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(ITU) للاتصالات الدولي الاتحاد في والمحفوظات المكتبة قسم أجراه الضوئي بالمسح تصوير نتاج (PDF) الإلكترونية النسخة هذه والمحفوظات المكتبة قسم في المتوفرة الوثائق ضمن أصلية ورقية وثيقة من نقلاً.

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Настоящий электронный вариант (PDF) был подготовлен в библиотечно-архивной службе Международного союза электросвязи путем сканирования исходного документа в бумажной форме из библиотечно-архивной службы МСЭ.

3rd SERIES OF PROPOSALS

FOR THE INTERNATIONAL RADIOCOMMUNICATION CONFERENCE, GENEVA, 1959

Note by the S.G.: This 2nd series includes both additional pages and revised pages. The additional pages are numbered in the decimal system (examples: 33.1, 33.2, 41.1 etc.) and should be interleaved in the 1st series of proposals in numerical order. The revised pages bear the indication "Revision" (examples: 32 Revision 1, 43 Revision 1, 46 Revision 2 etc.). These revised pages cancel and replace the corresponding pages in the 1st or 2nd series.

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(This page cancels and replaces the present page 31)

ANNEX 1

Netherlands (cont'd)

Article 26 A (New). Scope of the Services, Frequencies, Classes of Emission in the Maritime Mobile Radio Service.

I. Band between 110 and 160 kc/s.

Radiotelegraphy for medium distances, public correspondence.

Calling Frequency 143 kc/s. Class of emission: A1 or F1. Between 110 and 125 kc/s A2 may be used exclusively for the transmission of time signals.

II. Band between 285 and 315 kc/s.

Maritime radio navigation (radio beacons).

III. Band between 405 and 535 kc/s.

Radiotelegraphy for short distances.

1. *Distress.* 500 kc/s is the international distress frequency and is used for distress calling, distress traffic, urgency and safety signals and messages. Class of emission: preferably A2. It is permitted to use class B emissions for signals of distress urgency and safety, for messages relating thereto, for messages relating directly to the safety of life and urgent messages relating to the movement of the ship.

2. *Public correspondence.*

500 kc/s is the calling frequency. Class of emission for calling and traffic: A1 or A2. Ship/shore and intership frequencies on an international basis.

3. *Transmissions from a life-boat, a life-raft or a survival craft.*

Frequency 500 kc/s; Class of emission: preferably A2.

IV. Band between 1605 and 2850 kc/s.

Radiotelephony and radiotelegraphy for short and medium distances.

1. *Distress.*

The frequency of 2182 kc/s is the international frequency for distress calls and distress traffic as well as for urgency and safety signals and messages. Class of emission: A3.

2. *Public correspondence.*

2182 kc/s is in use for call and reply; Administrations may assign other frequencies for this purpose. Ship/shore and intership frequencies on a national basis. Classes of emission A1 and A3. No frequencies available for international ship-shore traffic.

No frequencies available for international intership traffic.

V. Band between 4 000 and 23 000 kc/s.

Long distance radiotelegraphy and radiotelephony transmissions.

1. *Radiotelegraphy.*

Class of Emission: A1.

1.1 Public correspondence. Calling frequencies in international calling bands.

No frequencies available for international intership traffic.

1.2. The frequency 8364 kc/s is assigned for the use of survival craft in this frequency band. Class of emission: by preference A2.

2. *Radiotelephony.*

Public correspondence. Two frequency communications on a national basis. Calling on ship/shore working frequencies. No frequencies available for international ship/shore traffic. No frequencies available for national intership traffic. No frequencies available for international intership traffic. Class of emission: A3.

VI. Frequencies in the VHF-bands: 156.025–157.425 Mc/s

160.625–160.975 Mc/s

161.475–162.025 Mc/s

are in use for the international maritime radio-telephone service on very short distances for the following functions. The class of emission for all purposes mentioned below is F3.

(This page cancels and replaces the present page 46 Revision 1)

(Continuation of Art. 1)

Present Provisions

Proposals

49

Switzerland

7. Replace the present text by the following:

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

Reasons

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

50

Australia (Commonwealth of)

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

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

Reasons

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

4610

Czechoslovakia

7. After this No. add the following new definition.

Telemeasurement: a process during which numerical data are supplied from a distance by means of electrical signals.

Reasons

Remote-measurement equipment is being used in radio to a steadily increasing degree. Hence the need for this new definition.

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

France, French O.P.T.A.

8. Replace the present text by the following:

51

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

Reasons

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

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

52

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

(This page cancels and replaces the present page 49 Revision 1)

(Continuation of Art. 1)

Present Provisions

Proposals

**3207 United States of America,
United Kingdom**

12. *At the beginning delete:* solely.

Reasons

United States of America:

The Atlantic City text is too restrictive.

United Kingdom:

To remove an unnecessary restriction.

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

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

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

64 U. S. S. R.

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

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

Reasons

Clearer drafting.

**3208 United States of America,
United Kingdom**

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

Radiopositioning: Radiolocation other than radionavigation.

Reasons

United States of America:

To define this new term which is widely used in these proposals.

United Kingdom:

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

United Kingdom proposals for Article 5 of the Regulations include frequency allocations for Radiopositioning services.

The United Kingdom is specially mindful of the need to ensure that radio aids used in aeronautical and maritime navigation concerned with safety of life do not suffer harmful interference from other types of Radiolocation service. The United Kingdom has carefully considered the proposal to segregate the Radionavigation type of service from other types of Radiolocation service (first proposed at the Special Meeting of the Communications Division of the International Civil Aviation Organisation held in August, 1958) and is convinced of the need for such a change. The allocation of frequency bands to each type of service should provide a starting point from which the future design, development and introduction of equipment may proceed on an orderly basis.

The United Kingdom, therefore, advocates the concept of separate Radionavigation and Radiopositioning services, but recognises that any adjustment of existing equipments to appropriate bands would need to be a gradual process.

(This page cancels and replaces the present page 67)

(Continuation of Art. 1)

Present Provisions

Proposals

146

Japan

58. *Delete in fine:*

...extended to include any discrete frequency ...
radiated power.

Reasons

It is deemed appropriate to amend as above, taking into consideration the proposed amendment to C.C.I.R. Recommendation No. 146 (Geneva, 1958).

147

Federal German Republic

58. *To be replaced and supplemented, respectively, by the pertinent definitions of the C.C.I.R. Recommendations Nos. 145 and 147 (as amended by Study Group I of the C.C.I.R. in Doc. I/53, I/61, TEMP. I/13, Geneva, 1958).*

Particularly, the following definitions should be included in the RR:

C.C.I.R. Recommendation No. 145:

- 1) Bandwidth occupied by an emission;
- 2) Bandwidth necessarily occupied by an emission;
- 3) Out-of-band radiation of an emission;
- 4) Build-up time of the signal.

C.C.I.R. Recommendation No. 147:

- 1) Spurious radiation;
- 2) Harmonic radiation;
- 3) Parasitic radiation;
- 4) Intermodulation products and radiation other than harmonic and parasitic.

Reasons

It seems desirable to adopt the more detailed definition of these terms given in C.C.I.R. Recommendations Nos. 145 and 147 as amended in Documents I/53, I/61, and TEMP. Doc. I/13 (Geneva 1958).

148

United Kingdom

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

Bandwidth Occupied by an Emission: The band of frequencies in which is contained 99 % of the total radiated power.

Reasons

To conform to C.C.I.R. Recommendation No. 146.

(This page cancels and replaces the present page 98)

(Continuation of Art. 2)

Present Provisions**Proposals****France, French O.P.T.A., Morocco****296***Heading. Read:***Section I. Classification****75** § 2. Emissions are classified and symbolized according to the following characteristics:

- (1) Type of modulation
- (2) Type of transmission
- (3) Supplementary characteristics.

Section I. Classification of Emissions**297***75. Replace the present text by the following:*

§ 2. Emissions shall be classified and symbolized according to the following characteristics:

- (1) Type of modulation;
- (2) Type of signal;
- (3) Number of channels of similar characteristics to which frequencies are apportioned.

To designate an emission, symbols shall be written in the order (1), (2), and (3).

298**United Kingdom***75. Under (1), replace: Type of modulation by: Type of modulation of the main carrier.***Reasons**

It is the method of modulating the main carrier that is indicated by the symbols A, F or P.

4611**Czechoslovakia***75. Under (1), replace: Type of modulation by: Type of modulation of the main carrier.***Reasons**

Because, for more complex types of emission, the sub-carrier may be modified by a type of modulation other than that of the main carrier.

76 § 3. (1) Types of modulation:

- a) Amplitude
- b) Frequency (or phase)
- c) Pulse

*Symbol*A
F
P**299 France, French O.P.T.A., Morocco***76. Replace the present text by the following:*

§ 3. (1) Type of modulation:

Symbol

- a) Amplitude, two dependent sidebands

Single sideband, or independent sidebands:

Full carrier	AB
Reduced carrier	AR
No carrier	AS

- b) Frequency or phase

F

(This page cancels and replaces the present page 99)

(Continuation of Art. 2)

Present Provisions

Proposals

- | | |
|---|----|
| c) Pulses | P |
| Pulses, exactly periodical (unmodulated) | PO |
| Pulses, amplitude-modulated | PA |
| Coded pulses | PC |
| Position (or phase) modulated pulses | PH |
| Width modulated pulses | PL |
| d) Composite modulation | |
| Various combinations of the symbols A, F, P, PA, etc., shall be used. Where appropriate, the last letter would be the symbol for modulation by the information-carrying signal. | |

300

United Kingdom

76. Replace: Types of modulation *by:* Types of modulation of the main carrier.

Reasons

It is the method of modulating the main carrier that is indicated by the symbols A, F or P.

4612

Czechoslovakia

76. Replace: Types of modulation *by:* Types of modulation of the main carrier.

Reasons

See proposal 4611.

(Continuation of Art. 2)

Present Provisions**Proposals****77**

(2) Types of transmission:

- a) Absence of any modulation intended to carry information 0
- b) Telegraphy without the use of modulating audio frequency 1
- c) Telegraphy by the keying of a modulating audio frequency or audio frequencies or by the keying of the modulated emission (special case: an unkeyed modulated emission) 2
- d) Telephony 3
- e) Facsimile 4
- f) Television 5
- g) Composite transmissions and cases not covered by the above 9

Australia (Commonwealth of)**301**

77. Delete the existing sub-paragraph c) and in its place insert the following:

- c) Telegraphy by the keying of a modulated wave 2

302

After the present sub-paragraph f) insert the following new sub-paragraph:

- f bis)* Telegraphy by the keying of a modulating audio frequency impressed on an uninterrupted continuous wave carrier 6

Reasons

To provide a symbol to define without ambiguity the emission of non-directional beacons employed for aeronautical purposes.

(This page cancels and replaces the present page 100)

(Continuation of Art. 2)

Present Provisions

Proposals

France, French O. P. T. A., Morocco
303

77. Replace the present text by the following:

(2) Type of signal	Symbol
a) Absence of any modulating signal*)	0
b) Telegraphy without modulating audio frequency	1
c) Modulation by one or more sine oscillations of relatively low frequency. Telegraphy by keying of one or more audio frequency oscillations or by keying of the emission thus modulated, is represented by the same signal, without addition	2
d) Telephony; sound broadcasting	3
e) Facsimile; phototelegraphy	4
f) Television	5
g) Special radiolocation signals; radionavigation*)	6**)
h) Radio measurement	7
i) Radio control	8
j) Complex signals and cases not considered above	9

304

*) Emissions of pure continuous waves for radiolocation and radio navigation purposes shall always be represented by the symbol A0.

305

France and French O. P. T. A.

**) At its Warsaw Plenary Assembly, the C.C.I.R. proposed (Recommendation No. 152, sub-paragraph 4) that the symbol 6 be allotted to four-frequency diplex telegraphy. But this is not in harmony with the use made of the other figures, which are not numerous enough to stand for particular systems. Four-frequency diplex telegraphy is but one instance of frequency-shift telegraphy, with previous amplitude combination of the signals in the two channels. Hence the symbol FA1 we are proposing hereinafter.

306

India

77. Insert after sub-paragraph f):

f bis) Telegraphy using four adjacent radio frequencies	6
---	---

Reasons

C.C.I.R. Recommendation No. 152 (Warsaw, 1956).

(Continuation of Art. 2)

Present Provisions**Proposals****4613****Czechoslovakia***77. Replace the present text by the following:*

(2) Types of transmission:

- a) (unchanged)*
- b) unchanged*
- c) telegraphy by keying of the modulated wave 2*
- d) (unchanged)*
- e) (unchanged)*
- f) (unchanged)*
- g) telegraphy by keying of the modulating audio frequency, superimposed on the uninterrupted continuous carrier 6*
- h) four-frequency duoplex*
- i) [present text of g)].*

Reasons

To provide a symbol unambiguously defining the modulated, keyed emission on an uninterrupted carrier, used for non-directional air navigation radiobeacons, and to make provision for the views of the C. C. I. R. (Recommendation No. 152), on four-frequency duoplex (but the symbol proposed, F6, has had to be changed to F7).

(Continuation of Art. 2)

Proposals**4614****Czechoslovakia***85. Amend as follows:*

§ 10. Frequencies shall be expressed in kilohertz (kHz), up to 3 000 kHz inclusive, in megahertz (MHz) up to 3 000 MHz inclusive, and in gigahertz (GHz) from 3 000 MHz onwards.

Band:	Frequency range: (excluding lower, including upper, limit):	Metric sub-division:
4	3 to 30 kHz	Myriametric waves
5	30 to 300 kHz	Kilometric waves
6	300 to 3 000 kHz	Hectometric waves
7	3 to 30 MHz	Decametric waves
8	30 to 300 MHz	Metric waves
9	300 to 3 000 MHz	Decimetric waves
10	3 to 30 GHz	Centimetric waves
11	30 to 300 GHz	Millimetric waves
12	300 to 3 000 GHz	Decimillimetric waves

Reasons

It would be well if the I.T.U. in its radio documents, were to use the internationally-recognized frequency unit, the hertz (Hz). Besides which, it would be well to get rid of ambiguities in the designation of bands. We submitted this proposal in C.C.I.R. Document XIV/1 to the Ninth Plenary Assembly of that body. See, too, Document 615 of the Ninth Plenary Assembly of the C.C.I.R., Los Angeles, 1959.

(Continuation of Art. 5)

Proposals

4615

Austria

The Conference should examine whether it would be advisable to determine special frequency bands for ionospheric scatter links or to take other steps intended to protect local radio services against interference through ionospheric scatter links.

Reasons

The steady increase in the number of ionospheric scatter links increases the probability of interference to other radio services.

(Continuation of Art. 5)

Proposals**4616****Netherlands****Proposal for the Allocation and Protection of Frequency Bands for Radio Astronomy**

1. The following frequency bands are proposed for the reception of cosmic emissions:
 - A. exclusively (i. e. no transmissions in these bands)
 - 39.0 – 40.5 Mc/s;
 - 80.5 – 82.5 Mc/s;
 - 152.0 – 156.0 Mc/s, as a long term objective when the OR-services will vacate this band, according to existing plans;
 - 610 – 615 Mc/s;
 - 1 399 – 1 427 Mc/s, (the interstellar hydrogen line band).
 - B. 328.6 – 335.4 Mc/s, with the understanding this will not restrict instrument landing systems (ILS services) which are the only transmissions allocated in this band.
2. The following frequency bands are proposed for the reception of cosmic emissions and may be shared with low power, fixed, directional (but not scatter propagation) services under the condition that regional Administrations provide protection for astronomical reception:
 - 2 555 – 2 565 Mc/s;
 - 5 110 – 5 130 Mc/s;
 - 10 230 – 10 250 Mc/s.
3. It is recommended that the bands allocated for standard frequency and time signal emission at 2.5, 5.0, 10 and 20 Mc/s should not include anything other than the standard frequency and time emissions, and that a greater effort be made to enforce this specific allocation, thus permitting their use for reception in radio astronomy.
4. Great care shall be taken to give complete international protection from interference to the reception of cosmic emissions in the bands allocated to radio astronomy, and that Administrations, in seeking to afford protection to particular radio astronomical observations, take all practicable steps to reduce harmonic radiations falling within the allocated bands to the absolute minimum amplitude.

Remark

The views underlying the proposal are largely supported by C.C.I.R. Recommendation No. 314 (Los Angeles, 1959), which was adopted unanimously.

It is further recommended that C.C.I.R. Recommendation No. 314 should be studied to seek international agreement on the frequencies mentioned in para. 3 of that Recommendation.

Reasons

1. The radio frequency spectrum is one of the two important "windows" through which it is possible to study the Universe outside the Earth's atmosphere, and the data so obtained are different in character from the data which can be obtained through the optical window with the help of ordinary telescopes.
2. The nature of the radio data changes markedly with frequency, so that narrow reception bands are required approximately every octave throughout the radio spectrum.
3. Certain frequencies are of particular importance for the observation of known spectral lines. These lines cover certain bands of frequencies because of Doppler shifts. These narrow-band line-radiations are characteristic of all galaxies and intimately portray their internal structure.

(Continuation of Art. 5)

Proposals**Netherlands (cont'd)**

4. Cosmic radio radiations are of extraordinarily low intensity, typical field strengths being in the MICRO-MICRO-VOLT to MILLI-MICRO-VOLT per meter range, so that typical NOISE-TO-SIGNAL ratios in radio astronomy are of the same order as SIGNAL-TO-NOISE ratios in ordinary communication circuits.
5. Because of this feeble intensity, and because of the "noise-like" characteristics of the cosmic signals, some practical bandwidths are necessary.
6. Serious man-made interference to this field of study has existed in the past, and is increasing very rapidly as a consequence of the highly accelerating development of modern electronic and communication technologies in response to the need for more and more communication and control facilities.
7. Sources of man-made interference are no longer confined essentially to the surface of the Earth, nor are they even fixed in space; that is, interference arises from high power scatter communication equipment, scattering of high power long range radar signals, high flying aviation and missile communication and telemetering transmissions, satellite transmissions and signals reflected by satellites, Moon and planetary radar, etc.
8. Radio astronomy receiving sites are commonly chosen so as to provide the greatest practicable freedom from interference, but in spite of this precaution, serious interference still exists.
9. In several countries, radio astronomers have experienced great difficulty in making satisfactory arrangements with the appropriate national frequency allocation authorities in their own and neighbouring countries, with the result that important scientific programs have been curtailed and, in some cases, have even proved impossible.
10. The development of radio astronomy has already led to major technical advances, particularly in receiver and antenna design techniques, and led to improved knowledge of fundamental radio noise limitations of great importance to technical radio communication, and promises further important results.
11. Protection from interference on certain frequencies is absolutely essential to the maintenance and advancement of radio astronomy and the associated measurements.
12. The sensitivity of radio astronomy receiving installations should be limited by natural, basic, physical laws ONLY, and not by man-made interference.
13. Such protection is required also in the related fields of ionospheric physics and interplanetary "space" physics.
14. Maintenance of interference-free openings in the radio window is an international scientific problem of more than usual significance.
15. The overall investment in radio astronomy receiving equipment now EXCEEDS FOUR HUNDRED MILLIONS OF SWISS FRANCS and is still growing rapidly.
16. Though world-wide demand for frequency allocations is enormous, yet the situation in radio astronomy poses a unique problem which warrants exceptional consideration by frequency allocation authorities.
17. Exclusive reservation of only a few bands is required since, in a large part of the spectrum, it is possible for radio astronomy to share frequency bands with certain existing and projected services.
18. Radio astronomers as a whole are in strong agreement with the above views, and believe that they are urging a minimum program, one which is justified by the experience of the past fifteen years of intensive radio astronomical research, and one whose importance is witnessed by numerous International Astronomical Union (I.A.U.) and U.R.S.I. resolutions, petitions by the Royal Society of Great Britain, by Belgian and Dutch radio astronomers, etc.

(This page cancels and replaces the present page 172)

(Continuation of Art. 5)

Proposals

459

Australia (Commonwealth of) (*cont'd*)

10 000–10 500 Mc/s. *Replace the present allocations by the following:*

- a) Amateur
- b) Radionavigation

Reasons

In view of the requirements of the radionavigation service, it is proposed that it shall share the band 10 000–10 500 Mc/s with the amateur service.

4617

Austria

70 – 90 kc/s

90 – 110 kc/s

The delegates should adopt a resolution to the effect that, in the frequency band 80 – 110 kc/s of Region 1, a frequency band of an approximate width of 10 kc/s should be provided for facsimile transmissions of weather charts, and for ground-to-aircraft teletype connections.

Reasons

The possibility of transmitting and receiving weather charts by applying the Hell system is made use of to an ever growing extent. Moreover, transmission of news by teletype between ground stations and aircraft should be rendered possible. For these purposes, low frequencies are particularly suitable. The band width required for facsimile transmissions is 1 kc/s. However, it would not suffice to use one frequency for several stations. Therefore, a frequency band of 10 kc/s would have to be provided.

4618

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

24) The frequency band 415–490 kc/s is allocated exclusively for the maritime mobile service on a world-wide basis and the band 510–525 kc/s is allocated exclusively for that service in Region 1. However, the frequencies 420, 433 and 520 kc/s are used to secure coverage of the mountainous parts of Austria, Norway, Sweden, and Switzerland by broadcasting services.

Reasons

To cover mountainous countries by broadcasting services involves certain difficulties which it is hardly possible to overcome by using higher frequencies.

4619

7 000 – 7 300 kc/s

This band should be subdivided into two bands of which one is to be allocated exclusively for radio amateur service and the other exclusively for broadcasting. The footnote referring to item 158 should be altered accordingly.

Reasons

The conditions which developed in the meantime should be acknowledged.

(Continuation of Art. 5)

Proposals

4620

Austria (cont'd)

100 – 108 Mc/s

This band should be allocated exclusively for broadcasting also in Region 1. The reference to item 149³⁵) may be dropped; the footnotes referring to items 185 and 193 should be amended accordingly.

Reasons

To provide a contractual basis for a development that is already in progress.

4621

108 – 118 Mc/s

328.6 – 335.4 Mc/s

Aeronautical radionavigation.

The delegates should provide for adequate guard bands for aeronautical radionavigation services in the frequency bands 108–118 Mc/s and 328.6–335.4 Mc/s similar to the action taken in favour of the frequency 75 Mc/s according to item 184 of the Frequency Table.

Reasons

It appears warranted that particular protection should be afforded to the frequencies in the bands 108–112 Mc/s and 328.6–335.4 Mc/s for instrument landing (Localizer, Glidepath) and to the frequencies provided for medium range navigational aids (VOR) in the band 112–118 Mc/s.

4622

165 – 165.7 Mc/s

169 – 170.2 Mc/s

The delegates of the European Area should determine frequency bands within which an European international public land radio service for civil means of conveyance (such as road vehicles, railways and river boats) could be organized either on an experimental basis or permanently, as soon as the conditions so require. The following frequency bands are suggested for this purpose: 165 – 165.7 Mc/s and 169.5 – 170.2 Mc/s.

Reasons

The development of mobile radio services will create in Europe the need for an international radio service for civil means of conveyance. The necessary measures required to meet this demand should be taken well in advance. It appears to be advisable to take the necessary action on an international basis.

4623

216 – 235 Mc/s

It would be advisable to examine the question whether portions of this band could be released for general or local use by broadcasting stations with unlimited or limited power.

Reasons

The development of television necessitates an increase in the number of available TV channels.

Proposals

4624 235 – 328.6 Mc/s
335.4 – 420 Mc/s
460 – 470 Mc/s

Austria (cont'd)

Subdivision of the frequency bands 235–328.6 Mc/s, 335.4–420 Mc/s and 460–470 Mc/s for mobile land radio services in Europe.

To enable the Administrations to liberally allocate frequencies for mobile land radio service (basic stations and mobile land radio stations) in the bands 235–328.6 Mc/s, 335.4–420 Mc/s and 460–470 Mc/s also in frontier districts (for instance, within a strip of land along the border about 100 kilometres wide, see Annex below), the delegates of the European administrations should examine the possibility of taking the following action in respect of radio equipment of less than 50 watts of carrier power:

- (1) *To determine a uniform value of carrier spacing (for instance 60 kc/s; see Annex below) and*
- (2) *to determine the lowest carrier frequency in each band on the basis of a division into three groups.*

According to these frequency groups, the various countries would have to be divided into three groups in such a manner that, whenever two countries have a common border-line, they would belong to distinct groups (see Annex below; the groups are designated by the capital letters A, B, C; the plan shows one of the many possibilities of grouping).

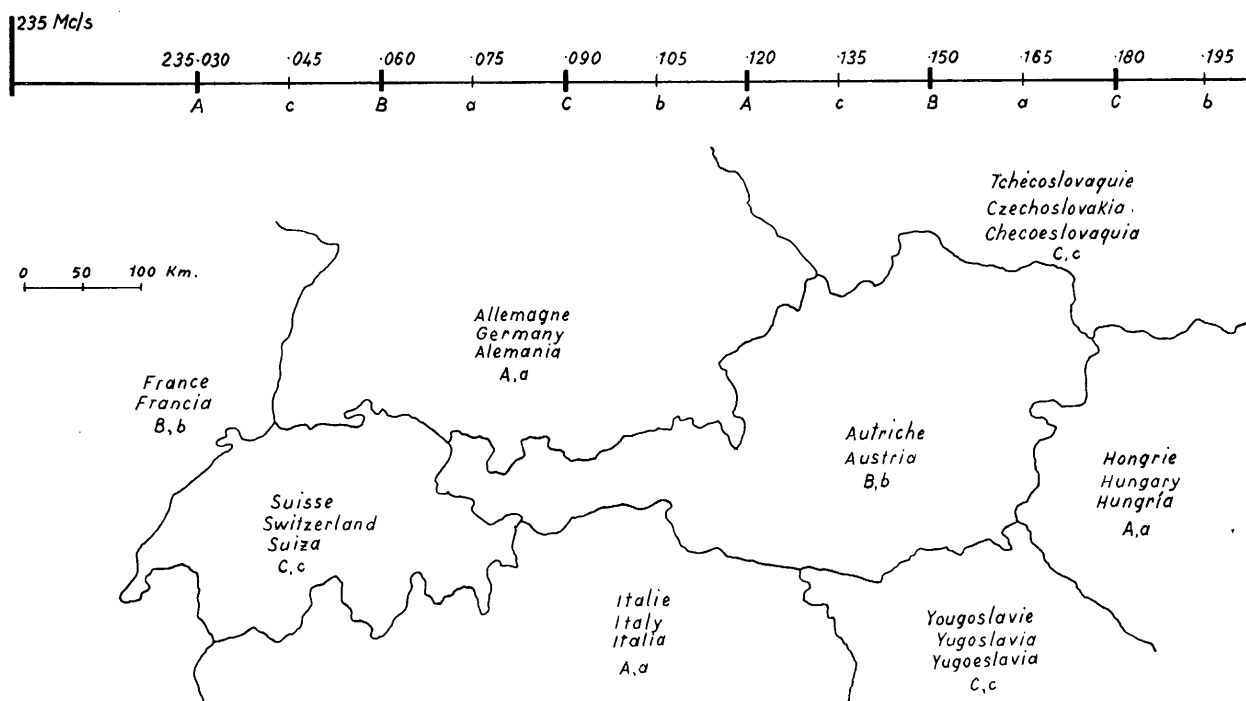
The carrier frequencies of the three groups should be determined in such a manner that they differ from one another only by $\frac{1}{3}$ each of the carrier spacing referred to under 1).

Between any 2 carrier frequencies allocated to a country, a third carrier frequency with half the spacing stipulated under 1) may be used, provided that the radio stations concerned are situated at such distance from the border that, with due regard for the respective power of the stations, no harmful interference can be caused in the frontier district of the neighbouring country. (These additional channels are indicated in the Annex with the small letters a, b, c.)

4625

Annex

a) Fixed b) Mobile (235 – 328.6 Mc/s)



Reasons

The allocation of frequencies for fixed and mobile radio services necessitates, especially in small countries, international measures providing protection against harmful mutual interference. These measures involve a great deal of administrative work. As far as mobile land radio service is concerned, low-powered VHF equipment is used to an ever larger extent so that it would be important for the various Administrations to be able to allocate frequencies liberally.

(Continuation of Art. 5)

Proposals**4626****Austria** (*cont'd*)

420 – 430 Mc/s

430 – 440 Mc/s

440 – 460 Mc/s

The Conference should examine the question whether it would be advisable to improve protection of aeronautical radionavigation service in the frequency band 420–460 Mc/s (item 210, Radio Regulations) and, at the same time, to allocate to radio amateurs a frequency band which would be available exclusively for their purposes.

The following frequency allocations are suggested:

Frequency band 420 – 430 Mc/s (10) Aeronautical radionavigation

Frequency band 430 – 440 Mc/s (10) Radio amateurs

Frequency band 440 – 460 Mc/s (20) Aeronautical radionavigation

The observation in item 210 of the Frequency Table can be dropped; the observation contained in item 211 is to be altered accordingly.

Reasons

The stipulations of item 210 involve the danger of unintentional interference with aeronautical radionavigation service. Allocation of separate frequencies would eliminate this drawback.

4627

470 – 960 Mc/s

The delegates should examine the possibility of allocating for broadcasting one integral band for exclusive use, which would replace the bands 470–585 Mc/s, 610–940 Mc/s and (in the Regions 1 and 3) 940–960 Mc/s now allocated for broadcasting.

In order to render transition to the new method of allocation easier for the radionavigation services, joint use might be permitted for a reasonable transitional period of which the duration would have to be determined.

Reasons

This proposal appears useful with a view to developing equipment techniques that are as simple as possible.

4628

1 700 – 2 300 Mc/s

3 600 – 4 200 Mc/s

The following footnote should be added with regard to these two bands:

^{105 bis}) in this band, the fixed service shall be given priority.

