



**WORKING PAPER**

**AIR NAVIGATION COMMISSION**

**ANC Task No. D2-INF-ITU: Aeronautical radio spectrum**

**REPORT ON THE RESULTS OF THE ITU WORLD RADIOCOMMUNICATION  
CONFERENCE (2007) (WRC-07)<sup>1</sup>**

(Presented by the Director of the Air Navigation Bureau)

**SUMMARY**

This working paper presents the results of the ITU World Radiocommunication Conference (2007) (WRC-07) (22 October to 16 November 2007, Geneva, Switzerland) and proposes action towards the preparation for the next ITU WRC scheduled for 2011. The paper includes the main results, in particular those relevant to the current ICAO programme. Appendix A contains details of the results of the conference on all agenda items relevant to aviation. Appendix B contains an overview of the ITU WRC results. Preparatory arrangements for the next world radiocommunication conference as well as financial implications are discussed in Appendix C, at an estimated total cost of US \$363 000 – not including regional office participation.

Action by the Air Navigation Commission is in paragraph 6.

**COORDINATION**

Nil.

**REFERENCES**

- |                |  |
|----------------|--|
| AN-WP/8202     | *C-WP/12967  |
| *AN Min. 175-1 | C-DEC 181/4  |
| AN Min. 174-7  | C-Min. 175/14  |
| AN Min. 167-1  | *Resolutions adopted by the<br>Assembly (A36) (Provisional<br>Edition) |
| AN Min. 167-2  | *State letter E 3/5-07/49  |
|                | *State letter E 3/5-05/85  |

This working paper relates to Strategic Objective D.

\*Principal references

<sup>1</sup> formerly progressed under ANC Task No. CNS-7002.

## 1. INTRODUCTION

1.1 The ITU World Radiocommunication Conference (2007) (WRC-07) was held from 22 October to 16 November 2007 in Geneva, Switzerland. The ICAO Delegation to the conference included an RO/CNS, ICAO ESAF Office (first two weeks), an RO/CNS, ICAO WACAF Office (final week) and three TOs/CNS from Headquarters (full time).

1.2 In total, over 2 800 delegates from 164 ITU Member States and 104 international organizations participated in the work of the conference.

1.3 Three aviation coordination meetings were organized by the ICAO Delegation during the conference. About sixty aviation experts attended those meetings. The meetings addressed all the aviation-related issues, in particular those related to specific proposals submitted to the conference. During these meetings, support for the ICAO Position was coordinated, taking into account the developments during the conference.

1.4 Coordination and promotion of the ICAO policy during the conference was also performed on a more bilateral basis with individuals from (aviation) administrations. It should be noted in particular, that the assistance of RO/CNS ICAO ESAF Office proved to be invaluable in obtaining strong support from the AFI Region on items where the ICAO position was under serious attack.

## 2. BACKGROUND

2.1 Availability of the necessary radio frequency spectrum continues to be a prerequisite for the safety of civil aviation and the effective implementation of the communications, navigation, and surveillance/air traffic management (CNS/ATM) systems. However, as demand for spectrum from non-aviation users is constantly growing, aviation faces increasing competition for the limited available spectrum, in particular from commercial telecommunications services. It is therefore essential that aviation's requirements for radio frequency spectrum be strongly supported by all ICAO Contracting States in all international forums, where spectrum allocations are addressed, so as to ensure that aviation requirements for safety of life services are duly presented and understood.

2.2 ICAO policies and practices related to the radio frequency spectrum matters are outlined in Assembly Resolution A36-25 (updated A32-13). A36-25 urges ICAO Contracting States to support aviation requirements for spectrum and instructs ICAO to make sufficient resources available to enable increased participation in spectrum management activities.

2.3 The ICAO Position for this conference, contained in State letter E 3/5-05/85, dated 12 August 2005, was developed in 2003/2004 by the Aeronautical Communications Panel (ACP), reviewed by the Air Navigation Commission (167-1 and 167-2), submitted to ICAO Contracting States and international organizations for comment and approved by Council (175/14) on 14 June 2005.

2.4 At the time the ICAO Position was established, studies were ongoing in the Navigation Systems Panel (NSP), Aeronautical Communications Panel (ACP), ITU and in regional telecommunication organizations, in particular on the protection of the microwave landing system (MLS) from interference, as well as the assessment of spectrum required for future communication systems. The ICAO studies, completed by the end of 2006, necessitated an update to the ICAO Position which was reviewed by the Air Navigation Commission (174-7) on 20 February 2007 and subsequently approved by Council (181/4) on 28 May 2007.

2.5 The updated ICAO Position, described in State letter E 3/5-07/49, dated 22 June 2007, was submitted to the ITU WRC-07 on 13 June 2007 and placed on the ACP website for public reference: <http://www.icao.int/anb/panels/acp>.

### **3. RESULTS OF THE CONFERENCE ON THE AGENDA ITEMS RELATED TO INTERNATIONAL CIVIL AVIATION**

3.1 Details of the results of the conference on all agenda items relevant to aviation are contained in Appendix A. A brief overview of the results of this conference, in tabular form, is contained in Appendix B. In Appendix C the budgetary needs to promote and coordinate the ICAO policy in preparation for the next WRC are discussed. In summary, the main results for civil aviation are as follows.

3.2 Protection of the global navigation satellite service (GNSS) signals in the band 1 559-1 610 MHz (Global Positioning System (GPS), GLObal NAVigation Satellite System (GLONASS)) was improved by the downgrading the fixed service (FS) operating in this band in thirty-four countries to a secondary status. Consequently, operation of the FS in these countries has to protect the GNSS. Until the end of 2009, this band is still allocated on a primary basis in nine countries in Africa and the Middle-East. Although the use of this band by the FS needs to be terminated by 2015, as of 2009 the GNSS service operating in this band will be protected on a global basis. Also, the deletion of an allocation to the aeronautical radionavigation service in Sweden (used for radar systems) further improved the protection of GNSS in Europe (Appendix A, paragraph 1.3 refers).

3.3 The conference agreed to upgrade the radiolocation service (RLS) to a primary status and to introduce, with a primary status, the Earth exploration satellite service (EESS) (active) and space research service (SRS) (active) in the 9 GHz bands to a primary allocation. The conference agreed, after a long debate, to provide the aeronautical radionavigation service operating in these bands (ground-based radars and airborne weather radars) the necessary regulatory protection, as per the ICAO Position (Appendix A, paragraph 2 refers).

