Guidelines for

Maritime Radio Spectrum Licenses

Contents

DEFINITIONS & ABBREVIATIONS

AIS:	Automatic Identification System (AIS) is an automatic tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites
ARPA:	Automatic radar plotting aid (ARPA) is a capability of a marine radar that can create tracks using radar contacts
AtoN:	Aid to Navigation (ATON) is any sort of marker which aids the traveler in navigation;
DGPS:	Differential GPS (DGPS) is a land-based technology that works to improve the accuracy of GPS navigation.
DSC:	Digital Selective Calling (DSC) is core part of GMDSS, a standard for sending pre-defined digital messages via the medium frequency (MF), high frequency (HF) and very high frequency (VHF) maritime radio systems.
EIRP:	Effective isotropic radiated power means the amount of power that a theoretical isotropic antenna would emit to produce the peak power density observed in the direction of maximum antenna gain.
EPIRB:	EPIRB (Emergency Position-Indicating Radio Beacon) is a tracking transmitter which aid in the detection and location of boats, aircraft, and people in distress.
ETSI:	European Telecommunications Standards Institute is an independent, non-profit, standardization organization in the telecommunications industry (equipment makers and network operators) in Europe, with worldwide projection
GCC Telecoms Bureau:	A telecommunications Bureau, which conducts the coordination of spectrum assignments between neighbouring GCC countries and engages in the process of resolving cross-border interference cases
GMDSS:	Global Maritime Distress and Safety System (GMDSS) is an internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to rescue distressed ships, boats and aircraft.
ITU:	International Telecommunication Union (ITU is a specialized agency of the United Nations that is responsible for issues that concern information and communication technologies.
MARS:	Maritime Mobile Access and Retrieval System (MARS) database is an ITU initiative that provides a resource to support safety and tracking services in the maritime sector, particularly to support search and rescue.

MMSI:	Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.
Navtex:	NAVTEX (Navigational Telex) is an international automated medium frequency direct-printing service for delivery of navigational and meteorological warnings and forecasts, as well as urgent marine safety information to ships.
Non-SOLAS vessels:	A ship or a Vessel that sail only in sea area A1and is not required to comply with GMDSS radio carriage requirements E.g. Pleasure (non-commercial) boats, small fishing vessels etc,
PMR:	Private Mobile Radio (PMR) is a radio network used by an organization for internal communication.
SART:	Search and Rescue Transponder (SART) is a self-contained, waterproof radar transponder intended for emergency use at sea.
SOLAS vessels:	A vessel that sail in sea area A1 and beyond and are required to comply with GMDSS radio carriage requirements to ensure safety of life at sea e.g. merchant ships, large vessels for other commercial purposes etc.
SOLAS:	SOLAS means the International Convention for the Safety of Life at Sea which is an international maritime safety treaty.

Maritime equipment is required to support the safe navigation of vessels and to make distress calls from coast stations/vessels in emergency situations. It enables communication between vessels and coast stations, port / harbour authorities and with other vessels as well. Available maritime radio station licenses are classified as follows:

a) Ship Radio Station
    i) Ship Radio Station (SOLAS)
    ii) Ship Radio Stations (Non-SOLAS)
    iii) Ship Radio Station (Portable)
b) Maritime Navigational Aids and Radar Radio Station
c) Coastal Radio station
    i) International coastal station
    ii) Qatar-only coastal station
    iii) Coastal Station Radio (Training School)

The sections below detail the licensing requirement and technical parameters relating to each licensing category.

Annex A to these guidelines provides the templates of the licenses alongwith the specific terms and conditions and technical schedule(s).

Annex B to these guidelines provides the application processing procedure.

Annex C to these guidelines provides application forms to be used for license applications, modifications, renewals or cancellations. The application form describes the information and any documents that need to be provided for the application to be processed.

1. SUMMARY OF LICENSEE'S RESPONSIBILITIES

Licensees of all categories of Maritime Radio Station licences are generally responsible to ensure that:

a) equipment is deployed, operated and maintained to meet the regulations and the terms of the license and to prevent undue interference
b) relevant operational staff of the licensee are trained and certified by the licensee to be competent to undertake their roles
c) records of the systems included within the license are maintained, which shall be made available to ictQATAR for inspection on request
d) the license is current and renewed in a timely manner.

e) the connection of any coastal station with any fixed or mobile telecommunications networks or with any other private telecommunications network is allowed provided that the licensee holds a separate individual or a class license for the same.

Please see Annex A for detailed terms and conditions.

2. SHIP RADIO STATION LICENSES

This section provides information on the technical considerations for the issuing of ship radio station licenses. There are three sub- categories of this license:

Ship Radio Station (SOLAS): This license is issued to vessels having more than 300 GT, and sailing in regional and international waters, which are required as per the SOLAS convention to carry GMDSS equipment. These include the vessels registered in the State of Qatar and the vessels registered by other administrations that are visiting Qatar to operate for more than 3 months.

Owners of the SOLAS Vessels are required to register their vessels on the ITU Maritime mobile Access and Retrieval System (MARS) database and should complete the MARS section of the application form provided in the Annex C. The data that is registered on the MARS database can only be submitted to ITU through the administration having jurisdiction over the station concerned i.e. ictQATAR.

Ship radio Station (Non-SOLAS): This license is issued to vessels having less than 300 GT, and sailing only in national waters, which are not required as per the SOLAS convention to carry GMDSS equipment. These include the vessels registered in the State of Qatar and the vessels registered by other administrations that are visiting Qatar to operate for more than 3 months.

Ship Radio Station (Portable) license: This license is issued for operation of portable VHF or VHF/DSC radio transceiver equipment, which is not designed to be permanently installed on a vessel, and which may be used on a number of different vessels. This license is usually available for operating portable radio over fleet of non-SOLAS vessels within sea Area A1.

2.1 Overview

The ship radio station (SOLAS) license covers the following equipment that may be used on-board a SOLAS vessel:

a) Digital Selective Calling (DSC) equipment associated with the Global Maritime Distress & Safety System (GMDSS), including hand held VHF DSC radio.

b) Mobile maritime communications equipment operating in HF, MF and VHF bands including handheld Radios

c) Satellite communications equipment (Ship Earth Stations).

d) Radar and Search and Rescue Radar Transponders (SARTs).

e) Low powered, on-board maritime UHF communications equipment.

f) 406 MHz and 1.6 GHz Emergency Position Indicating Radio Beacons (EPIRBs)

For Non- SOLAS option the following equipment may be used on-board the vessel:

a) VHF maritime Mobile communication equipment.

b) Digital Selective Calling (DSC) equipment associated with the Global Maritime Distress & Safety System (GMDSS).

c) Radar and Search and Rescue Transponders (SARTs).

d) 406 MHz and 1.6 GHz Emergency Position Indicating Radio Beacons (EPIRBs)

For Portable option, operation of one or more handheld portable VHF or VHF/DSC radio transceiver equipment is allowed that will not be permanently installed on a vessel, and hence may be used on a number of different vessels. Equipment operation on land under this license is not allowed.

All equipment on board a ship will be covered by the ship radio station license including equipment that is on-board a survival craft of the ship.

2.2 Global Mobile Distress and Safety System (GMDSS)

All vessels sailing in international waters are required to carry certain radio equipment in order to ensure the safety of life at sea. As per the international SOLAS convention of which Qatar is a signatory besides other countries, SOLAS vessels are required to fulfil the GMDSS equipment carriage requirements. The Global Mobile Distress and Safety System (GMDSS) is an internationally agreed set of safety procedures, types of equipment, and communication protocols which are used to increase safety and make it easier to rescue distressed ships, boats and aircraft.

The GMDSS equipment is intended to enable and support:

- alerting of a distress condition, (including position),
- search and rescue,
- maritime safety information and
- general communications.

GMDSS requirements depend upon the ship's sea areas of operation[1], and the type of vessel. Non-SOLAS vessels such as recreational vessels do not need to comply with GMDSS radio requirements, but will typically use DSC VHF radios. Vessels under 300 gross tonnage are not subject to GMDSS requirements.

GMDSS services are available by sea areas, which define the radio equipment that GMDSS ships must carry.

The GMDSS equipment requirements[2] (including duplication of equipment)[3] for all passenger ships as well as cargo ships of 300 gross tonnage and upwards on international voyages are detailed in the table below:

[1] Sea Area A1 – an area within coverage of at least one VHF coast station radiotelephone with DSC (Ch.70/156.525 MHz) alerting and radiotelephony services available - typically 30-40 nautical miles from the Coast Station.

Sea Area A2 – excludes A1, and is within the radiotelephone coverage of at least one MF coast station in which continuous DSC (2187.5 kHz) alerting and radiotelephony services are available - typically up to 180 nautical miles during daylight hours. Satisfactory coverage may often be achieved out to around 400 nautical miles offshore during night time.

Sea Area A3 - within coverage of an Inmarsat geostationary satellite and excludes A1 and/or A2 designated areas.

Sea Area A4 - remote and beyond A1, A2 and A3.

[2] SOLAS 1974, as amended, chapter IV and IMO resolution A.702(17)

[3] When MF/HF DSC is included in the mandatory basic or duplicated radio equipment, it should be possible to conduct distress and safety communications from the navigating position, and the MF/HF DSC controller should be installed in this position.

