



CIVIL AVIATION REGULATIONS
AIR NAVIGATION SERVICES

Part 13

Governing

AERONAUTICAL TELECOMMUNICATIONS

**AERONAUTICAL RADIO
FREQUENCY SPECTRUM
UTILIZATION**

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Republic of the Philippines

CIVIL AVIATION REGULATIONS AIR NAVIGATION SERVICES (CAR-ANS)

Part 13

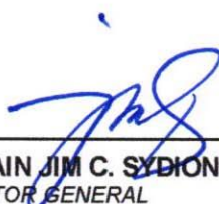
AERONAUTICAL TELECOMMUNICATIONS

AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION

18 September 2017

EFFECTIVITY

Part 13 of the Civil Aviation Regulations-Air Navigation Services is issued under the authority of Republic Act No. 9497 and shall take effect upon approval by the Board of Directors of the Civil Aviation Authority of the Philippines.



CAPTAIN JIM C. SYDIONGCO
DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY OF THE PHILIPPINES

NOV 28 2017

DATE

FOREWORD

This Civil Aviation Regulations-Air Navigation Services (CAR-ANS) Part 13 was formulated and issued by the Civil Aviation Authority of the Philippines (CAAP) of the Department of Transportation and Communications, Republic of the Philippines prescribing guidelines governing the administrative procedure applicable to the operating facilities of the air traffic system within the Manila Flight Information Region (FIR). It is envisioned to assist Air Navigation Services (ANS) personnel in the efficient and effective management of their respective facilities.

This CAR-ANS Part 13 was developed based on the Standards and Recommended Practices prescribed by the International Civil Aviation Organization (ICAO) Annex 10 Volume V – Aeronautical Radio Frequency Spectrum Utilization which comprises the basic principles in aeronautical telecommunications and aimed particularly as a guidance Air Navigation Services (ANS) personnel in their respective facilities as well as aircraft operators management including crews.

The procedures embodied herein are issued by authority of the Director General of the CAAP and will be complied with by all concerned.

As used in this Civil Aviation Regulations-Air Navigation Services Part13, “Appropriate Authority” means the Director General of the Civil Aviation Authority of the Philippines.

RECORDS OF AMENDMENT AND CORRIGENDA

Amendments			
<i>Number</i>	<i>Date applicable</i>	<i>Subject(s)</i>	<i>Entered by</i>
1	10 April 2017	Incorporated Amendment 88A to ICAO Annex 10 V regarding alignment of SARPs with prior updates the ITU Radio Regulations and Annex 10 Volume III revision of VHF Frequency assignment planning provisions.	Captain Jim C. Sydiongco

Corrigenda			
<i>Number</i>	<i>Date applicable</i>	<i>Subject(s)</i>	<i>Entered by</i>

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13.1 DEFINITIONS

Note.— All references to “Radio Regulations” are to the Radio Regulations published by the International Telecommunication Union (ITU). Radio Regulations are amended from time to time by the decisions embodied in the Final Acts of World Radiocommunication 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 (ICAO Doc 9718).

When the following terms are used in this Manual of Procedures, they have the following meanings:

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

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

Note.— This method was sometimes referred to as crossband.

Duplex. A method in which telecommunication between two stations can take place in both directions simultaneously.

Frequency channel. A continuous portion of the frequency spectrum appropriate for a transmission utilizing 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. 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. 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. The means of communication to be adopted normally by aircraft and ground stations as a first choice where alternative means of communication exist.

Simplex. 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. Simplex using the same frequency channel in each direction.

VHF digital link (VDL). 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, digitized voice.

13.2 DISTRESS FREQUENCIES

Introduction

The ITU Radio Regulations Article 30 provides general conditions for distress and safety communications for all mobile services. Appendix S13 designates the frequencies to be used for these situations. The aeronautical mobile service is also permitted under Article 30, Section III, and No.30.9 to conform to special arrangements Part A1, Section 1 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.

Manual of Procedures governing Communications Procedures including those with Provisions of Air Navigation Service (PANS) status 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 recognized 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 that purpose emergency communications by ship, aircraft and survival craft stations using frequencies in the authorized 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 authorize the use of these devices, which are referenced in ITU as satellite emergency position indicating radio beacons (EPIRBs). Radio Regulations Article 31, Section 1 No. 31.1 specifies that the band 406 – 406.1 MHz is used exclusively by satellite emergency position indicating radio beacons in the earth- to-space direction.

