



International Civil Aviation Organization

**Middle East Air Navigation Planning and
Implementation Regional Group (MIDANPIRG)**

Fourteenth Meeting
(Jeddah, Saudi Arabia, 15-19 December 2013)

**Agenda Item 4: Performance Framework for Regional Air Navigation Planning and
Implementation**
4.5 CNS

**SUPPORT ICAO POSITION AT ITU WORLD RADIOCOMMUNICATION
CONFERENCE 2015 (WRC-15)**

(Presented by the Secretariat)

SUMMARY

This paper presents Assembly Resolution A 38-12 that updated the ICAO Policy on Radio Frequency Spectrum. The new resolution takes into account current and foreseen future activities to support aviation radio frequency (RF) spectrum requirements within the scope of the International Telecommunication Union (ITU) World Radiocommunication Conferences (WRCs).

Action by the meeting is at paragraph 3.

REFERENCES

- Assembly Resolution A38-12
- DGCA-MID/2 Report
- Doc 10007, Report of the Twelfth Air Navigation Conference
- MIDANPIRG/13 Report

1. INTRODUCTION

1.1 International agreements on the allocation and use of the radio frequency spectrum are made at WRCs which are held within the framework of ITU, every three to four years approximately. These agreements are laid out in the ITU Radio Regulations, which specify the allocation of radio frequency spectrum to user services. The ITU is the specialized agency of the United Nations for telecommunications matters.

1.2 ICAO is recognized by States and the ITU as being the international body with the competence to coordinate the aeronautical input to ITU discussions on radio frequency spectrum matters. ICAO retains a privileged position at the WRCs as an observer in a special advisory capacity. While it is not accorded the right of vote, or of making direct technical proposals for the solution of individual agenda items, ICAO's privileged position enables it to fully participate in the WRC deliberations as well as in the preparatory processes leading up to the WRC conferences. The ICAO position is approved by Council and reflects the coordinated requirements of the international civil aviation community.

2. DISCUSSION

2.1 Availability of appropriate radio frequency spectrum continues to be a prerequisite for the Safety of Civil Aviation and effective implementation of Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) systems. As demand for radio spectrum from non-aviation users keeps growing, aviation faces an ever-increasing competition and is in danger of losing some of its allocations within the limited available spectrum. It is essential that aviation's radio frequency spectrum requirements be strongly supported by all States in all international fora where spectrum allocations are addressed, to ensure that requirements for these critical (safety of life) services are duly presented and considered

2.2 The activities at the WRC process have almost doubled in terms of industry participation, while civil aviation representation has not been able to keep up with this trend. For the ICAO position to be duly considered by future WRCs when deliberating on matters of interest to the aviation community, an increased level of support by ITU Member Administrations is essential.

2.3 Currently, the telecommunication industry has identified a requirement for vastly increasing its available frequency spectrum allocation in support of new mobile and broadband applications. In many ITU Member States, the telecommunications authorities largely control the process leading to the development of proposals for presentation to the ITU WRCs. Input from aviation authorities often fails to adequately influence the national position. Additionally, the dominant role in ITU activities gained by regional organizations (ASMG in the MID Region) has substantially increased the resource requirements to support the associated intensive schedule of WRC preparation meetings at various levels.

2.4 Inadequate support of the international civil aviation position will contribute to WRC decisions that do not address the aeronautical Radio Frequency (RF) spectrum bandwidth requirements. In the long run, aeronautical services may be jeopardized, with potentially serious consequences.

2.5 Such consequences could include harmful interference from non-aeronautical services operating co-band or adjacent band to existing aeronautical services, requiring expensive re-equipping of aircraft to preserve the current level of safety; failure of certain systems to satisfy operational requirements (such as in the case of interference to global navigation satellite system (GNSS)); and inability to satisfy the growing need for aeronautical spectrum to support new CNS/ATM systems and enhance safety and regularity of flight.

2.6 To improve the current situation, States should commit to support the ICAO position at WRCs, as well as in regional and international WRC preparatory activities. State proposals to WRCs should include, to the extent possible, material consistent with the ICAO position. States should also undertake to provide for aviation interests to be fully integrated into their State positions at WRCs.

2.7 AN-Conf/12 Recommendations 1/8, 1/12, 1/13 and 1/14 are relevant to aeronautical frequency spectrum use, planning and strategy. Recommendation 1/12 in particular reaffirms Assembly Resolution A36-25 also recommends the development and implementation of a comprehensive spectrum strategy to ensure the timely availability and appropriate protection of adequate spectrum, to create a sustainable environment for growth and technology development, to support safety and operational effectiveness for current and future aviation systems, and to allow for the transition between present and next generation technologies.

2.8 Based on the above the ICAO 38th Assembly endorsed new proposed resolution that includes instructions to develop and implement a comprehensive frequency strategy as in **Appendix A** to this working paper to supersede A36-25.