Table 1. Equipment requirements for SOLAS ships – by sea area

`Equipment	A1	A2	A3 Inmarsat solution	A3 HF solution	A4
VHF with DSC	X	X	X	X	X
DSC watch receiver channel 70	X	X	X	X	X
MF telephony with MF DSC		X	X		
DSC watch receiver MF 2187,5 kHz		X	X		
Inmarsat ship earth station with EGC receiver			X		
MF/HF telephony with DSC and NBDP				X	X
DSC watch receiver MF/HF				X	X
Duplicated VHF with DSC			X	X	X
Duplicated Inmarsat SES			X	X	
Duplicated MF/HF telephony with DSC and NBDP					X
NAVTEX receiver 518 kHz	X	X	X	X	X
EGC receiver	X (Note 1)	X (Note 1)		X	X
Float-free satellite EPIRB	X	X	X	X	X (Note 4)
Radar transponder (SART)	X (Note 2)	X (Note 2)	X (Note 2)	X (Note 2)	X (Note 2)
Hand held GMDSS VHF transceivers	X (Note 3)	X (Note 3)	X (Note 3)	X (Note 3)	X (Note 3)
For passenger ships the following applies from 01.07.97					
"Distress panel" (SOLAS chapter IV/6.4 and 6.6)	X	X	X	X	X
Automatic updating of position to all relevant radiocommunication equipment. This also applies for cargo ships from 01.07.02	X	X	X	X	X
Two-way-on-scene radiocommunication on 121,5 or 123,1 MHz from the navigating bridge.(SOLAS chapter IV/7.5)	X	X	X	X	X

Notes:

1) Outside NAVTEX coverage area.

2) Cargo ships between 300 and 500 gt.: 1 set. Cargo ships of 500 gt. and upwards and passenger ships: 2 sets.

3) Cargo ships between 300 and 500 gt.: 2 sets. Cargo ships of 500 gt. and upwards and passenger ships: 3 sets.

4) Inmarsat E-EPIRB cannot be utilized in sea area A4.

2.3 MARS

The Maritime Mobile Access and Retrieval System (MARS) database is an ITU initiative that provides a resource to support safety and tracking services in the maritime sector, particularly to support search and rescue. The database holds information on:

- Ship stations (including those that participate in the Global Maritime Distress and Safety System (GMDSS))
- Coast stations
- Addresses of Accounting Authorities
- Addresses of administrations which notify information
- MMSI assigned to Search and Rescue (SAR) aircraft
- MMSI assigned to AIS Aids to Navigation (AtoN).

To ensure the safety of life at sea, ictQATAR supports this ITU initiative. Hence, applicants for Ship Radio Station (SOLAS) licenses are mandated to register their vessels on the ITU MARS database. Applicants with non-SOLAS vessels are not mandated to comply with this requirement however, they may also request to register their vessels on the MARS database. Please note that the data to be registered on the MARS database can only be submitted to ITU through the administration having jurisdiction over the vessel concerned i.e. ictQATAR.

2.4 Eligibility criteria

Eligible persons who may apply for Ship Radio Station Licenses are:

a) An Owner or an authorised representative of a vessel registered in the State of Qatar

b) An owner or an authorised representative of a vessel registered in another country or state, which will operate in Qatari waters under the sponsorship of a local registered company for more than 3 months.

The Ship Radio Station (Portable) license is only available for Qatari registered vessels.

2.5 Summary of Licensee's responsibilities

Holders of ship station licenses are required to hold a marine radio operator's certificate of proficiency issued by a recognised Qatari training and certification agency or any of the internationally recognized organizations to operate a radio on board any type of SOLAS vessel. Additionally Operation of Maritime radio equipment in Qatar require a call sign and an MMSI for identification purposes.

The licensees are also required to settle accounts with the Qatari registered maritime accounting authorities regarding telecommunications charges for non-emergency radio telephone and telex calls from ships into the international subscriber networks, which facilitate the effective collection and distribution of telecommunications charges for these services.

Radio operators under Ship Radio Station (Non-SOLAS) license do not require to hold radio operator's certificate of proficiency.

2.6 Technical details

The table below provides information on the applicable frequency band(s) and associated technical details for equipment licensed under ship Radio station licenses:

Table 2. Ship Stations – technical details

National usage	Licenses Required	Frequency bands	Standards/ References	Channelling/ modulation	Transmit power limit
MF and HF Maritime mobile communications including DSC	Ship Radio Station (SOLAS)	415 kHz – 27.5 MHz	e.g. ETSI EN 300373, EN 300338, EN 300067	Most frequencies are Duplex and intended for ship to shore use. Some bands do have simplex channels which can be used for either ship to shore or inter-ship working. SSB is for telephony transmission and reception (J3E). FSK or SSB of keyed sub-carrier is used for DSC in accordance with ITU-R M.493-13 (EN 300 373).	Below 4MHz 400 Watts; 4 MHz – 27.5 MHz 1500 Watts
VHF maritime mobile communications (including DSC)	Ship Radio Station (SOLAS) Ship Radio Station (non-SOLAS)	156 – 163 MHz	e.g. ETSI EN 300 162, EN 301 025	Channel Plan and parameters shall be in accordance with the relevant sections of the ITU Radio Regulations Articles 5, 19, 30-33, 50-54, 57-58, Appendices 13-16, and Appendix 18.	25 Watts
Radar for radionavigation (Note 1)	Ship Radio Station (SOLAS) Ship Radio Station (non-SOLAS) (Only in sea Area A1)	2900-3100 MHz 5460-5650 MHz 9200-9500 MHz	ITU-R M.1313 IEC 62252, IEC 62388	IEC 62388	100 kW
VHF Portable mobile communications (including optional associated equipment for class D DSC) (Note 2)	Ship Radio Station (SOLAS) Ship Radio Station (non-SOLAS)	156 – 163 MHz	e.g. ETSI EN 301178	Channel Plan and parameters shall be in accordance with the relevant sections of the ITU Radio Regulations Articles 5, 19, 30-33, 50-54, 57-58,	5 Watts

	Ship Radio Station (portable)			Appendices 13-16, and Appendix 18.	
AIS in VHF band	Ship Radio Station (SOLAS) Ship Radio Station (non-SOLAS)	156 – 163 MHz	The equipment shall be in accordance with Rec. ITU-R M.1371	Channel Plan and parameters shall be in accordance with the relevant sections of the ITU Radio Regulations Articles 5, 19, 30-33, 50-54, 57-58, Appendices 13-16, and Appendix 18	12.5 Watts maximum carrier power
UHF on-board mobile communications	Ship Radio Station (SOLAS)	457.515 – 467.5875 MHz	ITU-R M.1174	25 kHz or 12.5 kHz channel spacing	2 Watts
Radar Transponder	Ship Radio Station (SOLAS) Ship Radio Station (non-SOLAS)	9.3 – 9.5 GHz (Note 3)	ETSI EN302248, IEC 62252, IEC 62388, ITU-R SM. 329 and SM. 1541	PON modulation	80 dBW peak equivalent isotropically radiated power

Note 1: The SOLAS convention requires all ships of 3000 gross tonnage and upwards to have 3 GHz radar or, if required by the State of Qatar, separate 9 GHz radar.

Note 2: VHF Portable DSC equipment is not allowed under Ship Radio (SOLAS) or ship Radio (non-SOLAS) station licenses.

Note 3: Radars which are not capable of triggering Search and Rescue Transponders (SARTs) or Radar Beacons (Racons) although permitted for use on non-SOLAS vessels such as pleasure vessels are not permitted for use on SOLAS vessels.

In respect of satellite earth stations on board SOLAS vessels the following will apply:

National usage	Frequency bands	Standard/ reference	Transmit power limit
Earth Station on board vessels	14.00-14.5 GHz (Uplink)[4]	ITU-R Resolution 902[5]	16.3 dBW (towards the horizon)
	29.5-30 GHz (Uplink)	ECC Decision (13) 01[6]	55-60 dBW (from Earth station Equipment)
Transportable Earth Stations on board vessels (used for GMDSS)	5 925-6 425 MHz (uplink)	ITU-R Resolution 902[4]	20.8 dBW (towards the horizon)
Satellite EPIRB	1 644.3-1 644.5 MHz & 1 645.5-1 646.5 MHz[7]	ITU-R Recommendation M.632-3	0 dBW (with tolerance + 2 to -3 dB)

2.7 Operational requirements

Relevant operator qualifications are required to use any combination of the maritime radio equipment installed on SOLAS vessels. A qualification may be obtained from any accredited training provider in Qatar or abroad.

It should also be noted that under ITU Radio Regulations, Article S47, administrations may inspect the Ship Radio Station license and the radio operator's qualifications. Licenses and operator qualifications should therefore be carried on the Qatari or foreign registered vessels at all times.

3. NAVIGATIONAL AIDS AND RADAR STATION LICENSE

This section provides information on the technical considerations for the issuing of licenses for following Maritime Navigational Aids and Radar equipment:

[4] Transmission in the band 14.25 to 14.5 GHz (Earth to space) is allowed when more than 125 km from the coast of the State of Qatar in accordance with ITU Resolution 902.

