

Mr. Roderick K. Porter
Chief of the International Bureau
Federal Communications Commission
Washington, D.C. 20554

Dear Mr. Porter:

The National Telecommunications and Information Administration on behalf of the Executive Branch Agencies, has approved the release of five additional proposals for WRC-2000. These proposals are being forwarded to your WRC-2000 Advisory Committee for review. Karl Nebbia from my staff will contact Damon Ladson and reconcile any differences. The following is a summary of our proposals:

WRC-2000 Agenda Item 1.3 - Appendix **S7** provides the methods for determining the coordination area around earth stations. These methods have not been updated in the Radio Regulations since 1979. We are proposing that the current text of this appendix be suppressed. It will be replaced with “incorporation-by-reference”; furthermore, the references in Appendix **S5** TABLE **S5-1**, and Appendix **S5** Annex 1 TABLES 2, 3 and 4 will be updated.

WRC-2000 Agenda Item 1.4 - WRC-97 added a primary allocation to the fixed service in the frequency band 31.8 - 33.4 GHz. Footnote S5.547A sets forth that the use of this band by the fixed service shall be in accordance with Resolution **126 (WRC-97)**, and footnote **S5.547** makes this band (among others) available for high-density applications in the fixed service per Resolution **726 (WRC-97)**. The criteria being considered for sharing are onerous and contrary to the operational requirements of the radionavigation service. No allowance is being made for the future requirements and development of the radionavigation service per *resolves* 2 of Resolution **126 (WRC-97)**. For these reasons, we propose the removal of the provisional allocation of the band 31.8 – 33.4 GHz to the fixed service and high-density applications there.

WRC-2000 Agenda Item 1.6.2 - This proposal addresses IMT-2000 and proposes that a radio control channel is not needed for this system.

WRC-2000 Agenda Item 1.7 - This proposal addresses High Frequency (HF) distress and safety communications for the aeronautical mobile (R) services which have been subjected to harmful interference. This proposal addresses ways to decrease this interference.

WRC-2000 Agenda Item 1.18 - WP8B and the CPM recommend modifications to Appendix **S18** to provide administrations with further flexibility to use the channels of Appendix **S18** in simplex mode if required. Our proposal would modify Note M to allow simplex use of duplex channels for the remainder of the channels not already identified as simplex.

Sincerely,

William T. Hatch
Acting Associate Administrator
Office of Spectrum Management

Enclosures

UNITED STATES OF AMERICA
(DRAFT) PROPOSALS FOR THE WORK OF THE CONFERENCE

Proposals for Agenda Item 1.3

to consider the results of ITU-R studies in respect of Appendix S7/28 on the method for the determination of the coordination area around an earth station in frequency bands shared among space services and terrestrial radiocommunication services, and to take the appropriate decision to revise this Appendix

Background Information: Appendix S7 provides the methods for determining the coordination area around earth stations. These methods have not been updated in the Radio Regulations since 1979. Since that time system characteristics have changed, new bands have been allocated to satellite services, and propagation tools have been improved.

ITU-R Recommendation IS. XX consolidates the text of ITU-R Recommendations 847 through 849, uses updated system characteristics, extends the frequency range, and separates the propagation aspects from other probability aspects. Therefore, it serves as a useful basis for updating Appendix S7.

Proposal¹:

Recognizing that the frequency bands covered by the methods for determining coordination areas, the system technical characteristics, and the potential operating scenarios will change with the decisions at each WRC, the United States proposes incorporating ITU-R Recommendation IS. XX into the Radio Regulations by reference. Even if Appendix S7 is updated based on ITU-R Recommendation IS. XX, it will probably be out-of-date at the close of WRC-2000 based on decisions made at the conference. It will remain so for years to come unless the recommendation is referenced to facilitate future updates. If the incorporation-by-reference method is not used, future updates will require a specific agenda item to be agreed. Given that it has required twenty years to update the current appendix and noting the rapid evolution of satellite and terrestrial radio communications, another long delay in updating the text would not be acceptable.

