

AERONAUTICAL MOBILE (R) SERVICE—ENROUTE OPERATIONAL CONTROL AND AIR TRAFFIC CONTROL

135.0—136.0 Mc/s.

TECHNICAL DATA REQUIRED FOR COORDINATION

- (a) Frequency
- (b) Location name and geographical coordinates
- (c) Class of emission and necessary bandwidth
- (d) Transmitter mean power output
- (e) Antenna gain and azimuth in the event of a directional antenna array
- (f) For air traffic control facilities the service volume and function, e.g., typical function service volumes:

Helicopter control	30 NM up to 5000 ft.
Local control and VFR Radar Advisory	30 NM up to 20000 ft.
Approach control including radar	60 NM up to 25000 ft.
Departure control including radar	60 NM up to 20000 ft.
Basic altitude enroute	100 NM up to 15000 ft.
Intermediate altitude enroute	100 NM up to 24000 ft.
High altitude enroute	200 NM up to 75000 ft.

For enroute operational control functions the level of operations:

Low-Level (LL)	—below 15,000 feet
Medium-Level (ML)	—15,000 to 24,000 feet
High-Level (HL)	—above 24,000 feet

COORDINATION ZONES

The coordination zone is within 600 nautical miles of the border. Exceptions should be handled in accordance with the provisions of Note 4.

Note 1: DOT and FAA agree to exchange recapitulative records of assignments at intervals of three months commencing September 1, 1962.

Note 2: Coordination of airborne assignments is not required when use is an integral part of the Air Traffic Control Service.

Note 3: Protection is provided temporarily for the existing fixed assignments on 136.03 Mc/s in British Columbia.

Note 4: When the possibility exists that assignments outside of the normal coordination zones might result in harmful interference to the radio services of the other country due to their peculiar circumstances, i.e., antenna height, power, directive arrays, abnormal service volumes, etc., the assignment of the frequencies involved may, to the extent practicable, be the subject of special coordination by the DOT and FAA.