN CHANNELS SPACED BY 25 kHz**

(1974-1978-1995)

Summary

The Recommendation describes the technical characteristics of VHF radiotelephone transmitters and receivers (or transceivers) used in the maritime mobile service when operating in 25 kHz channels of Appendix S18 [Appendix 18] of the Radio Regulations (RR). It also contains those additional characteristics of transceivers required to operate digital selective calling.

The ITU Radiocommunication Assembly,

considering

- a) that Resolution No. 308 of the World Administrative Radio Conference (Geneva, 1979) stipulated that:
 - all maritime mobile VHF radiotelephone equipment shall conform to 25 kHz standards by 1 January 1983;
- b) that RR Appendix S18 [Appendix 18] gives a table of transmitting frequencies which is based upon the principle of 25 kHz channel separations for the maritime mobile service;
- c) that in Opinion 42, the International Electrotechnical Commission (IEC) has been invited to advise the ITU Radiocommunication Sector of any methods of measurement applicable to radio equipment used in land mobile services; and that such methods of measurement may also be suitable for radio equipment used in maritime mobile services;
- d) that there is a need to specify the technical characteristics of VHF radiotelephone equipment operating in the maritime mobile service in channels spaced by 25 kHz,

recommends

- 1** that the following characteristics should be met by VHF (metric) FM radiotelephone equipment used for the maritime mobile services operating on the frequencies specified in RR Appendix S18 [Appendix 18].

1.1 General characteristics

1.1.1 The class of emission should be F3E/G3E.

1.1.2 The necessary bandwidth should be 16 kHz.

1.1.3 Only phase modulation (frequency modulation with a pre-emphasis characteristic of 6 dB/octave) should be used.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the Telecommunication Standardization Sector (ITU-T).

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

1.1.4 The frequency deviation corresponding to 100% modulation should approach ± 5 kHz as nearly as practicable. In no event should the frequency deviation exceed ± 5 kHz. Deviation limiting circuits should be employed such that the maximum frequency deviation attainable should be independent of the input audio frequency.

1.1.5 Where duplex or semi-duplex systems are in use, the performance of the radio equipment should continue to comply with all the requirements of this Recommendation.

1.1.6 The equipment should be designed so that frequency changes between assigned channels can be carried out within 5 s.

1.1.7 Emissions should be vertically polarized at the source.

1.1.8 Stations using digital selective calling shall have the following capabilities:

- a) sensing to determine the presence of a signal on 156.525 MHz (channel 70); and
- b) automatic prevention of the transmission of a call, except for distress and safety calls, when the channel is occupied by calls.

1.2 Transmitters

1.2.1 The frequency tolerance for coast station transmitters should not exceed 5 parts in 10^6 , and that for ship station transmitters should not exceed 10 parts in 10^6 .

1.2.2 Spurious emissions on discrete frequencies, when measured in a non-reactive load equal to the nominal output impedance of the transmitter, should be in accordance with the provisions of RR Appendix S3 [Appendix 8].

1.2.3 The carrier power for coast stations should not normally exceed 50 W.

1.2.4 The carrier power for ship station transmitters should not exceed 25 W. Means should be provided to readily reduce this power to 1 W or less for use at short ranges, except for digital selective calling equipment operating on 156.525 MHz (channel 70) in which case the power reduction facility is optional (see also Recommendation ITU-R M.541 *recommends* 3.7).

1.2.5 The upper limit of the audio-frequency band should not exceed 3 kHz.

1.2.6 The cabinet radiated power should not exceed 25 μ W. In some radio environments, lower values may be required.

1.3 Receivers

1.3.1 The reference sensitivity should be equal to or less than 2.0 μ V, e.m.f., for a given reference signal-to-noise ratio at the output of the receiver.

1.3.2 The adjacent channel selectivity should be at least 70 dB.

1.3.3 The spurious response rejection ratio should be at least 70 dB.

1.3.4 The radio frequency intermodulation rejection ratio should be at least 65 dB.

1.3.5 The power of any conducted spurious emission, measured at the antenna terminals, should not exceed 2.0 nW at any discrete frequency. In some radio environments lower values may be required.

1.3.6 The effective radiated power of any cabinet radiated spurious emission on any frequency up to 70 MHz should not exceed 10 nW. Above 70 MHz, the spurious emissions should not exceed 10 nW by more than 6 dB/octave in frequency up to 1 000 MHz. In some radio environments, lower values may be required;

2 that reference should also be made to Recommendations ITU-R SM.331 and ITU-R SM.332 and to the relevant IEC publications on methods of measurement.

RECOMMENDATION ITU-R M.492-6*

**OPERATIONAL PROCEDURES FOR THE USE OF DIRECT-PRINTING
TELEGRAPH EQUIPMENT IN THE MARITIME MOBILE SERVICE**

(Question ITU-R 5/8)

(1974-1978-1982-1986-1990-1992-1995)

Summary

The Recommendation provides in Annex 1 operational procedures for the use of direct-printing telegraph equipment in communication between a ship and a coast station in the selective ARQ-mode on a fully automated or semi-automated basis and to a number of ship stations or a single ship in the broadcast FEC-mode. It also specifies interworking between equipments in accordance with technical characteristics given in Recommendations ITU-R M.476 and ITU-R M.625. Appendix 1 contains procedures for setting up of calls.

The ITU Radiocommunication Assembly,

considering

- a) that narrow-band direct-printing telegraph services are in operation using equipment as described in Recommendations ITU-R M.476, ITU-R M.625 and ITU-R M.692;
- b) that an improved narrow-band direct-printing telegraph system providing automatic identification and capable of using the 9-digit ship station identity is described in Recommendation ITU-R M.625;
- c) that the operational procedures necessary for such services should be agreed upon;
- d) that, as far as possible, these procedures should be similar for all services and for all frequency bands (different operational procedures may be required in frequency bands other than the HF and MF bands);
- e) that a large number of equipments complying with Recommendation ITU-R M.476 exist;
- f) that interworking between equipments in accordance with Recommendations ITU-R M.476 and ITU-R M.625 is required, at least for a transitional period,

recommends

- 1** that the operational procedures given in Annex 1 be observed for the use of narrow-band direct-printing telegraph equipment in accordance with either Recommendation ITU-R M.476 or ITU-R M.625 in the MF and HF bands of the maritime mobile service;
- 2** that when using direct-printing telegraphy or similar systems in any of the frequency bands allocated to the maritime mobile service, the call may, by prior arrangement, be made on a working frequency available for such systems.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the Telecommunication Standardization Sector (ITU-T).

Operational procedures

1 Mode A (ARQ)

1.1 Methods used for setting up narrow-band direct-printing telegraph communications between a ship station and a coast station in the ARQ-mode should be on a fully automatic or semi-automatic basis, insofar that a ship station should have direct access to a coast station on a coast station receiving frequency and a coast station should have direct access to a ship station on a coast station transmitting frequency.

1.2 However, where necessary, prior contact by Morse telegraphy, radiotelephony or other means is not precluded.

1.3 Through connection to a remote teleprinter station over a dedicated circuit or to a subscriber of the international telex network may be achieved by manual, semi-automatic or automatic means.

NOTE 1 – Before an international automatic service can be introduced, agreement has to be reached on a numbering plan, traffic routing and charging. This should be considered by both the ITU-T and the ITU-R.

NOTE 2 – Recommendations ITU-R M.476 (see § 3.1.5) and ITU-R M.625 (see § 3.8) make provision for automatic re-establishment of radio circuits by rephasing in the event of interruption. However, it has been reported that this procedure has, in some countries, resulted in technical and operational problems when radio circuits are extended into the public switched network or to certain types of automated switching or store-and-forward equipments. For this reason, some coast stations do not accept messages if the rephasing procedure is used.

NOTE 3 – When a connection is set up in the ARQ mode with the international telex network via a coast station, where practicable the general requirements specified in ITU-T Recommendation U.63 should be met.

1.4 When, by prior arrangement, unattended operation is required for communication from a coast station to a ship station, or between two ship stations, the receiving ship station should have a receiver tuned to the other station's transmitting frequency and a transmitter tuned or a transmitter capable of being tuned automatically to the appropriate frequency and ready to transmit on this frequency.

1.5 For unattended operation a ship station should be called selectively by the initiating coast or ship station as provided for by Recommendations ITU-R M.476 and ITU-R M.625. The ship station concerned could have available traffic stored ready for automatic transmission on demand of the calling station.

1.6 At the "over" signal, initiated by the calling station, any available traffic in the ship's traffic store could be transmitted.

1.7 At the end of the communication, an "end of communication" signal should be transmitted, whereupon the ship's equipment should automatically revert to the "stand-by" condition.

1.8 A "free channel" signal may be transmitted by a coast station where necessary to indicate when a channel is open for traffic. The "free channel" signals should preferably be restricted to only one channel per HF band and their duration should be kept as short as possible. In accordance with Article 18 of the Radio Regulations and recognizing the heavy loading of the frequencies available for narrow-band direct printing in the HF bands, "free channel" signals should not be used in future planned systems.

1.9 The format of the "free channel" signal should be composed of signals in the 7-unit error detecting code as listed in § 2 of Annex 1 to Recommendation ITU-R M.476 and § 2 of Annex 1 to Recommendation ITU-R M.625. Three of these signals should be grouped into a block, the middle signal being the "signal repetition" (RQ), the first signal of the block being any of the signals VXKMC F TBOZA and the third signal of the block being any of the signals VMPCYFS OIRZDA (see Recommendation ITU-R M.491). These signals should be indicated in the ITU List of Coast Stations.

Selections of new signals should preferably be chosen to correspond to the first two digits of that coast station's 4-digit identification number. If this is not possible because the characters needed are not listed above, or if this is not desired because this combination is already in use by another coast station, it is preferred that a combination of characters be selected from those listed above in the second part of each row, i.e. TBOZA for the first signal and OIRZDA for the third signal of the free channel block. The signals in the block are transmitted at a modulation rate of 100 Bd and the blocks are separated by pauses of 240 ms. For manual systems this "free channel" signal should be interrupted either by a period of no signal or by a signal or signals, that would enable an operator to recognize the "free channel" condition by ear. An aurally recognizable signal, e.g. a Morse signal, may be used alone as the "free channel" signal in manual systems. At least 8 blocks of the 7-unit signal should be transmitted before interruption.

1.10 In the case of single frequency operation, as described in Recommendation ITU-R M.692, the free channel signal should be interrupted by listening periods of at least 3 s.

1.11 General operational procedures for setting up calls between ship stations and between ship stations and coast stations are given below and specific procedures are given in Appendix 1.

1.12 Manual procedures

1.12.1 Ship to coast station

1.12.1.1 The operator of the ship station establishes communication with the coast station by A1A Morse telegraphy, telephony or by other means using normal calling procedures. The operator then requests direct-printing communication, exchanges information regarding the frequencies to be used and, when applicable, gives the ship station the direct-printing selective call number assigned in accordance with Recommendation ITU-R M.476 or ITU-R M.625 as appropriate, or the ship station identity assigned in accordance with the Preface to List VII A.

1.12.1.2 The operator of the coast station then establishes direct-printing communication on the frequency agreed, using the appropriate identification of the ship.

1.12.1.3 Alternatively the operator of the ship station, using the direct-printing equipment, calls the coast station on a predetermined coast station receive frequency using the identification of the coast station assigned in accordance with Recommendation ITU-R M.476 or ITU-R M.625 as appropriate, or the coast station identity assigned in accordance with the Preface to List VII A.

1.12.1.4 The operator of the coast station then establishes direct-printing communication on the corresponding coast station transmit frequency.

1.12.2 Coast station to ship

1.12.2.1 The operator of the coast station calls the ship station by A1A Morse telegraphy, telephony or other means, using normal calling procedures.

1.12.2.2 The operator of the ship station then applies the procedures of § 1.12.1.1 or § 1.12.1.3.

1.12.3 Intership

1.12.3.1 The operator of the calling ship station establishes communication with the called ship station by A1A Morse telegraphy, telephony, or by other means, using normal calling procedures. The operator then requests direct-printing communication, exchanges information regarding the frequencies to be used and, when applicable, gives the direct-printing selective call number of the calling ship station assigned in accordance with Recommendation ITU-R M.476 or ITU-R M.625 as appropriate, or the ship station identity assigned in accordance with the Preface to List VII A.

1.12.3.2 The operator of the called ship station then establishes direct-printing communication on the frequency agreed, using the appropriate identification of the calling ship.

1.13 Procedures for automatic operation

1.13.1 Ship to coast station

1.13.1.1 The ship station calls the coast station on a predetermined coast station receive frequency, using the direct-printing equipment and the identification signal of the coast station assigned in accordance with Recommendation ITU-R M.476 or ITU-R M.625 as appropriate, or the coast station identity assigned in accordance with the Preface to List VII A.

1.13.1.2 The coast station's direct-printing equipment detects the call and the coast station responds directly on the corresponding coast station transmit frequency, either automatically or under manual control.

1.13.2 Coast station to ship

1.13.2.1 The coast station calls the ship station on a predetermined coast station transmit frequency, using the direct-printing equipment and the ship station direct-printing selective call number assigned in accordance with Recommendation ITU-R M.476 or ITU-R M.625 as appropriate, or the ship station identity assigned in accordance with the Preface to List VII A.

1.13.2.2 The ship station's direct-printing equipment tuned to receive the predetermined coast station transmit frequency detects the call, whereupon the reply is given in one of the following ways:

- a) the ship station replies either immediately on the corresponding coast station receive frequency or at a later stage, using the procedure of § 1.12.1.3; or
- b) the ship station's transmitter is automatically started on the corresponding coast station receive frequency and the direct-printing equipment responds by sending appropriate signals to indicate readiness to receive traffic automatically.

1.14 Message format

1.14.1 Where the appropriate facilities are provided by the coast station, traffic may be exchanged with the telex network:

- a) in a conversational mode where the stations concerned are connected directly, either automatically or under manual control; or
- b) in a store-and-forward mode where traffic is stored at the coast station until the circuit to the called station can be set up, either automatically or under manual control.

1.14.2 In the shore-to-ship direction, the message format should conform to normal telex network practice (see also Appendix 1, § 2).

1.14.3 In the ship-to-shore direction, the message format should conform to the operational procedures specified in Appendix 1, § 1.

2 Mode B (FEC)

2.1 Messages may, by prior arrangement, be sent in the B mode from a coast station or a ship station to a number of ships or to a single ship, preceded if desired by the selective call code of the ship(s) concerned where:

- 2.1.1** a receiving ship station is not permitted or not able to use its transmitter, or
- 2.1.2** communications are intended for more than one ship, or
- 2.1.3** unattended reception of the B mode is required and automatic acknowledgement is not necessary.

In such cases, the ship station receivers should be tuned to the appropriate coast or ship station transmitting frequency.

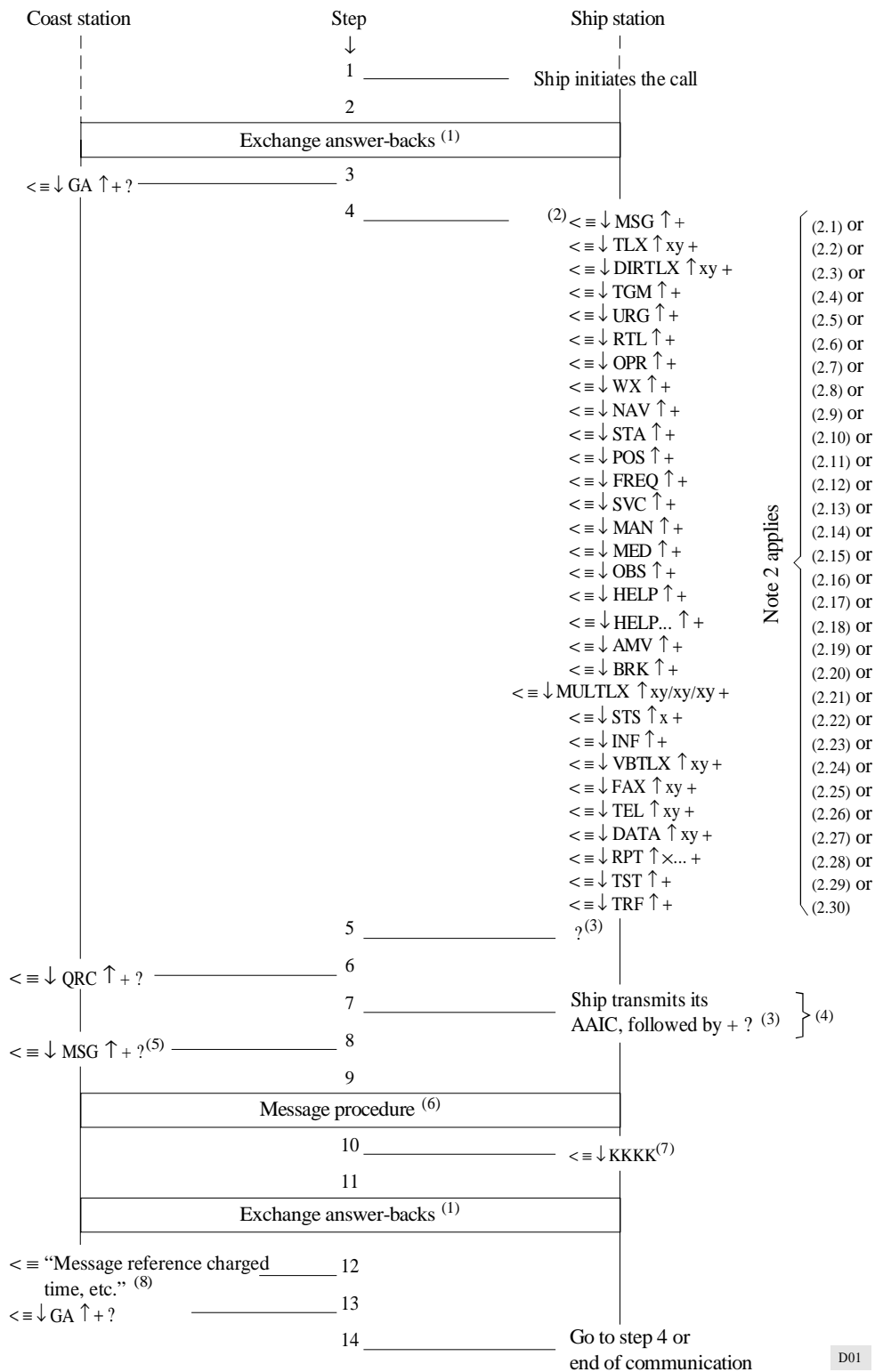
- 2.2** All B mode messages should start with “carriage return” and “line feed” signals.
- 2.3** When the ship station receives phasing signals in the B mode, its teleprinter should start automatically and should stop automatically when reception of the emission ceases.
- 2.4** Ship stations may acknowledge the reception of B mode messages by A1A Morse telegraphy, telephony or by other means.

3 Inter-working between equipments in accordance with Recommendations ITU-R M.476 and ITU-R M.625

- 3.1** Recommendation ITU-R M.625 provides for automatic inter-working with equipment which is in accordance with Recommendation ITU-R M.476. The criteria for determining whether one or both stations are of the Recommendation ITU-R M.476 type are the length of the call signal and the composition of the call blocks.
- 3.2** If both stations have equipment in accordance with Recommendation ITU-R M.625, automatic station identification is a part of the automatic call set-up procedures. However, if one or both stations have equipment in accordance with Recommendation ITU-R M.476, no automatic station identification takes place. For this reason, and because Recommendation ITU-R M.625 accommodates the use of the 9-digit ship station identity for the direct-printing equipment call signal, it is desirable that all new equipment be in accordance with Recommendation ITU-R M.625 at the earliest practicable time.
- 3.3** In order to attain full compatibility with the large number of existing equipment, it will be necessary to assign both a 9-digit and a 5- (or 4-) digit identity (i.e. 7- and 4-signal call signals) to such new stations. Ship and coast station lists should contain both signals.

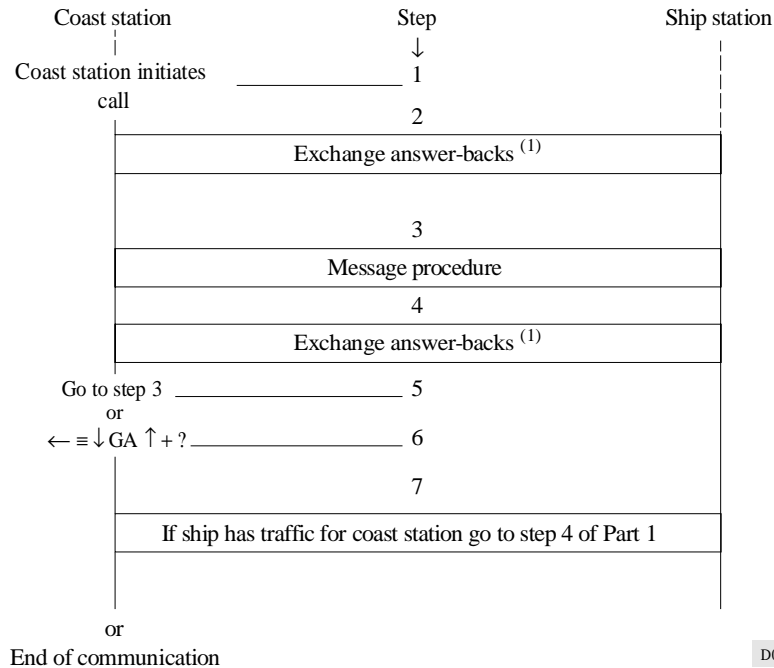
APPENDIX 1

1 Procedure for setting up a call in the ship-to-coast station direction



2 Procedure for setting up a call in the coast-to-ship station direction

Operation in the direction coast station to ship may need to be in the store-and-forward mode owing to the fact that radio propagation conditions may not allow the setting up of a call at the intended time.



Notes relative to § 1 and 2:

- (1) a) In automatic operation the answer-back exchange is initiated and controlled by the coast station. For calls set up by the ship station the answer-back exchange in manual operation may be initiated by the ship station.

For calls set up by the coast station the answer-back exchange in manual operation is initiated by the coast station, thereby defining the order in which the exchange takes place.
- b) Answer-back code as defined in ITU-T Recommendations F.130 for ship stations and F.60 for coast stations.
- (2) A coast station need not provide all of the facilities indicated. However, where specific facilities are provided, the facility codes indicated should be used. The facility "HELP" should always be available.
- (2.1) MSG indicates that the ship station needs to immediately receive any messages held for it at the coast station.
- (2.2) TLX ↑ xy indicates that the following message is for immediate connection to a store-and-forward facility located at the coast station.

y indicates the subscriber's national telex number.

x is used where applicable to indicate the country code (ITU-T Recommendation F.69) preceded by 0 (when applicable). (Where the store-and-forward system is remote from the coast station, TLX alone may be used.)

TLXA may optionally be used instead of TLX which indicates that ship wishes to be advised (using the normal shore-to-ship procedures) when the message has been delivered to the indicated telex number.
- (2.3) DIRT LX ↑ xy indicates that a direct telex connection is required.

y indicates the subscriber's national telex number.

x is used where applicable to indicate the country code (ITU-T Recommendation F.69) preceded by 0 (when applicable).

RDL + may optionally be used to indicate that the last DIRT LX ↑ xy telex number should be redialled.
- (2.4) TGM indicates that the following message is a radio telegram.

- (2.5) URG indicates that the ship station needs to be connected immediately to a manual assistance operator and an audible alarm may be activated. This code should only be used in case of emergency.
- (2.6) RTL indicates that the following message is a radio telex letter.
- (2.7) OPR indicates that connection to a manual assistance operator is required.
- (2.8) WX indicates that the ship station needs to immediately receive weather information.
- (2.9) NAV indicates that the ship station needs to immediately receive navigational warnings.
- (2.10) STA indicates that the ship station needs to immediately receive a status report of all store-and-forward messages which have been sent by that ship station, but which the ship station has not already received on retransmitted or non-delivered information (see also (6)). STA ↑ x may also be used where the ship station needs to immediately receive a status report of such a message where x indicates the message reference provided by the coast station.
- (2.11) POS indicates that the following message contains the ship's position. Some administrations use this information to assist in the subsequent automatic transmission or reception of messages (e.g. for calculating the optimum traffic frequency and/or the appropriate directional antennas to use).
- (2.12) FREQ indicates that the following message indicates the frequency on which the ship is keeping watch.
- (2.13) SVC indicates that the following message is a service message (for subsequent manual attention).
- (2.14) MAN indicates that the following message is to be stored and manually forwarded to a country which cannot be accessed automatically.
- (2.15) MED indicates that an urgent medical message follows.
- (2.16) OBS indicates that the following message is to be sent to the meteorological organization.
- (2.17) HELP indicates that the ship station needs to immediately receive a list of available facilities within the system.
- (2.18) If information is needed on the application of procedures for individual facilities at a coast station, request for further details concerning the specific procedure can be obtained by the facility code HELP followed by the appropriate facility code for which the information is needed, e.g.: < ≡ ↓HELP DIRT LX ↑ + indicates that the ship station needs information on the procedures (action by ship operator) for ordering a dialogue-mode connection with a telex network subscriber via the coast station.
- (2.19) AMV indicates that the following message is to be sent to the AMVER organization.
- (2.20) BRK indicates that the use of the radio path is to be immediately discontinued (for use where the ship's operator can only use a teleprinter for controlling the ARQ equipment).
- (2.21) MULT LX ↑ xy/xy/xy + indicates that the following message is a multiple address message for immediate connection to a store-and-forward facility located at the coast station.
y indicates the subscriber's national telex number.
x is used where applicable to indicate the country code (ITU-T Recommendation F.69) preceded by 0 (when applicable).
Each separate xy indicates a different telex number to which the same message should be forwarded. At least two separate telex numbers should be included.
MULT LX A may optionally be used instead of MULT LX which indicates that the ship wishes to be advised (using the normal shore-to-ship procedures) when the messages have been delivered to the indicated telex numbers.
- (2.22) STS ↑ x + indicates that the following message is for transmission to a ship using a store-and-forward facility located at the coast station. x indicates the addressed ship's 5- or 9-digit identity number.
- (2.23) INF indicates that the ship station needs to immediately receive information from the coast station's database. Some administrations provide a variety of different database information in which case INF returns a directory listing and a subsequent facility code is used to select the desired information.
- (2.24) VB TLX ↑ xy indicates that the following message should be dictated, by the coast station, to a voicebank (voice messaging) telephone number for subsequent retrieval by the addressee, and that a copy of the message should be forwarded to telex number xy. The voicebank telephone number should be included in the first line of the message text.
- (2.25) FAX ↑ xy indicates that the following message should be forwarded, via the PSTN, by facsimile to the telephone number xy.
- (2.26) TEL ↑ xy indicates that the following message should be telephoned, by the coast station, to the telephone number xy.
- (2.27) DATA ↑ xy indicates that the following message should be forwarded by the coast station using data facilities to the subscriber number xy (via the PSTN).
- (2.28) RPT ↑ xy... indicates that the ship needs to receive, using the ARQ mode, a specific identified message (e.g., earlier transmitted in the FEC mode), if still available for automatic retransmission. x... is used as the message identifier.
- (2.29) TST indicates that the ship needs to receive an automatically transmitted test text (e.g. "the quick brown fox ...").
- (2.30) TRF indicates that the ship needs to receive information, automatically transmitted, on tariffs currently applicable to the coast station.

- (3) The symbol “?” is not necessary where the coast station is automatic. It is normally required only for manual systems.
- (4) In cases where the coast station requires information about the relevant Accounting Authority Identification Code (AAIC), this information should be provided by the ship operator on receipt of the combination $< \equiv \downarrow \text{QRC} \uparrow +$ from the coast station.
- Some coast stations may request additional information, e.g. ship's name, call sign, etc.
- (5) This sequence may be preceded where necessary by suitable prompts or facility selection information and, if appropriate, any consequent ship station reply, or may be deleted where not applicable (e.g. where facility codes WX, NAV, STA, MSG or HELP are input at step 4). Where facility code DIRT LX $\uparrow xy$ was input at step 4, this sequence may be replaced by the distant end answer-back or by any service signal (e.g. NC, OCC, etc.) received from the telex network.
- (6) Message procedures depend on which facility is used:
- For TLX where the store-and-forward system is remote from the coast station, ITU-T Recommendation F.72 may apply. Where the store-and-forward system is located at the coast station, the complete information content of the message sent at this step will be forwarded to the subscriber whose telex number is given by xy.
- For DIRT LX, see ITU-T Recommendation F.60.
- For TGM, see ITU-T Recommendations F.1 and F.31.
- For SVC and MED, the message will normally be plain text and no specific message procedure is required.
- For RTL, the message will be plain text but should include the postal address of the addressee.
- For STA, the appropriate status information is returned to the ship in accordance with ITU-T Recommendation F.72, § 11.3 and 11.4.
- For POS and FREQ, specific national procedures may apply.
- (7) This sequence of 4 K's “KKKK” (4 combination No. 11 signals in the letter case) indicates that any network connection should be cleared but that the radio path should be maintained and that the procedure should immediately proceed to step 11. This sequence may be used elsewhere in the procedure in which case the procedure reverts to step 3.
- (8) This step is optional and may not apply to all facilities.
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RECOMMENDATION ITU-R M.541-8*

**OPERATIONAL PROCEDURES FOR THE USE OF DIGITAL SELECTIVE-CALLING
EQUIPMENT IN THE MARITIME MOBILE SERVICE**

(Question ITU-R 9/8)

(1978-1982-1986-1990-1992-1994-1995-1996-1997)

Summary

The Recommendation contains the operational procedures for digital selective-calling (DSC) equipment whose technical characteristics are given in Recommendation ITU-R M.493. The Recommendation contains four annexes. In Annexes 1 and 2 the provisions and procedures are described for distress and safety calls and for non-distress and safety calls, respectively. In Annexes 3 and 4 the operational procedures for ships and for coast stations are described and Annex 5 lists the frequencies to be used for DSC.

The ITU Radiocommunication Assembly,

considering

- a) Resolution No. 311 and Recommendation No. 312 of the World Administrative Radio Conference (Geneva, 1979) (WARC-79);
- b) that digital selective-calling (DSC) will be used as described in Recommendation ITU-R M.493;
- c) that the requirements of Chapter IV of the 1988 Amendments to the International Convention for the Safety of Life at Sea (SOLAS), 1974, for the Global Maritime Distress and Safety System (GMDSS) are based on the use of DSC for distress alerting on terrestrial frequencies and that operational procedures are necessary for transition to, and implementation of, that system;
- d) that, as far as is practicable, operational procedures in all frequency bands and for all types of communications should be similar;
- e) that DSC may provide a useful supplementary means of transmitting a distress call in addition to the provisions of transmitting the distress call by existing methods and procedures in the Radio Regulations (RR);
- f) that conditions when alarms have to be actuated should be specified,

recommends

- 1** that the technical characteristics of equipment used for DSC in the maritime mobile service should be in conformity with the relevant ITU-R Recommendations;
- 2** that the operational procedures to be observed in the MF, HF and VHF bands for DSC should be in accordance with Annex 1 for distress and safety calls and Annex 2 for other calls;
- 3** that provisions should be made at stations equipped for DSC for:
 - 3.1** the manual entry of address, type of call, category and various messages into a DSC sequence;
 - 3.2** the verification and if necessary the correction of such manually formed sequences;
 - 3.3** a specific aural alarm and visual indication to indicate receipt of a distress or urgency call or a call having distress category. It should not be possible to disable this alarm and indication. Provisions should be made to ensure that they can be reset only manually;

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the ITU Telecommunication Standardization Sector (ITU-T).

- 3.4** aural alarm(s) and visual indication for calls other than distress and urgency. The aural alarm(s) may be capable of being disabled;
- 3.5** such visual indicators to indicate:
- 3.5.1** type of received call address (to all stations, to a group of stations, geographical, individual);
 - 3.5.2** category;
 - 3.5.3** identity of calling station;
 - 3.5.4** numerical or alpha-numerical type of information, e.g. frequency information and telecommand;
 - 3.5.5** type of “end of sequence” character;
 - 3.5.6** detection of errors, if any;
- 3.6** monitoring the VHF channel used for digital selective-calling purposes to determine the presence of a signal and, except for distress and safety calls, provide facilities for automatically preventing the transmission of a DSC call until the channel is free;
- 3.7** ship originated routine all-ships calls on VHF should be transmitted at a power level of 1 W or less. Integrated VHF DSC equipment should automatically reduce power for transmission of these calls;
- 4** that the equipment should be simple to operate;
- 5** that the operational procedures given in Annex 3, which are based on the relevant procedures from Annexes 1 and 2 and from the RR, be used as guidance for ships and coast stations;
- 6** that the frequencies used for distress and safety purposes using DSC are those contained in Annex 4 to this Recommendation (see also RR Article 38 (Appendix S13, Part A2)).

NOTE 1 – The following definitions are used throughout this Recommendation:

Single frequency: the same frequency is used for transmission and reception;

Paired frequencies: frequencies which are associated in pairs; each pair consisting of one transmitting and one receiving frequency;

International DSC frequencies: those frequencies designated in the RR for exclusive use for DSC on an international basis;

National DSC frequencies: those frequencies assigned to individual coast stations or a group of stations on which DSC is permitted (this may include working frequencies as well as calling frequencies). The use of these frequencies must be in accordance with the RR;

Automatic DSC operation at a ship station: a mode of operation employing automatic tunable transmitters and receivers, suitable for unattended operation, which provide for automatic call acknowledgements upon reception of a DSC and automatic transfer to the appropriate working frequencies;

Call attempt: one or a limited number of call sequences directed to the same stations on one or more frequencies and within a relatively short time period (e.g. a few minutes). A call attempt is considered unsuccessful if a calling sequence contains the symbol RQ at the end of the sequence and no acknowledgement is received in this time interval.

ANNEX 1

Provisions and procedures for distress and safety calls

1 Introduction

The terrestrial elements of the GMDSS adopted by the 1988 Amendments to the International Convention for SOLAS, 1974, are based on the use of DSC for distress and safety communications.

1.1 Method of calling

The provisions of Chapter NIX (SVII) are applicable to the use of DSC in cases of distress, urgency or safety.

2 DSC distress call and message

The DSC “distress call” provides for alerting, self-identification, ship’s position including time, nature of distress and contains both the distress call (RR No. 3091 and 3092 (Appendix S13, Part A3, § 4)) and the distress message (RR No. 3093 and 3094 (Appendix S13, Part A3, § 5)) as defined in the RR.

3 Procedures for DSC distress calls

3.1 Transmission by a mobile unit in distress

3.1.1 The DSC equipment should be capable of being preset to transmit the distress call on at least one distress alerting frequency.

3.1.2 The distress call shall be composed in accordance with Recommendation ITU-R M.493; the ship’s position information, the time at which it was taken and the nature of distress should be entered as appropriate. If the position of the ship cannot be entered, then the position information signals shall be transmitted automatically as the digit 9 repeated ten times. If the time cannot be included, then the time information signals shall be transmitted automatically as the digit 8 repeated four times.

3.1.3 Distress call attempt

At MF and HF a distress call attempt may be transmitted as a single frequency or a multi-frequency call attempt. At VHF only single frequency call attempts are used.

3.1.3.1 Single frequency call attempt

A distress call attempt should be transmitted as 5 consecutive calls on one frequency. To avoid call collision and the loss of acknowledgements, this call attempt may be transmitted on the same frequency again after a random delay of between 3 ½ and 4 ½ min from the beginning of the initial call. This allows acknowledgements arriving randomly to be received without being blocked by retransmission. The random delay should be generated automatically for each repeated transmission, however it should be possible to override the automatic repeat manually.

At MF and HF, single frequency call attempts may be repeated on different frequencies after a random delay of between 3 ½ and 4 ½ min from the beginning of the initial call. However, if a station is capable of receiving acknowledgements continuously on all distress frequencies except for the transmit frequency in use, then single frequency call attempts may be repeated on different frequencies without this delay.

3.1.3.2 Multi-frequency call attempt

A distress call attempt may be transmitted as up to 6 consecutive (see Note 1) calls dispersed over a maximum of 6 distress frequencies (1 at MF and 5 at HF). Stations transmitting multi-frequency distress call attempts should be able to receive acknowledgements continuously on all frequencies except for the transmit frequency in use, or be able to complete the call attempt within 1 min.

Multi-frequency call attempts may be repeated after a random delay of between 3 ½ and 4 ½ min from the beginning of the previous call attempt.

NOTE 1 – A VHF call may be transmitted simultaneously with an MF/HF call.

3.1.4 Distress

In the case of distress the operator should:

3.1.4.1 enter the desired mode of the subsequent communication and if time permits, enter the ship’s position and time (see Note 1) it was taken and the nature of distress (see Note 1);

NOTE 1 – If these are not provided automatically.

3.1.4.2 select the distress frequency(ies) to be used (see Note 1 of § 3.1.4.1);

3.1.4.3 activate the “distress call” attempt by a dedicated distress button.

3.1.5 Cancellation of an inadvertent distress call

A station transmitting an inadvertent distress call shall immediately cancel the alert over each channel on which the distress call was transmitted. For this purpose, a “distress cancellation” call in the format indicated in Recommendation ITU-R M.493, Fig. 4c) may be transmitted with own ship’s maritime mobile service identity (MMSI) inserted as identification of ship in distress.

This distress cancellation should be followed immediately by the voice cancellation procedure as described in Annex 3 (§ 1.7).

3.2 Reception

The DSC equipment should be capable of maintaining a reliable watch on a 24-hour basis on appropriate DSC distress alerting frequencies.

3.3 Acknowledgement of distress calls

Acknowledgements of distress calls should be initiated manually.

Acknowledgements should be transmitted on the same frequency as the distress call was received.

3.3.1 Distress calls should normally be acknowledged by DSC only by appropriate coast stations. Coast stations should, in addition, set watch on radiotelephony and, if the «mode of subsequent communication» signal in the received distress call indicates teleprinter, also on narrow-band direct-printing (NBDP) (see Recommendation ITU-R M.493). In both cases, the radiotelephone and NBDP frequencies should be those associated with the frequency on which the distress call was received.

3.3.2 Acknowledgements by coast stations of DSC distress calls transmitted on MF or HF should be initiated with a minimum delay of 1 min after receipt of a distress call, and normally within a maximum delay of 2 ¾ min. This allows all calls within a single frequency or multi-frequency call attempt to be completed and should allow sufficient time for coast stations to respond to the distress call. Acknowledgements by coast stations on VHF should be transmitted as soon as practicable.

3.3.3 The acknowledgement of a distress call consists of a single DSC acknowledgement call which should be addressed to “all ships” and include the identification (see Recommendation ITU-R M.493) of the ship whose distress call is being acknowledged.

3.3.4 Ship stations should, on receipt of a distress call, set watch on an associated radiotelephone distress and safety traffic frequency and acknowledge the call by radiotelephony. If a ship station continues to receive a DSC distress call on an MF or VHF channel, a DSC acknowledgement should be transmitted to terminate the call and should inform a coast station or coast earth station by any practicable means.

3.3.5 The automatic repetition of a distress call attempt should be terminated automatically on receipt of a DSC distress acknowledgement.

3.3.6 When distress and safety traffic cannot be successfully conducted using radiotelephony, an affected station may indicate its intention (using an “all ships” DSC call, with the category distress, and normally indicating the frequency of the associated NBDP channel) to conduct subsequent communications on the associated frequency for NBDP telegraphy.

3.4 Distress relays

Distress relay calls should be initiated manually.

3.4.1 A distress relay call should use the telecommand signal “distress relay” in accordance with Recommendation ITU-R M.493 and the calling attempt should follow the procedures described in § 3.1.3 to 3.1.3.2 for distress calls.

3.4.2 Any ship, receiving a distress call on an HF channel which is not acknowledged by a coast station within 5 min, should transmit a distress relay call to the appropriate coast station.

3.4.3 Distress relay calls transmitted by coast stations, or by ship stations addressed to “all ships”, should be acknowledged by ship stations using radiotelephony. Distress relay calls transmitted by ships should be acknowledged by a coast station transmitting a “distress relay acknowledgement” call in accordance with the procedures for distress acknowledgements given in § 3.3 to 3.3.3.

4 Procedures for DSC urgency and safety calls (see Note 1)

4.1 DSC, on the distress and safety calling frequencies, should be used by coast stations to advise shipping, and by ships to advise coast stations and/or ship stations, of the impending transmission of urgency, vital navigational and safety messages, except where the transmissions take place at routine times. The call should indicate the working frequency which will be used for the subsequent transmission of an urgent, vital navigational or safety message.

4.2 The announcement and identification of medical transports should be carried out by DSC techniques, using appropriate distress and safety calling frequencies. Such calls should use the category “urgency”, and telecommand “medical transport” and be addressed to “all ships”.

4.3 The operational procedures for urgency and safety calls should be in accordance with the relevant parts of Annex 2, § 2.1 or 2.2.

NOTE 1 – Use of the DSC distress and safety calling frequencies for urgency and safety calls is acceptable, technically, provided that the total channel loading is maintained below 0.1 E.

5 Testing the equipment used for distress and safety calls

Testing on the exclusive DSC distress and safety calling frequencies should be avoided as far as possible by using other methods. There should be no test transmissions on the DSC calling channel on VHF. However, when testing on the exclusive DSC distress and safety calling frequencies on MF and HF is unavoidable, it should be indicated that these are test transmissions (see RR No. N 3068 (S31.3)). The test call should be composed in accordance with Recommendation ITU-R M.493 (see Table 6) and the call should be acknowledged by the called coast station. Normally there would be no further communication between the two stations involved.

ANNEX 2

Provisions and procedures for calls other than distress and safety

1 Frequency/channels

1.1 As a rule, paired frequencies should be used at HF and MF, in which case an acknowledgement is transmitted on the frequency paired with the frequency of the received call. In exceptional cases for national purposes a single frequency may be used. If the same call is received on several calling channels, the most appropriate shall be chosen to transmit the acknowledgement. A single frequency channel should be used at VHF.

1.2 International calling

The paired frequencies listed in RR Appendix 31 (Appendix S17, Part A) and in Annex 5 of this Recommendation should be used for international DSC calling.

1.2.1 At HF and MF international DSC frequencies should only be used for shore-to-ship calls and for the associated call acknowledgements from ships fitted for automatic DSC operation where it is known that the ships concerned are not listening to the coast station’s national frequencies.

1.2.2 All ship-to-shore DSC calling at HF and MF should preferably be done on the coast station's national frequencies.

1.3 National calling

Coast stations should avoid using the international DSC frequencies for calls that may be placed using national frequencies.

1.3.1 Ship stations should keep watch on appropriate national and international channels. (Appropriate measures should be taken for an even loading of national and international channels.)

1.3.2 Administrations are urged to find methods and negotiate terms to improve the utilization of the DSC channels available, e.g.:

- coordinated and/or joint use of coast station transmitters;
- optimizing the probability of successful calls by providing information to ships on suitable frequencies (channels) to be watched and by information from ships to a selected number of coast stations on the channels watched on-board.

1.4 Method of calling

1.4.1 The procedures set out in this section are applicable to the use of DSC techniques, except in cases of distress, urgency or safety, to which the provisions of RR Chapter NIX (SVII) are applicable.

1.4.2 The call shall contain information indicating the station or stations to which the call is directed, and the identification of the calling station.

1.4.3 The call should also contain information indicating the type of communication to be set up and may include supplementary information such as a proposed working frequency or channel; this information shall always be included in calls from coast stations, which shall have priority for that purpose.

1.4.4 An appropriate digital selective calling channel chosen in accordance with the provisions of RR Nos.43235 to 4323AB (S52.128 to S52.137) or Nos. 4323AJ to 4323AR (S52.145 to S52.153), as appropriate, shall be used for the call.

2 Operating procedures

The technical format of the call sequence shall be in conformity with the relevant ITU-R Recommendations.

The reply to a DSC requesting an acknowledgement shall be made by transmitting an appropriate acknowledgement using DSC techniques.

Acknowledgements may be initiated either manually or automatically. When an acknowledgement can be transmitted automatically, it shall be in conformity with the relevant ITU-R Recommendations.

The technical format of the acknowledgement sequence shall be in conformity with the relevant ITU-R Recommendations.

For communication between a coast station and a ship station, the coast station shall finally decide the working frequency or channel to be used.

The forwarding traffic and the control for working for radiotelephony shall be carried out in accordance with Recommendation ITU-R M.1171.

A typical DSC calling and acknowledgement sequence contains the following signals (see Recommendation ITU-R M.493).

Composition of a typical DSC calling and acknowledgement sequence

<i>Signal</i>	<i>Method of composition</i>
– format specifier	selected
– address	entered
– category	selected
– self-identification	pre-programmed
– telecommand information	selected

- frequency information (if appropriate) entered
- telephone number (semi-automatic/automatic ship-to-shore connections only) entered
- end of sequence signal selected (see Note 1).

NOTE 1 – If the calling sequence EOS signal incorporates a request for acknowledgement “RQ” (117) an acknowledgement is mandatory and shall incorporate the EOS signal “BQ” (122).

The method of composing a DSC sequence is illustrated in the flow diagram of Fig. 5.

2.1 Coast station initiates call to ship

Figures 1 and 2 illustrate the procedures below in flow chart and by time sequence diagram respectively.

2.1.1 There are two categories of calls for commercial communications:

- routine call;
- ship’s business call (see Recommendation ITU-R M.493, Annex 1, § 6.4.1).

2.1.2 If a direct connection exists between the calling subscriber and the coast station, the coast station asks the calling subscriber for the approximate position of the ship.

2.1.3 If the ship’s position cannot be indicated by the caller, the coast station operator tries to find the location in the information available at the coast station.

2.1.4 The coast station checks to see whether the call would be more appropriate through another coast station (see § 1.3.2).

2.1.5 The coast station checks to see whether the transmission of a DSC is inappropriate or restricted (e.g. ship not fitted with DSC or barred).

2.1.6 Assuming a DSC is appropriate the coast station composes the calling sequence as follows:

- selects format specifier,
- enters address of the ship,
- selects category,
- selects telecommand information,
- inserts working frequency information in the message part of the sequence, if appropriate,
- usually selects “end of sequence” signal “RQ”. However, if the coast station knows that the ship station cannot respond or the call is to a group of ships the frequency is omitted and the end of sequence signal should be 127, in which case the following procedures (§ 2.1.13 to 2.1.15) relating to an acknowledgement are not applicable.

2.1.7 The coast station verifies the calling sequence.

The call shall be transmitted once on a single appropriate calling channel or frequency only. Only in exceptional circumstances may a call be transmitted simultaneously on more than one frequency.

2.1.8 The coast station operator chooses the calling frequencies which are most suitable for the ship’s location.

2.1.8.1 After checking as far as possible that there are no calls in progress, the coast station operator initiates the transmission of the sequence on one of the frequencies chosen. Transmission on any one frequency should be limited to no more than 2 call sequences separated by intervals of at least 45 s to allow for reception of an acknowledgement from the ship, or exceptionally (see Recommendation ITU-R M.493) to one “call attempt” consisting of up to five transmissions.

2.1.8.2 If appropriate, a “call attempt” may be transmitted, which may include the transmission of the same call sequence on other frequencies (if necessary with a change of working frequency information to correspond to the same band as the calling frequency) made in turn at intervals of not less than 5 min, following the same pattern as in § 2.1.8.1.

2.1.9 If an acknowledgement is received further transmission of the call sequence should not take place.

The coast station shall then prepare to transmit traffic on the working channel or frequency it has proposed.

2.1.10 The acknowledgement of the received call should only be transmitted upon receipt of a calling sequence which terminates with an acknowledgement request.

2.1.11 When a station called does not reply, the call attempt should not normally be repeated until after an interval of at least 15 min. The same call attempt should not be repeated more than five times every 24 h. The aggregate of the times for which frequencies are occupied in one call attempt, should normally not exceed 1 min.

The following procedures apply at the ship:

2.1.12 Upon receipt of a calling sequence at the ship station, the received message is recorded and an appropriate indication is activated as to whether the call category is “routine” or “ship’s business”. The category does not affect the DSC procedures at the ship.

2.1.13 When a received call sequence contains an end of sequence signal RQ, an acknowledgement sequence should be composed and transmitted in accordance with § 2.

The format specifier and category information should be identical to that in the received calling sequence.

2.1.13.1 If the ship station is not equipped for automatic DSC operation, the ship’s operator initiates an acknowledgement to the coast station after a delay of at least 5 s but no later than 4½ min of receiving the calling sequence, using the ship-to-shore calling procedures detailed in § 2.2. However the transmitted sequence should contain a “BQ” end of sequence signal in place of the “RQ” signal.

If such an acknowledgement cannot be transmitted within 5 min of receiving the calling sequence then the ship station should instead transmit a calling sequence to the coast station using the ship-to-shore calling procedure detailed in § 2.2.

2.1.13.2 If the ship is equipped for automatic DSC operation, the ship station automatically transmits an acknowledgement with an end of sequence signal “BQ”. The start of the transmission of this acknowledgement sequence should be within 30 s for HF and MF or within 3 s for VHF after the reception of the complete call sequence.

2.1.13.3 If the ship is able to comply immediately the acknowledgement sequence should include a telecommand signal which is identical to that received in the calling sequence indicating that it is able to comply.

If no working frequency was proposed in the call, the ship station should include a proposal for a working frequency in its acknowledgement.

2.1.13.4 If the ship is not able to comply immediately the acknowledgement sequence should include the telecommand signal 104 (unable to comply), with a second telecommand signal giving additional information (see Recommendation ITU-R M.493).

At some later time when the ship is able to accept the traffic being offered, the ship’s operator initiates a call to the coast station using the ship-to-shore calling procedures detailed in § 2.2.

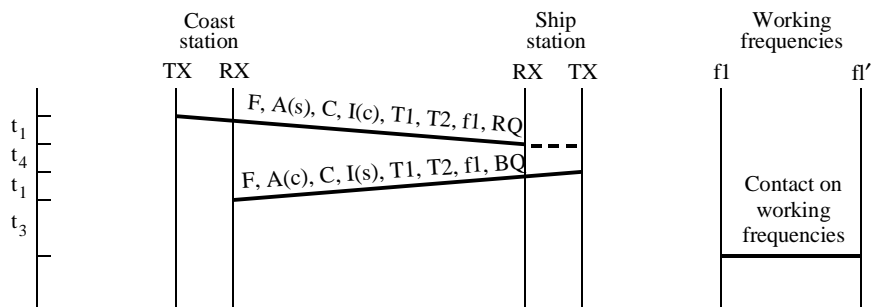
2.1.14 If a call is acknowledged indicating ability to comply immediately and communication between coast station and ship station on the working channel agreed is established, the DSC call procedure is considered to be completed.

2.1.15 If the ship station transmits an acknowledgement which is not received by the coast station then this will result in the coast station repeating the call (in accordance with § 2.1.11). In this event the ship station should transmit a new acknowledgement. If no repeated call is received the ship station should transmit an acknowledgement or calling sequence in accordance with § 2.1.13.1.

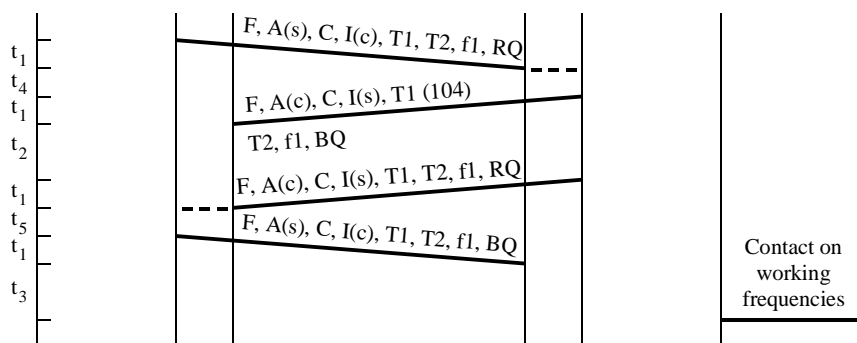
Flow chart of operational procedures for calling in the shore-to-ship direction



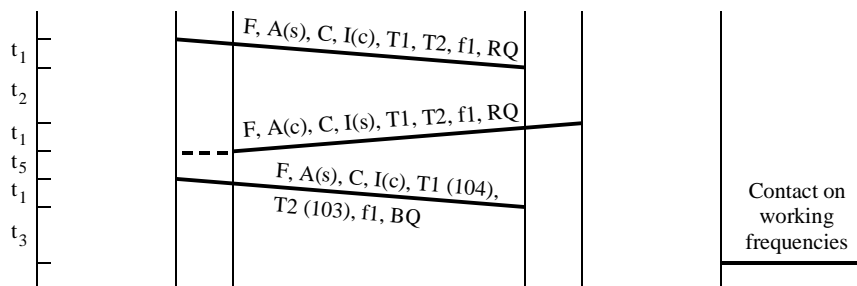
FIGURE 2
Examples of timing diagrams for calling in shore-to-ship direction



a) Automated transmitter (able to comply)



b) Automated transmitter (unable to comply)



c) Ship transmitter not automated. Ship makes a delayed (>5 min) response to coast station and encounters queue on working frequency

- | | |
|--|---|
| t_1 : transmission time of a DSC sequence | F : format specifier |
| t_2 : interval between the DSC reception at the ship and transmission from the ship after the operator's appearance in the radio room (from several minutes up to several hours) | A : called station address |
| t_3 : transition time from calling to working frequency including, if necessary, the time for working channel clearing (queue waiting time) | I : calling station self-identification |
| t_4 : as defined in § 2.1.13.2 | C : category |
| t_5 : time for coast station to prepare acknowledgment (see § 2.2.6) | T1 : first telecommand signal, (104) indicates unable to comply |
| | T2 : second telecommand signal, (103) indicates queue |
| | $f1, f1'$: working frequencies |
| | RQ, BQ : end of sequence signals |

2.2 Ship station initiates call to coast station (see Note 1)

Figures 3 and 4 illustrate the procedures below in flow chart and by time sequence diagram respectively.

This procedure should also be followed both as a delayed response to a call received earlier from the coast station (see § 2.1.13.1) and to initiate traffic from the ship station.

NOTE 1 – See Recommendations ITU-R M.689 and ITU-R M.1082 for further details of procedures applicable only to the semi-automatic/automatic services.

2.2.1 The ship composes the calling sequence as follows:

- selects the format specifier,
- enters address,
- selects the category,
- selects the telecommand information,
- inserts working frequency information in the message part of the sequence if appropriate,
- inserts telephone number required (semi-automatic/automatic connections only),
- selects the “end of sequence” signal RQ.

2.2.2 The ship verifies the calling sequence.

2.2.3 The ship selects the single most appropriate calling frequency preferably using the coast station’s nationally assigned calling channels, for which purpose it shall send a single calling sequence on the selected frequency.

2.2.4 The ship initiates the transmission of the sequence on the frequency selected after checking as far as possible that there are no calls in progress on that frequency.

2.2.5 If a called station does not reply, the call sequence from the ship station should not normally be repeated until after an interval of at least 5 min for manual connections, or 5 s or 25 s in the case of semi-automatic/automatic VHF or MF/HF connections respectively. These repetitions may be made on alternative frequencies if appropriate. Any subsequent repetitions to the same coast station should not be made until at least 15 min have elapsed.

2.2.6 The coast station should transmit an acknowledgement sequence (after checking as far as possible that there are no calls in progress on the frequency selected), after a delay of at least 5 s but not later than 4½ min for manual connections, or, within 3 s for semi-automatic/automatic connections, containing the format specifier, the address of the ship, the category, the coast station self-identification and:

- if able to comply immediately on the working frequency suggested, the same telecommand and frequency information as in the call request;
- if no working frequency was suggested by the ship station then the acknowledgement sequence should include a channel/frequency proposal;
- if not able to comply on the working frequency suggested but able to comply immediately on an alternative frequency, the same telecommand information as in the call request but an alternative working frequency;
- if unable to comply immediately the telecommand signal 104 with a second telecommand signal giving additional information. For manual connections only, this second telecommand signal may include a queue indication.

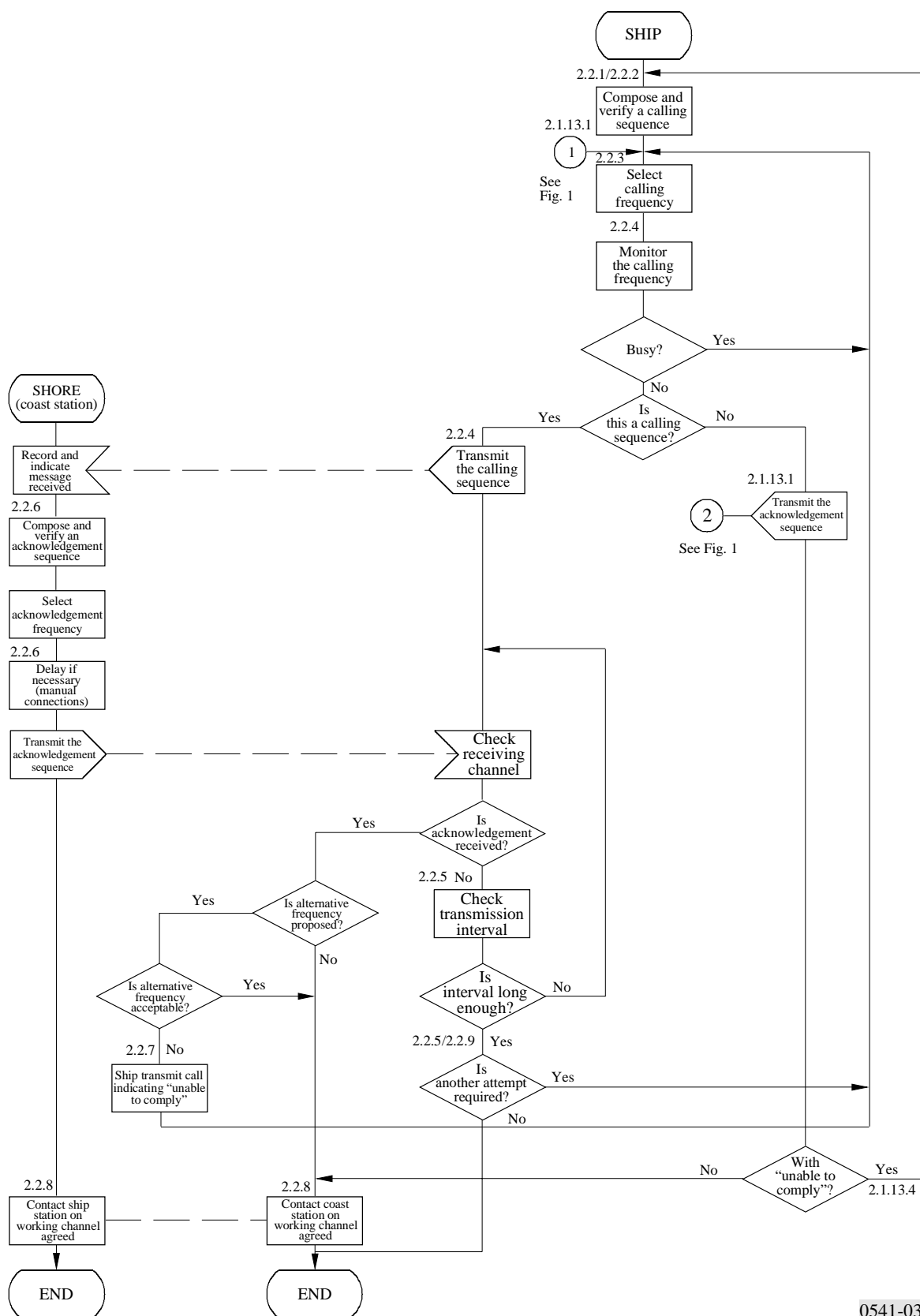
The end of sequence signal BQ should also be included.

2.2.7 For manual connections, if a working frequency is proposed in accordance with § 2.2.6 but this is not acceptable to the ship station, then the ship station should immediately transmit a call to the coast station indicating (by the use of telecommand signals 104 and 108) that it cannot comply on that frequency.

2.2.7.1 The coast station should then transmit an acknowledgement in accordance with § 2.2.6 either accepting the ship station’s original suggested frequency or proposing a second alternative.

FIGURE 3

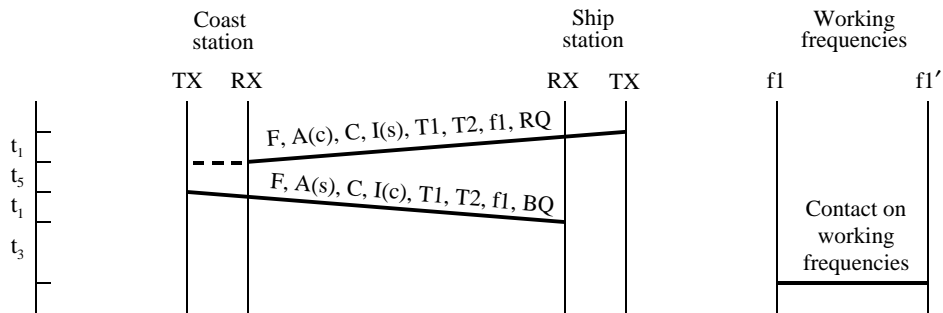
Flow chart of operational procedures for calling in the ship-to-shore direction



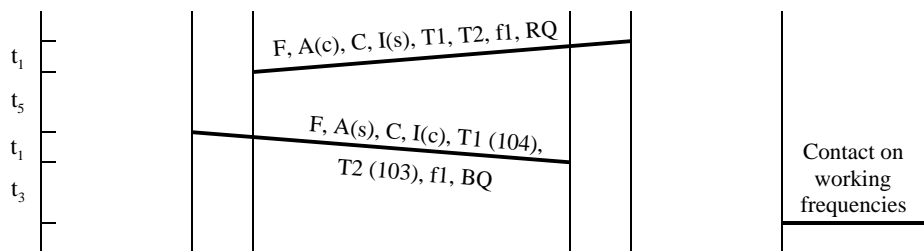
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FIGURE 4

Examples of timing diagrams for calling in ship-to-shore direction



a) Able to comply immediately



b) Queue exists on working frequency

- t_1 : transmission time of a DSC sequence
- t_3 : transition time from calling to working frequency including, if necessary, the time for working channel clearing (queue waiting time)
- t_5 : time for coast station to prepare acknowledgement (see § 2.2.6)
- F : format specifier
- A : called station address
- I : calling station self-identification
 - suffix (c) or (s) indicates coast station
 - or ship station respectively
- C : category
- T1 : first telecommand signal, (104) indicates unable to comply
- T2 : second telecommand signal, (103) indicates queue
- f1, f1' : working frequencies
- RQ, BQ : end of sequence signals

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2.2.8 If an acknowledgement is received further transmission of the call sequence should not take place. On receipt of an acknowledgement which indicates ability to comply, the DSC procedures are complete and both coast station and ship station should communicate on the working frequencies agreed with no further exchange of DSC calls.

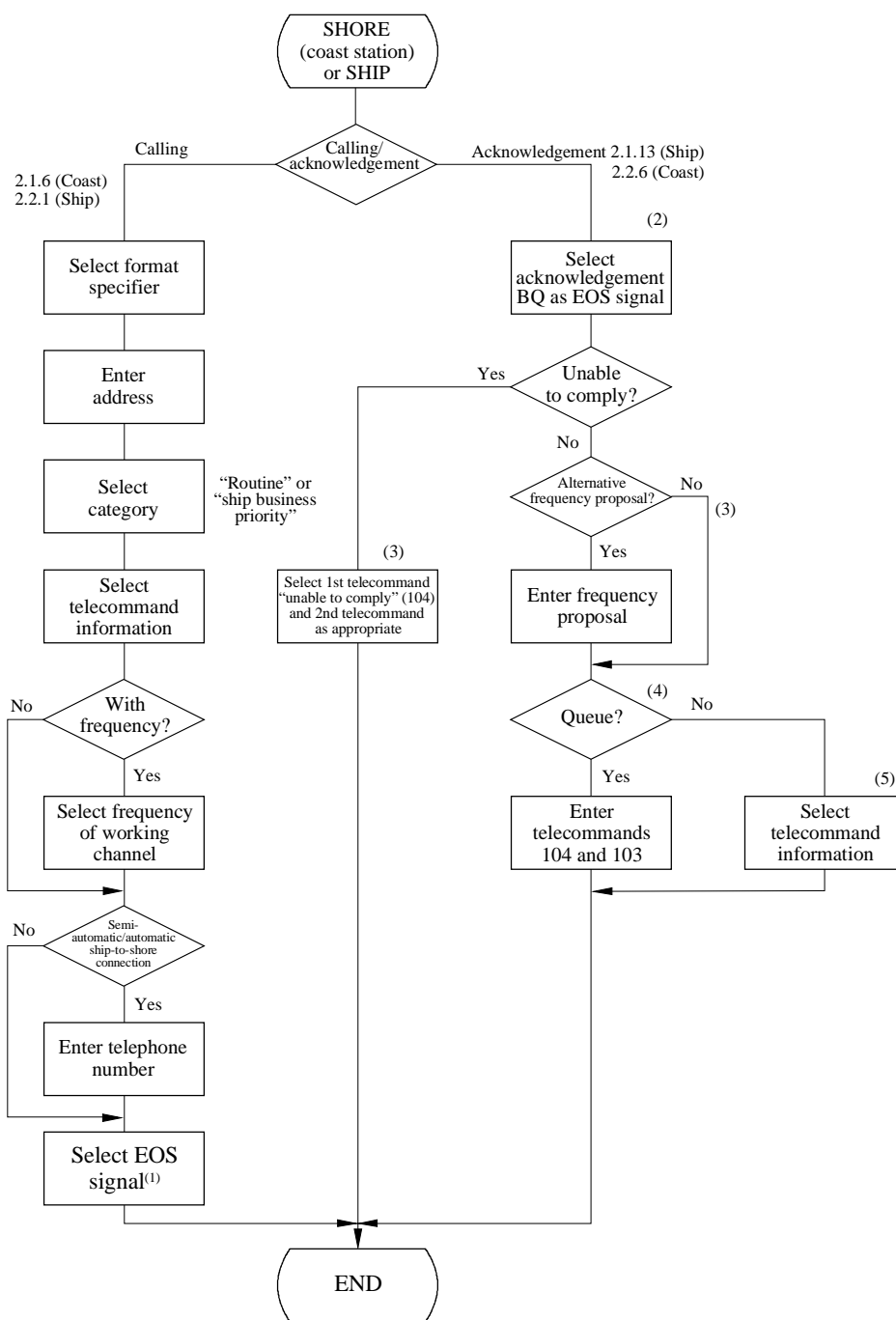
2.2.9 If the coast station transmits an acknowledgement which is not received at the ship station then the ship station should repeat the call in accordance with § 2.2.5.

2.3 Ship station initiates call to ship station

The ship-to-ship procedures should be similar to those given in § 2.2, where the receiving ship station complies with the procedures given for coast stations, as appropriate, except that, with respect to § 2.2.1, the calling ship should always insert working frequency information in the message part of the calling sequence.

FIGURE 5

Composition procedures for calling and acknowledgement sequences
(for calls other than distress and safety)



- (1) Normally acknowledgement RQ may automatically be selected as an EOS signal of a calling sequence to an individual station.
- (2) The format specifier and the category are automatically transferred from the received call. The self-ID in the received sequence is automatically transferred into the address part of acknowledgement sequence by selecting acknowledgement BQ.
- (3) The frequency information is automatically transferred from the received call.
- (4) This procedure is only for coast stations.
- (5) When able to comply, and no queue exists, then the telecommand information is automatically transferred from the received call.

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ANNEX 3

Operational procedures for ships for DSC communications on MF, HF and VHF**Introduction**

Procedures for DSC communications on MF and VHF are described in § 1 to 5 below.

The procedures for DSC communications on HF are in general the same as for MF and VHF. Special conditions to be taken into account when making DSC communications on HF are described in § 6 below.

1 Distress**1.1 Transmission of DSC distress alert**

A distress alert should be transmitted if, in the opinion of the Master, the ship or a person is in distress and requires immediate assistance.

A DSC distress alert should as far as possible include the ship's last known position and the time (in UTC) when it was valid. The position and the time may be included automatically by the ship's navigational equipment or may be inserted manually.

The DSC distress alert is transmitted as follows:

- tune the transmitter to the DSC distress channel (2 187.5 kHz on MF, channel 70 on VHF (see Note 1)).

NOTE 1 – Some maritime MF radiotelephony transmitters shall be tuned to a frequency 1 700 Hz lower than 2 187.5 kHz, i.e. 2 185.8 kHz, in order to transmit the DSC alert on 2 187.5 kHz;

- if time permits, key in or select on the DSC equipment keyboard
 - the nature of distress,
 - the ship's last known position (latitude and longitude),
 - the time (in UTC) the position was valid,
 - type of subsequent distress communication (telephony),

in accordance with the DSC equipment manufacturer's instructions;

- transmit the DSC distress alert (see Note 2);
- prepare for the subsequent distress traffic by tuning the transmitter and the radiotelephony receiver to the distress traffic channel in the same band, i.e. 2 182 kHz on MF, channel 16 on VHF, while waiting for the DSC distress acknowledgement.

NOTE 2 – Add to the DSC distress alert, whenever practicable and at the discretion of the person responsible for the ship in distress, the optional expansion in accordance with Recommendation ITU-R M.821, with additional information as appropriate, in accordance with the DSC equipment manufacturer's instructions.

1.2 Actions on receipt of a distress alert (see Note 1)

Ships receiving a DSC distress alert from another ship should normally not acknowledge the alert by DSC since acknowledgement of a DSC distress alert by use of DSC is normally made by coast stations only.

Only if no other station seems to have received the DSC distress alert, and the transmission of the DSC distress alert continues, the ship should acknowledge the DSC distress alert by use of DSC to terminate the call. The ship should then, in addition, inform a coast station or a coast earth station by any practicable means.

Ships receiving a DSC distress alert from another ship should also defer the acknowledgement of the distress alert by radiotelephony for a short interval, if the ship is within an area covered by one or more coast stations, in order to give the coast station time to acknowledge the DSC distress alert first.

Ships receiving a DSC distress alert from another ship shall:

- watch for the reception of a distress acknowledgement on the distress channel (2 187.5 kHz on MF and channel 70 on VHF);
- prepare for receiving the subsequent distress communication by tuning the radiotelephony receiver to the distress traffic frequency in the same band in which the DSC distress alert was received, i.e. 2 182 kHz on MF, channel 16 on VHF;
- acknowledge the receipt of the distress alert by transmitting the following by radiotelephony on the distress traffic frequency in the same band in which the DSC distress alert was received, i.e. 2 182 kHz on MF, channel 16 on VHF:
 - “MAYDAY”,
 - the 9-digit identity of the ship in distress, repeated 3 times,
 - “this is”,
 - the 9-digit identity or the call sign or other identification of own ship, repeated 3 times,
 - “RECEIVED MAYDAY”.

NOTE 1 – Ships out of range of a distress event or not able to assist should only acknowledge if no other station appears to acknowledge the receipt of the DSC distress alert.

1.3 Distress traffic

On receipt of a DSC distress acknowledgement the ship in distress should commence the distress traffic by radiotelephony on the distress traffic frequency (2 182 kHz on MF, channel 16 on VHF) as follows:

- “MAYDAY”,
- “this is”,
- the 9-digit identity *and* the call sign or other identification of the ship,
- the ship’s position in latitude and longitude or other reference to a known geographical location,
- the nature of distress and assistance wanted,
- any other information which might facilitate the rescue.

1.4 Transmission of a DSC distress relay alert

A ship knowing that another ship is in distress shall transmit a DSC distress relay alert if

- the ship in distress is not itself able to transmit the distress alert,
- the Master of the ship considers that further help is necessary.

The DSC distress relay alert is transmitted as follows:

- tune the transmitter to the DSC distress channel (2 187.5 kHz on MF, channel 70 on VHF),
- select the distress relay call format on the DSC equipment,
- key in or select on the DSC equipment keyboard:
 - All Ships Call or the 9-digit identity of the appropriate coast station,
 - the 9-digit identity of the ship in distress, if known,
 - the nature of distress,
 - the latest position of the ship in distress, if known,
 - the time (in UTC) the position was valid (if known),
 - type of subsequent distress communication (telephony);

- transmit the DSC distress relay call;
- prepare for the subsequent distress traffic by tuning the transmitter and the radiotelephony receiver to the distress traffic channel in the same band, i.e. 2 182 kHz on MF and channel 16 on VHF, while waiting for the DSC distress acknowledgement.

1.5 Acknowledgement of a DSC distress relay alert received from a coast station (see Note 1 of § 1.2 of this Annex)

Coast stations, after having received and acknowledged a DSC distress alert, may if necessary, retransmit the information received as a DSC distress relay call, addressed to all ships, all ships in a specific geographical area, a group of ships or a specific ship.

Ships receiving a distress relay call transmitted by a coast station shall not use DSC to acknowledge the call, but should acknowledge the receipt of the call by radiotelephony on the distress traffic channel in the same band in which the relay call was received, i.e. 2 182 kHz on MF, channel 16 on VHF.

Acknowledge the receipt of the distress alert by transmitting the following by radiotelephony on the distress traffic frequency in the same band in which the DSC distress relay alert was received:

- “MAYDAY”,
- the 9-digit identity or the call sign or other identification of the calling coast station,
- “this is”,
- the 9-digit identity or call sign or other identification of own ship,
- “RECEIVED MAYDAY”.

1.6 Acknowledgement of a DSC distress relay alert received from another ship

Ships receiving a distress relay alert from another ship shall follow the same procedure as for acknowledgement of a distress alert, i.e. the procedure given in § 1.2 above.

1.7 Cancellation of an inadvertent distress alert (distress call)

A station transmitting an inadvertent distress alert shall cancel the distress alert using the following procedure:

1.7.1 Immediately transmit a DSC “distress cancellation” if provided in accordance with Recommendation ITU-R M.493, § 8.3.2 e.g. with own ship’s MMSI inserted as identification of ship in distress. In addition cancel the distress alert aurally over the telephony distress traffic channel associated with each DSC channel on which the “distress call” was transmitted.

1.7.2 Monitor the telephony distress traffic channel associated with the DSC channel on which the distress was transmitted, and respond to any communications concerning that distress alert as appropriate.

2 Urgency

2.1 Transmission of urgency messages

Transmission of urgency messages shall be carried out in two steps:

- announcement of the urgency message,
- transmission of the urgency message.

The announcement is carried out by transmission of a DSC urgency call on the DSC distress calling channel (2 187.5 kHz on MF, channel 70 on VHF).

The urgency message is transmitted on the distress traffic channel (2 182 kHz on MF, channel 16 on VHF).

The DSC urgency call may be addressed to all stations or to a specific station. The frequency on which the urgency message will be transmitted shall be included in the DSC urgency call.

The transmission of an urgency message is thus carried out as follows:

Announcement:

- tune the transmitter to the DSC distress calling channel (2 187.5 kHz on MF, channel 70 on VHF);
- key in or select on the DSC equipment keyboard:
 - All Ships Call or the 9-digit identity of the specific station,
 - the category of the call (urgency),
 - the frequency or channel on which the urgency message will be transmitted,
 - the type of communication in which the urgency message will be given (radiotelephony),
 in accordance with the DSC equipment manufacturer's instructions;
- transmit the DSC urgency call.

Transmission of the urgency message:

- tune the transmitter to the frequency or channel indicated in the DSC urgency call;
- transmit the urgency message as follows:
 - “PAN PAN”, repeated 3 times,
 - “ALL STATIONS” or called station, repeated 3 times,
 - “this is”,
 - the 9-digit identity *and* the call sign or other identification of own ship,
 - the text of the urgency message.

2.2 Reception of an urgency message

Ships receiving a DSC urgency call announcing an urgency message addressed to all ships shall NOT acknowledge the receipt of the DSC call, but should tune the radiotelephony receiver to the frequency indicated in the call and listen to the urgency message.

3 Safety

3.1 Transmission of safety messages

Transmission of safety messages shall be carried out in two steps:

- announcement of the safety message,
- transmission of the safety message.

The announcement is carried out by transmission of a DSC safety call on the DSC distress calling channel (2 187.5 kHz on MF, channel 70 on VHF).

The safety message is normally transmitted on the distress and safety traffic channel in the same band in which the DSC call was sent, i.e. 2 182 kHz on MF, channel 16 on VHF.

The DSC safety call may be addressed to all ships, all ships in a specific geographical area or to a specific station.

The frequency on which the safety message will be transmitted shall be included in the DSC call.

The transmission of a safety message is thus carried out as follows:

Announcement:

- tune the transmitter to the DSC distress calling channel (2 187.5 kHz on MF, channel 70 on VHF);
- select the appropriate calling format on the DSC equipment (all ships, area call or individual call);

- key in or select on the DSC equipment keyboard:
 - specific area or 9-digit identity of specific station, if appropriate,
 - the category of the call (safety),
 - the frequency or channel on which the safety message will be transmitted,
 - the type of communication in which the safety message will be given (radiotelephony),
 in accordance with the DSC equipment manufacturer's instructions;
- transmit the DSC safety call.

Transmission of the safety message:

- tune the transmitter to the frequency or channel indicated in the DSC safety call;
- transmit the safety message as follows:
 - “SECURITE”, repeated 3 times,
 - “ALL STATIONS” or called station, repeated 3 times,
 - “this is”,
 - the 9-digit identity *and* the call sign or other identification of own ship,
 - the text of the safety message.

3.2 Reception of a safety message

Ships receiving a DSC safety call announcing a safety message addressed to all ships shall NOT acknowledge the receipt of the DSC safety call, but should tune the radiotelephony receiver to the frequency indicated in the call and listen to the safety message.

4 Public correspondence

4.1 DSC channels for public correspondence

4.1.1 VHF

The VHF DSC channel 70 is used for DSC for distress and safety purposes as well as for DSC for public correspondence.

4.1.2 MF

International and national DSC channels separate from the DSC distress and safety calling channel 2 187.5 kHz are used for digital selective-calling on MF for public correspondence.

Ships calling a coast station by DSC on MF for public correspondence should preferably use the coast station's national DSC channel.

The international DSC channel for public correspondence may as a general rule be used between ships and coast stations of different nationality. The ships transmitting frequency is 2 189.5 kHz, and the receiving frequency is 2 177 kHz.

The frequency 2 177 kHz is also used for DSC between ships for general communication.

4.2 Transmission of a DSC call for public correspondence to a coast station or another ship

A DSC call for public correspondence to a coast station or another ship is transmitted as follows:

- tune the transmitter to the relevant DSC channel;
- select the format for calling a specific station on the DSC equipment;
- key in or select on the DSC equipment keyboard:
 - the 9-digit identity of the station to be called,
 - the category of the call (routine),

- the type of the subsequent communication (normally radiotelephony),
- a proposed working channel if calling another ship. A proposal for a working channel should NOT be included in calls to a coast station; the coast station will in its DSC acknowledgement indicate a vacant working channel,

in accordance with the DSC equipment manufacturer's instructions;

- transmit the DSC call.

4.3 Repeating a call

A DSC call for public correspondence may be repeated on the same or another DSC channel, if no acknowledgement is received within 5 min.

Further call attempts should be delayed at least 15 min, if acknowledgement is still not received.

4.4 Acknowledgement of a received call and preparation for reception of the traffic

On receipt of a DSC call from a coast station or another ship, a DSC acknowledgement is transmitted as follows:

- tune the transmitter to the transmit frequency of the DSC channel on which the call was received,
- select the acknowledgement format on the DSC equipment,
- transmit an acknowledgement indicating whether the ship is able to communicate as proposed in the call (type of communication and working frequency),
- if able to communicate as indicated, tune the transmitter and the radiotelephony receiver to the indicated working channel and prepare to receive the traffic.

4.5 Reception of acknowledgement and further actions

When receiving an acknowledgement indicating that the called station is able to receive the traffic, prepare to transmit the traffic as follows:

- tune the transmitter and receiver to the indicated working channel;
- commence the communication on the working channel by:
 - the 9-digit identity or call sign or other identification of the called station,
 - “this is”,
 - the 9-digit identity or call sign or other identification of own ship.

It will normally rest with the ship to call again a little later in case the acknowledgement from the coast station indicates that the coast station is not able to receive the traffic immediately.

In case the ship, in response to a call to another ship, receives an acknowledgement indicating that the other ship is not able to receive the traffic immediately, it will normally rest with the called ship to transmit a call to the calling ship when ready to receive the traffic.

5 Testing the equipment used for distress and safety

Testing on the exclusive DSC distress and safety calling frequency 2 187.5 kHz should be avoided as far as possible by using other methods.

No test transmission should be made on VHF DSC calling channel 70.

Test calls should be transmitted by the ship station and acknowledged by the called coast station. Normally there would be no further communication between the two stations involved.

A test call to a coast station is transmitted as follows:

- tune the transmitter to the DSC distress and safety calling frequency 2 187.5 kHz,
- key in or select the format for the test call on the DSC equipment in accordance with the DSC equipment manufacturer's instructions,
- key in the 9-digit identity of the coast station to be called,

- transmit the DSC call after checking as far as possible that no calls are in progress on the frequency,
- wait for acknowledgement.

6 Special conditions and procedures for DSC communication on HF

General

The procedures for DSC communication on HF are – with some additions described in § 6.1 to 6.5 below – equal to the corresponding procedures for DSC communications on MF/VHF.

Due regard to the special conditions described in § 6.1 to 6.5 should be given when making DSC communications on HF.

6.1 Distress

6.1.1 Transmission of DSC distress alert

DSC distress alert should be sent to coast stations – e.g. in A3 and A4 sea areas on HF – and on MF and/or VHF to other ships in the vicinity.

The DSC distress alert should as far as possible include the ship's last known position and the time (in UTC) it was valid. If the position and time is not inserted automatically from the ship's navigational equipment, it should be inserted manually.

Ship-to-shore distress alert

Choice of HF band

Propagation characteristics of HF radio waves for the actual season and time of the day should be taken into account when choosing HF bands for transmission of DSC distress alert.

As a general rule the DSC distress channel in the 8 MHz maritime band (8414.5 kHz) may in many cases be an appropriate first choice.

Transmission of the DSC distress alert in more than one HF band will normally increase the probability of successful reception of the alert by coast stations.

DSC distress alert may be sent on a number of HF bands in two different ways:

- a) either by transmitting the DSC distress alert on one HF band, and waiting a few minutes for receiving acknowledgement by a coast station;
 if no acknowledgement is received within 3 min, the process is repeated by transmitting the DSC distress alert on another appropriate HF band etc.;
- b) or by transmitting the DSC distress alert at a number of HF bands with no, or only very short, pauses between the calls, without waiting for acknowledgement between the calls.

It is recommended to follow procedure a) in all cases, where time permits to do so; this will make it easier to choose the appropriate HF band for commencement of the subsequent communication with the coast station on the corresponding distress traffic channel.

Transmitting the DSC alert (see Note 1):

- tune the transmitter to the chosen HF DSC distress channel (4 207.5, 6 312, 8 414.5, 12 577, 16 804.5 kHz) (see Note 2);
- follow the instructions for keying in or selection of relevant information on the DSC equipment keyboard as described in § 1.1;
- transmit the DSC distress alert.

NOTE 1 – Ship-to-ship distress alert should normally be made on MF and/or VHF, using the procedures for transmission of DSC distress alert on MF/VHF described in § 1.1.

NOTE 2 – Some maritime HF transmitters shall be tuned to a frequency 1 700 Hz lower than the DSC frequencies given above in order to transmit the DSC alert on the correct frequency.

In special cases, for example in tropical zones, transmission of DSC distress alert on HF may, in addition to ship-to-shore alerting, also be useful for ship-to-ship alerting.

6.1.2 Preparation for the subsequent distress traffic

After having transmitted the DSC distress alert on appropriate DSC distress channels (HF, MF and/or VHF), prepare for the subsequent distress traffic by tuning the radiocommunication set(s) (HF, MF and/or VHF as appropriate) to the corresponding distress traffic channel(s).

If method b) described in § 6.1.1 has been used for transmission of DSC distress alert on a number of HF bands:

- take into account in which HF band(s) acknowledgement has been successfully received from a coast station;
- if acknowledgements have been received on more than one HF band, commence the transmission of distress traffic on one of these bands, but if no response is received from a coast station then the other bands should be used in turn.

The distress traffic frequencies are:

HF (kHz):

Telephony	4 125	6 215	8 291	12 290	16 420
Telex	4 177.5	6 268	8 376.5	12 520	16 695

MF (kHz):

Telephony	2 182
Telex	2 174.5

VHF: Channel 16 (156.800 MHz).

6.1.3 Distress traffic

The procedures described in § 1.3 are used when the distress traffic on MF/HF is carried out by *radiotelephony*.

The following procedures shall be used in cases where the distress traffic on MF/HF is carried out by *radiotelex*:

- The forward error correcting (FEC) mode shall be used unless specifically requested to do otherwise;
- all messages shall be preceded by:
 - at least one carriage return,
 - line feed,
 - one letter shift,
 - the distress signal MAYDAY;
- The ship in distress should commence the distress telex traffic on the appropriate distress telex traffic channel as follows:
 - carriage return, line feed, letter shift,
 - the distress signal “MAYDAY”,
 - “this is”,
 - the 9-digit identity and call sign or other identification of the ship,
 - the ship’s position if not included in the DSC distress alert,
 - the nature of distress,
 - any other information which might facilitate the rescue.

6.1.4 Actions on reception of a DSC distress alert on HF from another ship

Ships receiving a DSC distress alert on HF from another ship shall *not* acknowledge the alert, but should:

- watch for reception of a DSC distress acknowledgement from a coast station;
- while waiting for reception of a DSC distress acknowledgement from a coast station:

prepare for reception of the subsequent distress communication by tuning the HF radiocommunication set (transmitter and receiver) to the relevant distress traffic channel in the same HF band in which the DSC distress alert was received, observing the following conditions:

- if radiotelephony mode was indicated in the DSC alert, the HF radiocommunication set should be tuned to the radiotelephony distress traffic channel in the HF band concerned;
- if telex mode was indicated in the DSC alert, the HF radiocommunication set should be tuned to the radiotelex distress traffic channel in the HF band concerned. Ships able to do so should additionally watch the corresponding radiotelephony distress channel;
- if the DSC distress alert was received on more than one HF band, the radiocommunication set should be tuned to the relevant distress traffic channel in the HF band considered to be the best one in the actual case. If the DSC distress alert was received successfully on the 8 MHz band, this band may in many cases be an appropriate first choice;
- if no distress traffic is received on the HF channel within 1 to 2 min, tune the HF radiocommunication set to the relevant distress traffic channel in another HF band deemed appropriate in the actual case;
- if no DSC distress acknowledgement is received from a coast station within 3 min, and no distress communication is observed going on between a coast station and the ship in distress:
 - transmit a DSC distress relay alert,
 - inform a Rescue Coordination Centre (RCC) via appropriate radiocommunications means.

6.1.5 Transmission of DSC distress relay alert

In case it is considered appropriate to transmit a DSC distress relay alert:

- considering the actual situation, decide in which frequency bands (MF, VHF, HF) DSC distress relay alert(s) should be transmitted, taking into account ship-to-ship alerting (MF, VHF) and ship-to-shore alerting;
- tune the transmitter(s) to the relevant DSC distress channel, following the procedures described in § 6.1.1 above;
- follow the instructions for keying in or selection of call format and relevant information on the DSC equipment keyboard as described in § 1.4;
- transmit the DSC distress relay alert.

