

## ARRANGEMENT D

### ARRANGEMENT BETWEEN THE DEPARTMENT OF TRANSPORT AND THE INTER-DEPARTMENT RADIO ADVISORY COMMITTEE FOR THE EXCHANGE OF FREQUENCY ASSIGNMENT INFORMATION AND ENGINEERING COMMENTS ON PROPOSED ASSIGNMENTS ALONG THE CANADA-UNITED STATES BORDERS IN THE FREQUENCY BAND 162-174 MC/S.

(Adopted Washington D.C. June 1956, Revised Ottawa March 1962)

1. This arrangement provides for the exchange of frequency assignment information and engineering comments on proposed assignments in the 162-174 Mc/s frequency band along the Canada-United States Borders.

2. This arrangement applies in the areas bounded by:

*Line A*—Begins at Aberdeen, Wash. running by great circle arc to the intersection of  $48^{\circ}\text{N.}$ ,  $120^{\circ}\text{W.}$ , thence along parallel  $48^{\circ}\text{N.}$ , to the intersection of  $95^{\circ}\text{W.}$ , thence by great circle arc through the southernmost point of Duluth, Minn., thence by great circle arc to  $45^{\circ}\text{N.}$ ,  $85^{\circ}\text{W.}$ , thence southward along meridian  $85^{\circ}\text{W.}$ , to its intersection with parallel  $41^{\circ}\text{N.}$ , thence along parallel  $41^{\circ}\text{N.}$ , to its intersection with meridian  $82^{\circ}\text{W.}$ , thence by great circle arc through the southernmost point of Bangor, Me., thence by great circle arc through the southernmost point of Searsport, Me., at which point it terminates; and

*Line B*—Begins at Tofino, B.C., running by great circle arc to the intersection of  $50^{\circ}\text{N.}$ ,  $125^{\circ}\text{W.}$ , thence along parallel  $50^{\circ}\text{N.}$ , to the intersection of  $90^{\circ}\text{W.}$ , thence by great circle arc to the intersection of  $45^{\circ}\text{N.}$ ,  $79^{\circ} 30'\text{W.}$ , thence by great circle arc through the northernmost point of Drummondville, Quebec (Lat:  $45^{\circ} 52'\text{N.}$ , Long:  $72^{\circ} 30'\text{W.}$ ), thence by great circle arc to  $48^{\circ} 30'\text{N.}$ ,  $70^{\circ}\text{W.}$ , thence by great circle arc through the northernmost point of Campbellton, N.B., thence by great circle arc through the northernmost point of Liverpool, N.S., at which point it terminates.

*Line C*—Begins at the intersection of  $70^{\circ}\text{N.}$ ,  $144^{\circ}\text{W.}$ , thence by great circle arc to the intersection of  $60^{\circ}\text{N.}$ ,  $143^{\circ}\text{W.}$ , thence by great circle arc so as to include all of the Alaskan Panhandle; and

*Line D*—Begins at the intersection of  $70^{\circ}\text{N.}$ ,  $138^{\circ}\text{W.}$ , thence by great circle arc to the intersection of  $61^{\circ} 20'\text{N.}$ ,  $139^{\circ}\text{W.}$  (Burwash Landing), thence by great circle arc to the intersection of  $60^{\circ} 45'\text{N.}$ ,  $135^{\circ}\text{W.}$ , thence by great circle arc to the intersection of  $56^{\circ}\text{N.}$ ,  $128^{\circ}\text{W.}$ , thence south along  $128^{\circ}$  meridian to Lat.  $55^{\circ}\text{N.}$ , thence by great circle arc to the intersection of  $54^{\circ}\text{N.}$ ,  $130^{\circ}\text{W.}$ , thence by great circle arc to Port Clements, thence to the Pacific Ocean where it ends.

3. Current records of frequency assignments in the frequency band 162-174 Mc/s will be exchanged as required.

4. (a) Before either Agency takes final action on any proposal for the use of any frequency in the band 162-174 Mc/s in the areas stipulated herein involving power in excess of five (5) watts, it will refer the