

Gibraltar Director of Civil Aviation

# Technical Safeguarding

Policy 09

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## Revision History

Version	Item	Date
1	Issue 1	12/04/2023

## Introduction

1. The Gibraltar Regulatory Authority (GRA) is the agency responsible for the regulated use of the electro-magnetic spectrum in Gibraltar under the Communications Act 2006.
2. The Director of Civil Aviation (DCA) works closely with the GRA to provide advice and information on international aviation policy affecting the use of the electro-magnetic spectrum as established by the International Civil Aviation Authority under the Chicago Convention and its Annexes as they affect civil aviation.

## Gibraltar Frequency Allocation Table

3. The GRA publishes a set of Frequency Allocation Tables for the entire electro-magnetic spectrum which can be found at [SPECTRUM USE \(gra.gi\)](#)

## Air Traffic Equipment

4. The Air Traffic Services at Gibraltar Airport (the Airport) are provided by a contractor to the MoD. The Air Traffic Equipment used for the provision of service is also provided by the MoD, the technical safeguarding of which is under the jurisdiction of the MoD. The following equipment is of primary concern with respect to safeguarding and the avoidance of interference:
  - Ground-Air Ground voice communications
  - Ground-Ground voice communications
  - Primary Surveillance Radar
  - Secondary Surveillance Radar

## Policy Statement

5. The DCA will provide support and advice to the MoD and to the Planning Commission with respect to ensuring any new electromagnetic activity or proposed developments in Gibraltar does not detrimentally impact the radio spectrum of the equipment used in the provision of Air Navigation Services.

## Policy

6. Single channel simplex operation shall be used in the frequency band 117.975 – 137.000 MHz at all stations providing service for aircraft engaged in international air navigation.
7. The minimum separation between assignable frequencies in the aeronautical mobile service shall be 8.33 kHz.
8. The Emergency channel shall be guarded on a single channel simplex operation basis.
9. The emergency channels (121.500 MHz & 243.000 MHz) shall be used only for genuine emergency purposes, as broadly outlined in the following:
  - a) to provide a clear channel between aircraft in distress or emergency and a ground station when the normal channels are being utilized for other aircraft;
  - b) to provide a VHF communication channel between aircraft and aerodromes, not normally used by international air services, in case of an emergency condition arising;

- c) to provide a common VHF communication channel between aircraft, either civil or military, and between such aircraft and surface services, involved in common search and rescue operations, prior to changing when necessary to the appropriate frequency;
  - d) to provide air-ground communication with aircraft when airborne equipment failure prevents the use of the regular channels;
  - e) to provide a channel for the operation of emergency locator transmitters (ELTs), and for communication between survival craft and aircraft engaged in search and rescue operations;
  - f) to provide a common VHF channel for communication between civil aircraft and intercepting aircraft or intercept control units and between civil or intercepting aircraft and air traffic services units in the event of interception of the civil aircraft.
10. The emergency channels (121.500 MHz & 243.000MHz) shall be available only with the characteristics as contained in Annex 10, Volume III, Part II, Chapter 2 (25 kHz).
11. The frequency 136.975 MHz is reserved on a worldwide basis to provide a common signalling channel (CSC) to the VHF digital link Mode 2 (VDL Mode 2). This CSC uses the Mode 2 VDL modulation scheme and carrier sense multiple access (CSMA).
12. The auxiliary emergency channel (123.100 MHz) shall be available only with the characteristics as contained in Annex 10, Volume III, Part II, Chapter 2 (25 kHz).
13. The Town Planning (General Procedures) Regulations, Regulation 12(1) provides that before granting planning permission for development, which in its opinion is likely to impact on the safe operation of the Gibraltar Airport, the Planning Commission shall consult with the DCA. The DCA will take into account any possible interference by the development with Air Traffic Equipment.
14. The MoD Battlespace Management Engineering Role Office have stated that developments sitting under the Obstacle Limitation Surface on Devil's Tower Road will not interfere with Air Traffic Equipment.

## Reporting

15. Electronic interference caused to Air Traffic Equipment must be reported for investigation and action to the GRA directly. Such occurrences must also be reported through the Mandatory Occurrence Reporting scheme.