

March 14, 1994

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Mr. Gerald Markey
Federal Aviation Administration
Office of Spectrum Policy and Management
ASR-1
800 Independence Avenue SW
Washington, D.C. 20591

RM 8488

Dear Mr. Markey:

I am writing to formally request that the FAA work with the FCC to allocate the frequency 123.45MHz as an unrestricted air-to-air/air-to-ground frequency for use by aircraft of any type. As the accompanying article from the FAA's "NORCAL Aviation Review" illustrates, 123.45 is already thought by many pilots to be a legitimate frequency for air-to-air communications. I myself first learned to fly in France, where I was taught that this was the international "chat" frequency. This particular frequency is unique in that it is very easy to remember (assuming someone can count to five). I believe that officially assigning 123.45 as an additional air-to-air/air-to-ground "chat" frequency makes sense for the following reasons:

- As mentioned in the article, 122.75 is often very busy. Aircraft would benefit by having an additional frequency for informal communications.
- Many pilots already (wrongly) use 123.45. Formally assigning the frequency for this use would remove the administrative burden of pursuing these pilots for administrative action.
- Assigning a different frequency to the testing companies should be a straightforward process and would eliminate their lengthy tests being invalidated by unwitting pilots.

If you need any more information or clarification of my request please do not hesitate to contact me. I hope that this request can be acted on in a timely fashion.

Sincerely,



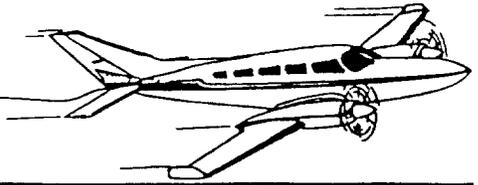
John Blair
2010 Majestic Way
San Jose, CA 95132
(408) 926-5123

cc: Phil Boyer, AOPA
NORCAL Aviation Review

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SECRETARY

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"EXPERIENCES"

by Don Warren
Accident Prevention Program Manager

"EXPERIENCES" are articles submitted for publication by pilots in the Northern California area. If you have an experience that you would like to share with other pilots, please send it to me for possible publication. Many pilots have called to express their appreciation for the opportunity to learn from these experiences. The following was told to me by CFI John O'Dell, from Salinas, CA.

LET'S GO OVER TO FREQUENCY 123.45

John called me recently to relate an experience that almost cost him some big bucks. He and another pilot had taken off from Columbia in separate airplanes, flying back to Salinas. Normally they would have communicated with each other on 122.750 mhz, but that frequency was very busy, so they decided to go to 123.45 mhz, an easy to remember frequency, that they and many others had used in the past. There were other pilots on this frequency, but it was relatively free, so they remained throughout the flight. Little did they know that "Big Brother" was listening. When they landed at Salinas, there was a message waiting for John to call one of the Federal Communications Commission (FCC) agents in Livermore. He immediately called the FCC agent and found that he and his friend's transmissions had been monitored by the FCC on the unauthorized frequency of 123.45 mhz. The agent explained that this frequency is leased by a

testing company and any transmissions on the frequency during certain lengthy tests would invalidate the tests. It was also explained that transmissions on unauthorized frequencies could be very expensive when fines were levied. John was shocked because he was not aware that this was an unauthorized frequency due to the fact that so many pilots use it. He offered to help educate other pilots in lieu of receiving a fine. The agent felt this would accomplish more than a fine, so he agreed. Next time John and his fellow pilots will use 122.75 mhz even if it means sharing a crowded frequency with many other pilots.

APPM NOTE: I know Mr. O'Dell is doing his part. When at Salinas last week I saw notices on all the bulletin boards announcing to the world that 122.75 mhz is the ONLY proper frequency for fixed-wing air-to-air communications.

I called Mr. Glenn Phillips, agent for the FCC Livermore Monitoring Station, for information on frequency usage and he sent me a copy of Part 87 of the FCC Regulations. Subpart E contains frequencies used in the Aviation Services. Of all the frequencies listed, 122.750 mhz (fixed-wing) and 123.025 mhz (helicopter) are the only two available for general air-to-air communications. In addition to the FCC list, the Airman's Information Manual also lists 122.850 mhz as an air-to-air frequency, but, according to FCC Part 87, Subpart K, this frequency has very definite applications. A partial listing of these applications follows: Pilot training; coordination of soaring ac-

tivities between gliders, tow aircraft and land stations; coordination of activities between free balloons or lighter-than-air aircraft and ground stations; coordination between aircraft and aviation service organizations located on an airport; and promotion of safety of life and property. According to this, many of us have been using the wrong frequency for air-to-air. The next time you have the need to communicate with another pilot, please use the proper frequency and keep your transmissions to a minimum since we must all share. And, don't forget, the FCC may be listening!



REMINDER NOTE

HAYWARD AIR TERMINAL

Toll Free
Information Number

Mr. Erik M. Nelson at the Hayward Tower is pleased to announce that a toll free number is available for users of the airport wishing information on ATC services, air traffic procedures in the area, or the local noise abatement ordinance.

Call
1(800) 286-5444

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10	11	12	★	14	15	★
17	18	19	★	★	22	23
24	25	★	★	28	29	★
31	FEB:	17	4			

★ Indicates dates safety meetings are scheduled during the month

NORCAL Aviation Review

(Formerly Northern California Newsletter)

This newsletter is published monthly by the Accident Prevention Program of the Department of Transportation, Federal Aviation Administration, Western-Pacific Region. Stories are submitted by the various Flight Standards District Offices and by individuals in the aviation community, contributing through those FSDOs. Notices are also contributed by the Air Traffic Control branch of the FAA.

Production Team leader and Editor for the NORCAL *Aviation Review* is Ray Steinkraus, Sacramento FSDO Accident Prevention Program Manager.

All photos and drawings of various aircraft are included strictly for interest and in no way are meant to endorse any particular model or manufacturer.

Your comments and suggestions regarding this newsletter are welcomed. Please send them to: FAA Regional Accident Prevention Program Manager, AWP-204, P.O. Box 92007, World Way Postal Center, Los Angeles, Ca. 90009-2007

SEE SAFETY MEETING SCHEDULE INSIDE

U.S. Department of Transportation
Federal Aviation Administration
AVN-460
Official Business-Penalty for Private Use \$300
Aviation Standards National Field Office
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Oklahoma City, OK 73125

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U.S. Department
of Transportation

**Federal Aviation
Administration**

800 Independence Ave., S.W.
Washington, D.C. 20591

APR 8 1994

Mr. Robert McNamara
Federal Communications Commission
1919 M Street, NW.
Washington, DC 20554

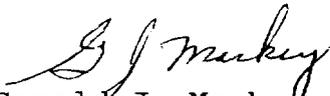
Dear Mr. McNamara:

The enclosed March 14 letter from Mr. John Blair concerning the use of the frequency 123.45 MHz for air-to-air communications is referred to you for action. As a suggestion, you may also want to consider the following frequencies for air-to-air communications:

1. Consider one of the unused UNICOM channels. (e.g. 122.725 MHz, 122.775 MHz, 123.075 MHz)
2. Consider one of the reserved UNICOM channels in the band 136-137 MHz.

If you have any questions, please contact Jerrold Sandors, at (202) 267-9720 or Oscar Alvarez, Spectrum Assignment and Engineering Division, at (202) 267-7531.

Sincerely,


Gerald J. Markey
Director, Office of Spectrum Policy and
Management

Enclosure