2.9 The meeting may recall that MIDANPIRG/13 was apprised of the poor participation and support to ICAO Position at WRC-12 by the MID States civil aviation experts. Accordingly, MIDANPIRG/13 meeting agreed that this issue be presented to the MID-DGCA/2 meeting in order to gain the support at the highest possible level in the MID States.

2.10 Based on the above, the subject was presented to DGCA-MID/2 meeting and the meeting urged States to ensure continuous coordination with their Radio Frequency Spectrum Regulatory Authorities (telecommunications authorities) and the Arab Spectrum Management Group (ASMG) for the support of the ICAO position at WRC and its preparatory meetings

3. ACTION BY THE MEETING

3.1 The meeting is invited to urge States to:

- a) defend ICAO Position at various national/regional platforms where spectrum allocation issues are discussed;
- b) work closely with their States Radio Frequency Spectrum Regulatory Authorities to ensure that ICAO Position is suitably reflected in the national position of the State and in the regional position; and
- c) support ICAO Position during WRC-15 meeting.

APPENDIX A

A38-6: Support of the ICAO policy on radio frequency spectrum matters

Whereas ICAO is the specialized agency of the United Nations responsible for the safety, regularity and efficiency of international civil aviation;

Whereas ICAO adopts international Standards and Recommended Practices (SARPs) for aeronautical communications systems and radio navigation aids;

Whereas the International Telecommunication Union (ITU) is the specialized agency of the United Nations regulating the use of the radio frequency spectrum;

Whereas the ICAO position, as approved by the Council, for ITU World Radiocommunication Conferences (WRCs) is the result of the coordination of international aviation requirements for radio frequency spectrum;

Whereas a comprehensive frequency spectrum strategy is required by aviation to support timely availability and appropriate protection of adequate spectrum;

Whereas a sustainable environment for growth and technology development is required to support safety and operational effectiveness for current and future operational systems and allow for the transition between present and future technologies;

Recognizing that the development and the implementation of the communications, navigation, and surveillance/air traffic management (CNS/ATM) systems and the safety of international civil aviation could be seriously jeopardized unless requirements for appropriate aviation safety spectrum allocations are satisfied and protection of those allocations is achieved;

Recognizing that to ensure optimal use of the frequency spectrum allocated to aviation, efficient frequency management and use of best practices are required;

Recognizing that support from ITU member administrations is required to ensure that the ICAO position is supported by the WRC and that aviation requirements are met;

Considering the urgent need to increase such support due to the growing demand for spectrum and aggressive competition from commercial telecommunications services;

Considering the increased level of ITU WRC preparation activities associated with the growing demand for bandwidth from all users of the radio frequency (RF) spectrum, as well as the increased importance of the development of regional positions by regional telecommunication bodies such as APT, ASMG, ATU, CEPT, CITELE and RCC*; and

*APT: Asia-Pacific Telecommunity; ASMG: Arab Spectrum Management Group; ATU: African Telecommunications Union; CEPT: the European Conference of Postal and Telecommunications Administrations; CITELE: Comisión Interamericana de Telecomunicaciones; RCC: Regional Commonwealth in the field of Communications.

Considering Recommendations 7/3 and 7/6 of the Special Communications/Operations Divisional Meeting (1995) (SP COM/OPS/95), Recommendation 5/2 of the 11th Air Navigation Conference (2003) and Recommendation 1/12 of the 12th Air Navigation Conference (2012);

The Assembly:

1. *Urges* Member States, international organizations and other civil aviation stakeholders to support firmly the ICAO frequency spectrum strategy and the ICAO position at WRCs and in regional and other international activities conducted in preparation for WRCs, including by the following means:
 - a) working together to deliver efficient aeronautical frequency management and “best practices” to demonstrate the effectiveness and relevance of the aviation industry in spectrum management;
 - b) supporting ICAO activities relating to the aviation frequency spectrum strategy and policy through relevant expert group meetings and regional planning groups;
 - c) undertaking to provide for aviation interests to be fully integrated in the development of their positions presented to regional telecommunications fora involved in the preparation of joint proposals to the WRC;
 - d) including in their proposals to the WRC, to the extent possible, material consistent with the ICAO position;
 - e) supporting the ICAO position and the ICAO policy statements at ITU WRCs as approved by Council and incorporated in the *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation* (Doc 9718);
 - f) undertaking to provide civil aviation experts to fully participate in the development of States’ and regional positions and development of aviation interests at the ITU; and
 - g) ensuring, to the maximum extent possible, that their delegations to regional conferences, ITU study groups and WRCs include experts from their civil aviation authorities and other civil aviation stakeholders who are fully prepared to represent aviation interests;
2. *Requests* the Secretary General to bring to the attention of ITU the importance of adequate radio frequency spectrum allocation and protection for the safety of aviation;
3. *Instructs* the Council and the Secretary General, as a matter of high priority within the budget adopted by the Assembly, to ensure that the resources necessary to support the development and implementation of a comprehensive aviation frequency spectrum strategy as well as increased participation by ICAO in international and regional spectrum management activities are made available; and
4. *Declares* that this resolution supersedes Resolution A36-25.