



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



ICAO WRC-27 Preparatory Workshop

Agenda item 1.9 : Update Appendix 26 to the RR

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Direction Générale de l'Aviation Civile

DSNA

France

Presentation Overview

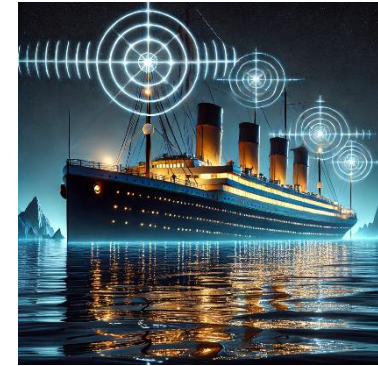
01 Background

02 Potential Issues

03 ICAO Position

04 Conclusion

Background



HF may seem archaic, but it remains a robust means of communication if you know how to use it. Coordination of HF channels is complex, and a lot of expertise has been lost on this subject.

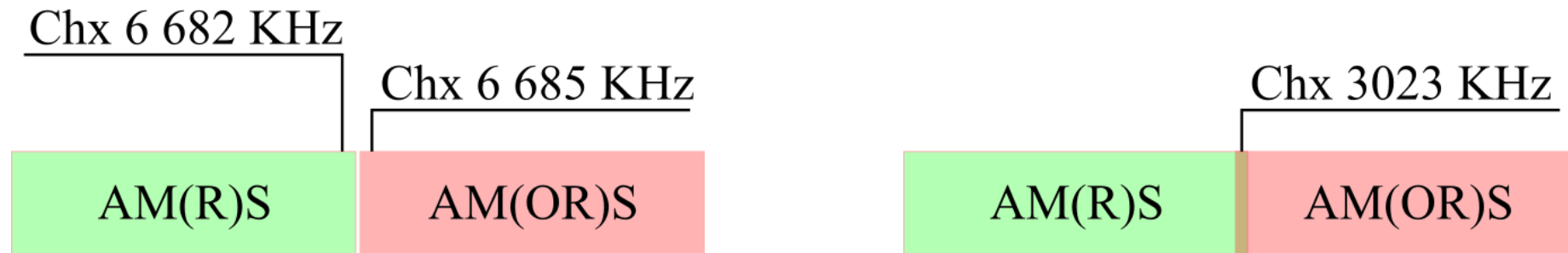
- Appendix 27 dedicates to AM(**R**)S
 - Resolution 429 (WRC-19) called to consider regulatory provisions for updating Appendix 27 of the Radio Regulations* (vol 2) in support of aeronautical HF modernization.
 - WRC-23 concluded with an update of Appendix 27 of the RR, including other provisions relating to broadband digital communications.
- Appendix 26 dedicates to AM(**OR**)S
 - **Resolution 411 (WRC 23)** (RR* vol3) call to consider appropriate regulatory actions to update Appendix 26 to the Radio Regulations in support of aeronautical mobile (OR) high frequency modernization.

*<https://www.itu.int/hub/publication/r-reg-rr-2024/>

Background

Allotment plan

AM(OR)S and AM(R)S are using the frequency range 2 850-22 000KHz and could use adjacent channel or co-channel such as



Coexistence must be ensured by the RR and therefore consistency between appendix 26 and 27.

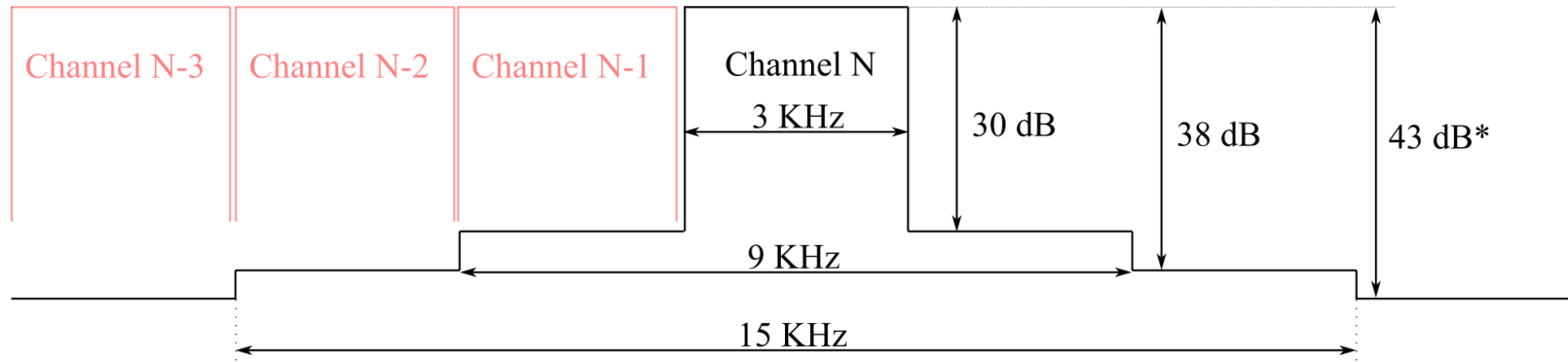
Background

HFDL (High Frequency Data Link)
is part of the
**Aircraft Communication
Addressing and Reporting System
(ACARS)**



