CAP 1533: UK CAA exemption request for the limited and temporary use of 25 kHz spacing

This document represents the exemption request made to the European Commission in December 2016. The contents of this document does not represent the ultimate implementation of exemptions which will be based on factors such as equipage developments. Any exemptions proposed for LARS, AFIS or A/G services are subject to agreement of the affected ground station facility and may not ultimately be implemented if not required by the ground station.

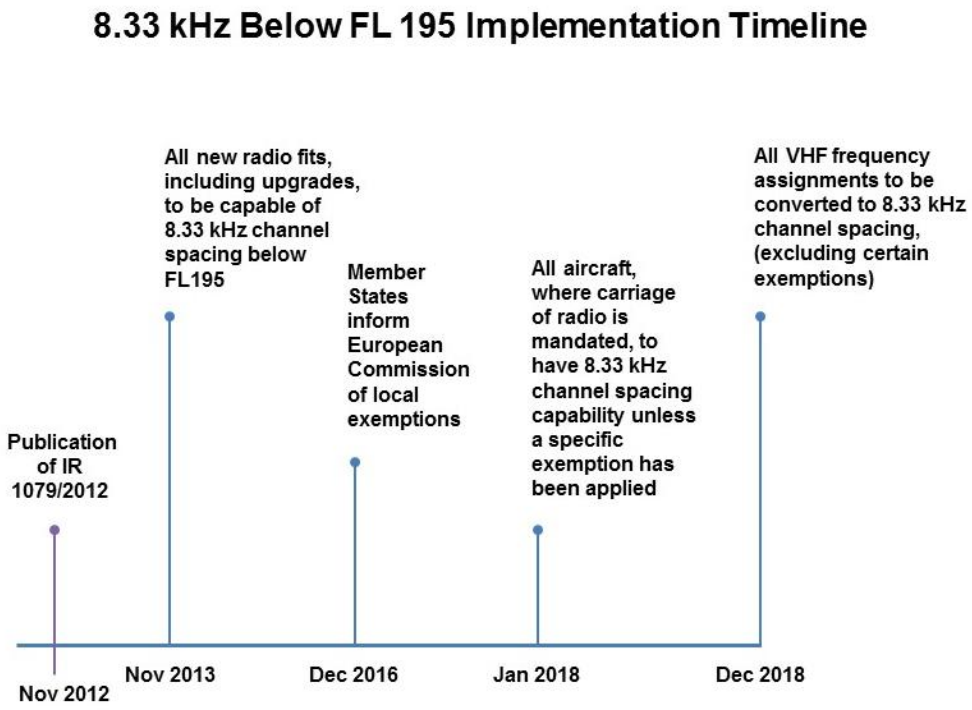
Updates to implemented exemptions will be advertised on the CAA's 8.33 website pages and this document does not confirm the exemption.

1. Article 14 of the European Commission Regulation (EC No.) 1079/2012 on Voice Channel Spacing for the Single European Sky provides the facility for Member States to issue exemptions from airborne carriage obligations laid down in Articles 5(4), 4(5) and 6(10) of the Regulation. Correspondingly, States may issue local measure exemptions for the continued use of 25 kHz channel spacing where such measures have limited impact on the wider European network.

2. Member States were required to provide the Commission with detailed information justifying the need for exemptions one year before the applicable dates. In the case of the time-limited local measure exemptions, this was 31 December 2016.

   The UK submitted an exemption notification to the Commission on 20 December 2016. The basis for the exemption request was to smooth the transition of the Regulation and to ease the burden on radio manufacturers and avionic engineers. It is worth stressing that we fully expect to have transitioned to 8.33 kHz radio equipment in UK airspace where carriage is required, once the exemptions have expired. The timeline on page two shows how the implementation of 8.33 kHz voice channel spacing has been introduced over two decades and the key applicable dates of the 1079/2012 Regulation.

8.33 kHz Below FL 195 Implementation timeline



3. The submission of exemptions does not represent the ultimate implementation and the implementation will depend on ongoing equipage status and is the responsibility of the ground stations affected. The European Commission has illustrated that the dates for implementation will not change and Member States are required to implement 8.33 in a proportionate manner.

4. The CAA is keen to stress that the exemptions are not intended to delay the implementation and advise aircraft owners to ensure they have equipped appropriately where possible and not to rely on exemptions to delay the implementation of 8.33 kHz capable radios on their aircraft.

