

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.

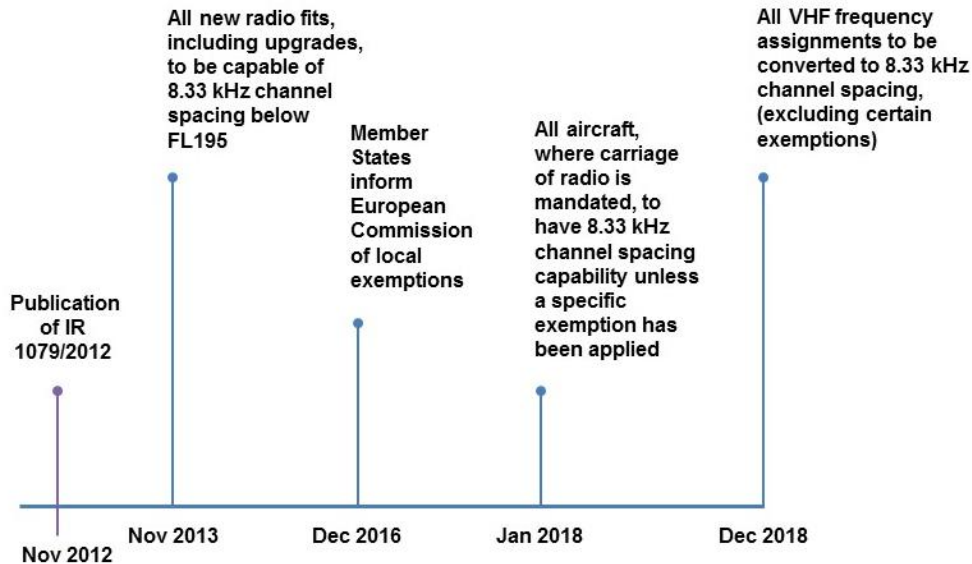
Updates to implemented exemptions will be advertised on the CAA's 8.33 website pages and this document does not confirm the exemption.

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

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;