This proposed modification to Appendix S7 involves the suppression of the entire text of the Appendix and its replacement with the "incorporation-by-reference" text as shown below. Furthermore, it includes updated references in Appendix S5 TABLE S5-1, and Appendix S5 Annex 1 TABLES 2, 3 and 4.

¹ Only the portion of the tables being modified are shown in this proposal.

~~APPENDIX S7~~

USA/1.3/ 1
SUP

~~Method for the Determination of the Coordination Area Around an
Earth Station in Frequency Bands Between 1 GHz and 40 GHz Shared
Between Space and Terrestrial Radiocommunication Services~~

Reasons: All text in the current Appendix **S7** should be suppressed.

APPENDIX S7

USA/1.3/ 2
ADD

**Method for the Determination of the Coordination Area Around an
Earth Station in Frequency Bands Between 1 GHz and 40 GHz Shared
Between Space and Terrestrial Radiocommunication Services**

The method for determining the coordination area around an earth station between the frequency bands between .1 GHz and 105 GHz shared between space and terrestrial radiocommunications services is given in Annexes 1 through 3 of ITU-R Recommendation **IS. XX**.

Reason: To update the method for determining coordination areas and to provide a responsive mechanism for future updates.

APPENDIX S5

USA/1.3/ 3
MOD

**Identification of administrations with which coordination is to be effected or
agreement sought under the provisions of Article S9**

TABLE S5-1

Technical conditions for coordination
(see Article S9)

Reference of Article S9	Case	Frequency bands (and Region) of the service for which coordination is sought	Threshold/condition	Calculation method	Remarks
No. S9.17A GSO, non-GSO/ GSO, non-GSO	A specific earth station in respect of other earth stations operating in the opposite direction of transmission in frequency bands allocated with equal rights to space radiocommunication services in both directions of transmission, where the coordination area of the earth station includes the territory of another country or the earth station is located within the coordination area of a coordinated earth station, with the exception of the frequency bands subject to the Plans in Appendix S30A	Any frequency band allocated to a space service	The coordination area of the earth station covers the territory of another administration or the earth station is located within the coordination area of an earth station	i) For bands in Table S5-2, see § 2 of Annex 1 of this Appendix ii) See Recommendations ITU-R IS. XX 847, ITU-R IS.848 and ITU-R IS.849	

Reason: Update references to recommendations dealing with determination of coordination areas.

Appendix S5

Annex 1

USA/1.3/ 4

MOD

TABLE 2

Earth stations operating at frequencies in the 1-3 GHz range

Frequency sharing situation		Coordination distance (in sharing situations involving services allocated with equal rights)(km)
Frequency band and earth station for which coordination area is determined	Other service or station (station in terrestrial service or earth station)	
Ground-based mobile (NOTE 1) (GSO network)	Ground-based stations in terrestrial services	Determined using Recommendation ITU-R IS.XX-847 with the parameters specified therein for terrestrial stations and all applicable equations and figures
Ground-based mobile (NOTE 1) (non-GSO network)	Ground-based stations in terrestrial services	The methodology of Recommendation ITU-R IS.XX-849 is applied in conjunction with Recommendation ITU-R IS.847 (see above)

NOTE 1 – Recommendation ITU-R ~~IS.XX~~ supplies the necessary terrestrial station parameters for the bands 1 492-1 530 MHz, 1 555-1 559 MHz, 1 610-1 645.5 MHz, 1 646.5-1 660 MHz, 1 675-1 710 MHz, 1 980-2 025 MHz, 2 160-2 200 MHz, 2 483.5-2 520 MHz, and 2 655-2 690 MHz.

Reason: Update references to recommendations dealing with determination of coordination areas.

USA/1.3/ 5
MOD

TABLE 3
Non-GSO MSS feeder-link earth stations

Frequency sharing situation		Coordination distance (in sharing situations involving services allocated with equal rights)
Frequency band and earth station for which coordination area is determined	Other service or station (station in terrestrial service or earth station)	
19.3-19.7 GHz and 29.1-29.5 GHz; earth station operating co-directionally with other earth stations	Ground-based stations in terrestrial services	Determined using Recommendations ITU-R IS.XX 847 and ITU R IS.849 with the parameters specified therein for terrestrial stations and all applicable equations and figures.

