



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)

In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

Agenda Item 5: Assembly 42nd Results; Matters Concerning Air Navigation Initiatives

**RECOMMENDED ACTIONS FOR ADMINISTRATIONS CONCERNING
 WRC-27 AGENDA ITEMS**

(Presented by Brazil)

EXECUTIVE SUMMARY	
<p>Based on the actions described in document A42-WP/348, submitted by Brazil to the 42nd Assembly, this document presents Brazil’s proposal for the FSMP working group intending to support aviation administrations in effectively monitoring and participating in the ongoing studies related to the relevant WRC-27 agenda items, with the aim of protecting aviation safety spectrum.</p>	
<i>Actions:</i>	<p>The Meeting is invited to:</p> <ul style="list-style-type: none"> a) Note the content of this working paper; and b) Support Brazil’s approach as presented in item 3.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> • Every flight is safe and secure • Aviation is environmentally sustainable • Aviation delivers seamless, accessible, and reliable mobility for all • No country left behind • The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges • The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All •
<i>References:</i>	<ul style="list-style-type: none"> • 42nd ICAO Assembly - WP/348 (Brazil). • 21st Frequency Spectrum Management Panel (FSMP) Meeting. • FSMP-WG21-Flimsy01 Assembly Actions for FSMP.

1. Introduction

1.1 The World Radiocommunication Conference (WRC) is convened every four years by the ITU Radiocommunication Sector (ITU-R).

1.2 The conference reviews and updates the ITU-R Radio Regulations (RR) to ensure that frequency allocations and related policies align with the evolving needs of global radiocommunication services.

1.3 The RR are an international treaty that governs the use of the radio-frequency spectrum and satellite orbits worldwide.

1.4 Each WRC sets the agenda items (AIs) for the next conference and provisional items for the one that follows. These agenda items guide administrations and stakeholders in proposing updates to the Radio Regulations, based on studies conducted within the ITU-R under each specific item.

1.5 Efficient spectrum management is essential, as it defines service allocations, establishes technical standards, and determines which systems and technologies may operate within a country. It includes protecting frequencies used by critical services from harmful interference, identifying ways to improve efficiency and support new technologies under flexible regulations, and reducing equipment costs to promote equitable access to telecommunications.

1.6 The compatibility of ICAO-standard systems with non-ICAO systems is addressed through the ITU process.

1.7 The safety of air operations depends on reliable communication, navigation, and surveillance services. Current and future CNS/ATM systems require sufficient, appropriate, and well-protected radio frequency spectrum to meet the high integrity and availability standards essential for aviation safety.

1.8 Compatibility between safety aviation systems and non-safety systems operating in the same or adjacent radio-frequency bands must be carefully assessed to ensure the protection of air operations and the safety of the traveling public.

2. Analysis

2.1 At the 42nd ICAO Assembly, Brazil presented the document WP/328, which identified specific WRC-27 agenda items that pose potential risks to the aviation safety spectrum. The paper also examined the implications of these items for aviation stakeholders' participation in ITU working groups, Regional Telecommunication Organizations (such as CITEL), and ICAO FSMP meetings.

2.2 In the current WRC-27 study cycle (2024–2027), the FSMP working group has identified several agenda items (1.5, 1.7, 1.9, 1.11, 1.12, 1.13, 1.15, 1.16, 1.17, 1.18, 1.19, 4, 8, 9, and 10) that may affect aeronautical spectrum and therefore require special attention from the aviation sector. These items are being analyzed and studied within various ITU-R Working Parties (WP 4A, 4C, 5B, 5D, 7B, 7C, and 7D).

2.3 It is essential to take these studies into account when developing the aviation position for WRC-27. If the aviation sector fails to identify and monitor relevant agenda items, or does not actively participate in the corresponding studies, there is a risk that the outcomes of the Conference may not adequately protect aviation operations from potential impacts.

2.4 Given the budgetary and staffing constraints faced by many administrations, it is not feasible for all aviation representatives to attend every ITU-R Working Party meeting. Nevertheless, FSMP members and aviation stakeholders must still establish means of tracking and monitoring the studies related to the WRC-27 agenda items that may impact the aeronautical spectrum.

3. Coordination Mechanism

3.1 To meet the actions determined under A-42 (WP/328) and to facilitate the follow-up of the WRC-27 agenda items relevant for aviation, specified in 2.2, could be assigned among FSMP members on a voluntary basis.

3.2 The distribution of agenda items would be organized so that each responsible FSMP member undertakes to monitor, either in person or remotely, the progress and outcomes of the work conducted by the non-aviation ITU-R groups responsible for the respective item, while maintaining, whenever possible, FSMP participation in the aviation ITU-R Working Party WP-5B meetings.

3.3 Each member assigned to follow a specific agenda item would be responsible for presenting, at each FSMP meeting, the outcomes of the most recent meeting of the corresponding ITU-R group related to that agenda item. In subsequent FSMP meetings, the Panel would discuss and assess the level of risk to aviation in scenarios where the ICAO position is not supported at the WRC.

3.4 The results of these discussions would be compiled into a single paper consolidating all information on the progress of the work, including a critical analysis of the agenda items. This would serve as a “living document” of the Panel, updated at each FSMP meeting until WRC-27 and made available on the FSMP homepage.

3.5 After each FSMP meeting, the Panel Secretariat circulates the updated FSMP Meeting Report to the CNS Officers of the Regional Offices, highlighting the assessment of the WRC-27 agenda items. In addition, CNS Officers could coordinate meetings with aviation representatives appointed by each State in the Region, with the objectives of presenting the updated work of the FSMP and encouraging the participation of all aviation representatives, either in person or remotely, in both FSMP and WP-5B meetings.

3.6 This proposed approach, in addition to addressing the actions of the 42nd Assembly, would enable the FSMP to:

- a) Establish a consistent knowledge base to support the protection and advancement of aviation interests.
- b) Encourage the active involvement of aviation representatives from the States.
- c) Provide technical guidance to the respective regulators during regional and CPM meetings (*Conference Preparatory Meeting*), assisting in the selection of the most appropriate Method for each agenda item.

3.7 At the end of the study cycle, this knowledge base would serve as FSMP guidance for States and the aviation community in preparation for WRC-27, supporting the development of well-informed positions by administrations.

4. Suggested actions

4.1. The Meeting is invited to:

- a) Note the content of this working paper; and
- b) Support Brazil's proposal as presented in item 3.

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