

THIRD MEETING OF THE ALLPIRG/ADVISORY GROUP

(Montreal, 6 – 8 April 1999)

Agenda Item 5.8: Interregional coordination and harmonization mechanism – ICAO position for WRC-2000

ACTIVITIES IN THE EUROPEAN REGION (INCLUDING THE EANPG)

(Presented by the Secretariat)

SUMMARY

This paper outlines activities being undertaken in the European Region on protection of the aviation radio frequency spectrum, including the conclusion of EANPG/40 (January 1999) on the topic.

1. INTRODUCTION

1.1 The increasing competition for radio frequency allocations has meant the factors influencing the allocation of spectrum at the World Radiocommunication Conferences (WRC) of the International Telecommunications Union (ITU) have undergone significant changes in recent years. A stronger emphasis is now placed on commercial exploitation of the available scarce resource, with less provision for the non-commercial users like ICAO. As the ITU is a body of State telecommunication organisations, it is at that level that appropriate incorporation of the aviation position is vital. This will require greater involvement of the aviation community at the national level, to ensure the aviation position has an influence on the decisions of the WRCs. The work of ICAO and other international and regional bodies on the issue of protection of aviation frequency spectrum requirements can only exert a moderating influence, at some considerable resource cost, and cannot replace the fundamental need for aviation requirements to be taken into account at the State level.

2. DISCUSSION

Activities in the European Region

2.1 The focus of the preparatory activities in the EUR Region is to have aviation requirements taken into account in the pre-WRC-2000 position developed by the European Conference of Postal and Telecommunications Administrations (CEPT), which is the Regional ITU body.

2.2 The ICAO Paris Office CNS expert is participating in the high level CEPT Conference Preparatory Group (CPG) meetings, in order to provide input on the ICAO position and to monitor the

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developments on issues of concern to the aviation industry. He will also be attending the Bangkok meeting of the AMCP WGF, in order to be fully acquainted with the development of the ICAO position, to provide input on European developments and to participate in interregional coordination.

2.3 EUROCONTROL has set up an Ad-Hoc Spectrum Protection Group (SPG) with members drawn from national Civil Aviation Authorities of its Member States, the ICAO EUR/NAT Office and from other interested bodies, including the International Air Transport Association (IATA), Association of European Airlines (AEA), European Commission (EC) (Directorate General of Transport/DGVII), the North Atlantic Treaty Organisation (NATO) and the European Space Agency (ESA). The regular meetings of the SPG adopt guidance material for use in spectrum protection activities and provide a discussion and co-ordination forum to prepare for attendance at relevant CEPT meetings.

2.4 The coordinating activities of ICAO, EUROCONTROL, IATA, AEA or other international aviation organisations must not give rise to a feeling of optimism that these organisations are “taking full care of it” and are in control of the situation. Their observer status in ITU is not sufficient to counter the competing interests which aviation is against in facing some of the most financially powerful companies in the world. The influence of States in the WRC is crucial. The only sure way to put the aviation needs to WRC is by influencing the National Positions. The aviation representatives at the national level have to lobby and argue with technical, economic and safety considerations. The CEPT member States have several rounds of meetings for WRC preparation, in order to establish the European Common Proposal (ECP). The ICAO aviation requirements have to be available to provide guidance to aviation representatives at the national level as early as possible in these rounds of CEPT meetings.

2.5 The EANPG made the following conclusion to highlight the need to ensure that aviation interests are fully represented at the workings of the ITU:

CONCLUSION 40/56 - PROTECTION OF AVIATION FREQUENCY SPECTRUM REQUIREMENTS

That,

a) States:

- i) make every effort to re-enforce the aviation interest in frequency allocation and management at all levels of national administrations;
- ii) enlist the support of national airspace users in developing a national and regional approach to frequency matters to be presented in ITU fora; and
- iii) ensure to the extent possible that sufficient technical staff resources are available within aviation administrations to present aviation interests in State fora;

b) the ICAO Regional Director, Europe and North Atlantic, bring the above points to the attention of States in a composite way along with any other material being distributed on the matter.

3. ACTION BY THE ALLPIRG

3.1 The ALLPIRG is invited to note the above information on frequency protection activities in the EUR Region and take them into account in developing any position on WRC-2000 preparation and to encourage similar action at the level of the other ICAO Regions.