The frequency 4 125 kHz is also authorized 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 frequency(ies) 500 kHz, 8 364 kHz, 2 182 kHz, 121.5 MHz and 243 MHz, if the survival craft is capable of operating in the bands 4 000 – 27 500 kHz, 1605 – 2 850 kHz, 117.975 – 137 MHz and 235 – 328.6 MHz respectively (RR Articles 31 and 32).

13.2.1 Frequencies for emergency locator transmitters (ELTs) for search and rescue

13.2.1.1 All emergency locator transmitters carried in compliance with PCAR Part 7 and CAR-ANS Part 8 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 ELT's are found in CAR-ANS Part 8, Section 8.5.

13.2.2 Search and rescue frequencies

13.2.2.1 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.

13.2.2.2 Where specific frequencies are required for communication between rescue coordination centres and aircraft engaged in search and rescue operations, they shall be selected 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.

13.3 UTILIZATION 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 utilization of these bands shall be in accordance with the relevant provisions of the Radio Regulations and in particular Appendix 27 to the Radio Regulations. In the utilization 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 minimize its effects.

13.3.1 Method of operations

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

13.3.1.2 Assignment of single sideband channels

13.3.1.2.1 Single sideband channels shall be assigned in accordance with CAR-ANS Part 8 Section 8.2.4.

13.3.1.2.2 For the operational use of the channels the Civil Aviation Authority of the Philippines (CAAP) shall take into account the provisions of 27/19 of Appendix 27 of the ITU Radio Regulations.

13.3.1.2.3 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 Organization (ICAO) coordinates radio communications of the aeronautical mobile (R) service with international aeronautical operations and this Organization shall be consulted in all appropriate cases in the operational use of the frequencies in the Plan.

13.3.1.2.4 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 may be assigned as specified in Appendix 27 by the application of the following provisions:

27/20 It is recognized 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 will 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 utilization of the frequencies in question, and especially when the procedures of No. 27/21 are unsatisfactory.

13.3.1.2.5

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 authorized 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 shall 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.

13.3.1.3

Assignment of frequencies for aeronautical operational control communications.

13.3.1.3.1

Worldwide frequencies for aeronautical operational control communications are required to enable aircraft operating agencies to meet the obligations prescribed in the Philippine Civil Aviation Regulations (PCAR) Part 8. 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.*

27/217 The worldwide 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 5680 kHz are reserved for assignment by administrations to stations operating under authority granted by the administrations 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 materials on the assignment of worldwide frequencies is contained in Attachment 13B.

****The type of communications referred to in 27/9 maybe regulated by administrations.***

13.3.2 NDB frequency management

13.3.2.1 NDB frequency management shall take into account the following:

- a) the interference protection required at the edge of the rated coverage;
- b) the application of the figures shown for typical ADF equipment;
- c) the geographical spacings and the respective rated coverages;
- d) the possibility of interference from spurious radiation generated by non-aeronautical sources (e.g. electric power services, power line communication systems, industrial radiation, etc.).

Note 1.— Guidance material to assist in determining the application of the foregoing is given in Attachment 13A.

Note 2.— Attention is drawn to the fact that some portions of the bands available for aeronautical beacons are shared with other services.

13.3.2.2 To alleviate frequency congestion problems at locations where two separate ILS facilities serve opposite ends of a single runway, the assignment of a common frequency to both of the outer locators shall be permitted, and the assignment of a common frequency to both of the inner locators shall be permitted, provided that:

- a) the operational circumstances permit;
- b) each locator is assigned a different identification signal; and
- c) arrangements are made whereby locators using the same frequency cannot radiate simultaneously.

Note.— The Standard in CAR-ANS Part 6, 6.3.4.4.4, specifies the equipment arrangements to be made.

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13.4 UTILIZATION OF FREQUENCIES ABOVE 30 MHz

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

13.4.1

Utilization in the band 117.975 – 137 MHz

Introduction

Section 13.4.1 deals with Standards and Recommended Practices (SARPS) relating to the use of the frequency band 117.973 – 137.000 MHz and includes matters pertaining to the selection of particular frequencies for various aeronautical purposes. These SARP's are introduced by the following preface, which sets out the principles upon which the utilization of this frequency band on a worldwide basis with due regard to economy is being planned.

