## ICAO WRC-23 PREPARATORY WORKSHOP

Al 1.9: WIDEBAND DIGITAL HF COMMUNICATION

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## 01 | Background

## 2/1.9/4.1 Method A: No change

It may be considered that the current version of RR Appendix $\mathbf{2 7}$ does not preclude the digital HF communication for the relevant type of classes. This method could support some applications. In this method, the suppression of Resolution 429 (WRC-19) is also proposed (see section 2/1.9/5.3).

2/1.9/4.2 Method B: Inclusion of the relevant part of the Rules of Procedure relating to RR Appendix 27 into the Radio Regulations and the introduction into RR Appendix 27 of other provisions related to wideband digital communications
This agenda item could be the opportunity to include in RR Appendix 27 the relevant part of current text of the Rules of Procedures and make other changes to this Appendix on the use of wideband digital emissions. Should this method be agreed by WRC-23, then appropriate action needs be taken in regards with the Rules of Procedure relating to RR Appendix 27. In this method, the suppression of Resolution 429 (WRC-19) is also proposed (see section 2/1.9/5.3).

## 02 | Main elements of the proposed method

## 2 Frequencies allotted

ADD
27/18A Individual contiguous or non-contiguous channels complying with the provisions of the Plan ${ }^{3}$ contained in this Appendix may be aggregated to provide wideband communication.

ADD
${ }^{3}$ 27/18A. 1 In particular the provisions related to the protection (Part I, Section II B), to power limits (Nos. 27/60 and 27/61), to class of emissions (No. 27/58), to out-of-band spectrum mask (No. 27/74), to assigned frequency (No. 27/75), and to channel spacing (No. 27/11).

## 02 | Main elements of the proposed method

1 Classes of emission
MOD
27/57 1.1 Telephony - amplitude modulation:

- double sideband

A3E*

- single sideband, full carrier

H3E*

- single sideband, suppressed carrier

J3E, J2E, J7E, J9E

## 02 | Main elements of the proposed method

27/58 1.2.1 Amplitude modulation:

- telegraphy without the use of a modulating audio frequency (by on-off
keying)
A1A, A1B**
*A3E and H3E to be used only on 3023 kHz and 5680 kHz .
** A1A, A1B and F1B are permitted provided they do not cause harmful interference to the classes of emission $\mathrm{H} 2 \mathrm{~B}, \mathrm{~J} 3 \mathrm{E}, \mathrm{J} 2 \mathrm{E}, \mathrm{J} 7 \mathrm{E}, \mathrm{J} 9 \mathrm{E}, \mathrm{J} 7 \mathrm{AB}, \mathrm{J} 2 \mathrm{~B}, \mathrm{~J} 2 \mathrm{D}, \mathrm{J} 7 \mathrm{~B}, \mathrm{~J} 7 \mathrm{D}, \mathrm{J} 9 \mathrm{~B}$, and J9D and JXY. In addition, $\mathrm{A} 1 \mathrm{~A}, \mathrm{~A} 1 \mathrm{~B}$ and F 1 B emissions shall be in accordance with the provisions in Nos. 27/70 to 27/74 and care should be taken to place these emissions at or near the centre of the channel. However, a modulating audio frequency is permitted with single sideband transmitters, where the carrier is suppressed in accordance with No. 27/69.
- telegraphy by the on-off keying of an amplitude modulating audio frequency or audio frequencies or by the on-off keying of the modulated emission and including selective calling, single sideband, full carrier
- multichannel voice frequency telegraphy, single sideband, suppressed carrier
- other transmissions such as automatic data transmission, single sideband, suppressed carrier JXX
_ telegraphy or data transmissions using any other single sideband, suppressed carrier modulation, under the condition that the reference frequency of the concerned transmission corresponds to the list of carrier (reference) frequencies (No. 27/18) and its occupied bandwidth
does not exceed the upper limit of J3E emissions (No. 27/12),


## 02 | Main elements of the proposed method

CPM Report

MOD
27/60 2.1 Unless otherwise specified in Part II of this Appendix, the peak envelope powers supplied to the antenna transmission line shall not exceed the maximum values indicated in the Table below; the corresponding peak effective radiated powers being assumed to be equal to twothirds of these values.

| Class of emission | Stations | Maximum peak envelope power |
| :--- | :--- | :---: |
| H2B, J3E, J7AB, J2E, J7E, | Aeronautical stations | 6 kW |
| J9E, J2B, J2D, J7B, J7D | Aircraft stations | 400 W |
| J9B, J9DJXX |  |  |
| A3E*, H3E* |  |  |
| (100\% modulation) | Aeronautical stations | 1.5 kW |
| Other emissions such as | Aircraft stations | 100 W |
| A1A, A1B, F1B |  |  |

* A3E and H3E to be used only on 3023 kHz and 5680 kHz

Note: the "( $100 \%$ modulation)" may require additional clarification.

| Class of emissiona | Stationsa | Maximum peak envelope powera |
| :---: | :---: | :---: |
| $\begin{aligned} & \text { H2B, J3E, J7B J7A, J2E, J7E } \cdot \\ & \text { J9E, J2B, J2D, } \cdot \text { J7B, J7D } \cdot \\ & \text { J9B, J9D, JXX } \\ & \text { A3E*, H3E* } \\ & (100 \% \text { medulation)d } \end{aligned}$ | Aeronautical-stations Aircraft-stations $\alpha$ | $\begin{gathered} 6 \mathrm{~kW} \\ 400 \cdot \mathrm{~W} \\ (100 \% \cdot \text { modulation }) \cdot * * \mathrm{a} \end{gathered}$ |
| - Other $\cdot$ emissions such as A1A, A1B, F1B $\alpha$ | Aeronautical-stations Aircraft stations Q | $\begin{aligned} & 1.5 \mathrm{~kW} \\ & 100 \cdot \mathrm{Wo} \end{aligned}$ |

$\rightarrow$ A3E and $\cdot \mathrm{H} 3 \mathrm{E}$-to be used only $\cdot$ on $\cdot 3 \cdot 023 \mathrm{kHz}$ and $\cdot 5680 \mathrm{kHz}$. ${ }^{\boldsymbol{T}}$
**.'100\%'modulation'•implies that during measurement or calculation, the modulation'depth should•be adjusted to produce the maximum peak envelope power.

To support modification of $\cdot$ Appendix $\cdot \mathbf{2 7}$ to the Radio Regulations for -explicitly- recognizing digital HF- wideband aeronautical communication $\cdot$ systems 'in $\cdot a \cdot$ manner $\cdot$ fully $\cdot$ compatible $\cdot$ with $\cdot$ existing -aeronautical- HF - assignments, and without modifying the Appendix-27- allotment plan. Those systems shall be operated $\cdot$ in accordancewith - international- Standards and Recommended Practices• and procedures established in accordance with the Convention on International Civil ${ }^{1}$ Aviation. $\bar{a}$

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