Reasons

In Region 1, microwave links are operated in the frequency bands 1 700–2 300 Mc/s and 3 600–4 200 Mc/s. In consideration of the density of traffic carried by these links, they ought to be specially protected against interference by mobile services. Therefore, it appears that general protective measures rather than a great number of bilateral agreements are needed.

(Continuation of Art. 5)

Proposals**460 Belgium, France, French O. P. T. A., Italy, Netherlands**

109. SOME PROPOSALS FOR AMENDMENT OF
THE FREQUENCY ALLOCATION TABLE* (ATLANTIC CITY, 1947)

461

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

* Administrations authorizing the use of frequencies below 10 kc/s for special national purposes must ensure that no harmful interference is caused thereby to the authorized services in the bands above 10 kc/s.

	Frequency band and (Bandwidth) kc/s	Allocation to Services		Observations
		World-Wide	Region 1	
462	10-110	¹⁾		Unchanged
463	110-130 (20)		4 bis)	Unchanged
464	130-325		¹³⁾	Unchanged

465

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

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

466

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

4 bis) Aeronautical stations, but not aircraft stations, shall be authorized to work in the 110-130 kc/s band.

467

124. ¹²⁾ *Delete.*

(This page cancels and replaces the present page 178)

(Continuation of Art. 5)

Proposals**Netherlands**

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
500	68-70 (2)		a) Fixed b) Mobile except aeronautical mobile	Each country may indicate by means of a footnote which part is used for aeronautical navigation.

France, French O. P. T. A.

501	68.5-70 (1.5)	Aeronautical radio- navigation		
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502 Belgium, France, French O. P. T. A.**184.** Replace the present text by the following:

⁷⁰⁾ 75 Mc/s is the frequency set aside for aeronautical marker beacons, with a ± 0.2 Mc/s guardband. But the fixed and mobile services must refrain from assigning frequencies close to the limits of this guardband to stations which, because of their power or position, might jeopardize the services rendered by marker beacons:

Belgium, Italy

503	70-74.8 (4.8)		72.8-74.8 (2) a) Fixed b) Mobile except aeronautical mobile	
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France, French O. P. T. A.

504	70-74.8 (4.8)		a) Fixed b) Mobile, except aeronautical mobile	
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Netherlands

505	72.8-74.8 (2)		a) Fixed b) Mobile except aeronautical mobile	Each country may indicate by means of a footnote which part is used for aeronautical navigation.
505 bis	74.8-75.2 (0.4)		Aeronautical radionavigation	Marker beacons.

(This page cancels and replaces the present page 179)

(Continuation of Art. 5)

Proposals**Belgium**

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
506	74·8-75·2 (0·4) 70)		70)	Unchanged

France, French O. P. T. A.

507	74·8-75·2 (0·4) 70)	Aeronautical radio- navigation		
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Italy

508	74·8-75·2 (0·4) 70)	-----	-----	
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France, French O. P. T. A.

509	78-80 (2)	Aeronautical radio- navigation		
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Italy

510	78-80 (2)	-----	-----	
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Netherlands

511	78-80 (2)		a) Fixed b) Mobile except aeronautical mobile	Each country may indicate by means of a footnote which part is used for aeronautical navigation.
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(This page cancels and replaces the present page 180)

(Continuation of Art. 5)

Proposals**Netherlands****512** *Cancelled.*

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
513	83-85 (2)		a) Fixed b) Mobile except aeronautical mobile	Each country may indicate by means of a footnote which part is used for aeronautical navigation.

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

514	80-88 (8)		80-87.5 (7.5) a) Fixed b) Mobile, except aeronautical mobile	
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515 **France, French O. P. T. A., Italy****190.** ⁷⁶⁾ *Delete (as far as France is concerned at any rate).***Belgium**

516	100-108 (8)	We shall be making proposals very shortly.		
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Belgium, France, French O. P. T. A., Italy

517	132-144 (12)	-	Aeronautical mobile	
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Netherlands

517 bis	132-144 (12)		Aeronautical mobile (OR) <i>79 bis)</i>	
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517 ^{ter} **193.** *After this No., add the following new footnote:*^{79 bis)} In the band 132-136 Mc/s aeronautical mobile R is also allowed. However, aeronautical mobile OR has priority.

(This page cancels and replaces the present page 183)

(Continuation of Art. 5)

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

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
529	335.4-400 (64.6)	a) Fixed b) Mobile		

530 *Cancelled.***Belgium, France, French O. P. T. A., Italy**

531	400-406 (6)	Meteorological aids		
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Netherlands

532	400-406 (6)	Meteorological aids		
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533 **Belgium, France, French O. P. T. A., Italy, Netherlands**208. ⁹⁴) *Delete.***France, French O. P. T. A.**

534	406-410 (4)	a) Meteorological aids b) Fixed c) Mobile		
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(This page cancels and replaces the present page 184)

(Continuation of Art. 5)

Proposals**Italy**

	Frequency Band and (Bandwidth) Mc/s	Allocation to services		Observations
		World-wide	Region 1	
535	406-410 (4)	-----		

Netherlands

536	406-410 (4)	-----		It would be desirable to introduce one or more sub-bands contained in the band 406-470 Mc/s which would be allocated to the maritime mobile service for "multiplex" radiotelephony with liners.
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France, French O.P.T.A.

537	410-420 (10)	a) Fixed b) Mobile		
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Netherlands

538	410-420 (10)			It would be desirable to introduce one or more sub-bands contained in the band 406-470 Mc/s which would be allocated to the maritime mobile service for "multiplex" radiotelephony with liners.
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Belgium

539	420-440 (20)	420-430 (10) a) Fixed b) Mobile 96 bis)		
		430-440 (10) Amateur 96 bis)		

(This page cancels and replaces the present page 185)

(Continuation of Art. 5)

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

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
540	420–440 (20)	a) Amateur b) Aeronautical radionavigation 96bis)		

Italy

541	420–440 (20)	— — — — —	— — — — —	
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Netherlands

542	420–440 (20)		a) Fixed 96bis) b) Mobile 96ter)	It would be desirable to introduce one or more sub-bands contained in the band 406–470 Mc/s which would be allocated to the maritime mobile service for “multiplex” radiotelephony with liners.
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543**France, French O. P. T. A.***210. After this No. add the following new note:*

96bis) Radio altimeters may be used in the 400–460 Mc/s band until such time as they become obsolete or are shifted to another aeronautical radionavigation band.

544**Belgium, Italy, Netherlands***210. After this No. add the following new note:*

96bis) Radio altimeters may be used in the band 420–460 Mc/s until they are transferred into another aeronautical radionavigation band, or until such time as they are no longer necessary.

545**Netherlands***210. After this No. add the following new note:*

96ter) In the Netherlands the use of observation radar is permitted in this band.

(This page cancels and replaces the present page 186)

(Continuation of Art. 5)

Proposals**Belgium**

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
546	440-460 (20)		440-460 (20) a) Fixed b) Mobile 96bis)	

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

547	440-460 (20)		a) Fixed b) Mobile 96bis) 96quater)	
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548**210.** After this number add the following new note:

96quater) In France, amateurs may use the 440-460 Mc/s band, subject to a special authorization from the French authorities.

Netherlands

549	440-460 (20)		a) Fixed b) Mobile 96bis)	It would be desirable to introduce one or more sub-bands contained in the band 406-470 Mc/s which would be allocated to the maritime mobile service for "multiplex" radiotelephony with liners.
550	460-585 (125)			It would be desirable to introduce one or more sub-bands contained in the band 406-470 Mc/s which would be allocated to the maritime mobile service for "multiplex" radiotelephony with liners.

Belgium

551	585-610 (25)		585-610 (25) 99ter)	Unchanged
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(This page cancels and replaces the present page 191)

(Continuation of Art. 5)

Proposals

Belgium

	Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
		World-wide	Region 1	
580	3 400–3 600 (200)		Radiolocation	

France, French O. P. T. A.

581	3 400–3 900 (500)		a) Fixed b) Mobile	
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Italy

582	3 400–3 900 (500)		-----	
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Belgium

583	3 600–3 900 (300)		Fixed	
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Belgium, France, French O. P. T. A., Italy, Netherlands

584	5 000–5 650 (650)	Radiolocation 111 bis)		
585	5 650–5 850 (200)	114)		Unchanged

586

225. After this No. add the following new note:

111 bis) The 5 250–5 460 Mc/s band may be used by the aeronautical radionavigation service for airborne radar only.

(This page cancels and replaces the present page 192)

(Continuation of Art. 5)

Proposals**587****Belgium****228.** ¹¹⁴⁾ *Add:* Belgium.**588****France, French O. P. T. A.****228.** *Replace the present text by the following:*

¹¹¹⁾ In Region 2, the Netherlands, the Federal German Republic, the United Kingdom of Great Britain and Northern Ireland, Australia, New Zealand, the Federation of Rhodesia and Nyasaland, France, and the Union of South Africa and Territory of Southwest Africa, 5800 Mc/s shall be assigned for industrial purposes. Emissions must be kept within ± 75 Mc/s of that frequency, and radio services wishing to work within these limits must expect interference.

589**Italy****228.** ¹¹⁴⁾ *Add:* France, Netherlands, Federal German Republic.**590****Netherlands****228.** ¹¹⁴⁾ *Add:* the Netherlands.**591****Belgium, France, French O. P. T. A., Italy, Netherlands****230.** ¹¹⁶⁾ *Delete.***592**

Frequency Band and (Bandwidth) Mc/s	Allocation to Services		Observations
	World-wide	Region 1	
8 500–9 800	Radiolocation 117)		

593**Belgium****231.** *Replace the present text by the following:*

¹¹⁷⁾ In the 8 500–9 800 Mc/s band, the band 9 200–9 500 Mc/s only may be used for racons and merchant-vessel radar.

594**France, French O. P. T. A., Italy****231.** *Replace the present text by the following:*

¹¹⁷⁾ In the band 8 500–9 800 Mc/s racons and shipborne radar in merchant ships shall be confined to the band 9 300–9 500 Mc/s.

594 ^{bis}**Netherlands****231.** *Replace the present text by the following:*

¹¹⁷⁾ In the band 8 500–9 800 Mc/s racons and shipborne radar in merchant ships shall be confined to the band 9 3000 – 9 500 Mc/s and have priority over other services.

(This page cancels and replaces the present page 193)

(Continuation of Art. 5)

Proposals

Bulgaria (People's Republic of)

595

In column Region 1, read:

41–73 Mc/s. Broadcasting

596

73–75.2 Mc/s. Aeronautical radionavigation

Reasons

The proposal is intended to widen the band for the broadcasting service in Region 1 from 41–68 Mc/s to 41–73 Mc/s.

In the Stockholm plans for the assignment of very high frequencies to broadcasting stations (sound transmissions) in the European region, frequencies in the 56.5–58 and 66–68 Mc/s bands are assigned to the People's Republic of Bulgaria.

When the plans for VHF. broadcasting were drawn up, our country and many other European countries Members of the International Broadcasting Organization were obliged to give up using frequencies in the 56.5–58 Mc/s band. We realized that it would be better to extend our broadcasting network by using frequencies in the 66–73 Mc/s band. For this purpose it is necessary to widen the 66–68 Mc/s band to 73 Mc/s in accordance with the provisions of Note 66), Article 5, of the RR (Atlantic City, 1957).

Canada

Proposed Revision of Provisions Governing the Use of 5 680 kc/s Volume VII, Annex 8, to the E.A.R.C. (Geneva, 1951) Final Acts Section II, Article 2

4629

Opposite 5 860 kc/s, read in column 3:

Authorized for world-wide use for the R and OR services as follows: *(No change)*

1. aboard aircraft for:
 - a) communications with approach and aerodrome control,
 - b) communication with an aeronautical station when other frequencies of the station are either unavailable or unknown; *(No change)*.
2. at aeronautical stations for approach control, aerodrome control, and communications with aircraft, under the following conditions: *(Amended)*.
 - a) for approach control with power limited to a value that will produce 20 uv/m at 100 km and in any case no more than 20 watts in the antenna circuit, *(No change)*.
 - b) for aerodrome control with the power limited to a value that will produce 20 uv/m at 40 km and in any case no more than 20 watts in the antenna circuit, *(No change)*.
 - b) *bis (New)*: for communication with aircraft stations when other frequencies of the station are either unavailable or unknown with the power limited to a value that will produce 20 uv/m at 250 km, and in any case not more than 100 watts in the antenna circuit and on the condition that harmful interference is not caused to approach and aerodrome control communications.
 - c) special attention must be given in each case to the type of antenna used in order to avoid harmful interference, *(No change)*.
 - d) the power of aeronautical stations which use this frequency and which operate under the conditions prescribed above may be increased through I.T.U. and/or I.C.A.O. regional agreements to the extent necessary to meet certain operational requirements, *(No change)*.

(Continuation of Art. 5)

Proposals**Canada** (*cont'd*)

3. for intercommunication between mobile stations engaged in coordinated search and rescue operations at the scene of a disaster, (*No change*).
4. the specific application of this frequency for the above purposes may be decided at regional aeronautical conference, (*No change*).
5. this channel may be used for A1 or A3 emission, in accordance with special arrangements. It shall not be subdivided. (*No change*).

Reasons

The proposed change in the existing 2) and the proposed insertion of the new sub-paragraph b *bis*) is to enable greater use of 5 680 kc/s for communications with aircraft in areas where no harmful interference is anticipated to aerodrome and approach control communications and to recognize a practical requirement in the northern areas of Canada and possibly elsewhere.

4630

8 750– 8 850 Mc/s
 9 800– 9 860 Mc/s
 13 250–13 400 Mc/s

That provision be made in Article 5, Table of Frequency Allocations, for the operation of airborne doppler aeronautical navigational aids in the following frequency bands:

- a) 8 750– 8 850 Mc/s (centre frequency 8 800 Mc/s)
- b) 9 800– 9 860 Mc/s (centre frequency 9 830 Mc/s)
- c) 13 250–13 400 Mc/s, shared with other mutually compatible airborne devices.

Reasons

To recognize existing operations of airborne doppler navigational aids in the bands 8 750–8 850 Mc/s and 9 800–9 860 Mc/s and to facilitate development of similar navigational aids in the band 13 250–13 400 Mc/s.

China**597**

148. *Delete the second sentence:* The interested administrations... is provided (*remainder unchanged*).

Reasons

The deleted portion is more appropriately treated in Article 8.

598

198. *Delete the third sentence:* The interest administrations... is provided (*remainder unchanged*).

Reasons

The deleted portion is more appropriately treated in Article 8.

599

Frequency band 1 300–1 700 Mc/s, column World-Wide, add the new footnote reference 102bis).

600

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

102bis) The frequency 1 420 Mc/s is designated for the exclusive use of the radio astronomy research.

Reasons

There is radiation (H line) coming from the galactic hydrogen at 1 420 Mc/s.

(This page cancels and replaces the present page 237 Revision 1)

(Continuation of Art. 5)

1004**Note by the S.G.****Lists of Countries making Proposals for Changes in the Frequency Allocation Table**

Lists of the countries which have submitted proposals in connection with the frequency bands shown in the left-hand column of the Frequency Allocation Table, or in connection with footnotes thereto, are given below for each band and footnote concerned. When countries have submitted identical proposals, the countries in question are shown as far as possible in brackets. When a country or group of countries has submitted several proposals relating to the same band, they are listed once only opposite the band. For the notes, the name of each country or group of countries submitting proposals is listed only once opposite each note, whether it refers to modifications to the present text or new notes which immediately follow the note in question. The name of the country(ies) is followed by the number of the page on which the proposal is to be found.

Frequency bands Notes
 kc/s

10–14	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.3) — India (page 198 Revision 1) — Poland (People's Rep. of) (page 211 Revision 1) — U.S.S.R. (page 227)
14–70	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.3) — Japan (page 203) — Poland (People's Rep. of) (page 211 Revision 1) — U.S.S.R. (page 227)
70–90	Australia (Commonwealth of) (page 163 Revision 1) — (Austria (page 172 Revision 1) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — India (page 198 Revision 1) — Japan (page 203) — Poland (People's Rep. of) (page 211 Revision 1) — United Kingdom (page 221.1) — U.S.S.R. (page 227, 228)
90–110	Austria (page 172 Revision 1) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — Poland (People's Rep. of) (page 211 Revision 1) — United Kingdom (page 221.1) — U.S.S.R. (page 228)
110	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.3, 197.4) — Morocco (page 210.1) — United Kingdom (page 221.1) — U.S.S.R. (page 227)
111	Japan (page 203) — United Kingdom (page 221.1) — U.S.S.R. (page 227)
112	United States of America (page 197.4) — India (page 198 Revision 1)
110–130	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — India (page 198 Revision 1) — Japan (page 203) — Morocco (page 210.1) — Poland (People's Rep. of) (page 211 Revision 1) — United Kingdom (page 221.1) — Sweden (page 222) — U.S.S.R. (page 228)
130–150	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — (Denmark, Finland, Iceland, Norway, Sweden) (page 194) — United States of America (page 197.4) — Poland (People's Rep. of) (page 211 Revision 1) — United Kingdom (page 221.2) — Sweden (page 222) — U.S.S.R. (page 228)
150–160	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — Poland (People's Rep. of) (page 221 Revision 1) — United Kingdom (page 221.2) — Sweden (page 222) — U.S.S.R. (page 228)
113	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — (Denmark, Finland, Iceland, Norway, Sweden) (page 194) — Japan (page 203) — Morocco (page 210.1) — United Kingdom (page 221.2) — U.S.S.R. (page 228)
114	U.S.S.R. (page 228)
115	United States of America (page 197.4) — U.S.S.R. (page 228)
116	United States of America (page 197.4)
117	United Kingdom (page 221.2) — U.S.S.R. (page 228)
118	U.S.S.R. (page 228)
160–285	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — India (page 198 Revision 1) — Japan (page 203) — Poland (People's Rep. of) (page 211 Revision 1) — United Kingdom (page 221.2) — U.S.S.R. (page 228)
120	United Kingdom (page 221.2) — U.S.S.R. (page 228)
121	United Kingdom (page 221.2) — U.S.S.R. (page 228)
122	India (page 198 Revision 1) — U.S.S.R. (page 228)

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(Continuation of Art. 5)

Frequency bands Notes
kc/s

123	Norway (page 210 Revision 1) — United Kingdom (page 221.2) — U.S.S.R. (page 228)
124	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — Japan (page 204)
125	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 173) — United States of America (page 197.4) — India (page 199 Revision 1) — Japan (page 204) — U.S.S.R. (page 229)
285–325	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 172.4) — United States of America (page 197.4) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 229)
126	U.S.S.R. (page 229)
127	United States of America (page 197.4)
128	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 173)
325–405	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 173) — (Denmark, Finland, Iceland, Norway, Sweden) (page 194) — United States of America (page 197.4) — India (page 199 Revision 1) — Japan (page 204) — Morocco (page 210.1) — Poland (People's Rep. of) (page 212) — United Kingdom (page 221.3) — U.S.S.R. (page 229)
129	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 173) — (Denmark, Finland, Iceland, Norway, Sweden) (page 194) — United States of America (page 197.4) — Japan (page 204) — Morocco (page 210.1) — New Zealand (page 211 Revision 1) — United Kingdom (page 221.3) — U.S.S.R. (page 229)
130	Australia (Commonwealth of) (page 164) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 173) — (Denmark, Finland, Iceland, Norway, Sweden) (page 194) — United States of America (page 197.4) — India (page 199 Revision 1) — Japan (page 204) — Morocco (page 210.1) — United Kingdom (page 221.3) — U.S.S.R. (page 229)
131	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 173) — (Denmark, Finland, Iceland, Norway, Sweden) (page 194) — Morocco (page 210.1) — United Kingdom (page 221.3) — U.S.S.R. (page 229)
132	Norway (page 210 Revision 1)
405–415	(Denmark, Finland, Iceland, Norway, Sweden) (page 194) — United States of America (page 197.4) — India (page 199 Revision 1) — Japan (page 204) — Poland (People's Rep. of) (page 212) — United Kingdom (page 221.3) — U.S.S.R. (page 229).
133	United States of America (page 197.4) — Federal German Rep. (page 218)
134	U.S.S.R. (page 229)
135	U.S.S.R. (page 229)
136	U.S.S.R. (page 229)
137	United States of America (page 197.4) — Japan (page 204)
415–490	United States of America (page 197.4) — India (page 199 Revision 1) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 230)
490–510	United States of America (page 197.4) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 230)
510–525	United States of America (page 197.5) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 230)
525–535	Australia (Commonwealth of) (page 164) — United States of America (page 197.5) — India (page 209) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 230)
535–1 605	United States of America (page 197.5) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 230)
138	Austria (page 172 Revision 1) — United Kingdom (page 221.3) — U.S.S.R. (page 230)
139	United States of America (page 197.4) — India (page 199 Revision 1)
140	United States of America (page 197.4) — U.S.S.R. (page 230)
143	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 174) — Morocco (page 210.1) — United Kingdom (page 221.3) — U.S.S.R. (page 230, 231)
1 605–2 000	Australia (Commonwealth of) (page 164) — Belgium (page 173) — (France, French O.P.T.A., Italy, Netherlands) (page 174) — United States of America (page 197.5) — India (page 200) — Japan (page 205) — Morocco (page 210.1) — Poland (People's Rep. of) (page 212) — U.S.S.R. (page 230)

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(Continuation of Art. 5)

Frequency bands Notes
kc/s

2 000–2 065	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 175) — United States of America (page 197.5) — Morocco (page 210.1) — Poland (People's Rep. of) (page 212) — Federal German Rep. (page 218) — Sweden (page 222) — U.S.S.R. (page 230)
144	Japan (page 205) — Morocco (page 210.1) — U.S.S.R. (page 231)
146	(France, French O.P.T.A., Italy, Netherlands) (page 174) — United States of America (page 197.5) — United Kingdom (page 221.3)
146.1	United States of America (page 197.5) — United Kingdom (page 221.3)
147	(France, French O.P.T.A., Netherlands) (page 174) — Italy (page 174) — United States of America (page 197.5) — Japan (page 205) — Morocco (page 210.1)
2 065–2 300	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 175) — United States of America (page 197.5) — Japan (page 205) — Morocco (page 210.2) — Poland (People's Rep. of) (page 212) — United Kingdom (page 221.3) — U.S.S.R. (page 230)
2 300–2 850	Netherlands (page 130.3) — United States of America (page 197.6) — Poland (People's Rep. of) (page 212) — United Kingdom (page 221.4) — U.S.S.R. (page 230, 231)
148	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 175) — China (page 193.1) — United States of America (page 197.5) — Japan (page 206) — Morocco (page 210.2) — United Kingdom (page 221.3) — Sweden (page 222) — U.S.S.R. (page 231)
149	Austria (page 172.1) — United States of America (page 197.6) — U.S.S.R. (page 231)
150	United States of America (page 197.6) — U.S.S.R. (page 231)
151	United States of America (page 197.5)
152	United States of America (page 197.6) — United Kingdom (page 221.4)
2 850–3 025	United States of America (page 197.6) — Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231)
3 025–3 155	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231)
3 155–3 200	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231)
3 200–3 230	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231)
3 230–3 400	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231)
3 400–3 500	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231)
3 500–4 000	Australia (Commonwealth of) (page 164) — United States of America (page 197.6) — India (page 200) — Poland (People's Rep. of) (page 213) — U.S.S.R. (page 231, 232)
4 000–4 063	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
4 063–4 438	Australia (Commonwealth of) (page 164) — United States of America (page 197.6) — India (page 200) — Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
4 438–4 650	United States of America (page 197.6) — Poland (People's Rep. of) (page 213) — United Kingdom (page 221.4)
4 650–4 700	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
4 700–4 750	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
154	U.S.S.R. (page 232)
155	Australia (Commonwealth of) (page 164) — India (page 200) — U.S.S.R. (page 232)
4 750–4 850	United States of America (page 197.6) — Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
4 850–4 995	Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
4 995–5 005	Netherlands (page 130.3) — Poland (People's Rep. of) (page 213) — U.S.S.R. (page 232)
5 005–5 060	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 232)
5 060–5 250	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 232)
5 250–5 480	United States of America (page 197.6) — Poland (People's Rep. of) (page 214)
5 480–5 680	United States of America (page 197.6) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 232)
5 680–5 730	Canada (page 193 Revision 1) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 232)
5 730–5 950	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
5 950–6 200	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
6 200–6 525	United States of America (page 197.7) — India (page 201) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
6 525–6 685	Switzerland (page 135.2) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
6 685–6 765	Switzerland (page 135.2) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)

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Frequency bands Notes
kc/s

6 765–7 000	Switzerland (page 135.2) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
7 000–7 100	Austria (page 172 Revision 1) — United States of America (page 197.7) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
7 100–7 300	Australia (Commonwealth of) (page 165) — Austria (page 172 Revision 1) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 175) — United States of America (page 197.7) — India (page 201) — Morocco (page 210.2) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
157	India (page 201) — U.S.S.R. (page 233)
158	Austria (page 172 Revision 1) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 175) — Morocco (page 210.2) — U.S.S.R. (page 233)
159	Australia (Commonwealth of) (page 165) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 175) — Morocco (page 210.2)
7 300–8 195	United States of America (page 197.7) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
8 195–8 815	United States of America (page 197.7) — Morocco (page 210.2) — Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
8 815–8 965	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
8 965–9 040	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
9 040–9 500	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
9 500–9 775	Poland (People's Rep. of) (page 214) — U.S.S.R. (page 233)
9 775–9 995	Poland (People's Rep. of) (page 214, 215) — U.S.S.R. (page 233)
9 995–10 005	Netherlands (page 130.3) — Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
160	Australia (Commonwealth of) (page 165) — U.S.S.R. (page 233)
10 005–10 100	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
10 100–11 175	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
11 175–11 275	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
11 275–11 400	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
11 400–11 700	United States of America (page 197.7) — Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
11 700–11 975	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
11 975–12 330	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
12 330–13 200	United States of America (page 197.7) — Poland (People's Rep. of) (page 215) — U.S.S.R. (page 234)
162	U.S.S.R. (page 234)
163	Australia (Commonwealth of) (page 165) — U.S.S.R. (page 234)
13 200–13 260	Poland (People's Rep. of) (page 215) — U.S.S.R. (page 235)
13 260–13 360	Poland (People's Rep. of) (page 215, 216) — U.S.S.R. (page 235)
13 360–14 000	Switzerland (page 135.2) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
14 000–14 350	Australia (Commonwealth of) (page 165) — United States of America (page 197.7) — India (page 201) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
14 350–14 990	Australia (Commonwealth of) (page 165) — India (page 201) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
14 990–15 010	Australia (Commonwealth of) (page 165) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
15 010–15 100	Australia (Commonwealth of) (page 165) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
15 100–15 450	Australia (Commonwealth of) (page 165) — India (page 201) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
15 450–16 460	India (page 201) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
16 460–17 360	United States of America (page 197.7) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
17 360–17 700	India (page 201) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 235)
17 700–17 900	India (page 201) — Poland (People's Rep. of) (page 216) — U.S.S.R. (page 236)
17 900–17 970	Poland (People's Rep. of) (page 216) — U.S.S.R. (page 236)
17 970–18 030	Poland (People's Rep. of) (page 216) — U.S.S.R. (page 236)
167	Australia (Commonwealth of) (page 165) — U.S.S.R. (page 235)

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(Continuation of Art. 5)

Frequency bands *Notes*
kc/s

18 030–19 990	Australia (Commonwealth of) (<i>page 165</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
19 990–20 010	Netherlands (<i>page 130.3</i>) — Australia (Commonwealth of) (<i>page 165</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
20 010–21 000	Australia (Commonwealth of) (<i>page 165</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
21 000–21 450	Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
21 450–21 750	Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
21 750–21 850	Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
21 850–22 000	Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
22 000–22 720	Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
22 720–23 200	Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
23 200–23 350	Italy (<i>page 176</i>) — Netherlands (<i>page 176</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
23 350–24 990	United States of America (<i>page 197.7</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
24 990–25 010	United States of America (<i>page 197.7</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
169	United Kingdom (<i>page 221.4</i>)
170	United States of America (<i>page 197.7</i>) — U.S.S.R. (<i>page 236</i>)
25 010–25 600	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 176</i>) — United States of America (<i>page 197.7</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
25 600–26 100	United States of America (<i>page 197.8</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
26 100–27 500	Switzerland (<i>page 135.2</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 176</i>) — United States of America (<i>page 197.8</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — U.S.S.R. (<i>page 236</i>)
27 500–28 000	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 176</i>) — Burma (<i>page 192.1</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 194</i>) — United States of America (<i>page 197.8</i>) — Morocco (<i>page 210.2</i>) — United Kingdom (<i>page 221.4</i>)
28 000–29 700	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 176</i>) — United States of America (<i>page 197.8</i>) — Japan (<i>page 206</i>) — Morocco (<i>page 210.2</i>)
172	United States of America (<i>page 197.8</i>) — Japan (<i>page 206</i>)
<i>Mc/s</i>	
29.7–88	Netherlands (<i>page 130.3</i> , <i>178 Revision 1</i> , <i>179 Revision 1</i> , <i>180 Revision 1</i>) — Switzerland (<i>page 135.2</i> , <i>223</i>) — Australia (Commonwealth of) (<i>page 166</i>) — Belgium (<i>page 176</i> , <i>177</i> , <i>179 Revision 1</i>) — Italy (<i>page 177</i> , <i>179 Revision 1</i>) — (France, French O.P.T.A.) (<i>page 177</i> , <i>178 Revision 1</i> , <i>179 Revision 1</i>) — (Belgium, Italy) (<i>page 178 Revision 1</i>) — (Belgium, France, French O.P.T.A., Italy) (<i>page 180 Revision 1</i>) — Bulgaria (People's Republic of) (<i>page 193 Revision 1</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 195</i> , <i>196</i>) — United States of America (<i>page 197.8</i> , <i>197.9</i>) — Japan (<i>page 206</i> , <i>207</i>) — Morocco (<i>page 210.2</i> , <i>210.3</i>) — Norway (<i>page 210 Revision 1</i>) — Poland (People's Rep. of) (<i>page 217 Revision 1</i>) — Federal German Rep. (<i>page 218</i>) — United Kingdom (<i>page 221.4</i> , <i>221.5</i>) — Sweden (<i>page 222</i>)
174	Australia (Commonwealth of) (<i>page 166</i>)
176	United States of America (<i>page 197.9</i>)
177	Australia (Commonwealth of) (<i>page 166</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 177</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 195</i>) — Japan (<i>page 207</i>) — Morocco (<i>page 210.2</i>) — United Kingdom (<i>page 221.4</i>) — Switzerland (<i>page 223</i>)
179	United Kingdom (<i>page 221.4</i>)
184	(Belgium, France, French O.P.T.A.) (<i>page 178 Revision 1</i>)
185	Austria (<i>page 172 Revision 1</i>)
187	United Kingdom (<i>page 221.5</i>)
188	Australia (Commonwealth of) (<i>page 167</i>)

