

AERONAUTICAL INFORMATION CIRCULAR P 047/2023

UNITED KINGDOM



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Subject

Safety



VHF LOW LEVEL (LL) COMMON FREQUENCY

1 Introduction

- 1.1 The VHF Low Level (LL) Common Frequency is being permanently introduced in the UK. With an ever-increasing trend of Military v Civil aviation AIRPROX below 2000 FT AGL, the aim of the LL Common Frequency is to improve the barriers to mitigate against Mid-Air Collisions in the UK Low Flying System (UKFLS).
- 1.2 The desired effect is to improve situational awareness amongst civilian and military aircraft operating in the UKFLS when not in receipt of an Air Traffic Service. Getting a Lower Airspace Radar Service or an ATS should take priority over the use of LL Common Frequency. In Areas where this can't be achieved, then the LL Common Frequency should be used.

2 Details

- 2.1 Available for use by all aircrew, military and civilian, operating in Class G airspace at or below 2000 FT AGL in the UKFLS and should be monitored whenever possible.
- 2.2 Pilots should use this channel to broadcast their intentions and to help improve situational awareness between all aircrew operating in the same area.
- 2.3 The channel assigned is 130.490 MHz and shall be known as the "LL-Common Frequency".
- 2.4 The conditions of use are:
 - a) Pilots should make use of the LL Common Frequency only when not in receipt of a Lower Airspace Radar Service or other Air Traffic Service, or when operating outside an area where a Frequency Monitoring Code and associated ATC frequency/channel is used.
 - b) Pilots should make blind calls. To prevent clutter the channel must not be used as a chat channel.
 - c) Transmissions should be accurate, clear and concise.
- 2.5 Transmission timing:
 - a) When safe and suitable;
 - b) When entering/exiting the UKFLS;
 - c) At turning points of significant heading changes;
 - d) Approaching well-known and recognisable physical features;
 - e) Any time it is considered beneficial to the safety of the aircraft.
- 2.6 Blind call content:
 - a) Call sign;
 - b) Aircraft type (and number, in case of formations);
 - c) Position in relation to reference points immediately identifiable to other pilots (using cardinal or inter-cardinal directions);
 - d) Altitude;
 - e) Heading;
 - f) Next significant reference point.
- 2.7 For details of the UKFLS areas see ENR 6-20 and ENR 6-21.

3 Review

- 3.1 This AIC will be kept under review until details of the LL Common Frequency are published in the AIP.

4 Contact

- 4.1 Any comments or questions on the LL Common Frequency should be addressed to lowlevelfrequency@caa.co.uk.