Preface

The utilization of 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 standardization;*
- b) the desirability of providing for an economic transition from present utilization to optimum utilization of the frequencies available, taking into account the maximum possible utilization of existing equipment;*
- c) the need to provide for coordination between international and national utilization 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 maybe used as a common frequency for special purposes; and

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

13.4.1.1

General allotment of frequency band 117.975 – 137 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.

13.4.1.1.1

The block allotment of the frequency band 117.975 – 137 MHz will be as shown in Table 13.4-1.

13.4.1.2

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

13.4.1.2.1

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

13.4.1.2.2

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

Note.— It is recognized 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 recognized 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.

13.4.1.2.3

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.

13.4.1.2.4

Requirements for mandatory carriage of equipment specifically designed for 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.

13.4.1.2.4.1 The agreement indicated in 13.4.1.2.4 shall provide at least two years' notice of mandatory carriage of airborne systems.

Table 13.4-1. Allotment table

<i>Block allotment of frequencies (MHz)</i>	<i>Worldwide utilization</i>	<i>Remarks</i>
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 13.4.1.4.8 and 13.7.1.4.9.
b) 121.500	Emergency frequency	See 13.4.1.3.1 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 13.4.1.4.8 and 13.4.1.4.9.
e) 123.100 Auxiliary frequency	Auxiliary Frequency SAR	See 13.4.1.3.4. 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 w which is also used as an air-to-air communications channel (see g) National assignments are covered by the provisions of 13.4.1.4.8 and 13.4.1.4.9.
g) 123.450	Air-to-air communications	Designated for use as provided for in 13.4.1.3.2
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 13.4.1.4.8 and 13.4.1.4.9
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 13.4.1.6.1.2
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 13.4.1.4.8. and 13.4.1.4.9
k) 136.900 – 136.975 inclusive	International and National Aeronautical Mobile Services	Reserved for VHF air-ground data link communications.

13.4.1.2.5 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 13.4-1 (bis).

Note. – Table 13.4-1 (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 25kHz VDL and 8.33 kHz channel.

13.4.1.3 Frequencies used for particular functions

13.4.1.3.1 Emergency channel

13.4.1.3.1.1 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 utilized 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) a 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.

13.4.1.3.1.2 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 13.4.1.3.1.1.

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

- 13.4.1.3.1.3 The frequency 121.500 MHz shall be available to intercept control units where considered necessary for the purpose specified in 13.4.3.1.1.f).
- 13.4.1.3.1.4 The emergency channel shall be guarded continuously during the hours of service of the units at which it is installed.
- 13.4.1.3.1.5 The emergency channel shall be guarded on a single channel simplex operation basis.
- 13.4.1.3.1.6 The emergency channel (121,500 MHz) shall be available only with the characteristics as contained in CAR-ANS Part 8.

Table 13.4-1 (bis). Channelling/frequency pairing

Frequency (MHz)	Time slot*	Channel spacing (kHz)	Channel
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

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

- 13.4.1.3.2 Air-to-air communications channel.
- 13.4.1.3.2.1 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.*
- 13.4.1.3.2.2 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 CAR-ANS Part 8.
- 13.4.1.3.3. Common signaling channels for VDL.
- 13.4.1.3.3.1 Common signaling channels VDL Mode 2. The frequency 136.975 MHz is reserved on a worldwide basis to provide a common signaling channel (CSC) to the VHF digital link Mode 2 (VDL Mode2) This CSC uses the Mode 2 VDL modulation scheme and carrier sense multiple access (CSMA).
- 13.4.1.3.3.2 Common signaling 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 signaling channels (CSC) to the VHF Digital Link Mode 4 (VDL Mode 4). These CSC's use the VDL Mode 4 modulation scheme.
- 13.4.1.3.4 Auxiliary frequencies for search and rescue operations.
- 13.4.1.3.4.1 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.
- 13.4.1.3.4.2 The auxiliary search and rescue channel (123.100 MHz) shall be available only with the characteristics as contained in CAR-ANS Part 8.

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.

- 13.4.1.4 Provisions concerning the deployment of VHF frequencies and the avoidance of harmful interference.

Note.- Protection of facilities' service volumes in this section is meant in the sense of avoidance of harmful interference.

- 13.4.1.4.1 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 each facility is separated from the protected service volume of the other 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 associated radio horizon of each service volume, whichever is smaller.

