

A stylized paper airplane icon in shades of blue and grey is positioned above a dashed grey line that forms a wave-like shape across the page.

**CIVIL AVIATION DIRECTIVE – 10 Vol V**

# **AERONAUTICAL TELECOMMUNICATION**

**AERONAUTICAL RADIO FREQUENCY SPECTRUM  
UTILISATION**

**CIVIL AVIATION AUTHORITY OF MALAYSIA**

**ISSUE 01**  
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## Introduction

In exercise of the powers conferred by section 24O of the Civil Aviation Act 1969 [Act 3], the Chief Executive Officer makes this Civil Aviation Directive 10 – Aeronautical Telecommunications Volume V: Aeronautical Radio Frequency Spectrum Utilisation (“CAD 10 Volume V”), pursuant to Regulation 76 of the Civil Aviation Regulations (CAR 2016).

This CAD contains the Standards, requirements and procedures pertaining to the provisions for Aeronautical Telecommunications. The Standards and requirements in this CAD are based mainly on the Standards and Recommended Practices (SARPs) contained in the International Civil Aviation Organisation (ICAO) Annex 10 Vol V to the Chicago Convention – Aeronautical Telecommunications: Aeronautical Radio Frequency Spectrum Utilisation.

This Civil Aviation Directive 10 – Aeronautical Telecommunications Volume V: Aeronautical Radio Frequency Spectrum Utilisation (“CAD 10 Volume V”) is published by the Chief Executive Officer under Section 24O of the Civil Aviation Act 1969 [Act 3] and come into operation on 1 August 2021.

### Non-compliance with this CAD

Any person who contravenes any provision in this CAD commits an offence and shall on conviction be liable to the punishments under Section 24O (2) of the Civil Aviation Act 1969 [Act 3] and/or under Civil Aviation Regulation 2016.



(Captain Chester Voo Chee Soon)  
Chief Executive Officer  
Civil Aviation Authority of Malaysia

## Civil Aviation Directive components and Editorial practices

This Civil Aviation Directive is made up of the following components and are defined as follows:

**Standards:** Usually preceded by words such as “*shall*” or “*must*”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where uniform application is necessary for the safety or regularity of air navigation and to which Operators must conform. In the event of impossibility of compliance, notification to the CAAM is compulsory.

**Recommended Practices:** Usually preceded by the words such as “*should*” or “*may*”, are any specification for physical characteristics, configuration, performance, personnel or procedure, where the uniform application is desirable in the interest of safety, regularity or efficiency of air navigation, and to which Operators will endeavour to conform.

**Appendices:** Material grouped separately for convenience but forms part of the Standards and Recommended Practices stipulated by the CAAM.

**Definitions:** Terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.

**Tables and Figures:** These add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

**Notes:** Included in the text, where appropriate, Notes give factual information or references bearing on the Standards or Recommended Practices in question but not constituting part of the Standards or Recommended Practices;

**Attachments:** Material supplementary to the Standards and Recommended Practices or included as a guide to their application.

It is to be noted that some Standards in this Civil Aviation Directive incorporates, by reference, other specifications having the status of Recommended Practices. In such cases, the text of the Recommended Practice becomes part of the Standard.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in CAD 5. Where CAD 5 permits the use of non-SI alternative units, these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.





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# 1 General

## 1.1 Description

### 1.1.1 Citation

1.1.1.1 These Directives are the Civil Aviation Directive 10 – Aeronautical Telecommunications Volume V: Aeronautical Radio Frequency Spectrum Utilisation. Issue 01/Revision 00, and comes into operation on 1 August 2021.

1.1.1.2 This CAD 10 – Aeronautical Telecommunications Volume V: Aeronautical Radio Frequency Spectrum Utilisation, Issue 01/Revision 00 will remain current until withdrawn or superseded.

### 1.1.2 Applicability

1.1.2.1 This CAD is applicable and prescribes rules governing requirements for the service provider or organisation involved in the:

- a) Establishment, operation and maintenance of one or more ground-based aeronautical telecommunication, that supports air traffic service or Instrument Flight Rules (IFR) flight procedure.
- b) Establishment, operation and maintenance of CNS/ATM facilities.

### 1.1.3 Revocation

1.1.3.1 This CAD, revokes ASD 1007 - Aeronautical Radio Frequency Spectrum Utilisation dated 22<sup>nd</sup> April 2016.

### 1.1.4 Background

1.1.4.1 ICAO Annex 10 has been selected to provide the basic structure of CAD 10, but with additional sub-divisions where considered appropriate. The contents of Annex 10 Volume V have been used, in its entirety in this CAD 10 Volume V, but duly modified to reflect its issuance by the CAAM.

1.1.4.2 Future development of the requirements of CAD 10 Volume V will be in accordance with the relevant amendment procedures instituted by the CAAM. These procedures allow for the amendment of CAD 10 Volume V to be harmonised with amendments to ICAO Annex 10 Volume V in a timely manner.

1.1.4.3 An operator of an aircraft based in Malaysia must have an authority to operate under Civil Aviation Act, Article 3. As such, all commercial operators based in Malaysia must comply with the requirements of the MCAR 2016 and CAD 10 Volume V.

## 1.2 Definitions

*Note.— All references to “Radio Regulations” are to the Radio Regulations published by the International Telecommunication Union (ITU), e.g. 27/19 refers to Appendix 27, Para 19. Radio Regulations are amended from time to time by the decisions embodied in the Final Acts of World Radio communication Conferences held normally every two to three years. Further information on the ITU processes as they relate to aeronautical radio system frequency use is contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718).*

When the following terms are used in this volume of the CAD, they have the following meanings:

**Alternative means of communication** is a means of communication provided with equal status, and in addition to the primary means.

**Double channel simplex** means simplex using two frequency channels, one in each direction.

*Note.— This method was sometimes referred to as cross-band.*

**Duplex** means a method in which telecommunication between two stations can take place in both directions simultaneously.

**Frequency channel** means a continuous portion of the frequency spectrum appropriate for a transmission utilising a specified class of emission.

*Note.— The classification of emissions and information relevant to the portion of the frequency spectrum appropriate for a given type of transmission (bandwidths) are specified in the Radio Regulations, Article 2 and Appendix 1.*

**Offset frequency simplex** means a variation of single channel simplex wherein telecommunication between two stations is effected by using in each direction frequencies that are intentionally slightly different but contained within a portion of the spectrum allotted for the operation.

**Operational control communications** mean communications required for the exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of the safety of the aircraft and the regularity and efficiency of a flight.