3.4 Allocations to the aeronautical mobile (route) service (AM(R)S) were agreed to in the bands 112-117.975 MHz, 960-1 164 MHz and 5 091-5 150 MHz (Appendix A, paragraph 5 refers). This satisfies the ICAO Position, which was based on the bandwidth requirements identified in the Future Communications Study conducted by the Aeronautical Communications Panel, with the exception of the 5 GHz band where more bandwidth may be needed. All the new AM(R)S allocations are in bands which are also allocated to the aeronautical radionavigation service (ARNS) and used (or planned to be used) by VOR, DME, SSR, UAT and MLS. The allocations are subject to not causing harmful interference to, nor claiming protection from stations operating in the ARNS. The allocations are limited to ICAO standardized systems. The AM(R)S allocation in the 5 GHz band is limited to airport surface operations and is shared with allocations for aeronautical mobile telemetry (AMT) and aeronautical security transmissions (AS). AS is an application which provides a wide bandwidth link from an aircraft to the ground, i.e. a video feed, in case of an unlawful intervention.

3.5 To satisfy the needs for aeronautical mobile telemetry (AMT) for flight testing (Appendix A, paragraph 4 refers), the conference agreed to a global allocation in the 5 091-5 150 MHz band (MLS extension band). A number of frequency bands, which are not currently used for aeronautical safety purposes, in the 4 and 6 GHz range, as well as the band 5 150-5 250 MHz, were also allocated for AMT on a regional or sub-regional basis.

3.6 The conference agreed to remove a provision providing precedence to MLS over any other usage in the band 5 091-5 150 (MLS extension band). The date after which no new assignments can be made to the fixed satellite service (FSS) in the MLS extension band was extended from 2012 to 2016. A review of the allocation to the FSS in this band is now scheduled for WRC-2015. ICAO supported this extension, in the light of the removed precedence for the MLS over other users in this band. The date limitations to the FSS were introduced in 1995 to protect the use of the band 5 091-5 150 MHz for MLS. However, recent ICAO studies have demonstrated that not all of this band may be required for MLS. As a result of removing the precedence to the MLS in this band, the limitations to the FSS may be removed at a future conference. This extension provides for stable sharing conditions with the MLS and AM(R)S in the band.

3.7 An allocation for AM(R)S in the band 5 000-5 030 MHz was explored and potential compatibility issues with the radionavigation-satellite service (RNSS) (mainly Galileo) were identified. It was agreed to invite the ITU-R to study this band in time for WRC-11, with the view of a possible new allocation for the AM(R)S in this band at that conference. ICAO participation in this activity is essential to secure the bandwidth needed for AM(R)S in this frequency band.

3.8 A recommendation on the *Use by civil aviation of frequency allocations on a primary basis to the fixed-satellite service* was developed (Appendix A, paragraph 5 refers). In this recommendation, it is recognized that VSAT networks operating in the fixed satellite service can also be used for aeronautical safety applications. Administrations, particularly in developing countries, are urged to recognize the importance of VSAT operations to the modernization of civil aviation telecommunications systems and to encourage the implementation of VSAT systems to support aeronautical communication requirements. Administrations in developing countries are encouraged, to the maximum extent possible, to expedite the authorization process to enable aeronautical communications using VSAT technology.

3.9 The conference agreed to invite the ITU-R to conduct, in time for consideration by WRC-11, the appropriate technical, operational and regulatory studies to ensure long-term spectrum availability for the aeronautical mobile-satellite (R) service (AMS(R)S) including the existing and future spectrum requirements. It is essential that ICAO participates in these studies to ensure a favourable outcome for aviation.

3.10 The conference agreed to invite the ITU-R to study, in time for consideration by WRC-11, the spectrum requirements and possible regulatory actions, including additional allocations, to support operations of unmanned aircraft systems (UAS). A significant work effort by ICAO may be identified in support of this activity.

## 4. CONCLUSIONS

4.1 In general, the conference results conformed to the ICAO Position. A significant element in the ICAO preparatory activities for this conference was the early awareness and involvement of Contracting States in the development of the ICAO Position. Major factors contributing to this achievement included:

- a) the early development and dissemination of the draft ICAO Position by the Secretariat and the Air Navigation Commission, assisted by ACP and NSP;

- b) the active participation by ICAO experts in the preparatory work of the ITU, including the relevant meetings of the ITU-R (e.g. Study Groups 4 and 5, including the relevant Working Parties; Conference Preparatory Meeting (CPM));
- c) the increased participation by ICAO experts in the meetings of the regional telecommunication organizations (APT, CEPT, CITEEL, ATU). The involvement of the regional offices, with the assistance from Headquarters when required, proved important in supporting the development of proposals by the regional telecommunication organizations to the conference which were in line with the ICAO Position;
- d) organization of ACP working group meetings and ICAO radio frequency seminars in the regions;
- e) the implementation of Assembly Resolution A32-13; and
- f) active participation of the ICAO Delegation at the conference itself, during which the ICAO Position was often disputed, allowed ICAO to counter and refute numerous proposals that would adversely impact aeronautical spectrum.

4.2 An expeditious start of the ICAO preparatory activities for the next conference in 2011 is now essential. The Aeronautical Communications Panel will develop an initial draft of the ICAO Position in May 2008, for review by the Air Navigation Commission during its upcoming sessions. Participation of experts from the Regional Offices in this work should be considered in order to increase, at an early stage, their awareness of the issues on the WRC-11 agenda and to contribute their expertise on the specific regional aspects of the various agenda items. A final review by the Commission of the ICAO Position, and its approval by the Council, is foreseen in early 2009. A work plan outline to achieve the expected outputs and associated performance indicators in support of the ICAO business plan is provided in Appendix A.

## 5. **FUTURE CONFERENCES**

5.1 The next world radiocommunication conference is currently scheduled for 2011.

5.2 The draft agenda for the WRC-11, to be formally approved by the ITU Council, includes the following items of interest to civil aviation:

- a) general agenda items which can affect civil aviation:
  - 1.1 deletion of country names from footnotes;
  - 4. review of Resolutions/Recommendations of previous conferences;
  - 7.2 draft agenda for next WRC, foreseen for 2015.
- b) specific agenda items of major interest to civil aviation:
  - 1.3 consider spectrum requirements to support unmanned aircraft systems (UAS);

- 1.4 based on the results of sharing studies, further regulatory measures to facilitate: AM(R)S in the frequency bands 112-117.975 MHz, 960-1 164 MHz and 5 000-5 030 MHz;
  - 1.7 consider access and long term spectrum availability to support AMS(R)S;
  - 1.21 primary allocation to the RLS in the band 15.4-15.7 GHz;
  - 1.23 an allocation of about 15 kHz in parts of the band 415-526.5 kHz to the amateur service (such an allocation may affect the ARNS which operates in this band).
- c) other items of interest to aviation:
- 1.12 to protect the primary services in the band 37-38 GHz from interference by the aeronautical mobile service;
  - 1.19 introduction of software defined radio and cognitive radio systems;
  - 1.25 possible additional allocations to the mobile-satellite service.