[5] Provisions relating to earth stations located on board vessels which operate in fixed-satellite service networks in the uplink bands 5 925-6 425 MHz and 14-14.5 GHz (WRC-03) [ITU Resolution 902]

[6] The harmonised use, free circulation and exemption from individual licensing of Earth Stations On Mobile Platforms (ESOMPs) within the frequency bands 17.3-20.2 GHz and 27.5-30.0 GHz [ECC Decision (13) 01]

[7] Transmission characteristics of a satellite emergency position-indicating radio beacon (satellite epirb) system operating through geostationary satellites in the 1.6 ghz band [ITU-R Recommendation M.632-3]

a) DGPS (Differential Global Positioning System)

Differential Global Positioning System (DGPS) is used to provide more accurate position information provides an enhancement to GPS (Global Positioning System) and provides improved location accuracy to about 10 cm in the case of best implementations. DGPS uses a network of fixed, ground-based reference stations to broadcast the difference between the positions indicated by the satellite systems and their known fixed positions. These stations broadcast the difference between the measured satellite position and the actual position so that receiver stations can correct their positions by the same amount. The digital correction signal is typically broadcast locally over ground-based transmitters of shorter range.

b) Radar

Marine radars are usually used by ships for collision avoidance and navigation purposes and their use onboard ships is covered under the ship radio station licenses as discussed above.

Shore based radar (for example the one deployed at Vessel Traffic Centres) is used with automatic radar plotting aid (ARPA) capabilities and provides collision avoidance or traffic regulation of ships in the surveillance area.

c) Beacons

Maritime beacons are used for navigation purposes. A radar beacon (racon) is a receiver/ transmitter device which when triggered by a radar, automatically returns a distinctive signal which provides information on the range, bearing and identification of the racon that can be displayed. Beacon devices may be mounted on fixed structures or on floating aids anchored at fixed positions for navigational purposes.

d) Ship Radar Target Enhancers

Radar target enhancers produce an amplified version of the received pulse to enhance visibility on radar screens.

e) AIS (Automatic Identification System)

AIS is used for the safe navigation of vessels e.g. collision avoidance. This is a data system whereby ships transmit information relating to the vessel to other AIS stations repetitively and also on interrogation by other AIS stations, thereby making themselves known to other ships and shore stations. They also receive information from other ships and other AIS stations (shore stations etc.).

Shore stations transmit their own position information, including the MMSI and are able to interrogate ships and change the ships reporting rates for example, in response to commands sent.

The icons of the AIS stations in the vicinity are normally displayed on a live chart (e.g. on board ships and in the shore stations) with labels against each icon detailing information such as MMSI, position, speed over ground, etc thus enabling shore stations (including Ports) to monitor and control traffic and thus aiding ships in collision avoidance.

3.1 Eligibility criteria

Eligible persons who may apply for a license for Maritime Navigational Aids and Radar Station License:

a) an authorised representative of the Government agency responsible for the Coast Guard operations

b) an authorised representative of a Qatari harbour or port authority, including contractors working in ports and are registered in the state of Qatar

3.2 Technical details

The technical requirements for the use of different types of navigational aids and radar equipment are as follows:

a) DGPS

The 400 MHz band in addition to Private Mpbile Radio (PMR) has also been allocated for DGPS service. DGPS is used as navigational aid for vessels in maritime communication. Navigational aids license covers the deployment and operation of such a station in offshore/onshore locations.

b) Radar

There are various bands between 283.5MHz and 9500MHz frequency range allocated to the maritime radio navigational aids (navaids) , hence the technical parameters are decided on case by case basis.

c) Beacons

Radar beacons operate on frequencies between 9320 and 9500 MHz or 2900 and 3100 MHz. The technical requirements are given in the table below:

Table 3. Navigational Beacons – technical details

Frequency bands	2.9 – 3.1 GHz	9.3 – 9.5 GHz
Standards / References etc.	ITU-R M.824 IALA -1	ITU-R M.824
Channelling / modulation	QON modulation	QON modulation
Transmit power limit	50 W (17 dBW)	50 W (17 dBW)

d) Ship Radar Target Enhancers

Ship Radar Target Enhancers operate in the 2.9 to 3.1 GHz and 9.3 to 9.5 GHz bands and can operate at a maximum transmitter power of 10 W. In this regard, ITU-R M.1176 is followed.

e) AIS

The table below provides information on the technical requirements for shore-based AIS in the VHF band:

Table 4. AIS – technical details

Frequency band	161.975 MHz, 162.025 MHz
Channelling modulation	25 kHz channels using GMSK / FM modulation Only G2B(DSC) on 156.525 MHz
Maximum transmit power	12.5 Watt
Other essential requirements	The channels and parameters shall be in accordance with the relevant sections of the ITU Radio Regulations Articles 5, 19, 30-33, 50-54, 57-58, Appendices 13-16 and 18.
Equipment requirements	Equipment parameters should comply with ITU-R M.1371

f) Other Radionavigation Equipment

Other radio navigation systems may operate in the frequency bands noted below, in which case the following standards and criteria will apply:

Table 5. Other radionavigation – technical details

Frequency bands	Standards/ References etc.	Channelling/ modulation	Transmit power limit
283.5 – 315 kHz	ITU-R M.823 and ITU-R M.588	Channelling integer multiple of 500 Hz if transmitting GNSS differential correction signals	The radiated power shall be the minimum value necessary to give the desired field strength at the service range, not exceeding 50uV/m
156.513 – 156.537 MHz	ITU-R M.1371	GMSK / FM G2B (DSC) on 156.525 MHz 25 kHz	12.5 W
161.963 – 161.988 MHz	ITU-R M.1371	GMSK / FM 25 kHz	12.5 W
162.013 – 162.037 MHz	ITU-R M.1371	GMSK / FM 25 kHz	12.5 W
162.437 – 162.462 MHz	N/A	12.5 kHz, FID, GID	25 W
163.0125 – 163.03125 MHz	N/A	12.5 kHz, FID, GID	25 W

Spectrum use by both radars and navaids licensees require extensive coordination with other users in the State of Qatar and overseas, which is done through the GCC Telecom Bureau.

4. COASTAL RADIO STATION LICENSE

This section provides information on the technical considerations for the issuing of licenses for Coastal Radio Stations. There are following different sub-categories of coastal radio station licenses available:

a) **Coastal Station Radio (International).** This license authorises the use of maritime radio station to support mainly the port operations and ship movement services, where messages relate mainly to the operational handling, the movement and the safety of ships and, in an emergency to the safety of persons. Additionally provision of other services such as public correspondence, Facsimile, Data etc is allowed provided that the licensee holds an appropriate (individual or class) license. This license only covers the coast station whereas all vessels should be covered by their own ship radio station license. The frequencies are assigned from the internationally allocated set of frequencies.

b) **Coastal Station Radio (Private).** This license is available to allow organisations such as fishing vessel fleet operators, marinas and yacht clubs etc. to communicate with their vessels on commercial matters using individually assigned maritime channels. The channels assigned to this service are national maritime mobile channels rather than international channels and hence there is no requirements for users to hold a Maritime Radio Operator's Certificate

and Authority to Operate. The license covers the base stations and any number of associated mobiles used from vessels. Individual vessels need not to hold both a ship radio station license and radio operator's certificate of proficiency, unless they are fitted with a radio which uses international maritime mobile channels.

c) **Coastal Station Radio (Training School).** The Coastal Station Radio (Training School) license authorises the installation and use of a maritime radio base station on land for the purpose of training and examination of maritime radio operators. It should be noted that the equipment can be only used indoors and transmissions must not radiate beyond the walls of the building in which it is being used

4.1 Eligibility criteria

The applicants for each category of coastal station license must meet the criteria listed below:

a) **International:** An organizations or its authorised nominee operating port, harbour or Oil and Gas offshore platform in the state of Qatar.

b) **Private:** An organisation or its authorised nominee whose business is registered in Qatar, and which has a valid reason to communicate from a fixed land base station location with its associated vessels.

c) **Training School:** a business registered in Qatar whose business concerns training in maritime radio services.

4.2 Technical details

Technical requirements for the use of different types of Coast Station radio equipment are as follows:

Table 6. Coastal station radio – technical details

Frequency bands	MF/HF bands: 415 – 27500 kHz	VHF band: 156 – 163 MHz
Standards/ References etc.	EN 300 373, EN 300 338 and EN 300 067	EN 301 929, EN 300 338 and EN 300 086
Channelling/ modulation	The channel plan, parameters, classes of emission and operation must be in accordance with the relevant sections of the ITU Radio Regulations Articles 5, 19, 30 – 34, 50 – 58, Appendices 13-15, Appendix 17 and Appendix 25. Channels not licensed should be disabled.	For international channels in accordance with ITU Radio Regulations Appendix 18: with 25 kHz channel spacings. For non-international channels: 25 kHz, 12.5 kHz and 6.25 kHz channel spacings are permitted subject to equipment availability.
Transmit power limit	See information above	Maximum eirp of 25 W

Some of the channels used by coastal stations are identified for a specific purpose e.g.

a) Ch 16 (156.80 MHz) & Ch 70 – reserved for DSC (156.525 MHz) are used for Distress, Safety and calling. Both channels are monitored by ships and coast guard stations.

b) Ch 3, 6, 12, 13, 14 and 68 are assigned to the Government Organizations for port operations and ship movement services

c) Ch 10, Ch 23, Ch 84, Ch 86 are used for Maritime Safety Information (MSI) broadcasts.

d) Ch 80 (157.025 MHz) is reserved for marinas.

