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VOLUME IV

RECOMMENDATIONS AND RESOLUTIONS
adopted by the
INTERNATIONAL ADMINISTRATIVE AERONAUTICAL
RADIO CONFERENCE

(First Session)

GENEVA, 1948



VOLUME IV
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RECOMMENDATION

to the

Provisional Frequency Board

Concerning the Protection of Aeronautical
Radiocommunications at the Edges of the Frequency
Bands of the Aeronautical Mobile Service

The International Administrative Aeronautical Radio Conference,
Geneva, 1948,

CONSIDERING :

that, between 2850 kc/s and 27000 kc/s, the frequency bands allocated to the aeronautical mobile service and those allocated to the services under the jurisdiction of the Provisional Frequency Board have common dividing points;

RECOMMENDS :

that every appropriate step be taken by the Provisional Frequency Board in order that aeronautical radiocommunications, as provided for by the International Administrative Aeronautical Radio Conference, Geneva, 1948, will be protected at common dividing points against possible radiation from stations of other services outside the bandwidth that will be defined by the Provisional Frequency Board for each of these stations.

RECOMMENDATION

to the

High Frequency Broadcasting Conference, Mexico City, 1948
concerning the Protection of Aeronautical Radiocommunications
at the Edges of the Frequency Bands of the Aeronautical Mobile Service

The International Administrative Aeronautical Radio Conference,
Geneva, 1948

CONSIDERING :

that, between 2850 kc/s and 27000 kc/s, the frequency bands
allocated to the aeronautical mobile service and those allocated
to the broadcasting service have common dividing points;

RECOMMENDS :

that every appropriate step be taken by the High Frequency
Broadcasting Conference, Mexico City, 1948, in order that aeronau-
tical radio communications, as provided for by the International
Administrative Aeronautical Radio Conference, Geneva, 1948, will
be protected at common dividing points against possible radiation
from broadcasting stations outside the 10 kc/s bandwidth as re-
commended for each of these stations by the High Frequency Broad-
casting Conference, Atlantic City 1947.

RESOLUTION

concerning the Communication to the International
Civil Aviation Organisation of Copies of Complaints
and Reports Relating to Interference within the
Aeronautical Mobile Service Frequency Bands

The International Administrative Aeronautical Radio Conference,
(Geneva, 1948),

CONSIDERING :

1. that paragraph 390 of the Radio Regulations, 1947, provides as follows: "If there is a specialized international organization for a particular service, complaints and reports of irregularities and of infractions relating to interference caused by the stations in this service may * be addressed to such organization at the same time as to the administration or centralising office concerned.";
2. that it may serve a useful purpose, with regard to the aeronautical mobile service, to furnish copies of complaints and reports of irregularities and of infractions relating to interference caused by stations in the aeronautical mobile service to an international agency particularly familiar with aeronautical problems; and
3. that the United Nations has recognized, for its purposes, the International Civil Aviation Organization as the specialized agency in the aeronautical field;

RESOLVES :

In conformity with Article 27 of the International Telecommunication Convention, 1947, and insofar as the aeronautical mobile service is concerned, to recognize that the International Civil Aviation Organization is the specialized agency qualified to carry out the purposes contemplated in paragraph 390 of the Radio Regulations, 1947.

- * The English and Spanish texts of this paragraph in the Radio Regulations, 1947 read "... shall be addressed ...". The French text which is the authentic text reads "... peuvent être ...", which corresponds to the expression "may be addressed ...".

RESOLUTION

Concerning the Handling of
Public Correspondence aboard Aircraft

The International Administrative Aeronautical Radio Conference,
Geneva, 1948,

CONSIDERING :

that paragraph 255 of the Radio Regulations, 1947, provides:
"Administrations shall not permit public correspondence in the frequency
bands allocated exclusively to the Aeronautical Mobile Service, unless
allowed by special aeronautical regulations adopted by an Aeronautical
Administrative Conference to which all interested members of the Union
have been invited. Such regulations must recognize the absolute priority
of safety and control messages.";

that aircraft stations are permitted to communicate with stations
in the maritime mobile service and may transmit to such stations public
correspondence on frequencies allocated to that service provided that the
I.C.A.O. ATC regulations are adhered to (Radio Regulations, 1947, pars.
569 to 572, 668, 761, 771, 779 and 792).