## 6. ACTION BY THE AIR NAVIGATION COMMISSION

- 6.1 The Air Navigation Commission is invited to:
- a) agree with the conclusions in paragraph 4.1;
  - b) note the information expressed in paragraph 4.2;
  - c) note the VSAT Recommendation developed by the conference, which recognizes that VSAT networks can be used for aeronautical safety applications, in particular in remote or underdeveloped areas;
  - d) request the Secretariat, assisted by the ACP, to place a high priority on the development of the ICAO Position for the WRC-11, in full coordination with other relevant bodies, taking due account of spectrum management activities in the regions;
  - e) instruct the Secretariat to evaluate the current work programme deliverables as a result of the work programme items that have been identified as relevant to aviation, in support of WRC-11;
  - f) instruct the Secretary regarding the preparation of the draft report to Council.
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## APPENDIX A

### RESULTS OF THE CONFERENCE ON THE AGENDA ITEMS RELATED TO INTERNATIONAL CIVIL AVIATION

#### 1. **AGENDA ITEM 1.1: REQUESTS FROM ADMINISTRATIONS TO DELETE THEIR COUNTRY FOOTNOTES OR TO HAVE THEIR COUNTRY NAME DELETED FROM FOOTNOTES, IF NO LONGER REQUIRED, IN ACCORDANCE WITH RESOLUTION 26 (REV. WRC-97)**

1.1 Under this agenda item, the ICAO Position supported the deletion of footnotes Nos. **5.181**, **5.197** and **5.259**. These footnotes were introduced in about twenty countries in 1987 in view of the global transition from ILS to MLS, which, at that time, was expected to be completed by 1998. They were intended to enable the introduction of the mobile service in the ILS bands as and when these would no longer be required for ILS. However, it has now become apparent that ILS will continue to be used by aviation for the foreseeable future, and therefore the existence of these footnotes is no longer justified. Most administrations have removed their name from these footnotes prior to this conference; however, the following Administrations are still listed in these footnotes:

- 5.181 Egypt, Israel and the Syrian Arab Republic (ILS-marker beacon).
- 5.197 Pakistan and the Syrian Arab Republic. (ILS-localizer)
- 5.259 Egypt, Israel and the Syrian Arab Republic (ILS-glide path)

Further efforts by ICAO are required to convince all the countries still listed to remove their name and allow for suppression of the footnotes, since they do not represent a realistic expectation for an introduction of the mobile service in these bands and the use of this allocation may cause harmful interference to ILS/VOR/GBAS.

1.2 Through Nos. **5.203**, **5.203A** and **5.203B** the band 136-137 MHz was allocated in some countries to the fixed and mobile, except aeronautical mobile services, on a secondary basis until 1 January 2005. In addition, this band was also allocated to the meteorological satellite service until 1 January 2002 (No. **5.203** refers). The conference reviewed these provisions and agreed to their suppression for safety and efficiency reasons. The conference also deleted No. 5.198, through which the band 117.975-136 MHz was allocated to the aeronautical mobile satellite (R) service, as per ICAO policy statement (Re. the ICAO *Handbook on radio frequency spectrum requirements for civil aviation, including statement of approved ICAO policies* (Doc. 9718)). Furthermore, the conference removed No. 5.199 which was allocating the aeronautical emergency frequency 121.56 MHz to the mobile satellite service for the reception of emergency position radio beacons (emergency locator transmitters). This will not affect the current use of this frequency in the COSPAS/SARSAT system which is committed to receive and process signals on this frequency until at least 2009.

1.3 The ICAO Position also supported the deletion of footnotes **5.362B**, **5.362C** and **5.363**, which allocate the GNSS band 1 559-1 610 MHz to the (terrestrial) fixed service in certain countries. The use by the fixed service constitutes a severe and unacceptable constraint on the safe and effective use of GNSS in some areas of the world, as coordination distances of up to 400 km between the stations of the fixed service and the aircraft would be required.

1.3.1 The conference agreed to a modification of No. **5.362B** such that the band 1 559-1 610 MHz is now allocated to the fixed service on a primary basis until 1 January 2010 in Algeria, Cameroon, Jordan, Libyan Arab Jamahiriya, Mali, Mauritania, Saudi Arabia, Syrian Arab Republic and Tunisia.

1.3.2 In Footnotes **5.362B** and **5.362C** there is a provision for a secondary allocation to the fixed service in the band 1 559-1 610 MHz. A large number of countries in Africa, Europe and parts of Asia are still listed under this provision. After 1 January 2015, this provision will no longer be valid.

1.3.3 In this band the radionavigation satellite service (RNSS) is operating (GNSS, GPS and GLONASS). Interference-free operation of GNSS would require coordination with the radio regulators and/or operators in the fixed service to ensure that operation of the fixed stations in the band 1 559-1 610 MHz ceases in areas where it can cause interference to GNSS. The secondary status of the fixed service until 1 January 2015 would require the fixed service to not cause harmful interference to, nor claim protection from, GNSS, and would give GNSS priority over the fixed service. After 2015, the frequency band 1 559-1 610 MHz will be available on an exclusive basis for GNSS.

1.3.4 The conference agreed to delete No. **5.363**, which authorized Sweden to use the band 1 590-1 626.5 MHz for the aeronautical radionavigation service (radar stations). This measure improves the protection of GNSS signals in Europe.

1.4 The band 4 200-4 400 MHz is reserved for use by airborne radio altimeters, No. **5.439** allows the operation of the fixed service in this band on a secondary basis. Radio altimeters are a critical element in aircraft automatic landing systems and serve as a sensor in ground proximity warning systems. The ICAO Position asked for deletion of this footnote. Two countries, Iran (Islamic Republic of), and the Libyan Arab Jamahiriya remain in this footnote.

2. **AGENDA ITEM 1.3: IN ACCORDANCE WITH RESOLUTION 747 (WRC-03) CONSIDER THE UPGRADING OF THE RADIOLOCATION SERVICE TO PRIMARY ALLOCATION STATUS IN THE BANDS 9 000-9 200 MHz AND 9 300-9 500 MHz AND EXTENDING BY UP TO 200 MHz THE EXISTING PRIMARY ALLOCATIONS TO THE EARTH EXPLORATION-SATELLITE SERVICE (ACTIVE) AND THE SPACE RESEARCH SERVICE (ACTIVE) IN THE BAND 9 500-9 800 MHz WITHOUT PLACING UNDUE CONSTRAINTS TO THE SERVICES TO WHICH THE BANDS ARE ALLOCATED**

2.1 The ICAO Position on this agenda item was to support the primary allocations proposed for the radiolocation service (RLS), in the bands 9 000-9 200 MHz and 9 300-9 500 MHz and the Earth exploration satellite service (EESS) (active) and the space research service (SRS) (active) in the band 9 300-9 500 MHz, provided that adequate protection be given to the aeronautical radionavigation services (ARNS) operating in these bands. These bands are used by the (aeronautical) radionavigation service for ground based radar systems and airborne weather radar.