5. IDENTIFICATION OF TRANSMISSION:

There are mainly two different methods used for the identification of transmission from shore or ship radio stations:

a) Call Sign
b) MMSI

Each method of identification is being explained in detail below:

5.1 Call Signs

The call sign uniquely identifies a vessel while establishing communications. The call sign remains with the vessel for the duration of its life regardless of changes of ownership or even vessel name. The call sign is surrendered if the vessel ceases to be classed as a Qatari vessel or is lost or destroyed. Call signs cannot be transferred between vessels.

The approach adopted in Qatar is aligned with the ITU Radio Regulations. The call sign differentiates, through the call sign format, between different types of ships (SOLAS or non-SOLAS). All maritime call signs consist of the prefix which defines the geographic area (A7 for Qatar) and a suffix which is unique for the individual application:

a) The call sign for non-SOLAS vessels is in the format A7 and one letter followed by four digits (other than digits 0 or 1 in cases where they immediately follow a letter). Call signs for such vessels are in the range A7A2000 – A7Z9999.

b) The call sign for SOLAS vessels is in the format A7 followed by two characters. Call signs for such vessels are in the range A7AA–A7WZ. The range of call signs A7XA–A7XZ is reserved for privileged licensees.

c) The range of call signs A7TA1–A7TZ9 is reserved for vessels with temporary Qatari registration. e.g. the vessels being constructed in Qatar. This call sign may be used to do the test and trial of maritime radio equipment.

d) The call sign for using the portable radio equipment will be the call sign allocated to the vessel suffixed with letter "P".

e) The call sign for international coasts stations are in the range A7D20-A7D99.

5.2 MMSI

A Maritime Mobile Service Identity (MMSI) number is used to uniquely identify a ship station, coast station, ship and coastal earth stations, group call, search and rescue, and navigational aids (e.g. AIS).

The MMSI is issued by ictQATAR, which is also notified to ITU. MMSI database is also made available to the national Coastguard authorities to assist in their Search and Rescue operations.

Table 7. MMSI ranges and formats

Vessel / Application	MMSI Number – format / range *
Qatari registered vessel	466XXXXXX
Qatar Ministry of the Interior	4664XX000
Large ships with INMARSAT C	466XXX000
Small ships and ships without INMARSAT	4665XXXX0
Harbour Radio Stations	004662XXX (available range is 994661000 – 994661999)
Aids to Navigation (Physical AIS):	994661XXX (available range is 994661000 – 994661999)
Aids to Navigation (Virtual AIS)	994666XXX (available range is 994666000 – 994666999)
AIS Search & Rescue Transmitters	970YYXXX
Craft Associated with a Parent Ship	98466XXX
Handheld DSC and GNSS	8466XXXXX
SAR Fixed Wing Aircraft	1114661XX (available range is 111466100 – 111466199)
SAR Helicopter	1114665XX (available range is 111466500 – 111466599)
Coastal Stations	004661XXX (available range is 004661000 – 004661999)

* WHERE X IS ANY FIGURE FROM 0 TO 9

6. NOTE ON APPLICABLE STANDARDS

Any maritime radio equipment to be operated under the above mentioned radio spectrum licenses must meet the requirements of the ictQATAR Type Approval Guidelines for Radio Equipment and Telecommunications Terminal Equipment[8].

7. COORDINATION REQUIREMENTS

The use of maritime radio frequencies is covered by ITU allotment plans. Co-ordination of frequencies is required to ensure that the proposed use will not suffer harmful interference between neighbouring countries. The use of maritime frequencies in Qatar from coast stations which are not already covered by Appendix 25 to ITU Radio Regulations, will be co-ordinated through the GCC Telecom Bureau.

Similarly, use of frequencies from Radars and beacons also require coordination through GCC telecoms bureau.

8. SPECTRUM FEES

Please see the "Schedule of Radio Spectrum Fees" available on ictQATAR's website for details.

9. CONTACT DETAILS

For further queries, please contact:

[8] http://www.ictqatar.qa/sites/default/files/documents/TypeApprovalPolicy_0809.pdf

Manager Spectrum Affairs,
Regulatory Authority,
The Supreme Council of Information & Communication Technology (ictQATAR)
P.O. Box 23264, Al Nassr Tower, Post Office Roundabout, Al Corniche,
Doha, Qatar
Fax: 44830630

ANNEX A: LICENSE TEMPLATES & TERMS AND CONDITIONS

دولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Ship Radio Station (SOLAS) License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the licensee specified, authorisation to keep, have possession of, install, maintain, work and use the listed maritime radio equipment as per the general terms and conditions for radio spectrum licensing, specific terms and conditions and special conditions (if any) of this License.

License Number……

Licensee: ……

Address: ……..

License Type: ……..

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Call Sign:

MMSI:

Signed:……

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: ……..

Official Stamp

Specific Terms And Conditions

1. **Scope**

1.1 The terms and conditions authorises the Licensee to establish, install and use following radio transmitting and receiving equipment on-board the SOLAS vessel in sea area A1 and beyond:

(a) DSC equipment associated with the GMDSS;

(b) Mobile maritime communications equipment operating in HF, MF and VHF bands;

(c) Satellite communications equipment including EPIRB

(d) Radar and SART[9];

(e) Low powered, on-board maritime UHF communications equipment.

(f) Automatic identification System

1.2 The license covers all equipment on board the vessel including equipment that is in a survival craft of the vessel.

2. **Equipment operation**

2.1 The licensee shall ensure that:

(a) the equipment on-baord is only used by persons authorised by the licensee. In the event of an emergency where there is a risk to life, the equipment may be used by any person.

(b) a marine radio operator's certificate of proficiency, issued from a local or an internationally recognized authority, is held by any person who operates the radio equipment on board.

(c) before transmitting on a frequency, the frequency is not in use by monitoring, except for transmission of signals of distress.

(d) when a radio communication causes interference to a communication already in progress, the interfering station must cease transmission at the request of communicating party, except for transmission of signals of distress.

(e) except in cases of distress, communications between ship stations or between ship stations and aircraft stations must not interfere with public coast stations. The ship station which causes interference must stop transmitting or change frequency upon the first request of the affected coast station.

3. **Identification of Transmission:**

3.1 The Licensee shall use one of the following methods of identification for all transmissions:

(a) the vessel call sign indicated in the license;

(b) an MMSI indicated in the license;

[9] Radars which are not capable of triggering Search and Rescue Transponders (SARTS) or Radar Beacons (Racons) although permitted for use on pleasure vessels are not permitted for use on commercial (SOLAS) vessels.

(c) the vessel name, vessel owner, vessel registration number or port of registry;

(d) For survival craft station with a reference to its parent vessel, no identification is required for automatically transmitted distress signals. Transmissions other than distress or emergency signals must be identified by the call sign of the parent vessel followed by two digits (other than the digits 0 or 1 in cases where they immediately follow a letter).

3.2 The call sign / MMSI shall remain with the vessel, and shall be surrendered on the sale, change of flag, transfer, destruction or loss of the vessel.

4. Technical conditions

4.1 The equipment categories covered by the ship station license shall operate within the frequency bands and with the transmitter power limits specified in the table below:

National usage	Frequency bands	Transmit power limit
MF and HF mobile communications	415 kHz – 27.5 MHz	Below 4MHz 400 Watts; 4 MHz – 27.5 MHz 1500 Watts
VHF mobile communications (including associated equipment for DSC Class A)	156 – 163 MHz	25 Watts
VHF portable mobile communications (other than DSC)	156 – 163 MHz	5 Watts
SART	9.3 – 9.5 GHz	80 dBW peak (EIRP)
Radar	2900-3100 MHz 5460-5650 MHz 9200-9500 MHz	100 kW
Automatic Identification System	156 – 163 MHz	12.5 Watts
UHF on-board mobile communications	457.515 – 467.5875 MHz	2 Watts
ESoV	14.00-14.5 GHz (Uplink)	16.3 dBW (towards the horizon)
	29.5-30 GHz (Uplink)	55-60 dBW (from Earth station Equipment)
Mobile Satellite Terminals (used for GMDSS)	1626.5 – 1645.5 MHz (Uplink)	20.8 dBW (towards the horizon)
Satellite EPIRB	1 644.3-1 644.5 MHz & 1 645.5-1 646.5 MHz	0 dBW (with tolerance + 2 to -3 dB)

4.2 ESoV terminals may transmit in the band 14.25 to 14.5 GHz when 125 km away from the coast of State of Qatar.

5. **Definitions**

5.1 **AIS:** Automatic Identification System (AIS) is an automatic tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites

5.2 **DSC:** Digital selective calling (DSC) is primarily intended to initiate calls and is used in conjunction with MF / HF and VHF calls. DSC distress alerts, which consist of a preformatted distress message, are used to initiate emergency communications with ships and rescue coordination centers.

5.3 **ESoV:** Earth Station on-board vessel (ESoV) is the earth station mounted on-board the vessel.

5.4 **EPIRB:** EPIRB (Emergency Position-Indicating Radio Beacon) is a tracking transmitter which aid in the detection and location of boats, aircraft, and people in distress.