RESOLVES :

that the transmission of public correspondence be not permitted on the frequencies allocated exclusively to the aeronautical mobile service;

that in those cases where provision for the handling of public correspondence is deemed necessary, aircraft stations be authorized by the various administrations to employ frequencies of the maritime mobile service for handling of public correspondence with stations in that service, provided that such handling of public correspondence will in no case interfere with the transmission or reception of messages relating to the safety or control of the aircraft and that for these cases special arrangements be made in accordance with Article 40 of the International Telecommunication Convention, 1947, and,

that in the case when messages of public correspondence are handled on frequencies of the maritime mobile service, aircraft be required to be in a position to observe simultaneous and continuous watch on the frequencies used for aeronautical mobile communications.

RESOLUTION

Concerning the Form of the Frequency List to be Established by the
International Administrative Aeronautical Conference for Bands
Allocated to the Aeronautical Mobile R Service

The International Administrative Aeronautical Radio Conference,
Geneva, 1948,

CONSIDERING :

1. that it is the task of the Conference to prepare a list of frequencies of stations in the aeronautical mobile service for submission to the P.F.B. for incorporation into the draft new International Frequency List which is being prepared by the P.F.B. and will subsequently be considered by a Special Administrative Conference;
2. that one of the objects of a frequency list is to establish a basis on which an administration may make a choice of a frequency for notification to the I.F.R.B. which, in accordance with its rules, will include the frequency in the Master Frequency Register;
3. that in the special case of the aeronautical mobile R service a list showing only the different aeronautical stations using a particular frequency would not serve the purpose. The more important information is, in effect, an indication of the area in which the use of each particular frequency is authorized;
4. that, with the exception of the aeronautical mobile OR service, the information submitted on Form 2 by the various administrations, in accordance with the decisions of the International Administrative Radio Conference, 1947, is not an adequate guide in the consideration of the problem of the allotment of frequencies to the aeronautical mobile R service, for the reasons that:

- a) the information contained thereon was prepared on the basis of an uncoordinated system of frequency assignments and its use would require a greater number of frequencies than is available;
 - b) it does not indicate the areas of aircraft operations served by the various aeronautical stations; and
 - c) it was prepared on the basis of systems of aircraft operations which in many respects are out-of-date;
5. that as a result of the wartime development of new methods of aircraft manufacture and operations and in view of the increasing interest shown in air transport, both for passengers and freight, the civil air transport system is undergoing rapid expansion and, in addition, its methods of operation and its organization are changing rapidly;
6. that it is the role of the I.T.U. to ensure that the most equitable distribution of frequencies is made among the various branches of the aeronautical communication service; and
7. that the aeronautical mobile service should have the maximum freedom to adopt that method of frequency employment considered best suited to its operational requirements;

DECIDES :

1. that the frequencies of the aeronautical mobile R service should appear in the frequency list established by this Conference without reference to specific stations, as follows:
- a) Frequency
 - b) Area, Region or Country to which the frequency is allotted
 - c) Purpose for which authorized
 - d) Any restriction in respect of b) or c) above, for example, maximum authorized power;

2. that the frequency notified for an aeronautical station may be registered on the condition that the administration concerned indicates that the station is established in accordance with the provisions of the frequency list established by this Conference;
3. that the various administrations shall make special arrangements with respect to the use of those frequencies allotted to the Major World Air Route Areas, or to regions which comprise several countries, and they will then notify their frequencies accordingly; and
4. that subsequent service documents referring to the aeronautical mobile service will later be published by the I.T.U. in the form laid down by the Radio Regulations, 1947. In particular, nothing in the preceding provisions exempts the administrations from notifying their frequency assignments in accordance with paragraphs 309 and 318 of the Radio Regulations, 1947. These assignments will appear in the International Frequency List as laid down in paragraphs 447 and 448 of the Radio Regulations, 1947.