Reason: Update references to recommendations dealing with determination of coordination areas.

USA/1.3/ 6
MOD

TABLE 4
Non-GSO FSS earth stations

Frequency sharing situation		Coordination distance (in sharing situations involving services allocated with equal rights)
Frequency band and earth station for which coordination area is determined	Other service or station (station in terrestrial service or earth station)	
18.9-19.3 GHz and 28.7-29.1 GHz; earth station operating co-directionally with other earth stations	Ground-based stations in terrestrial services	Determined using Recommendations ITU-R IS.XX 847 and ITU R IS.849 with the parameters specified therein for terrestrial stations and all applicable equations and figures.

Reason: Update references to recommendations dealing with determination of coordination areas.

United States of America

[DRAFT] PROPOSALS FOR THE WORK OF THE CONFERENCE

Proposals for Agenda Item 1.4*

to consider issues concerning allocations and regulatory aspects related to Resolutions 126 (WRC-97), 128 (WRC-97), 129 (WRC-97), 133 (WRC-97), 134 (WRC-97), and 726 (WRC-97)

Background Information: WRC-97 added a primary allocation to the fixed service in the frequency band 31.8 - 33.4 GHz. Footnote **S5.547A** sets forth that the use of this band by the fixed service shall be in accordance with Resolution **126 (WRC-97)**, and Footnote **S5.547** makes this band (among others) available for high-density applications in the fixed service per Resolution **726 (WRC-97)**.

Taken together, Resolutions **126 (WRC-97)** and **726 (WRC-97)** *resolve* that;

- the date of application of the fixed service and high-density applications therein is 1 January 2001, and,
- that WRC-2000 should review this allocation, including the date of application, taking full account of the future requirements and development of the other services to which the band is allocated and available ITU-R studies.

The radionavigation service is one of the incumbent primary services in the frequency band 31.8 – 33.4 GHz. ITU-R WP 9D, per the *requests* of Resolution **126 (WRC-97)**, has been studying the criteria necessary for sharing between stations in the fixed service and stations in the other services to which the frequency band 31.8 – 33.4 GHz is allocated. Study results indicate that there is a significant potential for interference from stations in the radionavigation service into stations of the fixed service. There is also a potential for degradation in the performance of the radionavigation service due to the emissions of the fixed service. This was intuitively obvious, and was the reason the U.S. opposed this allocation at WRC-97.

Airborne radars [aboard U.S. C-130 aircraft] operate on a worldwide basis in the frequency band 31.8 – 33.4 GHz. Proponents of the use of this frequency band for the fixed service are proposing that the radionavigation service restricts its operations with respect to radar antenna pointing angles and operational altitudes. They further propose to assign “priority channels” (a communications term not generally used with respect to radars) such that certain frequencies within the band would be designated for use by the radars. This latter proposal is actually a form of band segmentation (at least on a geographic basis) and is in conflict with the opinions of both the fixed service and radionavigation service that band segmentation is not recommended.

* The proposals advanced in this paper may not represent the full extent of U.S. proposals to WRC-2000 on Agenda Item 1.4.

The criteria being considered for sharing, as described above, are onerous and contrary to the operational requirements of the radionavigation service. Further, no allowance is being made for the future requirements and development of the radionavigation service per *resolves 2* of Resolution **126 (WRC-97)**. For these reasons, the following proposals are made to remove the provisional allocation of the band 31.8 – 33.4 GHz to the fixed service and high-density applications therein.