- 13.4.1.4.2 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 each facility is separated from the protected service volume of the other 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 Part 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 value 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 1 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 4.4.1.2 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 ICAO Handbook on Radio Frequency Spectrum requirements for Civil Aviation including Statement of Approved ICAO Policies (Doc 9718).

13.4.1.4.3 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 ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies (Doc 9718).

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

13.4.1.4.5 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.

13.4.1.4.6. Where protected service volume is less than those 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 recommendation is to establish a geographical separation distance below which harmful interference is probable.

- 13.4.1.4.7 The geographical separation between VHF VOLMET stations shall be determined regionally and, generally, will be such that operations free from harmful interference are secured at the highest altitude flown by aircraft in the area concerned.
- Note. – Guidance material on the interpretation of 13.4.1.4.7 is contained in the ICAO Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of approved ICAO Policies (Doc 9718).*
- 13.4.1.4.8 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, be so deployed that no harmful interference is caused to facilities in the International Aeronautical Mobile Services.
- 13.4.1.4.9 The problem of inter-State interference shall be resolved by consultation between the States concerned.
- 13.4.1.4.10 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.
- 13.4.1.5 Method of operation
- 13.4.1.5.1 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.
- 13.4.1.5.2 In addition to the above, the ground-to-air voice channel associated with an ICAO standard radio navigational aid may be used, subject to regional agreement, for broadcast or communication purposes or both. Provisions concerning the deployment of VHF frequencies and the avoidance of harmful interference.
- 13.4.1.6 Plan of assignable VHF radio frequencies for use in the international aeronautical service.

Introduction

The plan designates the list of Frequencies available for assignment, together with provision for the use by 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.

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 as, for instance, aerodrome or approach control. The plan does not make such allotments (except in as provided for in 13.4.1.1.1), such action being taken regionally if considered desirable.

- 13.4.1.6.1 The frequencies in the frequency band 117.975 – 137.000 MHz for use in the aeronautical mobile (R) service shall be selected from the list in 13.4.1.6.1.1.

Note 1. – The frequencies and 136.500 – 137.000 MHz inclusive are not available for assignment of 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.

- 13.4.1.6.1.1. *List 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*

- 13.4.1.6.1.2. Frequencies for operational control communications may be required to enable aircraft operating agencies to meet the obligations prescribed in the Philippine Civil Aviation Regulations (PCAR) Part 8 in which case they shall be selected from a dedicated band which is determined regionally.

Note. – It is recognized 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 endeavor to coordinate the requirements of aircraft operating agencies for such channels prior to regional meetings.

- 13.4.1.6.2. 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.

13.4.2 Utilization in the band 108 – 117.975 MHz

- 13.4.2.1 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 13.3.2.2 and CAR-ANS Part 6, 6.3.1.3;
- 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.

— *Band 111.975 – 117.975 MHz:*

- a) *VOR; and*
- b) *GNSS ground-based augmentation system (GNSS) in accordance with CAR-ANS Part 6, 6.3.7.3.5 provided that no harmful interference is caused to VOR.*

Note — 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 6C to CAR-ANS Part 6.

13.4.2.2 For 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.

13.4.2.2.1 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 utilized 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 13.4.2.3.1.

13.4.2.3 For 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;
- b) frequencies ending in *even tenths* of a megahertz in the band 111.975 – 117.975 MHz;

- c) frequencies ending in *even tenths* of a megahertz in the band 108 – 111.975 MHz;
- d) frequencies ending in *50 kHz* in the band 111.975 – 117.975 MHz, except as provided in 13.4.2.3.1; and
- e) frequencies ending in *even tenths plus a twentieth* of a megahertz in the band 108 – 111.975 MHz except as provided in 13.4.2.3.1.

13.4.2.3.1

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 utilized 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 13.4.2.2.1 a) and 13.4.2.3.1 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.*

13.4.2.4

To protect the operation of airborne equipment during the initial stages of deploying VORs utilizing 50 kHz channel spacing in an area where the existing facilities may not fully conform with the Standards in CAR-ANS Part 6, Chapter 3, all existing VORs within interference range of a facility utilizing 50 kHz channel spacing shall be modified to comply with the provisions of CAR-ANS Part 6, 6.3.3.5.7.

