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Cancelled See 90-50

AC NO: 90-11A

DATE: 6/7/68

ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

SUBJECT: AIR TRAFFIC CONTROL RADIO FREQUENCY ASSIGNMENT PLAN

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1. PURPOSE. This circular describes the civil air traffic control very high frequency assignment plan and the allocation of frequencies in the 118-136 MHz band.

2. CANCELLATION. AC NO: 90-11, subject: Air Traffic Control Radio Frequency Assignment Plan, dated 9/16/64, is cancelled.

3. GENERAL. Not too long ago, the relatively few 100 kHz VHF channels below 127 MHz allocated to the aeronautical mobile service were sufficient for aviation's needs. However, the growth of aviation has created a very complex air traffic control environment. This increased the demands for air traffic control services, which in turn, required more communications channels. It became apparent that the existent channels would not begin to fulfill these communications requirements. In 1960, additional radio spectrum was reallocated for air traffic control and a long range air traffic control radio frequency assignment plan, extending to beyond 1966, was announced to the public. Since that time, the FAA's ground communications equipment has been upgraded so that 50 kHz capability was achieved by January 1, 1966. It is not expected that air traffic control requirements in the foreseeable future will require implementation of 50 kHz channels in the Alaskan, Pacific, and Caribbean areas.

4. FREQUENCY ASSIGNMENT PLAN.

   a. The emergency frequency 121.5 MHz will continue to have 100 kHz protection. This is in consonance with international agreements and national radio regulations.

   b. ARTCC en route assignments will be on any 50 kHz or 100 kHz air traffic control channel in the 118-136 MHz band.

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c. Terminal assignments will be on any 50 kHz or 100 kHz air traffic control channel in the 118-136 MHz band.

d. To the extent possible, terminal VFR and FSS functions will continue to be provided on 100 kHz channels below 127 MHz. If sufficient channels are not available, it will be necessary to assign 50 kHz channels.

5. SUMMARY AND RECOMMENDATION. For VFR operation, the FAA suggests a 90-channel communications capability. For unrestricted IFR operation, 360-channel communications capability is necessary.

6. FREQUENCY ALLOCATION. Attachment 1 shows the national allocation of frequencies in the 118-136 MHz aeronautical mobile service band.

William M. Flener

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ALLOCATION OF FREQUENCIES FOR THE AERONAUTICAL MOBILE SERVICE

FREQUENCIES	USE	SPACING	ATC CHANNELS	OTHER CHANNELS
118.0-121.4	Air Traffic Control	50 kHz	69	
*121.5	Emergency	100 kHz		1
121.6-121.95	Airport Utility	50 kHz		8
**122.0-123.05	Private Aircraft	50 kHz		22
123.1-123.55	Flight Test - Flying School	50 kHz		10
123.6-128.8	Air Traffic Control	50 kHz	105	
128.85-132.0	Aeronautical Enroute (Air Carrier)	50 kHz		64
132.05-135.95	Air Traffic Control	50 kHz	79	

Number of Air Traffic Control Channels ----------253
Number of channels other than Air Traffic Control ----------105

Total ----------358

*The radio spectrum between 118.0 and 136.0 MHz on 50 kHz channeling could contain 360 channels. By affording 100 kHz protection to 121.5 MHz, the maximum number is 358.

**Certain channels in the Private Aircraft band are guarded at FAA Flight Service Stations and Control Towers for air traffic control communications. 122.0 is available to both general aviation and air carrier aircraft at selected FSSs for weather information.