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Frequency bands Notes
Mc/s

88–100	Australia (Commonwealth of) (page 166) — Bermuda/British Caribbean Group (page 192.1) — United States of America (page 197.9) — Federal German Rep. (page 218) — United Kingdom (page 221.5)
100–108	Australia (Commonwealth of) (page 166) — Austria (page 172 Revision 1) — Belgium (page 180 Revision 1) — Bermuda/British Caribbean Group (page 192.1) — (Denmark, Finland, Iceland, Norway, Sweden) (page 196) — United States of America (page 197.9) — United Kingdom (page 221.5) — Switzerland (page 224)
108–118	Austria (page 172 Revision 1) — United States of America (page 197.9)
118–132	United States of America (page 197.9)
190	(France, French O.P.T.A., Italy) (page 180 Revision 1) — United Kingdom (page 221.5)
193	Austria (page 172 Revision 1) — Netherlands (page 180 Revision 1) — United Kingdom (page 221.6)
194	Australia (Commonwealth of) (page 167)
195	United States of America (page 197.9) — United Kingdom (page 221.6)
132–144	Australia (Commonwealth of) (page 166) — (Belgium, France, French O.P.T.A., Italy (page 180 Revision 1) — Netherlands (page 180 Revision 1) — United States of America (page 197.10) — Morocco (page 210.3) — United Kingdom (page 221.5)
144–146	United States of America (page 197.10)
146–235	Netherlands (page 130.3) — Austria (page 172.1) — Australia (Commonwealth of) (page 168) — Bermuda/British Caribbean Group (page 192.1) — (France, French O.P.T.A.) (page 181) — Italy (page 181, 182 Revision 1) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 181) — Belgium (page 182 Revision 1) — United States of America (page 197.10) — Japan (page 207) — Morocco (page 210.3) — Norway (page 210 Revision 1) — Federal German Rep. (page 218, 219) — United Kingdom (page 221.5, 221.6) — Switzerland (page 224)
196	Australia (Commonwealth of) (page 167) — Japan (page 207)
197	(France, French O.P.T.A.) (page 181) — Morocco (page 210.3) — United Kingdom (page 221.6)
198	Australia (Commonwealth of) (page 168) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 181) — (Belgium, France, French O.P.T.A., Italy) (page 182 Revision 1) — Netherlands (page 182 Revision 1) — China (page 193.1) — (Denmark, Finland, Iceland, Norway, Sweden) (page 196) — United States of America (page 197.10) — India (page 202) — Morocco (page 210.4) — United Kingdom (page 221.6)
199	Morocco (page 210.4)
200	Australia (Commonwealth of) (page 168)
201	United Kingdom (page 221.6)
203	United Kingdom (page 221.6)
205	United Kingdom (page 221.6)
235–328.6	Australia (Commonwealth of) (page 168) — Austria (page 172.1) — (Denmark, Finland, Iceland, Norway, Sweden) (page 196) — United States of America (page 197.10)
328.6–335.4	Netherlands (page 130.3) — Austria (page 172.1) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (page 182 Revision 1) — United States of America (page 197.10) — United Kingdom (page 221.6) — Sweden (page 222)
335.4–420	Austria (page 172.1) — (France, French O.P.T.A.) (page 183 Revision 1, 184 Revision 1) — Netherlands (page 183 Revision 1, 184 Revision 1) — (Belgium, France, French O.P.T.A., Italy) (page 183 Revision 1) — Italy (page 184 Revision 1) — United States of America (page 197.10, 197.11) — Morocco (page 210.4) — Federal German Rep. (page 219) — United Kingdom (page 221.7)
207	(Belgium, France, French O.P.T.A., Italy, Netherlands) (page 182 Revision 1) — (Denmark, Finland, Iceland, Norway, Sweden) (page 196) — United States of America (page 197.10)
208	Australia (Commonwealth of) (page 168) — (Belgium, France, O.P.T.A., Italy, Netherlands) (page 183 Revision 1) — United States of America (page 197.10) — Morocco (page 210.4)
209	United Kingdom (page 221.7)
420–450	Australia (Commonwealth of) (page 169) — Austria (page 172.1, 172.3) — Belgium (page 184 Revision 1, 186 Revision 1) — (France, French O.P.T.A.) (page 185 Revision 1) — Italy (page 185 Revision 1) — Netherlands (page 185 Revision 1, 186 Revision 1) — (France, French O.P.T.A., Italy) (page 186 Revision 1) — United States of America (page 197.11) — Morocco (page 210.4) — Federal German Rep. (page 219) — United Kingdom (page 221.7) — Switzerland (page 224)

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Frequency bands Notes
Mc/s

450–460	Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.1, 172.3</i>) — Belgium (<i>page 186 Revision 1</i>) — (France, French O.P.T.A., Italy) (<i>page 186 Revision 1</i>) — Netherlands (<i>page 186 Revision 1</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 196</i>) — United States of America (<i>page 197.11</i>) — India (<i>page 202</i>) — Japan (<i>page 207</i>) — Morocco (<i>page 210.4</i>) — Federal German Rep. (<i>page 219</i>) — United Kingdom (<i>page 221.7</i>) — Switzerland (<i>page 225</i>)
460–470	Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.1</i>) — Netherlands (<i>page 186 Revision 1</i>) — United States of America (<i>page 197.11</i>) — Federal German Rep. (<i>page 219</i>)
470–585	Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.3</i>) — Netherlands (<i>page 186 Revision 1</i>) — United States of America (<i>page 197.11</i>) — Federal German Rep. (<i>page 220</i>)
210	Austria (<i>page 172.3</i>) — (France, French O.P.T.A.) (<i>page 185 Revision 1</i>) — (Belgium, Italy, Netherlands) (<i>page 185 Revision 1</i>) — Netherlands (<i>page 185 Revision 1</i>) — (France, French O.P.T.A., Italy) (<i>page 186 Revision 1</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 196</i>) — United States of America (<i>page 197.11</i>) — India (<i>page 202</i>) — Morocco (<i>page 210.4</i>) — United Kingdom (<i>page 221.7</i>) — Switzerland (<i>page 224</i>)
211	Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.3</i>) — United States of America (<i>page 197.11</i>) — Japan (<i>page 208</i>)
585–610	Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.3</i>) — Belgium (<i>page 186 Revision 1</i>) — (France, French O.P.T.A., Italy) (<i>page 187</i>) — United States of America (<i>page 197.11</i>) — Japan (<i>page 208</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.7</i>) — Switzerland (<i>page 225</i>)
610–940	Netherlands (<i>page 130.3</i>) — Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.3</i>) — Belgium (<i>page 187</i>) — (France, French O.P.T.A.) (<i>page 187</i>) — Italy (<i>page 187</i>) — United States of America (<i>page 197.11</i>) — Japan (<i>page 208</i>) — Morocco (<i>page 210.5</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.7</i>) — Switzerland (<i>page 135.2, 225</i>)
940–960	Australia (Commonwealth of) (<i>page 169</i>) — Austria (<i>page 172.3</i>) — Belgium (<i>page 187</i>) — (France, French O.P.T.A.) (<i>page 187</i>) — Italy (<i>page 187</i>) — United States of America (<i>page 197.11</i>) — Japan (<i>page 208</i>) — Morocco (<i>page 210.5</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.7</i>) — Switzerland (<i>page 225</i>)
960–1 215	Australia (Commonwealth of) (<i>page 170</i>) — (France, French O.P.T.A.) (<i>page 188</i>) — United States of America (<i>page 197.11</i>) — Morocco (<i>page 210.5</i>) — United Kingdom (<i>page 221.7</i>)
1 215–1 300	Australia (Commonwealth of) (<i>page 170</i>) — (France, French O.P.T.A.) (<i>page 188</i>) — Italy (<i>page 188</i>) — United States of America (<i>page 197.11</i>) — Japan (<i>page 208</i>) — Morocco (<i>page 210.5</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.7</i>) — Switzerland (<i>page 225</i>)
212	United States of America (<i>page 197.11</i>)
213	Australia (Commonwealth of) (<i>page 169</i>) — (France, French O.P.T.A., Italy) (<i>page 187</i>) — (Belgium, France, French O.P.T.A., Italy) (<i>page 187</i>) — Japan (<i>page 208</i>) — United Kingdom (<i>page 221.7</i>)
214	Australia (Commonwealth of) (<i>page 170</i>) — United States of America (<i>page 197.11</i>) — Japan (<i>page 208</i>)
215	Australia (Commonwealth of) (<i>page 170</i>) — Japan (<i>page 208</i>) — United Kingdom (<i>page 221.8</i>) — Switzerland (<i>page 226</i>)
1 300–1 700	Netherlands (<i>page 130.3</i>) — Switzerland (<i>page 135.2</i>) — Australia (Commonwealth of) (<i>page 170</i>) — (France, French O.P.T.A.) (<i>page 188, 189</i>) — Italy (<i>page 188, 189</i>) — Belgium (<i>page 188</i>) — Netherlands (<i>page 188, 189, 190</i>) — China (<i>page 193.1</i>) — United States of America (<i>page 197.11, 197.12</i>) — Morocco (<i>page 210.5</i>) — United Kingdom (<i>page 221.8</i>)
1 700–2 300	Australia (Commonwealth of) (<i>page 170</i>) — Austria (<i>page 172.3</i>) — (Belgium, Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.12</i>)
2 300–2 450	Australia (Commonwealth of) (<i>page 170</i>) — (Belgium, Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.12</i>) — Japan (<i>page 209</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.8</i>) — Switzerland (<i>page 225</i>)
216	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 189</i>) — China (<i>page 193.1</i>) — United States of America (<i>page 197.12</i>) — Morocco (<i>page 210.5</i>)
218	(France, French O.P.T.A., Italy, Netherlands) (<i>page 189</i>) — (France, French O.P.T.A.) (<i>page 189</i>) — United States of America (<i>page 197.11</i>) — Morocco (<i>page 210.5</i>) — United Kingdom (<i>page 221.8</i>)
219	Australia (Commonwealth of) (<i>page 170</i>)
220	(Italy, Netherlands) (<i>page 190</i>) — China (<i>page 194</i>) — United States of America (<i>page 197.12</i>) — Japan (<i>page 209</i>) — United Kingdom (<i>page 221.8</i>)
2 450–2 700	Netherlands (<i>page 130.3</i>) — Switzerland (<i>page 135.2, 235</i>) — (Belgium, Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.13</i>) — Federal German Rep. (<i>page 220</i>)
2 700–2 900	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.13</i>) — Morocco (<i>page 201.5</i>) — United Kingdom (<i>page 221.9</i>)

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Frequency bands Notes
Mc/s

2 900–3 300	Australia (Commonwealth of) (<i>page 171</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.13</i>) — Morocco (<i>page 210.5</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.9</i>)
3 300–3 900	Australia (Commonwealth of) (<i>page 171</i>) — Austria (<i>page 172.3</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 190</i>) — Belgium (<i>page 191</i>) — (France, French O.P.T.A.) (<i>page 191</i>) — Italy (<i>page 191</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 197 Revision 1</i>) — United States of America (<i>page 197.13</i>) — Japan (<i>page 209</i>) — Morocco (<i>page 210.5</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.9</i>) — Switzerland (<i>page 226</i>)
221	Switzerland (<i>page 226</i>)
222	Australia (Commonwealth of) (<i>page 171</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.13</i>) — Morocco (<i>page 210.5</i>) — United Kingdom (<i>page 221.9</i>)
223	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 190</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 197 Revision 1</i>) — United States of America (<i>page 197.13</i>) — Morocco (<i>page 210.5</i>) — United Kingdom (<i>page 221.9</i>)
224	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 190</i>) — United States of America (<i>page 197.13</i>) — Japan (<i>page 209</i>) — Morocco (<i>page 210.5</i>) — United Kingdom (<i>page 221.9</i>)
3 900–4 200	Austria (<i>page 172.3</i>) — United States of America (<i>page 197.13</i>) — Federal German Rep. (<i>page 220</i>) — United Kingdom (<i>page 221.9</i>) — Switzerland (<i>page 226</i>)
4 200–4 400	United States of America (<i>page 197.13</i>) — United Kingdom (<i>page 221.9</i>)
4 400–5 000	Australia (Commonwealth of) (<i>page 171</i>) — United States of America (<i>page 197.13</i>)
5 000–5 250	Netherlands (<i>page 130.3</i>) — Switzerland (<i>page 135.2</i>) — Australia (Commonwealth of) (<i>page 171</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 191</i>) — United States of America (<i>page 197.14</i>) — Morocco (<i>page 210.6</i>) — United Kingdom (<i>page 221.9</i>)
5 250–5 650	Switzerland (<i>page 135.2</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 191</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 197 Revision 1</i>) — United States of America (<i>page 197.14</i>) — Japan (<i>page 209</i>) — Morocco (<i>page 210.6</i>) — United Kingdom (<i>page 221.9, 221.10</i>) — Sweden (<i>page 222</i>)
5 650–5 850	Australia (Commonwealth of) (<i>page 171</i>) — (Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 191</i>) — United States of America (<i>page 197.14</i>) — Japan (<i>page 209</i>) — Federal German Rep. (<i>page 221</i>) — United Kingdom (<i>page 221.10</i>) — Switzerland (<i>page 226</i>)
225	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 191</i>) — Morocco (<i>page 210.6</i>) — United Kingdom (<i>page 221.10</i>)
226	United States of America (<i>page 197.14</i>) — United Kingdom (<i>page 221.10</i>) — Sweden (<i>page 222</i>)
227	(Denmark, Finland, Iceland, Norway, Sweden) (<i>page 197 Revision 1</i>) — United States of America (<i>page 197.14</i>) — Japan (<i>page 209</i>) — United Kingdom (<i>page 221.10</i>)
228	Belgium (<i>page 192 Revision 1</i>) — (France, French O.P.T.A.) (<i>page 192 Revision 1</i>) — Italy (<i>page 192 Revision 1</i>) — Netherlands (<i>page 192 Revision 1</i>) — United States of America (<i>page 197.14</i>) — Japan (<i>page 210 Revision 1</i>) — Morocco (<i>page 210.6</i>) — United Kingdom (<i>page 221.10</i>) — Switzerland (<i>page 226</i>)
5 850–5 925	United States of America (<i>page 197.14</i>) — Federal German Rep. (<i>page 221</i>)
5 925–8 500	United States of America (<i>page 197.14</i>) — Federal German Rep. (<i>page 221</i>) — United Kingdom (<i>page 221.10, 221.11</i>)
8 500–9 800	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 192 Revision 1</i>) — Canada (<i>page 193.1</i>) — United States of America (<i>page 197.15</i>) — Morocco (<i>page 210.6</i>) — Federal German Rep. (<i>page 221</i>) — United Kingdom (<i>page 221.10, 221.11</i>)
9 800–10 000	Canada (<i>page 193.1</i>) — United States of America (<i>page 197.15</i>) — United Kingdom (<i>page 221.10, 221.11</i>) — Switzerland (<i>page 226</i>)
10 000–10 500	Netherlands (<i>page 130.3</i>) — Australia (Commonwealth of) (<i>page 172 Revision 1</i>) — United States of America (<i>page 197.15</i>) — Japan (<i>page 210 Revision 1</i>) — Federal German Rep. (<i>page 221</i>) — United Kingdom (<i>page 221.11</i>)
Above 10 500	Switzerland (<i>page 135.2, 226</i>) — Canada (<i>page 193.1</i>) — United States of America (<i>page 197.15, 197.16, 197.17</i>) — Federal German Rep. (<i>page 221</i>) — United Kingdom (<i>page 221.11, 221.12</i>)
229	United Kingdom (<i>page 221.11</i>)
230	(Belgium, France, French O.P.T.A., Italy, Netherlands) (<i>page 192 Revision 1</i>) — (Denmark, Finland, Iceland, Norway, Sweden) (<i>page 197 Revision 1</i>) — United States of America (<i>page 197.15</i>) — Morocco (<i>page 210.6</i>) — United Kingdom (<i>page 221.11</i>)
231	Belgium (<i>page 192 Revision 1</i>) — (France, French O.P.T.A., Italy) (<i>page 192 Revision 1</i>) — Netherlands (<i>page 192 Revision 1</i>) — Japan (<i>page 210 Revision 1</i>) — Morocco (<i>page 210.6</i>) — United Kingdom (<i>page 221.11</i>)

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Present Provisions

Proposals

ARTICLE 6

Special Rules Relating to Use of Classes of Emissions

232 § 1. The use of class B emissions is forbidden in all stations. However, it is permitted for emergency (reserve) installations in ships and for lifeboats, liferaft and survival craft equipments under the conditions fixed by article 33 (see **712**).

1005

China

232. *Delete the second sentence.*

Reasons

The deleted portion is unnecessary.

3642 United States of America

232. *Delete.*

Reasons

First sentence transferred to Article 7, (Proposal 3647). Second sentence more adequately dealt with in Article 33.

1006 France, French O. P. T. A.

232. *Delete (reserve).*

Reasons

See proposals 232, 233 and 234.

1007

Morocco

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

§ 1. Class B emissions shall be forbidden in all stations, but such relief equipment as may be carried by ships on 1 January, 1960, shall be authorized to use them as laid down in Article 33 (see **712**) until 1 January, 1965.

Reasons

Class B is inefficient because of excessive energy dispersion.

1008 United Kingdom, Czechoslovakia

232. *Delete second sentence.*

Reasons

United Kingdom

To make complete the ban on class B emissions.

Czechoslovakia

Because class B emissions are to be done away with.

1009

U. S. S. R.

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

§ 1. The use of class B emissions shall be forbidden in all stations.

Reasons

The use of damped waves is out-of-date.

(This page cancels and replaces the present page 252)

Present Provisions

Proposals

quate guard-bands are provided for all frequencies other than the above which may be used for distress purposes such as 2 182 kc/s, 121.50 Mc/s and 156.80 Mc/s.

Reasons

See 195, 815, 830, 869 and 870.

ARTICLE 9

Special Rules Relating to Particular Services

Section I. Broadcasting Service

242 § 1. *General.*

243 (1) In principle, the power of broadcasting stations which employ frequencies below 5 060 kc/s must not exceed (except in the band 3 900–4 000 kc/s) a value which permits of maintaining economically an effective national service of good quality within the limits of the country concerned.

India

1040

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

§ 2bis. In the band 2 177–2 187 kc/s, no class of emission capable of rendering inoperative the radio telephone distress, safety, alarm or urgency signals transmitted on 2 182 kc/s is allowed.

Reasons

To provide for the protection of radiotelephony distress frequency 2 182 kc/s.

1041 **Denmark, Finland, Iceland,
Norway, Sweden**

242. *After this No. add the following new subparagraph:*

§ 1. (...) The establishment and use of broadcasting stations (sound broadcasting and television broadcasting stations) on board ships, aircraft or any other floating or airborne objects outside national territories is prohibited.

1042 **Federal German Republic**

243. *After: ... which employ frequencies below 5 060 kc/s ... add: and above 41 Mc/s (remainder unchanged).*

Reasons

The provision specified in 243 should likewise apply to frequencies above 41 Mc/s.

(This page cancels and replaces the present page 266. 4)

(Continuation of Art. 10)

Proposals**United States of America** (*cont'd*)**3683****Staff and Funds for the I.F.R.B.**

The United States is fully prepared to advocate and support the adoption by the Conference of whatever measures are necessary to enable the Board to discharge the duties prescribed for it in these proposals. It is inadmissible for the Board to continue to be so hampered by inadequate resources as to fall as much as a year behind in its processing of notices, and equally inadmissible to so overburden the members with work more appropriate for its staff to perform as to deprive the members of the time needed for those aspects of the work which they alone can accomplish. To ensure the provision of a staff adequate in both classes and numbers the Radio Conference will not only have to provide guidance to the Plenipotentiary Conference to that end, but should consider the advisability of requesting that Conference to prescribe an annual minimum sum for the budget of the Board as an assistance to the Administrative Council in its formulation of the annual budgets of the Union.

To those who may question the cost of the Board's operations, it is the view of the United States that the funds involved are small compared to the cost to the Union of attaining a satisfactory frequency list by any other means.

4631**Czechoslovakia****CHAPTER IV***General Comments:*

The Atlantic City Radio Conference (1947) took a series of decisions in favour of:

- a) drawing up an international frequency list on a "technical basis";
- b) setting up a body which, after such a list had been drawn up and approved by the Members of the Union, would effect a technical examination of the frequency assignments notified by countries, and make an orderly recording thereof.

Hence the first condition required to enable this new body (the I.F.R.B.) to set to work was the production of an international frequency list for the entire range of radio frequencies, that is to say, a full list of assignments to radio stations which should not produce harmful interference (provided, of course, that such stations were operated in accordance with the basic characteristics notified). Only after such an international frequency list had been drawn up and approved by all Members of the Union was the International Frequency Registration Board to undertake the duties set forth in Chapter IV of the RR, that is to say:

- to examine every notification of a new frequency assignment or changes in the basic characteristics of assignments already recorded;
- to check whether assignments are in accordance with the RR;
- and to assess the likelihood, if any, of harmful interference caused by the stations in question to stations the frequencies of which have been duly recorded.

Once having found that the assignment was in full agreement with the Regulations, the International Frequency Registration Board was to enter it in the Master Radio Frequency Record in the REGISTRATION COLUMN. Otherwise, the assignments notified were to be entered, in certain circumstances, in the NOTIFICATION COLUMN of the Master Record.

(Continuation of Art. 10)

Proposals**Czechoslovakia** (*cont'd*)

Despite the efforts made by Members and Union officials to draw up a new international frequency list within a few years after the Atlantic City Conference, the work in connection therewith has made notoriously little progress. The partial plans hitherto produced are not in accordance with the actual assignments being used by radio stations. In fact, harmful interference occurs to an considerably less extent than a perusal of the technical data shown in the Radio Frequency Record would lead one to expect.

With the E.A.R.C. decision (Geneva, 1951) about the new procedure for recording of frequencies in the absence of an international frequency list internationally approved, the entire Atlantic City frequency registration procedure lost all point. The Radio Frequency Record in its present form is an exceedingly bulky, cumbersome document, containing such vast quantities of notes and comments on individual assignments as to be totally unsuitable for rapid reference. Besides which, research into radio wave propagation since the Atlantic City Conference (1947) shows (see, for example, Document VI/136 of C.C.I.R. Study Group VI, 1956–1959, and the documents of the Ninth Plenary Assembly, Los Angeles, 1959) that it has not hitherto proved possible to answer the technical questions (on the replies to which the I.F.R.B.'s findings in connection with frequency assignments have to be based) referred to that Committee by the I.F.R.B. It is now clear that the problems of forecasting optimum working frequency and maximum usable frequency, and field strength in case of ionospheric propagation, are a good deal more complicated than was imagined in 1947. The figures recently elicited by ionospheric soundings and the radio signals from artificial satellites and those from the first man-made planet need further and more detailed assessment.

Hence the Administrative Radio Conference will have to give close attention to notification, technical examination, and registration of frequency assignments. These matters should be considered by the Conference from the outset. They should be referred to a special committee. In considering the problem as a whole, the following considerations should be kept in mind:

1. The frequency registration procedure used by the I.F.R.B. must necessarily be of an administrative character. Hence the technical standards on which technical examinations must be based cannot possibly keep fully abreast of technical progress in radio engineering, and especially in radio propagation matters. For example, in calculating propagation the I.F.R.B. uses material dating from as far back as 1948, although the C.C.I.R. has shown that there exist other, more up-to-date and comprehensive methods.

2. Apart from this, administrations frequently refuse the possibility of I.F.R.B. mediation in advance. Their notifications are accompanied by reservations about what they will do should the I.F.R.B.'s findings be unfavourable. That is to say, they declare at the outset that if the I.F.R.B. finding is unfavourable, then the assignment must be considered as resubmitted.

3. The body responsible for accepting assignment notices and recording them should not deal with the technical examination thereof. It should merely check to see that the proposed assignment is in accordance with the RR.

4. The technical examination of assignments is a matter for administrations themselves, for they are better able to take immediate advantage of technical progress and to act on the findings of the C.C.I.R. However, the body responsible for accepting notifications could, on request by the administrations concerned, advise administrations with an eye to the operation of the maximum number of radio channels.

5. The working procedures adopted by this body should be at once simple and efficacious.

(Continuation of Art. 10)

Proposals**Czechoslovakia** (*cont'd*)

6. This being so, acceptance and registration of assignments could be entrusted to a technical body not elected by a conference. Its staff would be a good deal smaller than that of the I.F.R.B., with the result that Union expenditure would be reduced too (I.F.R.B. expenses now account for no less than one-third of total Union expenditure). The new body replacing the I.F.R.B. would work in accordance with the instructions given by the Administrative Radio Conference (ordinary or perhaps extraordinary).

Hence the Czechoslovak Administration proposes:

4632

1. that the International Frequency Registration Board be replaced by an International Frequency Registration Office, headed by a Director and Vice-Director (both of them appointed by the Administrative Radio Conference);

4633

2. that Chapter IV of the RR should comprise only such provisions as have been tried and tested and are not contrary to the considerations set forth above;

4634

3. that in the RR, numbers **298–308, 329, 331, 335–338, 347–349, 351–359, and 362–371**, be struck out.

4635

4. that several of the provisions in Chapter IV should be suitably amended.

We reserve the right to submit detailed proposals during the Conference.

3684**U. S. S. R.**

The proposals by the Soviet Union for the revision of the International Telecommunication Convention in force at present (Buenos Aires, 1952) envisage the reorganization of the International Frequency Registration Board which would be transformed into an International Frequency Registration Bureau (I.F.R.B.). They define its duties as the result of proposals by the U.S.S.R. on the conclusion of the work of establishing the International Frequency List.

The U.S.S.R. Administration proposes:

to replace the present title of Chapter IV of the RR by the following: "Notification and registration of frequencies. International Frequency Registration Bureau" (*proposal 1099*);

to delete all provisions relative to the membership of the I.F.R.B., the election procedure, and the duties of its members (**296 to 308**) (*proposal 1116*);

to amend the present provisions as shown below opposite the Nos. concerned.

(This page cancels and replaces the present page 266.6)

(Continuation of Art. 10)

Present Provisions

Proposals

1099

U. S. S. R.

Replace the present heading by the following:

CHAPTER IV

**Notification and Registration of Frequencies
The International Frequency Registration
Bureau (IFRB)**

Reasons

See our proposals for changes in the Convention.

1100

Belgium

General proposal. All matters relating to membership of the International Frequency Registration Board, the qualifications demanded of its members and the procedures for their election, come within the province of the Plenipotentiary Conference and should not appear in the Regulations. Hence we suggest that everything relating to these matters should be deleted from the Regulations (297 and 299 to 307).

(This page cancels and replaces the present page 267 Revision 1)

(Continuation of Art. 10)

Present Provisions

Proposals

1101 France, French O. P. T. A.

General Proposal. Questions concerning the membership of the International Frequency Registration Board, the method of election and the qualifications of its members are within the competence of the Plenipotentiary Conference and should not be included in the RR. Hence we propose that all provisions relating to these questions (Nos. 297 and 299 to 307) be deleted.

ARTICLE 10

General Provisions

284 § 1. The essential duties of the International Frequency Registration Board shall be:

285 a) to effect an orderly recording of frequency assignments made by the respective countries so as to establish, in accordance with the procedure provided for in these Regulations, the date, purpose and technical characteristics of each of these assignments, with a view to ensuring formal international recognition thereof;

286 b) to render advice to the members of the International Telecommunication Union with a view to the operation of the maximum practicable number of radio channels in those portions of the spectrum where international interference may occur.

1102 Belgium

284. Replace the present text by the following:

§ 1. The essential tasks of the International Frequency Registration Board are defined in the Convention as follows (Article 6, § 1).

Reasons

See proposal 1112.

3685 Canada, United States of America

284 to 286. Delete.

Reasons

More appropriate for treatment in the Convention.

1103 France, French O. P. T. A., Morocco

284. Replace the present text by the following:

§ 1. The essential duties of the International Frequency Registration Board are defined as follows in the Convention (Article 6, § 1).

Reasons

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

See proposal 1112.

(This page cancels and replaces the present page 270 Revision 1)

(Continuation of Art. 10)

Present Provisions

Proposals

Reasons

Belgium, France, French O.P.T.A.:

Although the essential duties of the Board are set forth in the Convention, it would be well to include them at the beginning of the article of the RR relating to the Board. The above text is that of article 6 — paragraph 1, of the Buenos Aires Convention. Should the Plenipotentiary Conference make any amendments to this text, they would have to be inserted in the RR.

287 § 2. The functions of the Board shall include:

Canada

4636

287 to 291. *Replace the present text by the following:*

- 1) The functions of the International Frequency Registration Board shall include:

Reasons

Editorial.

4637

- a) the recording and processing of notices of changes on frequency usage for inclusion in the Master International Frequency Register.

Reasons

Processing of assignments is also a function of the Board.