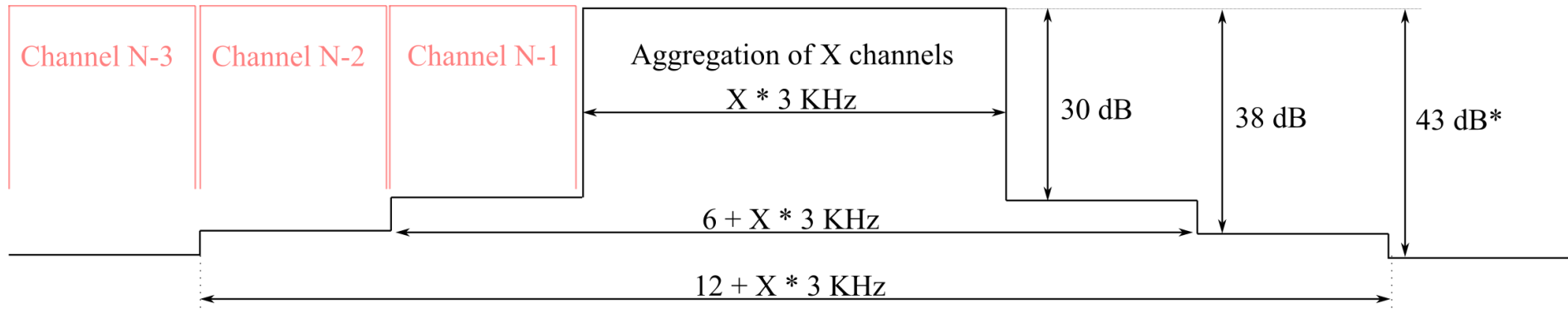
Potential Issues

Current use



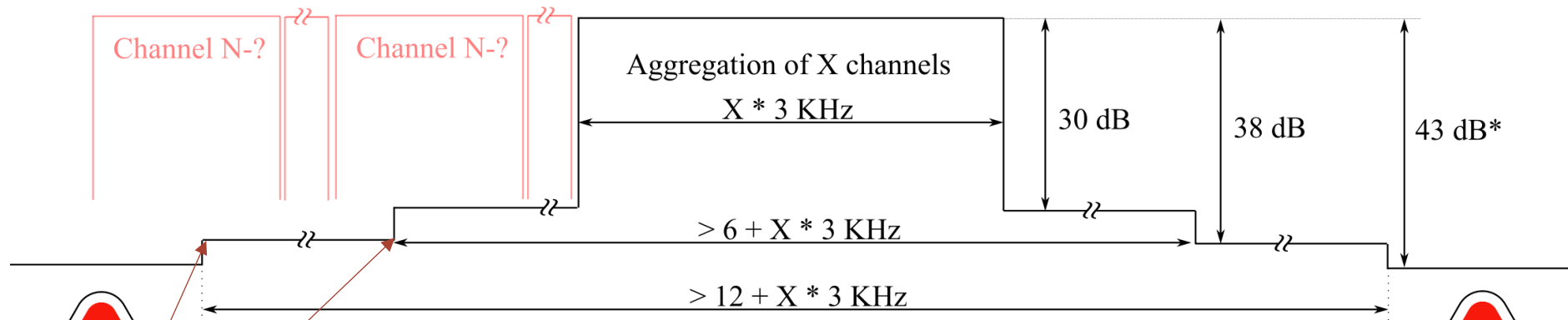
Potential Issues

Outcome that would **not pose problem**



Potential Issues

Outcome that would **pose problem**



The HF allotment plan has been based (among other things) on emission levels at the edge of a channel.

Any relaxed changes of this type would cause harmful interference.



ICAO Position

To ensure the results of this agenda item would not reduce the protection of, or impose additional regulatory or technical constraints, on internationally recognized aeronautical HF safety communications in line with Appendix 27 to the RR.

Conclusion

Statement in the ICAO position

HF is the only terrestrial service with means of providing ubiquitous global communication coverage for aircraft and is still the long-range system required by many aviation regulators for the provision of safety and regularity of flight communications in oceanic, polar and other remote areas. Access to the various frequency bands in the range 2 850-22 000 kHz assigned to the aeronautical mobile (route) service (AM(R)S) is therefore essential and defined in Appendix 27 to the RR.

Regulatory actions to update Appendix 26 shall not allow total power or out-of-band emissions levels which may cause harmful interference to the AM(R)S service as defined in RR Appendix 27.





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Question ?



Thank You

