

TELECOMMUNICATIONS: DISTANCE MEASURING EQUIPMENT

Agreement signed at Washington October 13, 1947
Entered into force October 13, 1947

61 Stat. 3131; Treaties and Other
International Acts Series 1652

AGREEMENT BETWEEN THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND THE GOVERNMENT OF THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND ON DISTANCE MEASURING EQUIPMENT

The Government of the United States of America and the Government of the United Kingdom of Great Britain and Northern Ireland;

Considering the importance of standardization of the distance measuring equipment (D.M.E.) as an aid to the safety of air navigation, and considering the immediate need, in view of the decisions of the 1947 Atlantic City Radio Administrative Conference of the International Telecommunication Union, for agreement on the radio frequencies to be used for this purpose, have agreed through their respective representatives as follows:

ARTICLE 1

On the coming into force of this agreement, standardization of D.M.E. for civil aviation shall be in the 1000 Mc/s. band and not in the 200 Mc/s. band.

ARTICLE 2

Until January 1, 1952, the United States of America shall, at the request of the United Kingdom, install and operate United Kingdom type D.M.E. in the 220–231 Mc/s. band at designated international airfields in the territory of the United States of America to be agreed upon from time to time. The frequency 223 Mc/s. shall be used for the ground responder and the frequency 228 Mc/s. shall be used for the airborne interrogator.

ARTICLE 3

Beyond interference distance from the United States of America, the United Kingdom proposes to use the band 200–235 Mc/s. for D.M.E., and to complete the transition from this band to the 1000 Mc/s. band by January 1, 1954, as far as concerns designated international airfields.

ARTICLE 4

Until January 1, 1954, or until such time as the requisite equipment is available from United Kingdom production, whichever is the earlier date, the United States of America shall provide 1000 Mc/s. D.M.E. free of charge for use at designated international airfields in the territory of the United Kingdom to be agreed upon from time to time. The United Kingdom shall provide 200 Mc/s. D.M.E. free of charge for use at the airfields agreed upon in accordance with Article 2. In each case the equipment will include an appropriate quantity of spares.

ARTICLE 5

Each of the contracting Governments shall undertake to maintain and operate the equipment installed on its territory and provided under Article 4.

ARTICLE 6

The contracting Governments agree to consult and to exchange technical data on 1000 Mc/s. D.M.E., and, as far as practicable, to render to each other such assistance as may be necessary to expedite the implementation of this agreement. They will also make such information available to the other members of the International Civil Aviation Organization.

ARTICLE 7

With the object of ensuring world-wide standardization on 1000 Mc/s. D.M.E. at the earliest possible date, the contracting Governments shall limit the supply and installation of 200 Mc/s. D.M.E. to the essential minimum requirements of civil air navigation during the period up to January 1, 1954.

ARTICLE 8

The contracting Governments agree to consult together annually for the purpose of reviewing the operation of the provisions of this agreement and associated problems with the object of expediting the general utilization of 1000 Mc/s. D.M.E.

ARTICLE 9

Such provisions of this agreement as may be found to be in conflict with the provisions of the international radio regulations currently in force will be reviewed with the object of removing the conflicts.

ARTICLE 10

The contracting Governments shall support actively the principle of standardization on 1000 Mc/s. D.M.E. in the International Civil Aviation Organization and the International Telecommunication Union.

ARTICLE 11

British military ground installations situated over 100 miles from territory of the United States of America, and United Kingdom state aircraft (as defined in the Convention on International Civil Aviation opened for signature at Chicago on December 7, 1944¹), except when flying over or within 100 miles of territory of the United States of America, are excluded from the operation of this agreement.

ARTICLE 12

In the present agreement the expression "territory" of either of the contracting Governments means any territory to which the agreement applies, and shall include, in addition to Great Britain and Northern Ireland on the one hand, and the territory of the United States of America on the other hand, any territory to which this agreement has been extended in accordance with the provisions of Article 13.

ARTICLE 13

At any time while the present agreement is in force its provisions may, by a notification in writing by either contracting Government to the other, be extended to any colony, overseas territory, protectorate, or territory under mandate or trusteeship exercised by either of the contracting Governments.²

ARTICLE 14

This agreement shall enter into force upon the date of its signature.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective Governments, have signed the present agreement.

DONE in duplicate at Washington this thirteenth day of October 1947.

For the Government of the United States of America:

GARRISON NORTON
*Assistant Secretary of State
of the United States of America*

For the Government of the United Kingdom of Great
Britain and Northern Ireland:

INVERCHAPEL
*Ambassador Extraordinary and Plenipotentiary
of the United Kingdom of Great Britain
and Northern Ireland at Washington*

¹ TIAS 1591, *ante*, vol. 3, p. 944.

² The United Kingdom notified the United States on Mar. 13, 1948, that the agreement had been made applicable to Southern Rhodesia.