RECOMMENDATION

Concerning Coordination between the Aviation
and Maritime Services in the Field
of Telecommunications

The International Administrative Aeronautical Radio Conference,
Geneva, 1948

CONSIDERING :

1. that the Preparatory Committee to the International Administrative aeronautical Radio Conference, Geneva 1948, recommended that the subject of frequencies for distress and scene of action purposes should be considered by the Conference and, in order to assist in such consideration, sent a letter to the Safety of Life at Sea and in the Air Conference (London) to request comments on the matter. Copies of the letter and of the reply are attached hereto as Appendices 1 and 2 respectively;
2. that the Radio Regulations, 1947, provide for the use of a number of frequencies available jointly to the Maritime and Aviation Services for use in the interest of safety, distress, and search and rescue. Appendix 3 attached hereto lists the paragraphs of the Radio Regulations, 1947, which outline the purposes for which the frequencies are to be used and the restrictions placed on such use;
3. that, while it is agreed that much is yet to be done to ensure to the greatest extent the most effective use of telecommunications for the safety of life at sea and in the air, the Conference and the I.T.U. in general have gone as far as their fields of activity permit, considering the information available.

4. that the problems of safety of life at sea differ in major respects from those concerning the safety of life in the air. In the case of an aircraft, the time between imminence of distress and complete disaster may be very short. Therefore, aircraft place primary reliance on their ground operational organization to initiate and direct search and rescue operations. As aircraft normally fly the air path shortest in time between the point of origin and destination, they do not necessarily operate over the lanes used by ships. Moreover, weight and bulk limitations restrict the capability of airborne survival craft communication equipment and make it unsafe to rely solely on 500 kc/s as a means of initiation of search by surface vessels. For this reason, the International Administrative Radio Conference, 1947, has provided (paragraph 180 of the Radio Regulations, 1947) for the use of 8364 kc/s for aircraft survival equipment which, by reason of the long range characteristics of such a wave, ensures additional protection. Thus coastal stations are capable of intercepting distress signals and of informing the authorities participating in the operation of rescue facilities (paragraph 916 of the Radio Regulations, 1947);
5. that the foregoing considerations led to the creation of a Search and Rescue Organization within the framework of I.C.A.O., which organization calls upon many agencies, civil and government surface and air, for assistance in case of distress (Appendix 4 hereto contains a detailed description of typical cases of distress, followed by search and rescue);
6. that communications with respect to distress of aircraft over the sea comprise three phases : - first the period of distress,, next the period of search, and finally the rescue. In the first phase the aircraft places primary reliance on the aeronautical working frequencies and on organizations for the distress call and for the planning and execution of relief measures, and in the

second phase various agencies join in the search for the distressed aircraft or its survivors. Similarly, aircraft can and frequently do join in the search for the distressed surface ships and survivors. If survivors, either of air or surface craft, are observed by air search, surface agencies must be directed to the location so that the final stage (i.e. rescue) may be completed. In the three phases of aeronautical operation (distress, search and rescue) the equipment and the means of communication at present used by the various agencies concerned are believed to be inadequate. The distress frequency of 500 kc/s is available as a means of communication but this is neither satisfactory nor appropriate for the reasons that (a) 500 kc/s equipment with adequate power is too heavy and bulky for modern high speed aircraft; (b) antenna drag is excessive; (c) a long trailing antenna increases fire hazard due to lightning; (d) radiation efficiency of fixed antenna is low. The use of the frequency of 8364 kc/s, while partly solving the problem of long range distress communication, is unsuitable for scene of action short range communication and is useful only for communication with stations of the maritime mobile service (paragraph 571 of the Radio Regulations, 1947;

7. that there is required, therefore, for distress, search and rescue functions, scene of action frequencies of the order of 3 and 6 Mc/s which would be employed by those agencies joining in the search task and would be used for coordination of the efforts in conducting an efficient and thorough search. It should be noted that since the use of these frequencies would only occur in connection with coordinated operations which would of necessity have to be prearranged, there is no need for a watch to be maintained on these frequencies except by those actively participating in a search operation. Therefore consideration might be given to permitting the use of the frequencies 3023.5 kc/s and 5680 kc/s, allotted by the Conference for this and other purposes; and

8. that the Preparatory Committee of Experts, London 1948, which was charged with the study of the method of coordination of aviation, maritime and telecommunication interests on matters of safety at sea and in the air, and in which experts of the I.T.U. participated, in its Report of February 6, 1948 (see paragraph 21 of the Report, sub-paragraph F and paragraph 5 of the Annex) recommended coordination between the I.T.U., I.C.A.O. and Intergovernmental Maritime Consultative Organization on matters of distress, search and rescue operations;

RECOMMENDS :

1. that, in accordance with Article 27 of the International Telecommunication Convention, 1947, and the Report of the Preparatory Committee of Experts, London, 1948, the Administrative Council of the I.T.U. suggest to I.C.A.O. and to the Intergovernmental Maritime Consultative Organization the creation of a small working group composed of experts of the three organizations to study this subject with a view to the formulation of a coordinated plan of action which will ensure, in cases of distress, the maximum benefit from telecommunication facilities; and
2. that, in the meantime, on the basis of the provisions of the Radio Regulations, 1947, cited in Appendix 3 hereof, and with the help of the frequencies set aside for the purpose, the I.C.A.O. take the necessary steps within its organization towards formulation of a plan of coordination of distress, search and rescue operations.