5.5 **Frequency Band:** a contiguous block of the radio spectrum which starts at a frequency and ends at another.

5.6 **GMDSS:** The Global Maritime Distress and Safety System (GMDSS) is an internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to rescue distressed ships, boats and aircraft

5.7 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

5.8 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

5.9 **MMSI:** Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.

5.10 **SART:** Search and Rescue Transponder (SART) is a self-contained, waterproof radar transponder intended for emergency use at sea.

5.11 **Sea Area A1**: Territorial sea limits till 22kms (12 nautical miles) from shore.

5.12 **SOLAS vessel:** A vessel that sail in sea area A1 and beyond and are required to comply with GMDSS radio carriage requirements to ensure safety of life at sea e.g. merchant ships, large vessels for other commercial purposes etc

Special Conditions

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List of Maritime Radio Equipment On-board The Vessel

This list forms part of the ship radio station (SOLAS) License XXXX issued to XXXX, the Licensee on [Date].

Number of Equipment	Equipment Model	Number of Equipment	Equipment Model

دولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Ship Radio Station (non-SOLAS) License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the Licensee specified, authorisation to keep, have possession of, install, maintain, work and use the listed maritime radio equipment as per the general terms and conditions for radio spectrum licensing, specific terms and conditions & Special Conditions (if any) this License.

License Number.....

Licensee: .....

Address: .....

License Type: .....

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Call Sign:

MMSI:

Signed:.....

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: .....

Official Stamp

Specific Terms & Conditions

1. **Scope**

1.1 The license authorises the Licensee to establish, install and use following radio transmitting and receiving equipment on-board the non-SOLAS vessel within sea Area A1 only:

(a) Mobile maritime communications equipment operating in VHF bands;

(b) DSC equipment associated with the GMDSS;

(c) SART

(d) Automatic identification System

2. **Equipment operation**

2.1 The licensee shall ensure that:

(a) the equipment on-baord is only used by persons authorised by the licensee. In the event of an emergency where there is a risk to life, the equipment may be used by any person

(b) before transmitting on a frequency, the frequency is not in use by monitoring, except for transmission of signals of distress.

(c) When a radio communication causes interference to a communication already in progress, the interfering station must cease transmission at the request of communicating party, except for transmission of signals of distress.

(d) Except in cases of distress, communications between ship stations or between ship stations and aircraft stations must not interfere with public coast stations. The ship station which causes interference must stop transmitting or change frequency upon the first request of the affected coast station.

3. **Identification of Transmission:**

3.1 The Radio user shall use one of the following methods of identification for all transmissions:

(a) the vessel call sign indicated in the license;

(b) a Maritime Mobile Service Identity ("MMSI") indicated in the license;

(c) the vessel name, vessel owner, vessel registration number or port of registry;

3.2 The call sign & MMSI, shall remain with the vessel, and shall be surrendered on the sale, change of Flag, transfer, destruction or loss of the vessel.

4. **Technical conditions**

4.1 The equipment categories covered by the ship station license shall operate within the frequency bands and with the transmitter power limits specified in the table below:

National usage	Frequency bands	Transmit power limit
VHF mobile communications (including associated equipment for Class D DSC)	156 – 163 MHz	25 Watts
VHF portable mobile communications (othe than DSC)	156 – 163 MHz	5 Watts
SART	9.3 – 9.5 GHz	80 dBW peak (EIRP)
Automatic Identification System	156 – 163 MHz	12.5 Watts

6. **Definitions**

6.1 **AIS:** Automatic Identification System (AIS) is an automatic tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites.

6.2 **DSC:** Digital selective calling. DSC is primarily intended to initiate calls and is used in conjunction with MF / HF and VHF calls. DSC distress alerts, which consist of a preformatted distress message, are used to initiate emergency communications with ships and rescue coordination centers.

6.3 **Frequency Band:** a contiguous block of the radio spectrum which starts at a frequency and ends at another.

6.4 **ictQATAR**: The regulator in Qatar established under Amiri decree Law No. 36 for 2004 and as further defined in Amiri decree Law No. 34 of 2006.

6.5 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

6.6 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

6.7 **MMSI:** Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.

6.8 **Non-SOLAS Ship/Vessel**: A ship or a Vessel that sail only in sea area A1and is not required to comply with GMDSS radio carriage requirements E.g. Pleasure (non-commercial) boats, small fishing vessels etc,

6.9 **SART**: Search and Rescue Transponder (SART) is a self-contained, waterproof radar transponder intended for emergency use at sea.

6.10 **Sea Area A1**: Territorial sea limits till 22kms (12 nautical miles) from shore.

Special Conditions

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List of Maritime Radio Equipment On-board The Vessel

This list forms part of the ship radio station (non-SOLAS) License XXXX issued to XXXX, the Licensee on [Date].

Number of Equipment	Equipment Model	Number of Equipment	Equipment Model

دولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Ship Radio Station (Portable) License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the licensee specified, authorisation to keep, have possession of, install, maintain, work and use the listed maritime radio equipment as per the general terms and conditions for radio spectrum licensing, specific terms & conditions and special conditions (if any) of this License.

License Number.....

Licensee: .....

Address: .....

License Type: .....

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Call Sign:

MMSI:

Signed:.....

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: .....

Official Stamp

Specific Terms & Conditions

1. **Scope**

1.1 This license authorises the licensee to use a handheld portable VHF radio transmitting and receiving equipment which is not designed to be permanently installed on a vessel and which may be used on a number of different vessels within sea area A1 only.

2. **Equipment operation**

2.1 The licensee shall ensure that:

(a) the equipment on-baord is only used by persons authorised by the licensee. In the event of an emergency where there is a risk to life, the equipment may be used by any person

(b) a marine radio operator's certificate of proficiency, issued from an internationally recognized local or foreign authority, is held by any person who operates the radio station on board the vessel

(c) before transmitting on a frequency that the frequency is not in use by monitoring, except for transmission of signals of distress.

(d) When a radio communication causes interference to a communication already in progress, the interfering station must cease transmission at the request of communicating party, except for transmission of signals of distress.

(e) Except in cases of distress, communications between ship stations or between ship stations and aircraft stations must not interfere with public coast stations. The ship station which causes interference must stop transmitting or change frequency upon the first request of the affected coast station.

(f) the equipment shall not be used on land.

3. **Identification of Transmission:**

3.1 The Licensee shall use one of the following methods of identification for all transmissions:

(a) the vessel call sign indicated in the license;

(b) an MMSI indicated in the license;

(c) the vessel name, vessel owner, vessel registration number or port of registry;

4. **Technical conditions**

4.1 The equipment categories covered by the ship station license shall operate within the frequency bands and with the transmitter power limits specified in the table below:

National usage	Frequency bands	Transmit power limit
VHF Portable mobile communications (including optional associated equipment for Class D DSC)	156 – 163 MHz	5 Watts

7. **Definitions**

7.1 **DSC:** Digital selective calling. DSC is primarily intended to initiate calls and is used in conjunction with MF / HF and VHF calls. DSC distress alerts, which consist of a preformatted distress message, are used to initiate emergency communications with ships and rescue coordination centers.

7.2 **Frequency Band:** a contiguous block of the radio spectrum which starts at a frequency and ends at another.

7.3 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

7.4 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

7.5 **MMSI:** Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.

7.6 **Sea Area A1**: Territorial sea limits till 22kms (12 nautical miles) from shore.

Special Conditions

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List of Maritime Portable Radio Equipment

This list forms part of the ship radio station (portable) License XXXX issued to XXXX, the Licensee on [Date].

Number of Equipment	Equipment Model	Number of Equipment	Equipment Model

ولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Maritime Navigational Aids and Radar Station License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the Licensee specified, authorisation to keep, have possession of, install, maintain, work and use maritime radio equipment as per the general terms and conditions for radio spectrum licensing, specific terms and conditions, special conditions (if any) and technical schedule (s) of this license.

License Number……

Licensee: ……

Address: ……..

License Type: ……..

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Call Sign:

MMSI (for AIS only):

Signed:……

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: ……..

Official Stamp

Specific Terms & Conditions

1. **Scope**

1.1 These terms and conditions authorises the licensee to establish, install and use the following maritime navigational aids and radar equipment at any fixed onshore/offshore location in the state of Qatar:

(a) DGPS

(b) Radar

(c) Radio beacon

(d) Radar Target Enhancer

(e) Automatic Identification System

(f) Other Navigation aid equipment

2. **Equipment operation**

2.1 The licensee shall ensure that:

(a) the equipment on-baord is only used by persons authorised by the licensee. In the event of an emergency where there is a risk to life, the equipment may be used by any person

(b) the equipment is used for the purpose aiding the navigation and/or location of any Ship Station and only to send, receive or re-transmit a message or signal by automatic or non-automatic means in order to indicate to a ship station its position, velocity, or any other relating to this activity, including obstruction warning.

(c) land-to-land communications is not allowed unless in an emergency where there is risk of life or unless specifically allowed in the special conditions

3. **Identification of Transmission**

3.1 The Licensee shall use MMSI for identification of transmission from the AIS stations.

4. **Definitions**

4.1 **AIS:** Automatic Identification System (AIS) is an automatic tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites.