6.1.6 Acknowledgement of a HF DSC distress relay alert received from a coast station

Ships receiving a DSC distress relay alert from a coast station on HF, addressed to all ships within a specified area, should NOT acknowledge the receipt of the relay alert by DSC, but by *radiotelephony* on the telephony distress traffic channel in the same band(s) in which the DSC distress relay alert was received.

6.2 Urgency

Transmission of urgency messages on HF should normally be addressed:

- either to all ships within a specified geographical area,
- or to a specific coast station.

Announcement of the urgency message is carried out by transmission of a DSC call with category urgency on the appropriate DSC distress channel.

The transmission of the urgency message itself on HF is carried out by radiotelephony or radiotelex on the appropriate distress traffic channel in the same band in which the DSC announcement was transmitted.

6.2.1 Transmission of DSC announcement of an urgency message on HF

- choose the HF band considered to be the most appropriate, taking into account propagation characteristics for HF radio waves at the actual season and time of the day; the 8 MHz band may in many cases be an appropriate first choice;
- tune the HF transmitter to the DSC distress channel in the chosen HF band;
- key in or select call format for either geographical area call or individual call on the DSC equipment, as appropriate;
- in case of area call, key in specification of the relevant geographical area;
- follow the instructions for keying in or selection of relevant information on the DSC equipment keyboard as described in § 2.1, including type of communication in which the urgency message will be transmitted (radiotelephony or radiotelex);
- transmit the DSC call; and
- if the DSC call is addressed to a specific coast station, wait for DSC acknowledgement from the coast station. If acknowledgement is not received within a few minutes, repeat the DSC call on another HF frequency deemed appropriate.

6.2.2 Transmission of the urgency message and subsequent action

- tune the HF transmitter to the distress traffic channel (telephony or telex) indicated in the DSC announcement;
- if the urgency message is to be transmitted using *radiotelephony*, follow the procedure described in § 2.1;
- if the urgency message is to be transmitted by *radiotelex*, the following procedure shall be used:
 - use the forward error correcting (FEC) mode unless the message is addressed to a single station whose radiotelex identity number is known;
 - commence the telex message by:
 - at least one carriage return, line feed, one letter shift,
 - the urgency signal “PAN PAN”,
 - “this is”,
 - the 9-digit identity of the ship and the call sign or other identification of the ship,
 - the text of the urgency message.

Announcement and transmission of urgency messages addressed to all HF equipped ships within a specified area may be repeated on a number of HF bands as deemed appropriate in the actual situation.

6.2.3 Reception of an urgency message

Ships receiving a DSC urgency call announcing an urgency message shall NOT acknowledge the receipt of the DSC call, but should tune the radiocommunication receiver to the frequency and communication mode indicated in the DSC call for receiving the message.

6.3 Safety

The procedures for transmission of DSC safety announcement and for transmission of the safety message are the same as for urgency messages, described in § 6.2, *except* that:

- in the DSC announcement, the category SAFETY shall be used,
- in the safety message, the safety signal “SECURITE” shall be used instead of the urgency signal “PAN PAN”.

6.4 Public correspondence on HF

The procedures for DSC communication for public correspondence on HF are the same as for MF.

Propagation characteristics should be taken into account when making DSC communication on HF.

International and national HF DSC channels different from those used for DSC for distress and safety purposes are used for DSC for public correspondence.

Ships calling a HF coast station by DSC for public correspondence should preferably use the coast station's national DSC calling channel.

6.5 Testing the equipment used for distress and safety on HF

The procedure for testing the ship's equipment used for DSC distress, urgency and safety calls on HF by transmitting DSC test calls on HF DSC distress channels is the same as for testing on the MF DSC distress frequency 2 187.5 kHz.

ANNEX 4

Operational procedures for coast stations for DSC communications on MF, HF and VHF

Introduction

Procedures for DSC communications on MF and VHF are described in § 1 to 5 below.

The procedures for DSC communications on HF are in general the same as for MF and VHF. Special conditions to be taken into account when making DSC communications on HF are described in § 6 below.

1 Distress (see Note 1)

1.1 Reception of a DSC distress alert (distress call)

The transmission of a distress alert indicates that a mobile unit (a ship, aircraft or other vehicle) or a person is in distress and requires immediate assistance. The distress alert is a digital selective call using a distress call format (distress call).

Coast stations in receipt of a distress call shall ensure that it is routed as soon as possible to an RCC. The receipt of a distress call is to be acknowledged as soon as possible by the appropriate coast station.

NOTE 1 – These procedures assume that the RCC is sited remotely from the DSC coast station; where this is not the case, appropriate amendments should be made locally.

1.2 Acknowledgement of a DSC distress alert (distress call)

The coast station shall transmit the acknowledgement on the distress calling frequency on which the call was received and should address it to all ships. The acknowledgement shall include the identification of the ship whose distress call is being acknowledged.

The acknowledgement of a DSC distress call is transmitted as follows:

- use a transmitter which is tuned to the frequency on which the distress call was received;
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard (see Note 1):
 - distress call acknowledgement,
 - 9-digit identity of the ship in distress,
 - nature of distress,
 - distress coordinates,
 - the time (in UTC) when the position was valid.

NOTE 1 – Some or all of this information might be included automatically by the equipment;

- transmit the acknowledgement;
- prepare to handle the subsequent distress traffic by setting watch on radiotelephony and, if the “mode of subsequent communication” signal in the received distress call indicates teleprinter, also on NBDP, if the coast station is fitted with NBDP. In both cases, the radiotelephone and NBDP frequencies should be those associated with the frequency on which the distress call was received (on MF 2 182 kHz for radiotelephony and 2 174.5 kHz for NBDP, on VHF 156.8 MHz/channel 16 for radiotelephony; there is no frequency for NBDP on VHF).

1.3 Transmission of a DSC distress relay alert (distress relay call)

Coast stations shall initiate and transmit a distress relay call in any of the following cases:

- when the distress of the mobile unit has been notified to the coast station by other means and a broadcast alert to shipping is required by the RCC; and
- when the person responsible for the coast station considers that further help is necessary (close cooperation with the appropriate RCC is recommended under such conditions).

In the cases mentioned above, the coast station shall transmit a shore-to-ship distress relay call addressed, as appropriate, to all ships, to a selected group of ships, to a geographical area or to a specific ship.

The distress relay call shall contain the identification of the mobile unit in distress, its position and other information which might facilitate rescue.

The distress relay call is transmitted as follows:

- use a transmitter which is tuned to the frequency for DSC distress calls (2 187.5 kHz on MF, 156.525 MHz/channel 70 on VHF);
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard (see Note 1 of § 1.2 of this Annex):
 - distress relay call,
 - the format specifier (all ships, group of ships, geographical area or individual station),
 - if appropriate, the address of the ship, group of ships or geographical area (not required if the format specifier is “all ships”),
 - 9-digit identity of the ship in distress, if known,
 - nature of distress,
 - distress coordinates,
 - the time (in UTC) when the position was valid;
- transmit the distress relay call;
- prepare for the reception of the acknowledgements by ship stations and for handling the subsequent distress traffic by switching over to the distress traffic channel in the same band, i.e. 2 182 kHz on MF, 156.8 MHz/channel 16 on VHF.

1.4 Reception of a distress relay alert (distress relay call)

If the distress relay call is received from a ship station, coast stations on receipt of the distress relay call shall ensure that the call is routed as soon as possible to an RCC. The receipt of the distress relay call is to be acknowledged as soon as possible by the appropriate coast station using a DSC distress relay acknowledgement addressed to the ship station. If the distress relay call is received from a coast station, other coast stations will normally not have to take further action.

2 Urgency

2.1 Transmission of a DSC announcement

The announcement of the urgency message shall be made on one or more of the distress and safety calling frequencies using DSC and the urgency call format.

The DSC urgency call may be addressed to all ships, to a selected group of ships, to a geographical area or to a specific ship. The frequency on which the urgency message will be transmitted after the announcement shall be included in the DSC urgency call.

The DSC urgency call is transmitted as follows:

- use a transmitter which is tuned to the frequency for DSC distress calls (2 187.5 kHz on MF, 156.525 MHz /channel 70 on VHF);
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard (see Note 1 of § 1.2 of this Annex):
 - the format specifier (all ships call, group of ships, geographical area or individual station),
 - if appropriate, the address of the ship, group of ships or geographical area (not required if the format specifier is "all ships"),
 - the category of the call (urgency),
 - the frequency or channel on which the urgency message will be transmitted,
 - the type of communication in which the urgency message will be transmitted (radiotelephony);
- transmit the DSC urgency call.

After the DSC announcement, the urgency message will be transmitted on the frequency indicated in the DSC call.

3 Safety

3.1 Transmission of a DSC announcement

The announcement of the safety message shall be made on one or more of the distress and safety calling frequencies using DSC and the safety call format.

The DSC safety call may be addressed to all ships, to a group of ships, to a geographical area or to a specific ship. The frequency on which the safety message will be transmitted after the announcement shall be included in the DSC safety call.

The DSC safety call is transmitted as follows:

- use a transmitter which is tuned to the frequency for DSC distress calls (2 187.5 kHz on MF, 156.525 MHz/channel 70 on VHF);
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard (see Note 1 of § 1.2 of this Annex):
 - the format specifier (all ships call, group of ships, geographical area or individual station),
 - if appropriate, the address of the ship, group of ships or geographical area (not required if the format specifier is "all ships"),
 - the category of the call (safety),

- the frequency or channel on which the safety message will be transmitted,
- the type of communication in which the safety message will be transmitted (radiotelephony);
- transmit the DSC safety call.

After the DSC announcement, the safety message will be transmitted on the frequency indicated in the DSC call.

4 Public correspondence

4.1 DSC frequencies/channels for public correspondence

4.1.1 VHF

The frequency 156.525 MHz/channel 70 is used for DSC for distress and safety purposes. It may also be used for calling purposes other than distress and safety, e.g. public correspondence.

4.1.2 MF

For public correspondence national and international frequencies are used which are different from the frequencies used for distress and safety purposes.

When calling ship stations by DSC, coast stations should use for the call, in the order of preference:

- a national DSC channel on which the coast station is maintaining watch;
- the international DSC calling channel, with the coast station transmitting on 2 177 kHz and receiving on 2 189.5 kHz. In order to reduce interference on this channel, it may be used as a general rule by coast stations to call ships of another nationality, or in cases where it is not known on which DSC frequencies the ship station is maintaining watch.

4.2 Transmission of a DSC call to a ship

The DSC call is transmitted as follows:

- use a transmitter which is tuned to the appropriate calling frequency;
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard (see Note 1 of § 1.2 of this Annex):
 - the 9-digit identity of the ship to be called,
 - the category of the call (routine or ship's business),
 - the type of subsequent communication (radiotelephony),
 - working frequency information;
- after checking as far as possible that there are no calls in progress, transmit the DSC call.

4.3 Repeating a call

Coast stations may transmit the call twice on the same calling frequency with an interval of at least 45 s between the two calls, provided that they receive no acknowledgement within that interval.

If the station called does not acknowledge the call after the second transmission, the call may be transmitted again on the same frequency after a period of at least 30 min or on another calling frequency after a period of at least 5 min.

4.4 Preparation for exchange of traffic

On receipt of a DSC acknowledgement with the indication that the called ship station can use the proposed working frequency, the coast station transfers to the working frequency or channel and prepares to receive the traffic.

4.5 Acknowledgement of a received DSC call

Acknowledgements shall normally be transmitted on the frequency paired with the frequency of the received call. If the same call is received on several calling channels, the most appropriate channel shall be chosen for transmission of the acknowledgement.

The acknowledgement of a DSC call is transmitted as follows:

- use a transmitter which is tuned to the appropriate frequency;
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard (see Note 1 of § 1.2 of this Annex):
 - the format specifier (individual station),
 - 9-digit identity of the calling ship,
 - the category of the call (routine or ship's business),
 - if able to comply immediately on the working frequency suggested by the ship station, the same frequency information as in the received call,
 - if no working frequency was suggested by the calling ship station, then the acknowledgement should include a channel/frequency proposal,
 - if not able to comply on the working frequency suggested, but able to comply immediately on an alternative frequency, the alternative working frequency,
 - if unable to comply immediately the appropriate information in that regard;
- transmit the acknowledgement (after checking as far as possible that there are no calls in progress on the frequency selected) after a delay of at least 5 s, but not later than 4½ min.

4.6 Preparation for exchange of traffic

After having transmitted the acknowledgement, the coast station transfers to the working frequency or channel and prepares to receive the traffic.

5 Testing the equipment used for distress and safety calls

Testing on the exclusive DSC distress and safety calling frequencies should be avoided as far as possible by using other methods. There should be no test transmissions on the DSC calling frequency 156.525 MHz/channel 70. However, when testing on the exclusive DSC distress and safety calling frequency 2 187.5 kHz is unavoidable, it should be indicated that these are test transmissions (e.g. special test calls).

Test calls should be transmitted by the ship station and acknowledged by the called coast station. Normally there would be no further communications between the two stations involved.

Acknowledgement of a DSC test call

The acknowledgement of a DSC test call is transmitted as follows:

- use a transmitter which is tuned to 2 187.5 kHz;
- in accordance with the DSC equipment manufacturer's instructions, key in or select on the DSC equipment keyboard:
 - test call acknowledgement,
 - 9-digit identity of the calling ship station;
- transmit the acknowledgement.

6 Special conditions and procedures for DSC communication on HF

General

The procedures for DSC communication on HF are – with some additions described in § 6.1 to 6.4 below – equal to the corresponding procedures for DSC communications on MF/VHF.

Due regard to the special conditions described in § 6.1 to 6.4 should be given when making DSC communications on HF.

6.1 Distress

6.1.1 Reception and acknowledgement of a DSC distress alert on HF

Ships in distress may in some cases transmit the DSC distress alert on a number of HF bands with only short intervals between the individual calls.

The coast station shall transmit DSC acknowledgement on all HF DSC distress channels on which the DSC alert was received in order to ensure as far as possible that the acknowledgement is received by the ship in distress and by all ships which received the DSC alert.

6.1.2 Distress traffic

The distress traffic should, as a general rule, be initiated on the appropriate distress traffic channel (radiotelephony or NBDP) in the same band in which the DSC alert was received.

For distress traffic by NBDP the following rules apply:

- all messages shall be preceded by at least one carriage return, line feed, one letter shift and the distress signal MAYDAY;
- FEC broadcast mode should normally be used.

ARQ mode should be used only when considered advantageous to do so in the actual situation and provided that the radiotelex number of the ship is known.

6.1.3 Transmission of DSC distress relay alert on HF

HF propagation characteristics should be taken into account when choosing HF band(s) for transmission of DSC distress relay alert.

IMO Convention ships equipped with HF DSC for distress and safety purposes are required to keep continuous automatic DSC watch on the DSC distress channel in the 8 MHz band and on at least one of the other HF DSC distress channels.

In order to avoid creating on board ships uncertainty regarding on which band the subsequent establishment of contact and distress traffic should be initiated, the HF DSC distress relay alert should be transmitted on one HF band at a time and the subsequent communication with responding ships be established before eventually repeating the DSC distress relay alert on another HF band.

6.2 Urgency

6.2.1 Transmission of urgency announcement and message on HF

For urgency messages by NBDP the following apply:

- the urgency message shall be preceded by at least one carriage return, line feed, one letter shift, the urgency signal PAN PAN and the identification of the coast station;
- FEC broadcast mode should normally be used.

ARQ mode should be used only when considered advantageous to do so in the actual situation and provided that the radiotelex number of the ship is known.

6.3 Safety

6.3.1 Transmission of safety announcements and messages on HF

For safety messages by NBDP the following apply:

- the safety message shall be preceded by at least one carriage return, line feed, one letter shift, the safety signal SECURITE and the identification of the coast station;
- FEC broadcast mode should normally be used.

ARQ mode should be used only when considered advantageous to do so in the actual situation and provided that the radiotelex number of the ship is known.

6.4 Testing the equipment used for distress and safety

The procedures for ships testing their equipment used for DSC distress, urgency and safety calls on HF DSC distress channels and the acknowledgement of the test call by the coast station are the same as for testing on the MF DSC distress frequency 2 187.5 kHz.

ANNEX 5

Frequencies used for DSC

1 The frequencies used for distress and safety purposes using DSC are as follows (see also RR Article 38 (Appendix S13, Part A2)):

2 187.5	kHz
4 207.5	kHz
6 312	kHz
8 414.5	kHz
12 577	kHz
16 804.5	kHz
156.525	MHz (Note 1)

NOTE 1 – The frequency 156.525 MHz may also be used for DSC purposes other than distress and safety.

2 The frequencies assignable on an international basis to ship and coast stations for DSC, for purposes other than distress and safety, are as follows:

2.1 Ship stations (see Note 1)

458.5			kHz
2 177 (Note 2)	2 189.5		kHz
4 208	4 208.5	4 209	kHz
6 312.5	6 313	6 313.5	kHz
8 415	8 415.5	8 416	kHz
12 577.5	12 578	12 578.5	kHz
16 805	16 805.5	16 806	kHz
18 898.5	18 899	18 899.5	kHz
22 374.5	22 375	22 375.5	kHz
25 208.5	25 209	25 209.5	kHz
		156.525	MHz (Note 3)

2.2 Coast stations (see Note 1)

455.5			kHz
2 177			kHz
4 219.5	4 220	4 220.5	kHz
6 331	6 331.5	6 332	kHz
8 436.5	8 437	8 437.5	kHz
12 657	12 657.5	12 658	kHz
16 903	16 903.5	16 904	kHz
19 703.5	19 704	19 704.5	kHz
22 444	22 444.5	22 445	kHz
26 121	26 121.5	26 122	kHz
		156.525	MHz (Note 3)

NOTE 1 – The following (kHz) paired frequencies (for ship/coast stations) 4 208/4 219.5, 6 312.5/6 331, 8 415/8 436.5, 12 577.5/12 657, 16 805/16 903, 18 898.5/19 703.5, 22 374.5/22 444 and 25 208.5/26 121 are the first choice international frequencies for DSC.

NOTE 2 – The frequency 2 177 kHz is available to ship stations for intership calling only.

NOTE 3 – The frequency 156.525 MHz is also used for distress and safety purposes (see Note 1 of § 1 of this Annex).

3 In addition to the frequencies listed in § 2 above, appropriate working frequencies in the following bands may be used for DSC:

415-526.5	kHz	(Regions 1 and 3)
415-525	kHz	(Region 2)
1 606.5-4 000	kHz	(Regions 1 and 3)
1 605-4 000	kHz	(Region 2) (For the band 1 605-1 625 kHz, see RR No. 480 (S5.89))
4 000-27 500	kHz	
156-174	kHz	

RECOMMENDATION ITU-R M.625-3*

DIRECT-PRINTING TELEGRAPH EQUIPMENT EMPLOYING AUTOMATIC IDENTIFICATION IN THE MARITIME MOBILE SERVICE**

(Question ITU-R 5/8)

(1986-1990-1992-1995)

Summary

The Recommendation provides in Annex 1 characteristics of direct-printing telegraph equipment employing a 7-unit ARQ method for selective communication, a 7-unit FEC method for broadcast mode and automatic identification to be used for newly developed equipment to provide compatibility with existing equipment conforming to Recommendation ITU-R M.476.

The ITU Radiocommunication Assembly,

considering

- a) that there is a requirement to interconnect ship stations or ship stations and coast stations, equipped with start-stop apparatus employing the ITU-T International Telegraph Alphabet No. 2, by means of radiotelegraph circuits;
- b) that direct-printing telegraph equipment in the maritime mobile service is used for:
 - telex and/or telegraph service between a ship station and a subscriber of the (international) telex network;
 - telegraph service between a ship station and a coast station or between two ship stations;
 - telegraph service between a ship station and an extended station (ship owner) via a coast station;
 - telegraph service in a broadcast mode from a coast station, or a ship station, to one or more ship stations;
- c) that the broadcast mode cannot take advantage of an ARQ method, as a return path is not used;
- d) that for the broadcast mode a forward error-correcting (FEC) method should be used;
- e) that the period for synchronization and phasing should be as short as possible;
- f) that most of the ship stations do not readily permit the simultaneous use of radio transmitter and receiver;
- g) that a direct-printing telegraph system employing error-detecting and error-correcting methods in accordance with Recommendation ITU-R M.476, is in actual operation;
- h) that the increased use of direct-printing telegraph equipment has emphasized the importance of an unambiguous identification of both stations when a circuit is established or re-established;
- j) that unambiguous identification could be accomplished by the exchange of self-identification signals between the ARQ equipments at the 7-unit level;
- k) that Appendix 43 of the Radio Regulations (RR), Recommendation ITU-R M.585 and ITU-T Recommendations E.210 and F.120 provide for a comprehensive system of assigning maritime mobile service identities;

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the Telecommunication Standardization Bureau of the ITU.

** Newly developed equipment should conform to the present Recommendation which provides for compatibility with existing equipment built in accordance with Recommendation ITU-R M.476.

l) that, in the interest of having a unique identity assigned to each ship station for distress and safety and other telecommunication purposes, the address capability should allow the use of maritime mobile service identities in accordance with the provisions of Appendix 43 of the RR;

m) that equipment built in accordance with Recommendation ITU-R M.476 cannot provide for the use of maritime mobile service identities mentioned in § k);

n) that there is a need to provide for compatibility to the extent possible with equipments built in accordance with Recommendation ITU-R M.476; however, unambiguous identification of both stations cannot be achieved when circuits are established with equipments built in accordance with Recommendation ITU-R M.476,

recommends

1 that for direct-printing telegraph circuits in the maritime mobile service, a 7-unit ARQ method should be employed;

2 that for the direct-printing telegraph service in the broadcast mode, a 7-unit forward acting error-correcting method, using time diversity, should be employed;

3 that equipment designed in accordance with § 1 and 2 should employ automatic identification and have the characteristics given in Annex 1.

ANNEX 1

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1 General (mode A (ARQ) and mode B (FEC))

1.1 The system in both Mode A (ARQ) and Mode B (FEC) is a single-channel synchronous system using the 7-unit constant ratio error-detecting code as listed in § 2.2 and 2.3.

1.2 FSK modulation is used on the radio link at 100 Bd. The equipment clock controlling the modulation rate should have an accuracy of 30 parts in 10^6 or better.

1.3 The class of emission is F1B or J2B with a frequency shift on the radio link of 170 Hz. When frequency shift is effected by applying audio signals to the input of a single-sideband transmitter, the centre frequency of the audio spectrum applied to the transmitter should be 1 700 Hz.

1.4 The radio-frequency tolerance of the transmitter and the receiver should be in accordance with Recommendation ITU-R SM.1137. It is desirable that the receiver employs the minimum practicable bandwidth (see also Report ITU-R M.585).

NOTE 1 – The receiver 6 dB bandwidth should preferably be between 270 and 340 Hz.

1.5 For direct connection to the international telex network, the line input and output signals should be in accordance with the 5-unit start-stop International Telegraph Alphabet No. 2, at a modulation rate of 50 Bd.

1.6 Equipment designed in accordance with this Recommendation is likely to contain high speed digital circuitry. Special care should be taken to avoid interference to other equipment and to minimize susceptibility to interference from other equipment or electrical lines on board ship (see also Recommendation ITU-R M.218).

1.7 When operating in mode A (ARQ), the called station employs a constant time interval between the end of the received signal and the start of the transmitted signal (t_E in Fig. 1). In the case of long propagation distances it is essential to have this t_E as short as practicable. However, in the case of short distances it may be desirable to introduce a longer time interval, e.g. 20-40 ms, to accommodate receiver desensitization at the calling station. This time interval can be introduced at the called station either in the ARQ equipment or in the radio equipment.

2 Conversion tables

2.1 General

Several kinds of “signals” are used in the system, such as:

- traffic information signals,
- service information signals (control signals, idle signals, signal repetition),
- identification signals,
- check-sum signals.

2.2 Traffic information signals

These signals are used during communication to convey the message information which is passed from an information sending station to one or more information receiving stations. Table 1 lists the traffic information signals which may be used.

2.3 Service information signals

These signals are used to control the procedures taking place over the radio circuit and do not form part of the transmitted messages. Service information signals are not normally printed or displayed. Table 2 lists the service information signals which may be used.

TABLE 1

Combination No.	Traffic information signals		International Telegraph Alphabet No. 2 Code ⁽¹⁾	Transmitted 7-unit signal ⁽²⁾
	Letter-case	Figure case	Bit position ⁽³⁾ 1 2 3 4 5	Bit position ⁽³⁾ 1 2 3 4 5 6 7
1	A	—	ZZAAA	BBBYYYB
2	B	?	ZAAZZ	YBYYBBB
3	C	:	AZZZA	BYBBYY
4	D	☒ ⁽⁴⁾	ZAAZA	BBYYBYB
5	E	3	ZAAAA	YBBYBYB
6	F	(5)	ZAZZA	BBYBBYY
7	G	(5)	AZAZZ	BYBYBBY
8	H	(5)	AAZAZ	BYYBYBB
9	I	8	AZZAA	BYBBYYB
10	J	⦿ (Audible signal)	ZZAZA	BBBYBYY
11	K	(ZZZZA	YBBBBYY
12	L)	AZAAZ	BYBYBBB
13	M	.	AAZZZ	BYYBBBY
14	N	,	AAZZA	BYYBBYB
15	O	9	AAAZZ	BYYYBBB
16	P	0	AZZAZ	BYBBYBY
17	Q	1	ZZAZZ	YBBYBYB
18	R	4	AZAZA	BYBYBYB
19	S	,	ZAZAA	BBYBYYB
20	T	5	AAAAZ	YYBYBBB
21	U	7	ZZZAA	YBBYYBB
22	V	=	AZZZZ	YYBBBBY
23	W	2	ZZAAZ	BBBYBYB
24	X	/	ZAZZZ	YBYBBBY
25	Y	6	ZAZAZ	BBYBYBY
26	Z	+	ZAAAZ	BBYYYBB
27	←	(Carriage return)	AAAZA	YYYBBBB
28	≡	(Line feed)	AZAAA	YYBBYBB
29	↓	(Letter shift)	ZZZZZ	YBYBBYB
30	↑	(Figure shift)	ZZAZZ	YBBYBBY
31	△	(Space)	AAZAA	YYBBBYB
32	□	No information	AAAAA	YBYBYBB

- (1) A represents start polarity, Z represents stop polarity (see also Recommendation ITU-R M.490).
- (2) B represents the higher emitted frequency and Y the lower (see also Recommendation ITU-R M.490).
- (3) The bit in bit position 1 is transmitted first; B = 0, Y = 1.
- (4) The pictorial representation shown is a schematic of ⚡ which may also be used when equipment allows (ITU-T Recommendation F.1, § C9).
- (5) At present unassigned (see ITU-T Recommendation F.1, § C8). Reception of these signals, however, should not initiate a request for repetition.

TABLE 2

Mode A (ARQ)	Transmitted signal	Mode B (FEC)
Control signal 1 (CS1)	BYBYBB	Idle signal β Phasing signal 1, Idle signal α Phasing signal 2
Control signal 2 (CS2)	YBYBYBB	
Control signal 3 (CS3)	BYYBBYB	
Control signal 4 (CS4)	BYBYBBY	
Control signal 5 (CS5)	BYYBYBB	
Idle signal β	BBYYBBY	
Idle signal α	BBBBYYY	
Signal repetition (RQ)	YBBYYBB	

2.4 Identification and check-sum numbers and signals

Identification and check-sum numbers and signals are used in the automatic identification procedure in order to provide a means by which, during the establishment or re-establishment of a radio circuit, the stations concerned are clearly and unambiguously identified to each other. The relationship between the transmitted identification signals and their equivalent numbers is shown in Table 3a; Table 3b indicates the conversion from check-sum numbers to the transmitted check-sum signals.

TABLE 3a

Identification signal (IS)	Equivalent number (N)
A	19
B	11
C	6
D	18
E	13
F	8
I	15
K	3
M	4
O	14
P	5
Q	2
R	16
S	9
T	10
U	12
V	0
X	1
Y	7
Z	17

TABLE 3b

Check-sum number (CN)	Check-sum signal (CK)
0	V
1	X
2	Q
3	K
4	M
5	P
6	C
7	Y
8	F
9	S
10	T
11	B
12	U
13	E
14	O
15	I
16	R
17	Z
18	D
19	A

2.5 Check-sum signal derivation

These identification signals IS1, IS2, IS3, IS4, IS5, IS6 and IS7 are converted into their equivalent numbers N1, N2, N3, N4, N5, N6 and N7 respectively, in accordance with Table 3a. The three numbers N1, N2 and N3 are added and the sum is translated into one check-sum number CN1 using modulo 20-addition. This process is repeated for the numbers N3, N4 and N5 resulting in a check-sum number CN2 and for the numbers N5, N6 and N7 resulting in a check-sum number CN3, as follows:

$$N1 \oplus N2 \oplus N3 = CN1$$

$$N3 \oplus N4 \oplus N5 = CN2$$

$$N5 \oplus N6 \oplus N7 = CN3$$

where \oplus denotes modulo 20-addition.

The last conversion is from check-sum numbers CN1, CN2 and CN3 into “check-sum signal 1”, “check-sum signal 2” and “check-sum signal 3” respectively, in accordance with Table 3b.

Example:

The seven identification signals of station 364775427 are: P E A R D B Y (see Recommendation ITU-R M.491).

The check-sum derivation will be as follows:

P E A R D B Y \rightarrow 5 13 19 16 18 11 7

$$5 \oplus 13 \oplus 19 = 17 \text{ (37-20)}$$

$$19 \oplus 16 \oplus 18 = 13 \text{ (53-20-20)}$$

$$18 \oplus 11 \oplus 7 = 16 \text{ (36-20)}$$

17 13 16 \rightarrow Z E R

where \oplus denotes modulo 20-addition.

Result:

CK1 becomes “Z” (combination No. 26, see Table 1)

CK2 becomes “E” (combination No. 5, see Table 1)

CK3 becomes “R” (combination No. 18, see Table 1)

3 Characteristics, mode A (ARQ)

3.1 General

The system operates in a synchronous mode transmitting blocks of three signals from an information sending station (ISS) towards an information receiving station (IRS). A control signal is transmitted from the IRS to the ISS after reception of each block indicating correct reception or requesting retransmission of the block. These stations can interchange their functions.

3.2 Master and slave arrangements

3.2.1 The station that initiates the establishment of the radio circuit (the calling station) becomes the “master” station, and the station being called will be the “slave” station. This situation remains unchanged during the entire time that the established radio circuit is maintained, regardless of which station, at any given time, is the information sending station (ISS) or the information receiving station (IRS).

3.2.2 The clock in the master station controls the timing of the entire circuit (see circuit timing diagram, Fig. 1). This clock should have an accuracy of 30 parts in 10^6 or better.

3.2.3 The basic timing cycle is 450 ms and consists for each station of a transmission period followed by a transmission pause during which reception is effected.

3.2.4 The master station transmit timing is controlled by the clock in the master station.

3.2.5 The clock controlling the timing of the slave station is phase-locked to the signal received from the master station, i.e. the time interval between the end of the received signal and the start of the transmitted signal (t_E in Fig. 1) is constant (see also § 1.7).

3.2.6 The master station receive timing is phase-locked to the signal received from the slave station.

3.3 The information sending station (ISS)

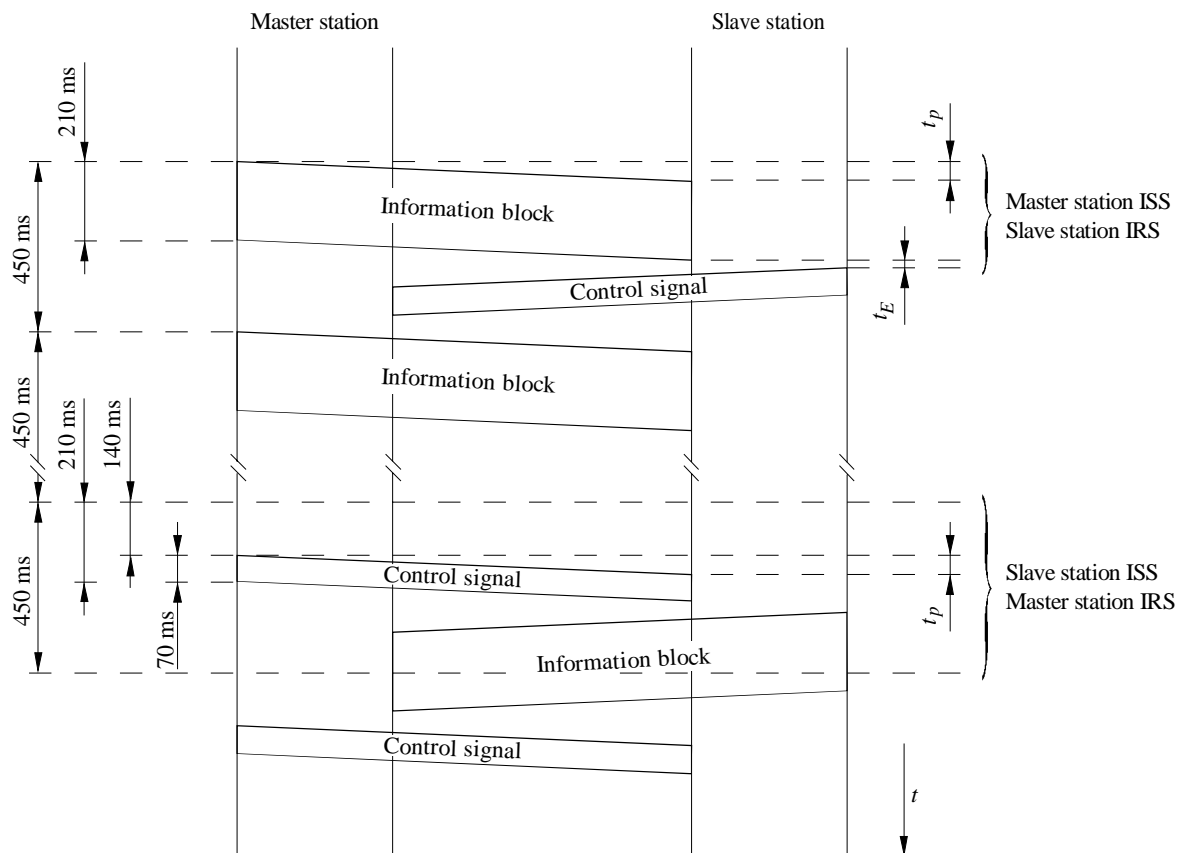
3.3.1 The ISS groups the information to be transmitted into blocks of three signals (3×7 signal elements).

3.3.2 The ISS sends a block in 210 ms (3×70 ms) after which a transmission pause of 240 ms becomes effective.

3.4 The information receiving station (IRS)

3.4.1 After the reception of each block the IRS sends one signal of 70 ms duration (7-signal elements), after which a transmission pause of 380 ms becomes effective.

FIGURE 1
Basic timing diagram



t_p : (one-way) propagation time
 t_E : equipment delay (see also § 1.7)

D01

3.5 Phasing procedure

3.5.1 When no circuit is established, both stations are in the “stand-by” condition. In this condition neither of the stations is designated master, slave, ISS or IRS.

3.5.2 The “call signal” contains either four or seven identification signals as applicable. The identification signals are listed in Table 3a. The composition of these “call signals” should be in accordance with Recommendation ITU-R M.491.

3.5.2.1 The equipment should be capable of operating with both 4-signal and 7-signal identity procedures and automatically employing the appropriate procedure for either, as indicated by the composition of the “call signal” received from a calling station or by the number of digits (4, 5 or 9) supplied to the equipment of a calling station to identify the station to be called.

3.5.3 The “call signal” (Note 1) contains:

- in “call block 1”: in the first, second and third character places respectively: the first identification signal, the service information signal “signal repetition” and the second identification signal of the called station;
- in “call block 2”: in the first, second and third character places respectively, either:
 - in the case of a 4-signal call identity: the third and the fourth identification signals of the called station and “signal repetition”; or
 - in the case of a 7-signal call identity: “signal repetition”, and the third and fourth identification signals of the called station;

- in the case of a 7-signal call identity in “call block 3”: the last three identification signals of the called station.

NOTE 1 – A station using a two block call signal shall be assigned a number in accordance with RR Nos. 2088, 2134 and 2143 to 2146.

A station capable of using a three block call signal, shall employ the maritime identification digits required in accordance with RR Appendix 43 when communicating with stations also capable of using a three block call signal.

3.5.4 The station required to establish the circuit becomes the master station and sends the “call signal” until it receives an appropriate control signal; however, if the circuit has not been established within 128 cycles (128×450 ms), the station changes into the “stand-by” condition and waits for a time of at least 128 cycles before sending the same “call signal” again.

3.5.5 The called station becomes the slave station and changes from the “stand-by” to the IRS condition:

- in the case of a 4-signal call identity following the consecutive reception of “call block 1” and “call block 2”, after which it sends “control signal 1” until the first information block has been received;
- in the case of a 7-signal call identity following the reception of the three call blocks in succession after which it sends “control signal 4” until “identification block 1” has been received.

3.5.6 On receipt of two consecutive identical signals “control signal 1” or “control signal 2” the calling station changes to the ISS condition and proceeds directly with the transmission of traffic information (see § 3.7) without automatic identification.

NOTE 1 – Equipment built in accordance with Recommendation ITU-R M.476 sends “control signal 1” or “control signal 2” on receipt of the appropriate “call signal”.

3.5.7 On receipt of “control signal 3” during the phasing procedure, the calling station immediately changes to the “stand-by” condition, and waits 128 cycles before sending the same “call signal” again.

NOTE 1 – Equipment built in accordance with Recommendation ITU-R M.476 may send “control signal 3” on receipt of the appropriate “call signal”, if the called station is rephasing and was in the ISS condition at the moment of interruption.

3.5.8 On receipt of “control signal 5” during the phasing procedure, the calling station starts the “end-of-communication” procedure in accordance with § 3.7.14, and waits at least 128 cycles before sending the same “call signal” again. During this waiting time the station is in the “stand-by” condition.

3.6 Automatic identification

Only applicable in the case of a 7-signal call identity.

3.6.1 On receipt of “control signal 4” the calling station changes to the ISS condition and starts the identification procedure. During the identification cycle, information is exchanged about the identities of both stations; the ISS transmits its identification blocks and the IRS returns the check-sum signals derived from its identity in accordance with § 2.5. On receipt of each check-sum signal, the calling station compares this signal with the appropriate check-sum signal locally derived from the identification signals transmitted in the call blocks. If they are identical, the calling station continues with the following procedure, otherwise the procedure of § 3.6.12 is followed.

3.6.2 The ISS sends “identification block 1” containing its own first identification signal, “idle signal α ” and its second identification signal in the first, second and third character places respectively.

3.6.3 On receipt of “identification block 1” the called station sends “check-sum signal 1”, derived from its identity.

3.6.4 On receipt of “check-sum signal 1” the calling station sends “identification block 2” containing the first, second and third character places respectively, “idle signal α ”, its third identification signal and its fourth identification signal.

3.6.5 On receipt of “identification block 2” the called station sends “check-sum signal 2”, derived from its identity.

3.6.6 On receipt of “check-sum signal 2” the calling station sends “identification block 3” containing its fifth, sixth and seventh identification signals in the first, second and third character places respectively.

3.6.7 On receipt of “identification block 3” the called station sends “check-sum signal 3”, derived from its identity.

3.6.8 On receipt of the last check-sum signal the calling station sends the “end-of-identification block” containing three “signal repetition” signals.

3.6.9 On receipt of the “end-of-identification block” the called station sends, either:

- “control signal 1”, thus starting the traffic flow in accordance with § 3.7; or
- “control signal 3”, if the called station is required to start the traffic flow in the ISS condition (in accordance with § 3.7.11).

3.6.10 On receipt of “control signal 1” the calling station ends the identification cycle and starts the traffic flow by transmitting “information block 1” in accordance with § 3.7.

3.6.11 On receipt of “control signal 3” the calling station ends the identification cycle and starts the traffic flow with the change-over procedure in accordance with § 3.7.11.

3.6.12 If any received check-sum signal is not identical to the locally derived check-sum signal, the calling station retransmits the previous identification block. On receipt of this identification block, the called station sends the appropriate check-sum signal once more.

On receipt of this check-sum signal the calling station compares again. If they are still not identical, and the received check-sum signal is the same as the previous one, the calling station initiates the “end of communication” procedure in accordance with § 3.7.14; otherwise the calling station transmits the previous identification block again. Any identification block should not be retransmitted more than four times due to reception of wrong check-sum signals, after which, if the required check-sum signal is still not received, the calling station reverts to the “stand-by” condition.

3.6.13 If, due to mutilated reception, the calling station does not receive:

- “control signal 4”, it continues transmitting the “call signal”;
- “check-sum signal 1”, it retransmits “identification block 1”;
- “check-sum signal 2”, it retransmits “identification block 2”;
- “check-sum signal 3”, it retransmits “identification block 3”;
- “control signal 1” or “control signal 3”, it retransmits the “end-of-identification block”,

taking into account the time limit mentioned in § 3.6.18.

3.6.14 If, due to mutilated reception, the called station does not receive a block during the identification cycle, it transmits a “signal repetition”, taking into account the time limit mentioned in § 3.6.18.

3.6.15 If during the identification cycle the calling station receives a “signal repetition”, it retransmits the previous block.

3.6.16 If, due to retransmission of an identification block by the calling station, the identification signals as received by the called station are not identical, the called station sends “signal repetition” until two identical consecutive identification blocks are received after which the corresponding check-sum signal is transmitted, taking into account the time limit mentioned in § 3.6.18.

3.6.17 If during the identification cycle the called station receives the “end-of-communication block” (containing three “idle signals α ”), it sends a “control signal 1” and reverts to the “stand-by” condition.

3.6.18 When reception of signals during the identification cycle is continuously mutilated, both stations revert to the “stand-by” condition after 32 cycles of continuous repetition.

3.6.19 Each station should retain the identity of the other station for the duration of the connection (see § 3.7.1) and this information should be accessible locally, e.g. by means of a display or on a separate output circuit for external use. However, this identity information should not appear on the output line to the network.

3.7 Traffic flow

3.7.1 At all times after the start of the traffic flow and until the station reverts to the “stand-by” condition, the station should retain the following information:

- whether it is in the master or slave condition;
- the identity of the other station (when applicable);
- whether it is in the ISS or IRS condition;
- whether the traffic flow is in the letter case or figure case condition.

3.7.2 The ISS transmits the traffic information in blocks, each block consisting of three signals. If necessary, “idle signals β ” are used to complete or to fill information blocks when no traffic information is available.

3.7.3 The ISS retains the transmitted information block in memory until the appropriate control signal confirming correct reception by the IRS has been received.

3.7.4 For internal use, the IRS numbers the received information blocks alternately “information block 1” and “information block 2” dependent on the first transmitted control signal. The numbering is interrupted at the reception of, either:

- an information block in which one or more signals are mutilated; or
- an information block containing at least one “signal repetition”.

3.7.5 The IRS sends “control signal 1” at the reception of, either:

- an unmutated “information block 2”; or
- a mutilated “information block 1”; or
- an “information block 1” containing at least one “signal repetition”.

3.7.6 The IRS sends “control signal 2” at the reception of, either:

- an unmutated “information block 1”; or
- a mutilated “information block 2”; or
- an “information block 2” containing at least one “signal repetition”.

3.7.7 For internal use, the ISS numbers successive information blocks alternately “information block 1” and “information block 2”. The first block should be numbered “information block 1” or “information block 2” dependent on whether the received control signal is a “control signal 1” or a “control signal 2”. The numbering is interrupted at the reception of, either:

- a request for repetition; or
- a mutilated control signal; or
- a “control signal 3”.

3.7.8 On receipt of “control signal 1” the ISS sends “information block 1”.

3.7.9 On receipt of “control signal 2” the ISS sends “information block 2”.

3.7.10 On receipt of a mutilated control signal the ISS sends a block containing three “signal repetitions”.

3.7.11 Change-over procedure

3.7.11.1 If the ISS is required to initiate a change in the direction of the traffic flow, the station sends the signal sequence (“ \uparrow ” combination No. 30), “+” (combination No. 26), “?” (combination No. 2) followed, if necessary, by one or more “idle signals β ” to complete the information block.

3.7.11.2 On receipt of the signal sequence (“+”, “?” (combination No. 26 and combination No. 2)) with the traffic flow in the figure case condition, the IRS sends “control signal 3” until an information block containing the signals “idle signal β ”, “idle signal α ”, “idle signal β ” has been received.

NOTE 1 – The presence of “idle signals β ” between the signals “+” and “?” should not inhibit the response of the IRS.

3.7.11.3 If the IRS is required to initiate a change in the direction of the traffic flow, it sends “control signal 3”.

3.7.11.4 On receipt of “control signal 3” the ISS sends an information block containing “idle signal β ”, “idle signal α ” and “idle signal β ” in the first, second and third character places respectively.

3.7.11.5 On receipt of the information block containing the service information signals “idle signal β ”, “idle signal α ” and “idle signal β ”, the IRS changes to ISS and sends, either:

- an information block containing three “signal repetitions”, if it is the slave station; or
- one “signal repetition”, if it is the master station,

until either “control signal 1” or “control signal 2” is received, taking into account the time limit mentioned in § 3.7.12.1.

3.7.11.6 The ISS changes to IRS after the reception of, either:

- an information block containing three “signal repetitions” if it is the master station; or
- one “signal repetition” if it is the slave station,

and sends either “control signal 1” or “control signal 2” depending on whether the preceding control signal was “control signal 2” or “control signal 1”, respectively, after which the traffic flow starts in the appropriate direction.

3.7.12 Time-out procedure

3.7.12.1 When reception of information blocks or of control signals is continuously mutilated, both stations revert to the “rephase” condition after 32 cycles of continuous repetition, in accordance with § 3.8.

3.7.13. Answer-back procedure

3.7.13.1 If the ISS is required to request terminal identification, the station sends the signals “↑” (combination No. 30) and “☒” (combination No. 4) followed, if necessary, by one or more “idle signals β ” to complete the information block.

3.7.13.2 On receipt of an information block containing the traffic information signal “☒” (combination No. 4) with the traffic flow in the figure case condition, the IRS:

- changes the direction of the traffic flow in accordance with § 3.7.11;
- transmits the traffic information signals derived from the teleprinter answer-back code generator;
- transmits, after completion of the answer-back code, or in the absence of an answer-back code, two information blocks of three “idle signals β ”;
- changes the direction of the traffic flow in accordance with § 3.7.11, and reverts to IRS.

3.7.14 End-of-communication procedure

3.7.14.1 If the ISS is required to terminate the established circuit, it sends the “end-of-communication block” containing three “idle signals α ”, until the appropriate “control signal 1” or “control signal 2” has been received; however, the number of transmissions of the “end-of-communication block” is limited to four, after which the ISS reverts to the “stand-by” condition.

3.7.14.2 On receipt of the “end-of-communication block” the IRS sends the appropriate control signal indicating correct reception of this block, and reverts to the “stand-by” condition.

3.7.14.3 On receipt of the control signal that confirms the unmutated reception of the “end-of-communication block”, the ISS reverts to the “stand-by” condition.

3.7.14.4 If the IRS is required to terminate the established circuit, it has first to change over to the ISS condition, in accordance with § 3.7.11, before the termination can take place.

3.8 Rephasing procedure

3.8.1 If during the traffic flow, reception of information blocks or control signals is continuously mutilated, both stations change to the “rephase” condition after 32 cycles of continuous repetition. Rephasing is the automatic re-establishment of the previous circuit immediately following interruption of that circuit as a result of continuous repetition (see § 3.7.12).

NOTE 1 – Some coast stations do not provide for rephasing. Therefore, it should be possible to disable the rephasing procedure.

3.8.2 After changing to the “rephase” condition the master station immediately initiates the rephasing procedure. This procedure is the same as the phasing procedure; however, in the case of a 7-signal call identity, instead of “control signal 4” the rephasing slave station will transmit “control signal 5” after the reception of the appropriate “call signal” transmitted by the rephasing master station.

3.8.3 When “control signal 5” is received by the master station, automatic identification takes place along the same lines as laid down in § 3.6. However, on receipt of the “end-of-identification block”, containing three “signal repetitions”:

3.8.3.1 If, at the time of interruption, the slave station was in the IRS condition, it sends either:

- “control signal 1” if the last correctly received block before the interruption occurred as an “information block 2”;
or
- “control signal 2” if the last correctly received block before the interruption occurred was an “information block 1”.

3.8.3.2 If, at the time of interruption, the slave station was in the ISS condition, it sends “control signal 3”, to initiate change-over to the IRS condition. When the change-over is completed, i.e. after correct reception of the block containing three “signal repetitions” by the master station, the master station sends either:

- “control signal 1” if the last correctly received block before the interruption occurred was an “information block 2”;
or
- “control signal 2” if the last correctly received block before the interruption occurred was an “information block 1”.

3.8.4 On receipt of “control signal 4”, during the rephasing procedure the master station sends one “end-of-communication block” containing three “idle signals α ” after which it continues with the rephasing attempt.

3.8.5 On receipt of each identification block, the slave station compares the received identification signals with the previously stored identity of the master station and:

- if the signals are identical, the slave station continues with the procedure by sending the appropriate check-sum signal;
- if the signals are not identical, the slave station initiates the “end-of-communication” procedure in accordance with § 3.7.14 and remains in the “rephase” condition.

3.8.6 On receipt of a block containing three “idle signals α ”, the slave station sends one “control signal 1” and remains in the “rephase” condition.

3.8.7 In the case of a 4-signal call identity, the rephasing master station:

- upon receipt of two consecutive signals “control signal 1” or “control signal 2” resumes directly with the transmission of traffic information if the slave station was in the IRS condition, or initiates the change-over procedure in accordance with § 3.7.11.1 if the slave station was in the ISS condition;
- upon receipt of two consecutive signals “control signal 3” proceeds directly with the change-over procedure in accordance with § 3.7.11.4 if the slave station was in the ISS condition.

3.8.8 In the case of a 4-signal call identity, the slave station on receipt of the appropriate “call signal” sends:

- if, at the time of interruption, the slave station was in the IRS condition, either:
 - “control signal 1” if it had correctly received “information block 2” before the interruption occurred; or
 - “control signal 2” if it had correctly received “information block 1” before the interruption occurred;
- if, at the time of interruption, the slave station was in the ISS condition, “control signal 3” to initiate change-over to the ISS condition.

3.8.9 If rephasing has not been accomplished within the time-out interval of 32 cycles, both stations revert to the “stand-by” condition and no further rephasing attempts are made.

3.9 Summary of service blocks and service information signals

3.9.1 Service blocks

$X_1 - RQ - X_2$: “Call block 1” containing the 1st and 2nd identification signals.

$X_3 - X_4 - RQ$: “Call block 2” for a 4-signal call identity containing the 3rd and 4th identification signals.

$RQ - X_3 - X_4$: “Call block 2” for a 7-signal call identity containing the 3rd and 4th identification signals.

$X_5 - X_6 - X_7$: “Call block 3” for a 7-signal call identity containing the 5th, 6th and 7th identification signals.

$Y_1 - \alpha - Y_2$: “Identification block 1” containing self-identification signals 1 and 2 and request for the 1st check-sum signal.

$\alpha - Y_3 - Y_4$: “Identification block 2” containing self-identification signals 3 and 4 and request for the 2nd check-sum signal.

$Y_5 - Y_6 - Y_7$: “Identification block 3” containing self-identification signals 5, 6 and 7 and request for the 3rd check-sum signal.

$RQ - RQ - RQ$: If occurring within the automatic identification procedure, indicates the end of that procedure and requests the appropriate control signal.

During the traffic flow, indicates request for repetition of the last control signal or in the change-over procedure response to $\beta - \alpha - \beta$.

$\beta - \alpha - \beta$: Block to change the direction of the traffic flow.

$\alpha - \alpha - \alpha$: Block to initiate the end-of-communication procedure.

3.9.2 Service information signals

CS1 : Request for “information block 1” or “call signal” has been correctly received during phasing/rephasing (only in the case of a 4-signal call identity).

CS2 : Request for “information block 2”.

CS3 : IRS requests change of traffic flow direction.

CS4 : “Call signal” has been correctly received during phasing.

CS5 : “Call signal” has been correctly received during rephasing.

RQ : Request for retransmission of the last identification or information block or in the change-over procedure, response to $\beta - \alpha - \beta$.

4 Characteristics, mode B (FEC)

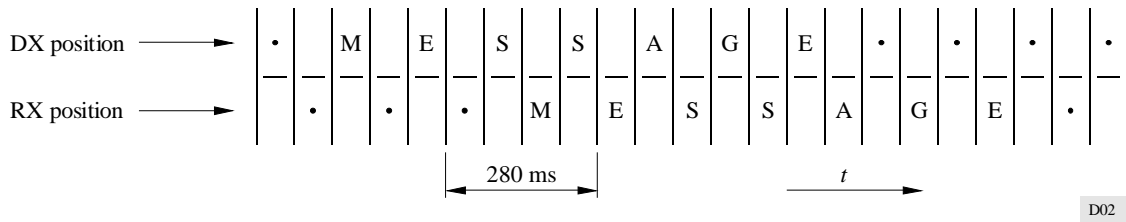
4.1 General

The system operates in a synchronous mode, transmitting an uninterrupted stream of signals from a station sending in the collective B-mode (CBSS) to a number of stations receiving in the collective B-mode (CBRS), or from a station sending in the selective B-mode (SBSS) to one or more selected stations receiving in the selective B-mode (SBRs).

4.2 The sending station (CBSS and SBSS)

The sending station, both in collective and in selective B-mode, sends each signal twice: the first transmission (DX) of a specific signal is followed by the transmission of four other signals, after which the retransmission (RX) of the first signal takes place, allowing for time-diversity reception at 280 ms (4×70 ms) time space (see Fig. 2).

FIGURE 2
Time-diversity transmission



4.3 The receiving station (CBRS and SBRS)

The receiving station, both in collective and selective B-mode, checks both signals (DX and RX), and uses the unmutated one. When both signals appear as unmutated but different, then both signals should be considered as mutilated.

4.4 Phasing procedure

4.4.1 When no circuit is established, both stations are in the “stand-by” condition and no sending or receiving condition is assigned to either of the stations.

4.4.2 The station required to transmit information becomes the sending station and sends alternately “phasing signal 2” and “phasing signal 1”, whereby “phasing signal 2” is transmitted in the DX position and “phasing signal 1” in the RX position. At least sixteen of these signal pairs should be transmitted.

4.4.3 On receipt of the signal sequence “phasing signal 1”-“phasing signal 2”, or of the signal sequence “phasing signal 2”-“phasing signal 1”, in which “phasing signal 2” determines the DX position and “phasing signal 1” determines the RX position, and at least two further phasing signals in the appropriate position, the station changes to the CBRS condition and offers continuous stop-polarity to the line output terminal until either the traffic information signal “←” (combination No. 27) or “≡” (combination No. 28) is received.

4.5 Selecting calling procedure (selective B-mode)

4.5.1 After the transmission of the required number of phasing signals, the SBSS sends the “call signal”, which consists of six transmissions of a sequence, each consisting of the identification signals of the station to be selected followed by an “idle signal β”. This transmission takes place using time-diversity in accordance with § 4.2.

4.5.2 The SBSS sends the “call signal” and all further information signals in a 3B/4Y ratio, i.e. inverted with respect to the information signals in Tables 1 and 2 and the identification signals in Table 3a.

4.5.3 The “call signal” contains either four, or seven identification signals as applicable. The identification signals are listed in Table 3a. The composition of these “call signals” should be in accordance with Recommendation ITU-R M.491.

4.5.4 Following unmutated reception of one complete signal sequence representing its inverted identification signals, the CBRS changes to the SBRS condition and continues offering stop-polarity to the line output terminal until either the traffic information signal; “←” (combination No. 27) or “≡” (combination No. 28) is received.

4.5.5 The station in the SBRS condition accepts the subsequent information signals received with the 3B/4Y ratio, all other stations reverting to the “stand-by” condition.

4.6 Traffic flow

4.6.1 Immediately prior to the transmission of the first traffic signals the sending station transmits the information signals “←” (combination No. 27) and “≡” (combination No. 28), and starts transmitting traffic.

4.6.2 A CBSS sends, during breaks in the information flow, “phasing signals 1” and “phasing signals 2” in the RX and DX positions respectively. At least one sequence of four consecutive phasing signal pairs should occur for every 100 signals sent in the DX position during traffic flow.

4.6.3 A SBSS sends, during breaks in the information flow, “idle signals β ”.

4.6.4 On receipt of either the traffic combination signal “ \leftarrow ” (combination No. 27) or “ \equiv ” (combination No. 28), the receiving station starts printing the received traffic information signals.

NOTE 1 – The term “printing” is used in § 4.6.4 and 4.6.5 to denote the transfer of traffic signals to the output device.

4.6.5 The receiving station checks both signals received in the DX and RX position:

- printing an unmutated DX or RX signal; or
- printing a “ Δ ” (combination No. 31), or alternatively an “error character” (to be user-defined) if both DX and RX signals are mutilated or appear unmutated but are different.

4.6.6 A receiving station reverts to the “stand-by” condition if, during a predetermined time, the percentage of mutilated signals received has reached a predetermined value.

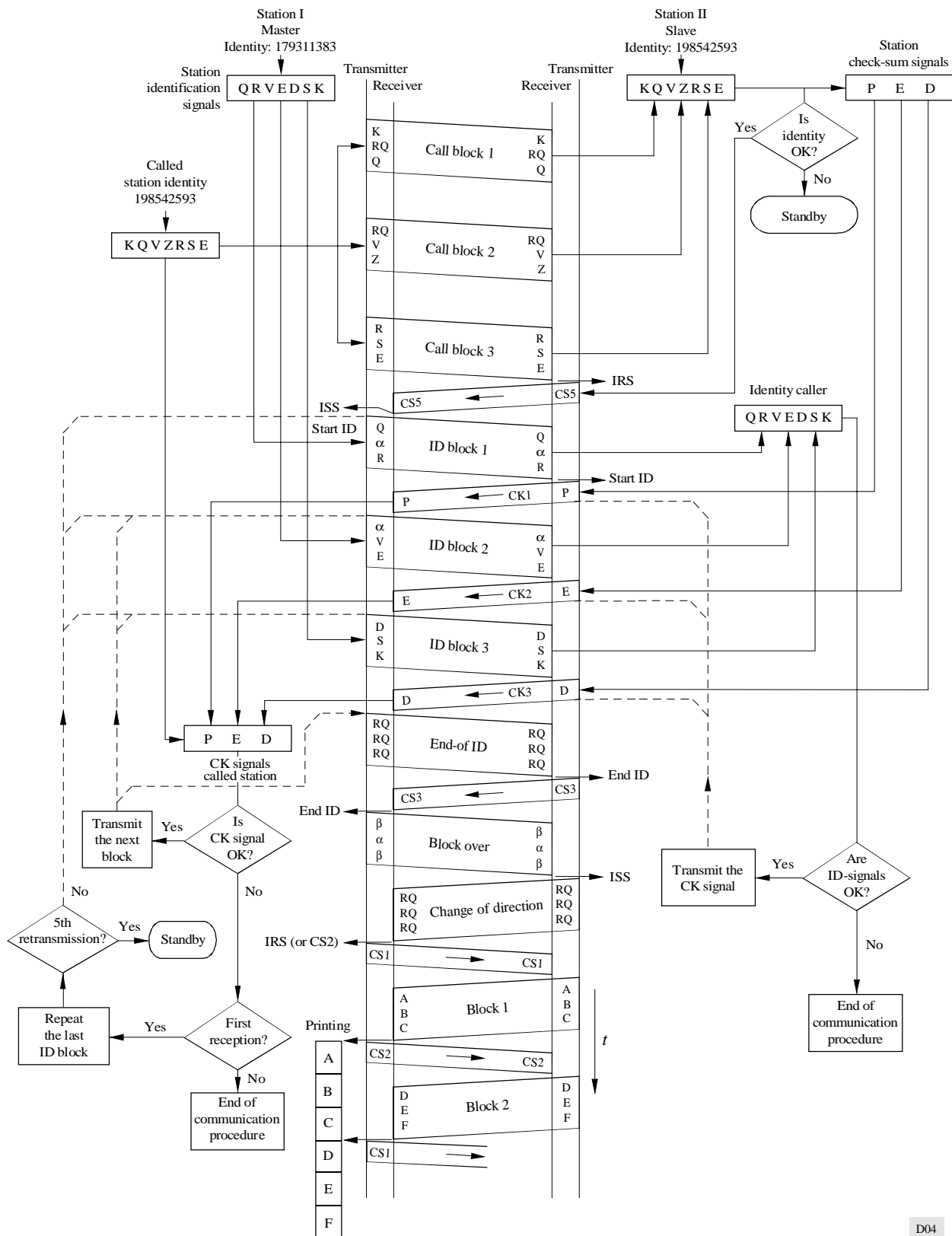
4.6.7 End-of-transmission

4.6.7.1 A station sending in the B-mode (CBSS or SBSS) should terminate the transmission by sending at least 2 s of consecutive “idle signals α ”, immediately after the last transmitted traffic information signals after which the station reverts to the “stand-by” condition.

4.6.7.2 The receiving station reverts to the “stand-by” condition not less than 210 ms after receipt of at least two consecutive “idle signals α ” in the DX position.

FIGURE 4

**Rephasing procedure with automatic identification in the case
of a 7-signal call identity (station II was ISS)**



D04

FIGURE 5
Traffic flow with change-over procedure and end-of-communication

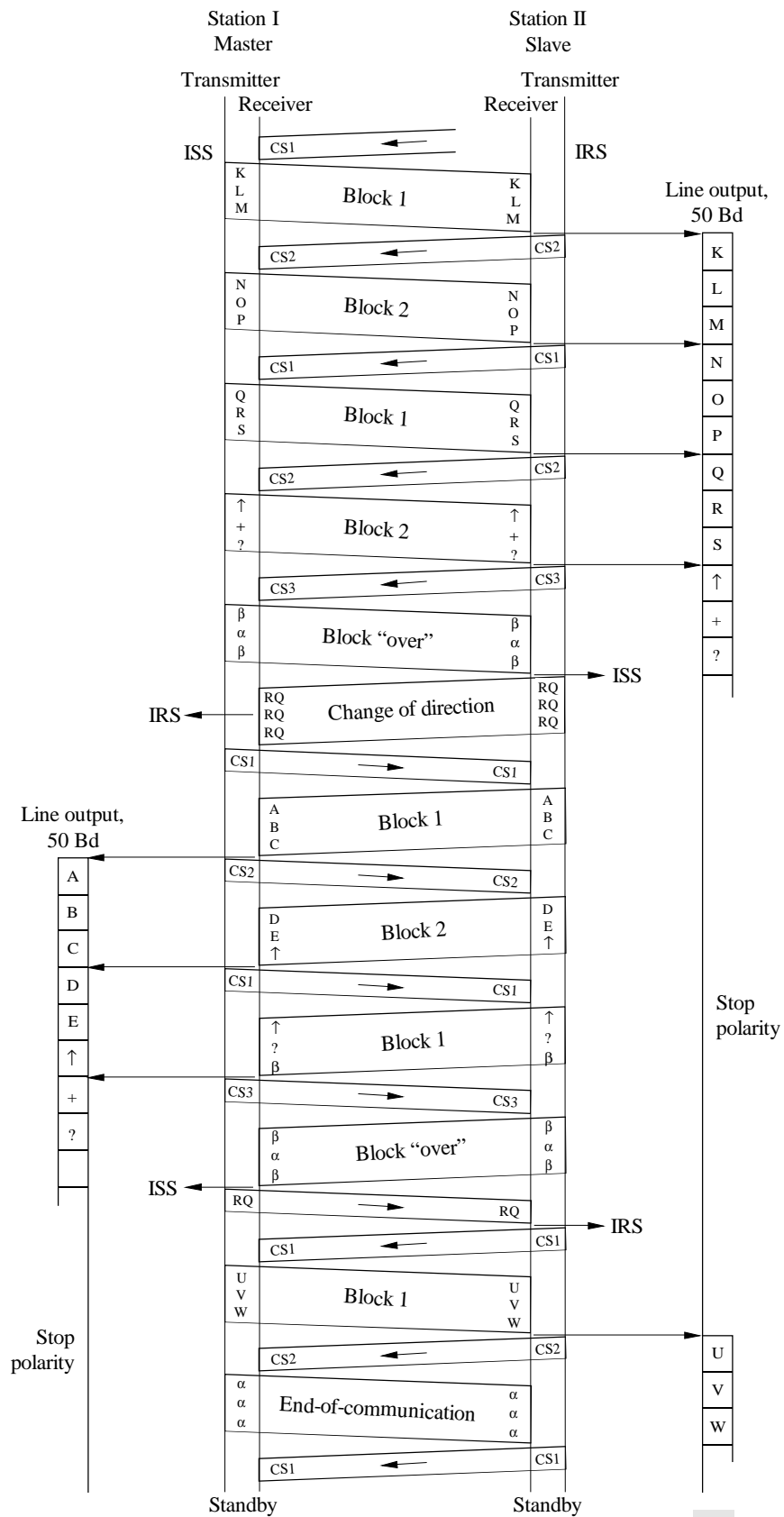
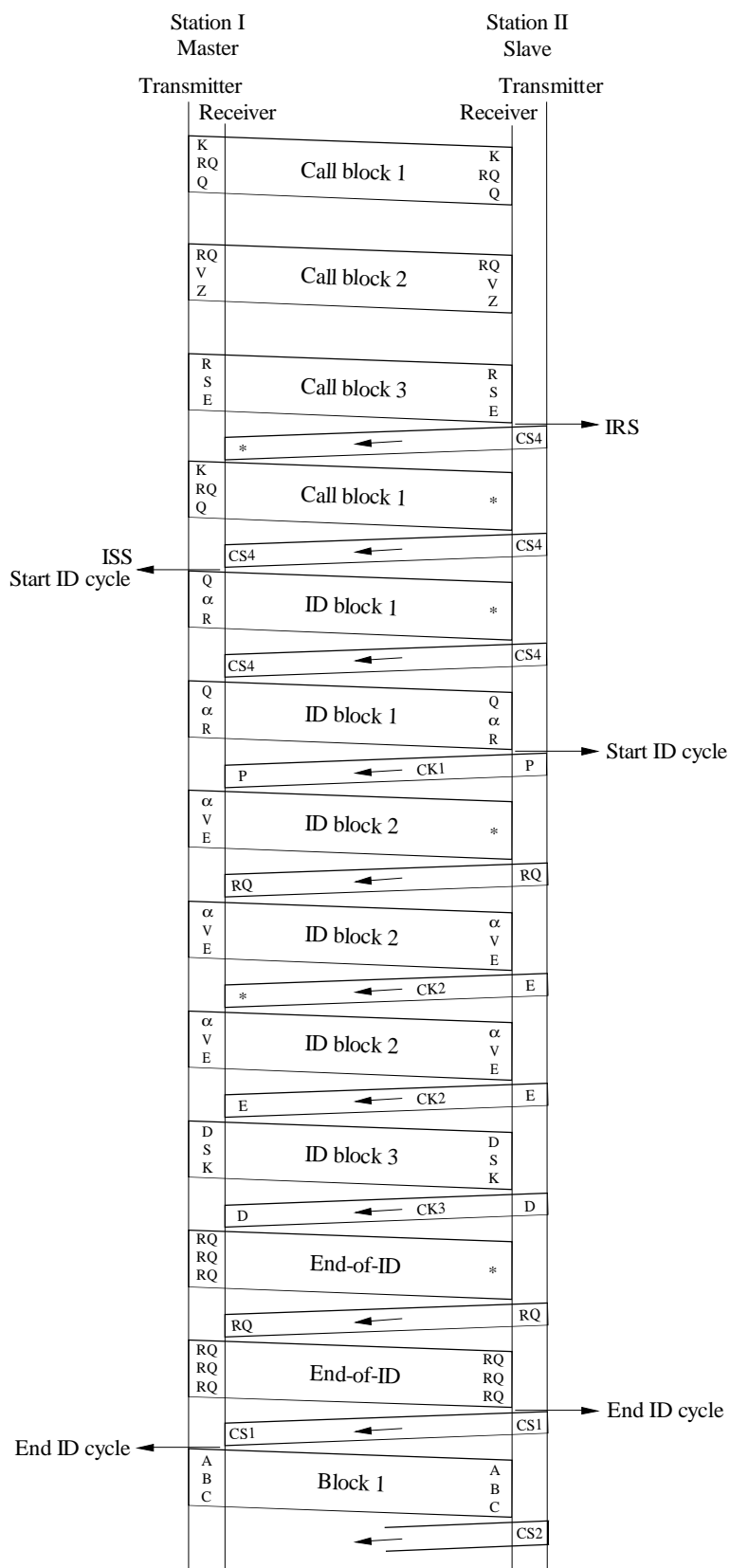
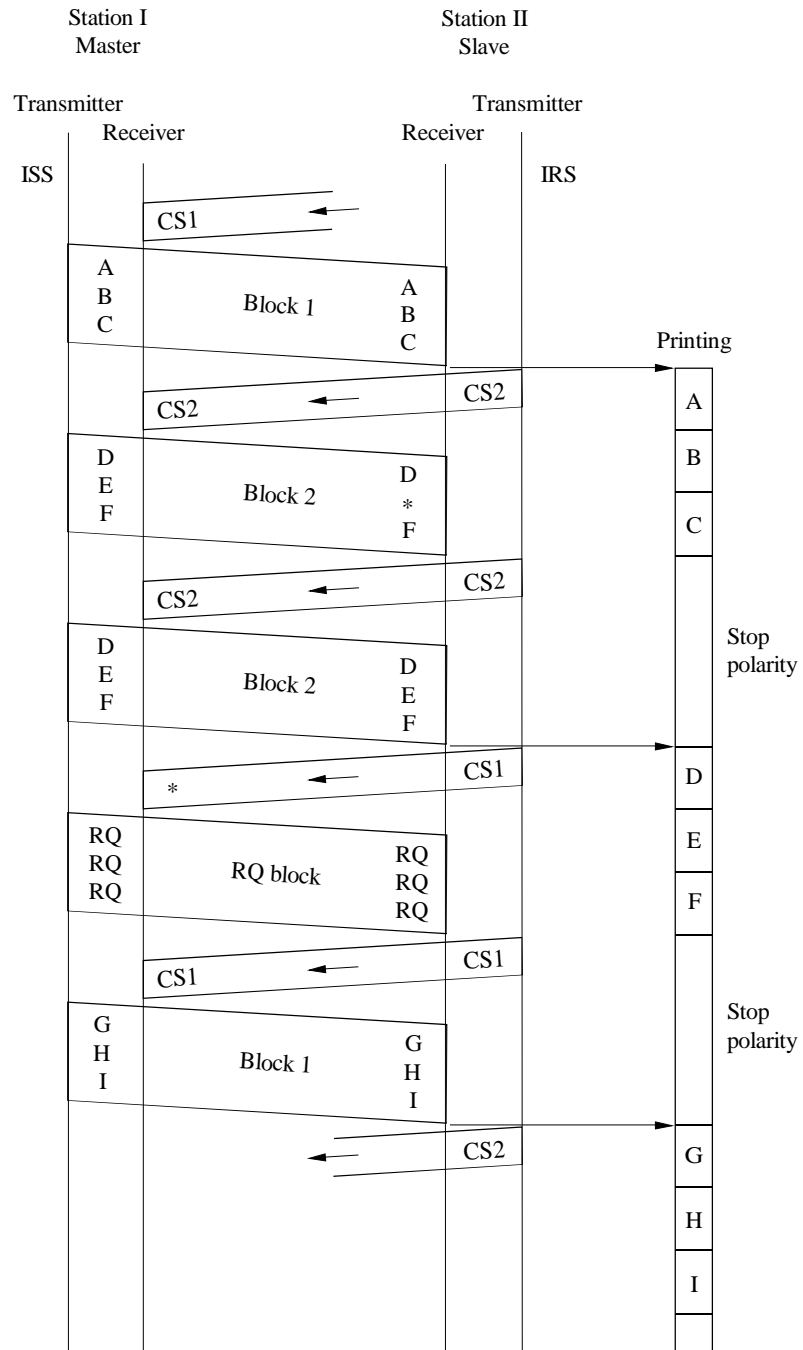


FIGURE 6
Phasing procedure with automatic identification in the condition
of mutilated reception in the case of a 7-signal call identity



D06

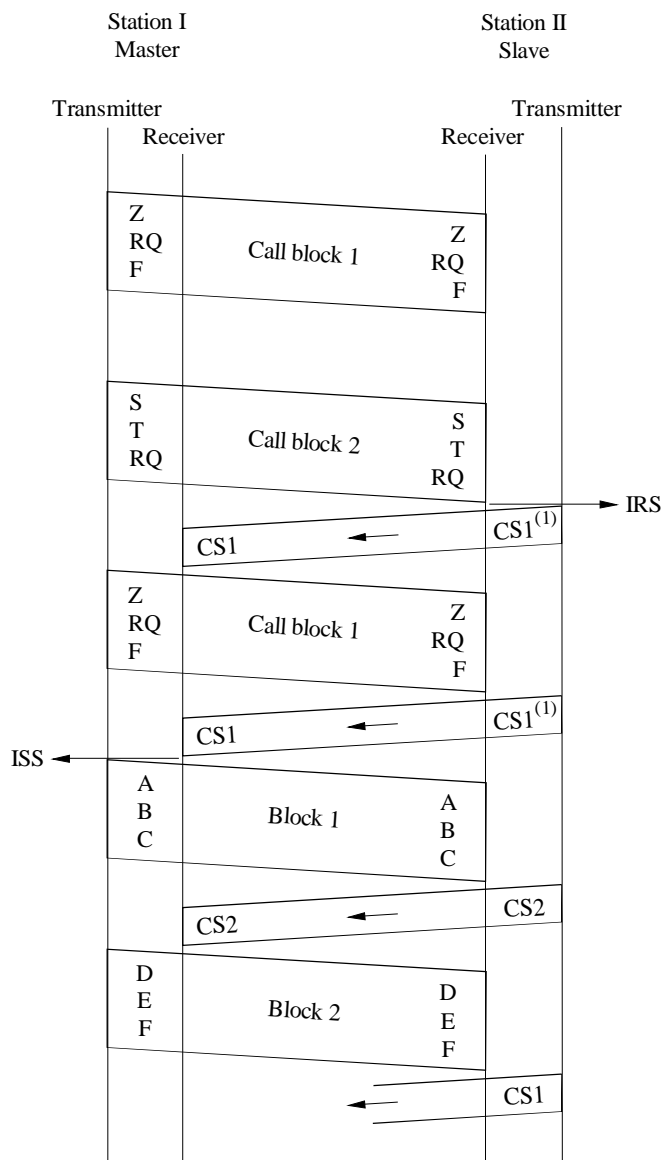
FIGURE 7
Traffic flow in the condition of mutilated reception



* Detected error

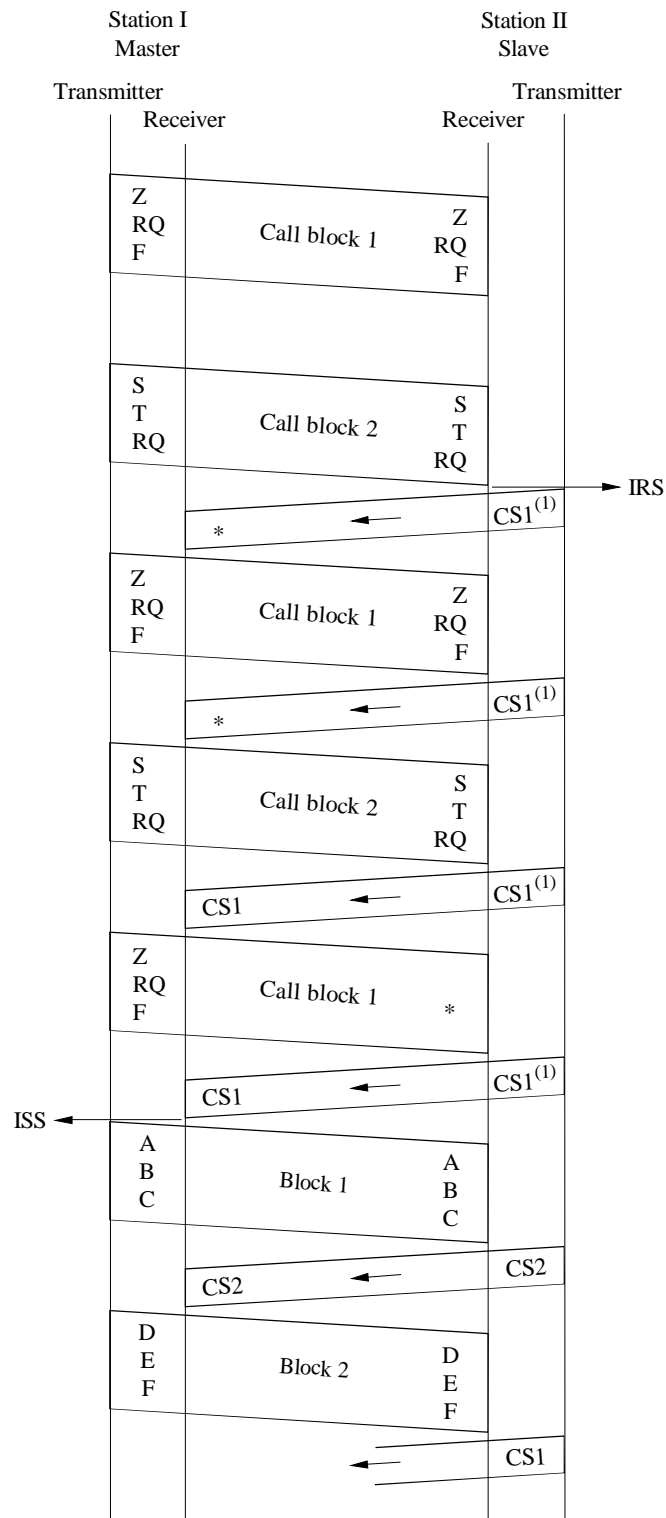
D07

FIGURE 8
Phasing procedure in the case of a 4-signal call identity



⁽¹⁾ With some equipment built in accordance with Recommendation ITU-R M. 476 this could be CS2.

FIGURE 9
Phasing procedure in the condition of mutilated reception
in the case of a 4-signal call identity



* Detected error

⁽¹⁾ With some equipment built in accordance with Recommendation ITU-R M.476 this could be CS2.

D09

FIGURE 11
Selective B-mode operation in the case of a 4-signal call identity

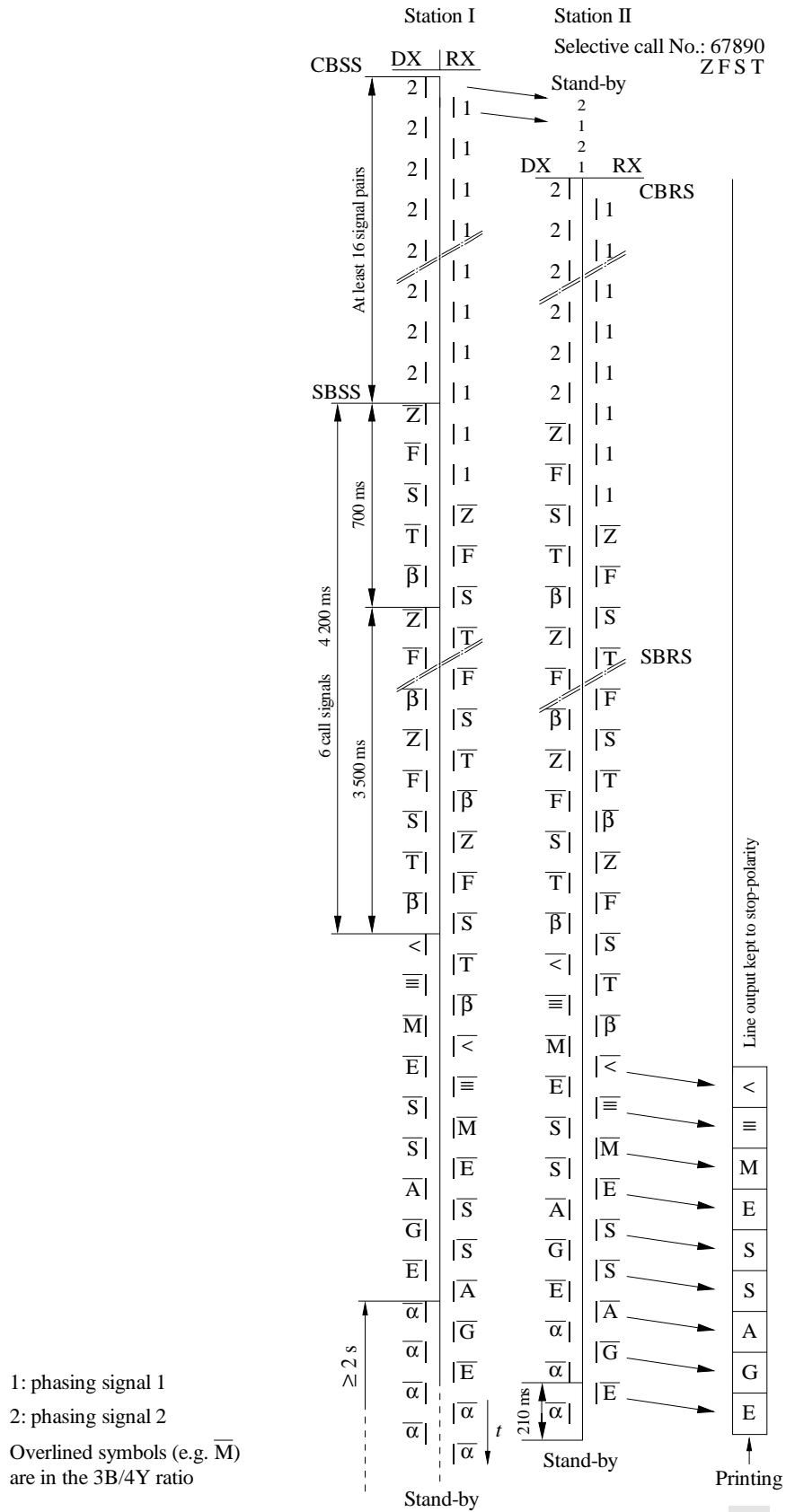
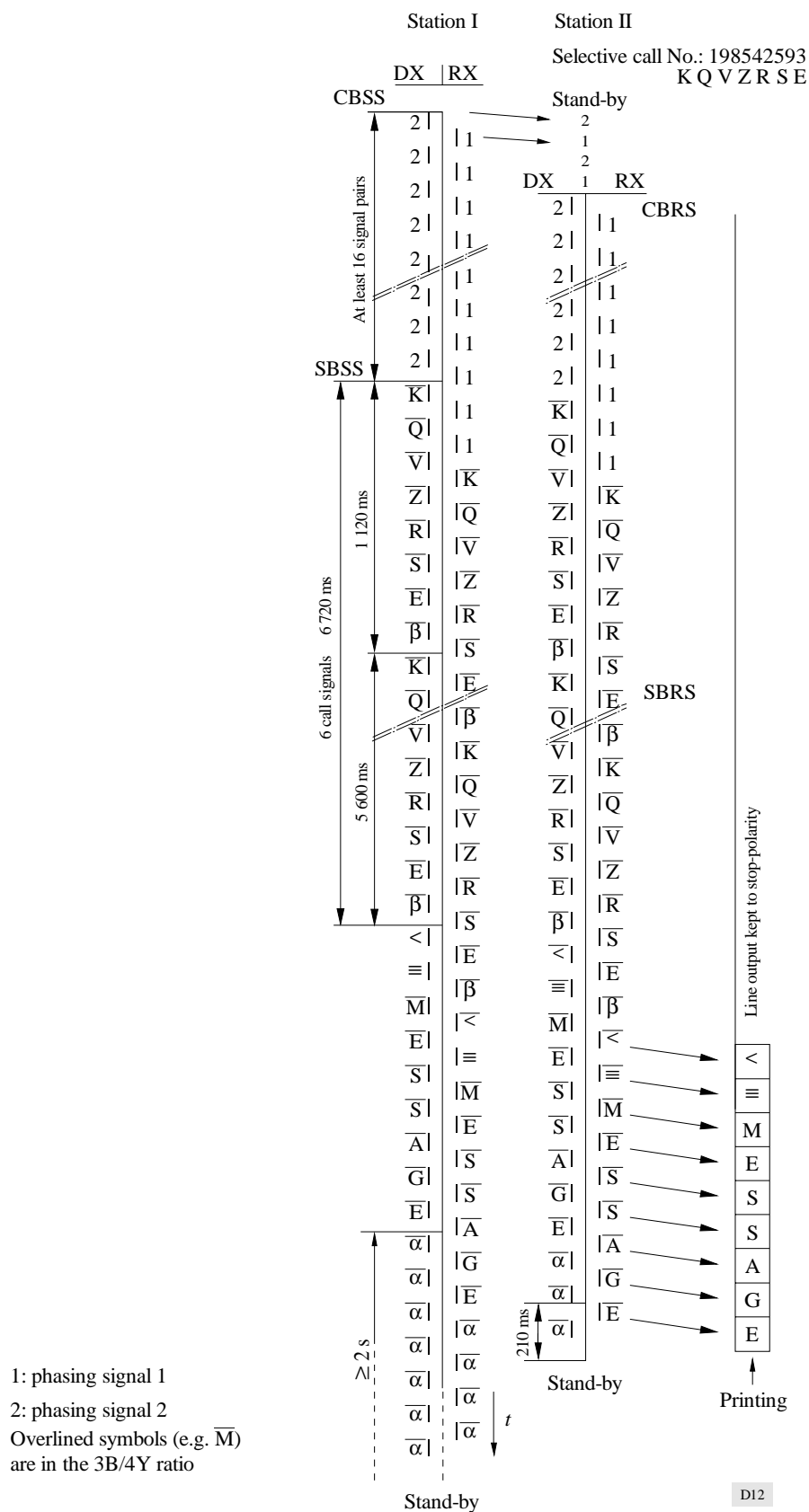


FIGURE 12

Selective B-mode operation in the case of a 7-signal call identity



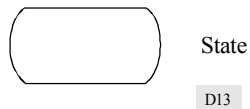
APPENDICES TO ANNEX 1

APPENDIX 1

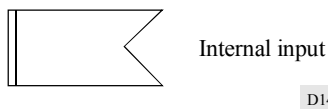
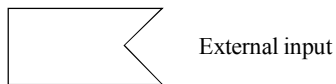
SDL diagrams (mode A)**1 General**

The specification and description language (SDL) is described in ITU-T Recommendation Z.100.

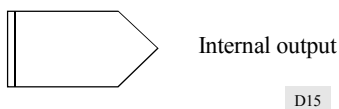
The following graphical symbols have been used*:



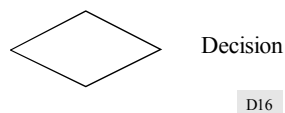
- A “state” is a condition in which the action of a process is suspended awaiting an input.



- An “input” is an incoming signal which is recognized by a process.



