

Possible Frequencies to use for “Interflight”

122.75 – aircraft “air to air”

123.45 – trans-ocean air-to-air (often unofficially used as aircraft “air-to-air”)

122.25 – balloon “air to air”

122.97 – high altitude “air to air”

123.02 – helicopter “air to air”

121.95, 122.77 – ground-based aviation support

122.85, 122.92 – multicom

**123.12, 123.15, 123.17, 123.22, 123.25, 123.27,
123.35, 123.37, 123.47, 123.52, 123.55, 123.57** – aircraft manufacturer flight test

123.32, 123.42 – airshows

136.1, 136.2, 136.27, 136.37, 136.47 – future Unicom or AWOS

Is it legal to use these frequencies? The only official aircraft air-to-air frequency is 122.75. However, because of regional or sporadic official use, it is unlikely that the frequencies marked in boldface will be in conflict. Best practice would be to brief a primary, an alternate, and the official aircraft air-to-air frequencies. If the desired frequency is officially (or unofficially) in use, it’s then very easy to move the flight to one which is not occupied.

Can I tune 136.0 and above on my radio? Older 720-channel radios cannot tune the frequency range between 136.0 and 136.97. You should verify that all members of the flight can tune the desired frequency prior to committing the flight to it.