

## BAND ABOVE 30,000 KC.

## Article XI

*Development in Communication.*—It is recognized that many services of aeronautics may be accommodated in the band above 30,000 kc. It is further recognized that the use of such frequencies for aviation purposes is still on an experimental basis.

The Parties accordingly agree to co-operate in the development of the use of this ultra high frequency band so that frequencies of the same order may be used for similar purposes throughout the United States and Canada and that the table shown in Appendix III shall be used as a guide when making assignments in this band for aeronautical use.

## Article XII

*Ultra High Calling and Working Frequency.*—If and when ultra high frequencies come into use for aeronautical purposes, 141,780 kc. shall be designated as a calling and working frequency from plane to ground.

## GENERAL PROVISIONS

## Article XIII

*Normal Calling and Working Frequencies.*—It is agreed that the United States and Canada will use 3105 kc. as the international calling and working frequency for use by itinerant aircraft and for emergency use by transport aircraft. 6210 kc. will also be used for secondary purposes as a calling and working frequency, available to itinerant and other aircraft by arrangement, when the circumstances are such as to make the use of 3105 kc. unsuitable.

## Article XIV

*Specific Allocation of Airport Control Frequency.*—The frequency 278 kc. will continue to be used as an airport control frequency with the expectation that after January 1, 1939, no new assignments to airport control stations on this frequency will be made unless there is installed for simultaneous use facilities for operation on frequencies between 129 and 132 megacycles. It is further proposed that the use of 278 kc. for airport control purposes may be discontinued after January 1, 1940 and replaced by frequencies between 129 and 132 megacycles.

## Article XV

*Exchange of Information.*—Information pertaining to civil aeronautics including frequency assignments, power, location of stations, identification signals and course orientation shall be exchanged directly between the administrative agencies of the two Parties.

## Article XVI

*Infringements.*—The Parties undertake to inform each other concerning any infringement of the provisions of this arrangement in order to facilitate corrective action.

## Article XVII

*Services Other Than Civil Aeronautical.*—

(a) *National Defence.*—This arrangement recognizes the paramount requirements of national defence as established by Article 39 of the International