

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

FREQUENCY SPECTRUM PROTECTION

(Presented by the European Organisation for the Safety of Air Navigation (EUROCONTROL))

SUMMARY

With increasing congestion and competition for frequencies, stronger emphasis is now being placed on commercial exploitation of the radio spectrum. Incorporation of the aviation position in States' positions is of the prime importance in order that aviation requirements are considered adequately at the ITU World Radio Communication Conference (WRC) in May-June 2000. This paper emphasises the need for a greater involvement by the aviation community at national level in influencing the decisions of the WRC.

1. BACKGROUND

1.1 Due to insufficient preparation and the fact that a common aviation position was not incorporated into national positions, the aviation community lost frequency bands or priorities in frequency bands during the WRC-97.

1.2 It is worth remembering that the ITU international negotiation machinery is outside the aviation community, that is has an unsympathetic view of aviation, and is often biased towards other sectors, particularly telecommunication operators' interest.

1.3 An aviation interest of substance can be identified in nine items on the Agenda of the upcoming WRC-2000. There are two items in particular which have major importance and the potentiality to seriously and adversely affect the capability of aviation of achieving the realisation of the CNS/ATM planning. The systems concerned are:

- a) the aeronautical mobile satellite (route) service (AMS(R)S); and
- b) the global navigation satellite system (GNSS).

1.4 A positive initiative is required for WRC-2000 to ensure that the up-to-date aviation view is well presented and argued by States themselves and not only by an indirect input through other bodies.

2. EUROPEAN AVIATION PREPARATION

2.1 At EUROCONTROL, an Ad-Hoc Spectrum Protection Group (SPG) has been set up with members drawn from the available frequency management expertise in the Civil Aviation Authorities of its Member States and from other interested bodies, such as the ICAO EUR/NAT Office, IATA, AEA, EC (Directorate General of Transport/DGVII), the North Atlantic Treaty Organisation (NATO), the European Space Agency (ESA). The regular meetings of the SPG provide a discussion and co-ordination forum to prepare for attendance at the CEPT meetings of importance, which now have at least one person from aviation who is briefed with the full knowledge of the latest position.

2.2 A EUROCONTROL Manual (Ref. COM.ET2.ST10.1000-MAN_01_00) has been published. It comprises the agreed position for each WRC Agenda Item of interest to aviation together with descriptions of the ITU, the CEPT processes as well as other important supplementary information. A web site is in course of development (provisionally available by summer 1999) which will have a data base containing similar information.

2.3 In order to provide technical support, EUROCONTROL prepares studies on matters of international concern. These studies are used when national aviation authority experts are involved in discussion with national radio-regulators, before the formulation of State policy and prior to international meetings, as well as in ICAO, CEPT and ITU meetings.

2.4 Similar information has been presented in the AEA TOC and to the ICAO EANPG . The board of directors (Technical & Operations Committee, TOC/50) of the Association of European Airlines (AEA) concluded that it was necessary to create national lobbying mechanisms, resourced by both the Aviation Authorities and the Airline Industries, to ensure that the aviation needs are recognised at national level. The EANPG has recommended to States to make every effort to re-enforce the aviation interest in frequency allocation and management at all levels of national administrations; to enlist the support of national airspace users in developing a national and regional approach to frequency matters to be presented in ITU fora, and to ensure to the extent possible that sufficient technical staff resources are available within aviation administrations to present aviation interests in State fora.

2.5 States' influence at the WRC is crucial. The only possible way to put the aviation needs to the WRC is by influencing the national position. The national position can be worked upon during the national meetings for WRC preparation and at a senior level with government ministers. The aviation representatives have to lobby and argue with technical, economic and safety considerations. Because the CEPT member States have several international meetings scheduled for WRC preparation, in order to establish the European Common Proposal (ECP), the aviation positions have to be provided prior these CEPT meetings.

2.6 The European Common Proposal (ECP) will represent the co-ordinated European countries position (as coordinated by the CEPT) to the WRC-2000. Therefore the monitoring of and reaction to these proposals are of the prime importance to defend the aviation interest in the European arena. Before the creation of the Eurocontrol SPG, participation and material provided by the European Aviation in CEPT were virtually non-existent. Nowadays, due to active coordination there is at least one person from aviation, briefed on the full knowledge of the latest aviation position, in the CEPT meetings of importance. As a

consequence, most of the aviation requirements for the WRC-2000 are positively reflected in the CEPT discussion.

2.7 The main parts of the latest draft ECP, where there are still "hot" discussions, are:

- a) The introduction of mobile satellite service (MSS) is recognised as not technically feasible in the band 1559-1567 MHz if Europe want to develop its future new generation GNSS (E-NSS-1 from ESA and/or LSATNAV from the French Space Agency). One of the option of the CEPT proposal for the ITU WRC-2000 on this issue is to allocate the band primarily to MSS if there is not a political and financial commitment by the European Commission on the development of European GNSS. The decision by the EC is awaited before summer of this year.
- b) A part of the MLS band, 5030-5155 MHz, is seen by CEPT as extra-capacity for the development of the next GNSS generation. We are in the context where European Aviation has to balance between two of its interests (MLS or GNSS additional spectrum capacity). As a consequence, the ICAO EANPG were asked to review urgently the MLS requirement in the European Region.
- c) The primary radar band (3 Ghz) is seen in CEPT as a candidate for the huge need of UMTS deployment (the next generation of portable radiotelephone). The military aviation through the voice of NATO is to oppose the shift of radar frequencies. The European civil aviation is determining its position through a questionnaire sent to the Civil Aviation Authorities.

2.8 The Commission of the European Communities has just published a consultative green paper on radio spectrum policy. This paper recognises the existence of deficiencies in the CEPT mechanism, questions the lack of balance between the commercial and non-commercial services, and requests the different sectors (Telecommunication, Broadcasting, Transport, R&D) to comment on the spectrum allocation process in Europe. The Eurocontrol Agency is in the process of preparing its response. Comment from some European Aviation Authorities and European Airlines are also expected.

3. ACTION BY THE ALLPIRG

3.1 The ALLPIRG is invited to:

- a) note the process made by the aviation community in Europe in organising the case for the defence of the radio spectrum for aviation through the CEPT in preparation for WRC-2000; and
- b) recommend that ICAO bring to the attention of States at the highest level the importance of securing adequate radio frequency allocation to ensure the safety of air navigation.