- An “output” is an action which generates a signal which in turn acts as an input elsewhere.



* *Note by the Secretariat:*

A “connector” is represented by the following graphical symbol:



where:

n : connector reference

x : number of the sheet

y : number of the Appendix (omitted when it occurs in the same Appendix).

z : number of occurrences.

- A “decision” is an action which asks a question to which the answer can be obtained at that instant and chooses one of several paths to continue the sequence.



Task

D17

- A “task” is any action which is neither a decision nor an output.

2 Phasing procedure with automatic identification in the case of a 7-signal call identity (calling station)

2.1 The SDL diagrams are given in Appendix 2.

2.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n_0	128 cycles	02, 03, 04	1
n_1	128 cycles	00	1
n_2	32 cycles	05, 06, 07, 08	2, 3

3 Rephasing procedure with automatic identification in the case of a 4-signal call identity (calling station)

3.1 The SDL diagrams are given in Appendix 3.

3.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n_5	32 cycles	00, 02, 03, 04	1
		05, 06, 07, 08	2, 3
n_1	128 cycles		1
n_2	32 cycles	05, 06, 07, 08	2, 3

4 Phasing procedure without automatic identification in the case of a 4-signal call identity (calling station)

4.1 The SDL diagrams are given in Appendix 4.

4.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n_0	128 cycles	02, 03	1
n_1	128 cycles	00	1

5 Rephasing procedure without automatic identification in the case of a 4-signal call identity (calling station)

5.1 The SDL diagrams are given in Appendix 5.

5.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n ₅	32 cycles	00, 02, 03	1
n ₁	128 cycles		1

6 Phasing procedure with automatic identification in the case of a 7-signal call identity (called station)

6.1 The SDL diagrams are given in Appendix 6.

6.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n ₂	32 cycles	05, 06, 07, 08	2, 3

7 Rephasing procedure with automatic identification in the case of a 7-signal call identity (called station)

7.1 The SDL diagrams are given in Appendix 7.

7.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n ₅	32 cycles	00, 01, 02, 03, 04	1
		05, 06, 07, 08	2, 3
n ₂	32 cycles	05, 06, 07, 08	2, 3

8 Phasing procedure without automatic identification in the case of a 4-signal call identity (called station)

8.1 The SDL diagrams are given in Appendix 8.

9 Rephasing procedure without automatic identification in the case of a 4-signal call identity (called station)

9.1 The SDL diagrams are given in Appendix 9.

9.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n ₅	32 cycles	00, 01, 03	1

10 Traffic flow in the case of a 4-signal call identity and in the case of a 7-signal call identity (station is in the ISS position)

10.1 The SDL diagrams are given in Appendix 10.

10.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n ₃	32 cycles	09, 10, 13	1, 3
n ₄	4 cycles	11, 12	2
n ₁	128 cycles	12	2
n ₅	32 cycles	11, 12, 13, 14	2, 3

11 Traffic flow in the case of a 4-signal call identity and in the case of a 7-signal call identity (station is in the IRS position)

11.1 The SDL diagrams are given in Appendix 11.

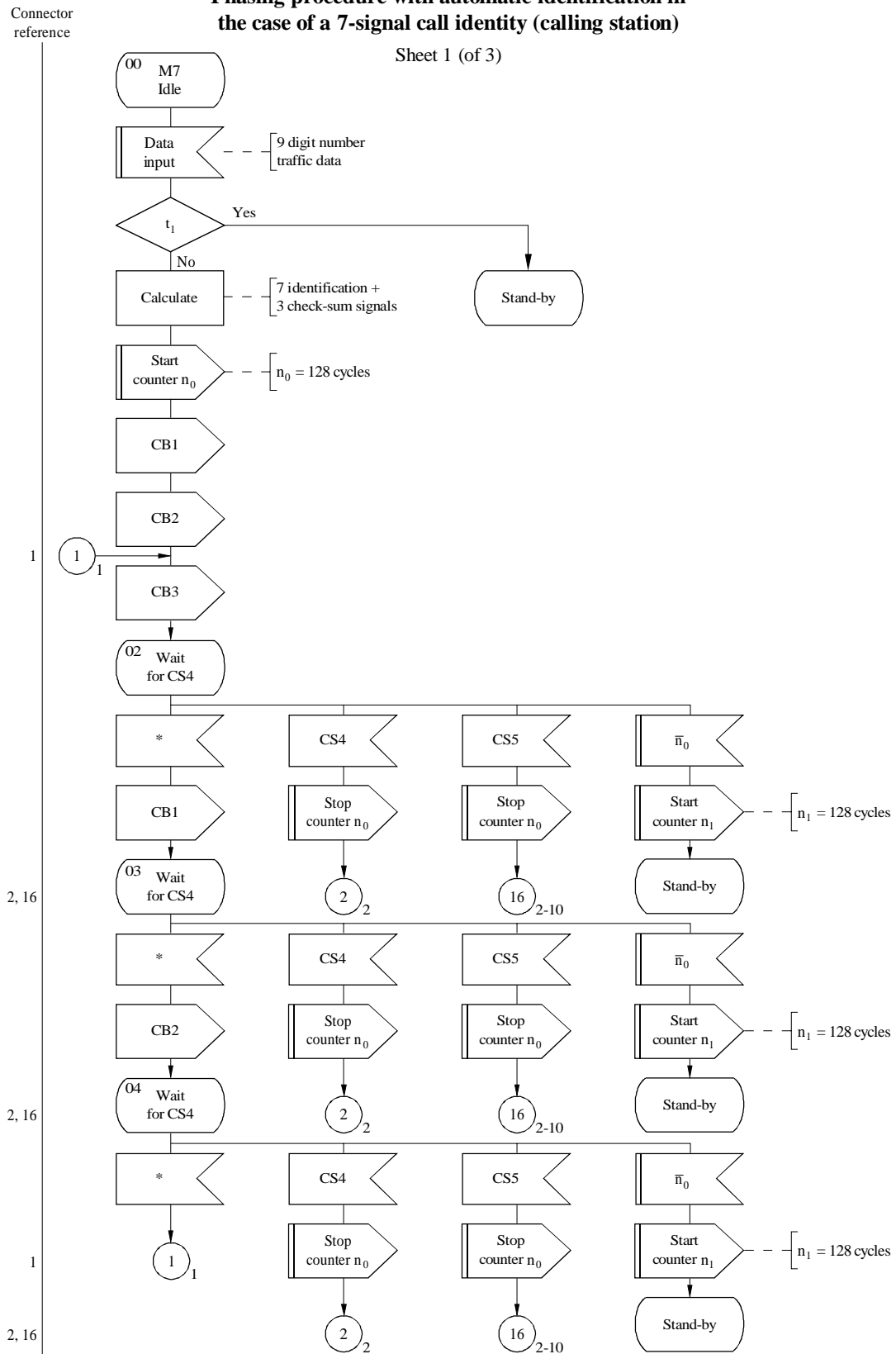
11.2 The following supervisory counters are used in the diagrams:

Counter	Time-out	State	Sheet
n ₃	32 cycles	09, 10, 11	1, 2
n ₅	32 cycles	09, 10, 11, 12	1, 2

APPENDIX 2

Phasing procedure with automatic identification in the case of a 7-signal call identity (calling station)

Sheet 1 (of 3)



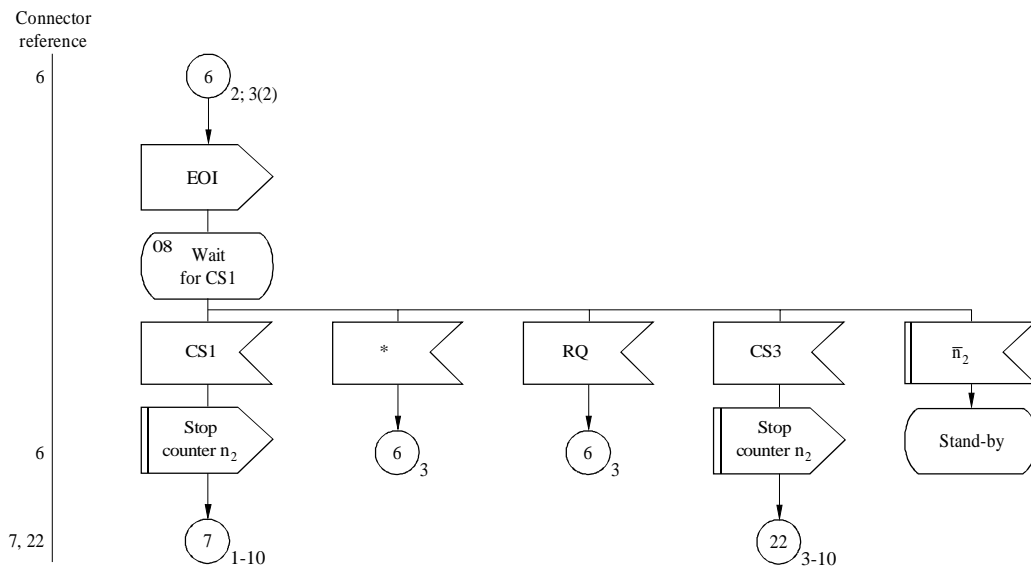
t_1 : call identity the same as the one before and $n_1 > 0$?

* Detected error, invalid signal or no signal at all

D18

APPENDIX 2

Sheet 3 (of 3)

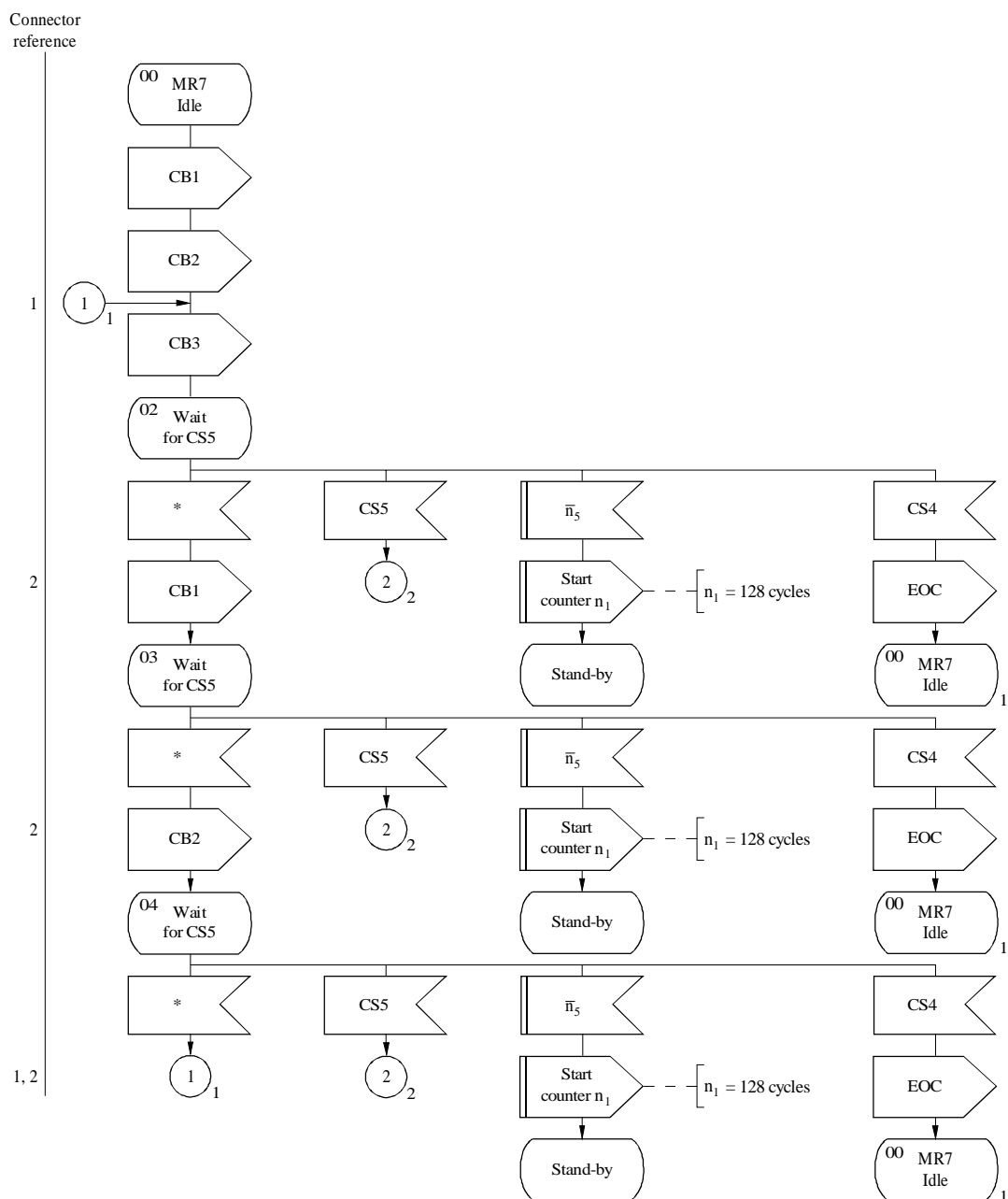


* Detected error, invalid signal or no signal at all

D20

APPENDIX 3
**Rephasing procedure with automatic identification in
the case of a 7-signal call identity
(calling station)**

Sheet 1 (of 3)

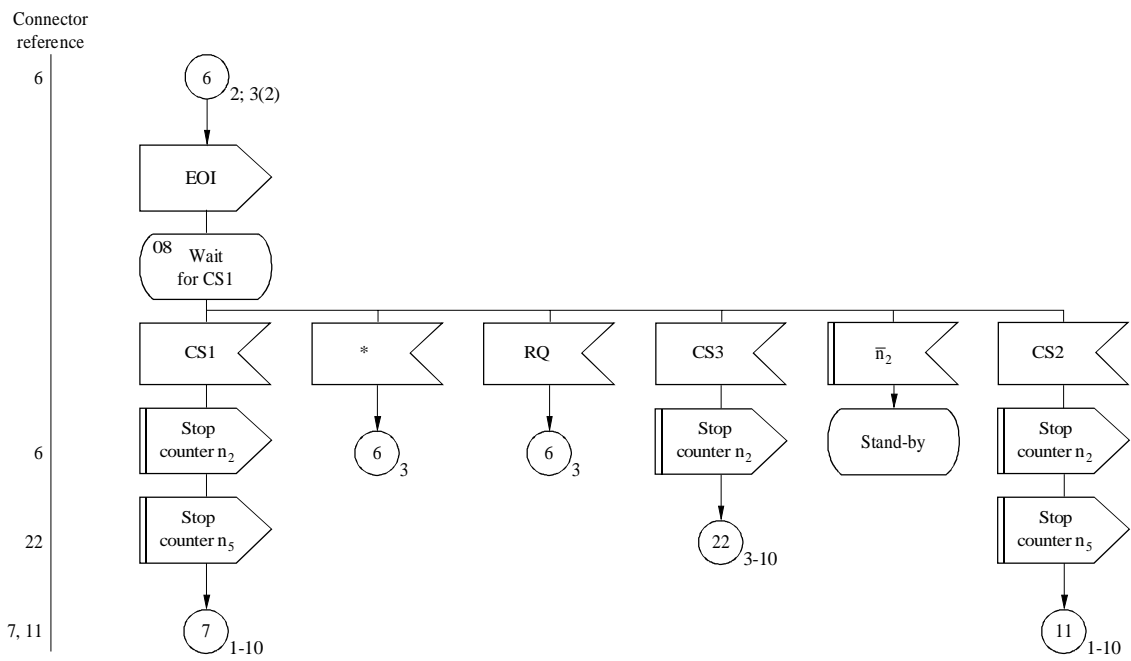


* Detected error, invalid signal or no signal at all

D21

APPENDIX 3

Sheet 3 (of 3)



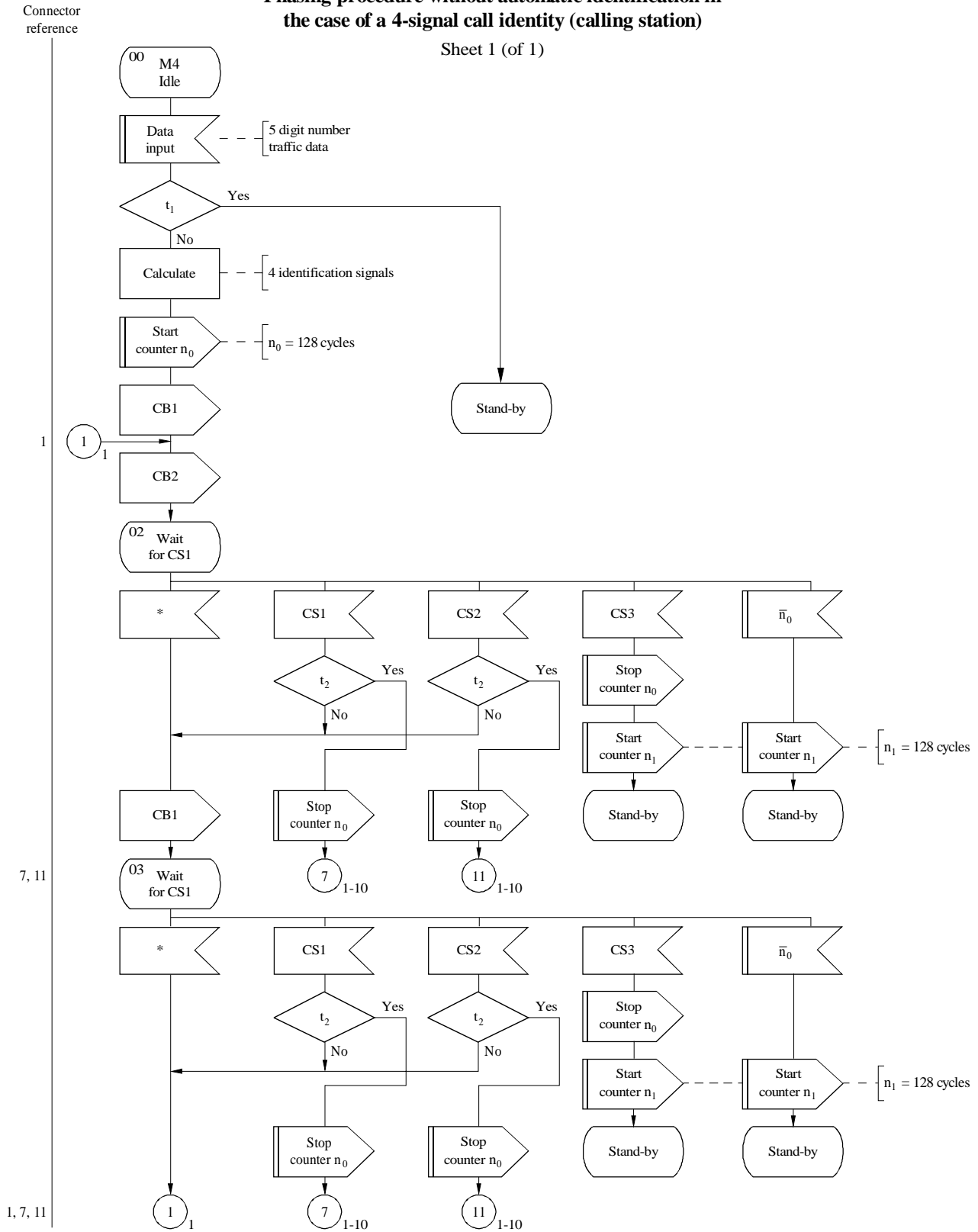
* Detected error, invalid signal or no signal at all

D23

APPENDIX 4

Phasing procedure without automatic identification in
the case of a 4-signal call identity (calling station)

Sheet 1 (of 1)

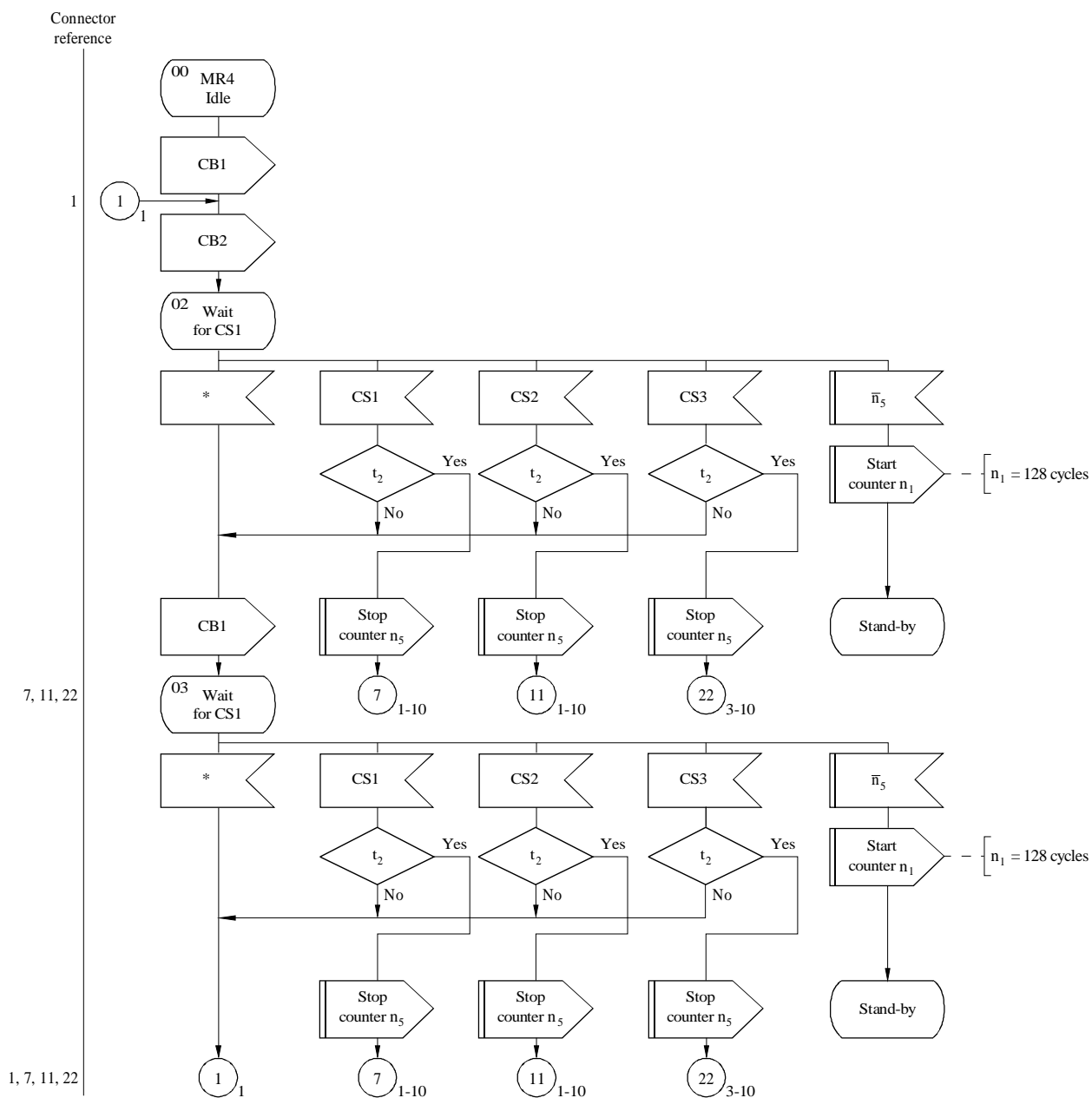
 t_1 : call identity the same as the one before and $n_1 > 0$? t_2 : same control signal one cycle before?

* Detected error, invalid signal or no signal at all

D24

APPENDIX 5
**Rephasing procedure without automatic identification in
the case of a 4-signal call identity
(calling station)**

Sheet 1 (of 1)



t_2 : same control signal one cycle before?

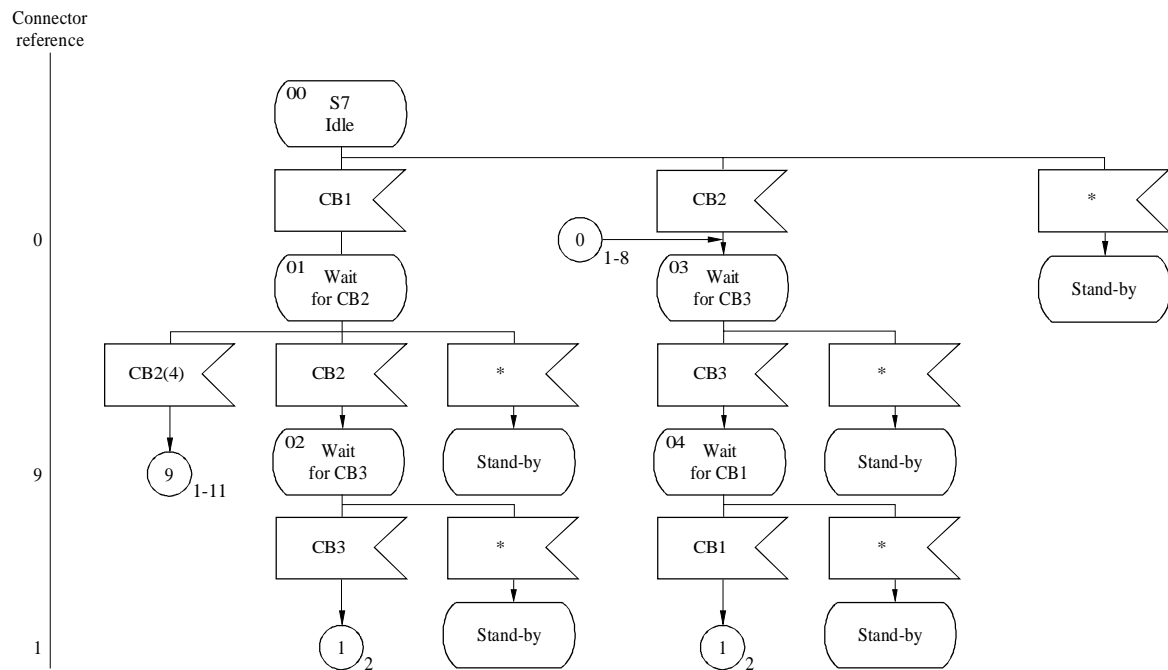
* Detected error, invalid signal or no signal at all

D25

APPENDIX 6

**Phasing procedure with automatic identification in
the case of a 7-signal call identity
(called station)**

Sheet 1 (of 3)

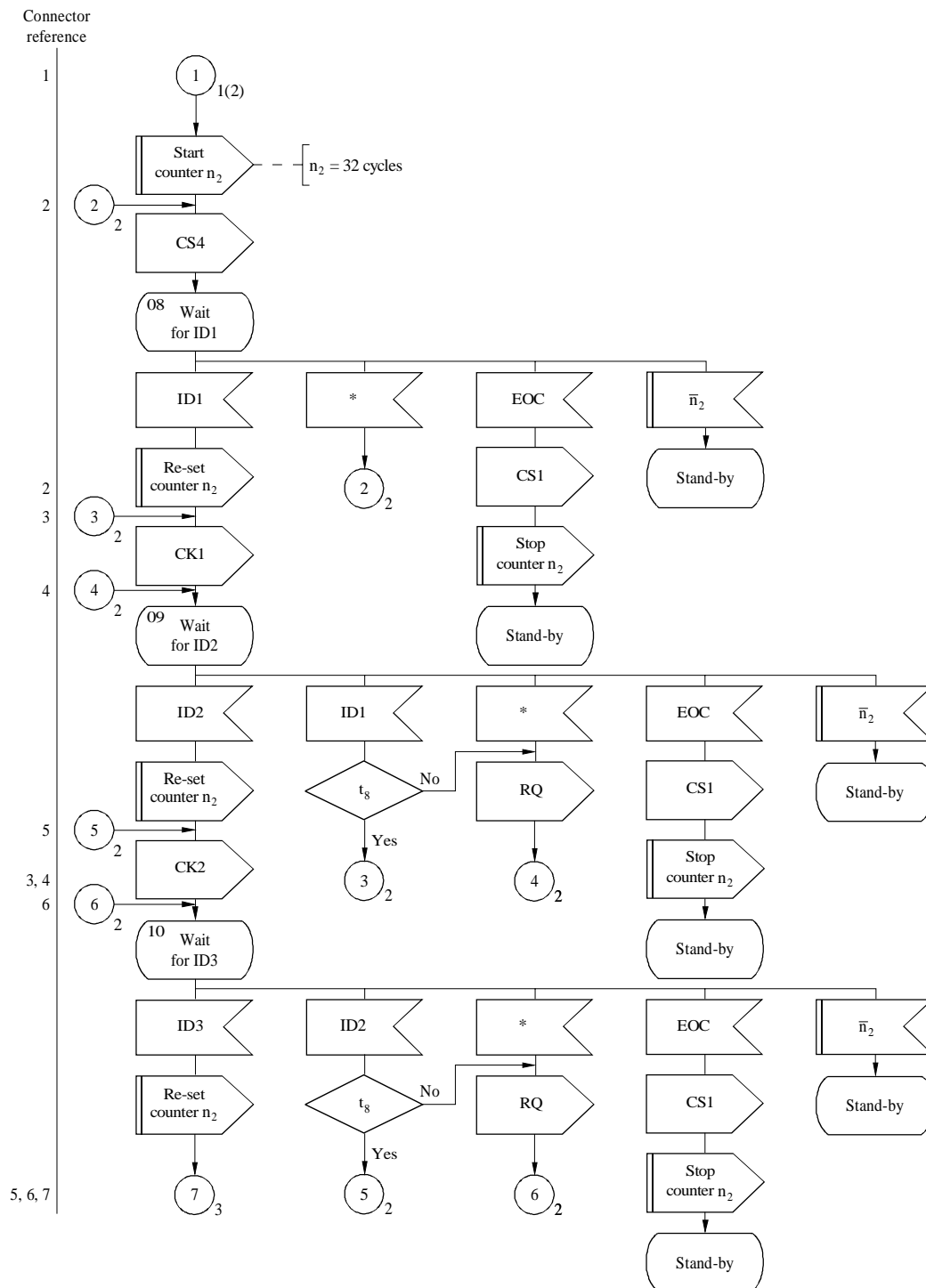


* Detected error, invalid signal or no signal at all

D26

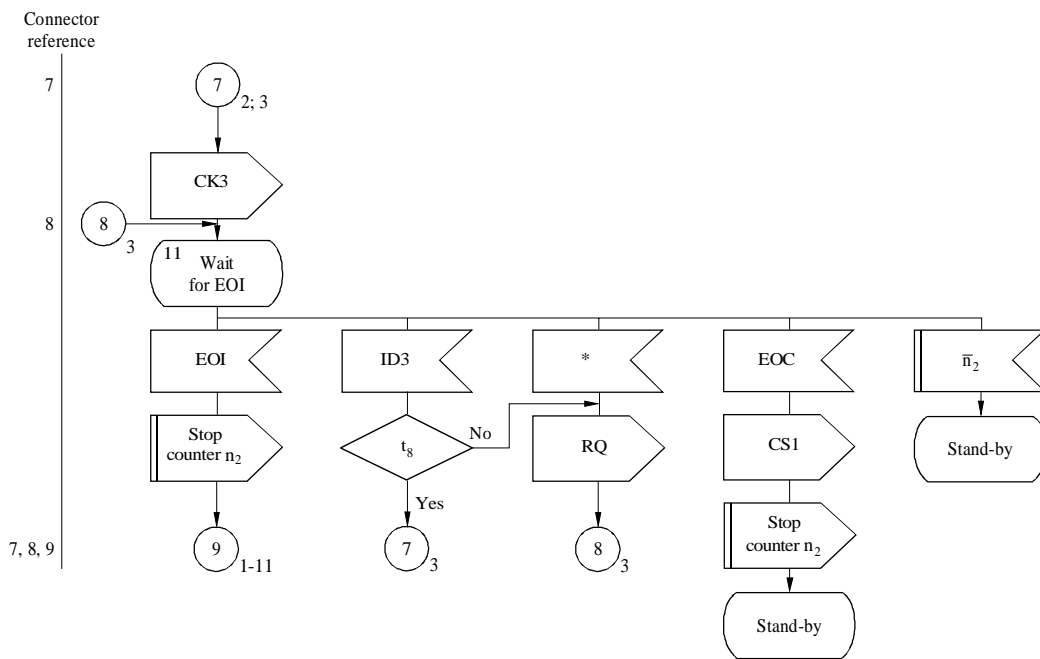
APPENDIX 6

Sheet 2 (of 3)



APPENDIX 6

Sheet 3 (of 3)



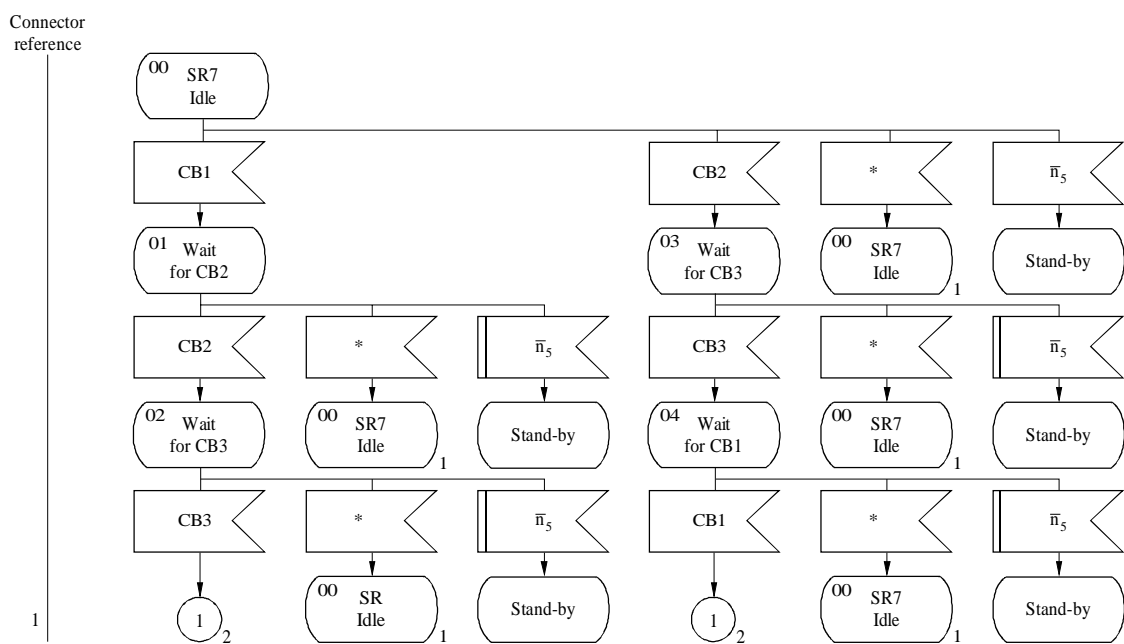
t_3 : same ID-block one cycle before?

* Detected error, invalid signal or no signal at all

D28

APPENDIX 7
**Rephasing procedure with automatic identification in
the case of a 7-signal call identity
(called station)**

Sheet 1 (of 3)

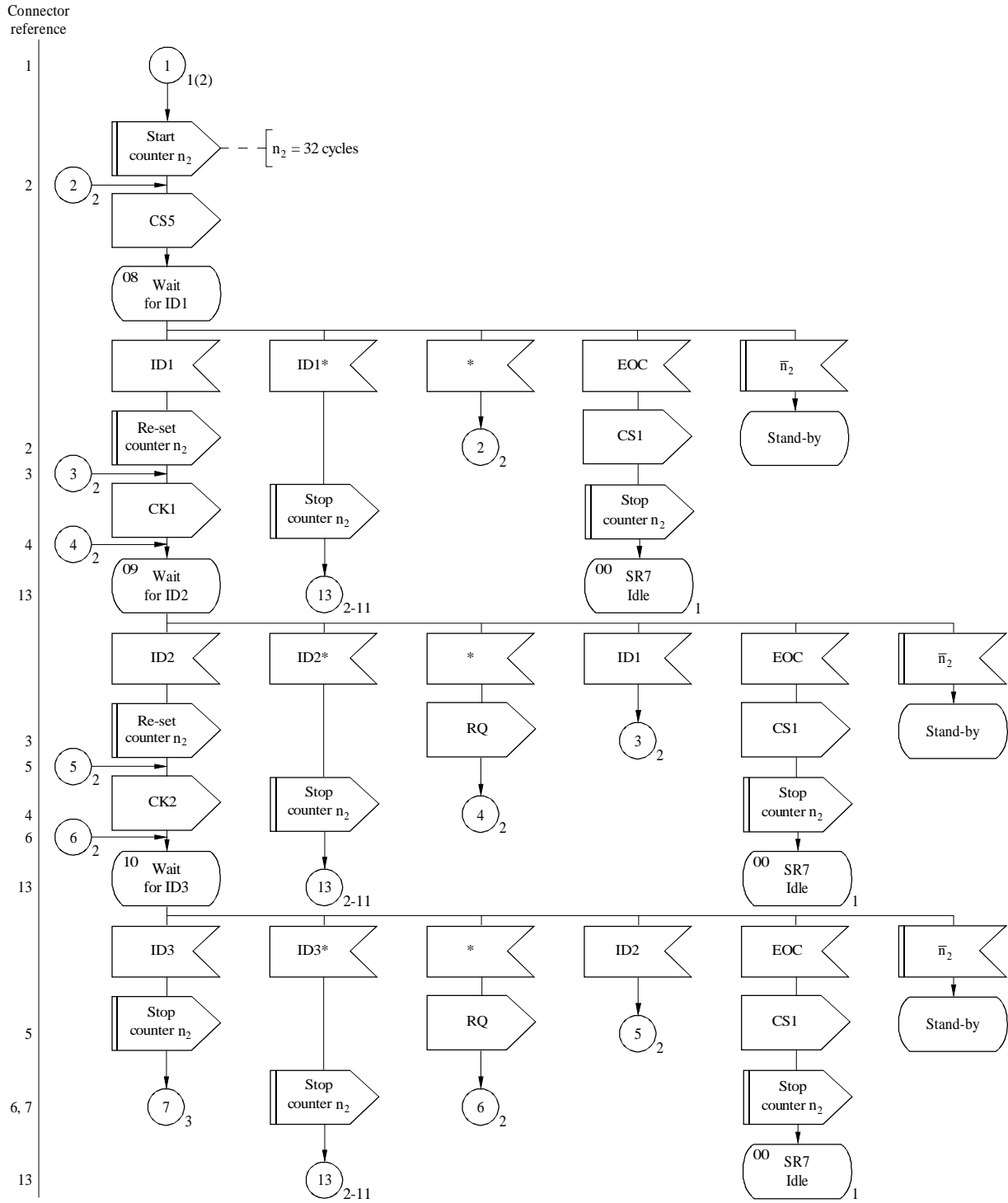


* Detected error, invalid signal or no signal at all

D29

APPENDIX 7

Sheet 2 (of 3)



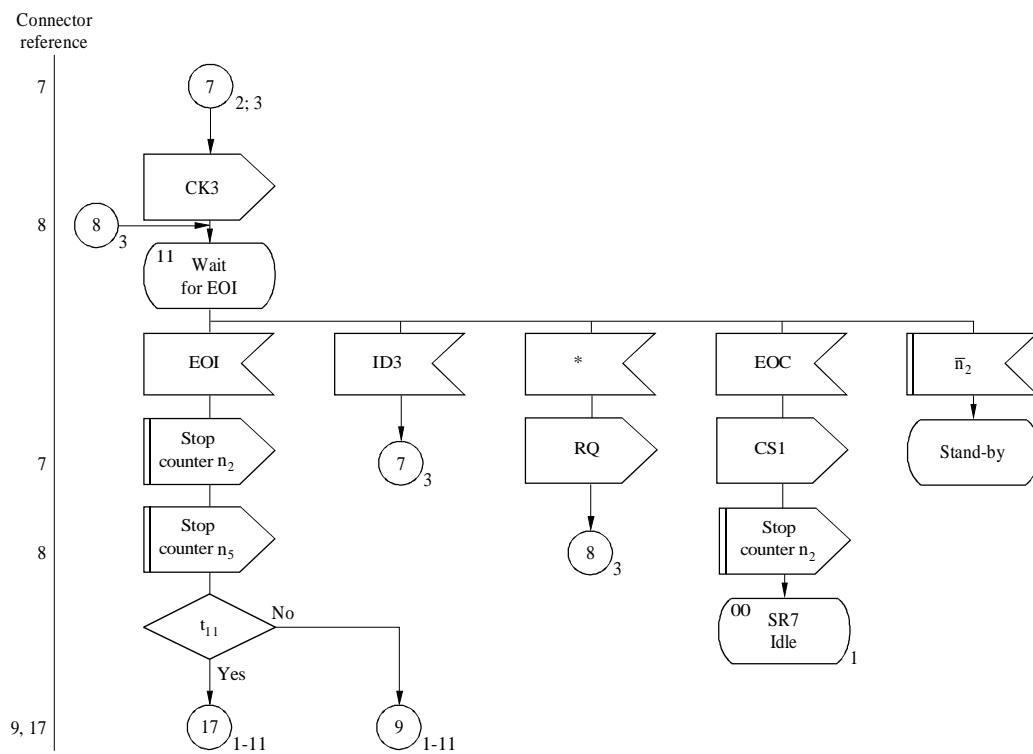
IDn* : wrong identification signal(s)

* Detected error, invalid signal or no signal at all

D30

APPENDIX 7

Sheet 3 (of 3)



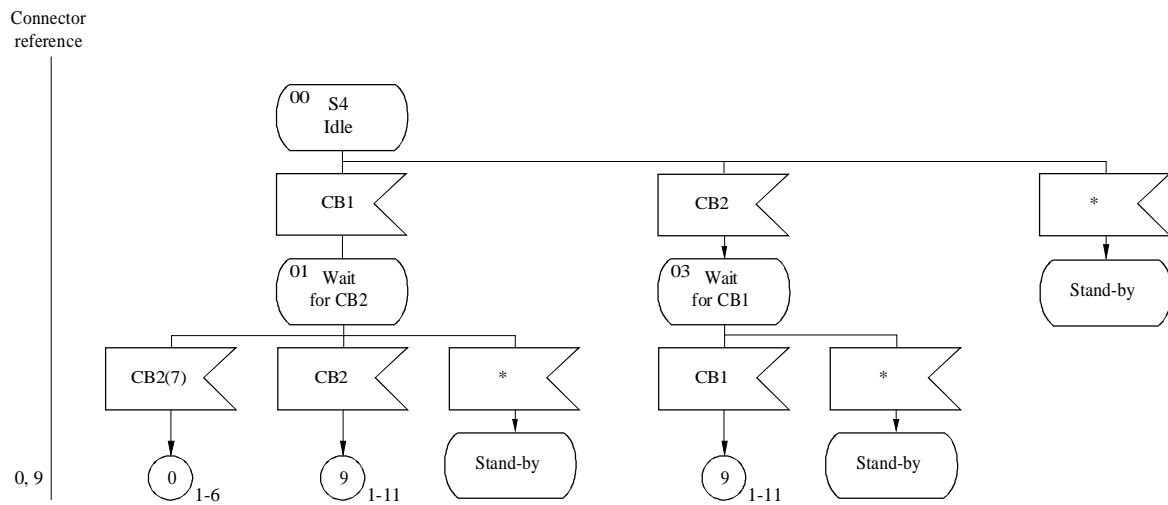
t_{11} : block 2 was the last received block at the moment the interruption occurred?

* Detected error, invalid signal or no signal at all

D31

APPENDIX 8
**Phasing procedure without automatic identification in
the case of a 4-signal call identity
(called station)**

Sheet 1 (of 1)



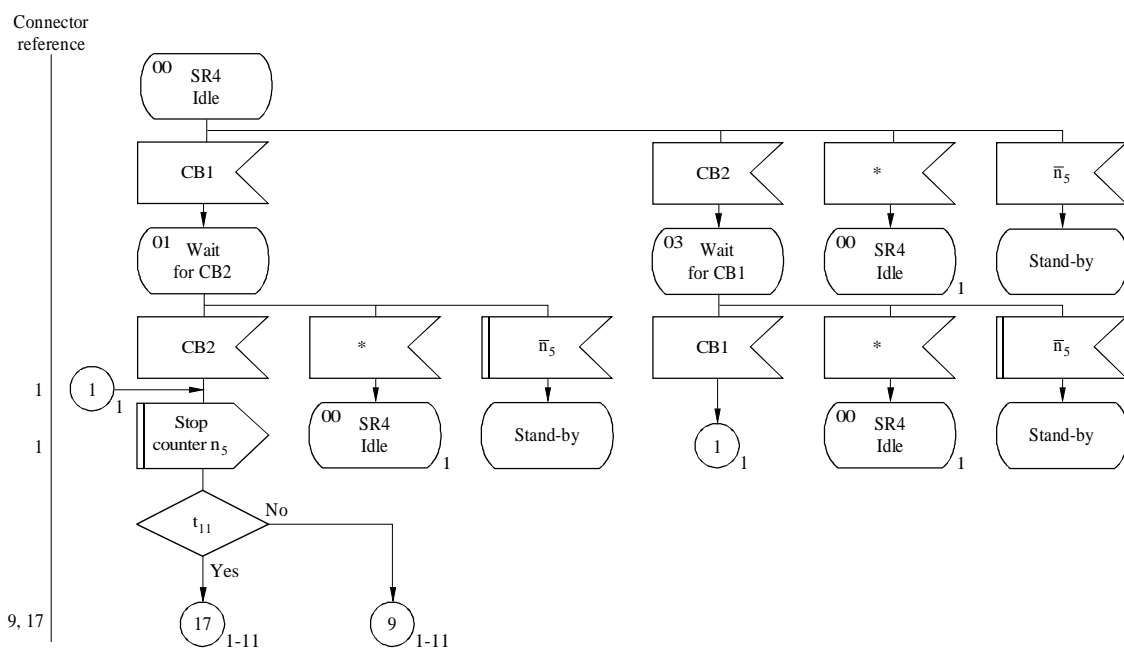
* Detected error, invalid signal or no signal at all

D32

APPENDIX 9

**Rephasing procedure with automatic identification in
the case of a 4-signal call identity
(called station)**

Sheet 1 (of 1)



t_{11} : block 2 was the last received block at the moment the interruption occurred?

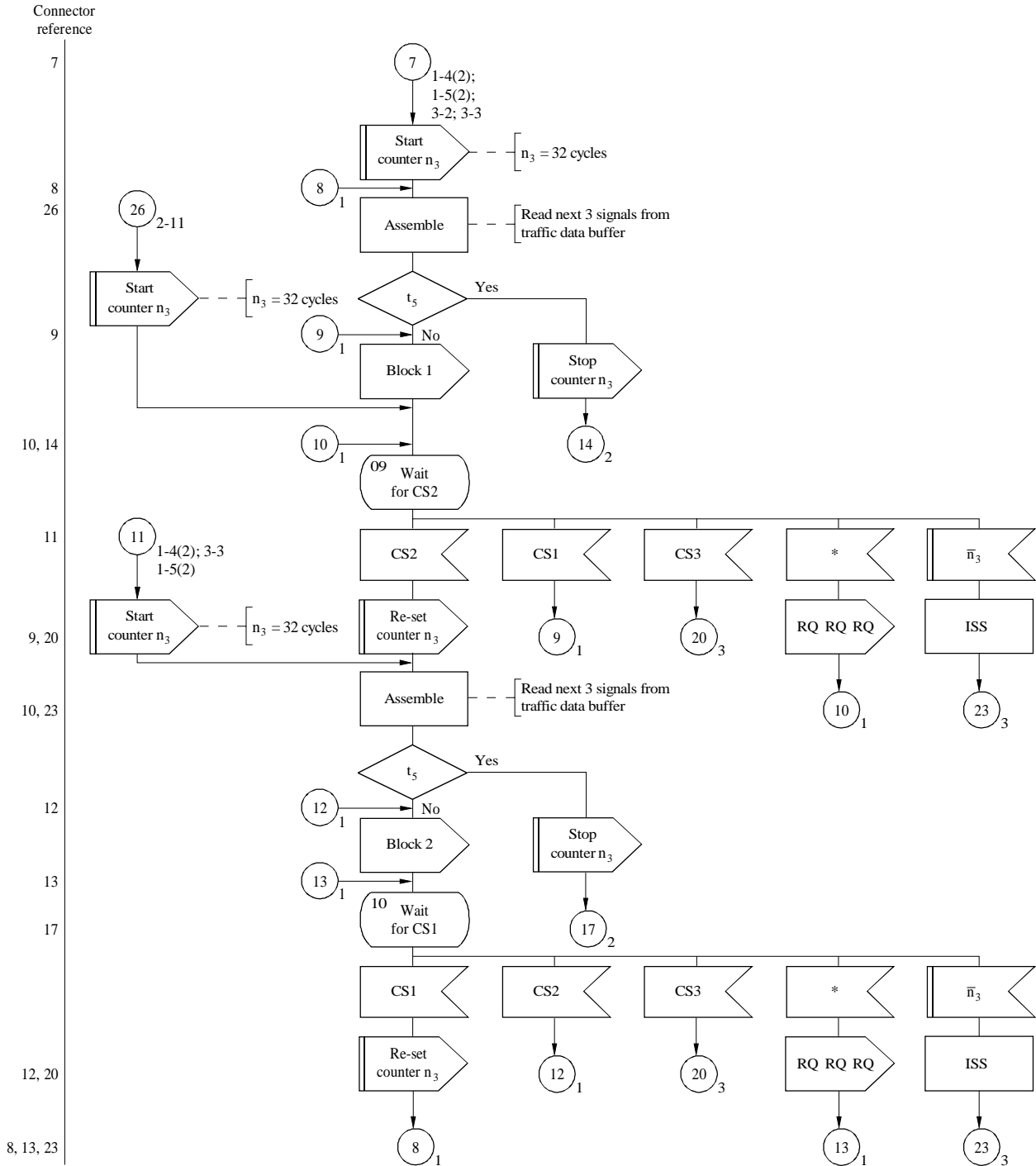
* Detected error, invalid signal or no signal at all

D33

APPENDIX 10

**Traffic flow in the case of a 4-signal call identity and in
the case of a 7-signal call identity (station is in the ISS position)**

Sheet 1 (of 3)



t_5 : data block contains message
“end-of-communication”?

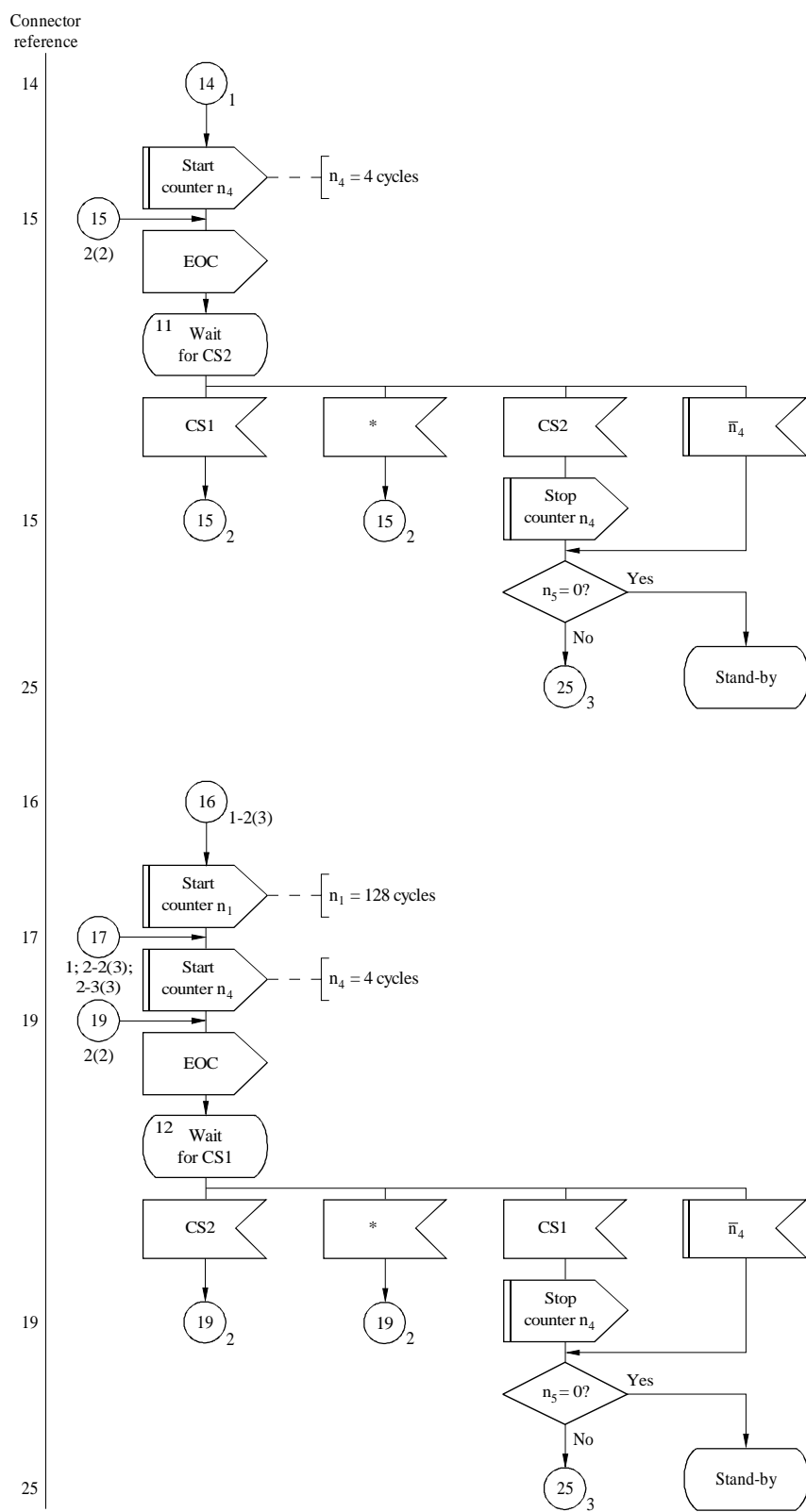
ISS: notice: station is ISS at the moment
the interruption occurred

* Detected error, invalid signal or no signal at all

D34

APPENDIX 10

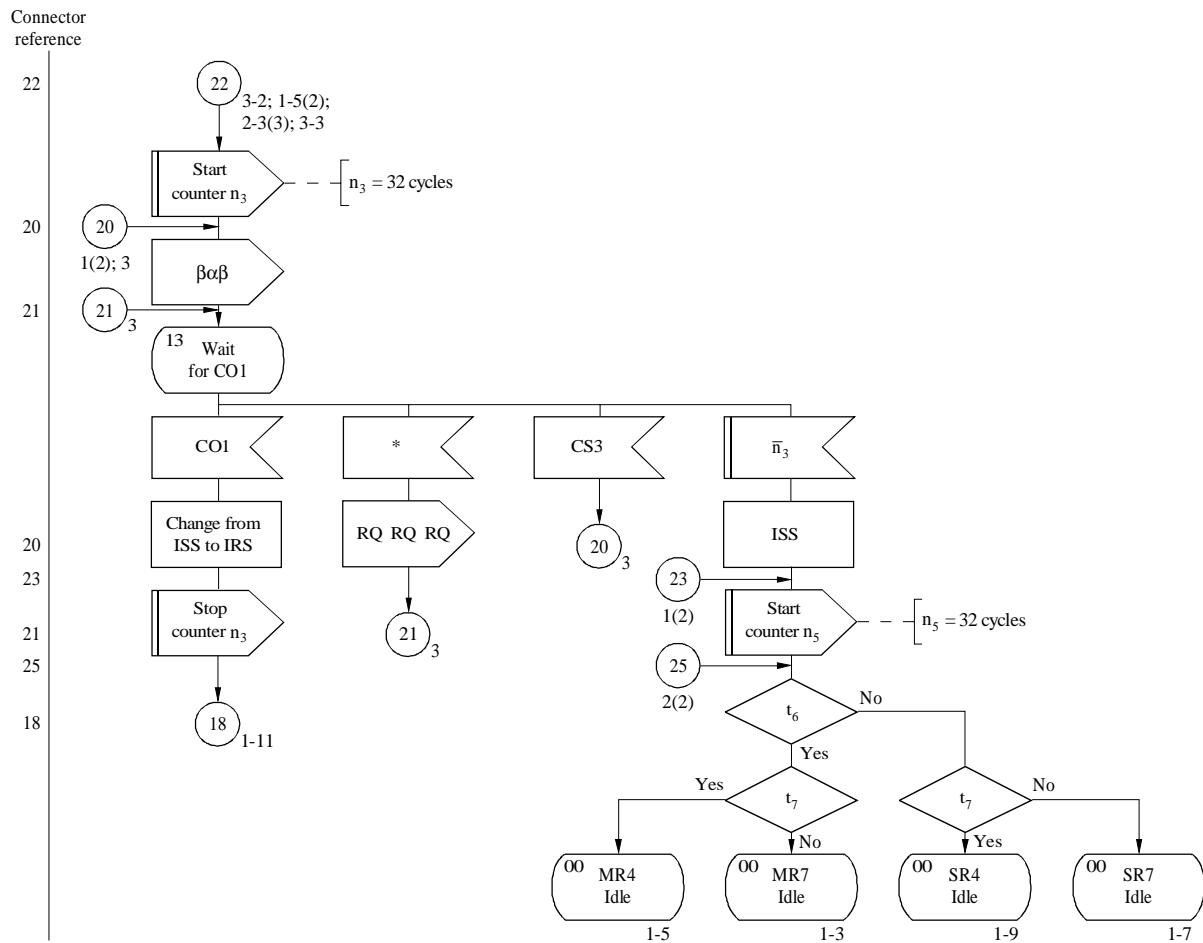
Sheet 2 (of 3)



D35

APPENDIX 10

Sheet 3 (of 3)



t_6 : station is master station?

t_7 : station working in the case of a 4-position call identity?

ISS : notice: station is ISS at the moment the interruption occurred

CO1: if ISS is:
 – master then “RQ RQ RQ”
 – slave then “RQ”

* Detected error, invalid signal or no signal at all

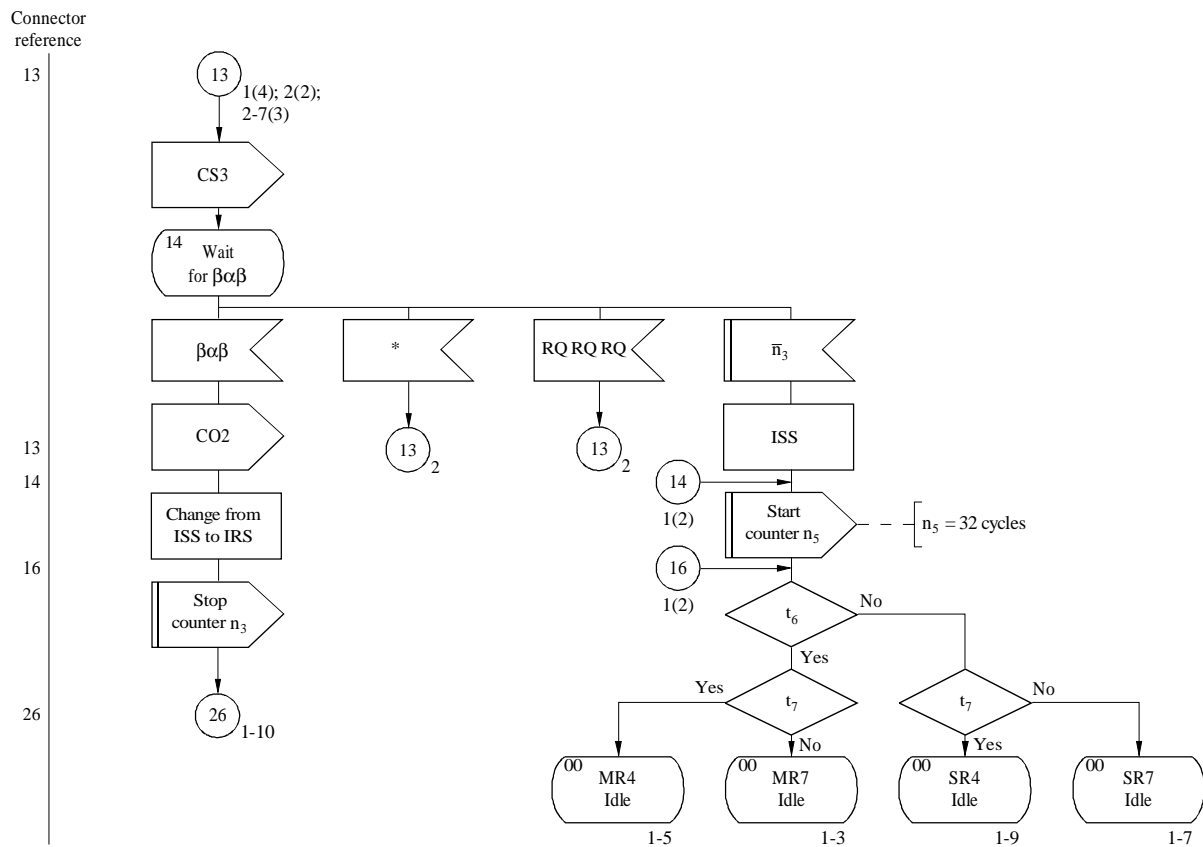
D36

Traffic flow in the case of a 4-signal call identity and in the case of a 7-signal call identity (station is in the IRS position)

Connector
reference

APPENDIX 11

Sheet 2 (of 2)



t_6 : station is master station?

t_7 : station working in the case of a 4-signal call identity?

CO2: if IRS is:

- master then “RQ”
- slave then “RQ RQ RQ”

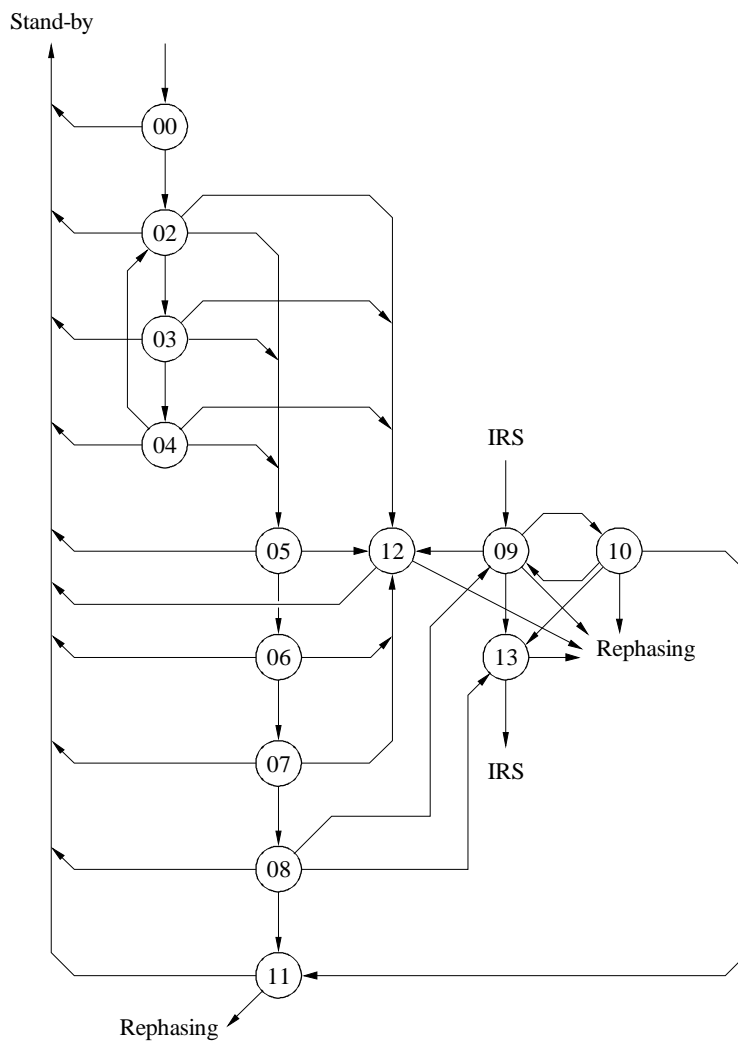
* Detected error, invalid signal or no signal at all

D38

APPENDIX 12

**Phasing procedure with automatic identification
in the case of a 7-signal call identity (calling station) and traffic flow if the station
is in the ISS position (state overview diagram)**

Sheet 1 (of 8)



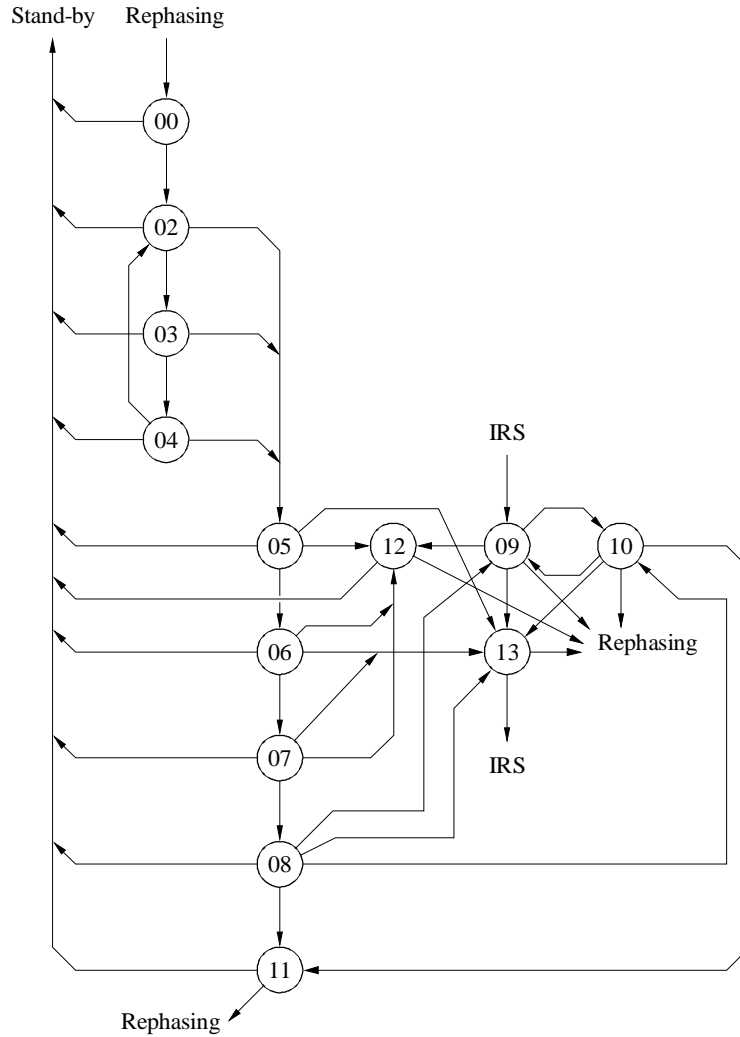
State number	State description	Sheet reference	Counters running	Supervisory counters
00	M7 idle	1-2	n_1	$n_0 = 128$ cycles
02	Wait for CS4	1-2	n_0	$n_1 = 128$ cycles
03	Wait for CS4	1-2	n_0	$n_2 = 32$ cycles
04	Wait for CS4	1-2	n_0	$n_3 = 32$ cycles
05	Wait for CK1	2-2	n_2	$n_4 = 4$ cycles
06	Wait for CK2	2-2	n_2	
07	Wait for CK3	2-2	n_2	
08	Wait for CS1	3-2	n_2	
09	Wait for CS2	1-10	n_3	
10	Wait for CS1	1-10	n_3	
11	Wait for CS2	2-10	n_4	
12	Wait for CS1	2-10	n_1, n_4	
13	Wait for change-over	3-10	n_3	

D39

APPENDIX 12

**Rephasing procedure with automatic identification
in the case of a 7-signal call identity (calling station) and traffic flow if the station
is in the ISS position (state overview diagram)**

Sheet 2 (of 8)



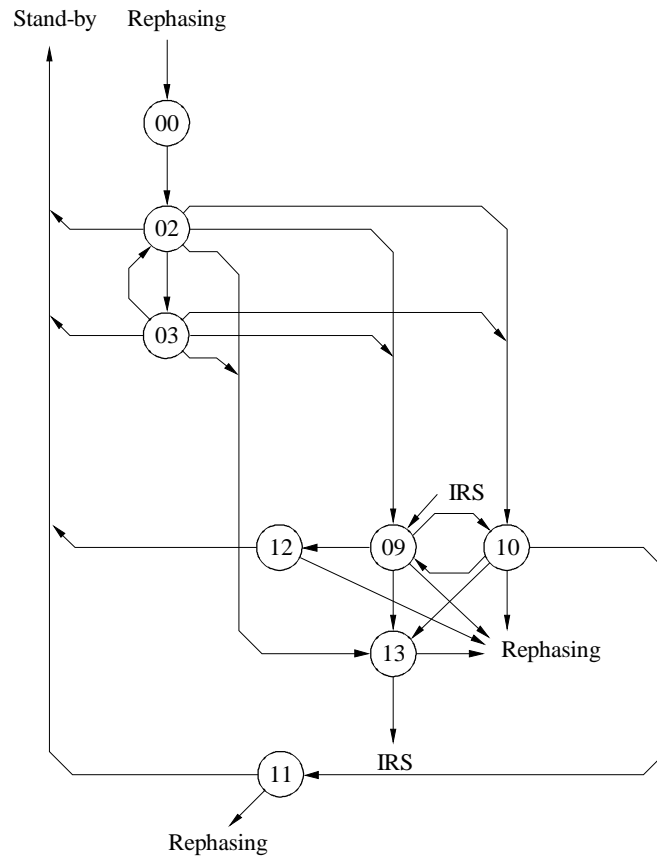
State number	State description	Sheet reference	Counters running	Supervisory counters
00	MR7 idle	1-3	n_5	$n_1 = 128$ cycles
02	Wait for CS5	1-3	n_5	$n_2 = 32$ cycles
03	Wait for CS5	1-3	n_5	$n_3 = 32$ cycles
04	Wait for CS5	1-3	n_5	$n_4 = 4$ cycles
05	Wait for CK1	2-3	n_2, n_5	$n_5 = 32$ cycles
06	Wait for CK2	2-3	n_2, n_5	
07	Wait for CK3	2-3	n_2, n_5	
08	Wait for CS1	3-3	n_2, n_5	
09	Wait for CS2	1-10	n_3, n_5	
10	Wait for CS1	1-10	n_3, n_5	
11	Wait for CS2	2-10	n_4, n_5	
12	Wait for CS1	2-10	n_1, n_4, n_5	
13	Wait for change-over	3-10	n_3, n_5	

D40

APPENDIX 12

**Rephasing procedure without automatic identification
in the case of a 4-signal call identity (calling station) and traffic flow if the station
is in the ISS position (state overview diagram)**

Sheet 4 (of 8)



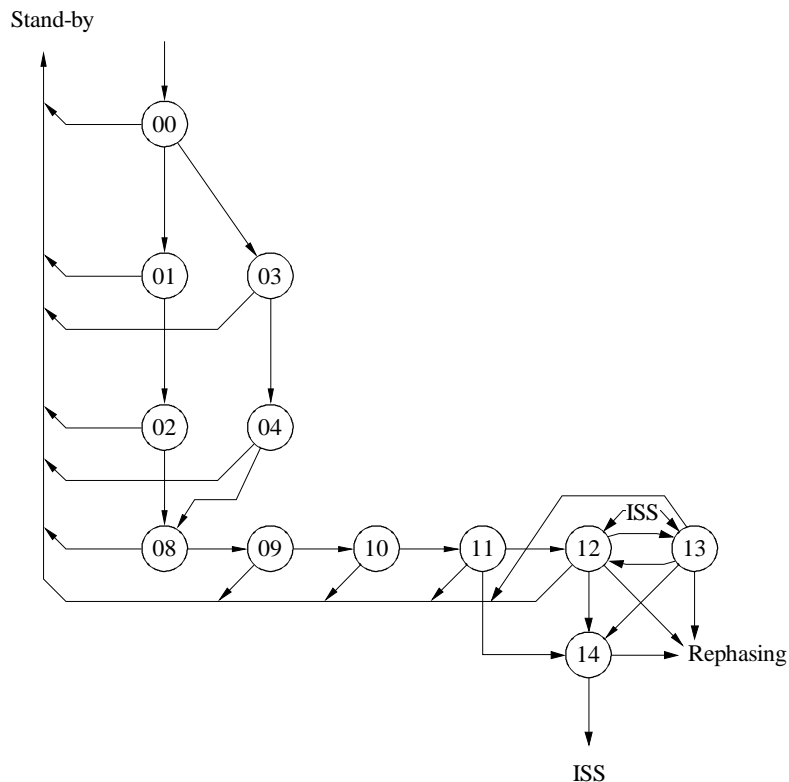
State number	State description	Sheet reference	Counters running	Supervisory counters
00	M4 idle	1-5	n_5	$n_1 = 128$ cycles
02	Wait for CS1	1-5	n_5	$n_3 = 32$ cycles
03	Wait for CS1	1-5	n_5	$n_4 = 4$ cycles
09	Wait for CS2	1-10	n_3	$n_5 = 32$ cycles
10	Wait for CS1	1-10	n_3	
11	Wait for CS2	2-10	n_4	
12	Wait for CS1	2-10	n_1, n_4	
13	Wait for change-over	3-10	n_3	

D42

APPENDIX 12

**Phasing procedure with automatic identification
in the case of a 7-signal call identity (called station) and traffic flow if the station
is in the IRS position (state overview diagram)**

Sheet 5 (of 8)



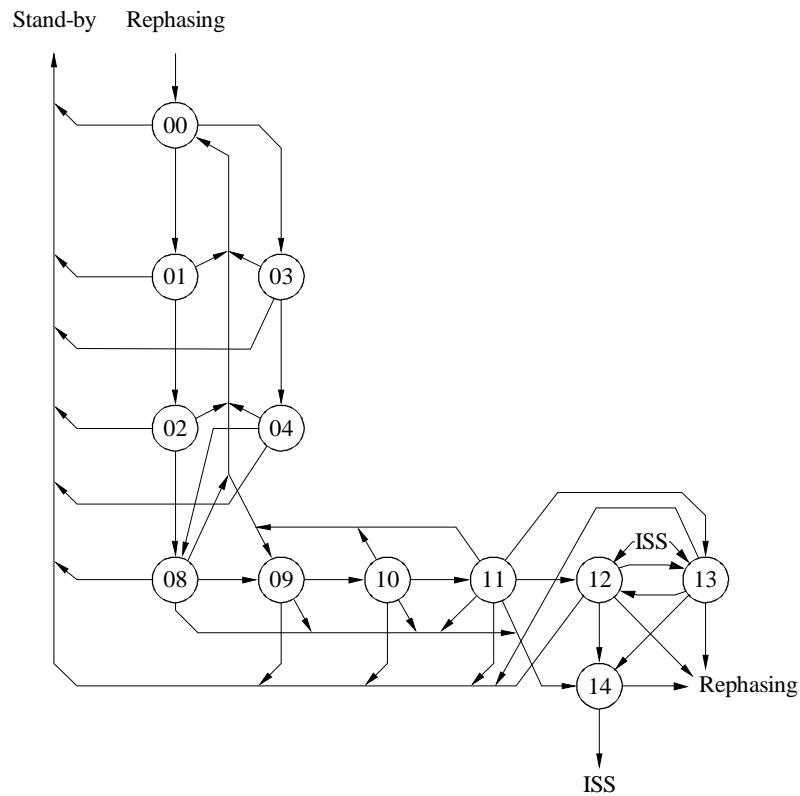
State number	State description	Sheet reference	Counters running	Supervisory counters
00	S7 idle	1-6		$n_2 = 32$ cycles
01	Wait for CB2	1-6		$n_3 = 32$ cycles
02	Wait for CB3	1-6		
03	Wait for CB3	1-6		
04	Wait for CB1	1-6		
08	Wait for ID1	2-6	n_2	
09	Wait for ID2	2-6	n_2	
10	Wait for ID3	2-6	n_2	
11	Wait for EOI	3-6	n_2	
12	Wait for block 1	1-11	n_3	
13	Wait for block 2	1-11	n_3	
14	Wait for $\beta\alpha\beta$	2-11	n_3	

D43

APPENDIX 12

**Rephasing procedure with automatic identification
in the case of a 7-signal call identity (called station) and traffic flow if the station
is in the IRS position (state overview diagram)**

Sheet 6 (of 8)



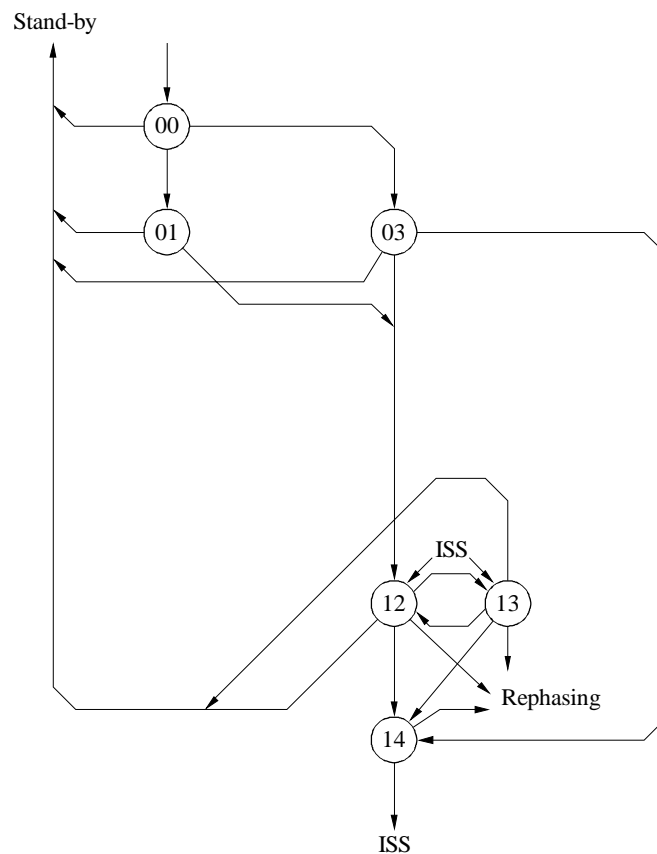
State number	State description	Sheet reference	Counters running	Supervisory counters
00	SR7 idle	1-7	n_5	$n_2 = 32 \text{ cycles}$
01	Wait for CB2	1-7	n_5	$n_3 = 32 \text{ cycles}$
02	Wait for CB3	1-7	n_5	$n_5 = 32 \text{ cycles}$
03	Wait for CB3	1-7	n_5	
04	Wait for CB1	1-7	n_5	
08	Wait for ID1	2-7	n_2, n_5	
09	Wait for ID2	2-7	n_2, n_5	
10	Wait for ID3	2-7	n_2, n_5	
11	Wait for EOI	3-7	n_2, n_5	
12	Wait for block 1	1-11	n_3, n_5	
13	Wait for block 2	1-11	n_3, n_5	
14	Wait for $\beta\alpha\beta$	2-11	n_3, n_5	

D44

APPENDIX 12

**Phasing procedure without automatic identification
in the case of a 4-signal call identity (called station) and traffic flow if the station
is in the IRS position (state overview diagram)**

Sheet 7 (of 8)



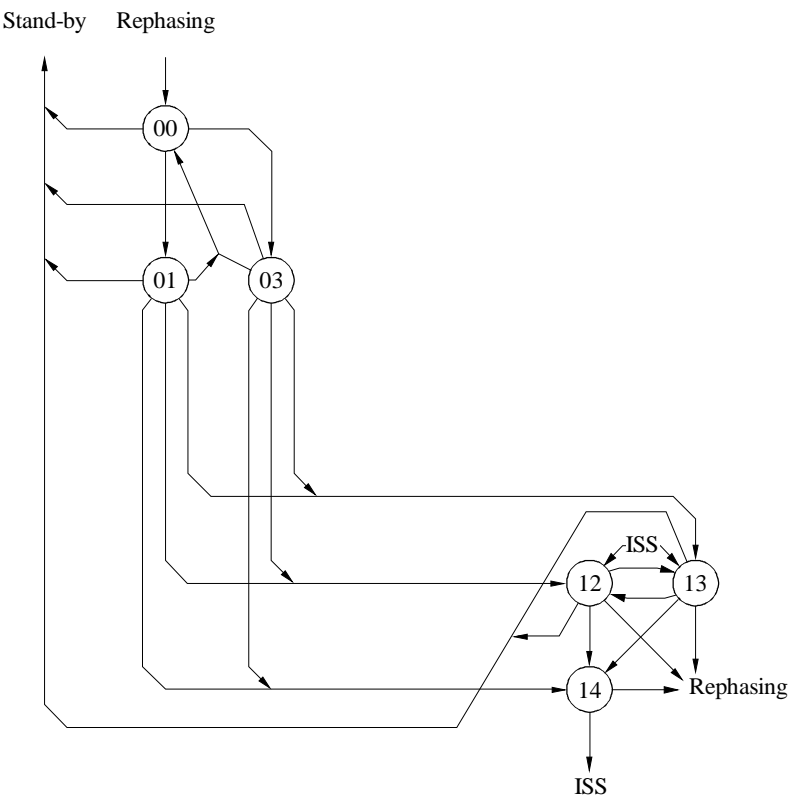
State number	State description	Sheet reference	Counters running	Supervisory counters
00	S4 idle	1-8		$n_3 = 32$ cycles
01	Wait for CB2	1-8		
03	Wait for CB1	1-8		
12	Wait for block 1	1-11	n_3	
13	Wait for block 2	1-11	n_3	
14	Wait for $\beta\alpha\beta$	2-11	n_3	

D45

APPENDIX 12

Rephasing procedure without automatic identification
in the case of a 4-signal call identity (called station) and traffic flow if the station
is in the IRS position (state overview diagram)

Sheet 8 (of 8)



State number	State description	Sheet reference	Counters running	Supervisory counters
00	SR4 idle	1-9	n_5	$n_2 = 32 \text{ cycles}$
01	Wait for CB2	1-9	n_5	$n_3 = 32 \text{ cycles}$
03	Wait for CB1	1-9	n_5	$n_5 = 32 \text{ cycles}$
12	Wait for block 1	1-11	n_3, n_5	
13	Wait for block 2	1-11	n_3, n_5	
14	Wait for $\beta\alpha\beta$	2-11	n_3, n_5	

D46

RECOMMENDATION ITU-R M.627-1*

**TECHNICAL CHARACTERISTICS FOR HF MARITIME RADIO
EQUIPMENT USING NARROW-BAND PHASE-SHIFT
KEYING (NBPSK) TELEGRAPHY**

(Question ITU-R 54/8)

(1986-1995)

Summary

The Recommendation provides in Annex 1 technical characteristics for narrow-band phase-shift keying (NBPSK) telegraphy equipment used in the HF bands of the maritime-mobile service.

The ITU Radiocommunication Assembly,

considering

- a) the fact that direct printing communication modes are currently being widely introduced in the maritime mobile service;
- b) that the frequency stability of ship radio receivers and transmitters has considerably improved;
- c) that synchronous 7-unit signal codes with error detection are widely used in direct-printing links;
- d) that the load on direct-printing channels in the HF maritime mobile service has increased;
- e) that NBPSK signals are received with better noise immunity than FSK signals at the same transmitter power;
- f) that the use of NBPSK telegraphy allows two PSK channels to be accommodated in one standard channel of narrow-band telegraphy in the maritime mobile service at a modulation rate in each channel of 100 Bd or one PSK channel at a modulation rate of 200 Bd;
- g) that the level of mutual channel interference in PSK mode does not exceed that of FSK mode,

recommends

- 1** that when NBPSK telegraphy equipment is used in the HF maritime mobile service, the equipment characteristics should meet the requirements indicated in Annex 1.

ANNEX 1

- 1** The modulation rate on the radio link should be 100 or 200 Bd.

- 2** The carrier wave phase modulation rule should be the following:

In the transmission of signal element *Y*, the carrier wave phase changes by 180° relative to the phase of the preceding bit; but in the transmission of signal element *B*, the carrier wave phase remains the same as for the preceding bit.

NOTE 1 – Signal elements *B* and *Y* are defined in Recommendations ITU-R M.625 and ITU-R M.490.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the Telecommunication Standardization Sector (ITU-T).

- 3** The deviation of the information sequence transmission rate from the nominal value must not exceed ± 0.01 bit/s.
- 4** The necessary transmission bandwidth should be:
- 4.1** not more than 110 Hz for a rate of 100 Bd;
- 4.2** not more than 210 Hz for a rate of 200 Bd.
- 5** The reduction of the mean transmitter output power at the maximum modulation rate compared with that of the unmodulated carrier should not exceed 4 dB.
- 6** The levels of the out-of-band emission at the transmitter output at a modulation rate of 100 Bd should be:
- 6.1** –30 dB referred to unmodulated carrier for a bandwidth of not more than 260 Hz;
- 6.2** –40 dB referred to unmodulated carrier for a bandwidth of not more than 500 Hz;
- 6.3** –50 dB referred to unmodulated carrier for a bandwidth of not more than 700 Hz;
- 6.4** –60 dB referred to unmodulated carrier for a bandwidth of not more than 900 Hz.
- 7** The levels of the out-of-band emission at the transmitter output at a modulation rate of 200 Bd should be:
- 7.1** –30 dB referred to unmodulated carrier for a bandwidth of not more than 520 Hz;
- 7.2** –40 dB referred to unmodulated carrier for a bandwidth of not more than 1 000 Hz;
- 7.3** –50 dB referred to unmodulated carrier for a bandwidth of not more than 1 400 Hz;
- 7.4** –60 dB referred to unmodulated carrier for a bandwidth of not more than 1 800 Hz.
- 8** The standard maritime mobile service narrow-band telegraphy channel may accommodate two PSK sub-channels at a maximum modulation rate of 100 Bd in each PSK sub-channel.
- The frequency of one PSK sub-channel should be 130 Hz lower than the assigned frequency of a standard narrow-band telegraphy channel, and the frequency of the second sub-channel should be 130 Hz higher than the assigned frequency.
- 9** The transmitter should use class of emission G1B or G7B or single-sideband classes J2B or J7B.
- 10** If class J2B is used, the frequency of the sub-carrier signal to the audio frequency input of the transmitter should be 1 570, 1 700 or 1 830 Hz, while the frequency tolerance of the sub-carrier from the nominal value should not exceed ± 0.5 Hz.
- 11** If class J7B is used, the frequencies of the sub-carrier signals to the audio frequency input of the transmitter must be 1 570 and 1 830 Hz, while the tolerance of the sub-carrier frequency from the nominal value should not exceed ± 0.5 Hz.
- 12** The maximum transmitter frequency tolerance from the nominal value should not exceed ± 5 Hz.
- 13** The linearity of the amplitude characteristics of the transmitter information signal amplification channel should be such that the level of intermodulation components does not exceed –31 dB for the third order, –38 dB for the fifth order, and –43 dB for the seventh order.
- 14** The maximum frequency tolerance of the receiver tuning from the nominal value should not exceed ± 5 Hz.
-

RECOMMENDATION ITU-R S.672-4

**SATELLITE ANTENNA RADIATION PATTERN FOR USE AS
A DESIGN OBJECTIVE IN THE FIXED-SATELLITE SERVICE
EMPLOYING GEOSTATIONARY SATELLITES**

(Question ITU-R 41/4)

(1990-1992-1993-1995-1997)

The ITU Radiocommunication Assembly,

considering

- a) that the use of space-station antennas with the best available radiation patterns will lead to the most efficient use of the radio-frequency spectrum and the geostationary orbit;
- b) that both single feed elliptical (or circular) and multiple feed shaped beam antennas are used on operational space stations;
- c) that although improvements are being made in the design of space-station antennas, further information is still required before a reference radiation pattern can be adopted for coordination purposes;
- d) that the adoption of a design objective radiation pattern for space-station antennas will encourage the fabrication and use of orbit-efficient antennas;
- e) that it is only necessary to specify space-station antenna radiation characteristics in directions of potential interference for coordination purposes;
- f) that for wide applicability the mathematical expressions should be as simple as possible consistent with effective predictions;
- g) that nevertheless, the expressions should account for the characteristics of practical antenna systems and be adaptable to emerging technologies;
- h) that measurement difficulties lead to inaccuracies in the modelling of spacecraft antennas at large off-axis angles;
- j) that the size constraints of launch vehicles lead to limitations in the D/λ values of spacecraft antennas, particularly at lower frequencies such as the 6/4 GHz band;
- k) that space-station antenna pattern parameters such as reference point, coverage area, equivalent peak gain, that may be used to define a space-station reference antenna pattern, are found in Annex 1;
- l) that two computer programs have been developed to generate coverage contours (see Annex 2),

recommends

- 1** that for single feed circular or elliptical beam spacecraft antennas in the fixed-satellite service (FSS), the following radiation pattern should be used as a design objective, outside the coverage area:

$$G(\psi) = G_m - 3 (\psi/\psi_b)^\alpha \quad \text{dBi} \quad \text{for} \quad \psi_b \leq \psi \leq a \psi_b \quad (1)$$

$$G(\psi) = G_m + L_N + 20 \log z \quad \text{dBi} \quad \text{for} \quad a \psi_b < \psi \leq 0.5 b \psi_b \quad (2a)$$

$$G(\psi) = G_m + L_N \quad \text{dBi} \quad \text{for} \quad 0.5b \psi_b < \psi \leq b \psi_b \quad (2b)$$

$$G(\psi) = X - 25 \log \psi \quad \text{dBi} \quad \text{for} \quad b \psi_b < \psi \leq Y \quad (3)$$

$$G(\psi) = L_F \quad \text{dBi} \quad \text{for} \quad Y < \psi \leq 90^\circ \quad (4a)$$

$$G(\psi) = L_B \quad \text{dBi} \quad \text{for} \quad 90^\circ < \psi \leq 180^\circ \quad (4b)$$

where:

$$X = G_m + L_N + 25 \log(b \psi_b) \quad \text{and} \quad Y = b \psi_b 10^{0.04(G_m + L_N - L_F)}$$

$G(\psi)$: gain at the angle ψ from the main beam direction (dBi)

G_m : maximum gain in the main lobe (dBi)

ψ_b : one-half the 3 dB beamwidth in the plane of interest (3 dB below G_m) (degrees)

L_N : near-in-side-lobe level in dB relative to the peak gain required by the system design

L_F = 0 dBi far side-lobe level (dBi)

z : (major axis/minor axis) for the radiated beam

L_B : $15 + L_N + 0.25 G_m + 5 \log z$ dBi or 0 dBi whichever is higher.