*Note.— Such communications are normally required for the exchange of messages between aircraft and aircraft operating agencies.*

**Primary means of communication** means the means of communication to be adopted normally by aircraft and ground stations as a first choice where alternative means of communication exist.

**Simplex** means a method in which telecommunication between two stations takes place in one direction at a time.

*Note.— In application to the aeronautical mobile service, this method may be subdivided as follows:*

- a) *single channel simplex;*
- b) *double channel simplex;*
- c) *offset frequency simplex.*

**Single channel simplex** means simplex using the same frequency channel in each direction.



**VHF digital link (VDL)** means a constituent mobile subnetwork of the aeronautical telecommunication network (ATN), operating in the aeronautical mobile VHF frequency band. In addition, the VDL may provide non-ATN functions such as, for instance, digitised voice.



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## 2 Distress Frequencies

### Introduction

*The ITU Radio Regulations Article 30 provides general conditions for distress and safety communications for all mobile services. The aeronautical mobile service is also permitted under Article 30, Section III, No. 30.9 to conform to special arrangements between governments where these have been agreed. ICAO Annexes constitute such agreements.*

*The Standards and Recommended Practices relating to radio frequencies for distress communications take into account certain procedures that have been adopted by ICAO and also certain provisions made by the ITU in its Radio Regulations.*

*CAD 10, Volume II requires that an aircraft in distress when it is airborne should use the frequency in use for normal communications with aeronautical stations at the time. However, it is recognised that, after an aircraft has crashed or ditched, there is a need for designating a particular frequency or frequencies to be used in order that uniformity may be attained on a worldwide basis, and so that a guard may be maintained or set up by as many stations as possible including direction-finding stations, and stations of the maritime mobile service.*

*The frequency 2 182 kHz also offers possibilities for communication between aircraft and stations of the maritime mobile service. The ITU Radio Regulations specify in Article 30, Section III, No. 30.11 that the frequency 2 182 kHz is the international distress frequency for radiotelephony to be used for emergency communications by ship, aircraft and survival craft stations using frequencies in the authorised bands between 1 605 kHz and 4 000 kHz when requesting assistance from, or communicating with, the maritime service.*

*With respect to emergency locator transmitters (ELTs) designed to be detected and located by satellite, the Radio Regulations authorise the use of these devices, which are referenced in ITU as satellite emergency position indicating radio beacons (EPIRBs). ITU Radio Regulations Article 31, Section I, No. 31.1 specifies that the band 406 – 406.1 MHz is used exclusively by satellite EPIRBs in the earth-to-space direction.*

*The frequency 4 125 kHz is also authorised by the ITU to enable communications between stations in the maritime mobile service and aircraft stations in distress. The current ITU Radio Regulations (RR 5.130 and Articles 31 and 32) state that the carrier frequency 4 125 kHz may be used by aircraft stations to communicate with stations of the maritime mobile service for distress and safety purposes. The aeronautical mobile (R) service frequencies 3 023 kHz and 5 680 kHz may be employed for coordinated search and rescue operations with the maritime mobile service under RR 5.115.*

*With respect to survival craft stations, the Radio Regulations provide for the use of the frequencies 8 364 kHz, 2 182 kHz, 121.500 MHz and 243 MHz, if the survival craft is capable of operating in the bands 4 000 – 27 500 kHz, 1 605 – 2 850 kHz, 117.975 – 137.000 MHz and 235 – 328.6 MHz respectively (RR Articles 31 and 32).*

### 2.1 Frequencies for emergency locator transmitters (ELTs) for search and rescue

2.1.1 All emergency locator transmitters carried in compliance with Standards of CAD 6, Parts I, II and III shall operate on both 406 MHz and 121.500 MHz.

*Note 1.— ITU Radio Regulations (5.256) provide for the use of 243 MHz in addition to the above frequencies.*

*Note 2.— Specifications for ELTs are found in CAD 10, Volume III, Part II, Chapter 5 and the ITU Radio Regulations Article 34, Section I, No. 34.1.*

## 2.2 Search and rescue frequencies

2.2.1 Where there is a requirement for the use of high frequencies for search and rescue scene of action coordination purposes, the frequencies 3 023 kHz and 5 680 kHz shall be employed.

2.2.2 Where specific frequencies are required for communication between rescue coordination centres and aircraft engaged in search and rescue operations, they shall be selected regionally from the appropriate aeronautical mobile frequency bands in light of the nature of the provisions made for the establishment of search and rescue aircraft.

*Note.— Where civil commercial aircraft take part in search and rescue operations, they will normally communicate on the appropriate en-route channels with the flight information centre associated with the rescue coordination centre concerned.*

### 3 Utilisation of Frequencies Below 30 MHz

#### Introduction

High frequency bands allocated to the aeronautical mobile (R) service

*The frequency bands between 2.8 MHz and 22 MHz allocated to the aeronautical mobile (R) service are given in Article 5 of the ITU Radio Regulations. The utilisation of these bands must be in accordance with the relevant provisions of the Radio Regulations and in particular Appendix 27 to the Radio Regulations. In the utilisation of these bands, States' attention is drawn to the possibility of harmful radio interference from non-aeronautical sources of radio frequency energy and the need to take appropriate measures to minimise its effects.*

#### 3.1 Method of operations

3.1.1 In the aeronautical mobile service, single channel simplex shall be used in radiotelephone communications utilising radio frequencies below 30 MHz in the bands allocated exclusively to the aeronautical mobile (R) service.

3.1.2 Assignment of single sideband channels

3.1.2.1 Single sideband channels shall be assigned in accordance with CAD 10, Volume III, Part II, Chapter 2, 2.4.

3.1.2.2 For the operational use of the channels concerned, administrations shall take into account the provisions of 27/19 of Appendix 27 of the ITU Radio Regulations.

3.1.2.3 The use of aeronautical mobile (R) frequencies below 30 MHz for international operations shall be coordinated as specified in Appendix 27 of the ITU Radio Regulations as follows:

27/19 The International Civil Aviation Organisation (ICAO) co-ordinates radio communications of the aeronautical mobile (R) service with international aeronautical operations and this Organisation should be consulted in all appropriate cases in the operational use of the frequencies in the Plan.