Proposals:

Section IV – Table of Frequency Allocations

31.8-33.4 GHz

Allocation to services		
Region 1	Region 2	Region 3
USA/1.4/ 7 MOD	31.8-32 FIXED S5.547A RADIONAVIGATION SPACE RESEARCH (deep space) (space-to-Earth) MOD S5.547 S5.547B S5.548	
USA/1.4/ 8 MOD	32-32.3 FIXED S5.547A INTER-SATELLITE RADIONAVIGATION SPACE RESEARCH (deep space) (space-to-Earth) MOD S5.547 S5.547C S5.548	
USA/1.4/ 9 MOD	32.3-33 FIXED S5.547A INTER-SATELLITE RADIONAVIGATION MOD S5.547 S5.547D S5.548	
USA/1.4/ 10 MOD	33-33.4 FIXED S5.547A RADIONAVIGATION MOD S5.547 S5.547E	

**USA/1.4/ 11
MOD** **S5.547** The bands ~~31.8 – 33.4 GHz~~, 51.4 – 52.6 GHz, 55.78 – 59 GHz, and 64 – 66 GHz are available for high-density applications in the fixed service (see **MOD Resolution 726 (WRC-97)**).

**USA/1.4/ 12
SUP** **S5.547A**

**USA/1.4/ 13
SUP** **S5.547B**

**USA/1.4/ 14
SUP** **S5.547C**

**USA/1.4/ 15
SUP** **S5.547D**

**USA/1.4/ 16
SUP** **S5.547E**

Reasons: ITU-R studies have shown that unacceptable operational limitations would be necessary upon the existing radionavigation service in the band 31.4 –

33.4 GHz, in order to accommodate fixed service use of this band. Such operational limitations (such as limitations upon altitude of use and antenna pointing angles) are contrary to the inherent requirements of the radionavigation service. Further, postulated assignment of “priority channels” for use by the radionavigation service will reduce the bandwidth available for frequency agile and frequency hopping systems, which is required to meet system performance requirements in adverse environmental conditions and increase intra-system interference problems within the radionavigation service. Finally, sharing with the fixed service will severely impact future requirements and restrict developments by the radionavigation service.

**USA/1.4/ 17
SUP**

~~RESOLUTION 126 (WRC 97)~~

~~USE OF THE FREQUENCY BAND 31.8 – 33.4 GHz FOR HIGH DENSITY
SYSTEMS IN THE FIXED SERVICE~~

Reason: Consequential to changes made to the allocation table.

RESOLUTION 726 (WRC-97)

**FREQUENCY BANDS ABOVE 30 GHz AVAILABLE FOR HIGH-
DENSITY APPLICATIONS IN THE FIXED SERVICE**

Resolves

**USA/1.4/ 18
MOD**

that administrations should take into account that the bands 31.8 – 33.4 GHz, 51.4 - 52.6 GHz, 55.78 – 59 GHz and 64 – 66 GHz are available for high-density applications in the fixed service, when considering allocations or other regulatory provisions in relation to these bands,

~~*The date of provisional application of this allocation shall be in conformity with Resolution 126.~~

Reason: Consequential to the changes made to the allocation table.

United States of America

(DRAFT) PROPOSALS FOR THE WORK OF THE CONFERENCE

Proposal for Agenda Item 1.6.2

Identification of a global radio control channel to facilitate multimode terminal operation and worldwide roaming of IMT-2000

Background Information: At the time that the WRC-2000 agenda was established, studies were underway within TG8/1 examining whether global roaming could be accomplished by identifying one or more global radio control channels that could allow radios to be tuned to the appropriate frequency band identifying a "physical" channel was wanted, in favor of using other approaches that may include the development of a "logical" channel structure for this purpose.

Based on discussions to date within TG8/1, it has been determined that facilitation of multimode terminal operation and worldwide roaming of IMT-2000 is possible without a specific physical global radio control channel.

Proposal:

**USA/1.6.2/19
NOC**

There is not a need to identify a global radio control channel for IMT-2000 in the Radio Regulations, therefore no action is required by WRC-2000.

Reasons: There is no need for a physical radio control channel in order to facilitate the global roaming of IMT-2000 terminals.

United States of America
(DRAFT) PROPOSALS FOR THE WORK OF THE CONFERENCE

Proposal for Agenda Item 1.7

(Part 1 of 2)²

(Review of the use of the HF bands by the aeronautical mobile (R) and maritime mobile services with a view to protecting operational, distress and safety communications, taking into account Resolution 346 (WRC-97))

Background Information: WP8B and the CPM have identified two issues comprising this agenda item;

- 1) High Frequency (HF) bands allocated for the distress and safety communications of the maritime and aeronautical mobile (R) services have been subjected to an increase in harmful interference caused by unauthorized use. It is essential for the safety-of-life and property that these distress and safety channels, in particular for aeronautical use, are kept free from unauthorized use and harmful interference.
- 2) Several maritime HF distress and safety frequencies are also used for international routine calling. The routine calling causes interference to distress and safety communications.