2.2 During the preparatory work in ITU-R, it was demonstrated that the proposed primary allocations to the RLS, EESS and SRS would not cause harmful interference to the ARNS. However, due to certain limitations in these studies, ICAO requested that a regulatory provision be introduced in the Radio Regulations securing protection to the ARNS from the RLS. After a long and difficult debate, the conference agreed to a provision which gives protection to the aeronautical radar systems. This was satisfactory for aviation.

**3. AGENDA ITEM 1.4: TO CONSIDER FREQUENCY RELATED MATTERS FOR THE FUTURE DEVELOPMENT OF IMT-2000 AND SYSTEMS BEYOND IMT-2000 TAKING INTO ACCOUNT THE RESULTS OF ITU-R STUDIES IN ACCORDANCE WITH RESOLUTION 228 (REV. WRC-03)**

3.1 Proponents of IMT-2000 are seeking additional allocations for the future development of mobile communications and are especially looking at bands below 3 GHz.

3.2 In general, ICAO does not support the shared use of spectrum between aeronautical safety services (ARNS, AM(R)S and AMS(R)S) and other (non aeronautical) services, without relevant studies having been completed (either in ITU or in ICAO) that support shared use. All frequency bands used for aeronautical safety services are already heavily loaded or have already been forecast for full utilization and do not allow for sharing with non-aeronautical mobile services.

3.3 Under this agenda item, the conference did briefly consider the band 2 700-2 900 MHz, which is used for primary (medium range) radar systems, for IMT-2000 systems. This proposal was not agreed to. The overall result satisfies the ICAO Position.

**4. AGENDA ITEM 1.5: TO CONSIDER SPECTRUM REQUIREMENTS AND POSSIBLE ADDITIONAL SPECTRUM ALLOCATIONS FOR AERONAUTICAL TELECOMMAND AND HIGH-BIT RATE AERONAUTICAL TELEMETRY, IN ACCORDANCE WITH RESOLUTION 230 (WRC-03)**

4.1 The ICAO Position under this agenda item was as follows:

- a) To support the allocation of suitable spectrum for non-safety related aeronautical telemetry and associated telecommand systems and applications, in the bands between 3-30 GHz. These allocations, to be made to the mobile or aeronautical mobile service, should, in principle, not be made in bands currently allocated to the aeronautical mobile (R) service (AM(R)S), the aeronautical radionavigation service (ARNS) or their satellite equivalents. If allocations are made to such bands, and in particular in the frequency band 5 091-5 150 MHz, regulatory priority shall be given to these aeronautical safety services.
- b) No change to the current allocation in the band 5 030-5 091 MHz since this band is required to satisfy the requirements of the aeronautical radionavigation service (MLS).
- c) To support the continued use and protection of frequency bands currently allocated and used for aeronautical telemetry applications.

4.2 A proposal for an allocation for aeronautical mobile telemetry (AMT) in the MLS core band (5 030-5 091 MHz) was introduced. This proposal was strongly opposed by ICAO. Most regional telecommunication organizations supported ICAO and eventually it was withdrawn.

4.3 A global allocation was agreed by the conference for aeronautical mobile telemetry (AMT) in the MLS extension band (5 091-5 150 MHz). Of concern to aviation is the fact that the WRC

did not recognize the required protection level for MLS as established by ICAO. Also of concern is the fact that No. 5.444, which ensured precedence of MLS in this band has now been limited to the MLS core band (5 030-5 091 MHz). [(see also [5.1.3.1] below)].

4.4 A number of frequency bands in the 4 to 6 GHz range, which are currently not used for aeronautical safety purposes, were allocated by the WRC for AMT on a regional and sub-regional basis. In general, the new allocation for AMT satisfy the needs for spectrum for flight testing.

5. **AGENDA ITEM 1.6: TO CONSIDER ALLOCATIONS FOR THE AERONAUTICAL MOBILE (R) SERVICE IN PARTS OF THE BANDS BETWEEN 108 MHZ TO 6 GHZ, IN ACCORDANCE WITH RESOLUTION 414 (WRC-03) AND TO STUDY CURRENT SATELLITE FREQUENCY ALLOCATIONS THAT WILL SUPPORT THE MODERNIZATION OF CIVIL AVIATION TELECOMMUNICATION SYSTEMS, TAKING INTO ACCOUNT RESOLUTION 415 (WRC-03)**

5.1 **Allocations for the aeronautical mobile (route) service (AM(R)S)**

5.1.1 **112-117.975 MHz.** The ICAO Position indicates that this band should become available for air-ground communications (voice and data), in particular to extend the current usage of the band 117.975-137 MHz in congested areas (e.g. Europe).

5.1.1.1 The conference agreed to modify the (restricted to the transmission of navigational information) allocation to the AM(R)S which would now allow the introduction of air-ground communication links. This is in line with the ICAO Position. The conditions, under which the ICAO GBAS system operates in the 108-112 MHz band remain unchanged. However, in order to avoid compatibility problems with FM broadcasting, airborne transmissions in the band 108-112 MHz are no longer permitted. As a consequence, an amendment to one recommendation contained in the VDL Mode 4 SARPs will be required, but this will not impact any operational aspects of VDL Mode 4. The ITU-R is invited to study any compatibility issues that may arise between the new AM(R)S allocation and the FM broadcasting services in the 87-108 MHz band.

5.1.2 **960-1 164 MHz.** ICAO studies have identified the need for up to 60 MHz of usable bandwidth for the AM(R)S service in this band.

5.1.2.1 An allocation to the AM(R)S in the band 960-1 164 MHz was agreed to by the conference. This allocation is conditional to studies being successfully completed within the ITU-R to resolve potential compatibility issues with non-ICAO standardized ARNS systems which also operate in this band. An exception to this is the universal access transceiver (UAT) system, an ICAO standardized system for ADS-B, which can be used immediately within this allocation. All known compatibility issues between existing systems operating in this band have already been addressed in ICAO.

5.1.3 **5 000-5 150 MHz.** ICAO studies have identified that 60-100 MHz will be needed in this band for airport surface applications.

5.1.3.1 An allocation to the AM(R)S in the band 5 091-5 150 MHz (MLS extension band), limited to airport surface operations was agreed. This is a shared allocation with the aeronautical radionavigation service (MLS), fixed satellite service (FSS), AMT (see Agenda Item 1.5 above) and an Aeronautical Security (AS) application intended for the provision *radiocommunication used in response to unlawful interruption of aircraft operations*. AS, an application introduced and supported by EUROCONTROL, is intended to provide a wide-band link from an aircraft to the ground, i.e. a video

feed, in case of an unlawful intervention. The precedence that was given to MLS in this band over other uses has been removed (see also [4.3] above). For the use of the band by the AM(R)S, AMT and AS, provisions to protect the fixed satellite service (FSS) (feederlink), which operates in the same band, were introduced.

