

FOURTH MEETING OF THE ALLPIRG/ADVISORY GROUP**(Montreal, 6 – 8 February 2001)****Agenda item 2.3: Interregional coordination and harmonization mechanism – Other Issues
which have global ramifications****IATA ACTIVITIES ON AERONAUTICAL RADIO SPECTRUM****(Presented by the International Air Transport Association)****INFORMATION PAPER****SUMMARY**

The access to adequate radio spectrum is essential for a successful implementation of the global CNS/ATM implementation. Having recognised the ICAO's isolated position at the WRC 97, IATA is looking for increased commitment from its members to enforce aviation's presence in the ITU spectrum allocation process. This paper provides an overview of the IATA activities and invites the ICAO member States to join ICAO and IATA in their efforts.

1. INTRODUCTION

1.1 For the safety and efficiency of civil aviation the access to adequate radio spectrum is essential. While aviation's claims to spectrum in the past were unchallenged, the increasing personal mobility has created a trillion-dollar market in mobile communication and wireless networks looking for radio spectrum to expand. Meanwhile new technologies are on the horizon such as Blue Tooth and Ultra Wide Band demanding new allocations from a nearly exhausted radio spectrum pool.

1.2 Since its initiation ICAO has played a major role in the international radio spectrum allocation process and has up until now successfully protected civil aviation's interest. However, the increasing shortage of radio frequencies and national commercial pressures is eroding State's support for the ICAO position at ITU World Radio Conferences. To avert this erosion IATA on request from its members has taken initiatives as described in this paper to enforce aviation's presence in the ITU spectrum allocation process.

2. THE IATA STRATEGY

2.1 As the spectrum allocation process is being decided on three different levels, IATA's basic strategy is to exercise influence on all three levels, being:

- a) The Global Level. This level mainly involves the ITU World Radio Conferences (WRC) and the ITU preparatory activities. Since WRC '97 IATA has increased its involvement in the ITU, a Spectrum Protection Steering Group (SPSG) was established to support the input to these activities. The SPSG members are recruited from airlines and the aviation industry.
- b) The Regional Level. The Regional preparatory meetings are becoming increasingly important and again IATA has taken initiatives to increase its involvement. Aside from direct IATA participation in the meetings, the activities are coordinated with the Regional Industry Representative organisations.
- c) The National Level. As it is ultimately the States positions that prevail, the IATA strategy is focussing its influence on this level. It is intended that through its member airlines the aviation position will be more strongly represented in the national position for both the ITU WRC's and the Regional preparatory meetings. For this strategy to become effective it is essential that both the awareness and knowledge on radio spectrum matter improve. With this in mind IATA will conduct five regional awareness workshops between 19 February 2001 and 4 June 2001.

3. CONSIDERATION

3.1 The airline industry is fully aware of the importance of access to spectrum for aviation and the increasing shortage of radio spectrum. Considering the long-term effect, IATA has taken initiatives to provide a structural support to ICAO in its traditional role in the spectrum allocation process. Nevertheless, like ICAO, IATA in its role of observer in the ITU has to trust that States will consider the safety and health of civil aviation in the spectrum allocation process.