

ARRANGEMENT B

DEPARTMENT OF TRANSPORT—FEDERAL COMMUNICATIONS COMMISSION— FEDERAL AVIATION AGENCY— ARRANGEMENT FOR THE EXCHANGE OF FREQUENCY ASSIGNMENT INFORMATION AND ENGINEERING COMMENTS ON PROPOSED ASSIGNMENTS ALONG THE CANADA/UNITED STATES BORDERS IN CERTAIN AVIATION BANDS

(Ottawa March 1962)

1. This arrangement involves assignments in the frequency bands set forth in paragraph 7 hereof.
2. In the interest of the planned use of the spectrum, information concerning future expansions and adjustments of the service allocated these bands, in the coordination zones stipulated in the Appendices attached hereto, shall be exchanged to the maximum extent practicable.
3. The Agency proposing to establish a new station, or to modify the basic characteristics of an existing station, shall furnish to the appropriate Agency the technical data necessary to complete coordination, in accordance with the attached Appendices.
4. The Agency responsible for coordination shall examine the information provided and shall reply as soon as practicable advising whether or not a conflict is anticipated. If so, the detail of the conflict and the particulars of the station likely to experience interference shall be supplied. New proposals or discussions may be initiated with the object of resolving the problem.
5. Whenever differences of opinion concerning the probability of harmful interference exist, which cannot be resolved otherwise, or in cases where the information available makes it difficult to determine whether harmful interference would be created by the proposed operation, mutual arrangement should be made for actual on-the-air tests to be observed by representatives of both the Federal Aviation Agency/Federal Communications Commission and the Department of Transport. Should harmful interference be caused to the existing station, the Agency having jurisdiction over the proposed operation should be notified promptly so that the transmissions of the interfering station may be halted.
6. Neither the Federal Aviation Agency/Federal Communications Commission nor the Department of Transport shall be bound to act in accordance with the views of the other. However, to keep such instances to a minimum, each Agency should cooperate to the fullest extent practicable with the other by furnishing such additional data as may be required.