APPENDIX I

COPY

14 May, 1948

Secretary General,
International Conference of Safety
of Life at Sea and in the Air,
c/o General Post Office,
London

Dear Sir,

I am directed by the plenary assembly of the Preparatory Committee for the International Administrative Radio Aeronautical Conference, meeting here in Geneva, to call your attention to the following suggestion approved by that Conference :

"In connection with the allocation of special frequencies for distress and scene of action purposes, it is suggested that the Safety of Life at Sea and in the Air Conference now meeting in London make a recommendation to the World Aeronautical Radio Conference concerning suitable frequencies for such purposes".

It will be very much appreciated if any recommendations you may have on this subject be referred to the undersigned at your earliest convenience.

Sincerely yours,

Gerald C. Gross

Assistant Secretary General

APPENDIX 2

COPY

59662 LONDON 133/8

252 8 1614 ETAT

To : PALAIS WILSON - THE PREPARATORY COMMITTEE FOR THE INTERNATIONAL ADMINISTRATIVE RADIO AERONAUTICAL CONFERENCE, GENEVA.

The International Conference on Safety of Life at Sea have received your telegram concerning the allocation of special frequencies for distress and scene of action purposes which might be used jointly for aviation and marine purposes STOP the Preparatory Committee of experts on the coordination of Safety at Sea and in the Air who recently met in London recognized that communications played an important part both in precautionary measures as well as in actual distress incidents and considered that it would be useful if the matter was examined by representatives of the three agencies concerned namely the International Civil Aviation Organization, the Intergovernmental Maritime Consultative Organization, and the International Telecommunication Union and the necessary coordination secured between them STOP The Committee further suggested that the International Civil Aviation Organization after further consideration of the matter should if it deems this desirable raise the matter of frequencies other than 500 kc/s with the other agencies named above STOP The International Conference on Safety of Life at Sea feels that having regard to the fact that the allocation of frequencies falls within the field of the International Telecommunication Union and that representatives technically instructed on this matter by the three organizations are not in attendance at this Conference the best course would be for the matter to be dealt with as suggested by the Preparatory Committee of experts and recommends accordingly STOP Secretary-General International Conference on Safety of Life at Sea - London.

APPENDIX 3

Provisions of the Radio Regulations, 1947,
governing joint use of frequencies by the aeronautical
and maritime services

The following paragraphs of the Radio Regulations, 1947, relate to the use of frequencies available for distress purposes either to the maritime mobile service, or to the aeronautical mobile service, or to both :

General Provisions

239, 271, 378/79, 570, 571, 598, 599, 761, 762, 775, 779, 780, 805, 861, 862, 865, 871, 891.

Provisions relating to 500 kc/s

714, 718, 720, 721, 722, 733, 600, 601.

Provisions relating to 2182 kc/s

813, 814, 815, 819, 826*, 827*, (* relate to Region 1 only)

Provisions relating to 156.80 Mc/s

198, 830, 832.

Provisions relating to 8364 kc/s

277, 600, 601.

APPENDIX 4

EXAMPLE OF OPERATION OF AIR SEA RESCUE SERVICES

Standard aeronautical procedures generally specify that an aircraft in distress or anticipating such circumstances will first attempt to contact the ground communication station having the receiving guard for this aircraft on the route frequency normally in use, for example 6577 kc/s. The ground station upon receipt of such advice immediately notifies the Air Traffic Control Center which has the responsibility for further advice to the coordinated Air-Sea Rescue Service.

The ground communication station then immediately clears all other aircraft from 6577 kc/s, transferring them to the remaining channels of the frequency family authorized for this route, which, in this example, consist of 3395, 8577, and 11369, to permit of the exclusive use of 6577 kc/s for additional emergency communications. The ground station at this time also notifies via the remaining air ground channels, and available point-to-point circuits all other aircraft and ground stations in the area concerned to permit them to render any assistance possible.