5.1.3.2 A sunset date for assignments for the fixed satellite service (FSS) in the MLS extension band was extended from 2012 to 2016 (a date after which no new assignments should be made to the FSS service). ICAO supported this extension, in the light of the removed precedence for the MLS over other users in this band. A review of the allocation to the FSS in this band is now scheduled for WRC-2015, in particular with regard to the “sunset date”. The date-limitations to the FSS were introduced in 1995 to protect the use of the band 5 091-5 150 MHz for MLS. However, ICAO has recently determined that not all of this band may be required for MLS. As a result of removing the precedence to the MLS in this band, the limitations to the FSS may be removed at a future conference (i.e. the allocation to the FSS may become permanent). This extension provides for stable sharing conditions with the MLS and AM(R)S in the band.

5.1.3.3 The band 5 091-5 150 MHz will not provide sufficient spectrum capacity to satisfy the requirement identified above, and therefore additional spectrum was identified in the ICAO Position for an allocation to the AM(R)S in the band 5 000-5 030 MHz. An allocation, initially supported by a large number of administrations was eventually not agreed to, because of the absence of compatibility studies with regard to the radionavigation-satellite service (RNSS). It was agreed however to study these compatibility issues within the ITU-R, in time for review at WRC-11, with a possible new allocation for the AM(R)S in mind.

5.2 VSAT networks operate under an allocation to the fixed satellite service (FSS) which in the ITU is not recognized as a safety service. A recommendation on the *Use by civil aviation of frequency allocations on a primary basis to the fixed-satellite service* was developed by the conference. In this recommendation it is recognized that VSAT networks operating in the fixed satellite service can also be used for aeronautical safety applications, especially in remote and rural areas which often lack a terrestrial communication infrastructure that meets the evolving requirements of modern civil aviation. Administrations, particularly in developing countries, are urged to recognize the importance of VSAT operations to the modernization of civil aviation telecommunications systems and to encourage the implementation of VSAT systems to support aeronautical communication requirements. Administrations in developing countries are encouraged, to the maximum extent possible, to expedite the authorization process to enable aeronautical communications using VSAT technology. ICAO is invited to continue its assistance to developing countries to improve their aeronautical telecommunications, including interoperability of VSAT networks, and provide guidance to developing countries on how they could best make use of VSAT technology for this purpose. The approval of this recommendation satisfies the ICAO position and was achieved through close and successful cooperation between ICAO and the African administrations.

**6. AGENDA ITEM 1.13: TAKING INTO ACCOUNT RESOLUTIONS 729 (WRC-97), 351 (WRC-03) AND 544 (WRC-03) TO REVIEW THE ALLOCATIONS TO ALL SERVICES IN THE HF BANDS BETWEEN 4 AND 10 MHZ, EXCLUDING THOSE ALLOCATIONS TO SERVICES IN THE FREQUENCY RANGE 7 000-7 200 KHZ AND THOSE BANDS WHOSE ALLOTMENT PLANS ARE IN APPENDICES 25, 26 AND 27 AND WHOSE CHANNELING ARRANGEMENTS ARE IN APPENDIX 17, TAKING INTO ACCOUNT THE IMPACT OF NEW MODULATION TECHNIQUES, ADAPTIVE CONTROL TECHNIQUES AND SPECTRUM REQUIREMENTS FOR HF BROADCASTING**

6.1 The ICAO Position for this agenda item was to ensure that new allocations and techniques considered for introduction in the bands between 4 and 10 MHz will not cause harmful interference in the aeronautical HF bands.

6.2 Under this agenda item, the conference developed criteria for the use of frequency adaptive systems and digital modulation techniques for broadcast services, while ensuring that no harmful interference would be caused by existing maritime and aeronautical mobile services. A future agenda item concerning the use of digital modulation techniques in the maritime mobile service was developed.

**7. AGENDA ITEM 1.16: TO CONSIDER THE REGULATORY AND OPERATIONAL PROVISIONS FOR MARITIME MOBILE SERVICE IDENTITIES (MMSIS) FOR EQUIPMENT OTHER THAN SHIPBORNE MOBILE EQUIPMENT, TAKING INTO ACCOUNT RESOLUTIONS 344 (REV. WRC-03) AND 353 (WRC-03)**

7.1 MMSIs are unique identifiers for individual stations and provide a rapid method of identification. Several ITU-R recommendations cover the assignment and use of these MMSIs for ship and land stations. A need had been identified to assign MMSIs for automatic identification systems (AIS) on search and rescue (SAR) aircraft in order to communicate efficiently in the maritime mobile service, when engaged in SAR operations. Modifications were made to Article 19 of the Radio Regulations, making it possible to allocate MMSIs to SAR aircraft. This satisfies the ICAO Position on this agenda item.

**8. AGENDA ITEM 1.17: TO CONSIDER THE RESULTS OF ITU-R STUDIES ON COMPATIBILITY BETWEEN THE FIXED-SATELLITE SERVICE AND OTHER SERVICES AROUND 1.4 GHZ, IN ACCORDANCE WITH RESOLUTION 745 (WRC-03)**

8.1 Under this agenda item, the conference suppressed two secondary allocations to the fixed satellite service. No new allocations were considered. This satisfies the ICAO Position.

**9. AGENDA ITEM 1.20: TO CONSIDER THE RESULTS OF STUDIES AND PROPOSALS FOR REGULATORY MEASURES, IF APPROPRIATE, REGARDING THE EARTH EXPLORATION-SATELLITE SERVICE (PASSIVE) FROM UNWANTED EMISSIONS OF ACTIVE SERVICES IN ACCORDANCE WITH RESOLUTION 738 (WRC-03)**

9.1 Under this agenda item, the conference reviewed the results of studies and proposals for regulatory measures regarding the protection of the Earth exploration-satellite service (EESS) receiving in the band 1 400-1 427 MHz from unwanted emissions of active services transmitting in adjacent frequency bands. Studies in the ITU-R have shown that primary radar systems currently operating in the band 1 215-1 400 MHz and conforming to relevant ITU-R recommendations will most likely not be able to meet the suggested power levels for unwanted emissions. WRC-07 therefore agreed to only recommend a maximum level of unwanted emission power of  $-29$  dBW/27 MHz from radiolocation service stations operating in the 1 350-1 400 MHz band. It should be noted that primary radar systems used for civil aviation purposes are operating under the aeronautical radionavigation service allocation in the 1 300-1 350 MHz band and are therefore not affected by this decision.