4638

- b) the compilation for publication in suitable form and at appropriate intervals by the Secretary General of the Union of frequency lists and other material relating to the assignment and use of frequencies

Reasons

To delineate the respective functions of the Board and the Secretary General.



4639

- c) the collection of such results of monitoring observations as administrations and organizations may supply.

Reasons

Consequent upon Canadian proposals for Article 18.

(Continuation of Art. 10)

Present Provisions**Proposals****4640****Canada (cont'd)**

- d) the review of entries in the Master International Frequency Register with a view to amending those which do not reflect actual frequency usage or eliminating those no longer in use, in agreement with the country which made the assignment.

Reasons

In reviewing entries the Board should amend in addition to eliminating entries in the Master Register.

1113**United Kingdom**

287. *Before:* Board *add:* International Frequency Registration.

Reasons

Consequential on the deletion of 284.

3687**U. S. S. R.**

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

§ 2. The functions of the Office shall comprise:

288

- a) the recording of radio frequency assignments made in accordance with **285** for inclusion in the Master International Frequency Register;

3688**United States of America**

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

- a) the recording and processing of notices of Changes in Frequency Usage (see the definition in Article 1) for inclusion in the Master International Frequency Register;

Reasons

To be consistent with the proposals for Articles 1 and 11.

289

- b) the compilation in collaboration with, and for publication in suitable form and at appropriate intervals by the Secretary General of the Union of frequency lists and other material relating to the assignment and use of frequencies;

3689

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

- b) the compilation, for publication in suitable form and at appropriate intervals by the Secretary General, of frequency lists and other material relating to the assignment and use of frequencies;

Reasons

To delineate more clearly the respective functions of the Board and the Secretary General in the compilation and publication of frequency lists and associated material.

(This page cancels and replaces the present page 271.1)

(Continuation of Art. 10)

Present Provisions

Proposals

3698

U. S. S. R.

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

- h)* Participation, in an advisory capacity, at the invitation of the organizations concerned, in conferences and meetings dealing with questions of frequency assignment and usage.

296 § 3. (1) The International Frequency Registration Board shall be composed of a body of eleven independent members, all nationals of different countries members of the Union.

1115 Belgium, France, French O. P. T. A.

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

§ 3. (1) The membership of the Board, the method of election and the qualifications of its members shall be as set forth in the Convention (Article 6).

Reasons

See the general proposal at the beginning of the article.

4641

Canada

296 to 304. *Delete.*

Reasons

More appropriate for treatment in the Convention.

297 (2) The members of the Board shall be thoroughly qualified by technical training in the field of radio and shall possess practical experience in the assignment of frequencies.

**1116 United States of America,
United Kingdom, U. S. S. R.**

296 to 308. *Delete.*

298 (3) The members of the Board shall perform all their functions on a world-wide basis and in

Reasons

United States of America:

More appropriate for treatment in the Convention.

United Kingdom:

See proposal 1105.

(This page cancels and replaces the present page 293 Revision 1)

(Continuation of Art. 11)

Present Provisions

Proposals

United States of America

3828

Article 11. Heading. Read:

**Procedure for the Notification and Processing of
Changes in Frequency Usage.**

3829

Morocco

Article 11. Heading. Read:

**Procedure for the Recording of Frequency Assign-
ments in the Master International Frequency Register.**

3830

U. S. S. R.

Article 11. Heading. Read:

**Procedure in Connection with the International Fre-
quency Registration Bureau.**

1237

United States of America

United Kingdom

309 to 313. Delete.

Reasons

United States of America:

No. 309 more adequately covered in No. 314; those portions of Nos. 310–313 which are still pertinent are more appropriately treated elsewhere.

United Kingdom:

309 is not required in view of the proposal to reword 314. The substance of 310–313, suitably modified, it is proposed to include in new paragraphs following 339.

(Continuation of Art. 11)

Present Provisions

Proposals

4642

Pakistan

309. *After this No. add the following new subparagraph:*

(1 *bis*) This registration shall be on a seasonal basis. The season or seasons for which a particular registration is made will be clearly indicated in one of the columns of the Master International Frequency Register.

Reasons

In order to make the frequency available for another country, which is in a position to utilize it in the particular season for some circuit.

3831

U. S. S. R.

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

§ 1. (1) All frequency assignments and all modifications in their use made by Administrations and capable of causing harmful interference to any service of another country shall be notified to the Bureau and shall be recorded by the latter in one of the two columns of the International Frequency List.

(This page cancels and replaces the present page 296.2)

(Continuation of Art. 11)

Present Provisions

Proposals

4643

Pakistan

318. *After:* Hours of operation, *add* Seasons of Operation.

Reasons

Consequent upon proposal 4642.

1252

United Kingdom

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

§ 4 (1) Except as provided in (1 *bis*) (see *proposal 1254*) each notice must include the following information:

Name of notifying Member or Associate Member;
Frequency;
Date of use;
Call sign;
Name and geographical position of the station;
Localities or areas of intended reception;
Class of station and nature of service;
Bandwidth necessarily occupied and class of emission;
Peak power in kW;

(This page cancels and replaces the present page 302 Revision 1)

(Continuation of Art. 11)

Present Provisions

Proposals

1273

United Kingdom

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

However, if the notifying Member or Associate Member re-submits the original notice unchanged and informs the Board that the change in frequency usage has been made without any reports of harmful interference having been received, the change in frequency usage shall, if the Board's finding remains unchanged, be recorded in the Master International Frequency Register, the date of receipt of the first notice by the Board being shown in the NOTIFICATION COLUMN.

Reasons

To introduce requirements to be satisfied before the notice is recorded.

1274

U. S. S. R.

338. *Delete.*

Reasons

Unnecessary because of proposal 3891.

3896

United States of America

338. *After this No. add the following new subparagraph:*

If the notice is resubmitted after 60 days, it shall be treated as a new notice.

Reasons

To indicate the status of a notice resubmitted after 60 days.

(Continuation of Art. 11)

Present Provisions**Proposals****1274^{bis}****United Kingdom**

338. After this No. add the following new subparagraph:

The Board shall then investigate the assignments that contributed to the unfavourable finding and, with the agreement of the notifying Member or Associate Member concerned, shall effect any cancellations or amendments found to be necessary in order that the recordings in the Master International Frequency Register shall reflect the actual frequency usage. If, as a result, the Board is able to reach a favourable finding upon any assignment recorded under **338** with a date in the NOTIFICATION COLUMN, that date shall be transferred to the REGISTRATION COLUMN without change.

Reasons

The recording of an assignment under RR **338** (as revised in Proposal 1273) discloses that a degree of compatibility between assignments exists which is not borne out by the data in the Master International Frequency Register. The Board should promptly investigate the matter with the view to making the Register reflect the actual frequency usage.

(This page cancels and replaces the present page 302.1)

(Continuation of Art. 11)

Present Provisions

Proposals

1275

China

339. *Delete.*

Reasons

It is the obligation of all Members and Associate Members of the Union to follow the Frequency Allocation Table strictly and no violation should be allowed.

3897 United States of America

339. *Read: (5) Finding favorable with respect to Nos. 328 and 329 but unfavorable with respect to No. 327.*

The frequency assignment shall be recorded in the Master Register, the date of receipt of the first notice by the Board being shown in the NOTIFICATION COLUMN and an indication of the finding of the Board in Column 12b. However, ... (*remainder unchanged*).

Reasons

Editorial and for clarity.

1276

United Kingdom

339. *Replace: frequency assignment, by: change in frequency usage, and add in fine: A remark to this effect shall be entered in Column 13 of the Register.*

Reasons

To adopt the use of this expression as defined in the proposal for Article 1.

To identify the assignments concerned in the Register.

1277

U. S. S. R.

339. *Delete.*

Reasons

Unnecessary because of proposal 3891.

United States of America

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

3898

§ 10bis (1) If, in the course of the examination prescribed in Nos. 326 to 329, the Board finds that an assignment to an aeronautical station in a frequency band between 2 850 and 17 970 kc/s allocated to the aeronautical mobile (R) service is in conformity with the following four criteria:

(This page cancels and replaces the present page 312 Revision 1)

(Continuation of Art. 13)

Present Provisions

376 § 5. If, while complying with the provisions of article 17, a transmitter causes harmful interference through the intensity of its harmonics or other non-essential emissions, special measures must be taken to eliminate such interference.

Proposals

1309 United States of America

376. *Replace:* article *by:* Article.

Reasons

Editorial.

1310 France, French O. P. T. A., Morocco

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

§ 5. If, while complying with Article 17, a transmitter causes harmful interference by spurious radiation, special action must be taken to eliminate such interference.

Reasons

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

The term "intensity of its harmonics or other non-essential emissions" has been replaced by the term "spurious radiation", in accordance with the definitions in paragraph 1.1. of Recommendation No. 147 of the C. C. I. R. (Warsaw, 1956).

Morocco:

Definitions given in Recommendation No. 147 of the C. C. I. R.

1311 Japan

376. *Replace:* the intensity of its harmonics or other non-essential emissions *by:* its spurious radiations.

Reasons

To be consistent with proposals 247 to 257.

1312 United Kingdom

376. *Replace:* transmitter *by:* station.

Reasons

To cover interference due to receivers or ancillary equipment.

4644 Czechoslovakia

376. *Replace:* transmitter *by:* station.

Reasons

To include the interference caused by receivers and other radio equipment.

(This page cancels and replaces the present page 329 Revision 1)

(Continuation of Art. 18)

Present Provisions

Proposals

Netherlands (*cont'd*)

1381 411. *Unchanged.*

Reasons

Participation in the suggested "International Monitoring Service" will not be obligatory.

However, in case of participation an administration is obliged to establish a "Centralizing Office".

"Monitoring" does not only include the measurement of frequencies up to 30 Mc/s, but also of field strength and bandwidth.

However, certain stations may not participate in the whole field of monitoring but may operate only within a limited part of that field, which is in accordance with paragraph *d*) of the consideration of C. C. I. R. Recommendation No. 19.

Canada

4645

Article 18. *Heading, read:*

Monitoring.

Reasons

More appropriate as Article 18 does not deal solely with international monitoring.

4646

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

§ 1. Members and Associate Members agree to the establishment and operation of monitoring stations to assist in the implementation by administrations of the applicable provisions of these Regulations. Such stations may be operated by an administration or by a public or private enterprise recognized by its administration or by a common monitoring service established by two or more administrations or by some international organization.

Reasons

To emphasize that the basic need for the establishment and operation of monitoring stations is to assist in the implementation of the provisions of the Radio Regulations.

United States of America

3997

401. (See § 2*bis* below) (*proposal 3999*).

(Continuation of Art. 18)

Present Provisions**Proposals****4647***Canada (cont'd)***402.** *Replace the present text by the following:*

§ 2. Members and Associate Members agree to co-operate to the extent practicable in the establishment and operation of an international monitoring system to conduct specific monitoring on the request of the I. F. R. B. or administrations, or international organizations operating within the framework of the Union.

Reasons

To recognize that international monitoring is desirable to provide monitoring information on request to assist the I. F. R. B. or administrations or other organizations.

3998 United States of America**402.** *Replace the present text by the following:*

§ 2. Administrations agree to cooperate to the extent practicable in the continued development of an international monitoring system for the purpose of implementing the applicable provisions of these Regulations.

Reasons

Revised as necessary to emphasize the current need to develop the system into an effective, coordinated system, since it is quickly outgrowing the "establishment" stage; to remove the outmoded concept of the system by deleting the word "frequency" in connection with monitoring, since frequency monitoring is only one of the system's functions; to define the purpose of the system more accurately in line with its current status; to change editorially those portions otherwise requiring clarification and modernization.

1382 United Kingdom**402.** *Replace the present text by the following:*

§ 2. Administrations agree to co-operate as far as practicable in the establishment and operation of an international frequency monitoring system. The stations referred to in **401** may participate in this system.

Reasons

To provide for the operation as well as the establishment of an international monitoring system.

(This page cancels and replaces the present page 329.1)

(Continuation of Art. 18)

Present Provisions

Proposals

United States of America

3999

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

§ 2 *bis*. Monitoring stations participating in the international monitoring system may be operated by an administration or by a public or private enterprise recognized by its administration or by a common monitoring service established by two or more countries or by some international organization.

Reasons

The sequence of Nos. 401 and 402 has been changed to place initial emphasis upon the need for continuing development of the international monitoring system before setting forth criteria for individual stations. Other changes are editorial.

4648

Canada

403. *Delete.*

Reasons

Proposed revision of 402 considered sufficient.

4000 United States of America

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

§ 3. (1) Administrations will, as far as they consider practicable, conduct such monitoring as may be required by the International Frequency Registration Board (I.F.R.B.), or by other administrations. The results of such monitoring shall be forwarded to the I.F.R.B. as well as to the administration directly concerned, in order that the results may be noted by the Board.

Reasons

Editorial, and to require organizations other than the I.F.R.B. to place their requests with the I.F.R.B.

(Continuation of Art. 18)

Present Provisions

Proposals

1383 France, French O. P. T. A.

403. Read:

§ 3. (1) Meanwhile, administrations shall as far as possible do such monitoring.... (*remainder unchanged*).

Reasons

- a) Delete the first word "provisoirement" (which is incorrect and does not mean the same thing as the English "meanwhile") from the French version.
- b) In the first sentence, replace the words "as far as they consider practicable" by "as far as possible". Appendix C, the deletion of which is proposed elsewhere, draws Administrations' attention to the importance of international monitoring. It would be well, in Article 18, to emphasize the importance of international monitoring.

(This page cancels and replaces the present page 330 Revision 1)

(Continuation of Art. 18)

Present Provisions

Proposals

1384

Morocco

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

§ 3. (1) As far as possible, Administrations shall carry out such monitoring as may be required by the International Frequency Registration Board (I.F.R.B.) or by other Administrations of Union Member-countries or by other organizations operating under I.T.U. auspices. The results of such monitoring shall be forwarded to the International Frequency Registration Board and to the Administration or organizations directly concerned.

Reasons

The word "provisoirement" has been deleted from the French version.

4649

Pakistan

403. *In fine, after:* directly concerned *add:* in the form indicated in Appendix 6.

Reasons

Standardisation of monitoring information.

N.B. Add to appendix 6, specimen of Monitoring Information form described in Annex 2 to I.T.U.'s Circular Letter No. 1744/R dated 14 May, 1952.

(See proposal 4711).

U. S. S. R.

1385 **403.** *Delete.*

Reasons

Obsolete.

4650

Canada

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

(2) Each administration or international organization operating monitoring stations shall to the extent practicable designate a centralizing office to which all requests for monitoring information shall be addressed and through which office monitoring information will be forwarded to the I.F.R.B. or centralizing offices of other administrations or international organizations.

Reasons

Considered to be more appropriate.

(This page cancels and replaces the present page 330.1)

(Continuation of Art. 18)

Present Provisions

Proposals

4001 United States of America

404. *Replace:* ... transmit results of measurements... *by:* transmit results of monitoring. *In fine replace:* I.F.R.B. *by:* Board.

1386 U. S. S. R

404. *Delete.*

Reasons

Not in accordance with present practice in exchange of monitoring data.

4651 Canada

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

§ 5. (1) The technical standards recommended by the C.C.I.R. for performance to be observed by monitoring stations shall be recognized by the I.F.R.B. as the optimum practicable technical standards for monitoring stations participating in the international monitoring system. However, to meet special needs for monitoring data, the I.F.R.B. may accept reports on an interim basis from monitoring stations meeting lower technical standards than those contained in current C.C.I.R. recommendations.

Reasons

Desirable to bring this paragraph up to date.

4002 United States of America

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

§ 5. (1) The technical standards recommended by the C.C.I.R. for performance to be observed by various classes of monitoring stations shall be recognized by the I.F.R.B. as the optimum practicable technical standards for monitoring stations participating in the international monitoring system. However, to meet special needs for monitoring data, the Board may accept reports on an interim basis from monitoring stations meeting lower technical standards than those contained in current C.C.I.R. recommendations.

Reasons

To bring the provisions of No. 406 up to date and to meet special needs.

(This page cancels and replaces the present page 331 Revision 1)

(Continuation of Art. 18)

Present Provisions

Proposals

1387

United Kingdom

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

§ 5. (1) The technical standards recommended by the C.C.I.R. for performance to be observed by monitoring stations shall be recognized by the I.F.R.B. as optimum practical technical standards for the international monitoring system.

Reasons

Editorial. The C.C.I.R. has now made certain recommendations.

1388

U. S. S. R.

406. *Delete.*

Reasons

Obsolete.

Canada, United States of America

4003

407. *After: Secretary General delete: of the Union.*

Reasons

Editorial.

Canada

407. *After this No. add the following new subparagraphs:*

4652

(2bis) If a case of harmful interference or observed infraction so justifies, the centralizing office of the administration whose station makes the observation may seek the cooperation of other centralizing offices for monitoring in making observations and measurements necessary for the identification of the source and the determination of the facts concerning the interference or infraction. Having determined the source and characteristics of such interference or infraction the administration involved shall, where necessary, then follow the procedure in Article 14.

(Continuation of Art. 18)

Present Provisions**Proposals****Canada** (*cont'd*)**Reasons**

To indicate procedures which may be followed by centralizing offices where international assistance may be required in obtaining data relating to a case of harmful interference or an infraction of the RR.

4653

(2^{ter}) Communication between the I.F.R.B. and the centralizing offices and among centralizing offices, in matters where rapid actions is required, should be transmitted by the most expeditious means available.

Reasons

To emphasize the need for rapid communication on matters requiring urgent attention, such as cases of harmful interference.

4004**Canada,
United States of America****408.** *Delete.***Reasons****Canada:**

The publication of the List of International Monitoring Stations should be dealt with in Article 20.

United States of America:

Provision has been made in Article 20 for this List.

1389**U. S. S. R.****408.** *Delete, in fine:*

...including a statement of the current standards recognized by the I.F.R.B.

Reasons

Greater clarity.

4654**Canada****409.** *Delete.***Reasons**

Seems redundant since the I.F.R.B. has the possibility of requesting any additional information to assist in carrying out its duties.

(This page cancels and replaces the present page 331.1)

(Continuation of Art. 18)

Present Provisions

Proposals

4005 United States of America

409. *Replace:* ... for its purposes, the I.F.R.B.
by: ... for its purposes, the Board... *and after:*
Secretary General *delete:* of the Union.

Reasons

Editorial.

1390 United Kingdom

409 and **410.** *Interchange these two Nos.*

Reasons

Editorial. The suggested sequence is more logical.

U. S. S. R.

1391

409. *Delete.*

Reasons

The assessment of monitoring data must not come within the terms of reference of the future I.F.R.B.

4655 Canada

410. *Delete.*

Reasons

The maintenance of records essential for the proper functioning of the I.F.R.B. should be automatic.

1392 U. S. S. R.

410. *Delete the second sentence:* For each series ... monitoring station.

Reasons

See proposal 1391.

(This page cancels and replaces the present page 331.2)

(Continuation of Art. 18)

Present Provisions

Proposals

United States of America

4006

410. After this No. add the following three new paragraphs:

§ 6 *bis*. If a case of harmful interference or observed infraction so justifies, the centralizing office of the country whose station makes the observation may seek the cooperation of other centralizing offices for monitoring in making observations and measurements necessary for the identification of the source and the determination of the facts concerning the interference or infraction. Having determined the source and characteristics of such interference or infraction, the administrations involved shall, where necessary, then follow the procedure in Article 14.

Reasons

To show procedures which may be followed by centralizing offices where international assistance may be required in obtaining data relating to a case of harmful interference or an infraction of the Radio Regulations and thus to take full advantage of the international monitoring system.

4007

§ 6 *ter*. Communication between the I.F.R.B. and the centralizing offices, and among centralizing offices, in matters where rapid action is required, should be transmitted by the most expeditious means available.

Reasons

To emphasize the need for rapid communication among centralizing offices on matters requiring urgent attention, such as cases of harmful interference.

4008

§ 6 *quater*. To ensure that published monitoring data is current and worldwide in nature, administrations having jurisdiction over monitoring stations listed in the List of International Monitoring Stations (see Article 20) shall make every effort, as practicable, to arrange for monitoring observations to be made by all such stations and submitted to the I.F.R.B. as soon as possible after the date of observation.

Reasons

To encourage the regular and prompt submission of monitoring data in accordance with the expressed needs of the I.F.R.B. the administrations and organizations.

(Continuation of Art. 18)

Present Provisions

Proposals

4656

Canada

411. *Delete.*

Reasons

It is considered that the monitoring data supplied to the I.F.R.B. is not of sufficient value to administrations to justify the expenditures involved in its publication.

4009

United States of America

411. *After:* Secretary General *delete:* of the Union.

Reasons

Editorial.

4567

Pakistan

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

§ 7. (1) The I.F.R.B. shall, with the assistance of the Secretary General of the Union, prepare, publish and despatch by Air Mail, summaries of useful monitoring data, together with a list of stations contributing the same, within two weeks of receipt of the data by the Board.

§ 7. (2) Administrations shall despatch by Air Mail to the I.F.R.B. within 7 days, all monitoring data collected by them during a particular week.

Reasons

To reduce the period between the time of observation and the appearance of the information in published form, thus enhancing the utility value of the summaries.

(This page cancels and replaces the present page 332)

(Continuation of Art. 18)

Present Provisions

Proposals

1393

India

Add the following new Article:

ARTICLE 18 *bis*

Standard Frequency and Time Broadcast Service.

1394

§ 1. Standard frequency and time broadcast service shall conform to the provisions of this Article and those of Appendix 5*bis*.

1395

§ 2. Administrations will endeavour to provide on an international basis a coordinated system of standard frequency and time signal transmissions.

1396

§ 3. Each administration, which provides this service shall promptly publish:

- i) the provisional measured values of frequencies and time signals for each day at a specified time or for each group of 5 days at a specified time;
- ii) the date, time and magnitude of adjustments to the time signals;
- iii) the date, time and magnitude of adjustments to the frequency which exceed one part in 10^{-9} per day;

1397

§ 4. Each administration which provides this service, shall cooperate through C.C.I.R. in collation and distribution of the following:

- i) the final measured values of frequencies and time signals for each calendar year, the values being given for each group of 5 days at a specified time;
- ii) the date, time and magnitude of adjustments to the time signals;
- iii) the date, time and magnitude of adjustments to the frequency which exceed one part in 10^{-9} per day.

1398

§ 5. Each administration should coordinate with the C.C.I.R. any new standard frequency broadcasts or any changes in existing standard frequency broadcasts.

(This page cancels and replaces the present page 339 Revision 1)

(Continuation of Art. 19)

Present Provisions

Proposals

Morocco

1417 419. 1. *Definitively allocate the series:*

5CA-5CZ

to the Kingdom of Morocco.

Reasons

Confirms a provisional allocation.

1418

2. *Allocate the series:*

5DA-5GZ

to the Kingdom of Morocco.

Reasons

To cope with fresh requirements.

4658

Pakistan

419. *Add:* Pakistan 6PA-6SZ.

Reasons

To cope with fresh demands.

4659

Sudan

419. *Add:* Sudan 6SA-6TZ.

Reasons

To be able to meet present requirements and to cope with the increasing number of radio stations in the near future.

(Continuation of Art. 19)

Present Provisions**Proposals****Section III. Formation of Call Signs**

420 § 5. Call signs in the international series are formed as stated below. It is understood, however, that in accordance with the table in **419**, the first letter in certain series is replaced by a digit:

- 421** a) Three letters, or three letters followed by not more than three digits (other than the digits 0 and 1 in cases where they immediately follow a letter), in the case of land and fixed stations.
- 422** b) However, it is recommended that, as far as possible:
- the call signs of coast and aeronautical stations shall consist of three letters or three letters followed by a single digit other than 0 or 1;
 - the call signs of fixed stations shall consist of three letters followed by two digits (other than the digits 0 and 1 in cases where they immediately follow a letter).

United States of America**4031**

Sub-heading. Delete:

Section III. Formation of Call Signs.

4032

420. *In fine, delete:* It is understood, however ... replaced by a digit.

Reasons

Editorial changes are necessary to make this paragraph conform with revisions to preceding paragraphs of this Article. Also, all countries will have call signs commencing with letters.

4033

421. *Delete.*

4034

422. *Delete.*

Reasons

This paragraph is no longer applicable in view of the recommendations made herein for the assignment of call signs.

(This page cancels and replaces the present page 354)

(Continuation of Art. 20)

Present Provisions

Proposals

1458

Italy

451. *At the beginning, after:* Ship Stations, *add:* drawn up according to the provisions relative to List IV — Appendix 6 — to the present Regulations and... *(remainder unchanged).*

Reasons

Clarity.

1459

Netherlands

451. *Replace the present text by the following:*
(IV) *List IV.* List of Coast Stations.

Reasons

It is proposed to divide the present List into a volume, containing the coast stations and a volume, containing the ship stations, because

- a)* the present combined List of Coast and Ship stations is becoming too voluminous by the increasing number of coast stations and ship stations equipped with radio;
- b)* the changes in the coast stations are much less than the mutations in the ship stations. Hence, a separate List of Coast Stations could be published less frequently than a separate List of Ship Stations.

1460

United Kingdom

451. *Replace the present text by the following:*
(IV) *List IV.* List of Coast Stations (radiotelegraphy and radiotelephony information).

Reasons

Information concerning coast and ship stations to be split between three volumes (see proposals 1464 and 1465).

(Continuation of Art. 20)

Present Provisions

Proposals

4660

Czechoslovakia

451. General comment:

Coast and ship stations are exceedingly numerous, and the List of Coast and Ship Stations is becoming steadily more unwieldy. Hence it would be better if the I.T.U. General Secretariat were to issue two separate lists, that is to say, a List of Coast Stations and a List of Ship Stations.

Would it not be possible for the particulars of ships equipped for radiotelephony only to appear in a third volume?

1461

Belgium

451. After this No. add the following new subparagraph:

List IV bis) List of Ship Stations, showing all ship stations open for public correspondence, but not fish-

(This page cancels and replaces the present page 371)

(Continuation of Art. 22)

Present Provisions

492 § 4. The government which issues a licence to a mobile station mentions therein in clear form, the particulars of the station, including its name, call sign and public correspondence category, as well as the general characteristics of the main and, if appropriate, the emergency (reserve) installations.

Proposals

1512 France, French O.P.T.A., Morocco

492. *Delete in fine:*

... main and, if appropriate, the emergency (reserve)...

Reasons

More general wording.

1513 United Kingdom

492. *Add in fine:*

In the case of aircraft stations the essential particulars are the name, call sign and public correspondence category, if any.

Reasons

To simplify the provisions regarding aircraft stations so as to avoid frequent withdrawal of the licences of such stations for entry of particulars of changes of apparatus. The particulars specified in the proposal are sufficient to identify an individual aircraft station in cases where interference is caused.

1514 Switzerland

492. *Add in fine:*

For land mobile stations a clause shall be included in the licence under which use of the station shall be forbidden in countries other than the country which has delivered the licence, except as may be provided by special agreement between the countries concerned.

Reasons

To make allowance for the ever-increasing use of radiotelephony by motor cars, and because of the greater ease with which vehicles can now cross frontiers.

(Continuation of Art. 22)

Present Provisions**Proposals****4661****Czechoslovakia****492.** *Add, in fine:*

With aircraft stations, it shall suffice to give the name of the station, its call sign, and possibly the category of the station.

Reasons

To simplify the provisions relative to aircraft stations and to avoid frequent changes in licences caused by changes in radio equipment. The characteristics mentioned in the proposal can be considered as sufficient for specifying the aircraft stations, should interference occur.

1515 Australia (Commonwealth of)**492.** *After this No. insert the following new paragraph:*

§ 4 *bis*. In the case of change of place of registry of a ship or aircraft from one country to another in circumstances which preclude the prior grant of a licence for a station in such ship or aircraft by the administration of the country to which the registration is being transferred, the administration of the country from which the registration is changed must, on application from the operating enterprise concerned, issue a certificate indicating whether the station complies with these regulations. The certificate, which may be in a form determined by the administration which issues it, must include the particulars mentioned in 492.

The holder of the certificate must comply with the regulations which apply to the holder of a licence.

Application for replacement of the certificate by a licensee as required by these regulations must be made without delay to the administration of the country to which the registry is transferred.

The administration which issues the certificate must send advice accordingly to the administration responsible for the grant of the licence.

Reasons

To overcome the difficulties now experienced when the country of registration of a ship or aircraft is changed and departure of the ship or aircraft for the new country takes place at short notice.

(This page cancels and replaces the present page 372)

Present Provisions

Proposals

CHAPTER XI

**Inspection of Mobile Stations.
Operators' Certificates for Ship and
Aircraft Stations**

ARTICLE 23

Inspection of Mobile Stations

493 § 1. (1) The governments or appropriate administrations of countries where a mobile station calls may require the production of the licence. The operator of the mobile station, or the person responsible for the station, must facilitate this examination. The licence must be kept in such a way that it can be produced without delay. As far as possible, the licence, or a copy certified by the authority which has issued it, should be permanently exhibited in the station.

1516

Italy

493. *In the last sentence, delete:* As far as possible.

Reasons

The provision must be made compulsory.

1517

United Kingdom

493. *At the end of the first sentence, read:* ... may require the production of the licence for examination.

Reasons

Clarification.

4662

Czechoslovakia

493. *At the end of the first sentence, read:*

... may require the licence to be produced, in order to examine it (*remainder unchanged*).

Reasons

To make things clearer.

(This page cancels and replaces the present page 389 Revision 1)

(Continuation of Art. 24)

Present Provisions

Proposals

as a general knowledge of the principles of operation of other apparatus generally used for radionavigation.

4663

Czechoslovakia

520. *After the words:* various types: *read:*

a) radiotelephone, radiotelegraph, and radar apparatus used in ... (*remainder unchanged*).

Reasons

The operator is the only man on board responsible for the technical maintenance of the radar equipment, and hence must be expected to have some familiarity therewith.