In the ocean areas, all Government and Civil facilities available for life saving services, are coordinated as a combined unit under the Air-Sea Rescue Service Center. This Center is tied closely by telephone and teletype lines with all agencies concerned and with the direction finding networks, and those agencies are alerted for immediate action by the Air-Sea Rescue Center upon advice from the Air Traffic Control Center of aircraft emergencies.

Multi-motored aircraft capable of long distance overseas flights and fully equipped with modern life saving apparatus are available to the Air-Sea Rescue Service for aeronautical and marine rescue, and, upon advice from the Air-Sea Rescue Center, that there is emergency, they proceed immediately to the location where the aircraft has been reported to be in distress, followed, if advisable, by any available surface vessels. The Coastal Stations through the marine communication system also notifies all vessels in the area concerned, for such assistance as they may be able to render.

Should the distressed aircraft prove difficult to locate, and the search become extensive, it is probable that a large number of air and marine craft may assemble in a given area, thereby complicating the problem of efficient scene of action search control. No general radio frequency channels are presently authorized for such control service although in certain areas common frequency channels have been designated by the Military services to expedite their own activities at joint "Scene of Action" operations. Consequently, a great deal of communication is carried on between individual units engaged in the search and their respective home bases, to obtain the necessary coordination required for efficient search organization. Much of this communication is carried on the frequencies authorized for use of the air routes traversing the search area resulting in serious disruption to all other normal air-ground-air communications in this area.

Use of available Air-Sea Rescue Services is by no means restricted solely to the benefit of distressed aircraft but is utilized to a considerable extent in connection with life saving services rendered to marine craft. As an example of such aid to the marine services one of the most extensive aerial searches ever organized was recently conducted over a period of several weeks in the Central Pacific area to locate a barge carrying a small group of men, which had been cut loose from a towing tug in the vicinity of Palmyra Island due to lack of fuel. The towing vessel after refueling at Palmyra Island was unable to locate the barge. The Palmyra Island Aeronautical Communication station was notified by the tug of its difficulties and this advice was forwarded to the U.S. Coast Guard Headquarters at Honolulu. Air and marine craft of the Air-Sea Rescue Service then engaged in the search for the barge without success. During the succeeding days, as no trace of the barge was found, additional military and civil aircraft were pressed into service and the search area widened. Due to the long distance at which the aircraft were operating from their home base, it became necessary to establish temporary search control headquarters at Palmyra Island as well as additional temporary facilities for servicing such aircraft and subsistence for their crews. A Naval Aircraft Carrier was dispatched to the search area and aircraft

from this vessel with the others surveyed large areas of the Pacific before finally locating the barge, which due to the strong ocean currents prevailing in this area, had drifted a considerable distance from its original location.

Communication between the temporary search headquarters at Palmyra Island and craft engaged in the search was carried on by the Palmyra Island aeronautical communication station on the frequencies utilized by the military services for their joint "Scene of Action" operations. The heavy communication load between Palmyra Island and the home bases of the search units at Honolulu was carried by the aeronautical point-to-point communication circuits between these points thereby leaving the air-route frequencies free for other essential communications.

RECOMMENDATION

Concerning the Publication by the
International Telecommunications Union of
Certain Service Documents

The International Administrative Aeronautical Radio Conference, Geneva, 1948, in response to a communication from the Secretary General of the International Telecommunication Union dated April 26, 1948 (a copy of which is appended hereto) requesting the advice of the Conference regarding the publication of certain service documents,

RECOMMENDS, with regard to

1. List of Aeronautical and Aircraft Stations

- a) that the 19th Edition of the list be withheld until February 1949, and that the attention of administrations be directed to the necessity for supplying the Secretary General with accurate data for inclusion in that edition. In case of the section listing aircraft stations, only those aircraft making international flights are to be included; and
- b) that the 20th Edition of the list should not be published until the draft new Frequency List, containing the aeronautical mobile service frequency allotment plan, has been approved by the Special Administrative Radio Conference to be called for that purpose. Furthermore, this edition should list only the frequencies available for use by the aeronautical mobile service stations in the new frequency list and this should be indicated on the cover; and

RECOMMENDS, with regard to the publication of the :