**10. AGENDA ITEM 1.21: TO CONSIDER THE RESULTS OF STUDIES REGARDING THE COMPATIBILITY BETWEEN THE RADIO ASTRONOMY SERVICE AND THE ACTIVE SPACE SERVICES IN ACCORDANCE WITH RESOLUTION 740 (REV. WRC-03), IN ORDER TO REVIEW AND UPDATE, IF APPROPRIATE, THE TABLES OF THRESHOLD LEVELS USED FOR CONSULTATION THAT APPEAR IN THE ANNEX TO RESOLUTION 739 (WRC-03)**

10.1 The radio astronomy service uses frequencies in the band 1 610-1 613.8 MHz and is seeking protection from active services in the adjacent bands. Of concern to aviation is that the near adjacent band 1 559-1 610 MHz is used by the radionavigation satellite service for GNSS (GPS, GLONASS and the future Galileo system) and their operation should not be unduly constrained.

10.2 The conference developed a recommended limit of unwanted emissions from the GNSS service into the 1 610-1 613.8 MHz band, resolving that administrations take all reasonable steps to ensure that any satellite system being designed and constructed to operate in the GNSS band meet that limit. In case those systems cannot meet these limits, then the administrations which operate the affected radio astronomy stations shall be notified. The recommended limit is not expected to affect the currently operating and planned GNSS networks.

**11. AGENDA ITEM 2: TO EXAMINE THE REVISED ITU-R RECOMMENDATIONS INCORPORATED BY REFERENCE IN THE RADIO REGULATIONS COMMUNICATED BY THE RADIOCOMMUNICATION ASSEMBLY, IN ACCORDANCE WITH RESOLUTION 28 (REV. WRC-03), AND TO DECIDE WHETHER OR NOT TO UPDATE THE CORRESPONDING REFERENCES IN THE RADIO REGULATIONS, IN ACCORDANCE WITH PRINCIPLES CONTAINED IN THE ANNEX TO RESOLUTION 27 (REV. WRC-03)**

11.1 The ICAO Position on this agenda item was to make no change to current references in the Radio Regulations relevant to aeronautical services, as no new or amended ITU-R recommendations

referring to the aeronautical service have been identified. No such changes were made, although updated versions of relevant ITU-R recommendations are now included in the Radio Regulations.

11.2 This does not modify the status of the relevant material, and satisfies the ICAO Position.

12. **AGENDA ITEM 4: IN ACCORDANCE WITH RESOLUTION 95 (REV. WRC-03), TO REVIEW THE RESOLUTIONS AND RECOMMENDATIONS OF PREVIOUS CONFERENCES WITH A VIEW OF POSSIBLE REVISION, REPLACEMENT OR ABROGATION**

12.1 The following resolutions and recommendations were addressed in a manner different from the ICAO Position:

- a) Resolution 18 relates to the procedure for identifying and announcing the position of ships and aircraft of States which are not party to an armed conflict. A minor update was made to this resolution, not affecting aviation.
- b) Resolution 26 relates to Footnotes to the Table of Frequency Allocations in Article 5 of the RR. A reference on how new footnotes or modifications of footnotes to the RR may be proposed to a WRC, in case of corrections of obvious errors has been amended to point to the relevant provision of the latest revision of the General Rules of Conferences, Assemblies and meetings of the Union (Antalya, 2006). This change does not affect aviation.
- c) Resolution 27 addresses the application of incorporation by reference in the RR. Minor updates were made to this resolution, mainly to clarify its application. This does not affect aviation.
- d) Resolution 63 addresses the protection of radiocommunication services against interference caused by radiation from industrial, scientific and medical (ISM) equipment. Minor updates were made to this resolution, mainly to clarify its application. These updates do not affect aviation.
- e) Resolution 95 addresses the general review of resolutions and recommendations of the world administrative radio conferences and the world radiocommunication conferences. An update was made to this resolution, inviting administrations to submit contributions relevant to this resolution to the ITU conference preparatory meeting (CPM). This update does not affect aviation.
- f) Resolution 222 addresses the use of the 1.5/1.6 GHz band and long-term spectrum availability for AMS(R)S. This resolution was updated by the conference in line with the ICAO Position, calling for further studies to be conducted in time for WRC-11, to ensure long-term spectrum availability to the AMS(R)S. (See also Agenda Item 7.2 refers, paragraph 13.1 below).
- g) Resolution 225 addresses the study of additional frequency bands for the satellite component of International Mobile Telecommunications (IMT). This resolution was modified to include the frequency bands 1 518-1 525 and 1 668-1 675 MHz, which are not used by aviation.

- h) Resolution 339, Coordination of NAVTEX services, was amended slightly, mainly in the form of an updated reference. This does not affect aviation in any way.
- i) Resolution 353, which dealt with maritime mobile service identities (MMSI) for equipment other than ship-borne equipment was suppressed in line with the amendments made under Agenda Item 1.16 (paragraph 7 above). This satisfies the ICAO Position.
- j) Resolution 413 addresses the use of the band 108-117.975 MHz and has been amended in line with the outcome of Agenda Item 1.6 for this band. It invites the ITU-R to study any compatibility issues between the broadcasting and the aeronautical mobile (route) service in the band, and to develop new or revised ITU-R recommendations as appropriate. This is in line with the ICAO Position.
- k) Resolution 608 addresses the use of the frequency band 1 215-1 300 MHz and provides protection to the radionavigation satellite service. The ICAO Position is to recommend this resolution for deletion once studies of the band are completed. This resolution is retained unchanged. This is not in disagreement with the ICAO Position.
- l) Resolution 609 provides protection to the aeronautical radionavigation systems from the equivalent power flux-density produced by the radionavigation satellite service networks and systems in the 1 164-1 215 MHz bands. This resolution provides for equitable share of the band between the different GNSS providers and other users of the band. Minor modifications were made to references which do not affect any systems or services used by aviation.
- m) Resolution 644 addresses telecommunication resources for disaster mitigation and relief operations. This resolution was modified, mainly to include a request that the ITU-R study the application of sensors and early warning systems as a means of disaster mitigation. This is in line with the ICAO Position.
- n) Resolution 729 adaptive systems at MF/HF, was addressed under Agenda Item 1.13. This resolution is intended to provide protection to existing maritime and aviation services as well as broadcasting services from frequency agile systems. The resolution which had some minor modifications does still provide protection to those services. This is in line with the ICAO Position.
- o) Resolution 951, calls for study to addresses options to improve the international spectrum regulatory framework. This resolution was expanded by the conference to include several potential options for a more flexible framework for the Radio Regulations. ICAO will need to monitor the continuation of this work closely, as it may ultimately affect the current protected status of aviation safety related allocations.
- p) Recommendation 608 gives guidelines for consultation meetings established in Resolution 609. References in this recommendation were updated. The updated references do not affect aviation.