521

b) Theoretical and practical knowledge of the operation and maintenance of apparatus, such as motor-generators, storage batteries, etc., used in the operation and adjustment of the radiotelegraph, radiotelephone and radio direction-finding apparatus mentioned in **520**.

4075

United States of America

521. *Before: 520 add:* No.

Finland

1575

521. *Add the word:* radar *between the words:* radiotelephone *and:* and radio direction-finding apparatus.

Reasons

See proposal 1574.

4664

Czechoslovakia

521. *After the words:* and adjustment *read:*

... of the radiotelegraph, radiotelephone, radio direction-finding and radar apparatus mentioned in **520**.

Reasons

See proposal 4663.

522

c) Practical knowledge necessary to repair with the means available on board, damage which may occur to the radiotelegraph, radiotelephone and radio direction-finding apparatus during a voyage.

1576

Finland

522. *Add the word:* radar *between the words:* radiotelephone *and:* and radio direction-finding apparatus.

Reasons

See proposal 1574.

(Continuation of Art. 24)

Present Provisions

Proposals

1576^{bis}

United Kingdom

522. *Replace:* damage which may occur to *by:*
faults which may occur in.

Reasons

To conform to the French text.

4664^{bis}

Czechoslovakia

522. *Read, in fine:*

... the radiotelegraph, radiotelephone, radar and
radio direction-finding apparatus during a voyage.

Reasons

See proposal 4663.

(This page cancels and replaces the present page 390)

(Continuation of Art. 24)

Present Provisions

Proposals

523

- d) Ability to send correctly and to receive correctly by ear, code groups (mixed letters, figures and punctuation marks), at a speed of 20 (twenty) groups a minute, and a plain language text at a speed of 25 (twenty-five) words a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two characters. The average word of the text in plain language must contain five characters. The duration of each test of sending and of receiving shall be, as a rule, five minutes.

1577

Finland

523. *Add in fine the following new sentence:*

In the plain language test, the applicant must be able to receive the text on a typewriter.

Reasons

Because the typewriter facilitates the operator's work, it would be advisable to add to its use as much as possible. At most stations, this ability is already required. The significance of typewriter reception will be stressed if an express mention of it is made in the RR.

1578

India

523. *Replace in fine: five minutes by: three minutes.*

Reasons

A three minute test is quite adequate.

United Kingdom

1579 **523.** *At the beginning read:*

d) Ability to send correctly by hand and to receive correctly by ear, in the Morse code, code groups... *(remainder unchanged).*

Reasons

Clarification.

524

- e) Ability to send correctly and to receive correctly by telephone.

525

- f) Detailed knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications, knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio, and, in the case of air navigation, knowledge of the special provisions governing the aeronautical fixed, mobile, and radionavigation services. In the latter case, the certificate states that the holder has successfully passed the tests relating to these special provisions.

1580

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

f) Detailed knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications, and knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio, or of the special provisions governing the aeronautical mobile and radionavigation services, as appropriate.

Reasons

To restrict the need for knowledge of certain provisions of the Safety of Life at Sea Convention to the operator in the maritime mobile service.

(This page cancels and replaces the present page 393 Revision 1)

(Continuation of Art. 24)

Present Provisions

Proposals

529

- a) Elementary theoretical and practical knowledge of electricity and of radio, knowledge of the adjustment and practical working of the various types of radiotelegraph and radiotelephone apparatus used in the mobile service, including apparatus used for radio direction-finding and the taking of direction-finding bearings, as well as elementary knowledge of the principles of operation of other apparatus in general use for radio-navigation.

1587

Finland

529. *Same addition as in 520.*

Reasons

See proposal 1574.

4665

Czechoslovakia

529. *Amend as follows:*

... the various types of radiotelegraph, radiotelephone, and radar equipment used in the mobile service...

Reasons

See proposal 4663.

530

- b) Elementary theoretical and practical knowledge of the operation and maintenance of apparatus, such as motor-generators, storage batteries, etc., used in the operation and adjustment of the radiotelegraph, radiotelephone and radio direction-finding apparatus mentioned in 529.

4076

United States of America

530. *In fine, before: 529 add: No.*

1588

Finland

530. *Same addition as in 521.*

Reasons

See proposal 1574.

4666

Czechoslovakia

530. *Read, in fine:*

... adjustment of the radiotelegraph, radiotelephone, radar and radio direction-finding equipment mentioned in 529.

Reasons

See proposal 4663.

(Continuation of Art. 24)

Present Provisions	Proposals
531	<p>c) Practical knowledge sufficient for effecting repairs in the case of minor damage which may occur to the radiotelegraph, radiotelephone and radio direction-finding apparatus during a voyage.</p>
	<p>1589 Finland</p> <p>531. <i>Same addition as in 522.</i></p> <p>Reasons</p> <p>See proposal 1574.</p>
	<p>1590 United Kingdom</p> <p>531. <i>Replace:</i> damage which may occur to <i>by:</i> faults which may occur in.</p> <p>Reasons</p> <p>See proposal 1576 <i>bis</i>.</p>
	<p>4667 Czechoslovakia</p> <p>531. <i>Read, in fine:</i></p> <p>... radiotelegraph, radiotelephone, radar, and radio direction-finding equipment during a voyage.</p> <p>Reasons</p> <p>See proposal 4663.</p>
532	<p>d) Ability to send correctly and to receive correctly by ear, code groups (mixed letters, figures and punctuation marks) at a speed of 16 (sixteen) groups a minute. Each code group must comprise five characters, each figure or punctuation mark counting as two</p>
	<p>1591 Finland</p> <p>532. <i>Add to the first sentence after the word minute: and plain language text at a speed of 20 (twenty) words a minute.</i></p>

(This page cancels and replaces the present page 395 Revision 1)

(Continuation of Art. 24)

Present Provisions

Proposals

4668

Czechoslovakia

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

d) Ability to send and receive correctly, by ear, code groups (mixed letters, figures and punctuation marks) at a speed of 16 (sixteen) groups a minute, and a plain-language text at a speed of 20 (twenty) words a minute. Each code group shall comprise five characters, every figure or punctuation mark counting as two characters. The average plain language word shall comprise five characters. Each sending and receiving test shall, as a rule, last five minutes.

Reasons

Because radiotelegraph operators, even the second-class ones, need better qualifications.

1597

U. S. S. R.

532. *Under d), after: ... at a speed of 16 (sixteen) groups a minute, add the following:* and a plain language text in letters at the rate of 20 (twenty) words a minute. Each code group is, as a rule, 5 minutes ... *(remainder unchanged).*

Reasons

For clarification of this point.

533

e) Ability to send correctly and to receive correctly by telephone except in the case provided for in **515**.

4077

United States of America

533. *In fine, before: 515 add:* No.

1598

Federal German Republic

533. *Delete the following words:*

... except in the case provided for in **515**.

Reasons

Following from our proposal for **515** in which it is established that the exceptional restriction of the second class radiotelegraph operator's certificate to the radiotelegraph service should be abolished.

(Continuation of Art. 33)

Present Provisions**Proposals****534**

- f) Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications, knowledge of the provisions of the Convention for the Safety of Life at Sea which relate to radio, and, in the case of air navigation, knowledge of the special provisions governing the aeronautical fixed, mobile, and radionavigation services. In this latter case the certificate states that the holder has successfully passed the tests relating to these special provisions.

1599**India**

- 534.** *Delete everything after the words: which relate to radio.*

Reasons

A second class certificate holder is not to operate on board an aircraft.

1600**United Kingdom**

- 534.** *Replace the present text by the following:*

f) Knowledge of the Regulations applying to radiocommunications, knowledge of the documents relating to charges for radiocommunications, and knowledge

(This page cancels and replaces the present page 403.1)

(Continuation of Art. 24)

Present Provisions

Proposals

1629 France, French O.P.T.A., Morocco

549. *Delete in fine:* ... and in the latter case if it has been issued in conformity with the provisions of **548**.

Reasons

The deletion of **548** is proposed above.

1630 Netherlands

549. *Delete everything after:* restricted certificate.

Reasons

Editorial in relation with proposal 1623.

550 § 16. In order to meet special needs and on condition that international services are not interfered with, special agreements may fix the conditions to be fulfilled in order to obtain a radiotelephone operator's certificate, intended to be used in radiotelephone stations complying with certain technical conditions and certain operating conditions. These conditions and agreements are mentioned in the certificates issued to such operators.

4087 United States of America

550. *Before:* operator's certificate *replace:* radio-telephone *by:* radiocommunication.

Reasons

To conform to proposed changes in terminology.

1631 United Kingdom

550. *Read:* special agreements between administrations may fix the conditions...

Reasons

Clarification.

Section IV. Qualifying Service

551 § 17. (1) A first class radiotelegraph operator is authorized to embark as chief operator of a ship station of the third category (see **845**).

4088 United States of America

551. *In fine, before:* **845** *add:* No.

4669 Pakistan

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

§ 17. (1) Before becoming a chief operator of a ship station of a third category (See **845**), a first class radiotelegraph operator must have had at least 3 months experience as operator on board a ship or in a coast station.

Reasons

To ensure sufficient experience for maritime mobile work.

(This page cancels and replaces the present page 403.2)

(Continuation of Art. 24)

Present Provisions

552 (2) Before becoming chief operator of a ship station of the second category (see **844**), a first class radiotelegraph operator must have had at least six months' experience as operator on board ship or in a coast station.

553 (3) Before becoming chief operator of a ship station of the first category (see **843**), a first class radiotelegraph operator must have had at least one year's experience as operator on board ship or in a coast station.

Proposals

United Kingdom

1632

551 to 553. Replace these three Nos. by the following text:

(1) The holder of a first class radiotelegraph operator's certificate is authorized to embark as chief operator of a ship station of the fourth, fifth or sixth category (*proposals 2356, 2358 and 2359*).

1632^{bis}

(2) Before becoming chief operator of a ship station of the second or third category (see **844** and **845**) the holder of a first class radiotelegraph operator's certificate must have had at least six months' experience as operator on board ship or in a coast station.

1632^{ter}

(3) Before becoming chief operator of a ship station of the first category (see **843**), the holder of a first-class radiotelegraph operator's certificate must have had at least one year's experience as operator on board ship or in a coast station.

Reasons

Consequential on proposals for Article 35, Section IV. (proposals 2354-2380).

Australia (Commonwealth of)

1633

552. Delete the words: or in a coast station.

Reasons

As operators at coast stations do not handle typical marine transmitters, direction-finding apparatus, auto-alarm apparatus and lifeboat transmitting and receiving apparatus, it is considered that this provision should be deleted.

4089 United States of America

552. Before: **844** add: No.

(This page cancels and replaces the present page 404 Revision 1)

(Continuation of Art. 24)

Present Provisions

Proposals

1634 Australia (Commonwealth of)

553. *Delete the words:* or in a coast station.

Reasons

Same as for proposal 1633.

United States of America

4090

553. *Before:* **843** *add:* No.

554 § 18. (1) A second class radiotelegraph operator is authorized to embark as chief operator of a ship station of the third category (see **845**).

4091

554. *In fine, before:* **845** *add:* No.

4670

Pakistan

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

§ 18. (1) Before becoming chief operator of a ship station of the third category (See **845**), a second class radiotelegraph operator must have had at least 6 months' experience on board a ship or in a coast station.

Reasons

To ensure sufficient experience for maritime mobile work.

555 (2) Before becoming chief operator of a ship station of the second category (see **844**), a second class radiotelegraph operator must have had at least six months' experience as an operator on board ship.

United Kingdom

554 and **555.** *Replace these two Nos. by the following text:*

1635

(1) The holder of a second class radiotelegraph operator's certificate is authorized to embark as chief operator of a ship station of the fourth, fifth, or sixth category (*proposals 2356, 2358 and 2359*).

(Continuation of Art. 24)

Present Provisions

Proposals

United Kingdom (*cont'd*)

1635^{bis}

(2) Before becoming chief operator of a ship station of the second or third category (see **844** and **845**) the holder of a second class radiotelegraph operator's certificate must have had at least six months' experience as an operator on board ship.

Reasons

Consequential on proposals for Article 35, Section IV.

4092 United States of America

555. Before: 844 add: No.

(This page cancels and replaces the present page 406 Revision 1)

Present Provisions

Proposals

United Kingdom (*cont'd*)

1638

§ 18 *bis*. (1) The holder of a radiotelephone operator's general certificate is authorized to embark as chief operator of a ship station of the fifth or sixth category. (See the 3rd and 4th new Nos. after **845**.)

1639

(2) The holder of a radiotelephone operator's restricted certificate is authorized to embark as chief operator of a ship station of the fifth or sixth category. (See the 3rd and 4th new Nos. after **845**) if the installation complies with the conditions of **513**.

Reasons

To define what holders of general and restricted certificates may do.

(See proposals 2358 and 2359)

CHAPTER XII

Personnel of Mobile Stations

ARTICLE 25

**Class and Minimum Number of Operators
for Ship and Aircraft Stations**

556 § 1. In the international service of public correspondence, each government takes the necessary steps to ensure that ship and aircraft stations of its own nationality have personnel adequate to perform efficient service during the working hours which correspond to the category in which these stations are placed.

1640 France, French O. P. T. A.

556. *Add in fine:*

(see **842, 843, 844, 845, 851** and **859**).

Reasons

To facilitate reference to the Regulations.

4671

Czechoslovakia

556. *After this number add the following new article:*

ARTICLE 24bis

Staffing in Land Stations

Administrations of Member countries shall ensure that the staff on duty in coast and aeronautical stations open for public correspondence shall be capable of

(This page cancels and replaces the present page 407 Revision 1)

(Continuation of Art. 25)

Present Provisions

Proposals

Czechoslovakia (*cont'd*)

working the stations effectively. Operators in these stations shall possess at least the same qualifications as those in the mobile stations with which they may make contact.

Reasons

Operators in coast and aeronautical stations open for public traffic must be expected to have the knowledge which is demanded from the operators in mobile stations (ships and aeroplanes) with whom they correspond. Besides, they should be familiar with operating conditions and procedures used in the mobile service, especially as regards distress, urgency and safety correspondence. Hence we propose the inclusion in the RR of provisions which are already in fact enforced by a majority of Union Members.

557 § 2. The personnel of these stations must, having regard to the provisions of article 24 (see **551** to **555**), include at least:

558 a) ship stations of the first category: one operator holding a first class radiotelegraph operator's certificate;

559 b) ship stations of the second category: one operator holding a first or second class radiotelegraph operator's certificate;

4094 United States of America

557. *Replace:* article by: Article *and before:* **551** to **555** *add:* Nos.

United Kingdom

1641

557. *Parenthesis to read:* (see **511**, **514**, **515** and **555**).

Reasons

Editorial.

1642

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

b) ship stations of the second and third categories: one operator holding at least a second class radiotelegraph operator's certificate.

Reasons

Consequential on proposals for Article 35, Section IV.

(Continuation of Art. 25)

Present Provisions**Proposals****560**

- c) ship stations of the third category, except in the cases provided for in **561** and **562**: one operator holding a first or a second class radiotelegraph operator's certificate;

4095 United States of America

560. *Before:* **561** and **562** *add:* Nos.

1643 France, French O.P.T.A., Morocco

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

- c) ship stations of the third category, except as provided for in **561**: one operator holding a first or a second class radiotelegraph operator's certificate.

Reasons**France, French O.P.T.A.:**

The division into three categories concerns radiotelegraph stations only (see **842**). Radiotelephone stations constitute a single category (see **851**).

Morocco:

The division into three categories concerns radiotelegraph stations only (see **842**).

1644**Netherlands**

560. *Replace:* in **561** and **562** *by:* in **562**.

Reasons

To be consistent with proposals 1551 and 1647.

(This page cancels and replaces the present page 408.1)

(Continuation of Art. 25)

Present Provisions

Proposals

4672

Pakistan

561. *Delete the words:* a radiotelegraph operator's special certificate or.

Reasons

Increase the reliability of wireless communication.

1647

Netherlands

561. *Delete.*

Reasons

To be consistent with proposal 1551.

1648

United Kingdom

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

- d) other ship stations of the fourth category: one operator holding at least a radiotelegraph operator's special certificate;

Reasons

Consequential on proposals for Article 35, Section IV.

(This page cancels and replaces the present page 423 Revision 1)

(Continuation of Art. 28)

Present Provisions

Proposals

United States of America

4112

573. Replace: chapter by: Chapter.

4113

574. Before: 711 add: No.

4114

Morocco

574. Replace the present text by the following:

(2) For the use of class B emissions on board ships,
see 711 and 712.

1720

United Kingdom

574. Delete.

Reasons

Covered by 711.

1721

Czechoslovakia, U. S. S. R.

574. Delete.

Reasons

Czechoslovakia:

See proposal 1008.

U. S. S. R.:

The use of an excessive bandwidth is inadmissible.

4115

Morocco

576. After this No. add the following new paragraph:

§ 3 *bis*. Administrations shall see to it that all electro-acoustic and radar equipment is well designed and properly installed so as not to cause interference to radio reception at the mobile station where it is installed, especially on distress and radionavigation frequencies.

Reasons

C.C.I.R. Recommendations No. 45 and 218 (1956).

(This page cancels and replaces the present page 423.1)

(Continuation of Art. 28)

Present Provisions

Proposals

Morocco (cont'd)

4116

578. *Read in fine:* ...and vice versa without switching in as short a time as possible.

United Kingdom

1722

578. *Delete:* once communication is established-

Reasons

The limitation is unnecessary.

1723

578. *After this No. add the following new subparagraph:*

(2 bis) Radiotelephone stations of the maritime mobile service should be equipped with devices for instantaneous switching from transmission to reception and vice versa. This provision is necessary for all stations establishing communication between ships or aircraft and subscribers of the land telephone system.

Reasons

Contains the substance of 809, which appears more appropriately here.

4673

Czechoslovakia

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

§ 4 bis. Where necessary, maritime mobile radiotelephone stations shall be so equipped that they can pass instantly from transmission to reception and vice-versa. This shall apply to all stations providing communica-

(This page cancels and replaces the present page 423.2)

(Continuation of Art. 28)

Present Provisions

Proposals

Czechoslovakia (*cont'd*)

tions between ships and aeroplanes and subscribers in land telephone networks.

Reasons

Broadly speaking, this is based on 809, transferred to Article 28. Moreover we emphasize that such equipment is compulsory only if really necessary.

4116^{bis} United States of America

580. *Replace:* appendix *by:* Appendix.

1724 Japan

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

§ 6. Ship and aircraft stations must be provided with the service documents enumerated in Appendix 8. However, they may be exempted from being provided with some of such documents which the administration deems unnecessary, with the exception of licences, certificates of the operator or operators, and the log (diary of the radio service).

Reasons

Among documents such as lists of stations enumerated in Appendix 8, there are some with which the stations are not obliged to be provided, depending on the range of action of ships or aircraft. So, it is intended to specify that at the discretion of the administration, the stations may be exempted from having such documents.

1725 United Kingdom

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

§ 6. Ship and aircraft stations must be provided with the service documents enumerated in the appropriate section of Appendix 8.

Reasons

To exclude land mobile stations.

(Continuation of Art. 28)

Present Provisions

Proposals

4674

Czechoslovakia

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

§ 6. Ship and aircraft stations shall be provided with the service documents listed in Appendix 8.

Reasons

To exclude land mobile stations, for which the documents in Appendix 8 appear unnecessary.

4117

United States of America

580. *After this No., in Section II, add the following new paragraph:*

§ 6bis. A ship station shall not be used for communication under conditions where such communications can be handled effectively by any established telecommunication facility or system open to public correspondence and not located on board any ship.

Reasons

In accordance with Articles 33, 43, and 45 of the Convention, to prevent the unnecessary use of ship stations, in effect, as coast stations or fixed stations principally when the vessel is docked in a harbor or port or shortly after departure or before arrival in port; also to confine the use of ship station frequencies to fulfil actual needs for radiocommunication to and from ships.

(This page cancels and replaces the present page 427 Revision 1)

(Continuation of Art. 28)

Present Provisions

Proposals

Federal German Republic (*cont'd*)

the same operating procedure as the ship stations of the same nationality as the coast station, if so agreed between the administrations concerned.

Reasons

Göteborg Conference (1955), Resolution No. 3, para. 5.

4143

Morocco

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

- c) the receiving apparatus must have the same qualities as the transmitting apparatus in the matter of speed of frequency change, and must be so designed as to ensure satisfactory service. In particular, the pass band used for keeping watch must be wide enough to receive calls allowing for the frequency tolerance of the emissions (see **721**).

1735

United Kingdom

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

- c) In the matter of frequency changing, receiving apparatus must be capable of a performance equal to that of the transmitting apparatus.

Reasons

The part deleted is redundant.

4675

Czechoslovakia

593. *Delete, in fine:*

... and must be designed in such a manner as to ensure a satisfactory performance.

Reasons

Superfluous.

(This page cancels and replaces the present page 427.1)

(Continuation of Art. 28)

Present Provisions

Proposals

**1736 United States of America,
Japan, Morocco, Netherlands,
United Kingdom, U. S. S. R.**

594. Delete.

Reasons

United States of America:

It is intended that these provisions shall come into effect on the date the Regulations come into effect.

Japan:

A transitional provision which is no longer required.

Netherlands, United Kingdom:

No longer required.

U.S.S.R.:

Contemporary equipment makes it possible to abide by the provisions of 592 and 593, so that it becomes pointless to keep this limitation.

1737 United Kingdom

594. After this No. add the following new paragraph:

§ 12 *bis*. All ship radiotelephone stations using the authorized bands between 156 and 174 Mc/s must be able to send and receive on:

- a) the calling and safety frequency 156.80 Mc/s;
- b) the primary intership frequency 156.30 Mc/s;
- and

(This page cancels and replaces the present page 431 Revision 1)

(Continuation of Art. 29)

Present Provisions

Proposals

1751

Sweden

607. Replace the present text by the following:

(2) In the maritime mobile service only the service abbreviations given in Appendix 9 are authorized for international use.

Note: Heading of Appendix 9 to be amended accordingly.

Reasons

In order to make the provision less restrictive.

4676

Czechoslovakia

607. Replace the present text by the following:

(2) In the maritime mobile service, the abbreviations defined in Appendix 9 shall be used for preference.

Reasons

Experience shows that it is not always possible to make the use of the abbreviations in Appendix 9 obligatory.

1752

Italy

607. After this No. add the following new subparagraph:

(2 *bis*) However, the abbreviations contained in the "Code and Abbreviations used for International Telecommunication Services" published by the I.T.U., may be used if necessary.

Reasons

To spread the use of this code recently published by the I.T.U.

(This page cancels and replaces the present page 431.1)

(Continuation of Art. 29)

Present Provisions

Proposals

1753

United Kingdom

607. *After this No. add the following new sub-paragraph:*

(2 bis). Automatic calling devices may be used in the mobile radiotelephone service.

Reasons

808 transferred to a more appropriate place.

608 § 4. The provisions of §§ 6, 23, 24 and 25 of this article are applicable to radiotelephone communications in the mobile service.

4174

United States of America

608. *Replace:* of §§ 6, 23, 24 and 25 of this article *by:* of Nos. **610, 676, 677** and **678**.

Reasons

For clarity.

**1754 Belgium, France, French O.P.T.A.,
Morocco, United Kingdom**

608. *Delete.*

Reasons

Belgium:

These provisions are embodied in a separate section dealing with radiotelephony.

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

Another article of the Regulations deals with radiotelephone procedure.

United Kingdom:

Consequential on the inclusion of radiotelephony in detail in this Article.



(This page cancels and replaces the present page 436)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom (*cont'd*)

up to five times if conditions for establishing contact are difficult.

Reasons

To discourage unnecessary signalling.

4677 Czechoslovakia

618. *Read, in fine:*

... but not more than five.

Reasons

To prevent pointless occupation of spectrum space.

1769 United Kingdom

618. *After this No. add a new sub-heading:*

Radiotelephony.

Reasons

See proposal 1760.

1770

618. *and add the following new paragraph:*

§ 7 *bis.* (1) The call is made as follows:

- “Hullo... (call sign of the station called)”, up to three times;
- the words THIS IS;
- call sign of the calling station, up to three times.

When contact is established the call signs thereafter may be transmitted once only.

Reasons

To incorporate 3 of the Göteborg Supplementary Regulations.

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom (*cont'd*)

1771

(2) In the maritime mobile service if the coast station is fitted with equipment for selective calling and the ship is fitted with equipment for receiving selective calls, the coast station shall call the ship by transmitting the appropriate code signal, and the ship station shall call the coast station, by speech, in the manner given in paragraph 7 *bis* (1).

(*Proposal 1770*).

Reasons

To incorporate and generalize 5 of the Hague Supplementary Regulations.

(This page cancels and replaces the present page 442.1)

(Continuation of Art. 29)

Present Provisions

Proposals

- 630** § 11. *Form of Reply to Calls.*
The reply to calls is made as follows:
— call sign of the calling station, not more than three times;
— the word DE;
— call sign of the station called.

4178 United States of America

630. *In fine add:* — the signal K.

Reasons

To distinguish between a call and a reply to a call. The present form of reply is almost the same as the form prescribed for calling and the addition of "K" would differentiate between them.

United Kingdom

1797

630. *After: "Form of Reply to Calls" add a new sub-heading: Radiotelegraphy.*

Reasons

See proposal No. 1760.

1798

and replace: three times by: twice.

4678 Czechoslovakia

630. *Read:*

... not more than twice... (*remainder unchanged*).

Reasons

See proposal 4681.

(This page cancels and replaces the present page 444)

(Continuation of Art. 29)

Present Provisions

Proposals

1803

United Kingdom

634. *Delete:* and Ship.

Reasons

Consequential on proposals for Article 20.

635

b) When a mobile station calls a coast station in one of the bands authorized for radiotelegraphy between 4 000 and 23 000 kc/s, the coast station shall transmit the reply to the call on its normal working frequency in the same band, this frequency being indicated in the List of Coast and Ship Stations.

1804 France, French O.P.T.A., Morocco

635. *Replace:* . . . being indicated in the List of Coast and Ship Stations, *by:* . . . being indicated in heavy type in the List of Coast and Ship Stations.

Reasons

This proposal is in conformity with the manner in which the normal working frequency is now indicated.

1805

United Kingdom

635. *Delete:* and Ship.

Reasons

Consequential on proposals for Article 20.

1806

Belgium

635. *After this No. add the following new subparagraph:*

b bis) when a mobile station calls a coast station on 500 kc/s, the coast station shall reply on 512 kc/s, the world-wide coast station reply frequency.

Reasons

So that coast stations may use 500 kc/s only for calling purposes and for distress and emergency. This would cut traffic on 500 kc/s by about half, reduce interference, ensure effective protection for distress signals and calls, and make things easier for coast and mobile stations. To this end, a world-wide reply frequency will have to be allocated to coast stations. Since 512 kc/s is already allocated to the maritime mobile service in Regions 1 and 3 and to the mobile service in Region 2, it would doubtless be possible to get world-wide agreement for its use by coast stations as world-wide reply frequency between 405 kc/s and 535 kc/s.

(Continuation of Art. 29)

Present Provisions

Proposals

4679

Netherlands

635. After this No. add the following new sub-paragraph:

b bis) when a mobile station calls a coast station on 500 kc/s, the coast station shall reply on 512 kc/s, the world-wide coast station reply frequency.

Reasons

So that coast stations may use 500 kc/s only for calling purposes and for distress and emergency. This would cut traffic on 500 kc/s by about half, reduce interference, ensure effective protection for distress signals and calls, and make things easier for coast and mobile stations. To this end, a world-wide reply frequency will have to be allocated to coast stations. Since 512 kc/s is already allocated to the maritime mobile service in Regions 1 and 3 and to the mobile service in Region 2, it would doubtless be possible to get world-wide agreement for its use by coast stations as world-wide reply frequency between 405 kc/s and 535 kc/s. The advantage of the 50% decrease of the traffic on 500 kc/s by letting reply the coast stations on 512 kc/s is considered to be very important, because the coast stations operate in general transmitters with much more power than those on ships.

United Kingdom

1807 *635. After this No. add a new sub-heading: Radiotelephony.*

Reasons

See proposal 1760.

(This page cancels and replaces the present page 446 Revision 1)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom (*cont'd*)

1813

§ 12*bis* (1) In the bands between 156 and 174 Mc/s calls received on 156.80 Mc/s should be replied to on the same frequency.

Reasons

To incorporate 14 of the The Hague Supplementary Regulations.

1814

(2) When a coast station open to public correspondence calls a ship either by speech or by selective calling using a two-frequency channel, the ship shall reply by speech on the frequency complementary to that of the coast station; conversely, a coast station shall reply to a call from a ship on the frequency complementary to that of the ship station.

Reasons

To incorporate 15 of the The Hague Supplementary Regulations.

636 § 13. *Agreement on the Frequency to be Used for Traffic.*

637 (1) If the station called is in agreement with the calling station, it transmits:

638 a) the reply to the call;

639 b) the service abbreviation indicating that from that moment onwards it will listen on the frequency announced by the calling station;

640 c) if necessary, the indications referred to in **648**;

641 d) the letter K if the station called is ready to receive the traffic of the calling station;

642 e) if useful, the service abbreviation and figure indicating the strength and/or readability of the signals received (see appendix 9).

1815

636. *After this No. add a new sub-heading: Radio-telegraphy.*

Reasons

See proposal 1760.

1816

639. *Before: frequency, add: working.*

Reasons

Clarification.

4680

Czechoslovakia

639. *Before: frequency add: working.*

Reasons

To make things clearer.

United States of America

4179

640. *Before: 648 add: No.*

4180

642. *In fine replace: appendix by: Appendix.*

(This page cancels and replaces the present page 447 Revision 1)

(Continuation of Art. 29)

Present Provisions**Proposals**

643 (2) If the station called is not in agreement with the calling station on the frequency to be employed as the result of the arrangements under **623** and **624**, it transmits:

4181 United States of America**643.** *Before:* **623** and **624** *add:* Nos.**United Kingdom****1817****643.** *Replace the present text by the following:*

(2) If the station called is not in agreement with the calling station on the working frequency to be employed it transmits:

Reasons

Clarification.