AERONAUTICAL ISSUES

The interference to HF frequencies allocated to the aeronautical mobile (R) service between 2 850 kHz and 22 000 kHz appears to be the result of unauthorized non-aviation use of aeronautical mobile (R) frequencies. In some parts of the world the aeronautical mobile (R) HF frequencies are being used for land mobile, broadcast, fixed point-to-point communications and unlicensed applications to support fishing fleets. These unauthorized applications have diminished the spectrum available for the aeronautical mobile (R) safety-of-life applications.

Administrations should ensure that stations of services other than the aeronautical mobile (R) service abstain from using frequencies in the bands allocated exclusively to the aeronautical mobile (R) service. Administrations should make every effort to identify and locate the source of any unauthorized emission capable of endangering human life and property and the safe and regular conduct of aircraft operations, and to take necessary measures to prevent stations from operating in contravention of ITU Radio Regulations.

WP8B and the CPM recommend modifications of Article **S15** to ensure that suitable provisions are made for the aeronautical mobile (R) service.

² This proposal will only address item 1 above as it relates to aeronautical issues. Another proposal is being developed regarding maritime issues.

The United States proposes modifications to Article **S15** to include reference to Appendix **S27**. This modification will ensure special consideration is given to avoiding interference on the frequencies used for safety and regularity of flight. Currently, Article **S15** only refers to Article **S31** Appendix **S13**, which is primarily for maritime services.

The United States proposes no changes to Appendix **S27**. Presently, the HF bands allocated to the aeronautical mobile (R) service are nearly saturated by the use of analog voice communications. This spectrum must be maintained for the new digital high frequency data link (HFDL) communications. HFDL communications will provide a capability for the transfer of air traffic control data to and from pilots operating over oceanic airspace, on polar routes, and in airspace over sparsely populated or undeveloped countries where other communications systems are not practical. The world-wide implementation of HFDL communications will reduce the burden on voice communications between pilots and controllers by using the data link for routine communications and freeing voice communications for more critical communications. HFDL will not replace voice communications. The International Civil Aviation Organization (ICAO) will have completed Standards and Recommended Practices for HFDL before the end of 1999. Appendix **S27** contains the Allotment Plan for the aeronautical use of HF aeronautical mobile (Route) service. Review of Appendix **S27**, if necessary, should be performed by ICAO and by ITU-R Working Party 8B and consequently considered by the ITU-R for action.

Proposal:

ARTICLE S15

Interferences

Section I – Interference from Radio Stations

USA/1.7/ 20
MOD

S15.8 § 4 Special consideration shall be given to avoiding interference on distress and safety frequencies and those related to distress and safety identified in Appendix **S13** and safety and regularity of flight identified in Appendix **S27**,

Reasons: Frequencies for safety and regulatory of flight in the Aeronautical Mobile (R) service are not listed in Appendix **S13**, since this appendix is primarily for maritime services. Inclusion of Appendix **S27** in this provision will ensure special consideration is given to avoiding interference on these frequencies used for safety and regularity of flight.

Section VI – Procedure in a case of harmful interference

USA/1.7 / 21
MOD

S15.28 § 20 Recognizing that transmissions on the distress and safety frequencies and frequencies used for the safety and regularity of flight (See Article **S31**, ~~and~~ Appendix **S13** and Appendix **S27**) require absolute international protection, and that the elimination of harmful interference to such transmissions is imperative, administrations should undertake to act immediately when their attention is drawn to any such harmful interference.

Reasons: Frequencies for safety and regulatory of flight in the Aeronautical Mobile (R) service are not listed in Article **S31** or Appendix **S13**, since this appendix is primarily for maritime services. Inclusion of Appendix **S27** would lead to the protection of frequencies used for safety and regularity of flight against interference.