3.1.2.4 Where international operating requirements for HF communications cannot be satisfied by the Frequency Allotment Plan at Part 2 of Appendix 27 to the Radio Regulations, an appropriate frequency shall be assigned as specified in Appendix 27 by the application of the following provisions:

27/20 It is recognised that not all the sharing possibilities have been exhausted in the Allotment Plan contained in this Appendix. Therefore, in order to satisfy particular operational requirements which are not otherwise met by this Allotment Plan, Administrations may assign frequencies from the aeronautical mobile (R) bands in areas other than those to which they are allotted in this Plan. However, the use of the frequencies so assigned must not reduce the protection to the same frequencies in the areas where they are allotted by the Plan below

that determined by the application of the procedure defined in Part I, Section II B of this Appendix.

*Note.— Part I, Section II B of Appendix 27 relates to Interference Range Contours, and application of the procedure results in a protection ratio of 15 dB.*

- 27/21 When necessary to satisfy the needs of international air operations Administrations may adapt the allotment procedure for the assignment of aeronautical mobile (R) frequencies, which assignments shall then be the subject of prior agreement between Administrations affected.
- 27/22 The co-ordination described in No. 27/19 shall be effected where appropriate and desirable for the efficient utilisation of the frequencies in question, and especially when the procedures of No. 27/21 are unsatisfactory.
- 3.1.2.5 The use of classes of emission J7B and J9B shall be subject to the following provisions of Appendix 27:
- 27/12 For radiotelephone emissions, the audio frequencies will be limited to between 300 and 2 700 Hz and the occupied bandwidth of other authorised emissions will not exceed the upper limit of J3E emissions. In specifying these limits, however, no restriction in their extension is implied in so far as emissions other than J3E are concerned, provided that the limits of unwanted emissions are met (see Nos. 27/73 and 27/74).
- 27/14 On account of the possibility of interference, a given channel should not be used in the same allotment area for radiotelephony and data transmissions.
- 27/15 The use of channels derived from the frequencies indicated in 27/18 for the various classes of emissions other than J3E and H2B will be subject to special arrangements by the Administrations concerned and affected in order to avoid harmful interference which may result from the simultaneous use of the same channel for several classes of emission.
- 3.1.3 Assignment of frequencies for aeronautical operational control communications
- 3.1.3.1 Worldwide frequencies for aeronautical operational control communications are required to enable aircraft operating agencies to meet the obligations prescribed in CAD 6, Part I. Assignment of these frequencies shall be in accordance with the following provisions of Appendix 27:
- 27/9 A world-wide allotment area is one in which frequencies are allotted to provide long distance communications between an aeronautical station within that allotment area and aircraft operating anywhere in the world.<sup>1</sup>
- 27/217 The world-wide frequency allotments appearing in the tables at No. 27/213 and Nos. 27/218 to 27/231, except for carrier (reference) frequencies 3 023 kHz and 5 680 kHz, are reserved for assignment by administrations to stations operating under authority granted by the administration concerned for the purpose of serving one or more aircraft operating agencies. Such assignments are to provide communications between an appropriate aeronautical station and an aircraft station anywhere in the world for exercising control over regularity of



flight and for safety of aircraft. Worldwide frequencies are not to be assigned by administrations for MWARA, RDARA and VOLMET purposes. Where the operational area of an aircraft lies wholly within a RDARA or sub-RDARA boundary, frequencies allotted to those RDARAs and sub-RDARAs shall be used.

*Note 1.— Tables 27/213 and 27/218 to 27/231 appearing in Appendix 27 to the ITU Radio Regulations refer to, respectively, the Frequency Allotment Plan, listing frequencies by areas, and the Frequency Allotment Plan, listing frequencies in numerical order.*

*Note 2.— Guidance material on the assignment of worldwide frequencies is contained in Attachment B.*

### **3.2 NDB frequency management**

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## 4 Utilisation of Frequencies Above 30 MHz

*Note.— Details pertaining to the allocation of spectrum to aeronautical services, including footnoted allocations and restrictions, are contained in both the International Telecommunication Union (ITU) Radio Regulations and the ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718).*

### 4.1 Utilisation in the frequency band 117.975 – 137.000 MHz

#### Introduction

*Section 4.1 deals with Standards and Recommended Practices (SARPs) relating to the use of the frequency band 117.975 – 137.000 MHz and includes matters pertaining to the selection of particular frequencies for various aeronautical purposes. These SARPs are introduced by the following preface, which sets out the principles upon which the utilisation of this frequency band on a worldwide basis with due regard to economy is being planned.*

#### Preface

*The utilisation of the frequency band 117.975 – 137.000 MHz on a worldwide basis with due regard to economy and practicability requires a plan that will take into account:*

- a) the need for an orderly evolution towards improved operation and the required degree of worldwide standardisation;
- b) the desirability of providing for an economic transition from present utilisation to optimum utilisation of the frequencies available, taking into account the maximum possible utilisation of existing equipment;
- c) the need to provide for coordination between international and national utilisation so as to ensure mutual protection from interference;
- d) the need for providing a global framework for the coordinated development of Regional Plans;
- e) the need, in certain regions, to have more detailed plans and planning criteria in addition to the provisions in this section;
- f) the desirability of incorporating in any group of frequencies to be used those now in use for international air services;
- g) the need for keeping the total number of frequencies and their grouping in appropriate relation to the airborne equipment known to be widely used by international air services;
- h) a requirement for the provision of a single frequency that may be used for emergency purposes on a worldwide basis and, also, in certain regions, for another frequency that may be used as a common frequency for special purposes; and

- i) the need for providing sufficient flexibility to allow for the differences in application necessitated by regional conditions.

#### 4.1.1 General allotment of frequency band 117.975 – 137.000 MHz

*Note.— The plan includes a general Allotment Table that subdivides the complete frequency band 117.975 – 137.000 MHz, the chief subdivisions being the frequency bands allocated to both national and international services, and the frequency bands allocated to national services. Observance of this general subdivision should keep to a minimum the problem of coordinating national and international application.*

- 4.1.1.1 The block allotment of the frequency band 117.975 – 137.000 MHz shall be as shown in Table 4-1.

#### 4.1.2 Frequency separation and limits of assignable frequencies

*Note.— In the following text, the channel spacing for 8.33 kHz channel assignments is defined as 25 kHz divided by 3 which is 8.333 ... kHz.*

- 4.1.2.1 In the frequency band 117.975 – 137.000 MHz, the lowest assignable frequency shall be 118.000 MHz and the highest 136.975 MHz.

- 4.1.2.2 The minimum separation between assignable frequencies in the aeronautical mobile (R) service shall be 8.33 kHz.