4681 Czechoslovakia**643.** *Before:* frequency *add:* working.**Reasons**

To make things clearer.

644 a) the reply to the call;
645 b) the service abbreviation indicating the frequency and, if useful, the class of emission proposed;

1818 United Kingdom, Czechoslovakia**645.** *Before:* frequency *add:* working.**Reasons**

Clarification.

646 c) if necessary, the indications specified in **648**.

United States of America**4182****646.** *Before:* **648** *add:* No.

647 (3) When agreement is reached regarding the frequency which the calling station shall use for its traffic, the station called transmits the letter K after the indications contained in its reply.

1819 United Kingdom Czechoslovakia,**647.** *Before:* frequency *add:* working.**Reasons**

Clarification.

1820 United Kingdom

647. *After this No. add a new sub-heading:* Radiotelephony.

Reasons

See proposal 1760.

(This page cancels and replaces the present page 449 Revision 1)

(Continuation of Art. 29)

Present Provisions

650 (1) If the station called is prevented from receiving, it replies to the call as indicated in **636**, but it replaces the letter K by the signal $\cdot - \dots$ (wait), followed by a number indicating in minutes the probable duration of the waiting time. If the probable duration exceeds 10 minutes (5 minutes in the case of aircraft stations communicating with stations of the maritime mobile service), the reason for the delay must be given.

651 (2) When a station receives a call without being certain that such a call is intended for it, it must not reply until the call has been repeated and understood. When, on the other hand, a station receives a call which is intended for it, but is uncertain of the call sign of the calling station, it must reply immediately, using the service abbreviation in place of the call sign of this latter station.

Proposals

4184 United States of America

650. *Before: 636 add:* No.

United Kingdom

1832

650. *Replace:* prevented from receiving *by:* unable to accept traffic immediately.

Reasons

Clarification.

Czechoslovakia

4682

650. *Read at the beginning:*

(1) If the station called is prevented from receiving forthwith, it shall answer the call as . . . (*remainder unchanged*).

Reasons

Clarification.

4683

651. *Read, in fine:*

. . . it must reply immediately, and ask for the call sign of the calling station to be repeated.

Reasons

In accordance with present practice.

1833 United Kingdom

651. *After this No. add a new sub-heading:* Radiotelephony.

Reasons

See proposal 1760.

(This page cancels and replaces the present page 449.1)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom (*cont'd*)

651. *and add the following new sub-paragraphs:*

1834

(1) If the station called is unable to accept traffic immediately it replies to the call as outlined in *(new sub-paragraph — see proposal 1800)* followed by “Wait minutes” (indicate probable duration of waiting time in minutes). If the probable duration exceeds 10 minutes (5 minutes in the case of aircraft stations communicating with stations of the maritime mobile service), the reason for the delay must be given. Alternatively, the station called may indicate by any appropriate means that it is not ready to receive traffic immediately.

Reasons

To incorporate 17 of the Göteborg Supplementary Regulations.

1835

(2) When a station receives a call without being certain that such a call is intended for it, it must not reply until the call has been repeated and understood. When, on the other hand, a station receives a call which is intended for it, but is uncertain of the call sign of the calling station, it must reply immediately asking for a repetition of the call sign of the calling station.

Reasons

To incorporate 18 of the Göteborg Supplementary Regulations.

(This page cancels and replaces the present page 450 Revision 1)

(Continuation of Art. 29)

Present Provisions**Proposals****Section IV. Forwarding (Routing) of Traffic****652** § 16. *Traffic Frequency.*

653 (1) Every station of the mobile service uses, in principle, for the transmission of its traffic, one of its working frequencies as indicated in the list of stations, for the band in which the call has been made.

654 (2) In addition to its normal working frequency, printed in heavy type in the list of stations, every station may use one or more supplementary frequencies in the same band, in conformity with the provisions of article 33.

655 (3) The use of frequencies in the bands reserved for calling is forbidden for traffic with the exception of distress traffic (see article 33).

1836 France, French O. P. T. A.*Heading. Read:***Section IV. Routing of Traffic.****Reasons**

The word "routing" is more appropriate than the word "forwarding".

1837 United Kingdom, Czechoslovakia**653.** *Delete:* as indicated in the list of stations**Reasons**

The working frequencies of individual ship stations are not included in the list.

4185 United States of America**654.** *In fine, replace:* article *by:* Article.**1838 United Kingdom**

654. *After:* list of, *add:* coast, *and after:* every *add:* coast.

Reasons

It is considered that this Regulation should apply only to coast stations.

1839 Belgium

655. *After this No. add the following new subparagraph:*

(3*bis*) Unauthorized traffic means transmissions in connection with — TR — and — QSL —.

Reasons

To avoid superfluous transmissions on frequencies in the calling bands (see Article 33, **714** and **775**).

4186 United States of America**655.** *Before:* 33 *replace:* article *by:* Article.

(This page cancels and replaces the present page 458)

(Continuation of Art. 29)

Present Provisions

Proposals

- call sign of the station which has been sending;
- the signal ... — (end of work).

Reasons

To meet practical requirements.

1874 United Kingdom

673. *Delete in fine:* followed by its own call sign.

Reasons

Considered unnecessary.

674 (2) For these signals the sending station continues to use the working frequency and the receiving station the frequency used for the reply to the call.

1875 Finland

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

(2) These signals are sent on the frequency on which the work has taken place.

Reasons

Change of frequency for the sole purpose of sending the signal "end of work" is unnecessary; this procedure is no longer used in actual practice. Further, the use of the distress frequency for traffic purposes can thus be reduced.

1876 France, French O. P. T. A., Morocco

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

(2) For these signals, both stations shall continue to use their respective traffic frequencies.

1877 United Kingdom

674. *Delete.*

Reasons

Considered unnecessary.

4684 Czechoslovakia

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

(2) The frequency on which correspondence has taken place shall be used for these signals.

Reasons

There is no call to change frequency simply to broadcast the "end-of-work" signal, and in fact this procedure is not applied. Besides which, the use of the distress frequency for ordinary traffic should be limited.

(This page cancels and replaces the present page 461)

(Continuation of Art. 29)

Present Provisions

Proposals

United Kingdom

1888

678. *Delete:* except in cases of distress, *and add in fine:* (see **602**).

Reasons

None of the provisions of Article 29 apply to cases of distress.

Section VII. Tests

679 § 26. Where it is necessary for a mobile station to send signals for testing or adjustment which are liable to interfere with the working of a neighbouring coast or aeronautical station, the consent of the station must be obtained before such signals are sent.

680 § 27. When it is necessary for a station in the mobile service to make test signals, either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, they must not continue for more than 10 seconds and must be composed of a series of VVV followed by the call sign of the station emitting the test signals.

1889

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

§ 27. When it is necessary for a station to make test signals either for the adjustment of a transmitter before making a call or for the adjustment of a receiver, they must not continue for more than 10 seconds. In the mobile radiotelegraph service the signals must be composed of a series of VVV followed by the call sign of the station emitting them, and in the mobile radiotelephone service they must contain the indication "... (call sign of the station) testing" spoken slowly and distinctly.

4685

Czechoslovakia

680. *Read in fine:*

"... for more than ten seconds. In mobile radiotelegraphy, these signals shall be made up of a series of VVV, followed by the call sign of the station transmitting for test purposes. In mobile radiotelephony, the signals shall be made up of the words: "... (call sign) test transmission", pronounced slowly and distinctly.

Reasons

In accordance with present practice.

(Continuation of Art. 29)

Present Provisions

Proposals

1890

United Kingdom

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

§ 27 *bis*. Any signals sent for testing must be kept to a minimum.

Reasons

To incorporate 19 and 20 of the Göteborg Supplementary Regulations and 18 and 19 of the Hague Supplementary Regulations.

4686

Czechoslovakia

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

§ 27 *bis*. Test signals should be used as little as possible.

Reasons

To limit use of spectrum space.

(This page cancels and replaces the present page 473)

(Continuation of Art. 31)

Present Provisions

Proposals

Belgium

1941

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

§ 3 *bis*. When a CQ call followed by the letter K **(705)** is broadcast on 500 kc/s, subject to **708**, any coast stations wishing to reply must do so on 500 kc/s.

Reasons

In these circumstances, it is no more than logical that a coast station wishing to reply should do so on 500 kc/s. It would be no easy matter for a station transmitting CQ followed by K to listen in simultaneously on 500 and 512 kc/s.

4687

Netherlands

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

§ 3 *bis*. When a CQ call followed by the letter K **(705)** is broadcast on 500 kc/s, subject to **708**, any coast stations wishing to reply must do so on 500 kc/s.

Reasons

In these circumstances, it is no more than logical that a coast station wishing to reply should do so on 500 kc/s. It would be no easy matter for a station transmitting CQ followed by K to listen in simultaneously on 500 and 512 kc/s.

1942

Belgium

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

§ 4 *bis*. In areas where traffic is intense a ship station wishing to transmit a TR to several coast stations must do so in the form of a CQ call not followed by the letter K.

Reasons

It not infrequently happens that a ship station calls several coast stations one after the other to transmit its TR. This procedure gives rise to perfectly useless repetition of calls and transmissions.

Present Provisions

Proposals

ARTICLE 32

1943

Netherlands

Call to Several Stations Without Request for Reply

Heading. Read:

Radiotelegraphic Call to Several Stations Without Request for Reply.

Reasons

To make clear that the article specifically applies to radiotelegraphy.

710 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.

1944

United Kingdom

710. Delete.

Reasons

There is no evidence that CP is ever used, and the collective-call-sign system appears to meet any need.

(This page cancels and replaces the present page 474 Revision 1)

Present Provisions

Proposals

ARTICLE 33

Use of Frequencies for Radiotelegraphy in the Maritime Mobile and Aeronautical Mobile Services

Section I. Restrictions

711 § 1. (1) The use of class B emissions is forbidden in all stations.¹⁾

711.1 ¹⁾ Exceptionally, the ship stations of Australia may, when operating within proximity of the coast of that country, continue to use temporarily their existing damped wave equipment on the frequencies 425 and 500 kc/s.

1945

Netherlands

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

§ 1. (1) The use of class B emissions is forbidden in all stations, with the exception, however, of emergency (reserve) installations of ship stations and for lifeboat, liferaft and survival craft equipments and solely for the transmission of distress, urgency and safety traffic, urgent messages relating to the movement of the ship and essential messages relating to the navigation.

Reasons

- a) Spark-transmitters are more robust than valve-transmitters; this can be very important for a ship which has struck a mine;
- b) It is desirable that a ship, when its main-transmitter is out of order, may transmit important navigational messages.

Australia (Commonwealth of), United States of America

1946

711. *Delete in fine the reference: 1).*

1947

711.1. *Delete.*

Reasons

Australia (Commonwealth of):

This provision is no longer required.

United States of America:

The Australian "damped wave" equipment for which this exception was made should have been replaced during the last ten years.

United Kingdom

1948

711. *Delete reference 1) and add in fine: (see 232).*

1949

711.1. *Delete.*

(This page cancels and replaces the present page 474,1)

(Continuation of Art. 33)

Present Provisions

712 (2) However, it is permitted for emergency (reserve) installations of ship stations and for life-boat, liferaft and survival craft equipments.

Proposals

**1950 China, United States of America,
Czechoslovakia**

712. Delete.

Reasons

China:

Unnecessary.

United States of America:

For purposes of consistency with proposals for No. 232 and to eliminate the use of class B emission except as would be allowed under No. 865.

Czechoslovakia:

To do away with class B emissions.

1951 France, French O.P.T.A.

712. Delete: (reserve).

(Continuation of Art. 33)

Present Provisions

Proposals

4688

Netherlands

715 and **716**. *Replace the present text by the following:*

(2) Apart from this, it may only be used by:

a) mobile stations, for calling and reply (see **720** and **722**).

b) by coast stations for:

— calling;

— announcing the transmission of their call lists as described in **688**;

— announcing the transmission of the messages described in No. (*Belgian proposal 2679*) as therein set forth.

Reasons

Coast stations use the world-wide reply frequency 512 kc/s to answer calls transmitted on 500 kc/s.

(This page cancels and replaces the present page 479 Revision 1)

(Continuation of Art. 33)

Present Provisions

Proposals

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

ing frequencies in the band 495–505 kc/s, to their coast stations open to public correspondence.

Reasons

Clearer wording.

1966^{bis}

United Kingdom

721. *Replace in fine: 5 kc/s by: 2 kc/s.*

Reasons

Necessary on account of improved receiver performance.

722 § 5. (1) The frequency for replying to a call sent on the general calling frequency (see **720**) is the frequency 500 kc/s, the same as that of the call.

1967

Belgium

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

§ 5. (1) The reply frequency for a call transmitted on the general calling frequency 500 kc/s (see **720**) shall be:

- a) for a mobile station, 500 kc/s, the same as the calling frequency;
- b) for a coast station, the coast-station world-wide reply frequency 512 kc/s (see **636**).

4209

United States of America

722. *Before: 720 add: No.*

4689

Netherlands

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

§ 5. (1) The reply frequency for a call transmitted on the general calling frequency 500 kc/s (see **720**) shall be:

- a) for a mobile station, 500 kc/s, the same as the calling frequency;
- b) for a coast station, the coast-station world-wide reply frequency 512 kc/s (see) (*proposal 4679*).

(This page cancels and replaces the present page 479.1)

(Continuation of Art. 33)

Present Provisions

Proposals

1968

United Kingdom

722. *In fine replace:* the same as that of the call by: except where the calling station specifies the frequency on which it will listen for the reply (see 632).

Reasons

To accommodate existing practice and to reduce congestion on 500 kc/s.

4690

Netherlands

722. *After this No. add the following new subparagraph:*

(1 *bis*). In order to reduce interference in regions of heavy traffic, administrations reserve the right to consider the requirements of No. 722 *b*) as satisfied when the world-wide reply frequency assigned to coast stations are not separated by more than 5 kc/s from the frequency 512 kc/s.

Reasons

On the analogy of the present regulation No. 721 for the distress frequency 500 kc/s.

723 (2) However, in regions of heavy traffic ship stations should, as far as possible, ask coast stations to answer by means of their normal working frequency (see 632).

1969

Belgium

723. *Delete.*

Reasons

This paragraph represented an attempt to cut down the volume of traffic on 500 kc/s, an aim which has never been attained, because the working frequencies of coast stations between 405 and 535 kc/s were, more often than not, not available. Very few ship stations are still abiding by 723.

4210

United States of America

723. *In fine, before 632 add:* No.

(This page cancels and replaces the present page 481 Revision 1)

(Continuation of Art. 33)

Present Provisions

726 (3) The working frequencies of coast stations must be chosen so as to avoid interference with neighbouring stations.

727 § 7. As an exception to the provisions of **714**, **715** and **716** and on condition that signals of distress, urgency and safety, and calls and replies are not interfered with, the frequency 500 kc/s may also be used:

728 a) for the transmission of a single short radiotelegram exclusively by ship stations of Australia, India, New Zealand and Pakistan when operating in proximity to the coast of their respective countries;¹⁾

728.1 ¹⁾ Certain coast stations of India and Pakistan are also permitted temporarily to transmit a single short radiotelegram on 500 kc/s.

Proposals

4212

Morocco

726. *After this No. add the following new subparagraph:*

(3bis) To reduce interference between adjacent frequencies, coast and ship stations shall use class A1 emissions when they are using their working frequencies for normal traffic.

4691

Netherlands

726. *After this No. add the following new subparagraph:*

(3bis) In regions of heavy traffic the coast stations should use class A1 emissions on their working frequencies.

Reasons

RR 375.

1974

Federal German Republic

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

(3 bis) In regions of heavy traffic the coast stations should use class A1 emissions on their working frequencies.

Reasons

RR 375.

1975

**United States of America,
France, French O. P. T. A., Morocco**

727, 728, 728.1 and 729. Delete.

Reasons

United States of America:

There should no longer be a need for transmission of traffic on the frequency of 500 kc/s since even older types of equipment are capable of shifting frequencies and where shifting is possible it should be required to avoid possible interference with distress on 500 kc/s.

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

See proposal 1961.

Morocco:

To protect the distress frequency 500 kc/s.

(This page cancels and replaces the present page 481.1)

(Continuation of Art. 33)

Present Provisions

Proposals

729

b) outside areas of heavy traffic for direction-finding but with discretion.

1976

United Kingdom

727, 728 and 728.1. Delete.

Reasons

To limit the use of 500 kc/s in all Regions to calling and distress.

4213

New Zealand

728. Delete the words: New Zealand.

Reasons

Not now required so far as New Zealand is concerned.

1977 Australia (Commonwealth of)

728.1. Replace the present text by the following:

1) Certain coast stations in Australia, India and Pakistan are also permitted to transmit a single short radiotelegram on 500 kc/s.

Reasons

To permit the simplification of operations at certain coast stations where traffic is extremely light and the more complicated method of working is not justified.

1978

United Kingdom

729. Delete.

Reasons

See proposal 1962.

(This page cancels and replaces the present page 483)

(Continuation of Art. 33)

Present Provisions

Proposals

- b) coast stations may use 512 kc/s, the world-wide reply frequency, as additional calling frequency.
- c) Coast stations may, too, use 512 kc/s to acknowledge receipt (QSL) of messages from ship stations.

4692

Netherlands

732. Replace the present text by the following:

(3) When the frequency 500 kc/s is used for distress purposes the world-wide reply frequency for coast stations 512 kc/s may be used by ship and coast stations as a supplementary calling frequency.

Federal German Republic

1983

732. Replace the present text by the following:

(3) When the frequency 500 kc/s is occupied by distress traffic, ship stations in Regions 1 and 3 must not use the frequency 512 kc/s as a working frequency, though they may use it for calling such coastal stations as do not participate in the distress traffic; as an exception, also coastal stations may use this frequency.

Reasons

1. In Region 1 the frequency 512 kc/s is often used by ship stations as a working frequency. When, however, the frequency 500 kc/s is occupied by distress traffic, often mutual interference occurs between calling and the handling of traffic on 512 kc/s.
2. An additional watch on 512 kc/s by the coastal stations, a prerequisite for successful calls on this frequency, will not always be guaranteed in the case of those coastal stations, that are actually participating in the distress traffic, because they are engaged in additional work in connection with the distress traffic (e. g. as stated in 910).
3. No regulation exists for ship stations to maintain a watch, or a supplementary watch, on 512 kc/s in cases of distress. Therefore, it is rather pointless for coastal stations to call ship stations by means of this frequency. Nevertheless coastal stations should be in a position, in cases of distress, to call other coastal stations on 512 kc/s without interfering with the distress traffic.
4. The extent of the deviation from the rule in 731, that is given by 732, will be minimized if the coastal stations will use the frequency 512 kc/s only as outlined above.

(Continuation of Art. 33)

Present Provisions

Proposals

1984 Federal German Republic

***732.** After this No. add the following new subparagraph:*

(3*bis*). Coast stations will transmit their reply to a call on the frequency 512 kc/s by means of their normal working frequency (see **723**).

(This page cancels and replaces the present page 505 Revision 1)

(Continuation of Art. 33)

Present Provisions

Proposals

802 § 38. For the use of the frequency 500 kc/s for calling and distress purposes, see **711** to **723**.

2056 Denmark, Finland, Iceland, Norway, Sweden

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

§ 38 *bis*. For the use of 2 182 kc/s for distress and calling purposes see ...

Reasons

1. In order to make the provisions regarding the frequency 2 182 kc/s applicable to the aeronautical mobile service.
2. In accordance with the special proposal concerning the use of 2 182 kc/s for distress purposes.

4255 United States of America

802. *In fine, before: 711 to 723 add: Nos.*

803 § 39. In regions 1 and 3, the frequency 333 kc/s is the general calling frequency for aircraft stations operating in the bands 325—405 kc/s.

2057 Australia (Commonwealth of), Denmark, Finland, France, French O. P. T. A., Iceland, Morocco, Norway, United Kingdom, Sweden, Czechoslovakia

803. *Delete.*

Reasons

Australia (Commonwealth of):

The frequency 333 kc/s is not now used by aircraft stations in Australia.

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

The use of 333 kc/s is no longer as provided in **803**.

United Kingdom:

No longer required by the aeronautical service.

Czechoslovakia:

Czechoslovak aircraft stations (and the aircraft stations of other countries too) do not use 333 kHz.

2058 Japan

803. *At the beginning replace: In Regions 1 and 3 by: In Region 1.*

Reasons

See proposal 1037.

(This page cancels and replaces the present page 533)

(Continuation of Art. 34)

Present Provisions

Proposals

United Kingdom

2164 Article 34. *Heading. Read:*

Use of Frequencies for Radiotelephony in the Maritime Mobile Service.

Reasons

The general provisions for radiotelephony are now incorporated in other articles, and it is proposed that the article should cover only the frequencies used for radiotelephony.

2165

804. *Delete.*

Reasons

Not necessary.

2166

806. *Delete.*

Reasons

Covered by proposals for Articles 24 and 25.

2167

807. *Delete.*

Reasons

Covered by 428 and 429.

2168

808. *Delete.*

Reasons

Covered by proposal 1753.

United Kingdom, Czechoslovakia

2169

809. *Delete.*

Reasons

United Kingdom:

Covered by proposal 1723.

Czechoslovakia:

See proposal 4673.

(This page cancels and replaces the present page 581 Revision 1)

(Continuation of Art. 36)

Present Provisions

Proposals

Australia (Commonwealth of) (cont'd)

over-water flights shall carry a portable self-buoyant and water-resistant radio transmitter capable of being operated away from the aeroplane by unskilled personnel after the aeroplane has alighted on the water.

Reasons

To bring the Regulations into line with I.C.A.O. recommendations on carriage of emergency equipment.

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

2387

861. Delete: (reserve).

Reasons

See proposal 2388.

862 § 3. The provisions of the present Regulations must, however, be observed in the use of emergency (reserve) installations and of installations in lifeboats, liferafts and other survival craft of both ships and aircraft.

2388

862. Delete: (reserve).

Reasons

The word "(reserve)" is deleted in the heading and in **860, 861** and **862** in view of the new definitions proposed under Article 1.

863 § 4. Ships fitted with a transmitting installation of class A1 or A2 emission in working order must not use the emergency (reserve) installations of class B except for the transmission of distress signals and distress traffic.

**2389 China, United States of America,
Czechoslovakia**

863. Delete.

Reasons

China, Czechoslovakia:

See proposal 1950.

United States of America:

For purposes of consistency with proposals for No. **232** and to eliminate the use of Class B emission except as would be allowed under No. **865**.

**2390 France, French O. P. T. A.,
Morocco**

863. Replace the present text by the following:

§ 4. Ships fitted with an emergency transmitter operating in class B may use it for the transmission of distress signals and distress traffic only.

Reasons

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

It is impossible to allow the use of a class B transmitter for reasons other than distress, when the other transmitters (principal or emergency) of the ship are no longer in working condition.

(This page cancels and replaces the present page 588.1)

(Continuation of Art. 37)

Present Provisions

Proposals

4397

United Kingdom

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

§ 3. (1) In cases of distress, urgency or safety, the speed of telegraph transmission must not in general exceed 16 words a minute, and radiotelephone transmissions should be made clearly and deliberately.

Reasons

To include provision for radiotelephony.

4693

Czechoslovakia

866. *Read in fine:*

... a minute; radiotelephone transmission shall be slow and distinct.

Reasons

To include radiotelephony.

2418 France, French O. P. T. A., Morocco

866. *After this No. add the following new subparagraph:*

(1 *bis*) In radiotelephony, talking speed must be reduced in distress, urgency or safety traffic, to facilitate transcription of the information received.

867 (2) The speed of transmission for the alarm signal is indicated in **920**.

4398 United States of America

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

(2) The speed of transmission for the radiotelegraph alarm signal is indicated in No. **920**.

Reasons

To make clear that the No. specifically applies to radiotelegraph transmission.

(This page cancels and replaces the present page 588.2)

(Continuation of Art. 37)

Present Provisions

Proposals

2419 France, French O.P.T.A., Morocco

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

(2) The characteristics of the radiotelegraph alarm signal are given in **920**.

4399 United Kingdom

867. *Read in fine:* indicated in **920** and
(*Proposal 4488*).

Reasons

To cover the radiotelephony auto alarm.

2420 France, French O.P.T.A., Morocco

867. *After this No. add the following new subparagraph:*

(2 *bis*) The characteristics of the radiotelephone alarm signal are given in ... (*see proposal 2538*).

(This page cancels and replaces the present page 589.1)

(Continuation of Art. 37)

Present Provisions

Proposals

4401

United Kingdom

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

§ 4. (1) In case of distress, for radiotelegraph stations working in the authorized bands between 405 and 535 kc/s, the frequency to be used shall be the international distress frequency, that is, 500 kc/s (see **714**); whenever possible class A2 emission should be used.

Reasons

Consequential on the deletion of **712**; and editorial.

4694

Czechoslovakia

868. *Delete in fine: or B.*

Reasons

A consequence of proposal 1950.

(This page cancels and replaces the present page 590.1)

(Continuation of Art. 37)

Present Provisions

870 (3) Ship stations which cannot transmit on the above distress frequencies shall use their normal calling frequency.

871 § 5. *Aircraft.*

Any aircraft in distress must transmit the distress call on the frequency on which the land or mobile stations capable of helping it, keep watch. When the call is addressed to stations of the maritime mobile service, the frequencies to be used shall be the international distress frequency 500 kc/s or other watch-keeping frequencies of these stations.

Proposals

4404 United Kingdom

870. *Add in fine:* ... or any other available frequency on which attention might be attracted.

Reasons

To emphasize that any frequency may be used if the distress frequency is not available.

4695 Czechoslovakia

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

(3) Ship stations which cannot transmit on the above distress frequencies may use their normal calling frequency or another frequency suitable for attracting attention.

Reasons

In case of need, any other frequency may be used for distress calls and traffic; complete the provisions of **865**.

2427 France, French O.P.T.A.

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

§ 5. *Aircraft.*

Any aircraft in distress shall transmit the distress call on the frequency on which the land or mobile stations capable of helping it keep watch. When the call is to maritime mobile stations, the frequency to be used shall be one of the international distress frequencies (500 kc/s or 2 182 kc/s) or any other frequency on which these stations keep watch.

2428 Japan

871. *Read in fine:*

..... shall be the international distress frequency 500 kc/s class A2 emission or 2 182 kc/s class A3 emis-

(This page cancels and replaces the present page 593.1)

(Continuation of Art. 37)

Present Provisions

Proposals

United Kingdom (*cont'd*)

frequency used for the emission of the distress call. This call must not be addressed to a particular station and acknowledgement of receipt is not to be given before the distress message which follows it is sent.

Reasons

881 strengthened and moved to a more appropriate place.

875 § 8. The distress call and message are sent only on the authority of the master or person responsible for the ship, aircraft or other vehicle carrying the mobile station.

4408

875. *Delete.*

Reasons

See proposal 4396.

4409

875. *After this No. add the following new sub-heading:*

Radiotelegraphy

Reasons

To segregate radiotelegraphy from radiotelephony.

4696

Czechoslovakia

875. *After this No. add the following new subparagraph:*

§ 8*bis*. The distress call has absolute priority over all other transmissions. All stations which hear it must immediately cease any transmission capable of interfering with the distress traffic and must listen on the frequency used for the emission of the distress call. This call must not be addressed to a particular station and acknowledgment of receipt is not to be given before the distress message is sent.

Reasons

Greater precision. Taken from **881**, amending it at the beginning.

(This page cancels and replaces the present page 593.2)

(Continuation of Art. 37)

Present Provisions

876 § 9. (1) The distress call, when sent by radiotelegraphy on 500 kc/s is, as a general rule, preceded by the alarm signal as defined in **920**.

877 (2) When circumstances permit, the transmission of the call is separated from the end of the alarm signal by an interval of two minutes. In this case, the alarm signal must be followed immediately by the distress signal ...**— — —**... sent three times, in order to operate the automatic apparatus mentioned in **931**.

Proposals

2439 Denmark, Finland, Iceland, Norway, Sweden

876 and **877**. See proposals 2394 to 2410.

4410 United States of America

876. *Before: 920 add:* No.

2440 France, French O. P. T. A., Morocco

876. *Read in fine:* preceded by the radiotelegraphy alarm signal as defined in **920**.

4411 United States of America

877. *In fine, before: 931 add:* No.

2441 France, French O. P. T. A., Morocco

877. *In the first sentence, replace:* the alarm signal *by:* the radiotelegraphy alarm signal.

4412 United Kingdom

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

(2) When circumstances permit, the transmission of the call is separated from the end of the alarm signal by an interval of two minutes so that mobile stations which are warned by the sounding of their automatic alarm apparatus have time to go on watch.

Reasons

To incorporate the second part of **918**, which is of general application, and omit reference to the distress signal, which is no longer required (see proposal for **931**).

(This page cancels and replaces the present page 598 Revision 1)

(Continuation of Art. 37)

Present Provisions

Proposals

2458

Netherlands

880. *Replace the last sub-paragraph by the following text:*

- the words THIS IS (spoken once only), followed by the identification of the mobile station in distress spoken three times.

Reasons

To bring into agreement with practice and in conformity with the radio telegraph procedure.

United Kingdom

4417

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

§ 12. The distress call sent by a mobile station in distress comprises:

- the distress signal sent three times;
- the words THIS IS;
- the call sign of the calling station sent three times.

Reasons

Clarification.

4418

**United Kingdom,
Czechoslovakia**

881. *Delete.*

Reasons

United Kingdom:

See proposal 4407.

Czechoslovakia:

See proposal 4696.