NOTE 1 – Patterns applicable to elliptical beams require experimental verification. The values of a in Table 1 are provisional.

TABLE 1

L_N (dB)	a	b	α
–20	$2.58 \sqrt{(1 - \log z)}$	6.32	2
–25	$2.58 \sqrt{(1 - 0.8 \log z)}$	6.32	2
–30	–	6.32	–

The numeric values of a , b , and α for $L_N = -20$ dB and -25 dB side-lobe levels are given in Table 1. The values of a and α for $L_N = -30$ dB require further study. Administrations are invited to provide data to enable the values of a and α for $L_N = -30$ dB to be determined;

2 that for multiple-feed, shaped beam, spacecraft antennas in the FSS, the radiation pattern to be used as a design objective shall be selected from the following formulae depending upon the class of antenna and the range of the scan ratio.

Definition of class of antennas

– Definition of class A antennas:

Class A antennas are those with the boresight location within the coverage area.

– Definition of class B antennas:

Class B antennas are those with the boresight location outside the coverage areas for one or more of the beams.

Definition of scan ratio

There are two definitions of the scan ratio:

The scan ratio δ in § 2.1 is defined as the angular distance between the centre of coverage (defined as the centre of the minimum area ellipse) and a point on the edge-of-coverage, divided by the beamwidth of the component beam.

Scan ratio S used in § 2.2. and 2.3 is defined as the angular distance between the antenna boresight and a point on the edge-of-coverage, divided by the beamwidth of the component beam.

In the initial determination of which *recommends* is applicable to a specific class A antenna, the δ scan ratio definition should be used;

2.1 For class A antennas with scan ratio values $\delta \leq 3.5$:

$$G_{\text{dBi}}(\Delta\psi) = \begin{cases} G_{ep} + 0.256 - 13.065 \left(\frac{\Delta\psi}{Q \psi_0} + 0.5 \right)^2 & \text{for } 0 \leq \frac{\Delta\psi}{\psi_0} \leq 0.8904 Q \\ G_{ep} - 25 & \text{for } 0.8904 Q < \frac{\Delta\psi}{\psi_0} \leq 1.9244 Q \\ G_{ep} - 25 + 20 \log \left(\frac{1.9244 Q \psi_0}{\Delta\psi} \right) & \text{for } 1.9244 Q < \frac{\Delta\psi}{\psi_0} \leq 18/\psi_0 \end{cases}$$

where:

$\Delta\psi$: angle (degrees) from the convex coverage contour to a point outside the coverage region in a direction normal to the sides of the contour

G_{ep} : equivalent peak gain (dBi)

$$= G_e + 3.0$$

ψ_0 : the half-power beamwidth of component beams (degrees)

$$= 72(\lambda/D)$$

λ : wavelength (m)

D : physical diameter of the reflector (m)

$$Q = 10^{\left(\frac{0.000075 (\delta - 1/2)^2}{[(F/D_p)^2 + 0.02]^2} \right)}$$

δ : scan ratio as defined in § 2

F/D_p : ratio of the reflector focal length F to parent parabola diameter D_p

$$D_p = 2(d + h)$$

d : projected aperture diameter of the offset paraboloid

h : offset height to the edge of the reflector.

2.2 that for class A antennas with scan ratio values $S \geq 5$:

$$G_{\text{dBi}}(\Delta\psi) = \begin{cases} G_e - B \left[\left(1 + \frac{\Delta\psi}{\psi_b} \right)^2 - 1 \right] & \text{for } 0^\circ \leq \Delta\psi \leq C \psi_b \\ G_e - 22 & \text{for } C \psi_b < \Delta\psi \leq (C + 4.5) \psi_b \\ G_e - 22 + 20 \log_{10} \left[\frac{(C + 4.5) \psi_b}{\Delta\psi} \right] & \text{for } (C + 4.5) \psi_b < \Delta\psi \leq 18^\circ \end{cases}$$

where:

$\Delta\psi$: angle (degrees) from the convex coverage contour in a direction normal to the sides of the contour

G_e : gain at the edge-of-coverage (dBi)

$$B = B_0 - (S - 1.25) \Delta B \text{ for } S \geq 5$$

$$B_0 = 2.05 + 0.5 (F/D - 1) + 0.0025 D/\lambda$$

$$\Delta B = 1.65 (D/\lambda)^{-0.55}$$

ψ_b : beamlet radius

$$= 36 \lambda/D$$

λ : wavelength (m)

D : physical diameter of the reflector (m)

$$C = \sqrt{1 + \frac{22}{B}} - 1$$

S : scan ratio as defined in § 2

F/D : ratio of focal length over the physical diameter of the antenna;

2.3 that for class B antennas, which only use scan ratio S (for $S \geq 0$):

$$G_{\text{dBi}}(\Delta\psi) = \begin{cases} G_e - B \left[\left(1 + \frac{\Delta\psi}{\psi_b} \right)^2 - 1 \right] & \text{for } 0^\circ \leq \Delta\psi \leq C \psi_b \\ G_e - 17 + 18.7012 \log_{10} \left(\cos \left[\frac{(\Delta\psi - C \psi_b)}{\psi_b} \right] \right) & \text{for } C \psi_b < \Delta\psi \leq (C + 1) \psi_b \\ G_e - 22 & \text{for } (C + 1) \psi_b < \Delta\psi \leq (C + 4.5) \psi_b \\ G_e - 22 + 20 \log_{10} \left[\frac{(C + 4.5) \psi_b}{\Delta\psi} \right] & \text{for } (C + 4.5) \psi_b < \Delta\psi \leq 18^\circ \end{cases}$$

where:

$\Delta\psi$: angle (degrees) from the convex coverage contour in a direction normal to the sides of the contour

G_e : gain at the edge-of-coverage (dBi)

$B = B_0 - (S - 1.25) \Delta B$ for $S \geq 0$

$B_0 = 2.05 + 0.5 (F/D - 1) + 0.0025 D/\lambda$

$\Delta B = 1.65 (D/\lambda)^{-0.55}$

ψ_b : beamlet radius

$= 36 \lambda/D$

λ : wavelength (m)

D : physical diameter of the reflector (m)

$$C = \sqrt{1 + \frac{17}{B}} - 1$$

S : scan ratio as defined in § 2

F/D : ratio of focal length over the physical diameter of the antenna;

2.4 that for class A antennas with scan ratio values $\delta > 3.5$ and $S < 5$, the design objective is still under study. In particular, studies are required on the extension of the equations given in § 2.1 and 2.2 into this region. One possible method of extending the design objective into this region is described in Annex 1. For the definition of scan ratios δ and S and their application, see § 2;

2.5 that the following Notes shall be considered part of § 2.1 and 2.2:

NOTE 1 – The coverage area shall be defined as the contour constructed from the polygon points surrounding the service area, using the method given in Annex 2.

NOTE 2 – For the cuts, where the –3 dB gain contour is outside of the constructed coverage contour, the design objective pattern should originate from the –3 dB contour.

NOTE 3 – This Recommendation should be applied only in the direction of an interference sensitive system. That is, it need not be applied in directions where the potential for interference to other networks does not exist (e.g. off the edge of the Earth, unpopulated ocean regions). 10% of the cuts may exceed the design objective pattern.

NOTE 4 – This Recommendation does not apply to dual frequency band antennas. Antennas using the reflector induced phase error for beam broadening belong to this category and require further study.

ANNEX 1

Satellite antenna patterns in the fixed-satellite service

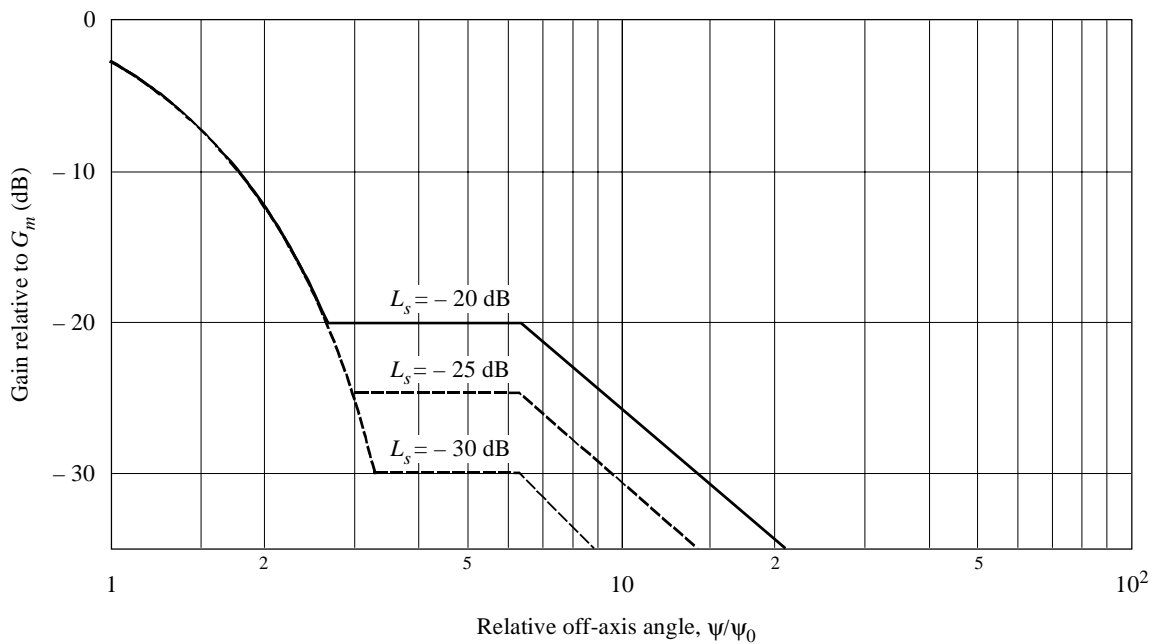
1 Satellite antenna reference radiation patterns

1.1 Single feed circular beams

The radiation pattern of the satellite antenna is important in the region of the main lobe as well as the farther side lobes. Thus, the possible patterns commencing at the -3 dB contour of the main lobe are divided into four regions. These are illustrated in Fig. 1.

FIGURE 1

Radiation pattern envelope functions



$$G(\psi) = G_m - 3(\psi/\psi_0)^2 \quad \text{dBi} \quad \text{for} \quad \psi_0 \leq \psi \leq a\psi_0 \quad (\text{I})$$

$$G(\psi) = G_m + L_s \quad \text{dBi} \quad \text{for} \quad a\psi_0 < \psi \leq b\psi_0 \quad (\text{II})$$

$$G(\psi) = G_m + L_s + 20 - 25 \log(\psi/\psi_0) \quad \text{dBi} \quad \text{for} \quad b\psi_0 < \psi \leq \psi_1 \quad (\text{III})$$

$$G(\psi) = 0 \quad \text{dBi} \quad \text{for} \quad \psi_1 < \psi \quad (\text{IV})$$

where:

$G(\psi)$: gain at the angle (ψ) from the axis (dBi)

G_m : maximum gain in the main lobe (dBi)

ψ_0 : one-half the 3 dB beamwidth in the plane of interest (3 dB below G_m) (degrees)

ψ_1 : value of (ψ) when $G(\psi)$ in equation (III) is equal to 0 dBi

L_s : the required near-in-side-lobe level (dB) relative to peak gain

a, b : the numeric values are given below:

L_s	a	b
-20	2.58	6.32
-25	2.88	6.32
-30	3.16	6.32

0672-01

Difficulties arise, however, in attempting to apply the postulated pattern to a non-circular beam. Administrations are therefore requested to submit measured radiation patterns for antennas with other than simple circular beams.

1.2 Single feed elliptical beams

The functions in Fig. 1 define a maximum envelope for the first side lobes at a level of -20 dB relative to peak gain and this pattern applies to antennas of fairly simple designs. However, in the interest of a better utilization of the orbit capacity, it may be desirable to reduce this level to -30 dB and to use antennas of more sophisticated design. The pattern adopted by the World Administrative Radio Conference for the Planning of the Broadcasting-Satellite Service, Geneva, 1977 (WARC BS-77) for broadcasting satellite antennas meets this requirement and is now being achieved and should therefore apply in that case. Additional studies may be desirable to ascertain the feasibility of achieving these reduced side-lobe levels in common practice, particularly with respect to the 6/4 GHz bands.

1.3 Multiple feed shaped beams

A similar pattern applicable to shaped beams must be based on analysis of several shaped beams and also on theoretical considerations. Additional parameters must be specified, such as the diameter of the elemental beamlet and the level of the first side lobe. In addition the cross-section and means of measuring angles form part of the pattern definition.

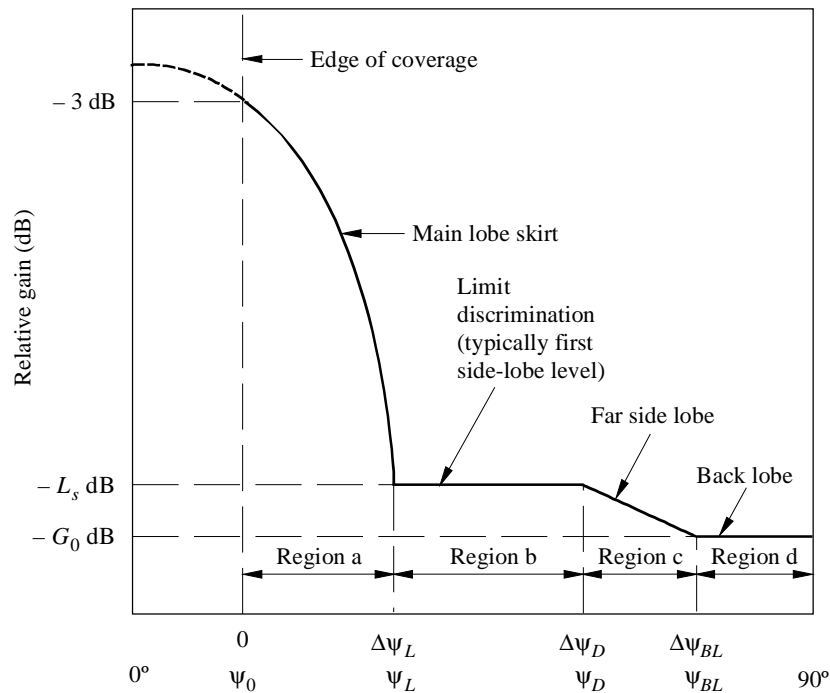
The important consideration in producing such a reference is the discrimination to be achieved from the edge of coverage of all types of antenna, including the most complex shaped beam antenna, as a function of angular separation of the coverage areas as seen from the orbit. The radiation pattern of a shaped beam antenna is unique and it is mainly determined by the following operational and technical factors:

- shape of the coverage area;
- satellite longitude;
- maximum antenna aperture;
- feed design and illumination taper;
- normalized reflector aperture diameter (D/λ);
- focal length to aperture diameter ratio (F/D);
- number of frequency re-use and independent beam ports;
- number of feed elements utilized;
- bandwidths;
- polarization orthogonality requirements;
- total angular coverage region provided;
- stability of feed element phase and amplitude excitations;
- reconfigurability requirements;
- number of orbital positions from which beam coverages must be provided;
- reflector surface tolerances achieved;
- beam pointing (i.e. derived from satellite or independent beam positioning via earth-based tracking beacons);
- component beam degradations due to scan aberrations that are related to the specific reflector or antenna configuration (i.e. single reflector, dual reflector, shaped reflector systems without a focal axis, direct radiating array, etc.).

In view of this, there may be some difficulties in developing a single reference radiation pattern for shaped beam antennas.

The reference pattern of Fig. 1 is unsatisfactory for shaped beam antennas, since a key parameter to the reference pattern is ψ_0 , the -3 dB half-beamwidth, whereas the beam centre of a shaped beam is ill-defined and largely irrelevant to the out-of-beam response. A simple reference pattern consisting of four segments, as illustrated in Fig. 2 might be more satisfactory for the basis of a reference pattern. The slope of the skirt of this pattern would be a function of the angular distance outside the average contour.

FIGURE 2
Possible form of reference radiation pattern



$\Delta\psi$: off-axis angle relative to edge of coverage
(assumed to be equivalent to the -3 dB contour)

ψ : off-axis angle relative to reference point

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The particular direction in which to measure this angular distance is also a parameter which needs definition. One method is to measure this angle orthogonally from the constant gain contour which corresponds most closely to the coverage area. Difficulties arise with this method where portions of the gain contours are concave such as occurs with crescent-shaped patterns. For this type of pattern, the orthogonal direction away from a contour could intersect the coverage area again. From an antenna design standpoint, the difficulty in achieving good discrimination in the concave portion of a pattern increases with the degree of concavity. An alternative method which could circumvent these problems is to circumscribe the coverage area by a contour which has no concavity and then measure the angles orthogonally from this contour; this contour being considered as edge of coverage. Other methods of defining the direction of measurement are possible, e.g. the centre of a circumscribing ellipse could be used as a reference point (see § 2.1 and 2.2), but an unambiguous definition is needed for any reference pattern.

Once the direction is defined, the radiation pattern can be separated into four regions of interest:

Region a: Main lobe skirt (edge of coverage to angle of limit discrimination)

This region is assumed to cover what is considered to be adjacent coverage regions. The required isolation between satellite networks would be obtained from a combination of satellite antenna discrimination and orbital separation.

A simple function which could be applied to this region could be in a form similar to that given in equation (I) of Fig. 1.

Region b: Non-adjacent coverage region

This region begins where the radiation pattern yields sufficient discrimination to allow nearly co-located satellites to serve non-adjacent areas ($\Delta\psi_L$ in Fig. 2). The limit discrimination (L_S) may be between -20 and -30 dB.

Region c: Far side-lobe region

Region d: Back-lobe region

Each of these regions covers the higher order side lobes and is applicable to very widely spaced service areas and, in those frequency bands used bidirectionally, to parts of the orbit. In the latter case, care must be exercised when considering very large off-axis angles since unpredictable reflections from the spacecraft bus and spill-over from the main reflector might have significant effect. A minimum gain envelope of 0 dBi is suggested pending more information (Region d in Fig. 2).

2 Shaped beam radiation pattern models

For shaped beam modelling purposes, prior to the actual design of an antenna, a simplified reference pattern might be used. Two models which can generate such patterns and their associated parameters are presented below. Both models are suitable for computer-aided interference studies and, in conjunction with satellite centred maps, for manual application. The models form the basis of a recommended pattern or patterns. However, it would be advisable to only apply the resultant pattern “profiles” in the direction of an interference sensitive system. That is, they should not be applied in directions where the potential for interference to other networks does not exist (i.e. off the edge of the Earth, unpopulated ocean regions, etc.).

2.1 Representation of coverage area

Various methods have been proposed in the past for the service area representation of FSS antennas. In one method, the angular distance outside the coverage area is measured in a direction normal to the service area geography (constant gain contour) as seen from the satellite. In practice, the gain contour is designed to fit the service area as closely as possible and therefore the difference between using the service area and the constant gain contour is expected to be very small. However, difficulties will arise with this method in certain cases where portions of gain contours are concave such as with crescent shaped patterns. For such patterns, the orthogonal direction away from the contour could intersect the coverage area again thereby causing ambiguity (see Fig. 3a)). Another difficulty with this representation is that for a given location outside the coverage area, there could be more than one point on the service area at which the line joining the observation location to the point on the service area is normal to the service area contour at that point (see Fig. 3a)).

However, a method has been developed which circumvents the difficulties cited above using angular measurements normal to the coverage area and patterns containing concavities. This method involves a number of graphical constructions and is described in a set of step-by-step procedures in Annex 2.

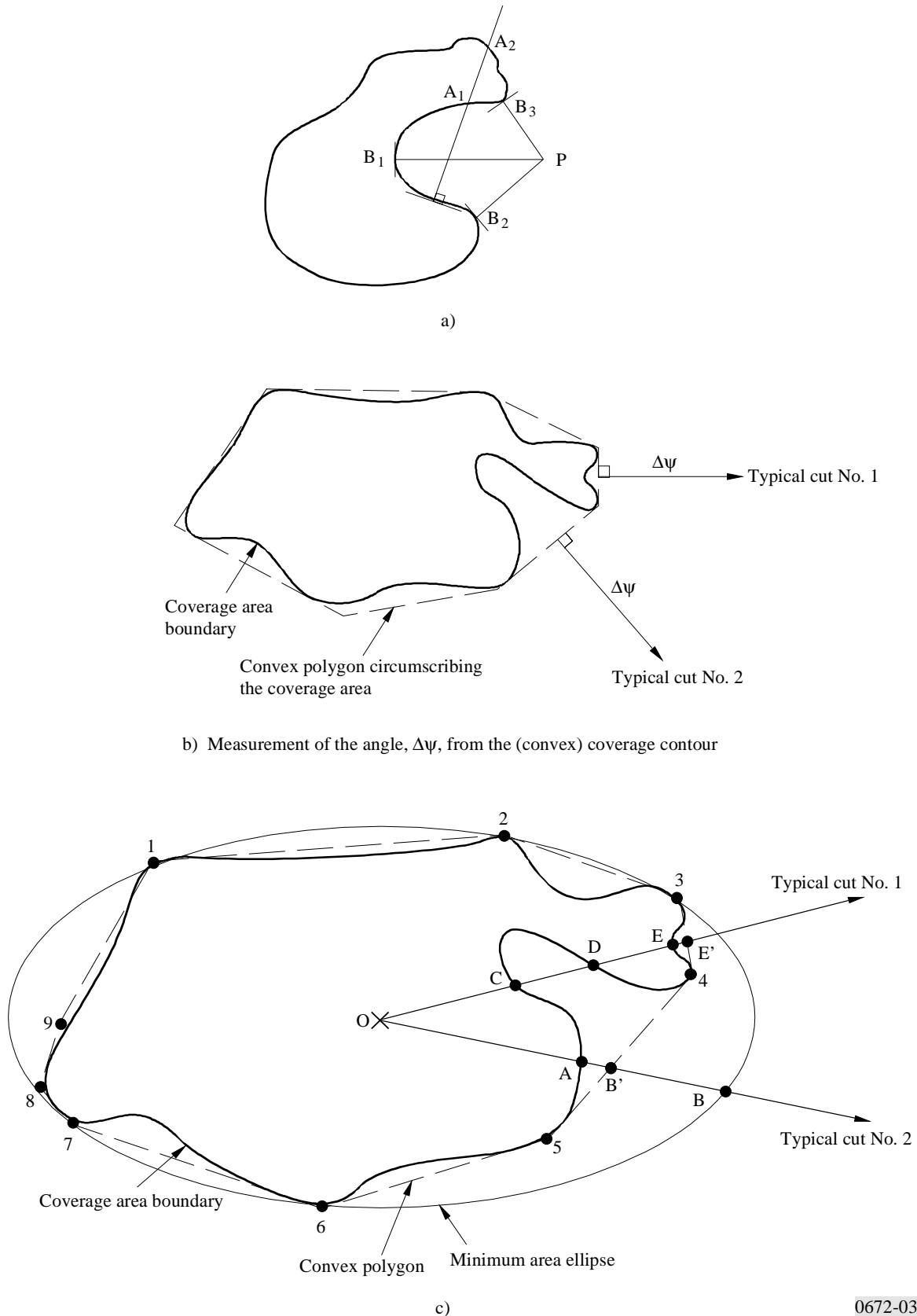
In addition, these step-by-step procedures can be simplified by use of a convex-only coverage contour. To produce a convex-only coverage contour, the same procedure as described in Annex 2 is undertaken, except that only convex corners, i.e. those in which the circle lies inside the coverage contour are considered. The resultant coverage contour is illustrated in Fig. 3b).

Another way of representing the shaped beam patterns is by circumscribing the actual coverage area by a minimum area ellipse. The angular distance is measured from the edge of the ellipse in a direction normal to the periphery of the ellipse. This has the advantage that it is relatively easy to write highly efficient computer programs to define such an angular measurement procedure. However, this representation tends to considerably overestimate the area defined by the actual service area.

Another method is a hybrid approach which gives an unambiguous definition for representing the shaped beam coverage area. In this method a minimum area ellipse circumscribing the geographic coverage is used to define the centre of coverage area. The centre of coverage area does not necessarily represent the beam centre and is used only to define the axis of pattern cuts. Once the centre of coverage area is defined, the minimum area ellipse has no further significance.

A convex polygon is then used to define the coverage area boundary. The number of sides forming the polygon are determined based on the criteria that it should circumscribe the coverage area as closely as possible and should be of convex shape. A typical example is shown in Fig. 3c) for the service area representation. The angular directions are radial from the centre of the coverage area.

FIGURE 3
Different representation of coverage area



0672-03

For an observation location outside the coverage area, the direction of applying the template and the angular distances are unambiguously defined with reference to the centre of coverage area. However, this method tends to underestimate the angular spacing between the gain contours outside the coverage area when the angle of the radial with respect to the coverage contour significantly departs from normal.

In summary, it would appear that the most acceptable method, both in accuracy and ease of construction, is the use of the convex-only coverage contour with the angular distances measured along directions normal to the sides of the contour, as shown in Fig. 3b).

2.2 Equivalent peak gain

In situations where it is not necessary to tailor the beam to compensate for the variation in propagation conditions across the service area, the minimum coverage area gain achieved at the coverage area contour is considered to be 3 dB less than the equivalent peak gain (G_{ep}). In practice the actual peak gain may be higher or lower than the equivalent peak gain and may not necessarily occur on-axis.

In some situations there could be a large variation of propagation conditions over the service area or service requirements may warrant special beam tailoring within the service area. In these cases the minimum required relative gain (relative to the average gain on the coverage area contour) at each polygon vertex is computed and linear interpolation based on the azimuth from the beam axis may then be used to determine the relative gain at intermediate azimuths. Under this scenario the gain at the coverage area contour is direction dependent.

Note that for a shaped beam, the gain variation within the coverage area is not related to the roll-off of gain beyond the edge of coverage. The antenna performance within the coverage area, including the gain, is not related to the interference introduced into adjacent systems. The gain variation within the coverage area, therefore, need not be characterized in shaped beam reference patterns.

2.3 Elemental beamlet size

The side-lobe levels are determined by the aperture illumination function. Considering an illumination function of the form:

$$f(x) = \cos^N\left(\frac{\pi}{2} \cdot x\right) \quad |x| \leq 1 \quad (5)$$

which is zero at the aperture edge for $N > 0$. The elemental beamlet radius, as a function of the side-lobe level (dB) and the D/λ ratio, is, over the range of interest, approximately given by:

$$\psi_b = (16.56 - 0.775 L_s) \lambda/D \quad \text{degrees} \quad (6)$$

where L_s is the relative level of the first side lobe (dB).

This expression illustrates the trade-off between antenna diameter, side-lobe level and steepness of the main lobe skirt regions. It is derived by curve fitting the results obtained from calculations for different side-lobe levels. This relationship has been used as a starting point in the models described below.

2.4 Development of co-polar pattern models

Generalized co-polar patterns for future shaped beam antennas based on measurements on several operational shaped beam antennas (Brazilsat, Anik-C, Anik-E, TDRSS, Intelsat-V, G-Star, Intelsat-VI, Intelsat-VII, Cobra) and on theoretical considerations are given in this section.

Previous modelling did not appear to quantify the beam broadening effects. The following models include two separate approaches which deal with these effects, which are essential to predicting shaped beam antenna performance accurately.

2.4.1 First model

The shaped beam pattern given in this section is in terms of the primary as well as the secondary parameters. The primary parameters are the beamlet size, coverage area width in the direction of interest and the peak side-lobe level. Secondary parameters are the blockage parameter, surface deviation and the number of beamwidths scanned. The effect

of secondary parameters on the antenna radiation is to broaden the main beam and increase the side-lobe level. Although the dominant parameter in the beam broadening is the number of beamwidths scanned, the effects of the other two parameters are given here for completeness. However, the effect of blockage on side-lobe level should not be overlooked. Though it is true that, due to practical limitations, even for a satellite antenna design which calls for maintaining the blockage free criteria, there is normally a small amount of edge blockage. In particular, edge blockage is quite likely to occur for linear dual-polarization antennas employing a common aperture as is the case of dual gridded reflectors used for Anik-E, G-Star, Anik-C, Brazilsat, etc. This is because of the required separation between the foci of the two overlapped reflectors for the isolation requirements and for the volume needed for accommodating two sets of horns.

In the far side-lobe regions there is very little measured information available on which to base a model. Reflections from the spacecraft structure, feed array spill-over, and direct radiation from the feed cluster can introduce uncertainties at large off-axis angles and may invalidate theoretical projections. Measurement in this region is also extremely difficult and therefore further study is required to gain confidence in the model in this region. In the interim, a minimum gain plateau of 0 dBi is suggested.

It should be noted that the suggested pattern is only intended to apply in directions where side-lobe levels are of concern. In uncritical directions, e.g. towards ocean regions or beyond the limb of the Earth or in any direction in which interference is not of concern, this pattern need not be a representative model.

General co-polar Model 1

The following three-segment model representing the envelope of a satellite shaped beam antenna radiation pattern outside of the coverage area, is proposed:

Main lobe skirt region:

$$G_{\text{dBi}}(\Delta\psi) = G_{ep} + U - 4V \left(\frac{\Delta\psi}{Q\psi_0} + 0.5 \right)^2 \quad \text{for} \quad 0 \leq \Delta\psi \leq W \cdot Q \cdot \psi_0$$

Near-in side-lobe region:

$$G_{\text{dBi}}(\Delta\psi) = G_{ep} + SL \quad \text{for} \quad W \cdot Q \cdot \psi_0 \leq \Delta\psi \leq Z \cdot Q \cdot \psi_0$$

Far side-lobe region:

$$G_{\text{dBi}}(\Delta\psi) = G_{ep} + SL + 20 \log(Z \cdot Q \cdot \psi_0 / \Delta\psi) \quad \text{for} \quad Z \leq \Delta\psi \leq 18$$

where:

$\Delta\psi$: angle from the edge of coverage (degrees)

$G_{\text{dBi}}(\Delta\psi)$: gain at $\Delta\psi$ (dBi)

G_{ep} : equivalent peak gain

$$G_{ep} = G_e + 3.0 \text{ (dBi)}$$

ψ_0 : half-power diameter of the beamlet (degrees)

$$\psi_0 \approx (33.12 - 1.55 SL) \lambda / D$$

λ : wavelength (m)

D : diameter of the reflector (m)

SL : side-lobe level relative to the peak (dB)

$U = 10 \log A$, $V = 4.3429 B$ are the main beam parameters

$$B = \left[\ln(0.5/10^{0.1SL}) \right] / \left[(16.30 - 3.345 SL) / (16.56 - 0.775 SL) \right]^2 - 1$$

$$A = 0.5 \exp(B)$$

$$W = (-0.26 - 2.57 SL) / (33.12 - 1.55 SL)$$

$$Z = (77.18 - 2.445 SL) / (33.12 - 1.55 SL)$$

Q : beam broadening factor due to the secondary effects:

$$Q = \exp \left[(8 \pi^2 (\epsilon / \lambda)^2) \cdot [\eta_i(\Delta)]^{-0.5} \cdot 10^{\left(\frac{0.000075 (\delta - 1/2)^2}{[(F/D_p)^2 + 0.02]^2} \right)} \right] \quad (7)$$

The variables in equation (7) are defined as:

ϵ : r.m.s. surface error

Δ : blockage parameter (square root of the ratio between the area blocked and the aperture area)

δ : number of beamwidths scanned away from the axial direction

$$= \theta_0 / \psi_0$$

θ_0 : angular separation between the centre of coverage, defined as the centre of the minimum area ellipse, to the edge of the coverage area

$$\eta_i(\Delta) = 1 - \Delta^2 \quad \text{for central blockage}$$

$$= \left[1 - [1 - A(1 - \Delta)^2] \Delta^2 \right]^2 \quad \text{for edge blockage} \quad (8)$$

A in equation (8) is the pedestal height in the primary illumination function $(1 - Ar^2)$ on the reflector and r is the normalized distance from the centre in the aperture plane of the reflector ($r = 1$ at the edge). F/D_p in equation (7) is the ratio of the focal length to the parent parabola diameter. For a practical satellite antenna design this ratio varies between 0.35 and 0.45.

The far-out side-lobe gain depends on the feed-array spillover, reflection and diffraction effects from the spacecraft structure. These effects depend on individual designs and are therefore difficult to generalize.

As given in equation (7), the beam broadening factor Q depends on the r.m.s. surface error ϵ , the blockage parameter Δ , number of beams scanned δ , and F/D_p ratio. In practice, however, the effect of ϵ and Δ on beam broadening is normally small and can be neglected. Thus, equation (7) can be simplified to:

$$Q = 10^{\left(\frac{0.000075 (\delta - 1/2)^2}{[(F/D_p)^2 + 0.02]^2} \right)} \quad (9)$$

where:

$$D_p = 2(d + h)$$

d : projected aperture diameter of the offset paraboloid

h : offset height to the edge of the reflector.

Equation (9) clearly demonstrates the dependence of beam broadening on number of beams scanned and the satellite antenna F/D_p ratio. This expression is valid for δ as high as nine beamwidths, which is more than sufficient for global coverage even at 14/11 GHz band; for service areas as large as Canada, United States or China the value of δ is generally one to two beams at 6/4 GHz band and about four beams at 14/11 GHz band, in the application of this model. Thus, for most of the systems the value of Q is normally less than 1.1. That is, the beam broadening effect is generally about 10% of the width of the elemental beamlet of the shaped-beam antenna.

Neglecting the main beam broadening due to blockage and reflector surface error, and assuming a worst-case value of 0.35 for F/D_p ratio of the reflector, the beam broadening factor Q can be simplified as:

$$Q = 10^{0.0037 (\delta - 1/2)^2}$$

In the 6/4 GHz band, a –25 dB side-lobe level can be achieved with little difficulty using a multi-horn solid reflector antenna of about 2 m in diameter, consistent with a PAM-D type launch. To achieve 30 dB discrimination, a larger antenna diameter could be required if a sizeable angular range is to be protected or controlled. In the 14/11 GHz fixed-satellite bands, 30 dB discrimination can generally be achieved with the 2 m antenna and the use of a more elaborate feed design.

The above equations for the reference pattern are dependent upon the scan angle of the component beam at the edge of coverage in the direction of each individual cut for which the pattern is to be applied. For a reference pattern to be used as a design objective, a simple pattern with minimum parametric dependence is desirable. Hence, a value or values of Q which cover typically satellite coverages should be selected and incorporated in the above equations.

A steeper main beam fall-off rate can be achieved for a typical domestic satellite service area as compared to very large regional coverage areas; and conversely a reference pattern satisfying a regional coverage will be too relaxed for domestic satellite coverages.

Therefore it is proposed to simplify Model 1 into the following two cases for the FSS antennas. For these cases a –25 dB side-lobe plateau level is assumed.

a) **Small coverage regions** ($\delta < 3.5$)

Most of the domestic satellite coverage areas fall under this category. The beam broadening factor Q is taken as 1.10 to represent reference patterns of modest scan degradations for small coverage regions as:

$$G_{\text{dBi}}(\Delta\psi) = \begin{cases} G_{ep} + 0.256 - \frac{10.797}{\psi_0^2} (\Delta\psi + 0.55 \psi_0)^2 & \text{for } 0 \leq \Delta\psi \leq 0.9794 \psi_0 \\ G_{ep} - 25 & \text{for } 0.9794 \psi_0 < \Delta\psi \leq 2.1168 \psi_0 \\ G_{ep} - 25 + 20 \log(2.1168 \psi_0 / \Delta\psi) & \text{for } 2.1168 \psi_0 < \Delta\psi \leq 18 \end{cases}$$

b) **Wide coverage regions** ($\delta > 3.5$)

Examples for wide coverage regions are the hemi-beam and global coverages of INTELSAT and INMARSAT. In order to represent the pattern degradation due to large scan, a value of 1.3 is taken for the Q factor. The reference patterns applicable to these coverages ($\delta > 3.5$) are defined as:

$$G_{\text{dBi}}(\Delta\psi) = \begin{cases} G_{ep} + 0.256 - \frac{7.73}{\psi_0^2} (\Delta\psi + 0.65 \psi_0)^2 & \text{for } 0 \leq \Delta\psi \leq 1.1575 \psi_0 \\ G_{ep} - 25 & \text{for } 1.1575 \psi_0 < \Delta\psi \leq 2.5017 \psi_0 \\ G_{ep} - 25 + 20 \log(2.5017 \psi_0 / \Delta\psi) & \text{for } 2.5017 \psi_0 < \Delta\psi \leq 18 \end{cases}$$

2.4.2 Second model

There will be many difficulties in providing a relatively simple pattern that could be applied to a range of different satellite antennas without prejudice to any particular design or system. With this thought the template presented here by Model 2 does not intend to describe a single unique envelope, but a general shape. The template may be considered not only for a single antenna application, but as an overall representation of a family of templates describing antennas suitable for many different applications.

In the development of the model, an attempt has been made to take full account of the beam broadening that results from component beams scanned away from boresight of a shaped-beam antenna. A careful attempt has been made to encompass the effects of interference and mutual coupling between adjacent beamlets surrounding the component beamlet under consideration. To avoid complexity in the formulation, two additional adjacent beamlets along the

direction of scan of the component beamlets have been considered. The variation in beam broadening with F/D ratio has also been taken into account, the results have been tested over the range $0.70 \leq F/D \leq 1.3$ and modelled for an average scan plane between the elevation plane and azimuth plane. If the modelling had been done for the azimuth plane only, sharper characteristics than predicted might be expected. Other assumptions made in the model are as follows:

- the boundary of the component beams corresponding to the individual array elements has been assumed to correspond to the ideal -3 dB contour of the shaped coverage beam;
- the component beamlet radius, ψ_b , is given by equation (6) and corresponds to an aperture edge taper of -4 dB;
- the value of B which controls the main beam region, is directly modelled as a function of the scan angle of the component beam, the antenna diameter D and the F/D ratio of the antenna reflector.

The value of F/D used in this model is the ratio of focal length to the physical diameter of the reflector. The model is valid for reflector diameters up to 120λ , beam scanning of up to 13 beam widths and has shown good correlation to some 34 pattern cuts taken from four different antennas.

Recognizing that at some future date it may be desirable to impose a tighter control on antenna performance, this model provides two simple improvement factors, K_1 and K_2 , to modify the overall pattern generated at present.

General co-polar Model 2

The equations to the various regions and the corresponding off-axis gain values are described below. Those gain values are measured normal to the coverage area at each point and this technique is allied to the definition of coverage area described in Annex 2.

At present, the values of K_1 and K_2 should be taken as unity, $K_1 = K_2 = 1$.

The equations used in this model are normalized to a first side lobe (L_s) of -20 dB. Ultimately, the particular value of the first side-lobe level chosen for the given application would be substituted.

a) The main lobe skirt region: ($0^\circ \leq \Delta\psi < C\psi_b$)

In this region the gain function is given by:

$$G(\Delta\psi) = G_e - K_1 B \left[\left(1 + \frac{\Delta\psi}{\psi_b} \right)^2 - 1 \right] \quad \text{dBi} \quad (10)$$

where:

$G(\Delta\psi)$: reference pattern gain (dBi)

G_e : gain at the edge of coverage (dBi)

$\Delta\psi$: angle (degrees) from the (convex) coverage contour in a direction normal to the sides of the contour

$\psi_b = 32 \lambda/D$ is the beamlet radius (degrees) (corresponding to $L_s = -20$ dB in equation (6))

$B = B_0 - (S - 1.25) \Delta B$ for $S \geq 1.25$ and

$B = B_0$ for $S < 1.25$

$B_0 = 2.05 + 0.5 (F/D - 1) + 0.0025 D/\lambda$

$\Delta B = 1.65 (D/\lambda)^{-0.55}$.

Equations for both the elevation and azimuth planes are given here in order to maintain generality.

azimuth plane: $B_0 = 2.15 + T$

elevation plane: $B_0 = 1.95 + T$

where $T = 0.5 (F/D - 1) + 0.0025 D/\lambda$

azimuth plane: $\Delta B = 1.3 (D/\lambda)^{-0.55}$

elevation plane: $\Delta B = 2.0 (D/\lambda)^{-0.55}$

D : physical antenna diameter (m)

λ : wavelength (m)

S : angular displacement A between the antenna boresight and the point of the edge-of-coverage, in half-power beamwidths of the component beam, as shown in Fig. 4, i.e. $S_1 = A_1 / 2\psi_b$ and $S_2 = A_2 / 2\psi_b$

$$C = \sqrt{1 + \frac{(20 K_2 - 3)}{K_1 B}} - 1$$

and corresponds to the limit where $G(\Delta\psi)$ corresponds to a $-20 K_2$ (dB) level with respect to equivalent peak gain G_{ep} , i.e. $G(\Delta\psi) = G_e + 3 - 20 K_2$.

b) Near side-lobe region: $C\psi_b \leq \Delta\psi < (C + 0.5)\psi_b$

This region has been kept deliberately very narrow for the following reasons. High first lobes of the order of -20 dB occur only in some planes and are followed by monotonically decreasing side lobes. In regions where beam broadening occurs, the first side lobe merges with the main lobe which has already been modelled by B for the beam skirt. Hence it is necessary to keep this region very narrow in order not to over-estimate the level of radiation. (For class B antennas this region has been slightly broadened and the gain function modified.) The gain function in this region is constant and is given by:

$$G(\Delta\psi) = G_e + 3 - 20 K_2 \quad (11)$$

c) Intermediate side-lobe region: $(C + 0.5)\psi_b \leq \Delta\psi < (C + 4.5)\psi_b$

This region is characterized by monotonically decreasing side lobes. Typically, the envelope decreases by about 10 dB over a width of $4\psi_b$. Hence this region is given by:

$$G(\Delta\psi) = G_e + 3 - 20 K_2 + 2.5 \left[(C + 0.5) - \frac{\Delta\psi}{\psi_b} \right] \quad \text{dBi} \quad (12)$$

The above expression decreases from $G_e + 3 - 20 K_2$ at $(C + 0.5)\psi_b$ to $G_e + 3 - 10 - 20 K_2$ at $(C + 4.5)\psi_b$.

d) Wide-angle side-lobe region: $(C + 4.5)\psi_b \leq \Delta\psi < (C + 4.5)\psi_b D$,

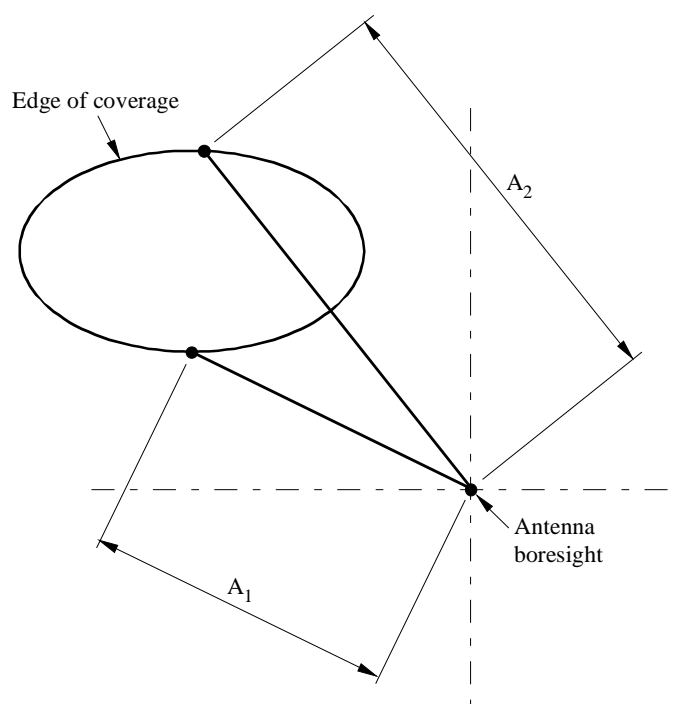
$$\text{where } D = 10^{[(G_e - 27)/20]}$$

This corresponds to the region which is dominated by the edge diffraction from the reflector and it decreases by about 6 dB per octave. This region is then described by:

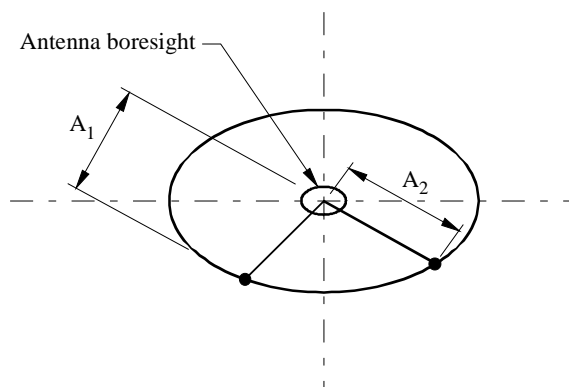
$$G(\Delta\psi) = G_e + 3 - 10 - 20 K_2 + 20 \log \left[\frac{(C + 4.5)\psi_b}{\Delta\psi} \right] \quad \text{dBi} \quad (13)$$

In this region $G(\Delta\psi)$ decreases from $G_e + 3 - 10 - 20 K_2$ at $(C + 4.5)\psi_b$ to $G_e + 3 - 16 - 20 K_2$ at $2(C + 4.5)\psi_b$. The upper limit corresponds to where $G(\Delta\psi) = 3$ dBi.

FIGURE 4
A schematic of a coverage zone



a) Boresight outside the coverage zone



b) Boresight inside the coverage zone

A_1, A_2 : angular deviation (degrees) of the two points on the edge of coverage from the antenna boresight

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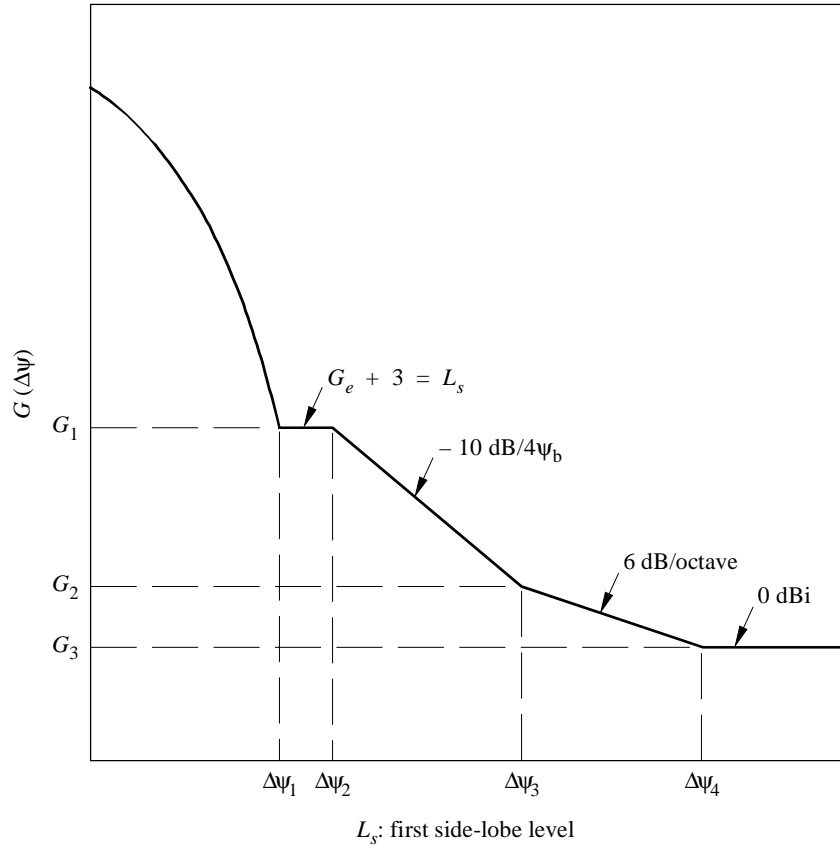
e) **Far-out side-lobe region:** $(C + 4.5) \psi_b D \leq \Delta\psi \leq 90$,

where $D = 10^{[(G_e - 27)/20]}$

$$G(\Delta\psi) = 3 \quad \text{dBi} \quad (14)$$

These regions are depicted in Fig. 5.

FIGURE 5
Different regions in the proposed model 2



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The model can also be extended to the case of simple circular beams, elliptical beams and to shaped-reflector antennas. These cases are covered by adjustment to the value of B in the above general model:

- for simple circular and elliptical beams B is modified to a value, $B = 3.25$
- for shaped-reflectors the following parameters are modified to:

$$B = \begin{cases} 1.3 & \text{for } 0.5 \leq S \leq 0.75 \\ 1.56 - 0.34 S & \text{for } 0.75 < S \leq 2.75 \\ 0.62 & \text{for } S > 2.75 \end{cases}$$

where:

S : (angular displacement from the centre of coverage) / $2\psi_b$

$\psi_b = 40 \lambda/D$

$K_2 = 1.25$

It should be noted that the values proposed for shaped-reflector antennas correspond to available information on simple antenna configurations. This new technology is rapidly developing and therefore these values should be considered tentative. Furthermore, additional study may be needed to verify the achievable side-lobe plateau levels.

Use of improvement factors K_1 and K_2

The improvement factors K_1 and K_2 are not intended to express any physical process in the model, but are simple constants to make adjustments to the overall shape of the antenna pattern without changing its substance.

Increasing the value of K_1 from its present value of 1, will lead to an increase in the sharpness of the main beam roll-off.

Parameter K_2 can be used to adjust the levels of the side-lobe plateau region by increasing K_2 from its value of unity.

2.5 Shaped beam pattern roll-off characteristics

The main beam roll-off characteristics of shaped beam antennas depend primarily on the antenna size. The angular distance $\Delta\psi_L$ from the edge of coverage area to the point where the gain has decreased by 22 dB (relative to edge gain) is a useful parameter for orbit planning purposes: it is related to the antenna size as:

$$\Delta\psi_L = C (\lambda/D)$$

For central beams with little or no shaping, the value of C is 64 for –25 dB peak side-lobe level. However, for scanned beams C is typically in the range 64 to 80 depending on the extent of main beam broadening.

2.6 Reference pattern for intermediate scan ratios

Recommends 2.1 and 2.2 have two reference patterns for the satellite antennas in the FSS, one for small coverage areas with scan ratios less than 3.5 and the other for wide coverage areas with scan ratios greater than 5.0. However, the radiation patterns for intermediate scan ratios ($3.5 < \delta < 5.0$) of satellite antennas have not been defined.

In order to fully utilize the Recommendation the radiation pattern for antennas with intermediate scan ratios between 3.5 and 5.0 should be defined. One approach would be to redefine either of the two models to cover the other region. However, as an interim solution it is proposed to connect the two models with a reference pattern defined by parameters similar to those used in *recommends* 2.1 and 2.2.

Based on this approach a new reference pattern, which is applicable only to Class A antennas, has been developed which satisfies the existing patterns for the small coverage and the wide coverage areas at $\delta = 3.5$ and $\delta = 5.0$ respectively. It is defined as a function of the beam-broadening factor Q_i which is the ratio of upper limits of the main beam fall-off regions of the shaped beam ($\delta > 1/2$) and the pencil beam ($\delta = 1/2$). For intermediate scan ratios in the range $3.5 < \delta < 5.0$, the value of Q_i is interpolated as:

$$Q_i = Q + \left(\frac{C}{1.7808} - Q \right) \left(\frac{\delta - 3.5}{1.5} \right)$$

where:

$$Q = 10^{\left(\frac{0.000075 (\delta - 1/2)^2}{[(F/D_p)^2 + 0.02]^2} \right)}$$

$$C = \sqrt{1 + \frac{22}{B}} - 1$$

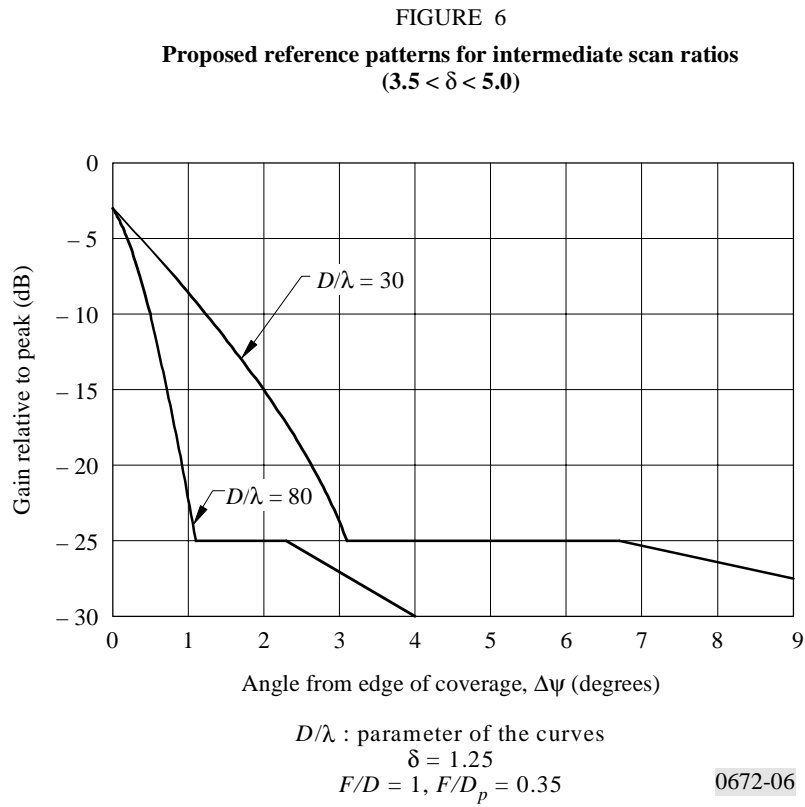
$$B = 2.05 + 0.5 (F/D - 1) + 0.0025 D/\lambda - (\delta - 1.25) 1.65 (D/\lambda)^{-0.55}$$

The reference pattern for intermediate scan ratios ($3.5 < \delta < 5.0$) is defined as:

$$G_{\text{dBi}}(\Delta\psi) = \begin{cases} G_{ep} + 0.256 - 13.065 \left(\frac{\Delta\psi}{Q_i \psi_0} + 0.5 \right)^2 & \text{for } 0 \leq \frac{\Delta\psi}{\psi_0} \leq 0.8904 Q_i \\ G_{ep} - 25 & \text{for } 0.8904 Q_i < \frac{\Delta\psi}{\psi_0} \leq 1.9244 Q_i \\ G_{ep} - 25 + 20 \log \left(\frac{1.9244 Q_i}{\Delta\psi} \right) & \text{for } 1.9244 Q_i < \frac{\Delta\psi}{\psi_0} \leq \frac{18}{\psi_0} \end{cases}$$

The variables in the above equations have been defined in *recommends* 2.1 and 2.2.

Figure 6 shows an example of the new reference pattern for $\delta = 4.25$ and for two different values of D/λ .



Further study is needed to validate this model for the intermediate scan ratio region.

1 Defining coverage area contours and gain contours about the coverage area

1.1 Defining coverage area contours

A coverage area can be defined by a series of geographic points as seen from the satellite. The number of points needed to reasonably define the coverage area is a function of the complexity of the area. These points can be displaced to account for antenna pointing tolerances and variations due to service arc considerations. A polygon is formed by connecting the adjacent points. A coverage area contour is constructed about this polygon by observing two criteria:

- the radius of the curvature of the coverage area contour should be $\geq \psi_b$;
- the separation between straight segments of the coverage area contour should be $> 2\psi_b$ (see Fig. 7).

If the coverage polygon can be included in a circle of radius ψ_b , this circle is the coverage area contour. The centre of this circle is the centre of a minimum radius circle which will just encompass the coverage area contour. If the coverage polygon cannot be included in a circle of radius ψ_b , then proceed as follows:

- Step 1:* For all interior coverage polygon angles $< 180^\circ$, construct a circle of radius ψ_b with its centre at a distance (ψ_b) on the internal bisector of the angle. If all angles are less than 180° (no concavities) Steps 2 and 4 which follow are eliminated.
- Step 2:* a) For all interior angles $> 180^\circ$, construct a circle of radius ψ_b which is tangent to the lines connected to the coverage point whose centre is on the exterior bisector of the angle.
- b) If this circle is not wholly outside the coverage polygon, then construct a circle of radius ψ_b which is tangent to the coverage polygon at its two nearest points and wholly outside the coverage polygon.
- Step 3:* Construct straight line segments which are tangent to the portions of the circles of Steps 1 and 2 which are closest to, but outside the coverage polygon.
- Step 4:* If the interior distance between any two straight line segments from Step 3 is less than $2\psi_b$, the controlling points on the coverage polygon should be adjusted such that reapplying Steps 1 through 3 results in an interior distance between the two straight line segments equal to $2\psi_b$.

An example of this construction technique is shown in Fig. 7.

1.2 Gain contours about the coverage area contours

As also noted in Annex 1, difficulties arise where the coverage area contour exhibits concavities. Using a $\Delta\psi$ measured normal to the coverage area contour will result in intersections of the normals and could result in intersections with the coverage area contour.

In order to circumvent this problem, as well as others, a two step process is proposed. If there are no concavities in the coverage contours, the following Step 2 is eliminated.

- Step 1:* For each $\Delta\psi$, construct a contour such that the angular distance between this contour and the coverage area contour is never less than $\Delta\psi$.

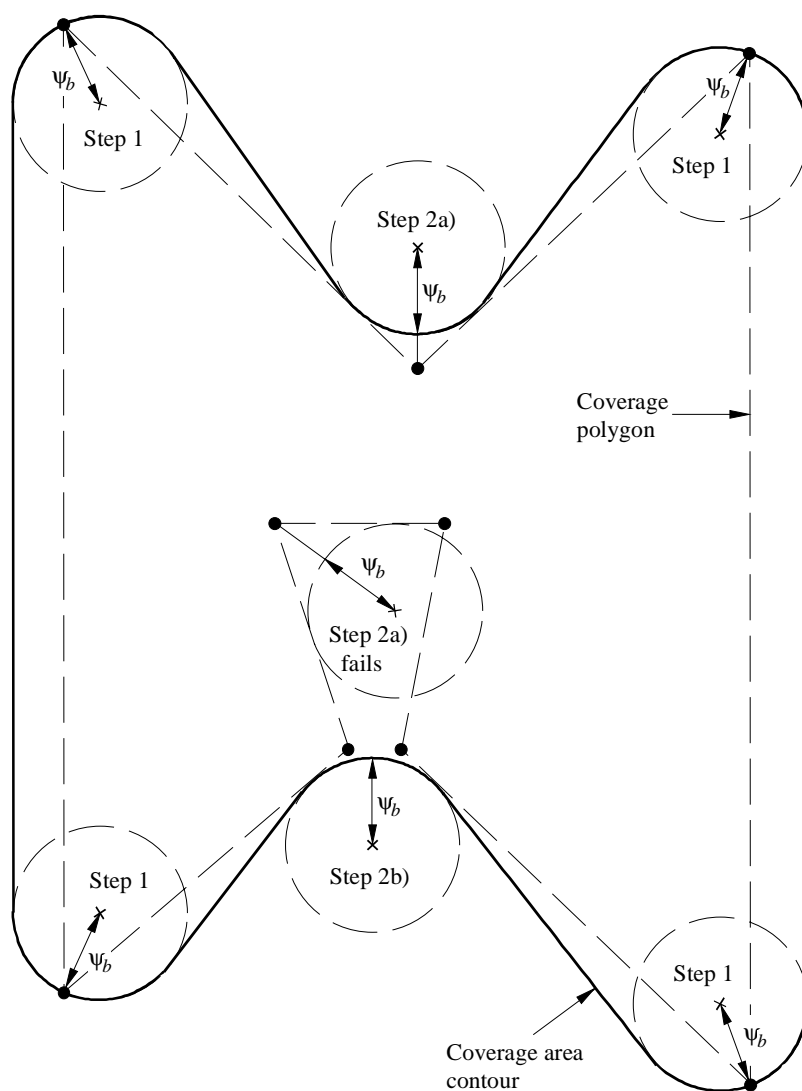
This can be done by constructing arcs of $\Delta\psi$ dimension from points on the coverage area contour. The outer envelope of these arcs is the resultant gain contour.

Where the coverage area contour is straight or convex, this condition is satisfied by measuring normal to the coverage area contour. No intersections of normals will occur for this case.

Using the process described in Step 1 circumvents these construction problems in areas of concavity. However, from a realistic standpoint some problem areas remain. As noted in Annex 1, side-lobe control in regions of concavity can become more difficult as the degree of concavity increases, the pattern cross-section tends to broaden and using the Step 1 process, discontinuities in the slope of the gain contour can exist.

It would appear reasonable to postulate that gain contours should have radii of curvature which are never less than $(\psi_b + \Delta\psi)$ as viewed from inside and outside the gain contour. This condition is satisfied by the Step 1 process where the coverage area contour is straight or convex, but not in areas of concavity in the coverage area contour. The focal points for radii of curvature where the coverage area contour is straight or convex are within the gain contour. In areas of concavity, the use of Step 1 can result in radii of curvature as viewed from outside the gain contour which are less than $(\psi_b + \Delta\psi)$.

FIGURE 7
Construction of a coverage area contour

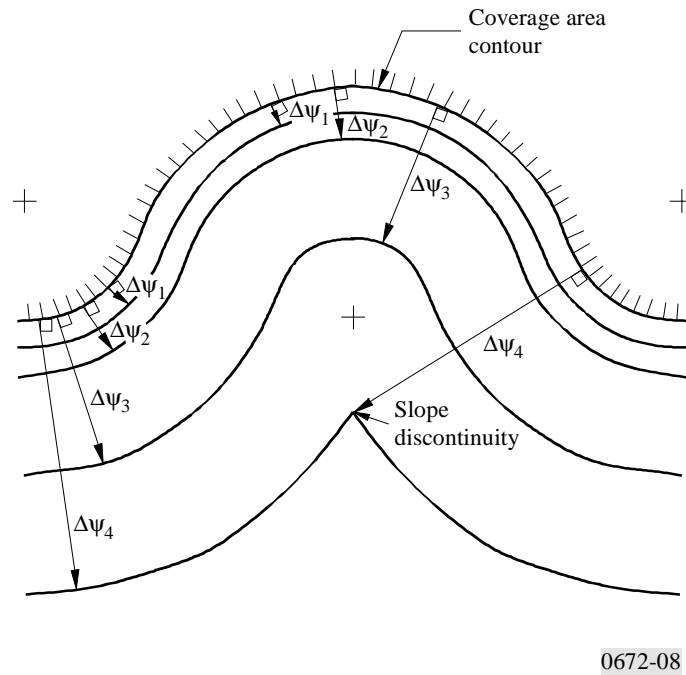


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Figure 8 shows an example of the Step 1 process in an area of concavity. Semi-circular segments are used for the coverage area contour for construction convenience. Note the slope discontinuity.

To account for the problems enumerated above and to eliminate any slope discontinuity, a Step 2 is proposed where the concavities exist.

FIGURE 8
Gain contours from Step 1 in a concave coverage
area contour



Step 2: In areas of the gain contour determined by Step 1 where the radius of curvature as viewed from outside this contour is less than $(\psi_b + \Delta\psi)$ this portion of the gain contour should be replaced by a contour having a radius equal to $(\psi_b + \Delta\psi)$.

Figure 9 shows an example of the Step 2 process applied to concavity of Fig. 8. For purposes of illustration, values of the relative gain contours are shown, assuming ψ_b as shown and a value of $B = 3$ dB.

This method of construction has no ambiguities and results in contours in areas of concavities which might reasonably be expected. However, difficulties occur in generating software to implement the method, and furthermore it is not entirely appropriate for small coverage areas. Further work will continue to refine the method.

To find the gain values at specific points without developing contours the following process is used.

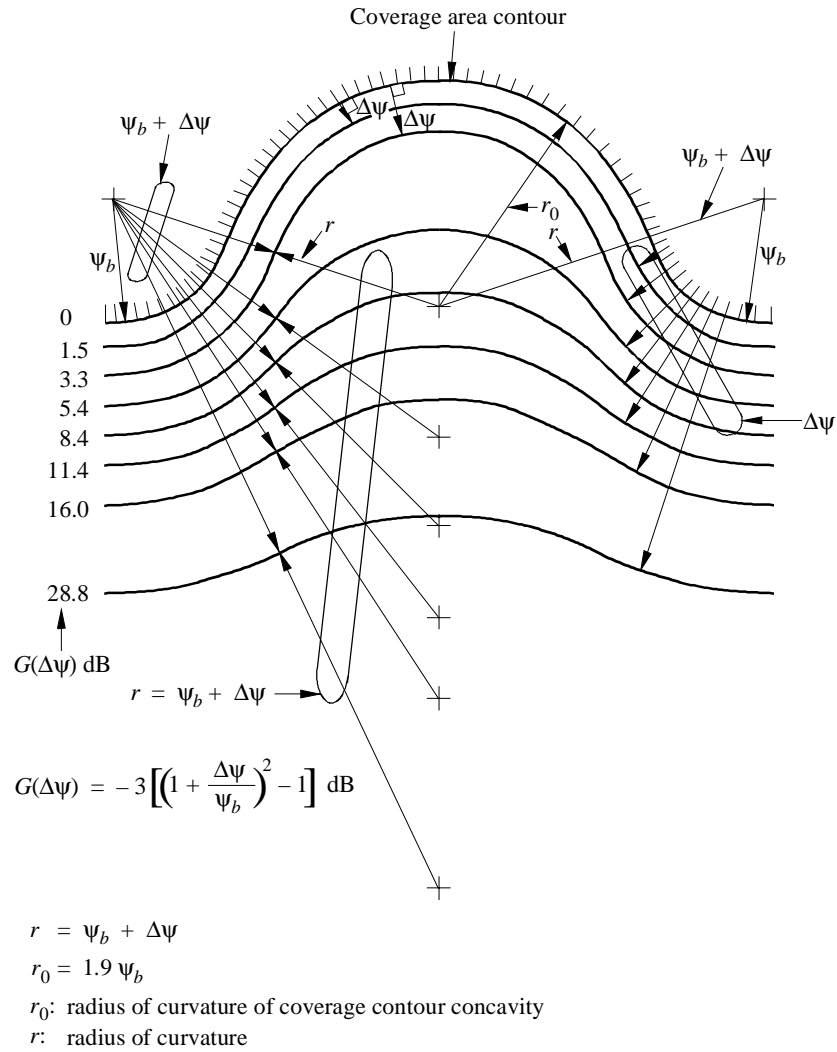
Gain values at points which are not near an area of concavity can be found by determining the angle $\Delta\psi$ measured normal to the coverage area contour and computing the gain from the appropriate equation: (10), (11), (12), (13) or (14). The gain at a point in concavity can be determined as follows.

First a simple test is applied. Draw a straight line across the coverage concavity so that it touches the coverage edge at two points without crossing it anywhere. Draw normals to the coverage contour at the tangential points. If the point under consideration lies outside the coverage area between the two normals, the antenna discrimination at that point may be affected by the coverage concavity. It is then necessary to proceed as follows:

Determine the smallest angle $\Delta\psi$ between the point under consideration and the coverage area contour. Construct a circle with radius $(\psi_b + \Delta\psi)$, whose circumference contains the point, in such a way that its angular distance from any point on the coverage area contour is maximized when the circle lies entirely outside the coverage area; call this maximum angular distance $\Delta\psi'$. The value of $\Delta\psi'$ may be any angle between 0 and $\Delta\psi$; it cannot be greater than but may be equal to $\Delta\psi$. The antenna discrimination for the point under consideration is then obtained from equations (10), (11), (12), (13) or (14) as appropriate using $\Delta\psi'$ instead of $\Delta\psi$.

Two computer programs for generating the coverage area contours based on the above method have been developed and are available at the Radiocommunication Bureau.

FIGURE 9
Construction of gain contours in a concave coverage area
contour – Step 1 plus Step 2



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RECOMMENDATION ITU-R M.690-1*

**TECHNICAL CHARACTERISTICS OF EMERGENCY POSITION-INDICATING
RADIO BEACONS (EPIRBs) OPERATING ON THE CARRIER
FREQUENCIES OF 121.5 MHz AND 243 MHz**

(Question ITU-R 31/8)

(1990-1995)

Summary

This Recommendation contains technical characteristics to which emergency position-indicating radio beacons (EPIRBs) intended to operate on the carrier frequency of 121.5 MHz and 243 MHz should conform.

Additional characteristics for EPIRBs intended for carriage on aircraft are specified in relevant annexes to the Convention on International Civil Aviation.

The ITU Radiocommunication Assembly,

considering

- a) that the Radio Regulations define the purpose of emergency position-indicating radio beacon (EPIRB) signals;
- b) that administrations authorizing the use of EPIRBs operating on carrier frequencies of 121.5 MHz and 243 MHz should ensure that such EPIRBs comply with relevant ITU-R Recommendations and the standards and recommended practices of ICAO,

recommends

- 1** that the technical characteristics of EPIRBs operating on the carrier frequencies of 121.5 MHz and 243 MHz should be in accordance with Annex 1.

ANNEX 1

**Technical characteristics of emergency position-indicating
radio beacons (EPIRBs) operating on the carrier
frequencies of 121.5 MHz and 243 MHz**

EPIRBs operating on the carrier frequencies of 121.5 MHz and 243 MHz should fulfil the following conditions (see Note 1):

- a) emission in normal antenna conditions and positions should be vertically polarized and be essentially omnidirectional in the horizontal plane;
- b) carrier frequencies should be amplitude-modulated (minimum duty cycle of 33%), with a minimum depth of modulation of 0.85;
- c) the emission should consist of a characteristic audio-frequency signal obtained by amplitude modulation of the carrier frequencies with a downward audio-frequency sweep within a range of not less than 700 between 1 600 Hz and 300 Hz and with a sweep repetition rate of two to four times per second;

* This Recommendation should be brought to the attention of the International Civil Aviation Organization (ICAO) and the COSPAS-SARSAT Secretariat.

- d) the emission should include a clearly defined carrier frequency distinct from the modulation sideband components; in particular, at least 30% of the power should be contained at all times within:
- ± 30 Hz of the carrier frequency on 121.5 MHz;
 - ± 60 Hz of the carrier frequency on 243 MHz;
- e) the class of emission should be A3X; however, any type of modulation which satisfies the requirements laid down in b), c) and d) above may be used, provided it does not impair the precise locating of the radio beacon.

NOTE 1 – Additional characteristics for EPIRBs aboard aircraft are specified in the relevant annexes to the Convention on International Civil Aviation.

RECOMMENDATION ITU-R SM.1138*

**DETERMINATION OF NECESSARY BANDWIDTHS INCLUDING
EXAMPLES FOR THEIR CALCULATION AND ASSOCIATED
EXAMPLES FOR THE DESIGNATION OF EMISSIONS**

(1995)

The ITU Radiocommunication Assembly,

considering

a) the Final Report and recommendations of the Voluntary Group of Experts (VGE) to study allocation and improved use of the radio-frequency spectrum and simplification of the Radio Regulations (RR) was established in accordance with Resolution No. 8 of the Plenipotentiary Conference (Nice, 1989) and continued its work in accordance with Resolution No. 8 of the Additional Plenipotentiary Conference (Geneva, 1992);

b) that the 1995 World Radiocommunication Conference (WRC-95) will consider and adopt, as appropriate, proposals for the Simplified RR,

recommends

1 that the formulae given in Annex 1 shall be used to calculate the necessary bandwidth when required by the RR.

ANNEX 1

**Determination of necessary bandwidths including examples
for their calculation and associated examples for
the designation of emissions**

1 The necessary bandwidth is not the only characteristic of an emission to be considered in evaluating the interference that may be caused by that emission.

2 In the formulation of the table, the following terms have been employed:

B_n : necessary bandwidth (Hz)

B : modulation rate (Bd)

N : maximum possible number of black plus white elements to be transmitted per second, in facsimile

M : maximum modulation frequency (Hz)

C : sub-carrier frequency (Hz)

D : peak deviation, i.e., half the difference between the maximum and minimum values of the instantaneous frequency. The instantaneous frequency (Hz) is the time rate of change in phase (rad) divided by 2π

t : pulse duration (s) at half-amplitude

t_r : pulse rise time (s) between 10% and 90% amplitude

K : an overall numerical factor which varies according to the emission and which depends upon the allowable signal distortion

N_c : number of baseband channels in radio systems employing multichannel multiplexing

f_p : continuity pilot sub-carrier frequency (Hz) (continuous signal utilized to verify performance of frequency-division multiplex systems).

* Reference has been made to this Recommendation in the Radio Regulations (RR) as revised by the World Radiocommunication Conference 1995 (WRC-95). This will come into force on 1 June 1998.

Description of emission	Necessary bandwidth		Designation of emission
	Formula	Sample calculation	
I. NO MODULATING SIGNAL			
Continuous wave emission	–	–	NONE
II. AMPLITUDE MODULATION			
1. Signal with quantized or digital information			
Continuous wave telegraphy, Morse code	$B_n = BK$ $K = 5$ for fading circuits $K = 3$ for non-fading circuits	25 words per minute $B = 20, K = 5$ Bandwidth: 100 Hz	100HA1AAN
Telegraphy by on-off keying of a tone modulated carrier, Morse code	$B_n = BK + 2M$ $K = 5$ for fading circuits $K = 3$ for non-fading circuits	25 words per minute $B = 20, M = 1\ 000, K = 5$ Bandwidth: $2\ 100\ \text{Hz} = 2.1\ \text{kHz}$	2K10A2AAN
Selective calling signal using sequential single frequency code, single-sideband full carrier	$B_n = M$	Maximum code frequency is: $2\ 110\ \text{Hz}$ $M = 2\ 110$ Bandwidth: $2\ 110\ \text{Hz} = 2.11\ \text{kHz}$	2K11H2BFN
Direct-printing telegraphy using a frequency shifted modulating sub-carrier, with error-correction, single-sideband, suppressed carrier (single channel)	$B_n = 2M + 2DK$ $M = \frac{B}{2}$	$B = 50$ $D = 35\ \text{Hz}$ (70 Hz shift) $K = 1.2$ Bandwidth: 134 Hz	134HJ2BCN
Telegraphy, multichannel with voice frequency, error-correction, some channels are time-division multiplexed, single-sideband, reduced carrier	$B_n = \text{highest central frequency} + M + DK$ $M = \frac{B}{2}$	15 channels; highest central frequency is: $2\ 805\ \text{Hz}$ $B = 100$ $D = 42.5\ \text{Hz}$ (85 Hz shift) $K = 0.7$ Bandwidth: $2\ 885\ \text{Hz} = 2.885\ \text{kHz}$	2K89R7BCW
2. Telephony (commercial quality)			
Telephony, double-sideband (single channel)	$B_n = 2M$	$M = 3\ 000$ Bandwidth: $6\ 000\ \text{Hz} = 6\ \text{kHz}$	6K00A3EJN
Telephony, single-sideband, full carrier (single channel)	$B_n = M$	$M = 3\ 000$ Bandwidth: $3\ 000\ \text{Hz} = 3\ \text{kHz}$	3K00H3EJN
Telephony, single-sideband, suppressed carrier (single channel)	$B_n = M - \text{lowest modulation frequency}$	$M = 3\ 000$ lowest modulation frequency = 300 Hz Bandwidth: $2\ 700\ \text{Hz} = 2.7\ \text{kHz}$	2K70J3EJN
Telephony with separate frequency modulated signal to control the level of demodulated speech signal, single-sideband, reduced carrier (Lincompex) (single channel)	$B_n = M$	Maximum control frequency = $2\ 990\ \text{Hz}$ $M = 2\ 990$ Bandwidth: $2\ 990\ \text{Hz} = 2.99\ \text{kHz}$	2K99R3ELN

Description of emission	Necessary bandwidth		Designation of emission
	Formula	Sample calculation	
2. Telephony (commercial quality) (cont.)			
Telephony with privacy, single-sideband, suppressed carrier (two or more channels)	$B_n = N_c M$ – lowest modulation frequency in the lowest channel	$N_c = 2$ $M = 3\,000$ lowest modulation frequency = 250 Hz Bandwidth: 5 750 Hz = 5.75 kHz	5K75J8EKF
Telephony, independent sideband (two or more channels)	B_n = sum of M for each sideband	2 channels $M = 3\,000$ Bandwidth: 6 000 Hz = 6 kHz	6K00B8EJN
3. Sound broadcasting			
Sound broadcasting, double-sideband	$B_n = 2M$ M may vary between 4 000 and 10 000 depending on the quality desired	Speech and music $M = 4\,000$ Bandwidth: 8 000 Hz = 8 kHz	8K00A3EGN
Sound broadcasting, single-sideband, reduced carrier (single channel)	$B_n = M$ M may vary between 4 000 and 10 000 depending on the quality desired	Speech and music $M = 4\,000$ Bandwidth: 4 000 Hz = 4 kHz	4K00R3EGN
Sound broadcasting, single-sideband, suppressed carrier	$B_n = M$ – lowest modulation frequency	Speech and music $M = 4\,500$ lowest modulation frequency = 50 Hz Bandwidth: 4 450 Hz = 4.45 kHz	4K45J3EGN
4. Television			
Television, vision and sound	Refer to relevant ITU-R documents for the bandwidths of the commonly used television systems	Number of lines: 625 Nominal video bandwidth = 5 MHz Sound carrier relative to video carrier: 5.5 MHz Total vision Bandwidth: 6.25 MHz FM sound bandwidth including guardbands: 750 kHz RF channel Bandwidth: 7 MHz	6M25C3F -- 750KF3EGN
5. Facsimile			
Analogue facsimile by sub-carrier frequency modulation of a single-sideband emission with reduced carrier, monochrome	$B_n = C + \frac{N}{2} + DK$ $K = 1.1$ (typically)	$N = 1\,100$ corresponding to an index of cooperation of 352 and a cyler rotation speed of 60 rpm. Index of cooperation is the product of the drum diameter and number of lines per unit length. $C = 1\,900$ $D = 400$ Hz Bandwidth: 2 890 Hz = 2.89 kHz	2K89R3CMN
Analogue facsimile; frequency modulation of an audio frequency sub-carrier which modulates the main carrier, single-sideband suppressed carrier	$B_n = 2M + 2DK$ $M = \frac{N}{2}$ $K = 1.1$ (typically)	$N = 1\,100$ $D = 400$ Hz Bandwidth: 1 980 Hz = 1.98 kHz	1K98J3C --

Description of emission	Necessary bandwidth		Designation of emission
	Formula	Sample calculation	
6. Composite emissions			
Double-sideband, television relay	$B_n = 2C + 2M + 2D$	Video limited to 5 MHz, audio on 6.5 MHz, frequency modulated sub-carrier, sub-carrier deviation = 50 kHz: $C = 6.5 \times 10^6$ $D = 50 \times 10^3$ Hz $M = 15\,000$ Bandwidth: 13.13×10^6 Hz = 13.13 MHz	13M1A8W --
Double-sideband radio-relay system, frequency division multiplex	$B_n = 2M$	10 voice channels occupying baseband between 1 kHz and 164 kHz $M = 164\,000$ Bandwidth: 328 000 Hz = 328 kHz	328KA8E --
Double-sideband emission of VOR with voice (VOR: VHF omnidirectional radio range)	$B_n = 2C_{max} + 2M + 2DK$ $K = 1$ (typically)	The main carrier is modulated by: – a 30 Hz sub-carrier – a carrier resulting from a 9 960 Hz tone frequency modulated by a 30 Hz tone – a telephone channel – a 1 020 Hz keyed tone for continual Morse identification $C_{max} = 9\,960$ $M = 30$ $D = 480$ Hz Bandwidth: 20 940 Hz = 20.94 kHz	20K9A9WWF
Independent sidebands; several telegraph channels with error-correction together with several telephone channels with privacy; frequency division multiplex	$B_n =$ sum of M for each sideband	Normally composite systems are operated in accordance with standardized channel arrangements (e.g. Rec. ITU-R F.348). 3 telephone channels and 15 telegraphy channels require the bandwidth: 12 000 Hz = 12 kHz	12K0B9WWF
III-A. FREQUENCY MODULATION			
1. Signal with quantized or digital information			
Telegraphy without error-correction (single channel)	$B_n = 2M + 2DK$ $M = \frac{B}{2}$ $K = 1.2$ (typically)	$B = 100$ $D = 85$ Hz (170 Hz shift) Bandwidth: 304 Hz	304HF1BBN
Telegraphy, narrow-band direct-printing with error-correction (single channel)	$B_n = 2M + 2DK$ $M = \frac{B}{2}$ $K = 1.2$ (typically)	$B = 100$ $D = 85$ Hz (170 Hz shift) Bandwidth: 304 Hz	304HF1BCN
Selective calling signal	$B_n = 2M + 2DK$ $M = \frac{B}{2}$ $K = 1.2$ (typically)	$B = 100$ $D = 85$ Hz (170 Hz shift) Bandwidth: 304 Hz	304HF1BCN

Description of emission	Necessary bandwidth		Designation of emission
	Formula	Sample calculation	
1. Signal with quantized or digital information (<i>cont.</i>)			
Four-frequency duplex telegraphy	$B_n = 2M + 2DK$ B : modulation rate (Bd) of the faster channel. If the channels are synchronized: $M = \frac{B}{2}$ (otherwise, $M = 2B$) $K = 1.1$ (typically)	Spacing between adjacent frequencies = 400 Hz Synchronized channels $B = 100$ $M = 50$ $D = 600$ Hz Bandwidth: 1 420 Hz = 1.42 kHz	1K42F7BDX
2. Telephony (commercial quality)			
Commercial telephony	$B_n = 2M + 2DK$ $K = 1$ (typically, but under certain conditions a higher value of K may be necessary)	For an average case of commercial telephony, $D = 5\,000$ Hz $M = 3\,000$ Bandwidth: 16 000 Hz = 16 kHz	16K0F3EJN
3. Sound broadcasting			
Sound broadcasting	$B_n = 2M + 2DK$ $K = 1$ (typically)	Monaural $D = 75\,000$ Hz $M = 15\,000$ Bandwidth: 180 000 Hz = 180 kHz	180KF3EGN
4. Facsimile			
Facsimile by direct frequency modulation of the carrier; black and white	$B_n = 2M + 2DK$ $M = \frac{N}{2}$ $K = 1.1$ (typically)	$N = 1\,100$ elements/s $D = 400$ Hz Bandwidth: 1 980 Hz = 1.98 kHz	1K98F1C --
Analogue facsimile	$B_n = 2M + 2DK$ $M = \frac{N}{2}$ $K = 1.1$ (typically)	$N = 1\,100$ elements/s $D = 400$ Hz Bandwidth: 1 980 Hz = 1.98 kHz	1K98F3C --
5. Composite emissions (see Table III-B)			
Radio-relay system, frequency division multiplex	$B_n = 2f_p + 2DK$ $K = 1$ (typically)	60 telephone channels occupying baseband between 60 kHz and 300 kHz; rms per-channel deviation: 200 kHz; continuity pilot at 331 kHz produces 100 kHz rms deviation of main carrier. $D = 200 \times 10^3 \times 3.76 \times 2.02$ $= 1.52 \times 10^6$ Hz $f_p = 0.331 \times 10^6$ Hz Bandwidth: 3.702×10^6 Hz $= 3.702$ MHz	3M70F8EJF

Description of emission	Necessary bandwidth		Designation of emission
	Formula	Sample calculation	
5. Composite emissions (<i>cont.</i>)			
Radio-relay system, frequency division multiplex	$B_n = 2M + 2DK$ $K = 1$ (typically)	960 telephone channels occupying baseband between 60 kHz and 4 028 kHz; rms per-channel deviation: 200 kHz; continuity pilot at 4 715 kHz produces 140 kHz rms deviation of main carrier. $D = 200 \times 10^3 \times 3.76 \times 5.5$ $= 4.13 \times 10^6$ Hz $M = 4.028 \times 10^6$ $f_p = 4.715 \times 10^6$ $(2M + 2DK) > 2 f_p$ Bandwidth: 16.32×10^6 Hz $= 16.32$ MHz	16M3F8EJF
Radio-relay system, frequency division multiplex	$B_n = 2f_p$	600 telephone channels occupying baseband between 60 kHz and 2 540 kHz; rms per-channel deviation: 200 kHz; continuity pilot at 8 500 kHz produces 140 kHz rms deviation of main carrier. $D = 200 \times 10^3 \times 3.76 \times 4.36$ $= 3.28 \times 10^6$ Hz $M = 2.54 \times 10^6$ $K = 1$ $f_p = 8.5 \times 10^6$ $(2M + 2DK) < 2 f_p$ Bandwidth: 17×10^6 Hz = 17 MHz	17M0F8EJF
Stereophonic sound broadcasting with multiplexed subsidiary telephony sub-carrier	$B_n = 2M + 2DK$ $K = 1$ (typically)	Pilot tone system; $M = 75\,000$ $D = 75\,000$ Hz Bandwidth: 300 000 Hz = 300 kHz	300KF8EHF

III-B. MULTIPLYING FACTORS FOR USE IN COMPUTING D ,
PEAK FREQUENCY DEVIATION, IN FM FREQUENCY DIVISION
MULTIPLEX (FM-FDM) MULTI-CHANNEL EMISSIONS

For FM-FDM systems the necessary bandwidth is:

$$B_n = 2M + 2DK$$

The value of D , or peak frequency deviation, in these formulae for B_n is calculated by multiplying the rms value of per-channel deviation by the appropriate “multiplying factor” shown below.