*Note.— It is recognised that in some regions or areas, 25 kHz channel spacing provides an adequate number of frequencies suitably related to international and national air services and that equipment designed specifically for 25 kHz channel spacing will remain adequate for services operating within such regions or areas. It is further recognised that assignments based on 25 kHz channel spacing as well as 8.33 kHz channel spacing may continue to co-exist within one region or area.*

- 4.1.2.3 Requirements for mandatory carriage of equipment specifically designed for 8.33 kHz channel spacing shall be made on the basis of regional air navigation agreements which specify the airspace of operation and the implementation timescales for the carriage of equipment, including the appropriate lead time.

*Note.— No changes will be required to aircraft systems or ground systems operating solely in regions not using 8.33 kHz channel spacing.*

- 4.1.2.4 Requirements for mandatory carriage of equipment specifically designed for VDL Mode 2, VDL Mode 3 and VDL Mode 4 shall be made on the basis of regional air navigation agreements which specify the airspace of operation and the implementation timescales for the carriage of equipment, including the appropriate lead time.

- 4.1.2.4.1 The agreement indicated in 4.1.2.4 shall provide at least two years' notice of mandatory carriage of airborne systems.



4.1.2.5 In regions where 25 kHz channel spacing (DSB-AM and VHF digital link (VDL)) and 8.33 kHz DSB-AM channel spacing are in operation, the publication of the assigned frequency or channel of operation shall conform to the channel contained in Table 4-1 (*bis*).

*Note.— Table 4-1 (bis) provides the frequency channel pairing plan which retains the numerical designator of the 25 kHz DSB-AM environment and allows unique identification of a 25 kHz VDL and 8.33 kHz channel.*

Table 4-1.		Allotment table	
Block	allotment frequencies (MHz)	Worldwide utilisation	Remarks
a)	118.000 – 121.450 inclusive	International and National Aeronautical Mobile Services	Specific international allotments will be determined in the light of regional agreement. National assignments are covered by the provisions in 4.1.4.8 and 4.1.4.9.
b)	121.500	Emergency frequency	See 4.1.3.1. In order to provide a guard band for the protection of the aeronautical emergency frequency, the nearest assignable frequencies on either side of 121.500 MHz are 121.450 MHz and 121.550 MHz.
c)	121.550 – 121.9917 inclusive	International and National Aerodrome Surface Communications	Reserved for ground movement, pre-flight checking, air traffic services clearances, and associated operations.
d)	122.000 – 123.050 inclusive	National Aeronautical Mobile Services	Reserved for national allotments. National assignments are covered by the provisions of 4.1.4.8 and 4.1.4.9.
e)	123.100	Auxiliary frequency SAR	See 4.1.3.4. In order to provide a guard band for the protection of the aeronautical auxiliary frequency, the nearest assignable frequencies on either side of 123.100 MHz are 123.050 MHz and 123.150 MHz.
f)	123.150 – 123.6917 inclusive	National Aeronautical Mobile Services	Reserved for national allotments, with the exception of 123.450 MHz which is also used as an air-to-air communications channel (see g)). National assignments are covered by the provisions of 4.1.4.8 and 4.1.4.9.
g)	123.450	Air-to-air communications	Designated for use as provided for in 4.1.3.2.
h)	123.700 – 129.6917 inclusive	International and National Aeronautical Mobile Services	Specific international allotments will be determined in light of regional agreement. National assignments are covered by the provisions in 4.1.4.8 and 4.1.4.9.
i)	129.700 – 130.8917 inclusive	National Aeronautical Mobile Services	Reserved for national allotments but may be used in whole or in part, subject to regional agreement, to meet the requirements mentioned in 4.1.6.1.3.
j)	130.900 – 136.875 inclusive	International and National Aeronautical Mobile Services	Specific international allotments will be determined in light of regional agreement. National assignments are covered by the provisions in 4.1.4.8 and 4.1.4.9.
k)	136.900 – 136.975 inclusive	International and National Aeronautical Mobile Services	Reserved for VHF air-ground data link communications.

Table 4-1 (bis). Channelling/frequency pairing

<i>Frequency (MHz)</i>	<i>Time slot*</i>	<i>Channel spacing (kHz)</i>	<i>Channel</i>
118.0000		25	118.000
118.0000	A	25	118.001
118.0000	B	25	118.002
118.0000	C	25	118.003
118.0000	D	25	118.004
118.0000		8.33	118.005
118.0083		8.33	118.010
118.0167		8.33	118.015
118.0250	A	25	118.021
118.0250	B	25	118.022
118.0250	C	25	118.023
118.0250	D	25	118.024
118.0250		25	118.025
118.0250		8.33	118.030
118.0333		8.33	118.035
118.0417		8.33	118.040
118.0500		25	118.050
118.0500	A	25	118.051
118.0500	B	25	118.052
118.0500	C	25	118.053
118.0500	D	25	118.054
118.0500		8.33	118.055
118.0583		8.33	118.060
118.0667		8.33	118.065
118.0750	A	25	118.071
118.0750	B	25	118.072
118.0750	C	25	118.073
118.0750	D	25	118.074
118.0750		25	118.075
118.0750		8.33	118.080
118.0833		8.33	118.085
118.0917		8.33	118.090
118.1000		25	118.100
etc.			

\* Time slot indication is for VDL Mode 3 channels. (Ref. CAD 10, Volume III, Part 1, Chapter 6 for characteristics of VDL Mode 3 operation)

### 4.1.3 Frequencies used for particular functions

#### 4.1.3.1 Emergency channel

4.1.3.1.1 The emergency channel (121.500 MHz) shall be used only for genuine emergency purposes, as broadly outlined in the following:

- a) to provide a clear channel between aircraft in distress or emergency and a ground station when the normal channels are being utilised for other aircraft;
- b) to provide a VHF communication channel between aircraft and aerodromes, not normally used by international air services, in case of an emergency condition arising;
- c) to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency;
- d) to provide air-ground communication with aircraft when airborne equipment failure prevents the use of the regular channels;
- e) to provide a channel for the operation of emergency locator transmitters (ELTs), and for communication between survival craft and aircraft engaged in search and rescue operations;
- f) to provide a common VHF channel for communication between civil aircraft and intercepting aircraft or intercept control units and between civil or intercepting aircraft and air traffic services units in the event of interception of the civil aircraft.

