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ASSEMBLY — 42ND SESSION

TECHNICAL COMMISSION

Agenda Item 24: Aviation Safety and Air Navigation Priority Initiatives

ESTABLISHMENT OF THE FREQUENCY SPECTRUM MANAGEMENT OFFICE (FSMO)

(Presented by Saudi Arabia)

EXECUTIVE SUMMARY

This paper provides information on the establishment of the Frequency Spectrum Management Office (FSMO) within the General Authority of Civil Aviation (GACA) of the Kingdom of Saudi Arabia. The office plays a crucial role in managing the aeronautical frequency spectrum within the Kingdom, ensuring compliance with the relevant national and international regulations. The FSMO operates in close coordination with the Communication, Space, and Technology Commission (CST), designated as the National Telecommunication Authority, to license and regulate the frequency spectrum used by the Civil aviation sector.

<i>Strategic Goals:</i>	This working paper relates to <i>Every Flight is Safe and Secure</i> .
<i>Financial implications:</i>	Activities to be undertaken within existing budgetary allocations
<i>References:</i>	Annex 10 — <i>Aeronautical Telecommunications</i> , Volume V — <i>Aeronautical Radio Frequency Spectrum Utilization</i> (ITU) Radio Regulations, Volume 1, Article 5 - Frequency Allocations Doc 9718, <i>Handbook on Radio Frequency Spectrum Requirements for Civil Aviation</i> , Volumes I and II

1. INTRODUCTION

1.1 In August 2023, the Frequency Spectrum Management Office (FSMO) was established by the General Authority of Civil Aviation (GACA) of the Kingdom of Saudi Arabia, as part of the implementation of the national strategy for the efficient use and management of radio spectrum frequencies. The FSMO has the responsibility of managing and coordinating the use of the aeronautical frequency spectrum to ensure safe, efficient, and interference-free communications in the aviation sector.

1.2 The FSMO or similar entities have been established by various civil aviation authorities around the world to ensure the efficient use and management of the aeronautical frequency spectrum. As per ICAO guidance, the FSMO plays a crucial role in ensuring an efficient allocation and use of the aeronautical frequency spectrum, which is essential for safe and efficient aircraft operations.

2. SUMMARY OF THE MAIN DUTIES AND RESPONSIBILITIES OF THE FSMO

2.1 The ICAO Doc 9718, *Handbook on Radio Frequency Spectrum Requirements for Civil Aviation, Volume I — ICAO spectrum strategy, policy statements and related information* describes the ICAO spectrum strategy and policy statements relevant to the aviation requirements for radio frequency spectrum, as approved and amended by the ICAO Council.

2.2 FSMOs within civil aviation authorities play a crucial role in managing the aeronautical frequency spectrum to ensure safe and efficient aviation operations. Their responsibilities include coordinating spectrum usage with national and international specialized bodies, developing and implementing frequency spectrum policies and procedures, monitoring and enforcing compliance with regulations, addressing any interference issues, and monitoring and updating the allocation of aeronautical frequencies managed under ICAO frequency finder tool (FF). Regular checks on the FF database are highly recommended to ensure the accuracy of the information and compatibility at the regional level.

2.3 As general rules, these offices work closely with their respective national telecommunications regulators to allocate and regulate frequency spectrum usage, ensuring that a reliable and interference-free spectrum environment supports aviation operations.

2.4 The FSMO in coordination with their respective national telecommunications regulators and relevant stakeholders supports the development and coordination of the ICAO Position for the World Radiocommunication Conference (WRC) to maintain and protect the aeronautical frequency spectrum. This collaboration is critical for the alignment of national spectrum management policies with international aviation requirements. The FSMO works with telecommunication regulatory bodies and industry partners to identify spectrum needs, address potential interference concerns, and ensure that aviation-related frequency bands are protected and properly allocated. Through this cooperative effort, the FSMO plays a key role in safeguarding the aviation sector's interests within the global frequency spectrum management framework.

2.5 The Frequency Spectrum Management Panel (FSMP) established by ICAO plays a leading role in providing guidance and recommendations on the global and regional management of the aviation frequency spectrum. The FSM Panel is responsible for developing standards, strategies, and policies for the allocation and protection of frequency bands used by civil aviation. The active involvement of FSMO members in the FSMP is essential as it ensures that civil aviation interests are

represented at the global level and that international spectrum management policies are informed by the practical challenges and needs of national civil aviation authorities.

3. CONCLUSION

3.1 The establishment of the Frequency Spectrum Management Office (FSMO) by the Saudi General Authority of Civil Aviation is a key step in ensuring the safe and efficient use of the aeronautical spectrum in the Kingdom of Saudi Arabia, vital for aviation operations.

3.2 Globally, FSMOs highlight the importance of collaboration between aviation authorities and national telecommunication regulators to ensure efficient use of the frequency spectrum while prioritizing the safety and operational needs of civil aviation.

3.3 FSMOs are essential in managing national and international frequency spectrum policies, addressing interference, monitoring and updating the allocation of aeronautical frequencies managed under ICAO frequency finder tool, and safeguarding aviation interests at the World Radiocommunication Conference (WRC).

3.4 The Assembly is invited to take note of the information provided in this paper and encourage States to adopt a harmonized approach to frequency spectrum management, ensuring consistency with international standards, while considering national needs and regional allocations.

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