2. Map of Land Stations Open to Public Correspondence with Aircraft Stations.

- a) that the map should be published in accordance with the Radio Regulations, 1947, and should contain all land stations providing an international public correspondence service to aircraft stations only; and
- b) that the Secretary General use his discretion regarding the areas, scale, projection, etc., bearing in mind that this map will be utilized solely for identifying the location of such stations; and

with regard to the publication of the :

3. Map of Radionavigation Land Stations

CONSIDERING :

- a) that for the aeronautical service, the publication of such a map presents a particularly intricate problem, because
 - such a map is of interest to airmen only if it is possible to use it for navigation purposes as well, a requirement which involves the use of special types of projection,
 - radionavigation land stations undergo constant revision in meeting the expanding and changing needs of aviation;
- b) that meeting these requirements would involve the establishment of extensive cartographic services, supported by a rapid means of revision to keep abreast of new developments and installations. Such an undertaking would involve heavy expenditure for the International Telecommunication Union;

- c) that the International Civil Aviation Organization (I.C.A.O.); which is a specialized agency of the United Nations, through its Member States, has established standards for and has arranged for the publication of charts and maps, which contain all pertinent information on aeronautical radionavigation stations. These charts and maps undergo constant revision through an accepted I.C.A.O. procedure, namely, Notice to Airmen (NOTAM) messages to all interested operating agencies;
- d) that the "Recommendations of the United Nations", contained in Annex 5 (Article IV, Paragraph I) to the International Telecommunication Convention, 1947, stresses the need "for the coordination of policies and activities of specialized agencies";
- e) that the publication of such a map by the I.T.U., in addition to the List of Radiolocation Stations, in so far as the aeronautical mobile service is concerned, would be a duplication of a service now being provided by another specialized agency of the United Nations and, in view of the agreement referred to under 4) above, between the I.T.U. and the U.N., such duplication cannot be contemplated and, therefore, an adjustment of the Radio Regulations, 1947, would have to be considered in this respect; and
- f) that, however, all I.T.U. members are not members of I.C.A.O. and if such a map is not published by the I.T.U., those States which are not members of I.C.A.O. will have to make individual arrangements with the latter organization in order to obtain such charts and maps in case they consider the information contained in the List of Radiolocation Stations published by I.T.U. (paragraph 453 of the Radio Regulations, 1947) to be insufficient,

RECOMMENDS :

that the Administrative Council (third session) instruct the Secretary General not to include aeronautical radionavigation land stations in the "Map of Radionavigation Land Stations" referred to in paragraph 464 of the Radio Regulations, 1947.

APPENDIX

to the

Recommendation concerning the Publication by the I.T.U.
of Certain Service Documents

COMMUNICATION FROM THE SECRETARY-GENERAL
OF THE INTERNATIONAL TELECOMMUNICATIONS
UNION TO THE CHAIRMAN OF THE CONFERENCE

Berne, 26 April, 1948.

INTERNATIONAL TELECOMMUNICATIONS
UNION

Division of Radiocommunication

To the Chairman of the International Administrative Aeronautical
Radio Conference

Sir :

According to the Radio Regulations adopted at Atlantic City, the Secretary-General of the Union is responsible for publishing the following documents :

1. (452) Schedule V. List of aeronautical and aircraft stations.
2. (463) The Map of land stations open to public correspondence with aircraft.
3. (464) The Map of radionavigation land stations.

1. It is laid down, with regard to the list of aeronautical and aircraft stations, that only aircraft operating on international routes shall appear on this list.

The information we at present possess on aircraft stations seems to be out of date. Hence it would seem desirable to avoid publishing information of this kind and to publish, in so far as Part C is concerned (Particulars of aircraft stations) only data relative to aircraft operating on international routes.

We would be grateful if you would inform us whether the Conference concurs with this opinion.

2. No information is given, either in the Acts of the Atlantic City Conference, or in the documents of that Conference, with regard to the way in which the map of land stations open to public correspondence with aircraft should be published.

- (i) As provision is made for communication between aircraft operating over the sea and coastal stations, it would seem that these latter should also appear in the map of aeronautical stations. In our opinion, however, such an addition would overload the map to such a point as to make it difficult to use; recourse should rather be had to the map of coastal stations already published by the Bureau in the form of a small 9-page atlas.
- (ii) What areas should be shown on these maps? We would like to know how the world should be represented on the various maps (alternatively which particular areas and/or particular routes).
- (iii) What scale should be selected?
- (iv) Which type of projection would be most suitable, bearing in mind the area to be represented and the specific purposes of the map?