*Note 1.— The use of the frequency 121.500 MHz for the purpose outlined in c) is to be avoided if it interferes in any way with the efficient handling of distress traffic.*

*Note 2.— The ITU Radio Regulations (RR 5.200) permit the use of the aeronautical emergency frequency 121.500 MHz by mobile stations of the maritime mobile service under the conditions laid down in Article 31 of the Radio Regulations for distress and safety purposes with stations of the aeronautical mobile service.*

4.1.3.1.2 The frequency 121.500 MHz shall be provided at:

- a) all area control centres and flight information centres;
- b) aerodrome control towers and approach control offices serving international aerodromes and international alternate aerodromes; and
- c) any additional location designated by the appropriate ATS authority,

where the provision of that frequency is considered necessary to ensure immediate reception of distress calls or to serve the purposes specified in 4.1.3.1.1.



*Note.— Where two or more of the above facilities are collocated, provision of 121.500 MHz at one would meet the requirement.*

- 4.1.3.1.3 The frequency 121.500 MHz shall be available to intercept control units where considered necessary for the purpose specified in 4.1.3.1.1 f).
- 4.1.3.1.4 The emergency channel shall be guarded continuously during the hours of service of the units at which it is installed.
- 4.1.3.1.5 The emergency channel shall be guarded on a single channel simplex operation basis.
- 4.1.3.1.6 The emergency channel (121.500 MHz) shall be available only with the characteristics as contained in CAD 10, Volume III, Part II, Chapter 2 (25 kHz).
- 4.1.3.2 Air-to-air communications channel
- 4.1.3.2.1 An air-to-air VHF communications channel on the frequency of 123.450 MHz shall be designated to enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.
- Note.— Use of the air-to-air channel can cause interference to and from aircraft using the same frequency for air- ground communications.*
- 4.1.3.2.2 In remote and oceanic areas out of range of VHF ground stations, the air-to-air VHF communications channel on the frequency 123.450 MHz shall be available only with the characteristics as contained in CAD 10, Volume III, Part II, Chapter 2 (25 kHz).
- 4.1.3.3 Common signalling channels for VDL
- 4.1.3.3.1 Common signalling channel VDL Mode 2. The frequency 136.975 MHz is reserved on a worldwide basis to provide a common signalling channel (CSC) to the VHF digital link Mode 2 (VDL Mode 2). This CSC uses the Mode 2 VDL modulation scheme and carrier sense multiple access (CSMA).
- 4.1.3.3.2 Common signalling channels VDL Mode 4. In areas where VDL Mode 4 is implemented, the frequencies 136.925 MHz and 113.250 MHz shall be provided as common signalling channels (CSCs) to the VHF digital link Mode 4 (VDL Mode 4). These CSCs use the VDL Mode 4 modulation scheme.

- 4.1.3.4 Auxiliary frequencies for search and rescue operations
- 4.1.3.4.1 Where a requirement is established for the use of a frequency auxiliary to 121.500 MHz, as described in 4.1.3.1.1 c), the frequency 123.100 MHz shall be used.
- 4.1.3.4.2 4.1.3.4.2 The auxiliary search and rescue channel (123.100 MHz) shall be available only with the characteristics as contained in CAD 10, Volume III, Part II, Chapter 2 (25 kHz).
- Note.— The ITU Radio Regulations (RR 5.200) permit the use of the aeronautical auxiliary frequency 123.100 MHz by mobile stations of the maritime mobile service under the conditions laid down in Article 31 of the Radio Regulations for distress and safety purposes with stations of the aeronautical mobile service.*
- 4.1.4 Provisions concerning the deployment of VHF frequencies and the avoidance of harmful interference
- Note.— In this section, the protected service volume of each facility is meant in the sense of avoidance of harmful interference.*
- 4.1.4.1 The geographical separation between facilities operating on the same frequency shall, except where there is an operational requirement for the use of common frequencies for groups of facilities, be such that the protected service volume of one facility is separated from the protected service volume of another facility by a distance not less than that required to provide a desired to undesired signal ratio of 20 dB or by a separation distance not less than the sum of the distances to the associated radio horizon of each service volume, whichever is smaller.
- 4.1.4.2 For areas where frequency assignment congestion is severe or is anticipated to become severe, the geographical separation between facilities operating on the same frequency shall, except where there is an operational requirement for the use of common frequencies for groups of facilities, be such that the protected service volume of one facility is separated from the protected service volume of another facility by a distance not less than that required to provide a desired to undesired signal ratio of 14 dB or by a separation distance not less than the sum of the distances to the associated radio horizon of each service volume, whichever is smaller. This provision shall be implemented on the basis of a regional air navigation agreement.
- Note 1.— Guidance material relating to the establishment of the minimum separation distance based on the desired to undesired signal protection ratio of 20 dB or 14 dB and radio line-of-sight is contained in Volume II of the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718).*
- Note 2.— The application of the minimum separation distance based on the sum of the radio horizon distance of each facility assumes that it is highly*

*unlikely that two aircraft will be at the closest points between and at the maximum altitude of the protected service volume of each facility.*

*Note 3.— The distance to the radio horizon from a station in an aircraft is normally given by the formula:*

$$D = K \sqrt{h}$$

where D = distance in nautical miles;

h = height of the aircraft station above earth;

K = (corresponding to an effective earth's radius of 4/3 of the actual radius);

= 2.22 when h is expressed in metres; and

= 1.23 when h is expressed in feet.

*Note 4.— In calculating the radio line-of-sight distance between a ground station and an aircraft station, the distance from the radio horizon of the aircraft station computed from Note 3 must be added to the distance from the radio horizon of the ground station. In calculating the latter, the same formula is employed, taking for h the height of the ground station transmitting antenna.*

*Note 5.— The criteria contained in 4.1.4.1 and 4.1.4.2 are applicable in establishing minimum geographical separation between VHF facilities, with the object of avoiding co-channel air-to-air interference. Guidance material relating to the establishment of separation distances between ground stations and between aircraft and ground stations for co-channel operations is contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718).*

- 4.1.4.3 The geographical separation between facilities operating on adjacent channels shall be such that points at the edge of the protected service volume of each facility are separated by a distance sufficient to ensure operations free from harmful interference.

*Note.— Guidance material covering separation distances and related system characteristics is contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718).*

- 4.1.4.4 The protection height shall be a height above a specified datum associated with a particular facility, such that below it harmful interference is improbable.

- 4.1.4.5 The protection height to be applied to functions or to specific facilities shall be determined regionally, taking into consideration the following factors:

- a) the nature of the service to be provided;
- b) the air traffic pattern involved;
- c) the distribution of communication traffic;
- d) the availability of frequency channels in airborne equipment;
- e) probable future developments.

