

**UNITED STATES OF AMERICA**  
**DRAFT PROPOSALS FOR THE WORK OF THE CONFERENCE**

**Agenda Item 1.10:** to examine the frequency allocation requirements with regard to operation of safety systems for ships and ports and associated regulatory provisions, in accordance with Resolution **357 (WRC-07)**

**Background Information:** International Maritime Organization (IMO) Resolution MSC 74(69) required that Automatic Identification System (AIS), "...improve the safety of navigation by assisting in the efficient navigation of ships, protection of the environment, and operation of Vessel Traffic Services (VTS), by satisfying the following functional requirements: 1) in a ship-to-ship mode for collision avoidance; 2) as a means for littoral States to obtain information about a ship and its cargo; and 3) as a VTS tool, i.e. ship-to-shore (traffic management)". IMO NAV 55 meeting in July 2009 decided to add a distress indicator in the navigation status field of AIS Class A position report messages. Although these IMO functional requirements clearly specify safety and surveillance functions, the Radio Regulations only recognize the Automatic Identification System-Search and Rescue Team (AIS-SART) operation as having a safety function on the two AIS frequencies (161.975 MHz and 162.025 MHz). Operation of AIS on search and rescue aircraft is consistent with ITU-R Recommendation M.1371-3 and Appendix **18** of the Radio Regulations.

Modifying the Radio Regulations to reflect the AIS frequencies is critical to search and rescue, safety of navigation, and the safe movement and tracking of vessels, which are vital to the future of maritime safety. This proposal specifically addresses the need to recognize the safety aspect of AIS use by search and rescue aircraft authorized by Appendix **18** of the Radio Regulations and ITU-R Recommendation M.1371-3, and recognizes the decision by the International Maritime Organization to include a distress indicator in the navigation status field of AIS Class A position report messages. The ITU-R may need to conduct a review of No. **5.229**, as it applies to the sub-band 162 - 162.05 MHz.

**Proposal:**

ARTICLE 5  
**Section IV – Table of Frequency Allocations**  
(See No. **2.1**)

**MOD** USA/AI 1.10/1

148-223 MHz

Allocation to services		
Region 1	Region 2	Region 3
<p><del>156.8375-161.9625 174</del>                      FIXED                      MOBILE except aeronautical mobile  <del>MOD 5.226 5.227A-5.229</del></p>	<p>156.8375-<del>161.9625 174</del>                      FIXED                      MOBILE  <del>MOD 5.226 5.227A 5.230 5.231 5.232</del></p>	

**Reason:** Proposed changes reflect the allocation and use of AIS frequencies to the required services in Article 5 to support maritime safety requirements. Footnotes that do not apply to the revised frequency band are also removed, but are not proposed for suppression (No. **5.227A**).

**ADD** USA/AI 1.10/2

Region 1	Region 2	Region 3
<p><del>161.9625-161.9875</del>   <del>MARITIME MOBILE                      AERONAUTICAL MOBILE (OR)                      ADD 5.A01                      MOBILE-SATELLITE (Earth-to-space)                      ADD 5.A02</del></p>	<p><del>161.9625-161.9875</del>   <del>MARITIME MOBILE                      AERONAUTICAL MOBILE (OR) ADD 5.A01                      MOBILE-SATELLITE (Earth-to-space)</del>                       ADD 5.A02</p>	

**Reason:** Proposed changes reflect the allocation and use of AIS frequencies to the required services in Article 5 to support maritime safety requirements. The proposal that AM(OR)S has primary status and the upgrade to primary status of MSS (Earth-to-space) is necessary due to a pending IMO decision to include a distress alert notification within the AIS position message report. Footnotes that do not apply to the revised frequency band are also removed, but are not proposed for suppression (No. **5.227A**).