4.2 **DGPS**: Differential Global Positioning System (DGPS) is an enhancement to Global Positioning System that provides improved location accuracy.

4.3 **Frequency Band:** a contiguous block of the radio spectrum which starts at a frequency and ends at another.

4.4 **GMDSS:** The Global Maritime Distress and Safety System (GMDSS) is an internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to rescue distressed ships, boats and aircraft

4.5 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

4.6 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

4.7 **MMSI:** Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.

4.8 **Radio Beacon:** A beacon device, which broadcasts a radio signal that is picked up by radio direction finding systems deployed on board ships.

4.9 **Radar:** An x-band / s-band radar to provide bearing and distance of ships and land targets in vicinity from own ship (radar scanner) for collision avoidance and navigation at sea.

4.10 **Radar Target Enhancer:** Radar Target Enhancer is an ACTIVE system which receives a radar signal, amplifies it and re-transmits it to ensure a stronger return signal.

4.11 **Automatic Identification System:** Automatic Identification System (AIS) is an automatic tracking system used on ships and by vessel traffic services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites.

4.12 **Sea Area A1:** an area within coverage of at least one VHF coast station radiotelephone with DSC alerting and radiotelephony services available.

Special Conditions

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Technical Schedule (1)

This schedule forms part of the Maritime Navigational Aids and Radar Station License No. XXXX issued to XXXX, the Licensee on [Date].

(For Each Station)

Station Type					
Equipment	Location (lat, long)	Manufacturer/ Model	Power (ERP)	Emission	Band/Frequency

دولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Coastal Radio Station (International) License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the Licensee specified, authorisation to keep, have possession of, install, maintain, work and use maritime coastal radio station using frequencies assigned from internationally allocated pool of frequencies as per the general terms and conditions for radio spectrum licensing, specific terms and conditions, special conditions (if any) and technical schedule (s) of this License.

License Number.....

Licensee: .....

Address: .....

License Type: .....

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Call Sign:

MMSI:

Signed:.....

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: .....

Official Stamp

Specific Terms & Conditions

1. **Equipment operation**

1.1 The licensee shall ensure that:

(a) the equipment is only used by persons authorised by the licensee. In the event of an emergency where there is a risk to life, the equipment may be used by any person

(b) land-to-land communications is not allowed unless in an emergency where there is risk of life or unless specifically allowed in the special conditions.

(c) continuous transmissions are not allowed unless specifically allowed in the special conditions

(d) connection of any coastal station with any fixed or mobile telecommunications service networks or with any other private telecommunications network is not allowed unless a separate authorization is acquired from ictQATAR.

(e) a marine radio operator's certificate of proficiency, issued from a local or an internationally recognized authority, is held by any person who operates the coastal station.

2. **Identification of transmission:**

2.1 The Radio user shall use one of the following methods of identification for all transmissions:

(a) the call sign of the coastal station

(b) MMSI of the coast station

(c) name of the coastal station and location

3. **Definitions**

3.1 **ictQATAR**: The regulator in Qatar established under Amiri decree Law No. 36 for 2004 and as further defined in Amiri decree Law No. 34 of 2006.

3.2 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

3.3 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

3.4 **MMSI:** Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.

Special Conditions

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Technical Schedule (1)

This schedule forms part of the Coastal Station (International) License No. XXXX issued to XXXX, the Licensee on [Date].

Type of Coast Station	
Location (Lat & Long)	
Frequencies	
Manufacturer / Model	
Power(ERP) / Max permitted field strength	
Emission	

دولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Coastal Radio Station (Private) License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the Licensee specified, authorisation to keep, have possession of, install, maintain, work and use maritime coastal radio station to communicate with one or more associated ship radio stations using assigned frequency(ies) as per the general terms and conditions for radio spectrum licensing, specific terms and conditions, special conditions (if any) and technical schedule (s) of this License.

License Number.....

Licensee: .....

Address: .....

License Type: .....

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Signed:.....

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: .....

Official Stamp

Specific Terms & Conditions

1. **Equipment operation**

1.1 The licensee shall ensure that:

(a) the equipment is only used by persons authorised by the licensee. In the event of an emergency where there is a risk to life, the equipment may be used by any person

(b) land-to-land communications is not allowed unless in an emergency where there is risk of life or unless specifically allowed in the special conditions.

(c) connection of the station with any fixed or mobile telecommunications service networks or with any other private telecommunications network is not made unless and until an appropriate license for the purpose is obtained from ictQATAR.

(d) communications are restricted to business use only

(e) on receipt of messages not connected with the business of the Licensee, the Licensee or any person using the Radio Equipment shall not:

(i) make known the contents of any such message, its origin or destination, its existence or the fact of its receipt to any person, except to a duly authorised government official, a person authorised by ictQATAR or in the course of legal proceedings or for the purpose of any report thereof

(ii) retain any copy or make any use of any such message, or allow it to be reproduced in writing, copied or made use of.

2. **Definitions**

2.1 **ictQATAR:** The regulator in Qatar established under Amiri decree Law No. 36 for 2004 and as further defined in Amiri decree Law No. 34 of 2006.

2.2 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

2.3 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

Special Conditions

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Technical Schedule (1)

This schedule forms part of the Coastal Station (Private) License No. XXXX issued to XXXX, the Licensee on [Date].

Location (Lat & Long)	
Frequencies	
Manufacturer / Model	
Power(ERP)	
Emission	
Ship Radio Station License Numbers (for Associated Vessels)	

دولـة قطـر

State of Qatar

المجلس الأعلى للاتصالات وتكنولوجيا المعلومات

ictQATAR

Regulatory Authority

Coastal Radio Station (Training School) License

The Supreme Council of Information and Communication Technology ("ictQATAR"), in exercising the powers conferred on it by Articles (3) and (4) of Decree Law No. (34) of 2006, grants to the Licensee specified, authorisation to keep, have possession of, install, maintain, work and use maritime coastal radio station for the purposes of providing training as per the general terms and conditions for radio spectrum licensing, specific terms and conditions, special conditions (if any) and technical schedule (s) of this License.

License Number……

Licensee: ……

Address: ……

License Type: ……

Commencement and Termination Dates:

The License comes into effect on DD/MM/YY and subject to revocation or suspension, expires on DD/MM/YY unless renewed in accordance with the Regulations.

Call Sign:

Signed:……

On behalf of the Supreme Council of Information and Communication Technology ("ictQATAR")

Date: ……..

Official Stamp

Specific Terms & Conditions

1. **Equipment operation**

   1.1 The licensee shall ensure that all radio equipment shall be used only within the registered premises of the licensee and by persons authorised by the licensee.

2. **Identification of transmission:**

   2.1 The Radio user shall use one of the following methods of identification for all transmissions:

   (a) the call sign of the coastal station

   (b) MMSI of the coast station

   (c) name of the coastal station and location

3. **Technical conditions**

   3.1 The station shall have a maximum permitted field strength limited to 0 dBμv/m at 10 metres distance in all frequency bands.

4. **Definitions**

   4.1 **License**: The permission issued by the Board or the General Secretariat to an individual or class of individuals to own or operate a telecommunications network, provide telecommunications services, or use radio frequency spectrum and it does not constitute a contract or bilateral agreement.

   4.2 **Licensee:** A person who holds a License pursuant to the provisions of the Telecom Law and the executive by-law.

   4.3 **MMSI:** Maritime Mobile Service Identity (MMSI) is nine digit ID which is sent in digital format over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls.

