

actual operation on October 1, 1960, and located in the areas indicated in 2 (a) above for the frequency bands below 470 Mc/s, and located in the areas indicated in 2. (b) above for the frequency bands above 470 Mc/s. For the purpose of the revised arrangement, such record shall constitute, together with the 6th Edition of the Radio Frequency Record (Volume III), the master frequency assignment records for the two Agencies upon acceptance by the other Agency. Accordingly, in implementing the Geneva (1959) Radio Regulations, each Agency shall use these frequency records, in lieu of subsequent I.T.U. records, in matters leading to the resolution of pertinent cases of harmful interference involving stations authorized by the two Agencies.

(b) Each Agency shall keep its frequency assignment data in the aforementioned records current through the submission to the other Agency of its recapitulative master frequency assignment records at intervals of three months.

4. (a) Before the Federal Communications Commission takes final action on any application for the use of any frequency in the bands herein, in the areas stipulated above involving an effective radiated power in excess of five watts, or if protection is desired for an operation involving a power of five watts, or less, it will refer the pertinent particulars of the proposed assignment (see Appendix 3 or 4 as appropriate), in the form shown in Appendix 1 hereof, to the Department of Transport for comment as to whether the granting of an authorization will be likely to result in the causing of harmful interference to any existing Canadian assignments authorized by the Department.

(b) Before the Department of Transport takes final action on any application for the use of any frequency in the bands herein, in the areas stipulated above involving an effective radiated power in excess of five watts, or if protection is desired for an operation involving power of five watts, or less, it will refer the pertinent particulars of the proposed assignment (see Appendix 3 or 4 as appropriate), in the form shown in Appendix 2 hereof, to the Federal Communications Commission for comment as to whether the granting of an authorization will be likely to result in the causing of harmful interference to any existing United States assignments authorized by the Commission.

(c) Neither the 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.

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 granting of a particular authorization, arrangement should be made for actual on-the-air tests to be observed by representatives of both the Federal Communications Commission and the Department of Transport. Should harmful interference be caused to the existing station, the Agency having jurisdiction over the proposed station should be notified promptly so that the transmissions of the interfering