In the case where a continuity pilot of frequency f_p exists above the maximum modulation frequency M , the general formula becomes:

$$B_n = 2f_p + 2DK$$

In the case where the modulation index of the main carrier produced by the pilot is less than 0.25, and the rms frequency deviation of the main carrier produced by the pilot is less than or equal to 70% of the rms value of per-channel deviation, the general formula becomes either:

$$B_n = 2f_p \quad \text{or} \quad B_n = 2M + 2DK$$

whichever is greater.

Number of telephone channels N_c	Multiplying factor ⁽¹⁾	
	(Peak factor) × antilog	$\left[\frac{\text{value in dB above modulation reference level}}{20} \right]$
$3 < N_c < 12$	$4.47 \times \text{antilog}$	$\left[\frac{\text{a value in dB specified by the equipment manufacturer or station licensee, subject to administration approval}}{20} \right]$
$12 \leq N_c < 60$	$3.76 \times \text{antilog}$	$\left[\frac{2.6 + 2 \log N_c}{20} \right]$
Number of telephone channels N_c	Multiplying factor ⁽²⁾	
	(Peak factor) × antilog	$\left[\frac{\text{value in dB above modulation reference level}}{20} \right]$
$60 \leq N_c < 240$	$3.76 \times \text{antilog}$	$\left[\frac{-1 + 4 \log N_c}{20} \right]$
$N_c \geq 240$	$3.76 \times \text{antilog}$	$\left[\frac{-15 + 10 \log N_c}{20} \right]$

(1) In the above chart, the multipliers 3.76 and 4.47 correspond to peak factors of 11.5 and 13.0 dB, respectively.

(2) In the above chart, the multipliers 3.76 correspond to peak factors of 11.5 dB.

Description of emission	Necessary bandwidth		Designation of emission
	Formula	Sample calculation	
IV. PULSE MODULATION			
1. Radar			
Unmodulated pulse emission	$B_n = \frac{2K}{t}$ <p>K depends upon the ratio of pulse duration to pulse rise time. Its value usually falls between 1 and 10 and in many cases it does not need to exceed 6</p>	<p>Primary radar range resolution = 150 m $K = 1.5$ (triangular pulse where $t \simeq t_r$, only components down to 27 dB from the strongest are considered)</p> <p>Then:</p> $t = \frac{2 \times (\text{range resolution})}{\text{velocity of light}}$ $= \frac{2 \times 150}{3 \times 10^8}$ $= 1 \times 10^{-6} \text{ s}$ <p>Bandwidth: $3 \times 10^6 \text{ Hz} = 3 \text{ MHz}$</p>	3M00P0NAN
2. Composite emissions			
Radio-relay system	$B_n = \frac{2K}{t}$ <p>$K = 1.6$</p>	<p>Pulse position modulated by 36 voice channel baseband; pulse width at half amplitude = $0.4 \mu\text{s}$ Bandwidth: $8 \times 10^6 \text{ Hz} = 8 \text{ MHz}$ (Bandwidth independent of the number of voice channels)</p>	8M00M7EJT

RECOMMENDATION ITU-R SA.1154*

**PROVISIONS TO PROTECT THE SPACE RESEARCH (SR), SPACE OPERATIONS (SO)
AND EARTH-EXPLORATION SATELLITE SERVICES (EES) AND TO FACILITATE
SHARING WITH THE MOBILE SERVICE IN THE 2 025-2 110 MHz
AND 2 200-2 290 MHz BANDS**

(1995)

The ITU Radiocommunication Assembly,

considering

- a) that the bands 2 025-2 110 MHz and 2 200-2 290 MHz are allocated on a primary basis to three of the space science services (SR, SO, EES), the fixed service (FS) and the mobile service (MS) subject to the provisions of No. 747A of the Radio Regulations (RR);
- b) that the World Administrative Radio Conference for Dealing with Frequency Allocations in Certain Parts of the Spectrum (Malaga-Torremolinos, 1992) (WARC-92), in its Resolution No. 211, invites the ex-CCIR to continue to study appropriate provisions to protect the space science services operating in the bands 2 025-2 110 MHz and 2 200-2 290 MHz from harmful interference from emissions by stations of the mobile service and to report the results of studies to the next competent conference;
- c) that there is an increasing use of SR, SO and EES services in these frequency bands by space stations in low-Earth orbit (LEO);
- d) that the ex-CCIR report on the technical and operational bases for WARC-92 concluded that the introduction of future high density or conventional land mobile systems in the 2 025-2 110 MHz and 2 200-2 290 MHz bands would cause unacceptable interference to the SR, SO and EES services; for further information see Annex 1;
- e) that studies indicate that specific low density mobile systems, such as those described in Annex 2, could share the 2 025-2 110 MHz and 2 200-2 290 MHz bands with the SR, SO and EES services;
- f) that in some countries the space science services have successfully shared for many years with low density mobile electronic news gathering (ENG) systems (see Annex 3) and aeronautical mobile telemetry systems (see Annex 4) without restrictions, however, restrictions may be needed in the future considering the expected growth rate of these systems;
- g) that space science service operations in the band 2 200-2 290 MHz are more vulnerable to interference than operations in the band 2 025-2 110 MHz because of high gain antennas of geostationary data relay satellite (DRS) spacecraft pointing towards the Earth when tracking a low-Earth orbiting spacecraft;
- h) that the protection criteria required for the SR service are the most stringent of the three space science services and provide adequate protection for the SR, SO and EES services;
- j) that Recommendation ITU-R SA.609 (§ 1, 1.1, 1.2 and 2) specifies the protection criteria for the SR service;
- k) that the protection criteria of Recommendation ITU-R SA.609 have been used repeatedly in sharing studies and are widely recognized;
- l) that SR, SO and EES services use the 2 025-2 110 MHz and 2 200-2 290 MHz bands for Earth-to-space, space-to-Earth and space-to-space radiocommunications. The space-to-space links typically include the use of a DRS as described in the hypothetical reference system in Recommendations ITU-R SA.1020 and ITU-R SA.1018. The sharing criteria should consider the protection requirements of DRS radiocommunication links operating in the 2 025-2 110 MHz and 2 200-2 290 MHz bands;

* This Recommendation should be brought to the attention of Radiocommunication Study Groups 4, 8 and 9.

- m) that for the protection of SR, SO and EES services, Earth-to-space and space-to-Earth links, a N/I of 6 dB, resulting in a 1 dB degradation is considered sufficient in most cases;
- n) that, taking into account the typically low margins on space-to-space links of 2 dB and less, a N/I of 10 dB, resulting in a 0.4 dB degradation is considered necessary for DRS space-to-space links;
- o) that the bands under consideration are shared with the FS and the MS. Each service is assumed to contribute half of the total interference to the spacecraft. Due to expected coordination only one of the services is assumed to interfere with an earth station;
- p) that DRS spacecraft are typically located on the geostationary orbit (GSO);
- q) that the 2025-2 110 MHz band is used for SR, SO and EES Earth-to-space links to both low-Earth orbiting and GSO spacecraft. This band is also used for SR, SO and ESS space-to-space links, typically for radiocommunications from DRS spacecraft to low-Earth orbiting spacecraft;
- r) that the 2200-2290 MHz band is used for SR, SO and EES space-to-Earth links from both low-Earth orbiting and GSO spacecraft. This band is also used for SR, SO and EES space-to-space links, typically for radiocommunications from low-Earth orbiting spacecraft to DRS spacecraft;
- s) that terms concerning the density mobile systems refer to the number of systems and the population distribution of systems,

recognizing

- 1 that specifying a maximum number of mobile stations worldwide operating in the 2025-2 110 MHz and 2200-2290 MHz bands such that the aggregate interference level does not exceed the sharing criteria may constitute a valid technical solution. However, the implementation of such a solution may not be practical,

further recognizing

- 1 that it is a unique combination of technical and operational characteristics of specific mobile systems that facilitate sharing, and sharing between such mobile systems and the SR, SO and EES services can be described in both qualitative and quantitative terms,

recommends

- 1 that the following provisions are suitable to protect the SR, SO and EES services from aggregate interference from emissions of mobile systems in the 2025-2 110 MHz band:

- 1.1 that the aggregate interference at the input terminals of the spacecraft receiver, except in the case of a space-to-space link, should not exceed -180 dB(W/kHz) for more than 0.1% of the time;

- 1.2 that in the case of space-to-space links the aggregate interference at the input terminals of the spacecraft receiver should not exceed -184 dB(W/kHz) for more than 0.1% of the time;

- 2 that the following provisions are suitable to protect the SR, SO and EES services from aggregate interference from emissions of mobile systems in the 2200-2290 MHz band:

- 2.1 that the aggregate interference at the input terminals of the receiver in the earth station should not exceed -216 dB(W/Hz) for more than 0.1% of the time;

- 2.2 that the aggregate interference at the input terminals of the DRS spacecraft receiver should not exceed -184 dB(W/kHz) for more than 0.1% of the time;

- 3 that in accordance with Resolution No. 211 (WARC-92) high density or conventional type mobile systems should not be introduced in the 2025-2 110 MHz and 2200-2290 MHz bands, because they will cause unacceptable interference in the SR, SO and EES services as confirmed in Annex 1;

- 4 that new mobile systems should be introduced in such a way that their long term, worldwide deployment would not cause aggregate interference levels in excess of the values given in § 1 and 2;
- 5 that technical and operational parameters such as low power spectral densities, low worldwide population densities and intermittent transmissions (see Annex 2) be preferred for the introduction of new mobile systems;
- 6 that during the consideration of new low density mobile systems for introduction in the 2 025-2 110 MHz band, technical and operational characteristics, similar to those described in Annex 3, should be used for guidance;
- 7 that during the consideration of new low density mobile systems for introduction in the 2 200-2 290 MHz band, technical and operational characteristics, similar to those described in Annex 4, should be used for guidance.

ANNEX 1

Compatibility study of space research/space operations and high density land mobile systems

1 Introduction

WARC-92 concluded that sharing between high density and conventional land mobile systems on the one hand and space services on the other hand is not feasible. This Annex is based on contributions which lead to this conclusion and provides the underlying analysis. The mobile system considered in this study is the future public land mobile telecommunication system (FPLMTS), as defined in the studies leading to WARC-92. The model used is also applicable to conventional type mobile systems.

The bands 2 025-2 110 GHz and 2 200-2 290 MHz are intensively used for space operations, Earth exploration by satellite, and space research on a worldwide basis with numerous agreements for international cross-support among space agencies. Due to the long distances between transmitters and receivers, signal levels at the receivers are very low. Consequently these services are very sensitive to interference requiring high protection levels as specified in the RR and ITU-R Recommendations.

Figure 1 shows the various links considered and the resulting interference configurations. Only voice services are considered for the personal and mobile stations. Additional interference from base stations has not been studied yet.

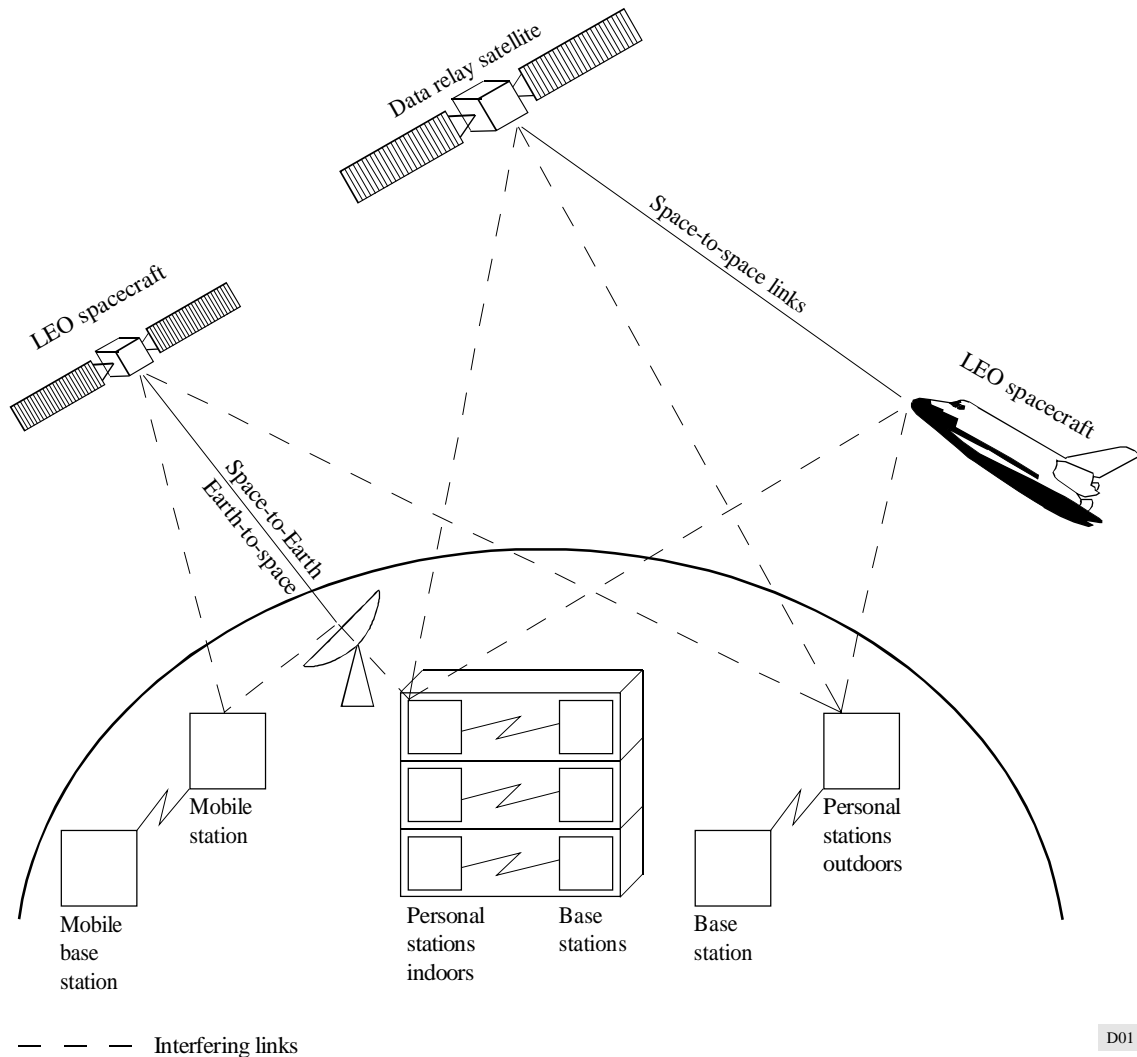
At present it is already a challenge for frequency managers to satisfy new assignment requests for the currently allocated space services in such a way as to minimize interference impacts on existing assignments. Consequently, intra-service sharing with additional users becomes increasingly difficult.

In the case of mobile services antenna patterns are quasi omnidirectional and the envisaged tens of millions of mobile transmitters have a very high cumulative interference level. As FPLMTS units are "mobile" by definition, coordination is not possible for obvious reasons. It can be demonstrated that for practically every configuration considered, sharing with these mobile systems is not feasible.

2 Radio regulatory and band occupation aspects

WARC-92 allocated the 2 025-2 110 MHz and 2 200-2 290 MHz bands on a co-primary basis to the SR, SO and EES and the mobile service in all ITU regions.

FIGURE 1
Interference configurations between FPLMTS units and space services



D01

Maximum tolerable interference levels for earth stations are defined in AP28-23 to the RR, Table II and in Recommendations ITU-R SA.363 and ITU-R SA.609. Antenna diagrams for earth stations are based on the radiation patterns specified in AP29-13 to the RR, Annex III. The minimum elevation angles for earth station antennas are in agreement with RR No. 2551 and RR No. 2550. Interference levels for spacecraft receivers are specified in Recommendations ITU-R SA.609 and ITU-R SA.363.

In the band 2 025-2 110 MHz there are currently more than 300 assignments. In the band 2 200-2 290 MHz the number of assignments is above 350. For the space-to-space links there are currently six allocations for the data relay system with a number of additional ones in progress for the international space station programme as well as for the European and the Japanese data relay satellite programmes.

It is apparent that the bands under consideration are heavily used by space services and that a large number of satellites and earth stations would be affected by land mobile services operating in these frequency bands.

3 Land mobile services (FPLMTS) system assumptions

A wide range of services is foreseen for future mobile communication systems. One of the services envisaged for operation in the bands near 2 GHz is the future public land mobile telecommunication system (FPLMTS). The designated bandwidth for these services is 230 MHz.

The FPLMTS is in the planning stage with preliminary figures on subscriber rates, traffic densities, and power levels. Radiocommunication Study Group 8 provided relatively detailed assumptions on power levels, bandwidth requirements, traffic density, etc. A summary of system assumptions provided is listed in Table 1.

TABLE 1

Summary of system assumptions

	Mobile station outdoor	Personal station outdoor	Personal station Indoor
Base station antenna height (m)	50	< 10	< 3
Traffic density urban area (E/km ²)	500 (0.25)	1 500 (1.2)	20 000 (1.2)
Cell area (km ²)	0.94	0.016	0.0006
Duplex bandwidth per channel (kHz)	25	50	50
Traffic per cell (E)	470	24	12
Number of channels per cell	493	34	23
Bandwidth for voice services (MHz)	111	27	24
Station power range (W)	1-5	0.02-0.05	0.003-0.01
Speech coding rate (kbit/s)	8	(16)	(16)
Peak-to-mean ratio for traffic	(3)	3	(3)
Peak traffic density per station (E)	0.1 (0.04)	0.04 (0.1)	0.2 (0.1)
Subscriber rate (penetration) (%)	50 (10)	80 (20)	(20)

In some cases it was found that for an average interference assessment the FPLMTS assumptions were too optimistic, in particular regarding traffic density and subscriber rate. Values quoted between brackets have been used instead. With the original FPLMTS data the interference excess values would be higher. Where no data were available the numbers between brackets have been used for the calculations.

Only the voice services have been taken into account but it is expected that non-voice services will result in very similar values.

The traffic density assumptions for the analyses are based upon figures available for Europe. The population in all common market countries is currently around 323 million living in an area of 2.3 million km². This leads to an average of 140 people per km² used as a basis for interference calculation to earth stations.

The traffic density assumptions for the interference scenario for spacecraft receivers can be derived in a similar way. A geostationary spacecraft “sees” an area as indicated in Fig. 3 with approximately 4 billion people living in it by the year 2000. The minimum orbit height of a spacecraft is 250 km. Figure 4 shows the area seen by a spacecraft flying at

orbit heights of 250 km and 750 km, respectively. The interference reception area for a 250 km orbit is already 9.6 mio km². The population living in this area is estimated to more than 600 million people. Figure 5 shows interference reception areas for low inclination orbits around 29° which are typical for space shuttle type orbits.

Environmental attenuation for transmission paths through windows, walls, ceilings, buildings and trees have been taken into account for all FPLMTS services. Typical attenuation figures are assumed to be; for windows (6.6 dB), walls and ceilings (27 dB). It was assumed that the signal of most but not all indoor personal units would be attenuated. There will remain a small percentage of terminals which will radiate through open windows, on balconies, terraces or other "open" locations. For this study it was assumed that the signal from around 5% of the units is hardly attenuated and from 25% of units attenuated by glass. The interference from the remaining 70% of units was considered insignificant. An average attenuation of 10 dB has consequently been taken into account for indoor personal units. The signals from outdoor personal units and mobile units will only be attenuated if the signal is going through buildings and trees. This is often the case for low elevation angles but less significant for higher angles. Considering that the main interference comes from units close to the subsatellite point, which means high elevation angles, an average attenuation of not more than 3 dB is expected.

The interference caused by base stations has not been studied in this paper as sufficient technical information was not available. It is evident that the same order of magnitude must be expected in addition.

4 Protection requirements for space services

4.1 Protection requirements for earth stations

The maximum interference levels at the earth station receivers depend on the service in operation and are in agreement with AP28-23 to the RR, Table II and Recommendation ITU-R SA.363. These values and the corresponding minimum elevation angles Θ_r are as follows:

1. Space operation: -184.0 dB(W/kHz) , $\Theta_r = 3^\circ$
2. Space Research: -216.0 dB(W/Hz) , $\Theta_r = 5^\circ$

For typical support of SO and Space Research missions, antennas with a diameter between 5.5 and 15 m are in operation for general support up to and beyond the geostationary orbit. Figure 2 shows antenna gain characteristics for the stations considered. The radiation patterns are based on AP29-13 to the RR, Annex III.

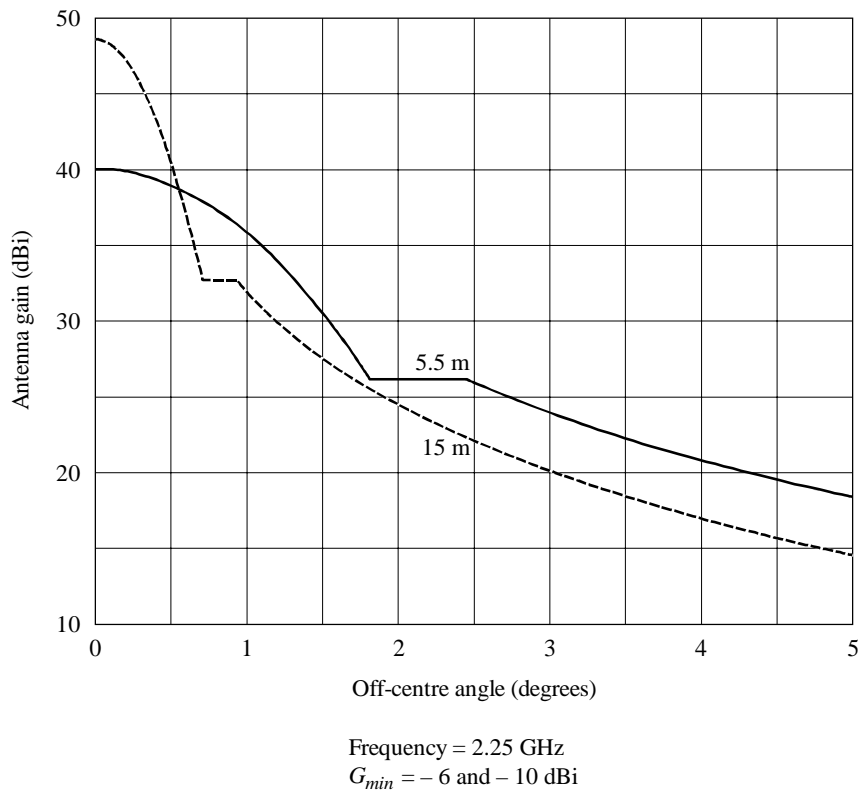
4.2 Protection requirements for spacecraft receivers

Typical system noise temperatures of spacecraft receivers range around 800 K resulting in a noise spectral density of around -200 dB(W/Hz) . Some critical space research missions require noise temperatures down to 600 K.

Recommendation ITU-R SA.609 specifies that interference shall not exceed a value of -177 dB(W/kHz) at the input terminals of the receiver for more than 0.1% of time. With fixed, mobile and space services in this band, each service is assumed to contribute one third of the total interference. This results in -182 dB(W/kHz) equivalent to -212 dB(W/Hz) acceptable interference contribution from mobile services. This number fits well with the protection criteria in *recommends* 1.1, 1.2 and 2.2.

The average gain of a quasi omnidirectional antenna is around 0 dBi with gain minima exceeding occasionally -6 dBi . Such an antenna is required to establish a link to the spacecraft in emergency cases or when other antennas cannot be used for technical or operational reasons, for instance during launch and early orbit phases. This applies also to communication satellites. With a 0 dBi antenna the acceptable interference from mobile units at the antenna input is consequently -212 dB(W/Hz) .

FIGURE 2
Typical antenna characteristics for satellite earth stations



D02

The situation is more severe for a space-to-space link where, for example, a data relay satellite points a high gain antenna to a low-Earth orbiting satellite. Applying the same assumptions as above but taking a typical antenna gain of 35 dBi the acceptable interference level is consequently -247 dB(W/Hz) at the input of the antenna.

Recommendation ITU-R SA.363 specifies a C/I protection ratio of 20 dB for space operations. In recent years many space agencies have introduced channel coding techniques in order to conserve transmitter power and consequently also reduce interference to other systems. Two cases, i.e. uncoded and coded transmissions, have to be distinguished:

- Uncoded transmissions require an E_s/N_0 of 9.6 dB for a bit-error rate of 10^{-5} . Adding a typical margin of 3 dB results in a required C/N of 12.6 dB. The total interference-to-noise ratio I/N is consequently -7.4 dB. Allowing one third of the total interference for mobile services leads to an I_m/N of -12.4 dB. For a typical noise power density of -200 dB(W/Hz) the acceptable interference is -212.4 dB(W/Hz).
- Coded transmissions require an E_s/N_0 of 1.5 dB for a bit-error rate of 10^{-5} with standard convolutional channel coding. Adding a typical margin of 3 dB results in a required C/N of 4.5 dB. The I/N is consequently -15.5 dB. Allowing one third of the total interference for mobile services leads to an I_m/N of -20.5 dB. For a noise power density of -200 dB(W/Hz) the acceptable interference is -217.5 dB(W/Hz), that is 5 dB lower than the protection value of Recommendation ITU-R SA.609.

Although coded transmissions require higher protection levels, for this study a protection criterion of -212 dB(W/Hz) has been adopted as it is consistent with values specified in Recommendations ITU-R SA.609 and ITU-R SA.363.

5 Interference analysis

5.1 Earth-to-space link (2 025-2 110 MHz)

5.1.1 Interference caused to the spacecraft

Earth-to-space links considered in this analysis are based on orbit heights between 250 and 36 000 km as more than 90% of all spacecraft are operated at or below the geostationary orbit.

Figure 3 shows the area from which a geostationary spacecraft will receive signals via a quasi omnidirectional antenna. The arbitrarily selected position of the spacecraft is 10° W. It is estimated that in the worst case the spacecraft can see an area where more than 70% of all mobile terminals on the Earth are located.

FIGURE 3
Interference reception area for geostationary satellites

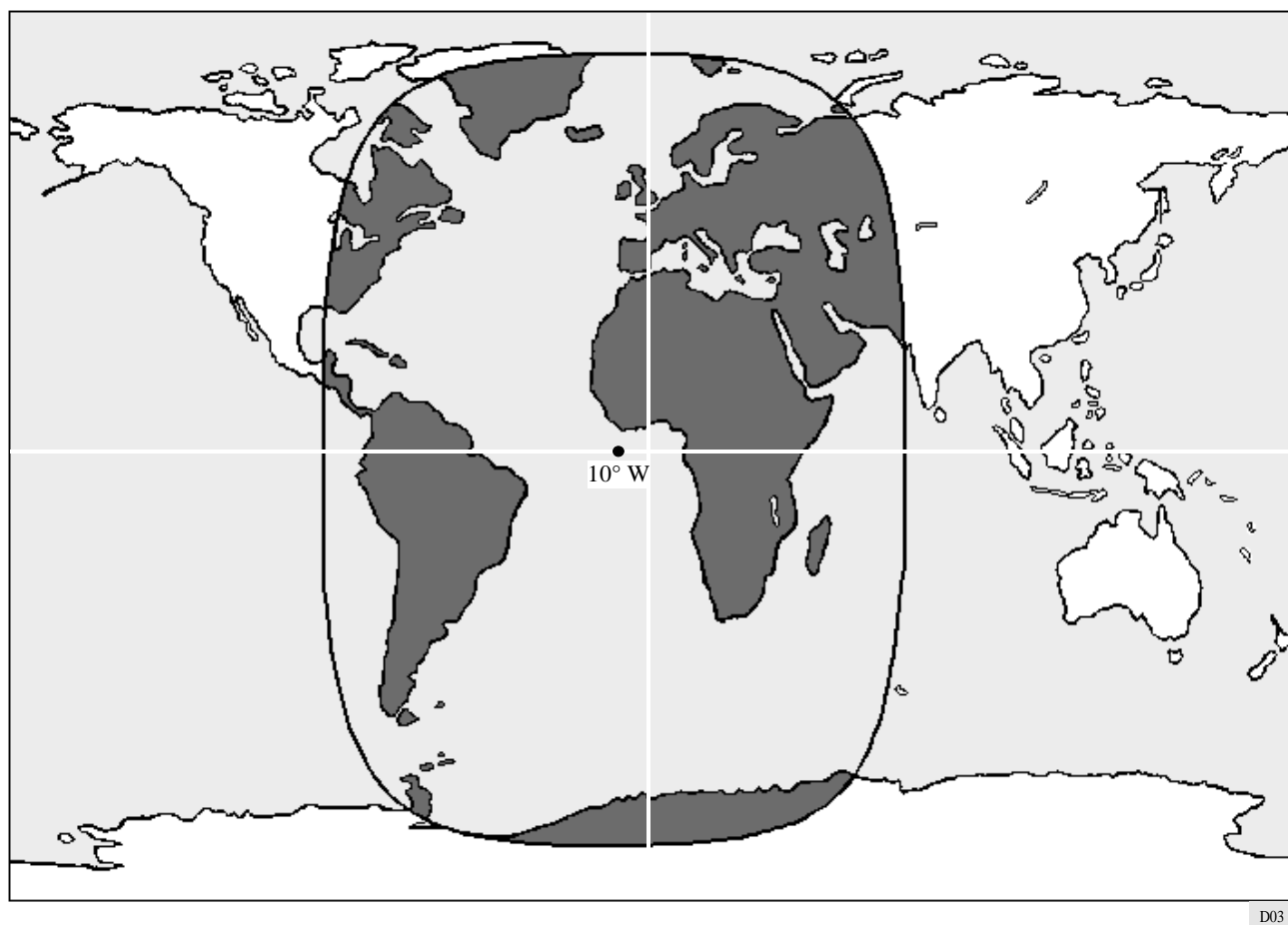
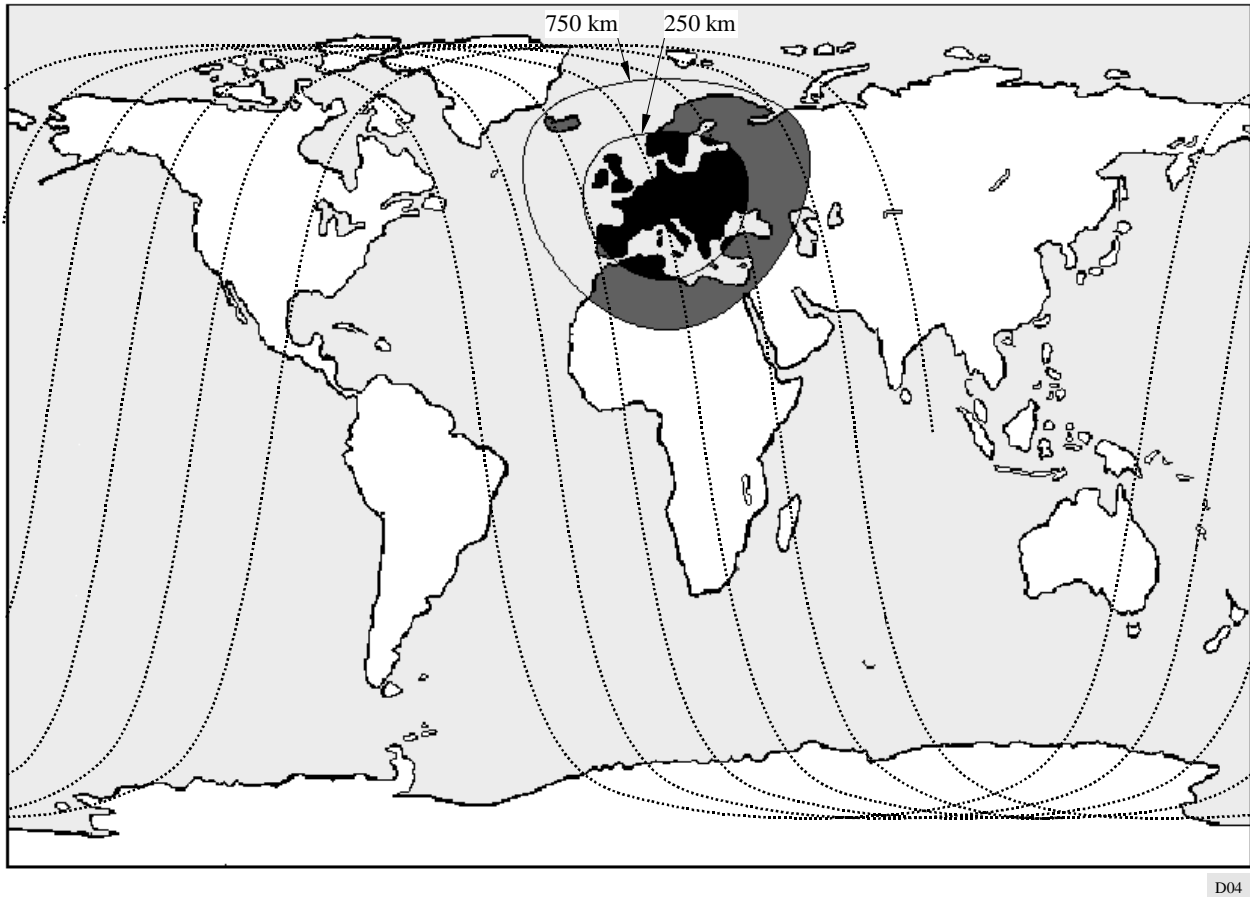


Figure 4 shows the area from which a low-Earth orbiting satellite at orbit heights between 250 and 750 km will receive signals. The position of the spacecraft has in this case been assumed to be above the middle of Europe. The resulting “window” will move along the ground track given in dotted lines. It is apparent that a very large area with potentially millions of transmitting mobiles can be seen by the spacecraft.

Figure 5 shows the total area from which space shuttle type spacecraft with a typical inclination of 29° will receive interference.

FIGURE 4
Interference reception area for low-Earth orbiters ($i = 98^\circ$)



D04

The area of interference A_i is determined by:

$$A_i = \frac{2\pi R^2 h}{R + h}$$

where:

R : Earth radius (6 378 km)

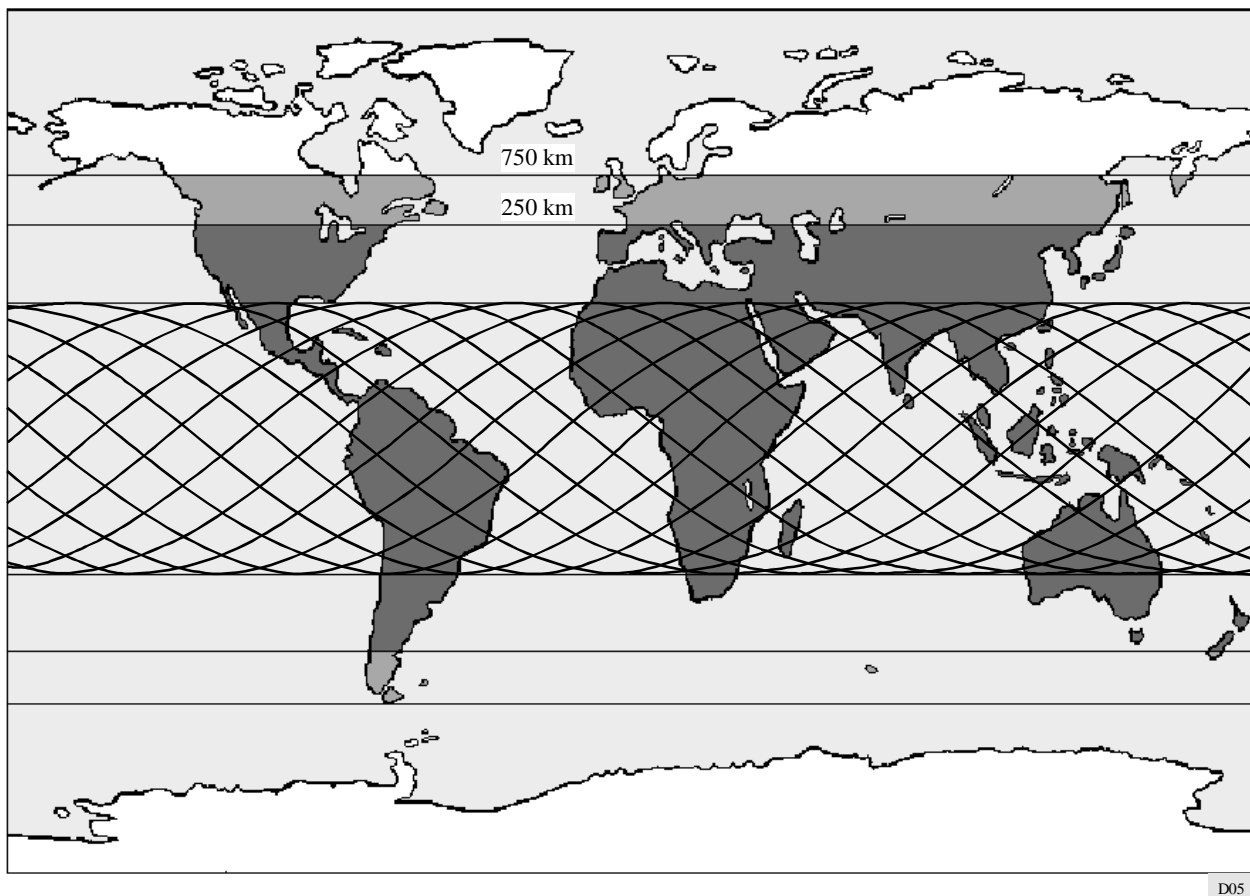
h : orbit height (250 to 36 000 km).

At an altitude of 250 km the spacecraft will receive interference from an area of 9.6 million km². This number increases to 27 million km² for an orbit height of 750 km. The maximum area seen by a geostationary satellite is 217 million km².

The interference spectral density level P_i received by a spacecraft antenna from one single mobile transmitter can be calculated as follows:

$$P_i = \frac{E_i c^2}{B_i (4\pi x f)^2}$$

FIGURE 5
Interference reception area for low-Earth orbiters ($i = 29^\circ$)



The cumulative interference $P_{\Sigma i}$ from all mobiles in the interference area is given by:

$$P_{\Sigma i} = \int_{x=h}^{d_m} \frac{n_a P_i B_i h^2 dA_{(x)}}{B_m A_i x^2} dx = \frac{n_a E_i c^2}{(4\pi f)^2 B_m A_i} \int_{x=h}^{d_m} \frac{dA_{(x)}}{x^2} dx$$

$$A_{(x)} = \frac{\pi R (x^2 - h^2)}{R + h}$$

$$\frac{dA_{(x)}}{dx} = \frac{2\pi R}{R + h} x$$

$$d_m = \sqrt{(R + h)^2 - R^2}$$

$$P_{\Sigma i} = \frac{n_a E_i c^2}{(4\pi f)^2 B_m R h} [\ln(d_m) - \ln(h)]$$

where:

P_i : power density of interferer

E_i : e.i.r.p. of interferer

- x : distance to interferer
- f : transmission frequency
- n_a : number of active mobiles
- c : speed of light
- B_i : bandwidth of one mobile
- B_m : bandwidth of mobile service
- d_m : maximum distance to interferer.

For the sake of simplicity an equal distribution of active terminals over the available bandwidth and over the interference area has been assumed. Table 2 lists the detailed assumptions made and the resulting interference levels. It must be concluded that sharing for these links is impossible as the interference levels are several orders of magnitude above acceptable levels.

5.1.2 Interference caused to mobile units

Mobile units will receive harmful interference from a transmitting earth station if operated within a certain distance of that station. Maximum e.i.r.p. levels for the support of near-Earth satellites range typically from 66 to 78 dBW.

Taking into account the antenna gains in the horizontal direction as shown in Fig. 2 and the fact that an antenna radiates in principle into all directions with a lowest gain specification of -10 dBi for the back of the antenna (-6 dBi for a 5.5 m antenna) the following e.i.r.p. levels around the antenna must be expected in the horizontal direction. E.i.r.p. density levels depend very much on the transmitted data rate. For the SO service the maximum data rate is typically a few kbit/s whereas for the SR service a range from at least 1 kbit/s to 100 kbit/s must be taken into account.

Antenna diameter (m)	e.i.r.p. range (dBW)	e.i.r.p. density range (dB(W/4 kHz))
5.5 (3°)	20-50	14-47
15 (3°)	19-50	13-47

Protection levels of the FPLMTS units are not known, but the system will be self-interference limited and not noise limited. Assuming that interference levels of around -150 dB(W/4 kHz) are acceptable, and assuming some further loss due to signal diffraction, a protection zone of up to 100 km may be required to allow satisfactory operation of the mobile units.

5.2 Space-to-Earth link (2 200-2 290 MHz)

For these links a distinction between the various space services must be made. The most critical one is space research but results for space operation and Earth exploration are in fact very similar.

Assumptions on the distribution of mobile transmitters around a satellite earth station are difficult to make as they depend to a large extent on the location of the station. An average distribution based on the number of inhabitants in the European common market countries has been assumed. The average population density is 140 people per km² resulting from 323 million people living in 2.3 million km². The resulting average traffic density is 2.8 E/km² for personal stations and 0.56 E/km² for mobile stations.

TABLE 2

Earth-to-space links (2 025-2 110 MHz)

	Indoor personal station		Outdoor personal station		Mobile station	
	250	36 000	250	36 000	250	36 000
Spacecraft orbit height (km)						
e.i.r.p. of single FPLMTS unit (W)	0.003	0.003		0.020	1.00	1.00
Channel bandwidth for voice communications (kHz)	50.0	50.0	50.0	50.0	25.0	25.0
e.i.r.p. density of single FPLMTS unit (dB(W/Hz))	-72.2	-72.2	-64.0	-64.0	-44.0	-44.0
Space (spreading) loss (dB)	146.7	189.8	146.7	189.8	146.7	189.8
Interference of a single unit (dB(W/Hz))	-218.9	-262.1	-210.7	-253.8	-190.7	-233.8
Acceptable interference density (dB(W/Hz))	-212.0	-212.0	-212.0	-212.0	-212.0	-212.0
Interference excess of one unit (dB)	-6.9	-50.1	1.3	-41.8	21.3	-21.8
Area of interference seen by spacecraft (millions/km ²)	9.64	217.13	9.64	217.13	9.64	217.13
Total number of population in area (millions)	600	4 000	600	4 000	600	4 000
Percentage of subscribers to service (%)	20.0	20.0	20.0	20.0	10.0	10.0
Average units in total per km ²	12.4	3.7	12.4	3.7	6.2	1.8
Percentage of active units in area (%)	10.0	10.0	10.0	10.0	4.0	4.0
Simultaneously active units in area (millions)	12.0	80.0	12.0	80.0	2.4	16.0
Average active units per km ² (E/km ²)	1.24	0.37	1.24	0.37	0.25	0.07
Envisaged service bandwidth (voice channels) (MHz)	24	24	27	27	111	111
Number of active units per channel	25 000	166 667	22 222	148 148	541	3 604
Environmental attenuation (buildings, trees) (dB)	10.0	10.0	3.0	3.0	3.0	3.0
Cumulative interference from all active units (dB(W/Hz))	-196	-221	-181	-206	-177	-202
Average excess of acceptable interference (dB)	16.0	-8.5	30.7	6.2	34.6	10.1
Increased interference during peak activities (dB)	5.0	5.0	5.0	5.0	5.0	5.0
Increased interference with higher power levels (dB)	5.2	5.2	4.0	4.0	7.0	7.0
Increased interference over high density areas (dB)	5.3	0.0	5.3	0.0	5.3	0.0
Worst case excess of acceptable interference (dB)	31.5	1.7	45.0	15.2	51.8	22.1

The interference is integrated over a distance ranging from 1-10 km around the station for which a line-of-sight connection can be assumed. For most station locations it cannot be excluded that mobiles come even closer than 1 km. Additional interference is of course received from further distant mobile terminals but for the sake of simplicity this is not taken into account here. The antenna gain varies with the azimuth angle and has been integrated over 360° in order to come to an average antenna gain value.

The cumulative interference is determined by:

$$P_{\Sigma i} = \int_{x=d_1}^{d_2} \frac{md_a P_i B_i dA_{(x)}}{B_m} dx = \frac{md_a E_i c^2}{(4\pi f)^2 B_m} \int_{x=d_1}^{d_2} \frac{dA_{(x)}}{x^2} dx$$

$$A_{(x)} = \pi x^2$$

$$\frac{dA_{(x)}}{dx} = 2\pi x$$

$$P_{\Sigma i} = \frac{md_a E_i c^2}{8\pi f^2 B_m} [\ln(d_2) - \ln(d_1)]$$

where:

md_a : average mobile density

d_1 : minimum radius around station

d_2 : maximum radius around station.

Tables 3a and 3b list the detailed results for the space services considered. The worst-case results from a mobile unit transmitting into the direction of the main beam. A single station transmitting at a distance of 10 km was assumed representative although a much shorter distance is possible. The main conclusion to be drawn is that, even when an average gain specification of a few dBi around the antenna is assumed and a simplified interference calculation unfavourable to the space services is performed, interference levels are produced which are several orders of magnitude above the acceptable levels; hence sharing is impossible.

5.3 Space-to-space link (2 025-2 110 MHz)

The most critical case in this category is the link between a geostationary satellite, for example a data relay satellite, and a low-Earth orbiting satellite. The orbit height of the latter one ranges typically between 250 and 1 000 km.

Such a link is for example representative for a manned space shuttle which will orbit around 400 km. It is imperative that this spacecraft has an omnidirectional antenna in order to enable safe commanding and communications during every flight phase and in particular in emergency situations.

Due to power flux-density limitations on the Earth, a limit is also set on the e.i.r.p. which the data relay satellite may radiate towards the Earth, i.e. towards the low orbiting satellite. This results in very tight link margins. Interference, even at low levels, is extremely critical.

The calculated interference levels are so high that any data or communication links to low orbiting spacecraft are totally blanked out. An e.i.r.p. increase on the transmitting geostationary satellite is not feasible due to power flux-density restrictions. Consequently, sharing with land mobiles is impossible.

Table 4 lists the detailed results.

TABLE 3

Space-to-Earth links (2 200–2 290 MHz)

Table 3a: Space operation service	Indoor personal station		Outdoor personal station		Mobile station	
Average horizontal gain of earth station (5.5 m) (dBi)	24.0	7.5	24.0	7.5	24.0	7.5
Maximum horizontal gain of earth station (3°) (dBi)		2.800		2.800		0.560
Active units per km ² (E/km ²)		0.0058		0.0052		0.0001
Active unit density per channel per km ²		0.003		0.020		1.000
e.i.r.p. of single FPLMTS unit (dB(W/Hz))		-72.2		-64.0		-44.0
e.i.r.p. density of single FPLMTS unit (dB(W/Hz))	0.003	-72.2	0.020	-64.0	1.000	-44.0
Acceptable interference density at receiver input (dB(W/kHz))		-184.0		-184.0		-184.0
Acceptable interference density at antenna input (dB(W/kHz))		-208.0		-208.0		-191.5
Interference of units between 1 and 10 km (dB(W/kHz))		-152.4		-144.7		-140.9
Interference of 1 unit at 10 km distance (LOS) (dB(W/kHz))		-161.5		-153.3		-133.3
Excess of acceptable interference (dB)	46.5	39.1	54.7	46.8	74.7	50.6

Table 3b: Space research	Indoor personal station		Outdoor personal station		Mobile station	
Average horizontal gain of earth station (15 m) (dBi)	14.5	2.4	14.5	2.4	14.5	2.4
Maximum horizontal gain of earth station (5°) (dBi)		2.800		2.800		0.560
Active units per km ² (E/km ²)		0.0058		0.0052		0.0001
Active unit density per channel per km ²		0.003		0.020		1.000
e.i.r.p. of single FPLMTS unit (W)		-72.2		-64.0		-44.0
e.i.r.p. density of single FPLMTS unit (dB(W/Hz))	0.003	-72.2	0.020	-64.0	1.000	-44.0
Acceptable interference density at receiver input (dB(W/Hz))		-220.0		-220.0		-220.0
Acceptable interference density at antenna input (dB(W/Hz))		-234.5		-234.5		-222.4
Interference of units between 1 and 10 km (dB(W/Hz))		-182.4		-174.7		-170.9
Maximum interference of 1 unit at 10 km distance (dB(W/Hz))		-191.5		-183.3		-163.3
Excess of acceptable interference (dB)	43.0	40.0	51.2	47.7	71.2	51.5

TABLE 4

Space-to-space links (2 025–2 110 MHz)

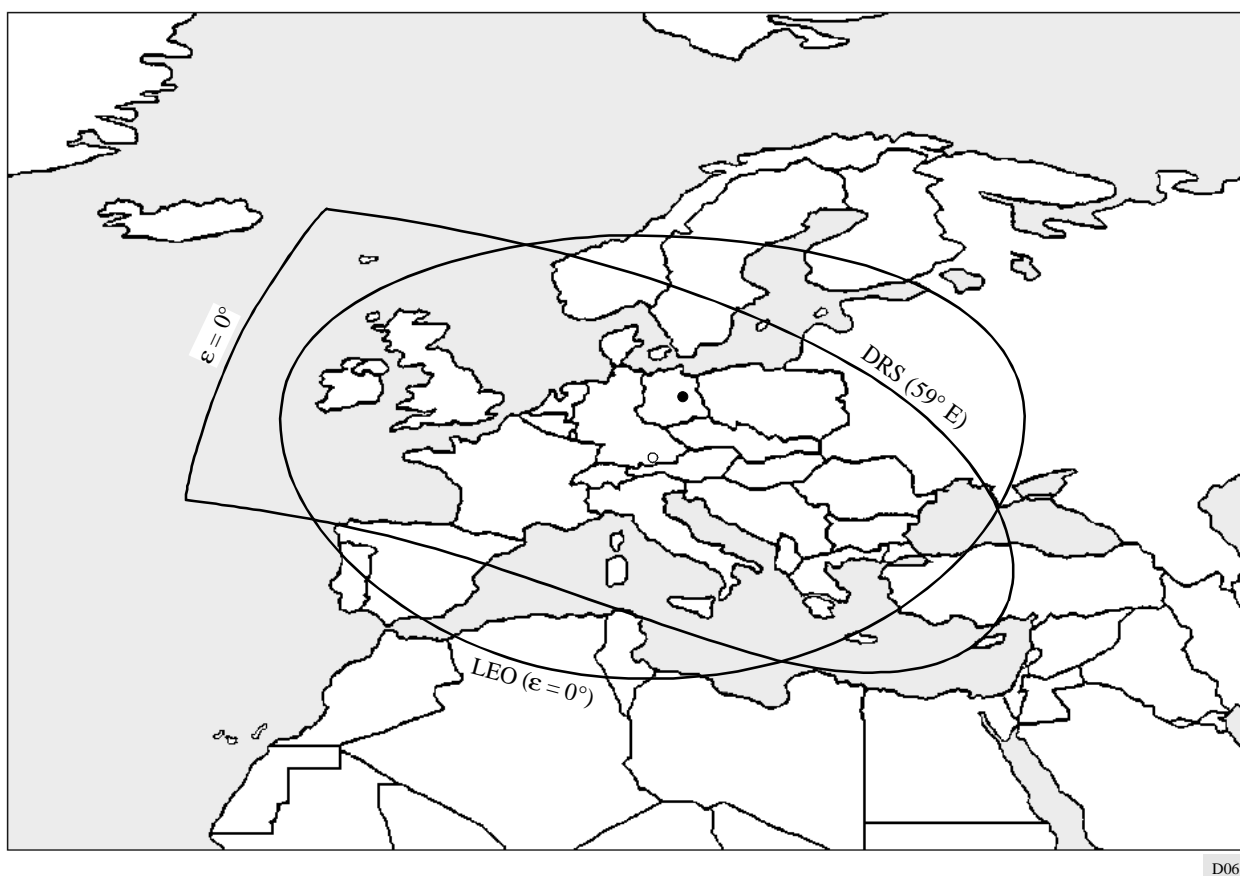
	Indoor personal station		Outdoor personal station		Mobile station	
	250	750	250	750	250	750
Spacecraft orbit height (km)						
e.i.r.p. of single FPLMTS unit (W)	0.003	0.003		0.020	1.00	1.00
Channel bandwidth for voice communications (kHz)	50.0	50.0	50.0	50.0	25.0	25.0
e.i.r.p. density of single FPLMTS unit (dB(W/Hz))	–72.2	–72.2	–64.0	–64.0	–44.0	–44.0
Space (spreading) loss (dB)	146.7	156.2	146.7	156.2	146.7	156.2
Interference of a single unit (dB(W/Hz))	–218.9	–228.4	–210.7	–220.2	–190.7	–200.2
Acceptable interference density (dB(W/Hz))	–212.0	–212.0	–212.0	–212.0	–212.0	–212.0
Interference excess of one unit (dB)	–6.9	–16.4	1.3	–8.2	21.3	11.8
Area of interference seen by spacecraft (million/km ²)	9.64	26.89	9.64	26.89	9.64	26.89
Total number of population in area (millions)	600	800	600	800	600	800
Percentage of subscribers to service (%)	20.0	20.0	20.0	20.0	10.0	10.0
Average units in total per km ²	12.4	5.9	12.4	5.9	6.2	3.0
Percentage of active units in area (%)	10.0	10.0	10.0	10.0	4.0	4.0
Simultaneously active units in area (millions)	12.0	16.0	12.0	16.0	2.4	3.2
Average active units per km ² (E/km ²)	1.24	0.59	1.24	0.59	0.25	0.12
Envisaged service bandwidth (voice channels) (MHz)	24	24	27	27	111	111
Number of active units per channel	25 000	33 333	22 222	29 630	541	721
Environmental attenuation (buildings, trees) (dB)	10.0	10.0	3.0	3.0	3.0	3.0
Cumulative interference from all active units (dB(W/Hz))	–196.0	–200.9	–181.3	–186.2	–177.4	–182.3
Average excess of acceptable interference (dB)	16.0	11.1	30.7	25.8	34.6	29.7
Increased interference during peak activities (dB)	5.0	5.0	5.0	5.0	5.0	5.0
Increased interference with higher power levels (dB)	5.2	5.2	4.0	4.0	7.0	7.0
Increased interference over high density areas (dB)	5.3	3.0	5.3	3.0	5.3	3.0
Worst case excess of acceptable interference (dB)	31.5	24.3	45.0	37.8	51.8	44.6

5.4 Space-to-space link (2 200-2 290 MHz)

This frequency band is used for data links from low orbiting satellites to geostationary data relay satellites and for short range communications between low orbiting satellites and eventually also between astronauts. Orbit heights between 250 and 36 000 km have consequently to be taken into account.

In principle, the same assumptions as listed above are applicable with the exception that the geostationary satellite uses high gain antennas for the links to the low orbiters. This results in very low acceptable interference levels at the input of the antenna. The beamwidth of the antenna is typically a few degrees so that interference from an area somewhat smaller than for the 250 km orbit can be received. Figure 6 gives a typical example for the area from which interference will be received by a data relay satellite when tracking a low-Earth orbiter.

FIGURE 6
Coverage of a data relay satellite antenna and a 250 km LEO



D06

Table 5 lists the detailed results. Also in this case sharing is unfortunately impossible.

5.5 Worst-case scenarios for all links

The assumptions used for the interference studies above are based on an average distribution of mobiles over the interference area, an average activity, minimum power levels for the FPLMTS units and an equal occupation of all available channels. The resulting interference excess values are consequently average numbers on the low end.

TABLE 5
Space-to-space links (2 200–2 290 MHz)

	Indoor personal station		Outdoor personal station		Mobile station	
	250	36 000	250	36 000	250	36 000
Spacecraft orbit height (km)						
e.i.r.p. of single FPLMTS unit (W)	0.003	0.003		0.020	1.000	1.000
Channel bandwidth for voice communications (kHz)	50.0	50.0	50.0	50.0	25.0	25.0
e.i.r.p. density of single FPLMTS unit (dB(W/Hz))	–72.2	–72.2	–64.0	–64.0	–44.0	–44.0
Space (spreading) loss (dB)	146.7	189.8	146.7	189.8	146.7	189.8
Interference of a single unit (dB(W/Hz))	–218.9	–262.1	–210.7	–253.8	–190.7	–233.8
Acceptable interference density (dB(W/Hz))	–212.0	–247.0	–212.0	–247.0	–212.0	–247.0
Interference excess of one unit (dB)	–6.9	–15.1	1.3	–6.8	21.3	13.2
Area of interference seen by spacecraft (millions/km ²)	9.64	8.00	9.64	8.00	9.64	8.00
Total number of population in area (millions)	600	500	600	500	600	500
Percentage of subscribers to service (%)	20.0	20.0	20.0	20.0	10.0	10.0
Average units in total per km ²	62.2	62.5	62.2	62.5	62.2	62.5
Percentage of active units in area (%)	10.0	10.0	10.0	10.0	4.0	4.0
Simultaneously active units in area (millions)	12.0	10.0	12.0	10.0	2.4	2.0
Average active units per km ² (erlangs/km ²)	1.24	1.25	1.24	1.25	0.25	0.25
Envisaged service bandwidth (voice channels) (MHz)	24	24	27	27	111	111
Number of active units per channel	25 000	20 833	22 222	18 519	541	450
Environmental attenuation (buildings, trees) (dB)	10.0	10.0	3.0	3.0	3.0	3.0
Cumulative interference from all active units (dB(W/Hz))	–196.0	–218.9	–181.3	–211.1	–177.4	–207.3
Average excess of acceptable interference (dB)	16.0	27.2	30.7	34.9	34.6	38.8
Increased interference during peak activities (dB)	5.0	5.0	5.0	5.0	5.0	5.0
Increased interference with higher power levels (dB)	5.2	5.2	4.0	4.0	7.0	7.0
Increased interference over high density areas (dB)	5.3	0.0	5.3	0.0	5.3	0.0
Worst case excess of acceptable interference (dB)	31.5	37.4	45.0	43.9	51.8	50.8

If the spacecraft flies over large cities or highly populated areas in Europe the cumulative interference will increase significantly due to the shorter distance from a high number of mobiles to the spacecraft. To take into account large urban and suburban areas it was assumed that 20% of all mobile units seen by the spacecraft are close to the subsatellite point. This is easily possible over large cities like Paris and London with traffic densities up to 20 000 E/km² per building floor. This results in increased interference between 3 dB for a 750 km orbit and 5 dB for a 250 dB orbit. For the geostationary orbits no increase was assumed as it is unlikely that a very high mobile concentration can be found near the equator.

An interference increase will also occur at times with peak activities. A traffic density increase up to a factor of 3 can be assumed. This leads to a potential increase of interference between 4 and 7 dB. Another reason for higher interference can be unequal occupation of channels but as this is difficult to estimate it has not been taken into account in this study.

For the Earth-to-space and the two space-to-space links it can be concluded that the worst-case interference can be between 9 and 16 dB higher than the average value.

The situation for the space-to-Earth link is slightly different. The worst case would be a mobile transmitting in the vicinity of the station near the direction of the main beam. Assuming a distance of 10 km between the mobile and the earth station the corresponding interference level would be 43-75 dB above specified protection levels.

6 Conclusions

A short summary of interference excess is listed in Table 6 for all links analysed. The lower value is based on average interference excess. The higher value takes into account worst cases with respect to increased mobile densities in highly populated areas, upper limits of specified operating power, and times with high communication activity. Unequal channel occupation, yet another source of increased interference, has not been considered.

TABLEAU 6

Interference summary for all links and all mobile units considered

Interference excess (dB)	Indoor personal station	Outdoor personal station	Mobile station
Earth-to-space (2 025-2 110 MHz)	16-32	31-45	35-52
Space-to-Earth (2 200-2 290 MHz)	39-47	47-55	51-75
Space-to-space (2 025-2 110 MHz)	16-32	31-45	35-52
Space-to-space (2 200-2 290 MHz)	27-37	35-45	39-52

An interference analysis between FPLMTS type land mobile systems and the space operations, space research and Earth-exploration service has been presented. On all types of links considered in this Recommendation sharing with this and similar high density mobile systems is not feasible. The resulting interference levels are orders of magnitude higher than acceptable levels specified in the RR and in ITU-R Recommendations.

ANNEX 2

Summary of studies of the characteristics of mobile systems that facilitate radio-frequency compatibility with the space science services

1 Introduction

This Annex summarizes the results of studies concerning the technical and operational characteristics of mobile systems that might be compatible with the SR, SO and EES systems operating in the 2 025-2 110 MHz and 2 200-2 290 MHz bands.

The characteristics of mobile systems that facilitate sharing are:

- emissions of low power spectral density,
- transmissions of an intermittent nature,
- use of directional transmitting antennas,
- number of mobile stations is self-limiting as a result of the nature of the application.

Studies concerning different sets of assumptions and ranges of values for these general characteristics are presented in the following sections. Further studies regarding the compatibility between mobile systems and space science systems in the 2 025-2 110 MHz and 2 200-2 290 MHz bands would be required to better define the interference environment.

2 Summary of studies of e.i.r.p. and antenna gain

A proposal was made at WARC-92 for the introduction of technical requirements for the mobile service in the bands 2 025-2 110 MHz and 2 200-2 290 MHz. In order to facilitate sharing with the space science services an e.i.r.p. limit of 28 dBW together with a minimum antenna gain of 24 dBi was proposed. Studies were conducted as to the interference effect of such systems on the space research service.

The model used in the study assumed a global and uniform distribution of directional mobile terminals with antenna gains ranging between 22 and 26.5 dBi and e.i.r.p. ranging between 28 and 37 dBW. Orbital heights for spacecraft between 250 km and 36 000 m were taken into account.

The study results show that space science operations in the 2 200-2 290 MHz band are significantly more susceptible to interference than in the 2 025-2 110 MHz band. An antenna gain sensitivity analysis was performed. For the case of constant e.i.r.p. levels, the probability of interference decreases with increasing antenna gain as shown in Fig. 7. The Figure also shows a non-linear increase in interference probability with linearly increasing e.i.r.p.

The study finally concluded that the proposed e.i.r.p. limit of 28 dBW, together with an antenna gain in excess of 24 dBi, are adequate provisions to enable sharing with around 1 000 mobile systems of such kind worldwide.

3 A summary of a study of interference from certain mobile systems

A study was conducted that considered four possible scenarios concerning interference to space science services systems as shown in Table 7.

The characteristics of the systems used in the study are discussed in the following.

3.1 System characteristics

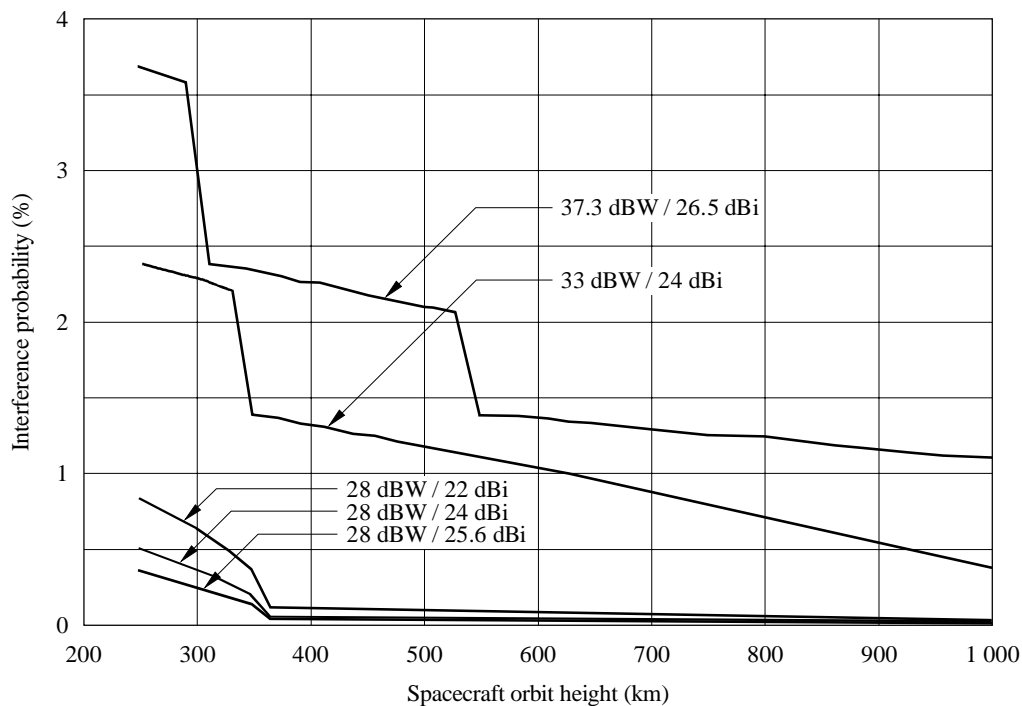
3.1.1 Receive characteristics

3.1.1.1 Data relay satellite

Receive antenna (assumed to track the LEO spacecraft when visible):

- boresight gain = 34 dBi;
- off-beam characteristics in accordance with the reference radiation pattern for single feed circular beams (near in side-lobe level of –20 dB) as defined in Recommendation ITU-R S.672.

FIGURE 7
Interference probability for various ENG system characteristics



1 000 ENG systems
10 % activity

D07

TABLE 7

	2 025-2 110 MHz	2 200-2 290 MHz
Space services Data relay	Space-to-space (Forward) (1)	Space-to-space (Return) (3)
Space services Direct-to-ground	Earth-to-space (2)	Space-to-Earth (4)
Mobile	Directional (ENG)	Omnidirectional

3.1.1.2 LEO spacecraft (DRS pointing)

Receive antenna (assumed to track the geostationary relay satellite when visible):

- boresight gain = 25 dBi;
- off-beam characteristics in accordance with the reference radiation pattern for single feed circular beams (near in side-lobe level of -20 dB) as defined in Recommendation ITU-R S.672;
- orbit altitude = 300 km;
- inclination = 29°.

3.1.1.3 LEO spacecraft (Earth pointing)

Receive antenna omnidirectional (gain = 0 dBi):

- orbit altitude = 300 km;
- inclination = 29°.

3.1.1.4 Earth station

Receive antenna (assumed to track the LEO spacecraft when visible):

- boresight gain = 45 dBi;
- off-beam characteristics in accordance with those defined in RR Appendices 28 and 29.

3.1.2 Transmit characteristics

3.1.2.1 Mobile terminal (directional) – ENG

- antenna boresight gain = 25 dBi;
- power spectral density into the antenna = –38 dB(W/kHz);
- off-beam characteristics in accordance with those defined in RR Appendices 28 and 29.

3.1.2.2 Mobile terminal (omnidirectional)

- antenna gain = 0 dBi;
- power spectral density into the antenna = –42 dB(W/kHz).

3.2 Summary and conclusions

Four geometric configurations (A-D) were evaluated for the scenarios shown in Table 7 using the technical characteristics shown above. The results of a probabilistic analysis are summarized in Table 8.

TABLE 8

Reference	Entry	Maximum level of interference relative to criterion (dB)	Probability criterion exceeded (%)
1 A 1 B 1 C 1 D	ENG into LEO (DRS pointing)	+ 31,0 + 7,5 + 6,5 + 6,5	0,65 0,20 0,15 0,15
2 A 2 B 2 C 2 D	ENG into LEO (Earth pointing)	+ 2,5 + 2,5 + 2,5 + 2,5	0,20 0,04 0,045 0,035
3 A 3 B 3 C 3 D	Omni into DRS	– 16,5 – 16,5 – 15,0 – 15,0	2,50 ⁽¹⁾ 1,50 ⁽¹⁾ 0,15 ⁽¹⁾ 0,50 ⁽¹⁾
4 A 4 B	Omni into ES	+ 48,5 + 48,0	1,00 0,55

⁽¹⁾ Probability of maximum level of interference.

3.2.1 Interference from directional mobiles to a LEO spacecraft (DRS pointing) in the band 2 025-2 110 MHz

The values in Table 8 suggest that a single ENG terminal in various geometric configurations can exceed the applicable protection criteria. However, considering the majority of configurations, if the ENG transmit power were decreased by 1 dB then the probability that the protection criterion would be exceeded would be decreased to 0.1%. This would not, of course, be true for the more critical geometric configurations and, therefore, some constraints may need to be placed on the siting of terrestrial ENG terminals.

3.2.2 Interference from directional mobiles to a LEO spacecraft (Earth pointing) in the band 2 025-2 110 MHz

The results suggest that two or three spatially separated co-channel terminals would be acceptable. This translates into an acceptable community of between 100 and 150 ENG terminals not considering the worst case geometry.

3.2.3 Interference from omnidirectional mobiles to a geostationary data relay satellite (tracking a LEO spacecraft) in the band 2 200-2 290 MHz

The values presented in Table 8 show that the interfering power levels from a single omnidirectional terminal are well within the permissible criteria. However, the probabilities of these levels occurring are high and hence multiple terminals could give rise to aggregate levels of interference which whilst just exceeding the permissible power levels would exceed the permissible levels many times in terms of probability of occurrence.

3.2.4 Interference from omnidirectional mobiles to an earth station (tracking a LEO spacecraft) in the band 2 200-2 290 MHz

Assuming no line-of-sight paths such that the basic transmission loss follows an inverse third power law, a single omnidirectional terminal may operate within 0.5 km of an earth station (with an elevation greater than 5°).

ANNEX 3

Description of certain electronic news gathering (ENG) systems operating in the 2 025-2 110 MHz band

1 Introduction

This Annex presents information about the unique technical and operational characteristics used by specific ENG systems operated by one administration that may facilitate sharing with the SR, SO, and EES services.

2 Characteristics/description of ENG systems

ENG systems include both mobile point-of-view and transportable ENG systems that provide video from a variety of locations and activities. ENG systems are used for on-location coverage of news events or interviews and live-action video during sports or entertainment events. Because of the value of on-location video, most local television stations in urban areas of the United States of America operate ENG systems. The transportable ENG systems, used for on-location coverage, are generally mounted in vans and operate in a stationary mode transmitting video to a fixed receive site. These systems provide mobility for news coverage throughout a geographic region.

3 ENG systems and environments

This section describes two common operational modes.

3.1 Transportable

The transportable ENG systems described in the previous section are used for live or taped on-location video for news, sports, and entertainment broadcasts. The transportable ENG systems are generally mounted in vans and use transmitters operating around 10.8 dBW of power. These systems utilize directional antennas with gains between 20-22 dBi mounted on top of a pneumatic mast of up to 15 m in height. ENG systems may employ linear or circular polarization to provide additional interference protection from each other. Many ENG systems (probably 30-50%) transmit with up to 5 dB of transmission line loss.

3.2 Point-of-view

Small light-weight microwave transmitters are used for mobile and close-up video situations since live pictures are desired and because video recorders are impractical due to size and ruggedness requirements. These transmitters usually operate with up to 5 dBW of power. These systems utilize essentially omnidirectional antennas with 0-3 dBi of gain and may also use linear or circular polarization.

A small point-of-view system usually operates instead of, rather than in addition to, a transportable ENG operation on the same channel. Point-of-view systems cannot usually operate simultaneously with transportable systems because the transportable systems cause excessive interference to the point-of-view receiver.

Table 9 presents characteristics of typical ENG systems that operate in the 2 025-2 110 MHz band.

TABLE 9

Typical 2 GHz ENG systems in use in the United States of America

Type of use	Transmitter location	Transmit power	Antenna gain (dBi)	Receiver location
ENG transportable (van)	Van mast	12 W	22	Tower
Temporary fixed link	Roof	12 W	25	Roof
Convention	Floor of convention hall	100 mW	0-5	Hall rafters
Point-of-view (e.g., skier)	On body/helmet	100 mW	0	Hillside or helicopter
Sports venues				
Playing field	Field	1 W	12	Pressbox
Golf course (system 1)	On golf course	3 W	16	Tethered blimp
Golf course (system 2)	On golf course	12 W	12	Crane
Racecam	In car	3 W	7	Helicopter
Helicopter	Relay helicopter	12 W	7	Ground receive
Marathon				
Motorcycle	Motorcycle	3 W	7	Helicopter
Relay vehicle	Pick-up truck	12 W	12	Helicopter
Helicopter	Relay helicopter	12 W	7	Roof

4 Operational characteristics

All ENG systems, cannot operate simultaneously. Since ENG systems are sensitive to interference, only one transmission per channel per receive site at a time is usually possible. Most television markets in the United States of America contain multiple receive sites that allow for simultaneous transmissions on a channel. In most large markets, however, only six simultaneous transmissions are possible on the busiest channel, and in most markets the number does not exceed two. More than two simultaneous transmissions on a single channel rarely occur. In fact, multiple ENG receive sites and systems exist only in the largest television markets, so most regions have little or no simultaneous ENG activity per channel.

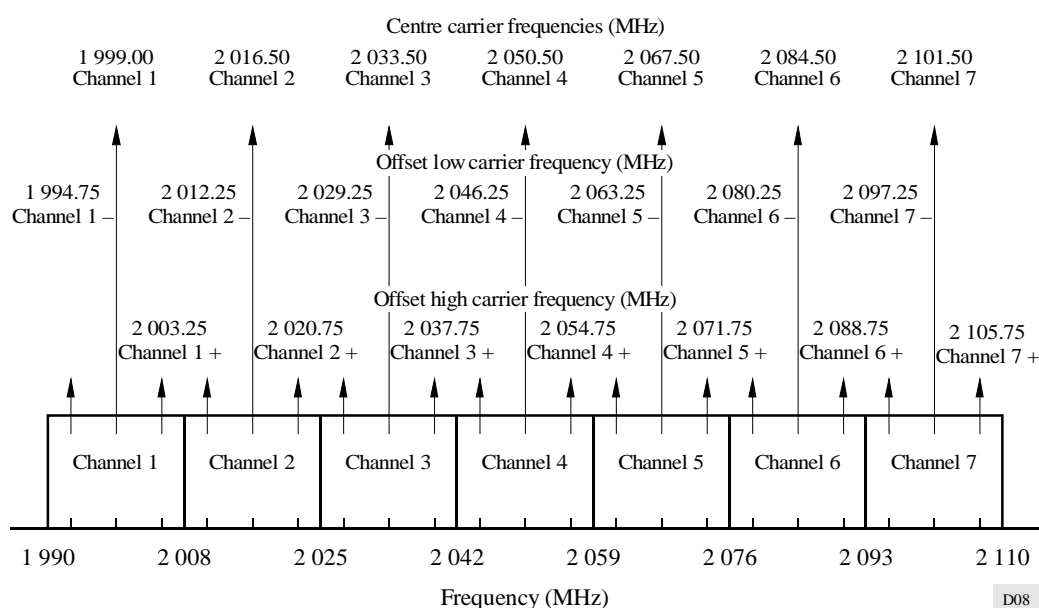
Although used throughout the day, transportable ENG systems operate primarily during weekday local news broadcasts, which usually occur around 1200-1230, 1700-1900, and 2300-2330 local time. In most markets before the afternoon news hours around 1500-1700, ENG use is also significant. The popularity of local morning shows from 0600-0900 is increasing in various markets, and these shows also use ENG systems. Transportable ENG transmitters are operated approximately twice per day. Broadcast engineers estimate that each ENG operation transmits an average of 15 min per operation but can vary from about 5 min to perhaps as long as 5 h.

5 Spectrum use and characteristics

The 1 990-2 110 MHz band is used as the primary ENG band because of favourable propagation characteristics. These include the lower levels of foliage attenuation that apply at higher frequencies and the ability to “building bounce” a signal to achieve a temporary link to a fixed receive site despite unavoidable path blockage.

In the United States of America, the ENG frequency band is divided into 7 channels each with 17 MHz except the first channel which is 18 MHz as shown in Fig. 8. ENG systems are usually operated at the centre of each channel, but the lower offset and upper offset channels are also used. Consequently, 21 carrier frequencies are possible, but all carrier frequencies cannot be used simultaneously. ENG systems may operate at the centre channel, the lower offset channel, the higher offset channel, or the lower and higher offset channels simultaneously, depending on the need and adjacent channel use at any time. Since ENG systems are sensitive to interference, only one transmission per channel per receive site at a time is usually possible.

FIGURE 8
ENG channel plan in use in the United States of America



ENG systems use frequency modulation (FM) for transmitting video. The carrier is virtually never transmitted unmodulated by video raster.

ANNEX 4

Description of certain aeronautical mobile telemetry systems operating in the 2 200-2 290 MHz band

1 Introduction

The aeronautical mobile telemetry systems operated by one administration consist of a small number of controlled, short duration transmitters operating in a few specific areas.

The number of simultaneously operating transmitting systems within any 1 000 km radius will rarely exceed 15. The maximum e.i.r.p. in the direction of a satellite in any 3 MHz bandwidth within any 1 000 km radius will rarely exceed 10 W.

2 Technical characteristics of aeronautical mobile telemetry systems

Aeronautical telemetry has been using the 2 200-2 290 MHz band for testing of missiles, space launch vehicles, air vehicles, and subsystems thereof since the late 1960s. The duration of the majority of these tests is less than 10 min, however some tests last for several hours. Telemetry operations can occur at any hour of the day with the peak usage during daylight hours. The majority of the flight tests occur at one (or more) of the test ranges operated by the United States of America government.

The characteristics of the telemetry transmitting systems are optimized for the vehicle being tested. Therefore, these characteristics vary considerably from vehicle to vehicle. There is no “typical” transmitting system. The effective radiated power of the telemetry systems is usually between 1 and 5 W. The required power level is determined by the amount of information to be transmitted, the maximum range between transmitting and receiving systems, the required data quality, and the sensitivity of the receiving system. The telemetry transmitting antennas are usually linearly polarized and are typically designed to have nearly isotropic coverage because the orientation of the vehicle under test with respect to the telemetry receiving antenna can change very rapidly. As the receiving antenna tracks a vehicle in flight, large variations occur in the signal levels at the receiver. These “fades” are caused by nulls in the vehicle antenna pattern and propagation anomalies such as multipath and ducting. The decrease in signal level during fades can exceed 30 dB. Therefore, a received signal considerably above threshold is required during optimum flight conditions to avoid data loss during signal fades.

The telemetry data formats and rates vary considerably from vehicle to vehicle. Most telemetry transmitting systems use frequency or phase modulation. The input to the transmitter may be digital, analogue, or a combination of digital and analogue. The 99% power bandwidths of the telemetry transmitting systems vary from less than 1 MHz to more than 10 MHz.

The required pre-detection signal-to-noise ratio (SNR) for acceptable data quality varies from 9 to 15 dB. The maximum distance between the vehicle under test and the telemetry receiving station is usually between 20 and 400 km (the maximum range for some tests is greater than 3 000 km). Typical receiver bandwidths vary from 0.5 to 10 MHz (these values are increasing). Receiving system noise temperatures vary between 200 K and 500 K. Main lobe gains of the receiving antennas vary from 6 dBi for some short-range mobile systems to greater than 50 dBi for large antennas. The larger antennas automatically track the test vehicle while the smaller antennas (gain less than 20 dBi) typically are pointed in the direction of the transmitter. The receiving antenna side lobes depend on the size and design of the receiving antenna. The majority of telemetry receiving antennas have diameters between 2.44 m (8 feet) and 10 m (32.8 feet).

3 Spectrum considerations

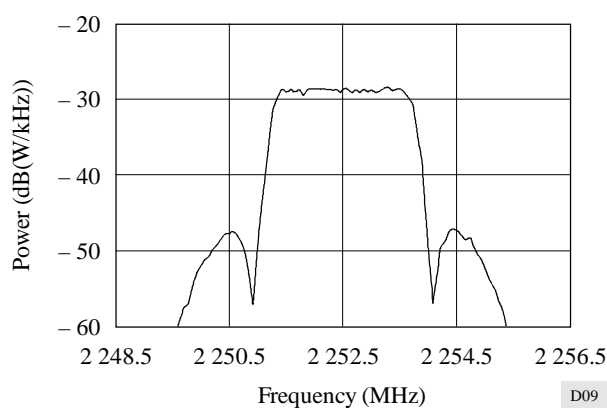
Aeronautical mobile telemetry system providers in the United States of America have divided this band into 90 channels each with a 1 MHz bandwidth. Multiple channels are assigned together when a wider bandwidth is needed.

Aeronautical telemetry operations are currently protected by coordination between the various users. The territory of the United States of America is divided into coordination areas. Area frequency coordinators assign and schedule frequency use within these areas.

The potential exists for significant interference between satellite earth stations co-located with aeronautical telemetry transmitting sites in the 2 200-2 290 MHz band. This problem is mitigated by controlling the time, frequency and location of the transmissions by each service in this band. Frequency interference control centres accommodate real-time changes and locate and identify any unauthorized transmissions.

A sample radiated power spectral density is shown in Fig. 9. This Figure shows the nominal power spectral density for one telemetry system. The data in this Figure is not typical, best case or worst case but is included only as an example of the spectral characteristics of the most common type of system currently used for aeronautical mobile telemetry systems. Some aeronautical mobile telemetry systems may have discrete spectral components during portions of a test flight, therefore the maximum spectral densities (dB(W/kHz)) may be significantly larger than the values shown in Fig. 9.

FIGURE 9
Sample spectrum



The maximum aggregate radiated power in any direction from all aeronautical mobile telemetry systems within a radius of 1 000 km will be less than 100 W in the band from 2 200-2 290 MHz. The maximum aggregate radiated power in any 3 MHz bandwidth will rarely exceed 10 W in any direction in any 1 000 km radius.

RECOMMENDATION ITU-R M.1169*

HOURS OF SERVICE OF SHIP STATIONS

(1995)

The ITU Radiocommunication Assembly,

considering

- a) that there is a need to describe the working hours of ship stations,

recommends

- 1** that the hours of service of ship stations should be in accordance with Annexes 1 and 2.

ANNEX 1

§ 1. (1) For the international public correspondence service, ship stations are divided into four categories:

- a) stations of the first category: these stations maintain a continuous service;
- b) stations of the second category: these stations maintain a service for 16 hours a day;
- c) stations of the third category: these stations maintain a service for 8 hours a day;
- d) stations of the fourth category: these stations maintain a service the duration of which is either shorter than that of stations of the third category, or is not fixed by these Regulations.

(2) Each administration shall itself determine the rules under which ship stations subject to it are to be placed in one of the above four categories.

§ 2. (1) Ship stations of the second category shall maintain the following hours of service:

0000 - 0400	}	ship's time or zone time
0800 - 1200		
1600 - 1800		
2000 - 2200		

and, additionally, four hours of service at times to be decided by the administration, master or responsible person, to meet the essential communication needs of the ship, having regard to propagation conditions and traffic requirements.

(2) Ship stations of the third category shall maintain the following hours of service:

0800 - 1200 ship's time or zone time,

two continuous hours of service between 1800 and 2200 h, ship's time or zone time, at times decided by the administration, master or responsible person and, additionally, two hours of service at times decided by the administration, master or responsible person, to meet the essential communication needs of the ship, having regard to propagation conditions and traffic requirements.

(3) Each administration will determine whether ship's time observed by its ships is to be zone time as shown in Annex 2.

(4) In case of short voyages, these stations shall provide service during the hours fixed by the administrations to which they are subject.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO).

§ 3. Ship stations of the fourth category are encouraged to provide service from 0830 to 0930 h, ship's time or zone time.

§ 4. (1) Ship stations whose service is not continuous shall not close before:

- a)* finishing all operations resulting from a distress call or from an urgency or safety signal;
- b)* exchanging, so far as practicable, all traffic originating in or destined for coast stations situated within their service area and for ship stations which, being within their service area, have indicated their presence before the actual cessation of work.

(2) Any ship station not having fixed working hours shall inform the coast stations with which it is in communication of the time of closing and the time of reopening its service.

§ 5. (1) Any ship station arriving in port, and whose service is therefore about to close, shall:

- a)* notify accordingly the nearest coast station and, if appropriate, the other coast stations with which it generally communicates;
- b)* not close until after the disposal of traffic on hand, unless this conflicts with the regulations in force in the country of the port of call.

(2) On departure from port the ship station shall notify the coast station or stations concerned that its service is reopening as soon as such reopening is permitted by the regulations in force in the country of the port of departure. However, a ship station not having hours of service fixed by these Regulations may defer such notification until the station first reopens its service after departure from port.

ANNEX 2

Hours of service for ship stations of the second and third categories

Section I. Table

Hours of service	
Ship's time or zone time (See § 2.(1) and 2.(2) in Annex 1)	
16 hours (H16)	8 hours (H8)
from to 0000 - 0400 h 0800 - 1200 h 1600 - 1800 h 2000 - 2200 h plus 4 hours (see § 2.(1) in Annex 1)	from to 0800 - 1200 h 1800 - 2200 h ^(a) plus 2 hours (see § 2.(2) in Annex 1)

^(a) Two continuous hours of service between 1800 and 2200 h, ship's time or zone time, at times decided by the administration, master or responsible person.

Section II. Diagram and Map

Note a: This diagram indicates the *fixed* and *elected* hours of service maintained by ships of the second and third categories in terms of zone time. (The hours of service shown exclude those which are determined by the administration, master, or responsible person.)