2459

U. S. S. R.

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

§ 13bis. A station in distress may call for silence either from all mobile stations in a given region or from any station causing interference to the distress traffic. It may send this information either to all stations or to one station only, according to circumstances. In any case, it shall use the words: "stop transmitting", followed by MAYDAY.

Reasons

The Göteborg Agreement (1955).

(This page cancels and replaces the present page 608 Revision 1)

(Continuation of Art. 37)

Present Provisions

Proposals

903 (3) The use of the service abbreviation QRT must be reserved, as far as possible, for the mobile station in distress and for the station controlling distress traffic.

4439 United Kingdom

902. *Read the second sentence as follows:*

It uses for this purpose the signal QUZ followed by its own call sign.

Reasons

To restrict use of QRT in distress working to the stations mentioned in **900**.

2492 Finland, Czechoslovakia

903. *Delete the words:* as far as possible.

Reasons

Finland:

Excessive use of the abbreviation QRT often endangers efficient distress traffic.

Czechoslovakia:

Frequent use of the abbreviation QRT often jeopardizes the efficiency of the distress traffic.

2493 France, French O. P. T. A., Morocco

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

(3) The use of the service abbreviation QRT or the expression must be reserved, as far as possible, for the mobile station and the station controlling distress traffic. However, this abbreviation or this expression may also be used by any other mobile station which considers silence essential.

United Kingdom

4440

903. *Delete:* as far as possible.

Reasons

Consequential on amendment to **901**. (Proposal 4437.)

(This page cancels and replaces the present page 608.2)

(Continuation of Art. 37)

Present Provisions

905 (2) Any station of the mobile service which has knowledge of distress traffic must follow such traffic, even if it does not take part in it.

906 (3) For the entire duration of distress traffic, it is forbidden for all stations which are aware of this traffic and which are not taking part in it:

907 a) to transmit on the frequencies on which the distress traffic is taking place;

908 b) to use class B emissions.

Proposals

United Kingdom (cont'd)

4446

905. Replace the present text by the following:

(2) Any station of the mobile service which has knowledge of distress traffic must follow such traffic until it is clear that it is not in a position to assist.

Reasons

To obviate unnecessary restriction of ship stations not in the area of distress working.

4697

Czechoslovakia

905. Replace the present text by the following:

(2) Any station of the mobile service which has knowledge of distress traffic and which cannot itself assist the ship in distress must follow such traffic for as long as it is obvious that another station has not replied to the distress call and that this station can immediately assist or ensure assistance for the station in distress.

Reasons

To avoid restrictions on the traffic of stations which are not in the area of the distress correspondence.

**2494 Denmark, Finland, Iceland,
Norway, Sweden**

906 to 908. Replace these three Nos. by the following text:

(3) Until they receive a message indicating that normal working may be resumed (see **911**), it is forbidden for all stations which are aware of distress traffic in progress but not taking part in it to transmit on the frequencies on which the distress traffic is taking place.

Reasons

1. To clarify the existing text in relation to **911**.
2. See proposal concerning Appendix 9 (abbreviation QUM).

4447 United States of America

906. Replace the present text by the following:

(3) For the entire duration of distress traffic, it is forbidden for all stations which are aware of this traffic and which are not taking part in it to transmit on the frequencies on which the distress traffic is taking place.

(This page cancels and replaces the present page 610 Revision 1)

(Continuation of Art. 37)

Present Provisions

910 § 25. A land station receiving a distress message must without delay take the necessary action to advise the authorities participating in the operation of rescue facilities.

Proposals

4698

Czechoslovakia

910. *Replace the words:* participating in the operation of *by:* responsible for providing.

Reasons

Greater precision.

2499 **Denmark, Finland, Iceland,
Norway, Sweden**

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

§ 25 *bis.* As soon as assistance to the ship or aircraft in distress has been ensured and other circumstances permit, the distress traffic on a distress frequency should cease and the further communication with the ship or aircraft be established on working frequencies.

Reasons

It has often been observed that the period of silence imposed on other stations in the case of a ship in distress has been longer than necessary. (For example simultaneously on 500 kc/s and 2 182 kc/s.)

4453

United Kingdom

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

§ 25. A land station receiving a distress message must, without delay, take the necessary action to advise the appropriate authorities responsible for the operation of rescue facilities.

Reasons

Clarification.

(This page cancels and replaces the present page 610.1)

(Continuation of Art. 37)

Present Provisions

911 § 26. (1) When distress traffic has ceased or when silence is no longer necessary, a station which has controlled such traffic transmits on the distress frequency and if necessary on the frequency used for distress traffic, a message addressed "to all stations" indicating that the distress traffic has ceased.

Proposals

**2500 Denmark, Finland, Iceland,
Norway, Sweden**

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

§ 26. (1) When distress traffic has ceased or when silence is no longer necessary on a frequency which has been used for distress traffic, the station which has controlled this traffic shall transmit on the same frequency a message addressed "to all stations" indicating that normal working may be resumed.

Reasons

In order to emphasize that the resumption of "normal working" would not necessarily have to await the complete cessation of distress traffic.

2501 France, French, O. P. T. A., Morocco

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

§ 26. (1) When distress traffic has stopped or when silence is no longer necessary on a frequency used for distress traffic, the station which has controlled such traffic shall transmit, on this frequency, a message addressed "to all stations" indicating that normal traffic may begin again.

Reasons

It happens in practice that normal service may begin again before distress traffic has finished.

(This page cancels and replaces the present page 611.2)

(Continuation of Art. 37)

Present Provisions

Proposals

2503

Finland

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

§ 26 *bis*) Distress traffic must be terminated as soon as the arrival of the necessary assistance has been secured and so long as there is no more absolute need for the reservation of the distress frequency for this traffic. Communication with the station in distress must then be transferred to another frequency. In case of prolonged distress situation steps should be taken to transfer normal traffic to other appropriate frequencies.

Reasons

It has been noticed that some coast stations extend the duration of distress situation beyond what can reasonably be considered as practical even though they might be located far away from the distress area. Also, they sometimes delay the sending of the message indicating that the distress traffic has ceased. It is useless to prohibit normal working on 500 kc/s when the distress traffic is cleared on 2182 kc/s.

4699

Czechoslovakia

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

§ 26 *bis* (1) Distress traffic must be terminated when the necessary assistance has been assured and when it is no longer necessary to reserve the distress frequency for such traffic.

(2) Correspondence with the distress station may be transferred to another frequency. If the distress circumstances last for a long time, the necessary steps should be taken to transfer normal traffic to the appropriate frequencies.

Reasons

It often happens that coast stations prolong the duration of the distress conditions past the necessary limits although they are located a long way from the distress area; there is often some hesitation about transmitting the message indicating the end of the distress traffic. It is useless to suspend normal traffic on 500 kc/s when the distress traffic is ensured by use of the frequency 2182 kc/s.

(Continuation of Art. 37)

Present Provisions

Proposals

2504

U. S. S. R.

912. *After this No. add the following new subparagraph:*

(2 *bis*) A communication showing that distress traffic has been finished shall, when transmitted by radio-telephony, take the following form:

- the distress signal MAYDAY;
- the call "To all stations" (three times);
- the words THIS IS;
- the call sign of the station transmitting the message (once);
- the time of transmission of the message;
- the call sign of the mobile station in distress;
- the words "I have finished distress traffic".

Reasons

The Göteborg Agreement (1955).

(This page cancels and replaces the present page 622 Revision 1)

(Continuation of Art. 37)

Present Provisions

Proposals

2530

**Netherlands,
Federal German Republic**

922. *Read the second sentence:*

It must be used solely either to announce that a distress call or message, the transmission of an urgent cyclone warning is about to follow, or to announce a call "To all stations", that should be preceded by the urgency signal under the provisions of 936.

Reasons

A great number of urgency messages is directed "To all stations". In the cases mentioned above, a successful assistance will only be possible, when all ships in the vicinity can be raised by way of the auto-alarm equipment to listen in on 500 kc/s and to receive the urgency message.

4487

United Kingdom

922 and 923. *Delete.*

Reasons

Included in new sub-paragraphs after 919.

923

(4) In cases of distress, the use of the alarm signal is governed by 876; in the case of an urgent cyclone warning, the transmission of the warning must not begin until two minutes after the end of the alarm signal.

4700

Czechoslovakia

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

(3) This special signal has for its sole purpose the actuation of automatic alarm devices. It must be used solely either to announce that a distress call is about to follow or to announce the transmission of a warning preceded by the urgency signal or of an urgent cyclone warning. For the transmission of warnings preceded by the urgency signal, the alarm signal can be used only in case of imminent danger to human life. In the case of urgent cyclone warnings, this signal may be transmitted only by the coast stations duly authorized by their respective Government.

Reasons

The urgency signal does not itself ensure that the necessary action is taken if there is immediate danger to human life.

4487^{bis} **United States of America**

923. *Before: 876 add: No.*

(This page cancels and replaces the present page 622.1)

(Continuation of Art. 37)

Present Provisions

Proposals

924 § 31. The automatic devices intended for the reception of the alarm signal must fulfil the following conditions:

925 a) they must respond to the alarm signal transmitted by the telegraphic emissions of at least class A2 or B;

926 b) they must respond to the alarm signal through interference (provided it is not continuous) caused by atmospherics and powerful signals other than the alarm signal; preferably without any manual adjustment being required during any period of watch maintained by the apparatus;

927 c) they must not be actuated by atmospherics or by strong signals other than the alarm signal;

2531 France, French O. P. T. A., Morocco

923 to 927. Replace: alarm signal by: radiotelegraph alarm signal.

United Kingdom

923. After this No. add the following new sub-heading and paragraph:

4488

C. Radiotelephony

4489

§ 30bis. (1) The radiotelephone alarm signal shall consist of two substantially sinusoidal audio frequency tones transmitted alternately. One tone has a frequency of 2 200 cycles per second and the other a frequency of 1 300 cycles per second, the duration of each tone being 250 milliseconds.

4490

(2) The radiotelephone alarm signal, when generated by automatic means, shall be sent continuously for a period of at least thirty seconds but not exceeding one minute; when generated by other means, the signal shall be sent as continuously as practicable over a period of approximately one minute.

Reasons

To incorporate 34 and 35 of the B.N.R. C. Supplementary Regulations.

4491

After this new paragraph add the following new heading:

Section IXbis. Automatic Alarm Equipment

Reasons

To segregate Regulations relating to the equipment from those relating to the signal.

(This page cancels and replaces the present page 622.2)

(Continuation of Art. 37)

Present Provisions

Proposals

United Kingdom (*cont'd*)

4492

924. *After this No. add the following new sub-heading:*

A. Radiotelegraphy

Reasons

To segregate radiotelegraphy.

**4493 United States of America,
United Kingdom**

925. *Delete in fine:* or B.

Reasons

United States of America:

To be consistent with proposal for No. 232.

United Kingdom:

Consequential on deletion of 712.

2532

U. S. S. R.

925. *Delete:* or B.

Reasons

Class B emissions have been done away with.

928

d) they must possess a minimum sensitivity such that with negligible atmospheric interference, they are capable of being operated by the alarm signal transmitted by the

2533 France, French O. P. T. A.

928. *Replace:* alarm signal *by:* radiotelegraph alarm signal *and delete the word:* (reserve).

(This page cancels and replaces the present page 625)

(Continuation of Art. 37)

Present Provisions

Proposals

- a) be capable of operating beyond the range of satisfactory speech transmission; and should
- b) as far as possible, be capable of signalling faults which might prevent it from working normally during watches.

2543

Morocco

After sub-paragraph b) of § 33 quater above, add the following sub-paragraph:

- c) they must be capable of being verified simultaneously by the radiotelephone emitter operating on the artificial antenna.

Netherlands

931. *After this No. add the following new section:*

2544

Section IX bis. Radiotelephone Alarm Signal.

Reasons

The Netherlands Administration adopts the F.C.C. proposal on this subject, in which the Göteborg provisions are fully incorporated in the RR except for No. 931d for which it proposes the following text:

4701

(4) This special signal has for its purpose the actuation of automatic devices giving the alarm and through its distinctive combination of tones to permit ready aural recognition of the presence of the alarm signal. It must be used solely to announce that a distress call or message or the transmission of an urgent cyclone warning is about to follow, or to announce a call "To all stations", that should be preceded by the urgency signal under the provisions of 936.

Reasons

A great number of urgency messages is directed "To all stations". In the cases mentioned above, a successful assistance will only be possible, when all ships in the vicinity can be alarmed to listen to the urgency message.

(Continuation of Art. 37)

Present Provisions

Proposals

U. S. S. R.

931. *After this No. add the following new provisions:*

2545 a) The radiotelephone alarm signal defined in C.C.I.R. Recommendation No. 125 shall consist in the alternate transmission of two audio-frequency sine pulses. One pulse shall have a frequency of 2 200 c/s and the other a frequency of 1 300 c/s, both pulses lasting 250 milliseconds.

2546 b) When produced automatically the radiotelephone alarm signal must be transmitted continuously for no less than thirty seconds and not more than one minute; if

(This page cancels and replaces the present page 635)

Present Provisions

958 § 4. In order to facilitate disposal of traffic, and subject to such restrictions as individual governments may impose, coast stations may, in exceptional circumstances and with discretion, without incurring additional charges, exchange radiotelegrams and service messages relating thereto.

ARTICLE 41

Accounting for Radiotelegrams

Proposals

If so, he must himself enter the appropriate route on the form, and the respective exchanges, or the mobile station, shall as far as possible obey these instructions.

However, the exchanges, or the mobile station concerned, shall wait until the conditions specified in **954**, **955** and **956** above are fulfilled, before transmitting the message to the coast, aeronautical, or ship station so designated.

Reasons

The principle whereby the sender who wishes to designate the route for a message must himself indicate it on the form has already been introduced into the RTg (Geneva Revision, 1958) to avoid misunderstandings when the charges are calculated.

In addition, choice of route by the sender must be subject to the approval of the administration concerned.

2579 France, French O. P. T. A.

GENERAL COMMENTS

Most countries apply the provisions in force for radiotelegrams to accounts relating to radiotelephone calls, but there is no rule on this subject in the Radio Regulations. We propose that this deficiency be made good.

This proposal entails rearrangement of Article 41, which would have the following sections:

Section I — Preamble.

Section II — Establishment of Radiotelegram Accounts.

Section III — Establishment of Radiotelephone Call Accounts.

Section IV — Exchange, verification and settlement of accounts.

4702 Czechoslovakia

The provisions of this article must be brought into harmony with those of the Telegraph and Telephone Regulations (Geneva 1958) — see Opinion No. 4 of the Telegraph and Telephone Conference, Geneva 1958.

2580 France, French O. P. T. A., Morocco, United Kingdom

Heading: Read:

Accounting for Radiotelegrams and Radiotelephone Calls

(This page cancels and replaces the present page 657)

(Continuation of Art. 42)

Present Provisions

1002 (2) The preceding provisions may be modified by special arrangements between the countries concerned.

1003 § 3. (1) Any person operating the apparatus in an amateur station must have proved that he is able to transmit, and to receive by ear, texts in Morse code signals. Administrations concerned may, however, waive this requirement in the case of stations making use exclusively of frequencies above 1000 (one thousand) Mc/s.

1004 (2) Administrations shall take such measures as they judge necessary to verify the qualifications, from a technical point of view, of any person operating the apparatus of an amateur station.

Proposals

2660 Australia (Commonwealth of)

1003. *Replace:* 1 000 (one thousand) Mc/s *by:* 50 (fifty) Mc/s.

Reasons

Since little use is made of Morse operations in the VHF and UHF bands, it is considered that this provision should apply to frequencies above 50 Mc/s.

2661

Morocco

1003. *Delete.*

Reasons

Many amateur stations operate by radiotelephony. Moreover, since the amateur service is a "service of self training" (31 of the RR) it is not necessary to require operators to be so qualified.

United Kingdom

2662

1003. *At the end of the first sentence replace:* texts *by:* plain language and figures.

2663 *In fine replace:* 1 000 (one thousand) Mc/s *by:* 400 Mc/s.

Reasons

To ensure that texts are not confined to plain language and to permit relaxation where this is considered desirable in the light of developments in the amateur field.

4703

Czechoslovakia

1003. *Replace:* 1 000 (one thousand) Mc/s *by:* 50 (fifty) MHz.

Reasons

Telegraphy is not generally used in the very high frequency and high frequency bands.

2664

Morocco

1004. *Replace the present text by the following:*

(2) Administrations shall take such measures as they judge necessary to verify the qualification, from a technical point of view, of any person operating the apparatus of an amateur station. In particular, before they issue a licence to an amateur station equipped with a transmitter having continuous frequency adjustment, it is recommended that they should:

- a) verify the existence and good operating condition of an appropriate device to indicate to the operator that the band occupied by his basic emission

(This page cancels and replaces the present page 659)

(Continuation of Art. 43)

Present Provisions

so by its administration. Each administration notifies other administrations concerned when such authorizations are issued.

1009 (2) The administrations concerned determine by special arrangement the conditions under which communications may be established.

1010 § 2. (1) In experimental stations any person operating radiotelegraph apparatus, either on his own account or for another, must have proved his ability to transmit and to receive by ear, texts in Morse code signals.

1011 (2) Administrations shall take such steps as they think necessary to verify the qualifications, from the technical point of view, of any person operating the apparatus of an experimental station.

1012 § 3. The administrations concerned fix the maximum power of experimental stations, having regard to the conditions under which the stations are to work.

Proposals

2667 United Kingdom

1010. *In fine* replace: texts by: plain language and figures.

Reasons

To ensure that tests are not confined to plain language.

4704 Czechoslovakia

1010. *Read in fine:*

... texts in signals of Telegraph Alphabet No. 1, (in plain language and in groups).

Reasons

To emphasize that the texts in question are not limited to plain language.

2668 United Kingdom

1012. *Add in fine:* and to the purpose for which their establishment has been authorized.

Reasons

Clarification.

4705 Czechoslovakia

1012. *Read in fine:*

... are to work and the purpose for which the licence has been issued.

Reasons

Greater precision.

Present Provisions**Proposals**

1013 § 4. (1) All the general rules of the Convention, and these Regulations, apply to experimental stations. In particular, experimental stations must comply with the technical conditions imposed upon transmitters operating in the same frequency bands, except where the technical principles of the experiments prevent this.

1014 (2) During their emissions, experimental stations must transmit, at short intervals, their call sign, or, in the case of stations not yet provided with a call sign, their name.

1015 § 5. Where there is no risk of an experimental station causing harmful interference with a service of another country, the administration concerned may, if considered desirable, adopt different provisions from those contained in this article.

ARTICLE 44**Radiolocation Service****Section I. General Provisions**

1016 § 1. Administrations which have established a radiolocation service must take the necessary steps to ensure the effectiveness and regularity of that

(Continuation of Art. 46)

Present Provisions

Proposals

4706

Czechoslovakia

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

**The International Radio Consultative Committee
[C.C.I.R.]**

§ 1. The duties of the International Radio Consultative Committee (C.C.I.R.) shall be to study technical radio questions and operating questions the solution of which depends principally on considerations of a technical radio character, and to make recommendations on them.

4707

§ 2. The constitution and working methods of the International Radio Consultative Committee (C.C.I.R.) are laid down in Article 7 of the Convention and in the second part of the General Regulations annexed thereto.

Reasons

The Convention and the General Regulations annexed thereto define the structure, working and procedures of the International Consultative Committees and it is hence unnecessary to repeat these provisions in the RR. See also Article 100 of the RTg (Geneva Revision, 1958) and Article 45 of the RTf (Geneva Revision, 1958).

(This page cancels and replaces the present page 670.3)

(Continuation of Art. 47)

Present Provisions

articles 2, 10, 11, 12, 17, 20, 28; **621**; article 33; **869**;
article 34; **1025** and **1032**; appendices 1, 3, 4, 5, 6,
7, 8, 10 and 12.

1076.1 ¹⁾ However, all or any portion of the band 150–2850
kc/s, which is not subject to consideration by the Provisional
Frequency Board, may come into force in Region 2 on or after
January 1, 1949, in accordance with special arrangements
agreed upon by the interested countries of that Region.

Proposals

2694

Japan

1076. *Replace the present text by the following:*

§ 1. These Regulations shall come into force on...

4708

Czechoslovakia

1076, 1076.1 and 1077. *Delete.*

2695

**United States of America,
Japan**

1076.1. *Delete.*

(This page cancels and replaces the present page 671 Revision 1)

(Continuation of Art. 47)

Present Provisions

1077 § 2. The procedure provided in the Cairo Radio Regulations for the notification and registration of frequencies, and the Cairo allocation table below 27 500 kc/s shall remain in force until the effective date of the new International Frequency List (see **1076**).

1078 § 3. In witness whereof the delegates of the countries members of the Union represented at the International Radio Conference of Atlantic City (1947) have signed in the names of their respective countries the present Regulations in a single copy which will remain in the archives of the Government of the United States of America and of which a certified copy will be delivered to every country member of the Union.

Done at Atlantic City, the 2nd of October, 1947.

Proposals

**2696 United States of America,
Japan**

1077. *Delete.*

Reasons

United States of America:

No longer required.

4533 United States of America

1078. *Replace the present text by the following:*

§ 3. In witness whereof the delegates of the countries members of the Union represented at the International Radio Conference of Geneva (1959) have signed in the names of their respective countries the present Regulations in a single copy which will remain in the archives of the [] and of which a certified copy will be delivered to every country member of the Union.

Done at Geneva, the [], 1959].

Reasons

Editorial.

4709 Czechoslovakia

1078. *Replace the present text by the following:*

In witness whereof the respective delegates have signed a single copy of the present Regulations which will be deposited in the archives of the International Telecommunication Union, and of which a certified copy will be delivered to every signatory country by the General Secretariat.

**C. Various proposals concerning the Appendices
annexed to the RR.**

2697

India

Include the following general provision as an appendix to the RR in an appropriate place:

The administrations may adopt, as far as possible, in radio communication services the rationalized M.K.S. system (also known as the rationalized Giorgi System).

Reasons

In accordance with C.C.I.R. Recommendation No. 143. In line with India's policy.

2703

United Kingdom

Form of Notice

For use when notifying to the International Frequency Registration Board a change in frequency usage

(See Article 11)

Notifying Member or Associate Member _____

Additional
assignment ☐Amendment*)
to an existing
assignment ☐Cancellation
of an
assignment ☐Notice
No. _____For
I. F. R. B.
use

2c

Date of use _____

1 Frequency

kc/s

Mc/s

3

Call sign _____

Ref. to
preliminary
telegr. notice _____

4a Location of transmitter: _____

Name

Geographical position

Country

4b Localities or areas of reception	4c Length of circuit in kms	9a Azimuth of maximum radiation	9b Angular width of main radiation lobe	9c Antenna gain in db

5

Class of station and nature of service _____

6

Bandwidth necessarily occupied and
class of emission _____

7

Description of transmission _____

8

Peak power in kW _____

10

Hours of use G. M. T _____

11

Operating Administration or Company _____

12 Centralizing Office: _____

Telegr. address: _____

13 Remarks: _____

Co-ordination effected with the following interested Administrations: _____

*) The amended particulars are underlined

Proposals

(Continuation of App. 1)

(This page cancels and replaces the present page 676 Revision 1)

676 Revision 2

(This page cancels and replaces the present page 678)

(Continuation of App. 1)

Present Provisions

Proposals

United Kingdom (*cont'd*)

shift Morse — 7 unit code — Hell-Schreiber Facsimile, etc.;

— in the case of telephony, details such as the use of single sideband one or two channel working should be given.

In the case where the assigned frequency is not actually transmitted, the reference frequency should be given here.

10 Hours of use (G.M.T.).

Indicate the maximum hours of use of the frequency to each locality or area of intended reception. The maximum hours of use of the frequency shall be taken to mean the earliest and latest hours of use of this frequency for a complete day during all schedules for a complete sunspot cycle. For example: if during one period the schedule would be 1000 to 1500 hours (G.M.T.) and for another period of 1100 to 1600 hours (G.M.T.), the information to be shown will be 1000 – 1600 hours (G.M.T.).

12 Centralizing office.

The addresses required are those to which communication should be sent on urgent matters regarding interference, quality of emissions, and questions referring to the technical operation of the circuit (see Article 14).

13 Remarks.

Any other useful data which might assist the International Frequency Registration Board should be furnished.

2704

U. S. S. R.

APPENDIX I

Replace the present text by the following:

Form of Notice

For use when notifying a frequency assignment made to a fixed, land, broadcasting, radionavigation land, or standard frequency station to the International Frequency Registration Bureau.

- | | |
|--|--|
| 1. | 2. |
| Notifying Government | Date of notice |
| | 3. |
| | Reference to preliminary telegraphic notice (if any) |
| 4. Assigned frequency in kc/s (or Mc/s). | |

(This page cancels and replaces the present page 693)

(Continuation of App. 3)

Proposals**United Kingdom (cont'd)**

Frequency Bands and Categories of Stations	Tolerances (in %) applicable until January 1st 1965 to transmitters now in use and those to be installed before January 1st 1963	Tolerances (in %) applicable: — to new transmitters installed after January 1st 1963; — to all transmitters after January 1st 1965
1 G. From 470 to 2 450 Mc/s. ²⁾	2	3
1. Fixed Stations (including wide-band radio relay systems).	0.05	0.03
2. Television Stations (sound and vision transmitters).	0.75	5000 cycles per second ³⁾
3. All Stations other than 1 and 2 above.	0.75	0.1
H. Above 2 450 Mc/s.		
1. Fixed Stations (including wide-band radio relay systems).	0.75	0.03
2. All Stations other than 1 above.	0.75	0.75 until C.C.I.R. opinion is available

Notes Referring to Table of Tolerances

1) These tolerances are applicable to those stations which might cause international interference or which are used in international services.

2) In sections E, F and G it is recognized that there are in service pulse transmitters which cannot meet tolerances closer than 0.5 %, e. g. Navigational Services and Radio Astronomy.

3) In the case of television stations using offset carrier working it may be necessary to adopt a closer tolerance, e. g., 500 cycles per second was agreed at the European Broadcasting Conference, (Stockholm, 1952), for such stations.

4) In the frequency band 100 to 470 Mc/s and for this category, it is recognized that certain countries are not sure that their equipment can satisfy a stricter frequency tolerance than that fixed for the 30 to 100 Mc/s band; however, these countries will endeavour to satisfy the tolerance for the band 100 to 470 Mc/s.

5) For ship stations the tolerance should be 0.002 % in the frequency band 156 to 162 Mc/s.

Reasons

In general, the figures in column 3 of the present table have been transferred to column 2 and C.C.I.R. Recommendation No. 148, paragraph 1, has been used to provide the figures for the new column 3.

The obsolete footnotes have been deleted.

Other revisions have been made mainly in the light of C.C.I.R. Recommendation No. 148.

4710**Czechoslovakia**

Replace the present text by the following:

Table of frequency tolerances

(see Article 17)

1. Frequency tolerance is defined in Article 1.
2. The transmitter power indicated in this table is the power supplied to the antenna and not the "apparent radiated power".
3. For mobile stations, in the absence of an assigned frequency, a substitute for the assigned frequency is that frequency on which an emission begins.

(Continuation of App. 3)

Proposals

Czechoslovakia (cont'd)

Table of Frequency Tolerances¹⁾

Frequency Bands and Categories of Stations	Tolerances (in %) applicable until January 1st 1965 to transmitters now in use and those to be installed before January 1st 1963	Tolerances (in %) applicable: — to new transmitters installed after January 1st 1963; — to all transmitters after January 1st 1965
1	2	3
A. From 10 to 535 kHz 1. Fixed Stations: — form 10 to 50 kHz — from 50 kHz to end of band 2. Land Stations: — power above 200 W — power below 200 W 3. Mobile stations — ship stations ²⁾ — aircraft stations ²⁾ — emergency (reserve) ship transmitters and life-boat, life-raft and survival craft transmitters. 4. Radionavigation stations 5. Broadcasting stations: — power above 10 kW — power below 10 kW	0.1 0.02 0.02 0.05 0.1 0.05 0.05 0.02	0.1 0.02 0.02 0.05 0.1 0.05 0.5 0.01
B. From 535 to 1 605 kHz Broadcasting stations	20 Hz	10 Hz
C. From 1 605 to 4 000 kHz 1. Fixed stations: — power above 200 W — power below 200 W 2. Land stations: — power above 200 W — power below 200 W 3. Mobile stations ²⁾ 4. Radionavigation stations: — power above 200 W — power below 200 W 5. Broadcasting stations	0.005 0.01 0.005 0.01 0.02 0.005 0.01 0.005	0.005 0.01 0.005 0.01 0.02 0.005 0.01 0.005

(Continuation of App. 3)

Proposals

Czechoslovakia (cont'd)

1	2	3
D. From 4 000 to 30 000 kHz		
1. Fixed stations:		
— power above 500 W	0.003	0.0015
— power below 500 W	0.01	0.005
2. Coast stations:		
a) coast stations:		
— power above 5 kW	0.005	0.0015
— power below 5 kW	0.005	0.005
b) other land stations:		
— power above 5 kW	0.005	0.0015
— power between 500 W and 5 kW	0.005	0.005
— power below 500 W	0.01	0.01
3. Mobile stations ²⁾	0.02	0.02
4. Broadcasting stations	0.003	0.0015
E. From 30 to 100 MHz³⁾		
1. Fixed stations:		
— power above 200 W	0.02	0.003
— power below 200 W	0.02	0.02
— wideband radio-relay systems	0.02	0.02
2. Land stations:		
— power above 5 W	0.02	0.002
— power below 5 W	0.02	0.005
3. Mobile stations:		
— power above 5 W	0.02	0.002
— power below 5 W	0.02	0.005
4. Radionavigation stations	0.02	0.02
5. Broadcasting stations (except for television):		
— power of 50 W or above	0.003	0.002
— power below 50 W	0.005	0.005
6. Broadcasting stations (television, video and sound):		
— power of 50 W or above	0.003	1 000 Hz ⁴⁾
— power below 50 W	0.01	0.1
F. From 100 to 470 MHz³⁾		
1. Fixed stations including wideband radio-relay systems	0.01	0.01
2. Land stations:		
a) coast stations:		
— power above 5 W	0.02	0.002
— power of 50 W or less	0.02	0.005
b) aeronautical stations	0.01	0.005
c) base stations:		
— power above 5 W	0.02	0.002
— power of 5 W or below	0.02	0.005

(Continuation of App. 3)

Proposals

Czechoslovakia (cont'd)

1	2	3
3. Mobile stations:		
a) ship stations	0.01 ⁵⁾	0.005 ⁶⁾
b) aircraft stations	0.01	0.005
c) land mobile stations:		
— power above 5 W	0.01 ⁵⁾	0.002 ⁵⁾
— power of 5 W or below	0.01 ⁵⁾	0.005 ⁵⁾
4. Radionavigation stations	0.02	0.02
5. Broadcasting stations (except for television)	0.003	0.002
6. Broadcasting stations (television, video and sound):		
— power of 100 W	0.003	1 000 Hz ⁴⁾
— power of 100 W or less	0.01	0.01
G. From 470 to 2 450 MHz ³⁾		
1. Fixed stations (including wideband radio-relay systems)	0.75	0.03
2. Television stations (sound and video):		
— power above 100 W	0.75	1 000 Hz ⁴⁾
— power of 100 W or below	0.75	0.01
3. Other stations (except for radionavigation stations)	0.75	0.1
4. Radionavigation stations using frequencies above 960 Hz	0.75	0.5
H. Above 2 450 MHz		
1. Fixed stations (including wideband radio-relay systems)	0.75	0.03
2. All other stations.	0.75	0.5

Notes referring to Table of Tolerances

1) The abovementioned tolerances are applicable to stations likely to cause harmful international interference or which are used for international communications.