USA/1.7/ 22
MOD

S15.35 § 27 On being informed that a station over which it has jurisdiction is believed to have been the cause of harmful interference, an administration shall, as soon as possible, acknowledge receipt of that information by ~~telegram~~ the quickest means available. Such acknowledgement shall not constitute an acceptance of responsibility.

Reasons: Improvements in technology provide quicker means of communicating information, such email and facsimiles. The quicker a case of interference is reported, the quicker the action can be taken against that interference, and the shorter the duration of the interference.

USA/1.7 / 23
NOC

APPENDIX S27

Frequency allotment Plan for the aeronautical mobile (R) service and related information

Reasons: ICAO in consultation with the ITU-R should perform any review of Appendix S27, if necessary. The HF bands allocated to the aeronautical mobile (R) service are nearly saturated by the use of analog voice communications. This spectrum must be maintained for the new digital high frequency data link (HF DL) communications. The world-wide implementation of HF DL communications will reduce the burden on voice communications between pilots and controllers by using the data link for routine communications and freeing voice communications for more critical communications.

United States of America
(DRAFT) PROPOSALS FOR THE WORK OF THE CONFERENCE

Proposal for Agenda Item 1.18

(To consider the use of new digital technology for the maritime mobile service in the band 156-174 MHz and consequential revision of Appendix S18, taking into account Resolution 342 (WRC-97)

Background Information: Appendix **S18** of the ITU Radio Regulations defines the channels of the maritime mobile service. These channels support a variety of functions including “Distress, Safety and Calling: public correspondence, inter-ship, ship/shore/ship, port operations and ship movement. The maritime mobile frequency band, 156-174 MHz, (effectively 156-162 MHz in the United States due to previous domestic regulatory actions), supports maritime communications worldwide.

WP8B and the CPM studied this agenda item and determined that the modification of Appendix **S18** includes the possibility to implement new applications and the relief of congestion in the band. The status of the ITU-R studies indicate that revision s of Appendix **S18** to introduce new digital technologies is not possible at this conference. However, it is possible to take action to address the issue of congestion.

With the rapidly increasing use of the VHF maritime mobile band, particularly for data communications, increased congestion and mutual interference is being experienced which, among others, has resulted in unacceptable degradation of the distress and safety related function for which this band is utilized. Unless action is taken this situation will only worsen as usage continue to grow.

At WRC-97, the United States and CITELE proposed simplex use of duplex channels for Appendix **S18**. This was approved for a few specific public correspondence channels only, channels 18 and 82-86. Note M to Appendix **S18** must be modified to add more channels for simplex use. This will allow for more efficient use of Appendix **S18** channels and provide flexibility for administrations to meet their immediate requirements, while maintaining compatibility with the vast number of ships and pleasure craft now using the band in accordance with Appendix **S18**.

WP8B and the CPM recommend modifications to Appendix **S18** to provide administrations with further flexibility to use the channels of Appendix **S18** in simplex mode if required. This would allow the use of duplex channels in Appendix **S18** in simplex mode and would increase the number of available channels. The cost of the change would be minimal and administrations could be able to quickly address certain local problems of congestion.

The United States proposes to modify Note M to allow simplex use of duplex channels for the remainder of the channels not already identified as simplex.

Proposal:

APPENDIX S18

USA/1.18/24

MOD

**Table of transmitting frequencies in the VHF
maritime mobile band**

(See Article S52)

NOTE– For assistance in understanding the Table, see notes *a)* to *n)* below.

