



ASSEMBLY — 37TH SESSION

TECHNICAL COMMISSION

Agenda Item 41: Support of the ICAO policy on radio frequency spectrum matters

PREPARATORY WORK OF THE CAAC FOR THE ITU WRC-12

(Presented by China)

EXECUTIVE SUMMARY

This paper presents the strategy of the Civil Aviation Administration of China (CAAC) concerning its position on topics of future International Telecommunication Union (ITU) World Radiocommunication Conferences (WRCs). In light of the development of the aviation industry itself and competition from non-aeronautical users, aviation radio frequency spectrum is facing increasingly higher pressure. CAAC actively participated in related activities of ITU to defend the interests of civil aviation community, and provided resources as necessary to the WRC process in accordance with ICAO Assembly Resolution A36-25.

The aviation community needs a long-term strategy to protect frequency spectrum for communications, navigation and surveillance. Following this strategy, CAAC will optimize the use of aeronautical radio frequency spectrum through regulatory and technical mechanisms and gradually introduce into the aeronautical radio frequency bands a system that can make the best use of radio spectrum resources.

<i>Strategic Objectives:</i>	This information paper relates to Strategic Objectives A, D and E on safety, efficiency and continuity.
<i>Financial implications:</i>	Resources for the activities referred to in this paper are included in the proposed budget for 2011 to 2013.
<i>References:</i>	Doc 9902, <i>Assembly Resolutions in Force</i> (as of 28 September 2007) Doc 9718, <i>Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies</i> (fifth edition, 2010) State letter E 3/5-09/61

* Chinese version provided by China.

1. BACKGROUND

1.1 Radio frequency spectrum is a scarce natural resource. With the development of radio technology, radio frequency spectrum is experiencing increased applications by every sector and the demand for radio frequency spectrum continues to mount. Aviation is not only facing increased pressure for additional bandwidth from internal and external users for existing operations but is also facing pressure from growing demands for allocations of frequency spectrums for new technologies and merging applications.

1.2 CAAC's strategy for radio frequency spectrum is aimed at ensuring civil aviation development in a safe, efficient and sustainable manner, to protect the existing radio frequency spectrum resources and to ensure the consistent and sufficient availability of the radio frequency spectrum in the future.

1.3 In order to realize the radio frequency spectrum strategy, CAAC will introduce regulatory and technical mechanisms to promote optimal use of the radio frequency spectrum for communications, navigation and surveillance.

2. SUPPORT OF ICAO POSITION IN PREPARATION AND DURING THE ITU WRCS

2.1 Aviation radio frequency spectrum serves three types of major operations: communications, navigation and surveillance(CNS), which are essential foundations that support the development of aviation industry. With the rapid growth of China's air transport industry, along with progressive implementation of the next generation of ATM system, adequate and consistent availability of aviation radio frequency spectrum resources are a pre-requisite to ensure that aviation develops in a continuous, safe and efficient manner.

2.2 *The Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies* (Doc 9718) (fifth edition, 2010) developed by ICAO, describes in great detail issues associated with allocation, utilization and regulation of aviation radio frequency spectrums. CAAC firmly supports the implementation of this document and its incorporation as guidelines and important reference document for radiocommunication management in the regulations governing aviation radio frequency spectrum.

2.3 Doc 9718 also elaborates ICAO's position on related topics of WRC-12, including the topics specifically related to aviation regarding the increase of additional allocation of frequency spectrum for the purpose of aeronautical operations within the aviation radio frequency spectrum bandwidth. With respect to these aviation-specific topics, CAAC's position is the same as that of ICAO. In relation to other aviation-related topics, CAAC will request, during the coordination process, the appropriate national authorities to give due consideration to ICAO's position.

2.4 Meetings held at national, regional and worldwide levels on WRC-12 play an important role in the coordination of positions of all parties for the benefit of the aviation community. In accordance with ICAO Resolution A36-25, CAAC has organized and participated in a number of domestic seminars and coordination activities on topics of WRC-12, and attended regional and international preparatory

activities for WRC-12 as well, including two meetings of regional preparatory groups (APG-1 and APG-2) under the auspices of Asia-Pacific Telecommunity (APT).

2.5 With the increasing introduction of new radio technology and its application into aviation, particularly the progressive implementation of the next generation of ATM system and satellite-based operations, the demand by the aviation industry for radio frequency spectrum continues to mount, and competition is becoming more and more fierce. CAAC will utilize the aviation radio frequency spectrum resources in a scientific, appropriate, efficient and optimized manner, and will support ICAO playing an even greater role in radio frequency spectrum planning and management in the future.

3. CONCLUSION

3.1 CAAC believes that the consistent and sufficient availability of radio frequency spectrum is an underlying factor for aviation to maintain continuous, safe and efficient operations.

3.2 CAAC supports ICAO's position in WRC-12 on topics specifically related to aviation regarding the increase of additional allocation of frequency spectrum for aeronautical operations within the aviation radio frequency spectrum bandwidth. CAAC will request the appropriate national authorities to give due consideration to ICAO's positions on other aviation-related topics.

3.3 In accordance with ICAO Resolution A36-25, CAAC will actively participate in all related meetings and activities associated with WRC-12.

3.4 CAAC will utilize the aviation radio frequency spectrum resources in a scientific, appropriate, efficient and optimized manner, and will support ICAO playing an even greater role in radio frequency spectrums planning and management in the future.

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