An answer to these questions would enable us to determine the number of sheets in the maps which are to be prepared. In general, we would be extremely grateful for any guidance the Conference could give which would allow us to give satisfaction to all concerned and at the same time to avoid duplication with other maps of similar type.

3. The same remarks apply to radionavigation land stations.

- (i) In view of the fact that there exists a maritime radionavigation service, and an aeronautical radionavigation service, the map should include the stations of both.
- (ii) Consideration might be given to the question whether a map should be published showing both services, or whether separate sheets should be published for each of the two services.
- (iii) This question having been settled, the areas to be shown on these maps might then be determined.
- (iv) Choice of a scale for these maps.
- (v) The type of projection to be used.
- (vi) How should the stations be shown?
 - a) in the case of radio-direction-finding stations.
 - b) in the case of radio-beacons.

In general, the general secretariat of the Union would be glad to know the sense of the Conference on the points mentioned above. It would be grateful if the distinguished specialists represented at the Conference could devote a few moments to their consideration, so that the secretariat might proceed forthwith to publish the documents in question.

We beg to draw your attention to article X of the agreement between the United Nations and the ITU, according to which these two organizations will enter into consultation to avoid any possible duplication in their work. In this case, we have in mind the publications issued by ICAO - another specialized agency of the United Nations. Our own publications must not overlap with those of I.C.A.O.

It may be remembered, in this connection, that the Economic and Social Council of the United Nations, on the 24th February, 1948, adopted a resolution (see annex) on the coordination of cartographic services between specialized agencies and international organizations.

The Secretariat of the Union would be glad if it could be informed when this subject is likely to be discussed, so that the member or members of the General Secretariat entrusted with the publication of these documents may be detached to the Conference.

We thank you in advance for the assistance to be given us in this connection, and send you every good wish for the success of your work.

I am, Sir

Your obedient servant,

F. v. Ernst

Secretary-General

ANNEX

to the Communication of April 26, 1948
from the Secretary General of the I.T.U.

UNITED NATIONS

UNRESTRICTED

E/695

24 February, 1948

Original : English

ECONOMIC AND SOCIAL COUNCIL

COORDINATION OF CARTOGRAPHIC SERVICES BETWEEN
SPECIALIZED AGENCIES AND INTERNATIONAL ORGANIZATIONS

Resolution of 19 February, 1948

CONSIDERING :

that the full development of the world's resources pre-supposes the existence of accurate maps, as these resources are in many cases to be found in areas of the world comparatively little explored; and

CONSIDERING :

that such maps promote international trade, further the security both of aeronautical and maritime navigation, provide data necessary for the study of such measures of peaceful settlement as are provided for in Chapter VI of the Charter, and for the implementation of the security measures provided for in Chapter VII of this Charter; and

CONSIDERING :

that the coordination of the cartographic services of the United Nations and of the specialized agencies, together with those of Member States, would mean a considerable saving in time, money and man-power, and would help to improve the technique and the value of cartography; and

CONSIDERING :

that a number of Member States have already announced their interest in the drawing-up of a coordinated programme of international cartography: (*)

The Economic and Social Council therefore recommends :

- 1) Member States to promote the carrying out of accurate surveys and the production of accurate maps of their own territory.
- 2) The Secretary-General to take all necessary steps within the limits of the financial resources available to :
 - a) Support efforts made with this in view, by promoting the exchange of technical data, and by other means; in particular, by preparing a study of modern methods of cartography which would deal at the same time with the establishment of uniform international standards in this respect;
 - b) Coordinate the plans and programmes drawn up by the United Nations and the specialized institutions on cartographic matters, taking into account the work done in this field by various inter-governmental and non-governmental organizations, and to report on this matter to the Council at a later session.
 - c) Cooperate closely with the national cartographic services of the Member States concerned.

* Documents E/257, E/258, and E/483.