The *fixed* hours of watch are shown thus:

I) for ships of the second category:



II) for ships of the second and third categories:



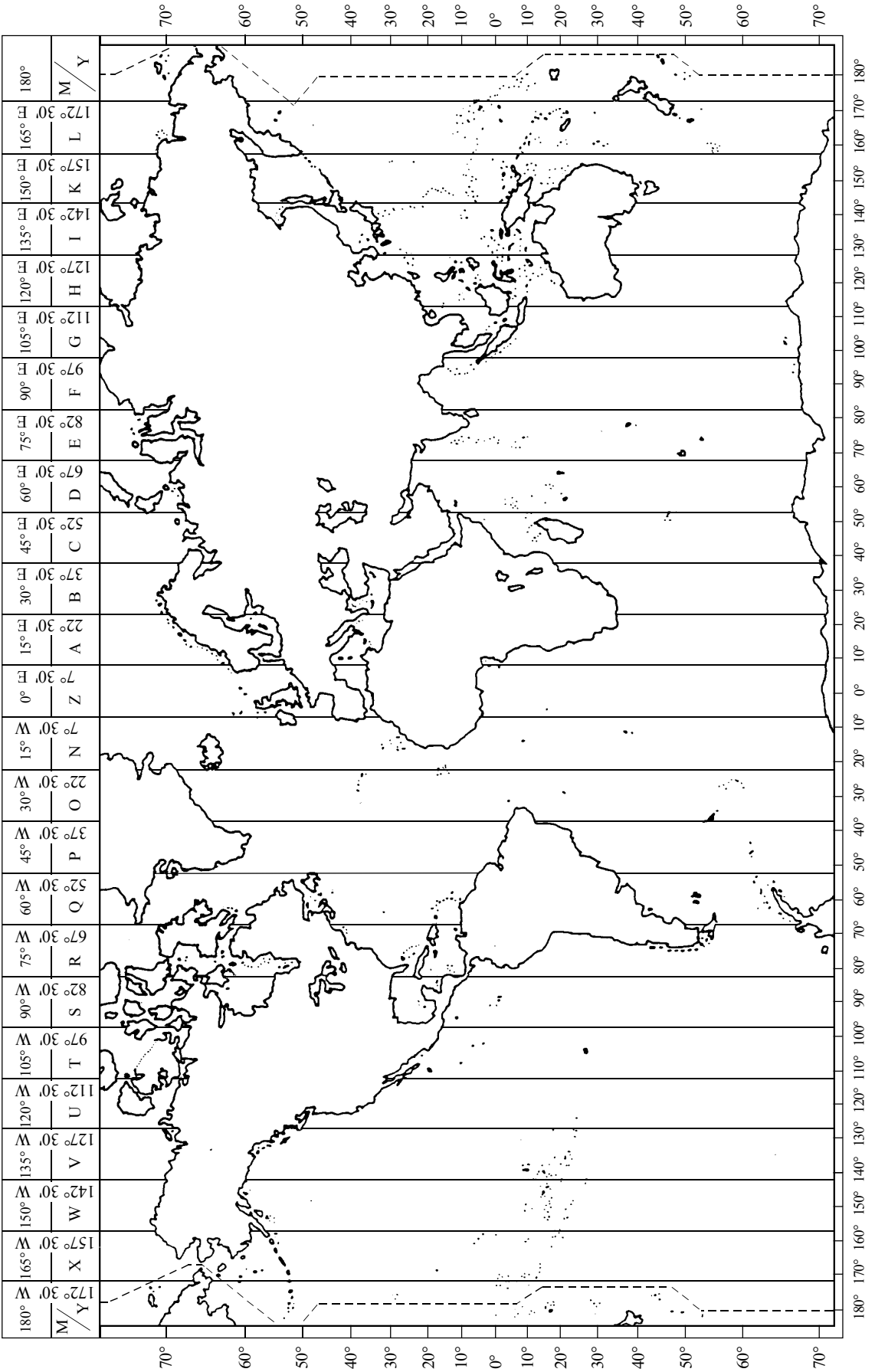
III) for ships of the third category, period over which two continuous hours of service may be elected:



D01

Note b: Also shown (in black) is the specific service 0830-0930 that ships of the fourth category are encouraged to provide (see § 3 in Annex 1).

MAP
Time zones



RECOMMENDATION ITU-R M.1170*

MORSE TELEGRAPHY PROCEDURES IN THE MARITIME MOBILE SERVICE

(1995)

The ITU Radiocommunication Assembly,

considering

- a) that since some administrations may still use Morse telegraphy for the maritime mobile service,

recommends

- 1** that Morse telegraphy in the maritime mobile service should be performed in accordance with Annex 1.

ANNEX 1

Section I. Introduction

§ 1. The use of the Morse code signals specified in the Instructions for the Operation of the International Public Telegram Service shall be obligatory. However, for radiocommunications of a special character, the use of other signals is not precluded.

§ 2. The service abbreviations given in Recommendation ITU-R M.1172 are to be used.

Section II. Preliminary Operations

§ 3. (1) Before transmitting, a station shall take precautions to ensure that its emissions will not interfere with transmissions already in progress; if such interference is likely, the station shall await an appropriate break in the communications in progress.

(2) If, these precautions having been taken, the emissions of the station should, nevertheless, interfere with a transmission already in progress, the following rules shall be applied:

- a) the ship station whose emission causes interference to the communication of a mobile station with a coast station shall cease sending at the first request of the coast station;
- b) the ship station whose emission causes interference to communications already in progress between mobile stations shall cease sending at the first request of one of the other stations;
- c) the station which requests this cessation shall indicate the approximate waiting time imposed on the station whose emission it suspends.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO), and the Telecommunication Standardization Sector (ITU-T).

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

Section III. Calls by Morse Radiotelegraphy

A. General

§ 4. (1) As a general rule, it rests with the ship station to establish communication with the coast station. For this purpose, the ship station may call the coast station only when it comes within the service area of the latter, that is to say, that area within which, by using an appropriate frequency, the ship station can be heard by the coast station.

(2) However, a coast station having traffic for a ship station may call this station if it has reason to believe that the ship station is keeping watch and is within the service area of the coast station.

§ 5. (1) In addition, each coast station shall, so far as practicable, transmit its calls in the form of "traffic lists" consisting of the call signs in alphabetical order of all ship stations for which it has traffic on hand. These calls are made at specified times fixed by agreement between the administrations concerned and at intervals of at least two hours and not more than four hours during the working hours of the coast station.

(2) In the bands between 4 000 kHz and 27 500 kHz, however, traffic lists may be transmitted at intervals of not less than one hour.

(3) Continuous or frequently repeated emissions of its call sign or of the enquiry signal CQ by a coast station should be avoided (see RR No. S15.1 [No.1799]).

(4) However, in the bands between 4 000 kHz and 27 500 kHz, a coast station may transmit its call sign at intervals, using type A1A transmission, to enable ship stations to select the calling band with the most favourable propagation characteristics for reliable communication (see RR No. S52.28 [No. 4261]).

(5) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. This transmission shall be preceded by a general call to all stations (CQ).

(6) The call to all stations announcing the traffic list may be sent on a calling frequency in the following form:

- CQ, not more than three times;
- the word DE;
- the call sign of the calling station, not more than three times;
- QSW followed by the indication of the working frequency or frequencies on which the traffic list is about to be sent.

In no case may this preamble be repeated.

(7) The provisions of § 5.(6) above:

- a) are obligatory when 500 kHz is used;
- b) do not apply when frequencies in the bands between 4 000 kHz and 27 500 kHz are used.

(8) The hours at which coast stations transmit their traffic lists and the frequencies and classes of emission which they use for this purpose shall be stated in the List of Coast Stations.

(9) Ship stations should, as far as possible, listen to the traffic lists transmitted by coast stations. On hearing their call sign in such a list they shall reply as soon as they can do so.

(10) When the traffic cannot be sent immediately, the coast station shall inform each ship station concerned of the probable time at which working can begin, and also, if necessary, the frequency and class of emission which will be used.

§ 6. When a coast station receives calls from several ship stations at practically the same time, it decides the order in which these stations may transmit their traffic. Its decision shall be based on the priority (see RR No. S53.1 [No. 4441]) of the radiotelegrams that ship stations have on hand and on the need for allowing each calling station to clear the greatest possible number of communications.

§ 7. (1) When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes.

(2) In the case of a communication between a station of the maritime mobile service and an aircraft station, calling may be renewed after an interval of five minutes, notwithstanding (1) § 7. above.

(3) Before renewing the call, the calling station shall ascertain that the station called is not in communication with another station.

(4) If there is no reason to believe that harmful interference will be caused to other communications in progress, the provisions of RR No. S51.71 [No. 4146] and § 7.(1) are not applicable. In such cases the call, sent three times at intervals of two minutes, may be repeated after an interval of less than fifteen minutes but not less than three minutes.

§ 8. Ship stations shall not radiate a carrier wave between calls.

§ 9. When the name and address of the administration or private operating agency controlling a ship station are not given in the appropriate list of stations or are no longer in agreement with the particulars given therein, it is the duty of the ship station to furnish as a matter of regular procedure, to the coast station to which it transmits traffic, all the necessary information in this respect.

§ 10. (1) The coast station may, by means of the abbreviation TR, ask the ship station to furnish it with the following information:

- a) position and, whenever possible, course and speed;
- b) next port of call.

(2) The information referred to in § 10.(1) above, preceded by the abbreviation TR, should be furnished by ship stations whenever this seems appropriate, without prior request from the coast station. The provision of this information is authorized only by the master or person responsible for the ship or other vessel carrying the ship station.

B. Calls to Several Stations

§ 11. Two types of calling signal "to all stations" are recognized:

- a) call CQ followed by the letter K;
- b) call CQ not followed by the letter K.

§ 12. Stations desiring to enter into communication with stations of the maritime mobile service without, however, knowing the names of any such stations within their service area may use the enquiry signal CQ in place of the call sign of the station called in the calling formula, the call being followed by the letter K (general call to all stations in the maritime mobile service with request for reply).

§ 13. In regions where traffic is congested, the use of the call CQ followed by the letter K is forbidden. As an exception it may be used with signals denoting urgency.

§ 14. The call CQ not followed by the letter K (general call to all stations without request for reply) is used before the transmission of information of any kind intended to be read or used by anyone who can intercept it.

§ 15. The call CP followed by two or more call signs or by a code word (call to certain receiving stations without request for reply) is used only for the transmission of information of any nature intended to be read or used by the persons authorized.

Section IV. Method of Calling, Reply to Calls and Signals Preparatory to Traffic

A. Method of Calling – Morse Telegraphy

§ 16. (1) The call consists of:

- the call sign of the station called, not more than twice;
- the word DE;
- the call sign of the calling station, not more than twice;
- the information required by § 18.(1) and, as appropriate, by § 19.(1) and § 19.(2);
- the letter K.

(2) For normal calling, when the requirements of RR No. S52.60 [No. 4261] have been met, the call specified in § 16.(1) above may be transmitted twice at an interval of not less than one minute; thereafter it shall not be repeated until after an interval of three minutes.

B. Frequency to Be Used for Calling and for Preparatory Signals

§ 17. (1) For making the call and for transmitting preparatory signals, the calling station shall use a frequency on which the station called keeps watch.

(2) A ship station calling a coast station in any of the frequency bands between 4 000 kHz and 27 500 kHz shall use a frequency in the calling band specially reserved for this purpose.

C. Indication of the Frequency to Be Used for Traffic

§ 18. (1) The call, as described in § 16.(1), shall contain the service abbreviation indicating the working frequency and, if useful, the class of emission which the calling station proposes to use for the transmission of its traffic.

(2) When the call by a coast station does not contain an indication of the frequency to be used for the traffic, this indicates that the coast station proposes to use for traffic its normal working frequency shown in the List of Coast Stations.

D. Indication of Priority, of the Reason for the Call, and of Transmission of Radiotelegrams in Series

§ 19. (1) The calling station shall transmit the service abbreviation after the above-mentioned preparatory signals to indicate a priority message other than a distress, urgency or safety message (see RR No. S53.1 [No. 4441]) and to indicate the reason for the call.

(2) Moreover, when the calling station wishes to send its radiotelegrams in series, it shall indicate this by adding the service abbreviation for requesting the consent of the station called.

E. Form of Reply to Calls

§ 20. The reply to calls consists of:

- the call sign of the calling station, not more than twice;
- the word DE;
- the call sign of the station called, once only.

F. Frequency for Reply

§ 21. Except as otherwise provided in these Regulations, for transmitting the reply to calls and to preparatory signals, the station called shall use the frequency on which the calling station keeps watch, unless the calling station has specified a frequency for the reply.

G. Agreement on the Frequency to Be Used for Traffic

- § 22. (1) If the station called is in agreement with the calling station, it shall transmit:
- a)* the reply to the call;
 - b)* the service abbreviation indicating that from that moment onwards it will listen on the working frequency announced by the calling station;
 - c)* if necessary, the indications referred to in § 23.;
 - d)* if useful, the service abbreviation and figure indicating the strength and/or intelligibility of the signals received (see Recommendation ITU-R M.1172);
 - e)* the letter K if the station called is ready to receive the traffic of the calling station.
- (2) If the station called is not in agreement with the calling station on the working frequency to be used, it shall transmit:
- a)* the reply to the call;
 - b)* the service abbreviation indicating the working frequency to be used by the calling station and, if necessary, the class of emission;
 - c)* if necessary, the indications specified in § 23.
- (3) When agreement is reached regarding the working frequency which the calling station shall use for its traffic, the station called shall transmit the letter K after the indications contained in its reply.

H. Reply to the Request for Transmission by Series

§ 23. The station called, in replying to a calling station which has proposed to transmit its radiotelegrams by series (see § 19.(2)), shall indicate, by means of the service abbreviation, its acceptance or refusal. In the former case it shall specify, if necessary, the number of radiotelegrams which it is ready to receive in one series.

I. Difficulties in Reception

- § 24. (1) If the station called is unable to accept traffic immediately, it shall reply to the call as indicated in § 22.(1) *a)* to *e)*, but it shall replace the letter K by the signal • – • • • (wait), followed by a number indicating in minutes the probable duration of the waiting time. If the probable duration exceeds ten minutes (five minutes in the case of an aircraft station communicating with a station of the maritime mobile service), the reason for the delay shall be given.
- (2) When a station receives a call without being certain that such a call is intended for it, it shall not reply until the call has been repeated and understood. When, on the other hand, a station receives a call which is intended for it but is uncertain of the call sign of the calling station, it shall reply immediately using the service abbreviation in place of the call sign of this latter station.

Section V. Forwarding (Routing) of Traffic*A. Traffic Frequency*

- § 25. (1) As a general rule, a station of the maritime mobile service shall transmit its traffic on one of its working frequencies in that band in which the call has been made.
- (2) In addition to its normal working frequency, printed in heavy type in the List of Coast Stations, a coast station may use one or more supplementary frequencies in the same band, in accordance with the provisions of RR Article S52 [Article 60].

(3) The use of frequencies reserved for calling shall be forbidden for traffic, except distress traffic (see RR Chapter SVII [Chapter IX]).

(4) If the transmission of a radiotelegram is to take place on a frequency and/or with a class of emission other than those used for the call, the transmission of the radiotelegram shall be preceded by:

- the call sign of the station called, not more than twice;
- the word DE;
- the call sign of the calling station, once only.

(5) If the transmission is to be made on the same frequency and with the same class of emission as the call, the transmission of the radiotelegram shall be preceded, if necessary, by:

- the call sign of the station called;
- the word DE;
- the call sign of the calling station.

B. Numbering in Daily Series

§ 26. (1) As a general rule, radiotelegrams of all kinds transmitted by ship stations shall be numbered in a daily series; number 1 shall be given to the first radiotelegram sent each day to each separate station.

(2) A series of numbers which has begun in radiotelegraphy should be continued in radiotelephony and vice versa.

C. Long Radiotelegrams

§ 27. (1) In cases where both stations are able to change from sending to receiving without manual switching, the transmitting station may continue to send until completion of the message or until the receiving station breaks in on the transmission with the service abbreviation BK. Before commencing, both stations normally agree on such a method of working by means of the abbreviation QSK.

(2) If this method of working cannot be employed, long radiotelegrams, whether in plain language or in secret language, shall, as a general rule, be transmitted in sections, each section containing fifty words in the case of plain language and twenty words or groups if secret language is used.

(3) At the end of each section the signal • • – • • (?) meaning “Have you received the radiotelegram correctly up to this point?” shall be transmitted. If the section has been correctly received, the receiving station shall reply by sending the letter K and the transmission of the radiotelegram shall be continued.

D. Suspension of Traffic

§ 28. When a ship station transmits on a working frequency of a coast station and causes interference with the transmission of such a coast station, it shall suspend working at the first request of the latter.

Section VI. End of Traffic and Work

A. Signal for the End of Transmission

§ 29. (1) The transmission of a radiotelegram shall be terminated by the signal • – • – • (end of transmission), followed by the letter K.

(2) In the case of transmission by series, the end of each radiotelegram shall be indicated by the signal • – • – • (end of transmission) and the end of the series by the letter K.

B. Acknowledgement of Receipt

§ 30. (1) The acknowledgement of receipt of a radiotelegram or a series of radiotelegrams shall be given by the receiving station in the following manner:

- the call sign of the sending station;
- the word DE;
- the call sign of the receiving station;
- the letter R followed by the number of the radiotelegram; *or*
- the letter R followed by the number of the last radiotelegram of a series.

(2) The acknowledgement of receipt shall be transmitted by the receiving station on the traffic frequency (see § 25.(1) and § 25.(2)).

C. End of Work

§ 31. (1) The end of work between two stations shall be indicated by each of them by means of the signal ··· – · – (end of work).

(2) The signal ··· – · – (end of work) shall also be used:

- when the transmission of radiotelegrams of general information, meteorological information and general safety notices is finished;
- when transmission is ended in long-distance radiocommunication services with deferred acknowledgement of receipt or without acknowledgement of receipt.

Section VII. Control of Working

§ 32. The provisions of this Section are not applicable in cases of distress, urgency or safety (see RR No. S55.1 [No. 4710]).

§ 33. In communications between coast stations and ship stations, the ship station shall comply with the instructions given by the coast station, in all questions relating to the order and time of transmission, to the choice of frequency and class of emission, and to the duration and suspension of work.

§ 34. In communications between ship stations, the station called shall control the working in the manner indicated in § 33. above. However, if a coast station finds it necessary to intervene, these stations shall comply with the instructions given by the coast station.

Section VIII. Tests

§ 35. When it is necessary for a ship station to send signals for testing or adjustment which are liable to interfere with the working of neighbouring coast stations, the consent of these stations shall be obtained before such signals are sent.

§ 36. When it is necessary for a station in the maritime mobile service to make test signals, either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, such signals shall not be continued for more than ten seconds and shall be composed of a series of VVV followed by the call sign of the station emitting the test signals.

RECOMMENDATION ITU-R M.1171*

**RADIOTELEPHONY PROCEDURES IN THE
MARITIME MOBILE SERVICE**

(1995)

The ITU Radiocommunication Assembly,

considering

- a) that there is a need to describe standard procedures for radiotelephony in the maritime mobile service,

recommends

- 1** that radiotelephony in the maritime mobile service should be performed in accordance with Annex 1.

ANNEX 1

Section I. Introduction

§ 1. Radiotelephone stations should, as far as possible, be equipped with devices for instantaneous switching from transmission to reception and vice versa. This equipment is necessary for all stations participating in communication between ships and subscribers of the land telephone system.

§ 2. (1) Stations equipped for radiotelephony may transmit and receive radiotelegrams by means of radiotelephony. Coast stations providing such service and open for public correspondence shall be indicated in the List of Coast Stations.

(2) To facilitate radiocommunications the service abbreviations given in Recommendation ITU-R M.1172 may be used.

Section II. Calls by Radiotelephony

§ 3. The provisions of this Section relating to the intervals between calls are not applicable to a station operating under conditions involving distress, urgency or safety.

§ 4. (1) As a general rule, it rests with the ship station to establish communication with the coast station. For this purpose the ship station may call the coast station only when it comes within the service area of the latter, that is to say, that area within which, by using an appropriate frequency, the ship station can be heard by the coast station.

(2) However, a coast station having traffic for a ship station may call this station if it has reason to believe that the ship station is keeping watch and is within the service area of the coast station.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO), and the Telecommunication Standardization Sector (ITU-T)

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

§ 5. (1) In addition, each coast station shall, so far as practicable, transmit its calls in the form of “traffic lists” consisting of the call signs or other identification in alphabetical order of all ship stations for which it has traffic on hand. These calls shall be made at specified times fixed by agreement between the administrations concerned and at intervals of not less than two hours and not more than four hours during the working hours of the coast station.

(2) Coast stations shall transmit their traffic lists on their normal working frequencies in the appropriate bands. The transmission shall be preceded by a general call to all stations.

(3) The general call to all stations announcing the traffic lists may be sent on a calling frequency in the following form:

- “Hello all ships” or CQ (spoken as CHARLIE QUEBEC) not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- “. . . Radio” not more than three times;
- “Listen for my traffic list on . . . kHz”.

In no case may this preamble be repeated.

(4) However, in the bands between 156 MHz and 174 MHz when the conditions for establishing contact are good, the call described in § 5.(3) above may be replaced by:

- “Hello all ships” or CQ (spoken as CHARLIE QUEBEC), once;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- “. . . Radio”, twice;
- “Listen for my traffic list on channel . . .”.

In no case may this preamble be repeated.

(5) The provisions of § 5.(3) are obligatory when 2 182 kHz or 156.8 MHz is used.

(6) The hours at which coast stations transmit their traffic lists and the frequencies and classes of emission which they use for this purpose shall be stated in the List of Coast Stations.

(7) Ship stations should as far as possible listen to the traffic lists transmitted by coast stations. On hearing their call sign or other identification in such a list they must reply as soon as they can do so.

(8) When the traffic cannot be sent immediately, the coast station shall inform each ship station concerned of the probable time at which working can begin, and also, if necessary, the frequency and class of emission which will be used.

§ 6. When a coast station receives calls from several ship stations at practically the same time, it decides the order in which these stations may transmit their traffic. Its decision shall be based on the priority (see RR No. S53.1 [No. 4441]) of the radiotelegrams or radiotelephone calls that the ship stations have on hand and on the need for allowing each calling station to clear the greatest possible number of communications.

§ 7. (1) When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease.

(2) However, when a station called does not reply, the call may be repeated at three-minute intervals.

(3) In areas where reliable VHF communication with a called coast station is practicable, the calling ship station may repeat the call as soon as it is ascertained that traffic has been terminated at the coast station.

(4) In the case of a communication between a station of the maritime mobile service and an aircraft station, calling may be renewed after an interval of five minutes.

(5) Before renewing the call, the calling station shall ascertain that the station called is not in communication with another station.

(6) If there is no reason to believe that harmful interference will be caused to other communications in progress, the provisions of § 7.(4) above are not applicable. In such cases the call, sent three times at intervals of two minutes, may be repeated after an interval of not less than three minutes.

(7) However, before renewing the call, the calling station shall ascertain that further calling is unlikely to cause interference to other communications in progress and that the station called is not in communication with another station.

(8) Ship stations shall not radiate a carrier wave between calls.

§ 8. When the name and address of the administration or private operating agency controlling a ship station are not given in the appropriate list of stations or are no longer in agreement with the particulars given therein, it is the duty of the ship station to furnish as a matter of regular procedure, to the coast station to which it transmits traffic, all the necessary information in this respect.

§ 9. (1) The coast station may, by means of the abbreviation TR (spoken as TANGO ROMEO), ask the ship station to furnish it with the following information:

- a) position and, whenever possible, course and speed;
- b) next port of call.

(2) The information referred to in § 9.(1) above, preceded by the abbreviation TR, should be furnished by ship stations, whenever this seems appropriate, without prior request from the coast station. The provision of this information is authorized only by the master or the person responsible for the ship.

Section III. Method of Calling, Reply to Calls and Signals Preparatory to Traffic when Using Calling Methods Other than Digital Selective Calling

A. Method of Calling

§ 10. (1) The call consists of:

- the call sign or other identification of the station called, not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station, not more than three times.

(2) However, in the bands between 156 MHz and 174 MHz when the conditions for establishing contact are good, the call described in § 10.(1) above may be replaced by:

- the call sign of the station called, once;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station, twice.

(3) When calling a VHF coast station operating on more than one channel, a ship station calling on a working channel should include the number of that channel in the call.

(4) When contact is established, the call sign or other identification may thereafter be transmitted once only.

(5) When the coast station is fitted with equipment for selective calling in accordance with Recommendation ITU-R M.541, and the ship station is fitted with equipment for receiving such selective calls, the coast station shall call the ship by transmitting the appropriate code signals. The ship station shall call the coast station by speech in the manner given in § 10.(1) (see also Annex 2 to Recommendation ITU-R M.257).

§ 11. Calls for internal communications on board ship when in territorial waters shall consist of:

- a) From the master station:
 - the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc.) indicating the sub-station not more than three times;
 - the words THIS IS;
 - the name of the ship followed by the word CONTROL;

b) From the sub-station:

- the name of the ship followed by the word CONTROL not more than three times;
- the words THIS IS;
- the name of the ship followed by a single letter (ALFA, BRAVO, CHARLIE, etc.) indicating the sub-station.

*B. Frequency to Be Used for Calling
and for Preparatory Signals*

B1. Bands Between 1 605 kHz and 4 000 kHz

§ 12. (1) A radiotelephone ship station calling a coast station should use for the call, in order of preference:

- a) a working frequency on which the coast station is keeping watch;
- b) the carrier frequency 2 182 kHz;
- c) in Regions 1 and 3 and in Greenland, the carrier frequency 2 191 kHz (assigned frequency 2 192.4 kHz) when a carrier frequency of 2 182 kHz is being used for distress;
- d) in Region 2 except for Greenland, the carrier frequency 2 191 kHz as a supplementary calling frequency in those areas of heavy usage of 2 182 kHz.

(2) A radiotelephone ship station calling another ship station should use for the call:

- a) the carrier frequency 2 182 kHz;
- b) an intership frequency, whenever and wherever traffic density is high and prior arrangements can be made.

(3) Subject to the provisions of § 12.(6), coast stations shall, in accordance with the requirements of their own country, call ship stations of their own nationality either on a working frequency or, when calls to individual ships are made, on the carrier frequency 2 182 kHz.

(4) However, a ship station which keeps watch simultaneously on the carrier frequency 2 182 kHz and a working frequency should be called on the working frequency.

(5) As a general rule, coast stations should call radiotelephone ship stations of another nationality on the carrier frequency 2 182 kHz.

(6) Coast stations may call ship stations equipped to receive selective calls in accordance with Recommendations ITU-R M.257 and ITU-R M.541.

B2. Bands Between 4 000 kHz
and 27 500 kHz

§ 13. (1) A ship station calling a coast station by radiotelephony shall use either one of the calling frequencies mentioned in RR No. S52.221 [No. 4375] or the working frequency associated with that of the coast station, in accordance with RR Appendix S17, Part B Section I, [Appendix 16, Section A]

(2) A coast station calling a ship station by radiotelephony shall use one of the calling frequencies mentioned in RR No. S52.222 [No. 4376], one of its working frequencies shown in the List of Coast Stations, or the carrier frequency 4 125 kHz or 6 215 kHz, in accordance with the provisions of RR Nos. S52.221.2 and S52.221.3 [Nos. 4375.2 and 4375.3].

(3) The preliminary operations for the establishment of radiotelephone communications may also be carried out by radiotelegraphy using the procedure appropriate to radiotelegraphy (see Recommendation ITU-R M.1170 § 17).

(4) The provisions of § 13.(1) and § 13.(2) do not apply to communications between ship stations and coast stations using the simplex frequencies specified in RR Appendix S17, Part B, Section I [Appendix 16, Section B].

B3. Bands Between 156 MHz and 174 MHz

§ 14. (1) In the bands between 156 MHz and 174 MHz, intership and coast station to ship calling should, as a general rule, be made on 156.8 MHz. However, coast station to ship calling may be conducted on a working channel or on a two-frequency calling channel which has been implemented in accordance with RR No. S52.236. Except for distress, urgency or safety communications, when 156.8 MHz should be used, ship to coast station calling should, whenever possible, be made on a working channel or on a two-frequency calling channel which has been implemented in accordance with RR No. S52.236 [No. 4391]. Ships wishing to participate in a port operations service or ship movement service should call on a port operations or ship movement working frequency, indicated in heavy type in the List of Coast Stations.

(2) When 156.8 MHz is being used for distress, urgency or safety communications, a ship station desiring to participate in the port operations service may establish contact on 156.6 MHz, or another port operations frequency indicated in heavy type in the List of Coast Stations.

B4. Procedure for Calling a Station
Providing Pilot Service

§ 15. A radiotelephone ship station calling a station providing pilot service should use for the call, in order of preference:

- a) an appropriate channel in the bands between 156 MHz and 174 MHz;
- b) a working frequency in the bands between 1 605 kHz and 4 000 kHz;
- c) the carrier frequency 2 182 kHz, and then only to determine the working frequency to be used.

C. Form of Reply to Calls

§ 16. The reply to calls consists of:

- the call sign or other identification of the calling station, not more than three times;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the station called, not more than three times.

D. Frequency for Reply

D1. Bands Between 1 605 kHz and 4 000 kHz

§ 17. (1) When a ship station is called on the carrier frequency 2 182 kHz, it should reply on the same carrier frequency unless another frequency is indicated by the calling station.

(2) When a ship station is called by selective calling in accordance with Recommendation ITU-R M.257 it shall reply on a frequency on which the coast station keeps watch.

(3) When a ship station is called on a working frequency by a coast station of the same nationality, it shall reply on the working frequency normally associated with the frequency used by the coast station for the call.

(4) When calling a coast station or another ship station, a ship station shall indicate the frequency on which a reply is required if this frequency is not the normal one associated with the frequency used for the call.

(5) A ship station which frequently exchanges traffic with a coast station of another nationality may use the same procedure for reply as ships of the nationality of the coast station, where this has been agreed by the administrations concerned.

- (6) As a general rule a coast station shall reply:
- a) on the carrier frequency 2 182 kHz to calls made on the carrier frequency 2 182 kHz, unless another frequency is indicated by the calling station;
 - b) on a working frequency to calls made on a working frequency;
 - c) on a working frequency to calls made in Regions 1 and 3 and in Greenland on the carrier frequency 2 191 kHz (assigned frequency 2 192.4 kHz).

D2. Bands Between 4 000 kHz
and 27 500 kHz

§ 18. (1) A ship station called by a coast station shall reply either on one of the calling frequencies mentioned in RR No. S52.221 [No. 4375] or on the working frequency associated with that of the coast station, in accordance with RR Appendix S17, Part B, Section I [Appendix 16, Section A].

(2) A coast station called by a ship station shall reply on one of the calling frequencies mentioned in RR No. S52.222 [No. 4376], or on one of its working frequencies shown in the List of Coast Stations.

(3) When a station is called on the carrier frequency 4 125 kHz it should reply on the same frequency unless another frequency is indicated for that purpose by the calling station.

(4) When a station is called on the carrier frequency 6 215 kHz it should reply on the same frequency unless another frequency is indicated for that purpose by the calling station.

(5) The provisions of § 18.(1) and § 18.(2) do not apply to communication between ship stations and coast stations using the simplex frequencies specified in RR Appendix S17, Part B, Section I [Appendix 16, Section B].

D3. Bands Between 156 MHz and 174 MHz

§ 19. (1) When a station is called on 156.8 MHz it should reply on the same frequency unless another frequency is indicated by the calling station.

(2) When a coast station open to public correspondence calls a ship either by speech or by selective calling in accordance with Annex 2 to Recommendation ITU-R M.257, using a two-frequency channel, the ship station shall reply by speech on the frequency associated with that of the coast station; conversely, a coast station shall reply to a call from a ship station on the frequency associated with that of the ship station.

E. Indication of the Frequency to Be Used for Traffic

E1. Bands Between 1 605 kHz and 4 000 kHz

§ 20. If contact is established on the carrier frequency 2 182 kHz, coast and ship stations shall transfer to working frequencies for the exchange of traffic.

E2. Bands Between 4 000 kHz
and 27 500 kHz

§ 21. After a ship station has established contact with a coast station, or another ship station, on the calling frequency of the band chosen, traffic shall be exchanged on their respective working frequencies.

E3. Bands Between 156 MHz and 174 MHz

§ 22. (1) Whenever contact has been established between a coast station in the public correspondence service and a ship station either on 156.8 MHz or on a two-frequency calling channel (see RR No. S52.237 [No. 4392]), the stations shall transfer to one of their normal pairs of working frequencies for the exchange of traffic. The calling station should indicate the channel to which it is proposed to transfer by reference to the frequency in MHz or, preferably, to its channel designator.

(2) When contact on 156.8 MHz has been established between a coast station in the port operations service and a ship station, the ship station should indicate the particular service required (such as navigational information, docking instructions, etc.) and the coast station shall then indicate the channel to be used for the exchange of traffic by reference to the frequency in MHz, or, preferably, to its channel designator.

(3) When contact on 156.8 MHz has been established between a coast station in the ship movement service and a ship station, the coast station shall then indicate the channel to be used for the exchange of traffic by reference to the frequency in MHz or, preferably, to its channel designator.

(4) A ship station, when it has established contact with another ship station on 156.8 MHz, should indicate the intership channel to which it is proposed to transfer for the exchange of traffic by reference to the frequency in MHz or, preferably, to its channel designator.

(5) However, a brief exchange of traffic not to exceed one minute concerning the safety of navigation need not be transmitted on a working frequency when it is important that all ships within range receive the transmission.

(6) Stations hearing a transmission concerning the safety of navigation shall listen to the message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

F. Agreement on the Frequency to Be Used for Traffic

§ 23. (1) If the station called is in agreement with the calling station, it shall transmit:

- a)* an indication that from that moment onwards it will listen on the working frequency or channel announced by the calling station;
- b)* an indication that it is ready to receive the traffic of the calling station.

(2) If the station called is not in agreement with the calling station on the working frequency or channel to be used, it shall transmit an indication of the working frequency or channel proposed.

(3) For communications between a coast station and a ship station, the coast station shall finally decide the frequency or channel to be used.

(4) When agreement is reached regarding the working frequency or channel which the calling station shall use for its traffic, the station called shall indicate that it is ready to receive the traffic.

G. Indication of Traffic

§ 24. When the calling station wishes to exchange more than one radiotelephone call, or to transmit one or more radiotelegrams, it should indicate this when contact is established with the station called.

H. Difficulties in Reception

§ 25. (1) If the station called is unable to accept traffic immediately, it should reply to the call as indicated in § 16 followed by "Wait . . . minutes" (or \overline{AS} spoken as ALFA SIERRA . . . (minutes) in case of language difficulties), indicating the probable duration of waiting time in minutes. If the probable duration exceeds ten minutes the reason for the delay shall be given. Alternatively the station called may indicate, by any appropriate means, that it is not ready to receive traffic immediately.

(2) When a station receives a call without being certain that such a call is intended for it, it shall not reply until the call has been repeated and understood.

(3) When a station receives a call which is intended for it, but is uncertain of the identification of the calling station, it shall reply immediately asking for a repetition of the call sign or other identification of the calling station.

Section IV. Forwarding (Routing) of Traffic

A. Traffic Frequency

§ 26. (1) Every station should transmit its traffic (radiotelephone calls or radiotelegrams) on one of its working frequencies in the band in which the call has been made.

(2) In addition to its normal working frequency, printed in heavy type in the List of Coast Stations, a coast station may use one or more supplementary frequencies in the same band, in accordance with the provisions of RR Article S52 [Article 60].

(3) The use of frequencies reserved for calling shall be forbidden for traffic, except distress traffic (see RR Appendix S13 [Chapter IX]).

(4) After contact has been established on the frequency to be used for traffic, the transmission of a radiotelegram or radiotelephone call shall be preceded by:

- the call sign or other identification of the station called;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the calling station.

(5) The call sign or other identification need not be sent more than once.

B. Establishment of Radiotelephone Calls and Transmission of Radiotelegrams

B1. Establishment of Radiotelephone Calls

§ 27. (1) In setting up a radiotelephone call, the coast station should establish connection with the telephone network as quickly as possible. In the meantime, the ship station shall maintain watch on the appropriate working frequency as indicated by the coast station.

(2) However, if the connection cannot be quickly established, the coast station shall inform the ship station accordingly. The latter station shall then either:

- a)* maintain watch on the appropriate frequency until an effective circuit can be established; *or*
- b)* contact the coast station later at a mutually agreed time.

(3) When a radiotelephone call has been completed, the procedure indicated in § 29.(3) shall be applied unless further calls are on hand at either station.

B2. Transmission of Radiotelegrams

§ 28. (1) The transmission of a radiotelegram should be made as follows:

- radiotelegram begins: from . . . (name of ship or aircraft);
- number . . . (serial number of radiotelegram);
- number of words . . . ;
- date . . . ;
- time . . . (time radiotelegram was handed in aboard ship or aircraft);

- service indicators (if any);
- address . . . ;
- text . . . ;
- signature . . . (if any);
- radiotelegram ends, over.

(2) As a general rule, radiotelegrams of all kinds transmitted by ship stations shall be numbered in a daily series; number 1 shall be given to the first radiotelegram sent each day to each separate station.

(3) A series of numbers which has begun in radiotelegraphy should be continued in radiotelephony and vice versa.

(4) Each radiotelegram should be transmitted once only by the sending station. However, it may, when necessary, be repeated in full or in part by the receiving or the sending station.

(5) In transmitting groups of figures, each figure shall be spoken separately and the transmission of each group or series of groups shall be preceded by the words “in figures”.

(6) Numbers written in letters shall be spoken as they are written, their transmission being preceded by the words “in letters”.

B3. Acknowledgement of Receipt

§ 29. (1) The acknowledgement of receipt of a radiotelegram or a series of radiotelegrams shall be given by the receiving station in the following manner:

- the call sign or other identification of the sending station;
- the words THIS IS (or DE spoken as DELTA ECHO in case of language difficulties);
- the call sign or other identification of the receiving station;
- “Your No. . . . received, over” (or R spoken as ROMEO . . . (number), K spoken as KILO in case of language difficulties); *or*
- “Your No. . . . to No. . . . received, over” (or R spoken as ROMEO . . . (numbers), K spoken as KILO in case of language difficulties).

(2) The radiotelegram, or series of radiotelegrams, shall not be considered as cleared until this acknowledgement has been received.

____ (3) The end of work between two stations shall be indicated by each of them by means of the word “Out” (or VA spoken as VICTOR ALFA in case of language difficulties).

Section V. Duration and Control of Working

§ 30. (1) In communications between coast stations and ship stations, the ship station shall comply with the instructions given by the coast station in all questions relating to the order and time of transmission, to the choice of frequency, and to the duration and suspension of work.

(2) In communications between ship stations, the station called controls the working in the manner indicated in § 30.(1) above. However, if a coast station finds it necessary to intervene, the ship stations shall comply with the instructions given by the coast station.

RECOMMENDATION ITU-R M.1172*

**MISCELLANEOUS ABBREVIATIONS AND SIGNALS TO BE USED
FOR RADIOCOMMUNICATIONS IN THE MARITIME MOBILE SERVICE**

(1995)

The ITU Radiocommunication Assembly,

considering

a) that there is a need to describe miscellaneous abbreviations and signals to be used in the maritime mobile service,

recommends

1 that the use of miscellaneous abbreviations and signals for radiocommunications in the maritime mobile service be in accordance with Annex 1.

ANNEX 1

**Miscellaneous abbreviations and signals to be used
for radiocommunications in the maritime mobile service****Section I. Q Code****Introduction**

- 1** The series of groups listed in this Annex range from QOA to QUZ.
- 2** The QOA to QQZ series are reserved for the maritime mobile service.
- 3** Certain Q code abbreviations may be given an affirmative or negative sense by sending, immediately following the abbreviation, the letter C or the letters NO (in radiotelephony spoken as: CHARLIE or NO).
- 4** The meanings assigned to Q code abbreviations may be amplified or completed by the appropriate addition of other groups, call signs, place names, figures, numbers, etc. It is optional to fill in the blanks shown in parentheses. Any data which are filled in where blanks appear shall be sent in the same order as shown in the text of the following tables.
- 5** Q code abbreviations are given the form of a question when followed by a question mark in radiotelegraphy and RQ (ROMEO QUEBEC) in radiotelephony. When an abbreviation is used as a question and is followed by additional or complementary information, the question mark (or RQ) should follow this information.
- 6** Q code abbreviations with numbered alternative significations shall be followed by the appropriate figure to indicate the exact meaning intended. This figure shall be sent immediately following the abbreviation.
- 7** All times shall be given in Coordinated Universal Time (UTC) unless otherwise indicated in the question or reply.
- 8** An asterisk * following a Q code abbreviation means that this signal has a meaning similar to a signal appearing in the International Code of Signals.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO).

Abbreviations Available for the Maritime Mobile Service

A. List of Abbreviations in Alphabetical Order

Abbreviation	Question	Answer or Advice
QOA	Can you communicate by radiotelegraphy (500 kHz)?	I can communicate by radiotelegraphy (500 kHz).
QOB	Can you communicate by radiotelephony (2 182 kHz)?	I can communicate by radiotelephony (2 182 kHz).
QOC	Can you communicate by radiotelephony (channel 16 – frequency 156.80 MHz)?	I can communicate by radiotelephony (channel 16 – frequency 156.80 MHz).
QOD	Can you communicate with me in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish?	I can communicate with you in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish.
QOE	Have you received the safety signal sent by ... (<i>name and/or call sign</i>)?	I have received the safety signal sent by ... (<i>name and/or call sign</i>).
QOF	What is the commercial quality of my signals?	The quality of your signals is ... 1. not commercial 2. marginally commercial 3. commercial.
QOG	How many tapes have you to send?	I have ... tapes to send.
QOH	Shall I send a phasing signal for ... seconds?	Send a phasing signal for ... seconds.
QOI	Shall I send my tape?	Send your tape.
QOJ	Will you listen on ... kHz (<i>or</i> MHz) for signals of emergency position-indicating radiobeacons?	I am listening on ... kHz (<i>or</i> MHz) for signals of emergency position-indicating radiobeacons.

Abbreviation	Question	Answer or Advice
QOK	Have you received the signals of an emergency position-indicating radiobeacon on ... kHz (<i>or</i> MHz)?	I have received the signals of an emergency position-indicating radiobeacon on ... kHz (<i>or</i> MHz).
QOL	Is your vessel fitted for reception of selective calls? If so, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls. My selective call number or signal is ...
QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on the following frequency/ies ... (periods of time to be added if necessary).
QOO	Can you send on any working frequency?	I can send on any working frequency.
QOT	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ... minutes.
QRA	What is the name of your vessel (<i>or</i> station)?	The name of my vessel (<i>or</i> station) is ...
QRB	How far approximately are you from my station?	The approximate distance between our stations is ... nautical miles (<i>or</i> kilometres).
QRC	By what private enterprise (<i>or</i> state administration) are the accounts for charges for your station settled?	The accounts for charges of my station are settled by the private enterprise ... (<i>or</i> state administration).
QRD	Where are you bound for and where are you from?	I am bound for ... from ...
QRE	What is your estimated time of arrival at ... (<i>or</i> over ...) (<i>place</i>)?	My estimated time of arrival at ... (<i>or</i> over ...) (<i>place</i>) is ... hours.
QRF	Are you returning to ... (<i>place</i>)?	I am returning to ... (<i>place</i>). <i>or</i> Return to ... (<i>place</i>).

Abbreviation	Question	Answer or Advice
QRG	Will you tell me my exact frequency (<i>or</i> that of ...)?	Your exact frequency (<i>or</i> that of ...) is ... kHz (<i>or</i> MHz).
QRH	Does my frequency vary?	Your frequency varies.
QRI	How is the tone of my transmission?	The tone of your transmission is ... 1. good 2. variable 3. bad.
QRJ	How many radiotelephone calls have you to book?	I have ... radiotelephone calls to book.
QRK	What is the intelligibility of my signals (<i>or</i> those of ... (<i>name and/or call sign</i>))?	The intelligibility of your signals (<i>or</i> those of ... (<i>name and/or call sign</i>)) is ... 1. bad 2. poor 3. fair 4. good 5. excellent.
QRL	Are you busy?	I am busy (<i>or</i> I am busy with ... (<i>name and/or call sign</i>)). Please do not interfere.
QRM	Is my transmission being interfered with?	Your transmission is being interfered with ... 1. nil 2. slightly 3. moderately 4. severely 5. extremely.
QRN	Are you troubled by static?	I am troubled by static ... 1. nil 2. slightly 3. moderately 4. severely 5. extremely.

Abbreviation	Question	Answer or Advice
QRO	Shall I increase transmitter power?	Increase transmitter power.
QRP	Shall I decrease transmitter power?	Decrease transmitter power.
QRQ	Shall I send faster?	Send faster (... words per minute).
QRR	Are you ready for automatic operation?	I am ready for automatic operation. Send at ... words per minute.
QRS	Shall I send more slowly?	Send more slowly (... words per minute).
QRT	Shall I stop sending?	Stop sending.
QRU	Have you anything for me?	I have nothing for you.
QRV	Are you ready?	I am ready.
QRW	Shall I inform ... that you are calling him on ... kHz (<i>or</i> MHz)?	Please inform ... that I am calling him on ... kHz (<i>or</i> MHz).
QRX	When will you call me again?	I will call you again at ... hours on ... kHz (<i>or</i> MHz).
QRY	What is my turn? (<i>Relates to communication.</i>)	Your turn is Number ... (<i>or according to any other indication.</i>) (<i>Relates to communication.</i>)
QRZ	Who is calling me?	You are being called by ... (on ... kHz(<i>or</i> MHz)).
QSA	What is the strength of my signals (<i>or</i> those of ... (<i>name and/or call sign</i>))?	The strength of your signals (<i>or</i> those of ... (<i>name and/or call sign</i>)) is ... 1. scarcely perceptible 2. weak 3. fairly good 4. good 5. very good.

Abbreviation	Question	Answer or Advice
QSB	Are my signals fading?	Your signals are fading.
QSC	Are you a low traffic ship station?	I am a low traffic ship station.
QSD	Are my signals mutilated?	Your signals are mutilated.
QSE*	What is the estimated drift of the survival craft?	The estimated drift of the survival craft is ... (<i>figures and units</i>).
QSF*	Have you effected rescue?	I have effected rescue and am proceeding to ... base (with ... persons injured requiring ambulance).
QSG	Shall I send ... telegrams at a time?	Send ... telegrams at a time.
QSH	Are you able to home with your direction-finding equipment?	I am able to home with my direction-finding equipment (on ... (<i>name and/or call sign</i>)).
QSI		I have been unable to break in on your transmission. <i>or</i> Will you inform ... (<i>name and/or call sign</i>) that I have been unable to break in on his transmission (on ... kHz (<i>or</i> MHz)).
QSJ	What is the charge to be collected to ... including your internal charge?	The charge to be collected to ... including my internal charge is ... francs.
QSK	Can you hear me between your signals and if so may I break in on your transmission?	I can hear you between my signals; break in on my transmission.
QSL	Can you acknowledge receipt?	I am acknowledging receipt.

Abbreviation	Question	Answer or Advice
QSM	Shall I repeat the last telegram which I sent you (<i>or</i> some previous telegram)?	Repeat the last telegram which you sent me (<i>or</i> telegram(s) number(s) ...).
QSN	Did you hear me (<i>or</i> ... (<i>name and/or call sign</i>)) on ... kHz (<i>or</i> MHz)?	I did hear you (<i>or</i> ... (<i>name and/or call sign</i>)) on ... kHz (<i>or</i> MHz).
QSO	Can you communicate with ... (<i>name and/or call sign</i>) direct (<i>or</i> by relay)?	I can communicate with ... (<i>name and/or call sign</i>) direct (<i>or</i> by relay through ...).
QSP	Will you relay to ... (<i>name and/or call sign</i>) free of charge?	I will relay to ... (<i>name and/or call sign</i>) free of charge.
QSQ	Have you a doctor on board (<i>or</i> is ... (<i>name of person</i>) on board)?	I have a doctor on board (<i>or</i> ... (<i>name of person</i>) is on board).
QSR	Shall I repeat the call on the calling frequency?	Repeat your call on the calling frequency; did not hear you (<i>or</i> have interference).
QSS	What working frequency will you use?	I will use the working frequency ... kHz (<i>or</i> MHz) (<i>in the high frequency bands normally only the last three figures of the frequency need be given</i>).
QSU	Shall I send or reply on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...)?	Send or reply on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...).
QSV	Shall I send a series of Vs (<i>or</i> signs) for adjustment on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz))?	Send a series of Vs (<i>or</i> signs) for adjustment on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)).

Abbreviation	Question	Answer or Advice
QSW	Will you send on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...)?	I am going to send on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...).
QSX	Will you listen to ... (<i>name and/or call sign(s)</i>) on ... kHz (<i>or</i> MHz), or in the bands .../ channels ...?	I am listening to ... (<i>name and/or call sign(s)</i>) on ... kHz (<i>or</i> MHz), or in the bands .../ channels ...
QSY	Shall I change to transmission on another frequency?	Change to transmission on another frequency (<i>or</i> on ... kHz (<i>or</i> MHz)).
QSZ	Shall I send each word or group more than once?	Send each word or group twice (<i>or</i> ... times).
QTA	Shall I cancel telegram (<i>or</i> message) number ...?	Cancel telegram (<i>or</i> message) number ...
QTB	Do you agree with my counting of words?	I do not agree with your counting of words; I will repeat the first letter or digit of each word or group.
QTC	How many telegrams have you to send?	I have ... telegrams for you (<i>or</i> for ... (<i>name and/or call sign</i>)).
QTD*	What has the rescue vessel or rescue aircraft recovered?	... (<i>identification</i>) has recovered... 1. ... (<i>number</i>) survivors 2. wreckage 3. ... (<i>number</i>) bodies.
QTE	What is my TRUE bearing from you? <i>or</i>	Your TRUE bearing from me is ... degrees at ... hours. <i>or</i>
	What is my TRUE bearing from ... (<i>name and/or call sign</i>)? <i>or</i>	Your TRUE bearing from ... (<i>name and/or call sign</i>) was ... degrees at ... hours. <i>or</i>

Abbreviation	Question	Answer or Advice
QTE (cont.)	What is the TRUE bearing of ... <i>(name and/or call sign)</i> from ... <i>(name and/or call sign)</i> ?	The TRUE bearing of ... <i>(name and/or call sign)</i> from ... <i>(name and/or call sign)</i> was ... degrees at ... hours.
QTF	Will you give me my position according to the bearings taken by the direction-finding stations which you control?	Your position according to the bearings taken by the direction-finding stations which I control was ... latitude, ... longitude <i>(or other indication of position)</i> , class ... at ... hours.
QTG	Will you send two dashes of ten seconds each <i>(or carrier)</i> followed by your call sign <i>(or name)</i> (repeated ... times) on ... kHz <i>(or MHz)</i> ? <i>or</i> Will you request ... <i>(name and/or call sign)</i> to send two dashes of ten seconds each <i>(or carrier)</i> followed by his call sign <i>(and/or name)</i> (repeated ... times) on ... kHz <i>(or MHz)</i> ?	I am going to send two dashes of ten seconds each <i>(or carrier)</i> followed by my call sign <i>(or name)</i> (repeated ... times) on ... kHz <i>(or MHz)</i> . <i>or</i> I have requested ... <i>(name and/or call sign)</i> to send two dashes of ten seconds each <i>(or carrier)</i> followed by his call sign <i>(and/or name)</i> (repeated ... times) on ... kHz <i>(or MHz)</i> .
QTH	What is your position in latitude and longitude <i>(or according to any other indication)</i> ?	My position is ... latitude, ... longitude <i>(or according to any other indication)</i> .
QTI*	What is your TRUE course?	My TRUE course is ... degrees.

Abbreviation	Question	Answer or Advice
QTJ*	What is your speed? <i>(Requests the speed of a ship or aircraft through the water or air respectively.)</i>	My speed is ... knots (<i>or</i> kilometres per hour <i>or</i> ... statute miles per hour). <i>(Indicates the speed of a ship or aircraft through the water or air respectively.)</i>
QTK*	What is the speed of your aircraft in relation to the surface of the Earth?	The speed of my aircraft in relation to the surface of the Earth is ... knots (<i>or</i> ... kilometres per hour <i>or</i> ... statute miles per hour).
QTL*	What is your TRUE heading?	My TRUE heading is ... degrees.
QTM*	What is your MAGNETIC heading?	My MAGNETIC heading is ... degrees.
QTN	At what time did you depart from ... (<i>place</i>)?	I departed from ... (<i>place</i>) at ... hours.
QTO	Have you left dock (<i>or</i> port)? <i>or</i> Are you airborne?	I have left dock (<i>or</i> port). <i>or</i> I am airborne.
QTP	Are you going to enter dock (<i>or</i> port)? <i>or</i> Are you going to alight (<i>or</i> land)?	I am going to enter dock (<i>or</i> port). <i>or</i> I am going to alight (<i>or</i> land).
QTQ	Can you communicate with my station by means of the International Code of Signals (INTERCO)?	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QTR	What is the correct time?	The correct time is ... hours.
QTS	Will you send your call sign (<i>and/or</i> name) for ... seconds?	I will send my call sign (<i>and/or</i> name) for ... seconds.
QTT		The identification signal which follows is superimposed on another transmission.

Abbreviation	Question	Answer or Advice
QTU	What are the hours during which your station is open?	My station is open from ... to ... hours.
QTV	Shall I stand guard for you on the frequency of ... kHz (<i>or</i> MHz) (from ... to ... hours)?	Stand guard for me on the frequency of ... kHz (<i>or</i> MHz) (from ... to ... hours).
QTW*	What is the condition of survivors?	Survivors are in ... condition and urgently need ...
QTX	Will you keep your station open for further communication with me until further notice (<i>or</i> until ... hours)?	I will keep my station open for further communication with you until further notice (<i>or</i> until ... hours).
QTY*	Are you proceeding to the position of incident and if so when do you expect to arrive?	I am proceeding to the position of incident and expect to arrive at ... hours (on ... (<i>date</i>)).
QTZ*	Are you continuing the search?	I am continuing the search for ... (aircraft, ship, survival craft, survivors or wreckage).
QUA	Have you news of ... (<i>name and/or call sign</i>)?	Here is news of ... (<i>name and/or call sign</i>).
QUB*	Can you give me in the following order information concerning: the direction in degrees TRUE and speed of the surface wind; visibility; present weather; and amount, type and height of base of cloud above surface elevation at ... (<i>place of observation</i>)?	Here is the information requested: ... (<i>The units used for speed and distances should be indicated.</i>)

Abbreviation	Question	Answer or Advice
QUC	What is the number (<i>or other indication</i>) of the last message you received from me (<i>or from ... (name and/or call sign)</i>)?	The number (<i>or other indication</i>) of the last message I received from you (<i>or from ... (name and/or call sign)</i>) is ...
QUD	Have you received the urgency signal sent by ... (<i>name and/or call sign</i>)?	I have received the urgency signal sent by ... (<i>name and/or call sign</i>) at ... hours.
QUE	Can you speak in ... (<i>language</i>), with interpreter if necessary; if so, on what frequencies?	I can speak in ... (<i>language</i>) on ... kHz (<i>or MHz</i>).
QUF	Have you received the distress signal sent by ... (<i>name and/or call sign</i>)?	I have received the distress signal sent by ... (<i>name and/or call sign</i>) at ... hours.
QUH*	Will you give me the present barometric pressure at sea level?	The present barometric pressure at sea level is ... (<i>units</i>).
QUM	May I resume normal working?	Normal working may be resumed.
QUN	<p>1. <i>When directed to all stations:</i> Will vessels in my immediate vicinity ...</p> <p style="text-align: right;"><i>or</i></p> <p>(in the vicinity of ... latitude, ... longitude)</p> <p style="text-align: right;"><i>or</i></p> <p>(in the vicinity of ...) please indicate their position, TRUE course and speed?</p> <p>2. <i>When directed to a single station:</i> Please indicate your position, TRUE course and speed.</p>	My position, TRUE course and speed are ...

Abbreviation	Question	Answer or Advice
QUO*	Shall I search for.... 1. aircraft 2. ship 3. survival craft in the vicinity of ... latitude, ... longitude (<i>or according to any other indication</i>)?	Please search for ... 1. aircraft 2. ship 3. survival craft in the vicinity of ... latitude, ... longitude (<i>or according to any other indication</i>).
QUP*	Will you indicate your position by ... 1. searchlight 2. black smoke trail 3. pyrotechnic lights?	My position is indicated by ... 1. searchlight 2. black smoke trail 3. pyrotechnic lights.
QUR*	Have survivors ... 1. received survival equipment 2. been picked up by rescue vessel 3. been reached by ground rescue party?	Survivors ... 1. are in possession of survival equipment dropped by ... 2. have been picked up by rescue vessel 3. have been reached by ground rescue party.
QUS*	Have you sighted survivors or wreckage? If so, in what position?	Have sighted ... 1. survivors in water 2. survivors on rafts 3. wreckage in position ... latitude, ... longitude (<i>or according to any other indication</i>).
QUT*	Is position of incident marked?	Position of incident is marked by ... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<i>specify other marking</i>).

Abbreviation	Question	Answer or Advice
QUU*	Shall I home ship or aircraft to my position?	Home ship or aircraft ... (<i>name and/or call sign</i>) ... 1. to your position by sending your call sign and long dashes on ... kHz (<i>or</i> MHz) 2. by sending on ... kHz (<i>or</i> MHz) TRUE track to reach you.
QUW*	Are you in the search area designated as ... (<i>designator or latitude and longitude</i>)?	I am in the ... (<i>designation</i>) search area.
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navigational warning(s) or gale warning(s) in force: ...
QUY*	Is position of survival craft marked?	Position of survival craft was marked at ... hours by ... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<i>specify other marking</i>).
QUZ	May I resume restricted working?	Distress phase still in force; restricted working may be resumed.

B. List of Signals According to the Nature of Questions, Answer or Advice

Abbreviation	Question	Answer or Advice
	Name	
QRA	What is the name of your vessel (<i>or</i> station)?	The name of my vessel (<i>or</i> station) is ...
	Route	
QRD	Where are you bound for and where are you from?	I am bound for ... from ...
	Position	
QRB	How far approximately are you from my station?	The approximate distance between our stations is ... nautical miles (<i>or</i> kilometres).
QTH	What is your position in latitude and longitude (<i>or according to any other indication</i>)?	My position is ... latitude, ... longitude (<i>or according to any other indication</i>).
QTN	At what time did you depart from ... (<i>place</i>)?	I departed from ... (<i>place</i>) at ... hours.
	Quality of Signals	
QOF	What is the commercial quality of my signals?	The quality of your signals is ... 1. not commercial 2. marginally commercial 3. commercial.
QRI	How is the tone of my transmission?	The tone of your transmission is... 1. good 2. variable 3. bad.

Abbreviation	Question	Answer or Advice
QRK	<p>Quality of Signals (cont.)</p> <p>What is the intelligibility of my signals (<i>or those of ... (name and/or call sign)</i>)?</p>	<p>The intelligibility of your signals (<i>or those of ... (name and/or call sign)</i>) is ...</p> <ol style="list-style-type: none"> 1. bad 2. poor 3. fair 4. good 5. excellent.
	<p>Strength of Signals</p>	
QRO	Shall I increase transmitter power?	Increase transmitter power.
QRP	Shall I decrease transmitter power?	Decrease transmitter power.
QSA	What is the strength of my signals (<i>or those of ... (name and/or call sign)</i>)?	<p>The strength of your signals (<i>or those of ... (name and/or call sign)</i>) is ...</p> <ol style="list-style-type: none"> 1. scarcely perceptible 2. weak 3. fairly good 4. good 5. very good.
QSB	Are my signals fading?	Your signals are fading.
	<p>Keying</p>	
QRQ	Shall I send faster?	Send faster (... words per minute).
QRR	Are you ready for automatic operation?	I am ready for automatic operation. Send at ... words per minute.

Abbreviation	Question	Answer or Advice
	Keying (cont.)	
QRS	Shall I send more slowly?	Send more slowly (... words per minute).
QSD	Are my signals mutilated?	Your signals are mutilated.
	Interference	
QRM	Is my transmission being interfered with?	Your transmission is being interfered with ... 1. nil 2. slightly 3. moderately 4. severely 5. extremely.
QRN	Are you troubled by static?	I am troubled by static ... 1. nil 2. slightly 3. moderately 4. severely 5. extremely.
	Adjustment of Frequency	
QRG	Will you tell me my exact frequency (<i>or</i> that of ...)?	Your exact frequency (<i>or</i> that of ...) is ... kHz (<i>or</i> MHz).
QRH	Does my frequency vary?	Your frequency varies.
QTS	Will you send your call sign (<i>and/or name</i>) for ... seconds?	I will send my call sign (<i>and/or name</i>) for ... seconds.
	Choice of Frequency and/or Class of Emission	
QOO	Can you send on any working frequency?	I can send on any working frequency.

Abbreviation	Question	Answer or Advice
	Choice of Frequency and/or Class of Emission (cont.)	
QSN	Did you hear me (<i>or ... (name and/or call sign)</i>) on ... kHz (<i>or</i> MHz)?	I did hear you (<i>or ... (name and/or call sign)</i>) on ... kHz (<i>or</i> MHz).
QSS	What working frequency will you use?	I will use the working frequency ... kHz (<i>or</i> MHz) (<i>in the high frequency bands normally only the last three figures of the frequency need be given</i>).
QSU	Shall I send or reply on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...)?	Send or reply on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...).
QSV	Shall I send a series of Vs (<i>or</i> signs) for adjustment on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz))?	Send a series of Vs (<i>or</i> signs) for adjustment on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)).
QSW	Will you send on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...)?	I am going to send on this frequency (<i>or</i> on ... kHz (<i>or</i> MHz)) (with emissions of class ...).
QSX	Will you listen to ... (<i>name and/or call sign(s)</i>) on ... kHz (<i>or</i> MHz), or in the bands .../channels ...?	I am listening to ... (<i>name and/or call sign(s)</i>) on ... kHz (<i>or</i> MHz), or in the bands .../channels ...
	Change of Frequency	
QSY	Shall I change to transmission on another frequency?	Change to transmission on another frequency (<i>or</i> on ... kHz (<i>or</i> MHz)).
	Establishing Communication	
QOA	Can you communicate by radiotelegraphy (500 kHz)?	I can communicate by radiotelegraphy (500 kHz).

Abbreviation	Question	Answer or Advice
	Establishing Communication (cont.)	
QOB	Can you communicate by radiotelephony (2 182 kHz)?	I can communicate by radiotelephony (2 182 kHz).
QOC	Can you communicate by radiotelephony (channel 16 – frequency 156.80 MHz)?	I can communicate by radiotelephony (channel 16 – frequency 156.80 MHz).
QOD	Can you communicate with me in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish?	I can communicate with you in ... 0. Dutch 5. Italian 1. English 6. Japanese 2. French 7. Norwegian 3. German 8. Russian 4. Greek 9. Spanish.
QOT	Do you hear my call; what is the approximate delay in minutes before we may exchange traffic?	I hear your call; the approximate delay is ... minutes.
QRL	Are you busy?	I am busy (<i>or</i> I am busy with ... (<i>name and/or call sign</i>)). Please do not interfere.
QRV	Are you ready?	I am ready.
QRX	When will you call me again?	I will call you again at ... hours on ... kHz (<i>or</i> MHz).
QRY	What is my turn? (<i>Relates to communication.</i>)	Your turn is Number ... (<i>or according to any other indication</i>). (<i>Relates to communication.</i>)
QRZ	Who is calling me?	You are being called by ... (on ... kHz (<i>or</i> MHz)).
QSC	Are you a low traffic ship station?	I am a low traffic ship station.

Abbreviation	Question	Answer or Advice
	Establishing Communication (cont.)	
QSR	Shall I repeat the call on the calling frequency?	Repeat your call on the calling frequency; did not hear you (<i>or</i> have interference).
QTQ	Can you communicate with my station by means of the International Code of Signals (INTERCO)?	I am going to communicate with your station by means of the International Code of Signals (INTERCO).
QUE	Can you speak in ... (<i>language</i>), with interpreter if necessary; if so, on what frequencies?	I can speak in ... (<i>language</i>) on ... kHz (<i>or</i> MHz).
	Selective Calls	
QOL	Is your vessel fitted for reception of selective calls? If so, what is your selective call number or signal?	My vessel is fitted for the reception of selective calls. My selective call number or signal is ...
QOM	On what frequencies can your vessel be reached by a selective call?	My vessel can be reached by a selective call on the following frequency/ies ... (periods of time to be added if necessary).
	Time	
QTR	What is the correct time?	The correct time is ... hours.
QTU	What are the hours during which your station is open?	My station is open from ... to ... hours.
	Charges	
QRC	By what private enterprise (<i>or</i> state administration) are the accounts for charges for your station settled?	The accounts for charges of my station are settled by the private enterprise ... (<i>or</i> state administration).

Abbreviation	Question	Answer or Advice
	Charges (cont.)	
QSJ	What is the charge to be collected to ... including your internal charge?	The charge to be collected to ... including my internal charge is ... francs.
	Transit	
QRW	Shall I inform ... that you are calling him on ... kHz (<i>or</i> MHz)?	Please inform ... that I am calling him on ... kHz (<i>or</i> MHz).
QSO	Can you communicate with ... (<i>name and/or call sign</i>) direct (<i>or</i> by relay)?	I can communicate with ... (<i>name and/or call sign</i>) direct (<i>or</i> by relay through ...).
QSP	Will you relay to ... (<i>name and/or call sign</i>) free of charge?	I will relay to ... (<i>name and/or call sign</i>) free of charge.
QSQ	Have you a doctor on board (<i>or</i> is ... (<i>name of person</i>) on board)?	I have a doctor on board (<i>or</i> ... (<i>name of person</i>) is on board).
QUA	Have you news of ... (<i>name and/or call sign</i>)?	Here is news of ... (<i>name and/or call sign</i>).
QUC	What is the number (<i>or other indication</i>) of the last message you received from me (<i>or</i> from ... (<i>name and/or call sign</i>))?	The number (<i>or other indication</i>) of the last message I received from you (<i>or</i> from ... (<i>name and/or call sign</i>)) is ...
	Exchange of Correspondence	
QOG	How many tapes have you to send?	I have ... tapes to send.
QOH	Shall I send a phasing signal for ... seconds?	Send a phasing signal for ... seconds.

Abbreviation	Question	Answer or Advice
	Exchange of Correspondence (cont.)	
QOI	Shall I send my tape?	Send your tape.
QRJ	How many radiotelephone calls have you to book?	I have ... radiotelephone calls to book.
QRU	Have you anything for me?	I have nothing for you.
QSG	Shall I send ... telegrams at a time?	Send ... telegrams at a time.
QSI		I have been unable to break in on your transmission. <i>or</i> Will you inform ... (<i>name and/or call sign</i>) that I have been unable to break in on his transmission (on ... kHz (<i>or</i> MHz)).
QSK	Can you hear me between your signals and if so may I break in on your transmission?	I can hear you between my signals; break in on my transmission.
QSL	Can you acknowledge receipt?	I am acknowledging receipt.
QSM	Shall I repeat the last telegram which I sent you (<i>or</i> some previous telegram)?	Repeat the last telegram which you sent me (<i>or</i> telegram(s) number(s) ...).
QSZ	Shall I send each word or group more than once?	Send each word or group twice (<i>or</i> ... times).
QTA	Shall I cancel telegram (<i>or</i> message) number ...?	Cancel telegram (<i>or</i> message) number ...
QTB	Do you agree with my counting of words?	I do not agree with your counting of words; I will repeat the first letter or digit of each word or group.

Abbreviation	Question	Answer or Advice
	Exchange of Correspondence (cont.)	
QTC	How many telegrams have you to send?	I have ... telegrams for you (<i>or for ... (name and/or call sign)</i>).
QTV	Shall I stand guard for you on the frequency of ... kHz (<i>or</i> MHz) (from ... to ... hours)?	Stand guard for me on the frequency of ... kHz (<i>or</i> MHz) (from ... to ... hours).
QTX	Will you keep your station open for further communication with me until further notice (<i>or</i> until ... hours)?	I will keep my station open for further communication with you until further notice (<i>or</i> until ... hours).
	Movement	
QRE	What is your estimated time of arrival at ... (<i>or</i> over ...) (<i>place</i>)?	My estimated time of arrival at ... (<i>or</i> over ...) (<i>place</i>) is ... hours.
QRF	Are you returning to ... (<i>place</i>)?	I am returning to ... (<i>place</i>). <i>or</i> Return to ... (<i>place</i>).
QSH	Are you able to home with your direction-finding equipment?	I am able to home with my direction-finding equipment (on ... (<i>name and/or call sign</i>)).
QTI*	What is your TRUE course?	My TRUE course is ... degrees.
QTJ*	What is your speed? (<i>Requests the speed of a ship or aircraft through the water or air respectively.</i>)	My speed is ... knots (<i>or</i> kilometres per hour <i>or</i> ... statute miles per hour). (<i>Indicates the speed of a ship or aircraft through the water or air respectively.</i>)

Abbreviation	Question	Answer or Advice
	Movement (cont.)	
QTK*	What is the speed of your aircraft in relation to the surface of the Earth?	The speed of my aircraft in relation to the surface of the Earth is ... knots (<i>or</i> ... kilometres per hour <i>or</i> ... statute miles per hour).
QTL*	What is your TRUE heading?	My TRUE heading is ... degrees.
QTM*	What is your MAGNETIC heading?	My MAGNETIC heading is ... degrees.
QTN	At what time did you depart from ... (<i>place</i>)?	I departed from ... (<i>place</i>) at ... hours.
QTO	Have you left dock (<i>or</i> port)? <i>or</i> Are you airborne?	I have left dock (<i>or</i> port). <i>or</i> I am airborne.
QTP	Are you going to enter dock (<i>or</i> port)? <i>or</i> Are you going to alight (<i>or</i> land)?	I am going to enter dock (<i>or</i> port). <i>or</i> I am going to alight (<i>or</i> land).
QUN	1. <i>When directed to all stations:</i> Will vessels in my immediate vicinity ... <i>or</i> (in the vicinity of ... latitude, ... longitude) <i>or</i> (in the vicinity of ...) please indicate their position, TRUE course and speed? 2. <i>When directed to a single station:</i> Please indicate your position, TRUE course and speed.	My position, TRUE course and speed are ...

Abbreviation	Question	Answer or Advice
	Meteorology	
QUB*	Can you give me in the following order information concerning: the direction in degrees TRUE and speed of the surface wind; visibility; present weather; and amount, type and height of base of cloud above surface elevation at ... <i>(place of observation)</i> ?	Here is the information requested: ... <i>(The units used for speed and distances should be indicated.)</i>
QUH*	Will you give me the present barometric pressure at sea level?	The present barometric pressure at sea level is ... <i>(units)</i> .
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navigational warning(s) or gale warning(s) in force: ...
	Radio Direction-Finding	
QTE	What is my TRUE bearing from you? <i>or</i> What is my TRUE bearing from ... <i>(name and/or call sign)</i> ? <i>or</i> What is the TRUE bearing of ... <i>(name and/or call sign)</i> from ... <i>(name and/or call sign)</i> ?	Your TRUE bearing from me is ... degrees at ... hours. <i>or</i> Your TRUE bearing from ... <i>(name and/or call sign)</i> was ... degrees at ... hours. <i>or</i> The TRUE bearing of ... <i>(name and/or call sign)</i> from ... <i>(name and/or call sign)</i> was ... degrees at ... hours.

Abbreviation	Question	Answer or Advice
	Radio Direction-Finding (cont.)	
QTF	Will you give me my position according to the bearings taken by the direction-finding stations which you control?	Your position according to the bearings taken by the direction-finding stations which I control was ... latitude, ... longitude (<i>or other indication of position</i>), class ... at ... hours.
QTG	Will you send two dashes of ten seconds each (<i>or carrier</i>) followed by your call sign (<i>or name</i>) (repeated ... times) on ... kHz (<i>or MHz</i>)? <i>or</i> Will you request ... (<i>name and/or call sign</i>) to send two dashes of ten seconds each (<i>or carrier</i>) followed by his call sign (<i>and/or name</i>) (repeated ... times) on ... kHz (<i>or MHz</i>)?	I am going to send two dashes of ten seconds each (<i>or carrier</i>) followed by my call sign (<i>or name</i>) (repeated ... times) on ... kHz (<i>or MHz</i>). <i>or</i> I have requested ... (<i>name and/or call sign</i>) to send two dashes of ten seconds each (<i>or carrier</i>) followed by his call sign (<i>and/or name</i>) (repeated ... times) on ... kHz (<i>or MHz</i>).
	Suspension of Work	
QRT	Shall I stop sending?	Stop sending.
QUM	May I resume normal working?	Normal working may be resumed.
QUZ	May I resume restricted working?	Distress phase still in force; restricted working may be resumed.
	Safety	
QOE	Have you received the safety signal sent by ... (<i>name and/or call sign</i>)?	I have received the safety signal sent by ... (<i>name and/or call sign</i>).

Abbreviation	Question	Answer or Advice
	Safety (cont.)	
QUX	Do you have any navigational warnings or gale warnings in force?	I have the following navigational warning(s) or gale warning(s) in force: ...
	Urgency	
QUD	Have you received the urgency signal sent by ... (<i>name and/or call sign</i>)?	I have received the urgency signal sent by ... (<i>name and/or call sign</i>) at ... hours.
	Distress	
QOJ	Will you listen on ... kHz (<i>or</i> MHz) for signals of emergency position-indicating radiobeacons?	I am listening on ... kHz (<i>or</i> MHz) for signals of emergency position-indicating radiobeacons.
QOK	Have you received the signals of an emergency position-indicating radiobeacon on ... kHz (<i>or</i> MHz)?	I have received the signals of an emergency position-indicating radiobeacon on ... kHz (<i>or</i> MHz).
QUF	Have you received the distress signal sent by ... (<i>name and/or call sign</i>)?	I have received the distress signal sent by ... (<i>name and/or call sign</i>) at ... hours.
QUM	May I resume normal working?	Normal working may be resumed.
QUZ	May I resume restricted working?	Distress phase still in force; restricted working may be resumed.
	Search and Rescue	
QSE*	What is the estimated drift of the survival craft?	The estimated drift of the survival craft is ... (<i>figures and units</i>).

Abbreviation	Question	Answer or Advice
	Search and Rescue (cont.)	
QSF*	Have you effected rescue?	I have effected rescue and am proceeding to ... base (with ... persons injured requiring ambulance).
QTD*	What has the rescue vessel or rescue aircraft recovered?	... (<i>identification</i>) has recovered... 1..... (<i>number</i>) survivors 2. wreckage 3. ... (<i>number</i>) bodies.
QTW*	What is the condition of survivors?	Survivors are in ... condition and urgently need ...
QTY*	Are you proceeding to the position of incident and if so when do you expect to arrive?	I am proceeding to the position of incident and expect to arrive at ... hours (on ... (<i>date</i>)).
QTZ*	Are you continuing the search?	I am continuing the search for ... (aircraft, ship, survival craft, survivors or wreckage).
QUN	<p>1. <i>When directed to all stations:</i> Will vessels in my immediate vicinity ... <i>or</i> (in the vicinity of ... latitude, ... longitude) <i>or</i> (in the vicinity of ...) please indicate their position, TRUE course and speed?</p> <p>2. <i>When directed to a single station:</i> Please indicate your position, TRUE course and speed.</p>	My position, TRUE course and speed are ...

Abbreviation	Question	Answer or Advice
	Search and Rescue (cont.)	
QUO*	Shall I search for ... 1. aircraft 2. ship 3. survival craft in the vicinity of ... latitude, ... longitude (<i>or according to any other indication</i>)?	Please search for ... 1. aircraft 2. ship 3. survival craft in the vicinity of ... latitude, ... longitude (<i>or according to any other indication</i>).
QUP*	Will you indicate your position by ... 1. searchlight 2. black smoke trail 3. pyrotechnic lights?	My position is indicated by ... 1. searchlight 2. black smoke trail 3. pyrotechnic lights.
QUR*	Have survivors ... 1. received survival equipment 2. been picked up by rescue vessel 3. been reached by ground rescue party?	Survivors ... 1. are in possession of survival equipment dropped by ... 2. have been picked up by rescue vessel 3. have been reached by ground rescue party.
QUS*	Have you sighted survivors or wreckage? If so, in what position?	Have sighted ... 1. survivors in water 2. survivors on rafts 3. wreckage in position ... latitude, ... longi- tude (<i>or according to any other indication</i>).
QUT*	Is position of incident marked?	Position of incident is marked by ... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<i>specify other marking</i>).

Abbreviation	Question	Answer or Advice
	Search and Rescue (cont.)	
QUU*	Shall I home ship or aircraft to my position?	Home ship or aircraft ... (<i>name and/or call sign</i>) ... 1. to your position by sending your call sign and long dashes on ... kHz (<i>or</i> MHz) 2. by sending on ... kHz (<i>or</i> MHz) TRUE track to reach you.
QUW*	Are you in the search area designated as ... (<i>designator or latitude and longitude</i>)?	I am in the ... (<i>designation</i>) search area.
QUY*	Is position of survival craft marked?	Position of survival craft was marked at ... hours by ... 1. flame or smoke float 2. sea marker 3. sea marker dye 4. ... (<i>specify other marking</i>).
QUZ	May I resume restricted working?	Distress phase still in force; restricted working may be resumed.
	Identification	
QTT		The identification signal which follows is superimposed on another transmission.

Section II. Miscellaneous Abbreviations and Signals

Abbreviation or signal	Definition
AA	All after ... (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
AB	All before ... (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
ADS	Address (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
<u>AR</u>	End of transmission.
<u>AS</u>	Waiting period.
BK	Signal used to interrupt a transmission in progress.
BN	All between ... and ... (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
BQ	A reply to an RQ.
<u>BT</u>	Signal to mark the separation between different parts of the same transmission.
C	Yes <i>or</i> "The significance of the previous group should be read in the affirmative".
CFM	Confirm (<i>or</i> I confirm).
CL	I am closing my station.
COL	Collate (<i>or</i> I collate).
CORRECTION	Cancel my last word <i>or</i> group. The correct word <i>or</i> group follows (<i>used in radiotelephony, spoken as KOR-REK-SHUN</i>).
CP	General call to two or more specified stations (<i>see Recommendation ITU-R M.1170</i>).
CQ	General call to all stations.
CS	Call sign (<i>used to request a call sign</i>).

Note: When used in radiotelegraphy, a bar over the letters composing a signal denotes that the letters are to be sent as one signal.

Abbreviation or signal	Definition
DE	“From ...” (<i>used to precede the name or other identification of the calling station</i>).
DF	Your bearing at ... hours was ... degrees, in the doubtful sector of this station, with a possible error of ... degrees.
DO	Bearing doubtful. Ask for another bearing later (<i>or at ... hours</i>).
DSC	Digital selective calling.
E	East (cardinal point).
ETA	Estimated time of arrival.
INTERCO	International Code of Signals groups follow (<i>used in radiotelephony, spoken as IN-TER-CO</i>).
K	Invitation to transmit.
KA	Starting signal.
KTS	Nautical miles per hour (<i>knots</i>).
MIN	Minute (<i>or Minutes</i>).
MSG	Prefix indicating a message to or from the master of a ship concerning its operation or navigation.
MSI	Maritime safety information.
N	North (cardinal point).
NBDP	Narrow-band direct-printing telegraphy.
NIL	I have nothing to send to you.
NO	No (<i>negative</i>).
NW	Now.
NX	Notice to Mariners (<i>or Notice to Mariners follows</i>).
OK	We agree (<i>or It is correct</i>).
OL	Ocean letter.
P	Prefix indicating a private radiotelegram.
PBL	Preamble (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
PSE	Please.
R	Received.

Abbreviation or signal	Definition
RCC	Rescue coordination centre.
REF	Reference to ... (<i>or</i> Refer to ...).
RPT	Repeat (<i>or</i> I repeat) (<i>or</i> Repeat ...).
RQ	Indication of a request.
S	South (cardinal point).
SAR	Search and Rescue.
SIG	Signature (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
SLT	Radiomaritime Letter.
SVC	Prefix indicating a service telegram.
SYS	Refer to your service telegram.
TFC	Traffic.
TR	Used by a land station to request the position and next port of call of a mobile station; used also as a prefix to the reply.
TU	Thank you.
TXT	Text (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
—	
VA	End of work.
W	West (cardinal point).
WA	Word after ... (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
WB	Word before ... (<i>used after a question mark in radiotelegraphy or after RQ in radiotelephony (in case of language difficulties) or after RPT, to request a repetition</i>).
WD	Word(s) <i>or</i> Group(s).
WX	Weather report (<i>or</i> Weather report follows).
XQ	Prefix used to indicate the transmission of a service note.
YZ	The words which follow are in plain language.

RECOMMENDATION ITU-R M.1173*

**TECHNICAL CHARACTERISTICS OF SINGLE-SIDEBAND TRANSMITTERS USED IN
THE MARITIME MOBILE SERVICE FOR RADIOTELEPHONY IN THE BANDS
BETWEEN 1 606.5 kHz (1 605 kHz REGION 2) AND 4 000 kHz
AND BETWEEN 4 000 kHz AND 27 500 kHz**

(1995)

The ITU Radiocommunication Assembly,

considering

a) that there is a need to describe the technical characteristics of single-sideband transmitters for the bands 1 606.5 kHz (1 605 kHz Region 2) to 4 000 kHz and 4 000 kHz to 27 500 kHz,

recommends

1 that single-sideband transmitters used in the maritime mobile service for radiotelephony in the bands between 1 606.5 kHz (1 605 kHz Region 2) and 4 000 kHz and between 4 000 kHz and 27 500 kHz should be designed to meet the technical characteristics shown in Annex 1.

ANNEX 1

**Technical characteristics of single-sideband transmitters used in
the maritime mobile service for radiotelephony in the bands
between 1 606.5 kHz (1 605 kHz Region 2) and 4 000 kHz
and between 4 000 kHz and 27 500 kHz**

- 1** Power of the carrier:
For class J3E emissions the power of the carrier shall be at least 40 dB below the peak envelope power.
- 2** Coast and ship stations shall use only the upper sideband.
- 3** The transmitter audio-frequency band shall be 350 Hz to 2 700 Hz with a permitted amplitude variation of 6 dB.
- 4** The carrier frequencies shall be maintained within the tolerances specified in Recommendation ITU-R SM.1137.
- 5** The unwanted frequency modulation of the carrier shall be sufficiently low to prevent harmful distortion.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO).

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

6 When class H3E or J3E emissions are used, the power of any unwanted emission supplied to the antenna transmission line on any discrete frequency shall, when the transmitter is driven to full peak envelope power, be in accordance with the following Tables:

a) Transmitters installed before 2 January 1982:

Separation Δ between the frequency of the unwanted emission ¹ and the assigned frequency ⁴ (kHz)	Minimum attenuation below peak envelope power
$1.6 < \Delta \leq 4.8$	28 dB
$4.8 < \Delta \leq 8$	38 dB
$8 < \Delta$	43 dB without the unwanted emission power exceeding the power of 50 mW

Transmitters using suppressed carrier emission may, as far as concerns out-of-band emissions² and those spurious emissions³ which are a result of the modulation process but do not fall in the spectrum of out-of-band emissions², be tested for compliance with this regulation by means of a two-tone-audio input signal with a frequency separation between the tones such that all intermodulation products occur at frequencies at least 1.6 kHz removed from the assigned frequency⁴.

b) Transmitters installed after 1 January 1982:

Separation Δ between the frequency of the unwanted emission ¹ and the assigned frequency ⁴ (kHz)	Minimum attenuation below peak envelope power
$1.5 < \Delta \leq 4.5$	31 dB
$4.5 < \Delta \leq 7.5$	38 dB
$7.5 < \Delta$	43 dB without the unwanted emission power exceeding the power of 50 mW

Transmitters using suppressed carrier emission may, as far as concerns out-of-band emissions² and those spurious emissions³ which are a result of the modulation process but do not fall in the spectrum of out-of-band emissions², be tested for compliance with this regulation by means of a two-tone-audio input signal with a frequency separation between the tones such that all intermodulation products occur at frequencies at least 1.5 kHz removed from the assigned frequency⁴.

¹ Unwanted emission: see RR No. S1.146 [No. 140].

² Out-of-band emission: see RR No. S1.144 [No. 138].

³ Spurious emission: see RR No. S1.145 [No. 139].

⁴ The assigned frequency is 1 400 Hz higher than the carrier frequency: see RR No. S.52.177 [No. 4325].

RECOMMENDATION ITU-R M.1174-1*

**TECHNICAL CHARACTERISTICS OF EQUIPMENT USED
FOR ON-BOARD VESSEL COMMUNICATIONS IN
THE BANDS BETWEEN 450 AND 470 MHz**

(1995-1998)

Summary

This Recommendation describes the technical characteristics for equipment operating in the maritime mobile services in accordance with the provisions of No. S5.287 of the Radio Regulations (RR) for on-board vessel communications. Provision is made for 25 kHz or 12.5 kHz channel spacing.

The ITU Radiocommunication Assembly,

considering

- a) that there is a need to describe the characteristics of equipment for on-board vessel communications in the bands between 450 and 470 MHz;
- b) that changes have recently been made to the frequency availability;
- c) Resolution 341 (WRC-97),

recommends

- 1** that transmitters and receivers used in the maritime mobile service for on-board vessel communications in the bands between 450 and 470 MHz should conform to the technical characteristics shown in Annex 1.

ANNEX 1

**Technical characteristics of equipment used for on-board vessel communications
in the bands between 450 and 470 MHz**

- 1** The equipment should be fitted with sufficient channels for satisfactory operation in the area of intended use.
- 2** The effective radiated power should be limited to the maximum required for satisfactory operations, but should in no case exceed 2 W. Wherever practicable the equipment should be fitted with a suitable device to reduce readily the output power by at least 10 dB.
- 3** In the case of equipment installed at a fixed point on the ship, the height of its antenna should not be more than 3.5 m above the level of the bridge.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO) and the International Maritime Radio Committee (CIRM).

25 kHz channels**12.5 kHz channels**

4	Only frequency modulation with a pre-emphasis of 6 dB/octave (phase modulation) should be used.	Only frequency modulation with a pre-emphasis of 6 dB/octave (phase modulation) should be used.
5	The frequency deviation corresponding to 100% modulation should approach ± 5 kHz as nearly as practicable. In no event should the frequency deviation exceed ± 5 kHz.	The frequency deviation corresponding to 100% modulation should approach ± 2.5 kHz as nearly as practicable. In no event should the frequency deviation exceed ± 2.5 kHz.
6	The frequency tolerance should be 5 parts in 10^6 .	The frequency tolerance should be 2.5 parts in 10^6 .
7 (Note 1)	The audio-frequency band should be limited to 3 000 Hz.	The audio-frequency band should be limited to 2 600 Hz.

NOTE 1 – The frequency deviation characteristics for 25 kHz and 12.5 kHz channelling are based on European Telecommunications Standards 300 086 published by the European Telecommunications Standards Institute (ETSI).

8 Control, telemetry and other non-voice signals should be coded in such a manner as to minimise the possibility of false response to interfering signals.

9 The frequencies specified in RR No. S5.287 for on-board communications may be used for single frequency and two-frequency simplex operation.

10 When used in the duplex mode the base transmitter frequency should be selected from the lower range for improved operability.

11 If the use of a repeater station is required on board a ship, the following frequency pairs should be used (see also RR No. S5.288):

457.525 MHz and 467.525 MHz

457.550 MHz and 467.550 MHz

457.575 MHz and 467.575 MHz

Frequencies

The frequencies in RR S5.287 (subject to national regulations) are:

For 25 kHz channel spacing:

457.525 MHz

457.550 MHz

457.575 MHz

467.525 MHz

467.550 MHz

467.575 MHz

For equipment designed to operate with 12.5 kHz channel spacing the additional frequencies are:

457.5375 MHz

457.5625 MHz

467.5375 MHz

467.5625 MHz

RECOMMENDATION ITU-R M.1175*

**AUTOMATIC RECEIVING EQUIPMENT FOR RADIOTELEGRAPH
AND RADIOTELEPHONE ALARM SIGNALS**

(1995)

The ITU Radiocommunication Assembly,

considering

a) that there is a need to describe the automatic receiving equipment for radiotelegraph and radiotelephone alarm signals,

recommends

1 that automatic receiving equipment for radiotelegraph and radiotelephone alarm signals should fulfil the conditions contained in Annex 1.