- 4.1.4.6 Where the protected service volume is less than operationally desirable, separation between facilities operating on the same frequency shall not be less than that necessary to ensure that an aircraft at the upper edge of the operational service volume of one facility does not come above the radio horizon with respect to emissions belonging to the service of adjacent facilities.
- Note.— The effect of this requirement is to establish a geographical separation distance below which harmful interference is probable.*
- 4.1.4.7 The geographical separation between VHF VOLMET stations shall be determined regionally and shall be such that operations free from harmful interference are secured throughout the protected service volume of each VOLMET station.
- Note.— Guidance material on the interpretation of 4.1.4.7 is contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including statement of approved ICAO policies (Doc 9718).*
- 4.1.4.8 In the frequency band 117.975 – 137.000 MHz, the frequencies used for National Aeronautical Mobile Services, unless worldwide or regionally allotted to this specific purpose, shall be so deployed that no harmful interference is caused to facilities in the International Aeronautical Mobile Services.
- 4.1.4.9 The problem of inter-State interference shall be resolved by consultation between the States concerned.
- 4.1.4.10 The communication coverage provided by a VHF ground transmitter shall, in order to avoid harmful interference to other stations, be kept to the minimum consistent with the operational requirement for the function.
- 4.1.5 Method of operation
- 4.1.5.1 Single channel simplex operation shall be used in the frequency band 117.975 – 137.000 MHz at all stations providing service for aircraft engaged in international air navigation.
- 4.1.5.2 In addition to the above, the ground-to-air voice channel associated with an ICAO standard radio navigation aid may be used, subject to regional agreement, for broadcast or communication purposes or both.
- 4.1.6 Plan of assignable VHF radio frequencies for use in the international aeronautical mobile service
- Introduction*
- This plan designates the list of frequencies available for assignment, together with provision for the use by the aeronautical mobile (R) service of all frequencies with a channel spacing of 25 kHz, and of all frequencies with a channel width and spacing of 8.33 kHz.*

*The plan provides that the total number of frequencies required in any region would be determined regionally.*

*In many regions particular frequencies have already been allotted for particular functions such as, for instance, aerodrome or approach control. The plan does not make such allotments (except as provided for in 4.1.1.1), such action being taken regionally if considered desirable.*

- 4.1.6.1 The frequencies in the frequency band 117.975 – 137.000 MHz for use in the aeronautical mobile (R) service shall be selected from the lists in 4.1.6.1.1.

*Note 1.— The frequencies 136.500 – 136.975 MHz inclusive are not available for assignment to channels of less than 25 kHz width.*

*Note 2.— Services that continue operation using 25 kHz assignments will be protected in regions implementing 8.33 kHz channel spacing.*

- 4.1.6.1.1 List of assignable frequencies:

List A — assignable frequencies in regions or areas where 25 kHz frequency assignments are deployed:

118.000 – 121.450 MHz in 25 kHz steps

121.550 – 123.050 MHz in 25 kHz steps

123.150 – 136.975 MHz in 25 kHz steps

List B — assignable frequencies in regions or areas where 8.33 kHz frequency assignments are deployed:

118.000 – 121.450 MHz in 8.33 kHz steps

121.550 – 123.050 MHz in 8.33 kHz steps

123.150 – 136.475 MHz in 8.33 kHz steps

- 4.1.6.1.2 Frequencies for operational control communications may be required to enable aircraft operating agencies to meet the obligations prescribed in CAD 6, Part I, in which case they shall be selected from a dedicated band which is determined regionally.

*Note.— It is recognised that the assignment of such frequencies and the licensing of the operation of the related facilities are matters for national determination. However, in regions where a problem exists with respect to the provision of frequencies for operational control purposes, it may be advantageous if States endeavour to coordinate the requirements of aircraft operating agencies for such channels prior to regional meetings.*

- 4.1.6.2 The frequencies that may be allotted for use in the aeronautical mobile (R) service in a particular region shall be limited to the number determined as being necessary for operational needs in the region.

*Note.— The number of frequencies required in a particular region is normally determined by the Council on the recommendations of Regional Air Navigation Meetings.*

## **4.2 Utilisation in the frequency band 108 – 117.975 MHz**

4.2.1 The block allotment of the frequency band 108 – 117.975 MHz shall be as follows:

— *Band 108 – 111.975 MHz:*

- a) ILS in accordance with 4.2.2 and CAD 10, Volume I, 3.1.3;
- b) VOR provided that:
  - 1) no harmful adjacent channel interference is caused to ILS;
  - 2) only frequencies ending in either even tenths or even tenths plus a *twentieth* of a megahertz are used.
- c) GNSS ground-based augmentation system (GBAS) in accordance with CAD 10, Volume I, 3.7.3.5, provided that no harmful interference is caused to ILS and VOR.

*Note.— ILS/GBAS geographical separation criteria and geographical separation criteria for GBAS and VHF communication services operating in the 118 – 137 MHz band are under development. Until these criteria are defined and included in the SARPs, it is intended that frequencies in the band 112.050 – 117.900 MHz will be used for GBAS assignments.*

— *Band 111.975 – 117.975 MHz:*

- a) VOR;
- b) GNSS ground-based augmentation system (GBAS) in accordance with CAD 10, Volume I, 3.7.3.5, provided that no harmful interference is caused to VOR.

*Note 1.— Guidance material relating to the distance separation required to prevent harmful interference between ILS and VOR when using the band 108 – 111.975 MHz is found in Section 3 of Attachment C to CAD 10, Volume I.*

*Note 2.— Guidance material relating to the distance separation required to prevent harmful interference between VOR and GBAS when using the band 112.050 – 117.900 MHz is found in Section 7.2.1 of Attachment D to CAD 10, Volume I.*

4.2.2 For regional assignment planning, the frequencies for ILS facilities shall be selected in the following order:

- a) localizer channels ending in odd tenths of a megahertz and their associated glide path channels;
- b) localizer channels ending in *odd tenths plus a twentieth* of a megahertz and their associated glide path channels.

4.2.2.1 ILS channels identified by localizer frequencies ending in an *odd tenth plus one twentieth* of a megahertz in the band 108 – 111.975 MHz shall be permitted to be utilised on the basis of regional agreement when they become applicable in accordance with the following:

- a) for restricted use commencing 1 January 1973;
- b) for general use on or after 1 January 1976.

*Note.*— See Note to 4.2.3.1.

