

the radio spectrum which are most useful for long-distance international communications, including transoceanic telegraph and telephone service, overseas aeronautical service and maritime telephone and telegraph as well as international radio broadcasting, are heavily overloaded. The new procedures were agreed upon to improve the efficiency of these long-distance uses of radio.

Another important provision designed to improve the efficiency of radio service was the agreement to use modern techniques. This was accomplished by worldwide adoption of more strict minimum technical performance requirements for radio equipment. These more modern requirements have been of assistance in accommodating the ever-increasing demands for radio spectrum usage.

*Extraordinary Administrative Radio Conference, Geneva, Switzerland, 1963*

The main task of the Conference was the allocation of radio frequencies for outer space activities and the consequent revision of the table of frequency allocations. Since the Geneva Radio Conference of 1959, the allocation of an adequate number of frequencies for outer space had become an urgent task, due to the rapid growth of activity in space.

The Conference allocated, on a shared or exclusive basis, frequencies totaling 6076.462 MHz for the various kinds of space services and for radio astronomy, 2800 MHz of which are for communication satellites on a shared basis with other services. Thus, while at the 1959 Conference only about 1 percent of the table of frequency allocations was made available for outer space, about 15 percent has now been made available.

The Conference also adopted a number of revisions and additions to other parts of the radio regulations, mainly concerned with general rules for the assignment and use of frequencies; notification and recording of frequencies in the Master International Frequency Register which is maintained by the International Frequency Registration Board (IFRB); the identification of stations; service documents; terms and definitions; and special rules relating to particular services. These revisions and additions were necessitated to make provision for the space services.

In addition, the Conference adopted a number of important resolutions and recommendations. One of these deals with the future action to be taken by the ITU in the light of future developments in space radio communications. It recommends that members and associate members of the Union make data available to the appropriate permanent organs of the ITU; that the administrative council should annually review the progress of administrations in space radio communications and should, in the light of this review, recommend the convening of an Extraordinary Administrative Conference at a future date to work out further agreements for the international regulation of the use of the frequency bands allocated by the present Conference; and that notification and registration of frequency assignments to space services shall, until revised by a future Conference, be effected in accordance with the procedures adopted by the present Conference.

One of the most important resolutions deals with space vehicles in distress or emergency, noting that the frequency of 20,007 kHz had been set aside by the Conference for this purpose and resolving that for the time being the distress signal used by ships or aircraft (SOS in radio telegraphy and MAYDAY in radio telephony) should also be used by spacecraft.

*The Extraordinary Administrative Radio Conference for the Aeronautical Mobile Radio Service—Geneva, Switzerland, 1964 and 1966*

The purpose of the Conference was to draw up a new world plan for high frequency radio communications for the use of aircraft flying on regional, national and international civil air routes. The first session determined the technical and operating principles which were to serve as a basis for the preparations. In the period between the two sessions, the Telecommunications Administrations of the Member Countries of the ITU had submitted statistical data on aircraft operation to the union for analysis.

Radio channels were redistributed to meet the new conditions posed by civil aviation. In addition, the plan included rules for the use of new transmitting techniques (for example single sideband emission) while the boundaries of the areas to which the frequencies are allotted have been brought up to date.

The conference adopted a certain number of recommendations and resolutions, one of them concerning the protection against harmful interference of the high frequency band allocated exclusively to the aeronautical mobile service. Two