ANNEX 1

**Automatic receiving equipment for radiotelegraph
and radiotelephone alarm signals**

1 Automatic devices intended for the reception of the radiotelegraph alarm signal shall fulfil the following conditions:

- a) the equipment shall respond to the alarm signal transmitted by the telegraphic emissions of at least class A2B and H2B (see RR No. S52.18 [No. 4216];
- b) the equipment shall respond to the alarm signal through interference (provided it is not continuous) caused by atmospherics and powerful signals other than the alarm signal, preferably without any manual adjustment being required during any period of watch maintained by the apparatus;
- c) the equipment shall not be actuated by atmospherics or by strong signals other than the alarm signal;
- d) the equipment shall possess a minimum sensitivity such that with negligible atmospheric interference, it is capable of being operated by the alarm signal transmitted by the emergency transmitter of a ship station at any distance from this station up to the normal range fixed for this transmitter by the International Convention for the Safety of Life at Sea, and preferably at greater distances;
- e) the equipment should, as far as practicable, give warning of any faults that would prevent the apparatus from functioning normally during watch hours.

* This Recommendation should be brought to the attention of the International Maritime Organization (IMO).

Note by the Secretariat: The references made to the Radio Regulations (RR) in this Recommendation refer to the RR as revised by the World Radiocommunication Conference 1995. These elements of the RR will come into force on 1 June 1998. Where applicable, the equivalent references in the current RR are also provided in square brackets.

2 Automatic devices intended for the reception of the radiotelephone alarm signal shall fulfil the following conditions:

- a)* the equipment shall respond to the alarm signal through intermittent interference caused by atmospherics and powerful signals other than the alarm signal, preferably without any manual adjustment being required during any period of watch maintained by the equipment;
 - b)* the equipment shall not be actuated by atmospherics or by strong signals other than the alarm signal;
 - c)* the equipment shall be effective beyond the range at which speech transmission is satisfactory and it should, as far as practicable, give warning of faults that would prevent the apparatus from performing its normal function during watch hours.
-

RECOMMENDATION ITU-R M.1187

**A METHOD FOR THE CALCULATION OF THE POTENTIALLY AFFECTED REGION
FOR A MOBILE-SATELLITE SERVICE (MSS) NETWORK
IN THE 1-3 GHz RANGE USING CIRCULAR ORBITS**

(Questions ITU-R 83/8 and ITU-R 201/8)

(1995)

Summary

This Recommendation defines the term “active service arc” and provides a method for the calculation of an “affected region” when assigning frequencies to space stations of MSS networks operating between 1 and 3 GHz and for giving assistance in the identification of administrations whose assignments may be included within this “affected region”.

The ITU Radiocommunication Assembly,

considering

- a) that the World Administrative Radio Conference for dealing with Frequency Allocations in certain parts of the spectrum (Malaga-Torremolinos, 1992) (WARC-92) adopted Resolution No. 46 as an interim coordination procedure for MSS systems for certain bands within the Table of Frequency Allocations of the Radio Regulations (RR) within the frequency range of 1-3 GHz;
- b) that Resolution No. 46 invites the ITU-R to study and develop Recommendations on coordination methods, the necessary orbital data relating to non-geostationary (non-GSO) satellite systems, and sharing criteria;
- c) that non-GSO satellite networks implementing these MSS allocations may have different constellations, with different altitudes, and different inclination angles;
- d) that the Annex to Resolution No. 46 states that non-GSO satellite networks should provide additional information in addition to that of RR Appendix 3 or Appendix 4, including their “active service arc”;
- e) that Resolution No. 46 does not define “active service arc”;
- f) that Section II of the Annex to Resolution No. 46 states that a non-GSO satellite network shall effect coordination of the frequency assignment with any administration whose assignment to an earth station of a GSO satellite network, earth station of non-GSO satellite network, terrestrial stations of the fixed service (FS) or mobile service (MS) might be affected;
- g) that there is a need to define the area where other services, including MSS, might be affected and where coordination may be performed for which the relevant criteria and methods are not defined in this Recommendation;
- h) that there is a need to further define the concept of an “affected region” (which is not to be confused with the “coordination area”) for MSS operating between 1 and 3 GHz;

recommends

- 1** that “active service arc” in Resolution No. 46 be defined as: the locus of orbital points in an MSS constellation that specifies the location of the networks’ space stations when their transmitters are active to serve a specific geographic area. The location of the active arc shall be provided in geocentric earth fixed coordinates;
- 2** that when a specific active service arc is published, the methodology in Annex 1 could be used to assist in the identification of administrations whose assignments may be included in the “affected region” (see Note 1).

NOTE 1 – This methodology could be further improved by taking into account more precise technical characteristics of the MSS system.

A method for the calculation of the potentially affected region for an MSS network in the 1-3 GHz range using circular orbits

1 Introduction

Section II of the Annex to Resolution No. 46 of WARC-92 outlines the procedures for assignment and coordination of the frequencies of a space station in a MSS network by an individual administration. Paragraphs 2.1 and 2.2 of Section II in the Annex specify that an administration shall effect coordination with earth stations of satellite networks and stations of terrestrial networks “whose assignment ... might be affected”.

This Annex defines a methodology for calculating the “affected region”. This affected region should be used to identify co-frequency MSS and other services with equal or higher status in other administrations that might be affected by operation of the MSS network. First, the locus of points of the satellite’s orbital arc are plotted that correspond to points where the satellite would be active in order to cover its service area. Then, the corresponding sub-satellite locations are plotted on the Earth’s surface. The affected region is then defined to be these areas on the Earth within visibility of the spacecraft and referenced to the perimeter of the sub-satellite locus.

This methodology to calculate the affected region identifies the administrations whose co-frequency assignments might be affected.

It is recognized that another means of determining affected frequency assignments of other administrations with respect to an MSS space station and its associated service area (Section II of Resolution No. 46, § 2.3) could be used and that the incorporation of this methodology into an ITU-R Recommendation would not make its use mandatory.

Use of this methodology for calculating an affected region does not change the status (primary or secondary) of the radio services within that region.

2 Calculation of the affected region

Let the quadrilateral A depicted in Fig. 1 represent the active sub-satellite area needed to serve an administration for a representative MSS system. Note that the sub-satellite area is not necessarily coincident with the borders of the administration. The distance, D , depicted in Fig. 1 is the distance from the outer perimeter of A to the field of view (FOV) point from the satellite. The FOV is defined as extending to the limits of the visible horizon as seen from the satellite. The total affected region is then the total area calculated from the edges of the sub-satellite area out to the distance D . For circular constellations distance D will be a constant great circle distance which increases with increasing satellite altitudes.

2.1 Calculation of width of affected region envelope

This section presents a methodology to calculate the distance that should be used to draw the outer perimeter around the active sub-satellite areas to create the affected region.

Figure 2 illustrates the calculation of the outer perimeter distance D , which is the distance from the edge of the sub-satellite area A to the FOV of the satellite at the active area outer edge. The affected region is defined as follows:

Affected region: an area on the Earth’s surface calculated by defining a distance from the perimeter of the active sub-satellite area A, a distance D from the perimeter of the active sub-satellite sub-area, corresponding to the maximum field of view from the satellites at the perimeter of the active service arc. The region also includes administrations within the active sub-satellite area.

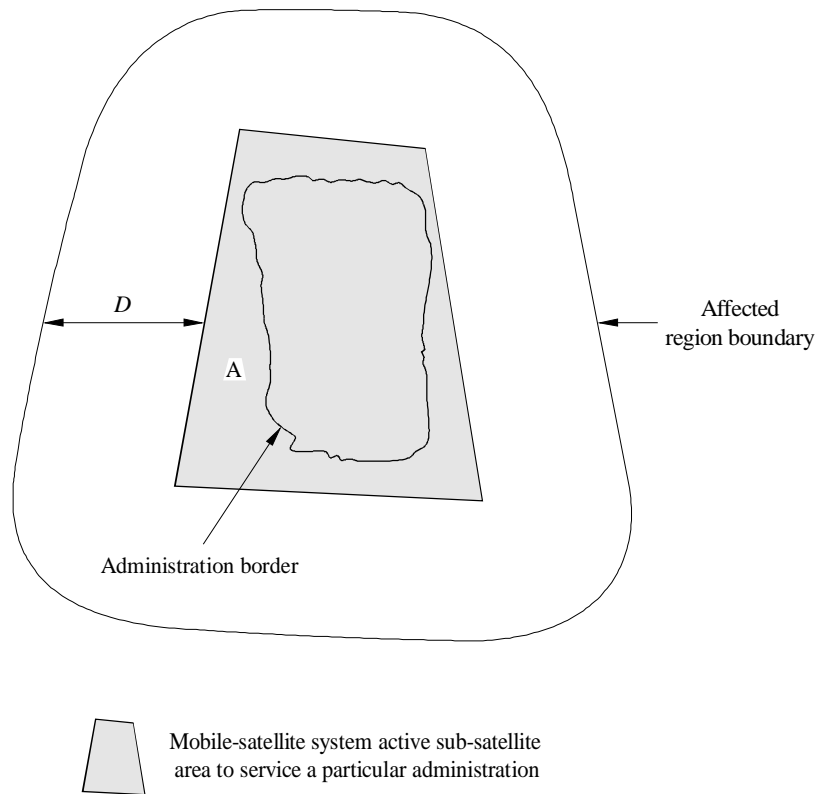
Additionally, the following definitions are provided:

Active service arc: the locus of orbital points in a MSS constellation that describes where the satellites are transmitting or receiving. The MSS operator calculates the arc utilizing those system specific characteristics such as the constellations orbits, spacecraft antenna characteristics, e.i.r.p., which achieve its service objectives for a particular service area.

Active sub-satellite area: the projection down the nadir from the active service arc to points on the Earth's surface. The perimeter of this area is defined in geocentric coordinates (latitude/longitude).

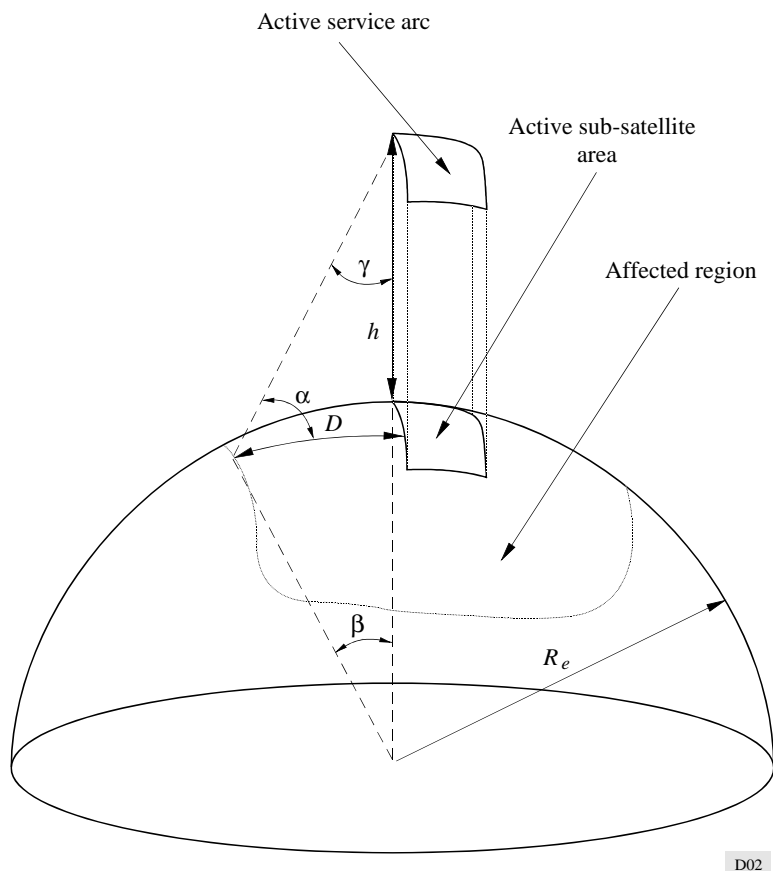
FIGURE 1

Representation of an active sub-satellite area required to serve an administration and its corresponding affected region



D01

FIGURE 2
Geometry required to calculate D , envelope distance around sub-satellite area



D02

Definition of variables:

R_e : Earth radius

h : satellite altitude

γ : nadir angle from satellite at sub-satellite perimeter edge to its field of view distance

β : geocentric angle from sub-satellite area edge to field of view distance

α : elevation angle

D : Earth distance from active sub-satellite area perimeter to 0° elevation angle point (maximum field of view limits).

The necessary formulae to calculate the distance D :

$$\beta = \cos^{-1} [R_e / (R_e + h)] \quad (1)$$

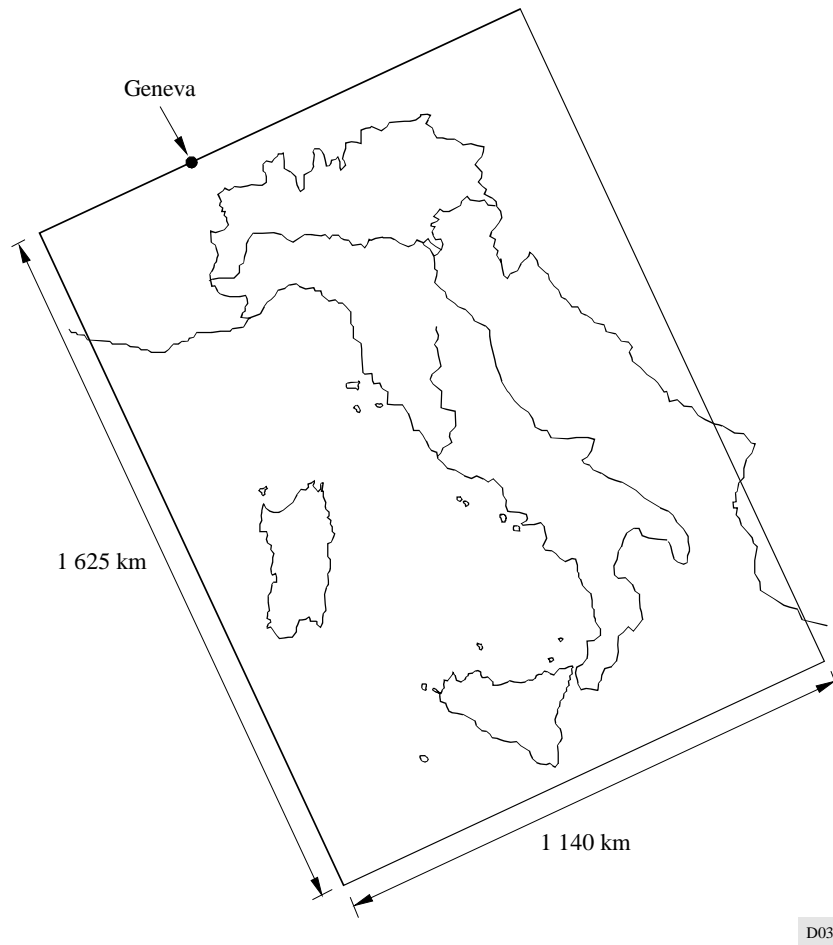
$$D = R_e \beta \quad \text{rad} \quad (2)$$

Once D has been calculated, it can be used to determine the affected region in conjunction with the sub-satellite area.

2.2 Example calculation of an affected region

This section gives an example of how to calculate the affected region for a mobile-satellite system intending to provide service within the territory of an administration. The example administration is Italy, and Fig. 3 illustrates the sub-satellite area for servicing Italy for the LEO A (see Recommendation ITU-R M.1184) mobile-satellite system.

FIGURE 3
Hypothetical sub-satellite active area for Italy



The necessary parameters to calculate the affected region are:

Satellite altitude:	780 km
Earth radius:	6 367 km
Sub-satellite area width:	1 140 km
Sub-satellite area length:	1 625 km

Note that the sub-satellite active area was chosen assuming the service area was the Italian administration and is only an example. The actual sub-satellite area for Italy of any mobile-satellite system may be quite different depending on the satellite networks system specific characteristics.

Using equations (1) and (2) for this case, $\beta = 27^\circ$ and $D = 3\,000$ km, so the distance D to add around the sub-satellite area is 3 000 km. Therefore, for the example sub-satellite area in Fig. 3, the affected region would extend into North-Western Sudan, Western Russia (including Moscow), Northern Norway and Mauritania.

RECOMMENDATION ITU-R S.1256

**METHODOLOGY FOR DETERMINING THE MAXIMUM AGGREGATE POWER
FLUX-DENSITY AT THE GEOSTATIONARY-SATELLITE ORBIT IN THE BAND
6 700-7 075 MHz FROM FEEDER LINKS OF NON-GEOSTATIONARY
SATELLITE SYSTEMS IN THE MOBILE-SATELLITE SERVICE
IN THE SPACE-TO-EARTH DIRECTION**

(Question ITU-R 206/4)

(1997)

The ITU Radiocommunication Assembly,

considering

- a) that the band 6 700-7 075 MHz is allocated to the fixed-satellite service (FSS), in the space-to-Earth direction, on a primary basis, for the use by feeder links of non-geostationary satellite networks in the mobile-satellite service (MSS);
- b) that the band 6 700-7 075 MHz is also allocated to the FSS in the Earth-to-space direction, on a primary basis, and the band 6 725-7 025 MHz is subject to the Allotment Plan of Appendix 30B of the Radio Regulations (RR) for geostationary satellite networks;
- c) that, under No. S22.5A of the RR, the maximum aggregate power flux-density (pfd) produced within $\pm 5^\circ$ of the geostationary-satellite orbit (GSO) by a non-geostationary satellite system in the FSS shall not exceed $-168 \text{ dB(W/m}^2\text{)}$ in any 4 kHz band;
- d) that Resolution 115 of the World Radiocommunication Conference (Geneva, 1995) (WRC-95) invites ITU-R to establish a methodology to determine the maximum aggregate power flux-density at the GSO from a non-geostationary satellite network;
- e) that non-geostationary satellite networks of the mobile-satellite service have orbital and transmission parameters available as specified in § A.3 vii) of Annex 1 to Resolution 46 (Rev.WRC-95),

recommends

- 1** that the methodology given in Annex 1 shall be followed to determine the maximum level of aggregate power flux-density ($\text{dB(W/m}^2\text{)}$ in any 4 kHz band), at any location within $\pm 5^\circ$ inclination of the GSO, from the feeder links of a non-geostationary satellite network operating in the band 6 700-7 075 MHz, in the space-to-Earth direction.

ANNEX 1

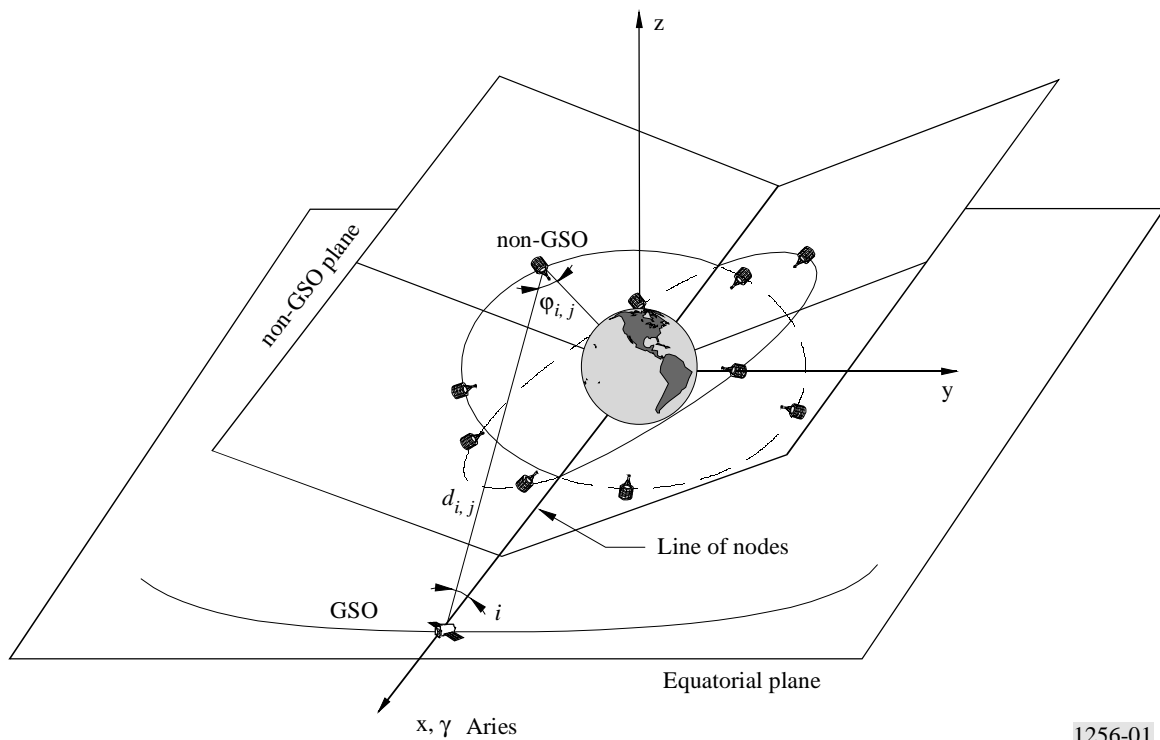
Methodology**1 Description of methodology**

To calculate the aggregate pfd from a non-geostationary orbiting satellite (non-GSO) network to a single test location at the GSO, computer modelling of the full non-GSO constellation and a test location at the GSO is needed.

Basically, noting that in an ordinary situation a GSO satellite will orbit the geostationary orbit with a period of about $T_{GSO} = 24 \text{ h}$ and that the orbital period of a non-GSO satellite ($T_{non-GSO}$) is not necessarily a submultiple of T_{GSO} , extensive time-consuming statistical simulations may be needed to assess the worst-case scenario that would lead to the maximum pfd level at the GSO location.

A simple and very much less time-consuming simulation can be performed to assess the maximum pfd at any GSO location. Instead of a real orbiting GSO satellite, a fixed test location at the GSO is considered whose orbital position is fixed with respect to a 0xyz Cartesian reference system (see Fig. 1) but not with respect to the rotating Earth reference system. With this in mind, since the non-GSO satellites have an orbital period $T_{non-GSO}$, it implies that the position of the non-GSO satellites, as seen from the fixed GSO test location (see Fig. 1), will be repeated at least once every orbital period $T_{non-GSO}$. Moreover, in the case where the non-GSO satellites are uniformly distributed on each orbital plane, the same geometrical disposition of the non-GSO satellites will be repeated with a period equal to $T_{non-GSO}/N_s$ (where N_s is the number of non-GSO satellites uniformly distributed on one plane). With these basic considerations, the aggregate pfd level (aggregated over the visible non-GSO satellites) at the GSO test location will have values that will be repeated within this period.

FIGURE 1
GSO/non-GSO constellation geometry to calculate pfd: $\Delta\Omega = 0^\circ$



1256-01

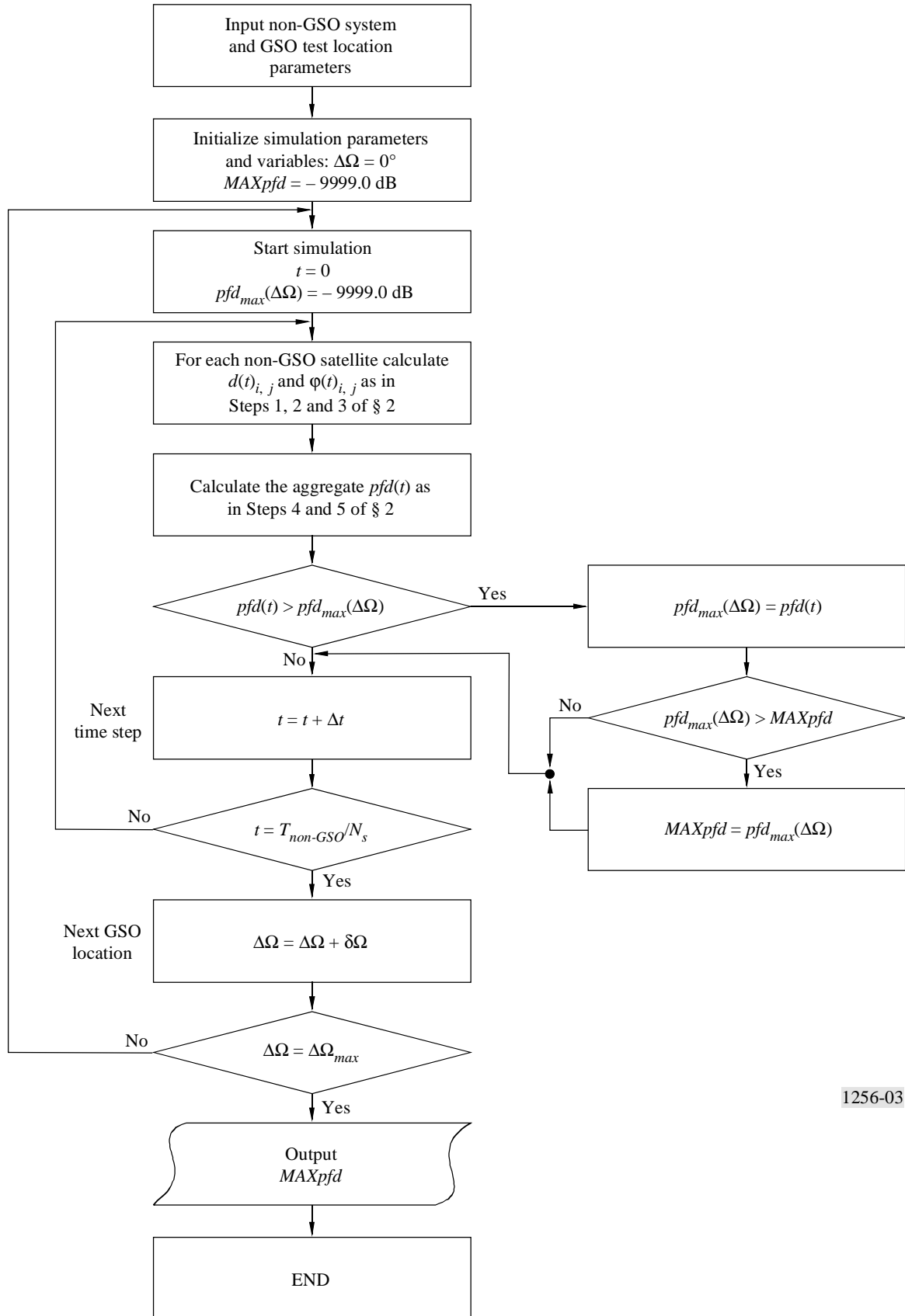
The aggregate pfd can be calculated for each time step and a maximum aggregate pfd, for the chosen GSO test location, can be derived during the simulation period from T_0 to $T_0 + T_{non-GSO}/N_s$.

The value found for the particular GSO test location in Fig. 1 is not necessarily the maximum pfd level. In order to find the highest possible maximum aggregate pfd level, the same procedure must be repeated to the other GSO test locations by incrementing the angle $\Delta\Omega$ (see Fig. 2) between the GSO test location and the non-GSO line of nodes. This second iteration will be done for angles of $\Delta\Omega$ between 0° and $\Delta\Omega_{max} = 360^\circ/N_p$, where N_p is the number of non-GSO satellite orbital planes. In cases where N_p is even (as per LEO-F and LEO-D) then $\Delta\Omega_{max} = 180^\circ/N_p$.

The method can also apply to any non-GSO constellation which does not meet the orbital requirements as stated above (e.g. non-uniform satellite distribution, elliptical orbits). In such cases the time simulation will be performed for a period of time equal to the minimum repeatability period of the constellation configuration, which in many cases is equal to the constellation period $T_{non-GSO}$.

The § 2 reports all the basic equations needed to arrive at the aggregate pfd level from a given non-GSO network to a given test location at the GSO and Fig. 3 shows the flow chart for the software implementation of the methodology here described.

FIGURE 3
Methodology flow chart

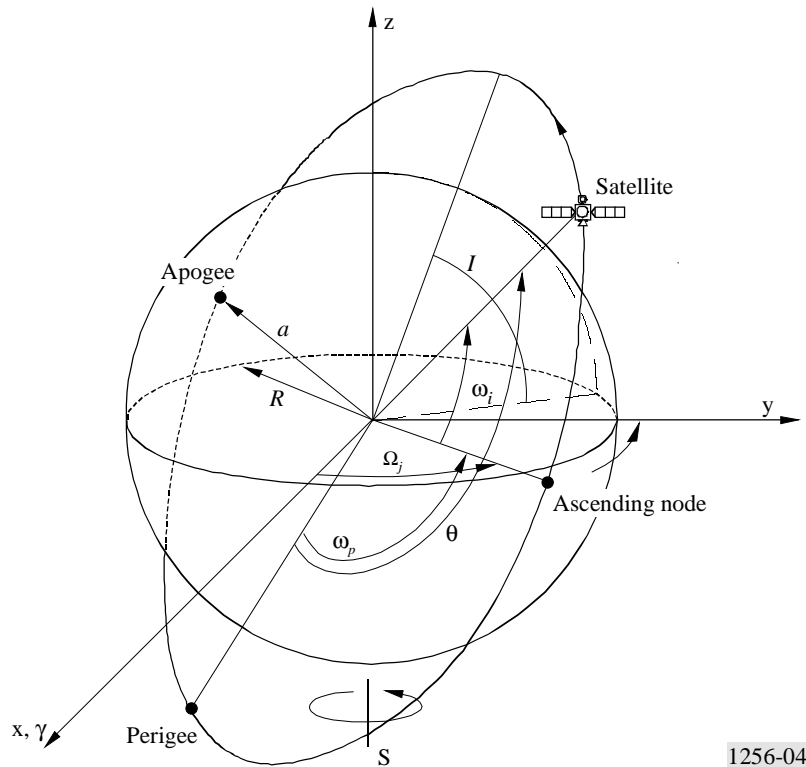


1256-03

2 Basic simulation steps

Step 1: Orbital position of the non-GSO satellites

FIGURE 4
Non-GSO orbit and reference systems



1256-04

Figure 4 indicates the various parameters that are needed to fully assess at any instant the position of any non-GSO satellite on its orbit. These parameters are referenced in § A.3 vii) of Annex 1 to Resolution 46 (Rev.WRC-95):

a : semi-major axis, in case of a circular orbit the semi-major axis is constant and equal to the orbit radius;

I : inclination of the orbit relative to the equatorial plane

Ω_j : right ascension of the ascending node for the j -th orbital plane, measured counter-clockwise in the equatorial plane from the direction of the vernal equinox to the point where the satellite makes its south-to-north crossing of the equatorial plane ($0^\circ \leq \Omega_j < 360^\circ$)

ω_p : argument of perigee, for a circular orbit, the perigee is equal to the apogee and thus ω_p can be put to 0°

ω_i : initial phase angle of the i -th satellite in its orbital plane at reference time $t=0$, measured from the point of ascending node ($0^\circ \leq \omega_i < 360^\circ$)

θ : true anomaly of the satellite.

For a constellation of non- GSO satellites using circular orbits, a and I will be constant and ω_p will be equal to zero, then the variation of the position of each satellite will be defined by Ω and θ .

For a circular orbit, the angular velocity of a satellite is constant, the angular position of a satellite is then equal to its true anomaly and is given by:

$$\theta(t)_{i,j} = \frac{360^\circ}{T} t + \omega_{i,j} \quad (1)$$

for $i = 1$ to N_s and $j = 1$ to N_p where N_s is the number of satellites in each orbital plane, N_p is the number of orbital planes and T is the orbital period in seconds given by:

$$T = 2 \pi \sqrt{a^3/\mu} \quad (2)$$

where μ is the geocentric gravitational constant and is equal to $3.986 \text{ E}14 (\text{m}^3 \text{s}^{-2})$.

The various values of Ω_j will depend on the geometry of the constellation and will be given in the set of elements found in § A.3 vii) of Annex 1 to Resolution 46 (Rev.WRC-95). The same principal applies to the values of $\omega_{i,j}$.

Knowing for each satellite its true anomaly $\theta_{i,j}(t)$ and the right ascension of its ascending node Ω_j , its geocentric coordinates are given by:

$$x(t)_{i,j} = a \left[\cos \Omega_j \cos \theta(t)_{i,j} - \cos I \sin \Omega_j \sin \theta(t)_{i,j} \right] \quad (3)$$

$$y(t)_{i,j} = a \left[\sin \Omega_j \cos \theta(t)_{i,j} + \cos I \cos \Omega_j \sin \theta(t)_{i,j} \right] \quad (4)$$

$$z(t)_{i,j} = a \left[\sin I \sin \theta(t)_{i,j} \right] \quad (5)$$

The position of the GSO test location with respect to the line of nodes of the non-GSO constellation is determined by $\Delta\Omega$ (see § 1). Hence, in equations (3), (4) and (5) $\Omega_j = \Omega_{j,0} + \Delta\Omega$, where $\Delta\Omega$ ranges from 0 to $\Delta\Omega_{max}$ (see § 1) and $\Omega_{j,0} = \Omega_j$ for $\Delta\Omega = 0$.

Step 2: Distance between the non-GSO satellite and the test location at the GSO

x_{GSO} , y_{GSO} and z_{GSO} are the geocentric coordinates of the GSO test location given by:

$$x_{GSO} = a_{GSO} \cdot \cos I_{GSO} \quad (6)$$

$$y_{GSO} = 0 \quad (7)$$

$$z_{GSO} = a_{GSO} \cdot \sin I_{GSO} \quad (8)$$

where:

a_{GSO} : semi-major axis of the geostationary orbit (42 164 km)

I_{GSO} : inclination of the geostationary orbit ($-5^\circ \leq I_{GSO} \leq 5^\circ$).

These equations remain constant during the simulation since it is simpler to vary Ω_j in equations (3), (4) and (5) by incrementing the offset $\Delta\Omega$.

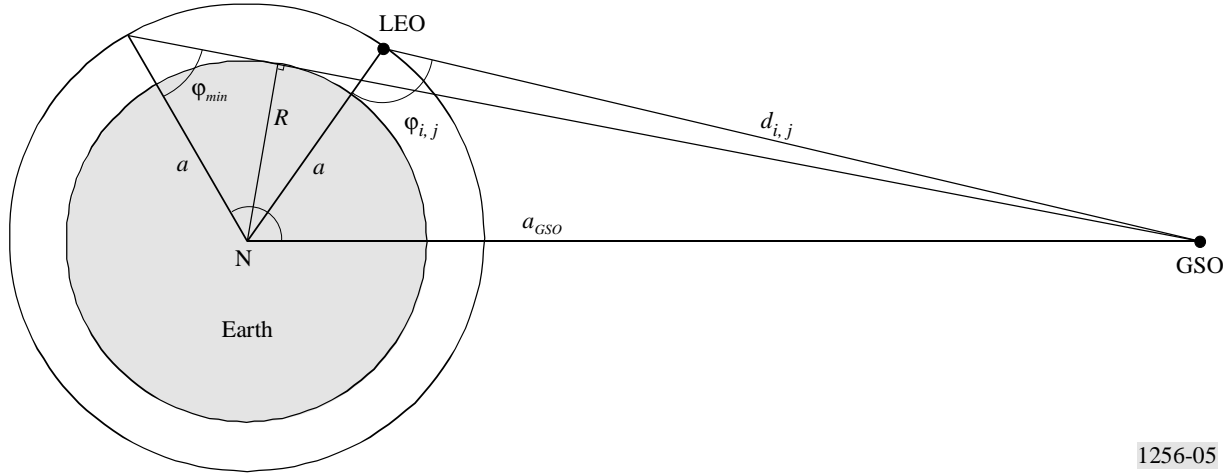
The distance between a non-GSO satellite and the GSO test location can then be calculated using Pythagora's theorem:

$$d(t)_{i,j} = \sqrt{(x_{GSO} - x(t)_{i,j})^2 + y(t)_{i,j}^2 + (z_{GSO} - z(t)_{i,j})^2} \quad (9)$$

Step 3: Calculation of the non-GSO antenna off-axis angle to the test location at the GSO

Fig. 5 shows the geometry, represented in a two-dimensional diagram, of the non-GSO satellite off-axis angle relative to the test location at the GSO.

FIGURE 5
Calculation of $\varphi_{i,j}$



1256-05

The non-GSO antenna off-axis angle can be determined using Carnot's theorem (known also as the "cosine" theorem):

$$\varphi(t)_{i,j} = \arccos \left(\frac{a^2 + d(t)_{i,j}^2 - a_{GSO}^2}{2 a d(t)_{i,j}} \right) \quad (10)$$

Step 4: Calculation of the non-GSO off-axis antenna gain toward the test location at the GSO

Taken the off-axis angle calculated in equation (10), for each visible satellite it is possible to calculate the off-axis antenna gain $G(\varphi(t)_{i,j})$. However, as seen in Fig. 5, this is only necessary if $\varphi(t)_{i,j}$ is higher than a minimum value of φ_{min} given by:

$$\varphi_{min} = \arcsin (R/a) \quad (11)$$

Step 5: Calculation of the aggregate pfd level towards the GSO test location

The aggregate pfd level can be expressed as:

$$pfd(t) = \frac{P_{peak, 4kHz}}{4\pi} \sum_{i,j=1 \text{ to } N(t)_v} \frac{G(\varphi(t)_{i,j})}{d(t)_{i,j}^2} \quad \text{for } \varphi(t)_{i,j} \geq \varphi_{min} \quad (12)$$

where:

$P_{peak, 4kHz}$: peak power in the worst 4 kHz band at the input of the non-GSO satellite antenna, assumed constant and equal for all the non-GSO satellites

$N(t)_v$: number of visible non-GSO satellites from the GSO test location at the time t .

3 Total number of simulation steps and simulation step increments

Two simulation steps are needed to perform the calculation of the maximum aggregate pfd toward the GSO from a non-GSO network, the time step Δt and the right ascension step $\delta\Omega$.

Since there is no direct in-line interference from the non-GSO satellites (either they use isoflux low gain antenna or interference comes from the side lobes of the transmitting antenna), various simulations (for LEO-D and LEO-F) have shown that an angular step of no more than 0.5° is sufficient to get valid results. The calculation steps will then be:

$$\Delta t = \frac{T(s) \times 0.5^\circ}{360^\circ}$$

$$\delta\Omega = 0.5^\circ$$

The total simulation time for each GSO test location and the total number of GSO test locations are given in § 1.

RECOMMENDATION ITU-R BO.1293-1

**PROTECTION MASKS AND ASSOCIATED CALCULATION METHODS FOR
INTERFERENCE INTO BROADCAST-SATELLITE SYSTEMS
INVOLVING DIGITAL EMISSIONS**

(Question ITU-R 223/11)

(1997-2000)

The ITU Radiocommunication Assembly,

considering

- a) that protection ratios and associated protection masks are essential characteristics for the television signals in the broadcasting-satellite service (BSS) and associated feeder links;
- b) that the Radio Regulations (RR) Appendices S30 and S30A Plans have been developed by using values of protection ratio and interference calculation methods based on fixed frequency offsets and given types of signal;
- c) that new systems submitted to the Radiocommunication Bureau (BR) for implementation in these plans propose to use new types of signals for which no protection masks and only limited interference calculation methods are available;
- d) that the BR has requested Radiocommunication Study Group 11 to provide additional methodologies and protection criteria to assess interference from and to these new types of signals;
- e) that the definition of protection masks and associated calculation methods provides very useful technical information when revising the RR Appendices S30 and S30A Plans for Regions 1 and 3;
- f) that several studies have now been carried out by various administrations and organizations that validate the proposed interference calculation method,

recognizing

- a) that protection masks extend the usefulness of protection ratios, which are themselves associated with fixed frequency offsets;
- b) that appropriate protection masks for interference calculation between digital emissions can be derived by using the methodology provided in Annex 1,

recommends

- 1** that the calculation method to generate protection masks provided in Annex 1 for different types of digital phase shift keyed emissions, should be applied as needed in compatibility analyses for RR Appendices S30 and S30A;
- 2** that the associated interference calculation methods provided in Annex 2, should be used as needed to assess the interference situation in RR Appendices S30 and S30A.

NOTE 1 – Further studies are needed to develop masks for interference between other types of emission (i.e. for analogue into analogue, digital into analogue and analogue into digital interference). Until such time as these masks are available, the method described in Annex 3 should be used when calculating interference between emissions when the interference is digital.

NOTE 2 – The effects of the application of the method proposed in Annex 1 on the notification of new parameters associated with each digital emission are described in Appendix 1 to Annex 1. The method should be applied for frequency offsets at which the calculated interference power is above an absolute value of -10 dB (i.e. a relative interference value of $(-10 - \text{CCPR})$, where CCPR is the aggregate co-channel protection ratio).

Calculation of protection masks for interference between various types of digital carriers

1 Method

It is assumed that the interfering digital carrier can, for interference calculation purposes, be modelled as a white noise source followed by a square-root, raised cosine pulse shaping filter. The roll-off factor, α_i , of this filter may be freely specified in the range $0 \leq \alpha_i \leq 1$ (0% to 100% roll-off). The filter's 3 dB bandwidth is specified by the transmitted symbol rate, R_i , for the interfering digital signal.

The level of digital interference affecting the wanted digital signal is dependent upon:

- the frequency offset between the wanted and interfering signals, Δf ;
- the characteristics of the receiver's filter;
- the characteristics of the transmission channel that carries the interfering signal.

The receiver's filter is also modelled as a square-root, raised cosine filter with a roll-off factor, α_w , where $(0 \leq \alpha_w \leq 1)$, and a 3 dB bandwidth specified by the wanted signal symbol rate R_w .

High power amplification of the interfering signal causes spectral side lobe re-growth. The interference contributed by the side lobes is negligible for low values of Δf , but becomes increasingly significant as the frequency offset is increased.

Only the first two side lobes need to be considered. The interference contribution from higher order side lobes is negligible in all practical transmission scenarios.

The level of each side lobe is adjusted with respect to the main spectral lobe to reflect the characteristics of the non-linear channel. The relative level of each side lobe comprises two components L_s and X :

- A value L_s that is dependent upon the non-linear characteristics of the high power amplifier (HPA) and upon the amplifier's drive level (backoff). The value of L_s is different for each side lobe.
- A value X that represents the effect of filtering at the output of the HPA. This attenuation value is assumed to be the same for all spectral side lobes. This approach is conservative, since the gain of the post-HPA filter is not flat, but rolls off with increasing frequency offset from the channel centre frequency.

The parameters L_s and X are expressed in decibels.

The parameters R_i and R_w are expressed in Msymbol/s. The total bandwidths of the wanted and interfering signals are given by $R_w(1 + \alpha_w)$ MHz and $R_i(1 + \alpha_i)$ MHz respectively. The frequency difference parameter Δf is expressed in MHz. The interference at the output of the receiver filter is assumed to be noise-like.

A common algorithm is used to calculate the wanted signal power at the input to the receiver and the interference power contributions from the main spectral lobe and from each of the spectral side lobes. The procedure for calculating each power contribution is as follows (see § 3 for definitions of the terms used below):

- a) set the input parameters (R_i , R_w , α_i , α_w , Δf , L_s and X) to the appropriate values for the power contribution to be calculated (wanted signal, interfering signal main spectral lobe or interfering signal spectral side lobe);
- b) calculate the nine pairs of limits (U_n , L_n , $n = 1, \dots, 9$);
- c) calculate the five power contribution terms (C_m , $m = 1, \dots, 5$);
- d) calculate the total received power, P :

$$P = 10^{\frac{L_s - X}{10}} \sum_{m=1}^5 C_m$$

The level of interference power $I(\Delta f)$, measured at the output of the receiver's filter and expressed relative to the wanted carrier power for a reference link C/I of 0 dB (i.e. assuming equal wanted and interfering carrier powers), is calculated as follows:

Step 1: Calculate the wanted signal power, P_w , at the output of the receiver filter using the above algorithm and setting the input parameter values as follows:

$$R_i = R_w, \quad \alpha_i = \alpha_w, \quad \delta f = 0, \quad L_s = 0, \quad X = 0$$

Step 2: Calculate the interfering signal power contribution from the main spectral lobe, P_0 , at the output of the receiver filter using the same algorithm and setting the input parameters as follows:

$$\delta f = \Delta f, \quad L_s = 0, \quad X = 0$$

Step 3: Calculate the interfering signal power contribution from the first spectral side lobe, P_1 , with the input parameters set as follows:

$$\delta f = |\Delta f| - R_i, \quad L_s = L_1 \neq 0, \quad X \neq 0$$

The value for L_s depends upon the non-linear characteristics of the HPA and its drive level. The value of X depends upon the out-of-band attenuation characteristics of the post-HPA filter.

Step 4: Calculate the interfering signal power contribution from the second spectral side lobe, P_2 , with the input parameters set as follows:

$$\delta f = |\Delta f| - 2R_i, \quad L_s = L_2 \neq L_1 \neq 0, \quad X \neq 0$$

The value for L_s again depends upon the non-linear characteristics of the HPA and its drive level. The value of X is the same as in Step 3.

Step 5: Calculate the relative interference power for the given signal parameters and frequency offset:

$$I(\Delta f) = 10 \log \left(\frac{P_0 + P_1 + P_2}{P_w} \right) \quad \text{dB}$$

2 Example calculation of a protection mask

As an (arbitrary) example, it is assumed that the wanted and interfering signal parameters are as follows:

Wanted digital signal:

Symbol rate, $R_w = 27.5$ Msymbol/s

Roll-off factor, $\alpha_w = 0.35$ (35% cosine roll-off).

Interfering digital signal:

Symbol rate, $R_i = 27.5$ Msymbol/s

Roll-off factor, $\alpha_i = 0.35$ (35% cosine roll-off).

Side lobe levels:

First side lobe level, $L_{s1} = -17.0$ dB

Second side lobe level, $L_{s2} = -27.5$ dB.

Post-HPA filtering:

Side lobe attenuation, $X_f = 12.0$ dB.

The frequency offset between the wanted and interfering signals, Δf , is assumed to be 38.36 MHz. The application of the calculation method described in § 1 of this Annex, and detailed in § 3 of this Annex, gives the following:

Step 1: Calculate the wanted signal power, P_w , at the output of the receiver filter:

$$R_i = R_w, \quad \alpha_i = \alpha_w, \quad L_s = 0, \quad X = 0, \quad \delta f = 0$$

$$L_1 = U_8 = U_9 = -8.937, \quad U_1 = L_2 = U_2 = L_3 = U_3 = L_4 = U_4 = L_5 = U_5 = L_6 = L_7 = L_8 = L_9 = 8.937$$

$$U_6 = U_7 = 18.563$$

$$C_1 = 0.825, \quad C_2 = 0, \quad C_3 = 0, \quad C_4 = 0.088, \quad C_5 = 0$$

$$P_w = 0.913$$

Step 2: Calculate the interfering signal power, P_0 , due to the main spectral lobe at the output of the receiver filter:

$$L_s = 0, \quad X = 0, \quad \delta f = \Delta f$$

$$L_1 = L_3 = L_4 = 29.422, \quad U_1 = L_2 = L_5 = L_7 = 8.937, \quad L_6 = L_9 = 47.297, \quad L_8 = -18.563$$

$$U_9 = -8.937, \quad U_2 = U_5 = -29.422, \quad U_3 = U_4 = U_6 = 18.563, \quad U_7 = U_8 = -19.797$$

$$C_1 = 0, \quad C_2 = 0, \quad C_3 = 0, \quad C_4 = 0, \quad C_5 = 0$$

$$P_0 = 0$$

Step 3: Calculate the interfering signal power, P_1 , due to the first spectral side lobe at the output of the receiver filter:

$$L_s = L_{s1}, \quad X = X_f, \quad \delta f = |\Delta f| - R_i$$

$$L_1 = 1.923, \quad U_1 = L_2 = L_3 = L_4 = L_5 = L_7 = 8.937, \quad U_2 = U_5 = L_8 = -1.923$$

$$U_3 = U_4 = U_6 = 18.563, \quad L_6 = L_9 = 19.797, \quad U_7 = 7.703, \quad U_8 = U_9 = -8.937$$

$$C_1 = 0.605, \quad C_2 = 0, \quad C_3 = 0, \quad C_4 = 0, \quad C_5 = 0$$

$$P_1 = 7.618 \times 10^{-4}$$

Step 4: Calculate the interfering signal power, P_2 , due to the second spectral side lobe at the output of the receiver filter:

$$L_s = L_{s2}, \quad X = X_f, \quad \delta f = |\Delta f| - 2R_i$$

$$L_1 = U_8 = U_9 = -8.937, \quad U_1 = U_3 = U_4 = L_9 = -7.703, \quad L_2 = L_3 = L_4 = L_6 = 8.937$$

$$U_2 = U_5 = U_7 = 18.563, \quad L_7 = L_8 = 25.578, \quad U_6 = 1.922$$

$$C_1 = 0.395, \quad C_2 = 0, \quad C_3 = 0, \quad C_4 = 0, \quad C_5 = 0$$

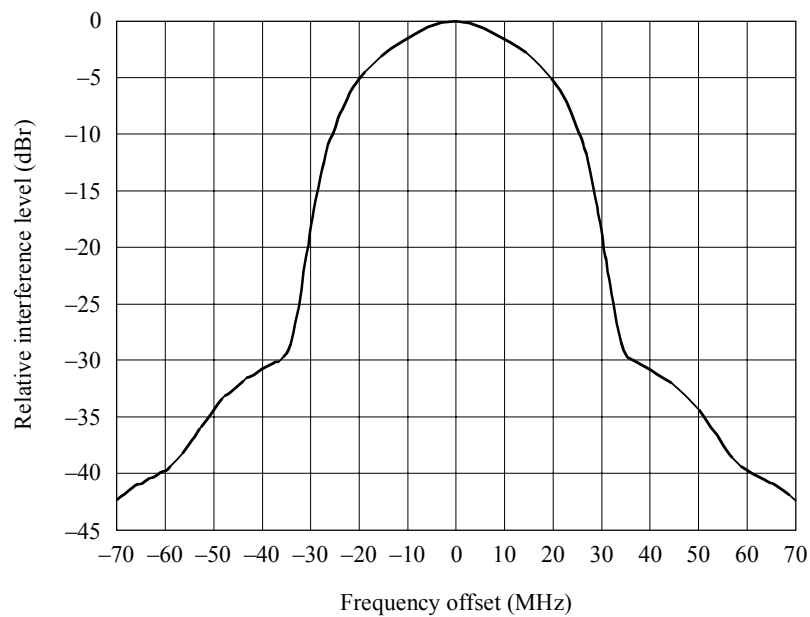
$$P_2 = 4.431 \times 10^{-5}$$

Step 5: Calculate the total interference power relative to the wanted signal power:

$$I(\Delta f) = -30.5$$

Following this procedure for a range of frequency offsets results in the example protection mask given in Fig. 1.

FIGURE 1



1293-01

3 Algorithms: Calculation of the received (wanted or interfering) signal power

3.1 Limits

$$\begin{aligned}
 A &= (1 - \alpha_w) \frac{R_w}{2} & B &= (1 + \alpha_w) \frac{R_w}{2} & C &= (1 - \alpha_i) \frac{R_i}{2} & D &= (1 + \alpha_i) \frac{R_i}{2} \\
 L_1 &= \max(-A; \delta f - C) & L_4 &= \max(A; \delta f - C) & L_7 &= \max(A; -\delta f + C) \\
 U_1 &= \min(A; \delta f + C) & U_4 &= \min(B; \delta f + C) & U_7 &= \min(B; -\delta f + D) \\
 L_2 &= \max(-A - \delta f; C) & L_5 &= \max(A; -\delta f - C) & L_8 &= \max(-B; -\delta f + C) \\
 U_2 &= \min(A - \delta f; D) & U_5 &= \min(B; -\delta f + C) & U_8 &= \min(-A; -\delta f + D) \\
 L_3 &= \max(-A + \delta f; C) & L_6 &= \max(A; \delta f + C) & L_9 &= \max(-B; \delta f + C) \\
 U_3 &= \min(A + \delta f; D) & U_6 &= \min(B; \delta f + D) & U_9 &= \min(-A; \delta f + D)
 \end{aligned}$$

NOTE 1:

$\max(a; b)$: maximum value of a and b

$\min(a; b)$: minimum value of a and b

δf = frequency of interfering signal – frequency of wanted signal

3.2 Functions

When $1 \leq n \leq 3$:

$$\begin{aligned}
 p_n(a, b) &= f_n(a) - f_n(b) \quad \text{for } a > b \\
 &= 0 \quad \text{for } a \leq b
 \end{aligned}$$

$$f_1(x) = \left(\frac{x}{R_i} \right) \quad f_2(x) = \frac{\alpha_i}{2\pi} \cos \left(\frac{\pi}{2} \frac{2x - R_i}{\alpha_i R_i} \right) \quad f_3(x) = \frac{\alpha_w R_w}{2\pi R_i} \cos \left(\frac{\pi}{2} \frac{2x - R_w}{\alpha_w R_w} \right)$$

When $4 \leq n \leq 5$:

$$\begin{aligned}
 p_n(a, b, \delta f) &= f_n(a, \delta f) - f_n(b, \delta f) \quad \text{for } a > b \\
 &= 0 \quad \text{for } a \leq b
 \end{aligned}$$

$$\begin{aligned}
 f_4(x, y) &= f_{4a}(x, y) \quad \text{for } \alpha_w R_w = \alpha_i R_i & f_5(x, y) &= f_{5a}(x, y) \quad \text{for } \alpha_w R_w = \alpha_i R_i \\
 &= f_{4b}(x, y) \quad \text{for } \alpha_w R_w \neq \alpha_i R_i & &= f_{5b}(x, y) \quad \text{for } \alpha_w R_w \neq \alpha_i R_i
 \end{aligned}$$

$$f_{4a}(x, y) = \frac{1}{16\pi R_i} \left(2\pi x \cos \left(\frac{\pi}{2} \frac{2y + R_i - R_w}{\alpha_i R_i} \right) - \alpha_i R_i \sin \left(\frac{\pi}{2} \frac{4x - 2y - R_i - R_w}{\alpha_i R_i} \right) \right)$$

$$f_{4b}(x, y) = \frac{\alpha_i \alpha_w R_w}{4\pi(\alpha_i^2 R_i^2 - \alpha_w^2 R_w^2)} \left(\alpha_i R_i \cos \left(\frac{\pi}{2} \frac{2x - R_w}{\alpha_w R_w} \right) \sin \left(\frac{\pi}{2} \frac{2y - 2x + R_i}{\alpha_i R_i} \right) + \alpha_w R_w \sin \left(\frac{\pi}{2} \frac{2x - R_w}{\alpha_w R_w} \right) \cos \left(\frac{\pi}{2} \frac{2y - 2x + R_i}{\alpha_i R_i} \right) \right)$$

$$f_{5a}(x, y) = \frac{1}{16\pi R_i} \left(\alpha_i R_i \sin \left(\frac{\pi}{2} \frac{4x - 2y - R_i + R_w}{\alpha_i R_i} \right) - 2\pi x \cos \left(\frac{\pi}{2} \frac{2y + R_i + R_w}{\alpha_i R_i} \right) \right)$$

$$f_{5b}(x, y) = \frac{\alpha_i \alpha_w R_w}{4\pi(\alpha_i^2 R_i^2 - \alpha_w^2 R_w^2)} \left(\alpha_i R_i \cos \left(\frac{\pi}{2} \frac{2x + R_w}{\alpha_w R_w} \right) \sin \left(\frac{\pi}{2} \frac{2x - 2y - R_i}{\alpha_i R_i} \right) - \alpha_w R_w \sin \left(\frac{\pi}{2} \frac{2x + R_w}{\alpha_w R_w} \right) \cos \left(\frac{\pi}{2} \frac{2x - 2y - R_i}{\alpha_i R_i} \right) \right)$$

3.3 Power contributions

$$C_1 = p_1(U_1, L_1) + \frac{1}{2} \sum_{n=2}^5 p_1(U_n, L_n) + \frac{1}{4} \sum_{n=6}^9 p_1(U_n, L_n)$$

$$C_2 = p_2(U_2, L_2) + p_2(U_3, L_3) + \frac{1}{2} [p_2(U_6 - \delta f, L_6 - \delta f) + p_2(U_7 + \delta f, L_7 + \delta f) + p_2(U_8 + \delta f, L_8 + \delta f) + p_2(U_9 - \delta f, L_9 - \delta f)]$$

$$C_3 = p_3(U_4, L_4) + p_3(U_5, L_5) + \frac{1}{2} [p_3(U_6, L_6) + p_3(U_7, L_7) + p_3(-L_8, -U_8) + p_3(-L_9, -U_9)]$$

$$C_4 = p_4(U_6, L_6, \delta f) + p_4(U_7, L_7, -\delta f)$$

$$C_5 = p_5(U_8, L_8, -\delta f) + p_5(U_9, L_9, \delta f)$$

3.4 Total received signal power

$$\text{Power} = 10^{\frac{L_s - X}{10}} \sum_{m=1}^5 C_m$$

APPENDIX 1

TO ANNEX 1

Notification of parameters associated to digital emissions

Application of the method described in Annex 1 for calculation of protection masks for interference between digital emissions requires the notification of new parameters associated with each digital emission. These parameters are:

- the digital modulation type (the method is applicable only to phase shift keyed signals);
- the transmitted symbol rate (Msymbol/s);
- the roll-off factor of the digital pulse shaping filter (assumed to be a cosine roll-off filter or an approximation thereof), a value in the range 0 to 1;
- the relative levels of the first and second side lobes, L_{s1} and L_{s2} (dB);
- the side lobe attenuation, X (dB) resulting from post-HPA filtering.

Most downlink digital TV carriers occupy the whole of the transponder bandwidth and the transponder is operated at saturation for maximum downlink power. Studies have shown that, under these conditions, suitable side lobe relative levels are -17 dB and -27.5 dB respectively. Furthermore, since there is always filtering (an output multiplexer) at the output of the on-board HPA (travelling wave tube amplifier (TWTA)), the parameter X is non-zero. The precise value of X will vary from system to system. A value of 12 dB seems to be a conservative minimum value that should be exceeded by all new systems implementing contiguous co-polar channels.

For uplinks there is typically no post-HPA filter but the HPA is operated with a backoff to control the out-of-band side lobe levels. Side lobe levels of -29 dB and -39.5 dB are unlikely to be exceeded in feeder links to BSS systems.

The necessary parameters should be submitted explicitly for each digital emission. However, in the absence of notified values, the following default values should be used for interference calculations:

- digital modulation type: PSK
- transmitted symbol rate: 29 Msymbol/s
- roll-off factor: 0.35
- first side lobe relative level: -17.0 dB
- second side lobe relative level: -27.5 dB
- side lobe attenuation due to filtering: 12.0 dB.

It is recommended to update Annex 2 of RR Appendices S30 and S30A accordingly at a competent Radio Conference to take account of this information.

ANNEX 2

Interference calculation methods associated with Annexes 1 and 3*

1 Introduction

The purpose of this Annex is to define a generic method to calculate the interference situation in the BSS Plans, taking into account different categories of interference (e.g. co-channel, adjacent-channel, etc.).

The generic interference calculation method defined below, associated with the appropriate protection mask calculation methods, should be applied to establish the values necessary to assess the interference situation between different emissions of the BSS Plans.

2 Terminology, symbols and operators

In order to simplify this Annex and to facilitate its understanding, the following terminology, symbols and operators are defined:

Single entry, se:	a single interfering carrier is considered
Aggregate, ag:	all interfering carriers are considered
Equivalent, eq:	combination of co-frequency and frequency offset interference
Overall, ov:	combination of feeder-link (up) and downlink (dn) interference
f_o :	frequency offset = difference between the centre frequencies of two carriers
C/I :	carrier-to-interference ratio (dB)
PR:	protection ratio (dB)
EPM:	equivalent protection margin (dB)

* This method has been developed to carry out the compatibility analysis of assignments, submitted to the BR under the provision of RR Appendices S30 and S30A, with parameters different from those used in the establishment of the Plans (channel bandwidth, centre frequency, type of emission, etc.).

OEPM: overall equivalent protection margin (dB)

X : reduction of the overall C/I due to interference in the feeder link (dB)

Operator \oplus : $A \oplus B = -10 \log(10^{-A/10} + 10^{-B/10})$

Operator \odot : $A \odot B = -10 \log(10^{-A/10} - 10^{-B/10})$

Operator $\Sigma\oplus$: $\sum_{n=1}^N \oplus A_n = -10 \log(10^{-A_1/10} + 10^{-A_2/10} + \dots + 10^{-A_n/10})$

3 Interference calculation methods

In order to calculate the interference situation of an assignment, two major elements are needed:

- the equivalent aggregate carrier to interference ratio, $C/I_{eq, ag}$, on both up and downlinks, $C/I_{eq, ag, up}$, $C/I_{eq, ag, dn}$, respectively,
- the overall co-channel (or co-frequency) protection ratios of the wanted carrier, PR_{ov} .

In addition, definitions for the equivalent protection margins (EPM) (see Note 1) and overall equivalent protection margin (OEPM) are required.

NOTE 1 – EPM is not needed in case of application of this method to the Region 2 BSS Plan.

3.1 The first elements, i.e. the equivalent aggregate carrier to interference ratios, are calculated as follows for both the up and downlinks:

$$C/I_{eq, ag, up} = \sum_{i=1}^m \oplus (C/I_{i, se, up} + D_i(fo_i))$$

$$C/I_{eq, ag, dn} = \sum_{i=1}^n \oplus (C/I_{i, se, dn} + D_i(fo_i))$$

where:

m : number of interfering carriers on the feeder-link

n : number of interfering carriers on the downlink

fo : frequency offset between the centre frequencies of the wanted carrier and one interfering carrier; a positive or negative value (MHz)

$D(fo)$: difference (dB) between the appropriate protection mask's value with no frequency offset (i.e. the centre value at 0 MHz) and the protection mask's value with a frequency offset of fo MHz.

For the case of a digital wanted carrier and a digital interfering carrier, the value $D(fo) = -I(fo)$, where $I(fo) (\equiv I(\Delta f))$ is defined in Annex 1 assuming a linear or non-linear channel.

For other combinations of wanted and interfering carrier types (digital into analogue interference) appropriate masks remain to be defined. Until such time as these masks are available, the model given in Annex 3 should be applied to evaluate $D(fo)$.

From these first elements the overall equivalent aggregate carrier-to-interference ratio (denoted $C/I_{ov, eq, ag}$) can be calculated as follows:

$$C/I_{ov, eq, ag} = C/I_{eq, ag, up} \oplus C/I_{eq, ag, dn}$$

3.2 The second major element, i.e. the overall protection ratio, PR_{ov} , is associated to the type of the wanted carriers.

In addition to this second element, a feeder-link protection ratio and a downlink protection ratio, PR_{up} and PR_{dn} respectively, can be defined. Assuming a given increase, X , in the downlink protection ratio to allow for interference in the feeder link, PR_{up} and PR_{dn} are defined as follows:

$$PR_{dn} = PR_{ov} + X$$

$$PR_{up} = PR_{ov} \odot PR_{dn}$$

3.3 EPM_{up} , EPM_{dn} and OEPM definitions

$$OEPM = C/I_{ov, eq, ag} - PR_{ov}$$

$$EPM_{up} = C/I_{eq, ag, up} - PR_{up}$$

$$EPM_{dn} = C/I_{eq, ag, dn} - PR_{dn}$$

ANNEX 3

Calculation of digital interference in the absence of appropriate protection masks

When applying the calculation method of Annex 2, it is desirable to apply the most appropriate protection mask for the digital interference situation under consideration (i.e. the most appropriate value for $D_i(f\hat{o}_i)$ in Annex 2). For example, for digital interference into a digital emission, this mask can be derived using the calculation method given in Annex 1.

Further studies are required to derive suitable generic protection masks for the case of digital into analogue interference.

Until such time as these masks are available, the method given below should be used to calculate the interference between two emissions, where the interferer is a digital emission.

The value for $D(f\hat{o})$ is calculated as follows:

$$D(f\hat{o}) = 10 \log_{10}(B/b(f\hat{o})) + K$$

where:

$b(f\hat{o})$: overlapping bandwidth between the interfering carrier and the wanted carrier (MHz)

B : necessary bandwidth of the interfering digital carrier (MHz)

K : positive weighting coefficient.

In general, a protection mask calculation method such as that given in Annex 1 quantifies the value K which may vary depending upon the wanted and interfering signal parameters and the frequency offset between the two signals (in fact, the method of Annex 1 does not explicitly calculate the factor K but rather calculates directly the value $-D(f\hat{o})$).

In the absence of suitable protection masks which quantify the factor K , either directly or indirectly, it should be assumed that $K = 0$ which corresponds to the worst case.

RECOMMENDATION ITU-R BO.1295

**REFERENCE TRANSMIT EARTH STATION ANTENNA OFF-AXIS e.i.r.p. PATTERNS
FOR PLANNING PURPOSES TO BE USED IN THE REVISION OF THE
APPENDIX 30A (Orb-88) PLANS OF THE RADIO REGULATIONS
AT 14 GHz and 17 GHz IN REGIONS 1 AND 3**

(Question ITU-R 218/11)

(1997)

The ITU Radiocommunication Assembly,

considering

- a) that Resolution 531 (WRC-95) of the World Radiocommunication Conference (Geneva, 1995) invites the ITU-R to study the possibilities to improve the efficiency of the Appendix 30A (Orb-88) Plans of the Radio Regulations (RR) by taking due account of the technological progress;
- b) that for the feeder link of the broadcasting-satellite service planning purposes a simple transmit earth station antenna reference pattern is necessary;
- c) that the existing RR Appendix 30A (Orb-88) Regions 1 and 3 transmit earth station antenna patterns are no longer appropriate due to technological improvements (see also Recommendations ITU-R S.465, ITU-R S.580 and ITU-R S.731);
- d) that measured data in support of an improved transmit antenna reference pattern is available;
- e) that the use of antennas with the best achievable radiation pattern will lead to the most efficient use of the radio-spectrum and the geostationary-satellite orbit;
- f) that the transmit earth station antenna in the feeder-link Plans are operated by professional users,

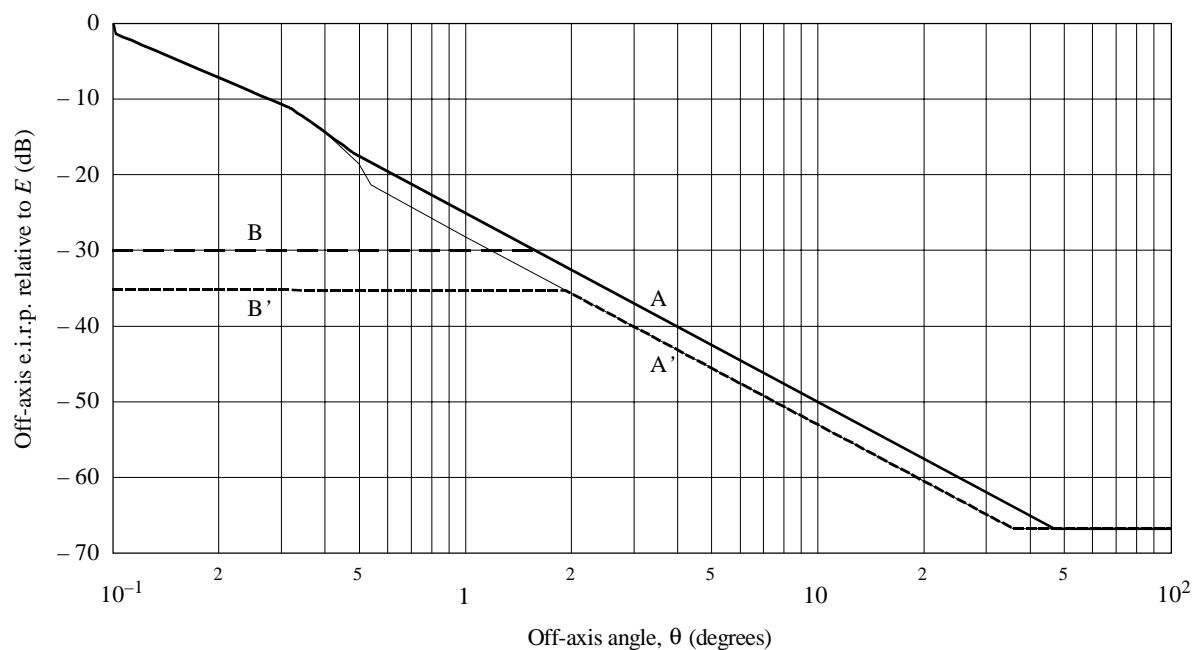
recognizing

- a) that the adoption of improved reference transmit earth station antenna patterns for planning purposes does not prevent the use of other antennas that have been coordinated or will be coordinated in the future on the basis of different patterns;
- b) that off-axis e.i.r.p. values were used in the development of the RR Appendix 30A (Orb-88) Plans,

recommends

- 1** the use of co-polar and cross-polar off-axis e.i.r.p. values given in Fig. 1 together with their associated formulae provided in Annex 1 for replanning purposes of the RR Appendix 30A (Orb-88) Plans in Regions 1 and 3.

FIGURE 1
Earth station e.i.r.p. at off-axis antenna angles



Curves A: new transmit earth station co-polar
 B: new transmit earth station cross-polar
 A: RR Appendix 30A (Orb-88) Regions 1 and 3 co-polar*
 B: RR Appendix 30A (Orb-88) Regions 1 and 3 cross-polar*

1295-01

* Curves included for information only.

ANNEX 1

Formulae associated to the curves of Fig. 1

Curve A': co-polar component (dBW):

E	for	$0^\circ \leq \theta \leq 0.1^\circ$
$E - 21 - 20 \log \theta$	for	$0.1^\circ < \theta \leq 0.32^\circ$
$E - 5.7 - 53.2 \theta^2$	for	$0.32^\circ < \theta \leq 0.54^\circ$
$E - 28 - 25 \log \theta$	for	$0.54^\circ < \theta \leq 36.31^\circ$
$E - 67$	for	$36.31^\circ < \theta$

Curve B': cross-polar component (dBW):

$$E - 35 \quad \text{for} \quad 0^\circ \leq \theta \leq 1.91^\circ$$

$$E - 28 - 25 \log \theta \quad \text{for} \quad 1.91^\circ < \theta \leq 36.31^\circ$$

$$E - 67 \quad \text{for} \quad 36.31^\circ < \theta$$

where:

E : earth station e.i.r.p. on the antenna axis (dBW)

θ : off-axis angle referred to the main lobe axis (degrees).

For replanning purposes, an antenna diameter of 5 m for the band 17.3-18.1 GHz and 6 m for the band 14.5-14.8 GHz are to be assumed.

The on-axis gain for the 5 m antenna at 17.3 - 18.1 GHz and for the 6 m antenna at 14.5-14.8 GHz is taken as 57 dBi.

RECOMMENDATION ITU-R BO.1296

**REFERENCE RECEIVE SPACE STATION ANTENNA PATTERNS FOR PLANNING
PURPOSES TO BE USED FOR ELLIPTICAL BEAMS IN THE REVISION OF
THE APPENDIX 30A (Orb-88) PLANS OF THE RADIO REGULATIONS
AT 14 GHz AND 17 GHz IN REGIONS 1 AND 3**

(Question ITU-R 218/11)

(1997)

The ITU Radiocommunication Assembly,

considering

- a) that Resolution 531 (WRC-95) (World Radiocommunication Conference (Geneva, 1995)) invites the ITU-R to study the possibilities to improve the efficiency of the Appendix 30A (Orb-88) Plans of the Radio Regulations (RR) by taking due account of the technological progress;
- b) that for the feeder link of the broadcasting-satellite service planning purposes a simple receive space station antenna reference pattern is necessary;
- c) that the existing RR Appendix 30A (Orb-88) Regions 1 and 3 receive space station antenna patterns are no longer appropriate due to technological improvements;
- d) that measured data in support of an improved receive antenna reference pattern is available;
- e) that the use of antennas with the best achievable radiation pattern will lead to the most efficient use of the radio-spectrum and the geostationary-satellite orbit,

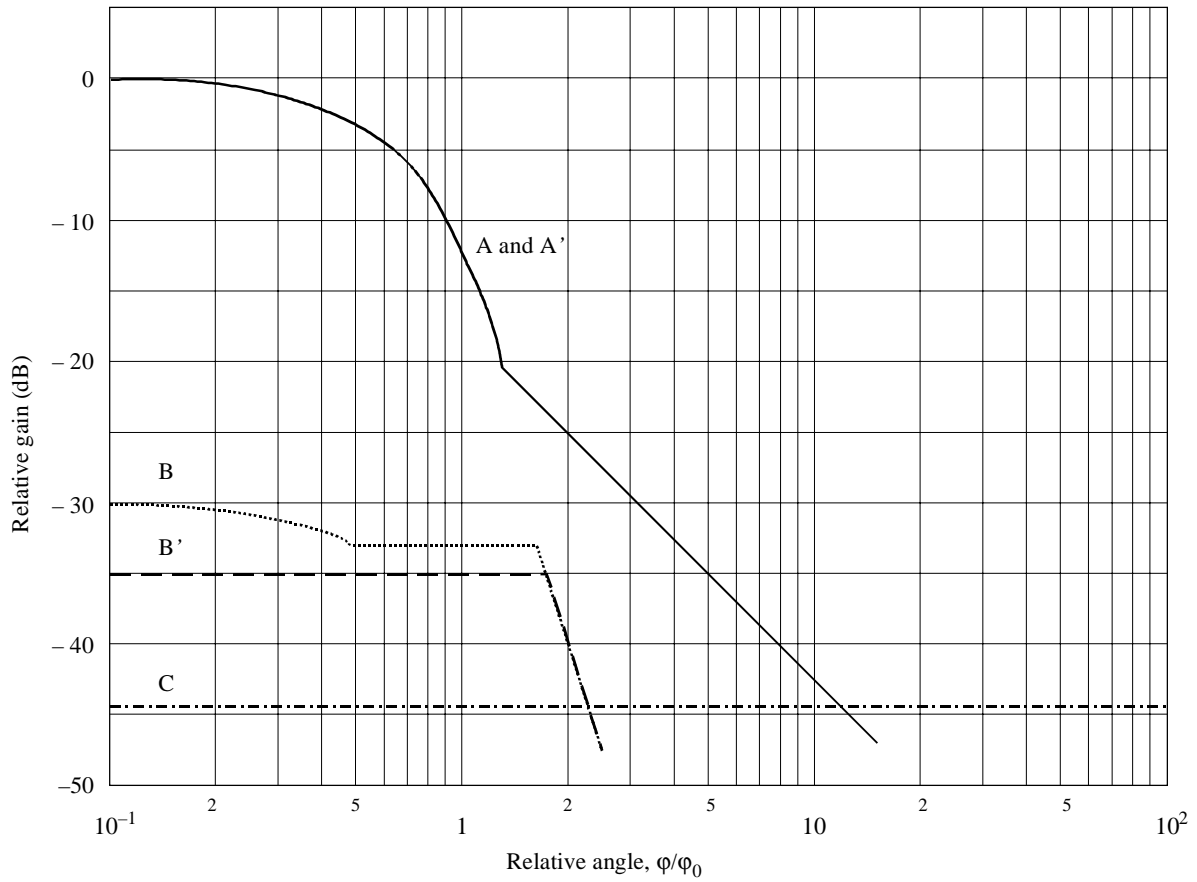
recognizing

- 1** that the adoption of improved reference receive space station antenna patterns for planning purposes does not prevent the use of other antennas that have been coordinated or will be coordinated in the future on the basis of different patterns;
- 2** that these patterns may become part of the Plan,

recommends

- 1** the use of the circularly polarized reference antenna co-polar and cross-polar patterns given in Fig. 1 together with their associated formulae provided in Annex 1, for elliptical beams for planning purposes in the revision of the RR Appendix 30A (Orb-88) Plans in Regions 1 and 3.

FIGURE 1
Receiving space station circularly polarized antenna co-polar and
cross-polar reference patterns for elliptical beams



Curves A': new receive space station Co-polar (same as Curve A*, Fig.B,
RR Appendix 30A (Orb-88) Regions 1 and 3)
B': new receive space station cross-polar
C: curve C (minus the on-axis gain)
B*: Fig.B, RR Appendix 30A (Orb-88), Regions 1 and 3, cross-polar

* Curves included for information only.

1296-01

ANNEX 1

Formulae associated to the curves of Fig. 1

Curve A': co-polar relative gain (dB):

$$G = -12 (\varphi/\varphi_0)^2 \quad \text{for } 0 \leq \varphi/\varphi_0 < 1.3$$

$$G = -17.5 - 25 \log (\varphi/\varphi_0) \quad \text{for } 1.3 \leq \varphi/\varphi_0$$

After intersection with Curve C, as Curve C.

Curve B': cross-polar relative gain (dB):

$$G = -35 \quad \text{for} \quad 0 \leq \varphi/\varphi_0 < 1.75$$

$$G = -40 - 40 \log (\varphi/\varphi_0 - 1) \quad \text{for} \quad 1.75 \leq \varphi/\varphi_0$$

After intersection with Curve C, as Curve C.

Curve C: minus the on-axis gain (Curve C in the above figure illustrates the particular case of an antenna with an on-axis gain of 44.44 dBi),

where:

φ : off-axis angle (degrees)

φ_0 : cross-sectional half-power beamwidth in the direction of interest (degrees).

The relationship between the maximum gain of an antenna and the half-power beamwidth can be derived from the expression:

$$G_{max} \text{ (dB)} = 44.44 - 10 \log a - 10 \log b$$

where a and b are the angles (degrees) subtended at the satellite by the major and minor axes of the elliptical cross-section of the beam.

RECOMMENDATION ITU-R BO.1297*

**PROTECTION RATIOS TO BE USED FOR PLANNING PURPOSES IN
THE REVISION OF THE APPENDICES 30 (Orb-85) AND 30A (Orb-88)
PLANS OF THE RADIO REGULATIONS IN REGIONS 1 AND 3**

(Question ITU-R 85/11)

(1997)

The ITU Radiocommunication Assembly,

considering

- a) that Resolution 531 (WRC-95) of the World Radiocommunication Conference (Geneva, 1995) invites the ITU-R to study the possibilities to improve the efficiency of the Appendices 30 (Orb-85) and 30A (Orb-88) of the Radio Regulations (RR) Plans by taking due account of the technological progress;
- b) that WRC-95 has adopted in Recommendation 521 (WRC-95) overall aggregate protection ratios;
- c) that protection ratios are essential characteristics for the planning of the broadcasting-satellite service (BSS) and the associated feeder links;
- d) that the RR Appendices 30 (Orb-85) and 30A (Orb-88) Plans have been developed by using values of protection ratio based on fixed frequency offsets of 19.18 MHz and analogue signals;
- e) that the existing RR Appendices 30 (Orb-85) and 30A (Orb-88) Regions 1 and 3 protection ratios are no longer appropriate due to technological improvements made in the BSS;
- f) that measured data in support of an improvement of the protection ratios are available,

recommends

- 1** the use of the aggregate protection ratio provided in Annex 1 below, for planning purposes in the revision of RR Appendices 30 (Orb-85) and 30A (Orb-88) Plans in Regions 1 and 3.

ANNEX 1

**Aggregate protection ratios to be used for planning purposes in the revision of
RR Appendices 30 (Orb-85) and 30A (Orb-88) Plans in Regions 1 and 3**

	Co-channel protection ratio (dB)	Adjacent channel protection ratio (dB)
Feeder link path	30	22
Down link path	24	16
Overall path	23	15

* The Administrations of Saudi Arabia, the Islamic Republic of Iran and Syria reserved their position on the acceptance of this Recommendation until such time as they know precisely what were the reasons for the reduction in the protection ratio from 30 dB to 22 dB and who benefited from that reduction.

RECOMMENDATION ITU-R S.1340*

**SHARING BETWEEN FEEDER LINKS FOR THE MOBILE-SATELLITE SERVICE
AND THE AERONAUTICAL RADIONAVIGATION SERVICE IN THE
EARTH-TO-SPACE DIRECTION IN THE BAND 15.4-15.7 GHz**

(Question ITU-R 243/4)

(1997)

The ITU Radiocommunication Assembly,

considering

- a) that Resolution 117 of the World Administrative Radio Conference (Geneva, 1995) (WARC-95) calls for studies by the ITU-R of the sharing situation between feeder links (Earth-to-space) for the mobile-satellite service (MSS) and the aeronautical radionavigation service in the band 15.45-15.65 GHz;
- b) that the band 15.4-15.7 GHz is allocated to the aeronautical radionavigation service on a primary basis and that No. 953 (S4.10) of the Radio Regulations (RR) applies;
- c) that the WRC-95 has added an allocation to the fixed-satellite service (FSS) in the band 15.45-15.65 GHz for feeder links of non-geostationary (non-GSO) satellite networks in the MSS in the Earth-to-space direction;
- d) that the requirements for feeder links (Earth-to-space) of non-GSO satellite systems in the MSS need to be accommodated in this band;
- e) that emissions from stations in the aeronautical radionavigation service can cause unacceptable interference to satellites;
- f) that administrations operating stations in the aeronautical radionavigation service are urged to limit the average e.i.r.p. to 42 dBW in order to limit interference to non-GSO satellites; this value is subject to review and study by the ITU-R (see RR No. S5.511C);
- g) that coordination of emissions from aeronautical radionavigation stations with feeder-link space stations is not considered practical;
- h) that emissions from feeder-link earth stations propagated along the Earth's surface can cause harmful interference to aeronautical radionavigation stations;
- j) that certain limitations have been placed on the fixed-satellite service for the protection of the aeronautical radionavigation service in accordance with RR No. S5.511C;
- k) that there is fairly extensive use of this band by the aeronautical radionavigation service for airborne, land and ocean based stations;
- l) that aircraft stations are not permitted to transmit in the band 15.45-16.45 GHz in accordance with RR No. S5.511B;
- m) that the technical and operational characteristics of the aeronautical radionavigation stations are reasonably well known;
- n) that the technical and operational characteristics of feeder links are not well defined;
- o) that methods are needed to determine the coordination and separation distances required between feeder-link earth stations and aeronautical radionavigation stations in order to protect the aeronautical radionavigation stations;
- p) that studies have been made with respect to the preceding *considerings*,

* This Recommendation should be drawn to the attention of Radiocommunication Study Group 8.

recommends

- 1 that feeder links for the MSS should be limited to the band 15.43-15.63 GHz (see Note 1);
- 2 that the emissions expressed as effective e.i.r.p. (E_{eff}) from aeronautical radionavigation stations should not exceed the following:

- 2.1 for aircraft landing systems and for feeder-link bandwidths greater than 3 MHz:

$$E_{eff} = \begin{cases} 53 & \text{dBW} & \text{for } 0 \leq \varphi < 8 \\ 53 - 0.833(\varphi - 8) & \text{dBW} & \text{for } 8 \leq \varphi < 14 \\ 48 & \text{dBW} & \text{for } 14 \leq \varphi < 32 \\ 48 - 9(\varphi - 32) & \text{dBW} & \text{for } 32 \leq \varphi < 34 \\ 30 & \text{dBW} & \text{for } 34 \leq \varphi < 40 \\ 30 - 0.2(\varphi - 40) & \text{dBW} & \text{for } 40 \leq \varphi \leq 90 \end{cases}$$

- 2.2 for general purpose aircraft radars and for feeder-link bandwidths greater than 1 MHz:

$$E_{eff} = \begin{cases} 62 & \text{dBW} & \text{for } 0 \leq \varphi < 20 \\ 62 - 0.56(\varphi - 20)^2 & \text{dBW} & \text{for } 20 \leq \varphi < 25 \\ 48 & \text{dBW} & \text{for } 25 \leq \varphi < 29 \\ 71.86 - 25 \log(\varphi - 20) & \text{dBW} & \text{for } 29 \leq \varphi < 68 \\ 29.8 & \text{dBW} & \text{for } 68 \leq \varphi \leq 90 \end{cases}$$

where:

$$E_{eff} = E_p - 15 \log(1 + 5/PW) \quad \text{dBW}$$

E_{eff} : e.i.r.p. which causes the same level of interference to a phase modulated signal as a continuous noise like interferer

E_p : peak pulse e.i.r.p. (dBW) of the aeronautical radionavigation station

PW : pulse duration (μ s) of the aeronautical radionavigation station

φ : angle of elevation (degrees) above the local horizontal plane;

- 3 that feeder links in the Earth-to-space direction should be designed to operate in the interference environment defined in *recommends* 2;

- 4 that with *recommends* 2 and 3 coordination of emissions from aeronautical radionavigation stations with satellite receiving stations is not required;

- 5 that the e.i.r.p. transmitted toward the local horizontal plane by a feeder-link earth station should not exceed 54 dB(W/MHz) (see Note 2);

- 6 that surface based radars as described in Annex 1 should not operate in the 15.43-15.63 GHz band;

- 7 that the coordination distances required to protect the aeronautical radionavigation stations from harmful interference from feeder-link earth station emissions are:

- 515 km from the aircraft landing surface for aircraft landing systems (ALS);
- 600 km from aircraft using general purpose radars (MPR);
- 270 km from the aircraft landing for radar sensing and measurement systems;

- 8 that additional information is contained in Annexes 1, 2 and 3.

NOTE 1 – The frequency band given in *recommends* 1 is slightly different to that allocated by the WRC-95. This difference is recommended to facilitate sharing between the non-GSO MSS feeder links and the aeronautical radionavigation service. *Recommends* 1 will be reviewed at a later date in accordance with the outcome of a future WRC.

NOTE 2 – Additional design and operational constraints may be placed on MSS Earth-to-space feeder links in order to take into account the threshold levels for the radio astronomy service given in Recommendation ITU-R RA.769.

ANNEX 1

Aeronautical radionavigation systems in the 15.4-15.7 GHz band**1 Surface based radars (SBR)**

The land and ship based SBR are used for the detection, location and movement of aircraft and other vehicles on the surface of airports and other aircraft landing areas.

1.1 Antenna patterns

- Nominal 3 dB beamwidth: $<3.5^\circ$ vertical, inverted
cosecant to -31°
 0.35° horizontal
- Frequency range: 15.65-16.7 GHz
- Polarization: circular
- Typical gain: 43 dBi
- Maximum side-lobe level: 25 dB below peak gain
- Maximum back-lobe level: 35 dB below peak gain
- Vertical tilt range: $\pm 1.5^\circ$
- Maximum horizontal scan range: 360° .

1.1.1 Antenna elevation envelope pattern

Based on measured data and side-lobe level specifications and with the peak gain directed at $+1.5^\circ$, an elevation envelope gain pattern is defined as follows where φ is the elevation angle (degrees):

$$G(\varphi) = \begin{cases} 43 & \text{dBi} & \text{for } 0 \leq \varphi < 4 \\ 43 - 5(\varphi - 4) & \text{dBi} & \text{for } 4 \leq \varphi < 9 \\ 18 & \text{dBi} & \text{for } 9 \leq \varphi < 16 \\ 43.2 - 21 \log \varphi & \text{dBi} & \text{for } 16 \leq \varphi < 48 \\ 8 & \text{dBi} & \text{for } 48 \leq \varphi \leq 90 \end{cases}$$

1.1.2 Antenna azimuth envelope pattern

Based on measured data and side-lobe level specifications, the azimuth gain pattern is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 43 - 110 \varphi^2 & \text{dBi} & \text{for } 0 \leq \varphi < 0.4767 \\ 18 & \text{dBi} & \text{for } 4.4767 \leq \varphi < 0.72 \\ 17.07 - 6.5 \log \varphi & \text{dBi} & \text{for } 0.72 \leq \varphi < 48 \\ 8 & \text{dBi} & \text{for } 48 \leq \varphi \leq 180 \end{cases}$$

1.2 Other characteristics**1.2.1 Transmitting**

- Peak e.i.r.p.: 86 dBW
- Pulse repetition frequency: 8 192 Hz
- Pulse duration: 0.04 μ s
- Pulse 3.5 dB bandwidth: 25 MHz.