4.2.3 For regional assignment planning, the frequencies for VOR facilities shall be selected in the following order:

- a) frequencies ending in odd tenths of a megahertz in the band 111.975 – 117.975 MHz;
- c) frequencies ending in even tenths of a megahertz in the band 111.975 – 117.975 MHz;
- d) frequencies ending in even tenths of a megahertz in the band 108 – 111.975 MHz;
- e) frequencies ending in 50 kHz in the band 111.975 – 117.975 MHz, except as provided in 4.2.3.1;
- f) frequencies ending in *even tenths plus a twentieth* of a megahertz in the band 108 – 111.975 MHz except as provided in 4.2.3.1.

4.2.3.1 Frequencies for VOR facilities ending in *even tenths plus a twentieth* of a megahertz in the band 108 – 111.975 MHz and all frequencies ending in 50 kHz in the band 111.975 – 117.975 MHz shall be permitted to be utilised on the basis of a regional agreement when they have become applicable in accordance with the following:

- a) in the band 111.975 – 117.975 MHz for restricted use;
- b) for general use in the band 111.975 – 117.975 MHz at a date fixed by the Council but at least one year after the approval of the regional agreement concerned;
- c) for general use in the band 108 – 111.975 MHz at a date fixed by the Council but giving a period of two years or more after the approval of the regional agreement concerned.

*Note.*— “Restricted use”, where mentioned in 4.2.2.1 a) and 4.2.3.1 a), is intended to refer to the limited use of the frequencies by only suitably equipped aircraft and in such a manner that:

- a) the performance of ILS or VOR equipment not capable of operating on these frequencies will be protected from harmful interference;
- b) a general requirement for the carriage of ILS or VOR airborne equipment capable of operation on these frequencies will not be imposed; and



- c) *operational service provided to international operators using 100 kHz airborne equipment is not derogated.*

4.2.4 To protect the operation of airborne equipment during the initial stages of deploying VORs utilising 50 kHz channel spacing in an area where the existing facilities may not fully conform with the Standards in CAD 10, Volume I, Chapter 3, all existing VORs within interference range of a facility utilising 50 kHz channel spacing shall be modified to comply with the provisions of CAD 10, Volume I, 3.3.5.7.

4.2.5 *Frequency deployment.* The geographical separation between facilities operating on the same and adjacent frequencies shall be determined regionally and shall be based on the following criteria:

- a) the required functional service radii of the facilities;
- b) the maximum flight altitude of the aircraft using the facilities;
- c) the desirability of keeping the minimum IFR altitude as low as the terrain will permit.

*Note.— Guidance material on this subject is contained in the Attachments to this CAD.*

4.2.6 To alleviate frequency congestion problems at locations where two separate ILS facilities serve opposite ends of the same runway or different runways at the same airport, the assignment of identical ILS localizer and glide path paired frequencies shall be permitted, provided that:

- a) the operational circumstances permit;
- b) each localizer is assigned a different identification signal; and
- c) arrangements are made whereby the localizer and glide path not in operational use cannot radiate.

*Note.— The Standards in CAD 10, Volume I, 3.1.2.7.2 and 3.1.3.9, specify the equipment arrangements to be made.*

### **4.3 Utilisation in the frequency band 960 – 1 215 MHz for DME**

*Note.— Guidance on the frequency planning of channels for DME systems is given in CAD 10, Volume I, Attachment C, Section 7.*

4.3.1 DME operating channels bearing the suffix “X” or “Y” in Table A, Chapter 3 of CAD 10, Volume I shall be chosen on a general basis without restriction.

*Note.— The channel pairing plan provides for the use of certain Y channels with either VOR or MLS. The guidance material in CAD 10, Volume I, Attachment C, Section 7, includes specific provisions relating to situations where the same, or adjacent channel, is used in the same area for both systems.*



4.3.2 DME channels bearing the suffix “W” or “Z” in Table A, Chapter 3 of CAD 10, Volume I, shall be chosen on the basis of regional agreement when they become applicable in accordance with the following:

- d) for restricted regional use on or after, whichever is the later:
  - 1) 1 January 1989; or
  - 2) a date prescribed by the Council giving a period of two years or more following approval of the regional agreement concerned;
- e) for general use on or after, whichever is the later:
  - 1) 1 January 1995; or
  - 2) a date prescribed by the Council giving a period of two years or more following approval of the regional agreement concerned.

*Note.— “Restricted use” is intended to refer to the limited use of the channel by only suitably equipped aircraft and in such a manner that:*

- a) *the performance of existing DME equipment not capable of operating on these multiplexed channels will be protected from harmful interference;*
- b) *a general requirement for the carriage of DME airborne equipment capable of operating on these multiplexed channels will not be imposed; and*
- c) *operational service provided to international operators using existing DME equipment without the multiplexed channel capability is not derogated.*

4.3.3 For regional assignment planning, the channels for DME associated with MLS shall be selected from Table 4-2.

Table 4-2

Group	DME channels	Associated paired VHF channels	Remarks	Assignment procedure
1	EVEN 18X to 56X	ILS 100KHZ spacings	Would normally be used if a single DME is paired with ILS and is part of MLS	for general use (see 4.3.1)
2	EVEN 18Y TO 56Y	ILS 50 kHz spacings		
3	EVEN 80Y TO 118Y	VOR 50 kHz spacings		
4	ODD 17Y TO 55Y	VOR 50 kHz spacings		
5	ODD 81Y TO 119Y	VOR 50 kHz spacings Even tenths of a MHz		
6	EVEN 18W TO 56W	No associated paired VHF channel		for later use (see 4.3.2)
7	EVEN 18Z TO 56Z	No associated paired VHF channel		
8	EVEN 80Z TO 118Z	No associated paired VHF channel		
9	ODD 17Z TO 55Z	No associated paired VHF channel		
10	ODD 81Z TO 119Z	No associated paired VHF channel		

*Note. – DME channels in Groups 1 and 2 may be used in association with ILS and/or MLS, DME channels in Groups 3, 4 and 5 may be used in association with VOR and MLS.*

- 4.3.3.1 Groups 1 to 5. These DME channels shall be permitted to be used generally. In selecting channels for assignment purposes, the following rules are applicable:
- a) when an MLS/DME is intended to operate on a runway in association with an ILS, the DME channel, if possible, shall be selected from Group 1 or 2 and paired with the ILS frequency as indicated in the DME channelling and pairing table in Table A of CAD 10, Volume I, Chapter 3. In cases where the composite frequency protection cannot be satisfied for all three components, the MLS channel may be selected from Group 3, 4 or 5;
  - b) when an MLS/DME is intended to operate on a runway without the coexistence of an ILS, the DME channel to be used shall preferably be selected from Group 3, 4 or 5.
- 4.3.3.2 Groups 6 to 10. These DME channels shall be permitted to be used on the basis of a regional agreement when they have become applicable in accordance with the conditions specified at 4.3.2.
- 4.3.4 Coordination of regional DME channel assignments shall be effected through ICAO.