Special Conditions

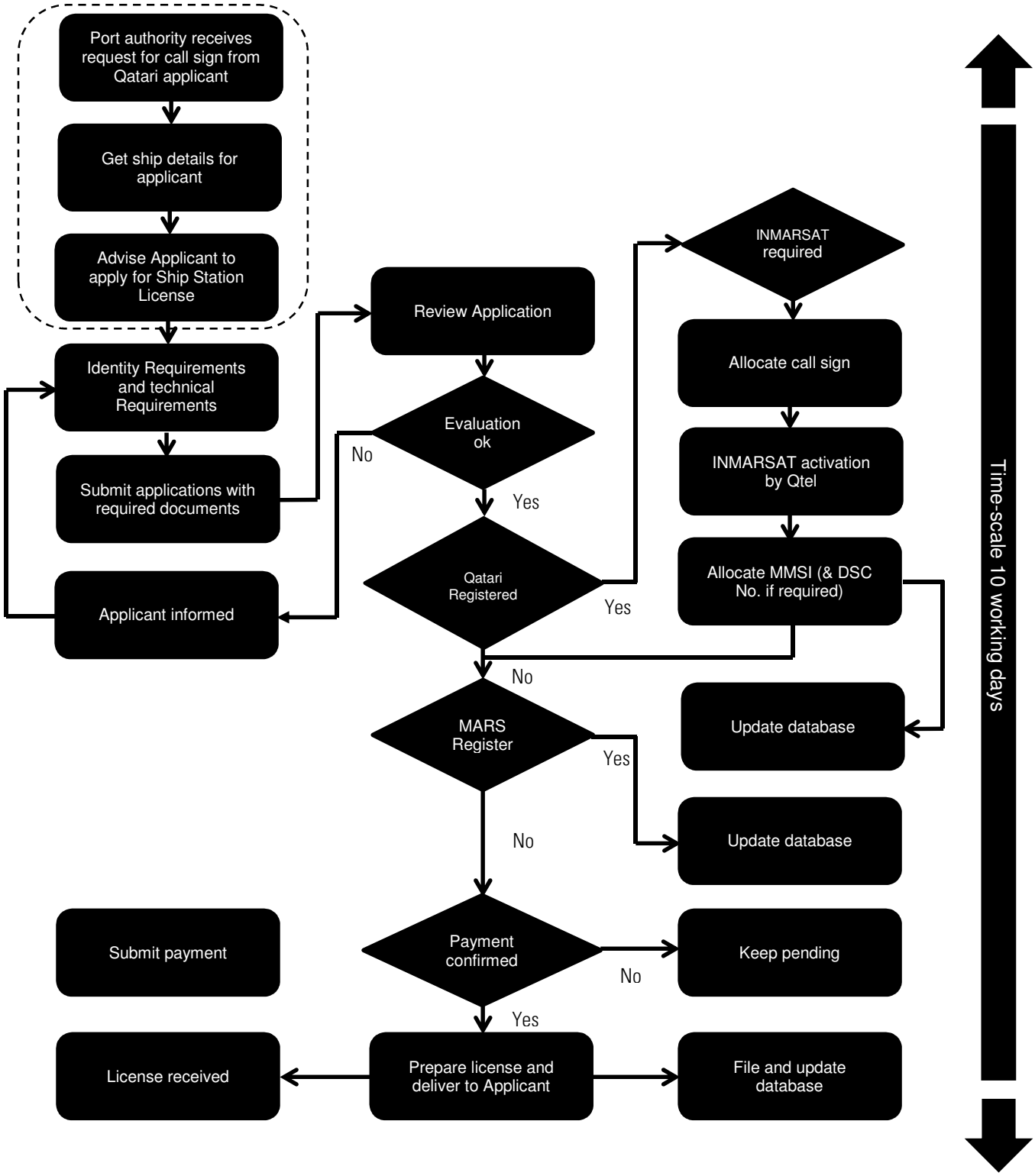
.....
.....
.....
.....
.....

Technical Schedule (1)

This schedule forms part of the Coastal Station (Training School) License No. XXXX issued to XXXX, the Licensee on [Date].

Type of Coast Station	
Location (Lat & Long)	
Frequencies	
Manufacturer / Model	
Power(ERP) / Max permitted field strength	
Emission	

ANNEX B: APPLICATION PROCESSING PROCEDURE


Port authority receives request for call sign from Qatari applicant
Get ship details for applicant
Advise Applicant to apply for Ship Station License
Identity Requirements and technical Requirements
Submit applications with required documents
Applicant informed
Review Application
Evaluation ok
No
Yes
Qatari Registered
Yes
No
INMARSAT required
Allocate call sign
INMARSAT activation by Qtel
Allocate MMSI (& DSC No. if required)
MARS Register
Yes
No
Update database
Update database
Payment confirmed
No
Yes
Keep pending
Submit payment
License received
Prepare license and deliver to Applicant
File and update database
Time-scale 10 working days

ANNEX C: APPLICATION FORMS

ictQATAR	ICTQATAR REGULATORY AUTHORITY APPLICATION FOR SHIP RADIO (SOLAS/NON-SOLAS) STATION & MARITIME PORTABLE RADIO STATION LICENSES	**FORM:** SS/01

APPLICANT'S DECLARATION

1.1 I declare that:

- the information provided in this application is complete and correct;
- any equipment and / or radio spectrum licensed as a result of this application will be used in compliance with ictQATAR Laws and Regulations;
- I / we will notify ictQATAR of any changes to the information provided;
- I am authorized to sign this application on behalf of the applicant.

1.2 Name:		1.6 Company stamp (if applicable):
1.3 Position:		
1.4 Signature:	1.5 Date:	

APPLICANT INFORMATION

2.1 ictQATAR Customer Number:

Please note. If you have an existing customer number and have previously provided the following information you need only complete the Applicant Information sections if your details need to be amended in our records.

2.2 Name / Company / Organisation:

2.3 Nationality / Place of registration: .

2.4 Profession:

2.5 PO Box:

2.6 Address:

2.7 Main contact:	2.10 Position:
2.8 Contact email:	2.11 Mobile Tel:
2.9 Office Tel:	2.12 Fax:

INVOICING INFORMATION (IF DIFFERENT FROM ABOVE)

3.1 Name / Company / Organisation:

3.2 PO Box:

3..3 Address:

3.4 Invoicing contact:	3.7 Position:
3.5 Contact email:	3.8 Mobile Tel:
3.6 Office Tel:	3.9 Fax:

APPLICATION TYPE (TICK AS APPROPRIATE)

New application:		Renewal:		Modification:		Cancellation:	

APPLICATION SUBMISSION

Please send* completed applications to: * by fax, post, courier or hand deliver.	Regulatory Authority – Spectrum Affairs The Supreme Council of Information & Communication Technology (ictQATAR) P.O. Box 23264, Al Nassr Tower, Post Office Roundabout, Al Corniche, Doha, Qatar

FOR ictQATAR INTERNAL USE	
Date Received:	
Approved:	Not Approved:
License Number:	Staff No.
Remarks:	
Date Completed:	

SHIP RADIO STATION LICENSE (SOLAS/ NON-SOLAS)					
1.1 Name of ship					
1.2 Port of registration					
1.3 IMO number					
1.4 Class of ship					
1.5 Gross tonnage					
1.6 Operational sea area	A1		A2		A3
1.7 Voyage required	Qatar Water		Gulf waters		International
1.8 Existing license no. *					
1.9.1 Issued by *					
1.9.2 Existing Call Sign *					
1.9.3 Existing MMSI No *					
1.9.4 Existing DSC No *					
1.9.5 Date of entering Qatar waters *					
1.9.6 Duration of Operation *					
1.9.7 Contract reference no. *					
1.10 Names of GMDSS / radio operators (For SOLAS Vessels)					
1.11 Number of life boats					
1.12 Survival craft					
1.13 Point of Service Activation (for INMARSAT)					

*** For Foreign Registered Vessels**

DETAILS OF RADIO EQUIPMENT			
COMMUNICATIONS			
Equipment	No. of Eqt.	Model / Type	Band / Frequency
2.1 MF-DSC			2187.5 KHz
2.2 MF-DSC (monitoring)			2187.5 KHz
2.3 MF-Telephony			2182.0 kHz
2.4 HF-Telephony			4125, 6215.0, 8291.0, 12290, 16420 kHz
2.5 HF-DSC			4207.5, 6312, 8414.5, 16804.5kHz
2.6 HF-SAR			3023, 5680 kHz
2.7 VHF-Distress (SAR)			121.5, 123.1, 156.3, 156.8 MHz
2.8 VHF-2 – DSC			156.525 MHz
2.9 VHF telephony			156-163 MHz
2.10 VHF handheld			156-163 MHz

MARITIME SAFETY INFORMATION (MSI)			
Equipment	No. of Eqt.	Model / Type	Band / frequency
3.1 MF NBDP			9200-9500 MHz
3.2 HF NBDP			9200-9500 MHz
3.3 Navtex receiver			406/121.5 MHz
DISTRESS ALERT			
Equipment	No. of Eqt.	Model / Type	Band / Frequency
4.1 SART 1			9200-9500 MHz
4.2 SART 2			9200-9500 MHz
4.3 COSPAS-SARSAT			406/121.5 MHz
SATELLITE			
Equipment	No. of Eqt.	Model / Type	Band / Frequency
5.1 INMARSAT-C			
5.2 INMARSAT-Mini-M/F77			
5.3 INMARSAT – Other			
5.4 Other systems, please specify			
NAVIGATION			
Equipment	No. of Eqt.	Model / Type	Band assigned / frequency
6.1 Radar-1			2900-3100 MHz
6.2 Radar-2			5460-5650 MHz
6.3 Radar-3			9300-9500 MHz
SEARCH AND RESCUE			
Equipment	No. of Eqt.	Model / Type	Band assigned / frequency
7.1 Alarm generator			2182 kHz
7.2 Lifeboat VHF handheld			156-163 MHz
7.3 AIS-Survival			161.975, 162.025 MHz

OTHER EQUIPMENT					
Equipment	No. of Eqt.	Model / Type	Power ERP	Emission	Band assigned / frequency

ITU MARS DATABASE REGISTRATION (FOR QATARI REGISTERED SOLAS VESSELS)			
Data should be provided for the following fields which are defined at http://www.itu.int/ITU-R/terrestrial/mars/help/index.html **Note:** The data that is to be registered on the MARS database can only be submitted to ITU through the administration having jurisdiction over the vessel i.e. ictQATAR.			
Admin. Geo. Area		RTF Band	
Ship name		AAIC	
Call sign		AAIC SAT	

Selcal No.(s)		AA Info	
MMSI No.		Owner	
Inmarsat No. (s)		Ex Ship-name	
NTLX No. (s)		Ex Call Sign	
Boats		EPIRB Id Code	
EPIRBs		Vessel Id No.	
Ship class		Gross tonnage	
Corresp.		Person Capacity	
Terr. Serv		Radio Installation	
Hours		Emergency Contact	
RTG Band			
ADDITIONAL INFORMATION			

MARITIME PORTABLE RADIO STATION LICENSE					
DETAILS OF RADIO EQUIPMENT					
Equipment	No. of Eqt.	Model / Type	Power ERP	Emission	Band / Frequency
1.1 VHF handheld					
ADDITIONAL INFORMATION					

DOCUMENTS TO BE ENCLOSED
Copy of CR / Copy of ID
Copy of Corporate card
Copy of Ship Registration Certificate (for Qatari registered vessels)
Copy of the Ship Radio Station License issued by the country of origin (for foreign registered vessels)
Letter from the sponsor (for foreign registered vessels)
DOCUMENTS TO BE ENCLOSED (FOR CANCELLATION)
Copy of receipt of final payment
Original license
Copy of registry deletion certificate / Exit Permit of the Vessel
Note: It is the responsibility of foreign registered vessel owners to submit the application for cancellation along with the required documents at the time of operation completion. All dues have to be paid till the time of application submission even though the vessel had sailed out of Qatar.

