

## 8.33 kHz below FL 195

Europe is continuing to suffer from a serious shortage of voice communications frequencies, and the situation will worsen in the coming years. The consequences of this shortage are significant: constrained European economic development, increase in air traffic delays, inability to implement safety improvements and loss of flexibility for introducing operational enhancements.

Extending the use of 8.33 kHz channel spacing below flight level 195 is the only proven way of meeting the forecast demand for new frequencies in the medium to long term.

**A full formal consultation will be launched before the end of 2010**, leading to the amendment by the European Commission of the implementing rule on air-ground voice channel spacing, Commission Regulation (EC) No 1265/2007, published in the Official Journal of the European Union on 27 October 2007, and dealing with the deployment of 8.33 kHz in the airspace above FL 195.

The proposed approach to extend 8.33 kHz below FL195 comprises three phases: Forward-Fit, an Interim Phase and the Final Phase.



## For more information

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Stay tuned!

8.33 kHz below flight level 195



# Proposed Phases

## Forward-fit

### After 1 January 2012

All aircraft and ground radios put into service must be 8.33 kHz-capable.

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All aircraft and ground radios put onto the market must be 8.33 kHz-capable.

### After 1 January 2012

If a new radio is installed in an aircraft, even if it operates in airspace where radio carriage is not required, this radio should be 8.33 kHz-capable.

### Until 1 January 2014

Radios which are not 8.33 kHz-capable and are impacted by the Interim Phase may be replaced by the same model/part number.

### Until 1 January 2018

Radios which are not 8.33 kHz-capable and are not impacted by the Interim Phase may be replaced by the same model/part number.

The forward-fit phase does not require carriage of radios in airspace where there is currently no requirement to carry a radio.

## Interim Phase

### By 1 January 2014

Aircraft operating under instrument flight rules (IFR) as general air traffic (GAT), in airspace classes A, B, C or D of the participating States, mainly situated in the core area of Europe, must be equipped with 8.33 kHz-capable radios.

### By 31 December 2014

The abovementioned 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)

### By 31 December 2014

Frequencies used for operations control (OPC) must be converted to 8.33 kHz channel spacing.

## Final Phase

### By 1 January 2018

All radios operating in the ICAO EUR region should have the 8.33 kHz channel spacing capability.

### By 31 December 2018

All Member States and air navigation service providers must ensure that all frequency assignments in the aeronautical mobile communications service band are converted to 8.33 kHz channel spacing, except for cases where the conversion is not feasible.



The above provisions will be applicable only to radios intended for operation in the aeronautical mobile communications service band (i.e. 117.975 to 137 MHz). Radios operating exclusively in frequencies which will remain within the 25 kHz channel spacing (i.e. the emergency frequency, VHF data link frequencies and some operations control frequencies) will be exempted. **Transitional arrangements and an exemption policy for State aircraft will be defined.**