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Smithsonian National Air and Space Museum Archives

Charles Ingram Stanton, Sr. Papers - Civil Aeronautics Administration, Provisional International Civil Aviation Organization

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APPENDIX A TO PART 1
DEVELOPMENT PROJECTS CONSIDERED, WITH SPONSORS AND
FREQUENCY BANDS OCCUPIED
1.-FINAL APPROACH AND LANDING

[[3 columned table]]

| Project | Frequency | Sponsor |

|---|---|---|

| 1.1.-Teleran. | 1,000 Mc/s. or lower (not critical) for television. 3,000 Mc/s. for surveillance. 10,000 Mc/s. for GCA. | U.S. (R.C.A.) |

| 1.2.-Improved microwave system providing error free paths, linked to the automatic pilot and enabling selection of slide path to be controlled from within the aircraft. | 5,000 Mc/s. | U.S. (Sperry). U.K. (M. of S.) |

| 1.3.-Investigation into the psycho-physiological aspects of instrumentation. | Not applicable. | U.S. (U.S. AAF.) U.K. (M. of S.) |

| 1.4.-Investigation into the use of leader cable for aircraft guidance on the airfield and possibly on the landing path. | Audio frequencies. | U.K. (M. of S.) |

| 1.5.-Navar. | 1,000 Mc/s. 3,000 Mc/s. and 100 Mc/s. | U.S. (Federal). |

2.-SHORT-DISTANCE RADIO AIDS TO NAVIGATION AND AIDS TO
AIR TRAFFIC CONTROL

[[3 columned table]]

| 2.1.-Sperry co-ordinated air traffic system. | 5,000 Mc/s. | U.S. (Sperry). |

| 2.2.-Teleran. | 1,000 Mc/s 3,000 Mc/s and 10,000 Mc/s. | U.S. (R.C.A.) |

| 2.3.-Navar. | 1,000 Mc/s 3,000 Mc/s and 100 Mc/s. | U.S. (Federal). |

| 2.4.-Lanac. | 1,000 Mc/s. | U.S. (Hazeltine Electronics Corporation). |

| 2.5.-G.R.S. Block System. | 1,000 Mc/s. | U.S. (General Railway Signal Co.) |

| 2.6.-Decca Navigation System. | Spot frequencies between 70 and 130 kc/s. | U.K. (Decca Navigator Co.) |

| 2.7.-Microwave airborne search radar (with provision for use with beacons). | 10,000 Mc/s. | U.S. (General Electric Co., Houston-

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1.1.—Teleran.	1,000 Mc/s. or lower (not critical) for television. 3,000 Mc/s. for surveillance. 10,000 Mc/s. for GCA.	U.S. (R.C.A.)
1.2.—Improved microwave system providing error free paths, linked to the automatic pilot and enabling selection of slide path to be controlled from within the aircraft.	5,000 Mc/s.	U.S. (Sperry). U.K. (M. of S.)
1.3.—Investigation into the psycho-physiological aspects of instrumentation.	Not applicable.	U.S. (U.S. AAF.) U.K. (M. of S.)
1.4.—Investigation into the use of leader cable for aircraft guidance on the airfield and possibly on the landing path.	Audio frequencies.	U.K. (M. of S.)
1.5.—Navar.	1,000 Mc/s. 3,000 Mc/s. and 100 Mc/s.	U.S. (Federal).
2.—SHORT-DISTANCE RADIO AIDS TO NAVIGATION AND AIDS TO AIR TRAFFIC CONTROL		
2.1.—Sperry co-ordinated air traffic system.	5,000 Mc/s.	U.S. (Sperry).
2.2.—Teleran.	1,000 Mc/s. 3,000 Mc/s. and 10,000 Mc/s.	U.S. (R.C.A.)
2.3.—Navar.	1,000 Mc/s. 3,000 Mc/s. and 100 Mc/s.	U.S. (Federal).
2.4.—Lanac.	1,000 Mc/s.	U.S. (Hazeltine Electronics Corporation).
2.5.—G.R.S. Block System.	1,000 Mc/s.	U.S. (General Railway Signal Co.)
2.6.—Decca Navigation System.	Spot frequencies between 70 and 130 kc/s.	U.K. (Decca Navigator Co.)
2.7.—Microwave airborne search radar (with provision for use with beacons).	10,000 Mc/s.	U.S. (General Electric Co., Houston-Raytheon Corp., Sperry). U.K. (M. of S.)
2.8.—Condar.	100 Mc/s.	U.K. (S.T. & C.I.)
2.9.—Pulse-phase automatic.	410-450 Mc/s.	U.K. (M. of S.)
3.—LONG-DISTANCE NAVIGATIONAL SYSTEMS		
3.1.—VLF Decca.	Spot frequencies between 10-20 kc/s.	U.S. (Decca Navigator Co.)
3.2.—Navyglobe.	70-100 kc/s.	U.S. (Federal).
3.3.—P.O.P.I.	300 kc/s.	U.K. (M. of S.)
3.4.—S.F. Omphalos.	180-200 kc/s.	U.S. (R.C.A.)

Raytheon Corp., Sperry). U.K. (M. of S.)|

| 2.8.-Condar. | 100 Mc/s. | U.K. (S.T. & C.) |

| 2.9.-Pulse-phase azimuth | 420-450 Mc/s. | U.K. (M. of S.) |

3.-LONG-DISTANCE NAVIGATIONAL SYSTEMS

[[3 columned table]]

| 3.1.-VLF Decca. | Spot frequencies between 10-20 kc/s. | U.K. (Decca Navigator Co.) |

| 3.2.-Navaglobe. | 70-100 kc/s. | U.S. (Federal). |

| 3.3.-P.O.P.I. | 300 kc/s. | U.K. (M. of S.) |

| 3.4.-LF Omnirange. | 100-500 kc/s. | U.S. (C.A.A.)

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