	ICTQATAR REGULATORY AUTHORITY **APPLICATION FOR COASTAL RADIO STATION** **(INTERNATIONAL/PRIVATE/TRAINING SCHOOL) LICENSE**	**FORM:** SM/03

APPLICANT'S DECLARATION

1.1 I declare that:

- the information provided in this application is complete and correct;
- any equipment and / or radio spectrum licensed as a result of this application will be used in compliance with ictQATAR Laws and Regulations;
- I / we will notify ictQATAR of any changes to the information provided;
- I am authorized to sign this application on behalf of the applicant.

1.2 Name:		1.6 Company stamp (if applicable):
1.3 Position:		
1.4 Signature:	1.5 Date:	

APPLICANT INFORMATION

2.1 ictQATAR Customer Number:
Please note. If you have an existing customer number and have previously provided the following information you need only complete the Applicant Information sections if your details need to be amended in our records.
2.2 Name / Company / Organisation:
2.3 Nationality / Place of registration:
2.4 Profession:
2.5 PO Box:
2.6 Address:

2.7 Main contact:	2.10 Position:
2.8 Contact email:	2.11 Mobile Tel:
2.9 Office Tel:	2.12 Fax:

INVOICING INFORMATION (IF DIFFERENT FROM ABOVE)

3.1 Name / Company / Organisation:
3.2 PO Box:
3..3 Address:

3.4 Invoicing contact:	3.7 Position:
3.5 Contact email:	3.8 Mobile Tel:
3.6 Office Tel:	3.9 Fax:

APPLICATION TYPE (TICK AS APPROPRIATE)

New application:		Renewal:		Modification:		Cancellation:	

APPLICATION SUBMISSION

Please send* completed applications to: * by fax, post, courier or hand deliver.	Regulatory Authority – Spectrum Affairs The Supreme Council of Information & Communication Technology (ictQATAR) P.O. Box 23264, Al Nassr Tower, Post Office Roundabout, Al Corniche, Doha, Qatar

FOR ictQATAR INTERNAL USE

FOR SPECTRUM PLANNING SECTION	
Date Received:	
Approved:	Not Approved:
License Number:	Staff No.
Remarks:	
Date Completed:	
FOR SPECTRUM MANAGEMENT SECTION	
Date Received:	
Approved:	Not Approved:
License Number:	Staff No.
Remarks:	
Date Completed:	

COASTAL STATIONS			
1.1 Type of Coastal Station			
Coastal Station (international) *		Coastal Station (Private)	
Coastal Station Radio (Training School)			

*Coast Stations using international maritime frequencies have to be registered at ITU's MARS data base for which applicant is required to fill the relevant form(s) available at URL: http://www.itu.int/ITU-R/index.asp?category=terrestrial&rlink=coast-notifications&lang=en

Note: The data that is to be registered on the MARS database can only be submitted to ITU through the administration having jurisdiction over the vessel i.e. ictQATAR.

DETAILS OF RADIO EQUIPMENT			
3.1 Purpose of Operation:			
3.2 Coast station location:			
Lat:		Long:	
3.3. Site Address:			
3.4 No. of equipment[1] :			
Mobile stations:		Handhelds:	

3.5 Service area (radius from base station) (km)	
3.6 Call sign [2]:	
3.7 Antenna Type:	
3.8 Antenna Power (e.r.p) (W)	
3.9 Antenna Height:	
3.10 Antenna gain	
3.11 Azimuth of Maximum Radiation	
3.12 Angular width of radiation main lobe	

[1] For Coastal Radio Station (Private) license

[2] The callsign should be clearly unique to your station. Examples might include the name of the marina, the name of the port or the name of the operating company.

3.13 Band Applied for					
VHF (156-163MHz) (Int'l Range)		MF/HF (415-27500 kHz) (Int'l Range)		VHF (156-163MHz) (Private Range)	
3.15 Number of channels required:					
3.16 Channel bandwidth required:					
6.25 kHz		12.5 kHz		25 kHz	
Simplex			Duplex		

ADDITIONAL INFORMATION

DOCUMENTS TO BE ENCLOSED
Copy of CR / Copy of ID
Copy of Corporate card
Detailed Technical Specifications
Network Diagram
DOCUMENTS TO BE ENCLOSED (FOR CANCELLATION)
Copy of receipt of final payment
Original license
Copy of the shipment document (Airway bill & packing list) or Declaration that equipment will be written-off under the supervision of ictQATAR staff

ictQATAR	**ICTQATAR REGULATORY AUTHORITY** **APPLICATION FOR NAVIGATIONAL AIDS & RADAR STATION LICENSE**	**FORM:** SM/01

APPLICANT'S DECLARATION

1.1 I declare that:

- the information provided in this application is complete and correct;
- any equipment and / or radio spectrum licensed as a result of this application will be used in compliance with ictQATAR Laws and Regulations;
- I / we will notify ictQATAR of any changes to the information provided;
- I am authorized to sign this application on behalf of the applicant.

1.2 Name: . .	1.6 Company stamp (if applicable):
1.3 Position: . .	
1.4 Signature: . . 1.5 Date: . .	

APPLICANT INFORMATION

2.1 ictQATAR Customer Number: . .

Please note. If you have an existing customer number and have previously provided the following information you need only complete the Applicant Information sections if your details need to be amended in our records.

2.2 Name / Company / Organisation: . .	
2.3 Nationality / Place of registration: . .	
2.4 Profession:	
2.5 PO Box:	
2.6 Address:	
2.7 Main contact:	2.10 Position: . .
2.8 Contact email:	2.11 Mobile Tel: . .
2.9 Office Tel: . .	2.12 Fax: . .

INVOICING INFORMATION (IF DIFFERENT FROM ABOVE)

3.1 Name / Company / Organisation:	
3.2 PO Box:	
3..3 Address:	
3.4 Invoicing contact:	3.7 Position:
3.5 Contact email:	3.8 Mobile Tel:
3.6 Office Tel:	3.9 Fax:

APPLICATION TYPE (TICK AS APPROPRIATE)

New application:		Renewal:		Modification:		Cancellation:	

APPLICATION SUBMISSION

Please send* completed applications to: * by fax, post, courier or hand deliver.	Regulatory Authority – Spectrum Affairs The Supreme Council of Information & Communication Technology (ictQATAR) P.O. Box 23264, Al Nassr Tower, Post Office Roundabout, Al Corniche, Doha, Qatar

FOR ictQATAR INTERNAL USE				
FOR SPECTRUM PLANNING SECTION:				
Date Received:				
Approved:			Not Approved:	
License Number:			Staff No.	
Remarks:				
Date Completed:				
FOR SPECTRUM MANAGMENT SECTION:				
Date Received:				
Approved:			Approved:	
License Number:			License Number:	
Remarks:				
Date Completed:				

RADAR				
Equipment	Model / Type	Power ERP	Emission	Band assigned / frequency
1.1 Radar-1				
1.2 Radar-2				
1.3 Radar-3				
Location:	Latitude			Longitude
1.4 Radar-1				
1.5 Radar-2				
1.6 Radar-3				

NAVIGATION AIDS				
Equipment	Model / Type	Power ERP	Emission	Band assigned / frequency
2.1 DGPS				
2.2 RACON Beacons				
2.3 Radar Target Enhancer (RTE)				
2.4 AIS				
Location :	Latitude			Longitude
2.5 DGPS				
2.6 RACON Beacons				
2.7 Radar Target Enhancer (RTE)				
2.8 AIS*				

*AIS Stations have to be registered at ITU's MARS data base for which applicant is required to fill the form available at URL:
http://www.itu.int/ITU-R/terrestrial/docs/mars/AtoN/aton-paper-notif-en.pdf

Note: The data that is to be registered on the MARS database can only be submitted to ITU through the administration having jurisdiction over the vessel i.e. ictQATAR.

OTHER EQUIPMENT				
Equipment	Model / Type	Power ERP	Emission	Band assigned / frequency

ADDITIONAL INFORMATION

DOCUMENTS TO BE ENCLOSED (FOR NEW APPLICATION)
Copy of CR
Copy of Corporate card
Detailed Technical Specifications
DOCUMENTS TO BE ENCLOSED (FOR CANCELLATION)
Copy of receipt of final payment
Original license
Copy of the shipment document (Airway bill & packing list) or Declaration that equipment will be written-off under the supervision of ictQATAR staff