RECOMMENDATION

Concerning the Use of Aeronautical Mobile R Frequencies
for the Aeronautical Fixed Service

The International Administrative Aeronautical Radio Conference,
Geneva, 1948

CONSIDERING :

1. that the spectrum space allocated to the aeronautical mobile R service is inadequate to satisfy all the requirements of that service; and
2. that the use of frequencies of the aeronautical mobile R service by the aeronautical fixed service would limit further the number of frequencies available to the aeronautical mobile R services;

RECOMMENDS :

that the use of frequencies of the aeronautical mobile R service for aeronautical fixed communications be generally avoided; that such use of the aeronautical mobile R frequencies be made only in exceptional circumstances and be discontinued as soon as possible.

RECOMMENDATION

to the P.F.B. relating to Frequency Assignments
to Stations in the Aeronautical Fixed Service.

The International Administrative Aeronautical Radio Conference,
Geneva, 1948,

CONSIDERING :

that it is necessary to avoid the possibility of mutual interference between emissions of stations in the aeronautical mobile R service and those in the aeronautical fixed service, especially in the frequent cases where an aeronautical station is located at the same place as an aeronautical fixed station;

RECOMMENDS :

that, when assigning to a station of the aeronautical fixed service a frequency in a fixed service band contiguous with an aeronautical mobile R service band, the P.F.B. take care, to the greatest possible extent, to select a frequency which will allow a sufficient separation (approximately 15 kc/s if possible) between that frequency and the junction of the bands, to avoid mutual interference.

RECOMMENDATION

Concerning the Review of Forms 1 and 2
submitted to the P.F.B.

The International Administrative Aeronautical Radio Conference,
Geneva, 1948

CONSIDERING :

that it appears that certain countries included aeronautical fixed service requirements on Forms 2 and that there is thus a danger that if in such cases the information is omitted from Forms 1, the P.F.B. may make insufficient provision for the aeronautical fixed service.

RECOMMENDS :

that telegrams be despatched to all Administrations requesting them to review, as a matter of urgency, the information originally submitted and to forward any necessary amendments through the appropriate channel.

RECOMMENDATION

Concerning the Repetition of Frequency Assignments
for the Aeronautical Mobile R Service

The International Administrative Aeronautical Radio Conference,
Geneva, 1948

CONSIDERING :

1. that the frequencies available to the aeronautical mobile R service are insufficient to enable a plan to be assembled which will adequately provide for all the requirements of the service; and
2. that individual requirements will arise from time to time for which no specific provision may be made in the present plan,

RECOMMENDS :

that although frequencies have been exclusively allotted for use within the defined Major World Air Route Areas and Regional and Domestic Route Areas boundaries, any administration is nevertheless permitted to utilise frequencies on a secondary basis both inside and outside the area or areas to which they are specifically allotted on condition, however :

- (1) that no harmful interference be caused thereby to the services using them in the areas and for the purposes for which they are primarily allotted, and
- (2) that the provisions of Articles 3 and 11 of the Radio Regulations, 1947, are met.

RESOLUTION

on Cooperation between ITU and ICAO

The International Administrative Aeronautical Radio Conference,
Geneva, 1948

CONSIDERING :

1. that Article 27 of the Telecommunication Convention of Atlantic City, 1947, states : "In furtherance of complete international coordination, on matters affecting telecommunication, the Union will cooperate with international organisations having related interests and activities";
2. that there exist in the field of aeronautical telecommunications many matters of common interest to ICAO and the ITU on which it is highly desirable that the two organisations should act in close cooperation with each other, within the general framework established by the Charter of the United Nations, in order to facilitate the attainment of the purposes for which they were created; and
3. that moreover, the Conference has agreed to recognise ICAO as the specialized agency qualified to carry out the purposes contemplated in paragraph 390 of the Radio Regulations, 1947;

RECOMMENDS :

that the Administrative Council of the ITU make appropriate arrangements with ICAO to provide :

- (a) that, subject to Chapter 2 of the General Regulations annexed to the International Telecommunication Convention, 1947, each organisation be automatically invited by the other of those of its conferences where matters of common interest will be studied;
- (b) that each organisation include on the agenda of its meetings, after such preliminary consultation as may be necessary, any question submitted by the other organisations;
- (c) that each organisation keep the other fully informed concerning projected activities and programs of work in which there may be a common interest, and that, subject to such arrangements as may be necessary for the safeguarding of confidential material, they make a full and prompt exchange of information and documents concerning matters of common interest; and
- (d) that joint committees or other inter-agency machinery or arrangements be established, whenever desirable, to facilitate cooperation in specific matters with which the two organisations may be concerned.