- q) Recommendation 800 which provided the principles for establishing agendas for world radiocommunication conferences, was upgraded to a resolution. This is in line with the ICAO Position

**13. AGENDA ITEM 7.2: TO RECOMMEND TO THE COUNCIL ITEMS FOR INCLUSION IN THE AGENDA FOR THE NEXT WRC, AND TO GIVE ITS VIEWS ON THE PRELIMINARY AGENDA FOR THE SUBSEQUENT CONFERENCE AND ON POSSIBLE AGENDA ITEMS FOR FUTURE CONFERENCES, TAKING INTO ACCOUNT RESOLUTION 802 (WRC-03)**

13.1 In 1997, the exclusive allocations to the aeronautical, land and maritime satellite services in the L-band (1.5/1.6 GHz) were replaced by a generic type allocation to the mobile-satellite service, in spite of the serious reservations of the international civil aviation community on the compatibility between the aeronautical mobile satellite (route) service (AMS(R)S) with other mobile services. In 1997, and then further in 2000, a footnote was developed which stipulates priority and pre-emption by the AMS(R)S over other services in this band. In 2005, an ITU approved report concluded, inter alia, that “prioritization and intersystem real-time pre-emption” is not practical and, without significant advance in technology, is unlikely to be feasible for technical, operational and economic reasons. This means that the method approved by WRC-97 and WRC-2000 is insufficient to ensure long-term spectrum availability and protection to AMS(R)S communications in the L-band. During this conference, it was agreed to conduct, in time for consideration by WRC-11, the appropriate technical, operational and regulatory studies to ensure long-term spectrum availability for the aeronautical mobile-satellite (R) service (AMS(R)S). This includes the existing and future spectrum requirements. WRC-11 Agenda Item 1.7 refers (Resolution 222 (Rev. WRC-07)).

13.2 The conference agreed to include the following items of interest to aviation on the draft agenda for the WRC-11:

- 1.1 to consider and take appropriate action on requests from administrations to delete their country footnotes or to have their country name deleted from footnotes, if no longer required, taking into account Resolution 26 (Rev. WRC-07);
- 1.3 to consider spectrum requirements and possible regulatory actions, including allocations, in order to support the safe operation of unmanned aircraft systems (UAS), based on the results of ITU-R studies, in accordance with Resolution [COM 6/8] (WRC-07);
- 1.4 to consider, based on the results of ITU-R studies, any further regulatory measures to facilitate introduction of new aeronautical mobile (R) service (AM(R)S) systems in the bands 112-117.975 MHz, 960-1 164 MHz and 5 000-5 030 MHz in accordance with Resolutions 413 (Rev. WRC-07), [COM 4/5] (WRC-07) and [COM 4/9] (WRC-07);
- 1.7 to consider the results of ITU-R studies in accordance with Resolution 222 (Rev. WRC-07) in order to ensure long-term spectrum availability and access to spectrum necessary to meet requirements for the aeronautical mobile-satellite (R) service, and to take appropriate action on this subject, while retaining unchanged the generic allocation to the mobile-satellite service in the bands 1 525-1 559 MHz and 1 626.5-1 660.5 MHz;

- 1.12 to protect the primary services in the band 37-38 GHz from interference resulting from aeronautical mobile service operations, taking into account the results of ITU-R studies, in accordance with Resolution [COM 6/12] (WRC-07);
- 1.19 to consider regulatory measures and their relevance, in order to enable the introduction of software-defined radio and cognitive radio systems, based on the results of ITU-R studies, in accordance with Resolution [COM 6/18] (WRC-07);
- 1.21 to consider a primary allocation to the radiolocation service in the band 15.4-15.7 GHz, taking into account the results of ITU-R studies, in accordance with Resolution [COM 6/19] (WRC-07);
- 1.23 to consider allocations of about 15 kHz in parts of the band 415-526.5 kHz to the amateur service on a secondary basis, taking into account the need to protect existing services;
- 1.25 to consider possible additional allocations to the mobile-satellite service, in accordance with Resolution [COM 6/21] (WRC-07);
- 4 in accordance with Resolution 95 (Rev. WRC-07), to review the resolutions and recommendations of previous conferences with a view to their possible revision, replacement or abrogation;
- 7.2 to recommend to the Council items for inclusion in the agenda for the next WRC, and to give its views on the preliminary agenda for the subsequent conference and on possible agenda items for future conferences, taking into account Resolution [COM 6/22] (WRC-07).

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**APPENDIX B**

**OVERVIEW OF THE ITU WRC-07 RESULTS**

<b>Agenda Item No.</b>	<b>Agenda Item</b>	<b>ICAO Position</b>	<b>Results</b>	<b>Conclusion</b>
1.1	Suppression of national footnotes.	Suppress 5.181, 5.197 and 5.259 (ILS bands).	The number of countries in those footnotes keeps decreasing. Only Egypt, Israel, Pakistan and the Syrian Arab Republic remain.	In line with the ICAO Position.
"	"	Suppress 5.203, 5.203A and 5.203B (136-137 MHz).	These footnotes have been deleted.	Satisfies the ICAO Position.
"	"	Suppress 5.362B, 5.362C and 5.363 (GNSS bands)	A number of countries have been removed from 5.362B and 5.362C. Secondary allocation for a few countries in 5.362B has been pushed back to 2010. A large number of countries still with a secondary allocation to the FS until 2015. 5.363 has been deleted.	In line with the ICAO Position.
"	"	Suppress 5.439 (radio altimeters).	5.439 provides for a secondary allocation to the FS. Two countries remain in this footnote: Iran (Islamic Republic of), and the Libyan Arab Jamahiriya.	In line with the ICAO Position.
1.3	Upgrading the RLS to primary status in the band 9 000-9 200 MHz and 9 300-9 500 MHz.	Include a footnote to protect the primary status of the RNS in these bands.	The RLS was upgraded to primary status, with the inclusion of appropriate footnotes to protect radars and their associated transponders.	Satisfies the ICAO Position.

