



Issued: 29 January 2013

**COMMISSION IMPLEMENTING REGULATION (EU) No 1079/2012  
 of 16 November 2012  
 laying down requirements for voice channel spacing for the Single  
 European Sky**

**This Information Notice contains information that is for guidance and/or awareness.**

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

<b>Applicability:</b>	
<b>Aerodromes:</b>	All Aerodromes Licence Holders
<b>Air Traffic:</b>	All ANSPs and All ATS
<b>Airspace:</b>	All NATMAC Representatives
<b>Airworthiness:</b>	Not Primarily Affected
<b>Flight Operations:</b>	All AOC Holders and General Aviation Pilots equipped with or required to carry radios
<b>Licensed/Unlicensed Personnel:</b>	Not Primarily Affected

**1. Introduction**

1.1 The Commission Implementation Regulation (EU) No 1079/2012 lays down requirements for the coordinated introduction of air-ground voice communications based on 8.33 kHz channel spacing below FL 195. A copy of the published Implementation Regulation may be found at the following link:

[VCS II IR 1079/2012](#)

1.2 Conversions to 8.33 kHz channel spacing above FL 195 have reduced frequency congestion, but have not eliminated it. Many Member States find it increasingly difficult to satisfy the demand for new frequency assignments in the aeronautical 'VHF band' 117.975-137 MHz.

1.3 The Commission has determined that the only realistic option to resolve the medium to long-term congestion problem in the VHF band is the further deployment of air-ground voice communications based on 8.33 kHz channel spacing below FL 195.

**2. Scope**

2.1 The Implementation Regulation applies to the following:

- All radios operating in the 117.975-137 MHz band ('the VHF band') allocated to the aeronautical mobile route service, including systems, their constituents and associated procedures;
- Flight data processing systems serving air traffic control units providing services to general air traffic, their constituents and associated procedures;
- Flights operating as general air traffic, within the airspace of the International Civil Aviation Organisation ('ICAO') EUR region where Member States are responsible for the provision of air traffic services.

2.2 The requirement to convert 25kHz-spaced channels to 8.33kHz-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 (136.725 MHz, 136.775 MHz, 136.825 MHz, 136.875 MHz, 136.925 MHz and 136.975 MHz);
  - (iv) the aircraft communications addressing and reporting system (ACARS) frequencies (131.525 MHz, 131.725 MHz and 131.825 MHz);
- (b) where offset carrier operation within a 25 kHz channel spacing is utilised.

2.3 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.

2.4 The only exemptions and exceptions to particular requirements are to be found in Article 14 of the Regulation itself.

### 3. Key Requirements of the Regulation

3.1 This IN does not fully reproduce the content of the Commission Regulation, which contains detailed requirements for interoperability and performance, and places obligations on a wide range of organisations, including radio manufacturers, air navigation service providers and operators, including General Aviation aircraft owners and pilots. However, the key requirements of the Regulation are detailed below, organised in a chronological order, starting with the current equipage and conversion requirements already implemented (above FL 195).

#### Conversion requirements already implemented:

	<b>Date for compliance</b>
<b>Above FL245</b>	
Requirement for carriage of 8.33 capable radios for flights above FL245 in the UK (was from October 1999 for core European states).	October 2002
<b>Above FL195 (VEX)</b>	
<b>Civil Aircraft</b>	
All aircraft operating flights above FL 195 are to be equipped with radio equipment with 8.33 kHz channel spacing capability. (This is covered by the	March 2008

2007 Regulation).	
<b>Ground Stations</b>	
All radios delivering services to sectors with lower levels at or above FL195 to convert to 8.33kHz channel spacing. (This is covered by the 2007 Regulation).	July 2008
<b>State Aircraft</b>	
Existing transport-type state aircraft operating at flight levels at or above FL195 to be capable of 8.33 kHz channel spacing. (This is covered by the 2007 Regulation).	July 2008

Conversion requirements addressed by this Regulation:

	<b>Date for compliance</b>
<b>Initial Phase of IR No 1079/2012 – Below FL195</b>	
<b>Civil Aircraft</b>	
All new radio fits, including upgrades, to be capable of 8.33 kHz channel spacing.	17 November 2013
Radio manufacturers / their authorised representatives to ensure that all radios placed on the market are capable of 8.33 kHz channel spacing.	17 November 2013
All new aircraft that are installed with radios must have 8.33 kHz channel spacing capability.	17 November 2013
<b>Ground Stations</b>	
All new radio fits, including upgrades, to be capable of 8.33 kHz channel spacing.	17 November 2013
Radio manufacturers / their authorised representatives to ensure that all radios placed on the market are capable of 8.33 kHz channel spacing.	17 November 2013
<b>Interim Phase of IR No 1079/2012 – Below FL195</b>	
<b>Civil Aircraft</b>	
Aircraft operating under instrument flight rules (IFR) as general air traffic (GAT), in airspace classes A, B or C of the participating Member States must be equipped with 8.33 kHz capable radios.	1 January 2014
<b>Ground Stations</b>	
The participating States must have implemented a number of new 8.33 conversions equivalent to 25% of the total 25 kHz area control centre (ACC) assignments for which conversion is feasible (COM2 table of December 2010 used as baseline).	31 December 2014
Member States shall communicate to the Commission the number of 8.33 conversions achievable.	31 December 2013
Frequencies used for operations control (OPC) must be converted to 8.33 kHz channel spacing.	01 January 2015
<b>State Aircraft</b>	
Existing non transport-type state aircraft operating at flight levels at or above FL195 to be capable of 8.33 kHz channel spacing.	31 December 2015

All State aircraft radio upgrades to be capable of 8.33kHz channel spacing.	1 January 2014
New State aircraft to be equipped with radios that are capable of 8.33kHz channel spacing.	1 January 2014
<b>Final Phase of IR No 1079/2012 – Below FL195</b>	
<b>Civil Aircraft</b>	
All aircraft, that are equipped with radios, to be capable of 8.33 kHz channel spacing capability.	1 January 2018
<b>Ground Stations</b>	
All VHF frequency assignments to be converted to 8.33 kHz channel spacing, (not applicable to a small number of specific frequencies).	31 December 2018
<b>State Aircraft</b>	
All aircraft, equipped with radios, to be capable of 8.33kHz channel spacing.	31 December 2018

#### 4. Further information

##### 4.1 References to previous documentation:

- Regulation (EC) No 549/2004 (the SES Framework Regulation).
- Regulation (EC) No 1265/2007 (laying down requirements on A/G VCS for the SES which aimed at the coordinated introduction of air-ground voice communications based on 8.33 kHz channel spacing in the airspace above FL 195).

#### 5. Queries

##### 5.1 Any queries or further guidance required as a result of this communication should be addressed to:

*Surveillance and Spectrum Management Section  
CAA House  
45-49 Kingsway  
London WC2B 6TE  
Tel: +44 (0)207 453 6533  
Fax: +44 (0)207 453 6565  
Email: [spectrum@caa.co.uk](mailto:spectrum@caa.co.uk)*

#### 6. Cancellation

##### 6.1 This Information Notice shall remain in force until 31 December 2018.