

AERONAUTICAL MOBILE (R) SERVICE—AIR TRAFFIC CONTROL

117.975-121.975 Mc/s; 123.575-128.825 Mc/s; 132.025-135.0 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) Facility 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.

COORDINATION ZONES

The coordination zones for low-level and high-level operations are within 400 NM and 600 NM of the border, respectively, and are predicated upon the terminal assignments being placed between 117.975-126.975 Mc/s and the enroute assignments between 126.975-135.0 Mc/s. Exceptions should be handled in accordance with Note 7.

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

Note 2: The frequencies 121.5 Mc/s and 121.6 Mc/s are excluded from coordination when used for SAR and scene-of-action functions respectively.

Note 3: Coordination of airborne assignments is not required when use is an integral part of the Air Traffic Control Service.

Note 4: Protection is provided for the following fixed assignments in British Columbia:

133.65 Mc/s $\pm$ 75 kc/s
133.77 Mc/s $\pm$ 75 kc/s
134.43 Mc/s $\pm$ 150 kc/s

Note 5: Adjacent channel protection is provided for assignments on the frequency 134.10 Mc/s $\pm$ 100 kc/s.

Note 6: The frequencies 126.90, 127.10, 127.30 and 128.50 Mc/s will continue to be used by Canada for enroute operational control.