<b>Agenda Item No.</b>	<b>Agenda Item</b>	<b>ICAO Position</b>	<b>Results</b>	<b>Conclusion</b>
1.4	Spectrum for IMT-2000.	No sharing of aeronautical frequencies with the mobile service.	No allocations were made for the IMT service in bands used by aviation.	Satisfies the ICAO Position.
1.5	Spectrum for non-safety related aeronautical mobile telemetry (AMT).	Support the allocation of suitable spectrum, while ensuring that priority is given to AM(R)S in bands shared between the two services. Ensure priority of MLS over all other services.	A shared allocation was made in the MLS extension band, while also reducing the protection for MLS in this band. Regional allocations for AMT were also made in non-aviation bands.	Partially satisfies the ICAO Position.
1.6	Consider allocations for the AM(R)S service in accordance to Resolution 414.	Support allocation for AM(R)S in the VHF and DME ARNS bands and in the MLS extension band.	Allocations were made for AM(R)S in 112-117.975 MHz, 960-1 164 MHz and 5 091-5 150 MHz. Appropriate provisions were developed to protect the ARNS service.	Satisfies the ICAO Position. More spectrum may be needed in the 5 GHz band.
"	Study current satellite frequency allocations that will support infrastructure in underdeveloped regions, in accordance with Resolution 415.	Support development of an ITU recommendation in the RR, recognizing that VSAT can be used for aeronautical safety applications.	An ITU recommendation was developed for inclusion in the RRs, which recognizes that VSAT networks can be used to carry aeronautical safety related traffic.	Satisfies the ICAO Position.
1.13	Review allocations in the HF bands between 4 and 10 MHz.	Ensure that new allocations and techniques in the HF bands will not cause harmful interference to aviation.	Protection to the existing aeronautical mobile allocations ensured.	Satisfies the ICAO Position.
1.16	Consider provisions for MMSIs for equipment other than ship borne.	Support measures improving the use of MMSIs onboard SAR aircraft.	MMSIs can be allocated to SAR aircraft.	Satisfies the ICAO Position.

<b>Agenda Item No.</b>	<b>Agenda Item</b>	<b>ICAO Position</b>	<b>Results</b>	<b>Conclusion</b>
1.17	Consider results of ITU-R studies on compatibility between FSS and other services in the 1.4 GHz band.	Use of the band around 1.4 GHz by the FSS should not be introduced in any of the aeronautical bands in this frequency range.	Secondary allocations to the FSS were suppressed. No new allocations were made.	Satisfies the ICAO Position.
1.20	Consider proposals for regulatory measures to protect the EESS (passive) from unwanted emissions of active services.	Protection of EESS in the 1.4 GHz band should not impose undue constraints on adjacent bands for aviation.	No constraints given to operation in the ARNS band, 1 300-1 350 MHz.	Satisfies the ICAO Position.
1.21	Compatibility between the radio astronomy service and the active space services.	Protection of radio astronomy in the band 1 610.6-1 613.8 MHz should not impose undue constraints on adjacent bands for aviation.	A guiding limit for unwanted emissions was developed by the conference. This limit is not believed to affect current or foreseen GNSS networks.	In line with the ICAO Position.
2	Examine and update revised ITU-R recommendations incorporated by reference in the RR.	No change to the current references in the RR, to ITU-R recommendations related to aeronautical services.	Some ITU-R recommendations which reference aviation spectrum are to be included in Volume 4 of the RR. The referenced recommendations are not being modified.	Satisfies the ICAO Position.
4	Review resolutions/-recommendations of previous conferences.	Itemized list in ICAO position.	A number of resolutions and recommendations were updated in line with the ICAO Position.	Satisfies the ICAO Position.
7.2	Agenda for WRC-11 and 2015.	Support inclusion for WRC-11 addressing the MSS 1.5/1.6 GHz bands to ensure AMS(R)S availability and protection.	Agenda Item 1.7, WRC-11 refers. Many other items on the agenda for WRC-11, which affect civil aviation.	Satisfies the ICAO Position. Preparation for WRC-11 to start immediately.



## APPENDIX C

### PREPARATION FOR ITU WRC-11

1. For the ICAO Position to be duly considered by the next WRC, an increased level of support by ITU Member Administrations is essential. Within many ITU Member States, the telecommunications authorities largely control the process leading to development of proposals for presentation to the ITU WRCs, and aviation authorities' inputs to the process seem to fail to influence adequately the national position. Additionally, the dominant role gained by regional organizations in ITU activities have substantially increased the resource requirements to support the associated intensive schedule of WRC preparation meetings at various levels.

2. An inadequate level of support of the aviation position at WRCs may lead to WRC decisions which do not adequately address the aeronautical RF spectrum bandwidth requirements. In the long run, aeronautical services may be jeopardized, with potentially serious consequences.

3. A minimum of one technical officer will be needed to promote and coordinate the ICAO Position for WRC-11 supported, as appropriate, by other technical and regional officers.

4. In order to secure adequate support to the ICAO position for WRC-11, the following mission activities have been identified as being essential:

2008: ACP WG-F/Regional Spectrum Seminar, ICAO WACAF Office, Dakar, 2 weeks  
ITU-R Study Group 5 on Terrestrial Services, Geneva, 2 x 2 weeks  
ITU-R Study Group 4 on Satellite Services, Geneva, 2 x 2 weeks  
One or two meetings, two weeks each, regional telecom organizations  
(CEPT, APT, ASMG, ATU, CITELE), regional office support as required.

2009: ACP WG-F/Regional Spectrum Seminar, ICAO Office TBD, 2 x 2 weeks  
ITU-R Study Group 5 on Terrestrial Services, Geneva, 2 x 2 weeks  
ITU-R Study Group 4 on Satellite Services, Geneva, 2 x 2 weeks  
One or two meetings, two weeks each, regional telecom organizations  
(CEPT, APT, ASMG, ATU, CITELE), regional office support as required.

2010: ACP WG-F/Regional Spectrum Seminar, ICAO Office TBD, 2 x 2 weeks  
ITU-R Study Group 5 on Terrestrial Services, Geneva, 2 x 2 weeks  
ITU-R Study Group 4 on Satellite Services, Geneva, 2 x 2 weeks  
ITU Plenipotentiary Conference, TBD, 3 weeks  
One or two meetings, two weeks each, regional telecom organizations  
(CEPT, APT, ASMG, ATU, CITELE), regional office support as required.

2011: ACP WG-F/Regional Spectrum Seminar, ICAO Office TBD, 2 weeks  
One or two meetings, two weeks each, regional telecom organizations  
(CEPT, APT, ASMG, ATU, CITELE), regional office support as required.  
ITU-R Conference Preparatory Meeting, Geneva, 2 people, 2 weeks  
ITU-R Study Group 5 on Terrestrial Services, Geneva, 2 weeks  
ITU-R Study Group 4 on Satellite Services, Geneva, 2 weeks  
ITU Radiocommunication Assembly 2011, 1 week  
ITU World Radiocommunication Conference (WRC) 2011, 3 people, 4 weeks

5. An estimate of the mission budget needed for this activity is USD \$70 000 for 2008, USD \$82 000 for 2009, USD \$96 000 for 2010, and USD \$115 000 in 2011, or an estimated cost of USD \$363 000 total. Note that this estimate does not include missions by regional officers, as that will be addressed as required based on the work programme of the regional telecommunication organizations and managed within the budget available.

— END —