#### **4.4 Utilisation in the frequency band 5 030.4 – 5 150.0 MHz**

*Note 1.— Guidance material on the frequency protection planning of MLS facilities is contained in Attachment G to CAD 10, Volume I.*

*Note 2.— Guidance on determining coordination distances between MLS facilities and ground stations providing feeder links to non-geostationary mobile satellites is contained in ITU-R Recommendation S.1342.*

- 4.4.1 The MLS channels shall be selected from Table A, Chapter 3 of CAD 10, Volume I.
- 4.4.2 For regional planning purposes, MLS channels shall be selected in accordance with the conditions specified in 4.3.3 for the associated DME facility.
- 4.4.3 Channel assignments in addition to those specified in 4.4.1 shall be made within the 5 030.4 – 5 150.0 MHz sub- band as necessary to satisfy future air navigation requirements.

## 5 Attachments

### 5.1 Attachment A — Considerations affecting the deployment of LF/MF frequencies and the avoidance of harmful interference

1. Particularly in areas of high density of NDBs, it is recognised that efficient planning is essential in order to: a) ensure satisfactory operation of ADF equipment, and b) provide the most efficient usage of the limited frequency spectrum available for the NDB service. It is axiomatic that regional meetings will so plan facilities as to ensure that all facilities will receive the best possible protection from harmful interference. Nevertheless, in certain regions, congestion of facilities has been such that regional meetings have had to plan in terms of a *minimum* protection ratio.

Regional meetings include in their planning consideration of such factors as:

- a) the possibility of reducing the number of NDBs required, by coordination of system plans;
- b) the possibility of reducing the coverage where a lesser grade of service than that obtainable within the rated coverage is acceptable;
- c) the characteristics of ADF equipment in use;
- d) the atmospheric noise grades, appropriate to the area concerned;
- e) ground conductivity; and
- f) interference protection required at the edge of the rated coverage.

Of the foregoing factors, that which is most susceptible to improvement of a technical kind is c).

2. The 1979 World Administrative Radio Conference adopted regulations concerning the assignment of frequencies for aeronautical radio beacons operating in the LF/MF frequency bands. A minimum protection ratio (wanted/ unwanted signal ratio) of 15 dB is to be used as the basis for frequency assignment planning (RR Appendix 12). The following data concerning the attenuation characteristics of ADF equipment were used in the EUR region to aid in the frequency assignment process:

<i>Frequency difference (kHz)</i>	<i>Attenuation (dB)</i>
0	0
1	1
2	6
2.4	10
3	20
3.6	30
4.3	40
5	50
6	65
7	80

The above figures (or distance separation criteria derived from them) have also been applied in other regions in determining the minimum protection ratio.

Where a bearing accuracy of  $\pm 5$  degrees is required at the edge of cover, a minimum protection of 15 dB by day should be used as the basis for LF/MF channel assignment planning.

3. In view of the fact that in many regions there is a need to improve the planning criteria, it is considered that the main source from which improvement can be derived is recognition of higher attenuation figures than those given above. Regional meetings are accordingly advised that, when the congestion is such that the use of the above figures no longer permits efficient planning of the LF/MF frequency spectrum available, the following figures represent, from a technical point of view, the best that can be accepted in determining distance separation criteria:

<i>Frequency difference (kHz)</i>	<i>Attenuation (dB)</i>
0	0
1	6
3	35
5	65
6	80

When using these figures, it should be noted that the RF selectivity of modern ADF equipment is, in general, better than these figures and that, while the RF selectivity of older ADF equipment is not better than these figures, consideration of the dynamic characteristic of this older equipment shows this to be better. It could therefore be expected that frequency planning based on the new figures would considerably improve the service provided to users of modern equipment, and would not materially reduce the service presently provided to those aircraft using the older equipment.

Nevertheless, in their planning, regional meetings would need to consider this question most carefully.

It is further noted that, in certain regions, many NDBs are used with voice channels and that this usage is aligned with the Note at the head of CAD 10, Volume I, 3.4.6. It is expected that regional meetings will take this fact into account when establishing criteria for frequency planning.

## 5.2 Attachment B — Guiding principles for long distance operational control communications

*Note.— The numerical sequence of the clauses below does not signify any order of relative importance.*

1. Aeronautical Operational Control (AOC) HF Stations should be authorised where no other means for the exercise of long distance operational control are available or where the use of the normal communication services provided for safety and regularity of flights are unsuitable or inadequate.
2. The total number of ground stations on the worldwide radio channels should be kept to a minimum consistent with economic and operational efficiency. Consequently,
  - a) there should normally be not more than one station per State; and
  - b) where an agreed affinity of interest exists between adjoining States, a single station may be provided by agreement among them to serve the needs of all the aircraft operating agencies requiring a service into those States.
3. Depending on the national policy of the State or States, aeronautical stations could be operated by States on behalf of one or more aircraft operating agencies provided that the agencies' requirements for flexibility and direct communication to their aircraft can be met, or aeronautical stations could be operated by an aircraft operating agency or a communication agency serving the interests of one or more aircraft operating agencies and operating under licence issued by the State or States concerned.
4. The licences should be issued on a regular renewal basis and, pursuant to RR 4.11 and in accordance with RR 43.4, should prohibit "public correspondence", or point-to-point type traffic, or other communications traffic not meeting the definition of operational control communications.
5. VHF (general purpose or AOC channels) and not HF should be used when an aircraft is within the coverage of an appropriate VHF aeronautical station.

*Note.— The specific categories of messages that may be handled on aeronautical mobile (R) service channels are prescribed in CAD 10, Volume II, Chapter 5, 5.1.8. The same chapter defines the standard communications procedures for the service including the requirements for maintaining watch in CAD 10, Volume II, Chapter 5, 5.2.2. In accordance with RR 18.6 of the ITU Radio Regulations, licences should define the purpose of the station for aeronautical operational control (as defined in CAD 6, Part I) and should specify the general characteristics in accordance with Appendix 27 of the Radio Regulations.*



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