Channel Designator	Notes	Transmitting frequencies (MHz)		Inter- ship	Port operations and ship movement		Public corres- pondence
		Ship stations	Coast stations		Single frequency	Two frequency	
60	<u>m)</u>	156.025	160.625		<u>x</u>	x	X
01	<u>m)</u>	156.050	160.650		<u>x</u>	x	X
61	<u>m)</u>	156.075	160.675		<u>x</u>	x	X
02	<u>m)</u>	156.100	160.700		<u>x</u>	x	X
62	<u>m)</u>	156.125	160.725		<u>x</u>	x	X
03	<u>m)</u>	156.150	160.750		<u>x</u>	x	X
63	<u>m)</u>	156.175	160.775		<u>x</u>	x	X
04	<u>m)</u>	156.200	160.800		<u>x</u>	x	X
64	<u>m)</u>	156.225	160.825		<u>x</u>	x	X
05	<u>m)</u>	156.250	160.850		<u>x</u>	x	X
65	<u>m)</u>	156.275	160.875		<u>x</u>	x	X
06	<u>f)</u>	156.300		x			
66	<u>m)</u>	156.325	160.925		<u>x</u>	x	X
07	<u>m)</u>	156.350	160.950		<u>x</u>	x	X
67	<u>h)</u>	156.375	156.375	x	x		
08		156.400		x			
68		156.425	156.425		x		
09	<u>i)</u>	156.450	156.450	x	x		
69		156.475	156.475	x	x		
10	<u>h)</u>	156.500	156.500	x	x		
70	<u>j)</u>	156.525	156.525	Digital selective calling for distress, safety and calling			
11		156.550	156.550		x		
71		156.575	156.575		x		
12		156.600	156.600		x		
72	<u>i)</u>	156.625		x			
13	<u>k)</u>	156.650	156.650	x	x		
73	<u>h), i)</u>	156.675	156.675	x	x		
14		156.700	156.700		x		
74		156.725	156.725		x		
15	<u>g)</u>	156.750	156.750	x	x		
75	<u>n)</u>	156.775			x		

Channel Designator	Notes	Transmitting frequencies (MHz)		Inter-ship	Port operations and ship movement		Public correspondence
		Ship stations	Coast stations		Single frequency	Two frequency	
16		156.800	156.800	DISTRESS, SAFETY AND CALLING			
76	<i>n)</i>	156.825			x		
17	<i>g)</i>	156.850	156.850	x	x		
77		156.875		x			
18	<i>m)</i>	156.900	161.500		x	x	x
78	<u><i>m)</i></u>	156.925	161.525		<u>x</u>	x	x
19	<u><i>m)</i></u>	156.950	161.550		<u>x</u>	x	x
79	<u><i>m)</i></u>	156.975	161.575		<u>x</u>	x	x
20	<u><i>m)</i></u>	157.000	161.600		<u>x</u>	x	x
80	<u><i>m)</i></u>	157.025	161.625		<u>x</u>	x	x
21	<u><i>m)</i></u>	157.050	161.650		<u>x</u>	x	x
81	<u><i>m)</i></u>	157.075	161.675		<u>x</u>	x	x
22	<u><i>m)</i></u>	157.100	161.700		<u>x</u>	x	x
82	<i>m)</i>	157.125	161.725		x	x	x
23	<u><i>m)</i></u>	157.150	161.750		<u>x</u>	x	x
83	<i>m)</i>	157.175	161.775		x	x	x
24	<u><i>m)</i></u>	157.200	161.800		<u>x</u>	x	x
84	<i>m)</i>	157.225	161.825		x	x	x
25	<u><i>m)</i></u>	157.250	161.850		<u>x</u>	x	x
85	<i>m)</i>	157.275	161.875		x	x	x
26	<u><i>m)</i></u>	157.300	161.900		<u>x</u>	x	x
86	<i>m)</i>	157.325	161.925		x	x	x
27	<u><i>m)</i></u>	157.350	161.950		<u>x</u>	x	x
87		157.375			x		
28	<u><i>m)</i></u>	157.400	162.000		<u>x</u>	x	x
88		157.425			x		
AIS 1	<i>l)</i>	161.975	161.975				
AIS 2	<i>l)</i>	162.025	162.025				

Notes referring to the Table

Specific notes

m) These channels (~~18 and 82 to 86~~) may be operated as single frequency channels, subject to special arrangement between interested or affected administrations.

Reasons: Adding more channels for simplex use will allow for more efficient use of Appendix **S18** channels and provide flexibility for administrations to meet their immediate requirements, while maintaining compatibility with the vast number of ships and pleasure craft now using the band in accordance with Appendix **S18**.