**ADD** USA/AI 1.10/3

Region 1	Region 2	Region 3
<p><del>161.9875-162.0125</del>  <del>FIXED                      MOBILE except aeronautical mobile                      ADD 5.226</del></p>	<p><del>161.9875-162.0125</del>  <del>FIXED                      MOBILE except aeronautical mobile—                      ADD 5.226</del></p>	

**Reason:** Proposed changes reflect the allocation and use of AIS frequencies to the required services in Article 5 to support maritime safety requirements. Footnotes that do not apply to the revised frequency band are also removed, but are not proposed for suppression (No. **5.227A**).

**ADD** USA/AI 1.10/4

Region 1	Region 2	Region 3
<u>162.0125-162.0375</u>  <u>MARITIME MOBILE</u> <u>AERONAUTICAL MOBILE (OR)</u> <u>ADD 5.A01</u> <u>MOBILE-SATELLITE (Earth-to-space)</u> <u>ADD 5.A02</u>	<u>162.0125-162.0375</u>  <u>MARITIME MOBILE</u> <u>AERONAUTICAL MOBILE (OR) ADD 5.A01</u> <u>MOBILE-SATELLITE (Earth-to-space)</u>  <u>ADD 5.A02</u>	

**Reason:** Proposed changes reflect the allocation and use of AIS frequencies to the required services in Article 5 to support maritime safety requirements. The proposal that AM(OR)S be primary status and the upgrade to primary status of MSS (Earth-to-space) is necessary due to a pending IMO decision to include a distress alert notification within the AIS position message report.

**MOD** USA/AI 1.10/5

<u>162.0375-174</u> FIXED MOBILE except aeronautical mobile <u>MOD 5.226 <del>5.227A</del> 5.229</u>	<u>162.0375-174</u> FIXED MOBILE <u>MOD 5.226 <del>5.227A</del> 5.230 5.231 5.232</u>
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**Reason:** Proposed changes reflect the allocation and use of AIS frequencies to the required services in Article 5 to support maritime safety requirements.

**ADD** USA/AI 1.10/6

**5.A01** The use of the band 161.9625-161.9875 MHz and 162.0125-162.0375 MHz by the aeronautical mobile (OR) service is restricted to automatic identification system (AIS) emissions from Search and Rescue aircraft operating in accordance with Appendix 18.

**Reason:** The proposed footnote is necessary to restrict the use of the aeronautical mobile (OR) service to AIS emissions in support of search and rescue missions by aircraft in accordance with Appendix 18.

**ADD** USA/AI 1.10/7

**5.A02** The use of the bands 161.9625-161.9875 MHz and 162.0125-162.0375 MHz by the maritime mobile service and mobile-satellite (Earth-to-space) service is restricted to automatic identification system (AIS) emissions operating in accordance with Appendix 18.

**Reason:** The proposed footnote is necessary to restrict the use of the mobile-satellite (Earth-to-space) service to AIS emissions operating in accordance with Appendix 18.

**SUP** USA/AI 1.10/8

**5.227A**

**Reason:** This footnote is no longer necessary after allocation of the AIS channels to the necessary services in Article 5.

**MOD** USA/AI 1.10/9

**5.226** The frequency 156.525 MHz is the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service using digital selective calling (DSC). The conditions for the use of this frequency and the band 156.4875-156.5625 MHz are contained in Articles 31 and 52, and in Appendix 18.

The frequency 156.8 MHz is the international distress, safety and calling frequency for the maritime mobile VHF radiotelephone service. The conditions for the use of this frequency and the band 156.7625-156.8375 MHz are contained in Article 31 and Appendix 18.

In the bands 156-156.4875 MHz, 156.5625-156.7625 MHz, 156.8375-157.45 MHz, 160.6-160.975 MHz, ~~and 161.475-162.05~~161.9625 MHz, 161.9875-162.0125 MHz, and 162.0375-162.05 MHz, each administration shall give priority to the maritime mobile service on only such frequencies as are assigned to stations of the maritime mobile service by the administration (see Articles 31 and 52, and Appendix 18).