13.4.2.5

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) *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 CAR-ANS Part 6, 6.3.1.2.7.2 and 6.3.1.3.9, specify the equipment arrangements to be made.

13.4.3 Utilization in the band 960 – 1 215 MHz for DME

Note.— Guidance on the frequency planning of channels for DME systems is given in CAR-ANS Part 6, Attachment 6 C, Section 7.

13.4.3.1 DME operating channels bearing the suffix “X” or “Y” in Table A, Chapter 3 of CAR-ANS Part 6, 6.3 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 CAR-ANS Part 6, Attachment 6 C, Section 7, includes specific provisions relating to situations where the same, or adjacent channel, is used in the same area for both systems.

13.4.3.2 DME channels bearing the suffix “W” or “Z” in Table A, Chapter 3 of CAR-ANS Part 6, shall be chosen on the basis of regional agreement when they become applicable in accordance with the following:

- a) 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;
- b) 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.*

13.4.3.3 For assignment planning, the channels for DME associated with MLS shall be selected from Table 13.4-2.

Table 13.4-2

Group	D M E channels	Associated paired		Remarks	Assignment procedure
			VHF channels		
1	EVEN 18X to 56X	ILS 100 kHz spacings		Would normally be used if a single DME is paired with ILS and is part of MLS	for general use (see 13.7.3.1)
2	EVEN 18Y to 56Y	ILS 50 kHz spacings			
3	EVEN 80Y to 118Y	VOR 50 kHz spacings	Odd tenths of a MHz		
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 13.7.3.2)
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 or MLS.

13.4.3.3.1

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 CAR-ANS Part 6, 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 will be permitted to be used on the basis of a regional agreement when they have become applicable in accordance with the conditions specified at 13.3.3.2.

13.4.3.3.2

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 13.7.3.2.

13.4.3.4

Coordination of regional DME channel assignments shall be effected through ICAO.

13.4.4 Utilization in the band 5 030.4 – 5 150.0 MHz

Note 1.— Guidance material on the frequency protection planning of MLS facilities is contained in Attachment 6G to CAR-ANS Part 6.

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.

- 13.4.4.1 The MLS channels shall be selected from Table A, Chapter 3 of CAR-ANS Part 6.
- 13.4.4.2 For planning purposes MLS channels shall be selected in accordance with the conditions specified in 13.4.3.3 for the associated DME facility.
- 13.4.4.3 Channel assignments in addition to those specified in 13.4.4.1 shall be made within the 5 030.4 – 5 150.0 MHz sub-band as necessary to satisfy future air navigation requirements.
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13.5 REPEALING PROVISIONS

All previous Administrative Orders, Memorandum Circulars, Procedure Orders or part thereof as they pertain to aeronautical telecommunications service which are inconsistent with the provisions of this Civil Aviation Regulations-Air Navigation Services (CAR-ANS) Part 13 are hereby repealed amended or modified accordingly.

13.6 SEPARABILITY PROVISIONS

The provisions of this Civil Aviation Regulations-Air Navigation Services (CAR-ANS) Part 13 are hereby declared separable. If any portion thereof shall be held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the other provisions which shall be in full force and effect.

13.7 DISTRIBUTION

This Civil Aviation Regulations-Air Navigation Services (CAR-ANS) Part 13 will be distributed to all Air Traffic Services facilities, the airspace users as well as to other interested parties concerned. Each personnel who possess a copy shall ensure that this copy is up-to-date.

**ATTACHMENT 13A. 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 recognized 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 S12). The following data concerning the attenuation characteristics of ADF equipment was 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 ± 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.

4. 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 ICAO Volume I, 3.4.6. It is expected that regional meetings will take this fact into account when establishing criteria for frequency planning.

ATTACHMENT 13B. 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 authorized 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; 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. Aeronautical stations could be operated by Air Transportation Office on behalf of one or more aircraft operating agencies provided that the Office 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 Air Transportation Office and National Telecommunications Commission.
4. The licenses 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 CAR-ANS Part 2, 2.8.1.8 The same chapter defines the standard communications procedures for the service including the requirements for maintaining watch in CAR-ANS Part 2, 2.8.1.8. In accordance with RR 18.6 of the ITU Radio Regulations,

licenses should define the purpose of the station for aeronautical operational control (as defined in Annex 6, Part 1) and should specify the general characteristics in accordance with Appendix 27 of the Radio Regulations.

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