5. The requirement to convert 25 kHz-spaced channels to 8.33 kHz-spaced channels does not apply to frequency assignments:

   a) that will remain in 25 kHz channel spacing on the following frequencies:

      i) the emergency frequency (121.5 MHz);

      ii) the auxiliary frequency for search and rescue operations (123.1 MHz);

      iii) the VHF digital link (VDL) frequencies;

iv) the aircraft communications addressing and reporting system (ACARS) frequencies; and

b) where offset carrier operation within a 25 kHz channel spacing is utilised. Radios intended to operate exclusively in one or more frequency assignments that will remain in 25 kHz channel spacing, as listed above, will not be required to have the 8.33 kHz channel spacing capability.

Specific frequencies and allocations for exemption

6. The UK submitted the following frequency allocations for exemption on 20 December 2016, along with their exemption end date, as set out below. Requested durations are the maximum and ultimate implementation will depend on the established requirement or the decision of affected ground station:

Frequency (MHz)	Requested maximum end date	Allocation Type
126.500	30/06/2020	LARS
124.375	30/06/2020	LARS
118.850	30/06/2020	LARS
133.375	30/06/2020	LARS
118.550	30/06/2020	LARS
129.525	30/06/2020	LARS
119.125	30/06/2020	LARS
125.225	30/06/2020	LARS
133.150	30/06/2020	LARS
120.800	30/06/2020	LARS
119.350	30/06/2020	LARS
134.050	30/06/2020	LARS
133.400	30/06/2020	LARS

Frequency (MHz)	Requested maximum end date	Allocation Type
121.250	30/06/2020	LARS
128.975	30/06/2020	LARS
124.150	30/06/2020	LARS
119.475	30/06/2020	LARS
127.350	30/06/2020	LARS
119.150	30/06/2020	LARS
125.650	30/06/2020	LARS
126.700	30/06/2020	LARS
124.275	30/06/2020	LARS
125.250	30/06/2020	LARS
123.225	30/06/2020	LARS
132.800	30/06/2020	LARS
130.775	30/06/2020	LARS

Frequency (MHz)	Requested maximum end date	Allocation Type
122.300	31/12/2020	AFIS
130.725	31/12/2020	A/G
122.400	31/12/2020	A/G
123.425	31/12/2020	A/G
118.900	31/12/2020	AFIS
120.250	31/12/2020	AFIS
119.600	31/12/2020	A/G
122.800	31/12/2020	AFIS
130.450	31/12/2020	A/G
126.550	31/12/2020	A/G
125.300	31/12/2020	AFIS
122.150	31/12/2020	AFIS
122.200	31/12/2020	AFIS
123.150	31/12/2020	AFIS
130.550	31/12/2020	A/G
120.375	31/12/2020	A/G
123.250	31/12/2020	A/G
123.050	31/12/2020	A/G
118.150	31/12/2020	A/G
118.350	31/12/2020	A/G
123.475	31/12/2020	A/G
123.000	31/12/2020	AFIS
122.425	31/12/2020	A/G
122.925	31/12/2020	AFIS
120.100	31/12/2020	A/G

Frequency (MHz)	Requested maximum end date	Allocation Type
119.275	31/12/2020	A/G
122.000	31/12/2020	A/G
122.125	31/12/2020	A/G
130.850	31/12/2020	A/G
120.700	31/12/2020	A/G
123.275	31/12/2020	A/G
122.700	31/12/2020	AFIS
134.875	31/12/2020	A/G
124.400	31/12/2020	A/G
123.200	31/12/2020	A/G
129.725	31/12/2020	A/G
120.325	31/12/2020	A/G
130.475	31/12/2020	A/G
122.250	31/12/2020	A/G
130.425	31/12/2020	A/G
122.600	31/12/2020	AFIS
123.500	31/12/2020	A/G
124.075	31/12/2020	A/G
129.800	31/12/2020	A/G
122.175	31/12/2020	A/G
124.025	31/12/2020	AFIS
122.450	31/12/2020	A/G
118.750	31/12/2020	A/G
122.075	31/12/2020	AFIS
123.525	31/12/2020	A/G

Frequency (MHz)	Requested maximum end date	Allocation Type
127.925	31/12/2020	AFIS
122.475	31/12/2021	COMMON SPORT
129.825	31/12/2021	COMMON SPORT
129.900	31/12/2021	COMMON SPORT
129.975	31/12/2021	COMMON SPORT
130.125	31/12/2021	COMMON SPORT
134.500	31/12/2021	COMMON SPORT
135.475	31/12/2023	COMMON SPORT
122.950	31/12/2023	COMMON SPORT