1.2.2 Receiving

- Typical antenna gain: 43 dBi
- Typical noise figure: 6.2-6.9 dB.

2 Aircraft landing systems (ALS)

These ALS are general purpose systems and are used on ships, as portable or permanent land based systems and for shuttle landings. The microwave scanning beam landing system (MSBLS) is one such system. Some of the characteristics vary with the particular applications.

2.1 Surface based station antenna patterns

The antenna patterns are similar for all applications including the MSBLS. The scanning ranges vary with application. The scanning ranges given below cover all applications.

The antenna complement of the ALS consists of an elevation antenna and an azimuth antenna.

The elevation antenna portion of the ALS is used to transmit vertical angle data to the aircraft.

- nominal 3 dB beamwidths: 1.3° vertical
40° horizontal
- frequency range: 15.4-15.7 GHz
- polarization: horizontal and vertical
- typical gain: 28 dBi
- maximum side-lobe level: 17 dB below peak gain in both planes
- maximum vertical scan range: 0 to 30°.

The azimuth antenna portion of the ALS is used to transmit azimuth information to the aircraft.

- nominal 3 dB beamwidths: 2.0° horizontal
6.5° vertical
- the vertical pattern is spoiled to achieve at least a 20 dBi gain at 20° above the horizon
- frequency range: 15.4-15.7 GHz
- polarization: horizontal and vertical
- typical gain: 33 dBi
- maximum side-lobe level: 17 dB below peak gain in both planes
- maximum horizontal scan range: $\pm 35^\circ$.

2.1.1 Combined antenna elevation envelope pattern

A combined vertical envelope gain pattern based on measured data is defined as follows where φ is the elevation angle (degrees):

$$G(\varphi) = \begin{cases} 33 & \text{dBi} & \text{for } 0 \leq \varphi < 8 \\ 33 - 0.833 (\varphi - 8) & \text{dBi} & \text{for } 8 \leq \varphi < 14 \\ 28 & \text{dBi} & \text{for } 14 \leq \varphi < 32 \\ 28 - 9 (\varphi - 32) & \text{dBi} & \text{for } 32 \leq \varphi < 34 \\ 10 & \text{dBi} & \text{for } 34 \leq \varphi < 40 \\ 10 - 0.2 (\varphi - 40) & \text{dBi} & \text{for } 40 \leq \varphi \leq 90 \end{cases}$$

2.1.2 Azimuth antenna patterns

The azimuth envelope pattern of the elevation antenna is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 28 - 0.0062 \varphi^2 & \text{dBi} & \text{for } 0 \leq \varphi < 70 \\ -2.37 & \text{dBi} & \text{for } 70 \leq \varphi \leq 180 \end{cases}$$

The azimuth envelope pattern of the azimuth antenna is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 33 - 2\varphi^2 & \text{dBi} & \text{for } 0 \leq \varphi < 3 \\ 15 & \text{dBi} & \text{for } 3 \leq \varphi < 5 \\ 32.5 - 25 \log \varphi & \text{dBi} & \text{for } 5 \leq \varphi < 48 \\ -9.53 & \text{dBi} & \text{for } 48 \leq \varphi \leq 180 \end{cases}$$

2.2 Other characteristics

2.2.1 Transmitting

- Peak e.i.r.p.: 71 dBW
- Pulse repetition frequency: 3 334 Hz
- Pulse duration: 0.333 μ s
- Pulse 3.5 dB bandwidth: 3 MHz.

2.2.2 Receiving

- Typical antenna gain: 8 dBi
- Typical noise figure: 8 dB.

3 Aircraft multipurpose radars (MPR)

The aircraft MPR is a radionavigation, radiolocation and weather radar.

3.1 Antenna patterns

The antenna is a parabola of approximately 0.3 metre diameter which is scanned vertically and horizontally with respect to the heading and attitude of the aircraft:

- nominal 3 dB beamwidth: 4.5°
- frequency range: 15.4-15.7 GHz
- polarization: vertical
- typical gain: 30 dBi
- maximum horizontal scan range: $\pm 45^\circ$
- maximum vertical scan range: $\pm 20^\circ$.

The envelope pattern of the antenna is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 30 & \text{dBi} & \text{for } 0 \leq \varphi < 20 \\ 30 - 0.56(\varphi - 20)^2 & \text{dBi} & \text{for } 20 \leq \varphi < 25 \\ 16 & \text{dBi} & \text{for } 25 \leq \varphi < 29 \\ 39.86 - 25 \log(\varphi - 20) & \text{dBi} & \text{for } 29 \leq \varphi < 68 \\ -2.17 & \text{dBi} & \text{for } 68 \leq \varphi \leq 180 \end{cases}$$

3.2 Other characteristics

3.2.1 Transmitting

- Peak e.i.r.p.: 70 dBW
- Pulse repetition frequency: 800 Hz
- Pulse duration: 2 μ s
- Pulse 3.5 dB bandwidth: 0.5 MHz.

3.2.2 Receiving

- Typical antenna gain: 30 dBi
- Typical noise figure: 8 dB.

4 Radar sensing and measurement system (RSMS)

Measurement techniques using radar technology at 15 GHz are particularly suited to smaller aircraft, including helicopters, offering the benefits of compact, light, equipment with good antenna directivity and more than adequate performance for many operational radionavigation applications which are not practicable at lower frequencies due to propagation or other reasons. For use in a height measurement mode this higher frequency band confers system design benefits, such as lower cross coupling and absence of triangulation effects, which are particularly important for accurate measurement at very low (metric) separations. For some operational applications they present the only viable technical solution.

Systems using these techniques are widely used in certain parts of the world where they make an important contribution to the safety of aircraft operation. Measurement of height and ground clearance is one of the most critical parameters in the operation of aircraft when used to assist the final stages in a landing. High accuracy and interference free operation are vital to success and the enhancement of safety.

RSMS are essentially used in low level operations up to a nominal height of around 1 500 m. An antenna mounting which transmits and receives vertically downwards would be used in the great majority of applications. Power reduction proportional to height above terrain is employed to reduce scatter and other undesirable effects.

4.1 RSMS characteristics

4.1.1 Transmitter

- Frequency range: 15.63-15.65 GHz
- Peak power: 30 dBmW
- Antenna gain: 13 dBi, back lobes < 5 dBi
- PRF (pulse repetition frequency): 58 kHz
- Pulse length (max.): 500 ns
- Duty cycle (max.): 3%
- Pulse 3.5 dB bandwidth: 2 MHz.

4.1.2 Receiver

- Antenna gain: 13 dBi, back lobes < 5 dBi
- Noise figure: 6 dB.

ANNEX 2

Emission criteria for the aeronautical radionavigation service and sharing feasibility with feed links for the MSS (Earth-to-space) in the 15.4-15.7 GHz band

1 Introduction

A basic method for protecting non-GSO satellites from unacceptable interference is to establish maximum limits on the e.i.r.p. from aeronautical radionavigation stations and minimum e.i.r.p. limits on the emissions from the feeder-link earth stations.

Alternatively, only maximum e.i.r.p. limits on the aeronautical radionavigation stations can be established which define the interference environment in which the feeder links must be able to operate. This alternative appears more attractive

in that it is simpler and allows maximum freedom for the design and operation of feeder links. This approach is addressed in the following sections.

Either of these methods is an effective way to eliminate the need for coordination. Coordination is not practical for this case.

2 Characteristics of aeronautical radionavigation systems

Several systems are identified that operate in this band. These include surface based radars (SBR) used on land and ships for the detection, location and movement of aircraft and other vehicles on aircraft landing areas, ALS, MPR and RSMS. The antenna patterns of these systems is an important element in determining the e.i.r.p. as a function of elevation angle. Antenna envelope gain patterns and other pertinent characteristics are given in Annex 1.

3 Analyses

3.1 Pulsed interference into digital carriers

Task Group 4/4 studied the interference from radars into digital carriers. Measurements were made over a wide range of pulse repetition frequencies (PRF), (1-100 kHz) and duty cycles, d , (0.01%-100%) for radar and data rates from 2 MBit/s to 45 MBit/s for 3/4 rate forward error correction (FEC) coded QPSK digital carriers operating at a bit error rate (BER) of 1×10^{-6} . An empirical equation was developed from the measurement data which can be used to relate the peak pulsed radar e.i.r.p., E_p , to an effective e.i.r.p., E_{eff} , i.e., an e.i.r.p. which would cause the same level of interference (see Recommendation ITU-R S.1068). The actual average e.i.r.p., E_{ave} , is equal to the peak e.i.r.p. times the duty cycle. Under these conditions the empirical equation is:

$$E_{eff} = E_p - 15 \log (1 + 0.5(PRF/d)) \quad \text{dBW} \quad (1)$$

where PRF is in kHz and d is in per cent.

Since the pulse width, PW , is equal to (d/PRF) , equation (1) can be expressed as:

$$E_{eff} = E_p - 15 \log (1 + 5/PW) \quad \text{dBW} \quad (2)$$

where PW is in microseconds.

With a $[(\sin x)/x]^2$ power spectral density function the peak power density is approximately 3.5 dB greater than the power density averaged over a $2/PW$ bandwidth. The 3.5 dB bandwidth (BW) (MHz) is approximately $1/PW$. With this, the effective e.i.r.p. density E_{eff}/MHz , for feeder-link carrier bandwidths (BW) (MHz) that are less than $1/PW$ is:

$$E_{eff}/\text{MHz} = E_p - 10 \log (2/PW) + 3.5 - 15 \log (1 + 5/PW) \quad \text{dBW} \quad (3)$$

and for (BW) equal to or greater than $(1/PW)$ the (E_{eff}/MHz) averaged over (BW) is:

$$E_{eff}/\text{MHz} = E_p - 10 \log (2/PW) + 3.5 - 15 \log (1 + 5/PW) - 10 \log [(BW) (PW)] \quad \text{dBW} \quad (4)$$

3.2 Emission limits on aeronautical radionavigation stations

The SBRs can be accommodated in the band 15.63-15.7 GHz. By shifting the 15.45-15.65 GHz band to 15.43-15.63 GHz, interference to feeder links in the Earth-to-space direction does not need to be considered.

The dominant area of operation of the MPR is over the ocean which in most cases will be beyond the coordination distance of feeder-link earth stations, and thus would not require coordination with feeder-link earth stations. Therefore, the operation of the MPR in the 15.4-15.7 GHz band would be permitted even though geographical constraints would apply (see Annex 3). The RSMS currently operates in the 15.4-15.7 GHz band and geographical constraints may also apply.

The parameter values for equations (2), (3) and (4) for the ALS, MPR and RSMS aeronautical radionavigation systems are given in Annex 1 along with the antenna envelope gain functions. With this information the values of E_{eff} can be computed as a function of the elevation angle. The peak e.i.r.p. and PW are limited by equations (2), (3) and (4). The elevation angle, φ , is in degrees.

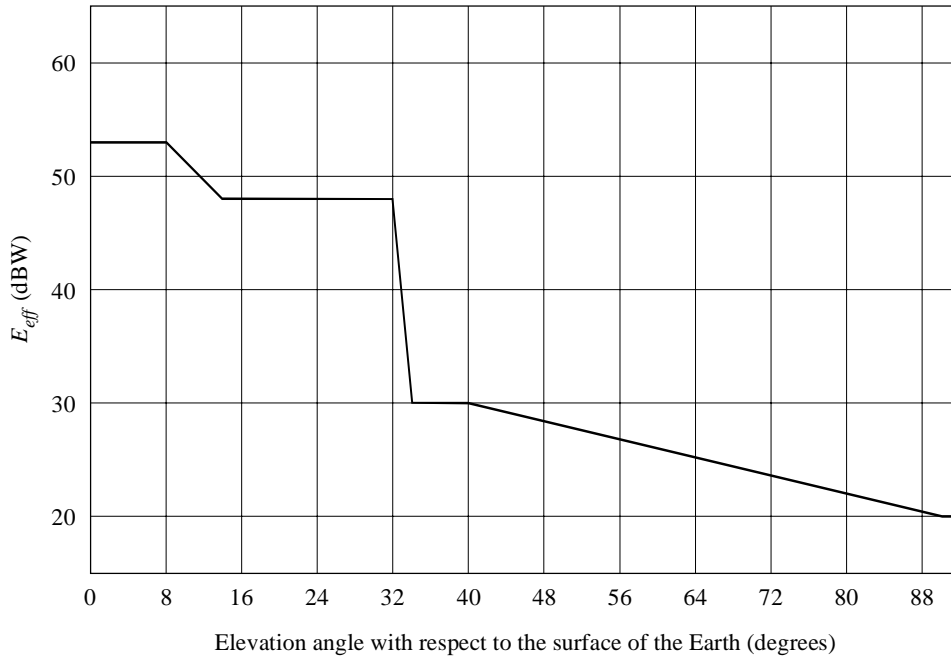
3.2.1 ALS E_{eff} limits

For feeder-link carrier bandwidths greater than 3 MHz:

$$E_{eff} = \begin{cases} 53 & \text{dBW} & \text{for } 0 \leq \varphi < 8 \\ 53 - 0.833(\varphi - 8) & \text{dBW} & \text{for } 8 \leq \varphi < 14 \\ 48 & \text{dBW} & \text{for } 14 \leq \varphi < 32 \\ 48 - 9(\varphi - 32) & \text{dBW} & \text{for } 32 \leq \varphi < 34 \\ 30 & \text{dBW} & \text{for } 34 \leq \varphi < 40 \\ 30 - 0.2(\varphi - 40) & \text{dBW} & \text{for } 40 \leq \varphi \leq 90 \end{cases}$$

This function is shown in Fig. 1.

FIGURE 1
ALS effective e.i.r.p., E_{eff} , limits



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3.2.2 MPR E_{eff} limits

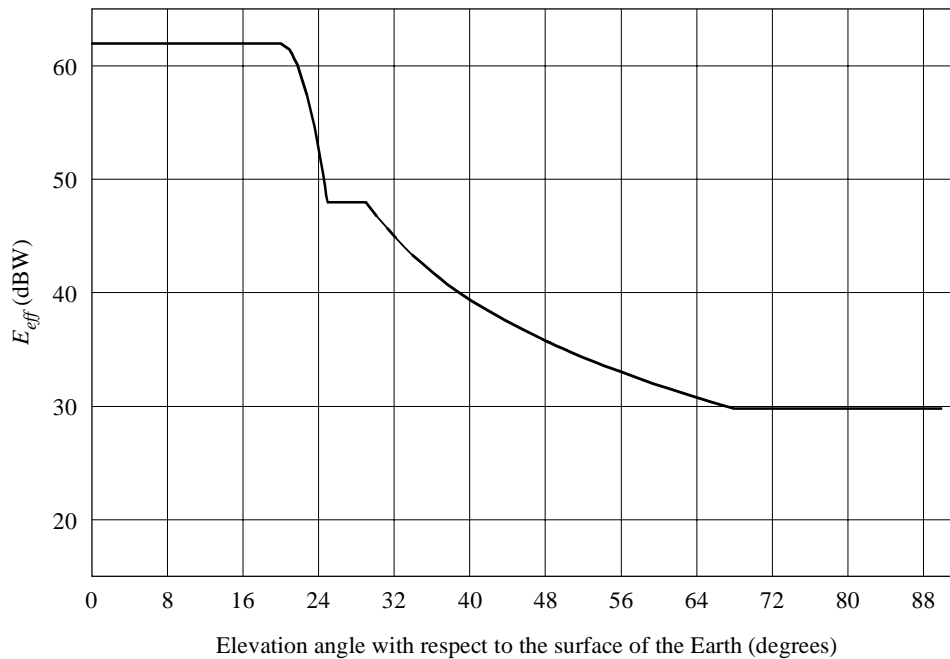
For feeder-link carrier bandwidths greater than 1 MHz:

$$E_{eff} = \begin{cases} 62 & \text{dBW} & \text{for } 0 \leq \varphi < 20 \\ 62 - 0.56(\varphi - 20)^2 & \text{dBW} & \text{for } 20 \leq \varphi < 25 \\ 48 & \text{dBW} & \text{for } 25 \leq \varphi < 29 \\ 71.86 - 25 \log(\varphi - 20) & \text{dBW} & \text{for } 29 \leq \varphi < 68 \\ 29.8 & \text{dBW} & \text{for } 68 \leq \varphi \leq 90 \end{cases}$$

This function is shown in Fig. 2.

The E_{eff} for the RSMS for elevation angles above 0° is -13.1 dBW.

FIGURE 2
MPR effective e.i.r.p., E_{eff} , limits



1340-02

3.3 Impact on feeder link up path e.i.r.p.

Protection from up-path interference due to aeronautical radionavigation stations can be achieved by providing adequate up-path e.i.r.p. from the earth station.

For the case of interference to a rate 3/4 FEC QPSK carrier, the carrier-to-interference, C/I , ratio for a 1×10^{-6} BER was about 9 dB for the measurements described in Section 3.1. This C/I is for the condition where interference from other sources is not significant. Since the percentage of time that a radionavigation station is operating and the -3 dB contour of its antenna is in conjunction with a satellite is very low, it is assumed that a C/I of 9 dB can be tolerated for this small percentage of time. For an uncoded QPSK carrier the C/I is about 12 dB.

The up-path e.i.r.p. required to overcome these interference envelopes as a function of the feeder-link carrier bandwidth can be computed by assuming that only one entry of one type will occur at any one time. In general, e.i.r.p. values in the 60 to 70 dBW range may be required.

4 Summary

- The effective e.i.r.p. limits given in § 3.2 are consistent with the operation of currently existing aeronautical radionavigation systems.
- Specifying the maximum interference environment which must be accepted by MSS feeder links allows the feeder-link designers and operators maximum flexibility to meet their service requirements and eliminates any need to specify orbit altitudes, satellite antenna pattern etc., which may be involved in specifying minimum e.i.r.p.s.
- The minimum feeder-link earth station e.i.r.p.s required to operate in the maximum interference environment given in § 3.3 in the Earth-to-space direction are readily achievable.

Coordination distances between feeder-link earth stations in the MSS operating in the earth-to-space direction and stations in the aeronautical radionavigation service in the band 15.4-15.7 GHz

1 Aeronautical radionavigation system characteristics

Several systems are identified that operate in this band. These include aircraft landing systems (ALS) and airborne multipurpose radars (MPR). The characteristics and analyses necessary to determine coordination distances are given in the following section.

2 Coordination distances

2.1 Analyses

The coordination distance, D_c , necessary to ensure protection against interference from feeder-link earth stations in the MSS into stations operating in the aeronautical radionavigation service is computed as shown in the following paragraphs.

$$D_c = D_{fsl} + D_{oth} + D_{as} \quad \text{km} \quad (5)$$

where:

D_{fsl} : total radio line-of-sight distance (km)

D_{oth} : over-the-horizon distance corresponding to the necessary over the horizon loss (km)

D_{as} : distance from aircraft to landing surface (km) (applies to ALS and RSMS)

$$D_{fsl} = (2r h_1)^{0.5} + (2r h_2)^{0.5} \quad \text{km} \quad (6)$$

where:

r : radius of the Earth taken as 4/3 geometric to account for atmospheric refraction (8 500 km)

h_1 : ARNS station height (km)

h_2 : feeder-link earth station height (km)

$$L_{oth} = E_{esd} + 168.6 - L_{fsl} + G/T - I/N \quad \text{dB} \quad (7)$$

where:

L_{oth} : over-the-horizon propagation loss added to L_{fsl} (dB) (this function is shown in below and in Fig. 1 which is derived from the 5% functions for 15 GHz in Recommendation ITU-R P.528; i.e. loss exceeded 95% of the time)

E_{esd} : maximum e.i.r.p. density of the feeder-link earth station toward the horizon (This is taken as 54 dB(W/MHz))

L_{fsl} : free space loss computed for D_{fsl} (dB)

G/T : gain/noise temperature of the ARNS station (dB)

I/N : acceptable interference/noise of the ARNS station (dB).

The values of L_{oth} as a function of D_{oth} are as indicated in Table 1.

TABLE 1

D_{oth} (km)	L_{oth} (dB)	D_{oth} (km)	L_{oth} (dB)	D_{oth} (km)	L_{oth} (dB)
0	0	175	78	350	104
25	24	200	82	375	107
50	45	225	86	400	110
75	57	250	90	425	113
100	64	275	94	450	116
125	69	300	98	475	118
150	74	325	101	500	120

Values of D_{oth} for values of L_{oth} between those given may be extrapolated by:

$$D_{oth} = D_{ith} + 25[(L_{oth} - L_{ith})/(L_{jth} - L_{ith})] \quad \text{km} \quad (8)$$

where:

L_{ith} : next lower value of L_{oth} in Table 1, from L_{oth} determined by equation (7)

L_{jth} : next higher value of L_{oth} in Table 1, from L_{oth} determined by equation (7).

2.2 Computed coordination distances

Given the equations and computation methods plus some parameter values in § 2.1 and the other necessary parameter values, coordination values are computed as indicated in Table 2:

TABLE 2

Parameter	ALS	MPR	RSMS
h_1 (km)	7.6	15	1.5
h_2 (km)	0.01	0.01	0.01
D_{fsl} (km)	372	518	172.7
D_{as} (km)	100	0	40
L_{fsl} (dB)	167.7	170.6	160.9
G/T (dB)	-22.7	-2.0	-24.4
I/N (dB)	-10	-10	-10
L_{oth} (dB)	42.2	60	47.3
D_{oth} (km)	46.7	85.7	54.8
D_c (km)	518.7	603.7	267.5

A coordination distance of 600 km can be used for the MPR. The dominant mode of operation of the MPR is over ocean areas, which in most cases will be beyond 600 km of feeder-link earth stations and this would not require coordination. If feeder-link earth stations were located inland the areas of operation over the ocean would be enhanced.

2.3 Reduction of earth station limits

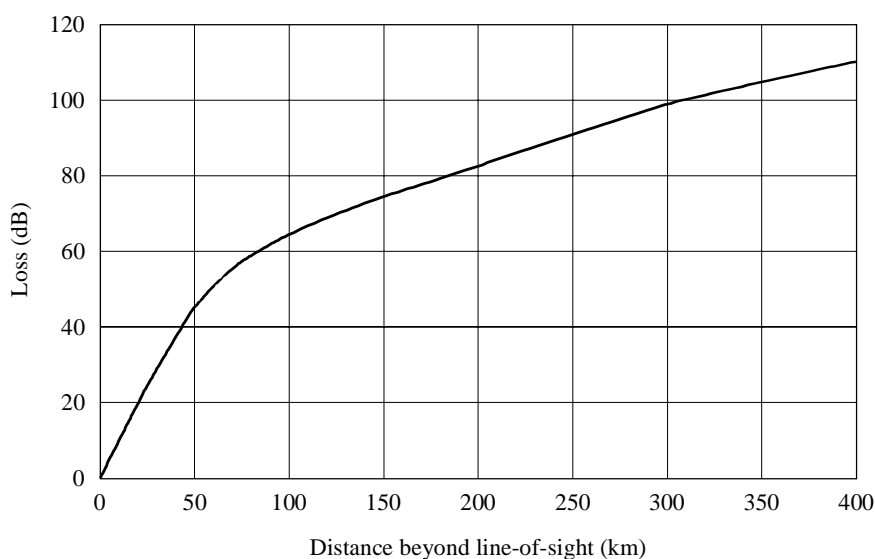
Reducing the maximum e.i.r.p. density limit toward the horizon of the feeder-link earth station should reduce the coordination distance. Using the function in Fig. 3, coordination distances versus E_{esd} are as indicated in Table 3:

TABLE 3

E_{esd} (dB(W/MHz))	ALS (km)	MPR (km)	RSMS (km)
54	519	604	268
44	507	573	254
34	495	561	242
24	485	549	231

It is evident that the coordination distance for the ALS, MPR and RSMS where the distance is largely line-of-sight is not very sensitive to the e.i.r.p. density radiated toward the horizon.

FIGURE 3
Loss added to free space loss at line-of-sight



1340-03

3 Summary

- The maximum emissions from a feeder-link earth station in the local horizontal plane should be limited to 54 dB(W/MHz).
- With this limit a coordination threshold distance of about 515 km is needed to protect ALS stations operating in the aeronautical radionavigation service from unacceptable interference from feeder-link earth station emissions. The distance is about 600 km for the MPR and 270 km for the RSMS.

- The coordination threshold distance for the ALS, MPR and RSMS are not significantly reduced by reducing the maximum allowable emissions from feeder-link earth stations.

The method above can be used in conjunction with other mitigation techniques to minimize the separation distances during coordination.

4 Mitigation factors for reducing the separation distance within the coordination distance

The following considerations should be taken into account where it is necessary for a feeder-link earth station operating in the Earth-to-space direction to be located within the coordination distance:

- Typically, feeder-link earth stations will have antenna beamwidths of less than 1° and operate at elevation angles of more than 5° . This will reduce the e.i.r.p. towards the aeronautical radionavigation station and thus reduce the separation distance.
 - If the horizontal scan limits of the ALS aircraft landing system do not include the azimuth toward the feeder-link earth station, the air space for the aircraft landing system is not in line with the feeder-link earth station which potentially could reduce the separation distance by up to 100 km.
 - Use of an earth mound specifically constructed around the feeder-link earth station antenna(s) to provide additional isolation toward the aeronautical radionavigation station.
 - The geographical location of the feeder-link earth station can be considered to take advantage of natural terrain blocking which will increase the propagation path loss.
 - Any aircraft antenna discrimination that would exist when the aircraft is in the air space of the aircraft landing system and is using the landing system.
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RECOMMENDATION ITU-R S.1341*

**SHARING BETWEEN FEEDER LINKS FOR THE MOBILE-SATELLITE SERVICE AND
THE AERONAUTICAL RADIONAVIGATION SERVICE IN THE SPACE-TO-EARTH
DIRECTION IN THE BAND 15.4-15.7 GHz AND THE PROTECTION OF
THE RADIO ASTRONOMY SERVICE IN THE BAND 15.35-15.4 GHz**

(Question ITU-R 242/4)

(1997)

The ITU Radiocommunication Assembly,

considering

- a) that Resolution 116 (WRC-95) of the World Radiocommunication Conference (Geneva, 1995) calls for studies by the ITU-R of the sharing situation between feeder links (space-to-Earth) for the mobile-satellite service (MSS) and the aeronautical radionavigation service in the band 15.4-15.7 GHz;
- b) that the band 15.4-15.7 GHz is allocated to the aeronautical radionavigation service on a primary basis and that No. 953 (S4.10) of the Radio Regulations (RR) applies;
- c) that the WRC-95 has added an allocation to the fixed-satellite service in this band for feeder links of non-geostationary (non-GSO) networks in the MSS in the space-to-Earth direction;
- d) that the requirements for feeder links (space-to-Earth) of non-GSO satellite systems need to be accommodated in this band;
- e) that emissions from satellites can cause harmful interference to stations in the aeronautical radionavigation service;
- f) that power flux-density (pfd) limitations have been placed on the emissions from non-geostationary space stations to protect the aeronautical radionavigation service in accordance with No. S5.511A of the RR, which are subject to review by the ITU-R;
- g) that the coordination of satellite emissions with aeronautical radionavigation stations is not considered practical;
- h) that emissions from aeronautical radionavigation stations propagated along the Earth's surface can cause unacceptable interference to feeder-link earth stations;
- j) that methods are needed to determine the coordination and separation distances required between feeder-link earth stations and aeronautical radionavigation stations in order to protect the feeder-link earth stations;
- k) that aircraft stations are not permitted to transmit in the band 15.45-15.65 GHz in accordance with No. S5.511B of the RR;
- l) that there is fairly extensive use of this band by the aeronautical radionavigation service for airborne, land and ocean based stations;
- m) that the technical and operational characteristics of the aeronautical radionavigation stations are reasonable well defined;
- n) that the technical and operational characteristics of feeder links are not well defined;
- o) that satellite systems in this frequency range usually do not operate with low earth station antenna elevation angles;
- p) that studies have been made with respect to § o;

* This Recommendation should be brought to the attention of Radiocommunication Study Groups 7 and 8.

- q) that the adjacent band 15.35-15.4 GHz is allocated to the radio astronomy service and other passive services and that protection from harmful interference due to emissions from space stations is needed (see No. S5.511A of the RR);
- r) that all emissions are prohibited in the band 15.35-15.4 GHz in accordance with No. S5.340 except those provided for in No. S5.341;
- s) that Recommendation ITU-R RA.769 provides threshold levels of detrimental interference for the radio astronomy service,

recommends

- 1 that feeder links for the MSS should be limited to the band 15.43-15.63 GHz (Note 1);
- 2 that provisionally the pfd at the Earth's surface produced by emissions from the feeder links of a space system of non-GSO satellites for all conditions and for all methods of modulation should not exceed the values given in 2.1 under the condition given in § 2.2 (Note 2);
- 2.1 in the frequency band 15.43-15.63 GHz, where φ is the angle of arrival (degrees) above the local horizontal plane:

- 127	dB(W/m ²) in 1 MHz	for	$0 \leq \varphi < 20$
$- 127 + 0.56(\varphi - 20)^2$	dB(W/m ²) in 1 MHz	for	$20 \leq \varphi < 25$
- 113	dB(W/m ²) in 1 MHz	for	$25 \leq \varphi < 29$
$- 136.9 + 25 \log(\varphi - 20)$	dB(W/m ²) in 1 MHz	for	$29 \leq \varphi < 31$
- 111	dB(W/m ²) in 1 MHz	for	$31 \leq \varphi \leq 90$

- 2.2 that these limits relate to the pfd which would be obtained under assumed free-space propagation conditions;
- 3 that with the pfd limits given in *recommends* 2 coordination of satellite emissions with receiving stations in the aeronautical radionavigation service is not required;
- 4 that surface based radars as described in Annex 1 should not operate in the band 15.43-15.63 GHz;
- 5 that the threshold distance for the coordination of emissions from stations in the aeronautical radionavigation service with respect to feeder-link earth stations for the MSS based on an earth station antenna gain in the local horizontal plane of 11.5 dBi are:
- 150 km from the ground segment for aircraft landing system (ALS);
 - 600 km from aircraft using general purpose radars;
 - 60 km from the aircraft landing surface for radar sensing and measurement systems;
- 6 that feeder-link earth stations should limit their operation to angles above the local horizontal plane of at least 5°;
- 7 that emissions from the feeder links of a space system of non-GSO satellites for all conditions and all methods of modulation should take into account the threshold levels for the radio astronomy service given in Recommendation ITU-R RA.769 for the band 15.35-15.4 GHz (see Note 3);
- 8 that additional information is contained in Annexes 1, 2, and 3.

NOTE 1 – The bandwidth given in *recommends* 1 is smaller than that allocated by WRC-95 for non-GSO MSS feeder links. This difference is recommended to facilitate sharing between the non-GSO MSS feeder links and the aeronautical radionavigation service. *Recommends* 1 will be reviewed at a later date in accordance with the outcome of a future WRC.

NOTE 2 – The feasibility to design and operate feeder links in the space-to-Earth direction with the provisional pfd limits given in *recommends* 2.1 has not yet been studied. Further, the provisional pfd values given in *recommends* 2.1 should be reviewed to ensure protection to the ARNS.

NOTE 3 – Additional design and operational constraints may be placed on MSS space-to-Earth feeder links in order to take into account the threshold levels for the radio astronomy service given in ITU-R RA.769 per *recommends* 7.

ANNEX 1

Aeronautical radionavigation systems in the 15.4-15.7 GHz band**1 Surface based radars (SBR)**

The land and ship based SBR are used for the detection, location, and movement of aircraft and other vehicles on the surface of airports and other aircraft landing areas.

1.1 Antenna patterns

- Nominal 3 dB beamwidth: $<3.5^\circ$ vertical, inverted cosecant to -31°
 0.35° horizontal;
- Frequency range: 15.65-16.7 GHz;
- Polarization: circular;
- Typical gain: 43 dBi;
- Maximum side-lobe level: 25 dB below peak gain;
- Maximum back-lobe level: 35 dB below peak gain;
- Vertical tilt range: $\pm 1.5^\circ$;
- Maximum horizontal scan range: 360°

1.1.1 Antenna elevation envelope pattern

Based on measured data and side-lobe level specifications and with the peak gain directed at $+1.5^\circ$, an elevation envelope gain pattern is defined as follows where φ is the elevation angle (degrees):

$$G(\varphi) = \begin{cases} 43 & \text{dBi} & \text{for} & 0 \leq \varphi < 4 \\ 43 - 5(\varphi - 4) & \text{dBi} & \text{for} & 4 \leq \varphi < 9 \\ 18 & \text{dBi} & \text{for} & 9 \leq \varphi < 16 \\ 43.2 - 21 \log \varphi & \text{dBi} & \text{for} & 16 \leq \varphi < 48 \\ 8 & \text{dBi} & \text{for} & 48 \leq \varphi \leq 90 \end{cases}$$

1.1.2 Antenna azimuth envelope pattern

Based on measured data and side-lobe level specifications, the azimuth gain pattern is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 43 - 110 \varphi^2 & \text{dBi} & \text{for} & 0 \leq \varphi < 0.4767 \\ 18 & \text{dBi} & \text{for} & 0.4767 \leq \varphi < 0.72 \\ 17.07 - 6.5 \log \varphi & \text{dBi} & \text{for} & 0.72 \leq \varphi < 48 \\ 8 & \text{dBi} & \text{for} & 48 \leq \varphi \leq 180 \end{cases}$$

1.2 Other characteristics**1.2.1 Transmitting**

- Peak e.i.r.p.: 86 dBW
- Pulse repetition frequency: 8 192 Hz
- Pulse duration: 0.04 μ s
- Pulse 3.5 dB bandwidth: 25 MHz.

1.2.2 Receiving

- Typical antenna gain: 43 dBi
- Typical noise figure: 6.2-6.9 dB.

2 Aircraft landing systems (ALS)

These ALS are general purpose systems and are used on ships, as portable or permanent land based systems and for shuttle landings. The microwave scanning beam landing system (MSBLS) is one such system. Some of the characteristics vary with the particular applications.

2.1 Surface based station antenna patterns

The antenna patterns are similar for all applications including the MSBLS. The scanning ranges vary with application. The scanning ranges given below cover all applications.

The antenna complement of the ALS consists of an elevation antenna and an azimuth antenna.

The elevation antenna portion of the ALS is used to transmit vertical angle data to the aircraft.

- Nominal 3 dB beamwidths: 1.3° vertical
40° horizontal
- frequency range: 15.4-15.7 GHz
- polarization: horizontal and vertical
- typical gain: 28 dBi
- maximum side-lobe level: 17 dB below peak gain in both planes
- maximum vertical scan range: 0° to 30°.

The azimuth antenna portion of the ALS is used to transmit azimuth information to the aircraft:

- Nominal 3 dB beamwidths: 2.0° horizontal
6.5° vertical
- the vertical pattern is spoiled to achieve at least a 20 dBi gain at 20 degrees above the horizon
- frequency range: 15.4-15.7 GHz
- polarization: horizontal and vertical
- typical gain: 33 dBi
- maximum side-lobe level: 17 dB below peak gain in both planes
- maximum horizontal scan range: $\pm 35^\circ$.

2.1.1 Combined antenna elevation envelope pattern

A combined vertical envelope gain pattern based on measured data is defined as follows where φ is the elevation angle (degrees):

$$G(\varphi) = \begin{cases} 33 & \text{dBi} & \text{for} & 0 \leq \varphi < 8 \\ 33 - 0.833(\varphi - 8) & \text{dBi} & \text{for} & 8 \leq \varphi < 14 \\ 28 & \text{dBi} & \text{for} & 14 \leq \varphi < 32 \\ 28 - 9(\varphi - 32) & \text{dBi} & \text{for} & 32 \leq \varphi < 34 \\ 10 & \text{dBi} & \text{for} & 34 \leq \varphi < 40 \\ 10 - 0.2(\varphi - 40) & \text{dBi} & \text{for} & 40 \leq \varphi \leq 90 \end{cases}$$

2.1.2 Azimuth antenna patterns

The azimuth envelope pattern of the elevation antenna is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 28 - 0.0062 \varphi^2 & \text{dBi} & \text{for } 0 \leq \varphi < 70 \\ -2.37 & \text{dBi} & \text{for } 70 \leq \varphi \leq 180 \end{cases}$$

The azimuth envelope pattern of the azimuth antenna is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 33 - 2 \varphi^2 & \text{dBi} & \text{for } 0 \leq \varphi < 3 \\ 15 & \text{dBi} & \text{for } 3 \leq \varphi < 5 \\ 32.5 - 25 \log \varphi & \text{dBi} & \text{for } 5 \leq \varphi < 48 \\ -9.53 & \text{dBi} & \text{for } 48 \leq \varphi \leq 180 \end{cases}$$

2.2 Other characteristics

2.2.1 Transmitting

- Peak e.i.r.p.: 71 dBW
- Pulse repetition frequency: 3 334 Hz
- Pulse duration: 0.333 μ s
- Pulse 3.5 dB bandwidth: 3 MHz.

2.2.2 Receiving

- Typical antenna gain: 8 dBi
- Typical noise figure: 8 dB.

3 Aircraft multipurpose radars (MPR)

The aircraft MPR is a radionavigation, radiolocation and weather radar.

3.1 Antenna patterns

The antenna is a parabola of approximately 0.3 m diameter which is scanned vertically and horizontally with respect to the heading and attitude of the aircraft:

- nominal 3 dB beamwidth: 4.5°
- frequency range: 15.4-15.7 GHz
- polarization: vertical
- typical gain: 30 dBi
- maximum horizontal scan range $\pm 45^\circ$
- maximum vertical scan range $\pm 20^\circ$.

The envelope pattern of the antenna is defined as follows where φ is the relative azimuth angle (degrees):

$$G(\varphi) = \begin{cases} 30 & \text{dBi} & \text{for } 0 \leq \varphi < 20 \\ 30 - 0.56 (\varphi - 20)^2 & \text{dBi} & \text{for } 20 \leq \varphi < 25 \\ 16 & \text{dBi} & \text{for } 25 \leq \varphi < 29 \\ 39.86 - 25 \log (\varphi - 20) & \text{dBi} & \text{for } 29 \leq \varphi < 68 \\ -2.17 & \text{dBi} & \text{for } 68 \leq \varphi \leq 180 \end{cases}$$

3.2 Other characteristics

3.2.1 Transmitting

- Peak e.i.r.p.: 70 dBW
- Pulse repetition frequency: 800 Hz
- Pulse duration: 2 μ s
- Pulse 3.5 dB bandwidth: 0.5 MHz.

3.2.2 Receiving

- Typical antenna gain: 30 dBi
- Typical noise figure: 8 dB.

4 Radar sensing and measurement system (RSMS)

Measurement techniques using radar technology at 15 GHz are particularly suited to smaller aircraft, including helicopters, offering the benefits of compact, light, equipment with good antenna directivity and more than adequate performance for many operational radionavigation applications which are not practicable at lower frequencies due to propagation or other reasons. For use in a height measurement mode this higher frequency band confers system design benefits, such as lower cross coupling and absence of triangulation effects, which are particularly important for accurate measurement at very low (metric) separations. For some operational applications they present the only viable technical solution.

Systems using these techniques are widely used in certain parts of the world where they make an important contribution to the safety of aircraft operation. Measurement of height, and ground clearance, is one of the most critical parameters in the operation of aircraft when used to assist the final stages in a landing. High accuracy and interference free operation are vital to success and the enhancement of safety.

RSMS are essentially used in low level operations up to a nominal height of around 1 500 m. An antenna mounting which transmits and receives vertically downwards would be used in the great majority of applications. Power reduction proportional to height above terrain is employed to reduce scatter, and other undesirable effects.

4.1 RSMS characteristics

4.1.1 Transmitter

- Frequency range: 15.63-15.65 GHz
- Peak power: 30 dBmW
- Antenna gain: 13 dBi, back lobes <5 dBi
- PRF: 58 kHz
- Pulse length (max.): 500 ns
- Duty cycle (max.): 3%
- Pulse 3.5 dB bandwidth: 2 MHz.

4.1.2 Receiver

- Antenna gain: 13 dBi, back lobes < 5 dBi
- Noise figure: 6 dB.

ANNEX 2

Protection criteria for the aeronautical radionavigation service and sharing feasibility with feeder links for the MSS (space-to-Earth) in the 15.4-15.7 GHz band and protection of the radio astronomy service in the band 15.35-15.4 GHz (Surface based radars (SBR), used on land and ships for the detecting, location and movement of aircraft and other vehicles on aircraft landing areas)

1 Characteristics of aeronautical radionavigation systems

Several systems are identified that operate in this band. These include land and ship based surface detection radars (SBR), ALS, MPR, and RSMS. The antenna patterns of these systems are an important element in determining the pfd as a function of elevation angle. Antenna envelope gain patterns and the other pertinent characteristics are given in Annex 1.

2 Analyses

2.1 Worst case pfd limits

The general expression for the calculation of a pfd limit for this case is:

$$pfd \leq -217.6 + 10 \log B - 20 \log \lambda - G/T + I/N \quad \text{dB(W/m}^2\text{) in } B \quad (1)$$

where:

B : bandwidth (Hz)

λ : wave length (m)

G/T : antenna gain/noise temperature (dB)

I/N : allowable interference/noise (dB)

Since these systems operate in the ARNS and are considered as Safety Service systems, the protection requirements may be more severe than for other services. Assuming an I/N limit of -10 dB, the solution of equation (1) for the SBR parameters given in Annex 1 results in a pfd limit of -146 dB(W/m²) in 1 MHz. Solution of equation (1) for the systems parameters given in Annex 1 results in a pfd limit of -111 dB(W/m²) in 1 MHz for the ALS and RSMS, and -133 dB(W/m²) in 1 MHz for the MPR. These values are based on the maximum antenna gains for these systems.

The pfd limit of -146 dB(W/m²) in 1 MHz implies the use of very large earth station antennas (larger than 15 m diameter) which are not considered practical (see § 2.3). However, the SBRs can be accommodated in the 15.63-15.7 GHz band and this would remove this restriction in a feeder-link band of 15.43-15.63 GHz.

The dominant area of operation of the MPR is over the ocean which in most cases will be beyond the coordination distance of feeder-link earth stations, and thus would not require coordination with feeder-link earth stations. Therefore, the operation of the MPR in the 15.4-15.7 GHz band would be permitted even though geographical constraints would apply (see Annex 3).

The RSMS imposes no significant pfd restriction, but geographical constraints may apply.

A pfd limit of -133 dB(W/m²) in 1 MHz at low elevation angles of arrival may unduly constrain the implementation of MSS feeder-link earth stations. A pfd of -127 dB(W/m²) in 1 MHz results in earth station antenna diameters that are one-half those imposed by a pfd of -133 dB(W/m²) in 1 MHz. (See 2.3.) Since the MPR uses a narrow beam scanning

antenna, interference will occur for short periods of time when its main beam is directed at a satellite. Additionally, normal operation of the MPR need not be considered as a Safety Service. Thus an increase in system noise of up to 40 per cent could be tolerated for short periods of time, which results in a pfd limit of -127 dB(W/m²) in 1 MHz.

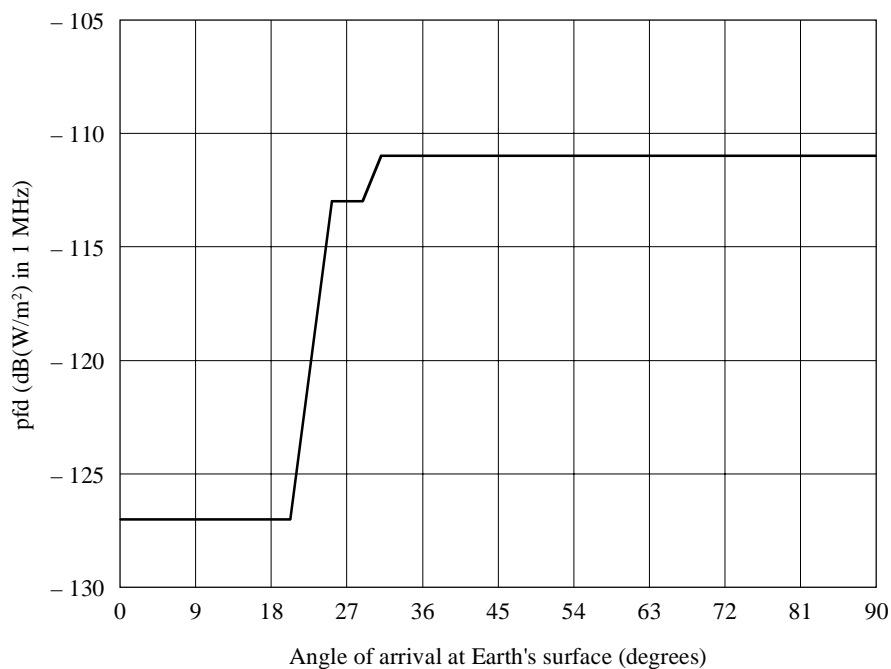
2.2 pfd limits versus angle of arrival

From 2.1 the ALS and MPR would operate in the 15.4-15.7 GHz band including the 15.43-15.63 GHz band shared with feeder links.

Combining the pfd values in 2.1 with the antenna gain functions given in Sections 2 and 3 of Annex 1 results in the pfd limits given below and shown in Fig. 1, where φ is in degrees, i.e.;

$$pfd \begin{cases} \leq -127 & \text{dB(W/m}^2\text{) in 1 MHz} & \text{for } 0 \leq \varphi < 20 \\ \leq -127 + 0.56(\varphi - 20)^2 & \text{dB(W/m}^2\text{) in 1 MHz} & \text{for } 20 \leq \varphi < 25 \\ \leq -113 & \text{dB(W/m}^2\text{) in 1 MHz} & \text{for } 25 \leq \varphi < 29 \\ \leq -136.9 + 25 \log(\varphi - 20) & \text{dB(W/m}^2\text{) in 1 MHz} & \text{for } 29 \leq \varphi < 31 \\ \leq -111 & \text{dB(W/m}^2\text{) in 1 MHz} & \text{for } 31 \leq \varphi \leq 90 \end{cases}$$

FIGURE 1
Maximum satellite pfd limits (ALS, MPR and RSMS)



1341-01

2.3 Impact on feeder-link parameters

Satellite emissions will always occur at low angles of arrival at the surface of the Earth. At low angles the pfd limit is $-127 \text{ dB(W/m}^2\text{)}$ in 1 MHz. The diameter of an earth station antenna, D , for a given pfd may be computed by:

$$D = \left[(C/N)_t (k T B / pfd) (4M / \pi \eta) \right]^{0.5} \quad \text{m} \quad (2)$$

where:

- $(C/N)_t$: threshold carrier-to-noise ratio
- k : Boltzman's constant
- T : receiving system noise temperature (K)
- B : bandwidth in (Hz) as used in pfd
- M : margin
- η : antenna aperture efficiency.

MSS feeder-link earth stations are typically designed to provide link availability of around 99.99%. For operation at elevation angles below 20° (depending on the rain climatic zone of operation) the rain fade margin requirement combined with the requirement to meet the $-127 \text{ dB(W/m}^2\text{)}$ in 1 MHz pfd limit may constrain the implementation of MSS feeder-link earth stations in the 15.43-15.63 GHz frequency band.

Assuming a $(C/N)_t$ of 12 dB, a value of T of 24 dB(K), a η of 0.6 and values of pfd of $-127 \text{ dB(W/m}^2\text{)}$ in 1 MHz, $-133 \text{ dB(W/m}^2\text{)}$ in 1 MHz, and $-146 \text{ dB(W/m}^2\text{)}$ in 1 MHz in equation (2) results in the following values of D :

TABLE 1

M (dB)	pfd		
	$-127 \text{ dB(W/m}^2\text{)}$ in 1 MHz	$-133 \text{ dB(W/m}^2\text{)}$ in 1 MHz	$-146 \text{ dB(W/m}^2\text{)}$ in 1 MHz
	D (m)	D (m)	D (m)
7	1.7	3.4	15
10	2.4	4.8	22
13	3.4	6.8	30.4
16	4.8	9.6	43
19	6.8	13.6	61
22	9.6	19.2	86
25	13.6	27.1	121
28	19.2	38.3	171

2.4 Interference from non-GSO satellites into radio astronomy receivers in the 15.35-15.4 GHz band

Recommendation ITU-R RA.769 provides threshold levels of detrimental interference for the primary radio astronomy service in the band 15.35-15.4 GHz. These levels are $-156 \text{ dB(W/m}^2\text{)}$ in 1 MHz and $-233 \text{ dB(W/m}^2\text{)}$ in 1 Hz at the surface of the Earth. Assuming that the per Hz value can be extrapolated to one MHz, this would be $-173 \text{ dB(W/m}^2\text{)}$ in 1 MHz. A value of $-127 \text{ dB(W/m}^2\text{)}$ in 1 MHz applies for angles of arrival up to about 20° , rising to $-111 \text{ dB(W/m}^2\text{)}$ in

1 MHz above about 30° in the 15.43-15.63 GHz band. This requires about 46 dB discrimination at 15.4 GHz rising to 62 dB above 30°. A value of 62 dB is achievable with a 6 pole (0.1 dB ripple) filter in 30 MHz with a 50 MHz passband. Operation of space-to-Earth links very near 15.4 GHz does not seem possible. However, if the 15.4-15.43 GHz band is not used by feeder links there would be a 30 MHz guard band in which band pass filters and other means could be employed to protect the radio astronomy service in the 15.35-15.4 GHz band.

The out-of-band emission levels of the feeder links should take into account the needs of the radio astronomy service in the band 15.35-15.4 GHz.

3 Summary

The pfd limits given in Section 2.2 are necessary for the protection of the aeronautical radionavigation service from interference from feeder links operating in the space-to-Earth direction in the 15.4-15.7 GHz band.

ANNEX 3

Coordination distances between feeder-link earth stations in the MSS operating in the space-to-Earth direction and stations in the aeronautical radionavigation service in the band 15.4-15.7 GHz

1 Aeronautical radionavigation system characteristics

Several systems are identified that operate in this band. These include ALS and MPR. The characteristics and analyses necessary to determine coordination threshold distances are given in the following sections.

2 Coordination distances

2.1 Analyses

The coordination distance, D_c , necessary to ensure that potentially unacceptable interference from aeronautical radionavigation stations into feeder-link earth stations in the MSS does not occur, may be computed as shown in the following paragraphs:

$$D_c = D_{fsl} + D_{oth} + D_{as} \quad \text{km} \quad (3)$$

where:

D_{fsl} : total radio line of sight distance (km)

D_{oth} : over the horizon distance corresponding to the necessary over the horizon loss (km)

D_{as} : distance from aircraft landing surface (applies to ALS and RSMS)

$$D_{fsl} = (2r h_1)^{0.5} + (2r h_2)^{0.5} \quad \text{km} \quad (4)$$

where:

r : radius of the Earth taken as 4/3 geometric to account for atmospheric refraction (8 500 km)

h_1 : ARNS station height (km)

h_2 : feeder-link earth station height (km)

$$L_{oth} = E_{eff}/\text{MHz} + 168.6 - L_{fsl} + G(\varphi) - 10 \log T - I/N \quad \text{dB} \quad (5)$$

where:

- L_{oth} : over the horizon loss added to L_{fsl} (dB). (This function is shown below and in Fig. 2 which is derived from the 5% functions for 15 GHz in Recommendation ITU-R P.528; i.e., loss exceeded 95% of the time.)
- E_{ef}/MHz : maximum effective e.i.r.p. density of the ARNS station toward the horizon – (see Annex 2 of Recommendation ITU-R S.1340)
- L_{fsl} : free space loss computed for D_{fsl} (dB)
- $G(\phi)$: gain of the feeder-link antenna as a function of angle ϕ above the horizon (dBi)
- T : noise temperature of earth station (K)
- I/N : acceptable interference/noise of the feeder-link earth station (dB).

The value of D_{oth} for a value of L_{oth} is determined from the following Table 2:

TABLE 2

D_{oth} (km)	L_{oth} (dB)	D_{oth} (km)	L_{oth} (dB)	D_{oth} (km)	L_{oth} (dB)
0	0	175	78	350	104
25	24	200	82	375	107
50	45	225	86	400	110
75	57	250	90	425	113
100	64	275	94	450	116
125	69	300	98	475	118
150	74	325	101	500	120

Values of D_{oth} for values of L_{oth} between those given in Table 2 are interpolated by:

$$D_{oth} = D_{ith} + 25 \left[(L_{oth} - L_{ith}) / (L_{jth} - L_{ith}) \right] \quad \text{km} \quad (6)$$

where:

L_{ith} : next lower value of L_{oth} in table, from L_{oth} determined by equation (5)

L_{jth} : next higher value of L_{oth} in table, from L_{oth} determined by equation (5)

2.2 Computed coordination distances

The parameters in the Table 3 are used for determining coordination distances.

If the horizontal plane is in the side lobes of the earth station antenna, then:

$$L_{oth} \text{ (dB)} = 87.2 - 25 \log \phi \quad \text{for the ALS} \quad (7)$$

$$L_{oth} \text{ (dB)} = 75.0 - 25 \log \phi \quad \text{for the MBR}$$

The side-lobe envelope gain is taken as $29 - 25 \log \phi$ in dBi where ϕ is in degrees.

Using equation (7) for L_{oth} and determining the corresponding distances from equations (6) and (3) results shown in Table 4 for the ALS and MPR. The RSMS distances are within line-of-sight.

TABLE 3

Parameter	ALS	MBR	RSMS
h_1 (km)	0.01	15	1.5
h_2 (km)	0.01	0.01	0.01
D_{fsl} (km)	26	518	25 ⁽¹⁾
D_{as} (km)	0	0	40
L_{fsl} (dB)	145	171	NA
$10 \log T$ (dB(K))	24	24	24
I/N (dB)	-10	-10	-10
E_{eff}/MHz (dBW)	48.2	62	-13.1
L_{oth} (dB)	69.7	57.4	0
D_{oth} (km)	129	77	0
D_c (km)	155	595	65

⁽¹⁾ This is based on free space propagation for an angle of arrival at the earth station of 3.2°.

TABLE 4

Elevation angle ϕ (degrees)	Coordination distances (km)		
	ALS	MPR	RSMS
5	155	595	65
10	120	578	54
15	104	569	47
20	96	565	
25	91	562	
30	87	560	

The dominant mode of operation of the MPR is over ocean areas which in most cases will be beyond 600 km of feeder-link earth stations and this would not require coordination. If feeder-link earth stations were located inland the areas of operation over the oceans would be enhanced.

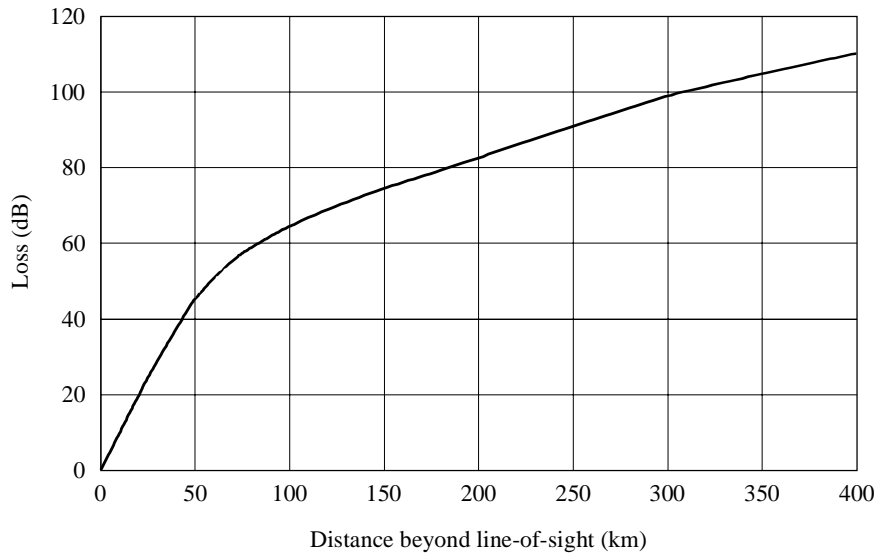
3 Mitigation factors for reducing the separation distance within the coordination threshold distance

The following considerations should be taken into account where it is necessary for a feeder-link earth station operating in the space-to-Earth direction to be located within the coordination threshold distance.

- Typically, feeder-link earth stations will have antenna beamwidths of less than 1° and operate at elevation angles of more than 5°. Thus considerable earth station antenna discrimination can be achieved with respect to surface based interfering emissions.
- The surface based aeronautical radionavigation stations may also provide additional antenna discrimination depending on their operations. This is particularly true for the ALS, where the horizontal scan limits do not include the azimuth toward the earth station (see Annex 1).

- Use of an earth mound specifically constructed around the feeder-link earth station antenna(s) to provide additional receiving discrimination for the feeder-link earth station.
- The geographical location of the feeder-link earth station can be considered to take advantage of natural terrain blocking which will increase the propagation path loss.

FIGURE 2
Loss added to free space loss at line-of-sight



1341-02

4 Summary

- A method for determining the coordination distances needed for the protection of feeder-link earth stations from interference from aeronautical radionavigation stations in the 15.4-15.7 GHz band is presented in this annex.
- This method can also be used in conjunction with interference mitigation techniques to minimize the separation distances during coordination.
- With an elevation angle constraint of 5° so that only the feeder link earth station antenna side lobes are directed toward the horizon, a coordination distance in the order of 150 km is reasonable for the ALS and 60 km for the RSMS as measured from the landing surface.
- MPRs can operate without coordination at distances greater than 600 km from a feeder-link earth station, (e.g., over ocean areas).

RECOMMENDATION ITU-R S.1428

**REFERENCE FSS EARTH-STATION RADIATION PATTERNS FOR USE IN
INTERFERENCE ASSESSMENT INVOLVING NON-GSO SATELLITE
IN FREQUENCY BANDS BETWEEN 10.7 GHz AND 30 GHz**

(Question ITU-R 42/4)

(2000)

The ITU Radiocommunication Assembly,

considering

- a) that for earth station antennas in the FSS Recommendation ITU-R S.465 prescribes a reference radiation pattern which represents an envelope of the side-lobe peaks;
- b) that peak envelope antenna reference patterns are necessary for interference calculations involving a non-mobile receiver and a single non-mobile source to ensure that the worst case is covered, and that in the FSS such circumstances predominated in the past;
- c) that in circumstances where there are multiple interfering sources or receivers whose positions vary substantially with time, the level of interference received inevitably depends on the troughs as well as the peaks in the gain pattern of the victim or source, respectively, and that the occurrence of such circumstances is rapidly increasing in the FSS;
- d) that for FSS earth stations a suitable reference radiation pattern is needed for use in calculations of interference from moving sources or receivers;
- e) that to facilitate its use in computer simulations of interference, the reference pattern should cover all off-axis angles from 0° to $\pm 180^\circ$ in all planes which include the principal axis;
- f) that the reference pattern should be consistent both with antenna theory and with the results of measurements on as wide a range of FSS earth station antennas as practicable;
- g) that it might be appropriate to establish different reference patterns for different ranges of D/λ and for different FSS frequency bands;
- h) that for the purpose of specifying antenna performance the peak envelope reference patterns in Recommendation ITU-R S.580 are appropriate;
- j) that the use of the reference pattern should lead to interference levels that would be representative of those received by antennas meeting relevant ITU-R antenna pattern Recommendations,

recommends

1 that for calculations involving moving sources or receivers of FSS interference, the following reference earth station radiation pattern should be employed:

For $20 \leq \frac{D}{\lambda} \leq 25$ (for GSO earth stations only):

$$\begin{aligned}
 G(\varphi) &= G_{max} - 2.5 \times 10^{-3} \left(\frac{D}{\lambda} \varphi \right)^2 & \text{dBi} & \quad \text{for} \quad 0 < \varphi < \varphi_m \\
 G(\varphi) &= G_1 & & \quad \text{for} \quad \varphi_m \leq \varphi < \left(95 \frac{\lambda}{D} \right) \\
 G(\varphi) &= 29 - 25 \log \varphi & \text{dBi} & \quad \text{for} \quad 95 \frac{\lambda}{D} \leq \varphi \leq 33.1^\circ \\
 G(\varphi) &= -9 & \text{dBi} & \quad \text{for} \quad 33.1^\circ < \varphi \leq 80^\circ \\
 G(\varphi) &= -5 & \text{dBi} & \quad \text{for} \quad 80^\circ < \varphi \leq 180^\circ
 \end{aligned}$$

For $25 \leq \frac{D}{\lambda} \leq 100$ (for GSO earth stations only):

$$\begin{aligned}
 G(\varphi) &= G_{max} - 2.5 \times 10^{-3} \left(\frac{D}{\lambda} \varphi \right)^2 & \text{dBi} & \quad \text{for} \quad 0 < \varphi < \varphi_m \\
 G(\varphi) &= G_1 & & \quad \text{for} \quad \varphi_m \leq \varphi < \left(95 \frac{\lambda}{D} \right) \\
 G(\varphi) &= 29 - 25 \log \varphi & \text{dBi} & \quad \text{for} \quad 95 \frac{\lambda}{D} \leq \varphi \leq 33.1^\circ \\
 G(\varphi) &= -9 & \text{dBi} & \quad \text{for} \quad 33.1^\circ < \varphi \leq 80^\circ \\
 G(\varphi) &= -4 & \text{dBi} & \quad \text{for} \quad 80^\circ < \varphi \leq 120^\circ \\
 G(\varphi) &= -9 & \text{dBi} & \quad \text{for} \quad 120^\circ < \varphi \leq 180^\circ
 \end{aligned}$$

where:

D = antenna diameter
 λ = wavelength
 }
 expressed in the same unit (D is the equivalent diameter for non-symmetric antennas)

φ : off-axis angle of the antenna (degrees)

$$G_{max} = 20 \log \left(\frac{D}{\lambda} \right) + 7.7 \quad \text{dBi}$$

$$G_1 = 29 - 25 \log \left(95 \frac{\lambda}{D} \right)$$

$$\varphi_m = \frac{20\lambda}{D} \sqrt{G_{max} - G_1} \quad \text{degrees}$$

For $\frac{D}{\lambda} > 100$ (for GSO and non-GSO earth stations):

$$\begin{aligned}
 G(\varphi) &= G_{max} - 2.5 \times 10^{-3} \left(\frac{D}{\lambda} \varphi \right)^2 & \text{dBi} & \quad \text{for} \quad 0 < \varphi < \varphi_m \\
 G(\varphi) &= G_1 & & \quad \text{for} \quad \varphi_m \leq \varphi < \varphi_r \\
 G(\varphi) &= 29 - 25 \log \varphi & \text{dBi} & \quad \text{for} \quad \varphi_r \leq \varphi < 10^\circ \\
 G(\varphi) &= 34 - 30 \log \varphi & \text{dBi} & \quad \text{for} \quad 10^\circ \leq \varphi < 34.1^\circ \\
 G(\varphi) &= -12 & \text{dBi} & \quad \text{for} \quad 34.1^\circ \leq \varphi < 80^\circ \\
 G(\varphi) &= -7 & \text{dBi} & \quad \text{for} \quad 80^\circ \leq \varphi < 120^\circ \\
 G(\varphi) &= -12 & \text{dBi} & \quad \text{for} \quad 120^\circ \leq \varphi \leq 180^\circ
 \end{aligned}$$

where:

$$G_{max} = 20 \log \left(\frac{D}{\lambda} \right) + 8.4 \quad \text{dBi}$$

$$G_1 = -1 + 15 \log \frac{D}{\lambda} \quad \text{dBi}$$

$$\varphi_m = \frac{20\lambda}{D} \sqrt{G_{max} - G_1} \quad \text{degrees}$$

$$\varphi_r = 15.85 \left(\frac{D}{\lambda} \right)^{-0.6} \quad \text{degrees}$$

NOTE 1 – For the purposes of calculation or computer simulation of the total power at the antenna output due to multiple interfering sources at varied polarizations, it should be assumed that the contribution of the cross-polar components at off-axis angles up to 30° and in the spill-over regions up to 120° is negligible. Outside these angular regions, even though a paraboloid antenna exhibits very little polarization discrimination, for the purpose of non-GSO/GSO interference calculations the contribution of cross-polar components can be ignored. This assumption may be reviewed in the light of further studies on the manner in which multiple signals at varied polarizations contribute to the total power received in the far-side lobe and back lobe regions.

NOTE 2 – This Recommendation is based on studies of a range of paraboloid antennas. Further study is required of the applicability of the recommended reference patterns to planar array antennas.

NOTE 3 – This Recommendation may require revisions in the future when data on measured performance of antennas in the 20/30 GHz range becomes available.

RECOMMENDATION ITU-R BO.1443

**REFERENCE BSS EARTH STATION ANTENNA PATTERNS FOR USE IN
INTERFERENCE ASSESSMENT INVOLVING NON-GSO SATELLITES
IN FREQUENCY BANDS COVERED BY RR APPENDIX S30**

(Question ITU-R 93/11)

(2000)

The ITU Radiocommunication Assembly,

considering

- a) that for earth station antennas in the BSS the reference antenna radiation patterns for GSO BSS receive antennas in Annex 5 to RR Appendix S30 were used to develop the BSS Plans and prescribe a reference radiation pattern which represents an envelope of the side lobes;
- b) that such reference radiation patterns are necessary for interference calculations involving fixed or transportable BSS receivers and GSO satellites to ensure adequate protection of the BSS Plans;
- c) that in circumstances where there are multiple interfering sources whose positions vary substantially with time, the level of interference received inevitably depends on the troughs as well as the peaks in the gain pattern of the victim BSS earth station antenna;
- d) that for BSS earth stations, suitable reference radiation patterns are needed for use in assessing interference from non-GSO FSS systems;
- e) that to facilitate computer simulations of interference, the reference patterns should cover all off-axis angles from 0° to $\pm 180^\circ$ in all planes;
- f) that the reference patterns should be consistent with the results of measurements on a wide range of consumer BSS earth station antennas;
- g) that it is appropriate to establish different reference patterns for different ranges of antenna sizes;
- h) that the patterns may exhibit characteristics that may be important when modelling non-GSO interference, for example in the case of small offset-fed antennas,

recommends

- 1** that for calculations of interference generated by non-GSO FSS satellites into BSS earth station antennas, the reference earth station antenna radiation patterns described in Annex 1 should be employed;
- 2** that the methodology described in Annex 2 be used to convert the relative azimuth and elevation angle of the non-GSO satellite under investigation into the same coordinate system as employed for the three-dimensional antenna pattern;
- 3** that the following NOTES be considered part of this Recommendation.

NOTE 1 – The cross-polarization radiation pattern may be of importance in non-GSO interference calculations. This issue requires further study.

NOTE 2 – This Recommendation is based on measurements and analysis of paraboloid antennas. If new earth station antennas are developed or are considered for use in the BSS, the reference antenna patterns in this Recommendation should be updated accordingly.

ANNEX 1

Reference BSS antenna radiation patterns

For $11 \leq D/\lambda \leq 25.5$

$$\begin{aligned}
 G(\varphi) &= G_{\max} - 2.5 \times 10^{-3} \left(\frac{D\varphi}{\lambda} \right)^2 & \text{for } 0 &\leq \varphi < \varphi_m \\
 G(\varphi) &= G_1 & \text{for } \varphi_m &\leq \varphi < 95\lambda/D \\
 G(\varphi) &= 29 - 25 \log(\varphi) & \text{for } 95\lambda/D &\leq \varphi < 36.3^\circ \\
 G(\varphi) &= -10 & \text{for } 36.3^\circ &\leq \varphi < 50^\circ
 \end{aligned}$$

for $56.25^\circ \leq \theta < 123.75^\circ$

$$\begin{aligned}
 G(\varphi) &= M_1 \cdot \log(\varphi) - b_1 & \text{for } 50^\circ &\leq \varphi < 90^\circ \\
 G(\varphi) &= M_2 \cdot \log(\varphi) - b_2 & \text{for } 90^\circ &\leq \varphi < 180^\circ
 \end{aligned}$$

where:

$$M_1 = \frac{2 + 8 \cdot \sin(\theta)}{\log\left(\frac{90}{50}\right)} \quad \text{and} \quad b_1 = M_1 \cdot \log(50) + 10$$

where:

$$M_2 = \frac{-9 - 8 \cdot \sin(\theta)}{\log\left(\frac{180}{90}\right)} \quad \text{and} \quad b_2 = M_2 \cdot \log(180) + 17$$

for $0^\circ \leq \theta < 56.25^\circ$ and $123.75^\circ \leq \theta < 180^\circ$

$$\begin{aligned}
 G(\varphi) &= M_3 \cdot \log(\varphi) - b_3 & \text{for } 50^\circ &\leq \varphi < 120^\circ \\
 G(\varphi) &= M_4 \cdot \log(\varphi) - b_4 & \text{for } 120^\circ &\leq \varphi < 180^\circ
 \end{aligned}$$

where:

$$M_3 = \frac{2 + 8 \cdot \sin(\theta)}{\log\left(\frac{120}{50}\right)} \quad \text{and} \quad b_3 = M_3 \cdot \log(50) + 10$$

where:

$$M_4 = \frac{-9 - 8 \cdot \sin(\theta)}{\log\left(\frac{180}{120}\right)} \quad \text{and} \quad b_4 = M_4 \cdot \log(180) + 17$$

for $180^\circ \leq \theta < 360^\circ$

$$\begin{aligned}
 G(\varphi) &= M_5 \cdot \log(\varphi) - b_5 & \text{for } 50^\circ &\leq \varphi < 120^\circ \\
 G(\varphi) &= M_6 \cdot \log(\varphi) - b_6 & \text{for } 120^\circ &\leq \varphi < 180^\circ
 \end{aligned}$$

where:

$$M_5 = \frac{2}{\log\left(\frac{120}{50}\right)} \quad \text{and} \quad b_5 = M_5 \cdot \log(50) + 10$$

where:

$$M_6 = \frac{-9}{\log\left(\frac{180}{120}\right)} \quad \text{and} \quad b_6 = M_6 \cdot \log(180) + 17$$

where:

D : antenna diameter

λ : wavelength expressed in the same unit as the diameter

φ : off-axis angle of the antenna relative to boresight (degrees)

θ : planar angle of the antenna (degrees) (0° azimuth is the horizontal plane).

$$G_{max} = 20 \log\left(\frac{D}{\lambda}\right) + 8.1 \quad \text{dBi}$$

$$G_1 = 29 - 25 \log\left(95 \frac{\lambda}{D}\right) \quad \text{dBi}$$

$$\varphi_m = \frac{\lambda}{D} \sqrt{\frac{G_{max} - G_1}{0.0025}} \quad \text{degrees}$$

For $25.5 < D/\lambda \leq 100$

$G(\varphi) = G_{max} - 2.5 \times 10^{-3} (D\varphi/\lambda)^2$	dBi	for 0	$< \varphi < \varphi_m$
$G(\varphi) = G_1$		for φ_m	$\leq \varphi < (95\lambda/D)$
$G(\varphi) = 29 - 25 \log \varphi$	dBi	for $(95\lambda/D)$	$\leq \varphi < 33.1^\circ$
$G(\varphi) = -9$	dBi	for 33.1°	$< \varphi \leq 80^\circ$
$G(\varphi) = -4$	dBi	for 80°	$< \varphi \leq 120^\circ$
$G(\varphi) = -9$	dBi	for 120°	$< \varphi \leq 180^\circ$

where:

$$G_{max} = 20 \log (D/\lambda) + 8.1 \quad \text{dBi}$$

$$G_1 = 29 - 25 \log (95\lambda/D) \quad \text{dBi}$$

$$\varphi_m = (\lambda/D) \sqrt{\frac{G_{max} - G_1}{0.0025}}$$

For $D/\lambda > 100$

$G(\varphi) = G_{max} - 2.5 \times 10^{-3} (D\varphi/\lambda)^2$	dBi	for 0	$< \varphi < \varphi_m$
$G(\varphi) = G_1$		for φ_m	$\leq \varphi < \varphi_r$
$G(\varphi) = 29 - 25 \log \varphi$	dBi	for φ_r	$\leq \varphi < 10^\circ$
$G(\varphi) = 34 - 30 \log \varphi$	dBi	for 10°	$\leq \varphi < 34.1^\circ$
$G(\varphi) = -12$	dBi	for 34.1°	$\leq \varphi < 80^\circ$
$G(\varphi) = -7$	dBi	for 80°	$\leq \varphi < 120^\circ$
$G(\varphi) = -12$	dBi	for 120°	$\leq \varphi \leq 180^\circ$

where:

$$G_{max} = 20 \log (D/\lambda) + 8.1 \quad \text{dBi}$$

$$G_1 = -1 + 15 \log (D/\lambda) \quad \text{dBi}$$

$$\varphi_m = (\lambda/D) \sqrt{\frac{G_{max} - G_1}{0.0025}}$$

$$\varphi_r = 15.85 (D/\lambda)^{-0.6} \quad \text{degrees}$$

Geometric conversions for use with the 3-D antenna model

1 Introduction

This Annex provides the supplemental orbital geometry to be used in conjunction with the 3-D patterns. The position of the non-GSO satellite under investigation is determined in the same coordinate system as the antenna pattern definition. In order to be able to use this 3-D model in non-GSO interference studies, it is necessary to translate the azimuth and elevation of the interfering non-GSO satellite into the off-axis and planar angles upon which the 3-D model is based.

2 Computation of off-axis angle

In Fig. 1, P is the location of the GSO earth station, N is the location of the non-GSO satellite, and S is the intersection of Plane II (defined below) and the boresight of the receiving earth station.

Construction steps:

Step 1: Draw Plane I tangential to earth surface at P.

Step 2: Draw Plane II through N perpendicular to Plane I and perpendicular to the projection of the GSO boresight onto Plane I.

Step 3: Connect the dots.

In Fig. 1, A is the projection of N and B is the projection of S on Plane I; S is the intersection of the boresight on Plane II, C is a point on SB such that NC is parallel to AB.

The assumed input parameters are:

- \widehat{SPB} , the elevation angle of the GSO satellite at P ($0^\circ \leq \text{elevation(GSO)} \leq +90^\circ$).
- \widehat{NPA} , the time varying elevation angle of the non-GSO satellite at P ($0^\circ \leq \text{elevation(non-GSO)} \leq +90^\circ$).
- \widehat{BPA} , the time varying relative azimuth of the non-GSO satellite at P (clockwise assumed positive, $-180^\circ \leq \text{azimuth} \leq +180^\circ$).
- The distance PN from the earth station to the non-GSO satellite.

(NOTE 1 – Since the object is to determine angles which are dependent only on the ratio of distances, the actual distance is not essential but PN is used as a reference since it can be computed from known parameters if needed (e.g. in the determination of the path loss).)

- By construction, \widehat{NAP} , \widehat{SBP} , \widehat{NAB} , \widehat{SBA} , \widehat{NCB} , and \widehat{ABP} are all right angles.

The required output parameter for this first stage is:

- \widehat{SPN} , the off-axis angle to the non-GSO satellite.

By conventional solution of triangles:

$$PA = PN \cos(\widehat{NPA})$$

$$NA = PN \sin(\widehat{NPA}) = CB$$

$$AB = PA \sin(\widehat{BPA}) = NC$$

$$PB = PA \cos(\widehat{BPA})$$

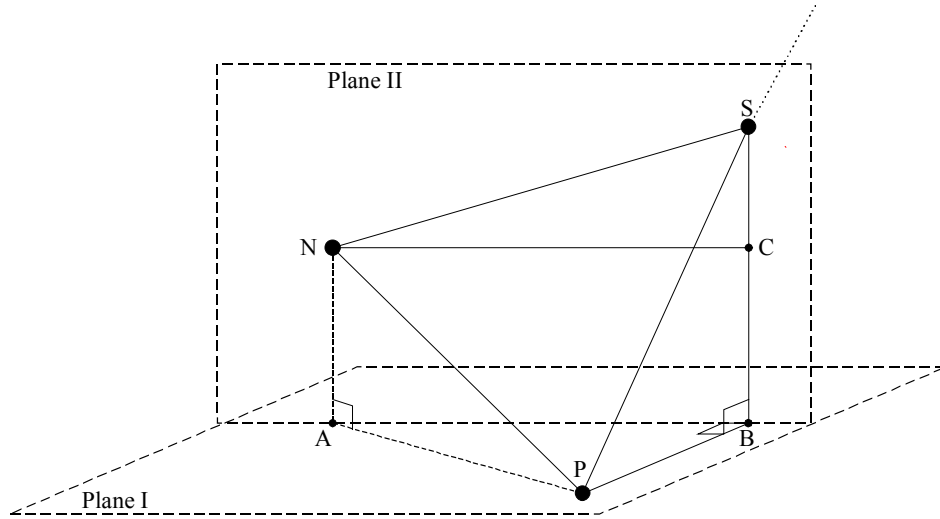
$$SB = PB \tan(\widehat{SPB})$$

$$PS = PB \sec(\widehat{SPB})$$

$$NS = \sqrt{(NC^2 + (SB - CB)^2)}$$

$$\widehat{SPN} = \arccos((PN^2 + PS^2 - NS^2)/(2 PN PS))$$

FIGURE 1
Geometry I of an exposure from a non-GSO satellite



1443-01

3 Computation of planar angle

The reference plane (corresponding to $\theta = 0^\circ$) assumed here is based on a standard mounting of the offset fed antenna with the feed assembly mounted at the bottom edge of the antenna. It is anticipated that this mounting arrangement will apply to the majority of such antennas. Other mounting arrangements will result in a different reference plane.

For the second stage of the computation, rotate Plane II about the axis NC so that the resulting Plane III is perpendicular to the GSO station boresight. Let G be the intersection of Plane III and the boresight, ND and GE are perpendicular to the join of Plane I and Plane III, PGH is the antenna reference plane, and A is the vertical projection of the non-GSO satellite onto Plane I as before (see Fig. 2).

The known parameters are:

- \widehat{GPE} , the elevation of the GSO satellite at P ($= \widehat{SPB}$ of the previous construction).
- \widehat{GPN} , the off-axis angle ($= \widehat{SPN}$ in computed in first construction).
- The distance PN from the earth station to the non-GSO satellite as before.
- The distance NA from the previous construction.
- By construction, \widehat{PGN} and \widehat{PGE} are right angles, $\widehat{GEP} = \widehat{NDA} = \pi/2 - \widehat{GPE}$, and $ND = CE$.

The required output parameter is:

\widehat{HGN} ($= -\widehat{GNC}$), the planar angle of the non-GSO satellite relative to the zero degree plane of the antenna model (plane PGH corresponding to a standard bottom mounted offset feed assembly).

NOTE 1 – For this standard orientation, the alignment of the zero degree plane embraces the local horizontal at P and is not parallel to the GSO arc at the wanted satellite.

As above, by conventional solution of planar triangles:

$$NG = PN \sin(\widehat{GPN})$$

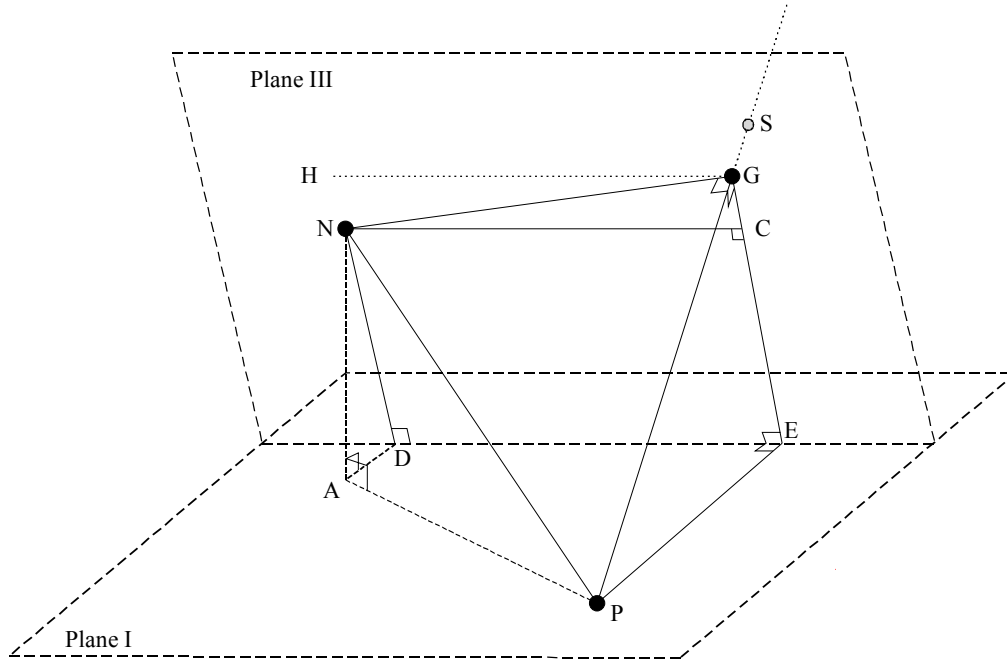
$$GE = PG \tan(\widehat{EPG})$$

$$ND = NA \operatorname{cosec}(\widehat{NDA}) = NA \sec(\widehat{GPE})$$

$$\widehat{GNC} = \arcsin((GE - ND)/NG) = -\widehat{HGN}$$

FIGURE 2

Geometry II of an exposure from a non-GSO satellite



1443-02

4 Quadrant conventions

The off-axis angle φ and the planar cut angle θ and their derivatives must be continuous across the quadrant boundaries with the caveat that, since the planar cuts of the 3-D antenna pattern are defined between 0° and $+180^\circ$, there will be transitions from, for example, a negative off-axis angle in a plane just below $+180^\circ$ to a positive off-axis angle in a plane just above 0° . This is illustrated in Fig. 4 which corresponds to the situation where the non-GSO satellite is at a lower elevation than the GSO satellite. Such a transition occurs near a relative azimuth angle of $\pm 60^\circ$ in this example. Figure 3 is the complementary situation – the non-GSO satellite is at a higher elevation than the GSO satellite. In both Figures, the relative azimuth is the running variable. The necessary adjustments to the computed off-axis and planar cut angles in order to conform with the quadrant and continuity constraints are given with each Figure.

Adjustments for continuity and range:

- Off-axis angle φ :

$$\varphi = +\widehat{SPN} \quad \text{for } -180^\circ \leq \text{azimuth} < 180^\circ$$

- Planar angle θ :

$$\theta = 180^\circ + \widehat{GNC} \quad \text{for } -180^\circ \leq \text{azimuth} < 0^\circ$$

$$\theta = -\widehat{GNC} \quad \text{for } 0^\circ \leq \text{azimuth} < +180^\circ$$

This example illustrates the 90° off-axis angle in the 90° planar cut – the offset feed spill-over region – which occurs at a relative azimuth of $\pm 180^\circ$, i.e. when the non-GSO satellite is behind the GSO earth station.

Adjustments for continuity and range:

– Off-axis angle φ :

$$\varphi = +\widehat{\text{SPN}} \quad \text{for } -180^\circ \leq \text{azimuth} < -60^\circ$$

$$\varphi = -\widehat{\text{SPN}} \quad \text{for } -60^\circ \leq \text{azimuth} < +60^\circ$$

$$\varphi = +\widehat{\text{SPN}} \quad \text{for } +60^\circ \leq \text{azimuth} < +180^\circ$$

– Planar angle θ :

$$\theta = 180^\circ - \widehat{\text{GNC}} \quad \text{for } -180^\circ \leq \text{azimuth} < -60^\circ$$

$$\theta = -\widehat{\text{GNC}} \quad \text{for } -60^\circ \leq \text{azimuth} < 0^\circ$$

$$\theta = 180^\circ + \widehat{\text{GNC}} \quad \text{for } 0^\circ \leq \text{azimuth} < +60^\circ$$

$$\theta = +\widehat{\text{GNC}} \quad \text{for } +60^\circ \leq \text{azimuth} < +180^\circ$$

NOTE 1 – The planar angle for a non-GSO satellite at a lower elevation angle than the GSO satellite would normally be computed as negative for small relative azimuths. However, since the planar cuts are not defined for negative angles, it is necessary to take the complement in both planar and off-axis angles.

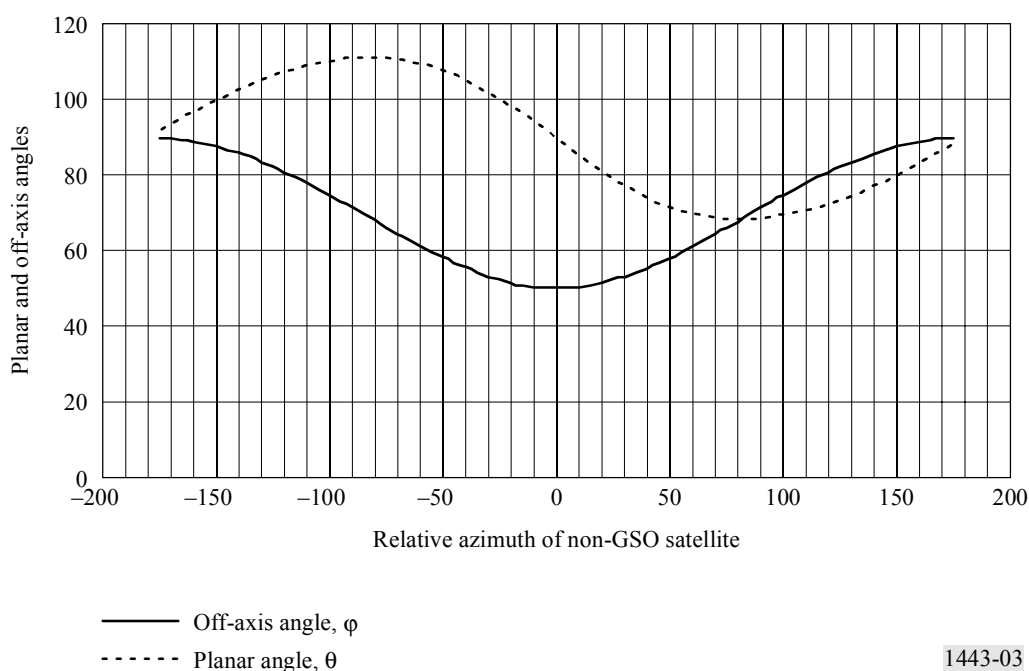
NOTE 2 – For both situations (non-GSO satellite above and below the GSO satellite), the planar angle transitions at 0° relative azimuth.

NOTE 3 – The transitions at $\pm 60^\circ$ azimuth will vary with the elevation angles of the GSO satellite and the non-GSO satellite. This transition is easily determined with a suitable conditional branch statement on $\widehat{\text{GNC}}$.

NOTE 4 – The above illustrates that the spill-over lobe at 90° off-axis in the 90° plane may also be encountered in this configuration (consider, for example, the reverse situation from Fig. 3, i.e. GSO at 70° and non-GSO at 20° , then the spill-over lobe is encountered at 180° relative azimuth as before).

FIGURE 3

**Planar cut and off-axis angles for non-GSO satellite at 70° elevation
and GSO satellite at 20° elevation**



1443-03

FIGURE 4

Planar cut and off-axis angles for non-GSO satellite at 20° elevation
and GSO satellite at 40° elevation