2) See also Article 9 — No. 271.

3) It is considered in effect, that categories E, F and G of the table also include pulse transmitters which can only apply a tolerance of 0.5 % (e.g. transmitters used for radionavigation or radioastronomy).

4) A stricter tolerance may be required for television stations using the frequency shift system.

5) In the 100 to 470 MHz band and for the stations in question, several countries will not be able to apply a stricter frequency tolerance than for the 30 to 100 MHz band; however, these countries will make an effort to apply the tolerances valid for the 100 to 470 MHz band.

6) In the 150 to 174 MHz band, the tolerance applicable to ship stations must be equal to 0.002 %.

(Continuation of App. 3)

Proposals**Czechoslovakia** (*cont'd*)**Reasons**

In conformity with the values which can be reached and, in principle, with the proposed amendment to C.C.I.R. Recommendation No. 148 (Doc. I/48, Geneva 1958) and the relative document of the IXth Plenary Assembly of the C.C.I.R. (Los Angeles, 1959).

Present Provisions**APPENDIX 4****Table of Tolerances for the Intensity of Harmonics and Parasitic Emissions¹⁾**

(See article 17)

Frequency Band	Tolerances
10 to 30000 kc/s	The power ²⁾ of a harmonic or a parasitic emission must be at least 40 db below the power of the fundamental, and in no case shall it be above 200 milliwatts. ³⁾
¹⁾ For mobile stations, endeavour will be made, as far as practicable, to reach the figures specified. ²⁾ The power here referred to is the power supplied to the antenna on the frequency of the harmonic or of the parasitic emission. ³⁾ The latter limiting figure refers to the mean power.	

(This page cancels and replaces the present page 693.1)

(Continuation of App. 4)

Proposals

4543

United States of America

Replace the present Appendix 4 by the following:

Table of Limits for the Intensity of Spurious Radiation

(See Article 17)

Mean Power (Not Considering Antenna Gain) ¹⁾	Suppression of Spurious Radiations below the Power in the Occupied Band ²⁾		
	³⁾ 50-150 %	⁴⁾ 150-250 %	Beyond 250 %
All stations below 1 watt and mobile stations operating below 30 Mc/s with any power	26 db	35 db	*40 db
1 watt and above	26 db	35 db	*(40 + 10 times the log ₁₀ of the mean power in watts) db or 80 db whichever is less. ⁵⁾

* These values are equivalent to a limitation of a maximum spurious power of 100 microwatts. In less congested regions of the world, values of suppression some 10 db less may be appropriate.

- 1) The term Mean Power used herein refers to the "Mean Power of a Radio Transmitter" defined by Paragraph 63 of the Atlantic City Radio Regulations as follows: "The power supplied to the antenna during normal operation, averaged over a time sufficiently long compared to the period corresponding to the lowest frequency encountered in actual modulation."
- 2) The term Occupied Band used herein is that defined by Paragraph 58 of the Atlantic City Radio Regulations as follows: "The band of frequencies comprising 99 % of the total radiated power extended to include any discrete frequency on which the power is at least 0.25 % of the total radiated power."
It is expected that, in the application of this table, administrations will use occupied bandwidths of the minimum value consistent with the state of the art.
- 3) The column "50-150 %" applies to the region on either side of the occupied band removed from the center of the band by 50 to 150 % of the occupied band.

(This page cancels and replaces the present page 693.2)

(Continuation of App. 4)

United States of America (*cont'd*)

Proposals

- 4) The column "150-250" applies to the region on either side of the occupied band removed from the center of the band by 150 to 250 % of the occupied band.
- 5) For transmitters designed for use at stations having a plurality of assigned frequencies, a value of "60 db" may be substituted for "80 db."

Reasons

The United States reserved opinion on Recommendation No. 147 of C.C.I.R. Warsaw, 1956, which is the latest C.C.I.R. guidance on the subject. The proposed Appendix 4 is based on the United States C.C.I.R. Study Group 1 report to the C.C.I.R. Executive Committee under date of 25 November 1957 on Question No. 1(n), Study Programme No. 2, "Spurious Radiation".

Chapter VI, Article 17, of the RR cites Appendix 4 as a "guide" in respect to limits for spurious radiations, which Article 17, Paragraph 398, requires to be "kept at the lowest value which the state of technique and the nature of the service permit." As a guide, Appendix 4 should reflect the most recent recommendations of C.C.I.R. As the United States has not subscribed to the C.C.I.R. Warsaw, 1956, Recommendation No. 147, it is preferable to advance the latest recommendations of the United States Study Group 1 on the subject in the expectation that these will prevail at the next C.C.I.R. Plenary Assembly in 1959.

(This page cancels and replaces the present page 704.2)

(Continuation of App. 6)

Proposals**4553****United States of America (cont'd)**

- d) The necessary additions, modifications and deletions affecting List I are to be obtained by the Secretary General from the notifications of frequency assignments made in accordance with Article 11, Nos. 314 and 318, for the purposes of the Master Register.

Reasons

To show the source of changes in data appearing in List I.

e) **List I. International Frequency List****4554**

Assigned Frequency (kc/s or Mc/s)	Date of Registration ¹⁾	Date of Notification ¹⁾	Date of Putting into Use	Call Sign (Identification)	Class of Station and Nature of Service	Name of Location of Transmitting Station	Longitude and Latitude of Transmitting Site ²⁾	Country in which Station is Located	Point(s) or Area(s) of Reception	Hours of Use of the Frequency	Power (kW)	Class of Emission and Bandwidth	Supplementary Information to Column 9 ⁴⁾	Name, Postal and Telegraph Address ³⁾	Remarks by Notifying Country ⁴⁾	Remarks by I.F.R.B. ⁴⁾
1	2a	2b	2c	3	4	5a	5b	5c	6	7	8	9	10	11	12a	12b

¹⁾ For the significance of these dates see Article 11.

²⁾ In degrees and minutes (Meridian of Greenwich), except for radionavigation stations for which the position will be given in degrees, minutes and seconds.

³⁾ Column 11 will contain only reference letter to lists to be printed in front of volume.

⁴⁾ Columns 10 and 12 will contain code letters or numbers to information published in the front of the volume.

France, French O. P. T. A., Morocco**2733** List I. *Column 2 c: Does not affect the English text.***2734** *Column 10. Read:*

Maximum schedule of use for each of the circuits for which the frequency is used (U.T.).

(This page cancels and replaces the present page 713)

(Continuation of App. 6)

Proposals

Netherlands (*cont'd*)

Abbreviations denoting the countries which have particulars of stations in this List.

Table of allocation of call signs.

Table of abbreviations.

Hours of service for ships in the second category.

2. *Particulars of ship stations.*
3. *Remarks relating to the ship stations.*

2749

Recommendations

List of Coast and Ship Stations (30th edition).

- A. *The particulars of the coast stations could be considerably limited without harming the clearness, resulting in an important saving of pages.*

For instance:

- a) *On pages 76/80 inclusive appears 9 × a schedule under the same heading of 4 lines.
By combining these 9 schedules under 1 heading 32 lines could be saved.*
- b) *On page 95 appears after L O V:*
 - 9 × a frequency followed by A1A3 0,5
 - 12 × a frequency followed by A1A3 0,1*It is not considered as necessary to occupy a separate line for each of these frequencies.*
- c) *On pages 238/240 inclusive appears 4 × a remark of 7 lines concerning SLT's. These remarks differ only in one word (remarks 10, 16, 21, 22).
These remarks could be combined in a single one.*
- d) *On pages 315/318 inclusive much space could be saved by a more concise mentioning of the data.*
- e) *Countries with more than 1 coast station could combine the particulars concerning the emission of traffic lists in 1 schedule.*
- f) *Big parts of pages are not utilized without any obvious reason by the printer (pages 73, 74, 155, 159, 168, 197, 202, 205, 217, 218, 326, 343, 344, 352, 395, 408, 431, 433).*

- B. *The size of the List of Particulars of Ship Stations could be considerably reduced and at the same time the practical usefulness of the List of Particulars could be increased by the following means:*

1. *Cancelling the following particulars:*

- a) *the presence of an automatic alarm directionfinder and radar;*
- b) *the power of the various transmitters and the product metre-amperes for the frequency 500 kc/s;*

2. *Adding the following particulars:*

- a) *the tonnage;*
- b) *the normal speed in knots;*
- c) *a Maltese cross if a doctor is on board;*
- d) *the kind of ship; (passenger- or cargo ship)*
- e) *the available shortwave radiotelegraph working frequencies* } *in the form of a concise code.*

(This page cancels and replaces the present page 714)

(Continuation of App. 6)

Proposals

Netherlands (cont'd)

It is quite easy to make such a code because the working frequencies of a ship in the various short wave subbands are harmonically related (except in the 22 Mc/s).

Encoding of the various series of working frequencies of passenger ships could be done as follows:

Working frequencies in kc/s:					Code:
4 135	6 202,5	8 270	12 405	16 540	C
4 137,5	6 206,25	8 275	12 412,5	16 550	D
4 140	6 210	8 280	12 420	16 560	E
4 142,5	6 213,75	8 285	12 427,5	16 570	F
4 145	6 217,5	8 290	12 435	16 580	G
4 147,5	6 221,25	8 295	12 442,5	16 590	H
4 150	6 225	8 300	12 450	16 600	J
4 152,5	6 228,75	8 305	12 457,5	16 610	K
4 155	6 232,5	8 310	12 465	16 620	L
4 157,5	6 236,25	8 315	12 472,5	16 630	M
4 160	6 240	8 320	12 480	16 640	N
4 162,5	6 243,75	8 325	12 487,5	16 650	Q
4 165	6 247,5	8 330	12 495	16 660	R
4 170	6 255	8 340	12 510	16 680	S
4 175	6 262,5	8 350	12 525	16 700	T

Remark:

The letters A, B, I, O, P are not used, because

A can be confused with the A part of the cargoships band,

B can be confused with the B part of the cargoships band,

I can be confused with the J,

O can be confused with zero

P can be confused with Passengerships.

Encoding of the working frequencies of passenger ships in the 22 Mc/s could be done as follows:

Working frequency in kc/s	Code
22 075	C
22 085	D
22 095	E
22 105	F
22 115	G
22 125	H
22 135	J
22 145	K
22 155	L
22 165	M
22 175	N

Encoding of the various series of working frequencies of cargo ships in the Z-band could be done in a similar way but then using numbers instead of letters in order to distinguish them from the working frequencies of passenger ships.

(Continuation of App. 6)

Proposals**Netherlands (cont'd)**

Examples: The indication "ZQ/L" means that it deals with a passengership, equipped with short wave telegraphy and working on the frequencies 4 162,5, 6 243,75, 8 325, 12 487,5, 16 650 and 22 155 kc/s.

The indication "Z 7/3" means that it deals with a cargo ship, equipped with short wave telegraphy and working on the frequencies 4 191, 6 286,5, 8 382, 12 573, 16 764 kc/s. (series no. 7 of the cargo ships working frequencies) and 22 277,5 (no. 3 of the cargo ships working frequencies in the 22 Mc/s band).

Reasons

of a), b) and d):

To save precious time and to avoid misunderstanding in cases of distress;

of c):

A dutiful radiotelegraph operator logs the ships in his vicinity.

Many XXX-messages "Any ship with a doctor pse ans?" could be replaced by a direct call to a definite ship.

of e):

To meet practical requirements.

3. Mentioning these data as concisely as possible.

EXAMPLE I:

EAOT Ciudad de Sevilla \boxed{A} Δ \odot

$\left\{ \begin{array}{l} 0,175 \text{ (120)} \\ 0,15 \text{ —} \end{array} \right\}$ CP H24

40¹⁾ E A1, A2 X¹⁸⁾
A1, A2 Z⁴²⁾ 99)

(5 lines in total) This could be reduced to 2 lines as follows:

EAOT Ciudad de Sevilla CP H24 \oplus

40¹⁾ E 6279 18 A1A2 X — ZQ/L

(Maltese cross: doctor on board,

6279: tonnage

18: normal speed in knots,

ZQ/L: passenger ship, equipped with short wave radiotelegraphy and working on the frequencies 4 162,5, 6 243,75, 8 325, 12 487,5, 16 650 and 22 155 kc/s.)

EXAMPLE II:

ELBS Atholl Mc Bean [1] $\left\{ \begin{array}{l} 0,25 \text{ (180)} \\ 0,04 \text{ —} \\ 0,022 \text{ —} \\ 0,3 \text{ —} \end{array} \right\}$

—³⁾ Libe A1, A2 350— 500 CP H8

A2* 300— 500

A2† 500—8364

A1, A2 2000—24000

* Emetteur de secours. Emergency transmitter. Transmisor de emergencia.

† Canot de sauvetage. Lifeboat. Bote salvavidas.

(10 lines in total). This could be reduced to 2 lines as follows:

ELBS Atholl Mc Bean [1] CP H8

—³⁾ Libe 16000 14 A1A2 X — A1A2 Y — Z 7/3

16000: tonnage,

14: normal speed in knots,

Z 7/3: cargo ship, equipped with short wave radiotelegraphy and working on the frequencies 4 191, 6 286,5, 8 382, 12 573, 16 764 and 22 277,5 kc/s).

(Continuation of App. 6)

Proposals**4711****Pakistan***Add the following form to Appendix 6:***Form for the reporting of spectrum occupancy**

Name of Monitoring Station:

Period covered:

Call sign or other means of identification of station monitored	Measured Frequency kc/s	Time of Measure- ment (G. M. T.)	Date of Measure- ment	Strength of signal	Class of Emission	Class of Station	Band Width Occupied kc/s	Call Sign or other indication of point of reception	Remarks
1	2	3	4	5	6	7	8	9	10

Reasons

See proposal 4649.

(This page cancels and replaces the present page 735)

(Continuation of App. 8)

Present Provisions

Proposals

United Kingdom (*cont'd*)

and add the following new sub-paragraph:

2842 5th *bis*. List of Ship Stations fitted with Radiotelegraphy and with both Radiotelegraphy and Radiotelephony.

Reasons

See proposals for Article 20.

2843 6th and 7th. *Replace the present text by the following:*

List of Radiolocation Stations;
List of Stations performing Special Services: } unless
a national list is carried giving the complete information likely to be required by ships on any voyage throughout the world.

Reasons

To permit the carrying of a national list.

4712

Czechoslovakia

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

10th the Telegraph Regulations in force.

Reasons

For the correct application of the RA and the provisions relative to word counting, it is necessary for stations to be compulsorily equipped with the RTg.

United Kingdom

Section II. For other Radiotelegraph Stations on Ships:

— the documents mentioned in items 1 to 5 of Section I.

2844 Section II. *Replace the present text by the following:*

— the documents mentioned in items 1st to 5th *bis*, 8th and 9th of Section I.

Reasons

See proposals for Article 20.

(Continuation of App. 8)

Present Provisions**Proposals****United Kingdom** (*cont'd*)**2845** *After the present Section II add the following new Section:***Section II bis. For Stations on Board Ships for which a Radiotelephone Installation is Prescribed by International Agreement:**

- 1st the documents mentioned in items 1 and 2 of Section I.
- 2nd the log (diary of the radio service) in which the following are recorded as they occur, together with the time of their occurrence:
 - a) a summary of all communications relating to distress, urgency and safety traffic;
 - b) a summary of communications exchanged between the ship station and land or mobile stations;

(Continuation of App. 9)

*(This page cancels and replaces the present page 764)***Proposals****United Kingdom (cont'd)**

	Abbreviation	Question	Answer or advice
2953	QTZ	Are you continuing the search?	I am continuing the search for ... <i>(aircraft, ship, survival craft, survivors or wreckage)</i> .

Reasons

To facilitate search and rescue operations.

2954	QUE	Can you use telephony in ... <i>(language)</i> with interpreter if necessary: if so on what frequencies?	I can use telephony in ... <i>(language)</i> on ... kc/s <i>(or Mc/s)</i> .
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Reasons

To facilitate search and rescue operations.

2955	QUY	Is position of survival craft marked?	Position of survival craft was marked at ... hours by ... <i>[flame or smoke float, sea marker, sea marker dye or ... (specify other markings)]</i> .
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Reasons

To facilitate search and rescue operations. Corresponds to QKM in the aeronautical code.

2956	QUZ		(No interrogative form needed.) Stop sending; distress working in progress.
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Reasons

Consequential on proposal relative to 902.

Czechoslovakia**Proposed modifications**

4713	QRO	<i>Read:</i> Shall I increase transmitter power?	<i>Read:</i> Increase transmitter power.
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Reasons

Greater precision.

(Continuation of App. 9)

ProposalsCzechoslovakia (*cont'd*)**4714**

QRP	<i>Read:</i> Shall I decrease transmitter power?	<i>Read:</i> Decrease transmitter power.
-----	---	---

Reasons

Greater precision.

4715

Q SJ	<i>Read:</i> What is the charge to be collected per word (or per minute in the case of a radiotelephone call) to ... including the land charge and the internal charge?	<i>Read:</i> The charge to be collected per word (or per minute in the case of a radiotelephone call) to ... is ... gold francs including the land charge and the internal charge.
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Reasons

Greater precision; also includes radiotelephony.

4716

QSK	<i>Read:</i> Can you hear me between your signals and if so may I interrupt you during your transmissions? (<i>see Article 29, Section IV</i>)	<i>Read:</i> I can hear you between my signals; you may interrupt me during my transmissions.
-----	---	--

Reasons

In accordance with existing practice; facilitates transmission of long radiotelegrams or long radiotelephone calls.

4717

QTA	<i>Delete the words:</i> as if it had not been sent	<i>Delete the words:</i> as if it had not been sent.
-----	--	---

Reasons

These words are superfluous and the present text may create difficulties when the accounts are established.

4718

QTF		<i>Read:</i> The position of your station according to the bearings taken by the direction-finding stations which I control was ... latitude ... longitude ... (<i>or another indication of the position</i>), class ... at ... hours (<i>see Appendix 15</i>).
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Reasons

To enable the abbreviation QTF to be used even when the position cannot be expressed by the latitude and longitude.

4719

QTL	<i>Read:</i> What is your TRUE heading?	
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Reasons

To avoid misunderstandings in the case of aircraft stations.

(Continuation of App. 9)

Czechoslovakia (cont'd)

4720

QUA	<i>Read:</i> Have you news of ... (ship, aircraft, shipwrecked persons, etc.)	<i>Read:</i> Here is news of ... (ship, aircraft, shipwrecked persons, etc.)
-----	--	---

Reasons

To extend the use of this abbreviation, particularly to include news concerning shipwrecked persons.

4721

QUG		<i>Read:</i> I am forced to alight (or land) immediately or I shall be forced to alight (or land) at ... (position or place) at ... hours.
-----	--	---

Reasons

Greater precision.

4722

QSS	What working frequency will you use?	I shall use working frequency ... kc/s (<i>it is sufficient to indicate the last three figures of the frequency concerned</i>)
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Reasons

See notification No. 706 dated 1. 10. 1954.

4723

QTM	What is your MAGNETIC heading?	My MAGNETIC heading is ... degrees
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Reasons

See notifications No. 721 dated 16. 5. 1955 and No. 730 dated 1. 10. 1955.

Present provisions

SECTION II. MISCELLANEOUS
ABBREVIATIONS AND SIGNALS

Abbreviation or Signal	Definition
AA	All after ... (<i>used after a question mark to request a repetition</i>).
AB	All before ... (<i>used after a question mark to request a repetition</i>).
ABV	Repeat (or I repeat) the figures in abbreviated form.
ADS	Address (<i>used after a question mark to request a repetition</i>).
AR	End of transmission (. — . — . to be sent as one signal).
AS	Waiting period (. — . . . to be sent as one signal).
BK	Signal used to interrupt a transmission in progress.

(This page cancels and replaces the present page 800)

(Continuation of App. 11)

Present Provisions

Proposals

3012

India

In Column 3 of the table replace the words of the present code (Amsterdam, Baltimore, etc.) by the words of the spelling code included in Annex 10 to the I. C. A. O. Convention (Alfa, Bravo, etc.).

Note by the S.G.: See proposal 3008.

Reasons

To extend to the different services the use of I. C. A. O. spelling code in radiotelephony.

3013

Morocco

Replace the spelling analogy table in § 3 by the corresponding table used in I. C. A. O. procedure.

Note by the S.G.: See proposal 3008.

Reasons

There should only be one spelling analogy table and the I. C. A. O. table is the one most frequently used in practice.

3014

Netherlands

It is proposed to replace the present international spelling table "Amsterdam, Baltimore" by the "Alfa, Bravo" spelling table. However, it is recommended that a study should be made of the following identifying words for the digits:

- 0 = zero
- 1 = ouanne
- 2 = duo
- 3 = terra
- 4 = quarto
- 5 = penta
- 6 = exo
- 7 = sette
- 8 = octo
- 9 = nona

Reasons

The existing I. C. A. O. alphabet is considered to be the most satisfactory of the phonetic alphabets known at present with the exception however of the intelligibility of the digits.

(This page cancels and replaces the present page 820 Revision 1)

Present Provisions

APPENDIX B

Standard Frequency and Time Broadcasts

1. The countries, members of the International Telecommunications Union, recognize that a standard frequency broadcast service available to all parts of the world is essential for maximum economy in the use of the radio frequency spectrum, the efficient operation of the telecommunication services and for the functioning of several activities of the I.T.U.

The countries, members of the I.T.U., recognize that this service may also be useful for other activities outside the Union. The addition of time signals superimposed on these same broadcasts is also highly useful and should be included if possible.

2. To this end, administrations will endeavour to provide on an international basis a coordinated system of standard frequency broadcasts. As regards time signals, recognizing the work already in hand by various countries aiming at the common distribution by radio of time signals and standard frequencies, the countries, members of the I.T.U. recognize that contact is to be established as soon as possible with the International Committee of Time to promote coordination on an international basis.

Proposals

United Kingdom

3049 *Replace the text of sub-paragraph 2 by the following:*

2. To this end, administrations will continue on an international basis to co-ordinate the system of standard-frequency and time broadcasts, to extend the service to those areas of the world not adequately served and to co-operate in reducing mutual interference between stations whose service areas overlap. This work will be co-ordinated by the C.C.I.R., which should seek the advice and co-operation of B.I.H. (Bureau International de l'Heure) and U.R.S.I.

Reasons

The alteration brings § 2 into line with the current situation and directs attention to the C.C.I.R. as the study body.

4724

Czechoslovakia

Replace the text of sub-paragraph 2 by the following:

2. To this end, administrations will endeavour to provide on an international basis a coordinated system of standard frequency and time signal broadcasts to extend these services to countries which have not been satisfactorily served up to the present. Administrations should cooperate for the purpose of reducing mutual interference by transmissions covering the same regions. Action in this respect is under the guidance of the C.C.I.R.

Reasons

To satisfy the requirements of the service in question and to coordinate it.

Present Provisions**Proposals**

APPENDIX C
International Monitoring

The International Radio Conference at Atlantic City (1947),

recognizing:

1. the desirability of a coordinated service of monitoring on a world-wide basis for the purpose of undertaking such measurements of frequencies, field strengths, band widths of emissions, and other characteristics as may be required by the International Frequency Registration Board (I.F.R.B.) for the efficient conduct of its duties;
2. the desirability of the adoption of uniform standards of measurement technique at all monitoring stations participating in such a service;

**3050 United States of America,
France, French O. P. T. A., Morocco**

Appendix C. Delete.

Reasons**United States of America:**

Incorporated in proposed revision of Article 18.

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

Duplicates Article 18. This appendix is a recommendation that international monitoring should be extended. This is already done in accordance with Article 18, 403 of which has been amended to draw the attention of administrations to the importance of international monitoring.

Morocco:

Duplicates Article 18.

(This page cancels and replaces the present page 827)

A. Proposals or general considerations relating to all or to a large number of the provisions of the Additional Radio Regulations

Note by the S. G.

3063 *Bringing the Additional Radio Regulations into line with the Telegraph Regulations:*

See Part I, A, proposal 1.

As regards the Additional Radio Regulations more particularly, there does seem to be a case for amending 2024, 2035, 2039, 2053 to 2056, 2057, 2058, 2081, 2085, 2087, 2093 and 2097.

The nature of these amendments is shown opposite these provisions in Section B, under: Circ. 624/1950.

3064 **Denmark, Finland, Iceland, Norway, Sweden**

2001 to 2139. *See the general proposal concerning an editorial revision of Chapters XIII, XIV and XV (proposal 13).*

3065 **Japan**

With respect to the RA, see the general remarks concerning the Radio Regulations in Part I, under A. (*See proposal 15*).

4725 **Czechoslovakia**

It is necessary to harmonize the Additional Radio Regulations with the Telegraph Regulations (Geneva Revision, 1958).

(This page cancels and replaces the present page 831)

(Continuation of Art. 4 of the RA)

Present Provisions

- 2018** *b)* the land station charge (see **2026**) accruing to the land station or stations which participate in the transmission;
- 2019** *c)* the charge for transmission over the general telecommunication network, reckoned in accordance with the ordinary rules;
- 2020** *d)* the charges for accessory services requested by the sender.
- 2021** § 2. (1) The land station charge and the ship or aircraft charge are fixed on the basis of a word rate, pure and simple, with no minimum charge, except in the case provided for in article 5 of these Regulations.

Proposals

3071

Italy

2021. *Replace the present text by the following:*

§ 2. (1) A minimum charge corresponding to the charge for seven words shall be collected for every radiotelegram, whether for radiotelegraph transmission or for transmission over the general telecommunication network; for press radiotelegrams this minimum shall be equivalent to the charge for fourteen words and for letter-radiotelegrams to the charge for twenty-two words.

Reasons

Same as for proposal 2607.

3072

Japan

2021. *Delete everything after: pure and simple.*

Reasons

See proposal 3082.

3073

Netherlands

2021. *Replace the present text by the following:*

§ 2. (1) The land station charge and the ship or aircraft charge, as well as the charge for transmission over the general telecommunication network are fixed on the basis of a word rate, pure and simple; for each radiotelegram a minimum charge for seven words shall be made. For SLT and ALT radiotelegrams, however, see Article 5.

Reasons

To eliminate a superfluous complication while handing-in radiotelegrams by applying the already existing minimum for the landline charge also to the coast and ship charge.

3074

Italy

2021. *After this No. add the following new subparagraph:*

(1 *bis*) In accordance with Article 40 of the Convention, rates shall be given in gold francs. They shall be

(This page cancels and replaces the present page 867)

Present Provisions

Proposals

ARTICLE 9

Retransmission by Stations of the Mobile Service

Section I. Retransmission at the Request of the Sender

2129 § 1. Stations of the mobile service must, if the sender so requests, serve as intermediaries for the exchange of radiotelegrams originating in or destined for other stations of the mobile service; the number of intermediary stations of the mobile service, is, however, limited to two.

2130 § 2. Radiotelegrams forwarded as described in **2129** above must bear, before the address, the paid service indication = RM = (retransmission).

2131 § 3. The transit charge, whether two intermediary stations are concerned or only one, is fixed uniformly at forty centimes (0 fr. 40) per word pure and simple, without the collection of a minimum charge. When two stations of the mobile service have participated this charge is divided equally between them.

Japan, Netherlands

3195

Heading, read:

Retransmission by Mobile Stations.

3196 **2129.** *Replace three times:* Stations of the mobile service *by:* mobile stations.

Reasons

Japan:

Clarification.

Netherlands:

This paragraph applies only to mobile stations and not to coast stations.

Italy

3197

2131. *Delete:* pure and simple, without the collection of a minimum charge.

Reasons

See proposal 2607.

Japan

3198

2131. *Replace:* forty centimes (0 fr. 40) *by:* thirty centimes (0 fr. 30).

Reasons

See proposal 3075.

Netherlands

3199

2131. *Replace the present text by the following:*

§ 3. The transit charge, whether two intermediary stations are concerned or only one, is fixed uniformly at forty centimes (0 fr 40) per word, with the collection of a minimum charge for seven words. When two mobile stations have participated this charge is divided equally between them.

Reasons

Editorial in relation with proposals under **2021** and **2129**. (Proposals 3073 and 3196).